

Oxford Zero Emission Zone

An update on Oxford's journey to zero emission transport

January 2019



OXFORDSHIRE
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The journey so far

In autumn 2017 Oxfordshire County Council and Oxford City Council consulted on proposals for a Zero Emission Zone in Oxford city centre.

Over 750 responses were received. While there was strong support for the proposals, some concerns were raised.

During 2018 the two councils have been working together and talking to those affected by the proposals to try to overcome these concerns and change the scheme to make it **more effective** and **more deliverable** for all stakeholders.

We have also been talking to other local authorities who are considering or implementing clean air zones to learn from their experiences.

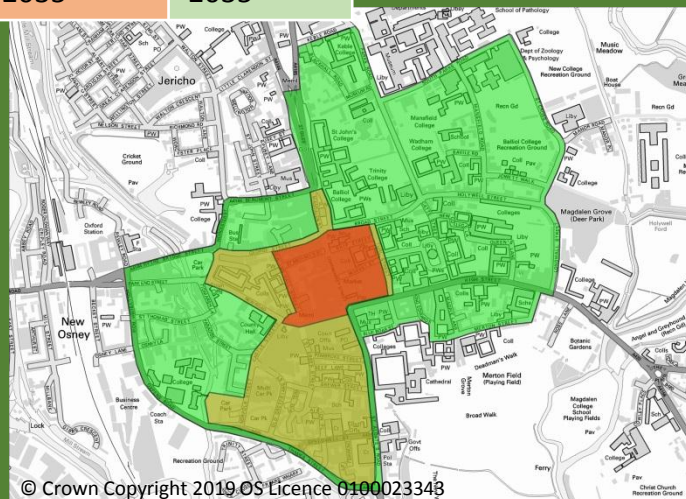
The two councils plan to launch a further **public consultation on the updated scheme in autumn 2019**. In the meantime, this update outlines the new approach. We will be discussing these with businesses and organisations during the first few months of 2019.

The 2017 proposals

Zone	Red	Orange	Green
Class	Zero emission requirement from:		
Cars	2020	2025	2030
Taxis	2020	2025	2030
Vans	2020	2025	2030
Buses	2020	2025	2030
Lorries	2035	2035	2035

The 2017 proposal was for phased roll out of a zero emission requirement over 15 years, from 2020 to 2035

Full details of the original 2017 Zero Emission Zone proposals are online at www.oxford.gov.uk/zez



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Consultation feedback on 2017 proposals

Over 750 responses were received to the consultation. The top ten most commented on themes were:

- 1 Other complementary schemes / measures needed to maximise air quality benefits
- 2 Concerns over lack of availability of suitable vehicles and infrastructure (e.g. charging points)
- 3 Will lead to positive social impact
- 4 Concerns over ability to make deliveries / collections
- 5 Better public transport needed
- 6 Disabled / older / less able need to park in centre
- 7 Incentives / funding for vehicle upgrades / subsidies needed
- 8 Expensive to replace private car
- 9 Will lead to negative economic impact
- 10 Need more opportunities for delivery / collection consolidation / different models of delivery

During 2018 the two councils have explored these points in more detail with organisations and businesses who are directly affected by the proposals, particularly within the red zone.

2017 monitoring data

Since the 2017 proposals were published, air quality monitoring data for 2017 has been validated and analysed. The data was published in June 2018 in the [Annual Status Report](#) available on the City Council website.

Nitrogen dioxide is the local air pollutant of most concern in Oxford, and the only pollutant for which European limits continue to be breached in the city. The Committee on the Medical Effects of Air Pollutants warn there is no safe level of nitrogen dioxide.

In 2017, significant decreases of nitrogen dioxide levels were observed in the city centre, although several monitored locations in the city still registered levels above the legal limit. **Nitrogen dioxide pollution levels saw an overall reduction of 23% in the city centre when compared with the figures obtained in 2016.**

This improvement is thought to be due mostly to the introduction of Euro 6 buses on many city centre bus routes during 2016 and 2017. It is now clear that Euro 6 buses emit significantly less emission than Euro 5 buses.

The original Zero Emission Zone proposals were in part a response to the poor performance of the Euro 5 standard, which failed to deliver the expected reductions in nitrogen dioxide emissions. By contrast, the data now available for 2017 suggests that Euro 6 engines are performing very well, particularly in buses.

A different approach?

The public consultation, further discussions with affected organisations and businesses and the 2017 monitoring data has **led the two councils to consider a different approach to the journey to zero emission transport in Oxford.** As part of this we have also explored in more detail the legal implementation and enforcement aspects of the scheme.



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Possible new approach

As part of our journey to a zero emission transport network, as originally proposed the scheme will be phased. However, in light of the consultation and monitoring findings set out on the previous page, and to make the scheme more deliverable and effective, particularly in the early years, a different approach to phasing and standards is now being considered. The new approach would, if agreed, cover more vehicle types, sooner and over a larger area than the original proposals to **maximise the emissions benefits in the shortest possible time**.

Key changes under consideration

- Low emission and zero emission requirements to be introduced from 2020 onwards covering the green zone, **in parallel** with zero emission requirements in the red zone
- Different implementation mechanisms could be applied to different modes
- Red zone could be **part-time**, with a zero emission requirement when footfall is highest. Practical and legal constraints mean this could initially apply to on-street parking and loading only
- Red zone adjusted to **exclude Covered Market loading area in Market Street**
- Concessions or exemptions proposed for residents and blue badge holders
- Orange zone no longer proposed

What's "Zero Emission"?

