

Division(s) affected: *North Hinksey*

DELEGATED DECISIONS BY CABINET MEMBER FOR TRANSPORT

18 JUNE 2026

BOTLEY: WESTMINSTER WAY AREA - PROPOSED PARKING MEASURES

Report by Director of Environment and Highways

RECOMMENDATION

The Cabinet Member is **RECOMMENDED** to:

- a) **Approve the introduction of double yellow lines on sections of Arthray Road, Conifer Close, Cope Close, Cumnor Hill, Finmore Road, Hurst Rise Road, Hutchcomb Road, Montagu Road, Springfield Road, St Pauls Crescent, The Garth West Way and Westminster Way.**
- b) **Defer the introduction of 'Residents permit parking places only' (Monday-Saturday, 8am to 6pm) areas on lengths of Arthray Road, Conifer Close, Cope Close, Finmore Road, Hurst Rise Road (between its junctions with Cumnor Hill & Springfield Road), Hutchcomb Road (between its junctions with Springfield Road & Montagu Road), Montagu Road, Springfield Road, St Pauls Crescent, The Garth, and Westminster Way (between its junctions with Arthray Road & Yarnells Hill).**
- c) **Approve the introduction of cycle parking on West Way, adjacent to Elms Parade.**

Executive Summary

1. This report presents comments received to a statutory consultation – and the subsequent response to objections from County Council Officers – on proposed parking measures in Botley as shown in **Annex 1**.
2. As part of the West Way redevelopment in Botley, a section 106 contribution was secured to introduce a CPZ to the surrounding roads to mitigate any obstructive parking that may occur. As a result, parking beat surveys were carried out in July 2025 to ascertain the volume of vehicles parked in the 'Westminster Way Botley' area and an informal consultation exercise was also carried out in September/ October 2025, which aimed to gauge the views of

local communities on the potential for new parking schemes to be brought forward.

3. The responses and feedback provided from the 2025 consultation have aided in the development of a proposed permit parking scheme for the 'Westminster Way Botley' area – which has been done in collaboration with the local County Councillor.

Corporate Policies and Priorities

4. 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*).
5. 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.
6. 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.
7. In addition, our adopted Network Management Plan (2023-2028) sets out how our parking policies will support and link in with the ambitious transport goals by:
 - (a) Managing kerb side space fairly to ensure a balance is maintained between supporting the vitality of local businesses and catering for resident and visitor parking.
 - (b) Promoting the introduction of resident parking zones to improve the lives of residents and to encourage use of public transport by cutting down on opportunities for commuter parking.

Financial Implications

8. The proposals are being funded through an allocated capital budget to review and introduce Controlled Parking Zones in the County. There are no additional pressures on new budgets or resources to deliver the amendments.
9. Finance has completed a high-level review of this report. As no financial figures or costings were included, this sign off is limited to confirming that the narrative is reasonable based on the information provided. Service area Officers therefore take responsibility for confirming the funding arrangements, validating the financial position & underlying data independently from Finance.

Comments checked by:

Andrew Price – Interim Business Partnering Accountant
Andrew.Price@Oxfordshire.gov.uk

Legal Implications

10. 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.
11. The scheme has been promoted by the Council as the Highway Authority and Traffic Authority under the Highways Act 1980, and the Road Traffic Regulation Act 1984.

Comments checked by:

Jennifer Crouch – Principal Solicitor (Regulatory)
Jennifer.Crouch@Oxfordshire.gov.uk

Staff Implications

12. 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

13. No negative implications in respect of equalities or inclusion have been identified in respect of the proposals.
14. Officers confirm that 'Blue badge' holders can park with a valid badge on display within limited waiting/permit holder parking bays without time limit or restriction, and on single/double yellow line parking restrictions (providing a loading/unloading ban is not in force) for up to a maximum of three hours.
15. Additionally, the Council will consider any requests for additional dedicated Disabled Persons Parking Places on a case-by-case basis - subject to applicant & site suitability - this is provided free of charge to the applicant and will provide additional parking capacity for any holder of an authorised current blue badge.

Sustainability Implications

16. The proposals are being put forward ensure the permit parking areas remain fit for purpose, which continue to serve the needs of the local community.

