

Oxford Zero Emission Zone

Proposed local charging scheme for the ZEZ Pilot

Formal consultation

Winter 2020/21

Consultation deadline: 17 January 2021

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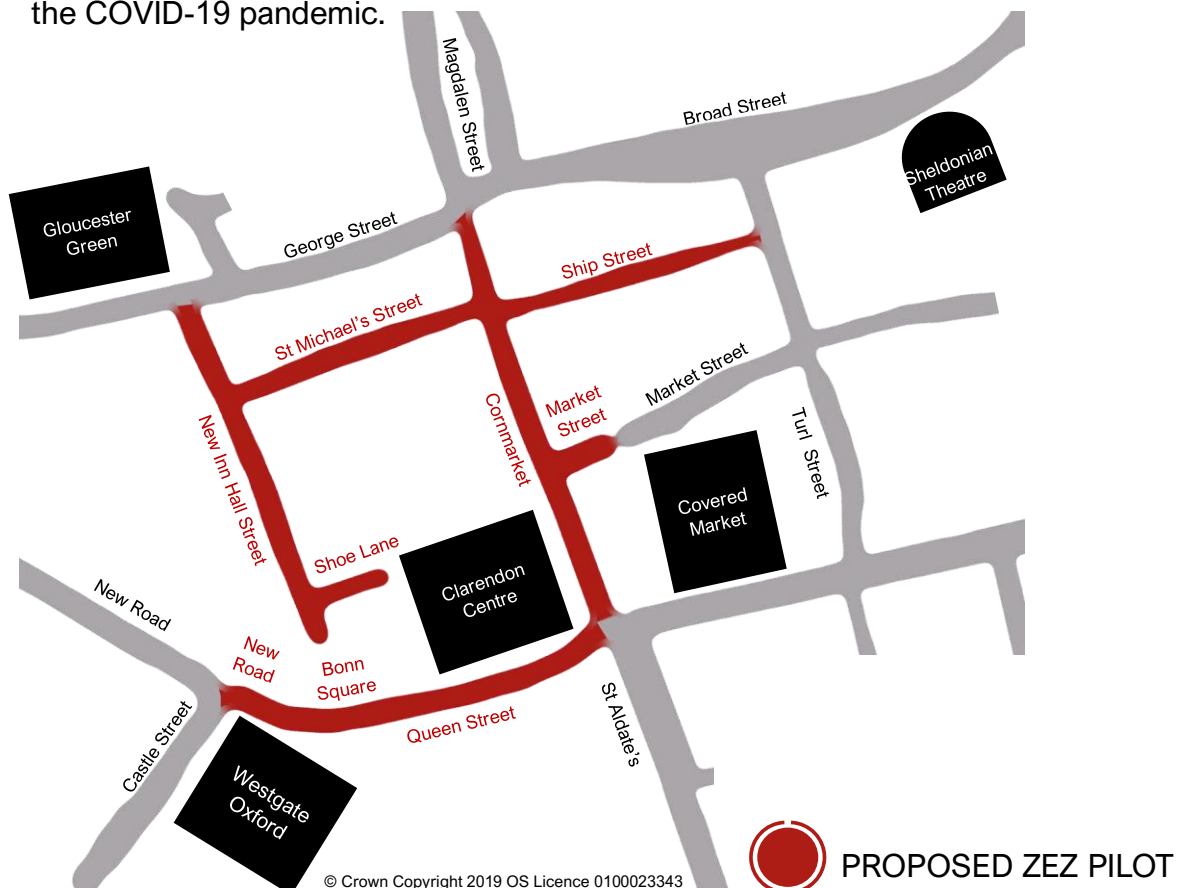
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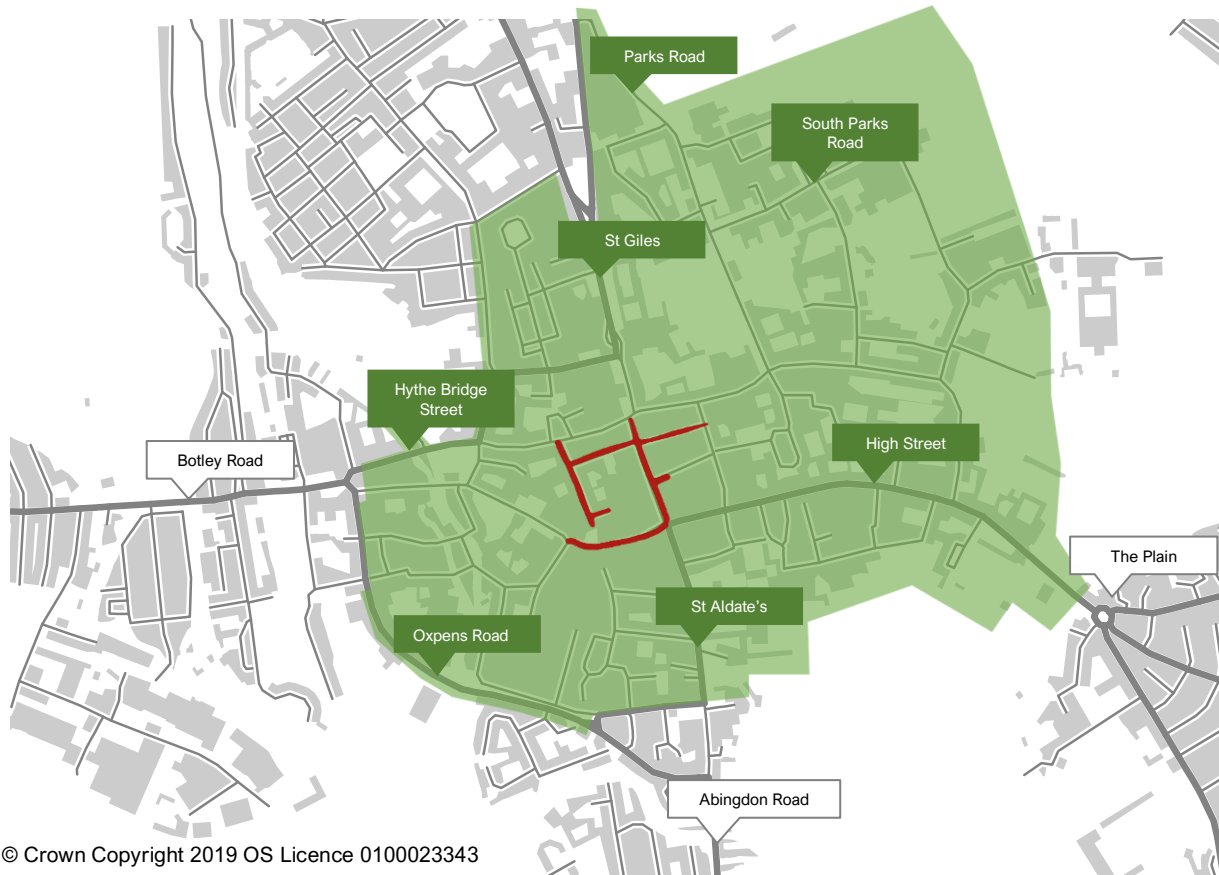
1. Summary & background to the scheme

