



Oxfordshire County Council
Equality and Climate Impact Assessment

OXFORD ZERO EMISSION ZONE PILOT

January 2020

Appendix 6

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Section 1: Summary details

Directorate and Service Area	Communities – Planning & Place
What is being assessed (e.g. name of policy, procedure, project, service or proposed service change).	Oxford Zero Emission Zone – proposals for a local charging scheme for the ZEZ Pilot
Is this a new or existing function or policy?	The Oxford ZEZ Pilot will introduce a local charging scheme within a small area of Oxford city centre. Proposals for a ZEZ in Oxford form part of the county council’s Local Transport Plan which was adopted in 2015.
Summary of assessment Briefly summarise the policy or proposed service change. Summarise possible impacts. Does the proposal bias, discriminate or unfairly disadvantage individuals or groups within the community? (following completion of the assessment).	<p>The ZEZ Pilot scheme is expected to provide positive health and environmental benefits through reduced traffic levels and emissions from transport and support a better walking and cycling environment in the city centre. These benefits are likely to disproportionately fall on those living and working in the ZEZ Pilot area, but anyone visiting the ZEZ will see some benefit. The scheme may also generate income 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. This will help to increase the overall accessibility of the city centre, with increased active travel also contributing to mental, physical and more general wellbeing benefits.</p> <p>The main negative impacts of the ZEZ proposals are its effect on access and affordability of access for those travelling within the zone in a non-zero emission vehicle between the proposed charging hours (7am and 7pm). However, these negative impacts are not considered to be significant as the ZEZ Pilot only covers a small area of the city centre which is already very restricted i.e. is not a through route and with public parking only available for Blue Badges holders. The area covered by the Pilot also has very limited workplace car parking and is also highly accessible by bus (including Park & Ride) and train.</p> <p>Furthermore, the scheme has been designed to overcome potential negative impacts on access and affordability of access through the proposed 100% discount for Blue Badge holders and disabled tax class vehicles until August 2025. Should the scheme be approved, it is proposed to review this in consultation with affected road users, with any extension to this discount subject to a further public consultation and decided by December 2024. Residents and businesses living or operating within the ZEZ Pilot will also receive a 90% discount until 2030 and 2025, respectively.</p>

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Completed By	Stewart Wilson / Martin Kraftl
Authorised By	
Date of Assessment	18 January 2021

Section 2: Detail of proposal

<p>Context / Background</p> <p>Briefly summarise the background to the policy or proposed service change, including reasons for any changes from previous versions.</p>	<p>The ZEZ is part of the county's Local Transport Plan (adopted in 2015) and Oxford City Council's Local Plan (adopted in 2020).</p> <p>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.</p> <p>Previous consultations have set out further background to the ZEZ and are available online or on request.</p> <p>A final formal consultation on the proposed ZEZ Pilot was carried out during winter 2020/21. Responses to this consultation will be reported to the councils' Cabinets in March 2021, and will inform their decisions about whether or not to proceed with the scheme.</p>
<p>Proposals</p> <p>Explain the detail of the proposals, including why this has been decided as the best course of action.</p>	<p>Oxfordshire County Council and Oxford City Council are proposing to create a Zero Emission Zone (ZEZ) in Oxford city centre starting in August 2021.</p> <p>The zone is referred to as the "ZEZ Pilot". Future phases of the ZEZ will cover different areas but these do not form part of this scheme and will be consulted on separately in future.</p> <p>Zero emission vehicles would be able to drive in the zone free of charge. Other vehicles would have to pay a charge if driven into the zone between 7am and 7pm, with the level of charge depending on the emissions of the vehicle:</p>

