

Appendix: publication version

Proposed changes to off-street parking in South Oxfordshire

APPENDIX FOR THE CONSULTATION REPORT

The survey and full results, including quantitative data and qualitative data with a full list of comments received, for the proposed changes to off-street parking in South Oxfordshire consultation. The main report and this appendix are available on our website on the [parking policy page](#).

MARCH 2021

APPENDIX – SURVEY AND FULL RESULTS including quantitative data and a full list of comments received

A copy of the survey introduction is below, taken from the online version.

This is followed by the quantitative data. Not all respondents answered so percentages given represent responses to each question.

A full list of unedited comments can also be found below. Some spelling, grammatical and punctuation errors in the original comments raised were corrected in the main body of the consultation report but remain unedited here.

Any personal information supplied to us within the comments that could identify anyone has been removed and will not be shared or published in the report or this appendix.

All survey questions are included for reference.

Consultation on proposed changes to off-street parking in South Oxfordshire



Introduction

We want to know what you think of the proposed changes to South Oxfordshire District Council's car park fees and charges.

Over the summer the council's Cabinet agreed to a number of options which will form part of the new parking order and determine how it operates its car parks across the district. We are required to review all car park fees and charges every year to make sure the cost of running the car parks are met by the residents that use them. You can view the options that were considered at Cabinet in the cabinet report on [our website](#).

We are proposing to standardise the charging hours across the district so that all car parks in the town centres are the same, i.e. 9am to 5pm and have one-hour free parking, including in Henley-on-Thames. We are also considering charging on a Sunday and introducing limited waiting to address parking issues in Chinnor. We want to provide parking for electric vehicles and offer discounted permits for users of electric vehicles.

This survey will ask for your views on the options being proposed. You can find full details of the proposals and more information, including maps of the car parks, on [our website](#).

The survey will run for the required 21 days from Thursday 29 October until **midnight on Thursday 19 November 2020**. The council will also seek comments from statutory consultees such as the highways authority, police and town and parish councils.

Your comments will help councillors make a final decision and introduce the new arrangements in 2021.

Accessing the documents

Due to Covid-19 restrictions the consultation documents are available at the district council offices on Milton Park on an appointment-only basis as the offices are currently closed to the public. Alternatively, these documents can be found on the car park pages on [our website](#). Please contact us on 01235 470118 or email carparks.southandvale.uk@sabagroup.com to book an appointment or if you need support to access the consultation materials and we will be happy to help.

What happens next?

Once the consultation has closed, the responses to the consultation will be reported to councillors for them to make a final decision on the Car Park Order at Cabinet, scheduled to take place in early 2021. Subject to approval of the Order, we will then publish the new Car Park Order and the consultation report on the car park pages of [our website](#).



Queries?

If you have any queries about this survey or require it in an alternative format (for example large print, Braille, audio, email, Easy Read and alternative languages), please email haveyoursay@southandvale.gov.uk or call 01235 422425.

If you have any questions about car parks, please email carparks.southandvale.uk@sabagroup.com or call 01235 470118.

On clicking "Next Page" you confirm you are happy for your response to be used in the survey analysis and results. A save and continue option is available so that you can come back to a partially completed survey. Your responses may be included as valid answers, even if you do not click "Submit" at the end of the survey.

Car park proposals

The following changes are being proposed to off-street parking in South Oxfordshire:

(a) to revoke the South Oxfordshire District Council (Off-Street Parking Places) Order 2011;

(b) to make the South Oxfordshire District Council (Off-Street Parking Places)(No.1) Order 2021;

(c) to introduce a one-hour free parking in Greys Road and Kings Road car parks in Henley-on-Thames and Goldsmiths Lane, Wallingford;

(d) to align all car parks in the centre of market towns of Didcot, Henley-on-Thames, Wallingford and Thame, as well as Goring-on-Thames by introducing the charging period from 9am to 5pm Monday to Saturday;

(e) to introduce charging on Sundays in all charging car parks;

(f) introduce limited waiting at High Street Car Park, Chinnor between the hours of 9am to 5pm, Monday to Saturday with a maximum stay of two hours (no charge);

(g) to introduce spaces (bays) reserved for electric vehicles whilst charging and enforcement for unauthorised parking in those reserved spaces for i) parking in those spaces with a vehicle that is not an electric vehicle and ii) for parking an electric vehicle in those spaces but without charging the vehicle;

(h) to introduce half price tickets for electric vehicles (able to run at least 20 miles on zero CO2 and revoke the current offer of half price tickets for low emission vehicles (those vehicles under 120 g CO2/km).

More information:

You can find out more about the above proposals and view the consultation background documents, including maps, on [our website](#).

Survey: including quantitative results and a full list of all comments received

Q1. Are you responding as:										
									Response Percent	Response Total
1	An individual/member of the public							92.79%	399	
2	A business/organisation							3.02%	13	
3	A district, county or town/parish councillor							2.33%	10	
4	A district, county or town/parish officer							0.47%	2	
5	Other (please specify):							1.40%	6	
Statistics	Minimum	1	Mean	1.15	Std. Deviation	0.61	Satisfaction Rate	3.66	answered	430
	Maximum	5	Variance	0.37	Std. Error	0.03		skipped	3	
Other (please specify): (6)										
	1	Senior citizen (86) resident of Wallingford.								
	2	wallingford town councillor								

Q1. Are you responding as:

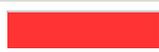
		Response Percent	Response Total
3	Councillor Colin Dolton		
4	Churches Together in the Wallingford Area		
5	Individual member of the public and business retailer		
6	Wallingford Town Council		

Proposals (a) and (b) – there are no questions for these

Proposal (c) to introduce a one-hour free parking in Greys Road and Kings Road car parks in Henley-on-Thames and Goldsmiths Lane, Wallingford

Q2. Currently, there is a 60p charge for parking up to one-hour in Greys Road and Kings Road car parks in Henley-on-Thames. The proposal is to introduce one-hour free parking in Greys Road and Kings Road car parks. You can find out more information on our website. How far do you agree or disagree with the proposals?

	Strongly agree	Agree	Neither agree nor disagree	Disagree	Strongly disagree	Don't know	Response Total
Greys Road car park	31.0% (130)	31.9% (134)	17.9% (75)	4.5% (19)	5.5% (23)	9.3% (39)	420
Kings Road car park	30.8% (128)	32.5% (135)	18.3% (76)	3.8% (16)	5.0% (21)	9.6% (40)	416

Q2.1. Greys Road car park			Response Percent	Response Total
1	Strongly agree		31.0%	130
2	Agree		31.9%	134
3	Neither agree nor disagree		17.9%	75
4	Disagree		4.5%	19

Q2.1. Greys Road car park									Response Percent	Response Total
5	Strongly disagree								5.5%	23
6	Don't know								9.3%	39
Statistics	Minimum	1	Mean	2.5	Std. Deviation	1.55	Satisfaction Rate	29.9	answered	420
	Maximum	6	Variance	2.4	Std. Error	0.08				

Q2.2. Kings Road car park									Response Percent	Response Total
1	Strongly agree								30.8%	128
2	Agree								32.5%	135
3	Neither agree nor disagree								18.3%	76
4	Disagree								3.8%	16
5	Strongly disagree								5.0%	21
6	Don't know								9.6%	40
Statistics	Minimum	1	Mean	2.49	Std. Deviation	1.55	Satisfaction Rate	29.76	answered	416
	Maximum	6	Variance	2.4	Std. Error	0.08				

Q3. If you have any comments on the above proposals, please provide them below:

		Response Percent	Response Total
1	Open-Ended Question	100.00%	63
1	Will this prevent people from using the residents bays on street		
2	What is the point if there are no enforcement capabilities		
3	Why can't it be 2 hours?		

Q3. If you have any comments on the above proposals, please provide them below:

		Response Percent	Response Total
4	Please allow people with residents parking to use for free (maybe using one of their limited visitors parking tickets) as there are more residents permits issued than there are residents parking spaces in town.		
5	This is likely to reduce council revenue at a time when there is a need for more council spending		
6	I do not live there and I have never used them		
7	Should be longer as in Didcot they have 2 hours		
8	Only practical if no ticket is necessary, as a resident the carpark are essential for when I am not a work		
9	I think it's a good idea. Henley is struggling and losing shops sadly so encouraging people to come in would help. I also think using Greys rd car park as a cut through is a nightmare. Are there any plans to improve the layout? I've never seen this in a town before and the congestion is really bad.		
10	I don't know how easy it is to enforce. How can you measure when someone arrives?		
11	We want to encourage footfall to the shops, why add barriers to this.		
12	Seems like a very positive step, however not at the cost of increasing the payments otherwise.		
13	Not resident		
14	Greys Rd is already heavily used by longer term parking 2-3 hours. Finding a space is often a nightmare. Adding extra short term users will increase congestion.		
15	Doesn't affect me		
16	Introducing a free 1 hour will not make a material difference to the number of people visiting Henley.		
17	I think that all car parks should have the FOC 2 hours. This is a good amount of time to visit and encourage spending on hospitality, but not enough to be abused by over night stays or working (different issues to be addressed differently)		
18	2 hours is fine, 1 hour not long enough - its just greed		
19	Out of my orbit		
20	I think free parking will encourage shoppers and customers to the high streets		

Q3. If you have any comments on the above proposals, please provide them below:

		Response Percent	Response Total
21	I do not agree with allowing high emission vehicles especially diesel vehicles being allowed to have free parking at all. They have a noticeable impact on air pollution. Their charge ought to be £.1.20 for first hour, £2.00 for 2 hours etc..		
22	I dont use these car parks.		
23	Not encouraging people to stay shop and eat local		
24	One hour free parking would encourage shoppers to use the car parking instead of waitrose car park where you get your money back for shopping in store.		
25	Improvement on paying but should be free.		
26	N/A		
27	Free parking should be a maximum of 2 hours. We need to drive customers to car parks to use the retail shops, increasing charges will harm this especially in the current climate and drive people to the internet and you will have more empty shops. This does not help retailers		
28	How does this fee change affect the rest of the fee structure for the remaining parking time?		
29	Henley is a busy town with many attributes to attract people to visit. The lack of an hours free parking is not going to affect that. Normally (in non-covid times) it's difficult to park due to car parks being near capacity. An hour free will make this worse.		
30	Parking should be free everywhere on Sunday. The reason people park in places that are selfish and inconvenient for others, is due to the cost of car parks, and the fact that there seem to be very little in the way of sanctions for the street parking offenders. For heaven's sake, local trades people are suffering enough, without the council charging for potential customers every day of the week.		
31	Henley is a premier location and Gray's Road is in the centre of town where visitors to the town choose to park. They are not put off by this minimal charge. Kings Road is more for locals		
32	Should increase fees to at least £2 per hour to encourage people to walk or cycle		
33	Free parking should be at least two hours.		
34	Should be two hours.		
35	All parking should be 2 hours free and 60p/minute after that. Sat/Sun/Public Holidays should be free.		

Q3. If you have any comments on the above proposals, please provide them below:

		Response Percent	Response Total
36	Henley is a prosperous town with a thriving shopping area, the car park costs do not deter visits		
37	I do not usually use Henley car parks		
38	Should have 2 hours free.		
39	I dot live in Henley so up to local people		
40	The council should not have subsidized car parking nor continue to do so by removing this charge. Please keep this charge. Removing the charge for 1-hr parking does not comply with and actively goes against the council's commitments and aims around the to climate emergency, carbon neutrality, and air quality. We are in a respiratory pandemic so all measures to reduce air pollution should be taken. The money saved can be used to improve walking and cycling infrastructure (more bike storage, better pavements and public relm) within town centres.		
41	I rarely visit Henley.		
42	No comment		
43	I rarely use Henley car parks. I'd prefer those who use it regularly to be heard.		
44	What a crazy idea , When businesses are already facing a crisis as shoppers shop on line more and more What they need is some encouragement, from the local authorities, to whom they pay a lot of rates not another kick in the teeth Are you all mad??		
45	not a resident in Henley		
46	Agree this should be standardised across the area but concerned about lack of parking spaces in Henley. Would encourage people to drive into the town rather than walking.		
47	Henley is understood to have fewer car parking spaces than other Market Towns in the District and is arguably one of the busiest. The 60p charge is no doubt designed to ensure a quick turnover of available car parking spaces and is designed to regulate and influence usage to support the Town's vitality and viability, as per the Car Parking Policy. This alignment of car parking charges across the district makes no sense, as it assumes that firstly, all the market Towns are the same, which they are clearly not, given the car parking spaces per capita details from 2011 and SODC usage figures from 2013. Secondly, there is no updated usage data to		

Q3. If you have any comments on the above proposals, please provide them below:

		Response Percent	Response Total
	provide the evidence to support the benefits of aligning this first hour of free parking.		
48	It will increase unnecessary car journeys that otherwise might be undertaken on foot.		
49	A lot of people I know, including myself make a brief shop in Henley such as for Waitrose and the banks/building societies. If this is a typical pattern then introducing a one hour free will ultimately drop the revenue collected from the Henley car parks overall.		
50	Market towns rely heavily on people using local shops, services and businesses. Low cost and ease of use of parking is fundamental to the sustainability and growth of our market town centers. This also encourages people to shop locally which is good for the environment as well as business!		
51	The parking in Henley is very limited and spaces rare...to give an hour free in these car parks would slow the turnaround of the spaces and cause congestion for those of us wanting to pop in.		
52	I would prefer to see all DC carparks operated to the same regime. i.e. 2hrs free parking		
53	Introducing free car parking for short periods encourages people to take short journeys using cars. The Council should be encouraging people to use alternative (active) transport methods for short journeys. People visiting Henley from outlying villages are more likely to be staying over an hour and will pay either way.		
54	Has consideration been given to the impact on Didcot and Abingdon on free parking in these car parks too? My impression is that Henley is already a busy and prosperous town centre, and Wallingford seems to be doing very well too, but Didcot and Abingdon seem to be struggling and really need the help afforded by the attraction of being able to nip in for free.		
55	Will spread car journeys through the day rather than causing congestion in the morning.		
56	2 hours free would be better		
57	This assumes that the cost of staying for 2 hours and 3 hours is not changed.		
58	When the one hour free scheme was initiated it was thought that Henley didn't have enough parking capacity to allow this. So they had an hour free at the beginning and end of the day to compensate. If times have changed		

Q3. If you have any comments on the above proposals, please provide them below:

		Response Percent	Response Total
	then fine, it is a good idea to align the scheme with the other towns in the district. Try it and see is my verdict!		
59	It's the wrong time to introduce charges, it's fine as it is		
60	The District claim this is to restore the financing of Car Parking in order to not cut services. Car Parking services is forecast to make £500k this year on SODC's current projection post Covid. Providing a free hour in Henley runs counter to this as it will cost in the region of £130,000 per year or £650k over the five years and turn the £500k profit into a £150k loss. There is no figures on what income can be derived from other towns to off set this loss		
61	If the changes are to raise income for the council in these difficult times, why cut the 60p charge and make it free?		
62	There is no assessment in the documents as to the effect that the absence of this free parking period has on the "vitality and viability" of Henley. Based on the information in the report there are around 700 1-hour tickets purchased in Henley EVERY DAY - that doesn't look like the charge is deterring people		
63	It is a positive move in the right direction, however by the time the driver has been to Waitrose there is not really enough time left for them to visit many independent retail shops further up the high street. 2 hours free parking would really boost the the high street.		

Q4. Currently, there is a two-hour free parking in Goldsmith's Lane car park, Wallingford. The proposal is to introduce a one-hour free parking in Goldsmiths Lane car park, Wallingford. You can find out more information on our website. How far do you agree or disagree with the proposal?

			Respo nse Percen t	Respo nse Total
1	Strongly agree		5.62%	24
2	Agree		13.35 %	57
3	Neither agree nor disagree		10.54 %	45

Q4. Currently, there is a two-hour free parking in Goldsmith's Lane car park, Wallingford. The proposal is to introduce a one-hour free parking in Goldsmiths Lane car park, Wallingford. You can find out more information on our website. How far do you agree or disagree with the proposal?

									Response Percent	Response Total
4	Disagree								14.52%	62
5	Strongly disagree								51.76%	221
6	Don't know								4.22%	18
Statistics	Minimum	1	Mean	4.06	Std. Deviation	1.35	Satisfaction Rate	61.22	answered	427
	Maximum	6	Variance	1.83	Std. Error	0.07			skipped	6

Proposal (d) to align all car parks in the centre of market towns of Didcot, Henley-on-Thames, Wallingford and Thame, as well as Goring-on-Thames by introducing the charging period from 9am to 5pm Monday to Saturday

Q5. If you have any comments on the above proposal, please provide them below:

		Response Percent	Response Total
1	Open-Ended Question	100.00%	168
1	2 hours allows shopping and having a coffee without clock watching. Bringing much needed financial support to the town.		
2	I feel that reducing the two hour parking period from two to one hours will deter people from using local shops, especially at a time when shopkeepers are struggling. Two hours is long enough to wander round the town, do some shopping and have a coffee. One hour is not long enough and if people have to return to the car park to feed the meter they will just go back to their cars and go home.		
3	Without any control its just a paper exercise and waste of time.		
4	2 hours please		
5	The two-hour free parking in Wallingford is what makes it a great town to visit. I think the town would loose out if it was only one-hour free.		

Q5. If you have any comments on the above proposal, please provide them below:

		Response Percent	Response Total
6	Keep as is.		
7	I'm less likely to shop in wallingford as it will be no cheaper than Henley or Didcot		
8	Not relevant to me		
9	Whilst I understand that you are seeking to bring a consistent approach across the area, to remove the 2 hour free parking will not provide sufficient time for many shoppers to complete their shopping without charge. Taken along side the proposed introduction of charges on Sundays this gives no possibility to allow a longer shopping period at any time of the week without having to pay to park. This will simply push shoppers to other shopping areas, thus hitting small businesses at a time when they can least afford it.		
10	Retain 2 hrs free.		
11	The two-hour period encourages people to undertake more of their shopping in the town. Reducing the time could potentially be detrimental to trading levels in the town. That it ""matches"" other car parks - even ones in the district - is not a plausible justification.		
12	Would make my family and I much less likely to come to Wallingford centre		
13	Not resident		
14	Parking in Wallingford should stay free to encourage people to shop and dine here. An hour isn't long enough if you have small kids, are eating a meal out or using the shops		
15	Likely to reduce footfall in an already stretched retail environment. 1 hour free parking already available in Waitrose by voucher redemption. A 2 hour limit allows more time to visit several shops and/or cafes/restaurants		
16	Wallingford is very different to the other towns in the policy with a much smaller town centre and no destination shops. Made up of small retail outlets leased by small independent traders, not having to pay is the one advantage for our town. If free parking is removed it will have an adverse effect on trade for the local shops, something we must do everything we can to prevent.		
17	Leave as is and leave free parking on Sundays		
18	There is a great deal of new housing going up in and around Wallingford. 2 hours free parking is a strong incentive for local people to shop locally and for visitors to come to the town. Wallingford High Street needs supporting, and this proposal would put a restraint on it's flourishing.		

Q5. If you have any comments on the above proposal, please provide them below:

		Response Percent	Response Total
19	Council should be encouraging those living in surrounding areas to visit the town. Therefore the first 2 hours free should be retained.		
20	Needs to be kept as 2 hours free to allow more time for browsing. Only 1 hour might deter footfall in Wallingford		
21	Retain two hours free, roll out over all car parks, to support town centre commerce.		
22	The shops in Wallingford struggle to make a living, if you do away with the 2 hours free parking shoppers will go elsewhere. This is detrimental to our town.		
23	1 hour isn't long enough. You will be encouraging people to go to Didcot that has two hours free parking		
24	If you start increasing car park fees during this crisis you will be slitting your own throats and as a result when people stop visiting and shopping and businesses close and your towns, just like Oxford slowly become Ghost towns you will only have yourself to blame. It is absolutely ridiculous to start increasing charges when during this time it makes more sense to encourage people to shop and when we have record numbers of unemployed and likely more people will not have the means to pay for anything.		
25	It would be much better to keep Goldsmiths Lane car park, Wallingford as free for 2 hours as this greatly benefits struggling businesses in the town.		
26	The council should be trying to encourage people to shop locally and spend money in cafes and restaurants not put them off by increasing parking charges.		
27	1h free parking only allows enough time to nip for one job. 2h enables people to potter a little and spend more money. It also enables me to come in for a coffee with a friend and keep costs to a minimum when I'm on a budget.		
28	The town is close to Didcot and Reading where the high street retailers are. Wallingford is independent retailers where reducing free shopping for an hour would be detrimental as most people can't shop in numerous shops in an hour. Please keep it as it is, it works well now, don't be labelled as money grabbing, think of the people of this town		
29	It would damage local businesses to reduce the amount of free time in this car park as that is a big draw into spending time in Wallingford.		
30	This will increase inconvenience and costs for those living in Wallingford.		

Q5. If you have any comments on the above proposal, please provide them below:

		Response Percent	Response Total
31	I consider it the wrong time to introduce such changes, businesses are having a hard enough time trying to survive without discouraging shoppers by adding additional costs to their experience of Wallingford. I most strongly object to this proposal.		
32	Why, at a time when protecting the environment and encouraging the use of local and independent shops, are you considering reducing the incentive to visit Wallingford even more?! There is absolutely no incentive to visit Wallingford at the moment, I would rather go to didcot or oxford where there is a greater choice of shops and better parking facilities. If you increase the price of parking I will come to Wallingford even less.		
33	I come into Wallingford for shopping and use of the cafes in the town centre and the free parking for 2 hours plays a big part in attracting me here. If parking is for one hour only I (and I'm sure others) will stay one hour only and not stay to use the cafes.		
34	It would be better for local businesses if the 2 hour free stay was maintained		
35	We need to be encouraging people into the town to support local businesses. 2 hours free parking allows for more shopping & money to be spent at cafes or coffee shops.		
36	This car park is widely used by local people looking to come and shop in our independent shops, the 1 hour limit will deter them, and with no improvement or provision of alternative methods of bringing business to the town, this once again shows SODC want to destroy the small businesses that make this town the place it is.		
37	Reducing the free parking in wallingford will have a detrimental impact on local businesses.		
38	Keep 2h free as it is. Otherwise you interfere with local businesses and can harm the community.		
39	I feel that 1hr would be suitable for me (for the most part), but might turn others away from the town		
40	Keep 2 hours		
41	The current two free hours gives time to support lots of local business, during the current times of covid, it's even more important to give our trade to local Family businesses, increasing charging would not help with this.		
42	It should be kept the same and Sundays free.		

Q5. If you have any comments on the above proposal, please provide them below:

		Response Percent	Response Total
43	Penalises Sunday churchgoers.		
44	Not a strong disagreement. This car park fills up quickly, as it is preferable to the Cattlemarket one, with the extra hour. If my plans mean I will need about an hour's parking, I use this one, otherwise I use the other one		
45	Wallingford Town Centre needs as much help as possible to stay alive in these current times especially. Two hours free parking in Goldsmiths Lane car park has been the perfect amount of time to do a food shop and browse other shops around town and back in time, I've been using this for many years. This introduction of less time will put people off. And damage our town further. We need MORE free parking. (Old school field for example)		
46	If you want to encourage people to go into Wallingford, to browse and shop, and to have lunch or a coffee etc we need the 2 hrs. This will discourage people from using the town - might as well go to didcot. You cannot standardise the parking charges until you can standardise the attraction of all the towns.		
47	The town is struggling as it is without more charges for parking which is already a struggle due to the lack of it. This will just put people off.		
48	I'd rather you kept it as it is		
49	No charging on Saturdays and Sundays , 2 hours free mon-fri!! You are killing the high street and town centres		
50	I would like to see an increase in free parking, to encourage shoppers and patrons to all establishments in Wallingford. To help revive the post covid economy		
51	This is the only car park in the town which allows you 2 hours free. It encourages people to visit for the market, the shops, lamb arcade etc and enables people to meet friends whilst still popping in to shops. Get rid of it and you'll lose more custom to the internet and see less footfall in the town. This isn't a car park abused by commuters, this is used by people who want to nip to the shops and keep their market town going.		
52	Utter madness. Do you want to encourage people into the town to spend money with local companies or do you not? People who would otherwise come in for coffee/lunch/shopping/hairdressing appointments as an example. With covid 19 measures in place everything is taking longer, standing for 45 minutes outside of the post office being one example. Then how much time do you have to visit the other shops, the butchers,		

Q5. If you have any comments on the above proposal, please provide them below:

		Response Percent	Response Total
	the book shop etc? None! Get behind the high street shops and encourage people into the town.		
53	Money grabbing bastards. People pay enough money to the council as it is, it's sickening that the council want even more to piss up the walls.		
54	Wallingford's independent shops need all the help they can get, and reducing the free parking time could jeopardise their already precarious businesses.		
55	Parking should be free for at least 2 hrs in all car parks to encourage people to visit. Why are we charging for parking anyway. We all pay car tax, income tax, rates ...		
56	Seriously do you think that will help Wallingford when local businesses are struggling! Words fail me. People will park in side roads, in the centre or go to Didcot where you can park for free for 2 hours in the Orchard Centre. Completely mad idea.		
57	1 hour not long enough to do shopping, so will discourage visitors to Wallingford to the detriment of town centre businesses. Has the Council been lobbied by Amazon and eBay to make these changes?		
58	Reducing the free time will impact on local shops which are already struggling with the current situation. It will reduce the amount of people in the town (which in non covid times would be negative)		
59	This will have a detrimental affect on small local businesses who are already struggling.		
60	The town centre will suffer terribly if you take away the free parking and so will the surrounding roads where people will chose to park out of town and walk in making it even more difficult for residents to park near their own properties. You're building too many properties in and around Wallingford with no improvement to the towns infrastructure. This will be a terrible decision!		
61	Would come into town less! Does not encourage me to shop local. Due to work go to multiple shops when I can get in. would be very restrictive when working and visit to patient takes longer than that		
62	Having 2 hours free is essential if you want people to actually shop and enjoy the amenities such as restaurants and coffee shops. If you reduce it people will go elsewhere.		
63	Encourages people to stay in the town centre for longer		

Q5. If you have any comments on the above proposal, please provide them below:

		Response Percent	Response Total
64	As a property owner in the town centre, to take away two free hour parking would encourage shoppers to park in the very limited residents on street parking in goldsmiths Lane and it would also discourage shoppers to stay longer to shop in the town.		
65	2 hours is good because it encourages people to come to our town. 1 hour isn't enough		
66	1 hour is not enough		
67	It is wrong that during these hard times, when people are struggling to survive that you propose to introduce these changes in Wallingford. You should be offering free parking at all car parks like other councils are doing. This will also drive people out of Wallingford and to areas where there is free parking e.g. Didcot. It is damaging to the local economy. Many people who work and live in flats in the centre of town rely on the current arrangements and can not afford to pay extra, especially on a Sunday. This will also cause more illegal parking. Please reconsider these changes in the interest of residents.		
68	The foot traffic in Wallingford has been deteriorating for several years, and the car parks are very rarely full any more. There is minimal bus service to several of the local villages, and so there are hundreds of households that have no other choice but to drive in to Wallingford, and many of the elderly residents (who are unable to use the buses due to inadequate or non-existent services) would be unfairly penalised for living in a rural area. Parking charges will discourage local shopping, as people will choose to drive to Didcot and use the large private car park at the Orchard Centre, which would then force many local, independent shops out of business. This would then hit the Council budget two-fold - firstly with the loss of business rates, and secondly with the subsequent loss of car parking revenue.		
69	The Goldsmith's carpark free 2 hour parking is great to encourage shoppers to the town and keep the local businesses going! I think reducing it to 1 hour will possibly put people off visiting Wallingford and might push people to Didcot where there is free parking for 2 hours		
70	Didcot offers 2hrs free parking. This will drive shoppers out of wallingford.		
71	This is the only car park with 2 hours free in Wallingford. There is very little free parking in the streets. It is particularly useful when you want to attend community events such as toddler groups, the Living Room and other church activities during the week either as a volunteer or as a member of the community, particularly if you live in a village and have to travel into Wallingford.		