SUMMARY OF PROPOSALS

- 1.1. Oxfordshire County Council and Oxford City Council are proposing to create a Zero Emission Zone Pilot (“ZEZ Pilot”) in a small area of Oxford city centre, starting in August 2021. The councils intend (subject to further consultation) to introduce a larger Zero Emission Zone (“ZEZ”) in spring 2022. The ZEZ Pilot would allow the scheme to be tested out in a small area first before being expanded to a larger area.
- 1.2. The ZEZ Pilot would be implemented through a road user charging scheme, which means vehicles used in the zone would be subject to charges, depending on their emissions. Only 100% zero emission vehicles would be able to be used in the zone free of charge. The proposed charges are shown on pages 15 and 16.
- 1.3. The area covered by the proposed ZEZ Pilot is shown on the map below (see also Table 3 for a list of the streets affected). This area was referred to as the “Red Zone” in previous consultations on the project. This consultation is a resumption of the public consultation that was halted in March 2020 due to the COVID-19 pandemic.



1.4. The area covered by the ZEZ is shown on the map below. This area was referred to as the “Green Zone” in previous consultations. The councils have now agreed to accelerate the introduction of the ZEZ, and this is one of the reasons why the area previously called the Red Zone will now be introduced as a pilot phase, leading to the larger zone shown below, in a shorter timescale than was previously proposed. Section 3 provides more details about the reasons for this change.



1.5. **This consultation is the last chance to have your say on the ZEZ Pilot.** It is also an opportunity to comment on the larger ZEZ at an earlier stage in its development. There will be a separate public consultation on the ZEZ in summer 2021, when we will present detailed information about the scheme and its impacts and explain how the ZEZ will work alongside other schemes such as Connecting Oxford.

1.6. The ZEZ Pilot aims to reduce air pollution levels, tackle the climate emergency, improve the health of residents, workers and visitors in Oxford and beyond, and allow the councils to gain useful experience and information to inform the ZEZ.

