



**Cherwell**  
DISTRICT COUNCIL  
NORTH OXFORDSHIRE



**OXFORDSHIRE  
COUNTY COUNCIL**

**Cherwell District Council and Oxfordshire County Council  
Equality and Climate Impact Assessment (Interim)**

OXFORD CONTROLLED PARKING ZONE PROGRAMME

March 2021

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## Section 1: Summary details

|   |  |
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| <b>Directorate and Service Area</b>   | Communities – Planning & Place   |
| <b>What is being assessed</b><br>(e.g. name of policy, procedure, project, service or proposed service change).   | Oxford Controlled Parking Zones (CPZs)   |
| <b>Is this a new or existing function or policy?</b>  | No.  |
| <p><b>Summary of assessment</b></p> <p>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> | <p>Controlled parking zones (CPZ) are areas where on-street parking is subject to restrictions. In deciding on whether to introduce a CPZ both residents support and policy implications are considered. 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, usually for up to two hours. 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. 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</p> |

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|                           | 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.<br><b>This assessment is an interim assessment.</b> It will be updated and published as part of any formal consultation on specific CPZs and will then be reviewed following formal consultation before being submitted as part of the officer report to the Cabinet Member for Environment on the CPZ. |
| <b>Completed By</b>       | Stewart Wilson   |
| <b>Authorised By</b>      |  |
| <b>Date of Assessment</b> | 11 March 2021  |

## Section 2: Detail of proposal

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|--|--|
| <p><b>Context / Background</b></p> <p>Briefly summarise the background to the policy or proposed service change, including reasons for any changes from previous versions.</p> | <p>Controlled Parking Zones (CPZs) form part of the county’s Local Transport Plan (adopted in 2015) and Oxford City Council’s Local Plan (adopted in 2020). Much of Oxford is already covered by CPZs, as shown on the map at Annex 1, with the implementation of further CPZs underway or planned and which are required to support several local transport and planning objectives:</p> <ul style="list-style-type: none"> <li>▪ Transport management – to remove free on-street commuter and other non-residential car parking spaces from the city, thereby reducing traffic levels and helping boost use of non-car modes;</li> <li>▪ Development management – to support the city and county councils’ policies to limit the number of car parking spaces provided as part of new developments by ensuring restricted off-street provision does not lead to overspill parking in surrounding streets; and</li> <li>▪ Protecting residential streets – by removing intrusive or obstructive non-residential on-street car parking and, where necessary, limiting the number of on-street spaces occupied per dwelling by residential and visitor</li> </ul> |
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|   | <p>parking.</p> <p>Demand management measures being developed by the County and City Councils – particularly a workplace parking levy – also means further expansion of CPZs is required in the city to ensure that parking is not just displaced to residential streets.</p>   |
| <p><b>Proposals</b></p> <p>Explain the detail of the proposals, including why this has been decided as the best course of action.</p>   | <p>The roll out of further Controlled Parking Zones is proposed across the city where zones are currently not in place. The map at Annex 1 shows the location of existing and proposed CPZs in Oxford. Several zones are to be implemented this year with some still subject to formal consultation.</p> <p>All CPZs are subject to a formal public consultation and approval of a Traffic Regulation Order by the council following formal consultation.</p>   |
| <p><b>Evidence / Intelligence</b></p> <p>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</p> | <p>The evidence base for the Local Transport Plan is summarised within the LTP itself.</p> <p>Informal consultation has been carried out on several proposed CPZs across Oxford. Several factors are considered when deciding whether to approve and implement a CPZ including local support and existing and future parking pressure and other policy considerations. All CPZs are subject to formal consultation. Outcomes of formal consultations will be used to update this interim assessment. Any objections to the formal consultation will be reported to the Oxfordshire County Council Cabinet Member for Environment’s decisions meeting – these are public meetings, which members of the public may apply to address.</p> |

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| <p>our climate commitments.</p>  |  |
| <p><b>Alternatives considered / rejected</b></p> <p>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>Proposals to roll-out further CPZs in Oxford form part of the county’s Local Transport Plan, and more specifically, the Oxford Transport Strategy. Alternatives to the overall strategy set out in the OTS were considered as part of the OTS and are covered within the OTS document, published online.</p> <p>Controlled parking zones work alongside other strategy proposals that aim to 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.</p> <p>Doing nothing is not an option because existing parking issues would remain and potentially worsen, because of housing and economic growth, if measures are not taken to manage and reduce the demand for parking and encourage greater use of public transport, cycling or walking.</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>A reduction in commuter 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 and children.</p> <p>No specific impacts identified and CPZs not considered to impact disproportionately on any age group.</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 £25. 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. |  |                                       |

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|--|--|--|---------------------------------|--|--|--|--|
| <p><b>Disability</b></p>                       | <p><input type="checkbox"/></p>            | <p><input checked="" type="checkbox"/></p> | <p><input type="checkbox"/></p> | <p>A reduction in commuter 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 motorised scooter.</p> <p>No specific impacts identified.</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>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 £25. 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> |  |  |
| <p><b>Gender Reassignment</b></p>              | <p><input checked="" type="checkbox"/></p> | <p><input type="checkbox"/></p>            | <p><input type="checkbox"/></p> | <p>No specific impacts identified and CPZs not considered to impact disproportionately on any gender.</p>  |  |  |  |
| <p><b>Marriage &amp; Civil Partnership</b></p> | <p><input checked="" type="checkbox"/></p> | <p><input type="checkbox"/></p>            | <p><input type="checkbox"/></p> | <p>No specific impacts identified and CPZs not considered to impact disproportionately on marriage or civil partnership.</p>   |  |  |  |



