

Going for Zero

An overview of Oxford's Zero Emission Zone Plans

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Oxford ban on non-electric cars by 2020

By James Salmon Transport Editor

ALL petrol and diesel vehicles could be banned from central Oxford in just over two years.

The city's 'Zero Emission Zone' would see petrol and diesel cars, taxis and buses excluded from six streets from 2020.

Under strict anti-pollution proposals, this area would be expanded in 2025 and 2030 until eventually all non-electric traffic, including HGVs, would be stopped from entering the entire city centre by 2035.

Councils have been ordered to draw up

plans to crack down on air pollution, with a focus on diesel engines which produce higher levels of emissions that cause respiratory diseases. London is introducing a £10 'T-charge' later this month on top of the congestion charge for vehicles that do not meet minimum emission standards. The Government also plans to ban the sale of all new petrol and diesel vehicles by 2040.

While a partial traffic ban has existed on

some central Oxford streets for years, council leaders claim their proposed scheme could eventually cut levels of harmful nitrogen dioxide down to minimal levels.

John Tanner, Oxford City Council's cabinet member for environment, said: 'Air pollution in the city centre is damaging the health of Oxford's residents. A step change is urgently needed; the Zero Emission Zone is that step change.'

The council is launching a six-week consultation seeking views on the plans.



Oxford will be first British city to ban all polluting vehicles

Ben Webster Environment Editor

Petrol and diesel vehicles will be banned from the centre of Oxford under plans to create Britain's first "zero-emission zone".

Starting from 2020 only electric vehicles will be permitted on a steadily growing number of streets in the city. The plans contrast with London, where

drivers of polluting cars will still be able to enter the centre if they pay a fee.

The proposals from Oxford city council and Oxfordshire council will almost halve nitrogen dioxide pollution by 2020 on some of the city's most polluted roads.

The authorities are the first to produce comprehensive plans for improving air quality since the govern-

ment announced in July that 29 towns and cities would need to address illegal levels of pollution. All will have to produce draft proposals by the end of

the year. Older vehicles with combustion engines are expected to remain on the roads for decades.

Under Oxford's plans, the zero-emission zone will start with a ban on non-

caught by automatic number plate recognition cameras and fined, with the penalty expected to start at £60. HGVs will be exempt until 2035 to reflect the slow introduction of alternatives to diesel lorries.

Oxford to be a zero-emission city

OXFORD is to become the first place in the UK to ban all polluting vehicles.

COUNTDOWN TO ZERO



NON-ELECTRIC vehicles are set to be banned from Oxford city centre by 2035 in what is believed to be the world's first Zero Emissions Zone.

The new zone will see all petrol and diesel taxis, cars and

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Aldate's and most of High Street.

