

Division(s) affected: *Rose Hill & Littlemore*

DELEGATED DECISIONS BY CABINET MEMBER FOR TRANSPORT

18 JUNE 2026

OXFORD: GRENOBLE ROAD – PROPOSED ‘NO WAITING AT ANY TIME’ PARKING RESTRICTIONS

Report by Director of Environment and Highways

RECOMMENDATION

The Cabinet Member is **RECOMMENDED** to:

- a) **Approve the introduction of new ‘No Waiting at Any Time’ parking restrictions (Double Yellow Lines) on the eastern side of Grenoble Road at Greater Leys, 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 replace the existing ‘unrestricted’ parking bay on the east side of Grenoble Road at Greater Leys (adjacent to the water treatment works) with approx. 110 metres of new ‘No Waiting at Any Time’ parking prohibition, creating a continuous length of no waiting between the two roundabout junctions – as shown in **Annex 1**.
2. The proposals have been put forward as a result of the development of land adjacent to Grenoble Road in Oxford (between the water treatment works & the carriageway) for commercial purposes in relation to the ‘Oxford Science Park’, two new access junctions onto the southbound carriageway will be constructed.
3. The proposed accesses are to be located within an existing ‘unrestricted’ parking bay on the eastern side of the highway, and as a result this will need to be removed and replaced with new ‘No Waiting at Any Time’ (double yellow line) parking restrictions.

Corporate Policies and Priorities

4. 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

5. Funding for consultation on the proposals has been received directly from the developer, with the relevant agreements in place for them to also fund implementation if approved.
6. 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

7. 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.
8. 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)

Staff Implications

8. 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 ‘Highway Agreements North/Central’, and ‘TRO & Schemes’ teams as part of their regular day-to-day duties, with no additional or negative impact on capacity expected.

Equality & Inclusion Implications

9. No negative implications in respect of equalities or inclusion have been identified in respect of the proposals.

Sustainability Implications

10. The proposals have been put forward to help improve road safety in the area, by ensuring that the visibility splays for the new access are maintained, and allowing for safe access and egress into the site.

Risk Management

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

Formal Consultation

12. Formal consultation was carried out between 09 April and 08 May 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, Oxford City Council, relevant local City Councillors, Littlemore Parish Council, and the local County Councillors representing the Rose Hill & Littlemore, and the Berinsfield & Garsington divisions.
13. Public notices were also placed on site adjacent to the proposals.
14. During the course of the formal consultation two emails were received directly – with Thames Valley Police not objecting, and Unlimited Oxfordshire (Disabled People’s Organisation run by and for disabled people) objecting on that basis that waiting on the northern half of the length should still be permitted, which would be sufficient for approx. 7 or 8 cars.

15. 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

16. Officers note that the objector makes a valid point about the extent of Double Yellow Lining required to achieve the necessary visibility splay at the egress point, they do not feel that this existing parking area is appropriate or safe for people to walk from.
17. The removal of this entire area of parking was clearly shown on the relevant Planning Application drawings, and so have already been consulted on and agreed at that specific stage already. These proposals – if approved – would remove this potentially unsafe area of parking in line with the Planning Approval.
18. It should be noted that any Blue Badge holders would still be entitled to park there for up to three hours, albeit they would still be subject to the undesirable accessibility conditions associated with the current parking bay provision.

