

# DELEGATED DECISIONS BY CABINET MEMBER FOR TRANSPORT MANAGEMENT

26 FEBRUARY 2026

## WITNEY: WEST END – PROPOSED PARKING RESTRICTIONS

Report by Director of Environment and Highways

### RECOMMENDATION

The Cabinet Member is **RECOMMENDED** to:

- a) **Approve the proposed 'Permit holders only' parking bays on the north side of West End, as advertised.**
- b) **Approve the Shared use parking bays, 'Permit holders or 2 hours no return within 1 hour, on all days 8am-6pm' (with permit holders only outside of these times) on the south side of West End, as advertised.**
- c) **Not approve the proposed 'No Waiting at Any Time' (double yellow line) restrictions on West End.**

### Executive Summary

2. This report presents the consultation responses to the proposed permit parking area for West End, Witney as shown in **Annex 1** and recommends the introduction of controls to deliver a resident's parking scheme.
3. In 2021, Civil Parking Enforcement (CPE) was rolled out across the districts of Cherwell, South Oxfordshire and Vale of White Horse. The change of enforcement from the Police to the County Council, opened opportunities to review existing parking restrictions and consider new areas where controls of on-street parking would benefit the local community and assist in meeting the councils wider transport objectives including Local Transport and Connectivity Plan (LTCP).
4. To formalise the current resident parking arrangement to ensure consistency and regulatory compliance throughout Oxfordshire, an informal consultation exercise was carried out in July - August 2025, which aimed to gauge the views of local communities on the potential to formalise the current informal permit agreement. Residents were given three options:
  - i. Formalising of the existing arrangement by way of Permit Holders Only bays: Support – 34, Don't support – 5, Undecided/unsure – 6

- ii. Remove the existing time restricted bays leaving the bays unrestricted:  
Support – 5, Don't support - 37, Undecided/unsure – 3
  - iii. Retain the existing time restricted bays with no exemption for residents:  
Support – 11, Don't support – 30, Undecided/unsure – 4.
5. The responses and feedback provided from the informal consultation have aided in the development of a proposed formal permit parking scheme for West End, Witney.
6. These proposals have been put forward in accordance with parking policy, for road safety reasons to protect visibility and turning at junctions, to secure resident parking, reduce congestion and improve traffic flows and ensure that the correct restrictions are in the correct places.

## **Corporate Policies and Priorities**

7. In the newly adopted 'Oxfordshire Strategic Plan 2025-2028' the Council has ambitious plans to create a greener, fairer and healthier Oxfordshire. This includes objectives to "Create better spaces for residents and visitors in our town centres." (Greener Oxfordshire).
8. The Strategic plan sets out that the Council will continue to roll out our Local Transport and Connectivity Plan (LTCP), which aims to cut carbon emissions from transport. This means encouraging people to use public transport, cycling and walking instead of driving.
9. The LTCP sets out that the management of parking is an effective way to tackle congestion and its negative consequences. It is also an essential factor affecting the convenience and subsequent attractiveness of different transport modes.

## **Financial Implications**

10. Funding for the project is being provided through a capital allocation, where funding and resources have been allocated to deliver parking schemes in Cherwell and West Oxfordshire Districts. There are no risks or pressures on existing council budgets or resources.

*Comments checked by:*

*Matt Kocak – Finance Business Partnering Manager*

[Matthew.Kocak@Oxfordshire.gov.uk](mailto:Matthew.Kocak@Oxfordshire.gov.uk)

## **Legal Implications**

11. The consultation that has been undertaken complies with the consultation requirements for the various elements as required by law including under the

Highways Act 1980, the Road Traffic Regulation Act 1984 and any other relevant legislation.

12. The scheme has been promoted by Oxfordshire County Council as the Highway Authority and Traffic Authority under the Highways Act 1980, and the Road Traffic Regulation Act 1984.

*Comments checked by:*

*Nicole Olavesen – Solicitor (Regulatory)*

[Nicole.Olavesen@Oxfordshire.gov.uk](mailto:Nicole.Olavesen@Oxfordshire.gov.uk)

## **Staff Implications**

13. There are no negative staff implications, with the design & appraisal of the proposals, as well as the consultation process having been undertaken by Officers from the 'TRO & Schemes' team as part of their regular day-to-day duties, with no additional/negative impact on capacity expected.

## **Equality & Inclusion Implications**

14. No negative implications in respect of equalities or inclusion have been identified in respect of the proposals. If required, Blue-badge holders are allowed to park on double yellow lines (providing a loading/unloading ban is not in force) for up to a maximum of three hours and without time limit or restriction within permit holder only areas. Equality Impact Assessment is provided in **Annex 5**.

## **Sustainability Implications**

15. The proposals would help facilitate the safe movement of traffic and alleviate parking stress in the area, to help encourage the use of sustainable transport modes, and to help support the delivery of wider transport initiatives.

## **Risk Management**

16. No potential significant health and safety or service provision risks, or potentially significant financial impacts have been identified in these proposals.

## **Formal Consultation**

17. Formal consultation was carried out between 04 December 2024 and 09 January 2025. A notice was published in the Witney Gazette, and an email was sent to statutory consultees & key-stakeholders, including Thames Valley Police, the Fire & Rescue Service, Ambulance service, Bus operators,

countywide transport/access & disabled peoples user groups, Witney Town Council, West Oxfordshire District Council, the local District Councillors, and the County Councillor for Witney North and East.

18. Letters were sent directly to approx. 107 properties in the immediate vicinity, and public notices were also placed on site adjacent to the proposals.
19. Relevant parish/town councils, and local Cllrs (including County, District, Town) were also encouraged to use the consultation documents provided to publicise the proposals amongst local residents as necessary
20. A total of 26 responses were received via the online survey during the formal consultation period. Charts summarising the overall responses are provided in **Annex 3**. A table outlining the level of support and objection among respondents who identified themselves as residents of West End is set out below.

table1. **(Residents of West End)** Do you support the introduction of the proposed permit parking provision on West End?

Road	Object	Partially support / concerns	Support	No objection / No opinion	Total
North side	2	-	10	-	<b>12</b>
South side	5	4	3	-	<b>12</b>

21. Additionally, an email from Thames Valley Police was received with no objection.
22. Following the close of the consultation, no formal response has been received from the County Councillor for the Witney North and East division. However, the councillor has the opportunity to speak at the CMD meeting.
23. The full responses are shown in **Annex 4**, and copies of the original responses are available for inspection by County Councillors. Any comments received that Officers identify as containing personal abuse and/or other personal information will be redacted as appropriate.

## Officer response to objections/concerns

**A. General feedback to the proposals** (Key themes and comments from respondents):

Support:

24. Three comments of support were received.

Witney Town Council response:

25. Witney Town Council responded to the consultation with the following concerns:

- Witney Town Council does not support the introduction of this proposed residents' permit parking scheme. The town council does not consider that the proposal provides clear or effective solution to the issues currently experienced in the area.
- The area is already a recognised choke point.
- The primary concern raised by residents is the lack of enforcement of existing parking restriction. Improved and consistent enforcement would be a more appropriate response.
- Having 'permit holders only' on the north side of West End and 'permit holders or 2 hours' on the south side could be confusing.

26. To summarise, 'Witney Town Council considers that prioritising the enforcement of existing restrictions would represent a simpler, clearer, and more effective approach than implementing a residents' permit parking scheme in this location'.

Permits both sides:

27. A number of respondents expressed the view that the bays should be permit parking only on both sides, with no provision for timed parking (6 comments). Some residents also raised concerns that the proposed extension of parking bays and reduction of double yellow lines, would have a negative impact on deliveries, congestion and safety (3 comments).

Enforcement:

28. Some respondents feel that the current level of parking enforcement is inadequate (2 comments).

Financial concerns:

29. Some respondents stated that residents should not be required to pay for parking permits (4 comments) with one respondent concerned about the high cost of permits when they have been free previously. Other comments state that the respondents would like the current arrangement to remain (2 comments). One respondent would like to request that any permits are digital rather than physical. Another respondent would like higher charges for larger vehicles. One respondent believes that this proposal will lead to charges for all car parking in Witney.

