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**ANNEX 2**



**JACOBS BABTIE**

## **Consultation on the Proposed Introduction of Charges for Residents' and Visitors' Parking Permits in Oxford**

## **Analysis of Responses to Consultation**

**Document Number: B0180100/1**

**Revision: 0**

**August 2006**

## Document control sheet

Client:	Oxfordshire County Council	Job No:	B0180100
Project:	Consultation on the Proposed Introduction of Charges for Residents' and Visitors' Parking Permits in Oxford	Doc No:	B0180100/1
Title:	Analysis of Responses to Consultation	Rev No:	Original

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### **Appendix A Consultation Documents**

A: All existing zones except Frys Hill, Brake Hill, Minchery Farm & Blackbird Leys West

- Questionnaire
- Explanatory notes

B : Existing zones in Frys Hill, Brake Hill, Minchery Farm and Blackbird Leys West (Kassam Stadium area – ‘match day’ operation only)

- Questionnaire
- Explanatory notes

C: Proposed New Zones: Marston South, North Summertown, The Lakes, Northway

- Questionnaire
- Explanatory notes

CPZ Statement of Reasons  
Draft Traffic Regulation Order

### **Appendix B Summary of Responses**

A: All existing zones except Frys Hill, Brake Hill, Minchery Farm & Blackbird Leys West

B : Existing zones in Frys Hill, Brake Hill, Minchery Farm and Blackbird Leys West

C: Proposed New Zones: Marston South, North Summertown, The Lakes, Northway

## **1 Introduction**

Oxfordshire County Council as the Highway Authority for Oxford has the responsibility for all traffic management matters in the city including management of on-street parking.

Oxford has had residents' parking schemes since the mid 1970's. These were implemented within Controlled Parking Zones which have a dual function of being part of the traffic management strategy for the city and giving priority to the needs of residents. More Controlled Parking Zones have recently been introduced and more are planned.

Residents' and visitors' parking permits for the Oxford schemes have so far been free. The County Council has recently decided to promote amendments to the traffic orders which would provide for permit charges to be introduced. The Order amendments would also introduce a revised permit scheme for the discretionary authorisation granted to contractors' vehicles to park in a permit parking space. The Draft Orders have been advertised and the County Council has carried out consultation on the proposals.

Jacobs Babtie as part of Oxfordshire Highways was commissioned to assist with the large volume of queries and responses arising from the consultation, record all the responses, provide a summary of the comments made and an analysis of the answers to the questionnaire which was part of the consultation.

This report provides the analysis and summary of the consultation returns.

**2****Consultation Process****2.1 Consultation Documents**

Oxfordshire County Council prepared and sent out a pack to each property in existing or proposed zones where charging is proposed. These included:

- A letter setting out the status of the consultation
- Notes explaining what was proposed, the timescale, and how the proposed scheme would work if implemented.
- A questionnaire to be completed and returned in a supplied post-paid envelope.

**2.2 Consultation Period and Methods**

The documents listed above were posted during the week ending 9 June, for return by 20 July 2006, giving consultees approximately six weeks to respond. This period was chosen to allow those taking two or three weeks' holiday in this period time to take part in the consultation.

In fact, all questionnaires received up to 28 July were included in the numerical analysis of results. Questionnaires received after the 28 July up to the date of this report have been read to ensure that all comments have been taken into account.

A dedicated 'hotline' telephone number was printed on the consultation letters. This line was established with facility for up to three calls to be handled at one time. This number had an answer phone facility during the time when the office was not staffed, typically between 7pm to 7am, or when all 3 lines were busy. Callers could then leave a message and the team called them back where requested.

A fax number was printed on letters, to allow responses to be faxed rather than posted.

A dedicated email account was also set up, which auto forwarded messages to the whole team handling the consultation, to ensure messages were received and recorded or responded to as appropriate.

The consultation letter stated that due to the number of responses expected, individual messages would not be responded to. Despite this, many messages were received by email, post or telephone asking for a response, and where feasible this has been done.

Documents were also placed on deposit at libraries and at other locations including County Council offices and at libraries for reference.

### 3.1 Numbers of responses

The number of returned questionnaires, letters, telephone calls and emails is summarised below. There is some overlap, for example people telephoned to leave a comment, but returned their questionnaire as well. For this reason, the numerical analysis of replies to questions is confined to questionnaire returns. The analysis of comments made, however, includes all responses through all formats to ensure all views have been taken into account, and the matters raised most frequently have been identified.

#### Questionnaires returned:

**A All existing zones except Frys Hill, Brake Hill, Minchery Farm & Blackbird Leys West:**

3423 Returned of 17,200 questionnaires sent out (20% return)

**B Existing zones in Frys Hill, Brake Hill, Minchery Farm & Blackbird Leys West** (These zones comprise the Kassam Stadium area – and are part-time, operating on ‘match days’ only)

551 Returned of 3500 questionnaires sent out (16% return)

**C Proposed New Zones: Marston South, North Summertown, The Lakes, Northway:**

1069 Returned of 5000 questionnaires sent out (21% return)

**Total: 5043 responses from 25,700 questionnaires sent out (20% return)**

#### Letters and petitions including emailed letters/responses: 66

These came from individuals, groups in households, elected members, residents groups and others. A small number of petitions were received, but all respondents also had a questionnaire to return if they wished, so petitions are not included in the analysis of numbers, but are listed and summarised below.

#### Telephone calls: 232

A dedicated unique telephone number was created for the purposes of this consultation, and set up so that three people could answer calls at one time.

Most of the calls were requests for forms or the return address; enquiries about whether off-road parking on private land was covered by the scheme; or other matters not comprising a consultation response. All calls were logged, and a number of points were made. Where not already covered by those made on forms, these are included below.

### **3.2 General notes on returns**

Although providing a post-paid envelope might be expected to increase the return rate, the responses received together amount to a return rate of only 19.6%, or less than 1 in 5, and nothing is known about the views of those who chose not to respond. They may be supporters of the proposals, or they may equally well be cynical opponents who believe that a decision has already been taken. It is often the case that those who feel most strongly, whether positive or negatively-inclined, are most likely to respond and these are not necessarily representative of collective views. In any event, analysis can only be undertaken on the views of those who did respond.

### **3.3 Inconsistency of responses**

It is also worth noting that there are some inconsistencies in the returns. One example is that significant numbers of individuals disagreed with the policy of charging for permits, but then agreed that there was overall a case for introducing permit charges.

These respondents are those who answered Question 1 “Do you agree or disagree that the council should have a consistent policy throughout Oxfordshire of charging for parking permits?” as “Disagree”, then answered the final question “Overall, do you agree or disagree that there is a case for introducing parking permit charges?” as “Agree”.

The numbers of people who gave these combinations of answers were:

- 7 respondents in Kassam area
- 33 respondents in the proposed new zone areas
- 131 respondents in the existing zones excluding Kassam areas.

In total, 171 people gave this combination of answers.

### **3.4 General notes on comments made in responses**

Many comments made did not relate to the residents’ and visitors’ permit charging consultation but other matters including:

- For the Controlled parking Zones, the proportion of parking areas for permit holders compared to areas for non-permit-holders.
- Whether particular properties are entitled to permits;
- Provision of disabled parking bays.

These have been passed to the appropriate officers to handle as appropriate, and are not analysed in this report.

Comments reiterating a question, e.g. “high charges will not reduce car ownership” have not been included, since they have already been ‘counted’ in the numerical analysis of answers. Lots of respondents misunderstood how the scheme would work, making statements like “why should I pay to park on my own drive?” when this would not (and could not) be charged.

The individual comments made on the questionnaires, letters, calls and emails together number into tens of thousands. However, there are strong common themes which arise many times, and these have been identified below. It is not possible to give numbers for each comment since they are made in different ways by each respondent. Those made are listed below, with an indication of the most common comments compared to those made very infrequently.

## 4

## Numerical Analysis of Responses

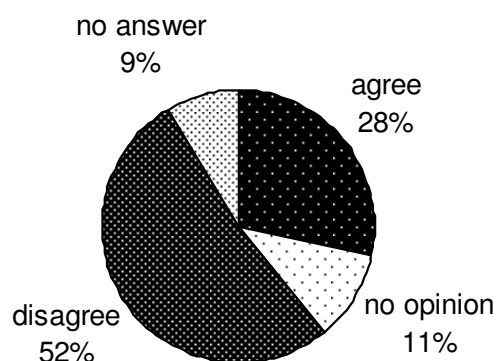
#### 4.1 A: All existing zones except Frys Hill, Brake Hill, Minchery Farm & Blackbird Leys West

3422 returned of 17,200 questionnaires sent out (19.9% return). Numbers and percentages are all in Appendix B; percentages are summarised below.