BACKGROUND

- 1.7. The ZEZ is part of Oxfordshire County Council's [Local Transport Plan](#) (see Oxford Transport Strategy, page 18) and Oxford City Council's [Local Plan](#) (adopted in June 2020).
- 1.8. The councils consulted on [initial proposals](#) for a ZEZ in 2017, published [updated proposals](#) in January 2019, and consulted informally on [final draft proposals](#) (focused on the Red Zone charging scheme) in January 2020. We began a final consultation on the Red Zone in March 2020, but this was suspended due to the COVID-19 pandemic.
- 1.9. The councils have been introducing active travel and public realm schemes in Oxford as part of their COVID-19 response. During summer 2020 over 7200 people responded to a county council consultation about a proposal to introduce temporary bus gates in the city centre as part of the COVID-19 active travel programme, to reduce traffic levels in the city.

For a variety of reasons, the county council's Cabinet decided in October 2020 not to install the bus gates as a temporary measure. Instead, Cabinet agreed to explore ways to accelerate existing plans to permanently reduce traffic and emissions in the city, such as the Connecting Oxford plan (which includes plans for permanent traffic filters in the city centre and elsewhere) and the ZEZ.

- 1.10. This consultation is a final formal consultation on the proposed ZEZ Pilot. Responses to this consultation will be reported to the councils' Cabinets in March 2021, and will inform their decisions about the scheme.

THE CASE FOR CHANGE

- 1.11. Vehicle emissions cause significant harm to human health¹ and contribute to climate change; action is required to reduce vehicle emissions. In January 2020, a study from the Centre for Cities found out that just under 6% of deaths in Oxford can be attributed to particulate air pollution².
- 1.12. During the national lockdown introduced in March to control COVID-19, people across the country enjoyed quieter streets and cleaner air; in Oxford

¹ <https://www.gov.uk/government/publications/health-matters-air-pollution/health-matters-air-pollution>

² <https://www.centreforcities.org/wp-content/uploads/2020/01/Cities-Outlook-2020.pdf>

city centre pollution dropped by 64% to a level not likely to have been seen since the early 20th century.

- 1.13. The ZEZ would reduce traffic volumes, encourage the uptake of zero emission vehicles, and lead to other positive behavioural changes all of which would reduce vehicle emissions and hence air pollution whilst maintaining access for those who need it.
- 1.14. The pollutant of most concern in Oxford city centre is nitrogen dioxide (NO₂). 68% of NO_x in Oxford comes from transport. Table 1 shows NO₂ levels at various locations in and around the ZEZ Pilot. The current legal limit for NO₂ is 40 microgrammes per cubic metre (µg/m³) of air. However, there is no 'safe' level of NO₂. Oxford City Council's draft Air Quality Action Plan sets a local target of "30 by 25" – i.e. 30 µg/m³ across Oxford by 2025.
- 1.15. Road transport accounts for 16% of carbon dioxide (CO₂) emissions in Oxford.

Table 1 – nitrogen dioxide levels at selected Oxford city centre monitoring sites in 2019

Location	Average nitrogen dioxide (µg/m³) in 2019
High Street near Oriel Street	50
New Road	33
St Aldates Town Hall	42
Park End Street	35
Bonn Square	26
Speedwell Street/St Aldates junction	39
Speedwell Street near Littlegate Street	31
Queen Street	28
George Street near bus station entrance	44
George Street/Magdalen Street junction	40
High St near Turl Street	32
Hythe Bridge Street	30

WHY A ZERO EMISSION ZONE?

- 1.16. The Zero Emission Zone is one of a range of measures proposed in the [Oxford Transport Strategy](#) to improve air quality in Oxford. The ZEZ is consistent with Oxford City Council's existing [Air Quality Action Plan 2013](#) (page 23) and is a core part of the city council's draft Air Quality Action Plan 2021-25. The ZEZ complements other schemes and improvements identified in these plans.
- 1.17. A transition to largely zero emission transport is inevitable over the long-term as technology improves and vehicle emission standards improve. On 18 November 2020, the government [confirmed that the UK will end the sale of new petrol and diesel cars by 2030](#) as part of its '*Ten Point Plan for a Green Industrial Revolution*'. In Oxford, our narrow streets, limited road network and unique historic environment have made finding solutions to the problems of congestion and pollution a high priority for decades. Oxford pioneered Park & Ride in the 1970s and was one of the first UK cities to tackle traffic growth by restricting traffic and increasing parking charges.
- 1.18. The ZEZ is designed to accelerate the pace of the transition to a fully zero emission transport system in Oxford (alongside the wider measures referred to in paragraph 1.17) by creating a direct incentive for road users to switch to zero emission vehicles, and/or make other positive changes to their travel behaviour.
- 1.19. The Oxford ZEZ is currently the most ambitious emissions reduction scheme in the country. Apart from special exemptions, only 100% zero emission vehicles will be allowed to enter the ZEZ free of charge. Schemes such as Clean Air Zones (CAZ) in other UK cities and the London Ultra Low Emission Zone (ULEZ) set a much lower standard for free entry than the ZEZ (Euro IV Petrol and Euro VI diesel). Whilst vehicles compliant with the London ULEZ and various CAZ schemes will pay a lower charge than more polluting vehicles in the Oxford ZEZ, they will still be charged to enter.

