

Division(s) affected: *Abingdon South*

DELEGATED DECISIONS BY CABINET MEMBER FOR TRANSPORT

03 SEPTEMBER 2026

ABINGDON: BATH STREET PROPOSED INTRODUCTION OF PERMIT HOLDER ONLY BAYS

Report by Director of Environment and Highways

RECOMMENDATION

The Cabinet Member is **RECOMMENDED** to:

- a) **Approve the introduction of Permit Holder only bays on Bath Street, Abingdon – as advertised.**

Executive Summary

1. This report presents comments received to a statutory consultation – and the subsequent response to objections from County Council Officers – on proposals to introduce new a section of permit holder only parking bays in an area currently designated as dual purpose (i.e. 2-hour parking or permit holder parking).
2. Following the approval of a scheme to introduce an advisory cycle lane on Bath Street towards Stratton Way, a commitment was given at the Cabinet members decision meeting on 22nd February 2024, for officers to undertake a review of the impact on residential parking within the area due to the potential loss of parking amenity.
3. In response, further proposals were brought forward to mitigate the impact on parking for local residents, which saw the approval and introduction of dual purpose bays which allowed permit holders to park without time limit and non-permit holders to park for a maximum of 2 hours.
4. Responding to complaints from residents about the lack of available parking for permit holders, proposals have been brought forward to dedicate approx. 7-8 vehicle lengths to become permit holders only. These proposals aim to help protect the parking amenity that runs through the area, and to help provide equitable provision of permit holder parking for residents in the immediate vicinity.
5. The proposals are to convert some of the shared-use parking provision (approx. 7-8 vehicle lengths) on the B4017 Bath Street to 'Permit Holders Only'

parking during the operational hours of Monday to Saturday, 8am-6pm (outside of these hours, parking will be unrestricted).

6. The local County Councillors for the area were consulted on the proposal and gave their support before the statutory consultation took place.

Corporate Policies and Priorities

7. Of the three priorities identified within the newly adopted 'Oxfordshire Strategic Plan 2025-2028' which are listed below, these proposals actively support priority nos.1 & 3:

(1) Greener Oxfordshire – *“We want our communities to enjoy clean air, access to green space, and safe and sustainable ways to move around. This means reducing traffic congestion and investing in public transport, cycling and walking; protecting our natural environment; and helping Oxfordshire respond and adapt to a changing climate.”*

(2) Fairer Oxfordshire – *“We want all our residents to benefit from the advantages our county has to offer. This means supporting a local economy that benefits everyone; assisting people who face challenges in finding work; making our services as easy to access as possible; and helping communities in need.”*

(3) Healthier Oxfordshire – *“We want all our residents to be happy, healthy and safe. This means helping children get the best start in life; creating opportunities for young people to reach their full potential; supporting older people to age well and stay independent for as long as possible; and encouraging everyone to make healthy choices.”*

Financial Implications

8. Funding for consultation on the proposals (and implementation if approved) has been secured through Community Infrastructure funding.
9. There are no risks or pressures identified on existing County Council resources or budgets.
10. 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

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:

Jennifer Crouch – Principal Solicitor (Regulatory)

Jennifer.Crouch@Oxfordshire.gov.uk

Staff Implications

13. There are no negative staff implications – with the 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 or negative impact on capacity expected.

Equality & Inclusion Implications

14. An equality impact assessment has been undertaken (see **Annex 3**), and no negative implications in respect of equalities or inclusion have been identified in respect of the proposals.
15. It should be noted that blue badge holders can continue to park in the proposed bays without time limit where their badge is on display in a vehicle.

Sustainability Implications

16. The proposals aim to help protect the parking amenity that runs through the area, and to help provide equitable provision of permit holder parking for residents in the immediate vicinity.