Wider restrictions / wider scheme

30. Two comments referenced a desire for a scheme in other areas whilst one respondent would like to see an increase in parking bays along West End.

Capacity:

31. Two respondents are concerned that the capacity on West End is not sufficient to allow resident permit parking.

Congestion:

32. One respondent is concerned that the scheme will potentially bring further traffic to the road.

Businesses:

33. One respondent is concerned that businesses will suffer if patrons are unable to park.

**B. Officer response:**

34. As an aim to formalise the current resident parking arrangement to ensure consistency and regulatory compliance throughout Oxfordshire, proposals were developed in response to the informal consultation carried out in July/August 2025. Of the responses submitted via the online consultation platform, 34 respondents were in support of formalising the existing arrangement by way of Permit Holders Only bays, whilst 5 did not support and 6 were undecided/unsure.
35. A second option of removing the time restriction of 2 hours and leaving the bays unrestricted had 5 respondents in support, 37 not supporting and 3 undecided/unsure.
36. A third option of retaining the existing 2-hour time restriction on bays with no exemption for residents had 11 respondents supporting, 30 not supporting and 4 undecided/unsure.
37. Where informal consultation has taken place prior to a statutory consultation, there is an inherent potential for bias towards objections at the second stage. Individuals who opposed the scheme initially are more likely to submit further objections, whereas those who previously indicated support may not feel it necessary to respond again to subsequent consultations. 45 residents responded to the online informal consultation whilst 26 responded to the formal consultation.

Support:

38. Comments of support are noted.

Witney Town Council response:

39. Witney Town Council were invited to comment on the scheme proposals ahead of the consultation period and chose to submit their response via the online consultation portal.

40. The scheme has been developed to formalise the current informal resident parking arrangements, ensuring consistency and regulatory compliance across Oxfordshire. The proposals support the delivery of this consistency.
41. As part of the scheme design process, officers measured the highway width to confirm whether the removal of existing 'No Waiting at Any Time' restrictions (double yellow lines) and the extension of certain parking bays could be safely accommodated. Several consultation responses raised concerns about the potential negative impact of these changes. In light of this feedback, officers recommend withdrawing the proposal to reduce double yellow lines and extend parking bays from the scheme as per **recommendation c)** and the amended plan in **Annex 2**.
42. Should the scheme be approved, enforcement would be carried out by our existing provider, Trellint, working in collaboration with county council officers to ensure effective coverage. When new restrictions are implemented, it is standard practice to increase enforcement activity during the initial months to provide visibility and support compliance.
43. If approved, the scheme's signage will clearly set out the restrictions, helping to minimise any potential confusion among users. Mixed restriction arrangements are already in place in other areas of Witney and across the county and have proven to operate successfully.
44. As the scheme seeks to formalise existing resident parking arrangements to ensure consistency and regulatory compliance throughout Oxfordshire, and to enable more efficient enforcement, the option to take no action and retain the status quo is not viable. During the informal consultation, the majority of residents indicated a preference for formalising current arrangements through the introduction of 'Permit Holders Only' bays.

Permits both sides:

45. Whilst it is recognised that residents would prefer to have permit holder only bays throughout West End, there are a few businesses that this would have a negative impact on. The proposed restriction on the south side of West End would allow permit holders to park at all times with anyone being able to park for 2 hours Mon – Sun 8am – 6pm. Outside of the designated times only permit holders will be able to park.
46. During the informal consultation most respondents indicated that they faced severe difficulty when trying to park on weekday evenings and at weekends. The proposals should mitigate this issue and it is important to remember that currently anybody is able to park in the bays throughout West End for up to 2 hours.
47. Due to feedback received in the formal consultation it is recommended that the proposal to reduce double yellow lines and extend parking bays be withdrawn from the proposals as per **recommendation c)** and the amended plan in **Annex 2**.

#### Enforcement:

48. Should the scheme be approved, enforcement would be carried out by our existing provider, Trellint, working in collaboration with county council officers to ensure effective coverage. When new restrictions are implemented, it is standard practice to increase enforcement activity during the initial months to provide visibility and support compliance.

#### Financial concerns:

49. 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 cabinet to cover the costs to run the schemes.
50. Residents are not obliged to purchase a permit and have the option to park outside of the scheme. Residents will be issued with a virtual permit and therefore will not be required to display a permit on a vehicle. There are no plans to assign higher charges to larger vehicles.
51. Some respondents stated that residents should not be required to pay for parking permits (4 comments) with one respondent concerned about the high cost of permits when they have been free previously. Other comments state that the respondents would like the current arrangement to remain (2 comments).
52. One respondent would like to request that any permits are digital rather than physical. Another respondent would like higher charges for larger vehicles. One respondent believes that this proposal will lead to charges for all car parking in Witney.

#### Wider restrictions / wider scheme

53. Additional restrictions fall outside the scope of this scheme. However, the scheme will be closely monitored following implementation, and there may be opportunities to extend it to neighbouring roads in the future should evidence support this.

#### Capacity:

54. It is anticipated that overall capacity within the permit system will be sufficient. Permit uptake and the operation of the scheme will be closely monitored to ensure it continues to function effectively.

Congestion:

55. The proposed scheme will formalise an existing informal resident parking arrangement by providing designated 'Permit Holders Only' bays, while retaining limited public parking for up to two hours. As a result, it is not expected to generate additional vehicle movements or increase congestion within the area.

Businesses:

56. Visitors will be able to use the shared-use bays, operating as 'Permit Holders Only or two hours, no return within one hour', between 8am and 6pm daily. It is considered that a two-hour parking period provides sufficient time for customers to visit local businesses, with public car parks also available within a 15-minute walking distance.

## **Monitoring & Evaluation**

57. It is suggested that if approved, a review of the scheme is carried out approximately 12 months after implementation.

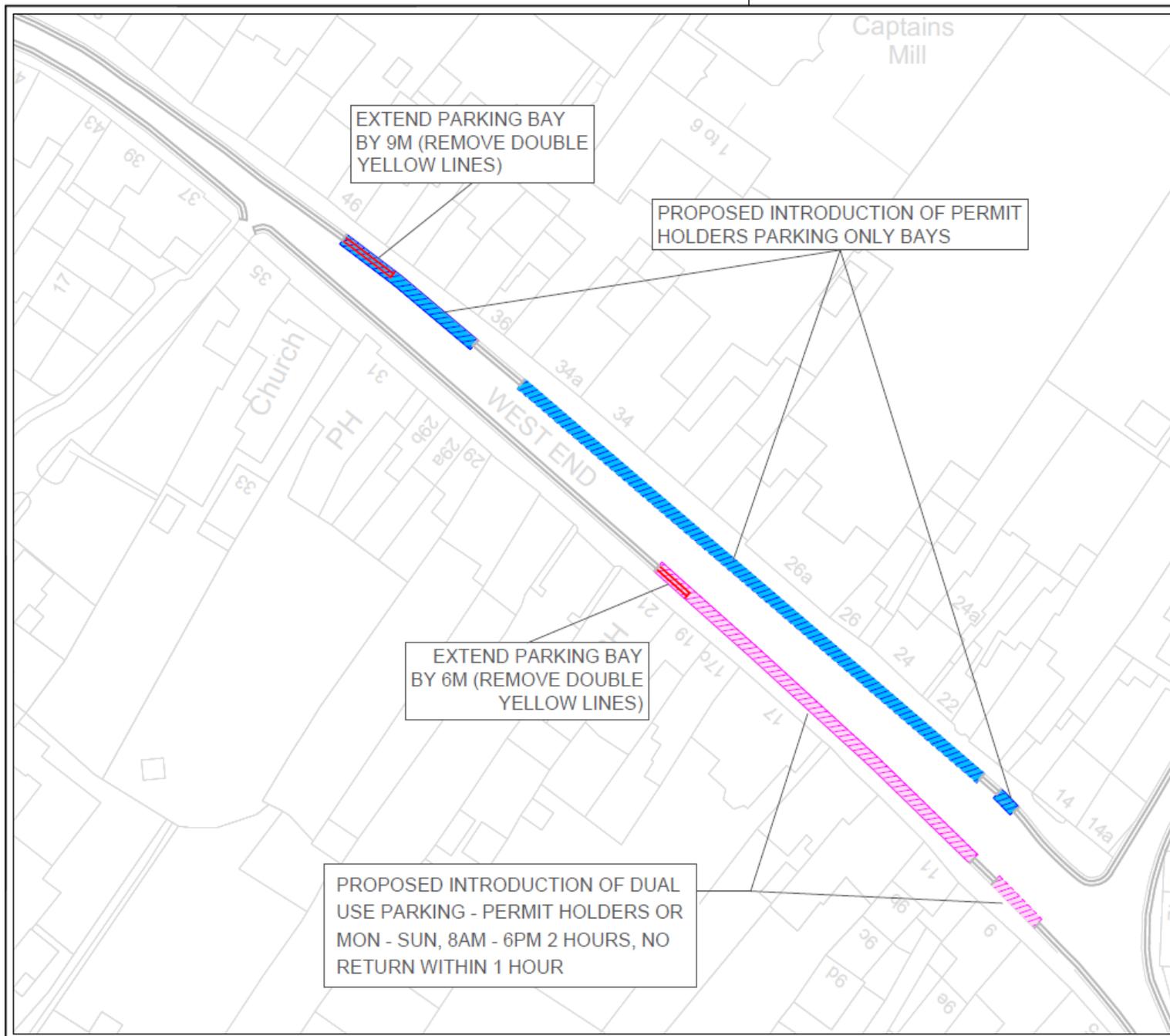
**Paul Fermer**  
**Director of Environment & Highways**