Q5. If you have any comments on the above proposal, please provide them below:

		Response Percent	Response Total
72	There may be a second order impact to local business in Wallingford if the 2 hour free parking is reduced to 1 hour. How is this considered within the proposal?		
73	If you limit the amount of time to just one hour, less people will park in the town centre and the businesses & shops will suffer. Especially with Covid biting, people have no spare money!		
74	This policy does little to raise funds and appears overly punitive. Sunday's hardly ever see the car park anywhere near capacity. This measure seems to fail at both the direct and indirect economics.		
75	This will harm Wallingford which is already struggling with further shops closing and this will drive it to a ghost town		
76	If this falls in line with other car parks in Wallingford, then yes.		
77	I live in Wallingford and often need the 2 hour free parking as residential parking is limited. Perhaps residential permits would help solve this. Also people should be encouraged to spend as much time in the town as possible.		
78	Wallingford town centre independent businesses and markets need all the help they can get and this reduction will only serve to accelerate it towards a ghost town of charity shops and betting shops.		
79	Will be detrimental to shops.		
80	Wallingford has a small selection of independent shops. Goldsmiths lane provides people wishing to visit those shops a nice chunk of time to do that and still gives time to pop into waitrose if needed. A change to one hour free means even more people will come in, go to waitrose, have run out of time and so head off again without visiting any, or at least very few, of the lovely independents that vitally need the footfall.		
81	Parking should be free everywhere on Sunday. The reason people park in places that are selfish and inconvenient for others, is due to the cost of car parks, and the fact that there seem to be very little in the way of sanctions for the street parking offenders. For heaven's sake, local trades people are suffering enough, without the council charging for potential customers every day of the week.		
82	This will kill already-challenged retail in a small town. Have you heard of Amazon? Or COVID? Frankly, the idea is ridiculous and I'd love to know who dreamt it up. I do hope our taxes weren't spent on a consultant for this? How much money do you think the average person will spend in less than one hour? Ever visited the optician in town and took under an hour? Dental treatment taking under an hour?		

Q5. If you have any comments on the above proposal, please provide them below:

		Response Percent	Response Total
83	Wallingford has less to offer than Henley so needs extra help to encourage people into the town.		
84	It's a small town with a limited variety of shops. The free parking provides an incentive to shop as generally 2 hours is long enough to shop or have lunch. The parking in Didcot is free for 2 hours and there's a much wider variety of shops there. I'd be discouraged from spending much time in town as regularly as I do if I have to pay to park. This could impact hugely on the number of people spending time and money in the town centre.		
85	Wallingford shops need encouragement for people to go there. What is the point of reducing the free period (2 hours is enough to do most things, an hour is not), and charging on Sunday. The only purpose to do this is an attempt to get more money, why not be honest about the reasons? It will not generate more money.		
86	As above		
87	At a time when I would think you want to encourage people back to the high street it seems counter intuitive to take away the free 2 hours. This is also very useful for people who have medical or dental appointments in the town centre. Sometimes an hour isn't long enough.		
88	Should keep the two hours		
89	Not all can afford to. change to new electric vehicles . Nor do we want to		
90	I fear one hour would not be sufficient for someone living in the out lying area of Wallingford, who can't walk or cycle, to do their shopping, have a coffee or lunch in the town. This could be detrimental to the viability of Wallingford's high street.		
91	2hrs free parking will continue to encourage people to visit the town.		
92	there should be some 2 hours free parking in all towns/villages to promote shopping		
93	The shops are already struggling in Wallingford and reducing the free period to one hour would greatly damage their trade, This would encourage more people to shop in Didcot where the Orchard Centre Car Park has two hour free parking.		
94	Business is falling flat on its face as it is. Reducing the free parking by 50% is yet another nail in the coffin of town centre trading.		

Q5. If you have any comments on the above proposal, please provide them below:

		Response Percent	Response Total
95	The bus service must be improved - its terribly unreliable (often late/ not turning up).		
96	Keep at 2 hours to encourage business		
97	I think fewer people will drive into Wallingford. Free parking is attractive, allows people to nip in and out without having to worry about charges.		
98	All parking should be 2 hours free and 60p/minute after that. Sat/Sun/Public Holidays should be free.		
99	Wallingford struggles to retain shoppers, the choice has deteriorated over previous years. As much as possible should be done to encourage visits.		
100	Leave it as 2 hour so that it brings more people into town for longer to spend more money.		
101	The two hours gives one enough time to have a meal and shop. A one hour limit will negatively impact use of the town during lunch.		
102	The two hour free parking is useful and encourages some cars to park here rather than the Waitrose carpark helping spread parking around town.		
103	I would like the charging structure to remain unchanged.		
104	Paying for parking of more than 1 hour would strongly deter me from visiting Wallingford and I'd just go to Didcot instead. I wouldn't be able to get more shopping done in 1 hour.		
105	2 hours helps traders....make sure it's not just a quick Waitrose shop in Wallingford		
106	Two hour free parking brings a lot of business in to the town of Wallingford. If you have to pay you may be put off coming at all.		
107	One hour isn't enough to shop and have a coffee. Many of those from nearby towns come to Wallingford for precisely this combination. Also the hairdressers and beauticians can't be visited as appointments are usually for longer than one hour.		
108	Keeping it at two hours is essential for local shops		
109	The 2 hour free parking is vital to increase footfall in the market place, especially on market days. Independent businesses would be negatively affected if shoppers only have 1 hour to visit as they would have less time to wander round and browse new shops.		

Q5. If you have any comments on the above proposal, please provide them below:

		Response Percent	Response Total
110	Two hours is reasonable, especially for older people. It allows for things like appointments which can sometimes overrun, and sometimes an hour is cutting it fine.		
111	Keep status quo		
112	Waitrose car park (although private) is the car park people use to do predominantly food shopping. The other car parks are for those who perhaps have other reasons to visit such as boutiques, errands, coffee, meals. The economic development of the twin should take precedence over how to charge for car parks. The town council with SODC could levy the administration costs somehow. With the additional burden of COVID and the demise of the high street, this is more important than ever. Equality across SODC's administrative boundaries is of little consequence to the individual towns and businesses.		
113	I strongly believe the two hour parking should remain.		
114	Two hours is long enough to mooch around the shops and have a coffee and currently two hours can be increased to three hours for 60p which is great. Local traders are having a terrible year and reducing the free parking from two to one hour is not going help them.		
115	No comment		
116	Limits time for shopping and socialising in town. Not helpful for businesses		
117	It is difficult enough to have visitors if you live in the centre of Wallingford, where parking is almost impossible anyway.		
118	I use this car park a lot to visit Walking shops and cafes etc. If I had to pay it would deter me from going into Wallingford altogether and I would most likely go to Didcot instead.		
119	2 hours allows for shopping, or business visit and use of local facilities while one hour is not enough. This is a daft idea in context of economic stress caused by Covid!		
120	Very difficult to find easy parking if you are a local resident with no on street parking.		
121	You need to attract trade to the centre of Wallingford. The Two hour free parking should be extended to all the car parks.		
122	I regularly shop in Wallingford and take advantage of the two hour free parking in Goldsmiths Lane Car Park. One hour free parking is insufficient time to shop. If these proposals are approved I shall no longer		

Q5. If you have any comments on the above proposal, please provide them below:

		Response Percent	Response Total
	shop in Wallingford. The Orchard Centre in Didcot offers two hours free parking and I shall shop there instead.		
123	The Cabinet Report from August 2020 mentions that Officers have estimated that the impact would be de minimis because its difficult to estimate the change in usage. Where's the evidence then to support the benefit or need for a change in the current charging arrangements?		
124	This will reduce the footfall to the Wallingford town centre shops and businesses		
125	please do not do away with the 2 hour free parking , 2 hours give the shoppers time to do all they need without rushing back and moving away from the town , at present and into 2021 people are having to queue at essential places ie post office, chemists,banks, Waitrose. they need the time to then move on to other services.		
126	One hour is not long enough to shop in Town it will just drive more people away to Didcot etc		
127	At a time when retailers in town centres are struggling to survive, I consider it extremely irresponsible to reducing the free-parking period from 2 hours to 1 hour in Wallingford. This risks being ""the straw that broke the camels back"" for many retailers.		
128	We have to think of the shops that we have left		
129	Wallingford is a lovely small town and has the castle grounds and riverside walks easily accessible from the town centre. A regular sunday visit I find allows the chance of recreation and refreshment/shopping in the town within the 2 hours of free parking. An hour free would not be enough time to do so and as such I would no longer have the incentive to visit so often. Alternatives such as bringing your own drinks and visiting Wittenham Clumps, Watlington Hill or Didcot with its 2 hours free parking become more attractive.		
130	Market towns rely heavily on people using local shops and businesses. Low cost and ease of use of parking is fundamental to the sustainability and growth of our market town centers. This also encourages people to shop locally which is good for the environment as well as business!		
131	I have seen no impact assessment of what issues this causes. Wallingford is a historic town that tries to attract visitors and to have one car park with longer free period is reasonable.		
132	Local businesses are having such a hard time currently this seems ill timed		

Q5. If you have any comments on the above proposal, please provide them below:

		Response Percent	Response Total
133	People are not coming to Wallingford now, why put up the parking charges		
134	An hour is not long enough to get to the shops and back within an hour. Keep as two hour.		
135	See comment in 4.)		
136	Again reducing free parking will encourage people to seek alternative transport arrangements.		
137	With queuing to get in due to Covid 1 hour is not really enough time to do anything so will push shoppers to out of town free car parks & superstores.		
138	Surely we want to encourage people to visit Wallingford, give them time to wander around and hopefully shop without thinking about their car park ticket is due to run out, Wallingford needs visitors to keep the town open and supporting the local businesses.		
139	Parking is bad enough in small villages and towns without charging people more money for parking. If you want to drive people to large retail parks where the parking is free you are definitely going the correct way of doing it.		
140	My question is why. It works very well at the moment so why change it. This really encourages me to use the town rather than go elsewhere.		
141	I use this car park for, eg dentist appointments, and sometimes I don't know if it will take one hour or more. So personally I'd be sorry to lose the two hours. But I can see that it makes sense to standardise them.		
142	This would discourage people to visit the area, 2 hours is enough to pop for a coffee and do a bit of shopping, one hour is not enough. We should be encouraging to people to shop local particularly given the current closures due to Covid 19		
143	Any measures to discourage car use for short journeys are to be welcomed.		
144	If you want to encourage people to shop in Wallingford then 1 hour is not enough. For a visit to town to be a pleasure, then you should be able to do necessary shopping, but also have time for a browse, or go for a coffee, or a haircut, or whatever. 1 hour free means that people will do the basic shopping, and all the other shops will be missing out.		
145	Reducing the 2 hour free parking to 1 hour will discourage people from using restaurants, hairdressers and beauty establishments, exercising (Body Training Studio). All can be done in 2 hours but not 1 hour. People		

Q5. If you have any comments on the above proposal, please provide them below:

		Response Percent	Response Total
	wishing to volunteer in the town cannot complete their voluntary activity in 1 hour and should not have to pay for the privilege of offering their services for free. Examples are street collections, working in a charity shop, working in the Wallingford Volunteer Centre office. The list goes on. If this proposal goes ahead businesses and charities in the town will suffer and members of the public will go elsewhere, such as the Orchard Centre in Didcot, taking their money and charitable giving with them. I do hope this proposal will not be passed.		
146	They seem fair. I think the unlimited free parking for blue badge holders needs to be only if there is available disabled space and they should not get the benefit in other spaces.		
147	As above, it is a good idea to align the scheme with the other towns in the district.		
148	The 2 hour free parking option gives people enough time to spend more time in Wallingford without having to worry about paying or rushing back. It's completely abhorrent to introduce more restrictions and cost.		
149	I would only stay for one hour which would effect local businesses if it was free for two hours I would browse more		
150	No need to reduce free time		
151	Wallingford needs 2 hour free parking to help support local shops and business. The high street needs all the support it can get. To revise the parking may make other market towns and towns more favourable		
152	Please maintain the two hour free period		
153	Would prefer to have free 2 hours but 1 hour is preferably to introducing charging at weekends		
154	I think that restricting the free parking in Goldsmiths lane to just an hour will negatively impact trade to local shops and businesses.		
155	Reducing the free parking period to 1hr will adversely impact access to Town Centre retail & leisure amenities & the local economy.		
156	If you really want to make Wallingford a ghost town this is the way to do it! There are too many empty shops already, I am really angry about this!		
157	I think the timing is ridiculous given the current economic climate and the plight of local shopkeepers - the alternative will be that shoppers will go elsewhere (where there is longer free parking) Why not increase the other areas to 2 hours if you want to make it the same.		

Q5. If you have any comments on the above proposal, please provide them below:

		Response Percent	Response Total
158	One hour is not enough to do everything that is needed for a weekly shop for a family of 5. The 2 hour free parking is a good incentive to use Wallingford rather than Didcot (free parking for 2 hours). I would either make 2 separate visits (not achieving your green goals) or simply switch to Didcot (not achieving your aim of building Wallingford as a vital town centre). The parking charge may not seem much but it is enough to make a difference as parking charges are an emotive issue. By going to Didcot or making 2 journeys I would be saving 60p. Not much money I know but that is not the point when decisions like this are made. I walk, cycle or public transport it, whenever possible but not for my weekly trips to Wallingford - shopping for a family of 5 is so much easier in a car or if I have to bring the kids with me.		
159	It's fine as it is - 2 hours free - please don't discourage shoppers at this difficult time		
160	Makes sense because the shortage of parking in Wallingford discourages me from going there and supporting the local businesses.		
161	Wallingford trade will be adversely impacted by a resurgent Didcot with the Orchard Centre free parking. The huge numbers of residents moving to new build properties on the out skirts of Wallingford and surrounding villages need to be encouraged to use local and Town centre facilities before learning to shop and seek entertainment elsewhere. Therefore as a Market Town with a rapidly growing population we need to work under the Districts own guidelines and reduce the cost of parking to encourage growth, that guideline states: "Pricing may be used to regulate and influence usage to support town centre vitality and viability".		
162	It seems sensible if this is in order to be consistent across all charging car parks to have one hour free parking. Otherwise leave as is.		
163	See comments about need for 2 hours free on Sundays.		
164	Better to keep the two hour free otherwise people will go to Didcot		
165	I've never understood the logic of having a different regime between the two main SODC car parks in the town centre		
166	this would damage footfall to local businesses as a result so disagree with this proposal		
167	Please see my comments for the previous proposal to question 3, the reasons are the same.		
168	The below response was received via email from Wallingford Town Council:		

Q5. If you have any comments on the above proposal, please provide them below:

	Response Percent	Response Total
A key concern is the reduction in free parking from two hours to one hour. This will have a serious impact on Wallingford, especially given that the Orchard Centre in nearby Didcot offers two hours free parking. It is essential that Wallingford remains competitive. We have already received correspondence from members of the public confirming that they will preferentially visit Didcot if free parking is reduced from two hours to one in Wallingford.		

Q6. Currently, not all car parks have the same charging period. The proposal is to align all car parks in the centre of market towns of Didcot, Henley-on-Thames, Wallingford and Thame, as well as Goring-on-Thames by introducing the charging period from 9am to 5pm Monday to Saturday. You can find out more information on our website. How far do you agree or disagree with this proposal?

			Response Percent	Response Total					
1	Strongly agree		12.12%	52					
2	Agree		26.81%	115					
3	Neither agree nor disagree		14.92%	64					
4	Disagree		14.92%	64					
5	Strongly disagree		31.00%	133					
6	Don't know		0.47%	2					
Statistics	Minimum	1	Mean	3.27	Std. Deviation	1.45	Satisfaction Rate	answered	429
	Maximum	6	Variance	2.11				Std. Error	0.07

Proposal (d) to align all car parks in the centre of market towns of Didcot, Henley-on-Thames, Wallingford and Thame, as well as Goring-on-Thames by introducing the charging period from 9am to 5pm Monday to Saturday

Q7. If you have any comments on the above proposals, please provide them below:

		Response Percent	Response Total
1	Open-Ended Question	100.66%	152
1	I disagree with removing the free parking on Saturday afternoons. It's a cost residents can do without at such a difficult time		
2	10-3 gives residents somewhere to park when they bays are taken up		
3	Henley, which is the only town that I know to have more costly car parking charges, is a bigger town with more chain shops to be visited. Wallingford has more independent shops which are suffering during Covid,		
4	Could be actually helpful		
5	Let local towns set the free parking period. Example it would Be tough to get your hair cut in one hour		
6	I thought it was Monday to Sunday your proposal?		
7	I agree if first hour is free therefore no change!		
8	These are completely different towns, I'm not sure of the need to ignore local differences and align the car parks in this way.		
9	Charging from 10 am allows residents to do their shopping etc in the early morning and the addition of an extra hour free parking will encourage local shopping which should be a priority for the council to regenerate retail in our towns.		
10	Well if this happens we know which way it will go,Didcot will loose its 2 hr free parking		
11	With Town Centres dying accelerating a pre COVID trend a much wiser course would be to remove all Town Centre Parking charges . The proposals will add to a speedier death of these town centres. Local residents not the SODC should decide on this under Localisation principles		
12	Many residents are heavily reliant on the current car park balance, as owning a permit by no means results in being able to park in a residents bay		
13	You merrily say that there is more information on your website, but it is really unclear and not an easy document to read. I am sure that those who have worked on it in readiness for this consultation will understand what it is trying to say, but for the lay person it is not at all clear.		
14	I think if you are going to implement the 1 hour free parking this would be ok.		

Q7. If you have any comments on the above proposals, please provide them below:

		Response Percent	Response Total
15	2 hrs free throughout.		
16	Different car parks serve different uses. There needs to be a balance between encouraging local trade and long-term car parking. Each place needs judging on its merits.		
17	I think it should be based on demand. Henley should probably be more expensive		
18	Will the Vale of the White Horse car parks be doing the same? I live in Didcot but often go to Abingdon and Wantage, and have to keep double checking the different rules		
19	9-5 fails to encourage shoppers into town (any town) during quieter periods. Free parking after 2pm on Saturdays is attractive - see Goldsmith, Wallingford. To charge at all on Sunday is miserable and will also discourage Sunday shoppers. However, the most important thing to be done is to remove cash from the parking situation, whether in council car parks or any car parks in your towns.		
20	Why start as early as nine? This proposal would block anyone from using the free, start of day, parking to go to the bank or post office and lead to them circling the town looking for roadside parking spots (polluting the town as they circle)		
21	The parking charges should reflect supply and demand. Charging deters people from parking and/or staying longer in the area which could mean reducing spending in shops. However due to the severe lack of spaces in Wallingford and Henley at peak times the charging may free up more spaces.		
22	I feel the current hours are fine and don't need altering		
23	I did not see any reason given for aligning. To remain consistent with the objective ""to make sure the cost of running the car parks are met by the residents that use them"", presumably the costs of running each car park and their use are comparable.		
24	If you charge for parking in Wallingford on a Saturday afternoon which is currently free you'll kill the town centre, full stop.		
25	Cost should relate to value, not be homogeneous.... if a town spends more to make it more attractive and offer more services, and people are prepared to pay to partake, what is the issue? Small towns have smaller costs and so can pass on the savings to visitors.		

Q7. If you have any comments on the above proposals, please provide them below:

		Response Percent	Response Total
26	Free parking on Saturday afternoon seems to help keep retail trade up. Charging after 2pm likely to reduce trade.		
27	Wallingford is very different to the other towns in the policy with a much smaller town centre and no destination shops. Made up of small retail outlets leased by small independent traders, not having to pay is the one advantage for our town. If free parking is removed it will have an adverse effect on trade for the local shops, something we must do everything we can to prevent. Wallingford's car parks charging hours should not be extended.		
28	As a resident close to a car park I am forced to use off street parking but occasionally have to pay to park in the Cattle market Wallingford car park. I do feel trapped at times that I will return and not find off street parking. Saturday is a prime day where I go out so not happy if I end up having to pay on Saturday afternoon. I will time my journey away to come back to coincide with free parking and then I don't need to worry about Sunday.		
29	There is no logic to align such diverse towns. Each location has its individual needs and character and car parking policy should reflect those differences. Having some relief on car parking charges encourages people to come into the town centre.		
30	Ok if you standardise on two hours.		
31	As stated before Wallingford shops struggle to make a living. If you change the parking times to match busier and more popular shopping towns you are killing shops and shopping in Wallingford.		
32	Leave Thame's car parks alone, there is no problem that needs to be fixed, and Thame council alone can decide what to do.		
33	Having free parking on a Saturday is a real incentive to use local shops rather than drive to Didcot. Do you want less people to use our local shops. Also I attend church in Wallingford, and we shouldn't be expected to pay for this. Greyfriars church in Reading has free on street parking - you would be forcing people to travel elsewhere.		
34	Shouldn't charge on Saturday pm		
35	It would be better to make the charging period 10.00 am - 5.00 pm in order to help struggling businesses in the towns		
36	The council should be trying to encourage people to shop locally and spend money in cafes and restaurants not put them off by increasing parking charges.		

Q7. If you have any comments on the above proposals, please provide them below:

		Response Percent	Response Total
37	I don't see how this helps anyone apart from the parking attendants if they have to move between sites. For what I can see it just makes you money. Our smaller towns need free parking to entice people to shop more locally.		
38	Why Saturday? Monday to Friday I am sure is due to people visiting in office hours, but why Saturday where independent retailers need the business?		
39	I think all car parks should follow the same as the current GSL Wallingford car park policy.		
40	As a Wallingford town resident I've been on a waiting list for over a year for an annual parking pass. Parking on a Sat afternoon and on a Sunday is simply unfair.		
41	Focus on more pressing issues in the community rather than ripping off locals and people coming to these towns and driving them away from visiting these places? Just leave the parking as it is and focus on fixing other areas of the community, anti social behaviour, bad roads and other development to further the town		
42	Saturday's and Sunday's should be free, these people are spending money, not in town to work, so should be promoted.		
43	Each location has individual and local characteristics and requirements. Making charges consistent across towns is an irrelevance		
44	Parking in Thame is very problematic. Charging will encourage people to make more journeys on foot and free up the take. Centre		
45	This will Stop people coming to shop in Wallingford. Destroying the town centre.		
46	In Wallingford, the charging period is currently 9am-2pm Monday-Saturday. Most shops close at around 2pm on Saturday in Wallingford, and restaurants are quiet from about 2pm until 5pm (by which time parking would be free anyway), so the people this will affect most will be people who work in the town centre, who already spend a fortune on parking (as someone who used to spend almost £20 a week on parking to go to my waitressing job in the town centre - that's nearly 3hrs wages)		
47	Each town has it's own needs and differ from each other, Didcot and Henley are much larger towns with more shopping facilities and attract more visitors so they should not be treated the same as the smaller market towns needing to attract business.		

