

The Greater London Low Emission Zone Charging (Variation) Order 2010

Proposed variations to the Greater London Low Emission Zone Charging Order 2006 ("the Principal Order") which was made by Transport for London on 13 November 2006 and confirmed with modifications by the Mayor of London on 3 May 2007.

The Principal Order was subsequently varied by a further Order made by Transport for London and confirmed by the Mayor

Schedule of Variations Proposed by Transport for London

Variation Order 2010

Following consideration of a number of issues associated with the implementation of the Low Emission Zone, Transport for London made the Greater London Low Emission Zone Charging (Variation) Order 2010 on 14 May 2010. The details and reasons for this proposed change are listed in this schedule and are subject to public consultation.

The schedule is divided into four columns:

- Column 1 is a reference number;
- Column 2 gives a short summary of the proposed variation;
- Column 3 gives details of the proposed variation; and
- Column 4 sets out Transport for London's reasons for the proposed variation.

Transport for London will pass all representations and objections that are received with respect to the variations in this schedule by 28 June 2010 to the Mayor for consideration.

It is for the Mayor to consider whether or not to confirm the Variation Order as made by TfL, with or without modifications.

Transport for London
13 May 2010

Schedule of Variations

Col. 1 – Ref. No.	Col. 2 – Summary of proposed variation	Col. 3 – Details of TfL’s proposed variation	Col. 4 – TfL’s reasons for proposed variation
1.	Defer the date that the Low Emission Zone affects larger vans, minibuses or motor caravans and other specialist vehicles from 4 October 2010 to 3 January 2012	Amend the date for the imposition of charges in respect of Class M ₂ and Class N ₁ subclasses (ii) and (iii) (LGVs and minibuses, motor caravans, ambulances and hearse between 2.5-3.5 tonnes).	Proposal 95b of the Mayor’s Transport Strategy provides for deferring the date that the LEZ affects larger vans, minibuses or motor caravans and other specialist vehicles. This proposal will allow operators and owners more time to comply, given the current economic downturn, as it is felt that potential business costs and impacts for LGV and minibus operators associated with meeting the LEZ standard from 2010 are now more significant than when Phase 3 was originally confirmed in 2007
2.	Correction of paragraph numbering.	Paragraphs 17 and 18 of Annex 2 to the Order will be renumbered as paragraphs 1 and 2 respectively.	<p>These paragraphs were incorrectly numbered in the Principal Order and TfL has taken this opportunity to amend them.</p> <p>This change does not affect the provisions contained in the paragraphs in any way.</p>
3.	Amend the penalty charge for the disposal of vehicles.	Increase the penalty charge for the disposal of vehicles which have been disposed of following clamping and removal from £60 to £70.	<p>To bring the penalty charge amount into line with those in the London Boroughs’ arrangements that were introduced on 1 July 2007. This amount is also consistent with the penalty charge for the same activity in the Congestion Charging Scheme.</p> <p>Liability for this increased penalty charge will only apply to those who do not comply with the scheme and are ultimately subject to enforcement action. It is intended to act as a deterrent against non-compliance.</p>

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4.	Expand the definition of military vehicles as vehicles which are exempt from the LEZ requirements.	Expand the definition of military vehicles to include vehicles which belong to Her Majesty’s forces (as opposed to just being in use for the purposes of those forces).	Vehicles which are being used for naval, military or air force purposes are currently exempt from the requirements of the LEZ. New primary legislation has recently been brought into force and extends the exemption to vehicles which also belong to any of Her Majesty’s forces; TfL is proposing to reflect this change in the exemption.