Annex(es):                      Annex 1: Consultation plan  
  Annex 2: Amended proposal plan  
  Annex 3: Consultation response charts  
  Annex 4: Consultation responses  
  Annex 5: Equality Impact Assessment

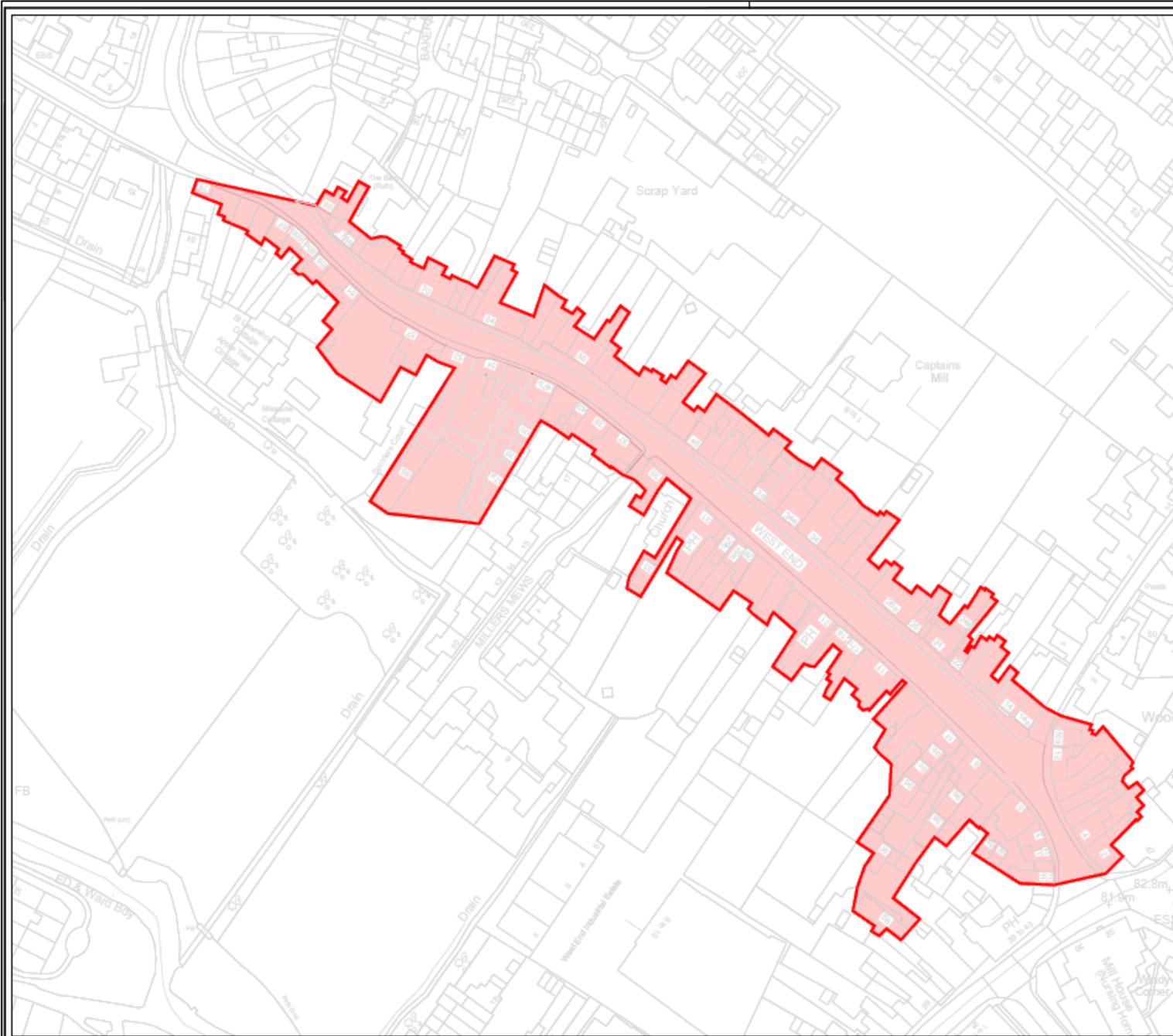
Background papers:        n/a  
Other Documents:            n/a

Contact Officer(s):        Emma Palmer (Senior Officer – TRO and Schemes)  
  James Whiting (Team Leader – TRO and Schemes)