##### 4.1.1. Do you agree or disagree that the council should have a consistent policy throughout Oxfordshire of charging for parking permits?

Of the people who returned questionnaires,

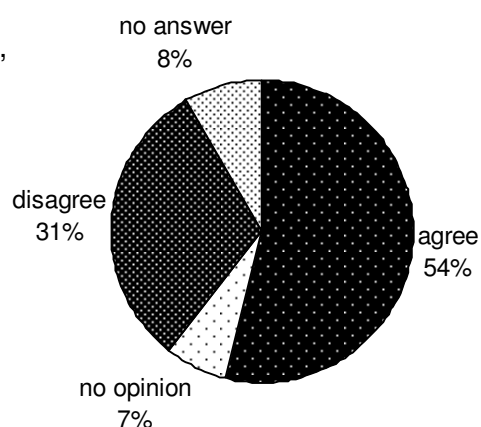
- just over half (52%) disagreed
- with a policy of charging for permits;
- 28% agreed with charging,
- 11% expressing no opinion
- 9% gave no reply.



##### 4.1.2. Do you agree or disagree that a residents' parking scheme benefits you by excluding general parking?

Of the people who returned questionnaires,

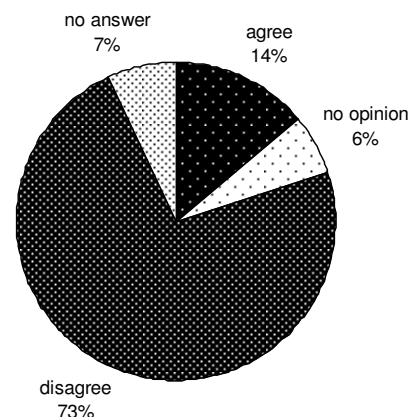
- just over half (54%) agreed that residents' parking schemes benefited them in this way;
- 31% felt it would not help,
- 7% expressing no opinion
- 8% gave no reply.



##### 4.1.3. Do you agree or disagree that charging for residents' parking permits will help to restrain car ownership in Oxford?

Of the people who returned questionnaires,

- almost three quarters (73%) disagreed that charging for permits would help to restrain car ownership;
- 14% agreed it would help,
- 6% expressing no opinion
- 7% gave no reply.

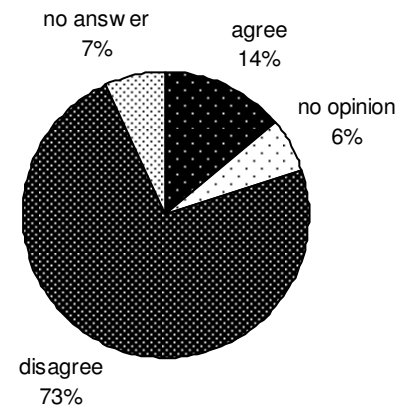




#### 4.1.4. Do you think the proposed charges for residents' permits are too high, about right, or too low?

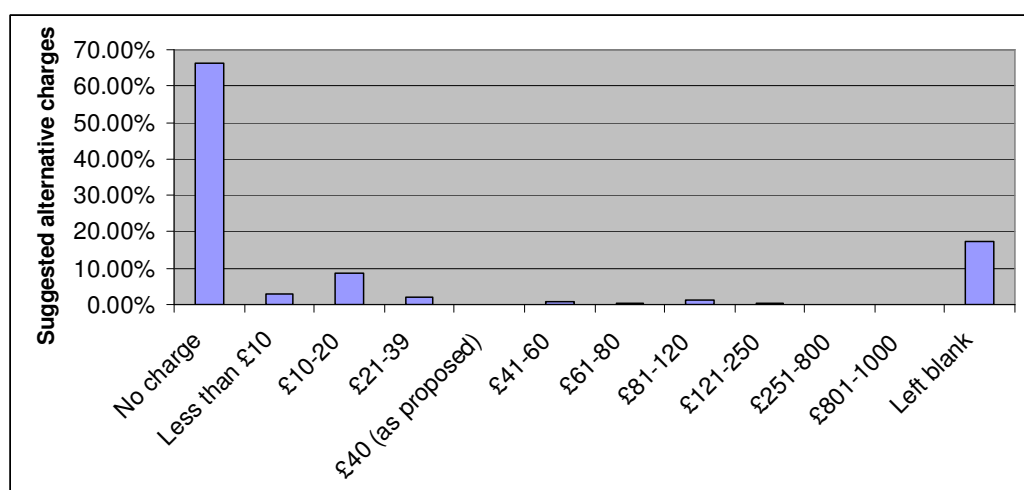
Of the people who returned questionnaires,

- just under two thirds (63%) said the proposed charges were too high;
- 21% felt they were about right,
- 3% felt they were too low,
- 13% gave no reply.



**If you think the proposed residents' charges are too high or too low, what alternative charge would you suggest?**

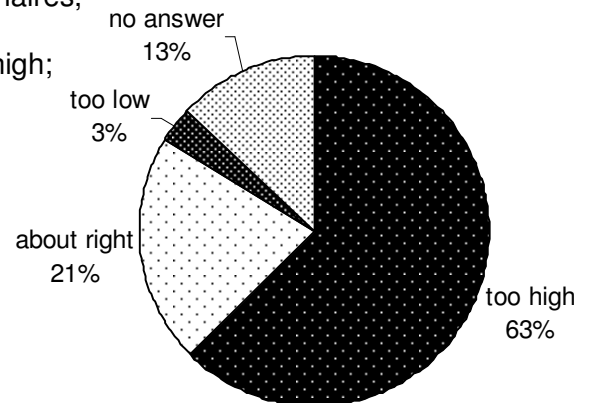
Suggested amount	Number suggesting this amount	% suggesting this amount
No charge	2267	66.2%
Less than £10	91	2.7%
£10-20	291	8.5%
£21-39	72	2.1%
£40 (as proposed)	5	0.1%
£41-60	24	0.7%
£61-80	13	0.4%
£81-120	45	1.3%
£121-250	16	0.5%
£251-800	5	0.1%
£801-1000	2	0.06%
Left blank	590	17.2%



#### 4.1.5. Do you think the proposed charges for visitors' permits are too high, about right, or too low?

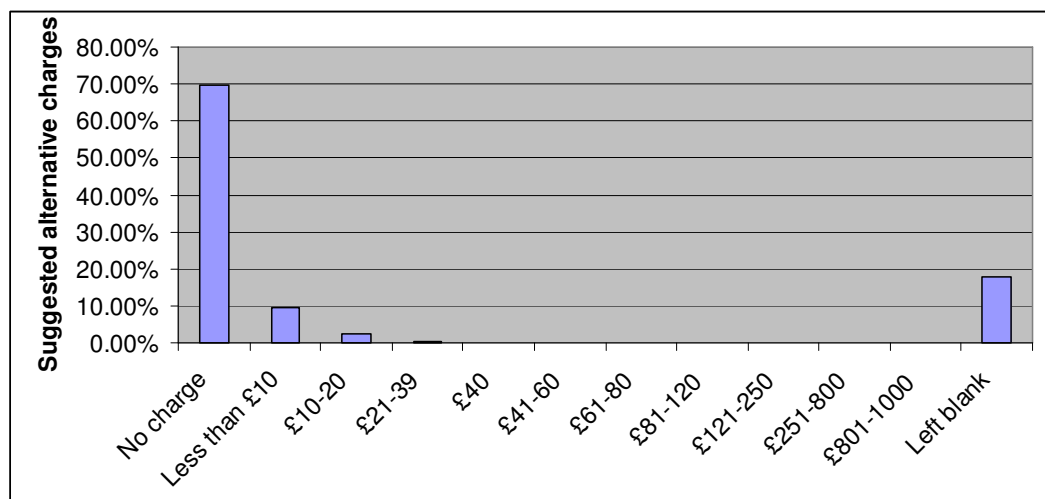
Of the people who returned questionnaires,

- just under two thirds (64%) said the proposed charges were too high;
- 21% felt they were about right,
- 2% felt they were too low,
- 13% gave no reply.



If you think the proposed visitors' charges are too high or too low, what alternative charge would you suggest?

