

Division(s) affected: *Jericho & Osney*

DELEGATED DECISIONS BY CABINET MEMBER FOR TRANSPORT

16 JULY 2026

OXFORD: BOTLEY ROAD & CRIPLEY ROAD – PROPOSED HEIGHT RESTRICTION & PARKING AMENDMENTS

Report by Director of Environment and Highways

RECOMMENDATION

The Cabinet Member is **RECOMMENDED** to:

Approve the following:

- (a) Remove in its entirety the existing shared-use (Permit Holders or 2 hrs Limited Waiting, Mon-Sat, 8am-6.30pm) parking bay on the western side of Cripsey Road, as advertised.
- (b) Retain the initial 7.5 metres of the existing 'Permit Holders Only' parking bay on the western side of Cripsey Road to the north, as amended from advertised.
- (c) Introduction of a new 4.4m (14ft 6in) maximum height restriction to cover that area of Botley Road beneath the rail bridges, as advertised.

Executive Summary

2. This report presents comments received to a statutory consultation – and the subsequent response to objections from County Council Officers – on proposals to:
 - (a) Introduce a new 4.4m (14ft 6in) maximum height restriction to cover that area of Botley Road beneath the rail bridges which pass over the carriageway – as shown in **Annex 1**.
 - (b) Remove (in its entirety) the existing shared-use ('Permit Holders or 2 hrs Limited Waiting, Mon-Sat, 8am-6.30pm') parking bay on the western side of Cripsey Road north of its junction with Botley Road, and the initial 7.5 metres of the existing 'Permit Holders Only' parking bay to the north. With both to be replaced with new 'No Waiting at Any Time' restrictions (Double Yellow Lines) – as shown in **Annex 2**.

3. Network Rail is investing £161 million in expanding Oxford Station with a new platform and western entrance, as well as significant improvements to the area encompassing Botley Road bridge. The full replacement of the bridge over Botley Road will also help address:
 - the vehicle headroom issues below the bridges (by lowering Botley Road),
 - the historic local flooding incidents (by improving the drainage provisions),
 - the Active Travel issues (by providing new pedestrian paths and cycleways).

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.”*
5. The proposals form part of the County Councils 'Oxfordshire Connect – Oxford Rail Station and area upgrade' project, which aims to help facilitate the wider improvements, and they also help support the county council's vision for rail in Oxfordshire as set out in "OxRail 2040: Plan for Rail".

Sustainability Implications

6. The proposals aim to ensure that potential impact incidents at the bridge are minimised, thus helping to keep the flow of traffic moving.

Financial Implications

7. Funding for consultation on the proposals has been received directly from Network Rail, with the relevant agreements in place for them to also fund implementation if approved.
8. 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

9. 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.
10. The scheme has been promoted by Oxfordshire County Council as the Highway Authority and Traffic Authority under the Highways Act 1980, and the Road Traffic Regulation Act 1984.

Comments checked by:

Nicole Olavesen – Solicitor (Regulatory).

Nicole.Olavesen@Oxfordshire.gov.uk

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

11. Officers note that the proposals may have a negative impact on those with mobility issues in terms of parking provision, however it is considered that these are mitigated by the fact that blue badge holders can park with a valid badge on sections of single or double yellow lines (providing a loading/unloading

restriction is not in force) for a period of up to three hours, or in any adjacent time-limited or permit holders parking bay for an unlimited time.

12. Additionally, the County 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

Risk Management

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

Formal Consultation

14. Formal consultation was carried out between 07 May and 05 June 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, business groups, Oxford City Council, relevant local City Councillors, and the local County Councillor representing the Jericho & Osney division.
15. During the course of the formal consultation, 20 responses were received via the online survey, and these are summarised in the table below:

Proposal	Object	Concerns / Partial support	Support	No opinion /objection
Height restriction on Botley Road	1	1	11	7
Parking amendments on Cripsey Road	9	3	5	3

16. Additionally, a further five emails were received directly – with Thames Valley Police not objecting whilst highlighting the need for advanced warning signs, Oxford Bus Company supporting albeit wanting to know further details regarding the exemption for local buses, Oxfordshire Liveable Streets (a not-for-profit campaign organisation) submitting their support, and the local County Cllr raising concerns about the loss of parking provision for residents in the area, which was further echoed by a local resident.
17. The full responses are shown in **Annex 3**, 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