Risk Management

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

Formal Consultation

18. Formal consultation was carried out between 03 June and 03 July 2026. A notice was published in the Oxfordshire Herald 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, Vale of White Horse District Council, relevant local District Councillors, Abingdon Town Council, and the local County Councillors representing the Abingdon East, and Abingdon South divisions.
19. Public notices were placed on site adjacent to the proposals, and letters were also sent directly to approximately 67 properties in the immediate vicinity, providing a copy of the plan. Whilst the public notice & draft legal documents were not included with the individual letters, instructions were provided on how to view them online.
20. During the course of the formal consultation, 33 responses were received via the online survey, the general position to the proposals included 12 in support (36%), 5 in partial support (15%), and 16 in objection (48%).
21. A representative of Abingdon Town Council responded (included above) to state that:

'Abingdon Town Council recognises the need for residents to have reasonable access to parking close to their homes and feel this is a reasonable review and amendment for those with controlled zone permits.'
22. Additionally, two emails were received directly, with a representative of Thames Valley Police responding to confirm that they had no objection to the proposals, and a representative on behalf of Oxford Cycling Network responded to state that:

'We support this proposal to prioritise some of the bays in this area for resident use. From our examination of the plans, this appears compatible with the planned cycle lane improvements on Bath Street, but we hope this has been checked with the latest version. These improvements, funded by developers in North Abingdon, are long awaited and we hope they will be delivered soon.'
23. The full responses are shown in **Annex 2**, 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

24. Respondents objecting to the proposals were mainly concerned about the potential loss of parking in the town centre and the effect this could have on local businesses. Several comments highlighted the importance of retaining

short-stay parking to allow convenient access to local amenities. A smaller number of respondents also raised concerns that the proposals could reduce parking options close to the town centre for disabled users.

25. Other objection comments suggested that parking should be created or retained to encourage visitors and support town centre activity. Some respondents felt that previously removed parking should be reinstated, while others noted that people use Bath Street to avoid driving into the congested town centre. Concern was also raised about the effect of reduced parking on local tradespeople carrying out work at nearby properties.
26. Respondents supporting the proposals generally considered that existing parking pressures make it difficult for residents to find spaces close to their homes. The main supporting theme was that residents should be given priority over available parking, with several comments indicating that additional residents' spaces are needed to help address current demand.
27. Other comments focused on wider parking provision in the town. Some respondents suggested that the multi-storey car park should be rebuilt, while another view was that town centre parking should be made free to help prevent parking demand from being displaced into nearby residential areas.

Officer response

28. The dual-purpose bays currently in place were introduced as a solution for residents to be able to park closer to their homes, whilst retaining short stay parking. These amendments were linked to the necessary introduction of double yellow lines further along Bath Street, which were implemented to facilitate a new cycle lane under a planning decision from a nearby development.
29. The feedback from residents has been that – although they can park in the bays without time restrictions – the demand from non-permit holders is such that they are struggling to find available spaces.
30. Currently there are 20 live residents permits in operation and 22 spaces available – although non permit holders can park for up to 2 hours. The proposal to dedicate eight spaces to residents only represents around 36% of available parking, and helps provide a greater balance for permit holders looking to park in the bays.
31. A large proportion of 2-hour parking will still be available, and it should be noted that blue badge holders would be able to park in either the dual-purpose bays or permit holder only bays without time limit where their badge is on display.
32. Trades people visiting the properties have the option of using a visitor permit provided by the resident or being issued with a contractor permit if parking for longer than a day.

33. Under these proposals Officers cannot consider the provision of parking through off-street parking which is the responsibility of the district council.

Paul Fermer
Director of Environment and Highways

Annex(es): Annex 1: Consultation plan
 Annex 2: Consultation responses
 Annex 3: Equality Impact Assessment

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

Contact Officer(s): James Whiting (TRO and Schemes Manager)

September 2026

Drawing No.

