

**THE OXFORDSHIRE COUNTY COUNCIL  
(CITY OF OXFORD AND NORTH HINKSEY)  
(BUS LANES, CYCLE LANES AND TRAFFIC MANAGEMENT)  
(VARIATION NO.13) ORDER 2020**

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.13) Order 2020 and shall come into force on the 25<sup>th</sup> day of May 2020.
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 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 (City of Oxford and North Hinksey) (Bus Lanes, Cycle Lanes and Traffic Management) (Variation No.10) Order 2016, the Oxfordshire County Council (City of Oxford and North Hinksey) (Bus Lanes, Cycle Lanes and Traffic Management) (Variation No.11) Order 2017, and the Oxfordshire County Council (City of Oxford and North Hinksey) (Bus Lanes, Cycle Lanes and Traffic Management) (Variation No.12) Order 2019, ("the 2006 Order") is amended in the manner and to the extent specified in the Schedule to this Order.

**GIVEN UNDER** the Common Seal of the Oxfordshire County Council

this 18<sup>th</sup> day of May 2020.

### **SCHEDULE**

#### **1.)**

In article 2, definitions are amended as follows:

(1.1) The definition of "Blood Bike(s)" is deleted and replaced as follows:

"Blood Bike(s)" means a motor cycle (or other class of motor vehicle) **marked** with yellow and red reflective livery and with a logo displaying the word "BLOOD" and **associated words/badges** and being used by a charity for the collection and delivery of blood related products and organs "

(1.2) The definition of "bus lane" is deleted and replaced as follows:

'Bus Lane' means any of the sections of road specified in **Schedule 1** to this order"

(1.3) The definition of 'civil enforcement officer' is inserted as follows:

"civil enforcement officer" means a **person** authorised under section 76 of the Traffic Management Act 2004 to undertake **enforcement** of parking contraventions (as defined in that act)"

(1.4) The definition of "Local Bus" is deleted and replaced as follows:

"local bus" means a public service vehicle (as defined in **Section 1** of the Public Passenger Vehicle Act 1981) for the provision of a local service not being an excursion or tour."

(1.5) The definition of "Local **Service**" is **deleted** and replaced as follows:

"local service" has the meaning given in Section 2 of the Transport Act 1985 being a service using one or more public service vehicles (as defined in Section 1 of the Public Passenger Vehicle Act 1981) for the carriage of **passengers** by road at separate fares other than:

- (a) a service in relation to which (except in an emergency) every **passenger** using the service is set down at a **place** 15 miles or more, measured in a straight line, from the place they were taken up and/or some point on route between those places is 15 miles or more, measured in a straight line, from either of those **places**; or
- (b) a service excluded as set out in section 2(4) of the Transport Act 1985.

(1.7) The definition of "parking attendant" is deleted.

(1.8) The definition of 'penalty charge notice' is deleted and replaced as follows:

"penalty charge notice' means a notice issued by a civil enforcement officer pursuant to regulations made to part 6 of the Traffic Management Act 2004."

2.)

`Part II Bus Lanes` of the order is deleted and replaced by the following:

## **"PART II** **BUS LANES**

4. Subject to article 6A (Barton Fields), 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 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 (including but not by way of limitation in order to set down or pick up passengers);
- (8) vehicle that has entered the length of road which is described in item 8 (ii) of Schedule 1 for the sole purpose of gaining access to Seacourt Park & Ride Car Park;
- (9) Blood Bike.

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 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 the relevant length of road or is obliged to do so in order to avoid an accident or is prevented from avoiding in the relevant length of road 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 the relevant **length** of 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 or collected from premises or posting boxes in or adjacent to the relevant length of road ;

- (5) to enable a vehicle to cross the relevant length of road to get to or from any road or layby adjacent to the relevant length of road or any vehicular access to premises adjacent to the relevant length of road ;
- (6) to enable a person to board or alight from a vehicle outside the clearway hours only.

6A. In respect only of item 4 in Schedule 1 (Barton Fields) 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 or vehicle of the fire service in an emergency;
- (4) police vehicle on patrol;
- (5) vehicle for so long as it may be necessary to enable it to be used for any of the following purposes:
  - (6) when the person in control of the vehicle is required by law to enter proceed or stop in the relevant length of road or is obliged to do so in order to avoid an accident or is prevented from avoiding in the relevant length of road by circumstances outside his control;
  - (7) for works associated with the highway, utilities or communications;
  - (8) the vehicle is in the service of a local authority or water undertaking in pursuance of statutory powers or duties."

3.)

`Part VI Contraventions of the Order` is deleted and replaced as follows:

#### **"PART VI**

#### **CONTRAVENTIONS OF THE ORDER**

- 15. (i) if a vehicle is left at any time in contravention of a provision in Part IV of this Order a penalty charge will be payable
- (ii) in the case of a vehicle in respect of which a penalty charge is payable a penalty charge notice may be issued by a civil enforcement officer."



4.)