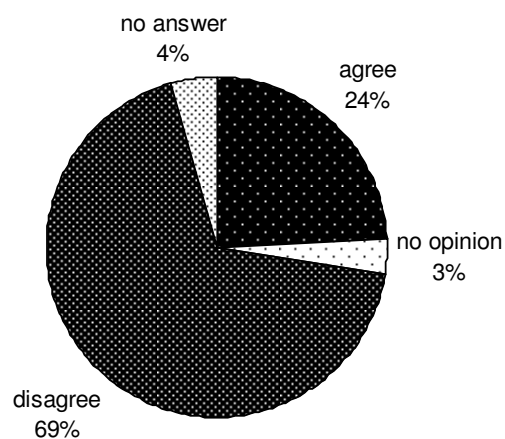
Suggested amount	Number suggesting this amount	% suggesting this amount
No charge	2381	69.6%
Less than £10	324	9.5%
£10-20	80	2.3%
£21-39	13	0.4%
£40	5	0.1%
£41-60	7	0.2%
£61-80	1	0.03%
£81-120	2	0.1%
£121-250	3	0.1%
£251-800	0	0.0%
£801-1000	0	0.0%
Left blank	605	17.7%



**4.1.6. Overall, do you agree or disagree that there is a case for introducing parking permit charges?**

Of the people who returned questionnaires,

- over two thirds (68%) disagreed with a policy of charging for permits;
- 24% agreed with the case for charging,
- 3% expressing no opinion,
- 4% gave no reply.



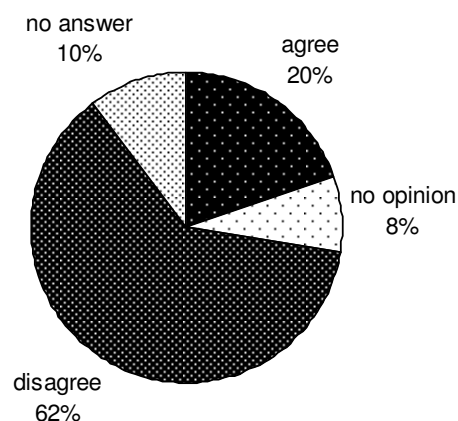
## 4.2 B: Existing zones: Frys Hill, Brake Hill, Minchery Farm & Blackbird Leys West (Kassam Stadium area – ‘match day’ operation only)

551 Returned of 3500 questionnaires sent out (15.7% return). Numbers and percentages are all in Appendix B; percentages are summarised below.

### 4.2.1. Do you agree or disagree that the council should have a consistent policy throughout Oxfordshire of charging for parking permits?

Of the people who returned questionnaires,

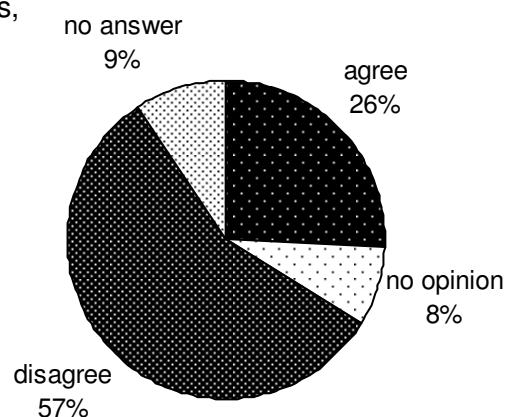
- almost two thirds (62%) disagreed with a policy of charging for permits;
- 20% agreed with charging,
- 8% expressing no opinion
- 10% gave no reply.



### 4.2.2. Do you agree or disagree that a residents' parking scheme benefits you by excluding general parking?

Of the people who returned questionnaires,

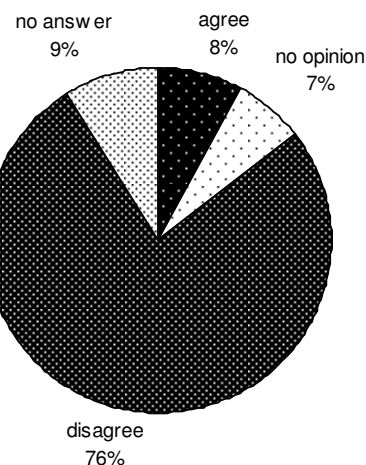
- just over half (57%) disagreed that residents' parking schemes benefited them in this way;
- 26% felt it did provide a benefit,
- 8% expressing no opinion
- 9% gave no reply.



### 4.2.3. Do you agree or disagree that charging for residents' parking permits will help to restrain car ownership in Oxford?

Of the people who returned questionnaires,

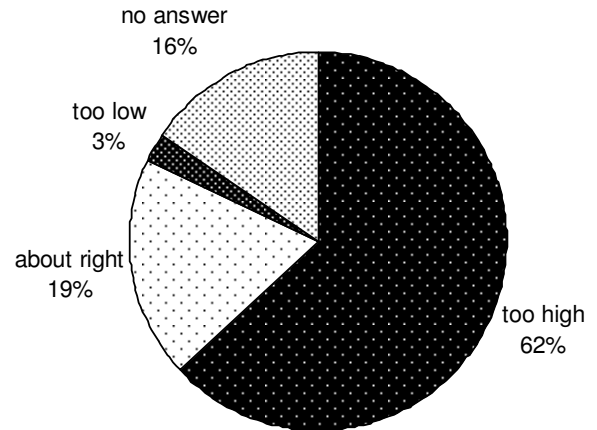
- over three quarters (77%) disagreed that charging for permits would help to restrain car ownership;
- 8% agreed it would help,
- 7% expressing no opinion
- 9% gave no reply.



#### 4.2.4. Do you think the proposed charges for residents' permits are too high, about right, or too low?

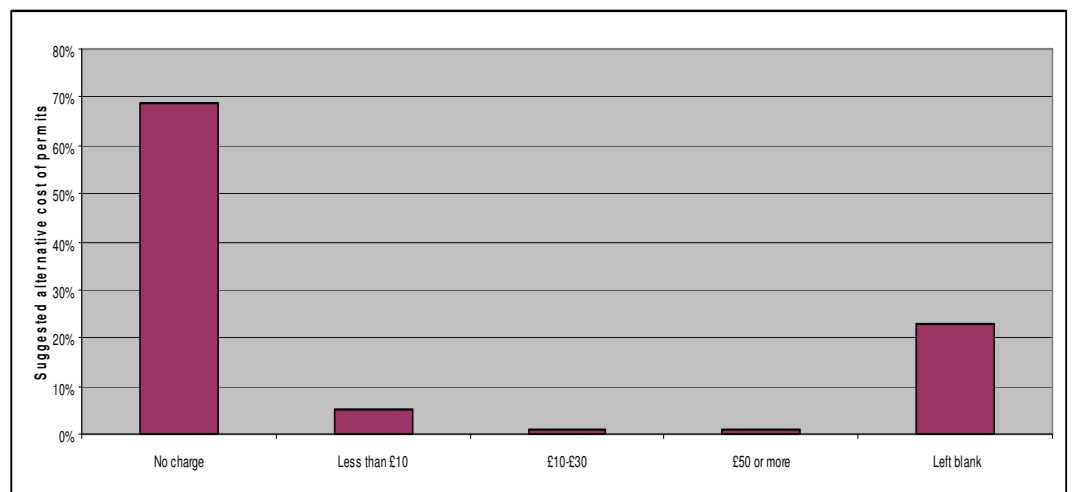
Of the people who returned questionnaires,

- just under two thirds (63%) said the proposed charges were too high;
- 19% felt they were about right,
- 3% felt they were too low,
- 16% gave no reply.



**If you think the proposed residents' charges are too high or too low, what alternative charge would you suggest?**

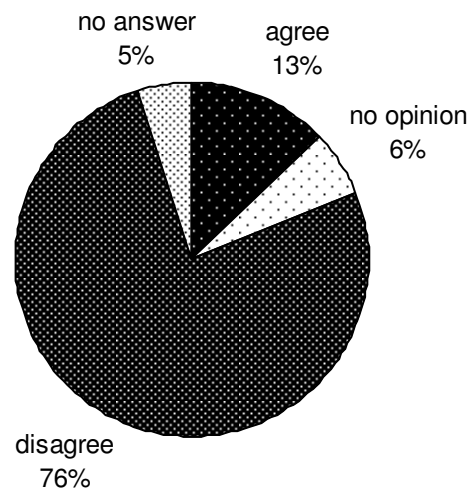
Amount	Number suggesting this amount	% suggesting this amount
No charge	380	69.0%
Less than £10	33	6.0%
£10-£30	6	1.1%
£50 or more	4	0.7%
Left blank	128	23.2%



**4.2.5. Overall, do you agree or disagree that there is a case for introducing parking permit charges?**

Of the people who returned questionnaires,

- over three quarters (76%) disagreed with a policy of charging for permits;
- 13% agreed with the case for charging,
- 6% expressing no opinion,
- 5% gave no reply.



