

**OXFORDSHIRE COUNTY COUNCIL  
(ABINGDON) (ONE-WAY TRAFFIC AND PROHIBITION AND  
RESTRICTION OF WAITING) (AMENDMENT No.\*\* ) ORDER 201\***

The Oxfordshire County Council (“the Council”) in exercise of their powers under Sections 1(1), 2(1) & (2) and 4(2) and Part IV 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, make the following Order.

1. This Order may be cited as the Oxfordshire County Council (Abingdon) (One-way Traffic and Prohibition and Restriction of Waiting) (Amendment No.\*\* ) Order 20\*\* and shall come into operation on the ..... day of ..... 20\*\*.
  
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.
  
3. The Oxfordshire County Council (Abingdon) (One Way Traffic and Prohibition and Restriction of Waiting) Order 1980, (“the 1980 Order”) as amended by the Oxfordshire County Council (Abingdon) (One Way Traffic and Prohibition and Restriction of Waiting) (Amendment) Order 1984; the Oxfordshire County Council (Various Roads, Abingdon) (Prohibition and Restriction of Waiting) (Amendment) Order 1994; the Oxfordshire County Council (Various Roads, Abingdon) (Prohibition and Restriction of Waiting) (Amendment No.2) Order 1994; the Oxfordshire County Council (Various Roads, Abingdon) (Prohibition and Restriction of Waiting) (Amendment) Order 2000; the Oxfordshire County Council (Various Roads, Abingdon) (Prohibition and Restriction of Waiting) (Amendment) Order 2003; the Oxfordshire County Council (Audlett Drive and Thames View, Abingdon) (Prohibition and Restriction of Waiting) (Amendment) Order 2003; the (Abingdon) (One Way Traffic and Prohibition and Restriction of Waiting) (Amendment No.1) Order 2006; the Oxfordshire County Council (Abingdon) (One-way Traffic and Prohibition and Restriction of Waiting) (Amendment No.5) Order 2007, the Oxfordshire County Council (Abingdon) (One-way Traffic and Prohibition and Restriction of Waiting) (Amendment No.9) Order 2008, and the Oxfordshire County Council (Abingdon) (One-way Traffic and Prohibition and Restriction of Waiting) (Amendment No.10) Order 2008, the Oxfordshire County Council (Abingdon) (One-Way Traffic and Prohibition and Restriction of Waiting) (Amendment No.11) Order 2009; the Oxfordshire County Council (Abingdon) (One-Way Traffic and Prohibition and Restriction of Waiting) (Amendment No.12) Order 2010; the Oxfordshire County Council (Abingdon) (One-Way Traffic and

Prohibition and Restriction of Waiting) (Amendment No.13) Order 2010; the Oxfordshire County Council (Abingdon) (One-Way Traffic and Prohibition and Restriction of Waiting) (Amendment No.14) Order 2011; the Oxfordshire County Council (Abingdon) (One-Way Traffic and Prohibition and Restriction of Waiting) (Amendment No.15) Order 2011, the Oxfordshire County Council (Abingdon) (One-Way Traffic and Prohibition and Restriction of Waiting) (Amendment No.16) Order 2016, and the Oxfordshire County Council (Abingdon) (One-Way Traffic and Prohibition and Restriction of Waiting) (Amendment No.17) Order 2016 (“the 1980 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                      day of                      20\*\*.

## **SCHEDULE**

The “1980 Order” is further amended as follows:

### **1)**

New definitions are inserted alphabetically to Article 1 (Interpretation) of the Order as follows:

“Goods” includes cash or other valuable securities and 'delivering' and 'collecting' in relation to any Goods includes checking the Goods for the purpose of their delivery or collection and taking orders and collecting payment for any Goods (in association with their delivery or collection);

“Goods Vehicle” means a motor vehicle or trailer constructed or adapted for use for the carriage or haulage of goods or burden of any description;

“`Vehicle Loading Bay(s)` means a length of road authorised to be used as a place for waiting for the purposes of loading or unloading of vehicles in connection with any trade or business;”

### **2)**

Article 5 in the Order is deleted and replaced as follows:

“5. Save as provided in Articles 6 and 7 of this Order and subject to article 7A, no person shall, except upon the direction or with the permission of a police constable in uniform or of a parking attendant / Traffic Warden, cause or permit any vehicle to wait:

- (i) at any time in any of the lengths of road specified in Part II of the Second Schedule to this Order;
- (ii) between the hours of 8.00am and 6.00pm on any day other than a Sunday, in any of the lengths of road specified in Part III of the Second Schedule to this Order;

