

Divisions affected: *Woodstock*

## **CABINET MEMBER FOR HIGHWAY MANAGEMENT – 26 MAY 2022**

### **WOODSTOCK - PROPOSED PAY AND DISPLAY, RESIDENTS PARKING AND CYCLE PARKING PLACES AND NO WAITING AT ANY TIME RESTRICTIONS**

Report by Corporate Director, Environment and Place

#### **RECOMMENDATION**

1. The Cabinet Member for Highway Management is RECOMMENDED to:

a) Approve the advertised proposals for the introduction of paid parking bays, permit parking areas, limited waiting bays and no waiting at anytime amendments in Woodstock, subject to the following changes:

- The proposed free parking period within the 3 hour paid parking bays is extended from 30-minutes to 1 hour.
- The proposed max stay duration in the ultra-short stay bays is extended from 20-minutes to 30-minutes.
- The proposed 2 hour limited waiting bay on New Road is amended to a 3-hour limited waiting bay.
- A further assessment by officers is undertaken to consider the introduction of permits for visitors to Guest Houses, Hotels and Holiday Lets within the scheme. This will require further public consultation.
- A further assessment by officers is undertaken to consider the best use of the existing 2-hour bays on Park Lane. This will require further public consultation.
- To amend the schedule of permit eligibility to include 1-11 Oxford Street.

#### **Executive summary**

2. In November 2019, West Oxfordshire District Council in coordination with Woodstock Town Council carried out a consultation with residents and businesses regarding parking usage and demands within the centre of Woodstock.
3. Following on from this consultation, the County Council has worked with the town council and local councillors to develop proposals (as shown in **Annex 1**), which aim to better manage the demand for retail and residential parking in the centre of Woodstock, whilst also generating revenue to fund the scheme and provide effective enforcement.

4. This report presents responses received to a statutory consultation on the proposals to introduce changes to how parking is managed in the centre of Woodstock, which include the provision for:
  - Paid Parking Bays with exemptions for permit holders.
  - Ultra-short stay parking areas (max stay 20 minutes)
  - Permit holder only parking areas
  - New sections of 2 hour bays
  - New cycle parking areas in the Centre of Woodstock

### **Financial Implications**

5. Funding for consultation and all setup costs of the proposals will be paid back in-year from revenues generated from paid parking income. The Council will also request a contribution from the Town Council towards the design and consultation costs from funds committed by West Oxfordshire District Council to undertake a review of parking. There are no additional pressures on existing budgets from the proposals.

### **Equality and Inclusion Implications**

6. A full equality and climate impact assessment has been undertaken and can be viewed in **Annex 5**. No implications in respect of equalities or inclusion have been identified in respect of the proposals.

### **Sustainability Implications**

7. The proposals would help facilitate walking and cycling and the safe movement of traffic.

### **Formal Consultation**

8. Formal consultation was carried out between 17 March and 15 April 2022. A notice was published in the Oxford Times newspaper and an email was sent to statutory consultees, including Thames Valley Police, the Fire & Rescue Service, Ambulance service, Bus operators, West Oxfordshire District Council, Woodstock Town Council, and the local County Councillor. Letters were sent to approximately 2,040 premises and street notices were also placed on site.
9. In addition to letters sent directly to residents and businesses informing them of the proposals, two public exhibitions were publicised and held on Saturday 19th March and Monday 21st March. Those attending the exhibitions had the opportunity to view the plans on display and ask questions of the officers in attendance. Forms were also provided and the feedback submitted has been included in the consultation responses.

10. In response to the formal consultation period, a total of 361 responses have been received via an online survey and forms submitted at public exhibitions held in Woodstock. A further 55 responses were received via email. The responses are shown in **Annex 6** (separate document), and copies of the original responses are available for inspection by County Councillors.

### **Analysis of Feedback**

11. The summary tables in **Annex 2**, set out the overall expressions for support, objection or whether concerns were raised for each element of the proposals.

12. Based on online questionnaires and feedback forms received at the public exhibitions, the largest proportion of respondents was based in Woodstock: a total of 76%, with respondents from those visiting from other areas making up the remaining 24%.

13. There was a clear split in support for the proposals from respondents based in Woodstock compared to the overall responses. The tables in **Annex 2**, show that 5 of the 6 elements of the proposals had majority support from respondents based in Woodstock. Whereas when responses from respondents from outside of Woodstock are included, only the proposed cycling parking was supported.

