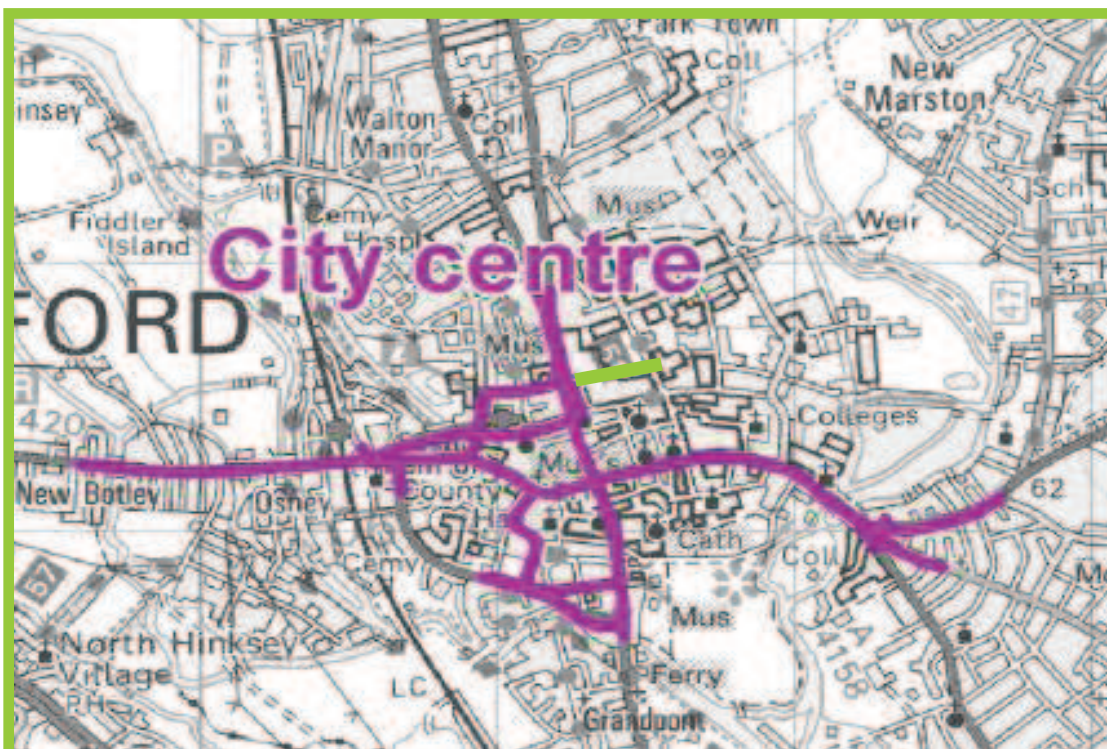


**Annotated version of draft TRC requirements and exemptions**

1 – Definition of low emission zone extent

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.

The zone covers the city centre streets where the national health based limits on nitrogen dioxide are regularly exceeded, with the addition of Broad Street. Broad Street is the only core city centre street accessible by bus without passing through another part of the zone, so Broad Street has been included to prevent services diverting there to avoid the LEZ requirements. The map below shows the extent of the zone – the purple shading shows the streets where health-based targets are exceeded; Broad Street is shown in green.



### 2 – Requirement to comply with Euro V standard for NOx

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 NOx are reduced to a level comparable to Euro V.

By definition a TRC can only apply to “registered local bus services”. This does not include private coaches or other buses or coaches not registered with the Traffic Commissioner, which cannot legally be subject to a TRC. All but a tiny proportion of bus and coach mileage in Oxford city centre is on registered local bus services. Within Oxford, the London and airport express coach services and some other scheduled coach services to other parts of the country are registered local bus services and would therefore be subject to the TRC. Only registered local bus services are allowed to pass through most of the “bus gates” that restrict access to the city centre.

This section also sets the emission standard to be achieved from 1<sup>st</sup> January 2014 and explains that compliance may be either by operating a bus with a Euro V engine, or retrofitting an exhaust treatment device to a bus with a lower standard of engine.

The word “comparable” is important as this allows for a degree of reasonableness in applying the Euro V standard to retrofitted buses. The performance of retrofitted devices varies from one vehicle to another. Some may fall slightly short of the Euro V standard but will still be very much better than Euro IV. The city council will issue guidance on retrofits to give operators certainty about what will be acceptable.

There is currently no national standard for retrofits, so one of the city council's on-going roles will be to maintain a list of approved vehicles and vehicle-retrofit combinations that meet the Oxford standard. Should a national certification scheme come into operation in future this will be used in place of the city council's own system.

### 3 – Exemption for very low frequency services

(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

This section exempts very low frequency registered local bus services from the emissions standard. Very low frequency services are normally rural routes where each individual bus used on the service visits the city centre very infrequently. The impact of these services on air quality is very small but the cost of compliance per visit to the city centre would be very high. These services are commercially marginal in many cases. This category for exemption includes services such as staff buses and school coaches transporting students to and from private schools, some of which are registered local bus services. The services exempted under this provision account for just over 1% of total city centre bus mileage.

### 4 – **Temporary** exemption for commercial services declared non-commercial close to the compliance date

(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)

This temporary five month exemption is designed to mitigate a low likelihood but high impact risk. Unlike the other exemptions the county council does not expect it to come into effect, but it is nevertheless required as “insurance”.

The exemption is designed to prevent a gap in service where bus services that were previously operating commercially using non-Euro V buses are withdrawn only 56 days before the 1<sup>st</sup> January 2014. If the county council wishes to keep these services operating, it will need to set up a subsidised bus service contract with an operator. It is unlikely to be possible to procure LEZ-compliant buses at short notice, so rather than have a break in service while a suitable vehicle is found, this exemption allows the council time to find a compliant vehicle while operating a non-compliant vehicle in the interim. The exemption will last a maximum of five months and will only apply to any commercial services withdrawn shortly before the LEZ requirement comes into effect.

### 5 – **Temporary** exemption for *existing* Euro IV buses, which cannot be retrofitted

(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.

This temporary two year exemption has been included to be fair and reasonable to operators currently running Euro IV buses. For technical reasons Euro IV buses cannot be retrofitted to achieve the Euro V standard. Operators of Euro IV buses would therefore be faced with replacing modern and relatively low-emission buses very prematurely if Euro IV buses ceased to be allowed on 1 January 2014. Euro IV buses account for approximately 11% of city centre mileage at the time of writing. They meet relatively high standards for all pollutants (not just NOx). This exemption therefore allows **Euro IV buses already operating in Oxford** to operate within the LEZ until 31 December 2015. These will have to be replaced by Euro V buses by 1 January 2016

### 6 – Requirement to switch off engines when stationary

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 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.

This section requires buses to switch off their engines within the LEZ when it is apparent to the driver that the bus will be stationary for more than one minute. This is designed to reduce engine noise and emissions at bus stops, where waiting passengers and passing pedestrians are particularly exposed. This requirement will apply with immediate effect rather than from 1<sup>st</sup> January 2014, and there are no exemptions.

This requirement gives legal force to a long-standing informal agreement between the county council and bus operators. The engine-switch off requirement is also already a condition of contract for all subsidised bus services.