Q7. If you have any comments on the above proposals, please provide them below:

		Response Percent	Response Total
48	Standard timing in a localised area is not relevant—most local people do not travel locally between these places so there is not a benefit. The real benefit would be nationwide standard parking tariffs.		
49	Since most residents only go into their town of choice, there is no need to align timings, except to satisfy beaurocratic whimsy.		
50	The free time on the Saturday afternoon in Wallingford really encourages folk into the town on what is otherwise a quiet time.		
51	All towns are different. Some have limited parking (Goring), some have lots of parking (Didcot). Support should be provided to those who are struggling rather than just enforcing blanket charges.		
52	I'd rather you kept it as it is.		
53	Councils need sacking for even suggesting this		
54	Alignment will make it easier for out of town people to venture into different places. They will know the parking conditions before the come. Free parking will help encourage this, it will help revive to economy to these towns.		
55	Each of these towns and villages are very different - with varying footfall, services and uses. To standardise is to disregard these differences and therefore all will lose out		
56	As previously mentioned you will kill off an already struggling high street and lots of lovely independent shops as people look for the ease of going somewhere like Didcot Orchard Centre where you have more time to shop/eat/browse etc		
57	Make all free		
58	The proposal does not explain why the harmonisation is necessary.		
59	Will help when visiting other SODC owned car parks		
60	There is no reason why they should necessarily be standardised. There are different cirsumstances in each town. Wallingford Town Centre is struggling. The Council should recognise its responsibility to encourage thriving town centres, not allow them to die.		
61	with the same restrictions on high emission vehicles		
62	It helps to have different levels - for example if someone is popping in, I am likely to use a one hour free time, if I wanted to do more shopping, use the two hours. If this was not available, I would be likely to do to a nearby town (Didcot) where there is free parking.		

Q7. If you have any comments on the above proposals, please provide them below:

		Response Percent	Response Total
63	I am more concerned that illegal parking is not enforced. Thame in particular - extended (including overnight) parking on double yellow lines, at/on junctions and zig zag lines throughout the week, and far worse on market day (Tuesday) not help by the ongoing restrictions on parking in the market area, which require review based on the changing requirements since lockdown in March. So many near misses.		
64	I am more concerned that illegal parking is not enforced. Thame in particular - extended (including overnight) parking on double yellow lines, at/on junctions and zig zag lines throughout the week, and far worse on market day (Tuesday) not help by the ongoing restrictions on parking in the market area, which require review based on the changing requirements since lockdown in March. So many near misses.		
65	Parking charge should be linked to proximity to centre, which town and also utilisation-this change will lead to a mismatch and so create issues on parking availability and has NO benefit		
66	Very few shops in Wallingford open after 5pm and fewer people would pay to park in Wallingford as the type of shops don't warrant it. Currently, after 2pm on Saturday parking is free so there's no risk in visiting Wallingford to browse our independent businesses and maybe stopping in a cafe for a refreshment. You would not be able to do that in an hour under the proposed changes. You would have to decide upfront how long you might be with most people trying to be under the 1 hour limit and not visiting some shops and not stopping for refreshments.		
67	Consistency is useful.		
68	Does it really matter that each town has different parking charges? You have to make a policy based on the individual towns needs not collectively.		
69	The towns in South Oxfordshire are not all equal in what they offer or are used for. Nor are they similar in the size of population. Allowing more free parking in the smaller towns helps to keep them alive.		
70	You can't compare Henley to Wallingford, Henley is more touristy and has more visitors to its shops, you also can't compare Didcot to Wallingford, Didcot is larger with more diverse shopping, Wallingford is a small market town which does not have the tourists not the large population, charging more for parking or limiting the 2 hours free parking will discourage shoppers from even coming into Wallingford local or surrounding villages when they can get 2 hours free parking at Sainsburys in Didcot! Local shops in Wallingford need to encourage more shoppers, our town is dying!		

Q7. If you have any comments on the above proposals, please provide them below:

		Response Percent	Response Total
71	different towns have different parking requirements. Aligning will result in compromises that may well adversely effect local trade.		
72	Should be free.		
73	This proposal is entirely reasonable and I do not feel that it would be a massive deterrent to local shoppers.		
74	All towns and villages have different requirements and by standardising them will have a negative impact onto smaller villages/towns		
75	Depends on what the charges are and if the free parking periods still exist.		
76	Local needs should be considered rather than everything being the same. The free parking in Wallingford on a Saturday afternoon helps to boost the number of people coming to the town for shopping whereas this may not be necessary in places like Didcot.		
77	Each market town has unique requirements and therefore a blanket policy would be non-beneficial in areas that rely on current parking charging times to encourage people to support local businesses.		
78	So no free parking on Saturday afternoons, that's the end of a busy town centre then!		
79	Consistency is important but this must be 2 hours free for to maintain footfall into Wallingford.		
80	How will this affect the fees?		
81	Not all town centres are facing exactly the same challenges, Wallingford needs free weekend parking to encourage town centre shipping and support is independent businesses and markets. Changing the Saturday charging period to 5PM would discourage shoppers.		
82	Parking is free in Thame and this encourages me to shop there . By way of contrast, I could shop in oxford for some items but never go as parking is too expensive. I would prefer to shop online rather than go to Oxford and feel it would be unfortunate if Thame, which is pleasant and practical for shopping, were to go the same way		
83	These market towns, although having the same title of 'market town's, are not comparable in most ways - size; population; shopping opportunities; amount of parking; size of commuting workforce etc, etc. It is therefore impractical and shortsighted to impose the same parking restrictions and rules in all towns. This should be tailored to each individual town to meet and complement their individual needs.		

Q7. If you have any comments on the above proposals, please provide them below:

		Response Percent	Response Total
84	Parking should be free everywhere on Sunday. The reason people park in places that are selfish and inconvenient for others, is due to the cost of car parks, and the fact that there seem to be very little in the way of sanctions for the street parking offenders. For heaven's sake, local trades people are suffering enough, without the council charging for potential customers every day of the week.		
85	As the previous comments. Why are you trying to kill our High Streets?		
86	The town centres aren't comparable. The number and variety of shops and visitors in Henley is very different to Wallingford and Didcot. There's a tourist element to Henley so it is understandable that parking charges differ. And the current system of free parking after a time at the weekend is a draw to the town for locals.		
87	Wallingford is a dying town and such a move may be the final blow. If you are going to introduce this you must offer something in exchange like better shops and more town centre employment, increase footfall. Market the town to attract a greater town centre offering. Goring is a small village and such a move would also be detrimental to the village		
88	Pointless reason given for the changes. Why do they all need to be the same???		
89	Consideration to town centre access by alternative transports should be given, e.g. railways. Balancing the demand for vehicles against incentivising alternatives should be sought.		
90	Parking fees should be altered to reflect demand		
91	Again, why take away free periods (Didcot free after 2 on a Saturday) when the high street is dying.		
92	What is to be gained by this?		
93	I agree with the full charge on a Saturday. It does not make sense to have to pay the full amount at 12pm for only 2hrs parking. Particularly if I leave at 2.30		
94	It is very beneficial for the shops in Wallingford to have free car parking on Saturday afternoon.		
95	All parking should be 2 hours free and 60p/minute after that. Sat/Sun/Public Holidays should be free.		
96	A blanket charging period is not appropriate, different communities have different needs.		
97	I think Sat afternoon should still be free		

Q7. If you have any comments on the above proposals, please provide them below:

		Response Percent	Response Total
98	The free Saturday afternoon parking in Wallingford and Didcot does encourage shopping.		
99	The users of the car parks are different in each area. I can't imagine that Didcot gets many tourist.		
100	I'd like to see it remain 10-5 during the week		
101	The demand and supply of parking spaces varies across these towns. Therefore it is not sensible to apply a single approach across them.		
102	Keep the car parks free on Saturday afternoons		
103	Charging period should be until 3pm to allow people to pop to the shops after the school run and before shops close.		
104	Of course aligning means in the case of Wallingford at least an immediate increase. I don't suppose for one minute that there would be a decrease elsewhere. So this is an increase in charges by another name. Not very honest		
105	Align to 2 hours free and Monday to Friday only charging		
106	See previous comment		
107	Aligning car parking times is not a reasonable aim in and of itself. Reduced car usage in all town centres is vital to achieving climate and air quality improvements. We are also in a respiratory pandemic so all measures to reduce air pollution should be taken. The council should not continue to subsidize car parking. Removing charging where it already exists is a bad idea. Increasing car parking charges and charging hours is good. I support the council making a profit from the car parking charges which can be used to improve public realm and cycle storage, along with lobbying the County Council for more active travel infrastructure and public transport improvements.		
108	Saturday pm should be free		
109	These are hugely different places. People will always travel to Henley and pay. I think the charging period should be 9 - 5 Monday to Friday and 9 -2 Saturday		
110	WHY? Why does it need to be all the same?		
111	No comment		
112	Most towns, excluding Wallingford, have some provision for on street parking which do not seem to be considered, except Thames St. So, if		

Q7. If you have any comments on the above proposals, please provide them below:

		Response Percent	Response Total
	trying to reach an equitable solution for all towns, this needs to be taken into account		
113	Henley and Wallingford are very different towns.		
114	I don't understand the attraction of alignment re car parking. Different towns have different requirements and challenges and things that make them unique. I don't care if I pay less or more compared to others in South Oxon. What I do care about is being able to freely visit shops in my local area.		
115	Individual towns should be able to set parking charges that support their specific local business and resident needs		
116	Your not helping local businesses		
117	Extend 2hrs free parking to all car parks throughout the area		
118	Great idea. I assume it will be possible to pay by card in all these car parks if it isn't already		
119	You are combining two changes into a single question. This prevents people from giving an accurate answer. Firstly there is the question of whether the times should be aligned across all town centre car parks. Secondly there is the question of whether the times should be 9am to 5pm Monday to Saturday thereby extending the charging hours to include Saturday afternoons.		
120	As stated in response to No.3, this alignment of car parking charges across the district makes no sense, as it assumes that firstly, all the market Towns are the same, which they are clearly not, given the car parking spaces per capita details from 2011 and SODC usage figures from 2013. Secondly, there is no updated usage data to provide the evidence to support the benefits of aligning all car parks and also the impact of charging in Saturdays up to 5pm. The Cabinet Report for 2013 stated that the impact on the car parking account of introducing the free charge for the last three hours on Saturday in the first place was negligible and depended on the individual car park. Further surveys were required to assess the full impact, so where are these further surveys to support the introduction?		
121	The current parking timings is ideal and will only confuse if changed		
122	Where is the market research that justifies this proposal? Local circumstances may vary (I presume this the reason for the historic differences) - unless you have evidence that a "one size fits all" proposal is appropriate, this is change cannot be justified.		

Q7. If you have any comments on the above proposals, please provide them below:

		Response Percent	Response Total
123	<p>Charging at off peak times, such as Saturdays PM, will discourage people further still from coming into Wallingford Town Center and I assume the other locations too. While I can see this may generate a very small additional revenue for the council this will further reduce the vitality and viability of what retail outlets there are operating at these times.</p> <p>As someone who spends quite a bit of time on voluntary activities in and around the town center I take advantage of the free parking. As the cost of longer term parking is not always that reasonable this will adversely effect myself and others in similar roles trying to bring added value to society at large!</p>		
124	<p>For what purpose s the alignment? As a customer, not all car parks I use are run by SODc so doesn't give me consistency, and not all towns have the same supply and demand for spaces.</p> <p>This proposal seems on paper to be an exercise that is in reality not required.</p> <p>I understand car parks must cover their operating costs and see no evidence that this is not happening, or reports to say that the current car parks are not serving the needs of the customers well.</p>		
125	<p>By unifying the areas you are taking away character and surprise. Local businesses are having a hard time currently. I suggest you postpone this until Covid 19 has gone and businesses have time to recover</p>		
126	<p>I see no need to charge in Wallingford carparks on a Saturday afternoon</p>		
127	<p>Should be according to the individual village / towns needs and circumstances</p>		
128	<p>See comments in 4.) Period of free parking should be uniform.</p>		
129	<p>They should remain as they are, especially no charges on a Sunday and free after 2 on a Saturday in Wallingford, the town businesses need all the support they can get this is extremely important or the town will die.</p>		
130	<p>This is completely unnecessary. Each town needs to be looked at differently, they are not all the same.</p>		
131	<p>Seems fair.</p>		
132	<p>This would make sense as there would be uniformity and less confusion.</p>		
133	<p>Free car parking in Wallingford on Saturday afternoon from 2pm is good for the town and should not be withdrawn.</p>		

Q7. If you have any comments on the above proposals, please provide them below:

		Response Percent	Response Total
134	As each market town operates in its own distinct market, I don't understand if this is of any benefit to residents. Does it help the council in some way?		
135	It should include Sundays too.		
136	Different towns have different needs and visitors. You can't lump them all in together, it's short sighted and lazy.		
137	The towns are all very different I think it is important that the smaller towns can encourage people to visit/shop/eat there by having longer non-charging periods		
138	I think this is fair to align all of the car parks, however a token of free parking should be available of 2 hours at all car parks to support high streets and businesses in line with other local authorities such as west Berkshire		
139	Localism is better. Hi hear are very different towns with different needs		
140	The principle that all Town centres should have the same charging period does not take into account the differences between the Towns.		
141	Agree all car parks should have the same charging period but would like 9 - 10am to remain free.		
142	Wallingford, Thames, Didcot and Henley are all very different places with different shopping / visitor profiles. Why insist on a one size fits all approach. It is perfectly possible to do this and there would be no confusion. For example, I have never shopped in Thame.		
143	The demand for parking spaces differs between the four towns, and the times at which the demand exists also differs from town to town. It is foolish to ignore these facts.		
144	Each community has its own needs and commercial imperatives we need to not be lazy and work out what is best in each community rather than adopting a 'One size fits all' policy.		
145	The car parks in the different towns serve different types of user. Henley and to some extent Wallingford are visitor destinations, Didcot is not		
146	Makes sense to have consistency so if travelling to another town within the district, you know what the charging period is.		
147	We welcome the proposal to standardise charging hours across the district. This simplified and consistent approach we are sure will be welcomed by motorists.		

Q7. If you have any comments on the above proposals, please provide them below:

		Response Percent	Response Total
148	The towns are very different and quite far apart - probably few people go from Didcot to Thame or Henley, why align them?		
149	The current arrangement is rather baffling for car park users - making things simpler has to be a good move The report to Cabinet in 2013 said that the removal of charges on Saturday afternoons had had minimal effect on usage So for both the above reasons it seems like a good move to get rid of this quirk		
150	Disagree with charging on Saturday afternoons		
151	It's good to have times uniform across the district		
152	The below response was received via email from Wallingford Town Council: We do not accept that charges and free-periods should be unified across the District. These current differences arose out of a recognition that the different towns had different needs. Wallingford today still has attractions and needs which differ from the other towns and without seeing the evidence base which justifies this "one-size fits all" proposal, we object to presumption that all towns are equal.		

Proposal (e) to introduce charging on Sundays in all charging car parks

Q8. Currently, we do not charge for parking on a Sunday in all off-street car parks. The proposal is to introduce charging on Sundays from 9am to 5pm in all off-street car parks where we currently charge. You can find out more information on our website. How far do you agree or disagree with the proposal?

			Respo nse Percen t	Respo nse Total
1	Strongly agree		5.14%	22
2	Agree		4.44%	19
3	Neither agree nor disagree		3.50%	15
4	Disagree		9.11%	39

Q8. Currently, we do not charge for parking on a Sunday in all off-street car parks. The proposal is to introduce charging on Sundays from 9am to 5pm in all off-street car parks where we currently charge. You can find out more information on our website. How far do you agree or disagree with the proposal?

									Response Percent	Response Total
5	Strongly disagree								76.64%	328
6	Don't know								1.17%	5
Statistics	Minimum	1	Mean	4.51	Std. Deviation	1.11	Satisfaction Rate	70.23	answered	428
	Maximum	6	Variance	1.23	Std. Error	0.05			skipped	5

Proposal (e) to introduce charging on Sundays in all charging car parks

Q9. If you have any comments on the above proposal, please provide them below:

		Response Percent	Response Total
1	Open-Ended Question	100.00%	211
1	This is a real slow for residents who have no alternative but to park in the car parks as these historic market towns are limited for on street parking in the centre. Permits appear to be restricted (having been on waiting list for years) yet council happy to now start to charge us for Sundays as well. Where will this stop - when they see a full car park in the evening, are they going to start to charge for that as well?		
2	It's a shortened day, a day many use the car parks to visit the town from outside the area. Not charging encourages use.		
3	Most shops in Wallingford do not open on Sundays so this will not affect us - however it is bound to be a deterrent to shopping where people just want to pop in on a Sunday.		
4	Its just a money Grab and not necessary especially as you would not enforce any of this.		
5	Leave it as is		
6	Maybe only until lunchtime?		
7	Free parking on a Sunday encourages people into the town		

Q9. If you have any comments on the above proposal, please provide them below:

		Response Percent	Response Total
8	Councils should be doing more to encourage visitors into towns, given the unreliability of public transport especially on a Sunday and people avoiding towns especially given the pandemic this year and local business on the point of breakdown as a result.		
9	Having free parking takes the pressure off resident's parking spaces. Please do not remove free parking on a Sunday. There are more residents permits issued than there are residents spaces so at the weekend with more residents parking close to home rather than travelling to work residents struggle even more to find anywhere to park!		
10	Speaking to Henley, the car parks are not heavily utilised on a Sunday, so this will just push people and their business/custom away on Sundays.		
11	It will push cars onto residential streets. I live near the Riverside car park in Crowmarsh, the parking in Stephen's Field and Bellamy way can be dreadful so to add more "strain" on these streets is no desirable eg instances when emergency services could not get through		
12	You should demonstrate that the current levels of income do not support the expense required to run the car parks. I understand, for example, that the car parks at Henley produce a significant surplus which should mean free parking on a Sunday (which encourages people into our towns) should remain.		
13	Absolutely not, we pay for enough at least give us something back its just greed		
14	This would discourage people from into the town and walking. Currently very quiet on Sundays in Wallingford. This would make it even quieter		
15	Where they are near places of worship Sunday mornings should be free		
16	Please let us have a day of rest		
17	All this is going to do is reduce footfall in the shopping areas. How is this going to help the local economy? Answer, it is not, it is going to push more people to shop online, which is often cheaper and has not postage charges. Why go out to shop locally if you are going to have to pay more AND pay for the privilege? BAD IDEA		
18	You don't have to pay for parking in West London on a Sunday. To introduce this to a small town would be a disaster.		
19	2 hrs free throughout		
20	I only agree with this if you offer no maximum parking time (no cap at 2 or 3 hours), so theoretically people can linger for eg cinema, lunch & shopping...		

Q9. If you have any comments on the above proposal, please provide them below:

		Response Percent	Response Total
21	There is no justification for charging on a Sunday when demand is considerably lower.		
22	If the aim is to encourage people to visit town centres etc. then parking should be free on Sunday.		
23	For what purpose is this being introduced? Extra revenue which would be nominal. There needs to be an adult conversation about why we need people outside of Henley visiting the area to spend money in our shops , and why it would benefit from discouraging visitors by charging for Sunday parking. If there was robust infrastructure, park and ride etc then it would make sense as it doesn't exist then there is no point.		
24	The towns in south Oxfordshire are struggling as it is, why make it even more difficult for them.		
25	In Didcot the Council car park is tiny, we are all forced to use the Orchard Centre car park. It is a shame the Broadway car parks were handed over to the Orchard Centre. I was fined for returning to the Orchard Centre within 2 hours when the Sainsbury's pharmacist had sold me incorrect medicine for my child. My appeal was rejected		
26	Why would you do this? The car parks are practically empty on a Sunday, charging on a Sunday will simply encourage increased on-street parking.		
27	Agree with charging but not with starting to charge so early		
28	Sunday's are generally quieter in Wallingford so to charge is disappointing when all that is open are mainly restaurants.		
29	I would decimate the local small businesses that benefit from Sunday trading laws as with nowhere free to park I'm much more likely to just go to the supermarket where it's usually cheaper AND free to park		
30	This is effectively a price increase, and I did not see any documentation justifying this.		
31	It seem to me that your trying to give free electric charging to some road users and penalising others and making them pay for it by charging on Sundays. Many of the car parks are used on Sundays for Church attendees who do not have anywhere else to park. As the land that they originally owned was given or swallowed by previous councils over many years. Surely it would be unconscionable to see the very rug pulled as it were from the generosity of the congregations that gave for the better good. My bottom line is - KEEP SUNDAY PARKING FREE		

Q9. If you have any comments on the above proposal, please provide them below:

		Response Percent	Response Total
32	Again you should be encouraging people to visit on Sundays not add parking charges, especially in this difficult financial time for residents		
33	Some respite to parking tyranny, please...		
34	Wallingford Baptist, Ridgeway and Methodist churches (and no doubt St Mary's) all have many attendees who need to park. Charging on Sunday may affect disadvantaged people who rely on churches for help.		
35	I don't feel people should have to pay when parking their car in order to attend a church service.		
36	The car parks in Wallingford are normally half empty on a Sunday since the majority of shops are closed. Charging on a Sunday will prevent people from visiting Wallingford or encourage them to park on the narrow streets single yellow lines causing greater congestion in the town.		
37	No charges for Sundays - period!		
38	As a resident close to a car park I am forced to use off street parking but occasionally have to pay to park in the Cattle market Wallingford car park. I do feel trapped at times that I will return and not find off street parking. Saturday is a prime day where I go out so not happy if I end up having to pay on Saturday afternoon. I will time my journey away to come back to coincide with free parking and then I don't need to worry about Sunday.		
39	Town centre churches cater not only for local people, but also for people from surrounding villages. Why would you want to discourage people from outlying villages from driving into a town centre when there are few other options for them?		
40	I am Senior Pastor of Ridgeway Community Church, Wallingford. Our congregation is made up of many people who come to Wallingford specifically to worship. if the Council charge for parking this may become prohibitive for some and have a detrimental effect upon the church. Over the years Ridgeway has initiated and hosted many ventures including Christians Against Poverty, The Food Bank, Street Pastors and The Beacon Project. It is therefore important for the wider community for people to have access to the church, particularly those who are most at need and least likely to afford the parking charges.		
41	More car parking charges will only speed up the move to online shopping.		
42	Definitely not. This would be annoying, and unnecessary. It would raise little revenue, and only damage town centre commerce.		

Q9. If you have any comments on the above proposal, please provide them below:

		Response Percent	Response Total
43	For reasons already stated parking charge on a Sunday will kill off shops and businesses in Wallingford. It is too small and not popular enough to be penalised with added parking charges		
44	Mean spirited and doomed to cost business for no benefit.		
45	I attend church in Wallingford and couldn't afford these parking fees every week. It would force me to go elsewhere.		
46	This is again just another money making idea. Sunday's are classed as non working days, days of rest. The amount of money you will spend on changing pay machines and introducing apps will out way what you will recoup on Sunday as virtually nothing is open except Church's		
47	Many people using the car parks for church on a Sunday may not be able to afford the parking every week. Free parking on a Sunday encourages people to use the town centre.		
48	This will affect people who go to church. The church I belong to in Wallingford a lot of people come from outside the town.		
49	As a church goer, I would find this very inconvenient. Our services are of indeterminate length (Ridgeway Community Church). I would not know how much time to pay for and it would add extra hassle on a Sunday morning. It would also discourage people from staying after the service for a chat, if they have to 'rush off to the car park'. Currently there is always plenty of space on a Sunday morning, the car parks (in Wallingford) are not heavily used, I don't think the additional revenue raised justifies the disruption caused to those wanting to attend church.		
50	People will go elsewhere		
51	This would greatly penalise all people who only go to the town for a church service.		
52	The council should be trying to encourage people to shop locally and spend money in cafes and restaurants not put them off by increasing parking charges.		
53	Again, how does this benefit businesses? A big draw is free parking - by taking this away you are risking businesses.		
54	This proposal increases costs further for those living in Wallingford and using the car parks.		
55	Although some businesses do open on a Sunday, I feel that the ones that will be most badly affected are those that attend religious services. It is unjust that SODC should try at every opportunity to exploit those that		

Q9. If you have any comments on the above proposal, please provide them below:

		Response Percent	Response Total
	try/wish to see their towns and villages succeed. I most strongly object to this proposal.		
56	People come for a coffee and a browse on a Sunday and will not do that if they have to pay for parking		
57	Hardly any shops are open on sundays so it is a good time to window shop and enjoy the pubs/restaurants/cafes in the town. By having free parking on Sunday you can encourage people to wander around the town to perhaps return another day.		
58	This will stop people coming in at all on a Sunday		
59	I would like to see an extension on parking proposals that actually includes access to parking for paying residents who fins it difficult with finding enough parking on certain times and days		
60	Free parking on Sundays is a big driver for people coming into the town for shops & leisure. Charging for parking will have a negative effect on the amount of footfall in the town at a time when businesses need more help than ever.		
61	Sunday's are quiet in our towns compared to other days. If we want to make this worse, do carry on.		
62	This will discourage the use of any amenities that are open		
63	Not needed, it's not busy enough to need charging		
64	My husband and I attend Church on Sunday along with many others also people using the town's for well earned recreation should not have yet another burden placed on them to pay for parking on the Lord's day.		
65	Why is this needed, there is no logic apart from making money and again stopping people from coming to wallingford to shop.		
66	Everything is closed on Sundays. It won't make a huge amount of difference to the income the council makes off of these car parks but again may dissuade people from coming to visit the town.		
67	Why?		
68	Sundays should be kept free of charge. For example, there are many churches in Wallingford with many elderly people with limited budget and also families with limited budgets and/or families with children where they don't need the extra stress of finding change, an app etc as they go about their Sunday morning.		
69	You do not state the reason or benefit of doing this. More revenue? Ok— for what purpose, how will that money be used? In contrast, no fee		

Q9. If you have any comments on the above proposal, please provide them below:

		Response Percent	Response Total
	parking on Sundays helps to draw in local tourism, helping businesses. In contrast, adding Sunday fees would penalise locals and detract visitors.		
70	I am a resident and live down Albert road in Henley, probably the worst street for parking!! There is NEVER enough spaces for residents down here, but luckily during the week I can park in the Grey's road car park over night where there are often lots of spaces in the evening and move it when I go to work in the morning. It is already an issue trying to find a residents parking space on a Friday evening (I have an annual permit) because the car park starts charging at 8am on The saturday and lets be honest, who wants to have to get up and out the house by 8am on a weekend with the added stress of trying to find a permit parking space for the day. The idea of having to do that on a Sunday too is outrageous. I often leave my car in the car park all day on a Sunday because there physically is not anywhere else to park! I think you should consider the residents of Henley and prioritise them when it comes to parking.		
71	We need to encourage people to use towns, not to penalise.		
72	This is crazy! Car Parks on Sunday are mostly not full (unless there is some special event), so the use of parking charges to keep folk out of town is not that valid. Just seems to be a money grabbing exercise.		
73	Our Town is already struggling. Please don't make the situation worse.		
74	You are impacting all those who attend churches who can be elderly, vulnerable and often isolated. Most of the shops in Wallingford are shut on Sundays so you are penalising the church goers . Disgusting		
75	As I said before, Wallingford is struggling already without you doing more to deter people from visiting. This is appalling.		
76	I'd rather you kept it as it is. I live close to one of the car parks and the on road illegal parking is bad enough. Introducing these charges will only encourage it. A traffic warden would be great - they would certainly be kept busy		
77	I have absolutely no idea why you think this would be a good decision for the local economy.		
78	Why not pay our councillors less!! Stop free councillor lunches, cars etc		
79	Town centres benefit from free parking on Sundays.		
80	It will kill any footfall to these small towns. All possible help to encourage patrons and customers to visit. Free parking will provide this.		