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	<p>Ultra Low Emission Vehicle - £2 (£4 from 1 June 2025 onwards)</p> <p>Clean Air Zone compliant vehicle - £4 (£8 from 1 June 2025 onwards)</p> <p>Other vehicles - £10 (£25 from 1 June 2025 onwards)</p> <p>Discounts would be available for residents and businesses in the zone, Blue Badge Holders and some other vehicles. The ZEZ Pilot will lead to cleaner air, quieter streets, contribute to action on climate change, and allow a smaller area to be tested before being expanded to cover a larger area of the city centre in 2022.</p> <p>Income raised by the ZEZ may 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. This is a requirement of the legislation that allows the scheme to be introduced. The city and county councils intend to use ZEZ income to pay for schemes to help residents and businesses in the ZEZ 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.</p> <p>The ZEZ Pilot is just one part of the councils' plans to make the transition to zero emission transport.</p>
<p>Evidence / Intelligence</p> <p>List and explain any data, consultation outcomes, research findings, feedback from service users and stakeholders etc, that supports your proposals and can help to inform the judgements you make about potential impact on different individuals, communities or groups and our ability to deliver our climate</p>	<p>The evidence base for the Local Transport Plan is summarised within the LTP itself. The January 2020 ZEZ consultation document includes the key evidence base for the ZEZ Pilot proposals. The councils have also used the experience of COVID-19 and the spring lockdown, and the feedback from the temporary bus gates survey in the summer, to make several changes to the ZEZ proposals.</p> <p>This ECIA is informed by feedback from the winter 2020 consultation. Compared to the average response, respondents with a disability/illness, from a Black, Asian and Minority Ethnic (BAME) group and/or living outside Oxford (so including more rural communities) are more likely to hold more negative views on the proposals including proposed charges (too high) and level of discounts (too small). Women tended to hold more positive views about the scheme compared to men, and a higher proportion of respondents over 65 years, compared to the average response, thought that charges were about right whilst fewer thought the discounts were about right. A detailed report on the outcomes of the ZEZ Pilot consultation is available on the county's webpage.</p>

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<p>commitments.</p>	<p>In addition to the above, there has been a review of UK and international research on transport and air pollution and previous independent professional advice on the implications of traffic restrictions for people with disabilities.</p>
<p>Alternatives considered / rejected</p> <p>Summarise any other approaches that have been considered in developing the policy or proposed service change, and the reasons why these were not adopted. This could include reasons why doing nothing is not an option.</p>	<p>Alternatives to the overall strategy set out in the OTS were considered as part of the OTS and are covered within the OTS document, published online.</p> <p>Doing nothing is not an option because the problems of local air pollution and climate change would remain and worsen if nothing is done.</p> <p>Investment in sustainable transport infrastructure is important and is a key part of our overall strategy. However, opportunities to reduce emissions purely through sustainable transport infrastructure (including bus, cycling and walking routes, and railways) are limited by the space available in a constrained city like Oxford, and by the availability of funds. The construction of large infrastructure projects of any kind also consumes resources and contributes to climate change.</p> <p>The preferred strategy is therefore to introduce direct incentives to reduce the number of polluting vehicles on the roads, whilst at the same investing in sustainable transport infrastructure.</p> <p>Alternatives to the current ZEZ proposals were covered in the January 2020 ZEZ consultation document (page 9) and in the 2017 Zero Emission Zone Feasibility Study by Ricardo.</p>

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Section 3: Impact Assessment - Protected Characteristics