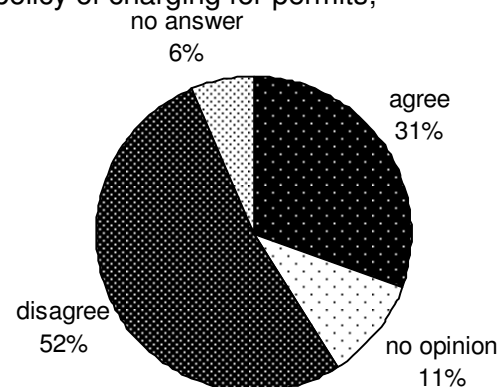
### 4.3 C: Proposed New Zones: Marston South, North Summertown, The Lakes, Northway

1069 Returned of 5000 questionnaires sent out (21.4% return). Numbers and percentages are all in Appendix B; percentages are summarised below.

#### 4.3.1. Do you agree or disagree that the council should have a consistent policy throughout Oxfordshire of charging for parking permits?

Of the people who returned questionnaires,

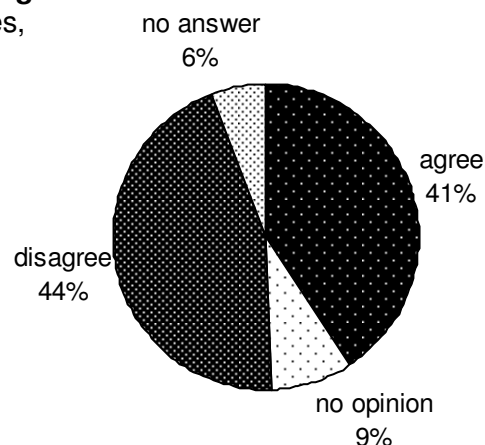
- just over half (52%) disagreed with a policy of charging for permits;
- 31% agreed with charging,
- 11% expressing no opinion
- 6% gave no reply.



#### 4.3.2. Do you agree or disagree that new residents' parking schemes would benefit you by excluding general parking?

Of the people who returned questionnaires,

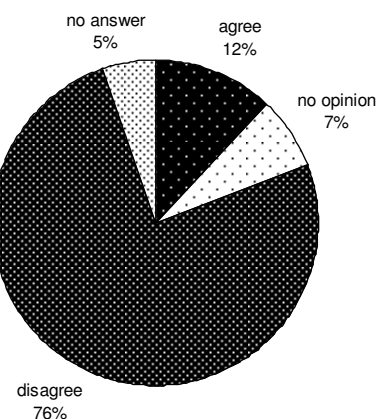
- 45% disagreed that residents' parking schemes would benefit them;
- 41% agreed that residents' parking schemes would help,
- 9% expressing no opinion
- 6% gave no reply.



#### 4.3.3. Do you agree or disagree that charging for residents' parking permits will help to restrain car ownership in Oxford?

Of the people who returned questionnaires,

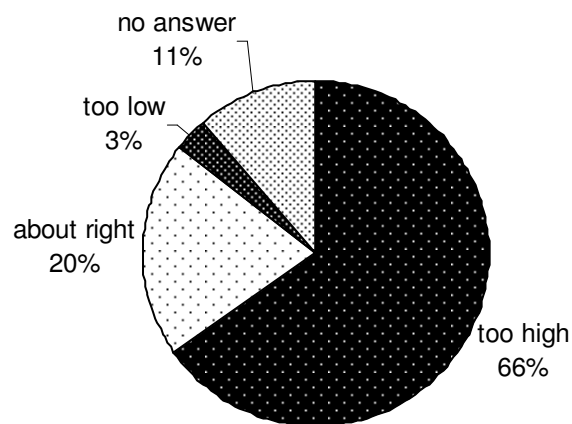
- almost three quarters (75%) disagreed that charging for permits would help to restrain car ownership;
- 12% agreed it would help,
- 7% expressing no opinion
- 5% gave no reply.



#### 4.3.4. Do you think the proposed charges for residents' permits are too high, about right, or too low?

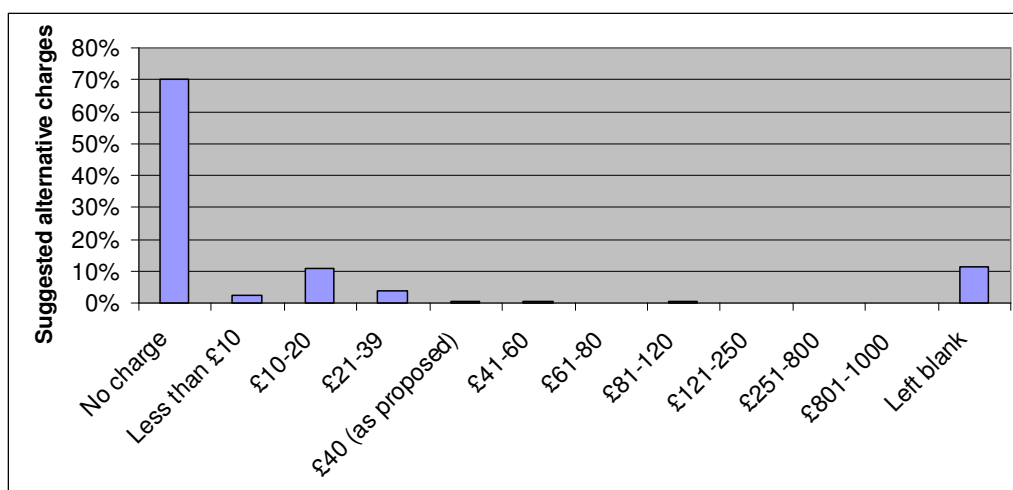
Of the people who returned questionnaires,

- just under two thirds (65%) said the proposed charges were too high;
- 20% felt they were about right,
- 3% felt they were too low,
- 11% gave no reply.



**If you think the proposed residents' charges are too high or too low, what alternative charge would you suggest?**

Suggested amount	Number suggesting this amount	% suggesting this amount
No charge	745	69.7%
Less than £10	27	2.5%
£10-20	114	10.7%
£21-39	38	3.6%
£40 (as proposed)	5	0.5%
£41-60	6	0.6%
£61-80	2	0.2%
£81-120	6	0.6%
£121-250	2	0.2%
£251-800	2	0.2%
£801-1000	1	0.1%
Left blank	121	11.3%

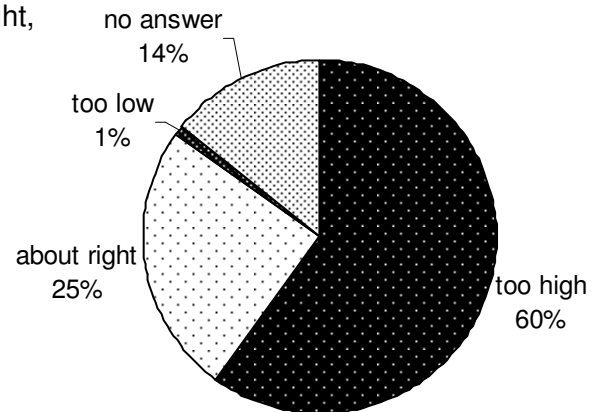




#### 4.3.5. Do you think the proposed charges for visitors' permits are too high, about right, or too low?

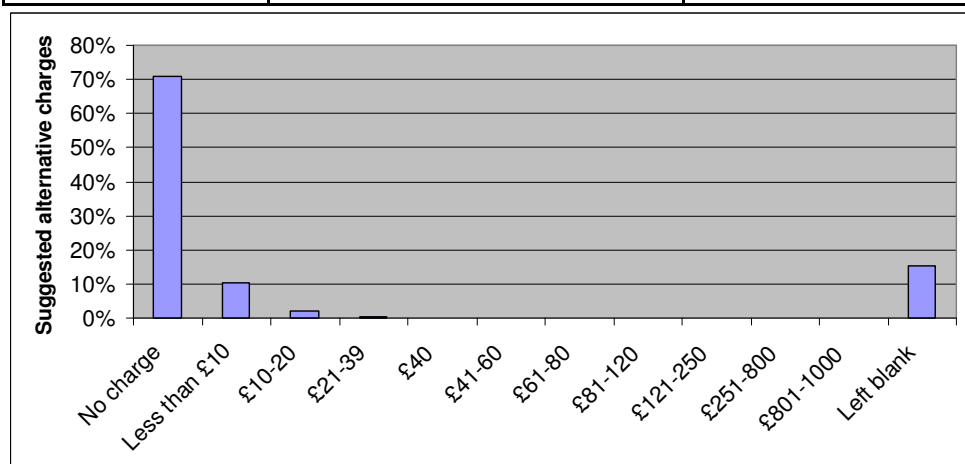
Of the people who returned questionnaires,

- just under two thirds (60%) said the proposed charges were too high;
- 25% felt they were about right,
- 1% felt they were too low,
- 14% gave no reply.



