

# TRANSPORT ACT 2000

## Oxford Zero Emission Zone Charging Order 2021

*Made* 20<sup>th</sup> December 2021

*Coming into force* In accordance with articles 1 and 2

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Whereas—

- (1) It appears to Oxfordshire County Council desirable, for the purposes of facilitating the achievement of Oxfordshire County Council's local transport policies contained in its Local Transport Plan, that it should make the following Order:
- (2) Appropriate persons have been consulted in accordance with section 170 of the Transport Act 2000:

Now, therefore, Oxfordshire County Council, in exercise of the powers conferred on it by Part III and Schedule 12 of the Transport Act 2000, Parts 2 and 6 of The Road User Charging Schemes (Penalty Charges, Adjudication and Enforcement) (England) Regulations 2013, and of all other powers enabling it in that behalf, hereby makes the following Order:—

#### **Citation and commencement**

1. This Order is made on the 20<sup>th</sup> day of December 2021 and may be cited as the “Oxford Zero Emission Zone Charging Order 2021”.

#### **The Scheme**

2. (1) The Scheme in the Schedule to this Order (“the Scheme”) has effect in accordance with paragraphs (a) and (b).
- (2) The Scheme, other than article 6 of the Scheme, comes into force on the 24<sup>th</sup> day of December 2021.
- (3) Article 6 of the Scheme shall come into force on 7 February 2022.

**GIVEN UNDER the Common Seal of the Oxfordshire County Council**

this 20<sup>th</sup> day of December 2021.

Solicitor / Designated Officer.

## OXFORD ZERO EMISSION ZONE CHARGING SCHEME

**Interpretation****1.—(1) In this Scheme—**

- (a) “1994 Act” means the Vehicle Excise and Registration Act 1994;
- (b) “appropriate drive cycle” means the WLHTC save in respect of a vehicle type-approved on the basis of the NEDC, in which case it means the NEDC;
- (c) “authorised street trader” means a business or sole trader operating pursuant to a street trading licence or street trading consent issued by the Council under section 3 or section 7 of Schedule 4 to the Local Government (Miscellaneous Provisions) Act 1982;
- (d) “business” includes a trade, profession or employment and includes an activity carried on by a body of persons (whether corporate or unincorporated, a charity, voluntary or not-for-profit organisation) or an authorised street trader;
- (e) “business premises” means premises that the Council is satisfied, by the production of such evidence as it may reasonably require, are permanently occupied for the purposes of carrying on a business;
- (f) “business vehicle” has the meaning given by paragraph 3 of Annex 4;
- (g) “charge” means a charge imposed by article 6 except to the extent that this Scheme otherwise provides or that context otherwise requires;
- (h) “charging day” means 7am to 7pm;
- (i) “charity” has the meaning given by section 1(1) of the Charities Act 2011;
- (j) “Class A” vehicles are those vehicles falling within class A(a) and class A(b) as specified in Schedule 1 of the Vehicle Classes Regulations;
- (k) “Class B” vehicles are those falling within class B(a) and class B(b) as specified in Schedule 1 of the Vehicle Classes Regulations;
- (l) “Class C” vehicles are those falling within class C(a) and class C(b) as specified in Schedule 1 of the Vehicle Classes Regulations;
- (m) “Class D” vehicles are those falling within class D(a) and class D(b) as specified in Schedule 1 of the Vehicle Classes Regulations;
- (n) “Class E” vehicles are those falling within class E(a) and class E(b) as specified in Schedule 1 of the Vehicle Classes Regulations;
- (o) “Class L” vehicles are those falling within class L(a) and class L(b) as specified in Schedule 1 of the Vehicle Classes Regulations;
- (p) “Class M<sub>1</sub>” vehicles are those falling within class M<sub>1(a)</sub> and class M<sub>1(b)</sub> as specified in Schedule 1 of the Vehicle Classes Regulations;
- (q) “Class M<sub>2</sub>” vehicles are those falling within class M<sub>2(a)</sub> and class M<sub>2(b)</sub> as specified in Schedule 1 of the Vehicle Classes Regulations;
- (r) “Class M<sub>3</sub>” vehicles are those falling within class M<sub>3(a)</sub> and class M<sub>3(b)</sub> as specified in Schedule 1 of the Vehicle Classes Regulations;
- (s) “Class N<sub>1</sub>” vehicles are those falling within class N<sub>1(a)</sub> and class N<sub>1(b)</sub> as specified in Schedule 1 of the Vehicle Classes Regulations;
- (t) “Class N<sub>2</sub>” vehicles are those falling within class N<sub>2(a)</sub> and class N<sub>2(b)</sub> as specified in Schedule 1 of the Vehicle Classes Regulations;
- (u) “Class N<sub>3</sub>” vehicles are those falling within class N<sub>3(a)</sub> and class N<sub>3(b)</sub> as specified in Schedule 1 of the Vehicle Classes Regulations;
- (v) “commencement date” means 7 February 2022;

- (w) “compliant vehicle” has the meaning given by article 4;
- (x) “compression ignition engine” means an internal combustion engine in which combustion is initiated by heat produced from compression of the air in the cylinder or combustion space;
- (y) “compression ignition vehicle” means a vehicle powered wholly by a compression ignition engine;
- (z) “Council” means Oxfordshire County Council;
- (aa) “deposited plan” means the Zero Emission Zone Plan deposited at the offices of the Council at County Hall, New Road, Oxford, OX1 1ND;
- (bb) “designated road” means one of the designated roads specified in article 2(2);
- (cc) “Enforcement Regulations” means the Road User Charging Schemes (Penalty Charges, Adjudication and Enforcement) (England) Regulations 2013;
- (dd) “Euro 4” means the emissions limit values set out in the rows corresponding with Category B in the first of the tables at section 5.3.1.4 of Annex I to Council Directive 70/220/EEC;
- (ee) “Euro 6” means the emissions limit values set out in Table 2 of Annex I to Commission Regulation 715/2007 of 20 June 2007;
- (ff) “Euro IV” means the emissions limit values set out in Row B1 of Table 1 and Table 2 of section 6.2.1 of Annex I to Council Directive 88/77/EEC;
- (gg) “Euro VI” means the emissions limit values set out in the table in Annex I to Commission Regulation 595/2009 of 18 June 2009;
- (hh) “licence” means a licence purchased under article 8;
- (ii) “local road” means any road in respect of which the Council is the local traffic authority;
- (jj) “Low Emission Vehicle” has the meaning given in article 7;
- (kk) “National Vehicle Checker” means the national internet-based service through which it may be determined whether a vehicle meets the standards specified in Table 1 (Euro 4/IV Standards For Positive Ignition Vehicles) or Table 2 (Euro 6/VI Standards For Compression Ignition Vehicles) of Annex 3;
- (ll) “NEDC” means the drive cycle defined in Annex 4a of Regulation No. 83 of the Economic Commission for Europe of the United Nations;
- (mm) “non-chargeable vehicle” is to be construed in accordance with article 5 and Annex 2;
- (nn) “penalty charge” and “penalty charge notice” have the meaning given in Regulation 2(1) of the Enforcement Regulations;
- (oo) “positive ignition engine” means an internal combustion engine in which combustion is initiated by a localised high temperature in the combustion chamber produced by energy supplied from a source external to the engine;
- (pp) “positive ignition vehicle” means a vehicle powered wholly by a positive ignition engine;
- (qq) “private hire vehicle” has the meaning given in section 80 of the Local Government (Miscellaneous Provisions) Act 1976;
- (rr) “reduced rate vehicle” is to be construed in accordance with article 5 and Annex 4;
- (ss) “register” means the register of non-chargeable vehicles to be maintained by the Council under article 9;
- (tt) “registered keeper” means—
  - (i) in relation to a vehicle registered in the United Kingdom, the person in whose name the vehicle is registered under the 1994 Act; or
  - (ii) in relation to any other vehicle, the person by whom the vehicle is kept;
- (uu) “relevant vehicle” has the meaning given by article 3;
- (vv) “sole trader” means an individual who is self-employed and registered for self-assessment within the meaning of section 9 of the Taxes Management Act 1970;