14. In response to the public consultation 55 email responses were also received to the proposals. The comments from these have been included in the summary comments in **Annexes 3 & 4**. Typically email responses cover general views of the proposals and therefore it was not possible to assign an expression against each individual element of the scheme. Where comments have been generally fore against the proposals these have been documented, 8 were in favour (14.5%), 24 raised concerns (44%), and 21 wholly objected (38%) to the proposals.

### **Proposed introduction of 3-hour paid parking bays in central Woodstock**

15. Overall, over 50% of responses objected to the introduction of paid parking bays in the central area of Woodstock. The most common reasons cited were that parking charges would be bad for local businesses and the local economy in general.

16. A high number of respondents objected to the introduction of parking charges on the basis that parking should remain free in West Oxfordshire. Some made a point that the proposals in Woodstock were setting the scene for parking charges to be introduced in other towns within the district.

17. The third and fourth most popular reason for objecting to this element of the proposals was concerns of displacement into other areas of Woodstock, as users and local employees tried to avoid paying the parking charges. This theme linked in with the perception that all-day parking for some businesses, including hotels and holiday lets had not been catered for with the proposals.

18. The 3 hour paid parking bays were supported by 29% of respondents, with a further 18% raising some concerns that some changes were needed.
19. The main reason given for supporting the proposal was that it would allow for turnover of parking spaces and make it easier for visitors to find a parking space. A small number of respondents mentioned the impact on users of Blenheim Palace and felt that the introduction of charges would have a positive impact on forcing these visitors to use parking provided on the estate.

#### Officer response

20. When considering options to manage on-street parking, there is often concern about the impact that this can have on the economy of town centres and that any increase in the types of control may discourage visitors to the town centre and reduce trade for businesses. However, there is no direct evidence that this is the case and careful kerbside management has proven to support parking for local retail centres in Oxfordshire including Abingdon, Wallingford and Henley-on-Thames.
21. Woodstock currently is served by short-stay, free limited waiting bays. These have advantages that they are cheap to install and maintain, however they require more resources to enforce with return visits required to check whether a vehicle has overstayed the time limit. The consequence is without resource-intensive enforcement, the time limits are regularly abused.
22. A reoccurring theme through the feedback has been restrictions need to be properly enforced to be effective, and the introduction of paid parking would bring efficiencies in enforcement as each vehicle only need to be checked once. The revenue would also support additional deployment to achieve better compliance and consequently turnover of spaces.
23. The potential displacement of any new parking control is a legitimate concern, and the proposals have included restrictions over a wider area to mitigate this. If the proposals are introduced, further consideration for additional restrictions could be considered if problems occur.
24. In general parking around retail/town centres favours shorter stays in the areas closest and therefore most convenient for stopping near to shops. It should be noted that the proposed 3-hour limit is already in place in many of the bays around the centre of Woodstock and does not apply in the evening and overnight. Future amendments to the proposals could consider the introduction of a limited number of guest house/ hotel permits which are in operation in other permit zones around Oxfordshire.
25. There is an existing provision for longer stay parking at the Hensington Road car park which provides 115 spaces of a mixture of standard, disabled and electric vehicle charging bays (up to a maximum of 12 hours).

## **Proposed introduction of permit holder parking**

26. The feedback on the proposed introduction of resident and business permits was variable depending on where respondents were based. Overall, the responses received from the online survey and forms submitted at public exhibitions were not supportive, with 41% in objection. However, the majority of respondents based in Woodstock were supportive of the proposals, with 45% in support
27. The most popular reason for objecting to the proposal was the potentially high number of permits which could be issued under the proposed policies for the scheme. Respondents raised concerns that parking demand would become over-subscribed which would undermine available parking for other users.
28. A high proportion of respondents (37) made the point that town centre residents purchased/ let their properties with the knowledge that on-street parking was time-limited, and therefore concessions shouldn't be made for residential parking. Some business owners also raised that businesses shouldn't be treated differently or disadvantaged by the proposals.
29. The objection of having to pay for parking permits was raised by 30 respondents, and another 14 comments made highlighted that the rules of such a scheme wouldn't work for their situation, including owners who let their properties for short periods, multi-car households and owners who were not included within the scope of permit eligibility.
30. A total of 127 comments received from the online surveys, public exhibitions and emails received, were supportive of the introduction of parking permits. Many respondents suggested it was right that there were concessions for residents, that it would give clarity and certainty on where they could park.

