

# GREATER LONDON AUTHORITY ACT 1999

## TRANSPORT ACT 2000

### The Greater London (Central Zone) Congestion Charging (Variation) Order 2014 Instrument of Confirmation 2014

*Made*

*9 December 2014*

*Coming into force*

*In accordance with article 1*

Whereas—

- (1) On 1 August 2014 Transport for London made The Greater London (Central Zone) Congestion Charging (Variation) Order 2014 (“the Variation Order”):
- (2) pursuant to paragraph 4(1)(b) of Schedule 23 to the Greater London Authority Act 1999<sup>(a)</sup> Transport for London submitted the Variation Order to the Mayor of London for confirmation:
- (3) the Mayor of London has decided to confirm the Variation Order without modification:

Now, therefore, the Mayor of London, in exercise of the powers conferred on him by paragraph 4(1)(b) of Schedule 23 to the Greater London Authority Act 1999, and of all other powers enabling him in that behalf, hereby makes the following Instrument:—

#### **Citation and commencement**

1. This Instrument may be cited as The Greater London (Central Zone) Congestion Charging (Variation) Order 2014 Instrument of Confirmation 2014 and shall come into force on the day on which it is made.

#### **Confirmation of the Variation Order**

2. The Greater London (Central Zone) Congestion Charging (Variation) Order 2014 is hereby confirmed without modification.

9 December 2014

Mayor of London

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<sup>(a)</sup> 1999 c. 29; Schedule 23 was amended by the Transport Act 2000 (c. 38), Schedule 13.

**GREATER LONDON AUTHORITY ACT 1999**

**TRANSPORT ACT 2000**

The Greater London (Central Zone) Congestion Charging  
(Variation) Order 2014 Instrument of Confirmation 2014

# GREATER LONDON AUTHORITY ACT 1999

## TRANSPORT ACT 2000

### Greater London (Central Zone) Congestion Charging (Variation) Order 2014

*Made*

*1 August 2014*

*Coming into force*

*In accordance with articles 1(2) and 2(2)*

Whereas—

- (1) the Greater London (Central Zone) Congestion Charging Order 2004 (“the Principal Order”) imposes charges for the using and keeping of motor vehicles on specified roads in Greater London during specified hours and on specified days;
- (2) Transport for London has made a number of orders varying the provisions of the Principal Order; and
- (3) it appears to Transport for London expedient, for the purposes of facilitating the achievement of policies and proposals in the Mayor of London’s Transport Strategy published pursuant to section 142 of the Greater London Authority Act 1999<sup>(a)</sup> that it should make an Order for the purpose of further varying the Principal Order:

Now, therefore, Transport for London, in exercise of the powers conferred on it by sections 295 and 420(1) of the Greater London Authority Act 1999, by Schedule 23 to that Act, and of all other powers enabling it in that behalf, hereby makes the following Order:—

#### **Citation, commencement and interpretation**

**1.—a)** This Order may be cited as the Greater London (Central Zone) Congestion Charging (Variation) Order 2014.

(1) This Order, other than articles 2(3) and (4) of the Schedule, shall come into force on the day following the day on which the Mayor confirms it.

(2) In this Order “the Principal Scheme” means the Scheme contained in the Schedule to the Greater London (Central Zone) Congestion Charging Order 2004 as varied and in force immediately before this Order, other than articles 2(3) and (4) of the Schedule to this Order, comes into force.

#### **Variation of the Principal Scheme**

**2.—b)** The Scheme set out in the Schedule to this Order (the “Variation Scheme”), which varies the Principal Scheme, shall have effect.

(1) Article 2(3) and (4) of the Variation Scheme shall come into force on 1 November 2015.

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<sup>(a)</sup> 1999 c.29; Schedule 23 was amended by the Transport Act 2000 (c. 38), Schedule 13

Signed by authority of Transport for London

*1 August 2014*

Managing Director, Surface Transport

# THE SCHEDULE

Article 2

## SCHEME VARYING THE PRINCIPAL SCHEME

### Preliminary

—c) Article 1 of the Principal Scheme shall apply, so far as material, for the interpretation of this Scheme as it applies for the interpretation of the Principal Scheme.

(2) The Principal Scheme shall be further varied in accordance with article 2 of this Scheme.

### Payment of charges

3.—d) Article 6 of the Principal Scheme shall be amended as follows.

(1) In paragraph (5) —

- (a) before “Except in a case where” there shall be inserted “(a)” and after “applies” there shall be inserted “and subject to paragraph 5(aa) below”;
- (b) sub-paragraphs (a), (aa), (ab) and (ac) shall be numbered (i), (ii), (iii) and (iv) respectively; and
- (c) after sub-paragraph (a) there shall be inserted—

“(aa) Transport for London may refuse an application for a licence in circumstances where it appears to Transport for London that the person seeking to purchase the licence:

- (i) is not the registered keeper of the vehicle in respect of which a licence is being sought; and
- (ii) does not fall within any of the classes of persons which Transport for London may, for the effective operation of the Scheme, from time to time prescribe and publish on its website as being authorised by Transport for London to purchase a licence on behalf of the registered keeper of a vehicle.”

(2) In paragraph (6)—

- (a) in sub-paragraph (a)(ii), after “call centre,” there shall be inserted “App or” and “or, if paid on the day of travel, text message” shall be omitted;
- (b) in sub-paragraph (a)(iii), after “call centre” there shall be inserted “, App”;
- (c) in sub-paragraph (b)—
  - (i) for “, 20 or 252” there shall be substituted “ or 20”; and
  - (ii) after “call centre” there shall be inserted “, App”;
- (d) after sub-paragraph (b) there shall be inserted—

“(ba) a charge for a licence for 252 consecutive charging days as set out in article 6(3), by post, call centre or on-line;”;
- (e) in sub-paragraph (h)(ii) after “call centre” there shall be inserted “, App or” and there shall be omitted “or text message”;
- (f) in sub-paragraph (h)(iii) after “call centre” there shall be inserted “, App”;

(3) In paragraph (7)—

- (a) for sub-paragraph (e) there shall be substituted—

“(e) a charge is paid by App if it is paid by credit or debit card through a software application, for use on an electronic device, provided for that purpose by Transport for London;”.