

Draft Traffic Regulation Condition

An annotated version of this draft with explanations of the requirements and exemptions is at Appendix 2b.

Botley Road east of Earl Street, Frideswide Square, Hollybush Row, Park End Street, Hythe Bridge Street, Worcester Street, George Street, Gloucester Green Bus Station, Beaumont Street, Magdalen Street West, Magdalen Street East, Broad Street, St Giles, New Road, Queen Street, Castle Street, Old Greyfriars Street, Speedwell Street, Thames Street, St Aldates, High Street, Longwall Street, the Plain, St Clements Street and Cowley Road north of Circus Street (in the City of Oxford) constitute the Oxford City Centre Low Emission Zone.

Requirement 1: All registered local bus services which enter, leave or operate within the Oxford City Centre Low Emission Zone must, from 1 January 2014, 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 an exhaust treatment device which ensures that, in urban operating conditions, the emissions of NO_x are reduced to a level comparable to Euro V, save that:

(exemption 1a) a service, at least 50% of the operating mileage of which is covered by no other registered local service of the same company, and which passes no point within the Oxford City Centre Low Emission Zone in any one direction more than 25 times per week and also no more than 6 times in any one day, shall be exempt from this requirement, and;

(exemption 1b) a service which is operated without any subsidy from Oxfordshire County Council throughout the month of July 2013 (or July 2015 for services temporarily exempted under exemption 1c), but is operated (in whole or in part, and whether by the same operator or a different operator) solely by virtue of subsidy from Oxfordshire County Council throughout the period from 1 January 2014 until 31 May 2014 (or 1 January 2016 to 3 June 2016 for services temporarily exempted under exemption 1c), shall be exempt from this requirement until (and only until) 31 May 2014 (or 3 June 2016 for services temporarily exempted under exemption 1c)

(exemption 1c) a bus which has been certified by Oxfordshire County Council as having been regularly used on local services within the Oxford City Centre Low Emission Zone during the three month period immediately preceding publication of this Condition and has an engine which has been Type Approved as meeting the Euro IV standard for all emissions, may be used on local services which are subject to Requirement 1 until no later than 31 December 2015.

Requirement 2: The driver of any bus in use on any registered local bus service, which stops to pick up and/or set down passengers and/or to await its

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next scheduled departure anywhere within the Oxford City Centre Low Emission Zone shall, if it is apparent to him or her upon coming to a stop that the bus will be stationary for one minute or more, switch off the engine upon arrival and not restart it until ready to depart.

EXPLANATORY NOTE: Requirement 1:

Prior to Requirement 1 coming into effect (or, if later, prior to first use of a bus on an affected service) bus operators must supply details, with supporting evidence, to Oxford City Council that any bus which they propose to use on any service which is subject to Requirement 1 either:

- (i): has an engine Type Approved to Euro V standard; or
- (ii): is fitted with a retrofitted exhaust abatement device which, in conjunction with the engine fitted, satisfies the City Council's requirements as to emissions level [in the event of a national certification scheme for such devices being introduced, an installation which meets the Euro V standard for NOx under the national scheme shall be deemed to have met the City Council's requirements, but evidence of having met that national standard must still be supplied prior to use of the bus within the Zone]; or
- (iii): has been previously certified* by Oxfordshire County Council as having been regularly used on services within the Zone during the period specified in Exemption 1c, and is fitted with an engine Type Approved to Euro IV standard.

Evidence from traffic enforcement cameras or manual surveys may be used to monitor the buses used on these services. Any bus in respect of which these details have not been supplied to Oxford City Council but which is found, from evidence gathered in these ways, to have been used on a local service which is subject to Requirement 1, will be held to have broken this condition unless the operator can demonstrate to the Traffic Commissioner either that the bus has been Type Approved to Euro V standard or that its use was restricted solely to an exceptional circumstance which could not reasonably have been predicted.

*Operators intending to use Euro IV buses in the Oxford City Centre Low Emission Zone after 1 January 2014 must, within one calendar month of the publication of this Condition, submit to Oxfordshire County Council details of all such buses which were regularly used on local services during the three months preceding publication. All buses so notified shall be deemed to be certified for the purposes of exemption 1c unless the operator has been advised to the contrary by the County Council within two calendar months of publication. Oxfordshire County Council reserves the right to require further evidence of bus use in Oxford before certification; in any such cases certification may be delayed to allow evidence to be collated and considered.

EXPLANATORY NOTES: Requirement 2:

The driver must make a judgement upon arrival at any stopping point in the Low Emission Zone about how long the stop is likely to take, and, if either the bus is arriving at a timing point more than one minute before scheduled departure, or there is a large number of waiting passengers which can reasonably be expected to take over a minute to board, the engine must be switched off. It is recognised that sometimes buses can be delayed at a stopping point for reasons which could not have been predicted upon arrival, such as passengers taking longer to board or alight than usual, a group of intending passengers arriving after the bus has come to a stand, or obstruction by other vehicles; in such circumstances the bus will not be considered to have broken this requirement even if the engine remained running whilst stationary for over one minute. In monitoring compliance with this condition, the scheduled departure time and the number of clearly visible waiting passengers will be recorded, as well as actual arrival and departure times; the service shall be considered to have broken this requirement if (and only if) the circumstances upon the arrival of the bus at the stop were such that a stop of over one minute could reasonably have been expected at that time, yet the engine was not switched off.

All local bus services operating within Oxford City Centre Low Emission Zone shall be subject to Requirement 2 from the date of publication of this Traffic Regulation Condition. The delay until 2014, and the exemptions for selected services, which apply to Requirement 1, shall not apply to Requirement 2.

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