

Appendix 1

Oxford Low Emission Zone Traffic Regulation Condition

Streets affected

Street names refer to the entire length of the street within the Oxford City Council administrative area unless otherwise stated.

Woodstock Road, Moreton Road, Banbury Road south of Marston Ferry Road, St Giles, Beaumont Street, Hythe Bridge Street, Worcester Street, Walton Street, Kingston Road, St Margaret's Road, Frideswide Square, Botley Road, Becket Street, Hollybush Row, Oxpens Road, Thames Street, Butterwyke Place, Speedwell Street, Castle Street, Norfolk Street, St Aldate's, Abingdon Road north of Weirs Lane, Old Abingdon Road, Iffley Road north of Donnington Bridge Road, Cowley Road, Oxford Road (Cowley) north of Between Towns Road, Warneford Lane, Morrell Avenue, Headington Road west of Gipsy Lane, St Clement's, London Place, High Street, Longwall Street, St Cross Road, South Parks Road, Parks Road, Broad Street, Holywell Street, Mansfield Road, Marston Road, Godstow Road, Mere Road, First Turn, Queen Street, New Road, Park End Street, George Street, Chain Alley, Magdalen Street, Cornmarket Street.

The Traffic Regulation Condition is as follows:

Condition 1 (applicable **immediately**)

All local services which enter, leave or operate within the streets affected must be operated exclusively by buses whose engines have been either:

type approved as meeting at least the **Euro V** standard for all emissions; OR

certified by Oxford City Council as being fitted with a certified emission reduction technology which ensures that, in urban operating conditions, the emissions of NO_x are reduced to a level comparable to a minimum of **Euro V**.

Condition 2 (applicable from **1 December 2020**):

All local services which enter, leave or operate within the streets affected **AND** which do not serve any stops more than 10km in a straight line from Carfax, central Oxford must be operated exclusively by buses whose engines have been either:

type approved as meeting at least the **Euro VI** standard for all emissions; OR

certified by Oxford City Council as being fitted with Clean Vehicle Retrofit Accreditation Scheme (CVRAS) approved emission reduction technology which ensures that, in urban operating conditions, the emissions of NO_x are reduced to a level comparable to at least **Euro VI**.

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Condition 3 (applicable from 1 December 2022)

All local services which enter, leave or operate within the streets affected must be operated exclusively by buses whose engines have been either:

type approved as meeting at least the **Euro VI** standard for all emissions; OR

certified by Oxford City Council as being fitted with Clean Vehicle Retrofit Accreditation Scheme (CVRAS) approved emission reduction technology which ensures that, in urban operating conditions, the emissions of NO_x are reduced to a level comparable to at least **Euro VI**.

Conditions 1, 2 & 3: notes

Buses used on services subject to Condition 1 may be monitored – this may include the use of traffic enforcement cameras. This monitoring may lead to enforcement action if a bus is observed, by camera or on-street observation, which does not comply with Condition 1.

Conditions 1, 2 & 3: exemptions

Exemption A (applicable immediately and continues indefinitely):

Very low frequency services are exempt. To qualify for this exemption, a service must pass no point in the streets affected more than 25 times a week in any one direction, and must not be a service operated primarily for the purposes of tourism. It must be a genuinely stand-alone service, defined as one on which less than 50% of the operating mileage is over the same roads as another service of the same operator.

Conditions 2 & 3: exemptions

Exemption B (applicable until 150 calendar days after the “applicable from” dates in Conditions 2 & 3):

If a service is run commercially during June 2020 (in the case of Condition 2) or June 2022 (in the case of Condition 3) but is then withdrawn before Condition 2 or 3 comes into effect, any subsidised replacement service shall be exempt until 150 calendar days after the relevant “applicable from” date, to allow time for procurement of a minimum of Euro VI vehicles.