U

Key

- Existing No Waiting at Any Time
(double yellow lines)
- Existing dual use bays (reduced):
2 hours limited waiting - Monday to
Saturday 8am to 6pm (no return within
1 hour) or Permit Holders 'AN' prefix
- Proposed permit holder only bay
Monday to Saturday 8am to 6pm
'AN Prefix'

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Rev.	Date	Purpose of revision	Drawn	Checked	Approved



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Project title

PERMIT HOLDER/ 2 HOUR BAYS

Drawing title

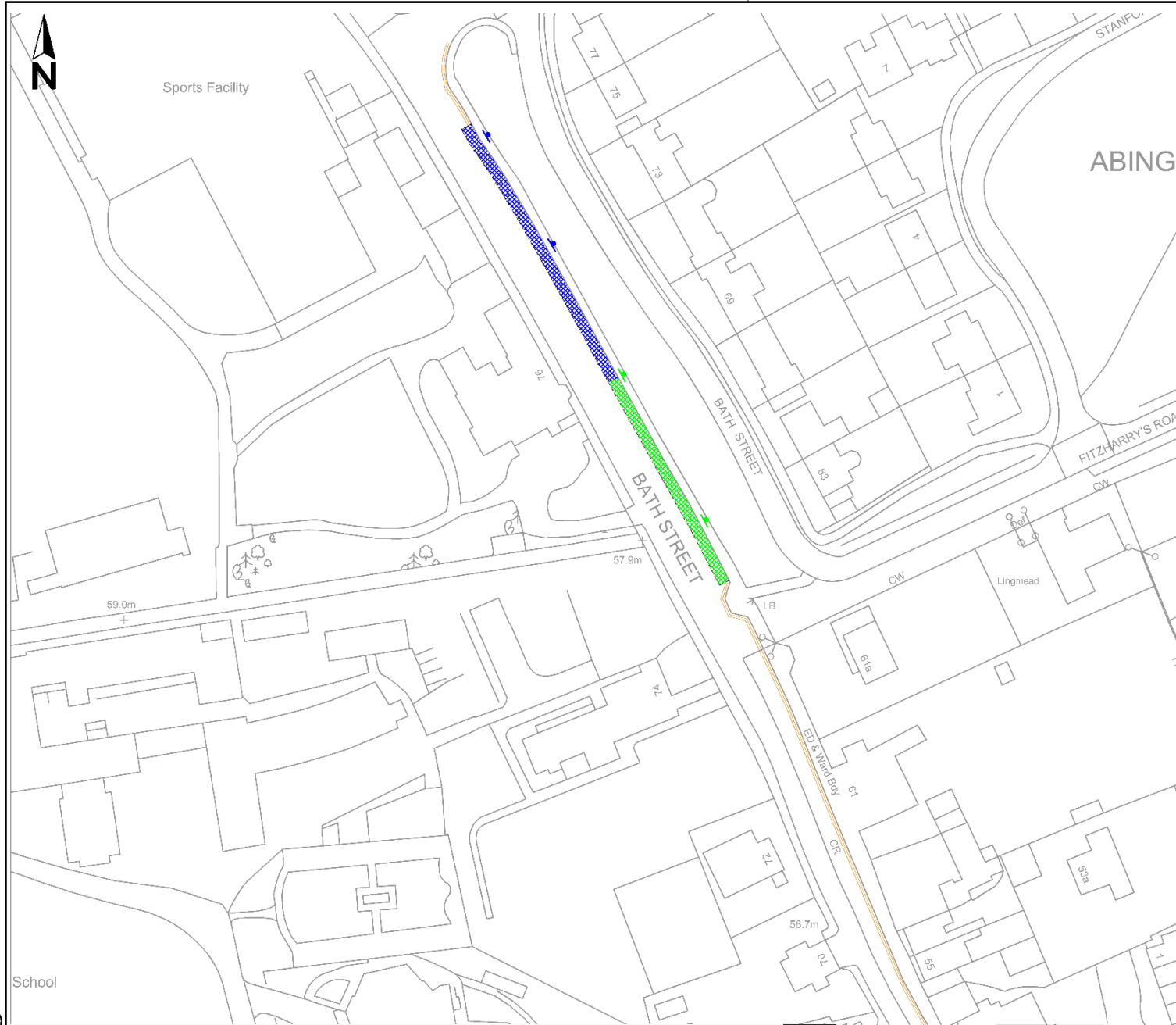
**BATH STREET, ABINGDON
WORKS DRAWING**

Drawing Status

Scale @ A3	Drawn by	Checked by	Approved by
1:1250	JW	CC	
	Date drawn 05/05/2026	Date checked 05/05/2026	Date approved

Oxfordshire Project No. & File Ref
Bath St 26

Drawing No.	Revision
BATH/26/TRO/001	0



ANNEX 2

A. Email responses:

RESPONDENT	COMMENTS
(e1) Traffic Management Officer, (Thames Valley Police)	No objection
(e2) Oxfordshire Cycling Network	Support – We support this proposal to prioritise some of the bays in this area for resident use. From our examination of the plans, this appears compatible with the planned cycle lane improvements on Bath Street but we hope this has been checked with the latest version. These improvements, funded by developers in North Abingdon, are long awaited and we hope they will be delivered soon.

B. Online responses:

RESPONDENT	COMMENTS
(o1) Abingdon Town Council	Support – Abingdon Town Council recognises the need for residents to have reasonable access to parking close to their homes and feel this is a reasonable review and amendment for those with controlled zone permits
(o2) Local resident, (Abingdon, Argyle Drive)	Object – As a regular user of these spots to bring my family in to have a walk around Albert Park or visit the town centre to bring some much needed business, I'd really miss these spots. With very very few free places to park around the town now losing half of these bays would be detrimental to the growth the local residents want to see. I appreciate people need parking but many of the properties able to apply for a permit already have plenty of private parking available to them, like driveways. With the recent reduction in capacity already, it's a struggle to get a spot here now. Please don't take away anymore!