Risk Management

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

Formal Consultation

18. Formal consultation was carried out between 12 March and 10 April 2026. A notice was published in the Oxford Times newspaper, 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, local City Council Cllrs, Botley & North Hinksey Parish Council, and the local County Councillor representing the North Hinksey division
19. Letters were sent directly to approximately 1870 properties in the immediate vicinity (including a copy of the plan & details on permit eligibility and costs), public notices were also displayed on site at various locations within the area.
20. During the course of the formal consultation, 201 responses were received via the online survey, where 194 identified as local residents, three as a member of the public, two as a Local Councillor, one as a County Councillor and one that was classed as 'other'.
21. In terms of the overall view on the proposed parking scheme in the area, majority of those that wrote in are not in favour of the scheme. Charts shown in **Annex 2** shows the feedback received.
22. A further table (shown in **Annex 3**) provides details of the most common themes/concerns summarised from the public feedback received.
23. The County Councillor for North Hinksey was contacted by officers after the close of the consultation for their comments. They responded as follows:

I support the officers recommendations in this report. Because of the financial challenges to the retail market recently, many of the units are empty. This has meant that the amount of car parking on site is sufficient at the moment. Deferring the decision on the CPZ for several months will enable the officers to judge the impact of more retail and residential use on the surrounding area.
24. Thames Valley Police submitted a non-objection to the scheme.
25. A further nine email responses were received. Three responses have stated there is a cost-of-living crisis and permits shouldn't be charged, and one response highlighted the terms and conditions of Schedule 4 in the Traffic Regulation Order aren't practical and need to be reviewed. The other responses include a request for micromobility bays, a request to extend the proposed scheme to the whole of Hurst Rise Road with double yellow lines on all junctions, a request for two hour free parking to be considered as part of the

scheme, the negative impact on local businesses/ businesses run from home, the impact on mental health of residents and also one resident has stated there are no parking issues at all. A detailed response has been provided regarding Cope Close, stating there are no issues, the scheme will only allow for four legitimate parking spaces (not including those where there are dropped kerbs) and it has also been asked whether a visitor's permit will have to be purchased if visitors park on a dropped kerb. Finally, more information has been requested on the outcome of the informal consultation, whether any responses were received from Sycamore Close, questions regarding road safety figures for the area and whether any complaints have been received from statutory consultants.

26. 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:

27. A large proportion of responses state that there is no parking problem within the proposed zone (46), including specific mentions that there are no issues on Crabtree Road (5), Arthray Road (2), Montagu Road (1), The Garth (1), Cope Close (1), Conifer Close (1) and St Pauls Crescent (1).
28. Some respondents support the introduction of the scheme, stating it is needed (30), with a small number also suggesting wider transport and active travel benefits such as assisting buses (2), cyclists (1) and improving safety where high car ownership can create hazards for pedestrians and cyclists (1).
29. Others oppose the proposals, with comments that the scheme would penalise residents (14) and could negatively affect house prices (2).
30. There are concerns about unintended consequences and displacement, including that parking would move to unrestricted roads and create road safety issues around schools (1), and that vehicles may instead park on grass verges on St Pauls Crescent (1).
31. A small number of comments identify locations where parking problems do exist, citing Arthray Road (1) and Montagu Road (1), and one response suggests introducing marked parking bays.
32. Some responses challenge the premise that non-residents are the cause, stating residents themselves are creating the issues rather than non-residents (2), and that there are no commuter issues on dead-end roads (1).
33. Several comments propose alternative or amended approaches, including considering single yellow line restrictions instead of a residents' permit scheme (2) and including two hours' free visitor parking within the zone.

34. A small number of respondents raise process, evidence and assurance issues, including concerns about whether the scheme is safe (1), that no evidence has been provided to justify it (1), that no report has been provided on the outcome of the informal consultation (1), a query on how many fewer cars would park if introduced (1), and a comment that the Statement of Reasons is disingenuous.

35. A comment has been received in favour of the proposed cycle parking on West Way.

Officer response

36. Following the informal consultation with residents in September/October 2025, Officers worked with the County Councillor to develop proposals for various roads in Botley with the idea to help better manage the demand for residents parking in the area and also address issues arising from the mixed-use development on Botley Centre at West Way. Whilst some residents have stated there are no parking issues on their road, this is not fully consistent with the feedback received via the informal consultation.

37. The main objective of resident permit schemes is to prioritise parking for residents and their visitors. Furthermore, there is no evidence to suggest that permit schemes affect property prices.

38. Displacement parking is a potential issue with any scheme. As a result, once a scheme has been implemented, we monitor it for a period of 12 months and assess whether further measures are necessary. Also, we have recommended double yellow lines around the grass verges on St Pauls Crescent which if approved, any vehicles parked on the grass verges at this location run the risk of being issued with a Penalty Charge Notice.

39. Within a permit parking area (PPA), roads designated for residents' parking are not marked with bay markings, and restrictions are conveyed by signs only. These types of schemes minimise the visual and environmental impact on an area when compared to a traditional controlled parking zone (CPZ).