**If you think the proposed visitors' charges are too high or too low, what alternative charge would you suggest?**

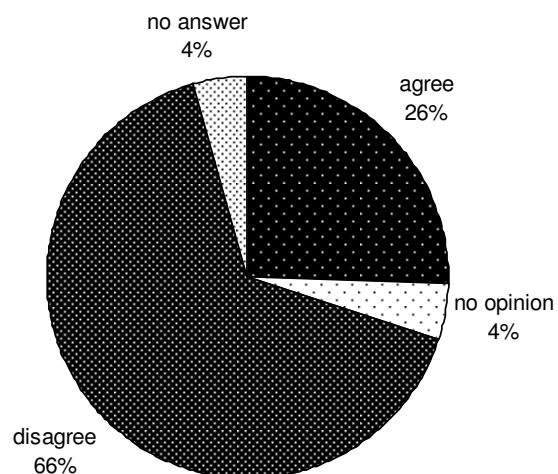
Suggested amount	Number suggesting this amount	% suggesting this amount
No charge	758	70.9%
Less than £10	112	10.5%
£10-20	24	2.2%
£21-39	6	0.6%
£40	1	0.1%
£41-60	2	0.2%
£61-80	0	0.0%
£81-120	2	0.2%
£121-250	0	0.0%
£251-800	1	0.1%
£801-1000	0	0.0%
Left blank	162	15.2%



**4.3.6. Overall, do you agree or disagree that there is a case for introducing parking permit charges?**

Of the people who returned questionnaires,

- Two thirds (66%) disagreed with a policy of charging for permits;
- 26% agreed with the case for charging,
- 4% expressing no opinion,
- 4% gave no reply.



## 5

## Analysis of Comments Made in Responses

**5.1 Introduction to analysis of comments**

Most of the comments made were common to all areas, and centred on policy matters, for example suggesting that they pay taxes on vehicles, fuel and in Council Tax, and that an additional tax was unfair.

Below are listed comments made in three frequency bands. They cannot be quantified in terms of how many people made each comment, because each correspondent made slightly different points. However, the messages are very clear, and the statement below encapsulates each form of comment.

**5.2 Comments made very frequently for all areas  
(On over 1000 questionnaires in some form)**

- Residents pay Council tax, vehicle licence duty (often referred to as car tax), tax on fuel and tax on earnings; this charge is not justified in addition to those taxes.
- General objection to paying to park 'outside own house', and should only pay if guaranteed a space. Many also referred to free city centre parking in evenings and weekends as unfair.

**5.3 Comments made by between 50 and 500 respondents**

- Non-car owners, especially elderly and/or disabled residents can only remain independent with frequent visits from family, friends as well as 'official' carers. Getting lifts for food shopping is particular concern. Visitors will be deterred by inconvenience as much as cost, and will not come in future, isolating residents from friends and family. There are not enough permits for the number of visits needed each year. These residents should get free/additional permits based on need. If family/friends visit less, the cost to authorities for at-home care or institutional care will increase.
- Hospitals and colleges will benefit at residents' expense. Parking near hospitals and colleges should be residents/visitors only. Drivers visiting colleges/hospitals (Oxford Brookes and John Radcliffe mostly) have no respect for residents
- Questionnaire is biased/leading, not a fair consultation.
- Council has decided already; consultation is not 'real'/several consultations already, why another?
- Public transport is poor and scheme should be improved before parking charges are introduced.
- Insufficient visitors permits. If several visitors at one time, and several times a year, will soon run out.
- Scheme will cause people to concrete their gardens to park on which is unsightly and will cause flooding.

#### **5.4 Comments made by between fewer than 50 respondents**

- Concern about practical operation of contractors' permits, e.g. lots of separate vehicles for a small building job – plumber, carpenter, plasterer etc – some only for short time.
- Those on low incomes should be exempt from charges.
- Willing to pay if fully enforced and the benefits including removal of commuter parking are realised - especially request keeping footways clear.
- There are no problems so no change is required.
- How will multi-occupancy houses e.g. student houses manage, and students are on holiday at present, so unable to respond to consultation.
- Should not pay in 'designated' spaces (note: some properties have designated space within public highway).
- Charges should be lower/free for first and/or second car, but very high for third or additional cars.
- Welcome if it keeps the roads clear.
- More off-road spaces should be provided by dropping kerbs to make driveway access and at lower cost than at present.
- Charges should be higher; there are too many cars on the streets.
- Will cause more parking on verges/footways.
- Signs and lines will be an eyesore.
- Permits should be permanent, save annual costs and hassle.
- Charging for city centre areas is OK, not outer areas of Oxford.
- Scheme will disadvantage charities and voluntary work if their supporters have to pay, or cannot get a parking space at all.
- Scheme will disadvantage community facilities/events – no-one will come if they have to pay to park.
- Scheme unfairly penalises poorer residents in small houses over richer ones with big houses and driveways.
- People should be encouraged to cycle, but there are not enough racks or secure cycle parking.
- Cars occupy space that cycles or pedestrians should have.
- Leap from free to £40 is too sudden.
- Zones are not right – important roads have been excluded.
- Will reduce value of house.

### **5.5 Comments made by Kassam area respondents only**

- The residents were there before the stadium, and should not be penalised for its introduction; charges should be paid only by spectators attending events and/or the stadium operators. Promised when stadium built that residents would not have to pay for parking.
- No problem on match days, no change needed
- Scheme is good news for residents on match days
- Small problem only, doesn't merit full scheme expense and impact on residents
- Sunday parking for car boot sales is greater problem than match days

### **5.6 Comments on operational matters which would need to be addressed or clarified if the proposed scheme goes ahead in any form**

- Where residents live on the boundary of two zones, can they park in either?
- Various concerns about blue badge holders and where they may park, and whether they also pay for permits
- How scheme will work in school areas, to deter school gate parking (some respondents) or assist school gate parking (other respondents)
- Permits will lead to car break-ins to steal them; suggestions of alternatives including display of copy of vehicle ownership documents, or tamper-proof inclusion of vehicle index number on permit. Concerns about counterfeiting and need for enforcement to include checking of unique number on permit.
- Fears of 'black market' trading of permits, for example, residents without cars gaining permits on behalf of those with second or subsequent permits at another property. This could be resolved by reference to car ownership documents or the DVLA database directly; this is an administration matter which would need to be addressed, since it has financial implications in processing costs.
- Residents who drive many different vehicles, e.g. various company 'pool' cars, but only one at the house at one time; how will permits cover this case?
- Whether people pay in 'designated' spaces (note: some properties appear to have designated space within public highway, referred to in their property deeds)
- Non-car owners, especially elderly and/or disabled residents needing frequent visits from family, friends and 'official' carers. Can these residents get free/additional permits based on need?
- Are motorcycles subject to the same parking restrictions? If not, they may be left obstructing the footway, which is a police matter and may not be followed up, whereas parking on road would lead to a penalty.
- Kassam area: need to ensure signing is placed in time to avoid tickets given to 'innocent' drivers arriving at properties before match days, but remaining there on match days.

## **Appendix A - Consultation Documents**

- A: All existing zones except Frys Hill, Brake Hill, Minchery Farm & Blackbird Leys West
- B : Existing zones in Frys Hill, Brake Hill, Minchery Farm and Blackbird Leys West (Kassam Stadium area – ‘match day’ operation only)
- C: Proposed New Zones: Marston South, North Summertown, The Lakes, Northway
- Letter for groups A and B
  - Explanatory notes A
  - Questionnaire A and C
  - Explanatory notes B
  - Questionnaire B
  - Letter for group C
  - Explanatory notes C



Speedwell House  
Speedwell Street  
Oxford  
OX1 1NE

**DRAFT**

Tel: 01865 815700  
Fax: 01865 815085

**Letter to all existing zones**

9 June 2006

My ref: RWD/SEP/12.5.6.1/A +B

Direct line: 01865 815663

Please ask for: Richard Dix

richard.dix@oxfordshire.gov.uk

Dear Resident

**Consultation on the Proposed Introduction of Charges for Residents' and Visitors' Parking Permits in Oxford**

I am writing to let you know that the County Council has decided to promote the introduction of charges for residents' and visitors' parking permits in Oxford. The introduction of charges would need a change to the Traffic Regulation Orders that apply to your Controlled Parking Zone. A notice for these changes has been published and draft orders are available for public inspection. This letter is part of the formal consultation required in connection with the proposed changes.