### Officer response

31. The standard permit zone rules have been applied which work well in other areas and cater for the majority of users, whilst still applying some controls to avoid abuse and zones being oversubscribed. A basic principle is the costs to operate permit schemes must be met by the users who benefit from preferential parking and the charges are set by our cabinet annually to cover the costs to run the schemes.
32. It should be noted that in the 2019 West Oxfordshire District Council parking survey for Woodstock, 51% of respondents stated they have access to off-street parking and these properties would be less likely to require to park on-street. In addition, it is expected that in paid parking bays, a proportion of residents' vehicles would vacate during the working day and at other periods, allowing overlap with visitors and users of Woodstock.
33. Any businesses who are listed as eligible to apply for permits within the traffic regulation orders would need to demonstrate that there is an operational need for their vehicles (e.g. florists, or antique dealers), therefore the actual number

of business permits which would be issued would be far less than theoretical numbers.

34. Options to prevent overdemand could include limiting the permits in the central roads to 1 per property or applying higher charges for a second permit to encourage a reduction in car ownership. This approach would require further public consultation and implications of where properties with multiple vehicles may park their cars would need to be considered as it may reduce available long-stay parking nearby.

### **Proposed introduction of 20-minute, ultra-short parking bays**

35. The feedback on the proposed introduction of 20-minute ultra-short parking bays was again variable depending on where respondents were based. Overall, the responses received from the online survey and forms submitted at public exhibitions were not supportive, with 39% in objection. However, the majority of respondents based in Woodstock were supportive of the proposals, with 37% in support.
36. For this particular part of the proposal, there noticeable trend (105 comments) from respondents who had raised concerns that although there is some merit to providing parking for short periods near the co-op and post office, many felt that 20 minutes wasn't long enough to be useful. The alternative often proposed was that 30 minutes at a minimum would be more beneficial.

### Officer response

37. The proposals have been developed to find a balance between accommodating short trips to 1-2 businesses without the need to walk to a parking metre to get a parking ticket. Allowing for a longer duration would mean the reduced capacity for turnover of parking spaces and enforcement officers patrolling for longer periods.
38. A compromise could be to extend the use of the bays up to 30 minutes to reduce the anxiety of users overstaying, but the usage of these bays would need to be monitored to ensure that the bays did not become oversubscribed.

### **Proposed introduction of new cycle parking**

39. The proposals include the introduction of on-carriageway cycle parking stands which will encourage more users to visit the centre of Woodstock by cycle. These stands are proposed to be located at key locations outside the Co-op on High Street and Park Street outside the museum.
40. The overall responses from the online survey and feedback forms received at the public exhibitions showed a majority of 35% of respondents supported the proposal, with 21% in objection and 14% raising concerns.

41. There were a total of 121 comments supportive of their introduction, with points made that they would reduce car use and be convenient for local use. In comparison, 49 comments were made that did not support their introduction, citing issues such as lack of demand, the safety of putting cycling parking in the carriageway and removal of parking.

Officer response

42. The sites for the cycle parking have been chosen to allow users to make quick visits to local amenities and before any introduction, a safety audit would be undertaken to ensure they could be safely accommodated. By siting them on the carriageway it removes potential obstruction to pedestrians using the footways, and the impact on car parking would be minimal.

**Introduction of 2-hour free bays**

43. Under the proposals, existing 2-hour bays in Park Lane were proposed to be retained to allow for visits to the doctor's surgery without charge. In addition, to facilitate short visits in the New Road permit parking area, 2-hour parking was included directly outside the Community Centre.
44. The overall responses from the online survey and feedback forms received at the public exhibitions showed a majority of 35% did not support the proposals, but many respondents cited an overall objection to the scheme as a whole, which the proposal for additional 2-hour parking bays was a part.
45. Some specific concerns were raised by a small number of respondents that allowing free parking on Park Lane would cause traffic problems with increased users trying to get into the spaces. Others suggested that Park Lane should be residents only parking similar to other roads in the proposals so avoid this issue.
46. The proposed new parking bay on New Road was viewed by 5 respondents as not being sufficient for the user's needs. Feedback was the bay should allow parking for longer periods with a minimum of 3 hours.