Schedules 1 and 3 of the 2006 Order are deleted and replaced as follows:

**SCHEDULE 1**

**BUS LANES**

1.	Abingdon Road (commonly called Old Abingdon Road)	(a)	North side traffic lane; 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 traffic lane; (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	(a)	East side traffic lane; (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 (a point south of North Oxford Golf Club entrance) southwards to its junction with Harefields.  (iv) Cutteslowe roundabout, east side – from the northern kerb edge of the central reserve of the A40, southwards for a distance of 5.5 metres on the outer most traffic lane adjacent to the reserve.
		(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.	Barton Fields Road and A40.  Barton Fields Road		a) central nearside traffic lane: from its junction with the eastbound carriageway of the A40 Northern Bypass, northwards for a distance of 20 metres and for a width of 3.5 metres, situated to the west of the left turn access lane.  b) Nearside lane - within the central reservation of the A40 between the 2 opposing carriageways – for a width of 3.5 metres adjacent to the southeast side kerb line of the gap.
	Link road between the A40 westbound carriageway and Foxwell Drive		c) for its whole width and length.

5.	Boiley Road	(a)	North side traffic lane; from centre line of the Seacourt Park and Ride Access Road junction with the Botley Road / West Way eastwards to a point opposite the boundary of Nos.81/83 Botley Road, a distance of approximately 751 metres.
		(b)	South side traffic lane; 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.
6.	Headington Road		North side traffic lane; 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.
7.	London Road	(a)	North side traffic lane; (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 35 metres east of the eastern kerb line of Northfield Road, eastwards to a point 24 metres east of the eastern kerb line of Lyndworth Close - a distance of approximately 55 metres.
			(iii) 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.



			(iv) 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.
			(v) 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 traffic lane; (i) from a point 13 metres west of the western kerb line 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.
8.	West Way, Botley		North side traffic lane; (i) from a point at the boundary of Nos. 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 / West Way, Botley junction eastwards to the centre line of the junction of the Seacourt Park and Ride access road with West Way and the Botley Road, a distance of approximately 261 metres.

9.	Woodstock Road	(a)	East side traffic lane; 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 kerb line of Beechcroft Road a distance of approximately 1754 metres.
		(b)	West side traffic lane; 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."

### **"SCHEDULE 3**

#### **PROHIBITION OF WAITING AT ALL TIMES AND NO STOPPING – CLEARWAY DURING CLEARWAY HOURS**

1.	Banbury Road	(a)	East side traffic lane; (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 (a point south of North Oxford Golf Club entrance) southwards to its junction with Harefields.

			(iv) Cutteslowe roundabout, east side -- from the northern kerb <b>edge</b> of the central reserve of the A40, southwards for a distance of 5.5 metres on the outer most traffic lane adjacent to the reserve.
		(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.
2.	Botley Road	(a)	North side traffic lane; from centre line of the Seacourt Park and Ride Access Road junction with the Botley Road / West Way eastwards to a point opposite the boundary of Nos.81/83 Botley Road, a distance of approximately 751 metres.
		(b)	South side traffic lane; 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.
3.	Headington Road		North side traffic lane; 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.
4.	London Road	(a)	North side traffic lane; (i) from a point 43.5 metres east of the eastern kerb line of Barton Road, <b>eastwards</b> to a point 24 metres east of the eastern kerb line of Lyndworth Close, a distance of approximately 250 metres.
			(ii) from a point 35 metres east of the eastern kerb line of Northfield Road, eastwards to a point 24 metres east of the eastern kerb line of Lyndworth Close - a distance of approximately 55 metres.

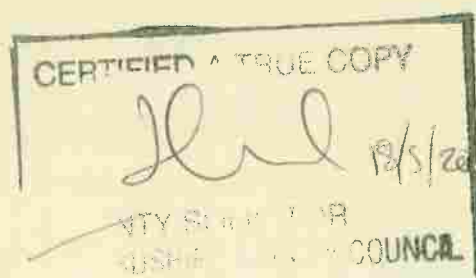
			(iii) from a point 17 metres east of the eastern kerb line of Headley Way, eastwards to a point 10 metres west of the western kerb line of Sandfield Road, a distance of approximately 164 metres.
			(iv) from a point 7 metres east of the eastern kerb line of Sandfield Road to a point 8 metres west of the western kerb line of Horwood Close, a distance of approximately 149 metres.
			(v) 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 traffic lane; (i) from a point 13 metres west of the western kerb line 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.
5.	West Way, Botley		North side traffic lane; (i) from a point at the boundary of Nos. 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 / West Way, Botley junction eastwards to the centre line of the junction of the Seacourt Park and Ride access road with West Way and the Botley Road, a distance of approximately 261 metres.
6.	Woodstock Road	(a)	East side traffic lane; 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 kerb line of Beechcroft Road a distance of approximately 1754 metres.
		(b)	West side traffic lane; 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."

**THE COMMON SEAL of THE  
OXFORDSHIRE COUNTY COUNCIL**

was hereunto affixed in the presence of:

Director of Law & Governance / Designated Officer.



104/20