WHY A CHARGING SCHEME?

- 1.20. The 2017 [ZEZ Feasibility Study](#) considered a number of implementation options for the ZEZ. These were developed and consulted on during [2017](#) and [2019](#).

- 1.21. Having considered and consulted extensively on a number of different approaches to the ZEZ, the councils consider that a charging scheme represents the fairest balance between accelerating the transition to a zero emission transport system and maintaining access for residents, businesses and visitors. It mirrors the approach taken in London and other UK cities, where more polluting vehicles are charged rather than banned. The use of charges allows us to gradually increase the requirements over time, as the availability and affordability of zero and low emission vehicles improves.
- 1.22. A charging scheme also generates income which can be used to support the transition to zero emission vehicles, for example by providing vehicle charging infrastructure and schemes to improve walking, cycling and public transport.

2. Legal basis

- 2.1. As local traffic authority for Oxfordshire, Oxfordshire County Council has powers under the Transport Act 2000 to introduce a “local charging scheme” to achieve local transport objectives.
- 2.2. The Transport Act 2000 requires the county council to consult on the charging scheme before introducing it. Together with previous consultations, this document forms part of the council’s consultation on the ZEZ scheme and is the final consultation for the ZEZ Pilot.
- 2.3. It is also an opportunity to comment on the larger ZEZ at an earlier stage in its development. The councils propose to use the same powers to introduce this larger zone. There will be a separate public consultation on the ZEZ in summer 2021, when we will present detailed information about the scheme and its impacts and seek your views on the proposals.
- 2.4. Income raised by the scheme will first be used to cover the costs of implementing and running it. Any funds left over once these costs have been covered must be spent on schemes or initiatives which directly or indirectly facilitate the achievement of local transport policies. Some examples of schemes that may be funded are given in section 6.

3. January 2020 consultation and impact of COVID-19

JANUARY 2020 CONSULTATION

- 3.1. The councils consulted informally on [proposals for a local charging scheme for the area previously referred to as the ZEZ Red Zone](#) (now the ZEZ Pilot) during January 2020. Approximately 900 responses were received to the consultation. We've produced a [summary of these responses](#).
- 3.2. The consultation results reveal a mix of views. As in previous consultations, some feel the scheme is unreasonably stretching, while others feel it is not sufficiently ambitious. 29% thought the proposed level of charge for non-compliant vehicles was too high, 22% thought it too low, with the largest group expressing a view believing the proposed charging level to be 'about right' (42%).
- 3.3. There was a similar spread in views over the proposed hours for implementing charges, albeit only 15% thought the hours of charging should cover less of the day, with 38% believing the charging period should be extended and 30% feeling the proposed hours are 'about right'.
- 3.4. Support for the proposed discounts and exemptions for vehicles registered to residents and businesses within the zone, and for Blue Badge holders was greater in each case than opposition to that proposal.
- 3.5. Some common themes were raised in consultation responses, including:
 - Better public transport and cycle infrastructure needed
 - A charging scheme is the wrong approach
 - Proposals are being implemented too quickly/electric vehicles too expensive/negative impact on businesses
 - Red Zone too small to have an impact – should be expanded or future phases implemented sooner
 - Blue badge holders and disabled tax class vehicles should be permanently exempt
- 3.6. Full details are available in our [summary of the January 2020 consultation results](#).

IMPACT OF COVID-19

- 3.7. We began a final consultation on amended proposals for the Red Zone in March 2020. However, this consultation was suspended due to COVID-19 and the associated lockdown.
- 3.8. Since March the councils have been introducing schemes to support COVID-safe economic activity in the city centre and to promote walking and cycling. We've listened to the enthusiasm for sustainable transport solutions (walking and cycling in particular) to emerge as a permanent legacy from the COVID-19 lockdown, but also the concerns of residents and businesses about major changes which might affect them. The [summer 2020 survey on temporary bus gates](#) in the city reveals support for radical but well-considered change that balances these different considerations.
- 3.9. Traffic restraint has been at the heart of Oxford's planning since the 1970s. Normal traffic levels in Oxford city centre (before COVID-19) were around 25% lower than in the mid-1990s, and are still slightly lower now than before the spring lockdown. But more has to be done, and we already had an ambitious sustainable transport programme before COVID-19. We'll be spending almost £45m over the next four years on sustainable transport schemes, reallocating road space to pedestrians, cyclists and public transport. [Connecting Oxford](#) and the ZEZ will cut congestion and pollution in the city. In all these projects, the councils will seek a balance between environmental improvements and accessibility for residents, businesses and visitors. The challenges of COVID-19 make listening and responding to people's views more important than ever.

