

THE OXFORDSHIRE COUNTY COUNCIL (CITY OF OXFORD AND NORTH HINKSEY) (BUS LANES CYCLE LANES, AND TRAFFIC MANAGEMENT) ORDER 2006

The Oxfordshire County Council ("the Council") in exercise of its powers under Sections 1(1), 2(1) and (2), 4(1) and (2) of and Part IV of Schedule 9 to the Road Traffic Regulation Act 1984 ("the Act") and of all other enabling powers and after consultation with the Chief Officer of Police in accordance with Part III of Schedule 9 to the Act, hereby makes the following Order:-

PART 1

GENERAL

(IMPLEMENTATION, CITATION, DEFINITIONS AND CONSTRUCTION)

1. This Order shall come into operation on the 13 March 2006 and may be cited as The Oxfordshire County Council (City of Oxford and North Hinksey) (Bus Lanes, Cycle Lanes and Traffic Management) Order 2006
2. In this Order, except where the context otherwise requires the following expressions have the following meanings;

"bus" means:-

- (a) a motor vehicle constructed or adapted to carry more than eight passengers (exclusive of the driver); or
- (b) a local bus not so constructed or adapted.

"bus lane" means, in relation to a road, a part of the carriageway reserved for buses and having as a boundary, which separates it from another such part, a road marking of the type designated in the definition of "traffic lane" in Regulation 4 of the Traffic Sign Regulations 2002;

"bus lanes hours" means the whole twenty-four hours of every day of the week;

"clearway hours" means the periods between 7.30 am and 9.30 am and between 4.00 pm and 6.30 pm on Mondays to Saturdays;

"cycle" means a cycle which has two or more wheels not being a motor vehicle

"cycle lane" means any lane in a length of road reserved during specified hours for cycles;

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 [Signature]
 COUNTY SOLICITOR
 OXFORDSHIRE COUNTY COUNCIL

"disabled persons badge", "parking disc" and "relevant position" having the meanings ascribed to them in the Local Authorities Traffic Orders (Exemptions for Disabled Persons) (England) Regulations 2000;

"disabled persons' vehicle" means a vehicle lawfully displaying in the relevant position a disabled persons' badge;

"local bus" means a public service vehicle used for the provision of a local service not being an excursion or tour;

"local service" has the meaning given in section 2 of the Transport Act 1985;

"parking attendant" means a person authorised pursuant to Section 63A of the Act to supervise the no waiting restrictions imposed by this Order;

"penalty charge" means a charge set by the Council under the provisions of Section 74 of the Road Traffic Act 1991 as applied and modified by the Road Traffic (Permitted Parking Areas and Special Parking Areas) (City of Oxford and Parish of North Hinksey) Order 1996 as amended and which is payable further to Paragraph 3 of Schedule 3 to the Road Traffic Act 1991;

"penalty charge notice" means a notice issued by a parking attendant pursuant to the provisions of Section 66 of the Road Traffic Act 1991 as applied and modified by the Road Traffic (Permitted Parking Areas and Special Parking Areas) (City of Oxford and Parish of North Hinksey) Order 1996 as amended;

"postal packet" means a letter, parcel, packet or other article transmitted by post;

"private hire vehicle" means a vehicle as described in section 80 of Local Government (Miscellaneous Provisions Act 1976) and licensed under Section 48 of that Act;

"public service vehicle" has the meaning given in Section 1 of the Public Passenger Vehicle Act 1981;

"restricted hours" means the whole twenty-four hours of every day;

"restricted road" means any length of road specified in Schedule 3 to this Order;

"taxi" means a vehicle licensed under section 37 of the Town Police Clauses Act 1847;

"traffic sign" means any object, device, line or mark for conveying to traffic warnings, information, requirements, restrictions or prohibition of any description as provided in Section 64 of the Act

"universal service provider" has the meaning given in Section 4 of the Postal Services Act 2000.