Officer response

47. The proposal to retain the 2-hour bays on Park Lane was in part due to the challenges with accommodating paid parking bays at this location within the proposal and also to provide an option for users of the doctor's surgery for short visits.
48. The option of amending the bays on Park Lane to 3 hour paid parking bays, would make them consistent with the wider proposals and would deter oversubscription from users trying to avoid paid bays in other areas. Further assessment and public consultation would be required before this amendment could be introduced.

49. The proposed 2 hour bay on New Road has been sited to facilitate activities that take place at the community centre and to provide options for residents with visitors who are stopping for short periods. Under these proposals, the option to extend the waiting period to 3 hours could be considered to give further flexibility for local events.

### **Proposed introduction of No waiting at any time restrictions**

50. The proposals included some minor amendments to no waiting restrictions (double yellow lines) to protect accesses on Oxford Street and Park Lane and to ensure safety and free passage of traffic on Oxford Street by extending existing lines to the pedestrian crossing on the causeway.

51. In response to the proposal, many respondents from the online survey and forms submitted at public exhibitions took the opportunity to comment on the scheme as a whole (both for and against) or had no opinion.

52. The specific feedback on the proposed extension of yellow lines on Oxford Street to the causeway was positive but 5 respondents felt that they needed to carry on along Manor Road to Old Woodstock.

53. A few respondents raised concerns where they felt further parking restrictions would be required to deal with existing problems or to mitigate potential problems caused by displacement. These included Oxford Road (service road) opposite Hensington Gate, where commuters park and Oxford Road, adjacent to No.7 where parking hinders access.

### Officer Response

54. The amendments to no waiting restrictions are minor and have been included to ensure safety and access are maintained in areas that may be impacted by displaced parking under the proposals.

55. If the proposals are introduced, further consideration for additional restrictions could be considered as part of any future amendments to the traffic regulation order.

### **Statutory consultee responses**

56. Thames Valley Police expressed no objections.

57. Woodstock Town Council has not formally responded to the consultation but has confirmed that they will be holding an extraordinary meeting to discuss the outcome of the consultation and feedback will be presented verbally at the public meeting.

58. The local member has not formally responded to the consultation but has confirmed that he wishes to present his views verbally at the public meeting.



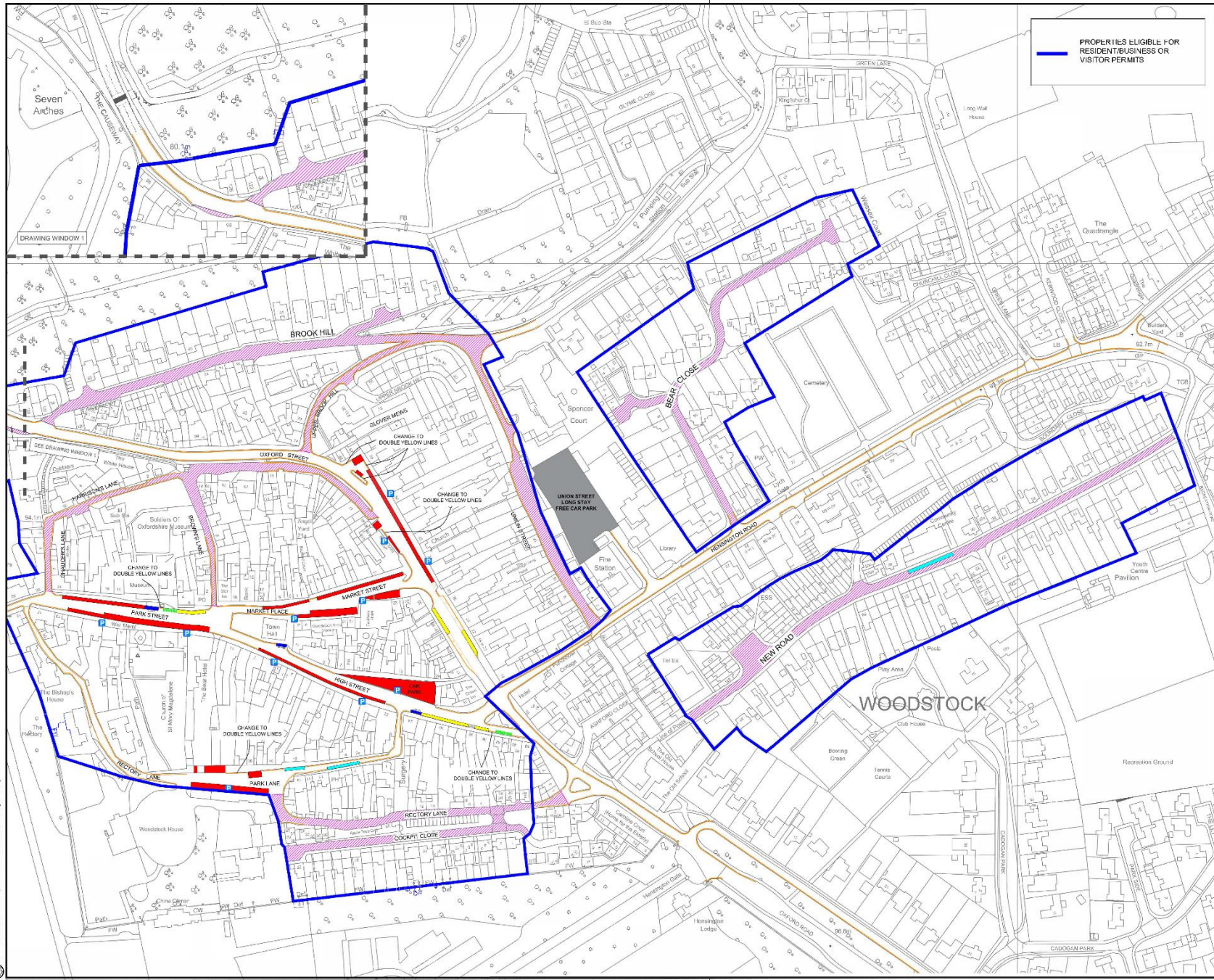
Bill Cotton  
Corporate Director, Environment and Place