- (iii) between the hours of 8.00am and 6.00pm on any day other than a Sunday, in any of the lengths of road specified in Part IV of the Second Schedule -
  - (a) for a period longer than two hours;
  - (b) if a period of less than one hour has elapsed since the termination during the said hours of the last period of waiting (if any) of the vehicle in that length of road;
- (iv) between the hours of 8.00am and 6.00pm on any day other than a Sunday, in any of the lengths of road specified in Part V of the Second Schedule -
  - (a) for a period longer than one hour;
  - (b) if a period of less than one hour has elapsed since the termination during the said hours of the last period of waiting (if any) of the vehicle in that length of road;
- (v) between the hours of 8.00am and 6.00pm on any day other than a Sunday, in any of the lengths of road specified in Part VI of the Second Schedule -
  - (c) for a longer period than 30 minutes;
  - (d) if a period of less than one hour has elapsed since the termination during the said hours of the last period of waiting (if any) of the vehicle in that length of road
- (vi) between the hours of 8.00am and 6.00pm on any day other than a Saturday or Sunday, in any of the lengths of road specified in Part VII of the Second Schedule;
- (vii) between the hours of 9.00am and 5.00pm on any day other than a Sunday, in any of the lengths of road specified in Part VIII of the Second Schedule.
- (viii) between the hours of 8.00 a.m. and 4.00 p.m. on any day other than a Saturday or Sunday, in any of the lengths of road specified in Part IX of the Second Schedule;
- (ix) between the hours of 10.00 a.m. and 11.00 a.m. on any day other than a Saturday or Sunday, in any of the lengths of road specified in Part X of the Second Schedule.
- (X) for a period of longer than 1 hour at any time during the whole 24 hours of every day in any of the lengths of road specified in Part XI of the Second Schedule.”

### **3)**

A new article 7A shall be added as follows:

“7A. Such vehicles as are specified in article 7 (2) of this Order (Disabled Persons Vehicles) shall comply with the provisions of articles 8 and 9 of this order.”

4)

Article 8 is deleted and replaced as follows:

“8 Vehicle Loading Bays

Each of the lengths of road specified in Part XI the Second Schedule to this Order is authorised to be used, subject to the following provisions of this Article, as a vehicle loading bay for vehicles which are waiting in a loading bay for the purpose of being loaded or unloaded in connection with any trade or business located in such roads.”

5)

Amendment to the Second Schedule Part II - No Waiting at any Time  
The below named item is deleted and replaced as follows:

“36. West St Helen Street

(1) West side -

- (i) from its junction with High Street for a distance of 6 metres south;
- (ii) from a point 28 metres south of its junction with High Street for a distance of 66 metres south;
- (iii) from a point 105 metres south of its junction with High Street for a distance of 8 metres south;

(2) East side -

- (i) from its junction with High Street for a distance of 52 metres south;
- (ii) from a point 77 metres south of its junction with High Street for a distance of 10 metres south;
- (iii) from a point 153 metres south of the junction with High Street for a distance of 4 metres south;
- (iv) from a point 161 metres south of the junction with High Street for a distance of 4 metres south;
- (v) from a point 210 metres south of the junction with High Street to the northern flank wall of Nos.66-76 West St Helen Street,
- (vi) from a point 18 metres south of the northern flank wall of Nos.66-76 West St Helen Street to its junction with East St Helen Street.

6)

Amendment to the Second Schedule:

Part VII `Vehicle Loading Bays` in the Second Schedule is deleted and replaced with the following:

**“SECOND SCHEDULE  
PART XI  
VEHICLE LOADING BAYS  
THE WHOLE 24 HOURS OF EVERY DAY – 1 HOUR DURATION**

1. Market Place

south Side:

From a point 10 metres west of the eastern flank wall of No 1 Market Place, eastwards for a distance of 15 metres.

2. Stert Street

(1) east side

(i) from a point 135 metres south of its junction with Vineyard southward for a distance of 26 metres.

(2) west side

(i) from a point 25 metres south of its junction with Vineyard southwards for a distance of 16 metres.

(ii) from a point 90 metres south of its junction with Broad Street southwards for a distance of 25 metres.

3. West St. Helen Street:

west Side:

From a point opposite the southern kerb line of Lombard Street; southwards for a distance of 20 metres”.

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

was hereunto affixed in the presence of:

Chief Legal Officer / Designated Officer.