40. Whilst a permit parking scheme removes obstructive parking caused by non-residents, it also only allows 2 permit per property which in turn creates a safer environment. Furthermore, we have received mixed feedback from residents that reside in the no through roads, some state there is a parking issue, and some have said there isn't.

41. A single yellow line restriction was considered for this area, but it was not proposed as it means that residents can also not park on the highway during these times. It also does not prevent non-residents from parking in this area outside of the operational times. Also, a 2-hour free parking restriction was not considered as the aim of the scheme is to prevent non-residents from parking in this area.

42. As part of the scheme design, Officers are recommending double yellow lines to junctions, bend and any areas where the road is narrow which if approved, will improve road safety.
43. As stated previously, the rationale behind proposing this scheme was based on the feedback obtained from the informal consultation and conversations with the County Councillor. However, Officers are mindful that the West Way development is not at full capacity, there are several commercial units and residential dwellings which are not occupied and therefore residents may not be feeling the full effect of this as yet. As a result, it is recommended to defer this item to allow Officers to do further parking beat surveys in 6 months' time at which point, the redevelopment should hopefully be fully occupied. This recommendation was also discussed with the County Councillor in a meeting on 29th April, who confirmed she was also in agreement with this approach.
44. We do not publicise reports from informal consultations. However, a breakdown of the number of responses received per road during the informal consultation can be seen below:

Road name	Number of responses received
Arnolds Way	6
Arthray Road	35
Beech Road	9
Cedar Road	14
Chestnut Road	13
Conifer Close	11
Cope Close	8
Crabtree Road	19
Crozier Close	2
Cumnor Hill	20
Cumnor Rise Road	6
Eynsham Road	2
Finmore Road	3
Hawthorn Close	10
Hazel Road	1
Hurst Rise Road	30
Hutchcomb Road	14
Laburnum Road	9
Larch Close	2
Lime Road	10
Maple Close	3
Montagu Road	20
Raleigh Park Road	17

Springfield Road	6
St Pauls Crescent	17
Stanville Road	2
Sweetmans Road	13
Sycamore Road	5
The Garth	5
Toynbee Close	1
West Way	5
Westminster Way	21
Yarnells Hill	22

45. Whilst a parking beat survey was undertaken prior to the informal consultation, this only gave us the number of vehicles parked at this location. We do not have information on whether the vehicles in question belong to residents or non-residents.
46. Finally, the Statement of Reasons does state the reasons why we have proposed this scheme. The main focus is to remove obstructive parking caused by non-residents which some residents have written in and confirmed to be the case and the proposal to introduce double yellow lines at certain locations, if improved, will facilitate the safe movement of vehicles and traffic around this area.

b) Costs associated with the scheme:

47. Most feedback argues the permit charges are unreasonable or unfair (56). A small number request that two permits per household should be provided free of charge (2), while one comment considers the permit costs reasonable (1).

Officer response

48. The principle of charging for permit parking permits is to ensure that the costs for their operation are covered. This includes back-office administration, sign and line maintenance, and the enforcement of the schemes. The aim is to run these schemes on a cost-neutral basis and prioritising parking for residents.

c) Proposed timing of the scheme:

49. Comments on timing indicate that obstructive parking is perceived as an all-day issue (2), while one response highlights that the parking problem on Montagu Road is primarily in the evening after 6pm (1).

Officer response

50. With such few comments proposing alternative timings for the permit parking scheme, this would not be considered at this stage. Furthermore, as stated previously, it is recommended to defer this item so further investigations can be undertaken in 6 months' time.

d) Operational elements of the scheme:

51. A key concern is that the scheme could displace parking onto nearby unrestricted roads, and respondents want the scheme boundary or covered roads to be widened to reduce knock-on impacts (50).
52. Another common theme is that the scheme could restrict visitors (28), with calls for more visitor permits (5) and clarity on how visitor parking would work in specific circumstances (e.g., would a visitor permit be required if parking over a dropped kerb) (1).
53. Respondents also raised implementation and compliance issues, including the need for regular enforcement if introduced (12) and concern that current restrictions are not enforced (9).
54. Several comments focus on equity/impact and eligibility, including potential negative impacts on elderly residents (7), disabled residents (7), and those relying on carers/medical staff (6), as well as requests such as free permits for contractors (9), more than two resident permits (1), and extending eligibility to specific roads/areas (e.g., Westlands and Westminster Way) (1, 1).

