

## OXFORD CITY COUNCIL

*The City of Oxford (New Inn Hall Street) (Prohibition of Driving) Order 1979*

Notice is hereby given that the Oxford City Council as duly authorised agent for the Oxfordshire County Council proposes to make the above Order. When the Order comes into effect:

- (a) Vehicles will be prohibited from entering the southern end of New Inn Hall Street from Bonn Square;
- (b) Vehicles will be prohibited from entering Bonn Square from New Inn Hall Street;
- (c) Access to and egress from New Inn Hall Street by motor vehicles will be by way of George Street or, for egress only, by way of St. Michael's Street;
- (d) The present prohibition on motor vehicles travelling south in New Inn Hall Street from its junction with St. Michael's Street will be removed and New Inn Hall Street will be a 2-way street throughout its entire length.

Full details of the proposals are in the draft Order which, together with a statement of the Council's reasons for proposing to make the Order and a map showing the restricted area may be examined at the City Secretary and Solicitor's Office, St. Aldate's Chambers, Oxford between the hours of 9 a.m. and 4 p.m. on Mondays to Fridays.

If you wish to object to the proposed Order you should send the grounds for your objection in writing to the undersigned at St. Aldate's Chambers, Oxford by 25th January 1980. Any support for the proposal should also be sent to him by the same date.

A. P. M. Nixon, City Secretary and Solicitor

St. Aldate's Chambers,  
Oxford.

21st December 1979.

(497)

## OXFORD CITY COUNCIL

*The City of Oxford (Eastern By-Pass Service Road and Toot Hill Butts) (Traffic Control) Order 1980*

Notice is hereby given that the Oxford City Council as duly authorised agent for the Oxfordshire County Council proposes to make the above Order. When this Order comes into effect:

- (a) the City of Oxford (Eastern By-Pass Service Road and Toot Hill Butts) Restriction of Waiting Order 1977 will be revoked and the waiting restrictions contained therein will be repeated in their entirety in this new Order;
- (b) vehicles, other than pedal cycles, will be prohibited from travelling from south to north on the Eastern By-Pass service road between its junction with Toot Hill Butts and its junction with Headington Roundabout.

Full details of the proposals are in the draft Order which, together with a statement of the Council's reasons for proposing to make the Order and a map showing the restricted area may be examined at the City Secretary and Solicitor's Office, St. Aldate's Chambers, Oxford, between the hours of 9 a.m. and 4 p.m. on Mondays to Fridays.

If you wish to object to the proposed Order you should send the grounds for your objection in writing to the undersigned at St. Aldate's Chambers, Oxford by 21st January 1980. Any support for the proposal should also be sent to him by the same date.

A. P. M. Nixon, City Secretary and Solicitor

St. Aldate's Chambers,  
Oxford.

21st December 1979.

(486)

## OXFORD CITY COUNCIL

*The City of Oxford (Central Area) (Traffic Control) Order 1980*

Notice is hereby given that the Oxford City Council as duly authorised agent for the Oxfordshire County Council proposes to make the above Order. When this Order comes into effect:

- (a) the present disc parking control zone in central Oxford will be abandoned;
- (b) the former disc parking control zone will be merged with the adjoining central area general control zone to form one new control zone for an area bounded by and

including: Bevington Road, Banbury Road (south of and including its junction with Bevington Road), Keble Road, Parks Road (south of and including its junction with Keble Road), South Parks Road, St. Cross Road, Manor Road, Manor Place, Longwall Street, High Street, Magdalen Bridge, The Plain, St. Clement's Street (west of York Place), Rose Lane, Merton Street, Oriel Square, Bear Lane, Blue Boar Street, St. Aldate's, Floyds Row, Folly Bridge, The River Thames, Thames Street, Oxpens Road, Osney Lane, Becket Street, Botley Road (between the west side of the Railway Bridge and Becket Street), Rewley Road, Hythe Bridge Street, Worcester Street, Walton Street (south of No. 171), Beaumont Street, St. John Street, Beaumont Buildings, Wellington Square, Little Clarendon Street, Woodstock Road (south of and including its junction with Bevington Road);

- (c) subject to (d) hereafter all existing traffic management measures in the area outlined in (b) above will remain as at present but, with minor exception, the existing traffic regulation orders or parts of orders governing these measures will be revoked and consolidated into the new control zone Order;

- (d) the following varied arrangements will take effect:

- (i) disc parking will be replaced by on street pay parking (20p for a maximum of two hours waiting) in Broad Street, King Edward Street, Oriel Square and St. Giles;
- (ii) as solo motor cycles will not be permitted to use pay parking areas, additional parking places (24 hour limit) for motor cycles will be provided at Broad Street and Oriel Square;
- (iii) additional disabled persons parking places will be provided in Broad Street, Gloucester Street and Queens Lane and certain other central area places will be re-sited;
- (iv) the present on street parking areas will be removed from Gloucester Lane, Gloucester Street and Littlegate Street and reduced in Beaumont Street (by 3 spaces), Becket Street (by 6 spaces), Hythe Bridge Street (by 8 spaces), Jowett Walk (by 6 spaces), Longwall Street (by 8 spaces), King Edward Street (by 3 spaces), Mansfield Road (by 21 spaces), Saville Road (by 5 spaces), South Parks Road (by 6 spaces), St. Cross Road (by 8 spaces), St. John Street (by 4 spaces), Upper Fisher Row (by 4 spaces). In New Road the area will be adjusted, without space loss, by the re-sitting of a bus stop.
- (v) the present waiting limit will be changed in Beaumont Street (2 hours to 1 hour); Becket Street (24 hours to 1 hour); Blackhall Road, Jowett Walk and Keble Road (24 hours to 2 hours); High Street (2 hours to 1 hour); Hythe Bridge Street and Longwall Street (24 hours to 2 hours); Mansfield Road (40 spaces 24 hours to 2 hours, with 40 remaining at 24 hours); Merton Street (2 hours to 1 hour); Museum Road (24 hours to 2 hours); Parks Road (2 hours to 1 hour); Saville Road (24 hours to 2 hours); South Parks Road (25 spaces 24 hours to 2 hours, with 10 remaining at 24 hours); Wellington Square (4 hours to 2 hours). The waiting limit will be increased in Belsyre Court (1 hour to 2 hours);
- (vi) the present waiting limit will be changed in Manor Road (five 24 hour limit spaces to resident parking, with seven 24 hour limit spaces remaining); St. Cross Road (ten 24 hour limit spaces to resident parking, with forty 24 hour limit spaces remaining) and St. Thomas Street (fifteen 24 hour spaces to resident parking and the remaining five spaces 24 hours to 2 hours);
- (vii) the present 24 hour limit waiting area will be changed to resident parking areas only in Beaumont Buildings, Manor Place, Osney Lane, Pusey Street, St. John Street, The Hamel and Upper Fisher Row;
- (viii) in Clark's Row, Oriel Square, Park End Place and Wellington Square existing daytime prohibited waiting areas will be extended to prohibition on waiting at any time.

Full details of the proposals are in the draft Order which, together with a statement of the Council's reasons for proposing to make the Order and a map showing the restricted area may be examined at the City Secretary and Solicitor's