Q9. If you have any comments on the above proposal, please provide them below:

		Response Percent	Response Total
81	I am - such a charge would seriously affect attendance at the churches in every area. That would also mean a reduction in income at a time when churches have been seriously hit by the government restrictions re Covid-19 and many people have been struggling financially because of being furloughed, especially those on low incomes.		
82	There are many churches attended and supported by both peoples from inside and outside the town of Wallingford. Many of the attendees are elderly and rely on car transport. . For shops and other attractions for visitors parking restrictions would be counterproductive to the welcoming aspect to come and spend time here.		
83	It's not necessary. Most shops in Wallingford and Goring are shut anyway - this isn't an abused service. There is no need to bring this charge in.		
84	Once again, some shops may be open, some pubs/restaurants will be open. Christmas shopping events etc. ONCE AGAIN SUPPORT THE LOCAL BUSINESSES		
85	This is a tax on going to church, SODC benefits hugely from the voluntary sector, this is no way to treat people who are helping in so many ways.		
86	The audacity of the council and the 'people' working for it. Honestly.		
87	Wallingford's shops are struggling and this will put people off coming into the town.		
88	Are you trying to stop people visiting		
89	Free Sunday parking is important for churchgoers - have you done an E&D assessment. You should actively consult with local churches. This measure should not over-proportionally affect people with a protected characteristic. Also imp. Part for local tourism industry.		
90	Why? People come in to Wallingford to walk, eat at local restaurants etc, very few shops are open so it's not like Henley. What do you think you are achieving? The cost of staff against the money taken can't add up! Again people will park on the streets and town centre (will you have parking wardens?) Just don't charge for a small market town.		
91	Support Sunday trading, visiting and church attendees		

Q9. If you have any comments on the above proposal, please provide them below:

		Response Percent	Response Total
92	I and many people I know attend church on Sundays in Wallingford, and travel in from a surrounding village. There is not a bus service. Introducing charging on Sunday is effectively charging people to attend religious services. The car parks and town centre traffic are not busy on Sunday - why discourage visitors? The car parks should be run for public benefit, not as a source of revenue for the Council.		
93	With restrictions and higher charges on high emission vehicles		
94	This would limit capacity for those attending churches and for those using the car parks for leisure purposes. For example, in the Thames Street park there are two disabled parking bays however there are a number of disabled and older people who find walking more challenging, who attend the church services. These are older residents who might not have the financial backing that working people may have so this might act to socially isolate them further.		
95	Free Sunday parking when quieter in Wallingford is great- you just want more income when the town actually needs more footfall to be vibrant or people will just go to megastores with free parking and market towns like wallingford will be come hollowed out, the shops will leave due to lack of demand and you will have centres of just charity shops!		
96	Very few businesses are open in Wallingford on Sundays, what would you be charging for?		
97	This will negatively impact people coming into town on Sundays. Especially those attending church services which may be their main reason for coming.		
98	Parking should be free on a Sunday		
99	This will disadvantage those people who need to drive to church on Sundays.		
100	This is one of the reasons I come to town (Wallingford), free parking and no need to rush around we can take our time and enjoy what's on offer.		
101	Disencourage families to come in and spend time and money		
102	As a town centre owner parking is nigh on impossible to park outside the house, about to be made worse with the redevelopment of the portcullis club to 14 flats with no parking in Goldsmiths lane, it is essential that local people are able to park their cars for free for just one day a week on a Sunday instead of parking on already full streets in the town. Most shops are shut on Sunday in Wallingford anyway! Wallingford is not a tourist town like Henley and it doesn't have enough clone town shops to encourage shoppers on Sundays.		

Q9. If you have any comments on the above proposal, please provide them below:

		Response Percent	Response Total
103	Sunday should be free		
104	For Wallingford town centre the Sunday free parking is great. I believe it helps generate visitors and therefore trade on a generally a less busy day of the week.		
105	This is very wrong and should be free. You are perusing these changes at the wrong time when people are already under significant financial strain.		
106	I believe that, if parking charges were to be applied to the car parks on a Sunday, it would be prudent to charge a reduced fee (i.e. half price or a flat rate for the day), in order to encourage shoppers.		
107	If you introduce Sunday parking fees you will dissuade people from visiting villages/towns and it will have a detrimental impact onto the high streets		
108	Another reason to drive visitors or shoppers elsewhere.		
109	This would have a big detrimental impact on local churches. The churches provide a big benefit to the local community with their services on a Sunday as well as many community activities for all age groups during the week and should be supported and encouraged by the council, not discouraged by car park charges.		
110	What is the benefit to be sought here? Has the impact to local businesses been considered? Discouraging people to come in to towns is contributing to the loss of business on the high street which will further reduce the desire of people to want to visit the local areas.		
111	Absolutely ridiculous - do you not realise that many, many people are losing their jobs, having their wages slashed - now they have to pay to be able to park in the town car parks, if they want to have a free stroll around Wallingford - no chance of that if this happens		
112	There is little economic benefit of this measure and it is overly punitive.		
113	This should change to 4 hours free parking as this is used for people to wander around the towns using cafes and visiting shops for casual. This would stop people using from free weekend parking		
114	See previous comment.		
115	This is seriously damaging to businesses in Wallingford and other towns, the council should be supporting local businesses who need all the help they can get and a great way of supporting is to make sure that shoppers have some free parking to encourage them to use the town centre		

Q9. If you have any comments on the above proposal, please provide them below:

		Response Percent	Response Total
116	I don't think you should charge at all on Sunday., especially if you are trying to ensure the town centre remains viable. Don't discourage visitors!		
117	Let's just give the population a break! Sunday is meant to be for relaxation and away from hassle and stress. Paying for parking is always a hassle		
118	There can be no reason for this other than to increase income. Seems greedy.		
119	Parking should be free everywhere on Sunday. The reason people park in places that are selfish and inconvenient for others, is due to the cost of car parks, and the fact that there seem to be very little in the way of sanctions for the street parking offenders. For heaven's sake, local trades people are suffering enough, without the council charging for potential customers every day of the week.		
120	Same comments. Give our retailers a break!!		
121	Keep something free!		
122	All market towns are not the same in terms of trading. Wallingford has very few shops open on a Sunday in comparison to Henley or other towns.		
123	There's nothing open in Wallingford on a Sunday apart from coffee shops and restaurants. This will have a significant impact on those businesses.		
124	This charge hits at those attending worship in our towns and at the leisure time of local people. This proposal is almost as low as the proposer can stoop and should be consigned to the bad joke pile. I would rather pay a higher council tax than to park on a Sunday. The revenue collected would probably not even cover the cost of staffing		
125	Why do it?		
126	Sundays busy in Henley so why free?		
127	Yet another way to kill the town centres		
128	Our towns need to encourage visitors more so now than ever. Sunday charges are not necessary, pure greed from councils. Just need to stop wasting the money they have already		
129	I These proposals will affect trade and with be very inconvenient for church go-ers		
130	Depends how much you intend to charge. The charge should be less on Sundays to encourage the weekend visitor attractiveness to the market towns.		

Q9. If you have any comments on the above proposal, please provide them below:

		Response Percent	Response Total
131	I understand the desire to gain extra revenue. But, this is a good concession for visitors and residents alike to park in town for free one day a week, who pay regularly to visit the town's of South Oxfordshire, There is also the cost of policing the car parks by staff.		
132	Charging on Sunday would greatly affect those going to church and also those engaging leisure activities such as walking etc. I strongly oppose this suggestion.		
133	Shops still open on a Sunday, but apparently not if you continue to have your way!		
134	After covid we need to not put any more barriers for people to come into Wallingford. Also many churches in Wallingford do not have car parking and this is such a valuable asset for them.		
135	Keep free to encourage business and tourism		
136	In Wallingford there aren't that many shops open. I think the free parking attracts people into Wallingford and if they had to pay I think this would put people off.		
137	All parking should be 2 hours free and 60p/minute after that. Sat/Sun/Public Holidays should be free.		
138	You will be charging people to go to church who are mostly old are nwed to drive. Nothing is open really in Wallingford so I'm not sure what you would achieve here except have people park everywhere else except in a carpark.		
139	Why discourage people from shopping locally by charging on a Sunday. Or penalise people going to church.		
140	This free parking is really appreciated.		
141	In particular, I strongly disagree with charging for parking in Wallingford's car parks on a Sunday. The car parks are rarely full on a Sunday but are used by church goers (subject to COVID restrictions currently), amongst other user groups.		
142	Sunday visitors should be incentivised to support businesses open on Sundays		
143	Sunday trading hours are 10 til 4 in most shops in Wallingford, Henley and Didcot. Why charge outside of these hours??		
144	There's not enough parking in new developments, and in Wallingford we've even had applications go through for new housing on the basis		

Q9. If you have any comments on the above proposal, please provide them below:

		Response Percent	Response Total
	that visitors can use the car parks. Sunday is a prime time for family and friends to visit.		
145	Again this would be damaging for local retailers		
146	If parking is free on sundays it makes the town more accessible to people who couldn't afford to pay to park. They have 1 day a week that they can park for free to visit church, local independent businesses, and the supermarket. Charging on sundays would discourage people from spending their leisure time in town as they're "on the clock" to get back to the car.		
147	Families - and others- will often park for long periods on Sundays while they walk or pursue other recreational facilities in the towns. It makes going for a walk round Wallingford castle grounds or by the river very expensive, again the elderly on fixed incomes would be penalised		
148	No charging on Sundays		
149	Why Sunday's? Seems counter intuitive and may disproportionately affect other users such as elderly, walkers, church goers and other community groups		
150	The council should not continue to subsidize car parking. Increasing car parking charges and charging hours is good. I support the council making a profit from the car parking charges which can be used to improve public realm and cycle storage, along with lobbying the County Council for more active travel infrastructure and public transport improvements.		
151	In Wallingford there is very little parking outside of car parks. The charge would mean that people attending churches would be affected, and this would hinder the churches' effectiveness in the town, eg with food banks, street pastors , youth work , counselling etc		
152	This will be a big disadvantage to people driving to church from outlying villages - which is very unfair.		
153	I live in a budget priced flat Wallingford town centre with my family and like many other residents I park in the Cattle Market car park when I'm at home. Currently I pay £2.00 for the weekend from Saturday 9.00am to Monday 09.00am. Under your new proposal this fee will increase significantly and will cause us further financial hardship. Our incomes are already significantly reduced due to Covid-19.		
154	I think there should be one "non-work" day when people can park for free		
155	Affects church goers		

Q9. If you have any comments on the above proposal, please provide them below:

		Response Percent	Response Total
156	This is a great attraction and draws people into the town on a Sunday. I think this is a bad idea. The high street needs all the help it can get at the moment. I'd like to think I wouldn't worry about a small parking fee but truth be told it would put me off if I were planning to pop in somewhere. It just adds another barrier to go into the town.		
157	Charging for parking on a Sunday will reduce the incentive for people to come into town and use local businesses.		
158	Car parks are underused on Sunday so why restrict access to towns on a day with poor public transportation. Add enforcement costs and it seems a really silly idea,		
159	Want to encourage local people to come to towns on Sunday. Also tourists to spend time in shops/pubs/ restaurants.		
160	If church services were happening, I would strongly disagree. Please provide a free parking period (9-12?) on Sundays for those visiting places of worship		
161	Keep free parking on Sundays		
162	These penalises those using car parks to attend church		
163	As stated in response to No.7, this alignment of car parking charges across the district makes no sense, particularly given the differences that exist between Market Towns in the District. The Cabinet Report in August states that the current and forecast car parking account currently runs at a surplus of around 12%, so how does this additional charge satisfy the legal requirements under Section 32 of the 1984 Road Traffic Regulations Act? Where are the surveys conducted by SODC that support this or indeed where is the data that suggests that a Sunday Charge will 'secure the expeditious, convenient and safe movement of traffic' within the various Market Towns? You cannot use anecdotal evidence as a basis for introducing such a charge, as referred to in Para. 48 of the 2020 Cabinet Report.		
164	Please don't introduce charges on a Sunday.		
165	On Sunday in Wallingford there are 5 churches that meet, a charge will be a tax on attending worship meetings and cause church members an inconvenience in having correct change and fiddle at the machines, especially as most services start at similar times. this will cause significant queues.		
166	again please dont alter this free parking on Sunday helps out tourist to come and spend time here I have seen their faces when you say ""no		

Q9. If you have any comments on the above proposal, please provide them below:

		Response Percent	Response Total
	need to pay"" they can have time to enjoy our beautiful Town and its amenities		
167	As a deterrent to encouraging sunday trading and recreation activities in these towns this is an excellent idea!		
168	Sunday is now a trading day for many businesses and this will help ensure access for shoppers		
169	<p>This will have a major (Disproportionate) effect on those who use these car parks to attend town center religious services regardless of denomination or religion. Is this a tax on religion?</p> <p>While some car parks maybe busy on Sundays in peak summer periods as a general rule they are quiet! Why not just remove all charges on all the car parks if you want to be consistent?</p>		
170	If charges are to be brought in on Sunday the timings need to reflect shop opening hours rather than being 9 to 5 ... so 11am to 4pm		
171	<p>This is bringing in revenue which isn't required to meet the current ruling costs of the car parks and therefore with only add to the surplus, of which SODC should not run much beyond operating costs.</p> <p>This charge will hit 3 groups, church goers...tourists (not many shops open on a sunday) and residents with no off street parking.</p> <p>It appears to be a cynical move to charge for periods that are not leaving car parks overwhelmed with customers without actually proving the need for the additional income.</p>		
172	This is not going to encourage tourists to visit the towns. Free Sunday parking is good for business, good for parents taking kids to sports events and good for encouraging more footfall in the town centres.		
173	This would penalise churchgoers and effectively introduce a charge for attending church. It would particularly affect elderly and disabled churchgoers who are reliant on car travel to attend church.		
174	This affects residents far more than visitors. SODC already receives one of the highest Council tax rates. This disproportionately affects the people who have already paid you.		
175	I live in central Wallingford where parking is extremely difficult for residents: changes to carpark charging will encourage more people to park in the side streets, preventing residents from parking near their homes. This would be particularly annoying at weekends. I would prefer individuals to use carparks where their vehicles are safe and less likely to impede traffic flow.		

Q9. If you have any comments on the above proposal, please provide them below:

		Response Percent	Response Total
176	Will ruin trade for any business open on Sunday. It will put people off coming into the town if they have to pay for parking. Sunday when free parking is a good time to explore a new town and then come back on another day.		
177	Charges should be made in Town centre and retail park car parks.		
178	Sunday is now another shopping day and there is no reason why it should be free.		
179	No charges on a Sunday		
180	This is surely just a way of making money and does not have the community at the heart of the decision process. Wallingford has very little open on a Sunday and is probably used more for the church and walkers. THINK AGAIN!		
181	People shop on Sundays now so it makes sense.		
182	It would be discouraging for bringing people into the towns - although many businesses are shut on Sundays, many people come in for a coffee/wander by the river etc.		
183	It's not exactly encouraging people to support local businesses by shopping at the weekend. Also shops open 10-4 on Sunday so 9-5 doesn't make sense?		
184	Sunday is no different to any other day. Lots of visitors to our towns use the car parks but make no contribution. Parking is cheap here compared to other places.		
185	Why?		
186	The towns that currently have free parking on Sundays are able to attract people to use the Churches, restaurants and public spaces. Telling people they must pay to park if they want to enjoy these activities is like saying the town is closed		
187	I disagree with this because having free parking on a Sunday brings lots of people to the town, who can park and do their shopping without having to worry about getting a parking ticket		
188	Seems like a good idea.		
189	It is not unreasonable for tourists and others from outside the district to contribute to the maintenance of the car parks and other facilities if they use them. There is no reason why church going should be treated differently from other activities.		

Q9. If you have any comments on the above proposal, please provide them below:

		Response Percent	Response Total
	Why should people without cars be expected to subsidise those with them through the council tax if insufficient revenue is raised from parking?		
190	Why? More revenue? We pay enough as it is.		
191	This will push people to park on streets on a Sunday - Sunday is when most people are home and the shops are not widely open - other than making money what is the need ??		
192	I disagree with this proposal as many of the shops and businesses found in these towns are closed on Sundays so it is relatively a quiet period on a Sunday. Free parking promotes those businesses which are open such as pubs, restaurants and other shops open on a Sunday on these towns. I think putting a charge on a Sunday will see people going elsewhere		
193	Most shops are closed why do you need to charge? Allow people to come into town centres and access pubs restaurants etc.		
194	Sunday should be free.		
195	Loss of trade. We must do all we can to support independent business in the face of already impacted trade from COVID 19. This would make high streets less competitive compared to online alternatives. We need our high streets because they play a valuable role in employment, sense of place and community. Impact on church goes many of whom are infirm and rely on free car parking.		
196	Do you really want to do as much as you can to discourage visitors to the area, it certainly seems like it.		
197	Sunday charging will adversely impact the local economy & restrict access to local leisure amenities.		
198	Again ridiculous given the current economic climate - people who want to use the towns amenities will just go elsewhere		
199	Unnecessary - people will park on the streets instead, please do not introduce Sun parking charges		
200	Why might anyone pay to park in Didcot on a Sunday? Based on my observations of the town I feel that it is pointless to charge for Sunday parking in Didcot Town Centre because very few people will be liable to pay the charge. It will not be worth the cost of policing this proposal in Didcot. It will also put further pressure on town centre businesses if owners and employees have to pay to park on a Sunday so that they can open the shops.		

Q9. If you have any comments on the above proposal, please provide them below:

		Response Percent	Response Total
201	Sundays are a family day and introducing car park charges would prevent disadvantaged families accessing outside spaces		
202	How can it be economically viable to monitor car park usage in Edinburgh Drive car park on a Sunday? Charging will just push people to park on the street instead.		
203	This measure is likely to stop people using the car parks on Sundays. It won't encourage people to visit the towns (covid restrictions permitting) so the local shops and eateries that have been struggling so much this year will not benefit. You could make it a flat daily charge e.g. £1 per day on Sundays.		
204	We have concerns about the proposal to introduce car park charges on Sundays, which we believe will disadvantage those attending church. While many will be able to walk or cycle to church, others such as the elderly (and therefore on a reduced income) and those who live outside of Wallingford would have to meet these additional costs. There would be further costs for those who attend a second Sunday service. We ask you to consider please whether you might allow motorists on Sundays up to two hours free parking and thereby attend church without additional cost. If this was accepted motorists could be asked to display a ticket in their vehicle showing when their free time was due to expire and help avoid abuse of this provision. As you will be aware, the churches of Wallingford have shown a great commitment to the community, including running a Food Bank, community cafes, Street Pastors, youth initiatives, children's holiday clubs, etc. Therefore, ensuring access to these churches, benefits not only them, but the whole of our community. We hope you will give our proposal serious consideration.		
205	Having free parking all day clogs up the car parks, but there should be a free two hour period		
206	Looking at the numbers in the Cabinet report you are proposing to charge people parking in all the towns to park on Sundays just so those visiting Henley Monday-Saturday get free parking for an hour. I cannot see how this is fair as the 4 towns are not all the same either in their individual make-up nor with regard to the mix of parking. In Henley the SODC car parks are the only off-street option in the town centre and the other car parks charge on Sundays. Didcot and Wallingford have large non-SODC town centre car parks which are free on Sundays and Thame has the two High Street car parking areas which, whilst they are technically not off-street act in that way - and are free on Sundays I would propose that the Henley car parks have charges introduced on		

Q9. If you have any comments on the above proposal, please provide them below:

		Response Percent	Response Total
	Sundays but that the other SODC car parks do not. If that is unacceptable then I would suggest that charges on Sundays only apply from 11am which - with the 1 hour free period - allow churchgoers to continue to enjoy free parking		
207	Unnecessary and onerous		
208	Wallingford car parks are well used by those attending church on a Sunday and without the need for obtaining a ticket which is a great benefit when your trying to get to church on time and unsure when the service will end. This proposal would cause a delay whilst we all queue to get a ticket at the same time, find the right coinage to pay, that's assuming the machines are working properly. If charging is absolutely the only option then I suggest the first 2 hours are free or charging starts at midday with the first hour free. Personally I would prefer to pay a little more during the weekdays and keep car parks free on a Sunday.		
209	It's just great to be able to park up for free on a Sunday for church and not have to worry about getting back in time for the ticket to run out, and without wasting unused money. With charging there will be queues to get tickets as many churches start around the same time. For the sake of church goers you could start charging at noon, that would also benefit those who enjoy free parking for recreational purposes. A 2hr free window would I suppose work at a push.		
210	I have to rely on the residents parking permit scheme to park my car and on Sundays especially there are never enough spaces. If motorists have to start paying to park in the main carpark on Sundays there will be even more competition for the pay and display spaces on the street which are free and available to resident permit holders to use when there are no residents spaces left, so this situation will get worse. If councils are really committed to supporting the high street then free Sunday parking should remain at the very least, after all the main carpark in Caversham offers 3 hours free parking every day!		
211	The below response was received via email from Wallingford Town Council: Nor can we support charging for parking on Sundays. This can only reduce the number of casual visitors to Wallingford on Sundays who take the opportunity to explore our town during quieter times, but who then return time and time again in support of our economy. It is extremely difficult to believe that this will generate significant revenue, and the adverse implications for Wallingford can only hamper our recovery from COVID-19.		

Proposal (f) introduce limited waiting at high street car park, Chinnor between the hours of 9am to 5pm, Monday to Saturday with a maximum stay of two hours (no charge)

Q10. Currently, there is no limit to the number of hours you can park your vehicle in the High Street car park in Chinnor. The proposal is to introduce a limit of 2 hours free parking between 9am - 5pm, Monday to Saturday. You can find out more information on our website. How far do you agree or disagree with the above proposal?

			Response Percent	Response Total						
1	Strongly agree		5.74%	24						
2	Agree		16.51%	69						
3	Neither agree nor disagree		39.23%	164						
4	Disagree		4.55%	19						
5	Strongly disagree		9.33%	39						
6	Don't know		24.64%	103						
Statistics	Minimum	1	Mean	3.69	Std. Deviation	1.6	Satisfaction Rate	53.83	answered	418
	Maximum	6	Variance	2.55	Std. Error	0.08			skipped	15

Proposal (f) introduce limited waiting at high street car park, chinnor between the hours of 9am to 5pm, monday to saturday with a maximum stay of two hours (no charge)

Q11. If you have any comments on the above proposal, please provide them below:

		Response Percent	Response Total
1	Open-Ended Question	100.00%	59

Q11. If you have any comments on the above proposal, please provide them below:

		Response Percent	Response Total
1	Waste of time anyway as there is no enforcement in Chinnor as can be seen any day on any yellow line in Chinnor and on the pedestrian crossings especially School times.		
2	Not relevant to me		
3	As a Chinnor resident, two hours is ample time for the shops nearby, but I ask that the council consults with the Chinnor Village Centre to understand whether this is likely to have a negative impact and deter residents making use of their valuable services.		
4	Where are shop workers and low paid workers going to park for work in town ? This effectually would be yet another tax on the working folk of the area and will fuel unemployment in already hard times in the high street.		
5	If Chinnor can have different hours, then so can Wallingford. Standardising smaller towns with Didcot and Henley does not make sense.		
6	Doesn't affect me		
7	This should be aligned with the other proposals e.g. 9-5 parking Mon-Sat with first hour free.		
8	Experience shows that 2 hours is sufficient time for the majority of people to carry out shopping or other town centre needs.		
9	There is no benefit to a change.		
10	I don't go to Chinnor		
11	Why should Chinnor be different from the aim of standardisation throughout the district ?		
12	It doesn't include the parking issues for residents that pay for parking permits		
13	Not in my orbit		
14	Mon to fri		
15	Keep free Parking to help the high street businesses		
16	I don't know this car park		
17	I agree with the proposal for universal free parking periods across South Oxfordshire, and I believe that having 2 hours of free parking is adequate for most people's needs.		
18	I have never had the need to park in Chinnor, so cannot comment on this proposal.		