PROPOSED CHANGES TO OUR PREVIOUS PLANS

- 3.10. Reflecting on the feedback from the January 2020 ZEZ consultation, the experience of COVID-19 and the spring lockdown, and the feedback from the temporary bus gates survey in the summer, the councils have made several changes to the ZEZ proposals, which are summarised in Table 2.
- 3.11. The main change is that the ZEZ Pilot (previously the Red Zone) will now have exactly the same requirements as those proposed for the wider ZEZ (previously the Green Zone). This will allow us to accelerate the wider ZEZ, delivering greater overall benefits sooner, whilst also making the scheme more flexible for residents and businesses in the ZEZ Pilot area.

Table 2: changes to the ZEZ in response to previous consultation & COVID-19

Change proposed	Reason/benefits
<p>Red Zone now explicitly a ZEZ Pilot for the wider ZEZ, with identical requirements in both phases.</p> <p>ZEZ Pilot will be subsumed within the wider ZEZ when it comes into effect.</p>	<ul style="list-style-type: none"> • Enables the wider ZEZ to be accelerated, delivering greater air quality benefits more quickly, and providing funding for supporting measures • Provides ability to test scheme before wider roll out and provides clarity on the councils' vision for the wider ZEZ • Reduces the ZEZ requirements for residents and businesses in the ZEZ Pilot area compared to the January 2020 proposals, in recognition of COVID-19 impacts on the city centre
<p>Charges now linked to emissions and aligned with national standards where possible.</p> <p>Lower charges for low emission vehicles were previously proposed in the wider ZEZ only (previously referred to as the Green Zone) but will now also apply in the ZEZ Pilot</p>	<ul style="list-style-type: none"> • Alignment with national standards makes the scheme easier to understand and helps individuals and businesses plan vehicle investment • Provides incentives to switch to lower emission vehicles as well as zero emission vehicles • Reduces the ZEZ requirements for residents and businesses in the ZEZ Pilot area compared to the January 2020 proposals, in recognition of COVID-19 impacts on the city centre
<p>Start dates for ZEZ Pilot and ZEZ to be during summer 2021 and spring 2022 respectively</p>	<p>To address concerns about the scheme starting in the run up to Christmas, a key trading period for city centre businesses</p>

Change proposed	Reason/benefits
<p>Commitment to work with ZEZ residents and businesses to develop supporting measures in the context of the extra pressures of COVID-19.</p>	<p>To address concerns that support is required to help people comply, particularly given the challenges of COVID-19 for city centre businesses.</p>
<p>Blue badge holder discount extended to include international equivalents.</p> <p>The councils will explore whether it is necessary and feasible to broaden this exemption to cover people with disabilities who do not hold a Blue Badge or equivalent</p>	<p>To address concerns raised about the impact on access for people with disabilities</p>
<p>The discount for Blue Badge Holders and disabled tax class vehicles is proposed to end in 2025.</p> <p>However, we will now review this during 2024 in consultation with affected road users to establish whether this discount should continue, instead of stopping in 2025. Further public consultation would be required on any proposal to extend this discount beyond 2025.</p>	<p>To address concerns raised about the impact on access for people with disabilities</p> <p>The review will consider, amongst other factors, the availability and affordability of suitable vehicles for disabled people in each emission 'band'.</p>
<p>Commitment to review zero emission standard for large vans and lorries in light of Ultra Low Emission Truck (ULET) standard, when available Further consultation may be required before this change can be made.</p>	<p>To address concerns about consistency with national guidance</p>
<p>Exemptions for certain special vehicle categories (see section 5)</p>	<p>To address concerns about availability of alternative options where mode shift or re-timing is not possible and to be consistent with Clean Air Zones and London ULEZ where possible</p>

4. Streets affected

- 4.1. The map and table below show the area that would be included in the ZEZ Pilot. Zero emission vehicles would be able to be used in the zone free of charge at all times. Other vehicles used in these streets between 7am and 7pm on all days of the week would be subject to the daily ZEZ charges (see section 5) unless subject to a 100% discount.