Annexes

- Annex 1: Consultation Plan
- Annex 2: Summary of online & paper responses
- Annex 3: Summary of objections/concerns received
- Annex 4: Summary of supportive comments received
- Annex 5: Equality & climate impact assessment
- Annex 6 (*additional document*): Consultation responses

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May 2022



PROPERTIES ELIGIBLE FOR RESIDENT/BUSINESS OR VISITOR PERMITS

Drawing No: 0

- KEY**
- PROPOSED PERMIT PARKING AREA (EXCEPT IN MARKED BAYS) PREFIX - WS
  - 8AM TO 6PM (7 DAYS A WEEK)
  - PROPOSED DUAL USE BAYS PAID PARKING OR PERMIT HOLDER ONLY PREFIX - WS
  - MAX STAY - 3 HOURS
  - 8AM TO 6PM (7 DAYS A WEEK) (NO RETURN 1 HOUR)
  - TARIFF:
  - 1ST 30 MINS - FREE (IN ANY 24 HOUR PERIOD)
  - 1 HOUR - £1.00
  - 2 HOURS - £2.00
  - 3 HOURS - £5.00
  - ULTRA LOW SHORT STAY LIMITED WAITING BAYS
  - MAX STAY 20 MINS
  - 8AM TO 6PM (7 DAYS A WEEK) (NO RETURN WITHIN 1 HOUR)
  - 2 HOUR MAX STAY 8AM - 6PM (NO RETURN WITHIN 2 HOURS)
  - EXISTING DISABLED BAYS
  - NO WAITING AT ANYTIME RESTRICTIONS (DOUBLE YELLOW LINES)
  - P PAID PARKING MACHINE (LOCATIONS SUBJECT TO FURTHER INVESTIGATION)
  - PROPOSED NEW ON CARRIAGEWAY CYCLE PARKING

**SAFETY, HEALTH AND ENVIRONMENTAL INFORMATION**

RESTRICTIONS, THE ADVICE IS GENERAL AND DOES NOT CONSTITUTE A GUARANTEE OF FITNESS FOR A PARTICULAR PURPOSE. THE DRAWING IS NOT TO BE USED FOR CONSTRUCTION WITHOUT THE APPLICABLE CONTRACT DOCUMENTS.

