

*This is an informal consolidated Scheme Order and is for information only. It incorporates changes made by Variation Orders up to and including the Greater London Low Emission Zone Charging (Variation and Transitional Provisions) Order 2022. It also incorporates from page 36 transitional provisions.*

## **GREATER LONDON AUTHORITY ACT 1999**

### **TRANSPORT ACT 2000**

#### **Greater London Low Emission Zone Charging Order 2006**

<i>Made</i>	<i>13 November 2006</i>
<i>Confirmed with modifications</i>	<i>2007</i>
<i>Coming into force</i>	<i>In accordance with article 1</i>

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Whereas—

- (1) 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 and Air Quality Strategies published pursuant to sections 142 and 362 respectively of the Greater London Authority Act 1999(a), that it should make the following Order:
- (2) Under paragraph 9(7) of Schedule 23 to the Greater London Authority Act 1999 the Secretary of State has consented that the Scheme in the Schedule to this Order may impose charges in respect of trunk roads:

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 and commencement**

**1.**—(1) This Order may be cited as the Greater London Low Emission Zone Charging Order 2006 and shall come into force on whichever is the later of the following days—

- (a) the day immediately following the day on which the Mayor confirms this Order;
- (b) the day on which the Secretary of State approves the plan set out in Annex 3 to the Scheme in the Schedule to this Order.

### **Scheme**

**2.** The Scheme in the Schedule to this Order shall have effect.

Signed by authority of Transport for London

Dated 13 November 2006

*Peter Hendy*  
Commissioner, Transport for London

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(a) 1999 c. 29; Schedule 23 was amended by the Transport Act 2000 (c. 38).

## SCHEDULE TO THE ORDER

Article 2

### LONDON EMISSION ZONES CHARGING SCHEME

#### Interpretation

##### 1. In this Scheme—

- (a) “1994 Act” means the Vehicle Excise and Registration Act 1994<sup>(a)</sup>;
- (b) “approved retrofit scheme” means the Clean Vehicle Retrofit Accreditation Scheme and such other accreditation scheme or schemes as Transport for London may from time to time specify;
- (c) “CC Auto Pay Account” has the meaning given by article 4 of The Greater London (Central Zone) Congestion Charging Order 2004 as amended;
- (d) “charge” means a charge imposed by article 7(1) or article 7(2) except to the extent that this Scheme otherwise provides or that context otherwise requires;
- (e) “charging area” means the area designated by article 2;
- (f) “charging day” means the period of twenty four hours from midnight to midnight except on a free day;
- (g) “Class” in relation to any vehicle shall be construed in accordance with paragraph 4 of Annex 2;
- (h) “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;
- (i) “compression-ignition vehicle” means a vehicle powered wholly or partly by a compression ignition engine;
- (j) “compliant vehicle” has the meaning given by article 4(5);
- (k) “deposited plans” means the portfolio of plans comprising the zone plan and the boundary plans—
  - (i) deposited at the offices of Transport for London at Palestra, 197 Blackfriars Road, London SE1 8NJ; and
  - (ii) consisting of the plans bearing the sheet numbers or letters, drawing numbers, and revision letters, if any, and signed by the person named in relation to each plan, specified in Annex 1 to the Scheme;
- (l) “designated road” means one of the designated roads specified in article 3(2);
- (m) “Euro IV or V heavy vehicle” means a vehicle that Transport for London is satisfied meets the emissions standards specified for that vehicle in Table 1C of Part 1 of Annex 2, but which is not a compliant vehicle;
- (n) “free day” means, in respect of a charge imposed under article 7(2) only, Christmas Day;
- (o) “Ultra Low Emission Zone” means the area shown on the zone plan the boundaries of which are defined on the boundary plans;
  - (i)
- (p) “Ultra Low Emission Zone compliant vehicle” means a vehicle that Transport for London is satisfied meets the relevant standards referred to in article 6(2);
- (q) “licence” means a licence purchased under article 8(1);
- (r) “Low Emission Zone” means the area shown shaded on the zone plan the boundaries of which are defined on the boundary plans;

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(a) 1994 c. 22.

- (s) “boundary plan” means a deposited plan specified in Part 2 of Annex 1 defining part of the boundary of the Low Emission Zone and Ultra Low Emission Zone;
- (t) “Low Emission Zone compliant vehicle” means a vehicle that Transport for London is satisfied meets the relevant standards referred to in article 6(1);
- (u) “zone plan” means the plan corresponding with sheet A of Part 1 of Annex 1;
- (v) “non-chargeable vehicle” has the meaning given by article 5(1) and 5(3);
- (w) “outstanding” in relation to a penalty charge shall be construed in accordance with regulation 11(2) of the Road User Charging (Charges and Penalty Charges) (London) Regulations 2001(a);
- (x) “penalty charge” has the meaning given in regulation 2(1) of the Road User Charging (Charges and Penalty Charges) (London) Regulations 2001;
- (y) “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;
- (z) “positive ignition vehicle” means a vehicle powered wholly or partly by a positive ignition engine;
- (aa) “register” means the register of compliant and non-chargeable vehicles to be maintained by Transport for London under article 11(1);
- (bb) “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;
- (cc) “relevant vehicle” has the meaning given by article 4;
- (dd) “retrofitted” means adapted so as to meet the emissions standards required of a compliant vehicle in accordance with an approved retrofit scheme;
- (ee) “standards” in relation to a vehicle means the emissions standards set out in article 6 and Annex 2;
- (ff) “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 a day which is a bank holiday in England and Wales under the Banking and Financial Dealings Act 1971(b).

(2) In this Scheme—

- (a) a reference in any provision to an instrument of the European Community is to that instrument as amended at the date on which this Scheme comes into effect;
- (b) a reference in any provision to an authorised person is to a person authorised by Transport for London 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 Transport for London in relation to any matter a reference to Transport for London shall be taken to include a reference to that person.

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(a) S.I. 2001/2285, amended by S.I. 2003/109.  
(b) 1971 c. 80.

(3) For the purposes of this Scheme—

- (a) a sum of money shall be taken to have been paid on the date on which payment is received by Transport for London; and
- (b) the number of seats of a vehicle shall be taken to be the same as the seating capacity of the vehicle calculated in accordance with the principles set out in regulation 44 of the Road Vehicles (Registration and Licensing) Regulations 2002(a).

### **Charging area**

2. Greater London is hereby designated as the area to which this Scheme applies.

### **Designation of roads in charging area**

3.—(1) Charges are imposed by this Scheme in respect of the designated roads.

(2) The designated roads are the Low Emission Zone roads and the Ultra Low Emission Zone roads.

(3) The Low Emission Zone roads are all roads within the Low Emission Zone.

(4) The Ultra Low Emission Zone roads are all roads within the Ultra Low Emission Zone.

### **Relevant vehicles**

4.—(1) A relevant vehicle is a vehicle of a specified type and falling within a specified class that is not—

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

(2) The classes specified for the purposes of paragraph (1) are—

- (a) for vehicles used within the Low Emission Zone, Class M<sub>2</sub>, Class M<sub>3</sub>, Class N<sub>1</sub> sub-classes (ii) and (iii), Class N<sub>2</sub> and Class N<sub>3</sub>; and
- (b) for vehicles used within the Ultra Low Emission Zone, Class L (motorcycles), Class L (compression ignition tricycles and quadricycles), Class L (positive ignition tricycles and quadricycles), Class M<sub>1</sub>, Class M<sub>2</sub>, Class M<sub>3</sub>, Class N<sub>1</sub> sub-classes (i), (ii) and (iii), Class N<sub>2</sub> and Class N<sub>3</sub>.

(3) A vehicle used within the Low Emission Zone is of a type specified for the purposes of paragraph (1) if it is a compression ignition vehicle.

(4) A vehicle used within the Ultra Low Emission Zone is of a type specified for the purposes of paragraph (1) if it is a compression ignition vehicle or a positive ignition vehicle.

(5) A vehicle is a compliant vehicle—

- (a) when used within the Low Emission Zone, if the vehicle meets the standards required of a Low Emission Zone compliant vehicle for the purposes of this Scheme;
- (b) when used within the Ultra Low Emission Zone, if the vehicle meets the standards required of an Ultra Low Emission Zone compliant vehicle for the purposes of this Scheme; and
- (c) particulars of the vehicle are for the time being entered in the register.

### **Non-chargeable vehicles**

5.—(1) A vehicle is a non-chargeable vehicle for the purposes of use within the Low Emission Zone and the Ultra Low Emission Zone if—

- (a) the vehicle falls within one of the classes of non-chargeable vehicles specified in paragraph (2); and

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(a) S.I. 2002/2742.