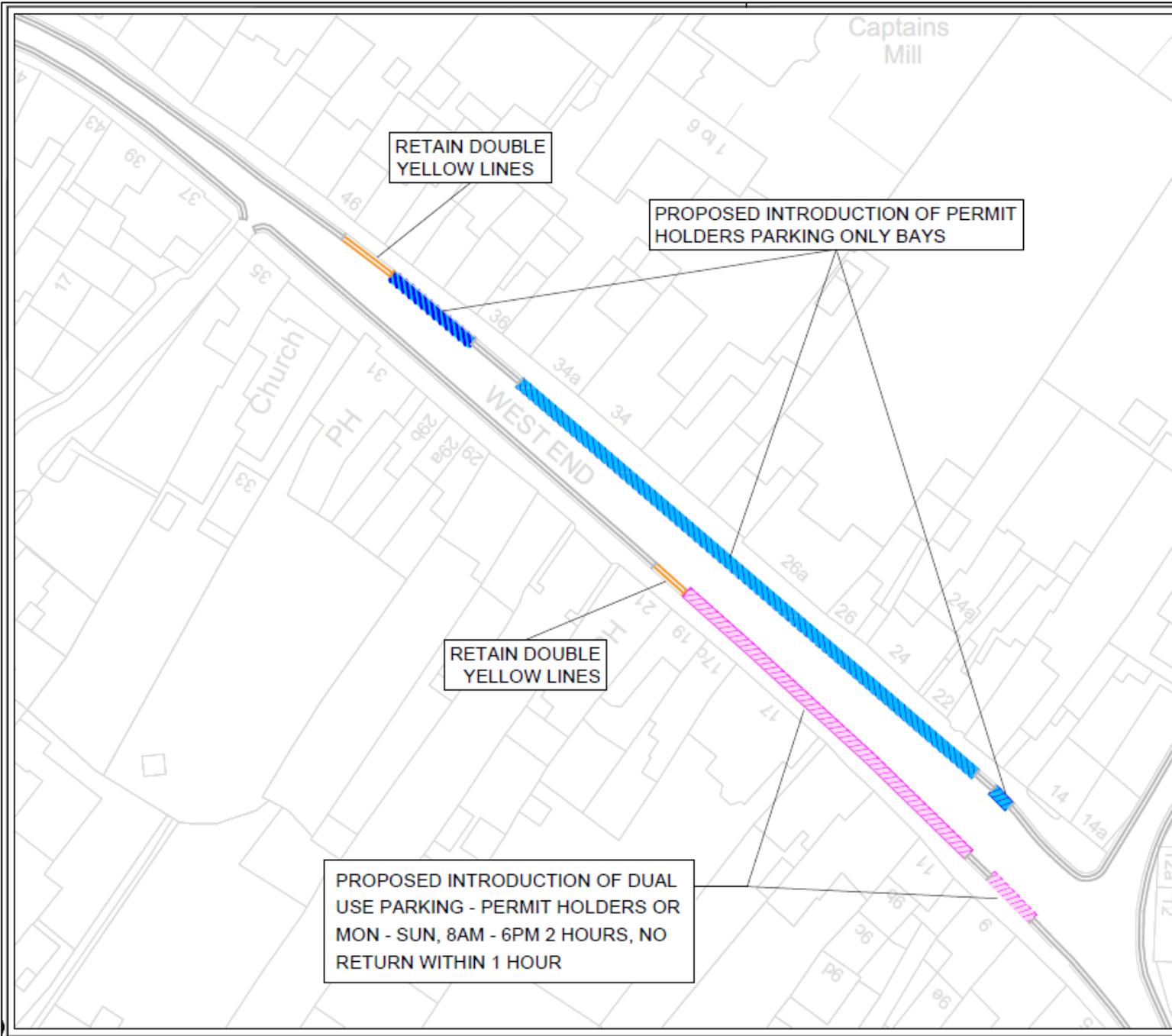
February 2026



Drawing No.	Revision				
0					
<b>KEY:</b>					
	EXISTING NO WAITING AT ANY TIME (DOUBLE YELLOW LINES) TO REMAIN				
	PROPOSED DUAL USE PARKING - PERMIT HOLDERS (PREFIX 'WE') OR MON - SUN, 8AM - 6PM 2 HOURS, NO RETURN WITHIN 1 HOUR PARKING BAYS				
	PROPOSED PERMIT HOLDERS ONLY (PREFIX 'WE') PARKING BAYS				
<b>SAFETY, HEALTH AND ENVIRONMENTAL INFORMATION</b>					
IN ADDITION TO THE HAZARDS/RISKS NORMALLY ASSOCIATED WITH THE TYPES OF WORK DETAILED ON THIS DRAWING, NOTE THE FOLLOWING SIGNIFICANT RESIDUAL RISKS					
CONSTRUCTION (ENTER NONE IF APPLICABLE)					
MAINTENANCE/CLEANING (ENTER NONE IF APPLICABLE)					
USE (ENTER NONE IF APPLICABLE)					
DECOMMISSIONING/DEMOLITION (ENTER NONE IF APPLICABLE)					
© Crown copyright and database rights 2023 OS AC0000851087					
Rev.	Date	Purpose of revision	Drawn	Checked	Approved
<b>OXFORDSHIRE COUNTY COUNCIL</b> <small>Paul Ferner Director of Environment &amp; Highways Oxfordshire County Council County Hall New Road Oxford OX1 1ND Tel: 0645 310 1111</small>					
Project title					
WEST END, WITNEY FORMAL PARKING CONSULTATION					
Drawing title					
WEST END, WITNEY PARKING SCHEME DESIGN OPTIONS					
Drawing Status					
Scale @ A3	Drawn by	Checked by	Approved by		
1:500	EP				
	Date drawn	Date checked	Date approved		
	OCT 2025				
Oxfordshire Project No. & File Ref					
Drawing No.	CIL/2025/2026/WE02				Revision
					0

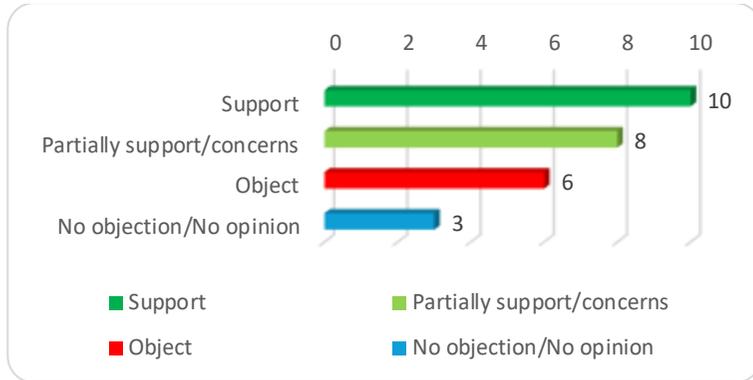


Drawing No.	Revision				
0					
<b>KEY:</b>					
	PERMIT ELIGIBILITY AREA WE' PREFEIX				
<b>SAFETY, HEALTH AND ENVIRONMENTAL INFORMATION</b>					
IN ADDITION TO THE HAZARDS NORMALLY ASSOCIATED WITH THE TYPES OF WORK DETAILED ON THIS DRAWING, NOTE THE FOLLOWING SIGNIFICANT RESIDUAL RISKS					
CONSTRUCTION (ENTER NONE IF APPLICABLE)					
MAINTENANCE/CLEANING (ENTER NONE IF APPLICABLE)					
USE (ENTER NONE IF APPLICABLE)					
DECOMMISSIONING/DEMOLITION (ENTER NONE IF APPLICABLE)					
© Crown copyright and database rights 2023 OS AC0000851067					
Rev.	Date	Purpose of revision	Drawn	Checked	Approved
 Paul Farmer Director of Environment & Highways Oxfordshire County Council County Hall New Road Oxford OX1 1ND Tel: 0845 202 1111					
Project title					
WEST END, WITNEY FORMAL PARKING CONSULTATION					
Drawing title					
WEST END, WITNEY PERMIT ELIGIBILITY AREA					
Drawing Status					
Scale @ A3	Drawn by	Checked by	Approved by		
1:1250	Date drawn	Date checked	Date approved		
	OCT 2025				
Oxfordshire Project No. & File Ref					
Drawing No.	CIL/2025/2028/WE01				Revision
					0

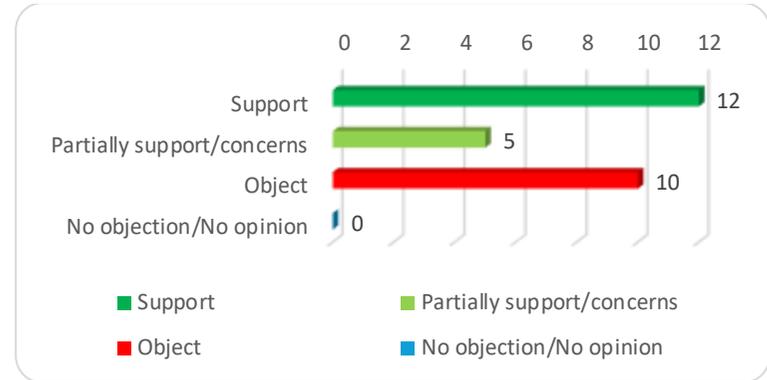


Drawing No.	Revision 0				
<b>KEY:</b>					
	EXISTING NO WAITING AT ANY TIME (DOUBLE YELLOW LINES) TO REMAIN				
	PROPOSED DUAL USE PARKING - PERMIT HOLDERS (PREFIX 'WE') OR MON - SUN, 8AM - 6PM 2 HOURS, NO RETURN WITHIN 1 HOUR PARKING BAYS				
	PROPOSED PERMIT HOLDERS ONLY (PREFIX 'WE') PARKING BAYS				
<b>SAFETY, HEALTH AND ENVIRONMENTAL INFORMATION</b>					
IN ADDITION TO THE HAZARDS/RISKS NORMALLY ASSOCIATED WITH THE TYPES OF WORK DETAILED ON THIS DRAWING, NOTE THE FOLLOWING SIGNIFICANT RESIDUAL RISKS:					
CONSTRUCTION (ENTER NONE IF APPLICABLE)					
MAINTENANCE/CLEANING (ENTER NONE IF APPLICABLE)					
USE (ENTER NONE IF APPLICABLE)					
DECOMMISSIONING/DEMOLITION (ENTER NONE IF APPLICABLE)					
© Crown copyright and database rights 2023 OS A00000581087					
Rev.	Date	Purpose of revision	Drawn	Checked	Approved
<b>OXFORDSHIRE COUNTY COUNCIL</b> <small>Paul Farmer Director of Environment &amp; Highways Oxfordshire County Council New Road Oxford OX1 1UD Tel: 0845 202 1111</small>					
Project title					
WEST END, WITNEY FORMAL PARKING CONSULTATION					
Drawing title					
WEST END, WITNEY PARKING SCHEME DESIGN OPTIONS					
Drawing Status					
Scale @ A3	Drawn by	Checked by	Approved by		
1:500	EP	EP			
Date drawn	Date checked	Date approved			
JAN 2026					
Oxfordshire Project No. & File Ref					
Drawing No. CIL/2025/2026/WE02					Revision 0