- (ww) “taxi” means a vehicle licensed as a hackney carriage under the Town Police Clauses Act 1847 as amended;
- (xx) “type-approved” is to be construed in accordance with article 3 of Council Directive 2007/46/EC;
- (yy) “Type I test” means a test carried out in accordance with Annex III of Council Directive 692/2008 applying the appropriate drive cycle;
- (zz) “Ultra Low Emission Vehicle” means a vehicle that—
  - (i) is registered in the GB or NI records on the basis of a UK registration document or, in the case of a vehicle registered in a country other than the United Kingdom, in the appropriate records of that country on the basis of an equivalent registration document issued by the appropriate national authority, that specifies a CO<sub>2</sub> emissions figure for that vehicle of 75 grams per kilometre or less; or
  - (ii) the Council is satisfied emits less than 75 grams of CO<sub>2</sub> per kilometre from its tailpipe when applying the Type I test;
- (aaa) “Vehicle Classes Regulations” means the Road User Charging and Workplace Parking Levy (Classes of Motor Vehicles) (England) Regulations 2001;
- (bbb) “WLTC” means the Worldwide Light-Duty Test Cycles as defined in Annex 1 of Global Technical Regulation No. 15 of the Economic Commission for Europe of the United Nations;
- (ccc) “working day” means a day other than—
  - (i) a Saturday or Sunday;
  - (ii) New Year’s Day;
  - (iii) Good Friday;
  - (iv) Christmas Day;
  - (v) any other day which is a bank holiday,
 and in this paragraph “bank holiday” means any day which is a bank holiday in England and Wales specified by or appointed in accordance with section 1 of the Banking and Financial Dealings Act 1971;
- (ddd) “zero rate vehicle” is to be construed in accordance with article 5, paragraphs 11 and 13 of Annex 2 and paragraph 2 of Annex 4;
- (eee) “Zero Emission Vehicle” means a vehicle that emits 0g of CO<sub>2</sub> per kilometre tailpipe emissions;
- (fff) “Zero Emission Zone” means the area shown shaded red on the Zero Emission Zone Plan;
- (2) In this Scheme—
  - (a) a reference in any provision to an instrument of the European Community is to that instrument—
    - (i) as amended at the commencement date, if the instrument concerned is in force at that date; or
    - (ii) as amended at the date of its repeal, if that instrument has been repealed before the commencement date;
  - (b) a reference in any provision to an authorised person is to a person authorised by the Council for the purposes of that provision and different persons may be authorised for the purposes of different provisions; and
  - (c) where a person has been authorised to act on behalf of the Council in relation to any matter a reference to the Council is taken to include a reference to that person.

**Designation of roads in respect of which charges are imposed**

- 2.—(1) Charges are imposed by this Scheme in respect of the designated roads.
- (2) The designated roads are all local roads within the Zero Emission Zone.

**Relevant vehicles**

- 3.—(1) A relevant vehicle is a vehicle of a class specified in paragraph (2) that is not—

- (a) a compliant vehicle; or
- (b) a non-chargeable vehicle; or
- (c) a zero rate vehicle.

(2) The classes of vehicle specified for the purpose of paragraph (1) are Class A, Class B, Class C, Class D, Class E, Class L, Class M<sub>1</sub>, Class M<sub>2</sub>, Class M<sub>3</sub>, Class N<sub>1</sub>, Class N<sub>2</sub> and Class N<sub>3</sub>.

### **Compliant vehicles**

**4.**—(1) A vehicle is a compliant vehicle if the Council is satisfied that it meets the emissions standards required of a compliant vehicle.

(2) A vehicle meets the standards required of a compliant vehicle for the purposes of this Scheme if the Council is satisfied that the vehicle is a Zero Emission Vehicle.

### **Non-chargeable, reduced rate and zero rate vehicles**

**5.**—(1) Annex 2 to this Scheme, which specifies categories of non-chargeable and zero rate vehicles, has effect.

(2) Annex 4 to this Scheme which contains transitional provisions specifying categories of temporary reduced rate and zero rate vehicles has effect.

(3) In respect of a zero rate vehicle a zero rate licence must be obtained in accordance with the provisions of this article and of paragraphs 11 or 13 of Annex 2 or paragraph 2 of Annex 4 as applicable.

(4) A zero rate licence must be issued in respect of a particular vehicle and for a single charging day.

(5) A vehicle referred to in paragraph (4) must be identified by its registration mark, and—

- (a) an application for a zero rate licence must specify the registration mark of the vehicle in respect of which that licence is to relate;
- (b) a zero rate licence will not be valid in respect of any vehicle having a registration mark different from the mark so specified.

(6) A zero rate licence may only be obtained—

- (a) on the charging day concerned;
- (b) on any of the first six charging days immediately following that charging day; or
- (c) on a day falling within such period of days immediately preceding the charging day concerned as the Council may specify on its website.

(7) There is no charge for a zero rate licence.

### **Imposition of charges**

**6.** Subject to the following provisions of this Scheme, a charge of an amount specified in article 7 is imposed in respect of any relevant vehicle for each charging day on which it is at any time used on one or more designated roads.