- (b) particulars of the vehicle are for the time being entered in the register.
- (2) The following classes of vehicle are specified for the purposes of paragraph (1)(a)—
- (a) any vehicle which belongs to any of Her Majesty’s forces or is in use for the purposes of any of those forces;
  - (b) any vehicle that Transport for London is satisfied 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;
  - (c) any showman’s vehicle that is neither a trailer nor a semi-trailer and is permanently fitted with a special type of body or superstructure forming part of the equipment of the show of the person in whose name the vehicle is registered;
  - (d) any vehicle constructed before 1st January 1973;
  - (e) any exempt vehicle within the meaning of paragraph 1A of Schedule 2 to the 1994 Act;
  - (f) any vehicle in respect of which Transport for London is satisfied that it is not a vehicle constructed or adapted for general use on roads.
- (3) A vehicle is a non-chargeable vehicle for the purpose of use within the Ultra Low Emission Zone if—
- (a) it is a vehicle licensed as a hackney carriage under section 6 of the Metropolitan Public Carriage Act 1869; or
- it is a qualifying NHS patient’s vehicle.
- (4) In this article—
- (a) “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;
  - (b) “showman’s vehicle” means a vehicle that is—
    - (i) registered under the 1994 Act or, 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
    - (ii) used solely by that person for the purposes of his business and no other purpose;
  - (c) “trailer” and “semi-trailer” have the meaning given by regulation 3 of the Road Vehicles (Construction and Use) Regulations 1986(a);
  - (d) a “qualifying NHS patient’s vehicle” is a vehicle which was on any occasion used on any designated road within the Ultra Low Emission Zone to transport a relevant patient provided that—
    - (i) the charge imposed by article 7(2) of this Scheme in respect of the use of the vehicle on that occasion was duly paid;
    - (ii) the vehicle was used for the purpose of transporting the relevant patient to attend an appointment relating to establishing a diagnosis or to treatment provided by or on behalf of a health authority, National Health Service Trust or other National Health Service organisation (“the relevant NHS body”);
    - (iii) the relevant NHS body subsequently issued a certificate to Transport for London that condition (ii) was met; and
    - (iv) where the relevant NHS body has reimbursed the patient for the charge concerned, it has issued a certificate to Transport for London confirming this.
  - (e) “relevant patient” means—
    - (i) a patient who—
      - (aa) has a compromised immune system or requires regular therapy, assessment or recurrent surgical intervention; and

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(a) S.I. 1986/1078.

- (bb) is clinically assessed as too ill, weak or disabled to travel to an appointment on public transport; or
  - (ii) a patient who, during an epidemic or pandemic prevalent in Greater London, is clinically assessed as being too vulnerable to infection to travel to an appointment on public transport.
- (5) Where Transport for London, on receiving a certificate issued pursuant to paragraph (4)(d)(iii) and, where relevant, (4)(d)(iv), is satisfied that a vehicle falls to be treated as a non-chargeable vehicle in accordance with this article, it shall—
- (a) where the charge concerned was paid by Auto Pay, refund the charge by means of a credit to the relevant Auto Pay account; or
  - (b) where the relevant NHS body has reimbursed the patient for the charge concerned, refund the charge incurred to the relevant NHS body.

### **Emissions standards**

6.—(1) A vehicle meets the standards required of a Low Emission Zone compliant vehicle for the purposes of this Scheme if Transport for London is satisfied that—

- (a) in the case of vehicles of Class M<sub>3</sub>, Class N<sub>2</sub> or Class N<sub>3</sub>  
the vehicle meets the emissions standards specified for that vehicle in Table 1B of Part 1 of Annex 2;
- (b) in the case of vehicles of Class M<sub>2</sub> and Class N<sub>1</sub> sub-classes (ii) and (iii),  
the vehicle meets the emissions standards specified for that vehicle in Table 1A of Part 1 of Annex 2.

(2) A vehicle meets the standards required of an Ultra Low Emission Zone compliant vehicle for the purposes of this Scheme if Transport for London is satisfied that the vehicle meets the emissions standards specified for that vehicle in Tables 2 to 5 of Part 2 of Annex 2.

### **Imposition of charges**

7.—(1) Subject to the following provisions of this Scheme, a charge of an amount specified in article 9(1) is imposed in respect of any relevant vehicle of Class M<sub>2</sub>, Class M<sub>3</sub>, Class N<sub>1</sub> sub-classes (ii) and (iii), Class N<sub>2</sub> or Class N<sub>3</sub> for each charging day on which it is at any time used on one or more Low Emission Zone roads.

(2) Subject to the following provisions of this Scheme, a charge of an amount specified in article 9(2) is imposed in respect of a relevant vehicle of Class L (motorcycles), Class L (compression ignition tricycles and quadricycles), Class L (positive ignition tricycles and quadricycles), Class M<sub>1</sub>, Class M<sub>2</sub>, Class N<sub>1</sub> sub-classes (i), (ii) and (iii) for each charging day on which it is at any time used on one or more Ultra Low Emission Zone roads.

### **Payment of charges**

8.—(1) A charge imposed by article 7 shall be paid by the purchase of a licence from Transport for London in accordance with the provisions of this article and, except where paragraphs (11) and (12) or (13) and (14) apply, a licence shall be issued for a specified period falling on, or beginning with, a specified date.

(2) Except in a case where paragraph (13) applies a licence shall be purchased in respect of a particular vehicle.

(3) A licence may be purchased for one of the following periods—

- (a) a single charging day;
- (b) a period of consecutive charging days.

(4) A vehicle referred to in paragraph (2) shall be identified by its registration mark; and—

- (a) the purchaser of a licence shall specify to Transport for London the registration mark of the vehicle in respect of which that charge is paid;
  - (b) a licence shall not be valid in respect of any vehicle having a registration mark different from the mark so specified.
- (5) A licence for a single charging day may only be purchased—
- (a) on a day falling within the period of 64 working days immediately preceding the charging day concerned;
  - (b) on that charging day;
  - (c) on or before the third consecutive charging day after that charging day; or
  - (d) by Auto Pay in accordance with article 10  
in respect of a charge imposed by article 7(1) or 7(2).
- (5A) For the purposes of this Scheme the charging days in a period are consecutive if the only days falling between them are free days.
- (6) A licence for a period of consecutive charging days may only be purchased—
- (a) on the first charging day of the period concerned; or
  - (b) on a day falling within the period of 64 working days immediately preceding that charging day.
- (7) Charges imposed by this Scheme shall be paid by such means as Transport for London shall from time to time specify on its web-site, which may include the following—
- (a) post;
  - (b) call centre;
  - (c) App;
  - (d) on-line;
  - (e) Auto Pay,
- or by such other means as Transport for London may in the particular circumstances of the case accept.
- (8) For the purposes of this paragraph and paragraph (7)—
- (a) a charge is paid by post if the form provided by Transport for London for payment of the particular charge is sent, duly completed and accompanied by a cheque, or completed to enable payment to be made by credit or debit card, by pre-paid post to the address given on the form;
  - (b) a charge is paid by call centre if it is paid by such payment method as Transport for London may accept through the call centre provided for the purpose by Transport for London;
  - (c) a charge is paid by App if it is paid by such payment method as Transport for London may accept through a software application, for use on an electronic device, provided for that purpose by Transport for London;
  - (d) a charge is paid on-line if it is paid by such payment method as Transport for London may accept through the web-site provided for the purpose by Transport for London;
  - (e) a charge is paid by Auto Pay if it is paid in accordance with the provisions of article 10;
  - (f) “cheque” means a cheque, or postal order, made out in accordance with such payee information and other requirements as Transport for London may from time to time specify on its website;
  - (g) “credit or debit card” means—
    - (i) “Visa”, “MasterCard”, “Delta”, “Maestro”; or
    - (ii) any other credit or debit card the name of which is for the time being published by Transport for London on its web-site as being acceptable to it;
  - (h) Transport for London will accept a payment if it is made by a method which is for the time being specified by Transport for London on its web site as being acceptable to it.



(9) Notwithstanding article 1(3)(a), where a charge is paid by cheque in accordance with paragraph (8)(a), the cheque and the duly completed form must be received by Transport for London not later than 10 working days before the charging day concerned.

(10) Where a licence is purchased otherwise than in cash and payment is not received by Transport for London (whether because a cheque is dishonoured, a direct debit, credit card or debit card payment or other payment method is declined, or otherwise), the charge to which the licence relates shall be treated as not paid and the licence shall be void.