**A. Permit holders only parking on the North side.**



**B. Shared use parking bays on the South side.**



## A. Email responses: (statutory consultees, then ordered by date of receipt)

RESPONDENT	COMMENTS
(s1) Traffic Management Officer, (Thames Valley Police)	<b>No objection</b>

## B. Online responses: (ordered by town, then road name)

RESPONDENT	COMMENTS				
(o1) Local resident, (Cherry Tree Way, Witney)	The road simply needs the parking enforced. The Yellow line parking is what causes the issues experienced.				
	<u>Specific proposals:</u>				
	<table border="1"> <tr> <td>'Permit holders only' parking bays on the north side of West End</td> <td><b>Support</b></td> </tr> <tr> <td>'Permit holders or 2 hours no return within 1 hour, on all days 8am-6pm' (with permit holders only outside of these times on the south side of West End</td> <td><b>Object</b></td> </tr> </table>	'Permit holders only' parking bays on the north side of West End	<b>Support</b>	'Permit holders or 2 hours no return within 1 hour, on all days 8am-6pm' (with permit holders only outside of these times on the south side of West End	<b>Object</b>
'Permit holders only' parking bays on the north side of West End	<b>Support</b>				
'Permit holders or 2 hours no return within 1 hour, on all days 8am-6pm' (with permit holders only outside of these times on the south side of West End	<b>Object</b>				
(o2) Member of public, (Deer Park, Witney)	Should be for residents only				
	<table border="1"> <tr> <td>'Permit holders only' parking bays on the north side of West End</td> <td><b>No objection/No opinion</b></td> </tr> <tr> <td>'Permit holders or 2 hours no return within 1 hour, on all days 8am-6pm' (with permit holders only outside of these times on the south side of West End</td> <td><b>Object</b></td> </tr> </table>	'Permit holders only' parking bays on the north side of West End	<b>No objection/No opinion</b>	'Permit holders or 2 hours no return within 1 hour, on all days 8am-6pm' (with permit holders only outside of these times on the south side of West End	<b>Object</b>
	'Permit holders only' parking bays on the north side of West End	<b>No objection/No opinion</b>			
'Permit holders or 2 hours no return within 1 hour, on all days 8am-6pm' (with permit holders only outside of these times on the south side of West End	<b>Object</b>				
(o3) Local resident, (Farmers Close, Witney)	I have no opinion on who uses the parking spaces, given that I'm not a user. However as a driver in the area, can inform you that lengthening the available area for parking will result in more traffic jams; there are a number of spots where the road is only wide enough for one vehicle if others were parked along the length. Namely outside the elm				

	<p>tree pub, and further toward the Hailey Road roundabout on the north side the street. Where people already double park causes issues with two way traffic.</p> <table border="1" data-bbox="510 331 2033 427"> <tr> <td data-bbox="510 331 1659 363">'Permit holders only' parking bays on the north side of West End</td> <td data-bbox="1659 331 2033 363"><b>No objection/No opinion</b></td> </tr> <tr> <td data-bbox="510 363 1659 427">'Permit holders or 2 hours no return within 1 hour, on all days 8am-6pm' (with permit holders only outside of these times on the south side of West End</td> <td data-bbox="1659 363 2033 427"><b>No objection/No opinion</b></td> </tr> </table>	'Permit holders only' parking bays on the north side of West End	<b>No objection/No opinion</b>	'Permit holders or 2 hours no return within 1 hour, on all days 8am-6pm' (with permit holders only outside of these times on the south side of West End	<b>No objection/No opinion</b>
'Permit holders only' parking bays on the north side of West End	<b>No objection/No opinion</b>				
'Permit holders or 2 hours no return within 1 hour, on all days 8am-6pm' (with permit holders only outside of these times on the south side of West End	<b>No objection/No opinion</b>				
(o4) Local resident, (Holloway Road, Witney)	<p>I support the proposals as they will make life easier for residents. However I would like to see higher charges for larger SUVs than for small cars. Big, heavy cars take up a lot more space, damage the road more, and block emergency vehicles and dustbin lorries. It seems fair that parking charges reflect this.</p> <table border="1" data-bbox="510 600 2033 695"> <tr> <td data-bbox="510 600 1659 632">'Permit holders only' parking bays on the north side of West End</td> <td data-bbox="1659 600 2033 632"><b>Support</b></td> </tr> <tr> <td data-bbox="510 632 1659 695">'Permit holders or 2 hours no return within 1 hour, on all days 8am-6pm' (with permit holders only outside of these times on the south side of West End</td> <td data-bbox="1659 632 2033 695"><b>Support</b></td> </tr> </table>	'Permit holders only' parking bays on the north side of West End	<b>Support</b>	'Permit holders or 2 hours no return within 1 hour, on all days 8am-6pm' (with permit holders only outside of these times on the south side of West End	<b>Support</b>
'Permit holders only' parking bays on the north side of West End	<b>Support</b>				
'Permit holders or 2 hours no return within 1 hour, on all days 8am-6pm' (with permit holders only outside of these times on the south side of West End	<b>Support</b>				
(o5) Local cllr, (Witney Town Council)	<p>Witney Town Council met on 8th December 2025 and make the following response to the consultation.</p> <p>Witney Town Council does not support the introduction of this proposed residents' permit parking scheme. The Council does not consider that the proposal provides a clear or effective solution to the issues currently experienced in the area, and no tangible benefits have been demonstrated.</p> <p>While the Town Council welcomes progress on addressing local parking concerns and acknowledges that recent residents' permit parking schemes have been successful in locations such as Church Green and Corn Street, these areas differ significantly in character, layout, and parking demand to West End.</p> <p>Witney Town Council notes that the area is already a recognised choke point, and that the primary concern raised by residents is the lack of enforcement of existing parking restrictions. In particular, the inconsistent enforcement of double yellow lines has not been adequately addressed within the proposal. The Town Council considers that improved and consistent enforcement of current restrictions would be a more appropriate and effective response.</p> <p>The Council also has concerns about the complexity of introducing different parking systems on opposite sides of the road. This may cause confusion for residents, visitors, and enforcement officers, potentially leading to reduced compliance and increased safety concerns for road users.</p> <p>In summary, Witney Town Council considers that prioritising the enforcement of existing restrictions would represent a simpler, clearer, and more effective approach than implementing a residents' permit parking scheme in this location.</p>				