### **Amount of charge payable by purchase of a licence**

**7.**—(1) Up to and including 31 July 2025 the cost of a charge imposed by article 6 on a relevant vehicle, other than a reduced rate vehicle, is—

- (a) in respect of an Ultra Low Emission Vehicle, £2;
- (b) in respect of a Low Emission Vehicle, £4;
- (c) in respect of a vehicle of Class A, B, C, D or E that the Council is satisfied is not an Ultra Low Emission Vehicle, £4;
- (d) in respect of any other vehicle, £10.

(2) On or after 1 August 2025 the cost of a charge imposed by article 6 on a relevant vehicle, other than a reduced rate vehicle, is—

- (a) in respect of an Ultra Low Emission Vehicle; £4;
  - (b) in respect of a Low Emission Vehicle, £8;
  - (c) in respect of a vehicle of Class A, B, C, D or E that the Council is satisfied not an Ultra Low Emission Vehicle, £8;
  - (d) in respect of any other vehicle, £20.
- (3) The cost of a charge imposed by article 6 in respect of a reduced rate vehicle is as set out in paragraphs 1, 3 or 4 of Annex 4.
- (4) A vehicle is Low Emission Vehicle if—
- (a) the National Vehicle Checker has determined that the vehicle concerned meets the relevant EC emissions standards; or
  - (b) the Council is satisfied that the vehicle meets the relevant EC emissions standards;.
- (5) A vehicle meets the relevant EC emissions standards if it meets the emissions standards specified for that vehicle in Table 1 (Euro 4/IV Standards For Positive Ignition Vehicles) or Table 2 (Euro 6/VI Standards For Compression Ignition Vehicles) of Annex 3.

### **Payment of charges**

- 8.**—(1) A charge imposed by article 6 or Annex 4 must be paid by the purchase of a licence in accordance with the provisions of this article.
- (2) A licence must be issued in respect of a particular vehicle and for a single charging day.
- (3) A vehicle referred to in paragraph (2) must be identified by its registration mark, and—
- (a) the purchaser of a licence must specify the registration mark of the vehicle in respect of which that charge is paid;
  - (b) a licence will not be valid in respect of any vehicle having a registration mark different from the mark so specified.
- (4) A licence may only be purchased—
- (a) on the charging day concerned;
  - (b) on any of the first six charging days immediately following that charging day; or
  - (c) on a day falling within such period of days immediately preceding the charging day concerned as the Council may specify on its website.
- (5) Charges imposed by this Scheme must be paid by such means as the Council may specify on its website as being acceptable.
- (6) Where a licence is purchased otherwise than in cash and payment is not received (whether because a direct debit, credit card or debit card payment is declined, or otherwise) before the end of the sixth charging day following the charging day to which the licence relates, the charge to which the licence relates will be treated as not paid and the licence will be void.

### **Register of non-chargeable vehicles**

- 9.**—(1) The Council will maintain the register which will identify non-chargeable vehicles for the purposes of article and 5 and Annex 2.
- (2) An application to enter particulars of a vehicle on the register as a non-chargeable vehicle—
- (a) must include all such information as the Council may reasonably require;
  - (b) must be made by such means as the Council may accept; and
  - (c) must, save in respect of a qualifying student’s vehicle which must comply with paragraph 14 of Annex 2, be made no later than 10 working days prior to its use within the Zero Emission Zone as a non-chargeable vehicle.
- (3) If the Council is satisfied that a vehicle falls within a class of non-chargeable vehicle it will enter particulars of the vehicle in the register.

(4) If the Council is satisfied that a vehicle, particulars of which are entered in the register, no longer falls within a class of non-chargeable vehicle, it may remove the particulars of the vehicle from the register.

(5) Where the registered keeper of such a vehicle is aware that the vehicle has ceased or will cease to fall within a class of non-chargeable vehicle, the registered keeper must notify the Council of the fact and the Council may remove the particulars of the vehicle from the register forthwith or from the date notified to the Council or the date on which it will cease to be such a vehicle.

(6) Nothing in this article prevents the making of a fresh application under paragraph (2) for particulars of a vehicle to be entered in the register after they have been removed from it in accordance with any provision of this article.

### **Penalty charge for non-payment of charge**

**10.**—(1) A penalty charge will be payable in addition to the charge imposed under article 6, for each charging day as respects which—

- (a) a relevant vehicle has been used on a designated road in circumstances in which a charge is imposed by article 6; and
- (b) that charge has not been paid in full in the manner in which and within the time by which it is required to be paid by article 8.

(2) A penalty charge payable by virtue of paragraph (1) must be paid within the period (“the payment period”) of 28 days beginning with the date on which a penalty charge notice is served under regulation 7 of the Enforcement Regulations and in a manner specified in the penalty charge notice.

(3) The amount of a penalty charge payable in accordance with paragraph (1) is £60 but, if the penalty charge is paid before the end of the fourteenth day of the payment period, the amount will be reduced by one half to £30.

(4) Where a charge certificate is issued in accordance with regulation 17(1) of the Enforcement Regulations, the amount of the penalty charge to which it relates will be increased by one half to £90.

### **Immobilisation of vehicles**

**11.**—(1) Provided that—

- (a) none of the circumstances in paragraph (2) of Regulation 25 of the Enforcement Regulations apply; and
- (b) the conditions in paragraph (3) of that Regulation apply,

an authorised person may immobilise a vehicle in accordance with paragraphs (4) and (5) of that Regulation.

(2) A vehicle to which an immobilisation device has been fixed in accordance with the provisions of this Scheme —

- (a) may be released only by or under the direction of an authorised person; and
- (b) subject to paragraph (a), will be released—
  - (i) if all outstanding penalty charges are paid to the Council; and
  - (ii) if a penalty charge of £70 for the release of the vehicle from the immobilisation device is so paid.

### **Removal, storage and disposal of vehicles**

**12.**—(1) Provided Regulation 27(1)(a) or (b) of the Enforcement Regulations is satisfied, an authorised person may remove a vehicle and deliver it to a custodian for storage.

(2) The custodian may dispose of the vehicle and its contents in the circumstances described in, and subject to the provisions of, Regulation 28 of the Enforcement Regulations.

(3) Where a vehicle has been removed and delivered into the custody of a custodian in accordance with paragraph (1) the Council or the custodian may (whether or not any claim is made under Regulation 30 or



31 of the Enforcement Regulations) recover from the person who was the keeper of the vehicle when the vehicle was removed—

- (a) all penalty charges that are outstanding in relation to the vehicle;
- (b) a penalty charge of £200 for its removal;
- (c) a penalty charge of £40 for each complete day or part of a day on which it has been held by the Council or a custodian; and
- (d) if the vehicle has been disposed of, a penalty charge of £70 for its disposal.