18. In response concerns regarding the height limit, the Traffic Regulation Order (TRO) is not absolutely essential, this is because the restriction is visibly self-enforcing. However, both Network Rail and Oxfordshire County Council felt strongly that a mandatory limit would help add more 'weight' to the restriction to further reduce the risk of bridge strikes.
19. Officers have consulted with the local bus companies, and all have agreed on the exemption wording which will be written into the TRO should approval be given. This will allow local buses only up to 4.42m in height to pass legally under the new bridge. The exemption will not be signed but that is standard practice and not a necessary requirement.
20. Officers have questioned Network Rail further about the need for the loss of parking, and it has become clear that the two restricted time limit spaces on the western side of Cripsey Road will need to be lost in order for the proposed station access to operate safely. The stage 2 Road Safety Audit flagged this up and the 'swept path' analysis for all the vehicles likely to use the access and all the likely manoeuvres and potential conflicts also show that this is required.
21. There is also the need to keep that access area as clear as possible for cyclists to use it safely
22. However, Officers are of the opinion that for the time being the 7.5m of resident permit parking can remain as officers do not think that resident cars parked in that space will conflict with vehicles entering/leaving the station. But this should be reviewed once the entrance is operational.
23. While officers acknowledge that the proposed removal of parking may affect a small number of residents and are sympathetic to these concerns, alternative parking provision is available across the wider Controlled Parking Zone. When balanced against the benefits of improved highway safety and access, these considerations are considered to outweigh the loss of parking.
24. Officers can confirm that the potential for possible relocation of the lost restricted time limited spaces will be considered as part of any future review of the existing CPZ in the area, and additionally – as part of an upcoming Disabled Persons Parking Places (DPPP) review – Officers are likely to be proposing the removal of some redundant DPPP bays on East Street, and proposing them to be replaced with Permit Holders Only parking. Whilst not immediately adjacent to the parking we are removing, it will provide additional facilities in the wider area for residents and their visitors.