	'Permit holders only' parking bays on the north side of West End	<b>Object</b>
	'Permit holders or 2 hours no return within 1 hour, on all days 8am-6pm' (with permit holders only outside of these times on the south side of West End	<b>Object</b>
(o6) Local resident, (New Yatt Road, Witney)	The bottom end of New Yatt Road from Farmers Close and Woodgreen also needs residents permits, otherwise those who cannot use West End and commuters/shoppers working in town just clog up New Yatt Road.	
	'Permit holders only' parking bays on the north side of West End	<b>Support</b>
	'Permit holders or 2 hours no return within 1 hour, on all days 8am-6pm' (with permit holders only outside of these times on the south side of West End	<b>Support</b>
(o7) Local resident, (Northfield Square, Witney)	This is the thin end of the wedge and I can see this council wanting to charge for parking in Witney. Witney is a vibrant town because people can drive in and park for free.	
	'Permit holders only' parking bays on the north side of West End	<b>Object</b>
	'Permit holders or 2 hours no return within 1 hour, on all days 8am-6pm' (with permit holders only outside of these times on the south side of West End	<b>Object</b>
(o8) Member of public, (Quarry Road, Witney)		
	'Permit holders only' parking bays on the north side of West End	<b>Object</b>
	'Permit holders or 2 hours no return within 1 hour, on all days 8am-6pm' (with permit holders only outside of these times on the south side of West End	<b>Object</b>
(o9) Local resident, (Slate Crescent, Stonesfield)	Witney is both a service centre and employment centre for all the villages and hamlets around, people need to be able to park to work and live. It is not practical for many people ( if they have a bus) to use this to get children to school, do the shopping and work all day. It is not fair or reasonable to charge for a permit for home owners to park in West End or elsewhere. Businesses in Bridge Street and West End area will suffer idf people cannot park. Elsewhere where this policy has been implemented, again a service centre - Charlbury - local people cannot easily access services or attend events because parking is significantly reduced. Residents have utilised their permits and park all	

	<p>day, other roads providing access jam up, bays reduce the number of vehicles that can park and yellow lines are added to reduce parking further. Please leave well alone or increase freedom to park, NOT RESTRICT.</p> <table border="1"> <tr> <td>'Permit holders only' parking bays on the north side of West End</td> <td><b>Object</b></td> </tr> <tr> <td>'Permit holders or 2 hours no return within 1 hour, on all days 8am-6pm' (with permit holders only outside of these times on the south side of West End</td> <td><b>Object</b></td> </tr> </table>	'Permit holders only' parking bays on the north side of West End	<b>Object</b>	'Permit holders or 2 hours no return within 1 hour, on all days 8am-6pm' (with permit holders only outside of these times on the south side of West End	<b>Object</b>
'Permit holders only' parking bays on the north side of West End	<b>Object</b>				
'Permit holders or 2 hours no return within 1 hour, on all days 8am-6pm' (with permit holders only outside of these times on the south side of West End	<b>Object</b>				
(o10) Local resident, (The Crofts, Witney)	<p>The Crofts has the same problem with commuter parking, as a resident are you planning to help the residents as the problem with daily commuter car dumpers is getting worse</p> <table border="1"> <tr> <td>'Permit holders only' parking bays on the north side of West End</td> <td><b>Partially support/ concerns</b></td> </tr> <tr> <td>'Permit holders or 2 hours no return within 1 hour, on all days 8am-6pm' (with permit holders only outside of these times on the south side of West End</td> <td><b>Partially support/ concerns</b></td> </tr> </table>	'Permit holders only' parking bays on the north side of West End	<b>Partially support/ concerns</b>	'Permit holders or 2 hours no return within 1 hour, on all days 8am-6pm' (with permit holders only outside of these times on the south side of West End	<b>Partially support/ concerns</b>
'Permit holders only' parking bays on the north side of West End	<b>Partially support/ concerns</b>				
'Permit holders or 2 hours no return within 1 hour, on all days 8am-6pm' (with permit holders only outside of these times on the south side of West End	<b>Partially support/ concerns</b>				
(o11) Local resident, (Town, Witney)	<p>Not enough parking spaces nearby for Witney residents</p> <table border="1"> <tr> <td>'Permit holders only' parking bays on the north side of West End</td> <td><b>Object</b></td> </tr> <tr> <td>'Permit holders or 2 hours no return within 1 hour, on all days 8am-6pm' (with permit holders only outside of these times on the south side of West End</td> <td><b>Object</b></td> </tr> </table>	'Permit holders only' parking bays on the north side of West End	<b>Object</b>	'Permit holders or 2 hours no return within 1 hour, on all days 8am-6pm' (with permit holders only outside of these times on the south side of West End	<b>Object</b>
'Permit holders only' parking bays on the north side of West End	<b>Object</b>				
'Permit holders or 2 hours no return within 1 hour, on all days 8am-6pm' (with permit holders only outside of these times on the south side of West End	<b>Object</b>				
(o12) Local resident, (Vanner Road, Witney)	<p>When will it stop!!!!!!</p> <table border="1"> <tr> <td>'Permit holders only' parking bays on the north side of West End</td> <td><b>Object</b></td> </tr> <tr> <td>'Permit holders or 2 hours no return within 1 hour, on all days 8am-6pm' (with permit holders only outside of these times on the south side of West End</td> <td><b>Object</b></td> </tr> </table>	'Permit holders only' parking bays on the north side of West End	<b>Object</b>	'Permit holders or 2 hours no return within 1 hour, on all days 8am-6pm' (with permit holders only outside of these times on the south side of West End	<b>Object</b>
'Permit holders only' parking bays on the north side of West End	<b>Object</b>				
'Permit holders or 2 hours no return within 1 hour, on all days 8am-6pm' (with permit holders only outside of these times on the south side of West End	<b>Object</b>				
(o13) Local resident, (Vanner Road, Witney)	<p>Parking is very difficult on West End, I live nearby but not directly on West End. I would broadly support local residents parking permits in the limited bay areas to assist those living on West End to park and not be subject to</p>				

	<p>misuse of public parking. Mainly because orderly parking on West End is essential as it can block, the priority should be residents, there are very few businesses on West End now to warrant shopping/patron parking as a priority in my view. Support the residents.</p> <table border="1" data-bbox="510 331 2020 459"> <tr> <td data-bbox="510 331 1682 395">'Permit holders only' parking bays on the north side of West End</td> <td data-bbox="1682 331 2020 395"><b>Partially support/ concerns</b></td> </tr> <tr> <td data-bbox="510 395 1682 459">'Permit holders or 2 hours no return within 1 hour, on all days 8am-6pm' (with permit holders only outside of these times on the south side of West End</td> <td data-bbox="1682 395 2020 459"><b>Partially support/ concerns</b></td> </tr> </table>	'Permit holders only' parking bays on the north side of West End	<b>Partially support/ concerns</b>	'Permit holders or 2 hours no return within 1 hour, on all days 8am-6pm' (with permit holders only outside of these times on the south side of West End	<b>Partially support/ concerns</b>
'Permit holders only' parking bays on the north side of West End	<b>Partially support/ concerns</b>				
'Permit holders or 2 hours no return within 1 hour, on all days 8am-6pm' (with permit holders only outside of these times on the south side of West End	<b>Partially support/ concerns</b>				
(o14) Local resident, (West End, Witney)	<p>It should be permit holders only on both sides. It is already very difficult to park after 3 pm.</p> <table border="1" data-bbox="510 571 2020 667"> <tr> <td data-bbox="510 571 1682 603">'Permit holders only' parking bays on the north side of West End</td> <td data-bbox="1682 571 2020 603"><b>Support</b></td> </tr> <tr> <td data-bbox="510 603 1682 667">'Permit holders or 2 hours no return within 1 hour, on all days 8am-6pm' (with permit holders only outside of these times on the south side of West End</td> <td data-bbox="1682 603 2020 667"><b>Object</b></td> </tr> </table>	'Permit holders only' parking bays on the north side of West End	<b>Support</b>	'Permit holders or 2 hours no return within 1 hour, on all days 8am-6pm' (with permit holders only outside of these times on the south side of West End	<b>Object</b>
'Permit holders only' parking bays on the north side of West End	<b>Support</b>				
'Permit holders or 2 hours no return within 1 hour, on all days 8am-6pm' (with permit holders only outside of these times on the south side of West End	<b>Object</b>				
(o15) Local resident, (West End, Witney)	<p>Parking for residents is very very difficult in West End and more control to prevent non residents parking without a visitors permit is a welcome proposed change. I fully support the proposal to make the North side of the street permit holders only parking but only if it applies to the South side as well. We live on the south side and we already often have large vans and cars parking there all day without permits as this is rarely policed. Allowing non residents parking on the south side will mean all vehicles from non residents will park on our side of the street which is very unfair. Making it completely resident permit holders parking both sides removes any ambiguity about whether or not non residents can park there without a permit. It is essential that you police this change. If you insist on allowing non residents to park without a permit I cannot support your plan if you apply this just to the south side of West End. Why have you not considered making residents permits for the over 70's free just as you propose for the visitors permits they will need. Also £65 for a resident permit for West End is an outrageously high fee considering they have previously, I believe, been free!</p> <p>Finally, please can this be managed digitally? If we have to have a sticker for the windscreen please ensure they are self adhesive and not needing a plastic wallet as these always peel off when the screen gets hot.</p> <table border="1" data-bbox="510 1177 2020 1273"> <tr> <td data-bbox="510 1177 1682 1209">'Permit holders only' parking bays on the north side of West End</td> <td data-bbox="1682 1177 2020 1209"><b>Support</b></td> </tr> <tr> <td data-bbox="510 1209 1682 1273">'Permit holders or 2 hours no return within 1 hour, on all days 8am-6pm' (with permit holders only outside of these times on the south side of West End</td> <td data-bbox="1682 1209 2020 1273"><b>Partially support/ concerns</b></td> </tr> </table>	'Permit holders only' parking bays on the north side of West End	<b>Support</b>	'Permit holders or 2 hours no return within 1 hour, on all days 8am-6pm' (with permit holders only outside of these times on the south side of West End	<b>Partially support/ concerns</b>
'Permit holders only' parking bays on the north side of West End	<b>Support</b>				
'Permit holders or 2 hours no return within 1 hour, on all days 8am-6pm' (with permit holders only outside of these times on the south side of West End	<b>Partially support/ concerns</b>				
(o16) Local resident, (West End, Witney)	<p>While I understand that there would be some need for non-resident parking to support the local businesses, there is exceptionally limited spaces for residents of the street.</p>				