Officer response

10. Displacement is a potential issue with any scheme; however, all schemes are monitored, and further measures can be considered if necessary.
55. The visitor permit system in Oxfordshire has been in place for several years and generally works well for most residents. The first 25 visitor sessions are free. Furthermore, a visitor permit would still be required if a vehicle is parked across a dropped kerb as it is classed as public highway.
56. It is standard practice where new schemes are introduced, to increase the level of enforcement to drive better compliance of the restrictions and to change behaviours of non-residents who have become used to parking within the area.
57. There are carer permits available for those who need support at home, allowing them to pass the permit to their visitors without a time limit on the number of visits. Furthermore, blue badge holders can within a permit scheme for free providing their blue badge is on display.
58. The permit scheme also accommodates tradespeople through contractor permits and allows the Council to suspend restrictions for events or utility works.
59. A cap on 2 permits per property is the Council's standard policy for new permit schemes and this is required to ensure the scheme is equitable and fair for all users and often there is a higher demand for on-street parking in general.

e) Proposed no waiting at any time restrictions:

60. Overall, the most frequent view is that double yellow lines would improve safety and traffic flow (9), with specific support for introducing them in Westminster Way (6).
61. Several responses request additional or extended double yellow line coverage at particular locations. The most common extension request is to extend the Westminster Way restriction up to the A34 slip road (4). There are also repeated calls for double yellow lines at the junction of Cumnor Hill and Hurst Rise Road as per the proposal (4).
62. A smaller number of comments argue that restrictions are unnecessary in certain streets, specifically stating that double yellow lines are not needed on St Pauls Crescent (3) and Cope Close (2). Related to this, two comments also request additional lines opposite the junction as well (2), indicating concerns about junction functionality and clearance.
63. Finally, there are a range of single-mention, site-specific requests for further restrictions: additional lines on Hutchcomb Road (1), the junction of Conifer Close and Hurst Rise Road (1), Cope Close (supporting lines there) (1), Hurst Rise Road between Conifer Close and Cumnor Hill (1), implementing double yellow lines throughout the zone rather than only at junctions (1), adding restrictions on Finmore (east side) to assist buses (1), and at the junction of Hurst Rise Road and Arnolds Way (1).

Officer response

64. The scheme cannot consider extending the scope to include additional restrictions, but if approved, it would be monitored, and further changes could be considered.
65. The proposed locations for the addition of new double yellow lines have been kept to a minimum and limited to areas where they would assist with road safety.
66. The double yellow lines on Cope Close have been proposed at the junction and around the turning circle. These proposals have received mixed reviews with some residents being in favour and some against. Furthermore, this restriction has been proposed on the junctions and around the grass verges on St Pauls Crescent to protect them as vehicles are currently parking there, causing damage to them.

f) Other comments:

67. The largest cluster criticise earlier planning decisions—specifically that the Council made a poor decision approving the West Way development (6).
68. Another recurring concern is that pavement parking is a problem in the area (5), suggesting ongoing obstruction or misuse of footways.
69. A number of transport-behaviour and road-safety issues are also raised. Respondents call for more incentives to promote the park-and-ride facility (3)

and report speeding issues in the area (3), indicating interest in measures that both reduce car dependence and improve safety.

70. A smaller set of comments focus on requests for information and process transparency, including requests to see feedback from the informal consultation (2) and a question about whether bus companies, the District Council, or emergency services have raised complaints about access issues (1). There is also a request for figures relating to road safety incidents (1).
71. The remaining points are individual, site-specific suggestions: tackling pavement parking in the Church Way pedestrian area (1), making Hurst Rise Road one-way from Botley Road (1), considering pinch points for public transport around the estate (1) and calling for better public transport generally (1). Other one-off comments include improving West Way shops car-park signage/management (1), adding limited-waiting bays on Conifer Close for dental visitors (1), providing additional cycle parking (1), adding micromobility bays for e-bikes/e-scooters (1), and using funding for resurfacing/potholes (1).

Officer response

72. The comments regarding the decision to approve the West Way development are outside of the scope of this scheme but will be passed onto the Planning team.
73. Parking on pavements is a national issue and technically not an automatic offence outside of London. The Department for Transport is currently exploring whether there needs to be a change to primary legislation on this issues and lobby groups are advocating extending the ban currently in place across the Greater London, to the rest of the country. The Council is closely monitoring the situation to determine if new policies need to be put in place.
74. Issues relating to road safety such as speeding are outside the scope of the project, but the Council does have an active road safety team that responds to safety concerns raised by the public. The points highlighted will be passed over to the road safety team for investigation. Furthermore, comments relating to the park and ride facility will also be forwarded onto the relevant team for consideration.
75. As stated in point 41, we do not publish reports relating to informal consultations. A breakdown of the number of responses received per road can also be found in point 41. No complaints have been received regarding access issues from bus companies, the District Council or emergency services.
76. Officers have liaised with the Road Safety Team who have checked the reported collision record for the latest 5-years (2021-2025) and confirmed there were no incidents recorded within the scope of the proposals.
77. Requests to introduce additional cycle parking, micromobility bays one-way schemes and for better public transport fall outside of the scope of this project

but these comments will be forwarded onto the relevant entities for consideration.