Protected Characteristic	No Impact	Positive	Negative	Description of Impact	Any actions or mitigation to reduce negative impacts	Action owner* (*Job Title, Organisation)	Timescale and monitoring arrangements
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<p>Age</p>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<p>Some older people may be more reliant on their car, even if they have no disability, so the introduction of an emissions based charge could have the effect of increasing the cost of car trips, or cause them to use another mode which takes longer or costs more. This may in turn exacerbate loneliness or isolation for those affected. However, this group is not expected to be negatively impacted by ZEZ Pilot proposals in terms of accessibility or affordability of travel.</p> <p>This is because the only public parking available in the ZEZ Pilot is Blue Badge holder parking. Older people without Blue Badges cannot therefore park in the ZEZ Pilot currently. For older people with Blue Badges see “Disability” section below.</p> <p>There are also public car parks close to the ZEZ Pilot which are unaffected by the charges. And the city centre is also highly accessible by bus and train.</p>	<p>Not applicable.</p>	<p>Not applicable.</p>	<p>Not applicable.</p>
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<p>Disability</p>	<p><input type="checkbox"/></p>	<p><input type="checkbox"/></p>	<p><input checked="" type="checkbox"/></p>	<p>Before 2025: There is a risk that some people with disabilities will not be able to benefit from this exemption if they do not meet the criteria e.g. those with a temporary disability who are not able to apply for a Blue Badge. They may be negatively affected by the ZEZ because the cost, duration and length of car journeys may increase.</p> <p>After 2025: If charges are introduced, people with a disability that makes them more reliant on travel by private car (either as a driver or passenger) may be negatively affected by the ZEZ because the cost, duration and length of car journeys may increase.</p> <p>People suffering from respiratory illnesses such as asthma will benefit from the improved air quality that results from the scheme.</p>	<p>Air quality benefits are likely to disproportionately fall on those travelling within the ZEZ Pilot area.</p> <p>Lobby government to allow Blue Badge eligibility to cover those with a temporary disability.</p> <p>Before 2025: 100% discount from charges are already proposed. Monitor closely post-implementation and liaise with groups representing people with disabilities to identify whether anyone with disabilities is not benefitting from this exemption and is being negatively affected.</p> <p>Hackney carriages licensed in Oxford will receive a 100% discount as they are subject to separate emissions requirements.</p> <p>Consider discount for private hire vehicles to enable cheaper/free access by private hire as well as Hackney carriage.</p>	<p>Stewart Wilson, Senior Transport Planner, Oxford Locality team</p>	<p>Post-implementation monitoring to include early & proactive engagement with effected groups. This will take place within 3 months of the scheme coming into effect.</p>
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Gender Reassignment	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<p>No specific impacts identified – the only public parking available in the ZEZ Pilot is Blue Badge holder parking, so those people without Blue Badges cannot therefore currently park in the ZEZ Pilot. The area also has very limited workplace parking.</p> <p>There are public car parks close to the ZEZ Pilot which are unaffected by the charges. And the city centre is also highly accessible by bus and train.</p>	Not applicable	Not applicable.	Not applicable.
Marriage & Civil Partnership	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<p>No specific impacts identified – the only public parking available in the ZEZ Pilot is Blue Badge holder parking, so those people without Blue Badges cannot therefore currently park in the ZEZ Pilot. The area also has very limited workplace parking.</p> <p>There are public car parks close to the ZEZ Pilot which are unaffected by the charges. And the city centre is also highly accessible by bus and train.</p>	Not applicable	Not applicable.	Not applicable.