	<table border="1"> <tr> <td>'Permit holders only' parking bays on the north side of West End</td> <td><b>Support</b></td> </tr> <tr> <td>'Permit holders or 2 hours no return within 1 hour, on all days 8am-6pm' (with permit holders only outside of these times on the south side of West End</td> <td><b>Partially support/ concerns</b></td> </tr> </table>	'Permit holders only' parking bays on the north side of West End	<b>Support</b>	'Permit holders or 2 hours no return within 1 hour, on all days 8am-6pm' (with permit holders only outside of these times on the south side of West End	<b>Partially support/ concerns</b>
'Permit holders only' parking bays on the north side of West End	<b>Support</b>				
'Permit holders or 2 hours no return within 1 hour, on all days 8am-6pm' (with permit holders only outside of these times on the south side of West End	<b>Partially support/ concerns</b>				
(o17) Local resident, (West End, Witney)	<p>Parking is very difficult at the moment for residents of West End. This would compound the problems, as well as potentially bringing further traffic to this beautiful old road, which is not designed for heavy traffic..</p> <table border="1"> <tr> <td>'Permit holders only' parking bays on the north side of West End</td> <td><b>Object</b></td> </tr> <tr> <td>'Permit holders or 2 hours no return within 1 hour, on all days 8am-6pm' (with permit holders only outside of these times on the south side of West End</td> <td><b>Object</b></td> </tr> </table>	'Permit holders only' parking bays on the north side of West End	<b>Object</b>	'Permit holders or 2 hours no return within 1 hour, on all days 8am-6pm' (with permit holders only outside of these times on the south side of West End	<b>Object</b>
'Permit holders only' parking bays on the north side of West End	<b>Object</b>				
'Permit holders or 2 hours no return within 1 hour, on all days 8am-6pm' (with permit holders only outside of these times on the south side of West End	<b>Object</b>				
(o18) Local resident, (West End, Witney)	<p>Why are residents now being asked to pay for the permit? If we are having to pay then the whole road on both sides should be resident parking only. It seems unfair to charge for parking when parking is not always available. I often have to park somewhere else due to lack of spaces which I don't mind currently as the permit is free.</p> <table border="1"> <tr> <td>'Permit holders only' parking bays on the north side of West End</td> <td><b>Support</b></td> </tr> <tr> <td>'Permit holders or 2 hours no return within 1 hour, on all days 8am-6pm' (with permit holders only outside of these times on the south side of West End</td> <td><b>Object</b></td> </tr> </table>	'Permit holders only' parking bays on the north side of West End	<b>Support</b>	'Permit holders or 2 hours no return within 1 hour, on all days 8am-6pm' (with permit holders only outside of these times on the south side of West End	<b>Object</b>
'Permit holders only' parking bays on the north side of West End	<b>Support</b>				
'Permit holders or 2 hours no return within 1 hour, on all days 8am-6pm' (with permit holders only outside of these times on the south side of West End	<b>Object</b>				
(o19) Local resident, (West End, Witney)	<p>No need to change current arrangements. This is a trap to make residents pay for parking permits which are currently free</p> <table border="1"> <tr> <td>'Permit holders only' parking bays on the north side of West End</td> <td><b>Object</b></td> </tr> <tr> <td>'Permit holders or 2 hours no return within 1 hour, on all days 8am-6pm' (with permit holders only outside of these times on the south side of West End</td> <td><b>Object</b></td> </tr> </table>	'Permit holders only' parking bays on the north side of West End	<b>Object</b>	'Permit holders or 2 hours no return within 1 hour, on all days 8am-6pm' (with permit holders only outside of these times on the south side of West End	<b>Object</b>
'Permit holders only' parking bays on the north side of West End	<b>Object</b>				
'Permit holders or 2 hours no return within 1 hour, on all days 8am-6pm' (with permit holders only outside of these times on the south side of West End	<b>Object</b>				
(o20) Local resident, (West End, Witney)	<p>We have just exchanged on a property on West End and one of our biggest concerns with buying this property was around parking- it almost resulted in us not buying the property. This proposal alleviates some of this pressure, meaning there is a higher chance we will find a parking space while also allowing parking for those attending the pub etc on the south side. I think this is a fair and good compromise. My only request is for more permit parking if possible by extending the current bays down West End if that is feasible.</p> <table border="1"> <tr> <td>'Permit holders only' parking bays on the north side of West End</td> <td><b>Support</b></td> </tr> </table>	'Permit holders only' parking bays on the north side of West End	<b>Support</b>		
'Permit holders only' parking bays on the north side of West End	<b>Support</b>				

	'Permit holders or 2 hours no return within 1 hour, on all days 8am-6pm' (with permit holders only outside of these times on the south side of West End	<b>Support</b>
(o21) Local resident, (West End, Witney)	The only thing I don't agree with is the extending of parking bay towards 46 West End. People already park on the yellow lines making it hard to get out of Millers Mews. If the bay is extended my concern is that this will mean people park even further down to the point of parking outside 50 West End	
	'Permit holders only' parking bays on the north side of West End	<b>Support</b>
	'Permit holders or 2 hours no return within 1 hour, on all days 8am-6pm' (with permit holders only outside of these times on the south side of West End	<b>Support</b>
(o22) Local resident, (West End, Witney)	It is always so busy on that road and when it's dark and raining and we have to walk 10 minutes with bags of shopping it is awful! Some people end up parking on double yellow lines!	
	'Permit holders only' parking bays on the north side of West End	<b>Support</b>
	'Permit holders or 2 hours no return within 1 hour, on all days 8am-6pm' (with permit holders only outside of these times on the south side of West End	<b>Support</b>
(o23) Local resident, (West End, Witney)	Supportive of prioritizing resident's parking in the West End area.	
	'Permit holders only' parking bays on the north side of West End	<b>Support</b>
	'Permit holders or 2 hours no return within 1 hour, on all days 8am-6pm' (with permit holders only outside of these times on the south side of West End	<b>Partially support/ concerns</b>
(o24) Local resident, (West End, Witney)	<ul style="list-style-type: none"> <li>• North - support - this is needed for the residents due to the lack of practical alternatives for the majority of West End residents.</li> <li>• South - objection - there need to be sufficient spaces for the residents - especially if, after the 50 year custom of having it free, then having to pay - the legality of this also needs full consideration - what precisely are the mechanisms, statutes and custom being the oldest source of English Law.</li> <li>• For the two businesses that front onto West End - neither, in my view, rely on passing vehicle trade. I like the Bampton House people and I understand that their trade is predominantly online with occasional foot traffic. I don't know the other people, but there never seem to be many people in there and those I have seen, sit outside and I suspect they either don't use a vehicle or have alternative parking (?) In my 37 years as a resident, businesses nowadays fronting West End don't have a record of longevity, especially in recent years.</li> </ul>	