(o3) Local resident, (Abingdon, Bath Street)	Object – Once again it seems there is a creeping removal of all on-street parking. There used to be additional parking on Bath Street, and this was removed, which has meant that the number of spaces was reduced. Simply relabelling some of the remaining spaces to only be permit holders does nothing to add capacity, and only further inconveniences people travelling to Abingdon. With no progress on the multi-storey, there is a general lack of parking in the town centre, which impacts the footfall. Reinstating the previously removed spaces as resident only would be a better balance between providing parking for the immediately local residents and also for visitors. Having more spaces available allows for more residents to park at any time of day, as well as continuing to allow visitors to the town to park.
(o4) Local resident, (Abingdon, Cheyney Walk)	Object – I need these spaces to park my SEN disabled child to get to town as there are not enough close by and i was refused a blue badge. If spaces become permit holders only there won't be enough spaces to get close enough. Bath street residents should be able to on Bath Street directly outside their own houses.
(o5) Local resident, (Abingdon, Fitzharrys Road)	Object – The town needs short term parking like this. The road is not really residential at this point so it is pointless making it residential parking. Which residents do you think need this parking? 2hr limit is perfect for going to Dentist (bath street) /doctors (malthouse) particularly given the multi story car park currently has limited parking. No restrictions of this kind should be implemented in this area until the multi story car park is fixed to provide an alternative. The council could introduced ticketed parking (1hr free) to make it easier for enforcement officers to enforce the 2hr limit.
(o6) Local resident, (Abingdon, Inkerman Close)	Object – The congestion is so bad trying to get to town centre car parks I often rely on finding a space on Bath Street, whilst in an unmoving traffic jam, to then park and walk, albeit slowly to a medical appt. I can no longer walk into the town centre.
(o7) Local resident, (Abingdon, Kingston Close)	Object – Abingdon does not need these restrictions since the area is never unreasonably overflowed for non-residents. Parking naturally regularise itself and parking for permit holders start to negatively impact this friendly