A consultation letter is being sent to each household in all of the existing Controlled Parking Zones in Oxford. Each household within proposed new zones in the course of design will also be consulted.

Enclosed with this letter is:

- Information on the proposed charges, when they would be brought in, and the case for introducing the charges.
- A short questionnaire to complete and return by the end of the consultation period – not later than 5.00pm on Thursday 20 July.

The results from this consultation will be considered by the Transport Implementation Committee at its meeting on 14 September 2006. The Committee will decide whether or not to confirm the amended Orders and introduce permit charges.

Continued over/ .....

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P:\B0180100 Oxfordshire Parking Consultation\posted info to residents\Covering letter A and B All existing zones.doc

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Please note that due to the large volume of expected correspondence, we will not be able to reply to individual comments. Following the Transport Implementation Committee's decision, we will let people know what this is together with a general summary of the consultation feedback.

Yours faithfully

Richard Dix  
Assistant Head of Transport – Transport Implementation



**Proposed Charges for Residents' and Visitors' Parking Permits:  
Consultation Information  
(for all zones except Frys Hill, Brakes Hill, Minchery Farm, Blackbird Leys  
West)**

**The Proposed Charges**

The proposed charges are as follows:

**Residents' permits**

£40 a year for each of the first two permits per household in any zone.

In zones where more than two permits per household are permitted:

£80 a year for a third permit

£120 a year for a fourth and any further permits.

**Visitors' permits**

60 pence per permit, to be paid as a total amount of £15 for each pack of 25 one-day visitors' permits.

**Credits for unused permits**

Both residents' and visitor permits are valid for one year. If a residents' permit is surrendered part way through the year, the holder would be repaid the unused proportion of the charge calculated by the unused number of whole calendar months. Unused visitors' permits would be repaid at 60p for each unused day.

**Date from when charges would be made**

Residents' parking permits – charging for permits would begin 2 months after a decision to introduce charges was made and would then be introduced zone by zone as the annual renewal date for permits comes around. For example, if it is decided in September to introduce charges, they would start to be introduced from 1 January 2007 and permits would have to be paid for at each zone renewal date after that.

Visitors' parking permits – at each application for a pack of permits after the date that charging for residents' parking permits in your zone begins (see above).

The reasons why introducing charges is proposed

1. The permit parking schemes in Oxford run at a loss. The costs of the administration involved in issuing the permits and of enforcing the parking restrictions to keep the spaces available for residents' and other permit holders are far greater than the income gained from penalty charges for parking infringements and business permit charges. These losses will increase as more permit parking schemes are introduced. The proposed charges are set at a level which will make up this shortfall and result in a balance of costs and income.
2. The County Council has a long standing policy that permit parking schemes are to be self-financing and has the power to charge for parking permits to make sure this happens. Charges of £100 and £65 respectively are made for residents' parking permits in Abingdon and Henley but no charge is made in Oxford despite the considerable loss on operating the residents' parking schemes. The introduction of permit charges in Oxford would put right this inconsistency and apply the Council's policy fairly across the county.
3. The right to occupy a residents' or other permit parking place has a value to the permit holders and there is a cost which is expenditure on lines and signs, administration costs of the schemes and enforcement required to exclude the general public and keep the spaces free for residents. It is reasonable and lawful for the Council to take account of this and the fact that most councils with on-street parking schemes charge for residents' parking permits means that this is a widely accepted principle.
4. The number of cars owned by Oxford residents has doubled in the last 20 years from 24,000 to 48,000. The fact that residents' permits have been free may imply to people that this growth does not have implications for traffic in Oxford or the costs of dealing with it but clearly there are travel problems and costs resulting from this growth in car ownership. Charging for parking permits provides a message that car ownership does have a cost and, in the zones where there is no limit on permits per household, the higher charges may encourage some restraint on car ownership.
5. If there is extra income from charges this would enable some helpful additional services to be provided that cannot be afforded while permits remain free. Examples are:
  - Sending out reminders to renew permits
  - Introducing a new style of visitor permit that would be valid for 24 hours instead of a calendar day which would allow overnight visitors to use one permit instead of two.

- Introduce a temporary residents' permit that could be used by short term or part time residents who have a hire car, or for full time residents whose own car is unavailable for a long time.

Some of these changes would need to be the subject of separate consultation and consideration.

Answers to some questions that have been raised against the introduction of the proposed charges

1. Some people have said that because the on-street pay-and-display parking in Oxford results in an overall surplus on the parking account, it would not be legal to charge for residents' and visitors' parking permits. This is not correct.

Pay-and-display parking charges are designed to be part of an overall traffic management package for Oxford and to complement off-street parking arrangements. The fact that parking charges made for proper traffic management reasons produce a surplus of income does not prevent other charges being made. The money earned from on-street pay-and-display parking is all invested in providing improved transport arrangements for Oxford – for example, the new Water Eaton Park and Ride site, the expansion of Thornhill Park and Ride and the new terminal about to be built at Thornhill have been paid for from the pay-and-display income.

2. The proposed residents' parking charges are to pay for expansion of civil enforcement of parking (like the enforcement system in Oxford) to the rest of the county. This is not correct.

The move to civil enforcement in the rest of the county will be self-financing and not need money from Oxford.

3. If a charge is made for a parking permit, a parking place should be reserved for everyone who pays a charge. This is not feasible.

The road is a public highway and cannot be reserved exclusively for one person. It is not the Council's responsibility to provide a parking place for anyone who decides to buy a car and to park it on the street. A street can only take a certain number of vehicles and residents' need to take account of how and where they can keep their car before they decide to buy one.





CONSULTATION QUESTIONNAIRE

If you want us to take account of your views, please fill in this questionnaire.

Name .....
Address .....
.....
..... Postcode .....

1. Do you agree or disagree that the council should have a consistent policy throughout Oxfordshire of charging for parking permits?

Agree ☐

No opinion either way ☐

Disagree ☐

2. Do you agree or disagree that a residents' parking scheme benefits you by excluding general parking?

Agree ☐

No opinion either way ☐

Disagree ☐

3. Do you agree or disagree that charging for residents' parking permits will help to restrain car ownership in Oxford?

Agree ☐

No opinion either way ☐

Disagree ☐

4. Do you think the proposed charges for residents' permits are .....

Too high ☐

About right ☐

Too low ☐

If you think the proposed charges are too high or too low, what alternative charge would you suggest? £.....

Please turn over, form continues on side 2



5. Do you think the proposed charges for visitor' permits are .....

Too high ☐

About right ☐

Too low ☐

If you think the proposed charges are too high or too low, what alternative charge would you suggest? £.....

6. Overall, do you agree or disagree that there is a case for introducing parking permit charges?

Agree ☐

No opinion either way ☐

Disagree ☐

7. Please write any further comments here.....

.....

.....

.....

.....

.....

Thank you for completing this questionnaire. Please return it to .....in the envelope provided by **20 July 2006**.

**Proposed Charges for Residents' and Visitors' Parking Permits:  
Consultation Information for Frys Hill, Brakes Hill, Minchery farm and  
Blackbird Leys West Zones**

**The Proposed Charges**

The proposed charges are as follows:

**Residents' permits**

£10 a year per permit

**Visitors' permits**

No charge.

These charges are much less than would apply elsewhere in Oxford in recognition of the residents' parking restriction applying only to the days when events take place at the Kassam Stadium. The £10 charge is based on recovering administration costs and the costs of having to change the zone signing for each event that takes place.

**Credits for unused permits**

Residents permits are valid for one year. If a residents' permit is surrendered part way through the year, the holder would be repaid the unused proportion of the charge calculated by the unused number of whole calendar months.

**Date when charges would be made**

Residents' parking permits – charging for permits would begin 2 months after a decision to introduce charges was made and would then be introduced zone by zone as the annual renewal date for permits comes around. For example, if it is decided in September to introduce charges, they would start to be introduced from 1 January 2007 and permits would have to be paid for at each zone renewal date after that.

Visitors' parking permits – at each application for a pack of permits after the date that charging for residents' parking permits in your zone begins (see above).



The reasons why introducing charges is proposed

1. The permit parking schemes in Oxford run at a loss. The costs of the administration involved in issuing the permits and of enforcing the parking restrictions to keep the spaces available for residents' and other permit holders are far greater than the income gained from penalty charges for parking infringements and business permit charges. These losses will increase as more permit parking schemes are introduced. The proposed charges are set at a level which will make up this shortfall and result in a balance of costs and income.
2. The County Council has a long standing policy that permit parking schemes are to be self-financing and has the power to charge for parking permits to make sure this happens. Charges of £100 and £65 respectively are made for residents' parking permits in Abingdon and Henley but no charge is made in Oxford despite the considerable loss on operating the residents' parking schemes. The introduction of permit charges in Oxford would put right this inconsistency and apply the Council's policy fairly across the county.
3. The right to occupy a residents' or other permit parking place has a value to the permit holders and there is a cost which is expenditure on lines and signs, administration costs of the schemes and enforcement required to exclude the general public and keep the spaces free for residents. It is reasonable and lawful for the Council to take account of this and the fact that most councils with on-street parking schemes charge for residents' parking permits means that this is a widely accepted principle.
4. The number of cars owned by Oxford residents has doubled in the last 20 years from 24,000 to 48,000. The fact that residents' permits have been free may imply to people that this growth does not have implications for traffic in Oxford or the costs of dealing with it but clearly there are travel problems and costs resulting from this growth in car ownership. Charging for parking permits provides a message that car ownership does have a cost and, in the zones where there is no limit on permits per household, the higher charges may encourage some restraint on car ownership.
5. If there is extra income from charges this would enable some helpful additional services to be provided that cannot be afforded while permits remain free. Examples are:
  - Sending out reminders to renew permits
  - Introducing a new style of visitor permit that would be valid for 24 hours instead of a calendar day which would allow overnight visitors to use one permit instead of two.



- Introduce a temporary residents' permit that could be used by short term or part time residents who have a hire car, or for full time residents whose own car is unavailable for a long time.

Some of these changes would need to be the subject of separate consultation and consideration.

Answers to some questions that have been raised against the introduction of the proposed charges

1. Some people have said that because the on-street pay-and-display parking in Oxford results in an overall surplus on the parking account, it would not be legal to charge for residents' and visitors' parking permits. This is not correct.

Pay-and-display parking charges are designed to be part of an overall traffic management package for Oxford and to complement off-street parking arrangements. The fact that parking charges made for proper traffic management reasons produce a surplus of income does not prevent other charges being made. The money earned from on-street pay-and-display parking is all invested in providing improved transport arrangements for Oxford – for example, the new Water Eaton Park and Ride site, the expansion of Thornhill Park and Ride and the new terminal about to be built at Thornhill have been paid for from the pay-and-display income.

2. The proposed residents' parking charges are to pay for expansion of civil enforcement of parking (like the enforcement system in Oxford) to the rest of the county. This is not correct.

The move to civil enforcement in the rest of the county will be self-financing and not need money from Oxford.

3. If a charge is made for a parking permit, a parking place should be reserved for everyone who pays a charge. This is not feasible.

The road is a public highway and cannot be reserved exclusively for one person. It is not the Council's responsibility to provide a parking place for anyone who decides to buy a car and to park it on the street. A street can only take a certain number of vehicles and residents' need to take account of how and where they can keep their car before they decide to buy one.



## CONSULTATION QUESTIONNAIRE

If you want us to take account of your views, please fill in this questionnaire.

Name .....
Address .....
.....
..... Postcode .....

1. Do you agree or disagree that the council should have a consistent policy throughout Oxfordshire of charging for parking permits?

Agree ☐

No opinion either way ☐

Disagree ☐

2. Do you agree or disagree that a residents' parking scheme benefits you by excluding general parking?

Agree ☐

No opinion either way ☐

Disagree ☐

3. Do you agree or disagree that charging for residents' parking permits will help to restrain car ownership in Oxford?

Agree ☐

No opinion either way ☐

Disagree ☐

4. Do you think the proposed charges for residents' permits are .....

Too high ☐

About right ☐

Too low ☐

If you think the proposed charges are too high or too low, what alternative charge would you suggest? £.....

5. Overall, do you agree or disagree that there is a case for introducing parking permit charges?

Agree ☐

No opinion either way ☐

Disagree ☐

6. Please write any further comments here.....

.....

.....

.....



**DRAFT**

**Marston South, North Summertown,  
The Lakes, Northway**

Tel: 01865 815700  
Fax: 01865 815085

9 June 2006

My ref: RWD/SEP/12.5.6.1/C

Please ask for: Richard Dix

Direct line: 01865 815663

richard.dix@oxfordshire.gov.uk

Dear Resident

**Consultation on the Proposed Introduction of charges for Residents' and Visitors'  
Parking Permits in Oxford**

I am writing to let you know that the County Council has decided to promote the introduction of charges for residents' and visitors' parking permits in Oxford. Because we are proposing to introduce new parking controls in your area that will include a residents parking scheme, we are consulting you on the proposed charges as well as all the residents in the existing parking control zones across the city.

The information sent to you about introducing a new Parking Zone mentioned that we would be conducting a separate consultation on the introduction of charges for permits and this is the consultation referred to.

Enclosed with this letter is:

- Information on the proposed charges, when they would be brought in, and the case for introducing the charge.
- A short questionnaire to complete and return by the end of the consultation period – no later than 5.00pm on Thursday 20 July.

The results from the consultation will be considered by the Transport Implementation Committee at its meeting on 14 September 2006 when it will decide whether or not to introduce charges for residents' and visitors' permits.

Continued/....

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Please note that due to the large volume of expected correspondence, we will not be able to reply to individual comments. Following the Transport Implementation Committee's decision, we will let people know what this is together with a general summary of the consultation feedback.

Yours faithfully

Richard Dix  
Assistant Head of Transport – Transport Implementation

**Proposed Charges for Residents' and Visitors' Parking Permits:  
Consultation Information  
Proposed New Zones in North Summertown, Marston South, The Lakes and  
Northway**

**The Proposed Charges**

The proposed charges and the dates from which they would begin are:

**Residents' permits**

£40 a year for each of the first two permits per household in any zone.

In zones where more than two permits per household are permitted:

£80 a year for a third permit

£120 a year for a fourth and any further permits.

**Visitors' permits**

60 pence per permit, to be paid as a total amount of £15 for each pack of 25 one-day visitors' permits.

**Credits for unused permits**

Both residents' and visitor permits are valid for one year. If a residents' permit is surrendered part way through the year, the holder would be repaid the unused proportion of the charge calculated by the unused number of whole calendar months. Unused visitors' permits would be repaid at 60p for each unused day.

**Date when charges would be made**

Four new zones are currently being proposed, North Summertown, Marston South, The Lakes, and Northway. Should the Transport Implementation Committee decide to introduce charges for permits before the final stage of publication of Draft Orders for any of these zones, then charges for permits would apply from the beginning of each of the zones.

If the timing turns out to be such that any one of the zones is introduced before the decision is made on charging, then all four zones would have free permits for the first year. Charges would be made on renewal of the permits after the first year and then on every subsequent renewal date.

The reasons why introducing charges is proposed

1. The permit parking schemes in Oxford run at a loss. The costs of the administration involved in issuing the permits and of enforcing the parking restrictions to keep the spaces available for residents' and other permit holders are far greater than the income gained from penalty charges for parking infringements and business permit charges. These losses will increase as more permit parking schemes are introduced. The proposed charges are set at a level which will make up this shortfall and result in a balance of costs and income.
2. The County Council has a long standing policy that permit parking schemes are to be self-financing and has the power to charge for parking permits to make sure this happens. Charges of £100 and £65 respectively are made for residents' parking permits in Abingdon and Henley but no charge is made in Oxford despite the considerable loss on operating the residents' parking schemes. The introduction of permit charges in Oxford would put right this inconsistency and apply the Council's policy fairly across the county.
3. The right to occupy a residents' or other permit parking place has a value to the permit holders and there is a cost which is expenditure on lines and signs, administration costs of the schemes and enforcement required to exclude the general public and keep the spaces free for residents. It is reasonable and lawful for the Council to take account of this and the fact that most councils with on-street parking schemes charge for residents' parking permits means that this is a widely accepted principle.
4. The number of cars owned by Oxford residents has doubled in the last 20 years from 24,000 to 48,000. The fact that residents' permits have been free may imply to people that this growth does not have implications for traffic in Oxford or the costs of dealing with it but clearly there are travel problems and costs resulting from this growth in car ownership. Charging for parking permits provides a message that car ownership does have a cost and, in the zones where there is no limit on permits per household, the higher charges may encourage some restraint on car ownership.
5. If there is extra income from charges this would enable some helpful additional services to be provided that cannot be afforded while permits remain free. Examples are:
  - Sending out reminders to renew permits
  - Introducing a new style of visitor permit that would be valid for 24 hours instead of a calendar day which would allow overnight visitors to use one permit instead of two.