3. (1) Any reference in this Order to any enactment shall be construed as a reference to that enactment as amended or replaced by any subsequent enactment

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- (2) Words importing the masculine gender shall also include the feminine gender and words in the singular include the plural and vice versa
 - (3) The restrictions imposed by this Order shall be in addition to and not in derogation from any restriction or requirement imposed by any other enactment
 - (4) Any reference in this Order to a numbered Article or Schedule shall unless the context otherwise requires be construed as a reference to the numbered Article or Schedule bearing that number in this Order.
 - (5) Headings are inserted for convenience and shall not affect the construction or interpretation of this Order.

PART II
BUS LANES

4. Save as provided in Articles 5 and 6 of this Order no person shall, except upon the direction or with the permission of a police constable in uniform, cause or permit any vehicle to enter, proceed or be in any of the lengths of road described in Schedule 1 to this Order which is a bus lane during the bus lane hours.
5. Nothing in Article 4 of this Order shall apply to any;-
 - (1) bus (including but not by way of limitation a bus being used in the provision of a local service waiting at any bus stop in order to set down or pick up passengers);
 - (2) cycle;
 - (3) ambulance;
 - (4) vehicle of the fire service in an emergency
 - (5) police vehicle;
 - (6) taxi (including but not by way of limitation in order to set down or pick up passengers);
 - (7) private hire vehicle in order to set down or pick up passengers only;
 - (8) vehicle that is proceeding in that length of bus lane which is described in paragraph 7 (b) of Schedule 1 for the sole purpose of gaining access to the Seacourt Park & Ride Car Park.
6. Nothing in Article 4 of this Order shall apply so as to prevent a vehicle using any of the lengths of road described in Schedule 1 to this Order, which is a bus

lane, for so long as it may be necessary to enable it to be so used, for any of the following purposes or eventualities.

- (1) when the person in control of the vehicle is required by law to enter proceed or stop in a bus lane or is obliged so to do in order to avoid an accident or is prevented from avoiding a bus lane by circumstances outside his control;
- (2) when the vehicle is waiting while any gate or other barrier at the entrance to premises to which the vehicle requires access or from which it has emerged is being opened or closed, if it is not reasonably practicable for the vehicle to wait otherwise than in a bus lane while such gate or other barrier is being opened or closed
- (3) the vehicle is in the service of a local authority or water undertaking in pursuance of statutory powers or duties;
- (4) the vehicle is in the service of a universal service provider and is waiting while postal packets are being loaded, unloaded, delivered to or collected from premises or posting boxes in or adjacent to a bus lane;
- (5) to enable a vehicle to cross the bus lane to get to or from any road or layby adjacent to the bus lane or any vehicular access to premises adjacent to the bus lane;
- (6) to enable a person to aboard or alight from a vehicle outside the clearway hours only.

PART III
CYCLE LANES

7. Save as provided in Articles 8 and 9 of this Order no person shall, except upon the direction or with the permission of a police constable in uniform, cause or permit any vehicle to enter or proceed in any length of road described in Schedule 2 to this Order which is a cycle lane
8. Nothing in Article 7 of this Order shall apply to any;
 - (1) cycle;
 - (2) ambulance;
 - (3) vehicle of the fire service in an emergency;
 - (4) police vehicle;
 - (5) bus being used in the provision of a local service waiting at any bus stop in order to set down or pick up passengers;
 - (6) taxi or private hire vehicle in order to set down or pick up passengers only.

9. Nothing in Article 7 of this Order shall apply so as to prevent a vehicle using any of the lengths of road specified in Schedule 2 to this Order, which is a cycle lane, for so long only as may be necessary to enable the vehicle to be so used, for any of the following purposes or eventualities.

- (1) when the person in control of the vehicle is required by law to enter proceed or stop in a cycle lane or is obliged so to do in order to avoid an accident or is prevented from avoiding a cycle lane by circumstances outside his control;
- (2) where the vehicle is waiting while any gate or other barrier at the entrance to premises to which the vehicle requires access or from which it has emerged is being opened or closed, if it is not reasonably practicable for the vehicle to wait otherwise than in a cycle lane while such gate or other barrier is being opened or closed;
- (3) where the vehicle in the service of a local authority or water undertaking in pursuance of statutory powers or duties;
- (4) where the vehicle is in the service of a universal service provider and is waiting while postal packets are being loaded, unloaded, delivered to or collected from premises or posting boxes in or adjacent to a cycle lane;
- (5) to enable a vehicle to cross a cycle lane to access or egress from any road or layby adjacent to the cycle lane or any vehicular access to premises adjacent to the cycle lane.