Paul Fermer
Director of Environment and Highways

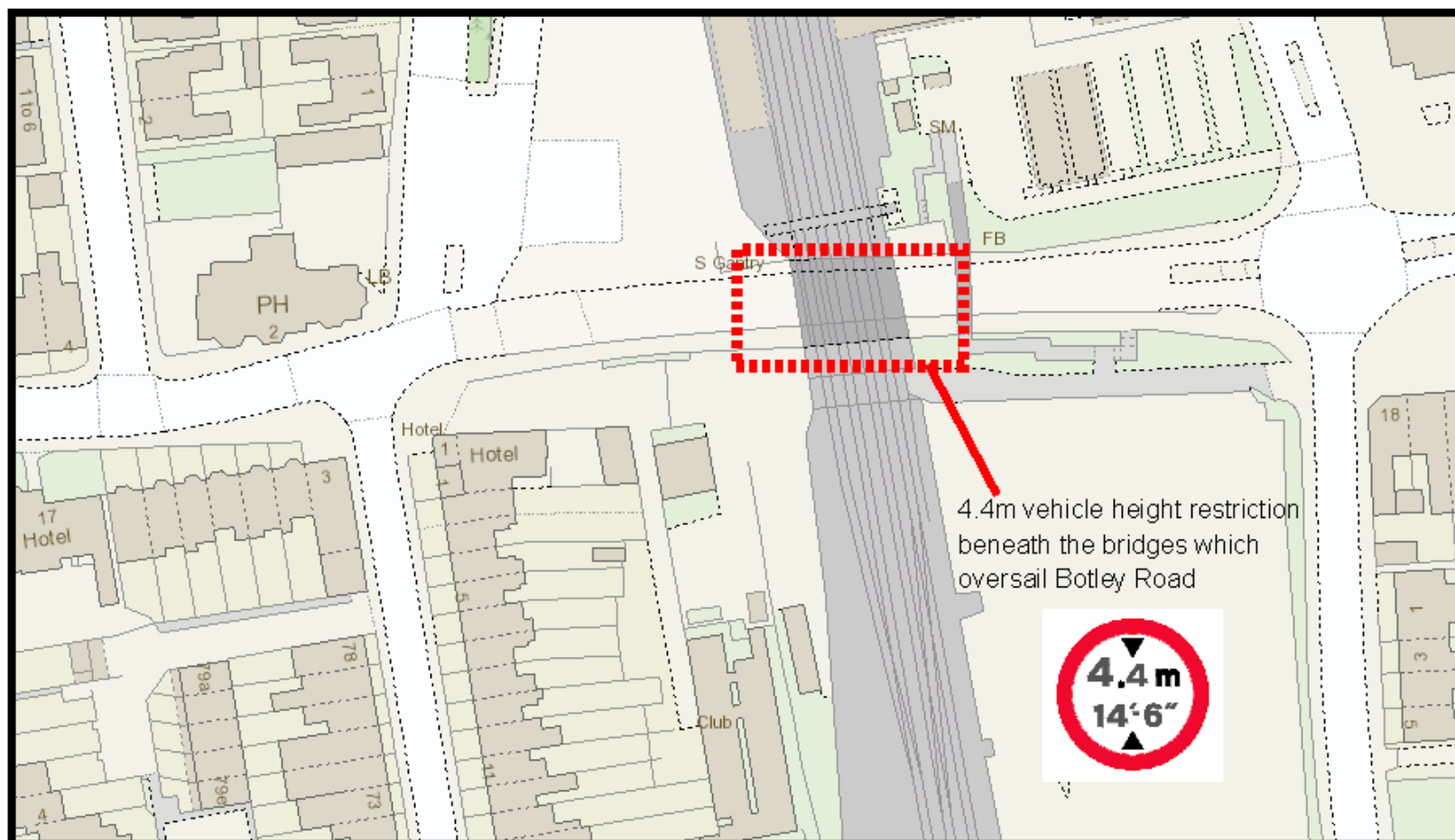
Annex(es): Annexes 1 & 2: Consultation plans
Annex 3: Consultation responses

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)

July 2026

Highway Infrastructure and Assets



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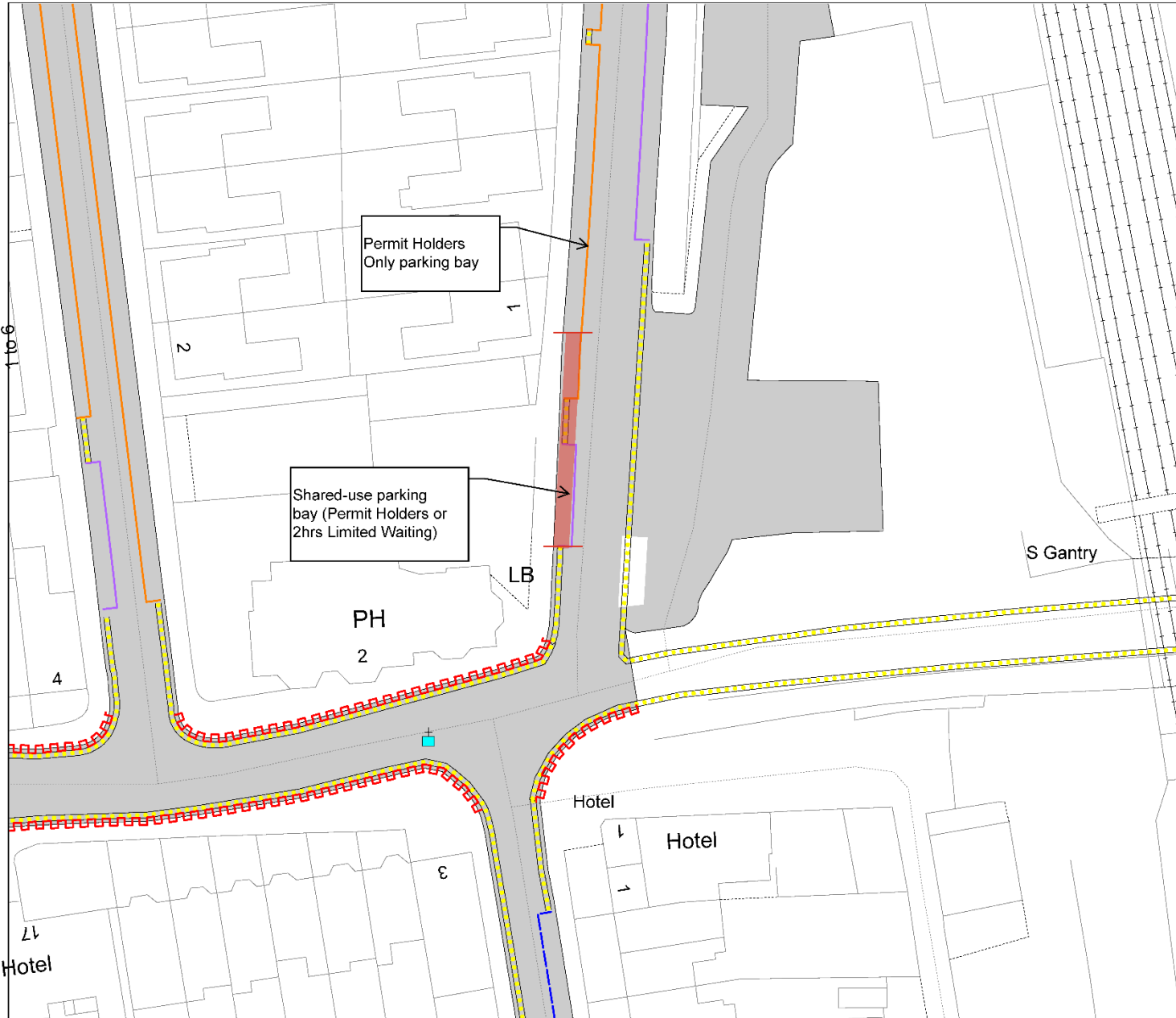
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Plot Date: 09/04/2025