(11) Notwithstanding paragraph (1) a licence may, at the discretion of Transport for London, be purchased for a charging day which is to be specified after the grant of the licence in accordance with the conditions subject to which the licence is granted.

(12) The conditions referred to in paragraph (11) may in particular include conditions as to the time within which, and the manner in which, a charging day is to be specified for the licence.

(13) Notwithstanding paragraphs (1) and (2), a fleet operator which has entered into an agreement with Transport for London may purchase licences in respect of charges imposed by article 7 which, to the extent provided for in that agreement, cover the use or keeping on a designated road of any relevant vehicle specified in the agreement on any charging day within a period so specified.

(14) An agreement under paragraph (13) shall be on such terms as Transport for London may in each case determine but—

- (a) a vehicle shall not be specified as mentioned in paragraph (13)—
  - (i) unless it is a relevant vehicle controlled and managed by the fleet operator for the purposes of a business which is carried on by the operator or by a person to whom the operator is a contractor and the minimum number of motor vehicles is so specified in relation to that business; or
  - (ii) if the vehicle is a specified vehicle under article 10.

(15) In this article—

- (a) "fleet operator" means a person who—
  - (i) controls and manages the minimum number of motor vehicles used for the purposes of a business carried on by that person, whether or not those vehicles are owned or driven by that person; or
  - (ii) is a contractor employed by another person to control and manage the minimum number of motor vehicles for the purposes of a business carried on by that person, whether or not the vehicles are owned or driven by that other person; and
- (b) "the minimum number" is 6 or more.

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

**9.—**(1) The cost of a licence for a charge imposed by article 7(1) shall be—

- (a) in respect of a relevant vehicle of Class M<sub>3</sub>, Class N<sub>2</sub> or Class N<sub>3</sub>—
  - (i) £100 per charging day if the relevant vehicle concerned is a Euro IV or V heavy vehicle; or
  - (ii) £300 in all other cases;
- (b) in respect of a relevant vehicle of Class M<sub>2</sub> or Class N<sub>1</sub> sub-classes (ii) and (iii), £100 per charging day.

(2) The cost of a licence for a charge imposed by article 7(2) shall be,

in respect of a relevant vehicle of Class L (motorcycles), Class L (compression ignition tricycles and quadricycles), Class L (positive ignition tricycles and quadricycles), Class M<sub>1</sub>, Class M<sub>2</sub> or Class N<sub>1</sub> sub-classes (i), (ii) and (iii), £12.50 per charging day.

#### **Auto Pay**

**10.—**(1) A charge is paid by Auto Pay where the conditions set out in paragraph (2) are met.

- (2) The conditions referred to in paragraph (1) are—
- (a) that the charge concerned relates to an Auto Pay Account that has been registered with Transport for London;
  - (b) that the Auto Pay Account concerned has not been suspended or cancelled under paragraph (9);
  - (c) that the relevant vehicle concerned was on the charging day concerned a specified vehicle in relation to the Auto Pay Account concerned; and
  - (d) that on the billing day payment in relation to the Auto Pay Account concerned is made to Transport for London in accordance with paragraph (7).
- (3) An application for registration for an Auto Pay Account—
- (a) may only be made by a person of 18 years of age or over at the date of that application;
  - (b) shall include details of—
    - (i) the credit or debit card from which Transport for London may take payment for charges under paragraphs (6) and (7); or
    - (ii) the bank account from which Transport for London may take payment by direct debit for charges under paragraphs (6) and (7);
    - (iii) any CC Auto Pay Account held by the applicant;
  - (c) shall be made by such means as Transport for London may accept;
  - (d) shall include all such other information as Transport for London may reasonably require, and Transport for London may refuse such an application where the applicant has previously registered for an Auto Pay Account or a CC Auto Pay Account that has subsequently been suspended or cancelled under paragraph (8) or article 6A(8) of The Greater London (Central Zone) Congestion Charging Order 2004 respectively or in such other circumstances as Transport for London may determine.
- (4) A vehicle is a specified vehicle under paragraph (2)(c) if particulars of the vehicle are entered on the register of specified Auto Pay vehicles.
- (5) An application to enter particulars of a vehicle or vehicles on the register of specified Auto Pay vehicles—
- (a) shall identify the Auto Pay Account in relation to which the vehicle or vehicles are to be registered;
  - (b) shall include all such other information as Transport for London may reasonably require; and
  - (c) shall be made by such means as Transport for London may accept,
- provided that the maximum number of specified vehicles registered in relation to any Auto Pay Account shall be five, or such other number as Transport for London may determine and publish on its congestion charging web site.
- (6) No vehicle may be a specified vehicle in relation to more than one Auto Pay Account.
- (7) Transport for London shall on the billing day take the automatic payment from—
- (a) the credit or debit card specified under paragraph (3)(b) or such other credit or debit card as Transport for London may in the particular circumstances of the case accept; or
  - (b) by way of direct debit from the bank account specified under paragraph (3)(b) or such other bank account as Transport for London may in the particular circumstances of the case accept.
- (8) Where payment under paragraph (7) is declined for any reason—
- (a) Transport for London may accept payment by any other means it considers suitable in the particular circumstances of the case; and
  - (b) where all outstanding charges under paragraph (7) are not paid within such period as Transport for London may specify Transport for London may suspend or cancel the Auto Pay Account to which those charges relate.

(9) In this article—

- (a) the “automatic payment” means in respect of each Auto Pay Account a payment comprising the costs of  
the purchase of a licence for each charge imposed under article 7 in respect of each specified vehicle that is a relevant vehicle registered to that Auto Pay Account that have been incurred and that Transport for London has identified as being payable during the billing period immediately preceding the billing period within which the billing day concerned falls;
- (b) “billing day” in respect of any billing period means a day falling no earlier than 5 working days after the last day of that billing period or such other day as Transport for London may in the particular circumstances of the case determine on which Transport for London shall take the automatic payment under paragraph (7);
- (c) “Auto Pay Account” means an agreement (which may be the same agreement as any CC Auto Pay Account held by the applicant) entered into with Transport for London for the purposes of paying charges imposed under article 7 by the purchase of licences in arrears by recurring credit or debit card payment;
- (d) “billing period” in relation to an Auto Pay Account means a period of one month or such other period as Transport for London may determine and specify on its congestion charging web site in each case beginning with the day on which Transport for London accepts an application for the registration of an Auto Pay Account or such other day as Transport for London may in the particular circumstances of the case accept;
- (e) “credit or debit card” means any credit or debit card the name of which is for the time being published by Transport for London on its congestion charging web site as being acceptable to it for the purpose of payment by Auto Pay; and
- (f) “register of specified Auto Pay vehicles” means a register maintained by Transport for London of those vehicles in respect of which a successful application for registration has been made under paragraph (5).

(10) An Auto Pay Account shall be subject to such terms as Transport for London shall determine, provided that it does not conflict with the provisions of this article.

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

**11.**—(1) Transport for London shall maintain a register of compliant vehicles, Euro IV or V heavy vehicles and non-chargeable vehicles (“the register”) for the purposes of articles 4(5) and 5(1), 5(3) and 5(4) which require particulars of such vehicles to be entered in the register.

(2) An application to enter particulars of a vehicle on the register—

- (a) shall include all such information as Transport for London may reasonably require; and
- (b) shall be made by such means as Transport for London may accept.

(3) If Transport for London is satisfied that a vehicle—

- (a) complies with the standards required of a compliant vehicle or a Euro IV or V heavy vehicle; or
- (b) falls within a class of non-chargeable vehicle,

it shall enter particulars of the vehicle in the register.

(4) If Transport for London is satisfied that a vehicle, particulars of which are entered in the register, no longer—

- (a) complies with the standards required of a compliant vehicle or, where relevant, a Euro IV or V heavy vehicle; or
- (b) 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—

- (a) comply with the standards required of a compliant vehicle or, where relevant, a Euro IV or V heavy vehicle; or
- (b) fall within a class of non-chargeable vehicle,

the registered keeper shall notify Transport for London of the fact and Transport for London may remove the particulars of the vehicle from the register forthwith, or from the date notified to Transport for London as the date on which it will cease to be such a vehicle.

(6) Nothing in this article shall prevent 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.

### **Refunds of charges**

**12.**—(1) The purchaser of a licence may surrender the licence and obtain a refund in accordance with the following provisions of this article.