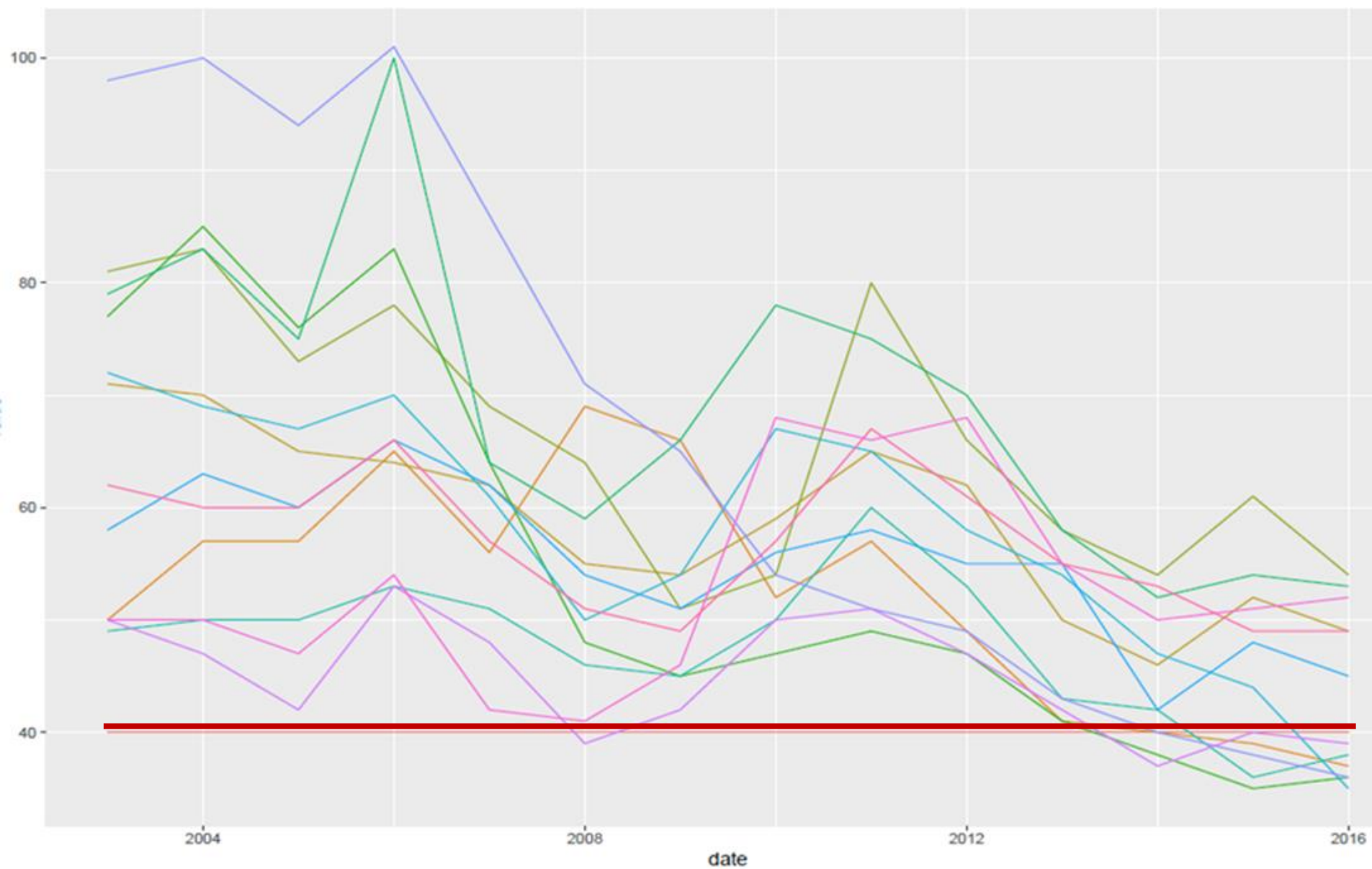
Finally, in 2035, HGVs will be banned from the same zone.

The scheme is set to cut levels of harmful nitrogen dioxide (NO₂) down to near-background levels, with as much as a 74 per cent

(NO₂) to near-background levels, with as much as a 74 per cent reduction in one street. John Tanner, Oxford city council's environment chief, said the move is "urgently needed".

The scheme will cost bus operators, taxi firms, haulage companies and councils an estimated £14 million. Even council bin lorries and gritting vehicles will need to change.

The local authority will spend £7 million on administration and a new CCTV system with automatic number plate recognition to enforce the ban.

























































“...to start a city centre zero-emission zone for all vehicles by 2020, with the zone being gradually expanded over time as the required infrastructure and technology develops...”