Q11. If you have any comments on the above proposal, please provide them below:

		Response Percent	Response Total
19	I don't know Chinnor, but how come they get free parking, when you're taking it away from other towns - doesn't seem fair to me!		
20	N/A		
21	But I thought the idea was to have a standard and this is not consistency. Free 2 hour parking be in all car parks. It's clear so far your focus is about increasing revenue and not trying to increase footfall for retail		
22	Parking should be free everywhere on Sunday. The reason people park in places that are selfish and inconvenient for others, is due to the cost of car parks, and the fact that there seem to be very little in the way of sanctions for the street parking offenders. For heaven's sake, local trades people are suffering enough, without the council charging for potential customers every day of the week.		
23	Don't know the area		
24	Saturday parking should be free after 2 pm		
25	2hrs free parking encourages visitors. Payment for over 2hrs is reflective of other towns.		
26	All parking should be 2 hours free and 60p/minute after that. Sat/Sun/Public Holidays should be free.		
27	I cant comment as I dont have experience of the issue		
28	Where's Chinnor?		
29	I am not familiar with the situation in Chinnor		
30	It would discourage shoppers from browsing new independent shops, they would be in a hurry to get back to the car after doing the weekly shop.		
31	Monday to Friday charging only and 2 hours free		
32	Review this at least yearly with a view to introducing car parking charges.		
33	Two hours is plenty of time to do your shopping		
34	All towns should be the treated the same		
35	I don't even know where this car park is. I have no input on this matter. Hence why alignment for such a wide area seems absurd to me. Furthermore I think you're results will be skewed as many people may not care/have an opinion because they don't live in that area. I really hope you take that into consideration when pulling your results together.		
36	don't know chinnor		

Q11. If you have any comments on the above proposal, please provide them below:

		Response Percent	Response Total
37	People who work in the town centres need to be able park longer than 2 hrs, and need to be able to buy a season ticket.		
38	A previous question asked whether the times should be aligned across all town centre car parks. Now you are proposing that the car park in Chinnor is different. How can you reconcile this contradiction; either the times are aligned or they are not.		
39	If its been established that there is a problem with congestion and traffic through Chinnor, then this is an example where a change in car parking arrangements is fully justified.		
40	Too far to travel for a visit		
41	Regenerate our towns and keep parking free! It's so good for businesses!		
42	Needs to be supported with an impact assessment - I cannot see one		
43	You have suggested reducing the time from 2-1 hour in Wallingford Goldsmiths lane. This recommendation is inconsistent.		
44	See comment4.)		
45	If the car parking is free, it should be left alone. I don't know chinnor.		
46	No knowledge of Chinnor. But if you are limiting free parking to two hours then other cark parks should have two hours also (eg Goldsmiths Lane). Why is it different for this one?		
47	How many people need to park there all day and will be severely inconvenienced by this? Have they been consulted? Is there a problem with overcrowding there?		
48	There should be a limit - maybe it should match all of the others for how long you get free?		
49	Need to encourage churn.		
50	I don;t know Chinnor well enough to comment		
51	Don't visit.		
52	I hope this will encourage more people to come to Chinnor on foot or by bike or bus.		
53	Again. Why?		
54	Sorry I don't know chinnor		
55	The free period should be one hour in line with the other car parks.		

Q11. If you have any comments on the above proposal, please provide them below:

		Response Percent	Response Total
56	All car parks in the county especially the shopping centres and town centres need to be free for at least half a day to promote local business and promote people using them rather than making it expensive to even park the car.		
57	Why should I have a say on what happens in Chinnor. This should be down to them.		
58	If there is a known issue and this is in order to stop people parking for free all day then it makes sense. If your going to charge for anything above 2 hours then why not make it 1 hour free parking in line with other car parks?		
59	Referring to my previous points I think all the mentioned car parks should have 2 hours free parking Mon-Sat.		

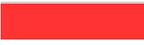
Proposal (g) to introduce spaces (bays) reserved for electric vehicles whilst charging and enforcement for unauthorised parking in those reserved spaces for...

Q12. Currently, we don't have the authority to enforce parking bays where electric vehicles are charging. The proposal is to introduce enforcement for: i) parking in those spaces with a vehicle that is not an electric vehicle ii) parking an electric vehicle in those spaces but without charging the vehicle You can find out more information on our website. How far do you agree or disagree with the above proposals?

	Strongly agree	Agree	Neither agree nor disagree	Disagree	Strongly disagree	Don't know	Response Total
i) enforcement for parking in those spaces with a vehicle that is not an electric vehicle	33.5% (141)	35.2% (148)	12.4% (52)	7.4% (31)	9.5% (40)	2.1% (9)	421
ii) enforcement	30.4% (129)	33.0% (140)	14.9% (63)	9.4% (40)	10.4% (44)	1.9% (8)	424

Q12. Currently, we don't have the authority to enforce parking bays where electric vehicles are charging. The proposal is to introduce enforcement for: i) parking in those spaces with a vehicle that is not an electric vehicle ii) parking an electric vehicle in those spaces but without charging the vehicle You can find out more information on our website. How far do you agree or disagree with the above proposals?

	Strongly agree	Agree	Neither agree nor disagree	Disagree	Strongly disagree	Don't know	Response Total
for parking an electric vehicle in those spaces but without charging the vehicle							

Q12.1. i) enforcement for parking in those spaces with a vehicle that is not an electric vehicle									Response Percent	Response Total
1	Strongly agree						33.5%	141		
2	Agree						35.2%	148		
3	Neither agree nor disagree						12.4%	52		
4	Disagree						7.4%	31		
5	Strongly disagree						9.5%	40		
6	Don't know						2.1%	9		
Statistics	Minimum	1	Mean	2.31	Std. Deviation	1.36	Satisfaction Rate	26.13	answered	421
	Maximum	6	Variance	1.86	Std. Error	0.07				

Q12.2. ii) enforcement for parking an electric vehicle in those spaces but without charging the vehicle									Response Percent	Response Total
1	Strongly agree								30.4%	129
2	Agree								33.0%	140
3	Neither agree nor disagree								14.9%	63
4	Disagree								9.4%	40
5	Strongly disagree								10.4%	44
6	Don't know								1.9%	8
Statistics	Minimum	1	Mean	2.42	Std. Deviation	1.37	Satisfaction Rate	28.4	answered	424
	Maximum	6	Variance	1.89	Std. Error	0.07				

Proposal (g) to introduce spaces (bays) reserved for electric vehicles whilst charging and enforcement for unauthorised parking in those reserved spaces for...

Q13. If you have any comments on the above proposals, please provide them below:

1	There are so few pure EV's that allocating a number of spaces in small car parks will only leave them empty. Hybrids are far more common and don't need this service.
2	Without enforcement waste of time plus do you want to encourage long term parking due to long charge up times. Lots of cables all around the ground does not disability become an issue.
3	Shame you can't enforce the same for parent and toddler spaces
4	I am concerned that the emphasis on encouraging electric vehicles is either lacking in education on the subject, or is informed but choosing to ignore the issues purely for political appearance's sake. Though they would undoubtedly improve air quality here in Oxfordshire, on a global scale their production is linked to massive carbon output, environmental devastation in various parts of the world and abuse of the humans involved in mining and processing the minerals required. I suggest that

Q13. If you have any comments on the above proposals, please provide them below:

	if the environment is really at the heart of the council's decisions, it might work more on park and ride Options, improving routes and 'parking' for cycling.
5	All very well going for green but Henley struggles with parking already, creating preferential space and pricing for just electric I do not feel is viable. Henley struggles as it is. Perhaps these free spaces and facilities in supermarket car parks.
6	I can never use chargers due to non electric car owners being selfish!!!
7	To be encouraged
8	Enforcement is key. Currently electric charging bays are often blocked by non-electric cars
9	Extremely annoying if parking spaces have to be left empty when car parks are very busy. Most shoppers in Wallingford are local and they should therefore be charging their car at home.
10	My concern is that if a carpark is full, other than for the electric charging points, this will result in a reduction in foot fall for the shops in the area. I understand that this is driven by the desire to reduce the number of non electric vehicles, but during a pandemic that is already impacting on the local economy, is this really the moment to do this??
11	Please ensure there is a sensible balance of electric car bays in Henley - ie there aren't too many initially, to ensure there aren't empty bays, as parking is hotly contested. As the ratio of electric cars increases, then convert more bays to electric. If anything, we desperately need more parking bays full stop!!
12	There are insufficient electric vehicles at this time to justify leaving spaces empty most of the time. It's not clear from the question whether ""vehicle charging"" constitutes just being plugged in or actually requiring charge. If the former, then plugging-in would seem an easy way around charges. The simple answer is to that a ticket should be required to park for electric vehicles at all times.
13	If electric vehicles are parking in a charging bay then they should be being charged.
14	Agree in principle but the electric car infrastructure in this country is not ready for mass adoption of electric cars, so I think this is premature and would lead to increased circling in non-electric cars while people search for parking spots that would be in even shorter supply
15	The number of parking bays with such enforcements should be proportionate. The price of electric cars is still high and prohibitive for

Q13. If you have any comments on the above proposals, please provide them below:

	many, so while recognising the benefits to air quality and wishing to provide for electric cars, undue bias would be favouritism for the wealthy.
16	It would make it fair
17	It is annoying when the car park is full that virtually all the disabled spaces are free - but you can't use them. This will just make it worse. If you can afford an electric vehicle - so maybe set a limit on price of car. If you have bought a £40000 (imported) Tesla then you can afford it. If you but a £10000 Nissan Note then maybe. Link it to ability to pay,
18	There is not enough car parking as it is so removing general parking for electric is not sensible.
19	The reserved bays for electric vehicles in the Wallingford Cattle Market car park are more often than not empty. There are not sufficient electric cars on the road to justify reserved parking yet. It is just removing car parking spaces from an area where they are, and will increasingly be, at a premium. Reserving charging points for electric cars will make more sense when there are many more electric cars being used.
20	Its,s hard enough finding parking spaces in busy car parks without adding needless fines for parking in a car spot that is not for disabled and should therefore caryyt no penalty. This should operate on a first come first served basis.
21	Where is the space with a petrol pump for my car?
22	Electric vehicles are few and far between. You forget the price for an electric vehicle is twice the amount of a normal car. Also by taking over spaces designed for normal car parking all that happens, like it has around Oxford is people start parking illegally, outside people's homes, anywhere they can. It is also discrimination against the normal car driver. If electric cars want to park and charge in spaces designed for normal vehicles then make the electric car owners pay for the privilege by paying a yearly price for a badge to display, because those bays will only be used a few times a year if that, which means if they are stood empty you receive no income.
23	I disagree with the underlying thinking that we should give those who are rich enough to afford an electric vehicle preferential parking. By all means provide preferential spaces for disabled drivers, they have a legitimate need. But Electric vehicles are currently almost exclusively the preserve of the well-off who can afford the very high cost. Giving these drivers further privilege at the expense of 'normal' people is very inequitable. A short trip into town, in an electric vehicle, should not require it to be charged before returning home.

Q13. If you have any comments on the above proposals, please provide them below:

24	People who can afford electric cars can afford to be charged (if outside the free allowances, which should be kept as is). This alone (free parking) is not an incentive to buy an electric car, therefore would have no environmental benefits.
25	Parking spaces are parking spaces. If there are no parking spaces available, normal car users should not be penalised and restricted for parking in other bays when they are otherwise empty.
26	This is acceptable on the provision the number of charging spaces are limited to no more than 1% of overall available spaces. Electric vehicles are prohibitively expensive, and any more spaces would be discriminatory against the young and lower income residents and visitors to our towns.
27	Needs to be a way to ensure the unit is connected
28	I am an electric vehicle owner for 10 years now and people parking in electric charging spots is increasingly a problem.
29	Too many 'important' people who park anywhere! I don't have an electric vehicle, and don't have plans to get an electric vehicle.
30	At the moment the number of electric cars is relatively low and limited to those who can afford them and probably have more than 1 car. Whilst I agree that we need some charging points this needs to reflect a limited number of Whilst I agree that we need some charging points this needs to reflect a limited number of owners. Didcot only has 4 in their main car park which is huge.
31	I think if you can afford an electric vehicle you can probably afford parking, especially when it comes with a charging point and free electricity.
32	There are still so few electric cars on the road, to demarcate specific spaces to only electric vehicles is to exclude the majority of the road users.
33	Are we really sure that electric cars are as environmentally clean as people are told - the batteries they use are huge pollutants!
34	These spaces should be limited to ensure spaces are taken from those less advantaged without electric cars.
35	Electric charge points are so few anyway, expect them to get vandalised quickly, bit of a pointless exercise.
36	Oh look, another way for the council to rob more money off people.
37	Must do more to encourage el. Vehicles

Q13. If you have any comments on the above proposals, please provide them below:

38	Opposed to enforcement. The better way is to charge other vehicles higher amounts if they choose to use an EV charging space,
39	I don't have an electric vehicle (cant afford to buy one) but think anything that can be done to support them is helpful.
40	Electric parking points do not exist in Thame.
41	It is too soon to be limiting parking spaces to electric vehicles only. It only cuts down available spaces, which are in short supply. Consider putting them on the edges of towns first, eg by the river in Wallingford.
42	If people can afford electric vehicles, they can afford to pay. You are discriminating against those who are less fortunate.
43	There is a growing need for electric parking bays, and it is sensible to ensure that those bays are not only used solely for electric vehicles, but used as intended for charging the vehicle.
44	Why are you offering preferential parking?
45	Not everyone can afford an electric car so you are supporting the rich and not the poor or business owners. When a retailer does not have access to parking why can they not have 1 free parking bay. They have to get them to open as a retailer.
46	If you want to support and encourage the use of electric vehicles, please consider providing additional charging points - there are only 2 places in Wallingford car parks where you can charge up.
47	It is unfair to give special treatment in terms of parking spaces for electric vehicles. The U.K. Is not in s position, yet, for all vehicles to be electric so those with petrol/diesel cars(who maybe cannot afford an electric vehicle) should not currently be prejudiced. Furthermore it us not the responsibility of the council to provide electric charging whilst motorists shop; it does not provide spare fuel for diesel or petrol cars, so no reason to give special treatment to electric This measure is discriminatory in favour of those who ate probably of above average wealth
48	This is a ploy to offset the cost of providing charging equipment for electric cars to the people who don't have an electric car.
49	It's a charging bay not a parking bay. It's pretty obvious from the verb use that they should not be used for parking. If not charging, fine them.
50	EV's will become the normal within a few years rather than the exception. There is no justification to make exemptions for this mode of vehicle over any other.
51	As a temp measure to encourage electric vehicles and reduce pollution

Q13. If you have any comments on the above proposals, please provide them below:

52	It seems sensible to make sure these spaces are free for those who need to charge cars
53	Not everyone can afford an electric vehicle. In as much as it is good to encourage a more sustainable approach, at this stage you would basically be reducing parking options for the majority of users and favouring those with more disposable income. Perhaps consider alternative sustainability-related approaches which everyone can be part of instead.
54	Ridiculous. We all pay road tax . Most motorists don't drive electric vehicles
55	Parking
56	The challenge will be what happens once a vehicle completes charging
57	Electric vehicles are not a solution to air pollution as they produce fine particulate matter (PM2.5) Preference must not be giving to electric vehicles as a result.
58	if all the spaces are full you shouldn't be penalised for not having an electric car.
59	Only applicable if the charging point is working. Several times I park and the charger doesn't work, thus I would not leave my lead plugged in as it could be removed and taken,
60	I would be concerned if spaces for charging electric cars significantly reduced the spaces for non electric cars as not everyone is able to afford to buy electric
61	Not enough enforcement of existing rules so I think this is unlikely to make a difference.
62	If the electric car doesn't need charging it can park in a different space. If non-electric cars park there they could be preventing someone from getting home in their electric car (no charge left).
63	If we are to encourage green vehicles, I think reduced tariffs are a good idea. Unless there are more spaces (not enough at the moment to drive change) people won't be encouraged. I have an electric car and often cannot park or charge.
64	Please ensure all charging points are located within the parking bays and NOT on the pavement as that may present an impediment to pedestrians, particularly those with mobility issues.
	In the Thame Cattle Market car park, I am concerned by the number of cars idling and illegally parking by the entrance to Barley Hill Primary School. For the safety and health of the children, please either remove

Q13. If you have any comments on the above proposals, please provide them below:

	parking from this area or failing that place these proposed electric car parking bays and charge points in the current bays next to the entrance to school.
65	We need additional electric parking/charging bays but not at the expense of removing non-electric parking bays!
66	Signage must be very, very clear that the bays are for electric car charging only.
67	No comment
68	Forward looking for when there are more electric vehicles
69	As a permit parking holder, which means I live and pay an enormous amount of money each year to "try and park" in these car parks, to then have electric parking areas would limit an already congested parking area.
70	I have an electric vehicle but many people are not as lucky.
71	Electric vehicles should be treated the same as normal cars and not given special treatment, but should be given the availability of charging
72	Unfair as not enough spaces to go round as it is. Not fair to penalise other drivers for benefit of electric vehicle owners. However I would support this proposal if limited to car parks which regularly have lots of empty space (if any).
73	It is difficult to have a true opinion about the proposal when there is no indication of how many bays or what proportion of bays will be reserved for charging points.
74	(i) This only serves to limit overall car parking spaces, when electric vehicles are still not the most widely used vehicle. Car Parking charges should be revised for these spaces, so that if a vehicle is not electric, use is particularly time limited. (ii) Penalising someone, just because their car doesn't necessarily need a charge, is total nonsense and draconian, particularly given the point above about the current number of electric vehicles.
75	A necessary change to encourage electric vehicle use.
76	Yes, should only be used for people actively charging
77	I think that it is essential that we maximise the use of these facilities for charging electric vehicles
78	It's essential that electric vehicles can charge when they need to.
79	The space should only be used for charging the vehicle and not just for parking

Q13. If you have any comments on the above proposals, please provide them below:

80	<p>The % of Electric (no hybrid) vehicles that need charging is so low, this is equivalent of removing parking spaces from car parks. Until such a time when the penetration of EV are higher this is an unnecessary step. Why not just say EV's can park for free?</p> <p>As for penalising EV's that aren't on charge - I don't think you understand the requirements of the vehicles or their batteries. They can't simply be left on charge when they don't need it. This policy would only benefit EV users who have been driving round our towns and villages more ! Totally unnecessary.</p>
81	<p>Would need a better definition of what ""charging"" means - is it enough to have a cable connected? Some of the vehicle charging points can be a bit unreliable, so if the charging point malfunctions and you return to your vehicle to find it has stopped charging having a fine for not actually charging wouldn't help! What if the vehicle is fully charged and has stopped charging?</p>
82	<p>If you want electric vehicles to be used you should encourage not penalise drivers</p>
83	<p>Electric cars pay nothing towards road tax so should have the same parking arrangement as everyone else.</p> <p>Electric car drivers should plan their top up as do fuel car drivers.</p> <p>Charging points should be installed in less busy areas.</p>
84	<p>I would agree with these proposals when and if I could afford an electric vehicle, otherwise those who can't will be subsidising those that can.</p>
85	<p>If electric car owners do not have the confidence that they can charge their cars when they travel they will avoid those areas.</p>
86	<p>It would be good if there good be a mechanism such that if the entire car park were full, people WOULD be able to park in empty electric spaces. Also there would need to be a careful study of how many electric spaces were needed. In the Oxford car park they always have loads of empty electric spaces and it's very annoying.</p>
87	<p>If there are no spaces left except electric vehicles, will you be allowed to park? In Didcot there are 20 empty disabled spaces, how many will you set aside for electric vehicles? Again, you should be encouraging people to come out shopping and supporting local businesses and if there aren't enough spaces, people can't park and shop.</p>
88	<p>Hopefully this will discourage inconsiderate drivers who block the bays.</p>
89	<p>I don;t have one of these yet, however I am sure I would be infuriated if I needed to top up and found a petrol vehicle blocking the bay!</p>
90	<p>it is the future.</p>

Q13. If you have any comments on the above proposals, please provide them below:

91	This does presuppose that there are sensible numbers of such spaces relative to other spaces. I often think that there are too many disabled spaces in some heavily used car parks. I have seen car parks where the only free spaces are for the disabled. Electric charging spaces could well fall into a similar state. But presumably this can be kept under review?
92	Electric vehicles are going to lose this country approx. 40 million in lost VED. Penalise illegal parking first.
93	Continued support to environmentally ways of travel should always be promoted and these parking spaces for charging should only be used if your vehicle requires charging. Non compliance will put people off purchasing these vehicles and also restrict people from visiting towns if they flout the rules
94	If it's a problem provide more charging points. After all in 8 years time you will need them all to be electric capable
95	We are only just waking up to the need for far more electric charging points. I am not certain what the current policy is but electric cars that are charging should also need to buy a valid ticket. Following the governments announcement today that all new cars by 2030 need to be electric, the need for an incentive (free parking) is not needed and will significantly reduce your income.
96	We need more charging points in Wallingford - specially in residential areas without drives
97	This is sensible but it needs a strong sanction for anyone who breaches this proposal.
98	You don't say what proportion of spaces will be changed to electric charging spaces. I would hope that these would be the minority of available spaces in every car park
99	We welcome the proposal to provide parking for electric vehicles and offer discounted permits to their users. This will clearly benefit the environment.
100	Same principle as Disabled bays - you only get the concession if you meet the criteria and follow the rules!
101	Electric vehicles do not need charging every time they stop. This is onerous
102	New electric cars are very expensive to buy, way out of most peoples financial reach therefore I do not think it is fair or moral to take away precious parking spaces, of which there are not enough as it is, and save them exclusively for the elite who can afford to run an electric car.

Proposal (h) to introduce half price tickets for electric vehicles (able to run at least 20 miles on zero CO2 and revoke the current offer of half price tickets for low emission vehicles (those vehicles under 120 g CO2/km)

Q14. Currently, we have half price tickets for vehicles that produce less than 120 g of CO2 per km. The proposal is to introduce half price parking tickets for electric vehicles able to run at least 20 miles on zero CO2, and revoke the current offer of half price tickets for low emission vehicles able to run under 120 g CO2/km. You can find out more information on our website. How far do you agree or disagree with this proposal?

			Response Percent	Response Total						
1	Strongly agree		11.79%	50						
2	Agree		19.81%	84						
3	Neither agree nor disagree		23.11%	98						
4	Disagree		16.75%	71						
5	Strongly disagree		25.47%	108						
6	Don't know		3.07%	13						
Statistics	Minimum	1	Mean	3.33	Std. Deviation	1.42	Satisfaction Rate	46.7	answered	424
	Maximum	6	Variance	2.02	Std. Error	0.07			skipped	9

Proposal (h) to introduce half price tickets for electric vehicles (able to run at least 20 miles on zero CO2 and revoke the current offer of half price tickets for low emission vehicles (those vehicles under 120 g CO2/km)

Q15. If you have any comments on the above proposal, please provide them below:

		Response Percent	Response Total
1	Open-Ended Question	100.00%	140

Q15. If you have any comments on the above proposal, please provide them below:

		Response Percent	Response Total
1	Manufacturing of an EV is as polluting and expensive. Most people will not have the choice to change car to an EV, whilst lower emissions IS a step we've all taken when making car purchasing decisions. Moving to discount for the few early adopters is going to have a detrimental effect on others, who are trying to do their bit		
2	How would this be validated?		
3	You are trying to dictate type of low emission vehicles not encourage there us What about Hydrogen zero emission vehicles. What will you do if this is adopted or becomes a viable system.		
4	The current high cost of electric vehicles suggest owners can afford parking.		
5	There is no such vehicle I'm afraid. Electric vehicles are responsible for a huge amount of co2, just because it doesn't occur on your doorstep doesn't mean it doesn't count. Let's not just look after Henley for once, and think a bit wider		
6	Not everyone has the luxury of being able to afford an electric vehicle. if you can afford the vehicle you can afford to pay to park it.		
7	Not enough electric vehicles or charging points across the county to warrant people buying them. Keep the discount for lower emission vehicles.		
8	We have too much work to do to satisfy the needs of the majority before offering preferential treatment to those who can afford to purchase an elec car or maybe change to a car with greener credentials. This is happening and I'm for it but everyone is facing financial difficulty. You need money to be greener at the moment. Don't penalise the poor with non preferential measures.		
9	I was unaware of this policy where do I find this info ?		
10	It will push people to park on residential streets. I live near the Riverside Car park in Crowmarsh. Many regular parkers in Stephen's Field and Bellamy way are workers from town trying to avoid paying parking. To reduce discounts further the on street parking will escalate. There are already instances of emergency vehicles nit being able to get to the Crowmarsh rec due to parked cars. This will likely become an increasing problem for the council rec.		
11	Doesn't matter if the car is electric, diesel, chip pan oil or petrol....if it's parked with engine off the vehicle gives out the same emissions as anything else		

Q15. If you have any comments on the above proposal, please provide them below:

		Response Percent	Response Total
12	Why not free?		
13	I have an all electric car so fully support this proposal because of its incentive towards electric vehicle ownership.		
14	Parking charges should be as equal for all as possible.		
15	Electric cars are very expensive at the moment therefore we shouldn't be making it cheaper for those who can afford one. It will be many years before everyone can afford an electric car. Cheap parking is not going to make any difference to someone being able to afford an electric car or not		
16	Electric is not an option for many , this adds to their disadvantage . Locals should decide not SODC		
17	Surely it is better to have more low emission vehicles than high emission ones, Yes, it would be better to have electric vehicles, but at the moment these are often significantly more expensive than the low emission alternative. Removing the half price tickets will not increase the number of electric vehicles, it will just remove one of the incentives for buying a low, rather than high, emission vehicle.		
18	There aren't enough electric vehicles yet to warrant this.		
19	I would argue those who can afford new electric cars, can afford the parking! Those who cannot afford electric cars, much as they may want them, shouldn't be penalised.		
20	Don't know is ""don't care"". This is just virtue signalling to the anti-car lobby.		
21	EV vehicles are economically prohibitive for most people as they are expensive motor vehicles. I can safely assume that the owners of these vehicles are not living on the bread line, you then choose to reward them offering cheaper parking. This I find utterly ludicrous!!		
22	This demands knowledge and comprehension and is therefore too confusing for simply trying to park a car. Keep it simple.		
23	Not everyone can afford an electric vehicle. Whereas low emission vehicles are affordable. You should encourage zero AND reduced emission vehicles. Diesel and heavily polluting vehicles should be penalised.		
24	A car parking space should cost the same whatever vehicle you drive. If you go down this route, in 2030 you will reduce your parking income due to the anticipated banning of petrol/diesel cars.		