#### **Duration of scheme**

**13.** This Scheme will remain in force indefinitely.

#### **Ten and five year plans for net proceeds**

**14.**—(1) Part 1 of Annex 5 to this Scheme constitutes the general plan, under paragraph 10(1)(a) of Schedule 12 to the Transport Act 2000, for the application of the Council's share of the net proceeds of this Scheme during the opening ten year period.

(2) Part 2 of Annex 5 to this Scheme constitutes the detailed programme, under paragraph 10(1)(b) of Schedule 12 to the Transport Act 2000, for the application of the Council's share of the net proceeds of this Scheme during the opening five year period.

ANNEX 1 TO THE SCHEME  
DEPOSITED PLAN

Article 1(1)

<i>(1)</i> <i>Plan title</i>	<i>(2)</i> <i>Date</i>
Zero Emission Zone Plan	09/12/2021

## NON-CHARGEABLE AND ZERO RATE VEHICLES

**Taxis licensed in Oxford**

1.—(1) A qualifying local taxi is a non-chargeable vehicle provided particulars of the vehicle are for the time entered in the register.

(2) A qualifying local taxi is a taxi licensed by Oxford City Council.

**Registered local bus services**

2.—(1) A registered local bus is a non-chargeable vehicle provided particulars of the vehicle are for the time being entered in the register.

(2) A registered local bus is a vehicle of class M<sub>2</sub> or M<sub>3</sub> that the Council is satisfied, by the production of such evidence as it may reasonably require—

- (a) is used for carrying passengers for hire or reward;
- (b) is operated pursuant to a licence granted under section 14 of the Public Passenger Vehicles Act 1981; and
- (c) operates regular scheduled services in the Zero Emission Zone.

**Emergency service vehicles**

3.—(1) A qualifying emergency service vehicle is a non-chargeable vehicle provided particulars of the vehicle are for the time being entered in the register.

(2) A vehicle is a qualifying emergency service vehicle if the Council is satisfied, by the production of such evidence as it may reasonably require—

- (a) it is a non-chargeable vehicle for the purposes of the 1994 Act by virtue of it falling within any of the following paragraphs of Schedule 2 to that Act—
  - (i) paragraph 3A (police vehicles);
  - (ii) paragraphs 4 and 5 (fire engines etc.);
  - (iii) paragraph 6 (ambulances);
  - (iv) paragraph 10 (mine rescue vehicles);
  - (v) paragraph 11 (lifeboat vehicles); or
- (b) in respect of a vehicle registered under legislation relating to the registration of vehicles in a country other than the United Kingdom, the Council is satisfied that, had it been registered under the 1994 Act, it would have fallen within sub-paragraph (a).

**Historic Vehicles**

4. A vehicle is a non-chargeable vehicle if the Council is satisfied, by the production of such evidence as it may reasonably require, that—

- (a) it is an exempt vehicle for the purposes of the 1994 Act in accordance with paragraph 1A(1) of Schedule 2 to that Act; or
- (b) in respect of a vehicle registered under legislation relating to the registration of vehicles in a country other than the United Kingdom, the Council is satisfied that, had it been registered under the 1994 Act, it would have been treated as an exempt vehicle in accordance with paragraph 1A(1) of Schedule 2 to the 1994 Act,

and particulars of the vehicle are for the time being entered in the register.

## **Hearses**

**5.—**(1) A qualifying hearse is a non-chargeable vehicle provided particulars of the vehicle are for the time being entered in the register.

(2) A vehicle is a qualifying hearse if the Council is satisfied, by the production of such evidence as it may reasonably require, that the vehicle falls within the definition in Annex II.A of Council Directive 70/156/EEC.

## **Military vehicles**

**6.—**(1) A vehicle is a non-chargeable vehicle if—

- (a) it belongs to any of Her Majesty's forces or is in use for the purposes of any of those forces; or
- (b) the Council is satisfied the vehicle is used for naval, military or air force purposes and not registered under the 1994 Act, while it is being used on a road by a member of a visiting force or a member of a headquarters or organisation,

and particulars of the vehicle are for the time being entered in the register.

(2) In this paragraph "member of a visiting force" and "member of a headquarters or organisation" have the meaning given in paragraph 1(2) of Schedule 5 to the Road Vehicles (Registration and Licensing) Regulations 2002.

## **Agricultural and similar vehicles**

**7.—**(1) A vehicle is a non-chargeable vehicle if the Council is satisfied, by the production of such evidence as it may reasonably require, that it is an exempt vehicle for the purposes of the 1994 Act by virtue of it falling within any of the following paragraphs of Schedule 2 to that Act and particulars of the vehicle are for the time being entered in the register—

- (a) paragraph 20A (vehicles used between different parts of land);
- (b) paragraphs 20B, 20C and 20D (tractors and certain agricultural vehicles);
- (c) paragraph 20E (mowing machines);
- (d) paragraph 20F (steam powered vehicles);
- (e) paragraph 20H (snow ploughs); and
- (f) paragraph 20J (gritters).

(2) If the Council is satisfied, in respect of a vehicle registered under legislation relating to the registration of vehicles in a country other than the United Kingdom, that had the vehicle been registered under the 1994 Act it would have fallen within sub-paragraph (1), that vehicle is a non-chargeable vehicle provided particulars of the vehicle are for the time being entered in the register.

## **Recovery vehicles**

**8.—**(1) A qualifying recovery vehicle is a non-chargeable vehicle provided particulars of the vehicle are for the time being entered in the register.

(2) A vehicle is a qualifying recovery vehicle if the Council is satisfied, by the production of such evidence as it may reasonably require, that—

- (a) it is licensed as a recovery vehicle under paragraph 5 of Schedule 1 to the 1994 Act; or
- (b) in respect of a vehicle registered under legislation relating to the registration of vehicles in a country other than the United Kingdom, the Council is satisfied that, had it been registered under the 1994 Act, it would have fallen to be licensed as a recovery vehicle under paragraph 5 of Schedule 1 to the 1994 Act.

## **Showman's vehicles**

**9.—**(1) A showman's vehicle is a non-chargeable vehicle provided particulars of the vehicle are for the time being entered in the register.

(2) In this paragraph—

- (a) “showman’s vehicle” means any vehicle that the Council is satisfied, by the production of such evidence as it may reasonably require, is—
  - (i) registered under the 1994 Act and is a “showman’s vehicle” or “showman’s goods vehicle” within the meaning of section 62 of the 1994 Act; or
  - (ii) registered in a country other than the United Kingdom, in accordance with that country's rules governing the registration of such vehicles, in the name of a person following the business of a travelling showman and used solely by that person for the purposes of his business and no other purpose.

