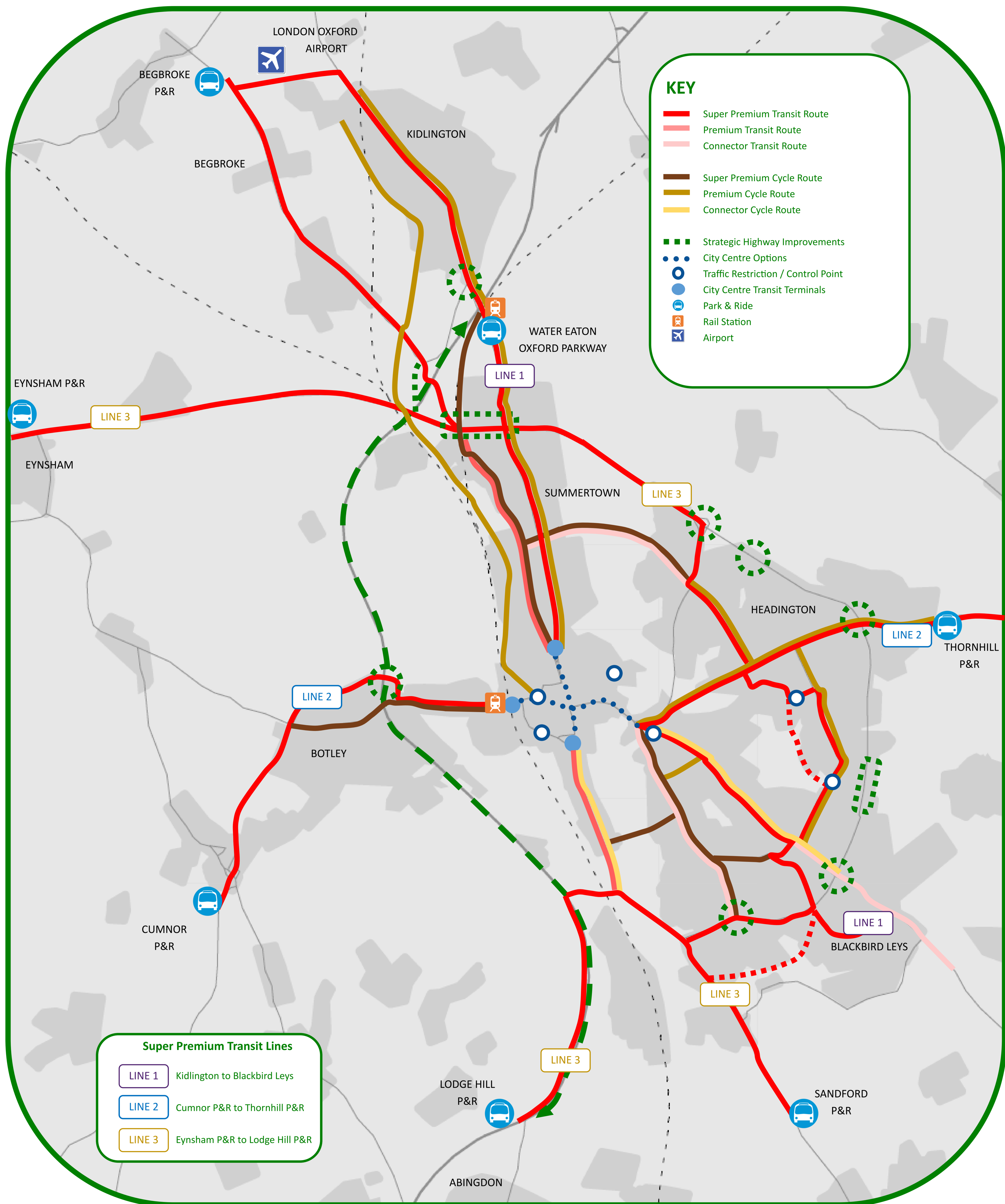


# Oxford Transport Strategy

## Overall Infrastructure Plan for 2035



Infrastructure Grading	Transit lines	Cycle routes
Super Premium Route	<ul style="list-style-type: none"> <li>Red route restriction or similar (ban on daytime loading)</li> <li>High quality stops – wayfinding and off-vehicle ticketing</li> <li>Prioritised signal control</li> <li>Tidal flow bus lanes</li> <li>Uncluttered, traffic free of low-traffic streets in district centres</li> </ul>	<ul style="list-style-type: none"> <li>Cycle lanes in both directions (shared use with bus permissible)</li> <li>Segregated or mandatory cycle lanes</li> <li>1.5m to 2m minimum width</li> <li>ASLs with full width feed in lane</li> <li>Loading and parking bans or timed restrictions</li> <li>Lanes continue through junctions</li> <li>Uncluttered traffic free or low-traffic streets in district centres</li> </ul>
Premium Route	<ul style="list-style-type: none"> <li>Strict kerbside controls</li> <li>Prioritised signal control</li> <li>High quality stops – wayfinding and off-vehicle ticketing</li> </ul>	<ul style="list-style-type: none"> <li>Cycle lanes in both directions</li> <li>Contraflow routes</li> <li>ASLs with minimum 1m wide feed</li> <li>Lanes free from obstruction</li> </ul>
Connector Route	<ul style="list-style-type: none"> <li>Some signal prioritisation</li> <li>Bus lanes where possible</li> <li>Wayfinding and off-vehicle ticketing where passenger demand is high</li> </ul>	<ul style="list-style-type: none"> <li>Shared use (with footways)</li> <li>Two-way cycle lanes</li> <li>Not necessarily continuous</li> </ul>