Q15. If you have any comments on the above proposal, please provide them below:

		Response Percent	Response Total
25	I do not believe that such discounts would encourage greater use of electric vehicles, and therefore are unnecessary.		
26	Make them all pay full price stop penalising other road users for a electric agender the majority don't want. (Hydrogen by the way is much cleaner produce and use)		
27	If you can afford an electric car you can afford parking fees		
28	Why? This would have little impact on people switching to electric. They still take up the space and if they were properly environmental they'd go by bike. Introduce secure bike parking instead.		
29	Parking is limited and discounts for electric cars should not be given at all, certainly in Wallingford. Electric car owners already get their benefits. This scheme only adds complexity to your parking administration. Bad idea.		
30	Only run for 20 miles with zero CO2 doesn't seem like much.		
31	As with the previous proposal, these measure are too soon. The reality is there are not many electric cars on the road compared to those with an IC engine.By all means do this when the proportion of electric cars is much higher and people are more inclined (and the cars are cheap enough) to buy an electric vehicle.		
32	Introduce the half price fit hybrid, but don't remove it for low emission vehicles.		
33	Only the rich can afford new cars, so as usual let's reward them with money off whilst the rest of us struggle to make ends meet. Cheaper parking won't make me buy an electric car, It's cost prohibitive for me and the the thousands of ordinary folks out there.		
34	People have vehicles that suit their needs. Lots of us have no option to just change to whatever gets a subsidy. We should not be punished for it, nor should those who can meet the requirements get rewarded for it.		
35	The cost of electric vehicles incredibly high, there needs to be a much higher first.		
36	Again discrimination against normal car drivers. You forget the petrol and diesel car drivers are the ones who make you money because there are more of them. If you don't want people to enter your towns then shut everything down because I'm sure the likes of Amazon and other online retailers would welcome the extra money.		

Q15. If you have any comments on the above proposal, please provide them below:

		Response Percent	Response Total
37	Why are concessions for EVs limited to permits - why not free 3 hour parking for all EVs whether charging at the charging points or just parking ?		
38	reduced cost parking won't influence decisions on whether to buy an electric car. Seems petty really to penalise drivers who are not at the point yet to change over - its far less sustainable to junk a petrol car with a lot of life left in it than to keep using the resources it took to make the car until it genuinely needs replacing. At some point we'll all be driving electric (or not driving at all). The council will need to charge full price for all parking ...		
39	Same comments as for previous question, those rich enough to afford an electric car can afford to pay to park it.		
40	See previous comments - not incentives to buy expensive electronic cars just for cheaper tickets. If you'd like to increase usage of electronic cars think outside the box, can you work with a manufacturer to give townspeople a deal or some perk if they purchase one?		
41	You have previously said you want to 'standardise' charges throughout, not everyone can afford these electric vehicles, so you intend to persecute those that can't. That's not very fair now is it?		
42	There is not an incentive from the government to purchase electric vehicles so why should local parking be enforcing this		
43	I don't believe this works or is effectively implementable anyway.		
44	Electric vehicles are still unaffordable for the majority		
45	<p>Unsure of the purpose of this proposal; to encourage people to buy electric cars to save on parking?</p> <p>Those who can't afford £2 for parking definitely can't afford to buy an electric car.</p>		
46	If you can afford to purchase a new electric car then you have the finances to pay for parking. Full parking charges should still apply.		
47	Electric cars cost a lot to produce and the batteries don't last that long and then there is recycling cost etc which means a lot of expended energy in on or another part of the world. Also, people who buy electric cars generally have plenty of capital as they are very expensive so should not need any extra help financially. Maybe think about applying the discount to older cars where they owner obviously can't afford to change up regularly.		

Q15. If you have any comments on the above proposal, please provide them below:

		Response Percent	Response Total
48	Everything to encourage adoption of reduced local emissions is a good thing. Though let's be clear that it is not possible to get this discount right now—no option to select at the machines or when calling to pay.		
49	Can't afford one so not relevant		
50	So, if you can afford an electric car you are entitled to a discount. But if you can't afford an electric car you have to pay an higher price? I don't see how that is fair for people on lower wages.		
51	Lets swap one pollutant for another one and pretend its environmentally friendly		
52	We are a rural area, not a big city. Electric vehicles are of marginal relevance environmentally, and unfair to penalise / disadvantage drivers of conventional vehicles .		
53	Not everyone can afford to buy a new car that's viewed as environmentally friendly. Why penalise those people. The world is ruined as it is, trying to reduce a few emissions from vehicles is not going to make a blind bit of difference.		
54	Penalise people that cannot afford a new car and complicate		
55	Must do more to encourage el vehicles		
56	Electric or not, everyone should pay		
57	Electric vehicles take up the same amount of space as non-electric vehicles, so should pay the same parking fee. It is up to the government to subsidise their use with lower rates of duty, road tax, etc., not up to the local authority.		
58	There should be provision for electric vehicle charging, but electric vehicle owners should pay to park in the same way that others do. Residents that own electric vehicles should not receive special privileges, particularly when this comes directly at the expense of those that cannot afford these vehicles. Free parking is effectively subsidising those that can most afford to pay for parking. Owning an electric vehicle is not a virtue, it is often a status symbol.		
59	In addition higher charges for high emission vehicles should be introduced		
60	Anything that helps reduce emissions would be helpful. This includes low emission vehicles. I have never seen this offer by the way!		

Q15. If you have any comments on the above proposal, please provide them below:

		Response Percent	Response Total
61	If you are parking and not charging you should pay to park like everyone else		
62	Parking is parking. Nothing to do with the type of car engine		
63	Encouraging environmentally-friendly transportation is important, and i fully support the new measures as proposed here.		
64	No everyone can afford or has access to these cars. Why penalise further those that don't.		
65	Although it's good to encourage the use of electric vehicles, they are generally owned by better off people whereas the cost of the car park tickets is more likely to be a consideration for people who are less well off and less likely to own an electric car.		
66	The scheme should be run concurrently otherwise you are rewarding those with the financial capacity to upgrade to electric vehicles that satisfy the proposed criteria. Following a period of concurrency the policy should be reviewed to remove vehicles that are not electric; perhaps the timeframe could be 5 years to ensure affordability is increased for electric vehicles.		
67	I'd love to be able to afford to go off out and buy an electric car - but I can't, so I get penalised further for not being able to buy a new car!!		
68	People do not buy cars with council car parks in mind.		
69	We have a van that is used for delivery and collection and not currently available in electric which we have just purchased especially with Covid where we are trying to help by delivering free so why should we pay for a car park pass when we are trying to help reduce vehicles coming into the car park		
70	Would not be fair		
71	IWe are looking at the function of the council to provide parking for those that want it. I do not think it appropriate for the council to usurp this function into a firm of social engineering: that can , and is, done elsewhere via road tax etc. Also, this is another measure which will probably benefit the wealthier members of society.		
72	This is a ploy to offset the cost of providing charging equipment for electric cars to the people who don't have an electric car. Not everyone can afford an electric car; the less wealthy, the elderly will suffer, if this policy is grossly misjudged.		
73	Pretty pointless incentive. It is not going to make people change to electric.		

Q15. If you have any comments on the above proposal, please provide them below:

		Response Percent	Response Total
74	Emissions legislation for new engines will enforce these standards so locally it would be an unnecessary administrative burden. Further, there is a question mark over CO2 emissions claimed by these vehicles versus the reality. What would be the consequences if another VAG type scandal were uncovered. Others argue EVs just move the point of pollution up the supply chain - you would be funding that.		
75	Should be free to electric vehicles and free to vehicles under 100g/km		
76	Low emission vehicles are still better for the environment than normal cars and until the infrastructure in the country is such that lots of people can have electric vehicles and be able to charge them wherever (ie a few Charing points is not adequate to support mass use of these cars) then I don't understand why low emission car owners wouldn't also benefit from a discount		
77	This is about the ability to park - not virtue signalling to those who can afford an electric car. If anything, they should be made to pay more x they can clearly afford it.		
78	See previous response on last question. At a time when more people can afford to buy new electric vehicles that would be a great initiative. But currently, this is not the case.		
79	Far to much bias for electric vehicles. Look after the majority. Unless you're going to provide help to buy ??		
80	Suggest removing these half price tickets completely. Electric / hybrid car uses already benefit from reduced road tax. Parking places are limited and should be equally available to all. Not everyone can afford an electric / hybrid car.		
81	could you introduce both i.e for low carbon and electric vehicles		
82	Keep consistent costs for all vehicles		
83	This will mean the use of smart phones etc. Phone reception is terrible in this area so it will render the proposal as unusable. It will also discriminate against people who can't afford a new low emission car by taking them more heavily. Vehicle based charging has not been very successful unless there is a viable alternative and this area doesn't have this.		
84	Some of use are still running our existing car into the ground, as they were told at the time it was better for the environment. We shouldn't be penalised because we were misinformed but can't afford to replace it. Who knows we may find out electric cars aren't all that in 10 years time.		

Q15. If you have any comments on the above proposal, please provide them below:

		Response Percent	Response Total
85	2 tier charging always creates ambiguity... maybe only charge the lower rate IF parked at charging station		
86	I am totally biased as I have a car that is part electric.		
87	Should keep both discounted rates		
88	This implies everyone can afford to buy electric vehicles Please consider those who maybe would if they could but cannot do so. They should not be penalised		
89	Too early in the switch to and development of electric vehicles		
90	Not sure I understand such a confusing question. I agree with reduced tariffs for electric vehicles but not sure I understand the limits. Keep it simple!		
91	Please also implement additional surcharges for dirtier private vehicles such as older diesel vehicles and those with larger engines to reduce air pollution and CO2 emissions. The money from this can be used to improve walking and cycling facilities within the town centres and along with lobbying of the County Council for more active travel infrastructure would allow a reduction in car journeys.		
92	This feels that those who can afford electric cars are being subsidised by those who can't. My car is 12 years old with 150,000 miles on the clock. I'd love to upgrade to an electric car but don't have the funds to do so and probably never will.		
93	If a person has enough money to buy a Tesla or other hybrid vehicle half-price parking is not going to be a deal-breaker is it? Perhaps the council should think about less well off members of our community who might feel they're being penalised for not having a BMW or Merc.		
94	No comment		
95	Not everyone is in a position to afford the higher priced electric vehicles let alone have charging opportunities outside their property, so you are effectively saying you'd like to penalise those who cannot drive one of these vehicles!		
96	I have an electric vehicle and would love to see this introduced from a selfish point of view but I worry that it only benefits those lucky enough to have electric cars.		
97	Possibly but only if this can be proven over time to encourage people to transition to low emission or electric vehicles as prices and technology allow.		

Q15. If you have any comments on the above proposal, please provide them below:

		Response Percent	Response Total
98	Electric vehicles are only appropriate for people that don't travel long distances. Revoking the offer for hybrid vehicles seems like an unfair punishment.		
99	Electric cars are substantially more expensive than petrol/diesel to buy. Why should poorer people subsidise the wealthy? Promote active travel or public transport instead.		
100	Given so few electric vehicles as a % of overall numbers, this will only serve to improve the SODC car parking account.		
101	Should include daily tickets purchased from the machine, not just permits applied for from the council.		
102	Too few vehicles currently meet the criteria and you should not be penalising the majority of motorists (or placing at a disadvantage) at a time when many retailers are struggling.		
103	Too complicated.		
104	I ask you to go further and waive charges for fully electric and Hydrogen powered vehicles.		
105	If they're parked they are parked and should pay for that		
106	Why does it have to be one or the other? Why can't it be half priced parking for low emission vehicles and electric vehicles? Surely you want to encourage people on to move to better for the environment cars, but whilst electric cars are so pricey, it is too early to penalise people who have moved to low emissions but cannot afford the next step yet.		
107	I think you're referring to half price season tickets. Well these are like Hen's teeth. I joined that waiting list earlier this year and was told: 1) There no chance of getting a permit, the lists are so long. 2) You can only go on one waiting list 3) The permits aren't transferrable between car parks in the same town. What would be the problem with issuing paid permits to everyone who asked for them? You can check residents status by SODc record, you can check local workersinstead you limit the permits, you now want to revert the CO2 discount. Why? Is the car tax discount being changed ? No		
108	Would this just be for permits for regular users, or would it be available to occasional users / visitors buying tickets from a machine (my understanding is it's currently only regular users). Perhaps half price tickets could be available to those with the government's proposed green number plates? - https://www.gov.uk/government/news/green-number-plates-get-the-green-light-for-a-zero-emission-future		

Q15. If you have any comments on the above proposal, please provide them below:

		Response Percent	Response Total
109	Cars use the same amount of parking space whether they are electric or not and most people can't afford an electric car		
110	Discrimination against those who are unable to afford a replacement car.		
111	See comment 14.)		
112	The cars still take the same amount of space and damage the road surface equally, there is no reason for electric or low emission vehicles to be treated differently from petrol / diesel vehicles when charging for car parking.		
113	The government plans are that we will ALL be driving electric vehicles as soon as possible. Therefore this change will seriously affect the revenue from car parks.		
114	This is unfair for those who can't afford an electric vehicle		
115	All should be treated the same, not everyone can afford to purchase electric vehicles		
116	I understand you're trying to promote green energy, but not everyone can afford a new electric car and all the hassle of charging it, so it feels like you're penalising the majority of people who don't have an electric car at a time when people are short of cash.		
117	Make parking free for electric or hybrid vehicles for the next few years!		
118	There is absolutely no reason why the type of vehicle driven should have a bearing on car park charges		
119	Don't see why the district needs to take this measure.		
120	<p>When you take into account manufacturing, electric cars are only marginally less polluting than other forms of propulsion. Efficiency tends to be age related as well as means of propulsion.</p> <p>If people can afford electric cars can't they afford parking charges? Surely people should be encouraged to leave cars at home and use feet, bikes, buses or trains as appropriate?</p> <p>From a point of view of monitoring this, electric cars don't look that different from other cars so detailed inspection will be necessary for enforcement.</p> <p>This can only be for a limited amount of time as the numbers of electric versus petrol or diesel cars increases.</p> <p>And what about hydrogen propulsion? That is less polluting than electric, particularly when only about half of electricity comes from renewable energy.</p> <p>Simpler to make everyone pay the same.</p>		

Q15. If you have any comments on the above proposal, please provide them below:

		Response Percent	Response Total
121	Why?		
122	No logic in rewarding electric vehicles- all Need to park and by providing reserved spaces already it further frustrates people		
123	The average person can't afford and electric vehicle. Why should the masses who don't have funds to buy an electric vehicle pay a premium!		
124	This will impact those on lower incomes disproportionately, due to the high cost of electric vehicle purpose. Many places in Wallingford and Goring have no off street parking so you disproportionately affect those who have no off street parking and therefore cannot invest in electric vehicles despite wanting to.		
125	A vehicle is a vehicle and if they take up a parking space should pay accordingly. Not everyone is in a position to change their car imminently.		
126	Parking should be free for electric vehicles to promote their use. Less NO2 in High Streets.		
127	Pointless as you will just have to revoke it when all cars are electric		
128	Following the governments announcement today that all new cars need to be electric by 2030 the need for an incentive is no longer valid. There will need to be a big investment in electric charging points - this needs to be paid for. The policy also makes electric cars look 'special' rather than what should be the norm - this needs to change if public perception is to change. The policy also discriminates against poorer people like me that would love dearly to have an electric car yet have to run a 16 year old petrol car as we cannot afford the luxury of upgrading. This is a very important point to me. I do feel discriminated against, those who can afford a nice new electric vehicle must already have more money than me and then they get half price parking on top of that just because they are richer than me. Not fair!		
129	Some co2 saving us better than none		
130	Fair enough but I fear that this is a cosmetic change. How many users benefit from the current provision and buy half price tickets.		
131	The Statement of Reasons refers to parking permits and not parking tickets. A permit needs to be applied for in advance. I don't agree that electric vehicles should cots half as much at the ticket machine!		
132	We welcome the proposal to provide parking for electric vehicles and offer discounted permits to their users. This will clearly benefit the environment.		

Q15. If you have any comments on the above proposal, please provide them below:

		Response Percent	Response Total
133	People that can afford an expensive electric car can afford to pay full parking! Otherwise it's penalising those who cannot afford an electric car.		
134	How would you monitor if the said vehicle produces less than 120g of CO2? Please consider this		
135	We want to continue to encourage all low emission vehicles		
136	Too early to exclude low-CO2 and hybrid vehicles. Consider this in - say - 5 years time		
137	Did not know half price tickets were available, why is this not promoted to get us to use cleaner vehicles?		
138	Following on from my comments on question number 14 I object to those less financially fortunate having to subsidise motorists to park and charge their electric vehicles, because lets face it that is why the Sunday charges for example are being implemented. When the percentage of electric charging spaces required increases to say 50%, are those motorists still going to be subsidised? When would this be stopped? And who would be paying for this?		
139	<p>The below response was received via email from Wallingford Town Council:</p> <p>We also consider proposal (h) (introduction of half price tickets for electric vehicles (able to run at least 20 miles on zero CO2 and revoke the current offer of half-price tickets for low emission vehicles) to be a regressive and punitive measure, again which can only reduce the attractiveness of Wallingford for the much larger number of people who own a LEV than those who own a zero CO2 vehicle. Without clear evidence, underpinned by market research, that favouring the cleaner vehicle class, at the expense of LEVs, would not lead to a net loss in trade, we cannot support this proposal.</p> <p>We are concerned that proposals to fine owners of non-electric vehicles who park in electric charging points do not recognise the genuine difficulties faced by residents and visitors in Wallingford. At present the number electric charging points is minimal and the reputational risk to our visitor reliant economy may well far exceed the benefits. We do recognise the good intent behind this idea, but unless and until the numbers of charging points is significantly increased, given the knife-edge upon which many retailers currently sit, the timing is again inappropriate.</p>		

Q15. If you have any comments on the above proposal, please provide them below:

		Response Percent	Response Total
140	<p>The below response was received via email:</p> <p>I do have one minor caveat: there does need to be some sanction for blocking EV charging points, as people who can't charge at home will rely on them exactly as other cars rely on petrol stations.</p> <p>The ultimate solution is to have the possibility for EV charging in every bay, but that's a way away.</p>		

Anything else?

Q16. Do you have any additional comments on the revoking of the 2011 order and the proposals relating to the 2021 order, that you would like us to consider as part of the proposals to changes to off-street parking in South Oxfordshire?

		Response Percent	Response Total
1	Open-Ended Question	100.00%	153
1	<p>There was talk of a multi storey layer being added to Wallingford Cattle Market (from the old ice rink site - mentioned in one Town Council meeting) When is this likely to happen? There is clearly not enough parking in the town for residents which leaves them vulnerable to this type of blanket price hikes by a greedy council who just see income rather than solving a problem for it's community.</p> <p>More people are working from home - where is this in the councils consideration to reviewing the number so spaces available?</p>		
2	<p>If you take away lots of the free parking opportunities. It will just cause people not to bother going to the shops or drive further to out of town places. Due to the loss of 2 council car parks in Didcot I don't go in as much as I used to and prefer to go out of town. Not everyone can afford electric cars and stopping people from parking in bays because they don't have one is prohibitive for people</p>		
3	<p>Please consider the difficulty that independent shop keepers are facing already in the current crisis before making life more difficult for them by reducing free parking hours.</p>		
4	<p>Do not define vehicles as "zero emission electric vehicles" Define vehicles as Zero or low emission types covers future technology possible. All of this is wasted without adequate and robust enforcement. which you</p>		

Q16. Do you have any additional comments on the revoking of the 2011 order and the proposals relating to the 2021 order, that you would like us to consider as part of the proposals to changes to off-street parking in South Oxfordshire?

		Response Percent	Response Total
	currently fail to do so why just changing the rules would it be any different parking is all over the place, or did the survey just look at Oxford City Centre. Henley & Wallingford.		
5	Why can't Edinburgh drive in didcot gave 2 hours free parking		
6	None.		
7	Please allow residents with permits to park free in carparks. We already pay a yearly fee and often cannot park. I have often had to pay for parking as there are no residents spaces or beg a space on a friend's driveway! Maybe residents should be limited to one car for on street parking. We need a solution to some people owning as many as 3 vehicles in one road! Encourage the use of parking in carparks (ie Station carpark in Henley) that are not utilised to full capacity.		
8	I prefer the 1 hr free period before 10 in Henley as you can pop to the shops without having to get a ticket. I assume if the free hour is throughout the day then tickets will be required at all time		
9	Where there is controlled on-street parking (eg Kings Rd in Henley-on-Thames) the hours should be aligned with the off street charging hours (ie starting at 10 under the present regime) to avoid confusion and to encourage more people into the towns and avoid confusion and differential times.		
10	Start ticketing people who park on the paths, and double yellows, and in the lorry bays outside the shops your get loads of money then		
11	I support the proposals to standardise parking regulations and charges across SODC car parks.		
12	Free parking for ""official"" volunteer drivers (ie those in a recognised group).		
13	Consistency is OK but local people should be able to decide local matters . This is undemocratic and imposed from the centre which is just what SODC is criticising the Government for (with reason) in planning matters . Please be consistent not hypocritical.		
14	This is not the right time to do this. The price of electric cars needs to reduce before making these changes. The economy needs to recover, we need to encourage residents to shop locally rather than online. These proposals will not help.		

Q16. Do you have any additional comments on the revoking of the 2011 order and the proposals relating to the 2021 order, that you would like us to consider as part of the proposals to changes to off-street parking in South Oxfordshire?

		Response Percent	Response Total
15	All I would say is the one hour free parking is a great idea. But the charge on a Sunday in Henley I don't think would work for an already struggling town.		
16	There should be a fifteen minute leeway before a penalty is incurred.		
17	Please standardise parking with the VoWHDC car parks too. Abingdon has 2 hours free parking, Didcot only 1 hour. Can we have more council parking in Didcot - Orchard Centre has the monopoly. I would rather give my charges to SODC.		
18	Please review the number of disabled parking bays allocated in the Wallingford cattle market car park. There appear too many which are never used and there is a lack of spaces for general drivers at peak hours.		
19	Any price increases or additional charges in Thame parking will deter me from shopping locally. There is clearly a balance between supporting the local economy and local environmental benefits. The lack of transparency on costs and revenues also does not provide confidence that the underlying reason for change is to raise more revenue.		
20	To reiterate: KEEP SUNDAYS FREE PARKING. It seem to me that your trying to give free electric charging to some road users and penalising others and making them pay for it by charging on Sundays. Many of the car parks are used on Sundays for Church attendees who do not have anywhere else to park. As the land that they originally owned was given or swallowed by previous councils over many years. Surely it would be unconscionable to see the very rug pulled as it were from the generosity of the congregations that gave for the better good. My bottom line is - KEEP SUNDAY PARKING FREE		
21	I think the council should be doing all it can to help encourage people to visit our market towns during these hard economic times		
22	Secure bicycle parking.		
23	Keep the status quo!		
24	I use on street parking frequently as I don't have parking next to my house. But am forced into off street every now and then. How about charging those people who have driveways and park cars at home. If they have this then it encourages them to have cars.		
25	Introducing increased costs based upon an environmental agenda is disingenuous.		

Q16. Do you have any additional comments on the revoking of the 2011 order and the proposals relating to the 2021 order, that you would like us to consider as part of the proposals to changes to off-street parking in South Oxfordshire?

