



## **Oxfordshire County Council Equalities Impact Assessment**

Headington Central – Controlled Parking Zone (CPZ) Review  
January 2026

## Contents

Section 1: Summary details .....	3
Section 2: Detail of proposal.....	4
Section 3: Impact Assessment - Protected Characteristics.....	6
Section 3: Impact Assessment - Additional Community Impacts.....	9
Section 3: Impact Assessment - Additional Wider Impacts.....	11
Section 4: Review .....	12

## Section 1: Summary details

<b>Directorate and Service Area</b>	Environment & Highways – Network Management
<b>What is being assessed</b> (e.g. name of policy, procedure, project, service or proposed service change).	Headington Central – Controlled Parking Zone (CPZ) Review.
<b>Is this a new or existing function or policy?</b>	Existing - the parking team already operate CPZs/Permit Parking Zones elsewhere in Oxfordshire, and measures to restrict and control car parking availability, including further use and expansion of CPZs, form part of the county's recently adopted Local Transport and Connectivity Plan and Central Oxfordshire Travel Plan.
<b>Summary of assessment</b>  Briefly summarise the policy or proposed service change. Summarise possible impacts.  Does the proposal bias, discriminate or unfairly disadvantage individuals or groups within the community? (following completion of the assessment).	<p>The Headington Central CPZ is an area where on-street parking is subject to restrictions. The CPZs give residents preferential treatment when parking in the street around their home. Permit holders can park without restriction throughout the CPZ operational hours, but non-permit holders can only park for a limited period, in the designed parking bays. Disabled badge holders may park free of charge in CPZs.</p> <p>Large parts of Oxford are already covered by CPZs and where these have been implemented, they have been extremely successful in removing commuter parking, however over time they do require review to ensure that they are still fit for purpose and meet the needs of its users. CPZs help to reduce congestion and pollution, and encourage use of sustainable transport, by removing free on-street commuter parking in the city. They also improve the street scene and can make streets safer and more accessible for all road users by removing obstructive parking. These benefits mostly fall on those living within the zones but there are wider transport and environmental benefits.</p> <p>All residents in CPZ areas who wish to park their vehicle on the public highway in the zone during the hours of operation have to pay for a permit(s); unless access to a permit has been restricted because of a planning permission, for example, the development is car free. Businesses can also apply for permits. Both residents and businesses can also apply for permits for their visitors. Special provisions also apply for carers and contractor's vehicles with more details available on <a href="https://www.oxfordshire.gov.uk/cms/public-site/parking-permits">https://www.oxfordshire.gov.uk/cms/public-site/parking-permits</a>.</p> <p>Households that don't have access to a drive or private parking are likely to be most disadvantaged particularly if it is a household with multiple car ownership. Parking permit charges may also affect low income households. The charges are however necessary to ensure that more of the schemes operating costs are met and they are able to continue to operate and deliver their transport and environmental benefits.</p>
<b>Completed By</b>	Vicki Neville – Senior Officer (City) – TRO & Schemes

<b>Authorised By</b>	Jim Whiting – Team Leader TRO & Schemes
<b>Date of Assessment</b>	January 2026

## Section 2: Detail of proposal

<b>Context / Background</b> Briefly summarise the background to the policy or proposed service change, including reasons for any changes from previous versions.	<p>Since the early 1990's, controlled parking zones have been used across Oxford as a vital tool for managing parking demand and acting as a deterrent for commuter parking.</p> <p>Historically amendments to parking restrictions within zones has been piecemeal, either through development funded changes or through transport projects that only impact part of a CPZ (e.g. LTNs). However, to ensure that they remain fit for purpose and continue to deliver the benefits to local communities, it is important that periodically they are reviewed to take into consideration changes in user demand, emerging transport policies and wider impacts of development within an area.</p> <p>Following a prioritization exercise, the County Council presented a proposal to Oxford City Council to secure the release of Community Infrastructure Funding (CIL) for the review of 7 existing Controlled Parking Zones (CPZs) within the Oxford City Boundary, including East Oxford. At the Oxford City cabinet meeting on 11<sup>th</sup> December 2024, a decision was made to approve the release of £358,080 from CIL to process the reviews and associated works for the identified zones.</p>
<b>Proposals</b> Explain the detail of the proposals, including why this has been decided as the best course of action.	<p>An informal consultation with residents was carried out in June &amp; July 2025, which aimed at gathering opinions and feedback on changes or improvements that they would like to see. Proposals have been developed taking into account this public feedback, historic requests and input from County Councillors for the area and other County Council teams. The reviews seek to address parking concerns on an area-wide basis, with the view to improving the performance of parking restrictions across the locality.</p> <p>Officers have also worked with the local County Councillors and wider County Council teams on the proposals for the Headington Central CPZ, which have been designed to help improve road safety, parking provision and cycle facilities, whilst also seeking to remove those restrictions which have been identified as being redundant given alternatives in the area.</p>