Oxfordshire County Council

Author:

ANNEX 2



 Area of parking to be removed

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DRAWING TITLE
Oxford, Cripsey Road

SCALE	1 : 400
DATE	15/04/2026
DRAWING No.	1
DRAWN BY	CJM

A. Email responses:

RESPONDENT	COMMENTS
(e1) Traffic Management Officer, (Thames Valley Police)	<p>No objection – The Police have no objection .</p> <p>I am sure it will be the case, but good warning signing in advance essential and try and make it clear the increase is only .4 of a metre. (Some may think with a new bridge the difference considerable, but having spent £161 million we don't want it broken)</p>
(e2) Head of Built Environment and Infrastructure, (Oxford Bus Company)	<p>Support – We note the proposals for a 4.4m height restriction on the new Botley Road bridge, with an exemption for local buses deemed suitable. While we welcome the proposed exemption for local buses, please can we request some details from the county council on how the process to deem specific buses will work?</p> <p>Given the dangers posed by bridge strikes, we will need to be very clear with our operational team on what is, and is not permitted to operate under the bridge, to avoid any risk of confusion - particularly if the bridge is to be signed at 4.4m, as these proposals show. Our full height double deck buses are 4.42m in height, and therefore unless specifically deemed suitable, will not be able to operate under the bridge, if signed at 4.4m.</p>
(e3) Local group/organisation, (Oxfordshire Liveable Streets)	<p>Support – We support both these changes. These are simple measures necessary for the operation of the new station layout.</p>
(e4) Local County Cllr, (Jericho & Osney division)	<p>Concerns – The consultation on the height of the bridge seems absurd. How can anyone oppose it?</p> <p>The removal of the parking on the west side of Cripsey Road will be a very serious loss. The spaces must be replaced nearby. Can you, for instance, create more spaces for permit holders only on the east side of Cripsey Road a little further north? If not, please find another place.</p>

	<p>I feel that we don't need short-stay spaces. There used to be a couple of shops very nearby (one in Cripsey Road), but they are long gone.</p> <p>I'm writing this on behalf of hundreds of local residents, because I already get many complaints about the shortage of residents' parking spaces in this area.</p>
(e5) Local resident, (Oxford, Abbey Road)	Object – Parking for residents is increasingly difficult. I would suggest these be reinstated but made use for residents only.