PART IV
WAITING OF VEHICLES

10. Save as provided in Articles 11, 12 and 13 of this Order no person shall, except upon the direction or with the permission of a parking attendant or a police constable in uniform, cause or permit any vehicle to wait in any restricted road during the restricted hours.

11. Nothing in Article 10 of this Order shall apply to any:-

- (1) ambulance;
- (2) vehicles of the fire service in an emergency;
- (3) police vehicle;
- (4) bus being used in the provision of a local service waiting at any bus stop in order to set down or pick up passengers;
- (5) taxi or private hire vehicle in order to set down or pick up passengers only.

12. Nothing in Article 10 of this Order shall apply so as to prevent a vehicle waiting in any of the restricted roads for any of the following purposes or eventualities, for so long only as may be necessary to enable it to be so used;-

- (1) when the person in control of the vehicle is required by law to stop or is obliged to do so in order to avoid an accident or is prevented from proceeding by circumstances outside his control;
- (2) where the vehicle is waiting while any gate or other barrier at the entrance to premises to which the vehicle requires access or from which it is emerged is being opened or closed, if it is not reasonably practicable for the vehicle to wait otherwise than in the road while such gate or other barrier is being opened or closed;
- (3) the vehicle is in the service of a local authority or water undertaking in pursuance of statutory powers or duties;
- (4) the vehicle is in the service of a universal service provider and is waiting while postal packets are being loaded, unloaded, delivered to or collected from premises or posting boxes, in or adjacent to the road.

13. Nothing in Article 10 of this order shall apply to a vehicle waiting outside the clearway hours in any restricted road (save that the following exemptions shall only operate in respect of any part of a restricted road which is a bus lane or a cycleway upon the direction or with the permission of a police constable in uniform or the Council)

- (1) for so long as it may be necessary to enable the vehicle to be used in connection with any of the following, if it cannot conveniently be so used without waiting in the road;-
 - (a) undertaking any building operation, demolition or excavation;
 - (b) removing any obstruction to traffic;
 - (c) undertaking works in relation to any sewer or water main or in relation to the supply of gas, water, electricity or communication services;
 - (d) undertaking works in relation to the road, a traffic sign, street lighting or other highway equipment;
 - (e) in connection with any funeral.
- (2) for the purpose of loading or unloading a vehicle at premises situated on or adjacent to the road;
- (3) for as long as may be necessary to enable a person to board or alight from the vehicle;

- waiting
waiting
waities,
- (4) if it is a disabled person's vehicle which lawfully displays in the relevant position a disabled person's badge waiting for a period not exceeding three hours (not being a period separated by an interval of less than hour from a previous period of waiting by the same vehicle in the same length of road on the same day) provided that there is displayed in the relevant position on the vehicle a parking disc marked to show the quarter hour period during which the period of waiting began.

Provided in each case that the person in control of the vehicle shall move it on the instruction of a police constable in uniform where this shall be necessary for the purposes of preventing obstruction.

PART V

PROHIBITED TURNS

14. No person shall, except upon the direction or with the permission of a police constable in uniform, cause or permit any vehicle proceeding in the length of road and in the direction specified in the first column of the Schedule 4 to this Order to make the turn specified in the second column of that schedule in relation to that length of road.

PART VI

CONTRAVENTIONS OF THE ORDER

15. (1) If a vehicle is left at any time in contravention of a provision in Part IV of this Order a penalty charge shall be payable.
- (2) In the case of a vehicle in respect of which a penalty charge is payable a penalty charge notice showing the information required by Section 66 of the Road Traffic Act 1991 may then be issued by a parking attendant in accordance with the requirements of Section 66 of that Act.