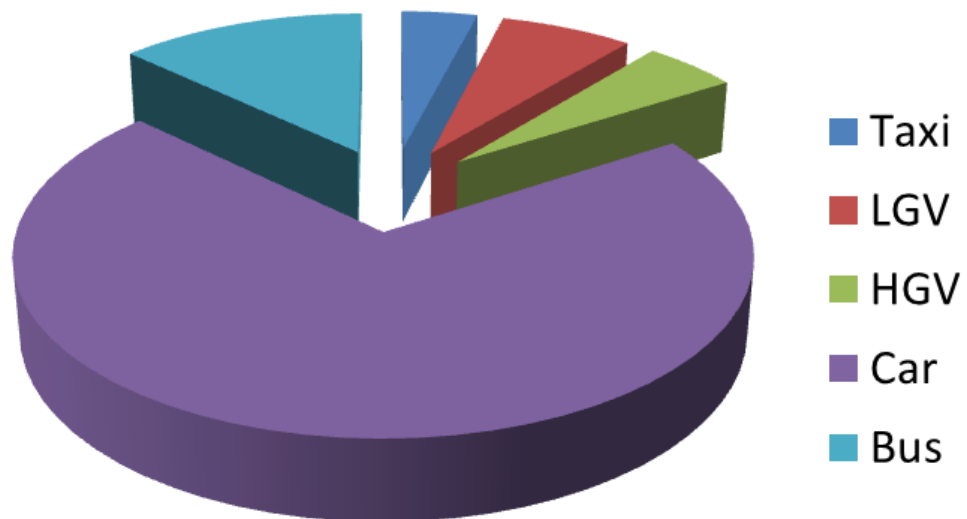
**Zero
Emission**

ZONE

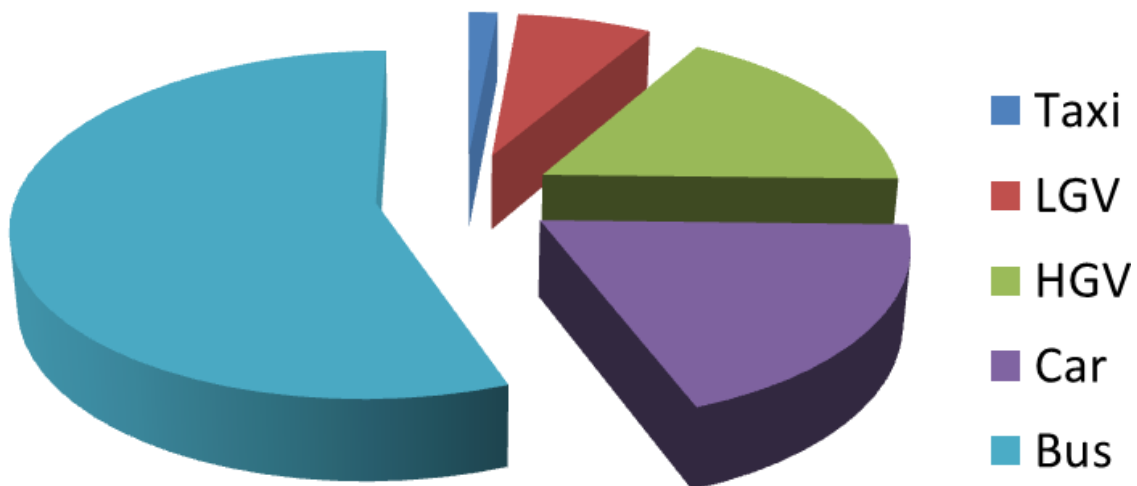


Monitoring site	2015				2020	
	Monitored		Modelled		BAU	
BP City Motors		44		45		35
Beaumont St		44		43		38
George Street/ Magdalen Street		52		42		34
Worcester St		50		44		38
High Street		54		51		35
George St		61		47		38
Royal Oxford Hotel		40		40		32
Park End Street		48		41		33
50 High St		45		43		45
New Road		44		45		34
Botley Rd / Hill View Rd		40		37		32
St Aldate's		49		42		33
Castle Street		47		48		38
St Clements		67		67		56
Speedwell Street / St Aldate's		51		41		33
Speedwell Street / Littlegate		40		42		34
Folly Bridge		40		35		30
Weirs Lane/Abingdon Road Lamp Post 1		42		38		33

Estimated traffic levels in city centre (vkm/day)



Estimated NOx emission in each zone boundary (kg/year)