	<p>A statutory consultation on proposed amendments to the existing Headington Central Controlled Parking Zone (CPZ) has been concluded, which includes various proposals to implement new or amend existing permit holders and/or short stay parking bays, the removal of existing yellow lines and implement new cycle parking provision.</p>
<p><b>Evidence / Intelligence</b>  List and explain any data, consultation outcomes, research findings, feedback from service users and stakeholders etc, that supports your proposals and can help to inform the judgements you make about potential impact on different individuals, communities or groups and our ability to deliver our climate commitments.</p>	<p>An informal consultation with residents was carried out in June &amp; July 2025, which aimed at gathering opinions and feedback on changes or improvements that they would like to see. Formal statutory consultation was then carried out in October/November 2025 on the proposed CPZ amendments for Headington Central.</p> <p>Several factors are considered when deciding whether to approve and implement changes to a CPZ including local support and existing and future parking pressure and other policy considerations. All proposed CPZ amendments are subject to formal consultation. Any objections to the formal consultation will be reported to the Oxfordshire County Council Cabinet Member for Transport Management decisions meeting – these are public meetings, which members of the public may apply to address.</p>
<p><b>Alternatives considered / rejected</b>  Summarise any other approaches that have been considered in developing the policy or proposed service change, and the reasons why these were not adopted. This could include reasons why doing nothing is not an option.</p>	<p>Targets to reduce private car travel form part of the county's Local Transport and Connectivity Plan. Controlled parking zones work alongside other strategy proposals (see Central Oxfordshire Travel Plan) to manage travel by private car (traffic filters, workplace parking levy) and encourage more sustainable modes of travel (for example public transport, cycling or walking) by managing the availability and demand for parking. This is traditionally achieved by on street parking schemes with controls on who is able to park, for how long and a charge to do so. Within the design of the existing CPZ and as part of some of the proposed amendments concession has been made to allow for short term free parking for non-permit holders in specific bays.</p> <p>Doing nothing is not an option because existing parking controls must remain fit for purpose and meet the needs of all users, including cyclists. Displaced parking is likely to occur with the roll out of other recently introduced CPZs and should proposals for a city-wide workplace parking levy be approved and implemented.</p>

## Section 3: Impact Assessment - Protected Characteristics

Protected Characteristic	No Impact	Positive	Negative	Description of Impact	Any actions or mitigation to reduce negative impacts	Action owner* (*Job Title, Organisation)	Timescale and monitoring arrangements
Age	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<p>Improved control of the on-street parking and/or the removal of obstructive car parking from residential streets is expected help improve the street scene and can make streets safer and more accessible for all road users including older people, vulnerable people, women and children.</p> <p>No specific impacts identified and a CPZ is not considered to impact disproportionately on any age group.</p>	<p>Residents (aged 17 or over) can apply for up to 50 visitor parking permits per year; the first block of 25 issued are free, and the second block of 25 currently cost £31.50. A cap is applied of a maximum of 100 visitor permits per property. Those over 70 do not have to pay for your second set.</p>	OCC Project Team	Post implementation engagement including with Local Member

<b>Disability</b>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<p>Those with a disability may be more reliant on a car for mobility and/or require support from a professional carer or family or friends for daily care. Management of on street parking may impact on people reliant on care.</p> <p>Improved control of the on-street parking and/or the removal of obstructive car parking from residential streets is expected help improve the street scene and can make streets safer and more accessible for all road users including those with a mobility impairment including those who use a wheelchair or motorized scooter.</p>	<p>Blue badge holders can apply to have a bay provided outside their homes.</p> <p>Blue badge holders can park in CPZs unlimited.</p> <p>Within the design of the CPZ concession has been made to allow for short stay parking for non-permit holders in specific bays.</p> <p>Residents (aged 17 or over) can apply for up to 50 visitor parking permits per year; the first block of 25 issued are free, and the second block of 25 currently cost £31.50. A cap is applied of a maximum of 100 visitor permits per property. Those over 70 do not have to pay for your second set.</p>	OCC Project Team	Post implementation engagement including with Local Member
<b>Gender Reassignment</b>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<p>No specific impacts identified on amendments to an existing CPZ are not considered to impact disproportionately on any gender.</p>			
<b>Marriage &amp; Civil Partnership</b>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<p>No specific impacts identified on amendments to an existing CPZ are not considered to impact disproportionately on marital status.</p>			

<b>Pregnancy &amp; Maternity</b>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<p>Pregnant people and with infants may require home support from a medical or other professional who need to park on street.</p> <p>Improved control of the on-street parking and/or the removal of obstructive car parking from residential streets is expected help improve the street scene and can make streets safer and more accessible for all road users.</p>	<p>Residents (aged 17 or over) can apply for up to 50 visitor parking permits per year; the first block of 25 issued are free, and the second block of 25 currently cost £31.50. A cap is applied of a maximum of 100 visitor permits per property.</p> <p>Within the proposed amendments of the CPZ concession has been made to allow for short stay parking for non-permit holders in specific bays.</p>	OCC Project Team	Post implementation engagement including with Local Member
<b>Race</b>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	No specific impacts identified on amendments to an existing CPZ are not considered to impact disproportionately on any race.			
<b>Sex</b>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	No specific impacts identified on amendments to an existing CPZ is not considered to impact disproportionately on either sex.			
<b>Sexual Orientation</b>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	No specific impacts identified on amendments to an existing CPZ is not considered to impact disproportionately in terms of sexual orientation.			
<b>Religion or Belief</b>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	No specific impacts identified on amendments to an existing CPZ is not expected to impact disproportionately on any religious groups.			