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<p>Pregnancy & Maternity</p>	<p><input type="checkbox"/></p>	<p><input type="checkbox"/></p>	<p><input checked="" type="checkbox"/></p>	<p>Potential impacts for pregnant women, who during their pregnancy have a temporary disability. Also, parents with very young children, using pushchairs etc, who are more reliant on travel by car.</p> <p>However, neither group is expected to be significantly impacted by proposals as parents without Blue Badges cannot park in public car parks within the ZEZ Pilot currently and because there is very little workplace parking within the zone.</p> <p>Furthermore, there are public car parks close to the ZEZ Pilot which are unaffected by the charges and the city centre is highly accessible by bus and train.</p> <p>Some studies have shown a link between air pollution and pregnancy complications, so the ZEZ should reduce these risks by reducing pollution.</p>	<p>Air quality benefits are likely to disproportionately fall on those travelling within the ZEZ Pilot area.</p> <p>90% discounts available for ZEZ Pilot residents' (until 2030) and business' vehicles (until 2025).</p> <p>Councils to continue to work on schemes to support the transition to zero emission vehicles and transport.</p> <p>Hackney carriages licensed in Oxford will receive a 100% discount as they are subject to separate emissions requirements.</p> <p>Consider discount for private hire vehicles to enable cheaper/free access by private hire as well as Hackney carriage.</p>	<p>Stewart Wilson, Senior Transport Planner, Oxford Locality team</p>	<p>Post-implementation monitoring to include early & proactive engagement with effected groups. This will take place within 3 months of the scheme coming into effect.</p>
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Race	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<p>No specific impacts identified – the only public parking available in the ZEZ Pilot is Blue Badge holder parking, so those people without Blue Badges cannot therefore currently park in the ZEZ Pilot. The area also has very limited workplace parking.</p> <p>There are public car parks close to the ZEZ Pilot which are unaffected by the charges. And the city centre is also highly accessible by bus and train.</p>	Not applicable	Not applicable.	Not applicable.
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Sex	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<p>On average, women are less likely to cycle than men, and are more likely to transport young children to school, childcare or other destinations (National Travel Survey, 2018). Women may also have greater personal security concerns about using public transport.</p> <p>However, women are not expected to be significantly impacted by proposals as women without Blue Badges cannot park in public car parks within the ZEZ Pilot currently and because there is very little workplace parking within the zone.</p> <p>Furthermore, there are public car parks close to the ZEZ Pilot which are unaffected by the charges.</p>	<p>Air quality benefits are likely to disproportionately fall on those travelling within the ZEZ Pilot area.</p> <p>90% discounts available for ZEZ Pilot residents' (until 2030) and business' vehicles (until 2025).</p> <p>Councils to continue to work on schemes to support the transition to zero emission vehicles and transport.</p> <p>Hackney carriages licensed in Oxford will receive a 100% discount as they are subject to separate emissions requirements.</p> <p>Consider discount for private hire vehicles to enable cheaper/free access by private hire as well as Hackney carriage.</p>	<p>Stewart Wilson, Senior Transport Planner, Oxford Locality team</p>	<p>Post-implementation monitoring to include early & proactive engagement with effected groups. This will take place within 3 months of the scheme coming into effect.</p>
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Sexual Orientation	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<p>No specific impacts identified – the only public parking available in the ZEZ Pilot is Blue Badge holder parking, so those people without Blue Badges cannot therefore currently park in the ZEZ Pilot. The area also has very limited workplace parking.</p> <p>There are public car parks close to the ZEZ Pilot which are unaffected by the charges. And the city centre is also highly accessible by bus and train.</p>	Not applicable	Not applicable.	Not applicable.
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<p>Religion or Belief</p>	<p><input type="checkbox"/></p>	<p><input type="checkbox"/></p>	<p><input checked="" type="checkbox"/></p>	<p>There are three churches (and two colleges with chapels) within the ZEZ, and access to these may be negatively affected by the ZEZ for some people because the cost OR duration and length of car journeys may increase.</p> <p>The limited number of car parking spaces likely to be affected and high accessibility of the city centre by bus and train will help to reduce the scale of these potential impacts.</p> <p>Behavioural change will be encouraged by the ZEZ charges. Churches will be eligible to apply for discounts for any vehicles that they have registered to their premises in the Pilot area.</p>	<p>Air quality benefits are likely to disproportionately fall on those travelling within the ZEZ Pilot area.</p> <p>90% discounts available for ZEZ Pilot business' vehicles (until 2025).</p> <p>Councils to continue to work on schemes to support the transition to zero emission vehicles and transport including working with churches and colleges to identify solutions to help them maintain their accessibility whilst complying with the ZEZ standard.</p> <p>Hackney carriages licensed in Oxford will receive a 100% discount as they are subject to separate emissions requirements.</p> <p>Consider discount for private hire vehicles to enable cheaper/free access by private hire as well as Hackney carriage.</p>	<p>Stewart Wilson, Senior Transport Planner, Oxford Locality team</p>	<p>Post-implementation monitoring to include early & proactive engagement with effected groups. This will take place within 3 months of the scheme coming into effect.</p>
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Section 3: Impact Assessment - Additional Community Impacts

Additional community impacts	No Impact	Positive	Negative	Description of impact	Any actions or mitigation to reduce negative impacts	Action owner (*Job Title, Organisation)	Timescale and monitoring arrangements
Rural communities	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<p>People living outside Oxford are much more likely to be reliant on car travel to access destinations in Oxford.</p> <p>People living in rural communities may be negatively affected by the proposals, because they are likely to have less access to alternative modes to the car.</p> <p>However, this group is not expected to be significantly impacted by proposals as people without Blue Badges cannot park in public car parks within the ZEZ Pilot currently and because there is very little workplace parking within the zone. Furthermore, there are public car parks close to the ZEZ Pilot which are unaffected by the charges, and Oxford city centre is well-served by</p>	<p>Air quality benefits are likely to disproportionately fall on those travelling within the ZEZ Pilot area.</p> <p>90% discounts available for ZEZ Pilot business' vehicles until 2025.</p> <p>Councils to continue to work on schemes to support the transition to zero emission vehicles and transport.</p>	Stewart Wilson, Senior Transport Planner, Oxford Locality team	Post-implementation monitoring to include early & proactive engagement with effected groups. This will take place within 3 months of the scheme coming into effect.

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Additional community impacts	No Impact	Positive	Negative	Description of impact	Any actions or mitigation to reduce negative impacts	Action owner (*Job Title, Organisation)	Timescale and monitoring arrangements
				bus and Park & Ride services			
Armed Forces	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<p>No specific impacts identified – the only public parking available in the ZEZ Pilot is Blue Badge holder parking, so those people without Blue Badges cannot currently park in the ZEZ Pilot. The area also has very limited workplace parking.</p> <p>There are public car parks close to the ZEZ Pilot which are unaffected by the charges. And the city centre is also highly accessible by bus and train.</p>	Not applicable	Not applicable.	Not applicable.
Carers	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	The ZEZ Pilot may negatively affect carers who currently drive in the ZEZ Pilot by increasing the cost of travel.	<p>100% discounts are to be provided to those carrying out formal caring duties.</p> <p>Air quality benefits are likely to disproportionately fall on those travelling within the ZEZ Pilot area.</p>	Stewart Wilson, Senior Transport Planner, Oxford Locality team	Post-implementation monitoring to include early & proactive engagement with effected groups. This will take

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Additional community impacts	No Impact	Positive	Negative	Description of impact	Any actions or mitigation to reduce negative impacts	Action owner (*Job Title, Organisation)	Timescale and monitoring arrangements
					<p>90% discounts available for ZEZ Pilot residents' (until 2030) and business' vehicles (until 2025).</p> <p>Councils to continue to work on schemes to support the transition to zero emission vehicles and transport.</p>		place within 3 months of the scheme coming into effect.
Areas of deprivation	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<p>The ZEZ Pilot may negatively affect people on lower incomes who currently drive in the ZEZ Pilot.</p> <p>However, this group is not expected to be significantly impacted by proposals as people without Blue Badges cannot park in public car parks within the ZEZ Pilot currently and because there is very little workplace parking within the zone. Furthermore, there are public car parks close to the ZEZ Pilot which are unaffected by the charges. The city</p>	<p>Air quality benefits are likely to disproportionately fall on those travelling within the ZEZ Pilot area.</p> <p>90% discounts available for ZEZ Pilot residents' (until 2030) and business' vehicles (until 2025).</p> <p>Councils to continue to work on schemes to support the transition to zero emission vehicles and transport.</p> <p>Hackney carriages licensed in Oxford will receive a 100% discount as they are subject</p>	Stewart Wilson, Senior Transport Planner, Oxford Locality team	Post-implementation monitoring to include early & proactive engagement with effected groups. This will take place within 3 months of the scheme coming into effect.

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Additional community impacts	No Impact	Positive	Negative	Description of impact	Any actions or mitigation to reduce negative impacts	Action owner (*Job Title, Organisation)	Timescale and monitoring arrangements
				centre also highly accessible by public transport including by bus.	<p>to separate emissions requirements.</p> <p>Consider discount for private hire vehicles to enable cheaper/free access by private hire as well as Hackney carriage.</p>		

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Section 3: Impact Assessment - Additional Wider Impacts

Additional Wider Impacts	No Impact	Positive	Negative	Description of Impact	Any actions or mitigation to reduce negative impacts	Action owner* (*Job Title, Organisation)	Timescale and monitoring arrangements
Staff	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	No additional impacts identified for staff that are not covered by groups above. The county council does not have any premises in the ZEZ.	Not applicable.	Not applicable.	Not applicable.
Other Council Services	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	Impact on council services is expected to be minimal. Certain operational vehicles (e.g. those involved in highway maintenance) will be affected. Unless they can comply with the standard or work around the charging hours, some of these will have to pay the daily charge which will increase costs to the council. The volume of vehicles affected is small.	Air quality benefits are likely to disproportionately fall on those travelling within the ZEZ Pilot area. Councils to continue to work on schemes to support the transition to zero emission vehicles and transport.	Stewart Wilson, Senior Transport Planner, Oxford Locality team	Post-implementation monitoring to include early & proactive engagement with effected groups. This will take place within 3 months of the scheme coming into effect.
Providers	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	Impact on council providers is expected to be minimal. Certain operational vehicles (e.g. those involved in	Air quality benefits are likely to disproportionately fall on those travelling within the	Stewart Wilson, Senior Transport Planner,	Post-implementation monitoring to include early &

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Additional Wider Impacts	No Impact	Positive	Negative	Description of Impact	Any actions or mitigation to reduce negative impacts	Action owner* (*Job Title, Organisation)	Timescale and monitoring arrangements
				highway maintenance) will be affected. Unless they can comply with the standard or work around the charging hours, some of these will have to pay the daily charge which will increase costs to the council. The volume of vehicles affected is small.	ZEZ Pilot area. Councils to continue to work on schemes to support the transition to zero emission vehicles and transport.	Oxford Locality team	proactive engagement with effected groups. This will take place within 3 months of the scheme coming into effect.
Social Value ¹	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	Air pollution damages public health, natural capital and economic output. A reduction in air pollution brought about by the scheme is therefore expected to have positive economic and social benefits.	Not applicable.	Not applicable.	Not applicable.

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¹ If the Public Services (Social Value) Act 2012 applies to this proposal, please summarise here how you have considered how the contract might improve the economic, social, and environmental well-being of the relevant area

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Section 3: Impact Assessment - Climate Change Impacts

OCC and CDC aim to be carbon neutral by 2030. How will your proposal affect our ability to reduce carbon emissions related to

Climate change impacts	No Impact	Positive	Negative	Description of impact	Any actions or mitigation to reduce negative impacts	Action owner (* Job Title, Organisation)	Timescale and monitoring arrangements
Energy use in our buildings or highways	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	The county council does not have any premises in the ZEZ Pilot.	Not applicable.	Not applicable.	Not applicable.
Our fleet	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	The ZEZ Pilot is not expected to impact on the council's own fleet vehicles in any significant way, but there may a small positive impact in encouraging the fleet to move towards zero and low emission vehicles.	Not applicable.	Not applicable.	Not applicable.
Staff travel	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	The county council does not have any premises in the ZEZ Pilot, so staff travel is not expected to be affected.	Not applicable.	Not applicable.	Not applicable.

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Purchased services and products (including construction)	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	Certain operational vehicles (e.g. those involved in highway maintenance) will be affected, with charges providing an incentive for providers to transition to more zero emission vehicles, or where that is not possible, encourage more efficient operation/consolidation of vehicles.	Not applicable.	Not applicable.	Not applicable.
Maintained schools	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	The county council does not have any premises in the ZEZ Pilot including maintained schools.			

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We are also committed to enable Cherwell to become carbon neutral by 2030 and Oxfordshire by 2050. How will your proposal affect our ability to:

Climate change impacts	No Impact	Positive	Negative	Description of impact	Any actions or mitigation to reduce negative impacts	Action owner (*Job Title, Organisation)	Timescale and monitoring arrangements
Enable carbon emissions reduction at district/county level?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<p>The ZEZ Pilot aims to reduce air pollution levels, tackle the climate emergency, and improve the health of residents, workers and visitors in Oxford and beyond.</p> <p>It will allow Oxfordshire County Council and Oxford City Council to gain useful experience and information before introducing a larger ZEZ in Oxford city centre in spring 2022.</p>	Not applicable.	Not applicable.	Not applicable.