78. West Way shops car park is a private car park and outside of the scope of the County Council. However, the comments will be fed back to the District Councillors.
79. As stated previously, this scheme cannot consider extending the scope to include additional restrictions such as limited waiting bays, but if approved, it would be monitored, and further changes could be considered.
80. Finally, whilst a request has been made for this funding to be utilised to repair potholes and resurfacing, this is not possible as the funding has been received via a section 106 contribution to assist with any obstructive parking that may arise as a result of the West Way redevelopment.

Paul Fermer
Director of Environment and Highways

Annex(es): Annex 1: Consultation plans
 Annex 2: Response summary charts
 Annex 3: Response summary tables
 Annex 4: Consultation responses (*separate document*)
 Annex 5: Equality Impact Assessment






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

Contact Officer(s): Manjinder Jutla – Senior Officer Parking

May 2026

Drawing No. _____

KEY:

-  Existing double yellow lines
-  Proposed double yellow lines
-  Boundary of eligible properties
-  Proposed Permit Parking Area Mon-Sat 8am-6pm
-  Proposed Sheffield Cycle Stands

SAFETY, HEALTH AND ENVIRONMENTAL INFORMATION

IN ADDITION TO THE HAZARD/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)

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Rev.	Date	Purpose of revision	Drawn	Checked	Approved

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Project title
 Botley S106 25/26

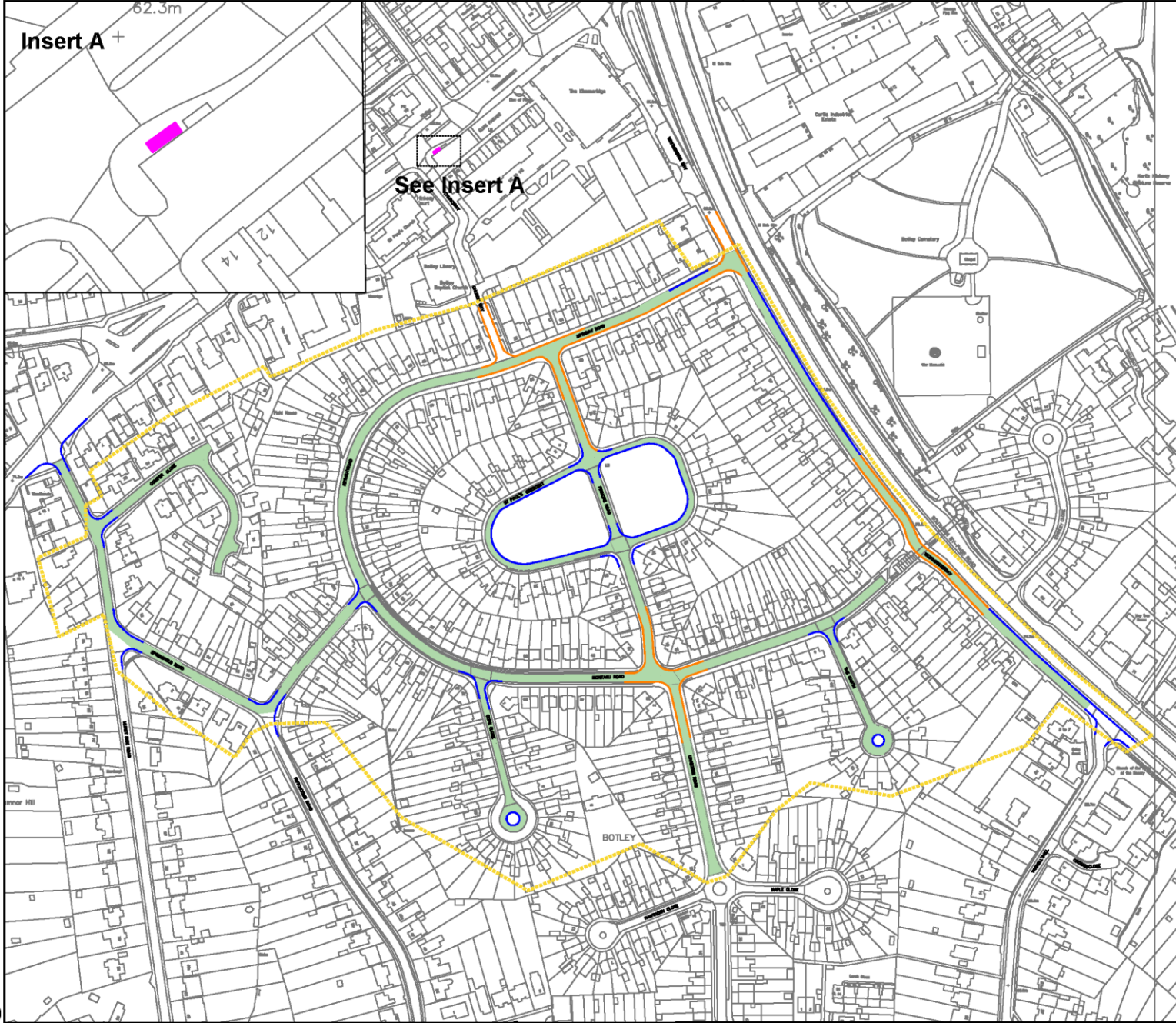
Drawing title
 Proposed Permit Parking Area
 Westminster Way Botley