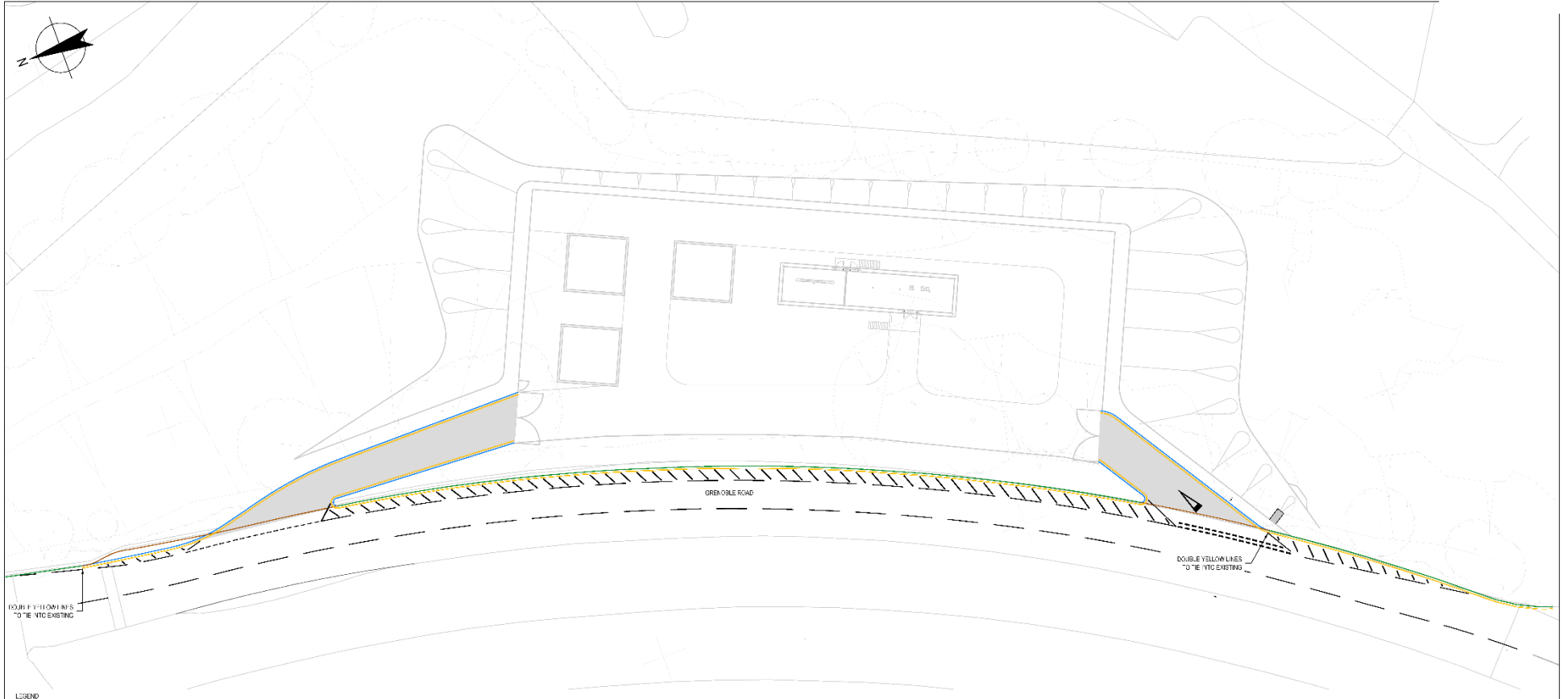
Paul Fermer
Director of Environment and Highways

Annex(es): Annex 1: Consultation plan
 Annex 2: Consultation responses

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

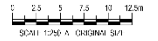
Contact Officer(s): Julian Richardson (Lead Engineer – Highway Agreements Central)
 Mike Smith (Team Leader – Highway Agreements North/Central)

June 2026



LEGEND

| | |
|--|---|
| | PROPOSED PRIVATE 4-G-WAY (FULL PAVEMENT CONSTRUCTION) |
| | DOUBLE YELLOW LINES (10/6) |
| | LANE SEPARATION MARKINGS (12/4) (2m Line, 2m Spacing) |
| | JUNCTION ENTRY MARKINGS (10/5) |
| | JUNCTION GATEWAY MARKINGS (10/5/4) |
| | HATCHING MARKINGS (10/6/7) |
| | PROPOSED KERBS |
| | EXISTING KERB - TO BE RETAINED |
| | EXISTING KERB - TO BE REMOVED |
| | EXISTING ROAD MARKINGS (10/6) |



| | | | |
|----------------|----|----------------|----------|
| POI FOR DESIGN | DL | LC | 10/23/26 |
| Author | MF | Drafting Check | DL |
| Designer | CI | Design Check | IX |

NOTES

1. ALL DIMENSIONS ARE IN MILLIMETERS UNLESS OTHERWISE STATED OTHERWISE.
2. ALL MARKINGS ARE TO BE ACCORDANCE WITH THE HIGHWAYS REGULATIONS AND GENERAL DIRECTIONS 2019. ROAD MARKINGS ARE TO BE INSTALLED IN ACCORDANCE WITH THE SPECIFICATION FOR HIGHWAY WORKS.
3. MODIFICATIONS TO TRAFFIC REGULATION ORDERS TO BE AGREED WITH LOCAL COUNCILS.
4. SIGNPOSTS ARE TO BE ACCORDANCE WITH LOCAL COUNCIL COUNCIL STANDARD DETAIL HSD/12/20/00.

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A. Email responses:

| RESPONDENT | COMMENTS |
|---|--|
| (e1) Traffic Management Officer, (Thames Valley Police) | No objection |
| (e2) Local group/organisation, (Unlimited Oxfordshire) | <p>Object – I note that the proposal includes "No Waiting at Any Time" between the two proposed access junctions, in order to provide the necessary visibility for drivers of vehicles entering Grenoble Road at the southern access.</p> <p>However, "No Waiting at Any Time" on the southern half of this length would provide sufficient visibility.</p> <p>Therefore, I recommend that waiting on the northern half (about 55 metres) of this length should still be permitted. That would be sufficient for 7 or 8 cars.</p> |