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|----------------------------------|-------------------------------------|-------------------------------------|--------------------------|--|---|--|--|
| <b>Pregnancy &amp; Maternity</b> | <input type="checkbox"/>            | <input checked="" type="checkbox"/> | <input type="checkbox"/> | A reduction in commuter 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. | 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 £25. A cap is applied of a maximum of 100 visitor permits per property. |  |  |
| <b>Race</b>                      | <input checked="" type="checkbox"/> | <input type="checkbox"/>            | <input type="checkbox"/> | No specific impacts identified and CPZs 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 and CPZs are 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 and CPZs are not considered to impact disproportionately in terms of sexual orientation.  |   |  |  |
| <b>Religion or Belief</b>        | <input type="checkbox"/>            | <input type="checkbox"/>            | <input type="checkbox"/> | No specific impacts identified and CPZs are 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 |
|------------------------------|-------------------------------------|-------------------------------------|--------------------------|--|--|---|---------------------------------------|
| <b>Rural communities</b>     | <input checked="" type="checkbox"/> | <input type="checkbox"/>            | <input type="checkbox"/> | Removes free on-street commuter parking in the city, which is mostly likely to impact on those travelling from outside the city.<br><br>Parts of Oxford are highly accessible by public transport including Park & Ride.   |  |   |                                       |
| <b>Armed Forces</b>          | <input checked="" type="checkbox"/> | <input type="checkbox"/>            | <input type="checkbox"/> |  |  |   |                                       |
| <b>Carers</b>                | <input checked="" type="checkbox"/> | <input type="checkbox"/>            | <input type="checkbox"/> |  |  |   |                                       |
| <b>Areas of deprivation</b>  | <input type="checkbox"/>            | <input checked="" type="checkbox"/> | <input type="checkbox"/> | Ability to pay for a parking permit, if required, may be an issue for low income households. Though people in areas of deprivation are less reliant on a car.<br><br>A reduction in commuter parking and/or the removal of obstructive car parking from residential streets is expected to help improve the street |  |   |                                       |

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| Additional community impacts | No Impact | Positive | Negative | Description of impact  | Any actions or mitigation to reduce negative impacts | Action owner<br>(*Job Title, Organisation) | Timescale and monitoring arrangements |
|------------------------------|-----------|----------|----------|--|--|--|---------------------------------------|
|                              |           |          |          | scene and can make streets safer and more accessible for all road users. |  |  |                                       |

**Section 3: Impact Assessment - Additional Wider Impacts**

| <b>Additional Wider Impacts</b>  | <b>No Impact</b>                    | <b>Positive</b>          | <b>Negative</b>          | <b>Description of Impact</b> | <b>Any actions or mitigation to reduce negative impacts</b> | <b>Action owner* (*Job Title, Organisation)</b> | <b>Timescale and monitoring arrangements</b> |
|----------------------------------|-------------------------------------|--------------------------|--------------------------|------------------------------|---|---|--|
| <b>Staff</b>                     | <input checked="" type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> |                              |   |   |  |
| <b>Other Council Services</b>    | <input checked="" type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> |                              |   |   |  |
| <b>Providers</b>                 | <input checked="" type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> |                              |   |   |  |
| <b>Social Value <sup>1</sup></b> | <input checked="" type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> |                              |   |   |  |

<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

### Section 3: Impact Assessment - Climate Change Impacts

OCC and CDC aim to be carbon neutral by 2030. How will your proposal affect our ability to reduce carbon emissions related to

| Climate change impacts                                   | No Impact                           | Positive                            | Negative                 | Description of impact   | Any actions or mitigation to reduce negative impacts | Action owner<br>(*Job Title, Organisation) | Timescale and monitoring arrangements |
|--|-------------------------------------|-------------------------------------|--------------------------|---|--|--|---------------------------------------|
| Energy use in our buildings or highways                  | <input checked="" type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> | Generally positive as it will help reduce traffic and therefore pollution and emissions.              |  |  |                                       |
| Our fleet  | <input checked="" type="checkbox"/> | <input type="checkbox"/>            | <input type="checkbox"/> |   |  |  |                                       |
| Staff travel   | <input type="checkbox"/>            | <input checked="" type="checkbox"/> | <input type="checkbox"/> | CPZs encourage use of sustainable transport, by removing free on-street commuter parking in the city. |  |  |                                       |
| Purchased services and products (including construction) | <input checked="" type="checkbox"/> | <input type="checkbox"/>            | <input type="checkbox"/> |   |  |  |                                       |
| Maintained schools                                       | <input checked="" type="checkbox"/> | <input type="checkbox"/>            | <input type="checkbox"/> |   |  |  |                                       |

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We are also committed to enable Cherwell to become carbon neutral by 2030 and Oxfordshire by 2050. How will your proposal affect our ability to:

| Climate change impacts                                      | No Impact                | Positive                            | Negative                 | Description of impact  | Any actions or mitigation to reduce negative impacts | Action owner<br>(*Job Title, Organisation) | Timescale and monitoring arrangements |
|---|--------------------------|-------------------------------------|--------------------------|--|--|--|---------------------------------------|
| Enable carbon emissions reduction at district/county level? | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> | CPZs help to reduce traffic by removing commuter parking spaces and which in turn helps to encourage use of sustainable transport. |  |  |                                       |

## 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>                   | June 2021      |
| <b>Person Responsible for Review</b> | Stewart Wilson |
| <b>Authorised By</b>                 |                |

## Annex 1 – Location of existing & proposed CPZs in Oxford

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