	arrangement. We dont want the repetition of the aggressive parking rules of Oxford which just makes a town aggressive and negative, stressful.
(o8) Local resident, (Abingdon, Parsons Mead)	Object – It's not needed it's use by. All of Abingdon residence.
(o9) Member of public, (Abingdon, Sherwood Avenue)	Object – We should be encouraging people who don't have cars to live in towns, not providing them with more space. We need public parking to encourage visitors to revitalise our town not discourage them with less and less parking.
(o10) Member of public, (Abingdon, Farm Road)	Object – There a lack of casual parking in Abingdon so to allocate spaces for resident parking just makes it worse, besides what residents would use these
(o11) Local resident, (Abingdon, Inkerman Close)	Object – Because the on road parking on Bath street has already been reduced I object to making any of the remaining parking places permit only. If residents parking is needed then please reinstating the recently removed on road parking in Bath street for residents, which would resolve this. There is already very limited parking in Abingdon following the closure of much of the multi story car park alongside the reduction of free parking in car parks from 2hrs to only 1 hr. My mother is disabled and we often drop her at the entrance to shops and restaurants and then park in Bath street to join her which would not be possible with this proposal. I am concerned that removing any more public parking will encourage people to go elsewhere for their shopping etc and will kill off the town centre.
(o12) Local resident, (Abingdon, Oxford Road)	Object – these areas provide much needed short term parking for local residents who dont live directly fronting this road but would like to access nearby amentities There is no other area for parking nearby

(o13) Local resident, (Abingdon, Whitecross)	Object – Abingdon is a dying town and needs as much free parking as possible to encourage visitors.
(o14) Local resident, (Abingdon, Langley Road)	Object – I object to this proposal because public parking in Abingdon town centre is already extremely limited. Many spaces are subject to short stay restrictions, leaving few practical options for visitors, shoppers and patients attending appointments. Converting additional public spaces to permit-only parking will further reduce accessibility and will discourage people from using the town centre. The council should focus on supporting access to local services and businesses rather than continuing to reduce the availability of public parking.
(o15) Member of public, (Dry sandford, Lansdowne Road)	Object – You have already removed some of the parking on bath street, which has resulted in this lack of space, which will have directly affected some of the houses in bath street. The houses on the parallel bath street have drives for garages and if parking is a real issue for them they could use front garden to extend drive, or you could turn the single yellow into permit holders only area. Which would serve all houses in the area. The objection is that i come to Abingdon and because of the removal of the oneway system traffic in abingdon is a nightmare and i don't want to drive closer to get stuck in traffic just too come back on bath street and wootton road i use this regularly to visit town to pop in for things.
(o16) Member of public, (Marcham, Kings Avenue)	Object – It is one of the few areas near Abingdon Town centre which allows 2 hours free parking
(o17) Local resident, (Radley, Shaws Copse)	Object – There is very little parking spaces for casual visitors. The multi storey car park is often full and there is a need in that part of the town fir short stay - Say 30 minutes or 1 hour during working hours.
(o18) Local Cllr (Abingdon, Abbey Close)	Partially support/concerns – I am pleased to see action being taken to improve parking for local residents, given the parking restrictions introduced a few years ago to aid pedestrian and cycle safety.