B. Online responses:

RESPONDENT	COMMENTS
(o1) Local resident, (Oxford, Abbey road)	<p>Height restriction – Support Parking amendments – Object</p> <p>Since day one, I understood that this project was to heighten the bridge to avoid having only specific buses access under the bridge, I have witnessed endlessly foreign plate high-end vehicles causing traffic havoc in Botley road by having to manouvre back to the ring road, bold lingual signage is vital from the ring road to stop this happening.</p> <p>To allow 2-hour parking iin Cripsey road is mindless, these spaces belong to residents with permits, it will allow shoppers to park to avoid the congestion charge and park and ride. Abbey road, Cripsey place and Cripsey road will turn into a rat-run for cars and taxis dropping off and pick-ups, it will cause havoc in that area along with the two-way traffic from the bridge so near. In depth thinking and future proof planning needs to be applied. Having suffered non-stop inconvenience in this area since March 2023, please consider the local residents who are entitled to return to the way of life we enjoyed, not to endure more traffic hassle.</p>

<p>(o2) Local resident, (Oxford, Cripsey Road)</p>	<p>Height restriction – No objection/No opinion Parking amendments – Object</p> <p>As a Cripsey Rd resident who has due to the incomprtence of the station development and the Councils complete indifference to the intolerable conditions imposed on residents of Cripsey Rd for the last 3 years, the proposal to reduce the already inadequate parking is completely unreasonable. The failure to control illegal drop offs/unpermitted parking since the bus diversion suggests that residents will somply be unable to park as unpermitted vehicles will continue, as they currently do in high volumes, do station drop offs. Alternative spaces must be provided and better monitoring of illegal drop off instigated. After the intolerable conditions (heavy bus traffic, HGVs, damaged road surfaces) already imposed on residents it is extraordinary that the suggestion that more onerous, permanent impositions is even being made.</p>
<p>(o3) Local resident, (Oxford, Abbey Road)</p>	<p>Height restriction – No objection/No opinion Parking amendments – Object</p> <p>Current parking on abbey/Cripsey Road is a disaster due to removal of spaces for bus traffic. Losing further spaces would be a final blow from the council to this already beleaguered community</p>
<p>(o4) Local resident, (Oxford, Abbey Road)</p>	<p>Height restriction – No objection/No opinion Parking amendments – Object</p> <p>There would not be enough parking for residents if places are removed on Cripsey road. If they have to be removed it would make sense to replace the temporary stay places with residents only places. Why are there temporary stay places on Cripsey road?</p>
<p>(o5) Local resident, (Oxford, Maidcroft)</p>	<p>Height restriction – Object Parking amendments – Object</p> <p>I don't think these restrictions are necessary.</p>

<p>(o6) Local resident, (Oxford, Abbey Road)</p>	<p>Height restriction – Partially support/concerns Parking amendments – Object</p> <p>I've only just found out about this survey - 4 days isn't enough for an opinion. Why wasn't the bridge designed to allow any normal vehicle under it? A height limit restricts large lorries down the botley road, but I would have thought that the safest engineering option is to raise the clearance of the railway (or actually lower the road) so that normal sized vehicles can safely pass underneath. This way, there won't be any large articulated lorries trying to reverse around a corner onto Cripely or Abbey roads.</p>
<p>(o7) Local resident, (Oxford, Spooner Close)</p>	<p>Height restriction – Support Parking amendments – Object</p> <p>I support the restricted height, it will cover all regular vehicles and buses while restricting travel on vehicles which should not be travelling this way (HGV etc.)</p> <p>I object to the removal of parking provision on Cripely Road, short stay parking is essential for local residents picking up or dropping off train passengers with large amounts of luggage or who have disabilities, where buses or taxis are unfeasible. The limited drop off & pick up spots are always taken by taxis and buses, and short stay parking is required.</p>
<p>(o8) Local resident, (Oxford, Abbey Road)</p>	<p>Height restriction – Support Parking amendments – Object</p> <p>Cripely road will be turned into a drop off zone following the opening of the new station. Any parking will exacerbate this. Also residents parking is already choked - more spaces are needed not fewer.</p>
<p>(o9) Local resident, (Oxford, Abbey Road)</p>	<p>Height restriction – Support Parking amendments – Object</p> <p>Removal of the parking on Cripely Road is going to impede residents' ability to park on/near their homes, adding further unacceptable disruption to our lives.</p>

