



# **Oxfordshire County Council**

## **Equalities Impact Assessment**

OXFORD ZERO EMISSION ZONE PILOT AMENDMENTS

18<sup>th</sup> February 2025

| <b>Version</b> | <b>Date</b> | <b>Notes</b>             | <b>Completed by</b>        | <b>Authorised by</b> |
|----------------|-------------|--------------------------|----------------------------|----------------------|
| V1             | 18/02/2025  | Initial draft for review | Martin Kraftl, Bryan Evans |                      |
| V2             | 11/06/2025  | Final issue              | Bryan Evans                | Hannah Battye        |

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## Section 1: Summary details

|  |  |
|--|--|
| <b>Directorate and Service Area</b>  | Economy & Place  |
| <b>What is being assessed</b><br>(e.g. name of policy, procedure, project, service or proposed service change).  | Amendments to the Oxford zero emission zone (ZEZ) pilot.   |
| <b>Is this a new or existing function or policy?</b>   | Change to existing scheme.   |
| <b>Summary of assessment</b><br>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><b>(1) Remove discount end dates</b><br/>The 100% discount for Blue Badge holders and disabled tax class vehicles, the 90% discount for ZEZ business vehicles and the 50% discount for qualifying petrol hybrid private hire vehicles and non-Oxford licenced taxis are currently due to end in July 2025.<br/>The 90% discount for ZEZ residents' vehicles is currently due to end in July 2030.<br/><b>Proposed change:</b> remove these end dates, so the above discounts would continue indefinitely.</p> <p><b>(2) Remove increase in daily charges from 1 August 2025</b><br/>The ZEZ charges are currently due to double in August 2025.<br/><b>Proposed change:</b> ZEZ charges should stay at the current levels indefinitely.<br/><b>The proposals do not bias, discriminate or unfairly disadvantage individuals or groups within the community.</b></p> |
| <b>Completed By</b>  | Martin Kraftl and Bryan Evans  |
| <b>Authorised By</b>   | Hannah Battye  |
| <b>Date of Assessment</b>  | 18 <sup>th</sup> February 2025   |

## Section 2: Detail of proposal

| <div>Context / Background</div> <div>Briefly summarise the background to the policy or proposed service change, including reasons for any changes from previous versions.</div>  | <div>The ZEZ pilot was introduced in 2022 to improve air quality, cut carbon emissions, and move towards zero emission travel in the city. The pilot is designed to test the ZEZ on a small scale to inform future decisions about a possible larger ZEZ in Oxford.</div> <div>The ZEZ pilot includes various discounts and exemptions.</div> <div>Consultations on proposed changes to the ZEZ pilot ran from 12 September to 24 October 2023 and from 22 November to 20 December 2024.</div>  |  |        |        |  |   |
|--|---|--|--------|--------|--|---|
| <div>Proposals</div> <div>Explain the detail of the proposals, including why this has been decided as the best course of action.</div>   | <div>ZEZ pilot changes proposed in consultations</div> <table><tr><th>Change</th><th>Reason</th></tr><tr><td><div><div>Remove discount end dates</div><div>The 100% discount for Blue Badge holders and disabled tax class vehicles, the 90% discount for ZEZ business vehicles and the 50% discount for qualifying petrol hybrid private hire vehicles and non-Oxford licenced taxis are currently due to end in July 2025.</div><div>The 90% discount for ZEZ residents’ vehicles is currently due to end in July 2030.</div><div>Proposed change: remove these end dates, so the above</div></div></td><td><div><div>Considering cost of living pressures, the council does not consider it is necessary or appropriate for these discounts to end on the dates shown, so the consultations proposed these discounts should continue for as long as the pilot is in place.</div><div>It is also noted that the proposed changes will:<ul style="list-style-type: none"><li>provide relief from additional ZEZ charges for taxi and PHV users and</li></ul></div></div></td></tr></table> |  | Change | Reason | <div><div>Remove discount end dates</div><div>The 100% discount for Blue Badge holders and disabled tax class vehicles, the 90% discount for ZEZ business vehicles and the 50% discount for qualifying petrol hybrid private hire vehicles and non-Oxford licenced taxis are currently due to end in July 2025.</div><div>The 90% discount for ZEZ residents’ vehicles is currently due to end in July 2030.</div><div>Proposed change: remove these end dates, so the above</div></div> | <div><div>Considering cost of living pressures, the council does not consider it is necessary or appropriate for these discounts to end on the dates shown, so the consultations proposed these discounts should continue for as long as the pilot is in place.</div><div>It is also noted that the proposed changes will:<ul style="list-style-type: none"><li>provide relief from additional ZEZ charges for taxi and PHV users and</li></ul></div></div> |
| Change   | Reason  |  |        |        |  |   |
| <div><div>Remove discount end dates</div><div>The 100% discount for Blue Badge holders and disabled tax class vehicles, the 90% discount for ZEZ business vehicles and the 50% discount for qualifying petrol hybrid private hire vehicles and non-Oxford licenced taxis are currently due to end in July 2025.</div><div>The 90% discount for ZEZ residents’ vehicles is currently due to end in July 2030.</div><div>Proposed change: remove these end dates, so the above</div></div> | <div><div>Considering cost of living pressures, the council does not consider it is necessary or appropriate for these discounts to end on the dates shown, so the consultations proposed these discounts should continue for as long as the pilot is in place.</div><div>It is also noted that the proposed changes will:<ul style="list-style-type: none"><li>provide relief from additional ZEZ charges for taxi and PHV users and</li></ul></div></div>   |  |        |        |  |   |