### **Special vehicles**

**10.**—(1) A special vehicle is a non-chargeable vehicle provided particulars of the vehicle are for the time being entered in the register.

(2) In this paragraph “special vehicle” means a vehicle that the Council is satisfied, by the production of such evidence as it may reasonably require, is—

- (a) registered under the 1994 Act and falls to be treated as a “special vehicle” within the meaning of Part IV of Schedule 1 to the 1994 Act;
- (b) registered under legislation relating to the registration of vehicles in a country other than the United Kingdom in respect of which the Council is satisfied that, had it been registered under the 1994 Act, it would have fallen to be treated as a “special vehicle” within the meaning of Part IV of Schedule 1 to the 1994 Act;
- (c) a vehicle of a type specified in an Order under section 44 of the Road Traffic Act 1988; or
- (d) any other vehicle that the Council is satisfied has been constructed or adapted for a specialist purpose in such a way that it cannot be further adapted to meet the standards required of a compliant vehicle.

### **Community transport vehicles**

**11.**—(1) A qualifying community transport vehicle is a zero rate vehicle on a charging day provided a zero rate licence has been obtained for that vehicle in respect of the charging day concerned.

(2) A vehicle is a qualifying community transport vehicle if it is a community transport vehicle in respect of which a permit has been issued by the Council pursuant to an application under sub-paragraph (3).

(3) A person or organisation may apply to the Council for a permit designating a community transport vehicle as a zero rate vehicle or designating a different community transport vehicle in place of a designated zero rate vehicle, and any such application must include such evidence relating to use of the vehicle as the Council may reasonably require.

(4) A permit issued by the Council under sub-paragraph (3) shall be valid for one year and thereafter a new permit must be obtained.

(5) In this paragraph—

- (a) “community transport vehicle” means a vehicle of Class M<sub>2</sub> or M<sub>3</sub> being used pursuant to a community transport permit; and
- (b) “community transport permit” means a permit granted under section 19(3), 19(4), 19(5) or 22(2) of the Transport Act 1985.

### **Health service vehicles**

**12.**—(1) A vehicle is a non-chargeable vehicle if the Council is satisfied, by the production of such evidence as it may reasonably require, that it is an exempt vehicle for the purposes of the 1994 Act by virtue of it falling within the definitions in paragraphs 6A, 7 or 8 (health service vehicles) of Schedule 2 to that Act and particulars of the vehicle are for the time being entered in the register.

(2) If the Council is satisfied that a vehicle registered under legislation relating to the registration of vehicles in a country other than the United Kingdom would, had it been registered under the 1994 Act, have fallen within sub-paragraph (1), that vehicle is a non-chargeable vehicle provided particulars of the vehicle are for the time being entered in the register.

### **Other health and care vehicles**

**13.**—(1) A qualifying health or care provider’s vehicle is zero rate vehicle on a charging day provided a zero rate licence has been obtained for that vehicle in respect of the charging day concerned.

(2) A vehicle is a qualifying health or care provider’s vehicle if—

- (a) a permit has been issued in respect of that vehicle by the Council pursuant to an application under sub-paragraph (3); and
- (b) the Council is satisfied that it is used on the charging day concerned by or on behalf of a qualifying provider for the purposes of—
  - (i) undertaking a community-based regulated healthcare activity; or
  - (ii) providing community-based social care services.

(3) A qualifying provider may apply to the Council for a permit designating a vehicle as a zero rate vehicle or to designate a different vehicle in place of a designated zero rate vehicle, and any such application must include such evidence relating to the qualifying provider and the relevant healthcare activity or social care service provided as the Council may reasonably require.

(4) A permit issued by the Council under sub-paragraph (3) shall be valid for one year and thereafter a new permit must be obtained.

(5) In this paragraph—

- (a) “community-based” in relation to any health or social care refers to services that the Council is satisfied are provided at a location other than one at which the qualifying provider concerned works permanently or on a regular basis;
- (b) “qualifying provider” means—
  - (i) a registered healthcare provider providing services in Oxfordshire; or
  - (ii) a relevant provider of social care services;
- (c) “registered healthcare provider” means a person registered as a service provider under part 1 of the Health and Social Care Act 2008;
- (d) “regulated healthcare activity” means any activity specified in Schedule 1 of the Health and Social Care Act 2008 (Regulated Activities) Regulations 2014;
- (e) “relevant provider of social care services” means—
  - (i) the Council, Oxford City Council, Cherwell District Council, South Oxfordshire District Council, West Oxfordshire District Council or Vale of White Horse District Council;
  - (ii) Oxfordshire Primary Care Trust;
  - (iii) NHS England;
  - (iv) an NHS Clinical Commissioning Group;
  - (v) a charity that the Council is satisfied, by the production of such evidence as it may reasonably require, is providing community-based social care services Oxfordshire; or
  - (vi) any other organisation that the Council is satisfied, by the production of such evidence as it may reasonably require, is providing community-based social care services in Oxfordshire on behalf of the Council, Oxfordshire Primary Care Trust, NHS England or an NHS Clinical Commissioning Group;
- (f) “NHS Clinical Commissioning Group” means a clinical commissioning group within the meaning of section 11 of the National Health Service Act 2006;
- (g) “social care” includes all forms of personal care and other practical assistance provided for individuals who are in need of such care or assistance by reason of age, illness, disability, pregnancy, childbirth, dependence on alcohol or drugs or other similar circumstances.

## Higher education students' vehicles

14.—(1) A qualifying student's vehicle is a non-chargeable vehicle.

(2) A vehicle is a qualifying student's vehicle if the Council is satisfied that the vehicle concerned is used by an eligible student on an eligible non-chargeable day and particulars of the vehicle are entered in the register in respect of the eligible non-chargeable day concerned.

(3) Where an eligible institution reasonably considers that any of its students suffers from acute financial hardship it may apply to the Council to register that student's details as an eligible student.

(4) An application under sub-paragraph (3) must—

- (a) include such information relating to the higher education course, relevant term dates, the student and the student's circumstances as the Council may reasonably require;
- (b) include such details of the qualifying student's vehicle as the Council may reasonably require;
- (c) be made no later than ten working days before the intended first use of the qualifying student's vehicle within the Zero Emission Zone; and
- (d) be made by such means as the Council may accept.

(5) An application by an eligible institution to enter particulars of a qualifying student's vehicle on the register must—

- (a) relate to a single specified eligible non-charging day;
- (b) be made in respect of a specified eligible student and a specified qualifying student's vehicle; and
- (c) be made on or before the sixth charging day following the eligible charging day concerned,

and in the event that the application is successful the Council shall enter particulars of the vehicle in the register in respect of the eligible charging day concerned only and shall thereafter remove particulars of the vehicle from the register.