- Introduce a temporary residents' permit that could be used by short term or part time residents who have a hire car, or for full time residents whose own car is unavailable for a long time.

Some of these changes would need to be the subject of separate consultation and consideration.

Answers to some questions that have been raised against the introduction of the proposed charges

1. Some people have said that because the on-street pay-and-display parking in Oxford results in an overall surplus on the parking account, it would not be legal to charge for residents' and visitors' parking permits. This is not correct.

Pay-and-display parking charges are designed to be part of an overall traffic management package for Oxford and to complement off-street parking arrangements. The fact that parking charges made for proper traffic management reasons produce a surplus of income does not prevent other charges being made. The money earned from on-street pay-and-display parking is all invested in providing improved transport arrangements for Oxford – for example, the new Water Eaton Park and Ride site, the expansion of Thornhill Park and Ride and the new terminal about to be built at Thornhill have been paid for from the pay-and-display income.

2. The proposed residents' parking charges are to pay for expansion of civil enforcement of parking (like the enforcement system in Oxford) to the rest of the county. This is not correct.

The move to civil enforcement in the rest of the county will be self-financing and not need money from Oxford.

3. If a charge is made for a parking permit, a parking place should be reserved for everyone who pays a charge. This is not feasible.

The road is a public highway and cannot be reserved exclusively for one person. It is not the Council's responsibility to provide a parking place for anyone who decides to buy a car and to park it on the street. A street can only take a certain number of vehicles and residents' need to take account of how and where they can keep their car before they decide to buy one.

## **Appendix B - Summary of Consultation Responses**

- A: All existing zones except Frys Hill, Brake Hill, Minchery Farm & Blackbird Leys West
- B : Existing zones in Frys Hill, Brake Hill, Minchery Farm and Blackbird Leys West
- C: Proposed New Zones: Marston South, North Summertown, The Lakes, Northway



**A: Responses from all existing zones except Frys Hill, Brakes Hill, Minchery Farm and Blackbird Leys West Zones (green forms)**

Number of questionnaires sent out: 17,200. Number of questionnaires returned: 3423. This means 20% or 1 in 5 households returned their questionnaire. The numbers and percentages of people giving each answer, or no answer, are shown below.

1. Do you agree or disagree that the council should have a consistent policy throughout Oxfordshire of charging for parking permits?

Agree 974	No opinion either way 371	Disagree 1781	No answer 296
28%	11%	52%	9%

2. Do you agree or disagree that a residents' parking scheme benefits you by excluding general parking?

Agree 1842	No opinion either way 227	Disagree 1068	No answer 285
54%	7%	31%	8%

3. Do you agree or disagree that charging for residents' parking permits will help to restrain car ownership in Oxford?

Agree 471	No opinion either way 216	Disagree 2495	No answer 239
14%	6%	73%	7%

4. Do you think the proposed charges for residents' permits are .....

Too high 2142	About right 720	Too low 116	No answer 443
63%	21%	3%	13%

If you think the proposed residents' charges are too high or too low, what alternative charge would you suggest?

Suggested amount	Number suggesting this amount	% suggesting this amount
No charge	2267	66.2%
Less than £10	91	2.7%
£10-20	291	8.5%
£21-39	72	2.1%
£40 (as proposed)	5	0.1%
£41-60	24	0.7%
£61-80	13	0.4%
£81-120	45	1.3%
£121-250	16	0.5%
£251-800	5	0.1%
£801-1000	2	0.06%
Left blank	590	17.2%

5. Do you think the proposed charges for visitor' permits are .....

Too high 2177	About right 716	Too low 72	No answer 457
64%	21%	2%	13%

If you think the proposed visitors' charges are too high or too low, what alternative charge would you suggest?

Suggested amount	Number suggesting this amount	% suggesting this amount
No charge	2381	69.6%
Less than £10	324	9.5%
£10-20	80	2.3%
£21-39	13	0.4%
£40	5	0.1%
£41-60	7	0.2%
£61-80	1	0.03%
£81-120	2	0.1%
£121-250	3	0.1%
£251-800	0	0.0%
£801-1000	0	0.0%
Left blank	605	17.7%

6. Overall, do you agree or disagree that there is a case for introducing parking permit charges?

Agree: 831	No opinion either way: 109	Disagree: 2334	No answer 148
24%	3%	68%	4%

**B: Responses from Frys Hill, Brakes Hill, Minchery Farm & Blackbird Leys West:  
Existing Zones in Kassam Stadium Area (yellow forms)**

Number of questionnaires sent out: 3500. Number of questionnaires returned: 551  
This means 16% or 1 in 6 households returned their questionnaire. The numbers and percentages of people giving each answer, or no answer, are shown below.

1. Do you agree or disagree that the council should have a consistent policy throughout Oxfordshire of charging for parking permits?

Agree: 108	No opinion either way: 43	Disagree: 343	No answer: 57
20%	8%	62%	10%

2. Do you agree or disagree that a residents' parking scheme benefits you by excluding general parking?

Agree: 142	No opinion either way: 44	Disagree: 313	No answer: 52
26%	8%	57%	9%

3. Do you agree or disagree that charging for residents' parking permits will help to restrain car ownership in Oxford?

Agree: 43	No opinion either way: 36	Disagree: 423	No answer: 49
8%	7%	77%	9%

4. Do you think the proposed charges for residents' permits are .....

Too high: 348	About right: 103	Too low: 14	No answer: 86
63%	19%	3%	16%

If you think the proposed charges are too high or too low, what alternative charge would you suggest?

Amount	Number suggesting this amount	% suggesting this amount
No charge	380	69.0%
Less than £10	33	6.0%
£10-£30	6	1.1%
£50 or more	4	0.7%
Left blank	128	23.2%

5. Overall, do you agree or disagree that there is a case for introducing parking permit charges?

Agree: 71	No opinion either way: 33	Disagree: 419	No answer: 28
13%	6%	76%	5%

**C: Responses from Proposed New Zones in North Summertown, Marston South, The Lakes and Northway (blue forms)**

Number of questionnaires sent out: 5,000. Number of questionnaires returned: 1069. This means 21% or 1 in 5 households returned their questionnaire. The numbers and percentages of people giving each answer, or no answer, are shown below.

1. Do you agree or disagree that the council should have a consistent policy throughout Oxfordshire of charging for parking permits?

Agree 327	No opinion either way 113	Disagree 561	No answer 68
31%	11%	52%	6%

2. Do you agree or disagree that a residents' parking scheme benefits you by excluding general parking?

Agree 436	No opinion either way 93	Disagree 477	No answer 63
41%	9%	45%	6%

3. Do you agree or disagree that charging for residents' parking permits will help to restrain car ownership in Oxford?

Agree 128	No opinion either way 78	Disagree 806	No answer 57
12%	7%	75%	5%

4. Do you think the proposed charges for residents' permits are .....

Too high 696	About right 218	Too low 31	No answer 122
65%	20%	3%	11%

If you think the proposed charges are too high or too low, what alternative charge would you suggest?

Suggested amount	Number suggesting this amount	% suggesting this amount
No charge	745	69.7%
Less than £10	27	2.5%
£10-20	114	10.7%
£21-39	38	3.6%
£40 (as proposed)	5	0.5%
£41-60	6	0.6%
£61-80	2	0.2%
£81-120	6	0.6%
£121-250	2	0.2%
£251-800	2	0.2%
£801-1000	1	0.1%
Left blank	121	11.3%

5. Do you think the proposed charges for visitor' permits are .....

Too high 642	About right 263	Too low 12	No answer 151
60%	25%	1%	14%

If you think the proposed charges are too high or too low, what alternative charge would you suggest?

Suggested amount	Number suggesting this amount	% suggesting this amount
No charge	758	70.9%
Less than £10	112	10.5%
£10-20	24	2.2%
£21-39	6	0.6%
£40	1	0.1%
£41-60	2	0.2%
£61-80	0	0.0%
£81-120	2	0.2%
£121-250	0	0.0%
£251-800	1	0.1%
£801-1000	0	0%
Left blank	162	15.2%

6. Overall, do you agree or disagree that there is a case for introducing parking permit charges?

Agree: 274	No opinion either way: 46	Disagree: 701	No answer 48
26%	4%	66%	4%