	Some residents have raised concerns at a loss of town centre parking, especially given the ongoing closure of the multistorey car park. Given this is a short stretch of road being considered, I would hope there would not be too big an impact on overall parking availability. Going forwards, there are a number of other places in Abingdon where there are shared use bays in areas with a high demand for residents parking. I would be interested in seeing what resource there is for converting more shared use bays to resident's only in the future, should there be a demand from residents for it
(o19) Local resident, (Abingdon, Bath Street)	Partially support/concerns – As there continue to be problems with the on street parking in Abingdon, why not repair / rebuild the multi-storey car park in the charter complex in the town centre, as this would then remove the need to have non-permitted parking.
(o20) Local resident, (Abingdon, Victoria Road)	Partially support/concerns – Again local residents find themselves in the position of having to fight for parking by their own properties because the parking in the public car parks is inadequate and expensive. All that will happen as a result of making these spots residents only is that those who park there will find another residential road near the town to park on and therefore push the problem elsewhere- which will then ultimately result in another plea from residents to fix the parking. Why cannot this issue be fixed at the source? Provide free parking in the town centre for visitors which will stop visitors blocking residential roads. You are never going to stop people using cars that's the reality.
(o21) Local resident, (Abingdon, Welford Gardens)	Partially support/concerns – There have been freely available time restricted parking here for decades, and it seems that most residents in Bath street, in the immediate locality have access to off street parking anyway. This long parking bay is very useful for example, when attending GP or dental appointments, despite other car parking being available in Abingdon town centre in theory. It should be noted though that the multi storey car park is much reduced compared to historical capacity. If there is a clear strong need for local residents needing permits and access to more parking, then I agree this consultation should examine the case fully.
(o22) As a business, (Didcot, Broadway)	Partially support/concerns – This may make it harder for trades and other people requiring to visit local properties to carry out work

(o23) Local resident, (Abingdon, Bath Street)	Support – I live on bath street it is a nightmare to park
(o24) Local resident, (Abingdon, Bath Street)	Support – Many of the older houses on Bath Street were built before cars were a thing and therefore have no provision for parking. This is unreasonable for a modern family, and also affects the house values and ease of sale. Their owners should have first call on any parking on the street where they live.
(o25) Local resident, (Abingdon, Bath Street)	Support – My parents live at number 57 Bath Street and we objected to the reduction in available parking spaces because as I along with other carers would have difficulty finding a place to park for the frequent visits my parents need. The changes made have led exactly to the problems I predicted. The current situation is causing major problems for me an my parents other carers. Adding residents only parking spaces will help alleviate this however you are not proposing enough spaces given the number of houses affected.
(o26) Local resident, (Abingdon, Bath Street)	Support – I have a permit and often struggle to find a space to park my car.
(o27) Local resident, (Abingdon, Bath Street)	Support – I live at one of the residences eligible for a permit, so support this as it would make spaces available for us and I would be more likely to use it. At the moment, there is rarely space so I park further away
(o28) Local resident, (Abingdon, Bath Street)	Support – We have a young family on Bath Street, and as our home has no available parking, access to these permit bays is essential for us. They're often fully occupied, so giving residents priority access would provide much needed peace of mind. Thank you.
(o29) Local resident, (Abingdon, Bath Street)	Support – Parking is often not possible particularly at dropoff and pickup times for Abingdon School. Dedicated parking for permit holders will both help residents and discourage parents from using their cars to take children to school.

(o30) Local resident, (Abingdon, Fairfield Place)	Support – Makes sense that residents of Bath Street (those who live towards the junction with Stratton Way where there is no parking) should be able to access parking within reasonable walking distance.
(o31) Local resident, (Abingdon, Fitzharry's Road)	Support – local residents should have access to parking provision close to their homes
(o32) Local resident, (Abingdon, Bath Street)	Support – I live at 41 Bath Street, Abingdon, Oxfordshire, OX141EA, UNITED KINGDOM and I have a parking permit; rarely am I able to park. I had to take my house off the sales market as potential buyers were deeply troubled by the inability to park. This is now severely affecting the value of my home and saleability thereof. At 66 years old I've had to remortgage, something I never would have imagined.
(o33) Local resident, (Abingdon, Park Road)	Support – Not enough parking provisions for Abingdon residents.



