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**January 2012**

## Reports Published – January 2012

### **PUBLISHED PROJECT REPORTS**

- PPR473      A city-wide road traffic emission model for Oxford – scoping report  
by P G Boulter, I S McCrae, J Price and P Emmerson  
(Price £35, code 3X)
- PPR593      Investigation of appropriate mass for electronically assisted pedal  
cycles by J Sparey  
(Price £30, code 2X)

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**Summary****January 2012****Published Project Report PPR473**

A city-wide road traffic emission model for Oxford – scoping report

P G Boulter, I S McCrae, J Price and P Emmerson

Pages: 78, ISBN: 978-1-84608-996-1

The whole of Oxford has been declared an Air Quality Management Area (AQMA) and a city-wide Air Quality Action Plan (AQAP) is required. Oxford is also currently developing a city-wide 'Low-Emission Strategy' to consider further options for integrating local policies, particularly those relating to transport planning and air quality.

The evidence suggests that reductions in emissions will be required for compliance with air quality objectives. Road traffic is an important source of air pollution in the city, and is therefore being targeted. Moreover, the Council is concerned that air pollution models are underestimating concentrations, and that deficiencies in the modelling of traffic and emissions are partly responsible. The more detailed and accurate estimation of emissions from road traffic (and also ambient concentrations) is necessary for the formulation of effective policies and measures for reducing air pollution in Oxford.

The City Council has commissioned TRL to define the scope of a city-wide emissions model for road traffic, and to provide some recommendations to aid its development. Options for the development of the city-wide model framework are presented and grouped according to indicative cost.

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**Summary****January 2012****Published Project Report PPR593**

Investigation of appropriate mass for electrically assisted pedal cycles

J Sparey

Pages: 44, ISBN: 978-1-84608-997-8

It is understood that the DfT are considering a review of the British legislation regarding EAPCs following the publication of new draft standards being developed by CEN, the European standards body. In undertaking this work it is imperative that potential alterations to current standards are investigated so that safety is not compromised. One such difference is that, unlike British legislation, the draft CEN standard does not include a mass limit.

The information presented only gives an indication of the likely effects of mass on an EAPC. It has not been possible in most cases to give accurate recommendations regarding the effects of mass because there has been very little previous work conducted on bicycles and EAPCs in general. The only way in which to give reliable information regarding the effects of increasing the mass of an EAPC would be to conduct testing specific to the addition of extra mass to an EAPC.

Further consideration of factors identified in this initial report is required before any decisions on removing the GB EAPC weight limit are reached.

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