

**THE OXFORDSHIRE COUNTY COUNCIL  
(CITY OF OXFORD AND NORTH HINKSEY)  
(BUS LANES, CYCLE LANES AND TRAFFIC MANAGEMENT)  
(VARIATION NO.9) ORDER 2015**

The Oxfordshire County Council ("the Council"), in exercise of its powers under Sections 1, 2, 32, 35, 45 & 46 and Part IV of Schedule 9 to the Road Traffic Regulation Act 1984 ("the Act") and 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:

1. This Order may be cited as the Oxfordshire County Council (City of Oxford and North Hinksey) (Bus Lanes, Cycle Lanes and Traffic Management) (Variation No.9\*) Order 2015 and shall come into operation on the 16<sup>th</sup> day of March 2015.
2. (1) Any reference in this Order to any enactment (meaning any act and any subordinate legislation as defined in the Interpretation Act 1978) shall be construed as a reference to that enactment as amended or replaced by any subsequent enactment.  
  
(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 the 2006 Order.
3. The Oxfordshire County Council (City of Oxford and North Hinksey) (Bus Lanes, Cycle Lanes and Traffic Management) Order 2006; as amended by the Oxfordshire County Council (City of Oxford and North Hinksey) (Bus Lanes, Cycle Lanes and Traffic Management) (Variation No.1) Order 2006; the Oxfordshire County Council (City of Oxford and North Hinksey) (Bus Lanes, Cycle Lanes and Traffic Management) (Variation No.2) Order 2007; the Oxfordshire County Council (City of Oxford and North Hinksey) (Bus Lanes, Cycle Lanes and Traffic Management) (Variation No.3) Order 2008; the Oxfordshire County Council (City of Oxford and North Hinksey) (Bus Lanes, Cycle Lanes and Traffic Management) (Variation No.4) Order 2009; the Oxfordshire County Council (City of Oxford and North Hinksey) (Traffic Management Act 2004 – Consequential Provisions Order 2008; the Oxfordshire County Council (City of Oxford and North Hinksey) (Bus Lanes, Cycle Lanes and Traffic Management) (Variation No.6) Order 2009, the Oxfordshire County Council (City of Oxford and North Hinksey) (Bus Lanes, Cycle Lanes and Traffic Management) (Variation No.7) Order 2010, and the Oxfordshire County Council (City of Oxford and North Hinksey) (Bus Lanes, Cycle Lanes and Traffic Management) (Variation No.8) Order 2014 ] ("the 2006 Order") is amended in the manner and to the extent specified in the Schedule to this Order.

CERTIFIED A TRUE COPY

 10/3/15

COUNTY SOLICITOR  
OXFORDSHIRE COUNTY COUNCIL

GIVEN UNDER the Common Seal of the Oxfordshire County Council  
this 9<sup>th</sup> day of March 2015.

### SCHEDULE

Schedule 1 (Bus Lanes) is deleted and replaced as follows:

#### "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;
  - (i) 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 99 metres
  - (ii) from a point 18m south of the extended southern kerb line 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
- (b) East side; (at a distance of 3.6 metres from the eastern kerb line), from a point 49 metres south of the extended southern kerb line 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
- East side;
- (a) (i) from a point 22 metres south of the southern kerb line of Carlton Road southwards to a point 25 metres north of the northern kerb line of Portland Road, a distance of approximately 748 metres.
- (ii) from a point 84 metres south of the south kerb line of Marston Ferry Road southwards to a point 10 metres south of the boundary between 88/90 Banbury Road, a distance of approximately 556 metres.
- (iii) from Oxford City boundary southwards to a point 40 metres north of its junction with the A40 at the Banbury Road roundabout.
- (b) West side; from a point 47 metres north of the north kerb line of Bevington Road northwards to a point 20 metres south of the southern kerb line of Lathbury Road, a distance of approximately 1052 metres.
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) South side; from a point 35 metres east of the eastern kerb line of Bridge Street westwards to a point 7.2 metres west of the western kerb line of Bridge Street, a distance of approximately 54 metres.

5 Headington Road

North side; From a point 59 metres opposite and east of the eastern kerb line of Gypsy Lane, eastwards to a point 47 metres west of the western kerb line of Headley Way a distance of approximately 159 metres.

6. London Road

(a) North side;

(i) from a point 43.5 metres east of the eastern kerb line of Barton Road, eastwards to a point 24 metres east of the eastern kerb line of Lyndworth Close, a distance of approximately 250 metres.

(ii) from a point 17 metres east of the eastern kerb line of Headley Way, eastwards to a point 10 metres west of the western kerb line of Sandfield Road, a distance of approximately 164 metres.

(iii) from a point 7 metres east of the eastern kerb line of Sandfield Road to a point 8 metres west of the western kerb line of Horwood Close, a distance of approximately 149 metres.

(iv) from a point 9 metres east of the eastern kerb line of Horwood Close to a point 14 metres west of the western kerb line of Osler Road, a distance of approximately 88 metres

(b) South side;

(i) from a point 13 metres west of the western kerblines of Lyndworth Road eastwards to a point 21 metres west of the western flank wall of No 298 London Road a distance of approximately 230 metres.

(ii) from a point 12 metres west of the centre line of Thornhill Park & Ride junction westwards to a point opposite the western flank wall of No 304 London Road a distance of approximately 883 metres.

7. Woodstock Road
- (a) East side; from a point 12 metres north of the boundary between 390/392 Woodstock Road southwards to a point 22 metres south of the southern kerb line of Beechcroft Road a distance of approximately 1754 metres.
- (b) West side; from a point 39 metres north of the north kerb line of St. Bernard's Road northwards to a point 47 metres south of the southern kerb line of Moreton Road a distance of approximately 1119 metres.
8. West Way, Botley
- North side;
- (i) from a point at the boundary of 98 and 100 Westway eastwards to a point 16 metres west of the extended kerb line of the A420 a distance of approximately 561 metres.
- (ii) from a point 9 metres east of the extended eastern kerb line of the A420/Botley Road junction eastwards to a point 45 metres from the western kerb line of the Seacourt Park and Ride access, a distance of approximately 215 metres."

THE COMMON SEAL of THE  
OXFORDSHIRE COUNTY COUNCIL  
was hereunto affixed in the presence of:

*M. M. M. M. M.*

County Solicitor / Designated Officer.



1554/14