**Oxfordshire County Council
Equalities Impact Assessment**

BATH STREET, ABINGDON – PERMIT PARKING BAYS

27/07/26

Contents

Section 1: Summary details	16
Section 2: Detail of proposal	18
Section 3: Impact Assessment - Protected Characteristics	20
Section 3: Impact Assessment - Additional Community Impacts	21
Section 3: Impact Assessment - Additional Wider Impacts	1
Section 4: Review	2

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).	BATH STREET, ABINGDON – PERMIT HOLDERS ONLY BAYS
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.
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).	Local Transport and Connectivity Plan (LTCP) – July 2022 and the Network Management Plan (NMP) 2023-2028 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: - Undertake Network management as part of an integrated approach, utilising emerging technologies to maximise its ability to tackle congestion issues in the county. - 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. - Balance the needs of all network users, whilst promoting and prioritising walking, cycling and public transport at every opportunity. 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.

	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. These restrictions will then be actively enforced.
Completed By	James Whiting – Team Leader, TRO and Parking Schemes
Authorised By	Cathy Champion – Operations Manager (Civil Enforcement)
Date of Assessment	27/07/2026

Section 2: Detail of proposal

Context / Background Briefly summarise the background to the policy or proposed service change, including reasons for any changes from previous versions.	Following the approval of a scheme to introduce an advisory cycle lane on Bath Street towards Stratton Way, a commitment was given at the Cabinet members decision meeting on 22nd February 2024, for officers to undertake a review of the impact on residential parking within the area due to the potential loss of parking amenity. In response, further proposals were brought forward to mitigate the impact on parking for local residents, which saw the approval and introduction of dual purpose bays which allowed permit holders to park without time limit and non-permit holders to park for a maximum of 2 hours. Following complaints from residents about the lack of available parking for permit holders proposals have been brought forward to dedicate 7-8 vehicle lengths to become permit holders only. These proposals aim to help protect the parking amenity that runs through the area, and to help provide equitable provision of permit holder parking for residents in the immediate vicinity.
Proposals Explain the detail of the proposals, including why this has been decided as the best course of action.	The proposals are convert some of the shared-use parking provision (approx.7-8 vehicle lengths) on the B4017 Bath Street to 'Permit Holders Only' parking during the operational hours of Monday to Saturday, 8am-6pm (outside of these hours, parking will be unrestricted).
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	The proposals takes into account resident feedback and data and information of permit allocations within the area.

make about potential impact on different individuals, communities or groups and our ability to deliver our climate commitments.	
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.	The proposals have been developed in consultation with the County Councillors. The do-nothing option would likely result in the County Council continuing to receive complaints about the limited availability of spaces for permit holders.

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	☒	☐	☐	The proposals will have no impact on age as a protected characteristic	No impact	N/A	N/A
Disability	☐	☒	☐	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. Creating dedicated permit holder parking will mean visitors and care givers to residents will be more likely to be able to find available parking in the vicinity.	Blue badge holders can park in dual purpose or permit holder bays without restriction on time.	OCC project team	Post implementation engagement including with Local Member
Gender Reassignment	☒	☐	☐	No specific impacts identified			
Marriage & Civil Partnership	☒	☐	☐	No specific impacts identified			
Pregnancy & Maternity	☒	☐	☐	No specific impacts identified			
Race	☒	☐	☐	No specific impacts identified			

Sex	☒	☐	☐	No specific impacts identified			
Sexual Orientation	☒	☐	☐	No specific impacts identified			
Religion or Belief	☒	☐	☐	No specific impacts identified			

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	☒	☐	☐	No specific impacts identified			
Armed Forces	☒	☐	☐	No specific impacts identified			
Carers	☒	☐	☐	No specific impacts identified			
Areas of deprivation	☒	☐	☐	No specific impacts identified			

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	☒	☐	☐	No specific impacts identified.			
Other Council Services	☒	☐	☐	No specific impacts identified			
Providers	☒	☐	☐	No specific impacts identified			
Social Value ¹	☒	☐	☐	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	September 27
Person Responsible for Review	James Whiting
Authorised By	Cathy Champion