	<p>Further, the proposed parking changes it will essentially permit and encourage private motorists, commercial vehicles and taxi drivers to use our quiet residential cul-de-sac as an illegal drop-off point, short-term car park and turning circle. Cripsey Road, Cripsey Place and Abbey Road should be a clearly signed, closely monitored "Residents Only / No Turning / No Drop-Off" area, with strictly enforced penalties.</p> <p>If this is not done, then there will be increased traffic and disruption to all. This in turn will result in more work and expense for the council and Network Rail to fix in the future when your proposal is proven to have failed in its objectives.</p>
(o10) Local resident, (Oxford, Abbey Road)	<p>Height restriction – No objection/No opinion Parking amendments – Partially support/concerns</p> <p>Agree to removing parking spaces and adding the no waiting sign, but I'm concerned on the loss of residents parking spaces. Could these be kept?</p>
(o11) Local resident, (Oxford, Abbey Road)	<p>Height restriction – No objection/No opinion Parking amendments – Partially support/concerns</p> <p>There used to be lots of 2 hour parking on the east side of Cripsey Road north of Cripsey Place. This led to people using this as free parking for central Oxford. I think these 2 hour parking bays should be replaced by permit holder parking to replace the places lost.</p> <p>Also, is there the possibility of adding cycle parking on the road?</p>
(o12) Local resident, (Oxford, Abbey Road)	<p>Height restriction – Support Parking amendments – Partially support/concerns</p> <p>I support the removal of those few parking spaces on the assumption that this will contribute to the enforcement of no pick-up/set down in Cripsey Road for the station from the west at any time.</p>

<p>(o13) Local resident, (Oxford, Swan Street)</p>	<p>Height restriction – No objection/No opinion Parking amendments – Support</p>
<p>(o14) Member of public, (Oxford, Stratfield)</p>	<p>Height restriction – Support Parking amendments – Support</p> <p>These seem like straightforward changes necessary for operation of the new station and bridge layout.</p>
<p>(o15) Local group/organisation, (Coalition for Healthy Streets & Active Travel)</p>	<p>Height restriction – Support Parking amendments – Support</p> <ol style="list-style-type: none"> 1. The height restriction matches the new height of the bridge, and it would seem foolish not to support this. We presume that the additional 2 centimetres for buses of a certain wheelbase limit enables certain buses and has been carefully tested, and so we also support this. 2. The reduction in parking opposite the west station entrance will reduce vehicle flow and turning at a key potential point of danger, where people are entering and exiting the station by foot, wheeled mobility aid, or cycle. Parking opposite would introduce hazards from moving and turning vehicles, and opening doors. We are pleased to see this removed for the safety of train passengers and other users of this area.
<p>(o16) Local resident, (Oxford, Mill Street)</p>	<p>Height restriction – Support Parking amendments – Support</p> <p>The proposals seem appropriate for the situation.</p>
<p>(o17) Local resident, (Oxford, Abbey Road)</p>	<p>Height restriction – Support Parking amendments – Support</p> <p>Cripley Road parking will become a station drop off if not removed.</p>

<p>(o18) Local resident, (Oxford, East Avenue)</p>	<p>Height restriction – No objection/No opinion Parking amendments – No objection/No opinion</p> <p>As long as this is high enough for any model of double decker bus to pass under, it seems sensible enough. In future, I would like to see the city invest in trams/light rail - but I suspect this will never be able to pass under the bridge due to steep grades.</p>
<p>(o19) Local resident, (Southmoor, Hanney Road)</p>	<p>Height restriction – Support Parking amendments – No objection/No opinion</p> <p>I am not in a position to know the impact</p>
<p>(o20) Local resident, (Oxford, Blenheim Drive)</p>	<p>Height restriction – Support Parking amendments – No objection/No opinion</p> <p>Interested citizen</p>