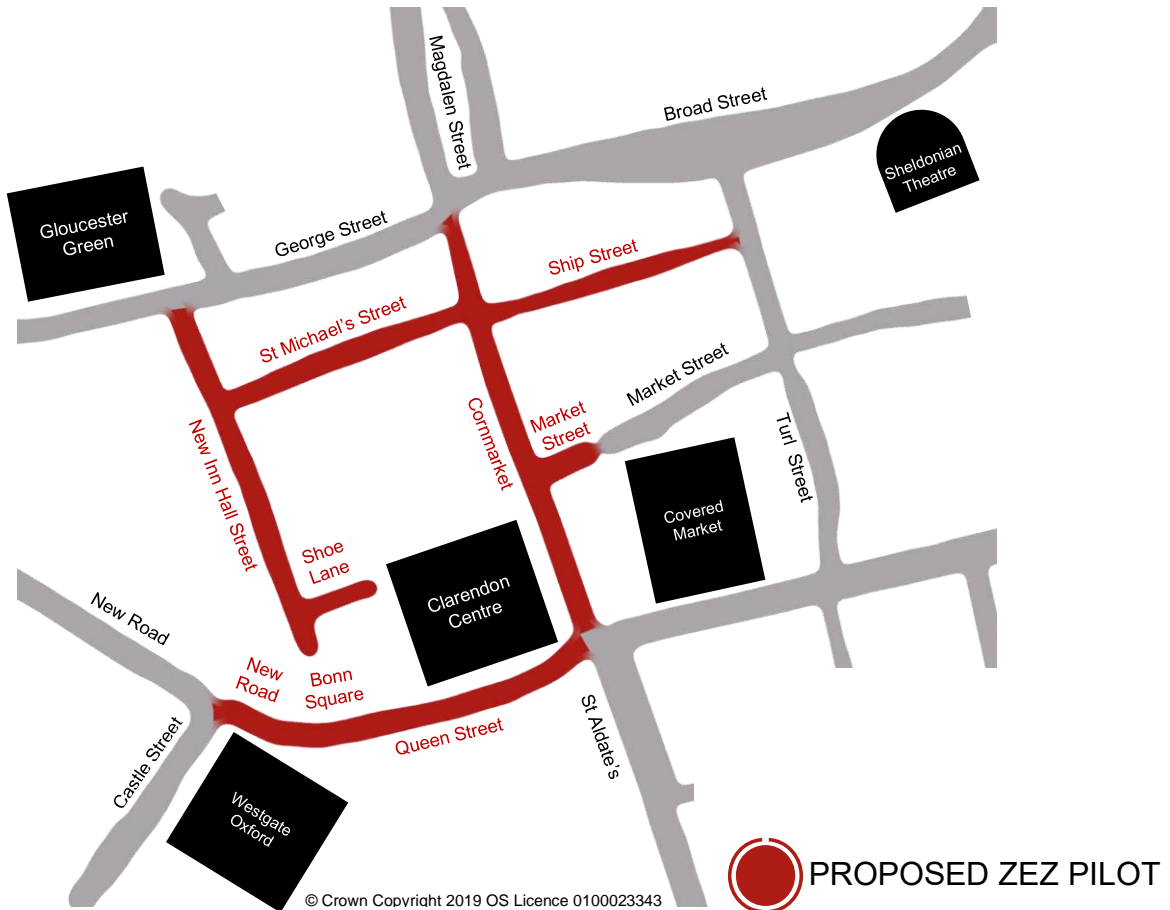


Table 3 – Streets included in ZEZ Pilot

Street	Length
New Road	Between Bonn Square and its junction with Castle Street
Bonn Square	Whole length
Queen Street	Whole length
Cornmarket Street	Whole length
New Inn Hall Street	Whole length
Shoe Lane	Whole length
Market Street	From its junction with Cornmarket, extending east for 40 metres
Ship Street	Whole length
St Michael's Street	Whole length

5. Proposed charges and discounts

PROPOSED CHARGES

- 5.1. The amount of the daily charge depends on the emissions of the vehicle. Table 4 shows the proposed charges that would apply in the ZEZ Pilot. Subject to further technical work and consultation during 2021, the same charges would also apply in the ZEZ. Discounts would be available for residents' and businesses' vehicles, Blue Badge Holders, and others (see Tables 5 & 6).

Table 4 – proposed charges for ZEZ Pilot

The same charges are proposed for the wider ZEZ from spring 2022, subject to further technical work and public consultation in 2021.