(6) In this paragraph—

- (a) "academic year" means the period of 12 months running from 1 September to 31 August;
- (b) "eligible non-chargeable day" means any of up to six charging days per academic year;
- (c) "eligible institution" means an institution within the higher education sector as defined in section 91 of the Further and Higher Education Act 1992;
- (d) "eligible student" means a student undertaking a higher education course at an eligible institution who the Council is satisfied, on an application from the relevant eligible institution suffering from acute financial hardship; and
- (e) "higher education course" means a course of any description mentioned in Schedule 6 to the Education Reform Act 1988.

## EMISSIONS STANDARDS FOR LOW EMISSION VEHICLES

1.—(1) A vehicle meets the standards set out in Table 1 or 2 if—

- (a) the vehicle is certified by the appropriate national approval authority as having been manufactured to satisfy the EC emissions standard specified for that vehicle in column (e) of the Table;
- (b) the vehicle has been retrofitted so that the limit values for the emission of NO<sub>x</sub> specified for the vehicle in column (f) would not be exceeded during the appropriate test or tests specified in column (g) of the Table; or
- (c) in respect of all other vehicles, the Council is satisfied that the limit values for the emission of NO<sub>x</sub> specified for the vehicle in column (f) would not be exceeded during the appropriate test or tests specified in column (g) of the Table.

(2) A reference to a vehicle of Class L in any row of Table 1 or 2 is to be construed, for the purpose of assessing its emissions, as a reference to a vehicle that has been type-approved as the relevant M or N category specified in that row of the Table concerned.

Table 1 — EURO 4/IV STANDARDS FOR POSITIVE IGNITION VEHICLES

<i>(a)</i> <b>Row No.</b>	<i>(b)</i> <b>Vehicle Class</b>	<i>(c)</i> <b>Maximum mass of vehicle, where relevant (kg)</b>	<i>(d)</i> <b>Reference mass of vehicle, where relevant (kg)</b>	<i>(e)</i> <b>EC emissions standard</b>	<i>(f)</i> <b>Limit values for NO<sub>x</sub></b>	<i>(g)</i> <b>Appropriate test</b>
(1)	L, M <sub>1</sub>	not exceeding 2,500		Euro 4	0.08g/km	Type I
(2)	L, M <sub>1</sub>	exceeding 2,500	not exceeding 1,305	Euro 4	0.08g/km	Type I
(3)	L, M <sub>1</sub>	exceeding 2,500	exceeding 1,305 and not exceeding 1,760	Euro 4	0.10g/km	Type I
(4)	L, M <sub>1</sub>	exceeding 2,500	exceeding 1,760	Euro 4	0.11g/km	Type I
(5)	L, M <sub>2</sub>	not exceeding 2,500		Euro 4	0.08g/km	Type I
(6)	L, M <sub>2</sub>	exceeding 2,500 and not exceeding 3,500	exceeding 1,305 and not exceeding 1,760	Euro 4	0.10g/km	Type I
(7)	L, M <sub>2</sub>	exceeding 2,500 and not exceeding 3,500	exceeding 1,760	Euro 4	0.11g/km	Type I
(8a)	L, M <sub>2</sub>	exceeding 3,500	not exceeding 2,840	Euro 4	0.11g/km	Type I
(8b)	L, M <sub>2</sub>	exceeding 3,500	not exceeding 2,840	Euro IV	3.5g/kWh	ETC
(9)	L, M <sub>2</sub>	exceeding 3,500	exceeding 2,840	Euro IV	3.5g/kWh	ETC



(10)	L, N <sub>1</sub> sub-class (i)		not exceeding 1,305	Euro 4	0.08g/km	Type I
(11)	L, N <sub>1</sub> sub-class (ii)		exceeding 1,305 and not exceeding 1,760	Euro 4	0.10g/km	Type I
(12)	L, N <sub>1</sub> sub-class (iii)		exceeding 1,760	Euro 4	0.11g/km	Type 1
(13a)	L, N <sub>2</sub>		not exceeding 2,840	Euro 4	0.11g/km	Type I
(13b)	L, N <sub>2</sub>		not exceeding 2,840	Euro IV	3.5g/kWh	ETC
(14)	L, N <sub>2</sub>		exceeding 2,840	Euro IV	3.5g/kWh	ETC
(15)	L, M <sub>3</sub>			Euro IV	3.5g/kWh	ETC
(16)	L, N <sub>3</sub>			Euro IV	3.5g/kWh	ETC

Table 2 — EURO 6/VI STANDARDS FOR COMPRESSION IGNITION VEHICLES

<i>(a)</i> <b>Row No.</b>	<i>(b)</i> <b>Vehicle Class</b>	<i>(c)</i> <b>Maximum mass of vehicle, where relevant(kg)</b>	<i>(d)</i> <b>Reference mass of vehicle, where relevant (kg)</b>	<i>(e)</i> <b>EC emissions standard</b>	<i>(f)</i> <b>Limit values for NO<sub>x</sub></b>	<i>(g)</i> <b>Appropriate tests</b>
(1)	L, M <sub>1</sub>		not exceeding 2610	Euro 6	0.08g/km	Type I
(2)	L, M <sub>1</sub>		exceeding 2610	Euro VI	0.4 g/kWh (WHSC) and 0.46 g/kWh (WHTC)	WHSC and WHTC
(3)	L, N <sub>1</sub>		not exceeding 1,305	Euro 6	0.08g/km	Type I
(4)	L, N <sub>1</sub> sub-class (ii)		exceeding 1,305 and not exceeding 1,760	Euro 6	0.105g/km	Type I
(5)	L, N <sub>1</sub> sub-class (iii)		exceeding 1,760	Euro 6	0.125g/km	Type 1
(6)	L, M <sub>2</sub>		not exceeding 2610	Euro 6	0.125g/km	Type I
(7)	L, M <sub>2</sub>		exceeding 2610	Euro VI	0.4 g/kWh (WHSC) and 0.46 g/kWh (WHTC)	WHSC and WHTC
(8)	L, N <sub>2</sub>		not exceeding 2610	Euro 6	0.125g/km	Type I
(9)	L, N <sub>2</sub>		exceeding 2610	Euro VI	0.4 g/kWh (WHSC) and 0.46 g/kWh (WHTC)	WHSC and WHTC
(10)	L, M <sub>3</sub>			Euro VI	0.4 g/kWh (WHSC) and	WHSC and WHTC

					0.46 g/kWh (WHTC)	
(11)	L, N <sub>3</sub>			Euro VI	0.4 g/kWh (WHSC) and 0.46 g/kWh (WHTC)	WHSC and WHTC