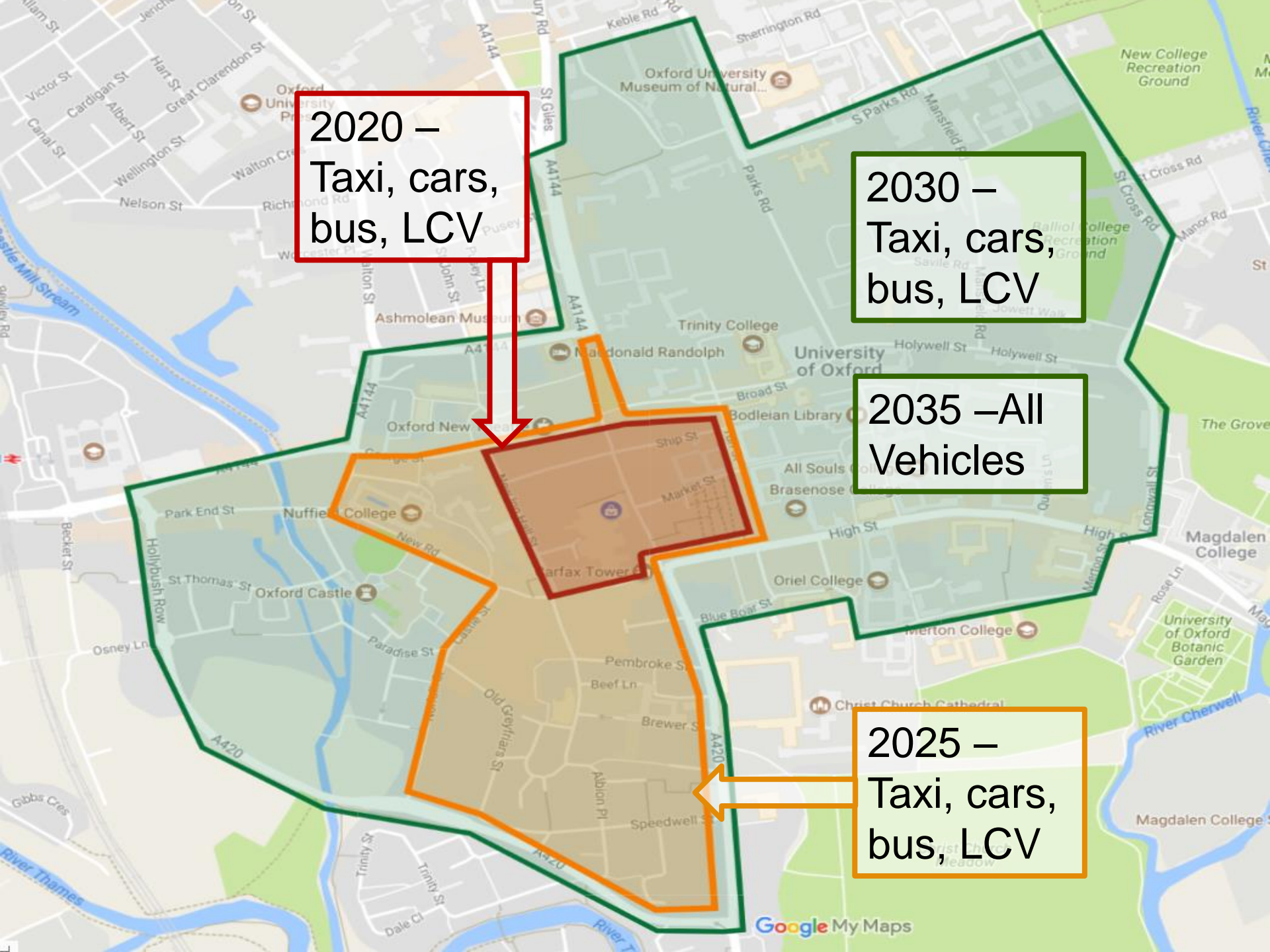


2020 –
Taxi, cars,
bus, LCV

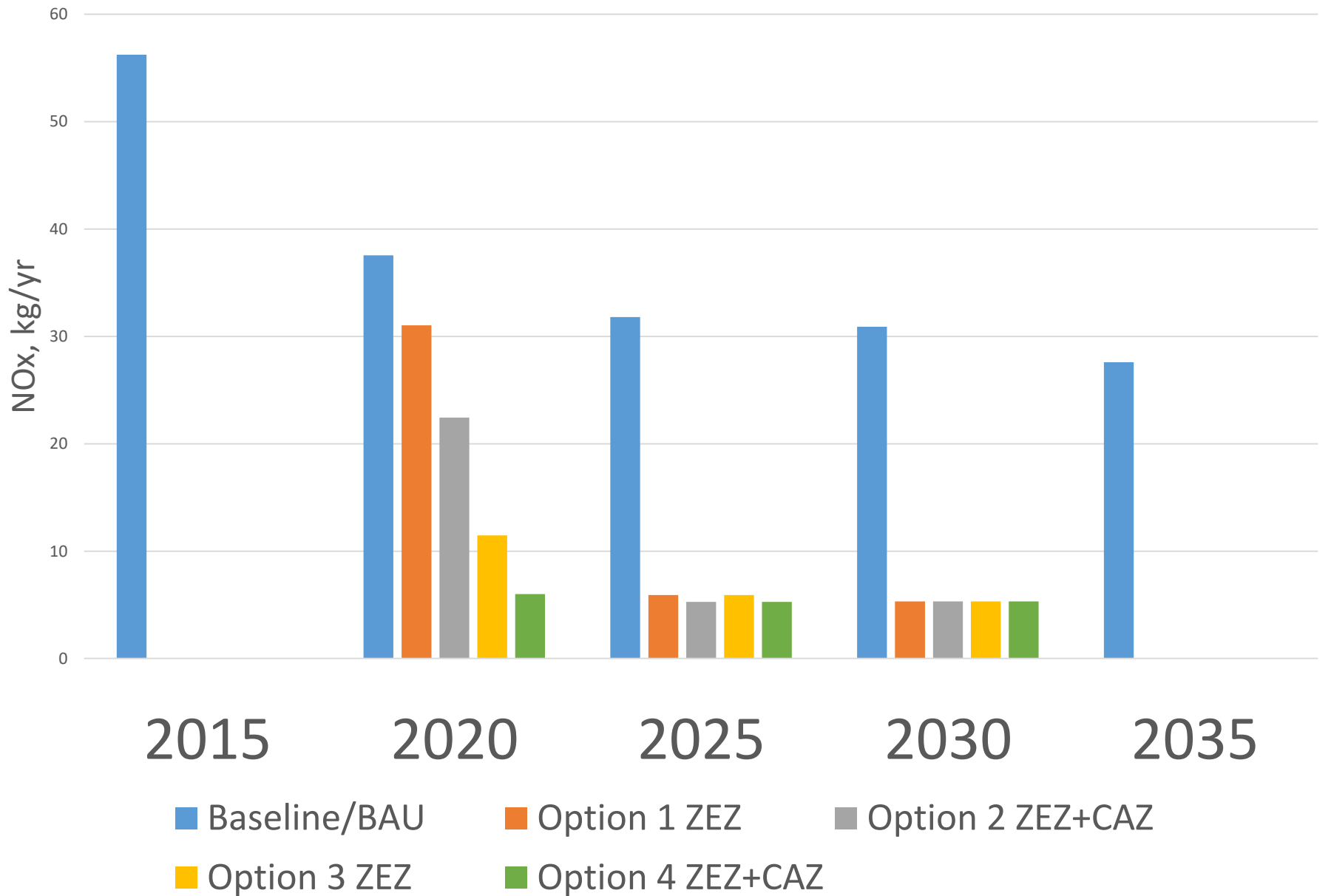
2030 –
Taxi, cars,
bus, LCV

2035 –All
Vehicles

2025 –
Taxi, cars,
bus, LCV

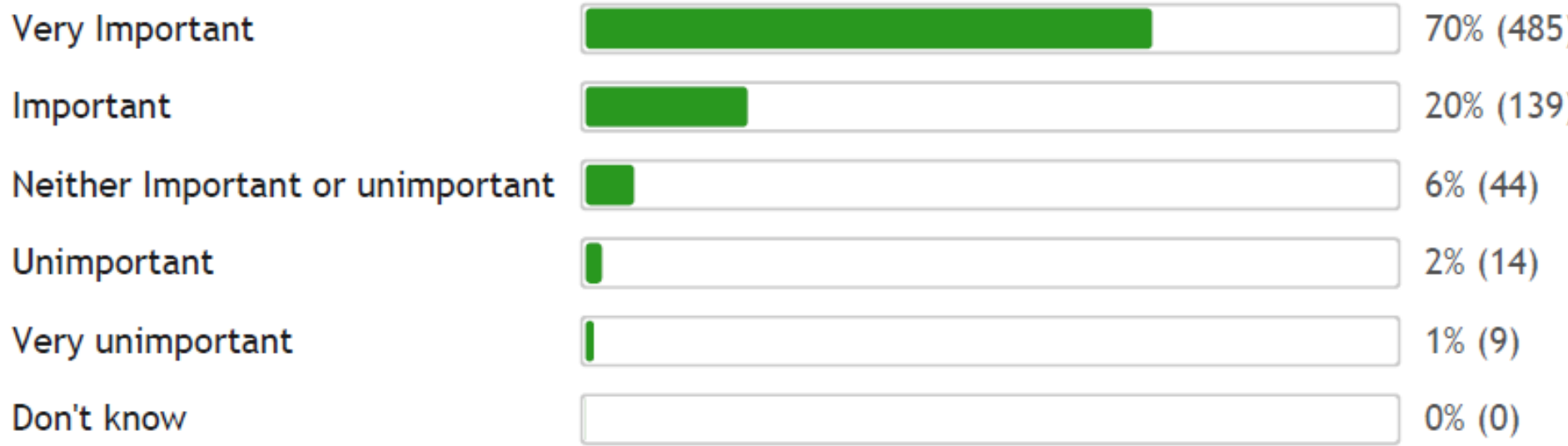


Red boundary

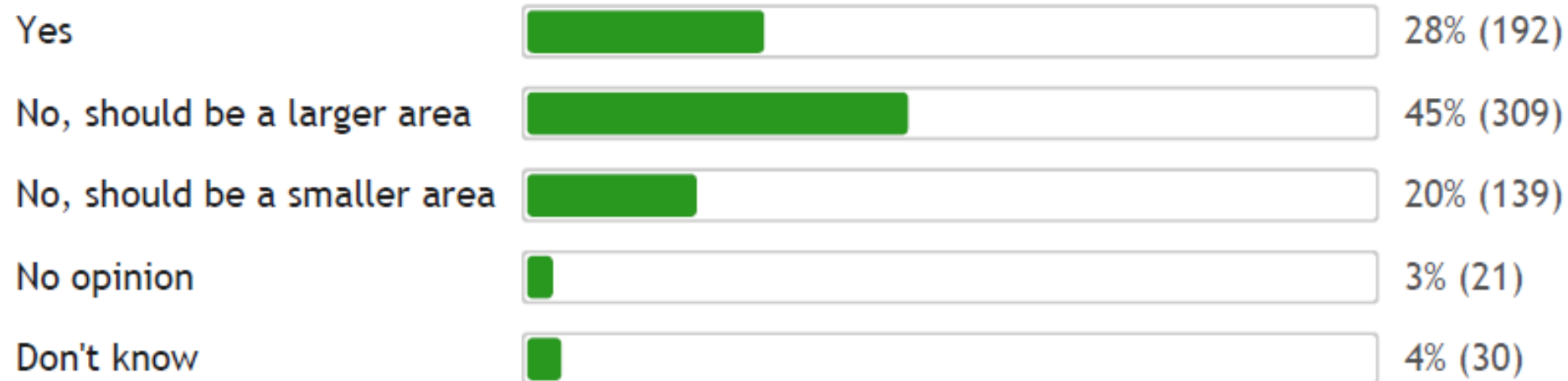


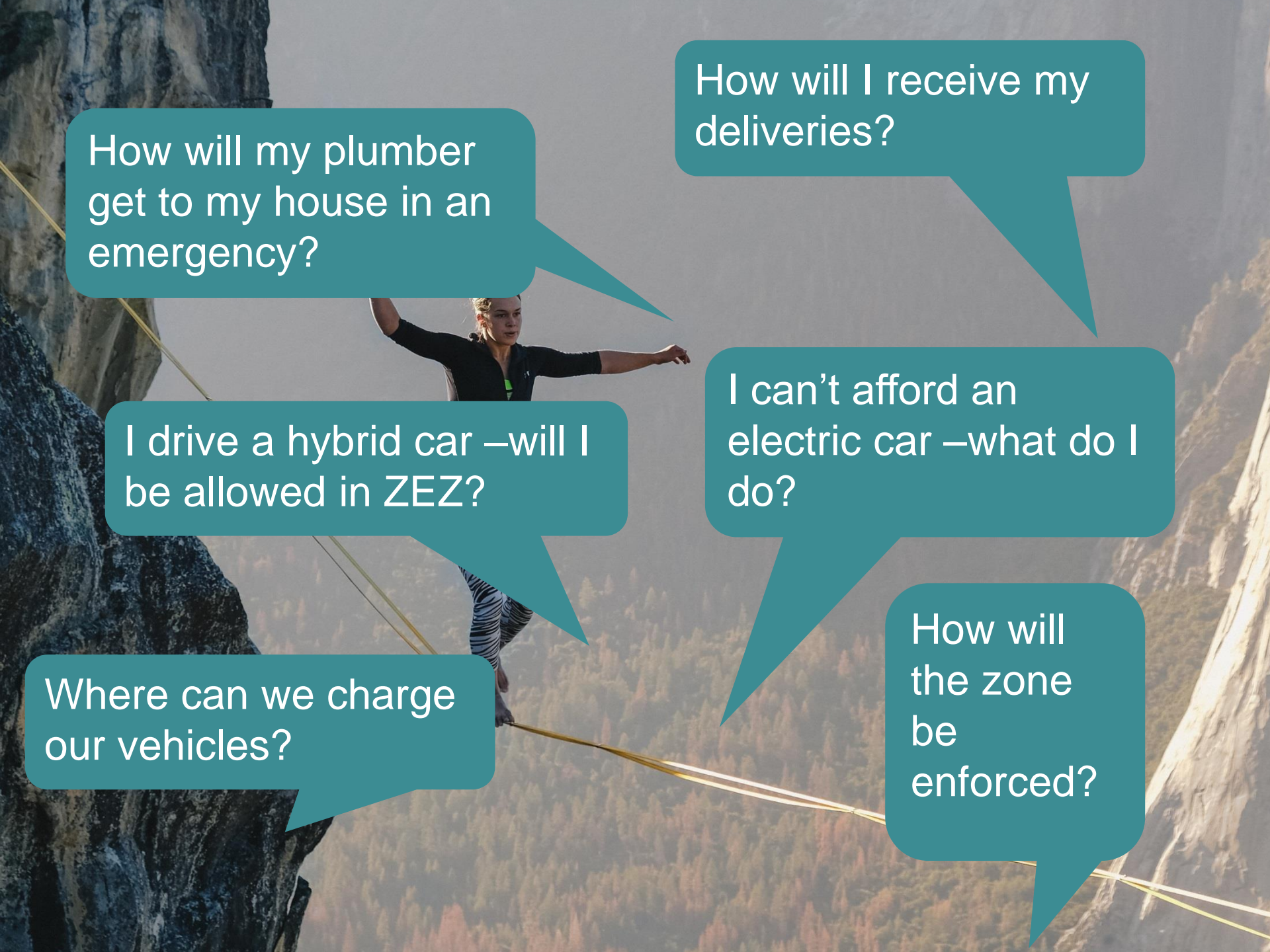


How important is it to tackle poor air quality in Central Oxford?



Are the proposed ZEZ zones appropriate?



A person is walking a tightrope high above a dense forest. The person is wearing a black long-sleeved shirt and patterned leggings. They are balancing with their arms outstretched. The background shows a vast, hazy landscape with mountains and a forest of evergreen trees.

How will my plumber
get to my house in an
emergency?

How will I receive my
deliveries?

I drive a hybrid car –will I
be allowed in ZEZ?

I can't afford an
electric car –what do I
do?

Where can we charge
our vehicles?

How will
the zone
be
enforced?

Challenges

Covered Market

Disabled access

Resident access

Buses

A photograph of a person's legs from the knees down, standing on a set of stairs. The person is wearing green cargo pants and dark sneakers with white soles. The stairs have orange-painted metal treads and grey concrete risers. The text "Next Steps" is overlaid in white on the left side of the image.