Charges would apply to all vehicle classes, from mopeds to HGVs. Discounts proposed for some vehicles – see Tables 5 & 6		DAILY CHARGE (applies 7am – 7pm)	
BAND	EMISSIONS	August 2021 to July 2025	August 2025 onwards
ZEV Zero Emission Vehicle	0 g/km CO ₂	£0	£0
ULEV Ultra Low Emission Vehicle	Emits less than 75 g/km CO ₂ National Ultra Low Emission Truck standard may be adopted for HGVs when defined (subject to further consultation)	£2	£4
CAZ Clean Air Zone compliant vehicle	Euro 4 petrol Euro 6 diesel	£4	£8
Others	Any vehicle not meeting any of above standards	£10	£20
<p>Not sure which band your vehicle is in? Use these online tools as a guide. For CO2 emissions: https://www.gov.uk/get-vehicle-information-from-dvla For Euro standard: https://www.hpi.co.uk/content/diesel-news-the-future-of-diesel/hpi-euro-emission-standards-checker/</p>			

PROPOSED DISCOUNTS

5.2. Discounts are proposed for certain vehicles and road users. Some of these are ‘transitional discounts’ which would only apply temporarily, while others would apply permanently. Tables 5 and 6 show the proposed discounts.

Table 5 – proposed transitional discounts (see notes overleaf)

Type	Discount
ZEZ Pilot residents’ vehicles	90% discount until August 2030, no discount thereafter
Vehicle registered to and operating from businesses in the ZEZ Pilot	90% discount until August 2025, no discount thereafter
Blue Badge holders (or international equivalent) and Disabled Tax Class vehicles	100% discount until August 2025 Currently it is proposed there would be no discount from August 2025 , but this is to be reviewed in consultation with affected road users and decided by December 2024. Any extension to this discount would require a further public consultation.

Table 6 – proposed permanent discounts (see notes overleaf)

Type	Discount
Hackney carriages licensed by Oxford City Council (required to be ZEV from 2025)	100%
Vehicles operating registered local bus services	
Emergency service vehicles	
Historic tax class vehicles	
Hearses	
Military vehicles	
Agricultural and similar vehicles	
Recovery vehicles	
Special vehicles	
Community transport vehicles	

- 5.3. Most of the discounts will require drivers to register for the discount before entering the ZEZ. We'll make this process as quick and easy as possible. **Views are invited on all the discounts proposed.**

ZEZ BUSINESSES' VEHICLES

- 5.4. The councils are exploring the number of vehicles per business which would be eligible for the ZEZ business vehicles' discount, and views from businesses are welcomed on this. It is likely that a maximum will need to be set. This discount would be available only for vehicles registered to and operating from business premises in the ZEZ. It is not intended to apply to regional or national fleets, such as those operated by large retailers.

BLUE BADGE HOLDERS

- 5.5. The councils will explore whether it is necessary and feasible to broaden the Blue Badge Holder discount to cover people with disabilities who do not hold a Blue Badge or equivalent. Views are invited on this.
- 5.6. It is currently proposed that the Blue Badge Holder and Disabled Tax Class discount will end automatically in summer 2025. However, we propose to review this by December 2024 in consultation with affected road users to establish whether it is appropriate to continue the discount after summer 2025 (and if so, whether it should remain a 100% discount or be reduced). Any proposal to change this discount would be subject to a further public consultation.
- 5.7. The review of the Blue Badge/Disabled Tax Class discount would consider the availability and affordability of suitable vehicles in each emission 'band' as of 2024, and any other relevant factors such as the number of people using the discount and the impact their journeys have on the overall effectiveness of the ZEZ.

BUSES & HACKNEY CARRIAGES

- 5.8. Buses used on registered local bus services and Hackney Carriages licensed by Oxford City Council are proposed to receive a 100% discount because the councils have agreed separate emissions requirements for these vehicles. These will be enforced through the bus and Hackney Carriage licensing processes.

AGRICULTURAL AND OTHER SPECIAL VEHICLES

- 5.9. It is proposed that the discount for agricultural vehicles and similar will be based on the definition used in the Vehicle Excise and Registration Act 1994 for exemptions from vehicle excise duty – these include vehicles used between different parts of land, tractors and certain agricultural vehicles, mowing machines, steam powered vehicles, snow ploughs and gritters.
- 5.10. The discount for ‘special vehicles’ is also proposed to be based on definitions used in the Vehicle Excise and Registration Act 1994 for exemptions from vehicle excise duty - these vehicles include digging machines, mobile cranes, mobile pumping vehicles, works trucks and road rollers.
- 5.11. The discount for community transport vehicles means those operating under community bus permits or permits relating to public service vehicles used by educational and other bodies.

PAYMENTS & ENFORCEMENT

- 5.12. The ZEZ Pilot would work in a similar way to the London Congestion Charge and Ultra Low Emission Zone. Signs would be installed around the perimeter of the zone and on the routes into the city to notify drivers of the ZEZ Pilot.
- 5.13. Drivers or registered keepers of vehicles with CO₂ emissions greater than 0g/km used in the zone during the charging hours would need to pay the required charge:
- Before entering the zone; OR
 - By midnight on the day after entering the zone.
- 5.14. Registrations for discounts would need to be made and approved **before** entering the zone, or the charge paid in full. The county council will publish the process for applying for discounts, the supporting documentation required, and the timescales for applications to be determined well in advance of the ZEZ Pilot coming into effect.
- 5.15. Payments and registrations would be accepted by a variety of methods; we expect the majority would do this online. The zone would be enforced using cameras equipped with automatic number plate recognition technology.