**2. In this Annex—**

- (a) “ETC test” means a test as described in section 2.14 of Annex I to Council Directive 88/77/EEC carried out using the procedure described in Appendices 2 and 3, Annex III of that Directive or a test carried out by means of a chassis dynamometer using a test cycle that is accepted by the CAZ Central Service as replicating so far as practicable the standard ETC test cycle;
- (b) “maximum mass” in relation to a vehicle means the technically permissible maximum laden mass as specified by the manufacturer;
- (c) “reference mass” in relation to a vehicle means the mass of the vehicle with bodywork and, in the case of a towing vehicle, with coupling device, if fitted by the manufacturer, in running order, or mass of the chassis or chassis with cab, without bodywork and/or coupling device if the manufacturer does not fit the bodywork and/or coupling device (including liquids and tools, and spare wheel if fitted, and with the fuel tank filled to 90% and the other liquid containing systems, except those for used water, to 100% of the capacity specified by the manufacturer), increased by a uniform mass of 100 kilograms.

TRANSITIONAL PROVISIONS –  
TEMPORARY REDUCED RATE AND ZERO RATE VEHICLES**Resident's vehicles**

- 1.—(1) During the resident's vehicles transitional period—
- (a) a qualifying resident's vehicle is a reduced rate vehicle; and
  - (b) a licence in respect of such a vehicle may be purchased at 10% of the cost imposed by article 7(1) or (2).
- (2) A vehicle is a qualifying resident's vehicle if it is a resident's vehicle in respect of which a permit has been issued by the Council pursuant to an application under sub-paragraph (5).
- (3) A vehicle is a resident's vehicle if it is—
- (a) a relevant vehicle of Class L falling within rows 1 to 4 of Table of Annex 3 or rows 1 to 5 of Table 2 of Annex 3; or
  - (b) a relevant vehicle of Class A, Class B, Class C, Class M<sub>1</sub> or Class N<sub>1</sub> other than a business vehicle, a taxi or a private hire vehicle,
- that meets the condition in sub-paragraph (4).
- (4) The condition referred to in sub-paragraph (3) is that the Council must be satisfied that—
- (a) the registered keeper of the vehicle is a qualified resident and the address of the registered keeper shown on the vehicle registration document is the same as that of the premises referred to in sub-paragraph (8);
  - (b) the registered keeper of the vehicle is the employer of a qualified resident or the vehicle is hired by or leased to the qualified resident by their employer, and the Council is satisfied by the production of such evidence as it may reasonably require that the vehicle is kept for the exclusive use of the qualified resident and members of the qualified resident's household residing at the same address as the qualified resident; or
  - (c) the registered keeper of the vehicle is a company that has leased or sold the vehicle to the qualified resident, and the Council is satisfied by the production of such evidence as it may reasonably require that the vehicle is kept for the exclusive use of the qualified resident and members of the qualified resident's household residing at the same address as the qualified resident.
- (5) Subject to sub-paragraph (6) a qualified resident may apply to the Council for a permit designating a resident's vehicle as a reduced rate vehicle in respect of their qualifying residential premises or to designate a different vehicle in place of a designated reduced rate vehicle.
- (6) No more than two qualifying resident's vehicles may be designated by the Council as reduced rate vehicles in relation to any qualifying residential premises.
- (7) A permit issued by the Council under sub-paragraph (5) shall be valid for one year and thereafter a new permit must be obtained.
- (8) In this paragraph—
- (a) “qualified resident” means an individual in respect of whom the Council is for the time being satisfied, by the production of such evidence as it may reasonably require, that the individual's only or main residence is at premises situated in the Zero Emission Zone (“qualifying residential premises”);
  - (b) where a qualified resident ceases to reside at the qualifying residential premises in relation to which the Council was satisfied that the requirement in sub-paragraph (a) was met but resides at other premises, whether or not within the Zero Emission Zone, that person shall cease to be a qualified resident unless that person has notified the change of residence to the Council and the Council is satisfied that the requirement in sub-paragraph (a) is met in relation to those other premises; and

- (c) “resident’s vehicles transitional period” means the period commencing on the commencement date and ending on 31 July 2030.

### **Blue badge holders and disabled vehicles**

**2.**—(1) During the blue badge and disabled vehicles transitional period a qualifying blue badge vehicle or a qualifying disabled vehicle is a zero rate vehicle on a charging day provided a zero rate licence has been obtained for that vehicle in respect of the charging day concerned.

(2) A vehicle is a qualifying disabled vehicle if it is a disabled vehicle designated by the Council as zero rate vehicle pursuant to an application under sub-paragraphs (4) to (6).

(3) A vehicle is a qualifying blue badge vehicle if it is—

- (a) one of a maximum of 2 vehicles designated by the Council as zero rate vehicles pursuant to an application under sub-paragraphs (4) to (6); and
- (b) the Council is satisfied that it is used for the transport of a disabled person on the charging day concerned and has a blue badge displayed in compliance with regulation 12 and regulation 13, 14, 15 or 16 of the Disabled Persons (Badges for Motor Vehicles)(England) Regulations 2000.

(4) An eligible person may apply to the Council for a permit designating a vehicle as a zero rate vehicle or to designate a different vehicle in place of a designated zero rate vehicle.

(5) An eligible organisation may apply to the Council for a permit designating a vehicle as a zero rate vehicle in relation to any blue badge held by that organisation or to designate a different vehicle in place of a designated zero rate vehicle.

(6) Any person may apply to the Council for a permit designating a disabled vehicle as a zero rate vehicle or to designate a different disabled vehicle in place of a designated zero rate vehicle.

(7) A permit issued by the Council under sub-paragraphs (4) to (6) shall be valid for one year and thereafter a new permit must be obtained.

(8) In this paragraph—

- (a) “blue badge and disabled vehicles transitional period” means the period commencing on the commencement date and ending on 31 July 2025;
- (b) “blue badge” means any badge issued to an individual or institution under section 21 of the Chronically Sick and Disabled Persons Act 1970 or under section 14 of the Chronically Sick and Disabled Persons (Northern Ireland) Act 1978;
- (c) “disabled vehicle” means a vehicle that the Council is satisfied—
  - (i) is an exempt vehicle for the purposes of the 1994 Act by virtue of it falling within paragraphs 19 or 20 (vehicles for disabled people) of Schedule 2 to that Act; or
  - (ii) in respect of a vehicle registered under legislation relating to the registration of vehicles in a country other than the United Kingdom, that had the vehicle been registered under the 1994 Act it would have fallen within sub-paragraph (a);
- (d) “eligible organisation” means any organisation issued with and holding a valid blue badge; and
- (e) “eligible person” means any person issued with and holding a valid blue badge.