Drawing Status

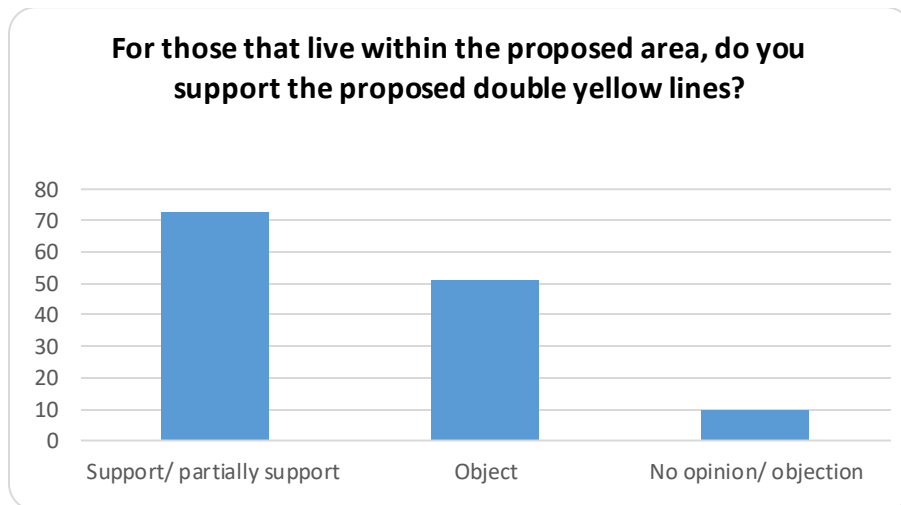
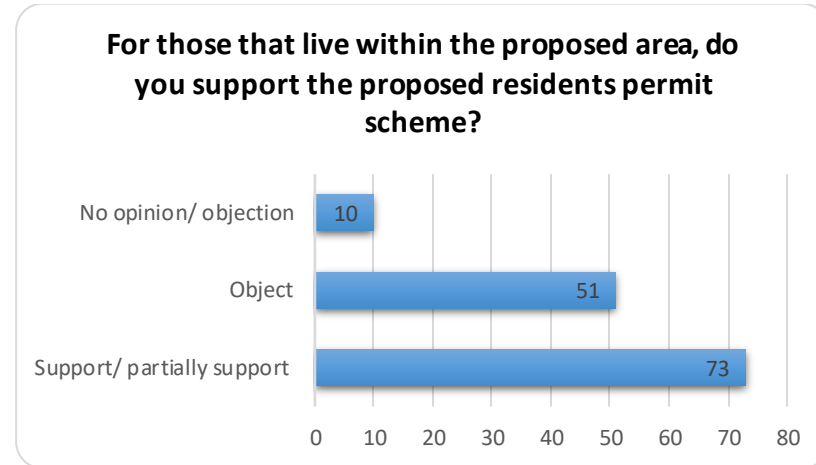
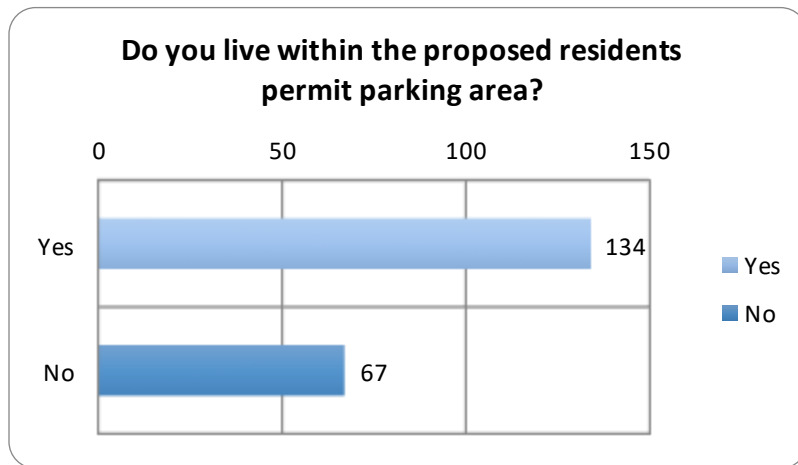
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a) General comments for the proposed parking scheme:

COMMENT	No. COMMENTS
There are no parking issues in the proposed zone	46
The scheme is needed	30
The schemes penalise residents	14
There are no parking issues on Crabtree Road	5
The proposed scheme will assist buses	2
There are no parking issues on Arthray Road	2
The proposed scheme will negatively impact house prices	2
It is residents who are causing the issues, not non-residents	2
Single yellow line restriction should be considered as an alternative to a residents permit scheme	2
2-hour free visitor parking should be included in the zone	2
Concerns whether the scheme is safe	1
There are parking problems on Arthray Road	1
There are parking problems on Montagu Road	1
Parking bays should be implemented	1
The scheme will assist cyclists	1
There are no parking issues on Montagu Road	1
There are no parking issues on The Garth	1
There are no parking issues on Cope Close	1
There are no parking issues on Conifer Close	1
Residents own 3+ cars which poses a danger to pedestrians and cyclists	1
Currently vehicles parking on Hurst Rise Road are helping to slow traffic down, assisting with road safety	1
No evidence provided to justify the proposed scheme	1

No report has been provided showing the outcome of the informal consultation	1
How many less cars will be parking in this zone if this scheme is introduced?	1
The Statement of Reasons is disingenuous	1
There are no commuter issues on dead end roads	1
Vehicles will end up parking on the grass verges on St Pauls Crescent	1
There are no parking issues on St Pauls Crescent	1
The schemes will displace parking to unrestricted roads and results in road safety issues around schools	1

b) General comments relating to the cost of the scheme:

COMMENT	No. COMMENTS
Costs of permits are unreasonable and unfair	56
2 free permits should be provided per household	2
Costs of permits are reasonable	1

c) General comments relating to the timing of the scheme:

COMMENT	No. COMMENTS
Obstructive parking in this area occurs 24/7	2
Montagu Road - parking issues occur after 6pm	1

d) General comments relating to the operational aspect of the scheme:

COMMENT	No. COMMENTS
The scheme will result in displacement parking on unrestricted roads in the vicinity and other roads should be included	50

The scheme will restrict visitors	28
Regular enforcement of the scheme is needed, if it is introduced	12
Current restrictions are not enforced	9
Contractors should be given free permits	9
The scheme will negatively impact the elderly	7
The scheme will negatively impact disabled residents	7
The scheme will negatively impact those that have a carer/ medical staff	6
More visitors permits are required	5
The scheme will negatively impact the businesses operating from home, general businesses and services in the area	2
The TRO has been queried - schedule 4, column 6 - with regards to maximum number of permits and conditions of use	2
More than 2 residents permit are required	1
The scheme will negatively impact those that require assistance with childcare	1
Westlands should be included in permit eligibility	1
All of Westminster Way should be included in permit eligibility	1
The scheme will negatively impact those that have no access to off street parking	1
There are a lot of dropped curbs on Cope Close, how will visitor parking be managed?	1

e) General comments relating to the proposed no waiting at any time restriction :

COMMENT	No. COMMENTS
The double yellow lines will assist with safety and traffic flow	9
Double yellow lines in Westminster Way are supported	6
The proposed double yellow lines on Westminster Way should be extended all the way up to the A34 slip road	4
Double yellow lines are needed on the junction of Cumnor Hill with Hurst Rise Road	4

The double yellow lines on St Pauls Crescent are not needed	3
Double yellow lines are not needed on Cope Close	2
Additional double yellow lines are needed opposite the junction as well	2
Additional double yellow lines are needed on Hutchcomb Road	1
Double yellow lines are needed on the junction of Conifer Close with Hurst Rise Road	1
Double yellow lines are needed on Cope Close	1
Additional double yellow lines are needed on Hurst Rise Road between Conifer Close and Cumnor Hill	1
Double yellow lines are needed throughout the zone, not just at the junctions	1
Additional double yellow lines are needed on Finmore east side within St Pauls Crescent and between ST Pauls Crescent and Montagu Road to assist buses	1
Double yellow lines are needed at the junction of Hurst Rise Road and Arnolds Way	1

f) Other comments:

COMMENT	No. COMMENTS
The Council made a poor decision approving the West Way development	6
There is an issue with pavement parking in the area	5
More incentives should be introduced to promote the park and ride facility	3
There are issues with speeding in the area	3
Feedback from the informal consultation has been requested	2
Vehicles are currently parking on the pavements in the pedestrian area on Church Way	1
Hurst Rise Road should be made one way for access from Botley Road	1
Consideration needs to be given to the pinch points for public transport around the estate	1
Better public transport is needed	1
Car park provision at West Way shops is poorly signposted and managed	1
Limited waiting bays should be considered on Conifer Close to assist those visiting the dentist	1

Additional cycle parking is needed	1
Micromobility bays should be considered to make e-bikes and e-scooters more attractive	1
Figures relating to road safety incidents have been requested	1
Have any complaints been received by bus companies, District Council or emergency services regarding access issues?	1
Funding should be utilised for resurfacing and to fix potholes	1



**Oxfordshire County Council
Equalities Impact Assessment**

BOTLEY, WESTMINSTER WAY PPA – PROPOSED PARKING MEASURES

10/03/2026

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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).	BOTLEY, WESTMINISTER WAY PPA – PROPOSED PARKING MEASURES
Is this a new or existing function or policy?	Existing – the parking team already operate CPZs/Permit Parking Zones elsewhere in Oxfordshire, and measures to restrict and control car parking availability, including further use and expansion of CPZs, form part of the county’s recently adopted Local Transport and Connectivity Plan and Central Oxfordshire Travel Plan.
<p>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>	<p>Local Transport and Connectivity Plan (LTCP) – July 2022 and the Network Management Plan (NMP) 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. In some instances, businesses may be eligible for permits. 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>Parking permit charges may 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	James Whiting – Team Leader, TRO and Parking Schemes
Authorised By	Cathy Champion – Operations Manager (Civil Enforcement)
Date of Assessment	10/03/2026

Section 2: Detail of proposal

<p>Context / Background Briefly summarise the background to the policy or proposed service change, including reasons for any changes from previous versions.</p>	<p>Civil Parking Enforcement was decriminalised in 2021 and this opened up opportunities to consider areas that would benefit from the introduction of Permit parking schemes. Botley is a village in Vale of White Horse was in scope for this project as a result of funding secured through the West Way redevelopment to mitigate any obstructive parking caused by visitors to the area. We have consulted local stakeholders and residents for their opinions over wide area around Botley.</p>
<p>Proposals 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 bays to better manage parking in the Westminster Way area which will give priority to residents by preventing long stay parking by non-residents. No waiting restrictions are also 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.</p>
<p>Evidence / Intelligence 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>Prior to undertaking the public consultation, an informal consultation took place in September/ October 2025 to understand the parking issues in the area. There was a mixed response to the informal consultation but upon speaking with the County Councillor it was apparent there is a issue with non-resident parking in this area. After this, a further meeting was held with the County Councillor to discuss the preliminary design. They approved the scheme and requested that the County Council to progress with the statutory consultation.</p>

<p>ability to deliver our climate commitments.</p>	
<p>Alternatives considered / rejected 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 Councillors and following consultation with residents to address a known problem of non-resident parking in the Westminster Way area. The do-nothing option would likely result in the County Council receiving complaints about the parking impacting the local community due to a lack of parking capacity for residents and local businesses.</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 non-resident 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 the second set.	OCC project team	Post implementation engagement including with Local Member

<p>Disability</p>	<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 non-resident 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 without a permit and for free, as long as the blue badge is on display.</p>	<p>OCC project team</p>	<p>Post implementation engagement including with Local Member</p>
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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"/>	Pregnant people and with infants may require home support from a medical or other professional who need to park on street. A reduction in non-resident 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.	A resident permit scheme will increase the kerb capacity available to residents as it will remove the obstructive parking currently taking place by non-residents. Due to this there is a greater probability that users will be able to find spaces closer to their destinations.	OCC project team	Post implementation engagement including with Local Member

Race	<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.			
Sex	<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.			
Sexual Orientation	<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.			
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 of 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
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
Areas of deprivation	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	Introduction of a charge for parking permits, may be harder to afford for people in areas of deprivation.	The charge for residents' permits are in-line with existing charges for parking permits levied in Botley. Charges are reviewed on an annual basis as part of	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
					the Councils Fees and Charges budget setting. The decision to proceed with a scheme takes into account all factors including new fees and charges for residents and business users.		

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 type="checkbox"/>	<input checked="" 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 change.
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	
Person Responsible for Review	
Authorised By	