CONSTRUCTION (ENTER NONE IF APPLICABLE)

ENVIRONMENTAL PLANNING (ENTER NONE IF APPLICABLE)

USE (ENTER NONE IF APPLICABLE)

DECOMMISSIONING/DEMOLITION (ENTER NONE IF APPLICABLE)

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Rev	Date	Purpose of revision	Drawn	Checked	Approved



Report No: **Woodstock On-Street Parking Restrictions 2021-22**

Drawing No: **Option for paid parking zone and new residents parking areas**

**Drawing Data**

Scale: 1:1250	Drawn: JW	Checked: KS	Approved: KS
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Drawing Project: WS/02/2022

Drawing No: **WS/RO/PD/001** Rev: **v5**

## ANNEX 2

a. Summary of total online & paper questionnaires received.

Proposal	Object	% object	Concerns	% concerns	Support	% support	No opinion	% no opinion	Total
Amendments to waiting restrictions (Double Yellow Lines)	105	29.1	83	23.0	102	28.3	71	19.7	361
Paid parking bays (Max Stay 3 hours)	181	50.1	64	17.7	104	28.8	12	3.3	361
ultra-short stay' bays (Max stay 20 minutes)	142	39.3	76	21.1	117	32.4	26	7.2	361
Residents Permit Holder only parking areas	149	41.3	54	15.0	138	38.2	20	5.5	361
Time limited bays (Max stay 2 hours)	126	34.9	65	18.0	117	32.4	53	14.7	361
New in-carriageway cycle parking	76	21.1	51	14.1	128	35.5	106	29.4	361

b. Summary of all online & paper questionnaires received for Woodstock based respondents.

Proposal	Object	% object	Concerns	% concerns	Support	% support	No opinion	% no opinion	Total
Amendments to waiting restrictions (Double Yellow Lines)	63	22.9	68	24.7	92	33.5	52	18.9	275
Paid parking bays (Max Stay 3 hours)	108	39.3	58	21.1	99	36.0	10	3.6	275
ultra-short stay' bays (Max stay 20 minutes)	88	32.0	65	23.6	101	36.7	21	7.6	275
Residents Permit Holder only parking areas	98	35.6	40	14.5	124	45.1	13	4.7	275
Time limited bays (Max stay 2 hours)	81	29.5	53	19.3	102	37.1	39	14.2	275
New in-carriageway cycle parking	55	20.0	36	13.1	115	41.8	69	25.1	275

**ANNEX 3 - Summary of comments received – concerns/ objections raised.**

<b>Summary</b>	<b>Number of Comments</b>
Ultra-short stay bays - 20 mins is not long enough	105
New cycle parking is not needed or unsuitable on the road	56
Paid parking bad for businesses / local economy	53
Parking should remain free in Woodstock and West Oxfordshire	49
There are too many residents parking permits allowed in the proposals	48
Changes are not needed/ existing restrictions need to be enforced	47
More long stay parking options are required for visitors and workers	42
Proposals will deter visitors to Woodstock	39
Proposals will cause displacement of parking elsewhere	39
Town Centre residents knew there was limited parking before living there	37
Residents shouldn't have to pay to park on the road	30
3-hour max stay is not long enough for visitors	26
Proposals don't accommodate needs of hotels or their visitors	25
The 30-minute free parking should be at least an hour	22
Parking meters are not in keeping with the area	20
The permit rules won't work for my situation	14
Proposals are too confusing and will catch people out	13
The proposed parking charges are too high	12
Businesses and residents shouldn't be treated differently for permits	10
The proposed cost for a resident's permit is too cheap	7
The proposed 2-hour parking bay in New Road should allow a longer time	5
Retaining free parking on Park Lane will cause traffic issues	3
Park Lane should be residents parking only	2
Should spend money on improving public transport instead	1

**ANNEX 4 - Summary of comments received – in support.**

<b>Summary</b>	<b>Number of Comments</b>
Introduction of residents parking is needed	127
Introduction of more cycle parking is good idea	121
Ultra-short stay bays will help for short visits	90
Paid parking will improve the turnover of spaces	79
The proposed 2-hour bays are a good idea	78
Paid parking will deter Blenheim users parking for free in Woodstock	11



***Cherwell***  
DISTRICT COUNCIL  
NORTH OXFORDSHIRE



# **Cherwell District Council and Oxfordshire County Council Equality and Climate Impact Assessment**

Woodstock Parking Project

February 2022

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## Section 1: Summary details