		Response Percent	Response Total
26	All towns need the support of the Council, otherwise there will be a speeding up of the drift to out-of-town facilities and once gone I doubt whether people's habits change that much.		
27	Not charging in Sunday's and any Bank Holidays		
28	Yes, let's keep Wallingford parking charges as they are to keep the shops and businesses afloat in a very tough environment.		
29	There is no need for uniformity between car park charges between the various towns, each has their own problems. It should be dealt with at the lowest level of local government possible. I've lived in South Oxfordshire for 35 years. I've never shopped in Didcot in all that time and only been there once.. In Henley, rarely. . In Thame, lots. What happens in Didcot means nothing to me. What happens in Thame does. Thame council have a sensible parking policy already, There is no need or justification to impose standardisation with unrelated places out of..what, envy? Greed?		
30	There isn't enough parking in Wallingford, it is very difficult to find a space on Saturdays and with more housing being built it is only going to get worst. More people will go to Didcot instead.		
31	This should be suspended until we are out of this crisis and the country starts to recover. As I said you can't expect people to pay out for something when they have no job,home or income. The priority at the moment is helping people survive not hanging them out to dry.		
32	Is this part of a wider look at all transport in South Oxfordshire. Better public transport and provision of bicycle routes and safe pedestrian routes for instance. (This assumes a non-covid restrictions future).		
33	The council should be trying to encourage people to shop locally and spend money in cafes and restaurants not put them off by increasing parking charges.		
34	The current free parking offering is key to our small communities.		
35	If the proposal should go ahead, please will you consider, for the Goldsmiths lane car park: Fixing all lighting and installing additional lighting where there is currently none. Specifically the main car park pedestrian exit from GSL to the Wallingford town centre. Improving the ticketing system so tickets can be paid for/increased/changed via app or online.		

Q16. Do you have any additional comments on the revoking of the 2011 order and the proposals relating to the 2021 order, that you would like us to consider as part of the proposals to changes to off-street parking in South Oxfordshire?

		Response Percent	Response Total
	Removing paper tickets and installing ANPR.		
	Discounts for residents of Wallingford, instead of the discounts for working in Wallingford.		
36	Nothing of this manner should be discussed until this Covid crisis is well and truly over and the country is back on its proverbial feet again.		
37	I think it is disgusting that when there is so much heartache and stress in the world that you are trying to take more money from not only people visiting the town but also from the local independent businesses from a reduction of trade and footfall. There are far greater priorities in this world to be focusing on other than increasing costs to people.		
38	Think of the effect on local businesses not just your budget		
39	I believe I have already covered the issues of SODC being both discriminatory against the young and low income households, and destroying the hearts of our communities in local businesses.		
40	We already pay council tax AND road tax and we object to the council making even more money for charging for Sunday parking.		
41	Think of the impact you are making to town centres, rather than making money.		
42	Growth of housing in Wallingford means that there is insufficient parking already and a lot of inconsiderate on street parking, the proposed changes to off street parking will exacerbate this problem especially the drop from 2 free hours to one. The council needs to give consideration to new parking capacity in the town and the introduction of street parking enforcement.		
43	Keep Sundays free. Thank you.		
44	Parking charges are a penalty whenever		
45	In Didcot, there is often a vehicle parked on the double yellow lines outside Caprinos in the lower Broadway. It is ridiculous to enforce parking in Car Parks, and thereby encourage more folk to park illegally on the roads, to avoid getting fined in car parks! Enforce the roads first, then the car parks		
46	The proposal needs to support the businesses in the smaller towns and, with 2 hrs free parking available in Didcot, making the smaller towns less attractive with only 1 hr will be a disaster for them.		
	You are also penalising the churches and their congregations, who are		

Q16. Do you have any additional comments on the revoking of the 2011 order and the proposals relating to the 2021 order, that you would like us to consider as part of the proposals to changes to off-street parking in South Oxfordshire?

		Response Percent	Response Total
	often the ones left supporting the vulnerable in society when you fail e.g. Food banks, debt counselling, support groups, activities for the elderly, playgroups & youth groups. Services are often more than an hour and in normal times include time for coffee and socialising afterwards. Shame on the Council		
47	Employ traffic wardens to enforce double yellows lines		
48	Town centres need support in this time. Changes may discourage people to return to the high street.		
49	Appreciate your desire to drive changes to support the climate emergency, but you need to look at the impact of these measures on the towns and villages... especially in the context of covid. Most business are struggling to survive and need all the help they can get to encourage and keep footfall. Our market towns and villages are so special - don't lose this.		
50	Stand proud and welcome people to Wallingford from surrounding areas. Allow 2 hour free parking and charge for time after that. Businesses are finding it hard enough as it is.		
51	We could do with traffic wardens to control illegal on street parking		
52	The sheer audacity of the council to propose these changes is hysterical. You're draining people of money in every single way you can think of.		
53	Increased charging hours, shortened free parking periods and a limit on the time you can park will have an impact on already struggling independent retailers in the towns. There will be an increase in illegal parking and the use of residential streets.		
54	Generally parking should be free. See earlier		
55	Must do more to provide safe parking and locking facilities for cyclists in town centres. Must do more to promote public transport (post covid)		
56	I would strongly urge the Council to rethink its proposals. They come at a time of acute difficulty for town centre retail and would penalise poorer residents that aren't able to afford an electric vehicle. The car parks should be run for the benefit of residents rather than as a source of revenue. Local business and town centre retail should not be taken for granted in these Covid times.		
57	It would be sensible to give some vision on how many electric vehicle charging points will be provided over the next few years.		

Q16. Do you have any additional comments on the revoking of the 2011 order and the proposals relating to the 2021 order, that you would like us to consider as part of the proposals to changes to off-street parking in South Oxfordshire?

		Response Percent	Response Total
58	This needs to be thought about in the context of global and local needs. Small towns are really struggling, this isn't the time to make things more difficult for them.		
59	Illegal & dangerous parking needs attention as changing car parks can have the effect of driving people to park illegally if they don't have the tech/means to pay. In Thame you can get a fine for parking longer than the free time allow in the upper high street car park, however it is well known that you can park all day on nearby double yellow lines without any consequence.		
60	No		
61	There is so little free parking in this area it is vital to continue attracting people into our town centres so I am strongly against reducing the amount of free parking available. It's a backwards and short sighted step that would have long term consequences.		
62	2 hours free parking encourage people to eat and shop. After covid this is necessary. I am afraid reducing this will mean less footfall		
63	Please don't treat all towns the same, what will work for one town will not for the other, tourism, population, diverse shops, all have an effect on each town, each town needs to be treated differently.		
64	No but please can you sort out the people that continue to park dangerously on double yellows! Also that corner on wood street where you come out at the green tree (the road by the car park) should be double yellows! It's such a dangerous corner people fly round thre and you can't see		
65	Wallingford needs free parking on a Sunday and 2 hours free parking to encourage visitors and trade in an already failing market town		
66	As stated, this is wrong during a financially challenging period. Local residents pay extremely high council tax compared to other parts of the country so parking should be free.		
67	We need a traffic warden in Didcot to stop all the illegal parking on double yellows, corners, exceeding the max waiting time on a single yellow. The yellow lines on Cow Lane in Didcot need finishing and you need to see the cars that still park there all day, including those now parking on the double yellow lines		
68	I believe that the current proposal is far more complicated than it needs to be (though it is an improvement on the current system), and I believe that a universal system across all of the SODC-run car parks would be more beneficial. I also feel that reducing the free parking period across the towns		

Q16. Do you have any additional comments on the revoking of the 2011 order and the proposals relating to the 2021 order, that you would like us to consider as part of the proposals to changes to off-street parking in South Oxfordshire?

		Response Percent	Response Total
	<p>to 1 hour will have an overall negative effect and actually decrease the total revenue in the mid- to long-term, whereas a universal free parking period of 2 hours across all SODC car parks (rather than just the ones in towns as proposed) in conjunction with universal fees would help both local businesses, vulnerable and elderly residents who may rely on the free parking periods to ensure that they are able to shop, socialise, visit the doctors, etc. while providing the increase in revenue that the council needs.</p> <p>I also think that a reduced fee for those who require a parking permit for work purposes would help people on low wages remain in employment. I feel that it would be better to change the discount available for workers from 50% to 33% would be a suitable alternative to removing the discounted permit entirely.</p>		
69	Why are you running a consultation or proposing charging when you are unable to provide civil enforcement. This move will cripple small towns as visitors will not come.		
70	This just looks like a money making change. So I would imagine nothing will stop you making the changes.		
71	I strongly disagree with the proposal to introduce car park charges on Sundays or to reduce the 2 hours free parking in the Goldsmiths Lane car park in Wallingford. These would definitely impact the amount of times I choose to visit the town from a nearby village.		
72	I find the whole thing fairly ridiculous - surely the local councils should be encouraging town centre parking to keep town centres alive, especially in the current difficult times. All these extra charges will do is make life even harder for town centre traders, as many people will just go out of town retail parks instead - so the town centres will wither and die. As shops shut and business closed, where will the council income come from then? An exceedingly short-sighted policy.		
73	We must encourage people to come to town centres, not just see drivers as a source of revenue.		
74	Maintain consistency in all car parks, 2 free hours parking to drive customers to shop in local retailers and this would also assist with people parking in the town centres on kerbs creating traffic issues. Provide a free car park pass to retailers who offer free collection and deliveries		
75	What worries me is that Thame, my local town, is attractive to visit and shop, partly because it has a relaxed feel and works well without heavy handed enforcement. I am not sure I will want to visit it with enforced parking charges, particularly if the time of visit has to be estimated in		

Q16. Do you have any additional comments on the revoking of the 2011 order and the proposals relating to the 2021 order, that you would like us to consider as part of the proposals to changes to off-street parking in South Oxfordshire?

		Response Percent	Response Total
	advance, and I would resent the privileged treatment of the owners of certain types of car. All in all, I would feel pushed towards abandoning my local shops and buying on line		
76	Please read my previous comments.		
77	How about looking to boost the life on the market towns especially Wallingford, Wallington and also the large villages such as Cholsey and Chinnor		
78	Feels like not a lot of thought has gone into these proposals.		
79	Should reduce the areas for parking to encourage more people to use alternative transport means		
80	More car parking space necessary, given that you want to build over the entire county, but not provide any actual infrastructure to give people an alternative to using their cars.		
81	If changes are to be made, please ensure they are necessary and helpful. Change for change sake is not good. While I think this is mostly the case in South Oxfordshire anyway, please ensure there is a mechanism to pay for parking without using cash (i.e. card machine at parking meter or 'pay-by-phone'.		
82	All these changes need to be part of a transport strategy that includes better, safer, more promoted cycling and walking routes and cycle parking. The need is to deter driving into our towns from shorter journeys away, but to maintain some parking for the less able and spending visitors from further away. More use of small, electric hopper-type buses should be considered.		
83	think about who needs parking, how having car parking promotes people to come to places to spend money both in shops and restaurants (so 1 hour free is not necessarily enough) or look at the pricing for car parks- i'm happy to pay a small fee i.e 50p per hour		
84	You need to help local businesses not make their difficult trading conditions even worse by trying to restrict free parking hours!		
85	To start charging for parking tickets on Sunday is absolutely ridiculous. Sunday's is the one day when families generally get to go out together and shops are open the least amount of hours. This could prevent people coming out, therefore, reducing income/profit for retailers. Also, trying to waive or reduce the ticket price for electric cars is totally unfair. You are paying to take up a parking space (or in effect, rent that parking space for x amount of time). That car, whether electric or not, is taking (renting) a parking space and therefore, should still pay.		

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		Response Percent	Response Total
86	<p>1 - Emission based charging doesn't work.</p> <p>2 - All car parks should be the same charging rate/time/free period.</p> <p>3 - Residents already pay for you to provide this service. Additional charging is unacceptable.</p> <p>4 - Charging won't reduce vehicle travel</p> <p>5 - Charging disproportionately affects low income families.</p> <p>6 - All parking should be 2 hours free and 60p/minute after that.</p> <p>7 - Sat/Sun/Public Holidays should be free.</p>		
87	<p>It would be great if people could access street parking on certain main roads in Wallingford (eg Wantage Rd & Croft Rd Station Rd end) and put in bays so there is at least a chance of having somewhere to pull in where cars come in the opposite direction. I'm amazed there haven't been more accidents.</p> <p>It would also be good to have parking wardens to enforce illegal parking in the town - outside Village Fabrics.</p> <p>Charging for parking really doesn't help attract people to visit the town.</p> <p>We could also do with a tourist bus parking stop as they usually stop just over the bridge on the road, causing chaos.</p> <p>Clever traffic lights from Crowmarsh Bridge side would help alleviate traffic issues but not allowing traffic to blindly come into Wally when there is traffic congestion. Both sets of traffic lights are fragile and it really doesn't take much for it to turn into a right mess. Closing the bridge to traffic isn't the answer. If you live in Station Rd, there isn't an easy way to get out onto the bypass, even if you wanted to.</p>		
88	Get parking wardens out to stop the parking on double yellow lines, street corners, opposite road entrances etc		
89	Town centres should be there to provide services and shopping for those that live there and those who live nearby.		
90	In addition the Saturday afternoon and Sunday free parking in Didcot is useful for rehearsals and shows at Cornerstone which can be longer than the 2 hrs allowed in the other car parks.		
91	More charging points for ev needed, on and off road.		
92	The towns are increasing housing substantially... how is this being catered for in the car parks???		
93	In Wallingford the 2 hour free parking is very helpful for those visiting the town. It supports the local, independent town centre businesses which have been struggling this year. Removing it would hasten the demise of the the life of the town centre which so many in the area enjoy.		

Q16. Do you have any additional comments on the revoking of the 2011 order and the proposals relating to the 2021 order, that you would like us to consider as part of the proposals to changes to off-street parking in South Oxfordshire?

		Response Percent	Response Total
94	Please leave the free periods. Times are hard enough without having to find extra money for parking. It doesn't sound a lot but it all adds up. You will be taking money away from market towns that will really need the footfall if we ever manage this virus.		
95	Towns need to be more accessible so local businesses can thrive. Please don't introduce parking limits that discourage people from visiting.		
96	As usual it is a money making exercise. At the end of the day it is going to cost more to park whatever. The big problem is not the cost of parking, but availability, and with all the new housing round Wallingford and no new parking and further restrictions on existing parking this is going to get worse. This is the issue that needs addressing.		
97	Town centre retail is suffering enough as it is. Wait at least 2 years and reassess.		
98	Please ensure there is much safer means for pedestrians, particularly the vulnerable, to navigate all the car parks and ensure robust enforcement of idling in car parks particularly near schools. For example, the Thame Cattle Market Car park is next to the entrance to Barley Hill Primary School where a lot of young children enter and exit each day. It is vital that the cars and children are better segregated and there are better pavements to ensure child safety from collisions and child health from air pollution.		
99	Enforce street parking restrictions. Fine vehicles parking on pavements.		
100	Just leave it as it is. Its fine.		
101	I would like to see the council enforce ALL the illegal parking that takes place. For sure, you have inspectors going round the car parks checking people have paid but what about when people park on yellow lines during the day. unless it's obstructing traffic they never get a ticket. Take a walk round streets close to the town centres and see what the residents have to put up with.		
102	No		
103	The proposals further reduce the attractiveness of living in Wallingford and probably the other towns. Also with an increasing elderly population, parking needs to be available close to where it's needed and at minimal cost. An annual off street charge?		
104	Need to consider the effect on businesses already struggling		

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		Response Percent	Response Total
105	The parking areas in Thanet street car park is unsafe, no cameras in place I have had two occasions where my car has been badly damaged, and yet I pay a great deal of money to park there each year.		
106	Free parking allows for local businesses to thrive, and avoid driving vehicles and therefore customers out of local towns.		
107	Please, please reconsider this 'alignment' I hope it is coming from a good intention but I don't want the parking charges in Wallingford to change. I often spend more in the town than I expect to but parking to use my town (I live in Wallingford in one of its villages and a bus just takes too long). I want to support my local shops - this will make it harder to do so.		
108	Changes should encourage town centre retail and leisure activity and not risk detracting from it in any way. Increasing charges as a means to generate revenue could be counter productive. The priority should be to keep our town centres active and well used.		
109	Who's going to enforce this? When are we getting traffic wardens?		
110	More parking is required in the centre of Wallingford, can the old regal centre be converted into a multi-storey car park?		
111	Covid 19 has transformed the way we shop and put at risk the future of retail shopping. The reduction of free parking in these proposals will threaten the future of our market towns. The proposals are misconceived at this time. Instead more free parking should be offered to persuade people to visit and shop in our towns and encourage their revitalisation		
112	No		
113	Why do these proposals not bring SODC car parks into alignment with those operated by the Vale of White Horse District Council? You share the same office building and other infrastructure, why not align the rules for the car parks? This survey makes no mention of the changes to Sunday parking. Why has this change been excluded from the consultation? The survey relates to town centre car parks, yet it appears that both St George's Road and Castle Street car parks in Wallingford have been excluded. Both car parks are in the centre of Wallingford but appear to not meet the term "town centre car parks"; why is this?		

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		Response Percent	Response Total
114	As mentioned, SODC Officers do not provide any evidence to support the need to revoke the 2011 Order. These charges are premature at best until the full impact of the current pandemic is known. Aligning car parking charges across the district is lazy and does not pay any regard to the needs of each Market Town, particularly when businesses are struggling to maintain their existence during these unprecedented times & residents for that matter without off street parking, are trying to acclimatise to working from home on a more regular basis. Given SODC Corporate objectives include 'effective management of resources,' where car parking is seen as providing value for money and meets the needs of the users, these proposals fall somewhat short without evidence.		
115	we need to think about on street parking in Wallingford if you gave us a traffic warden you could easily recoup your money and make the town a nicer place to be. on street parking on double yellow lines is rife in the town and people know they will not get fined so park where they like . increased charges in the car parks will only increase this because they wont want to pay!! plus please dont do away with our public loos.		
116	Wallingford Shops are struggling enough already, please do not make it worse make it worse.		
117	I'd rather you concentrated your efforts on the decriminalisation of parking offences and work with County Council to speed up this issue.		
118	Please ensure that any parking ticket machines retain coin payment method. Wokingham council went card payment only in Marlow so I no longer go shopping there.		
119	I suggest some form of identification for zero emissions vehicles such as a green disc to make it easier for enforcement.		
120	Free parking should be increased and not decreased! You will have seen the businesses struggling in our towns, the town centers with empty shops and closing down sales, town centers devoid of people! I know of people who come into Wallingford to shop both because of it's range of shops and ease/cost of parking. These people will be lost to the town and we will and are seeing more shops close. A number are currently on the verge of closure now! Don't kill our shops, don't kill our towns for what is seen a a quick way to generate income. Don't drive more shopping online!		

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		Response Percent	Response Total
	Lose the shops and your income will go anyway! It's a no brainer really. Question what is important to you!		
121	Parking spaces need to be wider. It's getting more and more difficult to get in and out of cars when parked next to the increased size of 4x4s. Or ban 4x4 cars from car parks. They are hardly different from delivery vans in size.		
122	I see no evidence of studies that show a need for any changes. If anything the recent situation of more people working from home has changed the needs of customers of the car parks beyond any study that will have been done prior to 2020. I don't see evidence of the need for additional income to support removing the periods of free parking on Saturday pm and Sunday, or the car parks being so full that a charge needs to be introduced to our the spaces more frequently. Oxfordshire historic Market Towns are short of parking spaces, for residents as well as workers and visitors. These proposals talking of ""consistency"" and 'parity' are not needed.		
123	Yes, help your towns by making all parking free		
124	I live in the ancient part of Wallingford where the roads are very narrow and parking is difficult. I would appreciate residents' parking - the increase in traffic (not least from residential developments) is likely to make parking more difficult. Local residential parking (even if it is necessary to pay for this) would be helpful		
125	A free time should be introduced in all car parks. Allowing for a quick shop. Charging points should be installed in less congested parking areas. Cheaper public transport would encourage shoppers from driving into town and save on emissions more than car parking restraints.		
126	we want people to shop in Wallingford , not for you to drive them away in covid hard times		
127	Keep free parking on Sunday.		
128	Can you use the revenue to pay for traffic wardens to enforce traffic in the towns as there is currently an 'anything goes' attitude and double yellow lines are for decoration only.		
129	Do not introduce these changes market towns are struggling to survive that is without COVID 19 and lockdown, you should be supporting Wallingford and the local small businesses who are going through a very hard time NOT driving potential visitors/shoppers away. Think local!		

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		Response Percent	Response Total
130	Times are hard enough with out this. Business are struggling and the council want to drive people away from villages and towns by putting in more charges!		
131	Not directly related, but I'd like to point out that the parking strategy for Didcot Parkway station is a mess. The multi-storey car park is not fit for purpose (too far, too inaccessible, unsafe especially for lone women), so does not provide a viable disincentive to commuter parking in town, on-street etc. This needs a complete rethink. Also we need residents' parking permits for streets near the station.		
132	I agree that uniformity across the district would make sense, however I feel it should be increased to 2 hours for all car parks to allow people an opportunity to "shop local" and use the excellent independent coffee shops etc that there are. It may also encourage people to stop parking illegally everywhere!		
133	Sunday's should not be charged. People struggle enough and town based places of worship should be accessible and free to park.		
134	Really we should be encouraging use of public transport and bikes, so I'd like to see lots more bike parks and fewer car parking spaces.		
135	Wallingford needs more parking. There is currently a parking problem on busy days, and more houses are being built on the edge of town, so the problem will get worse.		
136	Bringing the charging periods of car parks into line with each other is a good idea as then whichever town you are in you know the rules are the same. It is however a shame to reduce the free parking time down to one hour		
137	Due to the nature of on street parking in Henley on Thames and the restrictions on off street parking, many staff members who work in the town have trouble finding a place to park. i feel that a business permit should be issued to staff members who drive to work, potentially offering an exemption to off street car parks maximum stay limit. Allowing staff members who work in the town to utilize off street parking and reducing the number of cars parked on the residential roads, making parking better for the residents who occupy said roads.		
138	Mostly in favour.		
139	High time the existing scheme was updated so good luck!		
140	If this helps keep public services like lavatories open then we just take it on the chin		

Q16. Do you have any additional comments on the revoking of the 2011 order and the proposals relating to the 2021 order, that you would like us to consider as part of the proposals to changes to off-street parking in South Oxfordshire?

		Response Percent	Response Total
141	I think you're money grabbing and have absolutely no concept or understanding of the community's you claim to represent. Wow. And not in a good way.		
142	Parking should be made more conducive for people to use the town centre more and shop more and not restrict them.		
143	Leave Sunday parking free.		
144	Local businesses have been struggling, particularly during the current pandemic. Sensible free parking is important to encourage people in to market towns like Wallingford.		
145	Why put all these restrictions on parking, especially in areas not subject to commuter parking. We need to encourage and make it easier for visitors to the area to promote local businesses and encourage people to stay local.		
146	Is this really the time to do this?		
147	Most useful thing you could do is make all car park machines contactless.		
148	Simple solutions to complicated issues rarely work and often have unintended consequences. In this case I fear the proposals may damage the independent retailers who make each of our towns unique.		
149	I haven't seen a question about permits so far. I reluctantly accept that daily permits anywhere with a train station would be abused by commuters but I am concerned about where shopworkers (often on the minimum wage or not much more) will park		
150	We ask you to consider please whether you might allow motorists on Sundays up to two hours free parking and thereby attend church without additional cost. If this was accepted motorists could be asked to display a ticket in their vehicle showing when their free time was due to expire and help avoid abuse of this provision. As you will be aware, the churches of Wallingford have shown a great commitment to the community, including running a Food Bank, community cafes, Street Pastors, youth initiatives, children's holiday clubs, etc. Therefore, ensuring access to these churches, benefits not only them, but the whole of our community. We hope you will give our proposal serious consideration.		
151	There is no reference to the link with On-street parking, the proposals to apply for CPE and the need for a wider review of the parking arrangements in the 4 towns		

Q16. Do you have any additional comments on the revoking of the 2011 order and the proposals relating to the 2021 order, that you would like us to consider as part of the proposals to changes to off-street parking in South Oxfordshire?

		Response Percent	Response Total
152	I think that part of the Station Road carpark in Henley should be reserved for Henley town centre workers who could obtain a special permit and park there for free all day. This would free up spaces in Greys Road and Kings Road carparks that they currently use and lets face it, the ticket machines are still fed several times a day by these motorists even if we don't like to admit it. The little TK travel bus could then swing by there several times a day as part of a revised route. This would then provide more spaces to devote to electric cars and charging points, and more spaces for shoppers and tourists to use in Greys and Kings Road carparks.		
153	<p>The below response was received via email from Wallingford Town Council:</p> <p>Wallingford Town Council is extremely concerned by key elements within the proposals for changes to off-street parking in South Oxfordshire as they relate to Wallingford. Given the importance of the matter to our market town economy, at a time when many traders are struggling with a battle to survive due to restrictions imposed due to the COVID-19 pandemic, I called for an Extraordinary Meeting of Wallingford Town Council on 16th November so that we could respond formally to this proposal prior to the deadline for the consultation.</p> <p>At this meeting, Wallingford Town Council resolved unanimously that we object to the current proposals. Our over-arching concerns are that this can only make Wallingford less attractive to visitors and residents at a time when we need to be making all possible efforts to support our market town economy. These proposals will only further drive away trade and they risk being the "straw that breaks the camel's back" for many of the businesses in our town centre.</p> <p>I sincerely hope that you reconsider these proposals – they can only do more harm than good at a time when so many of our businesses are fighting for survival.</p> <p>Finally, I would like to take this opportunity to remind you that Wallingford Town Council has repeatedly tried to engage with SODC over the years to address our chronic shortage of off-street parking which leads to distress for residents and limits the ability of our traders to sustain and grow their businesses. This need was recognised by SODC in 2017 with the intention that some shared usage could be made of the new carpark on St George's Road which is primarily be used to support the expansion of Wallingford School. Since the collapse of that proposal, there has been no help from SODC to resolve the underlying problem and I</p>		

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	Response Percent	Response Total
would ask that you make resources available to identify options for improving this issue in Wallingford.		