Next Steps

GO ULTRA LOW OXFORD

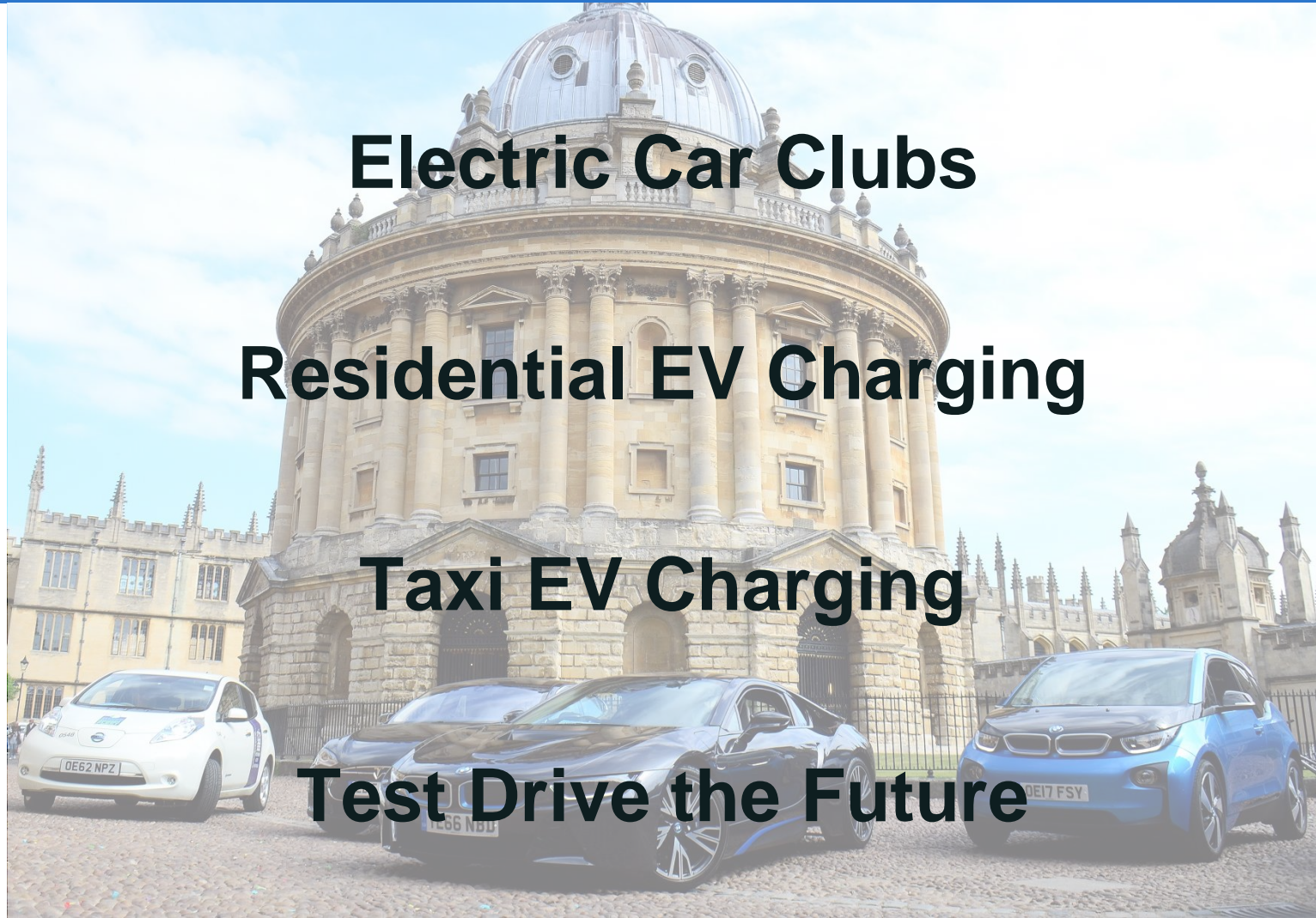


Electric Car Clubs

Residential EV Charging

Taxi EV Charging

Test Drive the Future



Thank you

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