|  |   |   |
|--|---|---|
|  | discounts would continue indefinitely.  | <p>operators, particularly for people with disabilities who may rely on PHVs and taxis for getting around, and</p> <ul style="list-style-type: none"> <li>• provide clarity and assurance of costs for the remainder of the pilot scheme's operation for PHV and non-Oxford Hackney operators and their customers.</li> </ul> |
|  | <p><b>Remove increase in daily charges from 1 August 2025</b></p> <p>The ZEZ charges are currently due to double in August 2025.</p> <p><b>Proposed change:</b> ZEZ charges should stay at the <a href="#">current levels</a> indefinitely.</p> | <p>Considering cost of living pressures, does not consider it is necessary or appropriate for the ZEZ pilot charges to double in August 2025, so the consultation proposed the current charges should continue for as long as the pilot is in place.</p>  |
|  |   |   |

|  |   |
|--|---|
| <p><b>Evidence / Intelligence</b></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 commitments.</p> | <p>The following data is available and has informed the proposals:</p> <ul style="list-style-type: none"> <li>• Impact of the ZEZ on traffic flows and air quality</li> <li>• Feedback from users of the ZEZ</li> <li>• Feedback from other consultations (e.g. Oxford trial traffic filters) and monitoring of attitudes to cost of living pressures and transport schemes in general</li> </ul>   |
| <p><b>Alternatives considered / rejected</b></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>The main alternative considered was to retain in their current form some or all of the scheme features proposed to be amended. This was not adopted because, considering cost of living pressures and the needs of people with disabilities who may rely on PHVs and taxis for getting around, the council does not consider it is necessary or appropriate.</p> <p>In addition, ending selected discounts and increasing the ZEZ charges as envisaged by the original scheme would be controversial and would require significant officer time and resources to communicate and explain to those affected. This time and resource would be better spent working towards a larger ZEZ, which is expected to have far greater benefits, over a longer period.</p> |

### 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 |
|------------------------------|-------------------------------------|-------------------------------------|--------------------------|--|--|--|---------------------------------------|
| Age                          | <input type="checkbox"/>            | <input checked="" type="checkbox"/> | <input type="checkbox"/> | Retention of discounts and lower charges may reduce transport costs for older people accessing the ZEZ             | None   |  |                                       |
| Disability                   | <input type="checkbox"/>            | <input checked="" type="checkbox"/> | <input type="checkbox"/> | Retention of discounts and lower charges may reduce transport costs for people with disabilities accessing the ZEZ | None   |  |                                       |
| Gender Reassignment          | <input checked="" type="checkbox"/> | <input type="checkbox"/>            | <input type="checkbox"/> |  | None   |  |                                       |
| Marriage & Civil Partnership | <input checked="" type="checkbox"/> | <input type="checkbox"/>            | <input type="checkbox"/> |  | None   |  |                                       |
| Pregnancy & Maternity        | <input checked="" type="checkbox"/> | <input type="checkbox"/>            | <input type="checkbox"/> |  | None   |  |                                       |
| Race                         | <input checked="" type="checkbox"/> | <input type="checkbox"/>            | <input type="checkbox"/> |  | None   |  |                                       |
| Sex                          | <input checked="" type="checkbox"/> | <input type="checkbox"/>            | <input type="checkbox"/> |  | None   |  |                                       |
| Sexual Orientation           | <input checked="" type="checkbox"/> | <input type="checkbox"/>            | <input type="checkbox"/> |  | None   |  |                                       |
| Religion or Belief           | <input checked="" type="checkbox"/> | <input type="checkbox"/>            | <input type="checkbox"/> |  | None   |  |                                       |

### 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 checked="" type="checkbox"/> | <input type="checkbox"/>            | <input type="checkbox"/> |  | None   |   |                                       |
| Armed Forces                 | <input checked="" type="checkbox"/> | <input type="checkbox"/>            | <input type="checkbox"/> |  | None   |   |                                       |
| Carers                       | <input type="checkbox"/>            | <input checked="" type="checkbox"/> | <input type="checkbox"/> | Retention of discounts and lower charges may reduce transport costs for carers accessing the ZEZ                       | None   |   |                                       |
| Areas of deprivation         | <input type="checkbox"/>            | <input checked="" type="checkbox"/> | <input type="checkbox"/> | Retention of discounts and lower charges may reduce transport costs for people earning lower incomes accessing the ZEZ | None   |   |                                       |



### Section 3: Impact Assessment - Additional Wider Impacts

| <b>Additional Wider Impacts</b>  | <b>No Impact</b>                    | <b>Positive</b>          | <b>Negative</b>          | <b>Description of Impact</b> | <b>Any actions or mitigation to reduce negative impacts</b> | <b>Action owner* (*Job Title, Organisation)</b> | <b>Timescale and monitoring arrangements</b> |
|----------------------------------|-------------------------------------|--------------------------|--------------------------|------------------------------|---|---|--|
| <b>Staff</b>                     | <input checked="" type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> |                              | None  |   |  |
| <b>Other Council Services</b>    | <input checked="" type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> |                              | None  |   |  |
| <b>Providers</b>                 | <input checked="" type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> |                              | None  |   |  |
| <b>Social Value <sup>1</sup></b> | <input checked="" type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> |                              | None  |   |  |

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<sup>1</sup> 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

## 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.

|                                      |               |
|--------------------------------------|---------------|
| <b>Review Date</b>                   | February 2027 |
| <b>Person Responsible for Review</b> | Martin Kraftl |
| <b>Authorised By</b>                 | Hannah Battye |