(2) An application for a refund shall be made by such means as Transport for London may accept and—

- (a) in the case of a licence in respect of a single charging day may only relate to a charge imposed by article 7(1);
- (b) must, in the case of an application made by telephone or on-line, be made on or before the working day immediately preceding the first charging day to which the refund application relates;
- (c) must, in the case of an application by post or e-mail, be received by Transport for London no later than 10 working days before the first charging day to which the refund application relates.

(3) The application shall be accompanied by—

- (a) in the case of an application by post, one of the following documents -
  - (i) the receipt for the licence concerned (“the receipt”);
  - (ii) a photocopy of the receipt; or
  - (iii) a statement of the number of the receipt;
- (b) in the case of an application made on-line or by telephone, a statement of the number of the receipt; and
- (c) in the case of an application made on-line or by post or telephone in relation to a licence for a period of consecutive charging days, a statement of the date from which the applicant wishes the licence to be surrendered,

and the applicant shall provide such further information to Transport for London as it may reasonably require.

(4) The amount of the refund for a charge shall be—

- (a) in the case of a licence for a single day, the charge paid for the licence; and
- (b) in the case of a licence for a period of consecutive charging days, the product of the number of unexpired charging days multiplied by the charge paid per day, less £10.

(5) For the purposes of paragraph (4)(b) the number of unexpired charging days shall be the number of whole charging days in the period of the licence still to run from and including the refund date.

(6) In paragraph (5) “the refund date” means whichever is the later of the following—

- (a) the date specified by the applicant under paragraph (3)(c); and
- (b) in the case of an application for a refund made by post, the last day of the period of 7 working days beginning with the day on which the application is received; or

- (c) in the case of an application for a refund made by telephone, the next working day after the day on which the application is made.

### **Amendment of licences**

**13.**—(1) Subject to the following provisions of this article, on an application by the holder of a licence and on payment of a charge of £2.50, Transport for London may amend the licence so as to substitute—

- (a) a different day as the first day of the period for which the licence is to run; or
- (b) with effect from a specified date, a registration mark different from that specified under article 8(4).

(2) Where purported payment of a charge under paragraph (1) is made otherwise than in cash and payment is not received by Transport for London (whether because a cheque is dishonoured, a direct debit, credit card or debit card payment is declined, or otherwise), the charge shall be treated as not paid and the licence to which it relates shall not be treated as having been amended.

(3) An application under paragraph (1) shall—

- (a) be made by such means as Transport for London may accept;
- (b) include particulars of the receipt number of the licence and such evidence as Transport for London may reasonably require to show that the applicant is the holder of the licence; and
- (c) specify a day to be substituted under paragraph (1)(a) which complies with paragraph (5) or, as the case may be, specify the registration mark to be substituted under paragraph (1)(b) and a date for the substitution which complies with paragraph (6);

and, in this article, "the application date" in relation to an application means the day on which an application which complies with the requirements of sub-paragraphs (a), (b) and (c) is received by Transport for London.

(4) An application under paragraph (1) shall be of no effect unless the application date falls—

- (a) in the case of a telephone application under sub-paragraph (1)(a), on or before the working day immediately preceding the charging day for which the licence was originally purchased or, in the case of a licence for a period of days, the first day of the period for which the licence was originally purchased; or
- (b) in the case of a postal or on-line application under sub-paragraph (1)(a) or an on-line application under sub-paragraph (1)(b), the beginning of the period of 7 working days ending with that day.

(5) No date may be substituted under paragraph (1)(a) which is—

- (a) earlier than—
  - (i) in the case of a postal or on-line application, the last day of the period of 8 working days beginning with the application date; or
  - (ii) in the case of a telephone application, the first charging day falling on or after the application date; or
- (b) later than the last day of the period of 65 working days beginning with the application date.

(6) No date may be specified for the purposes of paragraph (1)(b) which is earlier than—

- (a) in the case of a postal or on-line application, the last day of the period of 7 working days beginning with the application date; or
- (b) in the case of a telephone application, the first charging day falling on or after the application date.

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

**14.**—(1) A penalty charge shall be payable 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 7; and

- (b) the 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) shall 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 12 of the Road User Charging (Enforcement and Adjudication) (London) Regulations 2001<sup>(a)</sup> in respect of the penalty charge and in a manner specified in the penalty charge notice.

(3) The amount of a penalty charge payable in accordance with paragraph (1) shall be as set out in paragraphs (4) and (5).

(4) In respect of a penalty charge imposed in relation to the non-payment of a charge imposed by article 7(1)—

- (a) for relevant vehicles of Classes M<sub>3</sub>, N<sub>2</sub> and N<sub>3</sub>—
- (i) £1,000 for Euro IV or V heavy vehicles but, if the penalty charge is paid before the end of the fourteenth day of the payment period, the amount shall be reduced by one half to £500; or
  - (ii) £2,000 in all other cases but, if the penalty charge is paid before the end of the fourteenth day of the payment period, the amount shall be reduced by one half to £1,000; or
- (b) for relevant vehicles of Class M<sub>2</sub> and Class N<sub>1</sub> sub-classes (ii) and (iii), £500 but, if the penalty charge is paid before the end of the fourteenth day of the payment period, the amount shall be reduced by one half to £250.

(5) In respect of a penalty charge imposed in relation to the non-payment of a charge imposed by article 7(2)

for relevant vehicles of Class L (motorcycles), Class L (compression ignition tricycles and quadricycles), Class L (positive ignition tricycles and quadricycles), Class M<sub>1</sub>, Class M<sub>2</sub> and Class N<sub>1</sub> sub-classes (i), (ii) and (iii), £180 but, if the penalty charge is paid before the end of the fourteenth day of the payment period, the amount shall be reduced by one half to £90.

(6) Where a charge certificate is issued in accordance with regulation 17(1) of the Road User Charging (Enforcement and Adjudication) (London) Regulations 2001, the amount of the penalty charge to which it relates shall be increased by one half to—

- (a) in respect of a penalty charge referred to in paragraph (4)(a)(i), £1,500;
- (b) in respect of a penalty charge referred to in paragraph (4)(b), £750;
- (c) in respect of a penalty charge referred to in paragraph (4)(a)(ii), £3,000; and
- (d) in respect of a penalty charge referred to in paragraph (5), £270.

### **Immobilisation of vehicles**

**15.**—(1) This article applies where an authorised person has reason to believe that there are at least 3 penalty charges outstanding in relation to a relevant vehicle which is stationary on a road in the charging area.

(2) Where this article applies, the authorised person or a person acting under the authorised person's direction may—

- (a) fix an immobilisation device to the vehicle while it remains in the place where it is stationary; or
- (b) move it, or require it to be moved, to another place on that road or another road and fix an immobilisation device to the vehicle in that other place.

(3) Where an immobilisation device is fixed to a vehicle in accordance with paragraph (2), the person fixing the device shall also fix to the vehicle an immobilisation notice—

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(a) S.I. 2001/2313, amended by S.I. 2003/108.

- (a) indicating that the device has been fixed to the vehicle and warning that no attempt should be made to drive it or otherwise put it in motion until it has been released from the device;
  - (b) stating that the vehicle may only be released from the device by or under the direction of an authorised person;
  - (c) stating that the notice must not be removed or interfered with except by or on the authority of an authorised person; and
  - (d) specifying the steps to be taken to secure its release including the penalty charge payable under paragraph (4) and the person to whom and the means by which that charge may be paid.
- (4) 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 (4)(a), shall be released—
    - (i) if all outstanding penalty charges are paid to Transport for London; and
    - (ii) if a penalty charge of £100 for the release of the vehicle from the immobilisation device is so paid.

### **Removal of vehicles**

**16.**—(1) This article applies where an authorised person has reason to believe that there are at least 3 penalty charges outstanding in relation to a relevant vehicle which is stationary on a road in the charging area.

(2) Where this article applies, the authorised person or a person acting under the authorised person's direction, may remove the vehicle and deliver it to Transport for London or to a person authorised by Transport for London to keep vehicles so removed (a "custodian").

(3) Where a vehicle has been removed and delivered into the custody of a custodian in accordance with paragraph (2), Transport for London or the custodian may (whether or not any claim is made under regulation 15 or 16 of the Road User Charging (Charges and Penalty Charges) (London) Regulations 2001) recover from the person who was the owner 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 £250 for its removal;
- (c) a penalty charge of £100 for each complete day or part of a day on which it has been held by Transport for London or a custodian; and
- (d) if the vehicle has been disposed of, a penalty charge of £70 for its disposal.