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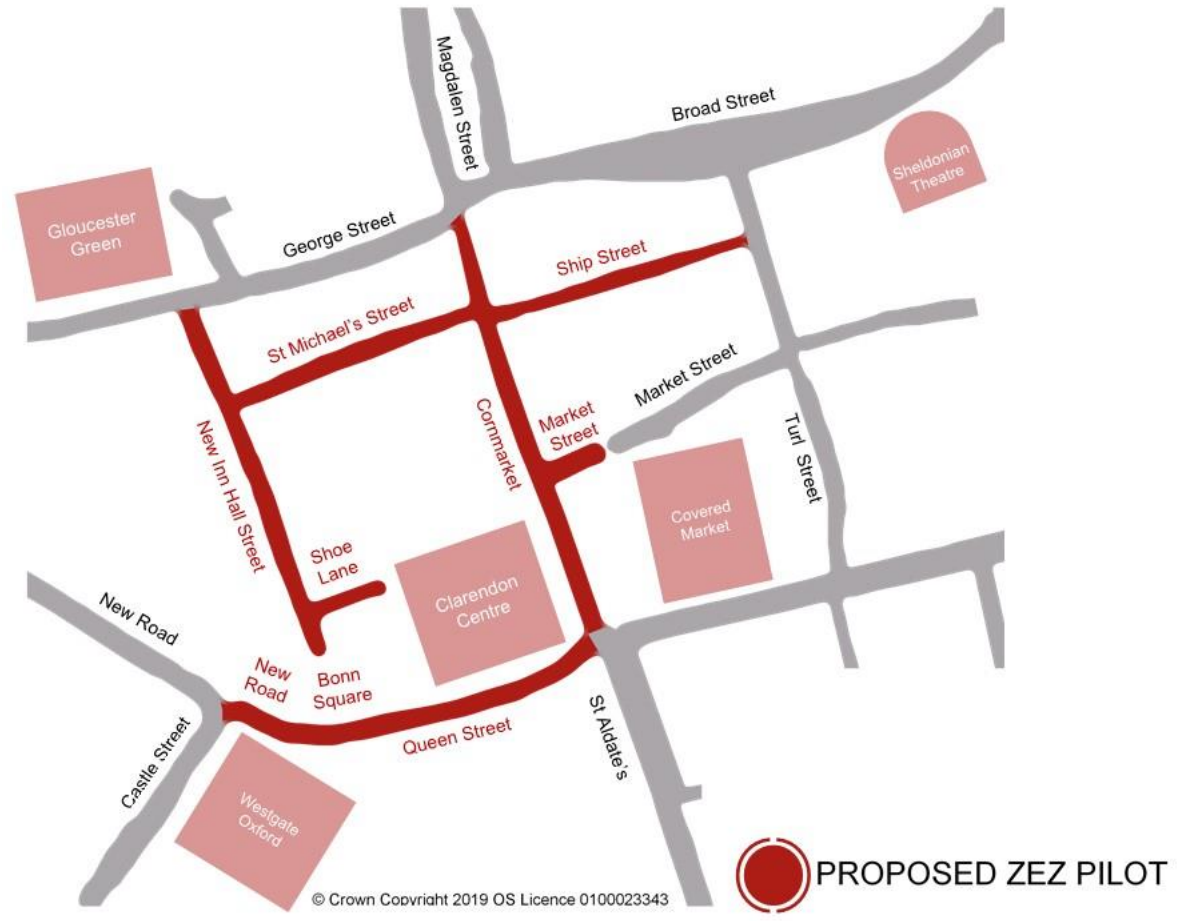
Section 4: Review

Where bias, negative impact or disadvantage is identified, the proposal and/or implementation can be adapted or changed; meaning there is a need for regular review. This review may also be needed to reflect additional data and evidence for a fuller assessment (proportionate to the decision in question). Please state the agreed review timescale for the identified impacts of the policy implementation or service change.

Review Date	
Person Responsible for Review	
Authorised By	

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Annex 1 – map of the ZEZ Pilot



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