## Section 3: Impact Assessment - Additional Community Impacts

Additional community impacts	No Impact	Positive	Negative	Description of impact	Any actions or mitigation to reduce negative impacts	Action owner (*Job Title, Organisation)	Timescale and monitoring arrangements
Rural communities	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<p>Improves use of the kerb side and on-street parking controls, which is mostly likely to impact on those travelling from outside the city.</p> <p>Parts of Oxford are highly accessible by public transport including Park &amp; Ride.</p>			
Armed Forces	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	No specific impacts identified and amendments to an existing CPZ is not expected to impact disproportionately on any armed forces groups.			
Carers	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<p>Carers, including family and friends, that need to look after older and disabled people, and who need to drive and park on street.</p>	<p>Within the design of the proposed amendments to the CPZ concession has been made to allow for short stay parking for non-permit holders in specific bays.</p> <p>Residents (aged 17 or over) can apply for up to 50 visitor parking permits per year; the first block of 25 issued are free, and the second block of 25 currently cost £31.50. A cap is applied of a maximum of 100 visitor permits per</p>	OCC Project Team	Post implementation engagement including with Local Member

Additional community impacts	No Impact	Positive	Negative	Description of impact	Any actions or mitigation to reduce negative impacts	Action owner (*Job Title, Organisation)	Timescale and monitoring arrangements
					property.		
Areas of deprivation	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<p>Parking permit charges may affect low-income households. The most deprived LSOA in Oxford is Northfield Brook (Blackbird Leys). Areas of The Leys, Rose Hill, Barton, Carfax and Littlemore are amongst the most deprived 20% in England. Nationally, those on lower incomes have lower levels of private car ownership, with 40 per cent of those in the lowest income households having no access to a car or van.</p> <p>Improved control of the on-street parking and/or the removal of obstructive car parking from residential streets is expected help improve the street scene and can make streets safer and more accessible for all road users. Less traffic will also reduce pollution. This is important as deprived areas can also have the worst health outcomes. CPZs can also help to boost active travel and public transport modes which also benefit from less traffic.</p>	<p>Within the design of the proposed amendments to the CPZ concession has been made to allow for short stay parking for non-permit holders in specific bays.</p> <p>Residents (aged 17 or over) can apply for up to 50 visitor parking permits per year; the first block of 25 issued are free, and the second block of 25 currently cost £31.50. A cap is applied of a maximum of 100 visitor permits per property.</p>	OCC Project Team	Post implementation engagement including with Local Member

## Section 3: Impact Assessment - Additional Wider Impacts

Additional Wider Impacts	No Impact	Positive	Negative	Description of Impact	Any actions or mitigation to reduce negative impacts	Action owner* (*Job Title, Organisation)	Timescale and monitoring arrangements
Staff	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	Staff will not be disproportionately impacted.			
Other Council Services	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	Potential need for some council services e.g. social services, to use a car and park in residential streets.	<p>Within the design of the proposed amendments to the CPZ concession has been made to allow for short stay parking for non-permit holders in specific bays</p> <p>Residents (aged 17 or over) can apply for up to 50 visitor parking permits per year; the first block of 25 issued are free, and the second block of 25 currently cost £31.50. A cap is applied of a maximum of 100 visitor permits per property.</p>	OCC Project Team	Post implementation engagement including with Local Member
Providers	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	No specific impacts identified on the amendments to an existing CPZ and are not expected to impact disproportionately on any providers.			

Additional Wider Impacts	No Impact	Positive	Negative	Description of Impact	Any actions or mitigation to reduce negative impacts	Action owner* (*Job Title, Organisation)	Timescale and monitoring arrangements
<b>Social Value</b> <sup>1</sup>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	Improved control of the on-street parking, kerb side and/or the removal of obstructive car parking from residential streets is expected help improve the street scene and can make streets safer and more accessible for all road users. Less traffic will also reduce pollution.		OCC Project Team	Post implementation engagement including with Local Member

Section 4: Review

**Where bias, negative impact or disadvantage is identified, the proposal and/or implementation can be adapted or changed; meaning there is a need for regular review. This review may also be needed to reflect additional data and evidence for a fuller assessment (proportionate to the decision in question). Please state the agreed review timescale for the identified impacts of the policy implementation or service change.**

<b>Review Date</b>	January 2027 – as part of post implementation scheme monitoring
<b>Person Responsible for Review</b>	Vicki Neville – Senior Officer (City) TRO & Schemes
<b>Authorised By</b>	Jim Whiting – Team Leader TRO & Schemes

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<sup>1</sup> If the Public Services (Social Value) Act 2012 applies to this proposal, please summarise here how you have considered how the contract might improve the economic, social, and environmental well-being of the relevant area