	<table border="1"> <tr> <td>'Permit holders only' parking bays on the north side of West End</td> <td><b>Support</b></td> </tr> <tr> <td>'Permit holders or 2 hours no return within 1 hour, on all days 8am-6pm' (with permit holders only outside of these times on the south side of West End</td> <td><b>Object</b></td> </tr> </table>	'Permit holders only' parking bays on the north side of West End	<b>Support</b>	'Permit holders or 2 hours no return within 1 hour, on all days 8am-6pm' (with permit holders only outside of these times on the south side of West End	<b>Object</b>
'Permit holders only' parking bays on the north side of West End	<b>Support</b>				
'Permit holders or 2 hours no return within 1 hour, on all days 8am-6pm' (with permit holders only outside of these times on the south side of West End	<b>Object</b>				
(o25) Local resident, (West End Industrial Estate, Witney)	<p>I don't agree with the removal of double yellow lines and new space being added on the south side at the junction of the Industrial Estate which is already difficult to exit when cars or vans contravene the yellow lines. If this becomes a permanent space at the point where the main road narrows most it will increase the risk of accidents significantly. The estate businesses regularly accept van or lorry deliveries and access for these will be compromised by a vehicle located in that space.</p> <table border="1"> <tr> <td>'Permit holders only' parking bays on the north side of West End</td> <td><b>Support</b></td> </tr> <tr> <td>'Permit holders or 2 hours no return within 1 hour, on all days 8am-6pm' (with permit holders only outside of these times on the south side of West End</td> <td><b>Partially support/ concerns</b></td> </tr> </table>	'Permit holders only' parking bays on the north side of West End	<b>Support</b>	'Permit holders or 2 hours no return within 1 hour, on all days 8am-6pm' (with permit holders only outside of these times on the south side of West End	<b>Partially support/ concerns</b>
'Permit holders only' parking bays on the north side of West End	<b>Support</b>				
'Permit holders or 2 hours no return within 1 hour, on all days 8am-6pm' (with permit holders only outside of these times on the south side of West End	<b>Partially support/ concerns</b>				
(o26) Local resident, (Woodlands Road, Witney)	<p>People shouldn't have to pay for parking outside or near their home.</p> <table border="1"> <tr> <td>'Permit holders only' parking bays on the north side of West End</td> <td><b>Object</b></td> </tr> <tr> <td>'Permit holders or 2 hours no return within 1 hour, on all days 8am-6pm' (with permit holders only outside of these times on the south side of West End</td> <td><b>Object</b></td> </tr> </table>	'Permit holders only' parking bays on the north side of West End	<b>Object</b>	'Permit holders or 2 hours no return within 1 hour, on all days 8am-6pm' (with permit holders only outside of these times on the south side of West End	<b>Object</b>
'Permit holders only' parking bays on the north side of West End	<b>Object</b>				
'Permit holders or 2 hours no return within 1 hour, on all days 8am-6pm' (with permit holders only outside of these times on the south side of West End	<b>Object</b>				



**Oxfordshire County Council**

**Equalities Impact Assessment**

**WEST END, WITNEY – PROPOSED PARKING MEASURES INCLUDING RESIDENTS PERMIT  
PARKING SCHEME**

**JANUARY 2026**

## Contents

Section 1: Summary details .....	24
Section 2: Detail of proposal.....	26
Section 3: Impact Assessment - Protected Characteristics.....	28
Section 3: Impact Assessment - Additional Community Impacts.....	32
Section 3: Impact Assessment - Additional Wider Impacts.....	1
Section 4: Review .....	2

## Section 1: Summary details

<b>Directorate and Service Area</b>	ENVIRONMENT AND HIGHWAYS – NETWORK MANAGEMENT
<b>What is being assessed</b> (e.g. name of policy, procedure, project, service or proposed service change).	WEST END, WITNEY BANBURY – PROPOSED PARKING MEASURES INCLUDING THE INTRODUCTION OF A RESIDENT’S PERMIT PARKING SCHEME
<b>Is this a new or existing function or policy?</b>	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.
<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><b>Local Transport and Connectivity Plan (LTCP) – July 2022 and the Network Management Plan 2023-2028</b></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"> <li>a. Undertake Network management as part of an integrated approach, utilising emerging technologies to maximise its ability to tackle congestion issues in the county.</li> <li>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.</li> <li>c. Balance the needs of all network users, whilst promoting and prioritising walking, cycling and public transport at every opportunity.</li> </ol> <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,</p>

	<p>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 <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>	Emma Palmer – Senior Officer – West and Cherwell (TRO and Schemes)
<b>Authorised By</b>	
<b>Date of Assessment</b>	

## Section 2: Detail of proposal

<p><b>Context / Background</b> Briefly summarise the background to the policy or proposed service change, including reasons for any changes from previous versions.</p>	<p>Following an informal consultation with residents, which was carried out in July/August 2025, Officers have worked to develop proposals for West End, Witney. 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><b>Proposals</b> 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 permit holder bays and shared use bays ‘Permit holders or 2 hours, no return within 1 hour, Mon – Sun 8am -6pm’. The restrictions are proposed to formalise an informal resident parking agreement to ensure consistency and regulatory compliance throughout Oxfordshire 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. 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><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</p>	<p>An informal consultation exercise was carried out in July - August 2025, which aimed to gauge the views of local communities on the potential to formalise the current informal permit agreement. Residents were given three options:</p> <ul style="list-style-type: none"> <li>iv. Formalising of the existing arrangement by way of Permit Holders Only bays : Support – 34, Don’t support – 5, Undecided/unsure – 6</li> <li>v. Remove the existing time restricted bays leaving the bays unrestricted: Support – 5, Don’t support _ 37, Undecided/unsure – 3</li> <li>vi. Retain the existing time restricted bays with no exemption for residents: Support – 11, Don’t support – 30, Undecided/unsure – 4.</li> </ul>

<p>ability to deliver our climate commitments.</p>	<p>The County Councillor has agreed the proposals ahead of the formal consultation.</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>The proposals have been developed in consultation with the County Councillor and following informal consultation with residents to formalise an existing informal resident parking agreement.</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 and would not bring the West End area in line with formal controlled parking zones throughout the county.</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

<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.</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>	<p>OCC project team</p>	<p>Post implementation engagement including with Local Member</p>
-------------------	--------------------------	-------------------------------------	--------------------------	---	--	-------------------------	---

<b>Gender Reassignment</b>	<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.			
<b>Marriage &amp; Civil Partnership</b>	<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.			
<b>Pregnancy &amp; Maternity</b>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	Pregnant people and with infants may require home support from a medical or other professional who need to park on street. 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.	Residents are also able to apply for carer permits.	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 and a CPZ is 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 a 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 and a CPZ is not considered to impact disproportionately on sexual orientation.			
<b>Religion or Belief</b>	<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.			

### 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"/>	No specific impacts identified and a CPZ is not considered to impact disproportionately on rural communities.			
<b>Armed Forces</b>	<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.			
<b>Carers</b>	<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 polices 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. Further provision is provided for by the introduction of time limited bays which cater for sort visits.	OCC project team	Post implementation engagement including with Local Member
<b>Areas of deprivation</b>	<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	OCC project team	Post implementation

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
					<p>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.</p>		<p>engagement including with Local Member</p>

### 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"/>	Staff working for the County Council will not be disproportionately impacted.			
<b>Other Council Services</b>	<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.
<b>Providers</b>	<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.			
<b>Social Value <sup>1</sup></b>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	No impact on social value within existing contracts.			

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