### **Ten year plan for net proceeds**

**17.** Annex 3 to this Scheme constitutes the statement, under paragraph 19 of Schedule 23 to the Greater London Authority Act 1999, of Transport for London's general plan for applying its share of the net proceeds, if any, of this Scheme during the opening ten year period, which Transport for London has prepared and submitted to the Secretary of State for Transport for approval.

### **Duration of scheme**

**18.** This Scheme shall remain in force indefinitely.

ANNEX 1 TO THE SCHEME  
DEPOSITED PLANS

Article 1(j)

## PART 1 – ZONE PLAN

<i>(1)</i> <i>Sheet.</i>	<i>(2)</i> <i>Drawing No. &amp; revision letter</i>	<i>(3)</i> <i>Signatory</i>
A	G060245A-DD-300 Revision C	

## PART 2 –BOUNDARY PLANS

<i>(1)</i> <i>Sheet.</i>	<i>(2)</i> <i>Drawing No. &amp; revision letter</i>	<i>(3)</i> <i>Signatory</i>
1	G060254A-DD-001	Peter Hendy
2	G060254A-DD-002	Peter Hendy
3	G060254A-DD-003	Peter Hendy
5	G060254A-DD-005 Revision A	Ken Livingstone
6	G060254A-DD-006 Revision A	Ken Livingstone
7	G060254A-DD-007 Revision A	Ken Livingstone
8	G060254A-DD-008 Revision A	Ken Livingstone
9	G060254A-DD-009 Revision B	David Brown
9A	G060245A-DD-009A	David Brown
9B	G060245A-DD-009B	David Brown
9C	G060245A-DD-009C	David Brown
9D	G060245A-DD-009A	David Brown
10	G060254A-DD-010	Peter Hendy
11	G060254A-DD-011	Peter Hendy
12	G060254A-DD-012	Peter Hendy
13	G060254A-DD-013 Revision A	David Brown
14	G060254A-DD-014 Revision A	David Brown
15	G060254A-DD-015 Revision A	David Brown



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54C	G060254A-DD-054C Revision A	David Brown
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*For information only*

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256	G060254A-DD-256	Peter Hendy
257	G060254A-DD-257	Peter Hendy

## ANNEX 2 TO THE SCHEME

Article 6

## PART 1

EMISSIONS STANDARDS FOR LOW EMISSION ZONE COMPLIANT VEHICLES  
AND EURO IV OR V HEAVY VEHICLES

1.—(1) Subject to paragraphs (2) and (3) a vehicle meets the standards set out in Tables 1A and 1C 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 particulate matter 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 limit values for the emission of particulate matter 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) In respect of a vehicle falling within a class specified in row (4) of Table 1A or row (2) of Table 1C, the Type I test shall not be considered an appropriate test for the purposes of determining whether the vehicle is a compliant vehicle unless that vehicle has been approved as a light duty vehicle for emissions purposes under Council Directive 70/220/EEC.

(3) In respect of a vehicle—

- (a) falling within a class specified in rows (4) or (5) of Table 1A; and
- (b) fitted with an exhaust after-treatment system,

the ESC test shall not be considered an appropriate test for the purposes of determining whether the vehicle is a compliant vehicle.

2. A vehicle meets the standards set out in Table 1B 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 (d) of the Table;
- (b) the vehicle has been retrofitted so that—
  - (i) the limit values for the emission of NO<sub>x</sub> specified for the vehicle in column (e) would not be exceeded during the appropriate test or tests specified in column (g) of the Table; and
  - (ii) the limit values for the emission of particulate matter 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—
  - (i) the limit values for the emission of NO<sub>x</sub> specified for the vehicle in column (e) would not be exceeded during the appropriate test or tests specified in column (g) of the Table; and
  - (ii) the limit values for the emission of particulate matter specified for the vehicle in column (f) would not be exceeded during the appropriate test or tests specified in column (g) of the Table.


Table 1A — STANDARDS APPLICABLE FOR LOW EMISSION ZONE COMPLIANT VEHICLES OF CLASS M<sub>2</sub> AND CLASS N<sub>1</sub> SUB-CLASSES (ii) AND (iii)

(a) Row No.	(b) Class of vehicle	(c) Maximum mass of vehicle, where relevant (kilograms)	(d) Reference mass of vehicle, where relevant (kilograms)	(e) EC emissions standard	(f) Limit values for mass of particulate matter emissions	(g) Appropriate tests
(1)	M <sub>2</sub>	not exceeding 2,500		Euro 3	0.05 g/km	Type I
(2)	M <sub>2</sub>	exceeding 2,500 and not exceeding 3,500	exceeding 1,305 and not exceeding 1,760	Euro 3	0.07 g/km	Type I
(3)	M <sub>2</sub>	exceeding 2,500 and not exceeding 3,500	exceeding 1,760	Euro 3	0.10g/km	Type I
(4)	M <sub>2</sub>	exceeding 3,500	not exceeding 2,840	Euro 3 or Euro III	0.10 g/km (Type I), 0.10g/kWh (ESC) or 0.16g/kWh (ETC)	Type I, ESC or ETC
(5)	M <sub>2</sub>	exceeding 3,500	exceeding 2,840	Euro III	0.10 g/kWh (ESC) or 0.16g/kWh (ETC)	ESC or ETC
(6)	N <sub>1</sub> sub-class (ii)			Euro 3	0.07 g/km	Type I
(7)	N <sub>1</sub> sub-class (iii)			Euro 3	0.10 g/km	Type I

Table 1B — STANDARDS APPLICABLE FOR LOW EMISSION ZONE COMPLIANT VEHICLES OF CLASS M<sub>3</sub>, N<sub>2</sub> AND N<sub>3</sub>

(a) Row No.	(b) Class of vehicle	(c) Reference mass of vehicle, where relevant (kg)	(d) EC emissions standard	(e) Limit values for NO <sub>x</sub>	(f) Limit values for particulate matter	(g) Appropriate tests
(1)	M <sub>3</sub> , N <sub>3</sub>		Euro VI	0.4 g/kWh (WHSC) and 0.46 g/kWh (WHTC)	0.01 g/kWh and 8.0×10 <sup>11</sup> PN/kWh (WHSC) and 6.0×10 <sup>11</sup> PN/kWh (WHTC)	WHSC and WHTC

(2)	N <sub>2</sub>	exceeding 2610	Euro VI	0.4 g/kWh (WHSC) and 0.46 g/kWh (WHTC)	0.01 g/kWh and 8.0×10 <sup>11</sup> PN/kWh (WHSC) and 6.0×10 <sup>11</sup> PN/kWh (WHTC)	WHSC and WHTC
(3)	N <sub>2</sub>	not exceeding 2610	Euro 6	0.125 g/km	0.005 g/km and 6.0×10 <sup>11</sup> PN/km	Type I

Table 1C — STANDARDS APPLICABLE FOR EURO IV OR V HEAVY VEHICLES

(a) Row No.	(b) Class of vehicle	(c) Maximum mass of vehicle, where relevant (kilograms)	(d) Reference mass of vehicle, where relevant (kilograms)	(e) EC emissions standard	(f) Limit values for mass of particulate matter emissions	(g) Appropriate tests
(1)	M <sub>3</sub> , N <sub>3</sub>			Euro IV	0.02 g/kWh (ESC) and 0.03 g/kWh (ETC)	both ESC and ETC
(2)	N <sub>2</sub>		not exceeding 2,840	Euro 4 or Euro IV	0.06g/km (Type I) or 0.02 g/kWh (ESC) and 0.03 g/kWh (ETC)	Type I or both ESC and ETC
(3)	N <sub>2</sub>		exceeding 2,840	Euro IV	0.02 g/kWh (ESC) and 0.03 g/kWh (ETC)	both ESC and ETC

## PART 2

## EMISSIONS STANDARDS FOR ULTRA LOW EMISSION ZONE COMPLIANT VEHICLES

3.A vehicle meets the standards set out in Tables 2 to 5 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 (d) of the Table;
- (b) the vehicle has been retrofitted so that—
  - (i) the limit values for the emission of NO<sub>x</sub> specified for the vehicle in column (e) would not be exceeded during the appropriate test or tests specified in column (g) of the Table; and
  - (ii) for vehicles falling within Tables 2 or 3, the limit values for the emission of particulate matter 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—

- (i) the limit values for the emission of NO<sub>x</sub> specified for the vehicle in column (e) would not be exceeded during the appropriate test or tests specified in column (g) of the Table; and
- (ii) for vehicles falling within Tables 2 or 3, the limit values for the emission of particulate matter specified for the vehicle in column (f) would not be exceeded during the appropriate test or tests specified in column (g) of the Table.