General car park suggestions

Q17. We would like to take this opportunity to hear any other suggestions you may have on how we could improve the car park service in general that we provide across the district, in partnership with our contractor Saba. Please provide your comments below.

		Response Percent	Response Total
1	Open-Ended Question	100.00%	170
1	For residents without permits (stuck for years on waiting lists) we have to buy parking by the day via an App, this then includes a mandatory 8% ""convenience fee"" Who's convenience? not mine Saba don't (in Thames St Wallingford) enforce the short bay guidance and regularly long vehicles park here blocking us in.		
2	Enforce no parking on yellow lines. It never happens in didcot		
3	Ensure the car parking machines work please		
4	Car Parking is a joke just look at any yellow line in any street in any of the rural village and the contempt shown is clear. Come to Chinnor and watch parking on zigzag lines of pedestrian crossing Parking on yellow lines. No enforcement so every one ignores the rules and park anyway they like.		
5	More electric spaces longer free parking 2 hours would mean better support for local business		
6	Market traders should be charged the same for a parking permit in Henley as they are charged in the other towns.		
7	Remove or increase the maximum 3 hour stay so people can pay and stay for longer.		
8	None.		
9	A shortstay area in car parks at a reasonable price to stop people using all the loading bays, parking on double yellows and on pavements. A solution to Grey's Road car-park being a main thoroughfare. We need some		

Q17. We would like to take this opportunity to hear any other suggestions you may have on how we could improve the car park service in general that we provide across the district, in partnership with our contractor Saba. Please provide your comments below.

		Response Percent	Response Total
	considered town planning Henley's infrastructure is not coping with traffic demand which seriously implicates the non-ability to park.		
10	Reducing the two-hour to ono-hour free parking would be a real shame for those towns affected.		
11	Make sure contactless payment working on all machines		
12	The number of parking spaces in Henley needs to increase. Especially given the current climate		
13	With increasing numbers coming to Henley, including new housing developments, a park & ride scheme is needed - current car parks are already too busy		
14	Make sure the Camera works by the Library in Henley-on-thames and fine everyone for going in the no exit way. Accident waiting to happen		
15	Enforcement of on-street parking restrictions is non-existent in Henley and needs to be addressed. Cars are often parked dangerously.		
16	Increased charges for larger vehicles that fill a standard space making it difficult to open car doors in adjacent spaces.		
17	Prosecute those who park on pavements.		
18	In these COVID times we should be making all parking machines contactless and not make people have to use their fingers to press buttons and use real money.		
19	where there are charges make the parking metres much easier for people to use .		
20	If a resident can take advantage of the proposed free hour at the beginning or end of the day, then consider providing us with a permit to display on any given day		
21	Introduce 2 hours free parking for RESIDENTS of South Oxfordshire, or at least reduced parking charges for residents. This works really well in other areas. My Father lives in Hillingdon, which has reductions for residents on a number of services, including parking charges. Doing this alongside your proposals would at least mitigate some of the negative results of your economy supressing suggestions.		
22	In Henley, greys road car park is used as a cut through road. This isn't ideal and causes congestion and there are always stationary cars blocking everywhere.		

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		Response Percent	Response Total
23	Wider spaces as cars are generally wider than in the 1970's now.		
24	With covid as the catalyst, an option of completely contactless methods of payment. ie not having to touch screens/ keypads to type in number plates & parking duration. An app? Also, longer (4hrs?)/ extendable parking. If people come to go to the cinema, they may easily overrun the maximum allowed parking time. They may additionally wish to stay for a meal & shopping. Surely better for local businesses to enable this? Thank you		
25	Text or other alerts as to car park capacity.		
26	I would like car park Committee to look at any potential proposals for change in a more subjective way which considers businesses and consumers alike.		
27	As previous, look at the actual number of used disabled bays in Wallingford cattle market. Electric charging points will be required in all car parks but will inevitably displace regular spaces so please consider sharing spaces between users.		
28	My bottom line is and the reason I filled this form out (if you hadn't guessed already) - KEEP SUNDAY PARKING FREE		
29	All you will do by enforcing more charges in the Wallingford car parks is move people to park in the roads for free around the town centre, where existing residents already have problems parking		
30	Bays should be made wider to enable people to get in & out of their without denting the car next to yours		
31	Introduce tap card payment in all parks. Make payment method the same in all parks.		
32	Focus on protecting small beauty spots with huge influxes of day trippers ... who park, litter and defacate with impunity...		
33	Increase the availability of parent and baby/toddler parking with active enforcement when used inappropriately.		
34	Better machines that don't take 45 seconds to issue a ticket. Make the Cattle Market car park in Wallingford a 2 level car park (like Oxford ice rink) to increase capacity.		

Q17. We would like to take this opportunity to hear any other suggestions you may have on how we could improve the car park service in general that we provide across the district, in partnership with our contractor Saba. Please provide your comments below.

		Response Percent	Response Total
35	Make all ticket machines the same Make simple easy to operate procedures for getting your ticket Those who make rules for ticket machines to try them out themselves		
36	Why change - it is working!		
37	I need to park each day. When I commuted to work pre-Covid I could manage it as I got back in the evening. Now with working at home - which will be my normal for the rest of my working life - I sometimes feel trapped that I will go somewhere but when I come back there will be no off street parking to use which will force me into the car park. I pay more than most in council tax compared to what I get back from the council as I am single (and struggling in Covid with being alone) that I need to get out. But coming back and then paying for parking and then remembering to move the car (I've had excess notices when I forget).		
38	1. suggest significant increased costs for train station and bus station parking. 2. There should be a major review of yellow lines as there are a number of areas where parking is very bad from commuters e.g. St Helens road, Benson. Or issue resident parking permits. 3. Waterside Cafe in Benson has terrible parking problems and the owners just shrug their shoulders when the surrounding verges and area are packed with cars and make a mess. It is also unsafe. 4. The M40 / London link parking needs a proper facility		
39	Reintroduce Traffic Wardens to monitor parking on double yellow lines		
40	Car parking spaces, particularly around Wallingford, have steadily reduced over the years while car usage has increased. With the extensive house building going on in the SODC area the need for town car parking spaces will grow, and there must be a stop to the erosion of capacity.		
41	Needs to form part of a cohesive policy on active transport.		
42	Make it all free, all the time, except where there are major employers or railway stations in which case by all means discourage all-day parking.		
43	Car park fees are too high. online shopping is the way to go....		
44	More regular cleaning of the car parks		
45	Smarter and consistent ticket machines that work. Consistent parking warden controls and consistent use of fines - either there are parking restrictions or there are not.		

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		Response Percent	Response Total
46	Generally, I agree with shorter free parking times to encourage higher turnover of parking spaces. I disagree with Sunday charging and any attempt to give electric car drivers any further privilege.		
47	All pay machines should have pay by phone of some description so you don't have to touch the pay machines in the current time and whichever app you go with they should all be the same!		
48	Is there any possibility of considering the parking in Benson as it is often poor.		
49	We need more traffic wardens to prevent illegal or nuisance onstreet parking.		
50	Discounts for residents (using car parks on weekends) Weekend only permits		
51	Contact less payment is an absolute must on ticket machines		
52	2 hours free parking draws in outside custome into Wallingford to boost the local economy. To enforce stricter parking would be an error in times where the local high street is already in peril.		
53	Keep the car parks clean and safe. Enforce that people Do not idle in car park and by entrance roads when car park is full or they are waiting.		
54	There should be free one hour parking across all SODC car parks to encourage shoppers to support local town centres.		
55	Keep fees low. Otherwise you put your hand to destroying local businesses.		
56	New toilets urgently needed for the car park in Grey's Road. Henley. They are a disgrace. Not a good advertisement for our town at all.		
57	Keep the 2 hours try and use some common sense please		
58	I think the car parks are run quite well at the moment. People appreciate the 2hrs free parking and putting the cost up you run the risk of encouraging illegal parking.		
59	Keep Sunday free.		
60	Henley Kings Road car park needs some infrastructure layout to be addressed		

Q17. We would like to take this opportunity to hear any other suggestions you may have on how we could improve the car park service in general that we provide across the district, in partnership with our contractor Saba. Please provide your comments below.

		Response Percent	Response Total
61	The main car park in the middle of Thame and the cattle market car park need child friendly spaces as there currently aren't any.		
62	If charging is used, get rid of car registration details. 1 they are cumbersome & delay one by several minutes. 2 They deny the neighbourly act of handing on the unused time to someone else, which creates a smile in these unhappy times.		
63	The parking machines need to be truly contactless -i.e. be able to use phone/apple watch/tap payments. They currently advertise that they can but in reality never work. You have to put your card into the machine/cash/or be charged for the privilege of using the other option (which takes an age to set up). Residents need to be encouraged into our towns. Leave it as it is. Those with electric cars need to contribute to the cost of providing them with charging points, not the already hard pressed. They should not be offered cheaper parking too.		
64	Keep the free parking to encourage people to come into Wallingford and to park legally and safely. Please can we have a traffic warden or some sort of enforcement to help keep the roads and footpaths safe?		
65	Free parking should be increased along with improved provision for safe cycle parking.		
66	Turn that monstrosity of Waitrose into a multi-storey car park.....!		
67	Hopeful that my comments are taken on board but I saw no to changes in charging.		
68	See previous comment		
69	M		
70	Make free as much as possible. Encourage people to visit. We all pay lots of taxes already		
71	Create green facades within / at the border of parking places. Take tarmac out and replace with other surfaces to avoid surface water flooding. Plant trees for shade (cc adaptation)		
72	Speed up the confirmation process after you put in your reg number! 40 seconds seems too long when there is a queue and raining. Frankly getting tired of people tutting behind me complaining about the		

Q17. We would like to take this opportunity to hear any other suggestions you may have on how we could improve the car park service in general that we provide across the district, in partnership with our contractor Saba. Please provide your comments below.

		Response Percent	Response Total
	length of time I am taking! They only realised that they will take the same time!		
73	I really value the parking spaces in Wallingford. They are usually well run. The only parking area I have a problem with currently, is the one at Wallingford Hospital but think this is NHS run.		
74	Leave after 2pm Saturday free parking in wallingford		
75	No		
76	Encourage people to our towns with the incentive of 2 hours free parking retail is hard enough as it is at the moment you can't get a lot done in an hour, and that is exactly what shoppers will do, pop in, go to one shop and go home, no visit to shop and also go for a coffee or lunch, most shoppers would be happy to stay longer and pay extra for being over two hours if they feel they've had a good day out shopping, mooching, eating, make it easy for people not hard.		
77	Free and with lighting that works so people aren't put in dangerous situations.		
78	Employ traffic wardens in thame		
79	Parent and child parking availability is severely lacking across South Oxfordshire, and it can make it extremely difficult for parents to get children, particularly young babies in travel system car seats (the ones that are used both as a buggy and a cat seat) in and out of their vehicle due to the narrow parking bays. I would also like to see marked areas for motorcycles, which take up available parking bays without charge, often causing issues for larger vehicles when car parks are full.		
80	Bring it in house and stop using outsourcing..		
81	To encourage visitors to villages and towns there has to be some enticement for free parking		
82	More free parking. Our town centres are dying.		
83	Free parking! Then crack down on all illegal street parking - so many cars park along the roads in Wallingford that buses can't get through!		
84	Ensure all car parks can be paid fit using apps		
85	Create better utilisation with the attendants against o street and pavement parking and in selected parking limits around the towns		

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		Response Percent	Response Total
86	With the explosion of housing development around Wallingford, you need to plan on how you are going to support the additional number of residents who will want to drive into the town centre to shop. Charging for parking is all well and good, but there is already a deficit in parking places. I live outside Wallingford and have stopped going into the town centre for my regular shopping because I have faced frequent frustrations of not finding parking near the main supermarket.		
87	As far as Thame goes, I think it is pretty good. I really value not having the pressure of having to estimate how long I will be send then get stressed if I have to rush to avoid a fine. The only change I would suggest is a few more motorcycle spaces		
88	Car parks are, in my view, expensive; they are often unkempt; rarely have toilet facilities, and often the condition of the area underfoot is not worthy of the cost of the ticket. Local shops are often used by customers as places where they view products before they buy online! The customer is aware of the cost of another hour on the price of parking their car, nearby, so behaves in a way that is economic for them. Instead of increasing the hours of charging, instead of increasing the charges, how about reducing both, thus making shopping locally a more pleasant experience. Instead of charging we who park sensibly, why not making illegal parking on the streets far less attractive by increasing the fines and increasing the number of traffic wardens in the areas worst affected? itself is not		
89	I'd like to see some enforcement, and the extension of your service with Saba to include fines for irresponsible and illegal parking at Wallingford.		
90	Wallingford and Goring need greater parking spaces		
91	More spaces available with wider bays for buggies for parent and child. In Wallingford these are only in Waitrose car parks and not any others.		
92	Surround the car parks with retail offerings. See how the Orchards centre works so well		
93	Increase the number of spaces.		
94	Should remove all car parks from town centres in the long run except for disabled parking		

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		Response Percent	Response Total
95	Saba are proven crooks and scammers. You would be mad to get into bed with them.		
96	Stop inventing ways to extract even more money from the much taxed motorist. Not all can afford or want to change their cars. Not all are able to ride bicycles		
97	Leave Sunday as free parking. I don't think you will make much money from charging for Sunday parking. Most people will just avoid 'going into town'.		
98	Covered areas, shade should be provided for both bikes and cars with green roofs or solar panels to run the charging stations for EVs and car park lighting. More trees used to delineate parking spaces.		
99	ensure that they are well maintained- i.e not flooded so spaces can't be used, clearly marked spaces and checking that people don't park over 2 spaces		
100	improve the bus service!!!! for many people driving is the only feasible option as the bus service is not reliable.		
101	Fact - using contractors is more expensive than doing the work in house. Stop using contractors, bring in house, save money and deliver a better service.		
102	Don't allow people to build houses in the town without parking spaces. Don't allow new housing developments to have narrow roads, because people park over them anyway as there isnt enough spaces. People can't live without cars because public transport is expensive or nonexistent and cycling is a death trap.		
103	Start properly enforcing parking rules		
104	Contactless payment with no requirement to register the cars number. No need then to touch the ticketing keypad.		
105	With all the new houses, maybe some hopper buses into town??		
106	Use of ring go to provide another option to pay		
107	Need more car parking areas in Wallingford on Market days and Saturdays		
108	Enforcement in general through all of the above mentioned towns would be extremely helpful. Instead of changing the parking fees, I feel that a traffic enforcement officer would be more beneficial.		

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		Response Percent	Response Total
109	More free parking sessions to encourage increased local business		
110	To decrease traffic in the town centre, we could have a free/cheap carpark on the outskirts of wallingford and a shuttle bus that goes between there and the town centre (like on Bunkfest weekend).		
111	See my previous comment - more parking needed. It is no use saying there is parking by the river/ out of town centre. This is no use to those of us who are older and have to use cars to come into town as we have no bus service!		
112	Some dropped kerb private parking electric charging for private housing on the wider parts of Wallingford High Street would alleviate a lot of parking issues		
113	Need to consider car park provision in the light of substantial residential development in the satellite villages		
114	<p>Parking policy should be used to move towns and larger villages toward '15-minute' towns in conjunction with the County Council. Lobby County Council to prioritise active travel and reduce private car usage.</p> <p>Please reduce private car parking spaces in council owned facilities and instead using part of the car parks as freight consolidation hubs, serviced by e-cargo bikes, in order to significantly reduce the number of HGVs and vans from the town centres.</p> <p>Please implement Controlled Parking Zones in all towns and larger villages (e.g. Chinnor) to provide the framework for future emission-based car parking charges, individualised use of "parking spaces" for different uses e.g. cargobike parking, parklets, SUDS, in order to reduce the number of cars and car journeys.</p> <p>Please implement "School Streets" at all schools in towns and larger villages for the safety and health of children, starting with all those located within or nearby Air Quality Management Zones.</p> <p>Please make yearly increases in car parking charges with a view to using the funds to redress the balance between car use and walking and cycling by supporting public realm improvements and more cycling facilities.</p>		
115	Restrict electric charging in Car Parks to non-residents (ie tourists). Local residents should charge at home. Only increase the number of electric car		

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		Response Percent	Response Total
	park spaces in line with national uptake - do not seek to encourage electric cars by local policies, that should be the remit of national initiatives.		
116	Some parking bays in Wallingford's Cattle Market are un-usuable because of fruit falling from trees. I love the trees but the fruit should be removed on a regular basis		
117	So is Saba going to ticket all the cars that park on the double yellow lines in St Leonard's Square and St Mary's St?		
118	No comment		
119	See previous comment. Also make payment as simple as possible with clear instructions		
120	Ensure there are more allocated spaces for residents, even if it was outside of the town of Wallingford, I live and work on the high street and would pay more a year for a dedicated parking space that I could be guaranteed of parking in and that had security cameras in place.		
121	Stop high charges and allow customers to get back into towns. 2hrs is enough for the average visitor to shop have a coffee and complete their visit without a parking penalty.		
122	get some traffic wardens!		
123	See answer to 16		
124	Think things are generally pretty good. Kings Road in Henley needs arrows repainting to reflect new one way system		
125	Given the numbers of residents without off street parking now working from home, a global season ticket across all car parks within a particular Town would provide relevant local residents flexibility on where to park within a Town, without monopolising certain car parks, which can be the case with the current permit model and would provide the Authority with certainty of income from those relevant residents, where this would apply, which could easily be established by Post Codes etc.		
126	Keep the car parks in Henley clean, brush up the fallen leaves and litter. Improve the bay markings and make them bigger, for modern cars.		
127	Warden control of cars parking on double yellow lines		
128	As per last question response. Please retain coin payment option.		
129	Some form of early warning approaching towns to guide car park users to car parks that have spaces.		

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		Response Percent	Response Total
130	<p>More free parking even if time limited!</p> <p>Improve the speed of using ticket machines. Adding reg numbers is time consuming when you have a queue behind you. Wait 40 seconds for the machine to communicate with it's server is inexcusable in this day and age. This is the general rule not the exception.</p> <p>Take action on non-blue badge holders in disabled parking bays more constantly and more quickly.</p> <p>Not a Saba issue but enforcing on street parking more strictly. Some people park all day on double yellow lines. Others on junctions between traffic lights. Enforcement needs to be frequent enough that it's not cost effective to continue parking there.</p>		
131	Take cashless payment without need to phone or text.		
132	<p>As a resident of Wallingford who is on a waiting list for a permit, I have to use the Saba App everyday. And everyday I pay 8% ""convenience fee"" on each transaction I make.</p> <p>Please introduce the concept of a weekly or monthly paid permit - and then only one ""convenience"" fee needs to be charged.</p> <p>This fee presumably cover the licensing and support costs for the App, but at 8% is beyond any industry standard for such support services.</p>		
133	Empty the bins more often		
134	Free parking on Bank Holidays and Sundays to encourage footfall.		
135	Make all car parks free to users to help regenerate the economy		
136	Residents would like to know if they buy a parking permit that a space would be available when they want it. If you could allocate spaces and know that they will be available when wanted people would be happier to pay.		
137	Please provide residential parking		
138	See previous comments.		
139	free parking, and stop people parking on yellow line.		
140	Make sure all machines take cards and not charge for the transaction. Or link them up to Ringo app, which you can use in Oxford. A much easier way to make sure your ticket doesn't run out.		

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		Response Percent	Response Total
141	<p>With the proposed A4130 link road improvements being made. I suggested that a park and ride be established between the A34 interchange at Milton, and the ill proposed new roundabout which will effectively isolate egress from Didcot in the morning. No response yet received on this point.</p> <p>Build a two level carpark on the existing carpark areas in Didcot, Orchard Centre and Station Road with 'reasonable' rates for both short and long term parking, penalties for mis-use should be high but well publicised (not on small notices high on lamp standards that are unreadable)</p>		
142	<p>Correct the anomaly that treats the two separate car parks at the Didcot Orchard Centre as one car park. This results in motorists who search both car parks to try & find a space being issued a parking charge notice. This is very unfair & is a trap designed to boost revenue for the management company.</p> <p>Redesign the ridiculous entry & direction flow of the larger Orchard Centre car park - it's been a bottleneck since it was opened as the entry points are too narrow.</p>		
143	Make car parks that a slightly further away from town centres free to encourage people to walk.		
144	Should have number plate recognition instead of ticket machines		
145	There are a high number of housing being constructed in Wallingford without the infrastructure in place we do not have enough car parks/car parking spaces in the town so this is something that should be investigated but no changes should be introduced. By the time all the house construction is complete the parking situation will be desperate changing the charges now is just another nail in Wallingford's coffin.		
146	The parking strategy for Didcot Parkway station is a mess. The multi-storey car park is not fit for purpose (too far, too inaccessible, unsafe especially for lone women), so does not provide a viable disincentive to commuter parking in town, on-street etc. This needs a complete rethink. Also we need residents' parking permits for streets near the station.		
147	The cattle market car park in Wallingford is a complicated and tight layout - could a re-jog be looked at?		
148	SODC needs to find ways to encourage people to visit and spend money in its towns and villages. Making parking more difficult or expensive will only reduce footfall in the towns and cause more and more shops to close. SODC needs to make its towns more attractive, not less, and this mean providing more parking spaces.		

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		Response Percent	Response Total
149	Ensure spaces are wide enough for family cars and 4 x 4's!		
150	Elderly and disabled people have no option but to drive into town and increasing the charges for parking will deter them. Retail, other businesses and community organisations will suffer because of the reduction in trade. Mothers with young children would like to shop and then go to the park, river or have coffee with a friend. Increased parking fees could make that difficult for them. Please recognise the impact these measures will have on the population.		
151	Henley needs more spaces - so it needs to have the 2nd tier built on one of the existing car parks. Without extra spaces the town will suffer. The town have shown it can be done. Start thinking about the future economy of our towns.		
152	I think they work well in most towns I have visited.		
153	Wider spaces for today's cars		
154	Stricter enforcement of non-disabled parking in disabled bays.		
155	Ditch the overpaid contractor, bring it in house, save the tax payers some money and do your job like it's your own money.		
156	We live in a very rural area and I think there are better ways to reduce car usage than charging more for parking! Eg improvement of bus services		
157	Enforce on street parking double yellow lines and waiting bays etc		
158	We need wardens right ticket people parking in yellow lines		
159	Touch free parking meters in covid times or sanitiser/wipes by the meters		
160	Easier purchase of discounted tickets		
161	Contactless payment. Get rid of stupid machines where you have to put in car reg. More free time to encourage shoppers.		
162	I would like to say how nice and friendly the parking attendants are in Wallingford. Also, a need to link planning with car parking provision. Site B for example - they will all drive to shops (as there is no direct vehicular link between the new estate and the town centre). If you introduce these charges I can assure you the new residents will drive to Didcot not Wallingford for the free parking in Didcot and greater choice. This will add even more cars to the A4130 clogging up the road past Brightwell cum Sotwell. Poor planning from the start. I strongly believe that this policy will have a knock effect to the amount of cars on the A4130. Talking to		

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		Response Percent	Response Total
	residents in Wallingford, many already shop in Didcot as the parking is free. Last point - this proposed policy discriminates against people living in the villages, who need to drive.		
163	nothing comes to mind		
164	Standardise payment options		
165	Improve visibility of the screens for the parking machines. If the sun is in the wrong place it can be very difficult to input information for those of us with poor sight		
166	Needs to be more spaces in Wallingford, it serves villages around the area who cannot come in by bike or walk or bus. Also as so many new houses have been built, more spaces are required		
167	things are pretty much OK.stopp messing about		
168	The enforcement staff on the ground are very good and work with people in a sensible way. The payment machines in the Wallingford Car Parks (I've not had sufficient experience in the other towns) do seem to be very slow to 'warm up' which can be frustrating if all you want to do is to pop to the shops using the 1-hour free period		
169	Retain the option to use cash in the ticket machines.		
170	Retain the payment as it is with the option of cash and card.		

And finally...

Q18. How did you hear about this consultation? Tick all that apply.

			Response Percent	Response Total
1	Council website		6.12%	26
2	Email		12.71%	54
3	Facebook		59.29%	252
4	Read it in the newspaper (online or hard-copy)		2.82%	12
5	Twitter		4.00%	17

Q18. How did you hear about this consultation? Tick all that apply.

							Response Percent	Response Total	
6	Via Town or Parish Council							10.12%	43
7	Word of mouth							12.94%	55
8	Other (please specify):							4.71%	20
Statistics		Minimum	1	Mean	3.81	Std. Deviation	1.88	answered	425
		Maximum	8	Variance	3.53	Std. Error	0.09		

Other (please specify): (20)

1	I saw the increased charge proposal on the car park
2	Friends
3	Through email from my church in Wallingford
4	Email from the pastor of our church.
5	Accidentally when on the website.
6	Thame hub
7	Notice in Thame car park
8	Community Facebook page
9	From concerned residents
10	Oxford Mail website
11	Church
12	Sent by parish meeting
13	Social media - Wallingford matters
14	Wallingford Piper Facebook page
15	cant remember
16	Notices in the car parks.
17	shopkeepers in the town...
18	As district councillor
19	From one of the local churches I attend
20	From a church member

END