



Friday 25 May 2018 – Afternoon

AS GCE CRITICAL THINKING

F502/01/RB Assessing and Developing Argument
F502/02/RB

RESOURCE BOOKLET

To be issued with the Question Paper

Duration: 1 hour 30 minutes



INSTRUCTIONS TO CANDIDATES

- Use the Resource Booklet to answer all the questions in Section B and Section C in the Question Paper.

INFORMATION FOR CANDIDATES

- The information contained in this Resource Booklet was accurate when it went to press, but may subsequently have changed. Questions should be answered on the basis that the information is correct.
- This document consists of **2** pages. Any blank pages are indicated.

INSTRUCTION TO EXAMS OFFICER/INVIGILATOR

- Do not send this Resource Booklet for marking; it should be retained in the centre or recycled. Please contact OCR Copyright should you wish to reuse this document.

Parking on the Street

Local authorities are increasingly short of money and are caught in an impossible situation. On the one hand, they are legally obliged to pay for many costly local services. On the other hand, it is very hard for them to raise money. For example, even if they did want to balance the books by imposing council tax increases on their voters, they would face opposition from central government. Councils should therefore welcome any new source of income that helps them raise the revenue they so desperately need.

1

There is one major source of revenue which is largely ignored. Many believe that it is a basic human right that people should be allowed to park their car on the public road outside their house for free. Currently 7.5 million cars in Britain are regularly parked on the street outside their owners' homes. If councils were to charge their owners £100 per year to do this, it would raise £750 million per year. Moreover, £100 is a small amount compared with the thousands of pounds the average motorist spends on vehicle tax, fuel and insurance. Local councils would be well-advised to take advantage of this additional source of income.

2

This suggestion should not be confused with existing residents-only parking schemes, which generally operate on roads which are near railway stations, shopping centres, and sports venues. Such schemes serve a totally different purpose. In them residents pay a small fee to reserve spaces in their locality so they are not prevented from parking outside their houses by tourists or commuters. What is proposed here is a scheme which unashamedly seeks to raise revenue for the vital services that councils provide.

3

People who don't have gardens but want to grow vegetables are not allowed to dig up public parks for their own use! Instead, they must rent an allotment. In much the same way, owners of private cars should be prepared to pay to park on the road outside their house, and not just help themselves to a bit of the public highway for free.

4

A further benefit of extending roadside parking charges to all urban residential areas is that it would reduce the number of cars parked along the roads in such areas. People would be encouraged to use their drives, if they have them, and even local car parks, when those options are cheaper than just parking on the road. Indeed, people might even be persuaded to give up their car altogether and use public transport. Cars parked at the roadside threaten life and limb. Cars are often parked on both sides of the road, making it impossible for two cars to pass. As the queues in both directions get longer it becomes more and more difficult to clear the traffic jam. Those involved erupt with road rage leading to serious injuries and court cases, so if everyone who currently parks their car on the road were to create and use a parking space in their front garden, it would enable the traffic to flow much more freely.

5

In addition, think how dangerous it is for children who risk being run down when they are dropped off in the middle of the road for school because their parents can't park anywhere else. Parked cars create dangers for anyone trying to cross the road, just as they force cyclists into the middle of the road or onto the pavement, neither of which is a safe place for cyclists to be. Safety should always have the highest priority, and could easily be improved by these roadside parking charges.

6

OCR

Oxford Cambridge and RSA

Copyright Information

OCR is committed to seeking permission to reproduce all third-party content that it uses in its assessment materials. OCR has attempted to identify and contact all copyright holders whose work is used in this paper. To avoid the issue of disclosure of answer-related information to candidates, all copyright acknowledgements are reproduced in the OCR Copyright Acknowledgements Booklet. This is produced for each series of examinations and is freely available to download from our public website (www.ocr.org.uk) after the live examination series.

If OCR has unwittingly failed to correctly acknowledge or clear any third-party content in this assessment material, OCR will be happy to correct its mistake at the earliest possible opportunity.

For queries or further information please contact the Copyright Team, First Floor, 9 Hills Road, Cambridge CB2 1GE.

OCR is part of the Cambridge Assessment Group; Cambridge Assessment is the brand name of University of Cambridge Local Examinations Syndicate (UCLES), which is itself a department of the University of Cambridge.