Table 2 - EURO VI STANDARDS APPLICABLE FOR ULTRA LOW EMISSION ZONE COMPLIANT COMPRESSION IGNITION VEHICLES OF CLASS M & N

(a) Row No.	(b) Class of vehicle	(c) Reference mass of vehicle, where relevant (kg)	(d) EC emissions standard	(e) Limit values for NO <sub>x</sub> (grams per kWh)	(f) Limit values for particulate matter	(g) Appropriate tests
(1)	M <sub>1</sub>	exceeding 2610	Euro VI	0.4 (WHSC) and 0.46 (WHTC)	0.01 g/kWh and 8.0×10 <sup>11</sup> PN/kWh (WHSC) and 6.0×10 <sup>11</sup> PN/kWh (WHTC)	WHSC and WHTC
(2)	M <sub>2</sub>	exceeding 2610	Euro VI	0.4 (WHSC) and 0.46 (WHTC)	0.01 g/kWh and 8.0×10 <sup>11</sup> PN/kWh (WHSC) and 6.0×10 <sup>11</sup> PN/kWh (WHTC)	WHSC and WHTC
(3)	N <sub>1</sub>	exceeding 2610	Euro VI	0.4 (WHSC) and 0.46 (WHTC)	0.01 g/kWh and 8.0×10 <sup>11</sup> PN/kWh (WHSC) and 6.0×10 <sup>11</sup> PN/kWh (WHTC)	WHSC and WHTC

Table 3 - EURO 6 STANDARDS APPLICABLE FOR ULTRA LOW EMISSION ZONE COMPLIANT COMPRESSION IGNITION VEHICLES OF CLASS M & N

(a) Row No.	(b) Class of vehicle	(c) Reference mass of vehicle, where relevant (kilograms)	(d) EC emissions standard	(e) Limit values for NO <sub>x</sub> (grams per kilometre)	(f) Limit values for particulate matter	(g) Appropriate tests
(1)	M <sub>1</sub>	not exceeding 2610	Euro 6	0.08	0.005 g/km and 6.0×10 <sup>11</sup> PN/km	Type I
(2)	M <sub>2</sub>	not exceeding 2610	Euro 6	0.125	0.005 g/km and	Type I

					$6.0 \times 10^{11}$ PN/km	
(3)	N <sub>1</sub> sub-class (i)	not exceeding 2610	Euro 6	0.08	0.005 g/km and $6.0 \times 10^{11}$ PN/km	Type I
(4)	N <sub>1</sub> sub-class (ii)	not exceeding 2610	Euro 6	0.105	0.005 g/km and $6.0 \times 10^{11}$ PN/km	Type I
(5)	N <sub>1</sub> sub-class (iii)	not exceeding 2610	Euro 6	0.125	0.005 g/km and $6.0 \times 10^{11}$ PN/km	Type I

Table 4 - EURO 4 / IV STANDARDS FOR ULTRA LOW EMISSION ZONE COMPLIANT POSITIVE IGNITION VEHICLES OF CLASS M & N

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

Table 5 - EURO 3 STANDARDS FOR ULTRA LOW EMISSION ZONE COMPLIANT CLASS L VEHICLES

<i>(a)</i> Row No.	<i>(b)</i> Class of vehicle	<i>(c)</i> Reference mass of vehicle, where relevant (kilograms)	<i>(d)</i> EC emissions standard	<i>(e)</i> Limit values for NO <sub>x</sub> (grams per kilometre)	<i>(g)</i> Appropriate tests
(1)	Class L (motorcycles)		Euro 3(L)	0.15	Type 1
(2)	Class L (compression ignition tricycles and quadricycles)		Euro 3(L)	0.65	Type 1
(3)	Class L (positive ignition tricycles and quadricycles)		Euro 3(L)	0.4	Type 1

4. For the purposes of this Scheme—

- (a) “ambulances” has the meaning given in Annex II.A of Council Directive 70/156/EEC<sup>(a)</sup>;
- (b) “chassis dynamometer test” means a test carried out by means of a chassis dynamometer using a test cycle that Transport for London is satisfied replicates so far as practicable the standard ETC test cycle;
- (c) “Class L (compression ignition tricycles and quadricycles)” comprises compression ignition vehicles falling within categories L5e, L6e and L7e as defined in Article 1 of Council Directive 2002/24/EC;
- (d) “Class L (motorcycles)” comprises vehicles falling within categories L1e, L2e, L3e and L4e as defined in Article 1 of Council Directive 2002/24/EC;
- (e) “Class L (positive ignition tricycles and quadricycles)” comprises positive ignition vehicles falling within categories L5e, L6e and L7e as defined in Article 1 of Council Directive 2002/24/EC;
- (f) “Class M<sub>1</sub>” comprises vehicles designed and constructed to have not more than eight seats in addition to the drivers seat and intended for the carriage of passengers;
- (g) “Class M<sub>2</sub>” comprises vehicles designed and constructed to have more than eight seats in addition to the drivers seat and intended for the carriage of passengers, and having a maximum mass not exceeding 5,000 kilograms;
- (h) “Class M<sub>3</sub>” comprises vehicles designed and constructed to have more than eight seats in addition to the drivers seat and intended for the carriage of passengers, and having a maximum mass exceeding 5,000 kilograms;
- (i) “Class N<sub>1</sub> sub-class (i)” comprises:
  - (i) ambulances and hearses having a maximum mass exceeding 2,500 kilograms and which, applying item 2 of Appendix 1, Annex XI, Council Directive 70/156/EEC, would be treated as Class N<sub>1</sub> sub-class (ii) vehicles for emissions purposes;
  - (ii) motor caravans having a maximum mass exceeding 2,500 kilograms; and

(a) O.J. No. L42, 23.2.1970, p.1, as amended.



- (iii) vehicles designed and constructed for the carriage of goods  
in each case having a reference mass not exceeding 1,305 and a maximum mass not exceeding 3,500 kilograms;
- (j) “Class N<sub>1</sub> sub-class (ii)” comprises:
  - (i) ambulances and hearses having a maximum mass exceeding 2,500 kilograms and which, applying item 2 of Appendix 1, Annex XI, Council Directive 70/156/EEC, would be treated as Class N<sub>1</sub> sub-class (ii) vehicles for emissions purposes;
  - (ii) motor caravans having a maximum mass exceeding 2,500 kilograms; and
  - (iii) vehicles designed and constructed for the carriage of goods  
in each case having a reference mass exceeding 1,305 kilograms but not exceeding 1,760 kilograms and a maximum mass not exceeding 3,500 kilograms;
- (k) “Class N<sub>1</sub> sub-class (iii)” comprises:
  - (i) ambulances and hearses having a maximum mass exceeding 2,500 kilograms and which, applying item 2 of Appendix 1, Annex XI, Council Directive 70/156/EEC, would be treated as Class N<sub>1</sub> sub-class (iii) vehicles for emissions purposes;
  - (ii) motor caravans having a maximum mass exceeding 2,500 kilograms; and
  - (iii) vehicles designed and constructed for the carriage of goods,  
in each case having a reference mass exceeding 1,760 kilograms and a maximum mass not exceeding 3,500 kilograms;
- (l) “Class N<sub>2</sub>” comprises:
  - (i) ambulances and hearses which, applying item 2 or item 41 of Appendix 1, Annex XI, Council Directive 70/156/EEC, would be treated as Class N<sub>2</sub> vehicles for emissions purposes;
  - (ii) motor caravans; and
  - (iii) vehicles designed and constructed for the carriage of goods,  
in each case having a maximum mass exceeding 3,500 kilograms but not exceeding 12,000 kilograms;
- (m) “Class N<sub>3</sub>” comprises:
  - (i) ambulances and hearses which, applying item 41 of Appendix 1, Annex XI, Council Directive 70/156/EEC, would be treated as Class N<sub>3</sub> vehicles for emissions purposes;
  - (ii) motor caravans; and
  - (iii) vehicles designed and constructed for the carriage of goods,  
in each case having a maximum mass exceeding 12,000 kilograms;
- (n) “ELR test” means a test as described in section 2.1 of Annex I to Council Directive 2005/55/EC to be applied in accordance with section 6.2 of that Annex;
- (o) “engine test bench ETC test” means a test as described in section 2.14 of Annex I to Council Directive 88/77/EEC and carried out using the procedure described in Appendices 2 and 3, Annex III of that Directive; and
- (p) “ESC test” means a test as described in section 2.12 of Annex I to Council Directive 88/77/EEC<sup>(a)</sup> and carried out using the procedure described in Appendix 1, Annex III of that Directive;
- (q) “ETC test” means an engine test bench ETC test or a chassis dynamometer test;
- (r) “exhaust after-treatment system” means a system installed downstream of the engine of a vehicle for the purposes of reducing emissions of particulate matter, and operating by means of a particulate filter or trap, NO<sub>x</sub> catalyst system, or both;

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(a) O.J. No. L 36, 9.2.1988, p.33, as amended.

- (s) “Euro 3” means the emissions limit values set out in the rows corresponding with Category A in the first of the tables at section 5.3.1.4 of Annex I to Council Directive 70/220/EEC;
- (t) “Euro 3(L)” means the emissions limit values (or where more than one limit value is specified in relation to a Class or Classes of vehicle, the lowest of the emissions limit values) set out in the table at section 1 of the Annex to Council Directive 2002/51/EC;
- (u) “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;
- (v) “Euro 6” means the emissions limit values set out in Table 2 of Annex I to Commission Regulation 715/2007 of 20 June 2007 as amended;
- (w) “Euro III” means the emissions limit values set out in Row A of Table 1 and Table 2 of section 6.2.1 of Annex I to Council Directive 88/77/EEC;
- (x) “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;
  - (xa) “Euro V” means the emissions limit values set out in row B2 of Table 1 and Table 2 of Section 6.2.1 of Annex 1 to Council Directive 55/2005;
- (y) “Euro VI” means the emissions limit values set out in the table in Annex I to Commission Regulation 595/2009 of 18 June 2009 as amended;
- (z) “g/km” means grams per kilometre;
- (aa) “g/kWh” means grams per kilowatt-hour;
- (bb) “hearses” has the meaning given in Annex II.A of Council Directive 70/156/EEC;
- (cc) “maximum mass” in relation to a vehicle means the technically permissible maximum laden mass as specified by the manufacturer;
- (dd) “motor caravans” has the meaning given in Annex II.A of Council Directive 70/156/EEC;
- (ee) “NEDC” means the drive cycle defined in Annex 4a of Regulation No. 83 of the Economic Commission for Europe of the United Nations;
- (ff) “NO<sub>x</sub>” means oxides of nitrogen;
- (gg) “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;
- (hh) “PN/km” means the number of solid particles emitted by a vehicle per kilometre;
- (ii) “PN/kWh” means the number of solid particles emitted by a vehicle per kilowatt-hour;
- (jj) “Type I test” means a test carried out in accordance with Annex III of Council Directive 692/2008 applying the NEDC or the appropriate WLTC test cycle;
- (kk) “WHSC” means the World Harmonised Steady state Driving Cycle as defined in Regulation No. 49 of the Economic Commission for Europe of the United Nations;
- (ll) “WHTC” means the World Transient Steady state Driving cycle as defined in Regulation No. 49 of the Economic Commission for Europe of the United Nations;
- (mm) “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.

## ANNEX 3 TO THE SCHEME

Article 17

### TRANSPORT FOR LONDON'S GENERAL PLAN FOR APPLYING ITS SHARE OF ANY NET PROCEEDS OF THIS SCHEME DURING THE OPENING TEN YEAR PERIOD

Subject to the Scheme Order being confirmed in May 2007, the earliest date that the proposed Greater London Low Emission Zone charging scheme ("LEZ") could commence is February 2008. This plan therefore covers the ten year period 2008 to 2018 with particular reference to the early part of this period.

It is not anticipated that the proposed LEZ would generate any net revenues. Indeed, the more vehicles that are compliant with the LEZ standards, the less revenue Transport for London would make from the daily charge and penalty notices. The objective of the LEZ is to take steps towards meeting London's air quality objectives and limit values, and by so doing reduce exposure of people to excessive levels of particulate matter ('PM'), and the illnesses these cause or exacerbate. This would be done by applying a substantial daily charge so that operators would make an economic decision whether or not to take their vehicles into the zone. The charge would be set at such a level as to encourage operators to modify or replace their vehicles, and so maximise the air quality and health benefits of the LEZ.

However, in the unlikely event that net revenues were generated from the proposed LEZ over the opening ten year period, it is envisaged that these revenues would be used to support value for money measures consistent with the objectives of the Mayor's Transport and Air Quality Strategies and so help bring improvements across Greater London. These improvements could include:

**(1) Air quality technology and monitoring improvements.** Initiatives could include:

- Further development, testing and subsequent introduction of new technology for the London bus fleet to reduce emissions, including fuel cell buses, hybrid buses and exhaust emissions reduction technology;
- Continued implementation of the Mayor's Taxi Emissions Strategy;
- Enhancement of equipment and/or expansion of sites in the London air quality monitoring network; and
- Funding measures in borough Air Quality Action Plans.

These initiatives would help contribute to the Government's objectives for improving air quality, improving health and reducing greenhouse gas emissions.

**(2) Traffic management initiatives** to ensure efficient use of the road network and to improve air quality. Initiatives could include:

- Additional funding of boroughs in the implementation of the Traffic Management Act and development of Road Network Management Plans to ensure greater journey reliability;
- Promotion of Workplace and School Travel Plans;
- Promotion of car-sharing and car club schemes;
- Additional action to reduce the number of buses and coaches leaving their engines idling when stationary at designated stands; and
- Enhanced enforcement systems for red routes, Congestion Charging, the Low Emission Zone and yellow-box junctions to improve traffic flows.

These initiatives would help contribute to the Government's objectives for improving air quality, making better use of the existing road network, reducing greenhouse gas emissions and reducing road congestion.

*This section sets out transitional provisions. These provisions specify categories of vehicles to be treated temporarily as non-chargeable vehicles.*

## TRANSITIONAL PROVISIONS

### **Certain disabled vehicles liability for ULEZ charge**

**1.—**(1) During the disabled vehicles transitional period Transport for London shall treat any vehicle that is—

- (a) liable to pay a charge imposed by article 7(2) of the LEZ Scheme;
- (b) a disabled vehicle; and
- (c) not operated by or on behalf of Transport for London,

as if it were a non-chargeable vehicle for the purposes of the LEZ Scheme in respect of charges imposed by article 7(2).

(2) A “disabled vehicle” is a vehicle—

- (a) that is registered in the GB or NI records and—
  - (i) is an exempt vehicle for the purposes of the 1994 Act by virtue of falling within paragraphs 18, 19 or 20 of Schedule 2 to the 1994 Act; and
  - (ii) for which a nil licence is in force; or
- (b) that is registered under legislation relating to the registration of vehicles in a member State of the European Union and—
  - (i) Transport for London is satisfied that, had the vehicle been registered under the 1994 Act, it would have been an exempt vehicle under paragraph 18 or 20 of Schedule 2 to that Act had it been registered under that Act; and
  - (ii) particulars of the vehicle appear on the register.

(3) In this paragraph—

- (a) “disabled vehicles transitional period” means the period beginning with 8 April 2019 and ending on 24 October 2027;
- (b) “registered in the GB & NI records” in relation to a vehicle means that the vehicle is registered under section 21 of the 1994 Act in the register which is maintained on behalf of the Secretary of State by the Driver and Vehicle Licensing Agency.

### **Certain disabled persons receiving specified benefits**

**2.—**(1) During the disabled benefits transitional period Transport for London shall treat any vehicle that is—

- (a) liable to pay a charge imposed by article 7(2) of the LEZ Scheme; and
- (b) an eligible disabled person’s vehicle,

as if it were a non-chargeable vehicle for the purposes of the LEZ Scheme in respect of charges imposed by article 7(2) provided particulars of the vehicle are for the time being entered in the register.

(2) An eligible disabled person’s vehicle is a vehicle that—

- (a) is registered—
  - (i) in the GB or NI records or under legislation relating to the registration of vehicles in a member State of the European Union;
  - (ii) in the name of an eligible disabled person or in their nominated driver’s name; and
- (b) meets the conditions in sub-paragraph (4).

(3) An “eligible disabled person” is a person Transport for London is satisfied is for the time being in receipt of—

- (a) the mobility component of Personal Independence Payment;

- (b) the higher rate of the mobility component of Disability Living Allowance;
- (c) the mobility component of Adult Disability Payment;
- (d) the higher rate of the mobility component of Child Disability Payment;
- (e) Armed Forces Independence Payment;
- (f) War Pensioners Mobility Supplement,

or a person that Transport for London is satisfied would be eligible for one of the above benefits but for the fact that they are only temporarily resident in the United Kingdom.

(4) The conditions referred to in sub-paragraph (2)(b) are that—

- (a) where the vehicle is registered in the name of a nominated driver, Transport for London is satisfied that the vehicle is used only for the eligible disabled person’s personal needs; and
- (b) particulars of only one vehicle may be entered in the register in respect of any eligible disabled person.

(5) In this paragraph—

- (a) “disabled benefits transitional period” means the period beginning with 30 January 2023 and ending on 24 October 2027;
- (b) “Adult Disability Payment” means disability assistance given in accordance with the Disability Assistance for Working Age People (Scotland) Regulations 2022 and in this context “mobility component” is to be construed in accordance with Regulation 6 of those Regulations;
- (c) “Armed Forces Independence Payment” means the allowance referred to in article 24A of The Armed Forces and Reserve Forces (Compensation Scheme) Order 2011;
- (d) “Disability Living Allowance” means an allowance under section 71 of the Social Security Contributions and Benefits Act 1992 and in this context “mobility component” and “higher rate” have the meaning given in section 73 of that Act;
- (e) “higher rate mobility component of Child Disability Benefit” is to be construed in accordance with regulation 13 of The Disability Assistance for Children and Young People (Scotland) Regulations 2021;
- (f) “Personal Independence Payment” means a payment under section 77 of the Welfare Reform Act 2012 and in this context “mobility component” has the meaning given in section 79 of that Act;
- (g) “War Pensioners’ Mobility Supplement” means a mobility supplement awarded under article 20 of the Naval, Military and Air Forces etc (Disablement and Death) Service Pensions Order 2006;
- (h) “registered in the GB & NI records” in relation to a vehicle means that the vehicle is registered under section 21 of the 1994 Act in the register which is maintained on behalf of the Secretary of State by the Driver and Vehicle Licensing Agency.

### **Certain wheelchair-accessible private hire vehicles liability for ULEZ charge**

3.—(1) During the wheelchair-accessible private hire vehicles transitional period Transport for London shall treat any vehicle that is—

- (a) liable to pay a charge imposed by article 7(2) of the LEZ Scheme;
- (b) a wheelchair-accessible private hire vehicle; and
- (c) meets the conditions in sub-paragraph (2),

as if it were a non-chargeable vehicle for the purposes of the LEZ Scheme in respect of charges imposed by article 7(2).

(2) The conditions referred to in sub-paragraph (1)(c) are that—

- (a) the vehicle has been hired to carry one or more passengers and is being lawfully used as a private hire vehicle for the purpose of carrying out that hiring;

- (b) the booking for the hiring was accepted by an operator holding a London PHV operator's licence at an operating centre specified in that licence;
- (c) the vehicle is shown in the record kept by the operator pursuant to regulation 12 of the Operators' Licences Regulations as a vehicle available to the operator for the carrying out of bookings accepted by the operator at that centre;
- (d) the driver is shown in the record kept by the operator pursuant to regulation 13 of the Operators' Licences Regulations as a driver so available;
- (e) particulars of the booking have been entered pursuant to regulation 11 of the Operators' Licences Regulations in the record kept by the operator pursuant to regulation 10 of those Regulations; and
- (f) particulars of the vehicle are for the time being entered in the register on the application of the operator.

(3) In this paragraph—

- (a) "London PHV operator's licence" has the meaning given by section 36 of the Private Hire Vehicles (London) Act 1998;
- (b) "the Operators' Licences Regulations" means the Private Hire Vehicles (London) (Operators' Licences) Regulations 2000;
- (c) "wheelchair accessible private hire vehicle" means a vehicle that appears on a list of vehicles maintained under section 167(1) of the Equality Act 2010;
- (d) "wheelchair accessible private hire vehicles transitional period" means the period beginning with 8 April 2019 and ending on 24 October 2027; and
- (e) references to a vehicle being used as a private hire vehicle and to the operator of a vehicle shall be construed in accordance with section 1 of the Private Hire Vehicles (London) Act 1998.

#### **Other wheelchair-accessible vehicles liability for ULEZ charge**

4.—(1) During the wheelchair-accessible vehicles transitional period Transport for London shall treat any vehicle that—

- (a) is liable to pay a charge imposed by article 7(2) of the LEZ Scheme;
- (b) is a wheelchair-accessible vehicle other than a wheelchair accessible private hire vehicle; and
- (c) meets the conditions in sub-paragraph (3),

as if it were a non-chargeable vehicle for the purposes of the LEZ Scheme in respect of charges imposed by article 7(2), provided particulars of the vehicle are for the time being entered in the register.

(2) In this paragraph "wheelchair-accessible vehicle" means a vehicle that Transport for London is satisfied is fitted with one or more of the following adaptations—

- (a) a permanently-fitted foldable ramp or a powered lift allowing a wheelchair-user to enter the vehicle;
  - (b) an electric or hydraulic hoist to lift a person or wheelchair into the vehicle;
  - (c) a swivel seat on either the passenger or driver side of the vehicle;
  - (d) an accelerator ring permanently fitted to the steering wheel of the vehicle,
- or such other adaptation as Transport for London may from time to time specify on its website.

(3) The conditions referred to in sub-paragraph (1)(c) are that—

- (a) the vehicle is registered in the GB or NI records or under legislation relating to the registration of vehicles in a member State of the European Union; and

- (b) particulars of only one wheelchair-accessible vehicle may be entered in the register in respect of each registered keeper.

(4) In this paragraph—

- (a) “registered in the GB or NI records” in relation to a vehicle means that the vehicle is registered under section 21 of the 1994 Act in the register which is maintained on behalf of the Secretary of State by the Driver and Vehicle Licensing Agency;
- (b) “wheelchair-accessible vehicles transitional period” means the period beginning with 30 January 2023 and ending on 24 October 2027.

### **Certain community minibuses liability for ULEZ charge**

5.—(1) During the community minibuses transitional period Transport for London shall treat any vehicle that is—

- (a) liable to pay a charge imposed by article 7(2) of the LEZ Scheme; and
- (b) a community minibus, particulars of which are for the time being entered in the register, as if it were a non-chargeable vehicle for the purposes of the LEZ Scheme in respect of charges imposed by article 7(2) of the LEZ Scheme.

(2) In this paragraph

- (a) “community minibus” means a vehicle that—
  - (i) is constructed or adapted to carry more than eight but not more than sixteen passengers;
  - (ii) is owned by an eligible organisation and has been owned by that eligible organisation continuously since on or before 25 November 2022; and
  - (iii) Transport for London is satisfied, by the production of such evidence as it may reasonably require, is predominantly used by that eligible organisation for the purposes of community transport.
- (b) “community minibuses transitional period” means the period beginning with 25 October 2021 and ending on 26 October 2025;
- (c) “community transport” means the carriage of passengers on a non-commercial basis for purposes concerned with—
  - (i) education;
  - (ii) religion;
  - (iii) social welfare; or
  - (iv) other activities of benefit to the community;
- (d) “eligible organisation” means—
  - (i) a charity, other than a private school or higher education provider, within the meaning of section 1(1) of the Charities Act 2011;
  - (ii) a school, other than a private school, within the meaning of section 4 of the Education Act 1996;
  - (iii) a further education institution that is for the time being in receipt of funding from the Education and Skills Funding Agency;
  - (iv) a 16-19 Academy within the meaning of section 1B of the Academies Act 2010;
  - (v) a local authority within the meaning of section 270 of the Local Government Act 1972; or
  - (vi) a not for profit body;
- (e) “further education institution” means an institution within the further education sector construed in accordance with section 91(3) of the Further and Higher Education Act 1992

other than an institution that Transport for London is satisfied is predominantly a provider of higher education courses;

- (f) “higher education course” means a course of any description mentioned in Schedule 6 to the Education Reform Act 1988;
- (g) “higher education provider” has the meaning given by section 83(1) of the Higher Education and Research Act 2017;
- (h) “not for profit body” means a body, other than a private school or higher education provider, which, by virtue of its constitution or any enactment—
  - (i) is required (after payment of outgoings) to apply the whole of its income, and any capital which it expends, for charitable or publicly beneficial purposes, and
  - (ii) is prohibited from directly or indirectly distributing amongst its members any part of its assets (otherwise than for charitable or publicly beneficial purposes);
- (i) “owned” in sub-paragraph (2)(a)(ii) includes leased, used pursuant to a hire purchase agreement, and such other forms of use or ownership as Transport for London may specify on its website; and
- (j) “private school” means an independent school within the meaning of section 463 of the Education Act 1996 that is supported by the payment of school fees.