- 5.16. Registered keepers of chargeable vehicles entering the zone without paying the correct charge may be sent a Penalty Charge Notice (PCN) by post. The maximum penalty charges permitted by Regulation are: £60 (if paid within 14 days) £120 (if paid between 14 and 28 days) and £180 (if paid later than 28 days and a charge certificate has been issued).

6. Supporting schemes

- 6.1. Income raised by the ZEZ Pilot will first be used to cover the costs of implementing and running it. Any funds left over once these costs have been covered must be spent on schemes or initiatives which directly or indirectly facilitate the achievement of the county council's local transport policies. This is a requirement of the legislation that allows the scheme to be introduced.
- 6.2. It is intended that some of the ZEZ Pilot income will be used to pay for schemes to help residents and businesses in the ZEZ Pilot make the transition to zero emission vehicles, and on other schemes that promote zero and low emission transport in the city. The councils will work with residents and businesses to develop and implement supporting schemes.
- 6.3. The scale and nature of supporting schemes will depend on the income raised by the ZEZ Pilot. The pilot area is small, so any income raised will be limited. However, supporting schemes **could** include:
 - Grants and/or financing for vehicle charging points and/or zero emission vehicles
 - Electric car/van clubs
 - Support for freight consolidation or transfer schemes, including use of cargo bike schemes
 - Small scale public realm improvements and improved pedestrian areas
 - Small scale walking and cycling schemes
 - Funding to trial new ideas or ways of working (for example exemplar delivery & servicing plans)
 - Innovative ways of managing moving in and out days for students.

7. Summary of scheme impacts

7.1. The main expected impacts of the ZEZ Pilot are summarised in Table 7 below. A detailed impact assessment will be carried out for the wider ZEZ and will be published as part of the public consultation for the ZEZ in summer 2021. This assessment will also take into account the impacts of Connecting Oxford and other planned schemes.

Table 7: summary of main impacts (+ positive and - negative) of ZEZ Pilot

Environmental	<ul style="list-style-type: none"> ✦ Lower traffic volumes ✦ Reduced nitrogen dioxide emissions ✦ Reduced particulate emissions ✦ Reduced carbon dioxide emissions ✦ Reduced traffic noise ✦ Better walking and cycling environment ✦ Improved townscape and historic environment
Social	<ul style="list-style-type: none"> - Reduced access - Reduced affordability of access - Potential for reduced access for people with disability if charges apply to people qualifying for Blue Badges/Disabled Tax Class vehicles from 2025 ✦ Lower traffic volumes ✦ Reduced serious road collisions ✦ Increased physical activity
Economic	<ul style="list-style-type: none"> - Potential increased direct and indirect costs to businesses - Potential increased product or service costs for customers - Potential increased direct and indirect costs to residents ✦ Improvement of overall city centre retail and business environment ✦ Increased opportunities and improved environment for pavement cafés to support hospitality sector ✦ Improved overall accessibility through walking, cycling and public transport improvements

8. Project timetable

Activity/phase	Dates
Deadline for this consultation	17 January 2021; 23:59
Review consultation feedback, finalise proposals and draft reports to Cabinets	January/February 2021
Oxford City Council and Oxfordshire County Council Cabinet decisions on the scheme	March 2021

If approved:

Zero Emission Zone Pilot	
Implementation	March – July 2021
Scheme comes into effect	1 August 2021
Zero Emission Zone	
Scheme development	Autumn 2020 – Summer 2021
Public consultation	Summer 2021
Implementation	Autumn 2021 – Spring 2022
Scheme comes into effect	Spring 2022
ZEZ charges increase Discount for ZEZ businesses' vehicles ends Discount for Blue Badge Holders and Disabled Tax Class vehicles may change or end (decision due before December 2024)	August 2025
All discounts end	August 2030

9. Your feedback

- 9.1. This is the final consultation planned on the ZEZ Pilot: please give us your views on the proposals.
- 9.2. There are several ways to respond:

Complete our online questionnaire (preferred)	www.oxfordshire.gov.uk/zeroemissionzone
Email us	zez@oxfordshire.gov.uk
Write to us	Zero Emission Zone Oxfordshire County Council New Road Oxford OX11ND

- 9.3. A printed version of the online questionnaire is available on request. Please call us on 01865 792422 if you would like one.