A strategy for Mass Transit
Buses serving outer Oxford and the county merge onto radial routes heading to city centre. Short and long distance services converge in city centre at bus station and on city centre streets. Stops and layovers dominant street scene and inhibit pedestrian experience.

City centre to be zero emission zone by 2020. All operators using hybrid services with full electric power in centre. Buses routed via Beaumont Street and Castle Street. Transit terminals opened at three locations on periphery of city centre. All services entering city centre to be cashless operation.

Bus tunnels to remove all buses from city centre core and provide interchange and layover. ‘One way working’ tunnel portals to reduce infrastructure space required. Above ground station entrances built in converted commercial properties and on formerly trafficked streets.

Managing traffic and travel demand
East-West movements limited and diverted through Marston Ferry Road to Summertown. One large multi-story car park plus several smaller street-level off street car parks along with on-street bays. Most routes on approach to city centre controlled with loading bans between 7-9 and 1600-1830. Reduced Westgate car park operating as part of new development.

Freight management plans introduced to control routing into city. Daytime ban on HGV deliveries to city centre. Freight consolidation centre reduces HGV movements in city centre. Workplace Parking Levy introduced. Access controls in vicinity of Frideswide to restrict North-West car based travel; and on Thames Street to restrict South-West movements.

Active Travel
Cornmarket fully pedestrianised. However, poor pedestrian realm in city centre. Other main streets see significant conflict with large vehicles. Collisions involving pedestrians and cycles make up high proportion. As do those that conflict with PSVs. Lack of space to cope with demand for cycle parking.

Short-term strategy for the city centre implemented – lanes for and drainage street pedestrian/cycle hubs created in limited properties and is converted for walking. Premium Cycle route measures implemented on High Street and, quiet side streets. Super Premium Cycle routes established throughout Science Area.

Super Premium Transit Route
Premium Transit Route
Connector Transit Route
Super Premium Cycle Route
Premium Cycle Route
Connector Cycle Route
Off-street cycle storage
Traffic free or low trafficked streets
Traffic Restriction / Control Point
City Centre Transit Terminals
Rail Station

Implementation Plan

<table>
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<tr>
<th>Theme</th>
<th>Current Situation</th>
<th>2015-2020</th>
<th>2020-2025</th>
<th>2025+</th>
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