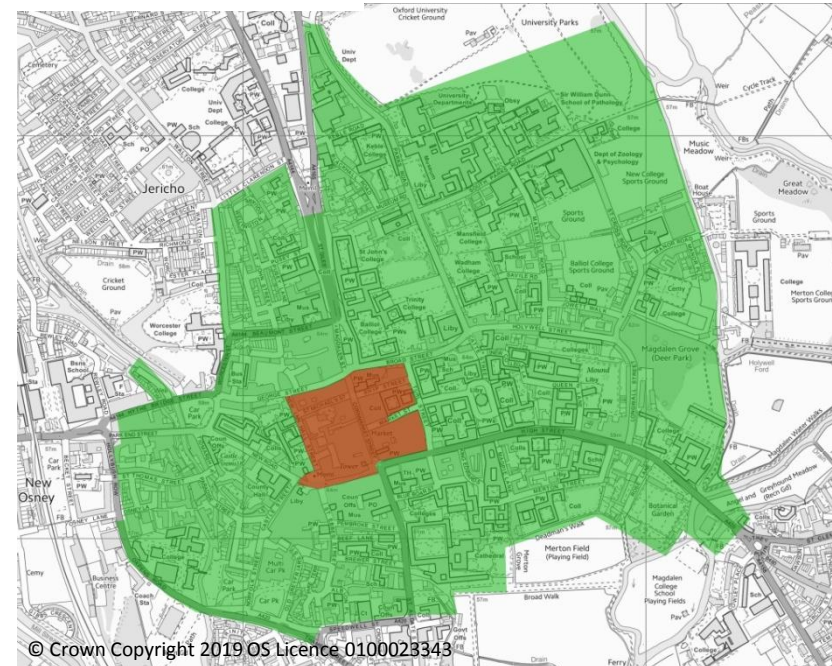
A zero emission vehicle means any **vehicle with emits less than 75g of CO₂/km from the tailpipe and capable of at least 10 miles of zero emission driving**. This includes:

- ✓ Pure electric vehicles
- ✓ Range-extended electric vehicles
- ✓ Certain plug-in hybrid vehicles
- ✓ Hydrogen fuel cell vehicles

For more information:

www.goultralow.com/choosing/electric-car-selector/

Illustrative zone map



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Vision and illustrative phasing

Year	Zone	Mode	Requirement	Status
Phase 1 vision – 2020 to 2023				
2020	Red	All	Possible restrictions requiring vehicles to be zero emission capable to be permitted to park or loading on street for part of the day	Under consideration
	Green	Local bus	Euro 6 for nitrogen dioxide (with limited exemptions for selected vehicles until 2022)	Agreed in principle; county council decision due Spring 2019
	Citywide	Taxis	<ul style="list-style-type: none"> Euro 4 , 6 or Zero Emission Capable (ULEV) for new licence Euro 4 or above for renewal 	Agreed in principle: city council decision due January 2019
2022	Green	Other bus, van, lorry	<ul style="list-style-type: none"> Possible measures to incentivise zero emission vehicles or place restrictions on other vehicles entering the Green Zone 	Under consideration
	Citywide	Taxis	<ul style="list-style-type: none"> Zero emission capable (ULEV) for new licence Euro 4 or above for renewal 	Agreed in principle: city council decision due January 2019
Phase 2 vision – 2023 to 2035				
By 2025	Green	All modes	<ul style="list-style-type: none"> Possible extension of green zone requirements to include cars, depending on any decisions made about transport demand management options 	Under consideration
2025	Citywide	Taxis	<ul style="list-style-type: none"> Zero emission capable (ULEV) for new licence Zero emission capable (ULEV) for renewal 	Agreed in principle: city council decision due January 2019
2025 – 2035	Green	All modes	<ul style="list-style-type: none"> Possible adjustment of green zone requirements to encourage zero emission capable vehicles Collaborative work with bus operators to accelerate roll out of zero emission capable buses 	Under consideration
2035	Green	Buses	<ul style="list-style-type: none"> Latest date for transition to zero emission capable buses (with limited exemptions for selected vehicles until 2037) 	Agreed in principle

Next steps and more information

Certain elements of the new approach (those shown as “under consideration on the previous page”) require further discussion with stakeholders before a specific proposal can be published for consultation. We also need to explore fully all of the financial implications of the new approach, particularly the ongoing costs associated with enforcement. Subject to these stages, we plan to carry out a public consultation on a new set of proposals in Autumn 2019. **In the meantime, work to progress the taxi and bus emissions schemes will continue.**

January 2019	<ul style="list-style-type: none">Decision by city council on whether to progress taxi emissions scheme
January – March 2019	<ul style="list-style-type: none">Informal discussions with stakeholders on proposed new approach
Spring 2019	<ul style="list-style-type: none">Decision on whether to consult on part-time ZEZ for red zone and potential measures for green zoneDecision by county council on whether to progress the Euro 6 bus scheme
Summer 2019	<ul style="list-style-type: none">Preparation of material for public consultation
Autumn 2019	<ul style="list-style-type: none">Potential public consultation on part-time ZEZ for red zone and measures for green zone
Winter 2019	<ul style="list-style-type: none">Decision in light of feedback from consultation whether or not to proceed

Find out more

Frequently asked questions, links to previous consultations and more at:

www.oxfordshire.gov.uk/zez

www.oxford.gov.uk/zez

Contacts

City and county council officers can be contacted via:

Its.team@oxfordshire.gov.uk

We may not be able to respond to all emails but all points raised will be passed to the appropriate person.



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