### **Business vehicles**

**3.**—(1) During the business vehicles transitional period—

- (a) a qualifying business vehicle is a reduced rate vehicle; and
- (b) a licence in respect of such a vehicle may be purchased at 10% of the cost imposed by article 7(1) or (2).

(2) A vehicle is a qualifying business vehicle if it is—

- (a) a business vehicle in respect of which a permit has been issued by the Council pursuant to an application under sub-paragraph (3); and

- (b) the Council is satisfied that it is used on the charging day concerned for the purposes of the relevant qualified business.
- (3) Subject to paragraph (4) a qualified business may apply to the Council for a permit designating a business vehicle as a reduced rate vehicle or to designate a different business vehicle in place of a designated reduced rate vehicle.
- (4) No more than ten qualifying business vehicles may be designated by the Council as reduced rate vehicles in relation to each qualifying business premises.
- (5) A permit issued by the Council under sub-paragraph (3) shall be valid for one year and thereafter a new permit must be obtained.
- (6) In this paragraph—
- (a) “business vehicle” means a relevant vehicle other than a taxi or a private hire vehicle that the Council is satisfied is—
    - (i) owned by a qualified business or an employee of a qualified business; and
    - (ii) kept at or operates primarily out of qualifying business premises or the home address of an employee of a qualified business for the purposes of that business or, in the case of an authorised street trader, is kept at or operates from a designated road in the Zero Emission Zone;
  - (b) “business vehicles reduced rate period” means the period commencing on the commencement date and ending on 31 July 2025;
  - (c) “employee” includes a person undertaking unpaid or voluntary work for a qualified business;
  - (d) “qualified business” means a business that the Council is satisfied, by the production of such evidence as it may reasonably require, occupies qualifying business premises or, in the case of an authorised street trader, operates pursuant to a street trading licence or consent on a street within the Zero Emission Zone;
  - (e) “qualifying business premises” means any business premises situated within the Zero Emission Zone;
  - (f) use of a vehicle for the purposes of a qualified business does not include use solely for the purposes of commuting to or from qualifying business premises; and
  - (g) a vehicle is “owned by” a person or business if it is owned outright, leased, used subject to a hire purchase agreement, or such other forms of use or ownership as the Council may specify on its website.

### **Hybrid taxis and hybrid private hire vehicles**

- 4.—**(1) During the hybrid taxis and hybrid private hire vehicles transitional period—
- (a) a qualifying hybrid taxi or hybrid private hire vehicle is a reduced rate vehicle; and
  - (b) a licence in respect of such a vehicle may be purchased at 50% of the cost imposed by article 7(1) or (2).
- (2) A vehicle is a qualifying hybrid taxi or hybrid private hire vehicle if it is a hybrid taxi or hybrid private hire vehicle in respect of which a permit has been issued by the Council pursuant to an application under sub-paragraph (3).
- (3) A person or organisation may apply to the Council for a permit designating a hybrid taxi or hybrid private hire vehicle as a reduced rate vehicle or designating a different hybrid taxi or hybrid private hire vehicle in place of a designated reduced rate vehicle, and any such application must include such evidence relating to the vehicle as the Council may reasonably require.
- (4) A permit issued by the Council under sub-paragraph (3) shall be valid for one year and thereafter a new permit must be obtained.
- (5) In this paragraph—
- (a) “hybrid taxi or hybrid private hire vehicle” means a vehicle that the Council is satisfied—
    - (i) is a taxi or a private hire vehicle other than a qualifying local taxi;

- (ii) is a positive ignition vehicle that operates partly by means of an electrically powered propulsion system that draws motive power from a battery and partly by means of an internal combustion engine; and
- (iii) when applying the Type I test—
  - (aa) if the date of first registration of the vehicle is before 1 September 2018, it would emit less than 100g of CO<sub>2</sub> per kilometre from its tailpipe; or
  - (bb) if the date of first registration of the vehicle is on or after 1 September 2018, it would emit less than 140g of CO<sub>2</sub> per kilometre from its tailpipe; and
- (b) “hybrid taxis and hybrid private hire vehicles transitional period” means the period commencing on the commencement date and ending on 31 July 2025.

PART 1 –  
THE COUNCIL’S GENERAL PLAN FOR APPLYING ITS SHARE OF THE PROCEEDS OF THIS  
SCHEME DURING THE OPENING TEN YEAR PERIOD

It is proposed that the Scheme will commence on 7 February 2022 as a pilot for the proposed larger Zero Emission Zone covering most of the city centre.

The revenue generated by the Scheme will in the first place be used to cover the cost of operation, including the maintenance of cameras, operational staff etc. The Scheme may not generate substantial net proceeds after covering these costs. The purpose of the Scheme is not to generate revenue but to reduce road transport emissions.

In the event that net proceeds are generated from the Scheme over the opening ten year period, these proceeds would be applied, in such proportions as may be decided by the Council, to directly or indirectly facilitate the achievement of the Council’s local transport policies contained in its Local Transport Plan, Connecting Oxfordshire, in accordance with the following high level spending objectives:

- supporting the delivery of the ambitions of the Scheme in promoting cleaner air and tackling climate change;
- supporting active travel and incentivising public transport use; and
- supporting zero emission and sustainable infrastructure and actions in and around the city.

PART 2 –  
THE COUNCIL’S DETAILED PROGRAMME FOR APPLYING ITS SHARE OF THE PROCEEDS OF  
THIS SCHEME DURING THE OPENING FIVE YEAR PERIOD

The Council’s detailed programme for applying any net proceeds during this period will depend to a great extent on:

- the level of net proceeds generated; and
- the availability of funding from other sources, and what other work will already have been implemented via other means.

If these factors are as anticipated, then the Council’s share of the net proceeds of the scheme will be applied, in such proportions as may be decided by the Council, to directly or indirectly facilitate the achievement of the Council’s local transport policies contained in its Local Transport Plan, Connecting Oxfordshire, through the delivery of measures including but not limited to some or all of the following:

- Grants and/or financing for vehicle charging points and/or zero emission vehicles;
- Electric car/van clubs;
- Support for freight consolidation or transfer schemes, including use of cargo bike schemes;
- Small scale public realm improvements and improved pedestrian areas;
- Small scale walking and cycling schemes;
- Funding to trial new ideas or ways of working (for example exemplar delivery & servicing plans);
- Innovative ways of managing moving in and out days for students.

**THE COMMON SEAL of THE  
OXFORDSHIRE COUNTY COUNCIL**  
was affixed in the presence of

Solicitor / Designated Officer