PART VII

REVOCATION OF EXISTING TRAFFIC ORDERS

16. The Orders specified in Schedule 5 to this Order are revoked.

Given under the seal of the Council

this ninth day of March 2006

SCHEDULE 1

BUS LANES

1. Abingdon Road (commonly called Old Abingdon Road)
 - (a) North side; from a point 1 metre west of the eastern wall of No. 416 Old Abingdon Road westwards to a point 2 metres west of the eastern wall of No. 430 Old Abingdon Road - a distance of approximately 80 metres

2. A4144 Abingdon Road
 - (a) West side; from a point 4.5m south of the boundary between Nos 386 and 388 Abingdon Road (A4144) southwards to a point 16 metres south of the boundary between 410 and 412 Abingdon Road - a distance of approximately 99metres

 - (b) West side; from a point 18m south of the extended southern kerbline of Old Abingdon Road southwards to the northern apex of the splitter island between the Redbridge Park & Ride turning bay and Abingdon Road - a distance of approximately 189 metres

 - (c) Eastside; (at a distance of 3.6 metres from the eastern kerbline), from a point 49 metres south of the extended southern kerbline of Old Abingdon Road southwards to the entrance of the turning bay at

Redbridge Park & Ride - a distance of approximately 222 metres.

3. Banbury Road

- (a) East side; from a point 22 metres south of the southern kerbline of Carlton Road southwards to a point 25 metres north of the northern kerbline of Portland Road - a distance of approximately 748 metres.
- (b) East side; from a point 84 metres south of the south kerbline of Marston Ferry Road southwards to a point 10 metres south of the boundary between nos. 88/90 Banbury Road - a distance of approximately 556 metres.
- (c) West side; from a point 47 metres north of the north kerbline of Bevington Road northwards to a point 20 metres south of the southern kerbline of Lathbury Road - a distance of approximately 1052 metres.
- (d) East side; from Oxford City boundary southwards to a point 40 metres north of its junction with the A40 at the Banbury Road roundabout.

4. Botley Road

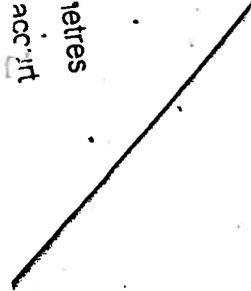
(a) North side; from a point 21 metres east of centre line of the Seacourt Park and Ride Access Road eastwards to a point opposite the boundary of 81/83 Botley Road - a distance of approximately 730 metres.

(b) Southern side; from a point 35 metres east of the eastern kerbline of Bridge Street westwards to a point 7.2 metres west of the western kerbline of Bridge Street - a distance of approximately 54 metres.

5. London Road

(a) North side; from a point 43.5 metres east of the eastern kerbline of Barton Road, eastwards to a point 12.5 metres west of the western kerbline of Northfield Road - a distance of approximately 139 metres.

(b) North side; from a point 35 metres east of the eastern kerbline of Northfield Road, eastwards to a point 24 metres east of the eastern kerbline of Lyndworth Close - a distance of approximately 55 metres.



- (c) South side; from a point 2 metres east of the eastern kerbline of Barton Road westwards to a point 27 metres east of the boundary between 148a and 150 London Road - a distance of approximately 471 metres west.

6. Woodstock Road

- (a) East side; from a point 12 metres north of the boundary between nos. 390/392 Woodstock Road southwards to a point 22 metres south of the southern kerbline of Beechcroft Road - a distance of approximately 1754 metres.
- (b) West side; from a point 39 metres north of the north kerbline of St. Bernard's Road northwards to a point 47 metres south of the southern kerbline of Moreton Road - a distance of approximately 1119 metres.

7. West Way, Botley

- (a) North side; from a point at the boundary of 98 and 100 Westway eastwards to a point 16 metres west of the extended kerbline of the A420 - a distance of approximately 561 metres.

(b) North side; from a point 9 metres east of the extended eastern kerbline of the A420/Botley Road junction eastwards to a point 45 metres from the western kerbline of the Seacourt Park and Ride access – a distance of approximately 215 metres.

8. A40 (Thornhill Park & Ride to Green Road Roundabout) *This is an extension of the bus lanes described in paragraph 4(a)*

South side; from a point 30 metres west of the centre line of Thornhill Park & Ride junction westwards to a point 50 metres east of its junction with Headington Roundabout.

SCHEDULE 2
CYCLE LANES

1. Banbury Road
 - (a) West side; from its junction with St. Giles' northwards to a point 25 metres north of the northern kerblines of Bevington Road - a distance of approximately 454 metres.
 - (b) East side; from a point 5 metres north of the boundary between numbers 54/56 Banbury Road southwards to its junction with St Giles' - a distance of approximately 456 metres.

