



Oxfordshire County Council
Equalities Impact Assessment

HIGHTOWN ROAD AREA (PHASE 2), BANBURY – PROPOSED PARKING MEASURES
INCLUDING RESIDENTS PERMIT PARKING SCHEME

JANUARY 2026

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Section 1: Summary details

Directorate and Service Area	ENVIRONMENT AND HIGHWAYS – NETWORK MANAGEMENT
What is being assessed (e.g. name of policy, procedure, project, service or proposed service change).	HIGHTOWN ROAD AREA, BANBURY (PHASE 2) – PROPOSED PARKING MEASURES INCLUDING THE INTRODUCTION OF A RESIDENT’S PERMIT PARKING SCHEME
Is this a new or existing function or policy?	No – 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.
Summary of assessment 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>Local Transport and Connectivity Plan (LTCP) – July 2022 and the Network Management Plan 2023-2028</p> <p>LTCP - We have ambitious plans to give residents more options for travel as outlined in our countywide Local Transport and Connectivity Plan. By supporting and encouraging active travel – walking and cycling – we can help improve people’s health and wellbeing, reduce traffic congestion, and help address the climate crisis. In particular Policy 31:</p> <ol style="list-style-type: none"> a. Undertake Network management as part of an integrated approach, utilising emerging technologies to maximise its ability to tackle congestion issues in the county. b. Continue to work closely with all stakeholders, partners, and communities to minimise the adverse impact of disruptions on the entire road network within Oxfordshire and beyond. c. Balance the needs of all network users, whilst promoting and prioritising walking, cycling and public transport at every opportunity. <p>NMP – Builds on LTCP as an operational document to better manage the highway network, reduce traffic congestion by (in this case) better management of the on-street parking asset, providing parking surety for local communities, redirecting commuter parking to off-street facilities, creating an environment that encourages active travel by improving bus journey times and active travel modes.</p> <p>With the introduction of Civil Parking Enforcement across the County in 2021, we are embarking on a series of parking reviews across the County to ensure that the right restrictions are implemented in the right places, supporting a balance between residential, visitor and business parking to ensure support from local communities. These restrictions will then be actively enforced.</p>

	<p>Many areas in Oxfordshire are already covered by permit parking schemes and where these have been implemented, they have been extremely successful in removing commuter parking. Permit parking schemes help to reduce congestion and pollution, and encourage use of sustainable transport, by removing free on-street commuter parking. 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 Permit controlled 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. Residents can also apply for permits for their visitors. Special provisions also apply for carers and contractor's vehicles with more details available on https://www.oxfordshire.gov.uk/cms/public-site/parking-permits.</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>
Completed By	Emma Palmer – Senior Officer – West and Cherwell (TRO and Schemes)
Authorised By	
Date of Assessment	

Section 2: Detail of proposal

<p>Context / Background</p> <p>Briefly summarise the background to the policy or proposed service change, including reasons for any changes from previous versions.</p>	<p>Following the implementation of resident parking areas in the Hightown Road area of Banbury (Phase 1) in March 2025 and an informal consultation with residents, which was carried out in July/August 2025, Officers have worked with the County Councillors to develop proposals for various roads in the Hightown Road area Banbury (Phase 2). The proposals look to address issues arising from all day parking from commuters and non-residents in the town, whilst also providing options for residents by way of a parking permit.</p>
<p>Proposals</p> <p>Explain the detail of the proposals, including why this has been decided as the best course of action.</p>	<p>The proposals include a mixture of no waiting restrictions and permit holder only areas. The restrictions are proposed to better manage parking in the Hightown Road area of Banbury which will give priority to residents by preventing all day parking by non-residents. No waiting restrictions are proposed at locations where access needs to be maintained and to promote road safety.</p> <p>Enforcement of the restrictions would be undertaken by the County Council's enforcement contractor, as the town falls within the Civil Enforcement Area for Cherwell.</p>
<p>Evidence / Intelligence</p> <p>List and explain any data, consultation outcomes, research findings, feedback from service users and stakeholders etc, that</p>	<p>An informal consultation conducted in 2025 received 84 responses to the question of whether a Controlled Parking Zone (CPZ) should be introduced. Of those, 44 respondents were in favour of the proposal, 17 were undecided, while 23 were opposed.</p> <p>Regarding existing parking restrictions, 54 respondents considered the current single and double yellow lines to be appropriate, whereas 30 felt they were not.</p>

<p>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 County Councillor has agreed the proposals ahead of the formal consultation.</p>
<p>Alternatives considered / rejected</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>The proposals have been developed in consultation with the County Councillor and following informal consultation with residents to address a known problem of lack of resident parking within the Hightown Road area, Banbury.</p> <p>The do-nothing option would likely result in the county council continuing to receive complaints about the parking impacting the local community due to a lack of parking capacity for residents.</p>

Section 3: Impact Assessment - Protected Characteristics	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"/>	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. No specific impacts identified and a CPZ is not considered to impact disproportionately on any age group.	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.	OCC project team	Post implementation engagement including with Local Member

Disability	<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.</p> <p>Management of on street parking may impact on people reliant on care.</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 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 permit holder spaces without time limit.</p>	OCC project team	Post implementation engagement including with Local Member
Gender Reassignment	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	No specific impacts identified and a CPZ is not considered to impact disproportionately on any gender.			
Marriage & Civil Partnership	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	No specific impacts identified and a CPZ is not considered to impact disproportionately on marital status.			

Pregnancy & Maternity	<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>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.</p>	<p>The recommended amendment to the advertised proposals includes dual purpose bays which cater for both residents and other users, who will be able to park for up to 2 hours. With higher turnover of spaces there is a greater probability that users will be able to find spaces closer to their destinations. Residents are also able to apply for carer permits.</p>	OCC project team	Post implementation engagement including with Local Member
Race	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<p>No specific impacts identified and a CPZ is not considered to impact disproportionately on any race.</p>			
Sex	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<p>No specific impacts identified and a CPZ is not considered to impact disproportionately on either sex.</p>			
Sexual Orientation	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<p>No specific impacts identified and a CPZ is not considered to impact disproportionately on sexual orientation.</p>			

Religion or Belief	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	No specific impacts identified and a CPZ is not considered to impact disproportionately on religion or belief.			
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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"/>	No specific impacts identified and a CPZ is not considered to impact disproportionately on rural communities.			
Armed Forces	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	No specific impacts identified and a CPZ is not considered to impact disproportionately on armed forces.			
Carers	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	Carers, including family and friends, that need to look after older and disabled people, and who need to drive and park on street.	The policies for operating permit parking areas includes provision for carers in the form of a permit which the person requiring care can hand the care provider at each visit.	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
					Further provision is provided for by the introduction of time limited bays which cater for sort visits.		
Areas of deprivation	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	Introduction of a charge for parking permits	The charge for residents' permits are kept to a minimum to cover the costs of operating a permit parking scheme. The decision to proceed with a scheme takes into account all factors including new fees and charges for residents and business users.	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 working for the County Council will not be disproportionately impacted.			
Other Council Services	<input checked="" 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.	Social workers and registered carers are already catered for in OCC polices and can apply for a permit to allow them to park in permit parking areas whilst undertaking their duties.	OCC project team	Monitoring as part of a wider policy changes.
Providers	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	No specific impacts identified and a CPZ is not expected to impact disproportionately on any providers.			
Social Value ¹	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	No impact on social value within existing contracts.			

¹ 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 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.

Review Date	30/01/2027
Person Responsible for Review	Emma Palmer - Senior Officer – West and Cherwell (TRO and Schemes)
Authorised By	