

Full details of the Order may be examined at my offices at the address given below between 9 a.m. and 4 p.m. on Mondays to Fridays.

If you wish to question the validity of the Order on the grounds that it is not with the powers conferred by the Road Traffic Regulation Act 1984 or that other legal requirement has not been complied with in relation to it you may within 6 weeks of the date of this notice apply to the High Court for this purpose.

D. M. S. Taylor, City Secretary and Solicitor
St. Aldate's Chambers,
St. Aldate's, Oxford.
17th March 1989. (784)

OXFORD CITY COUNCIL

Botley Road, Market Street, and Park End Street, (Alterations to Traffic Regulations)

Notice is hereby given that the Oxford City Council as agent for the Oxfordshire County Council, has made Orders to alter traffic regulations in Park End Street and Market Street and in Botley Road between the railway bridge and Binsey Lane. When the Orders come into operation on 20th March 1989 their effect will be as follows:

(A) Park End Street

(1) The bus lane in the one-way length of Park End Street will operate only during the periods between 7.30 a.m. and 9.30 a.m. and between 4 p.m. and 6.30 p.m. on Mondays to Saturdays (at present it operates from 7 a.m. to 7 p.m. on every day of the week).

(2) The two hour parking place on the north side of the one-way length of Park End Street will be removed and replaced on the south side of the road on either side of its junction with Park End Place. Parking will be permitted for a maximum of two hours between 9.30 a.m. and 4 p.m. on Monday to Saturday and not at all between 7.30 a.m. and 9.30 a.m. or between 4 p.m. and 6.30 p.m. (which are their periods when the bus lane will operate).

(B) Park End Street and Botley Road: A peak hour clearway will operate in the whole length of Park End Street and in Botley Road between the railway bridge and Binsey Lane. The clearway will apply between 7.30 a.m. and 9.30 a.m. and between 4 p.m. and 6.30 p.m. Mondays to Saturdays inclusive. (at present there are peak hour loading and unloading restrictions in these lengths of road during more limited periods in the morning and evening). The difference between the proposed and existing restrictions is that there will be less exemptions to them and the exemptions will only apply for emergency and essential purposes as defined in the Order. As a consequence the period of operation of the 10 minute parking place in Botley Road east of Otlands Road will be adjusted so as to permit 10 minute parking only between 9.30 a.m. and 4 p.m. on Mondays to Saturdays inclusive.

(C) Market Street: The existing ban on loading and unloading on the north side of Market Street between 8.15 a.m. and 9.15 a.m. and 4.45 p.m. and 6.30 p.m. on Mondays to Saturdays inclusive will be replaced by a ban on loading and unloading on the whole of the north side of the street and on the south side between Cornmarket Street and the Covered Market loading area between 10.30 a.m. and 3.30 p.m. on Mondays to Saturdays inclusive. In addition the informal on-street parking loading bays on the south side of the road by the Covered Market will be formalised by introducing a 60-minute maximum time limit on their use.

The titles of the Orders which introduce the measures are "The City of Oxford (Central Area) (Traffic Control) Order 1989", "The City of Oxford (Botley Road) (Peak Hour Clearway) Order 1989 and "The City of Oxford (West Oxford) (Parking Places and Controlled Parking Zone) (Variation) Order 1989". Full details of the Orders may be examined at my office at the address given below between 9 a.m. and 4 p.m. Mondays to Fridays.

If you wish to question the validity of the Orders of any of the provisions contained within them on the grounds that they are not within the powers conferred by the Road Traffic Regulation Act 1984 you may within 6 weeks of the date of this notice apply to the High Court for this purpose.

D. M. S. Taylor, City Secretary and Solicitor
St. Aldate's Chambers,
St. Aldate's, Oxford.
17th March 1989. (781)

OXFORD CITY COUNCIL

The City of Oxford (Cromwell Street and Floyds Row) (Traffic Regulation) Order 1989

Notice is hereby given that the Oxford City Council, as agent for the Oxfordshire County Council, has made a traffic Order under the above title. The Order will come into operation on 20th March 1989 and will provide police operational parking places on the east side of Cromwell Street and on the south side of Floyds Row. As a consequence the residents' parking places in Floyds Row will be removed. The police operational parking places are being provided on a temporary basis whilst redevelopment works are being carried out adjacent to the Police Station in St. Aldate's.

Full details of the Order may be examined at my office at the address given below between 9 a.m. and 4 p.m. on Mondays to Fridays.

If you wish to question the validity of the Order, or any of the provisions contained within it on the grounds that they are not within the powers conferred by the Road Traffic Regulation Act 1984 you may, within 6 weeks of the date of this notice, apply to the High Court for this purpose.

D. M. S. Taylor, City Secretary and Solicitor
St. Aldate's Chambers,
St. Aldate's, Oxford.
17th March 1989. (782)

OXFORD CITY COUNCIL

Proposed Traffic Regulations in the Cowley Area—Various Streets

Notice is hereby given that the Oxford City Council, as agent for the Oxfordshire County Council, has made an Order entitled "The City of Oxford (Various Streets, Cowley Area) (Traffic Regulation) Order 1989".

When the Order comes into operation on 20th March 1989 its effect will be as follows:

- (1) Littlehay Road/Oxford Road Junction, to provide a prohibition on waiting at all times in order to enable vehicles picking up and setting down the elderly residents of Littlehay Court to draw up closer to those premises for those purposes.
- (2) Liddell Road Junctions, to provide a prohibition on waiting at all times at the junctions of Liddell Road with The Grates, Dodgson Road, Gaisford Road and Bartholomew Road in order to prevent vehicles parking right up to those junctions and creating difficulty for drivers entering into or emerging from those roads.
- (3) Lockheart Crescent/Bartholomew Road Junction, to provide a waiting prohibition at all times in order to prevent vehicles parking at the junction and obscuring vision for emerging drivers.
- (4) Barns Road, to provide an additional length of no-waiting between 3 p.m. and 4 p.m. on Mondays to Fridays in Barns Road between No. 133 and the Dodgson Road junction in order to prevent long-term residential parking.
- (5) Consolidation of Existing Traffic and Parking Regulations to all existing traffic regulations for the Cowley area will be included in the Order mentioned in paragraph 1, in the interests of effective enforcement.

Full details of the Order may be examined at my office at the address given below between 9 a.m. and 4 p.m. on Mondays to Fridays.

If you wish to question the validity of the Order or any of the provisions contained within it on the grounds that they are not within the powers conferred by the Road Traffic Regulation Act 1984 you may, within 6 weeks of the date of this notice, apply to the High Court for this purpose.

D. M. S. Taylor, City Secretary and Solicitor
St. Aldate's Chambers,
St. Aldate's, Oxford.
17th March 1989. (766)

OXFORD CITY COUNCIL

The City of Oxford (Donnington Area) (Traffic Management) Order 1989

Notice is hereby given that the Oxford City Council, as agent for the Oxfordshire County Council, has made an Order under the above title.

When the Order comes into operation on 20th March 1989 its effect will be twofold: