

# The Central London Congestion Charging Scheme

## The Consolidated Scheme Order

This document is the consolidated version of the **Greater London (Central Zone) Congestion Charging Order 2004**, which was made by Transport for London on 30 September 2004 and confirmed with modifications by the Mayor of London on 27 October 2004

and incorporates amendments in force up to 15 July 2020 as made by—

- (1) **the Greater London (Central Zone) Congestion Charging (Variation No. 4) Order 2004**, made by Transport for London on 7 December 2004 and confirmed by the Mayor without modification on 31 March 2005
- (2) **the Greater London (Central Zone) Congestion Charging (Variation No. 5) Order 2004**, made by transport for London on 7 December 2004 and confirmed by the Mayor with modifications on 31 March 2005.
- (3) **the Greater London (Central Zone) Congestion Charging (Variation and Transitional Provisions) Order 2005**, made by Transport for London on 9 May 2005 and confirmed by the Mayor with modifications on 29 September 2005.
- (4) **the Greater London (Central Zone) Congestion Charging (Variation No. 2) Order 2005**, made by Transport for London on 30 October 2005 and confirmed by the Mayor with modifications on 11 December 2005.
- (5) **the Greater London (Central Zone) Congestion Charging (Variation and Transitional Provisions) Order 2006**, made by Transport for London on 26 January 2006 and confirmed by the Mayor with modifications on 16 May 2006.
- (6) **the Greater London (Central Zone) Congestion Charging (Variation) (No. 2) Order 2006**, made by Transport for London on 22 May 2006 and confirmed by the Mayor without modification on 22 August 2006.
- (7) **the Greater London (Central Zone) Congestion Charging (Variation No.3) Order 2006**, made by Transport for London on 8 August 2006 and confirmed by the Mayor without modification on 28 September 2006.
- (8) **the Greater London (Central Zone) Congestion Charging (Variation No. 4) Order 2006**, made by Transport for London on 7 December 2006 and confirmed by the Mayor without modification on 20 December 2006.
- (9) **the Greater London (Central Zone) Congestion Charging (Variation) Order 2007**, made by Transport for London on 25 May 2007 and confirmed by the Mayor without modification on 13 June 2007.
- (10) **the Greater London (Central Zone) Congestion Charging (Variation No. 2) Order 2007**, made by Transport for London on 6 June 2007 and confirmed by the Mayor with modification on 17 October 2007.
- (11) **the Greater London (Central Zone) Congestion Charging (Variation No. 3) Order 2007**, made by Transport for London on 17 July 2007 and confirmed by the Mayor without modification on 13 November 2007.
- (12) **the Greater London (Central Zone) Congestion Charging (Variation) Order 2009**, made by Transport for London on 30 January 2009 and confirmed by the Mayor with modifications on 21 September 2009.

- (13) **the Greater London (Central Zone) Congestion Charging (Variation and Transitional Provisions) Order 2010**, made by Transport for London on 20 May 2010 and confirmed by the Mayor without modification on 20 October 2010.
- (14) **the Greater London (Central Zone) Congestion Charging (Variation and Transitional Provisions) (No. 2) Order 2010**, made by Transport for London on 20 May 2010 and confirmed by the Mayor with modifications on 20 October 2010.
- (14) **the Greater London (Central Zone) Congestion Charging (Variation and Transitional Provisions) Order 2012**, made by Transport for London on 15 November 2012 and confirmed by the Mayor with modification on 17 April 2013.
- (15) **the Greater London (Central Zone) Congestion Charging (Variation and Transitional Provisions) Order 2013**, made by Transport for London on 19 December 2013 and confirmed by the Mayor with modifications on 27 May 2014.
- (16) **the Greater London (Central Zone) Congestion Charging (Variation) Order 2014**, made by Transport for London on 1 August 2014 and confirmed by the Mayor without modification on 9 December 2014.
- (17) **the Greater London (Central Zone) Congestion Charging (Variation) Order 2016**, made by Transport for London on 6 October 2016 and confirmed by the Mayor without modification on 16 February 2017.
- (18) **the Greater London (Central Zone) Congestion Charging (Variation) Order 2017**, made by Transport for London on 16 August 2017 and confirmed with modifications by the Mayor of London on 12 December 2017.
- (19) **the Greater London (Central Zone) Congestion Charging (Variation) Order 2018**, made by Transport for London on 29 June 2018 and confirmed with modifications by the Mayor of London on 17 December 2018.
- (20) **the Greater London (Central Zone) Congestion Charging (Exceptional Variation) Order 2020**, made by Transport for London on 9 June 2020 and confirmed without modifications by the Mayor of London on 15 June 2020.
- (21) **the Greater London (Central Zone) Congestion Charging (Exceptional Variation No. 2) Order 2020**, made by Transport for London on 8 July 2020 and confirmed without modifications by the Mayor of London on 15 July 2020.

*This consolidated version of the Greater London (Central Zone) Congestion Charging Order 2004 is provided for information and reference purposes only. The Congestion Charging Scheme is contained in the Greater London (Central Zone) Congestion Charging Order 2004 and variation orders as made by TfL and confirmed by the Mayor of London and prevail in the event of this consolidated version being inaccurate, inconsistent or otherwise erroneous.*

**GREATER LONDON AUTHORITY ACT 1999**  
**TRANSPORT ACT 2000**

The Greater London (Central Zone) Congestion Charging Order 2004

*Made* *30th September 2004*

*Confirmed with modifications*

*Coming into force* *1st November 2004*

**ARRANGEMENT OF INSTRUMENT**

**THE ORDER**

Article

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Whereas—

- (1) the Greater London (Central Zone) Congestion Charging Order 2001 ("the Principal Order") was made by Transport for London on 23rd July 2001 and confirmed with modifications by the Mayor of London on 26th February 2002;

- (2) the Principal Order was varied by further orders made by Transport for London and confirmed by the Mayor of London; and
- (3) it appears to Transport for London expedient, for the purposes of facilitating the achievement of policies and proposals in the Transport Strategy published pursuant to section 142 of the Greater London Authority Act 1999<sup>(a)</sup> by the Mayor of London on 10th July 2001, that it should make a further Order consolidating the Principal Order and the Orders which varied it:

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. This Order may be cited as the Greater London (Central Zone) Congestion Charging Order 2004 and shall come into force on 1st November 2004.

### **Scheme**

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

Signed by authority of Transport for London

Dated 30th September 2004

Managing Director of Surface Transport

## SCHEDULE TO THE ORDER

Article 2

### SCHEME FOR CONGESTION CHARGING IN CENTRAL LONDON

### **Revocation and interpretation**

1.—(1) The Schemes contained in the following Orders are revoked—

- (a) the Greater London (Central Zone) Congestion Charging Order 2001;
- (b) the Greater London (Central Zone) Congestion Charging (Variation) Order 2002;
- (c) the Greater London (Central Zone) Congestion Charging (Variation No. 2) Order 2002;
- (d) the Greater London (Central Zone) Congestion Charging (Variation No. 3) Order 2002;
- (e) the Greater London (Central Zone) Congestion Charging (Variation) Order 2003;

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

- (f) the Greater London (Central Zone) Congestion Charging (Variation No. 2) Order 2003;
- (g) the Greater London (Central Zone) Congestion Charging (Variation) Order 2004;
- (h) the Greater London (Central Zone) Congestion Charging (Variation) (No. 2) Order 2004; and
- (i) the Greater London (Central Zone) Congestion Charging (Variation) (No. 3) Order 2004.

(2) In this Scheme—

- (a) "the 1994 Act" means the Vehicle Excise and Registration Act 1994**(a)**;
- (aa) "category" in relation to a vehicle is to be construed in accordance with Council Directive 70/156/EEC and "class" in relation to a vehicle of category N<sub>1</sub> is to be construed in accordance with regulation 61C of the Road Vehicles (Construction and Use) Regulations 1986 as amended;
- (b) "the central zone" means the area shown by stipple on the deposited plans;
- (c) "the charging area" means the area designated by article 2;
- (d) "charging day" shall be construed in accordance with article 4(3), "consecutive charging days" shall be construed in accordance with article 6(4) and "charging hours" means the hours between 7.00 am and 10.00 pm on a charging day;
- (e) "the deposited plans" means the portfolio of plans which has been deposited at the offices of Transport for London at Palestra, 197 Blackfriars Rd, London SE1 8NJ and consists of plans bearing the sheet numbers and drawing numbers, and signed by the person, specified in Annex 1 to this Scheme;
- (f) "designated road" means one of the designated roads specified in article 3(2);
- (g) "disabled person's badge" means any badge issued, or having effect as if issued, to an individual or to an institution under regulations for the time being in force under section 21 of the Chronically Sick and Disabled Persons Act 1970**(b)** or under section 14 of the Chronically Sick and Disabled Persons (Northern Ireland) Act 1978**(c)** and references to the holder of such a badge are to the individual to whom or, as the case may be, the institution to which the badge is issued;
- (h) "EEA Agreement" means the Agreement on the European Economic Area signed at Oporto on 2nd May 1992 as adjusted by the Protocol signed at Brussels on 17th March 1993;
- (i) "EEA State" means a state which is a contracting Party to the EEA Agreement;
- (ia) "electric range" means in relation to a plug in hybrid electric vehicle the distance that can be driven electrically on one fully charged battery (or other electric energy

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**(a)** 1994 c. 22.

**(b)** 1970 c. 44.

**(c)** 1978 c. 53.

- storage device) within the meaning of United Nations Economic Commission for Europe (UNECE) Regulation 101 and measured according to the procedure described in Annex 9 of that Regulation;
- (iaa) “emissions surcharge compliant vehicle” has the meaning given in article 5A(3);
  - (iab) “emissions surcharge large passenger vehicle” means a large passenger vehicle which meets the conditions specified in paragraph 4(1)(a) to (c) of Annex 2 but is an emissions surcharge vehicle;
  - (iac) “emissions surcharge non-chargeable vehicle” has the meaning given in article 5A(2);
  - (iad) “emissions surcharge vehicle” has the meaning given in article 5A(1);
  - (ib) “Euro 5” means the emissions limit values set out in the rows corresponding with vehicle categories M and N<sub>1</sub> classes I, II and III in Table 1 of Annex I to Regulation (EC) no. 715/2007;
  - (ic) “Euro 6” means the emissions limit values set out in the rows corresponding with vehicle categories M and N<sub>1</sub> classes I, II and III in Table 2 of Annex I to Regulation (EC) no. 715/2007;
  - (j) “free day” has the meaning given by article 4(4);
  - (ja) “large passenger vehicle” means a vehicle constructed or adapted for the carriage of passengers and their effects and having a seating capacity of 9 or more persons;
  - (jb) “LEZ Scheme” means the Scheme contained in the Schedule to the Greater London Low Emission Zone Charging Order 2006 as amended;
  - (k) “licence” means a licence purchased under article 6(1);
  - (ka) “light commercial vehicle” means a vehicle type approved as a category N<sub>1</sub>, class I, II or III vehicle (vehicles designed and constructed for the carriage of goods and having a maximum mass not exceeding 3.5 tonnes) within the meaning of Annex II of Council Directive 2007/46/EC and having a reference mass not exceeding 2610 kilograms;
  - (kb) “light passenger vehicle” means a vehicle type approved as a category M<sub>1</sub> vehicle (vehicle with at least four wheels used for carriage of passengers and comprising no more than 8 seats in addition to the driver’s seat) within the meaning of Annex II of Council Directive 2007/46/EC and having a reference mass not exceeding 2610 kilograms;
  - (kc) “longitudinal plane” means a vertical plane parallel to the longitudinal axis of a vehicle;
  - (l) “motorbicycle” means a motor vehicle which is a motorbicycle for the purposes of paragraph 2 of Schedule 1 to the 1994 Act;
  - (la) “motortricycle” means a motor vehicle which—
    - (i) is a motortricycle for the purposes of paragraph 2 of Schedule 1 to the 1994 Act;

- (ii) does not exceed 1 metre in overall width; and
  - (iii) does not exceed 2 metres in overall length;
- (m) “nil licence” has the same meaning as in section 62(1) of the 1994 Act;
  - (n) "non-chargeable vehicle" means a vehicle which is a non-chargeable vehicle by virtue of article 5 and paragraph 2, 3, 5, 8, 9 or 10 of Annex 2;
  - (o) "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;
  - (oa) “overall length” means the distance between transverse planes passing through the extreme forward and rearward projecting points of the vehicle inclusive of all parts of the vehicle and any fitting attached to it;
  - (ob) “overall width” means the distance between longitudinal planes passing through the extreme lateral projecting points of the vehicle inclusive of all parts of the vehicle and any fitting attached to it, except any driving mirror;
  - (oc) “plug in hybrid electric vehicle” means a vehicle that operates partly by means of an electrically powered propulsion system that draws motive power from a battery that can be fully recharged from an external source of electricity and partly by means of an internal combustion engine operating either as a propulsion system or a generator to recharge the vehicle’s battery;
  - (p) "qualified resident" has the meaning given in paragraph 1 of Annex 3;
  - (q) "reduced rate vehicle" means a vehicle which is a reduced rate vehicle by virtue of article 5 and paragraph 1, 1A, 4, 6, 6A or 7 of Annex 2;
  - (r) "the register" means the register of non-chargeable, reduced rate and resident's vehicles to be maintained by Transport for London under article 9;
  - (s) "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;
  - (t) "registered keeper" in relation to a vehicle means the person in whose name the vehicle is registered under the 1994 Act;
  - (u) "registration period" has the meaning given by article 9(6)(b) and (7);
  - (v) "relevant vehicle" means a motor vehicle which is not a non-chargeable vehicle or a reduced rate vehicle;
  - (w) "the residents' discount zone" means the area comprising the central zone the areas shown by diagonal hatching on the deposited plans;
  - (x) "resident's vehicle" has the meaning given by paragraph 2 of Annex 3.
  - (xa) “standard rate vehicle” means a relevant vehicle other than an emissions surcharge vehicle;
  - (xb) “transverse plane” means a vertical plane at right angles to the longitudinal axis of a vehicle;

- (y) “type approved” shall be construed in accordance with article 2 of Council Directive 70/156/EEC; and
- (z) “Type I test” means a test as described in section 5.3 of Annex I to Council Directive 70/220/EEC (test for simulating/verifying the average tailpipe emissions after a cold start) and carried out using the procedure described in Annex III of that Directive;
- (za) “UK registration document” means a registration document issued by the Secretary of State under Regulation 10 and in accordance with Regulation 10A of the Road Vehicles (Registration and Licensing) Regulations 2002 as amended;
- (zb) “ULEZ commencement date” means—
  - (i) in respect of all vehicles other than resident’s vehicles, the day on which charges are first imposed under article 7(2) of the LEZ Scheme;
  - (ii) in respect of resident’s vehicles, 25 October 2021; and
- (zc) “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(a).

- (3) In this Scheme—
  - (a) 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
  - (b) 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.
- (4) 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;

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(a) 1971 c. 80.

- (b) the seating capacity of a vehicle shall be determined in accordance with regulations for the time being in force and made under paragraph 3(5) of Schedule 1 to the 1994 Act; and
- (c) references to Council Directives 70/156/EEC, 70/220/EEC, 88/77/EEC and 2002/24/EC are to those Directives as they were in force immediately before their repeal.

### **The charging area**

2. Greater London (exclusive of trunk roads) is hereby designated as the area to which this Scheme applies.

### **Designation of roads in the charging area in respect of which charges are imposed**

3.—(1) The roads in respect of which charges are imposed by this Scheme are the designated roads specified in paragraph (2).

- (2) The designated roads are—
  - (a) all highways maintainable at the public expense; and
  - (b) all Crown roads,  
within the central zone.

(3) In this paragraph "highway maintainable at the public expense" and "Crown road" have the same meanings as in the Highways Act 1980(a) and in section 131 of the Road Traffic Regulation Act 1984 respectively.

### **Imposition of charges**

4.—(1) Subject to the following provisions of this Scheme, a charge of an amount determined in accordance with article 6(12), article 7 or paragraph 3 of Annex 3 is imposed by this Scheme in respect of each charging day on which a relevant vehicle is used or, except as provided by paragraph (2), kept on one or more designated roads at any time during charging hours.

(2) No charge is imposed by this Scheme in respect of the keeping of a relevant vehicle on a designated road in a parking place designated by an order made, or having effect as if made, under section 45(1) of the Road Traffic Regulation Act 1984(b), by virtue of a permit issued by a local authority under section 45(2)(a) of that Act to a resident of its area.

(3) A charging day is any day of the year except a free day.

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(a) 1980 c. 66; as to the meaning of "highway maintainable at the public expense" see sections 328(3) and 329(1).

(b) 1984 c. 27.

(4) Each of the following is a free day—

(a) Christmas Day.

**Non-chargeable and reduced rate vehicles etc.**

5. Annex 2 to this Scheme, which sets out classes of non-chargeable and reduced rate vehicles and provides for vehicles to be treated as having been non-chargeable vehicles in certain circumstances, shall have effect.

**Emissions surcharge vehicles**

5A.—(1) For the period beginning on 23 October 2017 and ending immediately before the ULEZ commencement date any relevant vehicle is an emissions surcharge vehicle unless it is—

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

(2) A vehicle is an emissions surcharge non-chargeable vehicle if—

- (a) it falls within one of the classes of vehicle specified in paragraph (4); and
- (b) particulars of the vehicle are for the time being entered in the emissions surcharge register.

(3) A vehicle is an emissions surcharge compliant vehicle if—

- (a) it meets the emissions standards specified for that vehicle in Table 1 or Table 2; and
- (b) particulars of the vehicle are for the time being entered in the emissions surcharge register.

**Table 1 – Emissions standards for positive ignition (petrol) vehicles**

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

(5)	M <sub>2</sub>	not exceeding 2,500		Euro 4	0.08g/km	Type I
(6)	M <sub>2</sub>	exceeding 2,500 and not exceeding 3,500	exceeding 1,305 and not exceeding 1,760	Euro 4	0.10g/km	Type I
(7)	M <sub>2</sub>	exceeding 2,500 and not exceeding 3,500	exceeding 1,760	Euro 4	0.11g/km	Type I
(8a)	M <sub>2</sub>	exceeding 3,500	not exceeding 2,840	Euro 4	0.11g/km	Type I
(8b)	M <sub>2</sub>	exceeding 3,500	not exceeding 2,840	Euro IV	3.5g/kWh	ETC
(9)	M <sub>2</sub>	exceeding 3,500	exceeding 2,840	Euro IV	3.5g/kWh	ETC
(10)	M <sub>3</sub> , N <sub>3</sub>			Euro IV	3.5g/kWh	ETC
(11)	N <sub>1</sub> sub-class (i)			Euro 4	0.08g/km	Type I
(12)	N <sub>1</sub> sub-class (ii)			Euro 4	0.10g/km	Type I
(13)	N <sub>1</sub> sub-class (iii)			Euro 4	0.11g/km	Type I
(14a)	N <sub>2</sub>		not exceeding 2,840	Euro 4	0.11g/km	Type I
(14b)	N <sub>2</sub>		not exceeding 2,840	Euro IV	3.5g/kWh	ETC
(15)	N <sub>2</sub>		exceeding 2,840	Euro IV	3.5g/kWh	ETC
(16)	L			Euro 3	0.4g/km	Type I

**Table 2 – Emissions standards for compression ignition (diesel) vehicles**

<i>(a)</i> Row No.	<i>(b)</i> Vehicle category	<i>(c)</i> Maximum mass of vehicle, where relevant (kg)	<i>(d)</i> Reference mass of vehicle, where relevant (kg)	<i>(e)</i> EC emissions standard	<i>(f)</i> Limit values for NO <sub>x</sub> – compression ignition vehicles	<i>(g)</i> Limit values for PM – compression ignition vehicles	<i>(h)</i> Appropriate tests
(1)	M <sub>1</sub>	not exceeding 2,500		Euro 4	0.25g/km	0.025g/km	Type I
(2)	M <sub>1</sub>	exceeding 2,500	not exceeding 1,305	Euro 4	0.25g/km	0.025g/km	Type I
(3)	M <sub>1</sub>	exceeding 2,500	exceeding 1,305 and not	Euro 4	0.33g/km	0.04g/km	Type I

			exceeding 1,760				
(4)	M <sub>1</sub>	exceeding 2,500	exceeding 1,760	Euro 4	0.39g/km	0.06g/km	Type I
(5)	M <sub>2</sub>	not exceeding 2,500		Euro 4	0.25g/km	0.025g/km	Type I
(6)	M <sub>2</sub>	exceeding 2,500 and not exceeding 3,500	exceeding 1,305 and not exceeding 1,760	Euro 4	0.33g/km	0.04g/km	Type I
(7)	M <sub>2</sub>	exceeding 2,500 and not exceeding 3,500	exceeding 1,760	Euro 4	0.39g/km	0.06g/km	Type I
(8a)	M <sub>2</sub>	exceeding 3,500	not exceeding 2,840	Euro 4	0.39g/km	0.06g/km	Type I
(8b)	M <sub>2</sub>	exceeding 3,500	not exceeding 2,840	Euro IV	3.5g/kWh	0.02 g/kWh (ESC) and 0.03 g/kWh (ETC)	ESC & ETC
(9)	M <sub>2</sub>	exceeding 3,500	exceeding 2,840	Euro IV	3.5g/kWh	0.02 g/kWh (ESC) and 0.03 g/kWh (ETC)	ESC & ETC
(10)	M <sub>3</sub> , N <sub>3</sub>			Euro IV	3.5g/kWh	0.02 g/kWh (ESC) and 0.03 g/kWh (ETC)	ESC & ETC
(11)	N <sub>1</sub> sub-class (i)			Euro 4	0.25g/km	0.025g/km	Type I
(12)	N <sub>1</sub> sub-class (ii)			Euro 4	0.33g/km	0.04g/km	Type I
(13)	N <sub>1</sub> sub-class (iii)			Euro 4	0.39g/km	0.06g/km	Type I
(14a)	N <sub>2</sub>		not exceeding 2,840	Euro 4	0.39g/km	0.06g/km	Type I
(14b)	N <sub>2</sub>		not exceeding 2,840	Euro IV	3.5g/kWh	0.02 g/kWh (ESC) and 0.03 g/kWh (ETC)	ESC & ETC
(15)	N <sub>2</sub>		exceeding 2,840	Euro IV	3.5g/kWh	0.02 g/kWh (ESC) and 0.03 g/kWh (ETC)	ESC & ETC
(16)	L			Euro 3	0.65g/km	No applicable limit value	Type I

(4) The following classes of vehicle are specified for the purposes of paragraph (2)(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 in respect of which Transport for London is satisfied that it is not a vehicle constructed or adapted for general use on roads;
- (e) any vehicle which was constructed before 1st January 1973;
- (f) any exempt vehicle within the meaning of paragraph 1A of Schedule 2 to the 1994 Act.

(5) A vehicle meets the emissions standards specified for that vehicle in Table 1 or Table 2 if—

- (a) the vehicle is certified by the appropriate national approval authority as having been manufactured to satisfy the EC emissions standard specified for that vehicle in column (e) of the relevant Table;
- (b) the vehicle has been adapted, by means of an exhaust after-treatment system or otherwise, so that—
  - (i) if the vehicle is a positive ignition vehicle, the limit value for the emission of oxides of nitrogen specified for the vehicle in column (f) of Table 1 would not be exceeded during the appropriate test specified in column (g) of Table 1; or
  - (ii) if the vehicle is a compression ignition vehicle, the limit values for the emission of oxides of nitrogen and particulate matter specified for the vehicle in columns (f) and (g) of Table 2 would not be exceeded during the appropriate test or tests specified in column (h) of Table 2;
- (c) in respect of all other vehicles, Transport for London is satisfied that—
  - (i) if the vehicle is a positive ignition vehicle, the limit value for the emission of oxides of nitrogen specified for the vehicle in column (f) of Table 1 would not be exceeded during the appropriate test specified in column (g) of Table 1; or
  - (ii) if the vehicle is a compression ignition vehicle, the limit values for the emission of oxides of nitrogen and particulate matter specified for the vehicle in columns (f) and (g) of Table 2 would not be exceeded during the appropriate test or tests specified in column (h) of Table 2.

(6) For the purposes of this Scheme—

- (a) "Category L" comprises vehicles falling within categories L5e, L6e and L7e as defined in Article 1 of Council Directive 2002/24/EC;

- (b) “Category M<sub>1</sub>” comprises vehicles designed and constructed to have not more than eight seats in addition to the driver’s seat and intended for the carriage of passengers;
- (c) “Category M<sub>2</sub>” comprises vehicles designed and constructed to have more than eight seats in addition to the driver’s seat and intended for the carriage of passengers, and having a maximum mass not exceeding 5,000 kilograms;
- (d) “Category M<sub>3</sub>” comprises vehicles designed and constructed to have more than eight seats in addition to the driver’s seat and intended for the carriage of passengers, and having a maximum mass exceeding 5,000 kilograms;
- (e) “Category N<sub>1</sub> sub-class (i)” comprises vehicles designed and constructed for the carriage of goods having a reference mass not exceeding 1,305 and a maximum mass not exceeding 3,500 kilograms;
- (f) “Category N<sub>1</sub> sub-class (ii)” comprises vehicles designed and constructed for the carriage of goods having a reference mass exceeding 1,305 kilograms but not exceeding 1,760 kilograms and a maximum mass not exceeding 3,500 kilograms;
- (g) “Category N<sub>1</sub> sub-class (iii)” comprises vehicles designed and constructed for the carriage of goods having a reference mass exceeding 1,760 kilograms and a maximum mass not exceeding 3,500 kilograms;
- (h) “Category N<sub>2</sub>” comprises vehicles designed and constructed for the carriage of goods having a maximum mass exceeding 3,500 kilograms but not exceeding 12,000 kilograms;
- (i) “Category N<sub>3</sub>” comprises vehicles designed and constructed for the carriage of goods having a maximum mass exceeding 12,000 kilograms;
- (j) “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;
- (k) “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;
- (l) “compression-ignition vehicle” means a vehicle powered wholly or partly by a compression ignition engine;
- (m) “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;
- (n) “ESC test” means a test as described in section 2.12 of Annex I to Council Directive 88/77/EEC and carried out using the procedure described in Appendix 1, Annex III of that Directive;
- (o) “ETC test” means an engine test bench ETC test or a chassis dynamometer test;
- (p) “Euro 3” means the emissions limit values set out in the fifth column of the table at section 1 of the Annex to Council Directive 2002/51/EC;
- (q) “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;

- (r) “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;
- (s) “exhaust after-treatment system” means a system installed downstream of the engine of a vehicle for the purposes of reducing emissions of particulate matter, NO<sub>x</sub> or both, and operating by means of a particulate filter or trap, NO<sub>x</sub> catalyst system or exhaust gas recirculation, or any combination of these methods;
- (t) “g/km” means grams per kilometre;
- (u) “g/kWh” means grams per kilowatt-hour;
- (v) “maximum mass” in relation to a vehicle means the technically permissible maximum laden mass as specified by the manufacturer;
- (w) “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;
- (x) “NO<sub>x</sub>” means oxides of nitrogen;
- (y) “PM” means the mass of particulate matter emissions;
- (z) “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;
- (za) “positive ignition vehicle” means a vehicle powered wholly or partly by a positive ignition engine;
- (zb) “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;
- (zc) “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; and
- (zd) “trailer” and “semi-trailer” have the meaning given by regulation 3 of the Road Vehicles (Construction and Use) Regulations 1986.

## **Emissions surcharge register**

**5B.**—(1) Transport for London shall maintain a register of emissions surcharge non-chargeable vehicles and emissions surcharge compliant vehicles (“the emissions surcharge register”) for the purposes of articles 5A(2)(b) and 5A(3)(b) which require particulars of such vehicles to be entered in that register.

(2) An application to enter particulars of a vehicle on the emissions surcharge 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) falls within a class of emissions surcharge non-chargeable vehicle; or
- (b) complies with the standards required of a emissions surcharge compliant vehicle,

it shall enter particulars of the vehicle in the emissions surcharge register.

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

- (a) falls within a class of emissions surcharge non-chargeable vehicle; or
- (b) complies with the standards required of an emissions surcharge compliant vehicle,

it may remove the particulars of the vehicle from the emissions surcharge register.

(5) Where the registered keeper of such a vehicle is aware that the vehicle has ceased or will cease to—

- (a) fall within a class of emissions surcharge non-chargeable vehicle; or
- (b) comply with the standards required of an emissions surcharge compliant 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 emissions surcharge 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 emissions surcharge register after they have been removed from it in accordance with any provision of this article.

## **Payment of charges**

**6.**—(1) A charge imposed by this Scheme 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 (9) and (10) or (11) apply, a licence shall be issued for a specified period falling on, or beginning with, a specified date.

- (2) Paragraph (1) does not apply to a charge payable—
- (a) under paragraph (12)(c);
  - (b) under article 9 for particulars of a vehicle to be entered in the register or for the renewal of a vehicle's registration;
  - (c) under paragraph 6(2)(c) of Annex 3 for the issue of a certificate of residence; or
  - (d) under article 11 for the amendment of a licence.
- (3) A licence shall be purchased for one of the following periods—
- (a) a charging day;
  - (b) a period of 7 consecutive charging days;
  - (c) a period of 31 consecutive charging days;
  - (d) a period of 365 consecutive charging days.
- (4) For the purposes of this Scheme the charging days in a period are consecutive if the only days falling between them are free days.
- (5) (a) Except in a case where paragraph (11) applies and subject to paragraph 5(aa) below—
- (i) a licence shall be purchased for a particular vehicle;
  - (ii) that vehicle shall be identified by its registration mark;
  - (iii) the purchaser of a licence shall specify to Transport for London the registration mark of the vehicle in respect of which the licence is to be issued;
  - (iv) a licence shall not be valid for any vehicle having a registration mark different from the mark so specified;
- (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.
- (b) a licence for one charging day may only be purchased by CC Auto Pay in accordance with article 6A or, other than by CC Auto Pay,—
- (i) on the charging day concerned;
  - (ii) on a day falling within the period of 64 working days immediately preceding that charging day; or
  - (iii) on or before the third consecutive charging day after the charging day concerned.

- (c) a licence for a period of 7, 31 or 365 consecutive charging days or a licence for a resident's vehicle purchased by virtue of paragraph 3(2)(b) of Annex 3 may only be purchased—
- (i) on the first charging day of the period concerned; or
  - (ii) on a day falling within the period of 64 working days immediately preceding that charging day.
- (6) Charges imposed by this Scheme shall be paid as set out in sub-paragraphs (a) to (h) below or by such other means as Transport for London may in the particular circumstances of the case accept:
- (a) a charge for a daily licence—
    - (i) specified in article 7(1) (charge paid by CC Auto Pay), by CC Auto Pay only;
    - (ii) specified in article 7(2) (charge paid on or before the charging day concerned), by post, call centre, App or on-line;
    - (iii) specified in article 7(3) (charge paid after the charging day concerned but on or before the third consecutive charging day after the charging day concerned), by call centre, App or on-line;
  - (b) a charge for a licence for 7 or 31 consecutive charging days as set out in article 6(3), by post, call centre, App, or on-line;
  - (ba) a charge for a licence for 365 consecutive charging days as set out in article 6(3), by post, call centre or on-line;
  - (c) charges payable by fleet operators—
    - (i) as specified in article 6(12)(a) (charge for a daily licence), by direct debit;
    - (ii) as specified in article 6(12)(c) (additional annual charge per vehicle), by direct debit;
  - (d) a charge accompanying an application to enter particulars of a vehicle on the register under article 9—
    - (i) in relation to a vehicle falling within paragraph 1 or 7(1) of Annex 2, online;
    - (ii) in relation to a vehicle falling within paragraph 4 or 6A of Annex 2, online;
  - (e) a charge accompanying an application to renew the registration of a vehicle under article 9—
    - (i) in relation to a vehicle falling within paragraph 1, 4 or 6A of Annex 2, online;
    - (ii) in relation to a vehicle falling within paragraph 7(1) of Annex 2, online;
  - (f) a charge accompanying an application for the amendment of a licence under article 11, by call centre or online;
  - (g) a charge in respect of a vehicle falling within paragraph 6 of Annex 2 (disabled persons' vehicles) as specified in paragraph 6(6)(a) of that Annex, by post or on-line;
  - (h) a charge in respect of a resident's vehicle—

- (i) as set out in paragraph 3(2)(a) of Annex 3 (licence for a single charging day), by CC Auto Pay;
- (ii) relating to a licence for 7 consecutive charging days as set out in paragraph 3(2)(b)(i) of Annex 3, by post, call centre, App or, on-line;
- (iii) relating to a licence for 31 consecutive charging days as set out in paragraph 3(2)(b)(i) of Annex 3, by post, call centre, App, or on-line;
- (iv) as set out in paragraph 3(2)(b)(ii) of Annex 3 (licence for a period of consecutive charging days expiring on last charging day of registration period of vehicle), by post, call centre, or on-line;
- (v) as specified in paragraph 6(2)(c) of Annex 3 (charge for certificate of residence) online.

(7) For the purposes of this paragraph and paragraph (6)—

- (a) a charge is paid by CC Auto Pay if it is paid in accordance with the provisions of article 6A;
- (b) 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;
- (c) a charge is paid by call centre if it is paid by credit or debit card through the call centre provided for the purpose by Transport for London;
- (d) a charge is paid on-line if it is paid by credit or debit card through the web-site provided for the purpose by Transport for London;
- (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;
- (f) “cheque” means a cheque, or postal order, crossed “account payee” and drawn in favour of "Congestion Charging London";
- (g) “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.

(8) 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 is declined, or otherwise), the charge to which the licence relates shall be treated as not paid and the licence shall be void.

(9) 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.

(10) Those conditions 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.

(11) Notwithstanding paragraphs (1) and (5)(a), a fleet operator which has entered into an agreement with Transport for London may purchase licences 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.

(12) An agreement under paragraph (11) shall be on such terms as Transport for London may in each case determine but—

- (a) the amount of the charge per charging day for each licence shall be, in respect of a standard rate vehicle, £10.50.
- (b) a vehicle shall not be specified as mentioned in paragraph (11)—
  - (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 6A.
- (c) the agreement shall provide for an additional annual charge of £10 to be paid to Transport for London in respect of each motor vehicle specified as mentioned in paragraph (11).

(13) 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.

### **CC Auto Pay**

**6A.**—(1) A charge is paid by CC 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 a CC Auto Pay Account that has been registered with Transport for London;
- (b) that the CC 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 CC Auto Pay Account concerned; and

(d) that on the billing day payment in relation to the CC Auto Pay Account concerned is made to Transport for London in accordance with paragraph (8).

(3) An application for registration for a CC 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 (7) and (8); or

(ii) the bank account from which Transport for London may take payment by direct debit for charges under paragraphs (7) and (8).

(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 a CC Auto Pay Account that has subsequently been suspended or cancelled under paragraph (9) 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 CC Auto Pay vehicles.

(5) An application to enter particulars of a vehicle or vehicles on the register of specified CC Auto Pay vehicles—

(a) shall identify the CC 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;

(c) shall be made by such means as Transport for London may accept; and

(d) shall be accompanied by a charge of £10 per vehicle in respect of which registration is sought,

provided that the maximum number of specified vehicles registered in relation to any CC 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 CC Auto Pay Account and no vehicle that is specified as mentioned in article 6(11) shall be a specified vehicle under this article.

(7) In respect of each specified vehicle a charge of £10 shall be incurred annually on the anniversary of the date of entry of particulars of that specified vehicle in the register of specified CC Auto Pay vehicles.

(8) 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.

(9) Where payment under paragraph (8) 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 (8) are not paid within such period as Transport for London may specify Transport for London may suspend or cancel the CC Auto Pay Account to which those charges relate.

(10) In this article—

- (a) the “automatic payment” means in respect of each CC Auto Pay Account a payment comprising the costs of—
  - (i) the purchase of a licence for each charge imposed under article 4 in respect of each specified vehicle that is a relevant vehicle registered to that CC Auto Pay Account; and
  - (ii) each charge under paragraph (7),  
  
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 (8);
- (c) “billing period” in relation to a CC 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 a CC Auto Pay Account or such other day as Transport for London may in the particular circumstances of the case accept;

- (d) “CC Auto Pay Account” means an agreement entered into with Transport for London for the purposes of paying charges imposed under article 4 by the purchase of licences in arrears by recurring credit or debit card payment;
- (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 CC Auto Pay; and
- (f) “register of specified CC 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).

(11) A CC 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.

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

- 7.—(1) The charge for a licence where the charge is paid by CC Auto Pay shall be—
- (a) in respect of a standard rate vehicle, £15 per charging day.
- (2) The charge for a licence where the charge is paid other than by CC Auto Pay on or before the charging day concerned or, in the case of a licence for a period of charging days, on or before the first charging day of the period concerned, shall be—
- (a) in respect of a standard rate vehicle, £15 per charging day.
- (3) The charge for a licence where the charge is paid other than by CC Auto Pay after the charging day concerned but on or before the third consecutive charging day following the charging day concerned shall be—
- (a) in respect of a standard rate vehicle, £17.50 per charging day; and
  - (b) in respect of an emissions surcharge vehicle, £27.50 per charging day.
- (4) The provisions of this article are without prejudice to those of article 6(12) (fleet vehicles) and of paragraph 3 of Annex 3 (charges for residents' vehicles).

### **Resident's vehicles**

8. Annex 3 shall have effect.

### **The register of non-chargeable, reduced rate and resident's vehicles**

9.—(1) Transport for London shall maintain a register of non-chargeable, reduced rate and resident's vehicles ("the register") for the purposes of the provisions of Annex 2 (non-chargeable and reduced rate vehicles etc.) and Annex 3 (residents' vehicles) which require particulars of a vehicle to be entered in the register.

(2) Particulars of a vehicle shall be removed from the register—

- (a) in the case of a vehicle registered under paragraph 6 of Annex 2 in relation to the holder of a disabled person's badge, when that person ceases to be an eligible person for the purposes of that paragraph;
- (b) in the case of any other vehicle, immediately following the last day of the registration period, unless Transport for London renews the registration for a further period on application to it;
- (c) in the case of any vehicle other than a resident's vehicle or a vehicle registered under paragraph 6 of Annex 2 in relation to the holder of a disabled person's badge, at the end of the period of 7 working days beginning with the day on which a change in the keeper of the vehicle occurred, unless Transport for London renews the registration for a further period on application to it.

(3) An application to enter particulars of a vehicle on the register or to renew the registration of a vehicle (not being in either case a vehicle specified in relation to the holder of a disabled person's badge)—

- (a) shall include all such information as Transport for London may reasonably require;
- (b) shall be made by such means as Transport for London may accept;
- (c) shall, in the case of a reduced rate vehicle, be accompanied by a charge of £10;
- (d) if received later than the fifty-fifth working day of the application period shall be treated as an application to register the vehicle for a registration period beginning—
  - (i) with the first day of the registration period applied for; or
  - (ii) a subsequent day determined by Transport for London being not later than the tenth working day falling after the day on which the application was received; and
- (e) if received earlier than the first day of the application period shall not be valid unless Transport for London decides to treat the application as made on that day.

(4) Where the registered keeper of a vehicle or a qualified resident in relation to whom particulars of a vehicle are entered in the register is aware that the vehicle has ceased or will cease to be a non-chargeable vehicle, a reduced rate vehicle or a resident's vehicle, the keeper or, as the case may be, the qualified resident, shall notify Transport for London of the fact and Transport for London shall 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.

(5) If Transport for London is no longer satisfied that a vehicle is a non-chargeable vehicle, a reduced rate vehicle or a resident's vehicle, it shall—

- (a) notify—
  - (i) in the case of a resident's vehicle, the qualified resident in relation to whom the vehicle was registered;
  - (ii) in the case of a vehicle which has been specified under paragraph 6 of Annex 2 in relation to an eligible person, that eligible person; or
  - (iii) in any other case, the registered keeper

of its intention to remove the particulars of the vehicle from the register; and

(b) thereafter remove the particulars of the vehicle from the register.

(6) In this article—

(a) "application period" means, subject to paragraph (7), the period of 65 working days ending—

(i) in the case of an application to renew a registration, with the charging day following the last day of the registration period; or

(ii) in the case of any other application with the first day of the registration period applied for;

(b) "registration period" means, subject to paragraph (7), the period of 12 months (or such longer period not exceeding 15 months as Transport for London may in any class of case determine for the purpose of staggering the renewal of registrations) beginning with the day on which particulars of a vehicle are entered in the register or, as the case may be, the registration is renewed.

(7) Where particulars of a resident's vehicle are entered in the register in relation to a qualified resident who is the holder of a certificate of residence issued under paragraph 6 of Annex 3, the registration period shall be the period beginning with the day on which particulars of the vehicle are entered in the register and ending with the day on which the certificate of residence ceases to have effect in accordance with paragraph 6(3) of Annex 3.

(8) The first day of a registration period shall be a charging day.

(9) Where purported payment of a charge under sub-paragraph (3)(c) 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) an application to enter a vehicle on the register or renew the registration of a vehicle shall not be valid and particulars of the vehicle shall be removed from the register.

(10) Nothing in this article shall prevent the making of a fresh application under Annex 2 or 3 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**

**10.—**(1) The purchaser of a licence for a period of 7, 31 or 365 charging days 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 on-line, by telephone or by post to Transport for London and,

(a) in the case of a licence for a period of 7 charging days—

(i) may not be made in relation to a licence for a resident's vehicle;

(ii) may only relate to a refund for the whole of that period;

(iii) must, in the case of an application made by telephone, be made on or before the working day immediately preceding the first charging day to which the licence relates;

(iv) must, in the case of an application by post or on-line, be received by Transport for London no later than 6 working days before the first charging day to which the licence relates;

(b) must, in the case of an application made on-line in respect of a licence for a period of 31 or 365 charging days, relate to a refund for the whole of that period and be made no later than 6 working days before the first charging day to which the licence 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 by post or telephone in relation to a licence for a period of 31 or 365 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 period of 7 days, the charge paid for the licence, less £10; and

(b) in the case of a licence for a period of 31 or 365 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**

**11.**—(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 6(5)(a), provided the vehicle bearing that registration mark meets the condition in paragraph (7).

(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 on-line, by post or by telephone;
- (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 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, if that date does not fall on a charging day, the first charging day falling after that 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.
- (7) The condition referred to in paragraph (1)(b) is that the charge payable for the purchase of a licence in respect of the substituted vehicle would be no greater than the charge payable for the purchase of a licence for the vehicle bearing the registration mark specified under article 6(5)(a).

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

- 12.—**(1) A penalty charge shall be payable for each charging day as respects which—
- (a) a relevant vehicle has been used or kept on a designated road in circumstances in which a charge is imposed by article 4; and
  - (b) the charge has not been paid in full in accordance with the requirements of article 6.

(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 **(a)** 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 £160 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 £80.

(4) 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 £240.

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

## **Immobilisation of vehicles**

**13.—**(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—

- (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 £70 for the release of the vehicle from the immobilisation device is so paid.

## **Removal of vehicles**

**14.—**(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 £200 for its removal;
- (c) a penalty charge of £40 for each complete day or part of a day on which it has been held by Transport for London or a custodian; and
- (d) if the vehicle has been disposed of, a penalty charge of £70 for its disposal.

### **10 year plan for net proceeds**

**15.** Annex 4 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 of this Scheme during the opening ten year period which Transport for London prepared and submitted to the Secretary of State for Transport, Local Government and the Regions and which was approved by him under paragraph 21 of Schedule 23 to the Greater London Authority Act 1999 on 6th March 2002.

### **Duration of scheme**

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

## THE DEPOSITED PLANS

(1) Sheet No.	(2) Drawing No.	(3) Signatory
A	OSIC/WEZ2010/A Rev 1	Gareth Powell
1	OSIC/WEZ2010/1	David Brown
2	OSIC/WEZ2010/2	David Brown
3	OSIC/WEZ2010/3	David Brown
4	OSIC/WEZ2010/4	David Brown
5	OSIC/WEZ2010/5	David Brown
6	OSIC/WEZ2010/6	David Brown
7	OSIC/WEZ2010/7	David Brown
8	OSIC/WEZ2010/8	David Brown
9	OSIC/WEZ2010/9	David Brown
10	OSIC/WEZ2010/10	David Brown
11	OSIC/WEZ2010/11	David Brown
12	OSIC/WEZ2010/12	David Brown
13	OSIC/WEZ2010/13	David Brown
14	OSIC/WEZ2010/14	David Brown
15	OSIC/WEZ2010/15	David Brown
16	OSIC/WEZ2010/16	David Brown
17	OSIC/WEZ2010/17	David Brown
18	OSIC/WEZ2010/18 Rev 1	Gareth Powell
19	OSIC/WEZ2010/19	David Brown
20	OSIC/WEZ2010/20	David Brown

21	OSIC/WEZ2010/21	David Brown
22	OSIC/WEZ2010/22	David Brown
23	OSIC/WEZ2010/23	David Brown
24	OSIC/WEZ2010/24	David Brown
25	OSIC/WEZ2010/25	David Brown
26	OSIC/WEZ2010/26	David Brown
27	OSIC/WEZ2010/27	David Brown
28	OSIC/WEZ2010/28	David Brown
29	OSIC/WEZ2010/29	David Brown
30	OSIC/WEZ2010/30	David Brown
31	OSIC/WEZ2010/31	David Brown
32	OSIC/WEZ2010/32	David Brown
33	OSIC/WEZ2010/33	David Brown
34	OSIC/WEZ2010/34	David Brown
35	OSIC/WEZ2010/35	David Brown
36	OSIC/WEZ2010/36	David Brown
37	OSIC/WEZ2010/37	David Brown
38	OSIC/WEZ2010/38	David Brown
39	OSIC/WEZ2010/39	David Brown
40	OSIC/WEZ2010/40	David Brown
41	OSIC/WEZ2010/41	David Brown
42	OSIC/WEZ2010/42	David Brown
43	OSIC/WEZ2010/43	David Brown
44	OSIC/WEZ2010/44	David Brown
45	OSIC/WEZ2010/45	David Brown

46	OSIC/WEZ2010/46	David Brown
47	OSIC/WEZ2010/47	David Brown
48	OSIC/WEZ2010/48	David Brown

## NON-CHARGEABLE AND REDUCED RATE VEHICLES ETC.

**Ultra low emission vehicles**

- 1.—(1) Up to and including 24 October 2021 an ultra low emission vehicle is a reduced rate vehicle if the condition specified in sub-paragraph (7) is met.
- (2) A vehicle is an ultra low emission vehicle if it is—
- (a) an electric vehicle;
  - (b) an ultra low emission car; or
  - (c) an ultra low emission van.
- (3) A vehicle is an electric vehicle if—
- (a) it is a vehicle for which a nil licence is in force by virtue of its being an exempt vehicle for the purposes of the 1994 Act in accordance with paragraph 20G (electrically propelled vehicles) of Schedule 2 to that Act; or
  - (b) Transport for London is satisfied that the vehicle—
    - (i) operates wholly by means of an electrically powered propulsion system that draws its motive power from either a hydrogen fuel cell or from a battery that can be fully recharged from an external source of electricity; and
    - (ii) has tailpipe CO<sub>2</sub> emissions of 0 grams per kilometre.
- (4) A vehicle is an ultra low emission car if it is a light passenger vehicle that—
- (a) is a plug in hybrid electric vehicle;
  - (b) is registered in the GB or NI records on the basis of a UK registration document or, in the case of a vehicle registered in a country other than the United Kingdom, in the appropriate records of that country on the basis of an equivalent registration document issued by the appropriate national authority, that specifies a CO<sub>2</sub> emissions figure for that vehicle of 75 grams per kilometre or less;
  - (c) meets the emissions standards specified for that vehicle in Table 3 if it is a positive ignition vehicle or Table 4 if it is a compression ignition vehicle;
  - (d) has a maximum speed in excess of 60 miles per hour; and
  - (e) has an electric range of 20 miles or more.
- (5) A vehicle is an ultra low emission van if it is a light commercial vehicle that—
- (a) is a plug in hybrid electric vehicle;
  - (b) is—
    - (i) registered in the GB or NI records on the basis of a UK registration document or a UK approval certificate or, in the case of a vehicle registered in a country other than the United Kingdom, in the appropriate records of that country on the basis of an equivalent registration document or EC certificate of conformity or

- equivalent certificate issued by the appropriate national authority, that specifies a CO<sub>2</sub> emissions figure for that vehicle of 75 grams per kilometre or less; or
- (ii) certified by the appropriate national approval authority as emitting 75 grams or less of CO<sub>2</sub> per kilometre when tested according to the procedure described in Annex 8 of United Nations Economic Commission for Europe (UNECE) Regulation 101;
- (c) meets the emissions standards specified for that vehicle in Table 3 if it is a positive ignition vehicle or Table 4 if it is a compression ignition vehicle;
- (d) has a maximum speed in excess of 50 miles per hour; and
- (e) has an electric range of 20 miles or more.
- (6) A vehicle meets the emissions standards specified for that vehicle in Table 3 or 4 if—
- (d) 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 relevant Table;
- (b) the vehicle has been adapted, by means of an exhaust after-treatment system or otherwise, so that the limit values for the emission of oxides of nitrogen and particulate matter specified for the vehicle in columns (e) and (f) of the Table would not be exceeded during the appropriate test specified in column (g) of the relevant Table; or
- (c) in respect of all other vehicles, Transport for London is satisfied that the limit values for the emission of oxides of nitrogen and particulate matter specified for the vehicle in columns (e) and (f) of the Table would not be exceeded during the appropriate test specified in column (g) of the relevant Table.

**Table 3 – Emissions standards for positive ignition ultra low emission vehicles**

<i>(a)</i> Row No.	<i>(b)</i> Vehicle category	<i>(c)</i> Reference mass of vehicle (kilograms)	<i>(d)</i> EC emissions standard	<i>(e)</i> Limit value for NO <sub>x</sub> (grams per kilometre)	<i>(f)</i> Limit value for particulate matter (grams per kilometre)	<i>(g)</i> Appropriate test
(1)	M <sub>1</sub>	not exceeding 2610	Euro 5	0.06	0.005	Type I
(2)	N <sub>1</sub> class I	not exceeding 2610	Euro 5	0.06	0.005	Type I
(3)	N <sub>1</sub> class II	not exceeding 2610	Euro 5	0.075	0.005	Type I
(4)	N <sub>1</sub> class III	not exceeding 2610	Euro 5	0.082	0.005	Type I

**Table 4 – Emissions standards for compression ignition ultra low emission vehicles**

<i>(a)</i> Row No.	<i>(b)</i> Vehicle category	<i>(c)</i> Reference mass of vehicle (kilograms)	<i>(d)</i> EC emissions standard	<i>(e)</i> Limit value for NO <sub>x</sub> (grams per kilometre)	<i>(f)</i> Limit value for particulate matter (grams per kilometre)	<i>(g)</i> Appropriate test
(1)	M <sub>1</sub>	not exceeding 2610	Euro 6	0.08	0.005	Type I
(2)	N <sub>1</sub> class I	not exceeding 2610	Euro 6	0.08	0.005	Type I
(3)	N <sub>1</sub> class II	not exceeding 2610	Euro 6	0.105	0.005	Type I
(4)	N <sub>1</sub> class III	not exceeding 2610	Euro 6	0.125	0.005	Type I

(7) The condition referred to in sub-paragraph (1) is that particulars of the vehicle are entered in the register in accordance with article 9 of this Scheme.

### **Electric vehicles**

**1A.**—(1) From 25 October 2021 up to and including 24 December 2025 a qualifying electric vehicle is a reduced rate vehicle if the condition specified in sub-paragraph (3) is met.

(2) A vehicle is a qualifying electric vehicle if—

(a) it is a vehicle for which a nil licence is in force by virtue of its being an exempt vehicle for the purposes of the 1994 Act in accordance with paragraph 20G (electrically propelled vehicles) of Schedule 2 to that Act; or

(b) Transport for London is satisfied that the vehicle—

(i) operates wholly by means of an electrically powered propulsion system that draws its motive power from either a hydrogen fuel cell or from a battery that can be fully recharged from an external source of electricity; and

(ii) has tailpipe CO<sub>2</sub> emissions of 0 grams per kilometre.

(3) The condition referred to in sub-paragraph (1) is that particulars of the vehicle are entered in the register in accordance with article 9 of this Scheme.

### **Motorbicycles, licensed hackney carriages and designated wheelchair-accessible private hire vehicles**

**2.**—(1) A vehicle which falls within any of the following descriptions is a non-chargeable vehicle—

(a) a motorbicycle;

- (b) a vehicle licensed as a hackney carriage under section 6 of the Metropolitan Public Carriage Act 1869**(a)**;
  - (c) a designated wheelchair-accessible private hire vehicle being used as a private hire vehicle, so long as the conditions specified in sub-paragraph (2) are met.
- (2) The conditions 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)**;
  - (b) "the Operators' Licences Regulations" means the Private Hire Vehicles (London) (Operators' Licences) Regulations 2000**(c)**;
  - (c) "designated wheelchair-accessible private hire vehicle" means a vehicle that appears on a list of vehicles maintained by Transport for London under section 167(1) of the Equality Act 2010; and
  - (d) 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.

### **Vehicles exempt from vehicle excise duty**

**3.—(1)** A vehicle which is an exempt vehicle for the purposes of the 1994 Act by virtue of its falling within any of the following paragraphs of Schedule 2 to that Act is a non-chargeable vehicle if, in the case of a vehicle registered in the GB or NI records, condition A is met—

- (a) paragraph 3A (police vehicles);
- (b) paragraphs 4 and 5 (fire engines etc.);

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**(a)** 32 & 33 Vict c. 115; section 6 was substituted by the Greater London Authority Act 1999, Schedule 20, paragraph 5(3).

**(b)** 1998 c. 34.

**(c)** S.I. 2000/3146.

- (c) paragraphs 6, 7 and 8 (ambulances and health service vehicles);
- (d) paragraph 11 (lifeboat vehicles);
- (e) paragraphs 18, 19 and 20 (certain vehicles used by or for the carriage of disabled persons).

(2) If Transport for London is satisfied that, if a vehicle registered under legislation relating to the registration of vehicles in a member State had been registered under the 1994 Act, it would have been an exempt vehicle under paragraph 6 (ambulances), 18 (invalid vehicles) or 20 (vehicles used for the carriage of disabled people by a recognised body), that vehicle is a non-chargeable vehicle if condition B is met.

(3) In this paragraph—

- (a) condition A is that a nil licence is in force for the vehicle; and
- (b) condition B is that particulars of the vehicle are for the time being entered in the register.

### **Large passenger vehicles**

4.—(1) A large passenger vehicle is a reduced rate vehicle if it is—

- (a) registered in the GB records and licensed as a bus under paragraph 3 of Schedule 1 to the 1994 Act;
- (b) registered under the 1994 Act and the condition specified in sub-paragraph (2) is met; or
- (c) registered under legislation relating to the registration of vehicles in an EEA State and the condition specified in sub-paragraph (2) is met.

and is not an emissions surcharge vehicle.

(2) The condition is that particulars of the vehicle are for the time being entered in the register in accordance with article 9 of this Scheme.

### **Vehicles used in the provision of particular public services**

5.—(1) A vehicle which falls within one of the descriptions specified in sub-paragraph (2) and is in use for the purposes specified in that description is a non-chargeable vehicle if both the conditions specified in sub-paragraph (3) are met.

(2) The descriptions are—

- (a) a vehicle used for fire, police, national health service, ambulance or national security purposes and not falling within paragraph 2(1)(a), (b) or (c) of this Annex;
- (b) a vehicle used for the purposes of an operational function of any of the following councils where it is necessary for the purpose of discharging the function, that the vehicle should be used or kept on a designated road—
  - (i) the Common Council of the City of London;
  - (ii) the Council of the City of Westminster;
  - (iii) the Council of the London borough of Camden;

- (iv) the Council of the London borough of Hackney;
  - (v) the Council of the London borough of Islington;
  - (vi) the Council of the London borough of Lambeth;
  - (vii) the Council of the London borough of Southwark; or
  - (viii) the Council of the London borough of Tower Hamlets;
- (c) a vehicle used for the purposes of an operational function of the Royal Parks Agency in relation to any Royal Park (as defined by section 132AA of the Road Traffic Regulation Act 1984<sup>(a)</sup>);
  - (d) a vehicle used for the purposes of an operational function of the Crown Estate Paving Commission;
  - (e) a vehicle used for the purposes of lifeboat haulage or HM Coastguard and not falling within paragraph 2(1)(d) of this Annex;
  - (f) operational vehicles of the Port of London Authority used to attend an emergency on the River Thames.
  - (g) an emergency response unit of—
    - (i) Transport for London; or
    - (ii) any London borough council, used for the purpose of responding to an emergency.
- (3) The conditions referred to in sub-paragraph (1) are that—
- (a) Transport for London is satisfied on an application by the body for the purposes of which the vehicle is used that the vehicle falls within a description specified in sub-paragraph (2); and
  - (b) particulars of the vehicle are for the time being entered in the register.
- (4) For the purposes of sub-paragraph (2)(b), (c) or (d) a vehicle is in use for an operational function if and only if it is in use for one or more of the following purposes—
- (a) street cleaning;
  - (b) road maintenance;
  - (c) waste collection;
  - (d) waste disposal;
  - (e) the management or maintenance of parks and open spaces;
  - (f) mobile libraries;
  - (g) dog wardens;
  - (h) pest control;
  - (i) meals on wheels;
  - (j) parking enforcement;
  - (k) schools transport, and

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<sup>(a)</sup> 1984 c. 27; section 132AA was inserted by the Greater London Authority 1999 section 293.

except where the vehicle is in use for the purpose specified in paragraph (f) or (i) of this sub-paragraph, no charge is imposed on the persons for whose benefit the function is performed.

(5) Any vehicle which belongs to any of Her Majesty's forces or is in use for the purposes of any of those forces is a non-chargeable vehicle provided the condition in sub-paragraph (3)(b) is met.

### **Disabled persons' vehicles**

6.—(1) In this paragraph—

- (a) "eligibility certificate" means a certificate issued under sub-paragraph (6) below;
- (b) "eligible individual" means an individual who is the holder of an eligibility certificate;
- (c) "eligible institution" means an institution which is the holder of an eligibility certificate;
- (d) "eligible person" means an eligible individual or an eligible institution;
- (e) "specified vehicle" means a vehicle which is specified under this paragraph by an eligible person in relation to a charging day.

(2) A vehicle being used or kept on a designated road is a reduced rate vehicle if it falls within Case A, Case B or Case C.

(3) A vehicle falls within Case A if—

- (a) it is being driven by, or carrying, an eligible individual and that individual's eligibility certificate is being displayed on it; and
- (b) it is a specified vehicle in relation to that certificate for the charging day on which it is being used on a designated road.

(4) A vehicle falls within Case B if—

- (a) it is being kept on a designated road in order that it may be available to be driven by, or to carry, an eligible individual;
- (b) it is being driven on a designated road to a place within the central zone for the purpose of collecting such an individual from that place; or
- (c) having been used to take such an individual to such a place, it is being driven out of the central zone,

and in each case it is a specified vehicle in relation to that individual's eligibility certificate for the charging day on which it is being used or kept on a designated road.

(5) A vehicle falls within Case C if—

- (a) a disabled person's badge is being displayed on it in compliance with regulation 15 or 16 (display of an institutional badge when a vehicle is being driven or parked) of the Disabled Persons (Badges for Motor Vehicles) (England) Regulations 2000<sup>(a)</sup>;

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<sup>(a)</sup> S.I. 2000/682.

- (b) the holder of the badge is an eligible institution; and
- (c) it is a specified vehicle in relation to that institution's eligibility certificate for the day on which it is being used or kept on a designated road.

(6) Transport for London may issue an eligibility certificate to an individual or an institution—

- (a) on payment of a charge of £10; and
- (b) on its being satisfied that the individual or institution is the holder of a disabled person's badge issued, on the ground of the individual's reduced mobility, by a member State in accordance with Council Recommendation 98/376/EC**(b)**.

(7) Not more than one eligibility certificate may be held by any individual at any time and not more than one eligibility certificate may be held by an institution for each disabled badge held by it at any time.

(8) In the following provisions of this paragraph "the relevant badge" in relation to an eligibility certificate means the disabled person's badge, or parking card, by virtue of which the certificate was issued.

(9) An eligibility certificate issued within the period of 21 days beginning with the date on which the relevant badge was issued shall cease to have effect on the expiration of the period of 12 months beginning with that date.

(10) In any other case an eligibility certificate shall cease to have effect on whichever is the earlier of—

- (a) the anniversary date of the issue of the relevant badge which falls within a period of not less than 12 months nor more than 24 months beginning with the date on which the eligibility certificate was issued; or
- (b) the last day of the period of 21 days beginning with the day on which the relevant badge ceases to have effect.

(11) Where an eligibility certificate ceases to have effect in accordance with sub-paragraph (9) or (10) a new certificate may be issued to the holder in accordance with sub-paragraph (6).

(12) No charge shall be payable under sub-paragraph (6)(a) for the issue of a new eligibility certificate under sub-paragraph (11) if the application for the certificate is received by Transport for London within the period of 90 days beginning with the date on which the expiring certificate ceased to have effect.

(13) Where purported payment of a charge under sub-paragraph (6) 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

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(b) Council Recommendation of 4th June 1998 on a parking card for people with disabilities, O.J. EN 12. 6. 98 L 167 page 25.

charge shall be treated as not paid and any eligibility certificate issued in relation to the charge shall be void and of no effect.

(14) An eligible person may—

- (a) specify up to 2 vehicles for any charging day in relation to the eligibility certificate held by that person; and
- (b) subject to sub-paragraph (16) specify a different vehicle in place of a specified vehicle.

(15) Unless a vehicle has been specified for a particular charging day or days it remains specified for all charging days until a different vehicle has been specified in place of it.

(16) Not more than 2 vehicles may be treated as reduced rate vehicles for the purposes of this paragraph in relation to any eligible person in respect of any charging day.

(17) A vehicle shall not be treated as specified in relation to an eligibility certificate on any particular day unless particulars of it—

- (a) appeared in the register at the time at which it was used; or
- (b) were entered in the register by the end of that day.

## **Motortricycles**

**6A.**—(1) Transport for London may issue an eligibility certificate to a person on its being satisfied that the vehicle to which the certificate relates is a motortricycle for the purposes of article 1(2) of this Scheme.

(2) A motortricycle is a reduced rate vehicle if the following conditions are met—

- (a) there is in relation to the vehicle a current eligibility certificate issued under sub-paragraph (1); and
- (b) particulars of the vehicle are entered in the register in accordance with article 9 of this Scheme.

## **Recovery and breakdown vehicles**

**7.**—(1) A recovery or breakdown vehicle is a reduced rate vehicle if the condition specified in sub-paragraph (2) is met.

(2) The condition referred to in sub-paragraph (1) is that particulars of the vehicle are entered in the register in accordance with article 9 of this Scheme.

(3) In this paragraph—

- (a) "breakdown vehicle" means a vehicle which is—
  - (i) constructed, adapted or equipped to provide roadside assistance or recovery services and in use to provide such services; and
  - (ii) operated by an accredited recovery organisation;

- (b) "accredited recovery organisation" means an organisation accredited—
  - (i) by a certified accreditation body as operating to ISO 9001:2008 in accordance with the Specification for the application of ISO 9001:2008 to quality management systems in the Roadside Assistance and Recovery Industry published by the British Standards Institution or any British Standard or Specification for the time being replacing or amending the same; or
  - (ii) by a certified accreditation body in an EEA State to an equivalent specification published by a national standards body in an EEA State;
- (c) "certified accreditation body" means a body that is certified by the UK Accreditation Service to undertake audits in accordance with ISO 9001:2008 or an equivalent body in an EEA State; and
- (d) "recovery vehicle" means—
  - (i) a vehicle licensed as a recovery vehicle under paragraph 5 of Schedule 1 to the 1994 Act; or
  - (ii) a vehicle registered under legislation relating to the registration of vehicles in an EEA State as respects which Transport for London is satisfied that, had it been registered under the 1994 Act, it would have fallen to be licensed as a recovery vehicle under paragraph 5 of Schedule 1 to the 1994 Act.

#### **Vehicles used by certain NHS employees**

**8.—**(1) A relevant vehicle not falling within any of the preceding paragraphs of this Annex which was on any occasion used by an NHS employee on designated roads during charging hours shall be treated as having been a non-chargeable vehicle on that occasion if—

- (a) the charge imposed by article 4 of this Scheme in respect of the use of the vehicle on that occasion was duly paid;
- (b) the charge was reimbursed to the employee by the relevant NHS employer;
- (c) the condition referred to in sub-paragraph (3) was met; and
- (d) the relevant NHS employer subsequently issued a certificate to Transport for London that conditions (a), (b) and (c) were met.

(2) Where Transport for London, on receiving such a certificate, is satisfied that a vehicle falls to be treated as having been a non-chargeable vehicle in accordance with this paragraph, it shall refund the charge incurred to the relevant NHS employer.

(3) The condition referred to in sub-paragraph (1)(c) is met on an occasion if the vehicle was used on that occasion on designated roads either—

- (a) by an NHS employee for the purpose of transporting in the course of employment—
  - (i) bulky, heavy or fragile equipment or supplies;
  - (ii) patients' notes or other clinically confidential material;
  - (iii) controlled drugs;
  - (iv) clinical waste, radioactive materials, contaminated sharps or non-medicinal poisons;

- (v) prescription only medicines or waste medicinal products; or
  - (vi) clinical specimens, body fluids, tissues or organs; or
  - (b) by an NHS employee for the purpose of enabling that employee to provide services required in consequence of an emergency or other extraordinary circumstances.
- (4) In this paragraph—
- (a) "controlled drugs" has the meaning for the time being given by the Misuse of Drugs Act 1971**(a)**;
  - (b) "medicinal product" has the meaning for the time being given by the Medicines Act 1968**(b)**;
  - (c) "NHS employee" means—
    - (i) an individual employed by or providing services on behalf of or seconded to a relevant NHS employer;
    - (ii) an individual performing primary medical services as, or on behalf of, a primary care contractor.
  - (d) "non-medicinal poison" has the meaning for the time being given by the Poisons Act 1972**(c)**;
  - (e) "primary care contractor" means—
    - (i) a general medical services contractor who is a party to a general medical services agreement within the meaning of the National Health Service (General Medical Services Contracts) Regulations 2004**(d)**;
    - (ii) a contractor within the meaning of regulation 2 of the National Health Service (Personal Medical Services Agreements) Regulations 2004**(e)**;
    - (iii) an APMS contractor within the meaning of direction 1 of the Alternative Provider Medical Services Directions 2004**(f)**; or
    - (iv) a NHS Trust who provides primary medical services pursuant to section 92 of the National Health Service Act 2006**(g)**; and
  - (f) the "relevant NHS employer" in relation to an NHS employee means the NHS Commissioning Board, Clinical Commissioning Group, National Health Service Trust, NHS Foundation Trust, primary care contractor or other National Health Service organisation by which the employee is employed, on behalf of which the employee is providing services, or to which the employee has been seconded.

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**(a)** 1971 c. 38; as to controlled drugs see section 2 and Schedule 2.

**(b)** 1968 c. 67; as to medicinal product see section 130 (amended by the Animal Health and Welfare Act 1984 sections 13(2) and 16, Schedule 1, paragraph 3 and Schedule 2 and by S.I. 1994/3119).

**(c)** 1972 c. 66; as to non-medicinal poison see section 11(1) and the Poisons List Order 1982, S.I. 1982/217.

**(d)** S.I. 2004/291.

**(e)** S.I. 2004/627.

**(f)** Directions made on 21st April 2013.

**(g)** 2006 c.41.

### **Vehicles used for transporting certain NHS patients**

9.—(1) A relevant vehicle not falling within any of the preceding paragraphs of this Annex which was on any occasion used on designated roads to transport a relevant patient during charging hours shall be treated as having been a non-chargeable vehicle on that occasion if—

- (a) the charge imposed by article 4 of this Scheme in respect of the use of the vehicle on that occasion was duly paid;
- (b) the vehicle was used for the purpose of transporting the 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");
- (c) the charge was reimbursed to the patient by the relevant NHS body; and
- (d) the relevant NHS body subsequently issued a certificate to Transport for London that conditions (b) and (c) were both met.

(2) Where Transport for London, on receiving such a certificate is satisfied that a vehicle falls to be treated as a non-chargeable vehicle in accordance with this paragraph, it shall refund the charge incurred to the relevant NHS body.

(3) In this paragraph "relevant patient" means—

- (a) a patient who—
  - (i) has a compromised immune system or requires regular therapy, assessment or recurrent surgical intervention; and
  - (ii) is clinically assessed as too ill, weak or disabled to travel to an appointment on public transport; or
- (b) a patient who is clinically assessed, in accordance with the advice of National Health Service for the time being applicable, as being at high or moderate risk from COVID-19.

### **Vehicles used by firefighters for operational reasons**

10.—(1) A relevant vehicle not falling within any of the preceding paragraphs of this Annex which was on any occasion used on designated roads during charging hours shall, subject to the provisions of this paragraph, be treated as having been a non-chargeable vehicle on that occasion if—

- (a) a charge imposed by article 4 of this Scheme in respect of the use of the vehicle on that occasion was duly paid;
- (b) the vehicle was used on that occasion on designated roads by a firefighter employed by the London Fire and Emergency Planning Authority ("the LFEPA") who, whilst on duty was required for operational reasons to proceed to another fire station; and
- (c) the LFEPA subsequently issues a certificate to Transport for London that conditions (a) and (b) were both met.

(2) Where Transport for London, on receiving such a certificate, is satisfied that a vehicle falls to be treated as having been a non-chargeable vehicle in accordance with this paragraph it shall refund the charge incurred to the LFEPA.

### **Vehicles used by certain care home employees**

**11.—(1)** A relevant vehicle not falling within any of the preceding paragraphs of this Annex which was on any occasion on or after 18 May 2020 used by a relevant care home employee on designated roads during charging hours shall be treated as having been a non-chargeable vehicle on that occasion if—

- (a) the charge imposed by article 4 of the Scheme in respect of the use of the vehicle on that occasion was duly paid;
- (b) the charge was reimbursed to the relevant care home employee by their relevant care home employer in relation to that occasion;
- (c) the condition referred to in sub-paragraph (3) was met; and
- (d) the relevant care home employer subsequently issued a certificate to Transport for London that conditions (a), (b) and (c) were met.

(2) Where Transport for London, on receiving such a certificate, is satisfied that a vehicle falls to be treated as having been a non-chargeable vehicle in accordance with this paragraph, it shall refund the charge incurred to the relevant care home employer.

(3) The condition referred to in sub-paragraph (1)(c) is met on an occasion if the vehicle was used on that occasion on designated roads by a relevant care home employee for the purpose of providing services on behalf of a relevant care home during the COVID-19 pandemic.

(4) In this paragraph—

- (a) “relevant care home employee” means an individual employed by or providing services on behalf of or seconded to a relevant care home employer;
- (b) “relevant care home employer” means a registered service provider in respect of a relevant care home by which a relevant care home employee is employed or on behalf of which that employee is providing services or to which that employee has been seconded;
- (c) “registered service provider” means a person or organisation registered with the Care Quality Commission in accordance with section 10 of the Health and Social Care Act 2008 to provide accommodation together with nursing or personal care at a relevant care home; and
- (d) “relevant care home” means a care home within the meaning of section 3 of the Care Standards Act 2000 that is located within the central zone.

### **Vehicles used by certain local authority and charity employees**

**12.—(1)** A relevant vehicle not falling within any of the preceding paragraphs of this Annex which was on any occasion on or after 22 June 2020 used by an eligible employee on designated

roads during charging hours shall be treated as having been a non-chargeable vehicle on that occasion if—

- (a) the charge imposed by article 4 of the Scheme in respect of the use of the vehicle on that occasion was duly paid;
- (b) the charge was reimbursed to the eligible employee by their eligible organisation in relation to that occasion;
- (c) the conditions referred to in sub-paragraph (3) were met; and
- (d) the eligible organisation subsequently issued a certificate to Transport for London that conditions (a), (b) and (c) were met.

(2) Where Transport for London, on receiving such a certificate, is satisfied that a vehicle falls to be treated as having been a non-chargeable vehicle in accordance with this paragraph, it shall refund the charge incurred to the eligible organisation.

(3) The conditions referred to in sub-paragraph (1)(c) are met on an occasion if Transport for London is satisfied, by the production of such evidence as it may reasonably require, that—

- (a) the vehicle was used on that occasion for the purpose of providing eligible services by or on behalf of an eligible organisation; and
- (b) the use of the vehicle on that occasion constituted an eligible journey.

(4) In this paragraph “eligible services” means—

- (a) the provision of food, medicine, medical equipment, personal protective equipment (PPE), cleaning or hygiene supplies, in each case for purposes directly related to the COVID-19 pandemic;
- (b) the provision of domiciliary care by a domiciliary care agency or an individual in each case directly or indirectly contracted by or funded wholly or partly by an eligible authority;
- (c) the provision of services at accommodation provided specifically for rough sleepers who are also vulnerable people, including driving a vulnerable person to such accommodation;
- (d) the movement of a victim of domestic abuse to a place of safety or to or from a police or legal appointment or a child visitation;

(5) In this paragraph—

- (a) “eligible organisation” means—
  - (i) an eligible local authority;

- (ii) an eligible charity;
- (b) “eligible local authority” means any one of the following councils—
  - (i) the Common Council of the City of London;
  - (ii) the Council of the City of Westminster;
  - (iii) the Council of the London borough of Camden;
  - (iv) the Council of the London borough of Hackney;
  - (v) the Council of the London borough of Islington;
  - (vi) the Council of the London borough of Lambeth;
  - (vii) the Council of the London borough of Southwark;
  - (viii) the Council of the London borough of Tower Hamlets; or
  - (ix) the Greater London Authority;
- (c) “eligible charity” means a charity that Transport for London is satisfied, by the production of such evidence as it may reasonably require—
  - (i) falls within the meaning of section 1(1) of the Charities Act 2011; and
  - (ii) provides eligible services;
- (d) “eligible employee” means—
  - (i) an individual employed by, providing services on behalf of, or seconded to an eligible organisation;
  - (ii) an individual contracted by or funded wholly or partly by an eligible local authority, either through a domiciliary care agency or otherwise, to provide domiciliary care; or
  - (iii) an individual providing services on a voluntary basis on behalf of an eligible charity;
- (e) “eligible journey” means a journey that—
  - (i) takes place within, or starts or ends within, the central zone; and
  - (ii) Transport for London is satisfied could not reasonably have been undertaken in any other way than by the use of a relevant vehicle;

(f) “domiciliary care” means personal care provided in their own homes for persons who by reason of illness, infirmity or disability are unable to provide it for themselves without assistance;

(g) “domiciliary care agency” has the meaning given by section 4(3) the Care Standards Act 2000;

(h) “vulnerable person” means a person who is at high or moderate risk from COVID-19 and references to “vulnerable people” shall be construed accordingly.

## RESIDENTS' VEHICLES

**Meaning of qualified resident**

1.—(1) In this Scheme "qualified resident" means an individual as respects whom Transport for London is satisfied, by the production of such evidence as it may reasonably require, that the requirements specified in sub-paragraph (2)—

(a) were, on the basis an application received on or before 31 July 2020, met on or before that date; and

(b) are for the time being met.

(2) The requirements are that—

(a) the individual has attained the age of 17 years;

(b) the individual's only or main residence is at premises primarily used for residential purposes situated in the residents' discount zone;

(c) subject to sub-paragraph (3), the name of the individual is shown in the register of parliamentary electors or the register of local government electors prepared and published under section 9 of the Representation of the People Act 1983<sup>(a)</sup> for the constituency or local government area in which those premises are situated and those premises are shown as the individual's qualifying address;

(d) the individual is normally present at those premises during at least 4 nights a week; and

(e) the individual—

(i) has satisfied (b) and (d) above in relation to those premises for a period of at least 13 weeks; or

(ii) intends to continue to satisfy (b) and (d) above in relation to those premises for a period which, taken with any period during which the individual has already done so, will amount to a period of at least 13 weeks.

(3) Sub-paragraph (2)(c) does not apply where the individual is, for reasons not connected with his place of residence, not eligible to be an elector at parliamentary or local government elections or there has been insufficient time for the individual's name to be included in the register.

(4) Where a qualified resident ceases to reside at the premises in relation to which Transport for London was satisfied that the requirements in sub-paragraph (2)(b) to (e) were met but resides at other premises within the residents' discount zone, that person shall cease to be a qualified resident unless that person has notified the change of residence to Transport for

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(a) 1983 c. 2.

London and Transport for London is satisfied that those requirements are met in relation to those other premises.

### **Meaning of resident's vehicle**

**2.—(1)** For the purposes of this Scheme a vehicle is a "resident's vehicle" and an individual is a qualified resident in relation to that vehicle if —

- (a) the vehicle is a relevant vehicle and the individual is a qualified resident; and
  - (i) the individual is the registered keeper of the vehicle;
  - (ii) the individual's employer is the registered keeper; or
  - (iii) the vehicle is hired by or leased to the individual or the employer; and
- (b) the vehicle meets the requirements specified in sub-paragraph (2).

(2) The requirements are that—

- (a) in the case of a vehicle registered under the 1994 Act in the name of, or hired by or leased to, the employer of a qualified resident, Transport for London is satisfied by the production of such evidence as it may reasonably require that the vehicle is kept for the exclusive use of the resident and members of the resident's household residing at the same address as the resident;
- (b) in the case of a vehicle of which a qualified resident is the registered keeper the address of the registered keeper shown on the vehicle registration document must be the same as that of the premises referred to in paragraph 1(2)(b);
- (c) particulars of the vehicle are for the time being entered in the register and;
- (d) the vehicle is either—
  - (i) a vehicle constructed or adapted for the carriage of persons and their luggage and effects; or
  - (ii) a vehicle constructed or adapted for the carriage of goods or burden of any description and having a height not exceeding 2.44 metres.

(3) At no time may particulars of more than one vehicle be entered in the register, in relation to any one individual who is a qualified resident.

### **Purchase of licences for residents' vehicles**

**3.—(1)** An individual shall be entitled to purchase a licence for a resident's vehicle in accordance with the following provisions of this paragraph.

(2) A licence may be purchased under this paragraph—

- (a) by an individual for a single charging day falling on or before the last day of the registration period for the vehicle provided that the charge is paid by CC Auto Pay in accordance with article 6A;
- (b) by an individual who is a qualified resident in relation to the vehicle—

- (i) for a period of 7 or 31 consecutive charging days, provided that in either case the last day of the period does not fall after the last day of the registration period for the vehicle; or
  - (ii) for a period of consecutive charging days expiring on the last charging day of the registration period for the vehicle.
- (3) The charge for a licence for a resident's vehicle purchased under this paragraph shall be—
- (a) where the charge is paid by CC Auto Pay—
    - (i) in respect of a standard rate vehicle, £1.50 per charging day;
    - (ii) in respect of an emissions surcharge vehicle, £2.50 per charging day; or
  - (b) where the charge is paid otherwise than by CC Auto Pay—
    - (i) for a period of 7 consecutive charging days, £10.50 in respect of a standard rate vehicle or £17.50 in respect of an emissions surcharge vehicle;
    - (ii) for a period of 31 consecutive charging days, £46.50 in respect of a standard rate vehicle or £77.50 in respect of an emissions surcharge vehicle; and
    - (iii) for a period of consecutive charging days expiring on the last charging day of the registration period for the vehicle, £1.50 per charging day in respect of a standard rate vehicle or £2.50 per charging day in respect of an emissions surcharge vehicle.
- (4) At no time may licences purchased by virtue of this paragraph be in force for more than one resident's vehicle for the same charging day, in relation to the same qualified resident.

### **Temporary substitutions**

- 4.—(1) This paragraph applies where—
- (a) a qualified resident—
    - (i) notifies Transport for London that the resident's vehicle registered in relation to that resident ("the original vehicle") has become, or is about to become, temporarily unavailable for use by that resident owing to its undergoing or being about to undergo repair or servicing by a vehicle repairer;
    - (ii) notifies Transport for London that another vehicle ("the substitute vehicle"), being a vehicle hired by the resident or made available by the repairer or insurer of the original vehicle, is from a specified date to be temporarily used by the resident in place of the original vehicle;
    - (iii) notifies Transport for London that the last day of such temporary use is to be a specified date (which may from time to time be varied in advance) falling within the period of 30 days beginning with the date notified under sub-paragraph (ii); and
    - (iv) incurs expenditure on the purchase of licences for the substitute vehicle covering the period beginning with the date specified under sub-paragraph (ii) and ending with the date specified under sub-paragraph (iii); and

- (b) Transport for London satisfies itself that the requirements of paragraph (a) are met and that the substitute vehicle meets requirements (a) and (e) of paragraph 2(2).

(2) Where this paragraph applies—

- (a) any licences purchased for the original vehicle at rates determined in accordance with paragraph 3 for charging days falling within the period of substitution shall be of no effect during that period; and
- (b) if Transport for London receives a claim from the qualified resident not later than the last day of the period of 30 days beginning with the date specified under sub-paragraph (1)(a)(iii), the qualified resident shall be entitled to a refund of the amount specified in sub-paragraph (3).

(3) The amount is a sum equal to the total expenditure incurred as mentioned in sub-paragraph (1)(a)(iv) less the expenditure which the qualified resident would have had to incur in accordance with paragraph 3(1) on the purchase of licences covering the use of a vehicle on each charging day falling within the period of substitution for which the qualified resident purchases licences for the substitute vehicle.

### **New residents**

5.—(1) This paragraph applies where—

- (a) an individual ("the new resident") having begun to reside or, in the case of an individual who has ceased to be a qualified resident under paragraph 1(4), to reside at other premises in the residents' discount zone to be treated as a qualified resident and for particulars of a vehicle ("the relevant vehicle") to be entered on the register as a resident's vehicle in relation to that individual;
- (b) within the period of 90 days beginning with the day on which that application is received by Transport for London ("the initial period"), the new resident incurs expenditure of amounts specified in article 7 on the purchase of licences for the relevant vehicle for charging days falling within the initial period; and
- (c) Transport for London subsequently, on the basis of evidence furnished to it within the initial period,—
  - (i) satisfies itself that the new resident became a qualified resident on or before the first day of the initial period; and
  - (ii) enters particulars of the vehicle in the register as a resident's vehicle in relation to the new resident and notifies the new resident accordingly.

(2) Where this paragraph applies, the new resident shall be entitled to a refund of an amount equal to the difference between—

- (a) the total expenditure incurred as mentioned in sub-paragraph (1)(b); and
- (b) the expenditure which the new resident would have had to incur in accordance with paragraph 3 on the purchase of licences covering the use of a vehicle on each charging day falling within the initial period for which the new resident has purchased a licence under article 7.

## **Certificates of residence**

6.—(1) Where Transport for London is satisfied that the requirements in sub-paragraph (2) are met in relation to an individual it may issue a certificate of residence to that individual.

(2) The requirements are that—

- (a) the requirements in paragraph 1(2) were, on the basis an application received by Transport for London on or before 31 July 2020, met on or before that date, and are for the time being met in relation to the individual;
- (b) particulars of a resident's vehicle are not entered in the register in relation to the individual; and
- (c) a charge of £10 has been paid to Transport for London.

(3) A certificate of residence shall cease to have effect on whichever of the following falls first—

- (a) the expiration of the period of 12 months beginning with the day on which the certificate is issued;
- (b) the day on which Transport for London notifies the holder that it is no longer satisfied that the requirements in paragraph 1(2) are met in relation to the holder.

(4) This sub-paragraph applies where—

- (a) the holder of a certificate of residence hires a vehicle for a period not exceeding 30 charging days and incurs expenditure of amounts specified in article 7 on the purchase of licences for the vehicle for charging days falling within the period of the hiring;
- (b) before the hiring began, the holder had notified Transport for London that the hiring was to take place and given particulars of the first and last days of the period of the hiring; and
- (c) within the period of 30 days beginning with the last day of the hiring the holder submitted a claim, giving any particulars reasonably required by Transport for London for the purpose of verifying the claim, to Transport for London for a refund in accordance with sub-paragraph (5).

(5) Where Transport for London is satisfied that sub-paragraph (4) applies, the holder shall be entitled to a refund of an amount equal to the difference between—

- (a) the total expenditure incurred as mentioned in sub-paragraph (4)(a); and
- (b) the expenditure which the holder would have had to incur in accordance with paragraph 3 on the purchase of licences covering the use of a vehicle on each charging day falling within the hiring period for which the hirer has purchased a licence under article 7, other than charging days on which particulars of a resident's vehicle were entered in the register in relation to the holder.

**Licences void**

7. Where an individual purchases a licence for an amount determined in accordance with paragraph 3(1) and the provisions of this Annex do not entitle the individual to do so, the licence shall be void.

**Holder ceasing to be a qualified resident**

8. If the holder of a licence purchased under this Annex ceases to be a qualified resident, the licence shall thereupon cease to have effect, but without prejudice to the holder's right to a refund in accordance with article 10.

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

Subject to the Scheme Order being confirmed early in 2002, the earliest date that the proposed congestion charging scheme could commence is early 2003 i.e. 12 months from the confirmation. This plan therefore covers the ten year period 2003/04 to 2013/14 with particular reference to the early part of this period. It is estimated that the net revenues from the scheme will be of the order of £130m per year.

Over the early part of the ten year horizon of the Transport Strategy, it is envisaged that the net revenues from the proposed central London congestion charging scheme would help fund or bring forward improvements across Greater London with particular emphasis on the following areas:

**(1) Bus network improvements** to overcome unreliability and slow journey times, improve passenger information, and offer a real alternative to the car. Initiatives could include:

- Further bus priority and protection against congestion on bus routes across Greater London;
- Enhanced enforcement of bus regulations and further introduction of 24-hour bus stop clearways across Greater London;
- New orbital bus services in inner and outer London;
- New services to areas more than five minutes walk from a bus stop;
- Further expansion of Countdown; and
- Expansion of stop-specific bus timetables across Greater London.

These initiatives would help contribute to the Government's targets for reducing road congestion, increasing bus use, and reducing greenhouse gas emissions.

(Additional information is provided in the Transport Strategy - Chapter 4F – *A Better Bus Network*).

**(2) Accelerating or extending accessibility improvements** so that all Londoners, regardless of their mobility, can enjoy the benefits of living in, working in or visiting the Capital. Initiatives could include:

- Accelerating the introduction of accessible buses;
- More wide-spread implementation of 'bus boarder' kerb designs; and
- Enhancements to the Taxicard scheme.

These initiatives would help contribute to the Government's targets for increased bus use and social inclusion.

(Additional information is provided in the Transport Strategy - Chapter 4F – *A Better Bus Network* and Chapter 4O – *Accessible Transport*).

**(3) Interchange improvements** and other initiatives to improve the integration of the transport network; making it easier for people to access the public transport system via walking, cycling, taxi and private hire vehicle. Initiatives could include:

- Measures to make it easier to get to and from bus stops and on and off buses;
- Improved linkages between Tramlink and the wider south London transport network; and
- Improved integration of mainstream and community transport services and integration of taxis with other modes.

These initiatives would help contribute to the Government's targets for increased rail, light rail and bus use.

(Additional information is provided in the Transport Strategy - Chapter 4P – *Integration: The Seamless Journey*).

**(4) Contributing to the costs of developing possible tram or high quality segregated bus schemes**, which could provide a high quality alternative to the use of the private car, particularly for orbital journeys, and can offer widespread access improvements to town centres and regeneration areas. Initiatives could include:

- Advancing the completion of the East London Transit, Greenwich Waterfront Transit, Uxbridge Road Transit and Cross River Transit schemes;
- Making a start on possible extensions to the Croydon Tramlink network to assist the regeneration of the Wandle Valley; and
- Making a start on possible further extensions to the Docklands Light Railway, especially to facilitate regeneration.

This would help contribute to the Government's targets for reducing road congestion and rail overcrowding as well as to double light rail use.

(Additional information is provided in the Transport Strategy - Chapter 4Q- *Expanding London's Transport System: Major Projects* and Chapter 4D - *Docklands Light Railway and Croydon Tramlink*).

**(5) Safety and security improvement schemes** to improve personal safety during the course of a journey and to reduce transport-related crime and the fear of crime. Initiatives could include:

- Providing better lighting on streets, at bus stops, cycle parking areas, and in passenger waiting areas;
- Expansion of CCTV, help points and alarms on the bus, rail and Underground network;
- Improved staff training to help operating staff to safeguard the security of passengers and themselves;
- Expansion of 20mph zones, home zones and Safer Routes to School initiatives; and

- Expansion of the use of speed enforcement cameras to secure greater compliance with speed limits.

This would help contribute to the Government's targets to reduce crime and the number of people killed or seriously injured in road accidents and to increase bus and rail use.

(Additional information is provided in the Transport Strategy - Chapter 4P - *Integration – The Seamless Journey*).

**(6) Accelerating road and bridge maintenance programmes** to improve the quality of street conditions. The focus will be on the priorities identified via a three-year priority street maintenance plan.

This would help contribute to the Government's targets to maintain the strategic road network in optimum condition.

(Additional information is provided in the Transport Strategy - Chapter 4G – *Streets for All: Improving London's Roads and Streets*).

**(7) Increasing late night public transport** to meet the growing demands for night-time travel. Initiatives could include:

- Expansion in the frequency and coverage of the 24-hour bus network;
- Enhancing safety and security on buses via increased provision of on-bus CCTV;
- Extensions of the operating hours of the Underground, particularly at the weekend; and
- Raising more stations in London to the 'Secure Stations' standard (a Government-sponsored scheme to accredit safe stations).

This would help contribute to the Government's targets to reduce road congestion and overcrowding on the Underground and also to increase bus and rail use, and reduce crime.

(Additional information is provided in the Transport Strategy - Chapter 4C - *London Underground* and Chapter 4F - *A Better Bus Network*).

**(8) Additional funding for borough transport initiatives** to develop bus priority, walking, cycling, road safety and parking schemes through the Local Implementation Plan (LIP) process. Initiatives could include:

- Expansion of bus priority measures on local bus routes;
- Extension of improved pedestrian and cycling facilities;
- Development of Green Travel Plans with local schools and businesses; and
- New parking and traffic enforcement measures on local roads.

This would help contribute to the Government's targets to reduce road congestion, increase bus use, reduce the number of people killed and seriously injured, and to reduce greenhouse gases.

(Additional information is provided in the Transport Strategy - Chapter 4G – *Streets for All: Improving London’s Roads and Streets*).

**(9) Restructuring fares on public transport** to make it more attractive and thus encourage a shift from the car, promote the more effective use of capacity, promote social inclusion, improve transport integration, and make public transport more efficient. Initiatives could include:

- Development of targeted fares options using Smartcards;
- Simplification initiatives; and
- Targeted initiatives to make fares more affordable.

These initiatives would help contribute to the Government’s targets for reducing road congestion, increasing bus and rail use, and reducing greenhouse gas emissions.

(Additional information is provided in the Transport Strategy - Chapter 4B – *Fares and Tickets to Make Public Transport More Attractive*).

**(10) Improvements to the walking and cycling environment** to reduce dependency on the car - particularly for short trips, to reduce congestion and pollution, and improve health. Initiatives could include:

- Expansion of the implementation of pedestrian phases at traffic signal junctions where appropriate;
- Development of north to south and east to west pedestrian routes across central London;
- Expansion of high quality cycle routes; and
- Expansion of the provision of secure cycle parking facilities, particularly at shopping centres and transport interchanges.

These initiatives would help contribute to the Government’s targets for improving health, reducing crime, reducing road congestion, and reducing greenhouse gas emissions.

(Additional information is provided in the Transport Strategy - Chapter 4I – *Promoting Walking* and Chapter 4J – *Promoting Cycling*).

**(11) Improvements to the street environment** to reduce the adverse effects of vehicular traffic, such as: noise, intrusion, poor air quality, community severance, intimidation, fear of crime and accidents, and difficulties of parking and loading. Initiatives could include:

- Expansion of Streets-for-People areas; and
- Town centre environmental improvement schemes.

These initiatives would help contribute to the Government's targets for reducing road congestion, reducing the number of people killed or seriously injured, improving air quality, and reducing greenhouse gas emissions.

(Additional information is provided in the Transport Strategy - Chapter 4G – *Streets for All: Improving London's Roads and Streets*).

During the later part of the Transport Strategy's ten year horizon, an increased emphasis is proposed on using the net revenues from the proposed central London congestion charging scheme to contribute to funding or financing transport infrastructure improvements including:

**Helping develop and fund expanded Underground and rail capacity with new services across central London, together with improved orbital rail services** (see Transport Strategy Chapter 4Q– *Expanding London's Transport System – Major Projects*);

**New Thames Gateway river crossings** (see Transport Strategy Chapter 4Q– *Expanding London's Transport System – Major Projects*);

**Schemes to provide improved access to London's town centres** (see proposals across Chapter 4 – *Improving London's Transport System*);

**Further possible tram or high quality segregated bus schemes** (see Transport Strategy Chapter 4Q– *Expanding London's Transport System – Major Projects* and Chapter 4D – *Docklands Light Railway and Croydon Tramlink*); and

**Selected improvements to London's road system** (see Transport Strategy Chapter 4G – *Streets for All: Improving London's Roads and Streets*).