<b>Directorate and Service Area</b>	Communities – Network Management
<b>What is being assessed</b> (e.g. name of policy, procedure, project, service or proposed service change).	Woodstock Parking Project
<b>Is this a new or existing function or policy?</b>	No – the parking team already operate paid parking and permit zones elsewhere in Oxfordshire
<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>The County Council is currently proposing introduce changes to on-street parking in Woodstock, which is set out with 1 and 3 hour parking bays in the town centre.</p> <p>Under the proposals paid parking bays would be introduced with exemptions for residents. Residents parking areas are also proposed in surrounding roads to deal with displacement. Existing disabled bays will remain and new cycle parking will be introduced.</p> <p>The charges, along with better enforcement will ensure the turnover of parking spaces, improving availability for customers of local businesses. Concessions are being made for residents and blue badge holders can continue to park in parking bays without time limits or charges.</p> <p>The proposals will see regulation and enforcement extended to 7 days a week (including Sundays) will mean visitors to Sunday services at the local churches will be required to pay the on-street charges unless a blue badge holder. There is still free parking available nearby in district council car parks.</p>



<b>Completed By</b>	Jim Whiting – Parking Manager
<b>Authorised By</b>	Keith Stenning - Head of Service – Network Management
<b>Date of Assessment</b>	8 <sup>th</sup> February 2022

## Section 2: Detail of proposal

<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>The Town of Woodstock has suffered with parking problems its central area for a number of years. This is in part due to the mix of residential, business and visitor parking competing for the same space, but also due to its proximity to Blenheim Palace with its users parking off-site for events.</p> <p>The enforcement of the current restrictions is undertaken by West Oxfordshire District Council under an agency agreement with the County Council and includes all on-street restrictions in Woodstock. Local resident groups are regularly complained that enforcement is not effective, and informal rules have evolved over time that 3-hour bays are not enforced. This has let to confusion and all-day parking undermining the reasons for the bays and limiting options for residents to park within the area.</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>Officers at the County Council have worked with the District Council, resident groups, the Town Council and local County Councillor to develop proposals which will address the current issues and bring fairness and vibrancy to the local economy by ensuring the restrictions can be actively enforced and users are moving on from spaces to allow other to park.</p> <p>The proposals have been developed and agreed with the town council and simplify the current arrangements to allow 3-hour parking in all but a few ultra-short stay bays. Residents are exempt from the time limit and a charge has been introduced to park. This has a number of benefits, but mainly it will bring efficiencies in enforcement, it will ensure users only park for as long as they need and encourage the turnover of spaces freeing up space for visitors to the town to find somewhere to park.</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 our climate commitments.</p>	<p>The Town Council in Woodstock has worked with the District Council to develop and undertake a parking survey with local residents and businesses about their parking habits, needs and views on what improvements could be made.</p> <p>The survey information was used by officers at the County Council to develop proposals that would meet the needs of the local community and has taken into account other factors such as events at Blenheim Palace and best practice in scheme design.</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>Alternatives considered included retaining the existing restrictions with a different arrangement, but problems with carrying out effective enforcement of the 3-hour bays was still an issue and revenue from on-street charges is needed to ensure resources can be provided to enhance enforcement.</p> <p>Within the design a concession has been made to allow for free parking in the first 30 minutes which does not penalise visitors and residents making very short trips to local retailers.</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 checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>				
Disability	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>				
Gender Reassignment	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>				
Marriage & Civil Partnership	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>				
Pregnancy & Maternity	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>				
Race	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>				
Sex	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>				
Sexual Orientation	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>				
Religion or Belief	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>				

### 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"/>				
Armed Forces	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>				
Carers	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>				
Areas of deprivation	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>				

### 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
Other Council Services	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>				
Providers	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>				
Social Value <sup>1</sup>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>				

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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

### 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 (*Job Title, Organisation)	Timescale and monitoring arrangements
Energy use in our buildings or highways	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>				
Our fleet	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>				
Staff travel	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>				
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"/>				

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 (*Job Title, Organisation)	Timescale and monitoring arrangements
Enable carbon emissions reduction at district/county level?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>				

## 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>	<b>8<sup>th</sup> February 2022</b>
<b>Person Responsible for Review</b>	<b>Jim Whiting – Parking Enforcement Manager</b>
<b>Authorised By</b>	<b>Keith Stenning – Head of Service, Network Management</b>