2. Botley Road

South side; from a point opposite the boundary between numbers 174/172 Botley Road eastwards to the west kerblines of Alexandra Road - a distance of approximately 465 metres.

3. London Road

South side; from its junction with the A40 Headington roundabout westwards to a point 230 metres east of the eastern kerblines of Gladstone Road

4. St Giles'

Both sides; from the southern kerblines of Keble Road southwards for a distance of 73 metres.

SCHEDULE 3

(PROHIBITION OF WAITING AT ALL TIMES AND NO-STOPPING CLEARWAY DURING SPECIFIED HOURS)

1. Abingdon Road (commonly called Old Abingdon Road)
 - (a) North side; from a point 1 metre west of the eastern wall of No. 416 Old Abingdon Road westwards to a point 2 metres west of the eastern wall of No. 430 Old Abingdon Road - a distance of approximately 80 metres

2. A4144 Abingdon Road
 - (a) West side; from a point 4.5m south of the boundary between Nos 386 and 388 Abingdon Road (A4144) southwards to a point 16 metres south of the boundary between 410 and 412 Abingdon Road - a distance of approximately 99metres

 - (b) West side; from a point 18m south of the extended southern kerbline of Old Abingdon Road southwards to the northern apex of the splitter island between the Redbridge Park & Ride turning bay and Abingdon Road - a distance of approximately 189 metres

 - (c) Eastside(off side lane of the south bound carriageway); from a point 49 metres south of the extended southern kerbline of Old Abingdon Road southwards to the entrance of the turning bay at Redbridge Park &

Ride - a distance of approximately 222 metres.

3. Banbury Road (A4165)
 - (a) Both sides; from the junction with the A40 trunk road at the Banbury Road roundabout southwards for a distance of 3295 metres.
 - (b) Both sides; from the junction with the A40 at the Banbury Road roundabout, to Oxford City boundary.
4. Botley Road (A420)
 - (a) Both sides; from Oxford City boundary eastwards to its junction with Binsey Lane.
5. London Road (A420)
 - (a) North East side; from the junction with Old High Street eastwards to the junction with the A40 North Way (with the exception of the lay-by in front of numbers 111-137 London Road).
 - (b) South-west side; from the junction with Windmill Road eastwards to the junction with the A4142 Eastern Bypass (with the exception of the lay-by in front of numbers 124-136 London Road).
6. Woodstock Road
A4144
 - (a) Both sides from the junction with the A40 trunk road southwards for a distance of 3580 metres (with the exception of the general parking

places described in of Schedule 4 to The City of Oxford (Central Area) (Controlled Parking Zone) (Consolidation) Order 2003 and the First Schedule to The Oxfordshire County Council (Oxford Central Area) (Designation of Street Parking Places) Order 2002 or any replacement of either or both of these orders).

7 West Way, Botley

Both sides; from the junction with Eynsham Road to Oxford City boundary.

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SCHEDULE 4
PROHIBITED TURNS

1. West Way, Botley

Road and Direction

The bus lane described in
paragraph 7(a) of Schedule 1,
eastwards

Prohibited Turn

Left, into the A34/A420
link road

SCHEDULE 5
REVOCATIONS & VARIATIONS

The City of Oxford (Bus Lanes and Cycle Lanes) Consolidation Order 1997

The Oxfordshire County Council (Bus Lanes and Cycle Lanes) Amendment Order 2004.

Oxfordshire County Council (West Way, Botley) (Reserved Bus Lanes, Clearway and prohibited turns) Order 1997

Oxfordshire County Council (A4165 Kidlington roundabout to Banbury Road roundabout, Oxford) (Reserved Bus Lane, Waiting Prohibition and Clearway) Order 1997

The A40 Trunk Road (London Road, Oxford) (Bus/Cycle Lane and 24 hours Bus Stop Clearway) Order 1999

THE COMMON SEAL of THE
OXFORDSHIRE COUNTY COUNCIL

was affixed to this Deed

in the presence of:-

Julia Toph
County Solicitor/
Designated Officer



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