

**Transport for London - Low Emission Zone**

**TABLE OF PROPOSED MODIFICATIONS TO THE SCHEME ORDER AS MADE**

<b>Made Order Article No.</b>	<b>Proposed Modified Order Article No.</b>	<b>Description of Modification</b>	<b>Reason for Modification</b>
Preamble	Preamble	Insertion of reference to Secretary of State consent to inclusion of trunk roads in the scheme	<i>TfL recommends that motorways and trunk roads (excluding the M25) are included in the LEZ as far as practically possible. This includes the M1 south of London Gateway Services, M4 east of Junction 3 and the M4 spur to Heathrow. Agreement from the Secretary of State on the inclusion of trunk roads and motorways within the LEZ would be required before the Mayor could confirm the Scheme Order, which includes these roads. The negotiations are well advanced, and TfL anticipates that agreement can be reached before the date proposed for the Mayor to make his decision on the Order.</i>
1(o) and (p)	-	Deletion of definitions “registered in the records of Great Britain” and “registered in the records of Northern Ireland”	<i>Definitions based on congestion charging order but now superfluous to the LEZ scheme.</i>
4 (5)(b)	4(5)(b)	Insertion of words “that Transport for London is satisfied is” into visiting forces class of non-chargeable vehicles	<i>To ensure consistency of treatment of all military vehicles (i.e. in every case TfL must be satisfied they are used for military purposes etc.)</i>
4(5)(c)	4(5)(c)	Deletion of words “provided that vehicle is not used on a road for any commercial use” from definition of historic vehicles class of non-chargeable vehicles	<i>In response to stakeholder representations to the Scheme Order consultation, TfL propose to extend the historic vehicles discount so it applies to all historic vehicles, whether or not they are used for hire or reward.</i>

Report to the Mayor following consultation with stakeholders, businesses, other organisations and the public, April 2007

-	4(5)(d)	Insertion of new class of non-chargeable vehicles, that of showman's vehicles which are permanently modified to form part of the equipment of the show	<i>In response to stakeholder representations to the Scheme Order consultation, TfL propose that some showman's vehicles for which replacement or retrofitting of pollution abatement equipment is impractical, receive a 100% discount from the LEZ.</i>
4(6)(b)	-	Deletion of definition of "commercial use"	<i>As above</i>
-	4(6)(b)	Insertion of definition of "showman's vehicle", being one registered in the name of a showman and used for the purposes of that person's business	<i>To provide a definition for showman's vehicles.</i>
-	4(6)(c)	Insertion of definition of "trailer" and "semi-trailer" by reference to the Road Vehicles (Construction and Use) Regulations 1986 S.I. 1986/1078	<i>As above</i>
5(a) and (b)	5(a) and (b)	Rephrase to delete reference to exceedance of particulate matter limit values and replace with reference to meeting the emissions standards in Tables 1 and 2 of Annex 2	<i>See comments re Annex 2 below.</i>
7(4)(c) and (5)(b)	7(4)(c) and (5)(b)	Insertion of words "or before"	<i>To clarify that payments may be made on or before the next working day after the day of travel.</i>
9(4)	9(4)	Deletion of words requiring TfL to notify the registered keeper if it removes particulars of a vehicle from the register of compliant and non-chargeable vehicles	<i>This has been removed as TfL are only able to notify registered keepers using DVLA data if they have been identified inside the LEZ by the enforcement cameras. As such, TfL may not be able to notify all registered keepers if their details are not available from DVLA.</i>
11(2)(c)	11(2)(c)	Deletion of words "and a date which complies with paragraph 6"	<i>Removed due to the deletion of article 11(6).</i>
11(4)(a) and (b)	11(4)(a) and (b)	Requirements for valid application to alter the date of charge changed to allow a telephone application to be made on the day for which the charge was originally paid	<i>TfL propose to allow the date a charge was originally paid for to be changed up to and including the day for which the charge was originally paid, if doing so via the call centre. This is to provide an improved level of customer</i>

Report to the Mayor following consultation with stakeholders, businesses, other organisations and the public, April 2007

			<i>service.</i>
11(5)	11(5)	Replacement of “date” with “day”	<i>To be consistent with the rest of the Order.</i>
11(5)(a)(ii)	11(5)(a)(ii)	Deletion of words “first working” and “falling”	<i>To clarify that a day does not have to be a ‘working’ day.</i>
11(6)	-	Deletion of article 11(6)	<i>Review of the Order finds that Article 11(6) duplicated the provisions set down in Article 11(5) and is therefore not required to be in the Order.</i>
15	15	Deletion of reference to the date of approval of the ten year plan by the Secretary of State.	<i>The ten year plan is proposed to be approved by the Secretary of State after confirmation of the Scheme Order by the Mayor (if confirmed). As such the date of approval of the ten year plan will not be known until after confirmation, and reference to the date is proposed to be deleted from the Scheme Order.</i>
Annex 1 – Deposited Plans	Annex 1 – Deposited Plans	Thames Road / Crayford Lane: Boundary to be changed to reflect the dualling of this section of carriageway and the introduction of a new roundabout at the Thames Road Crayford Lane junction. Thames Road north of Crayford Lane will now be inside the LEZ. (This change is reflected in modified sheets: 4 & 5.)	<i>A recent road improvement scheme included a new roundabout capable of providing a turn-around opportunity for non-compliant vehicles at the junction of Thames Road / Crayford Lane. This means that non-compliant vehicles will no longer need to proceed as far as the roundabout at Howbury Lane to U-turn.</i>
Annex 1 – Deposited Plans	Annex 1 – Deposited Plans	Crayford Road / Station Road: The boundary will be changed so that Station Road and the area to the east of Station Road will be excluded from the LEZ. (This change is reflected in modified sheets: 6 & 7.)	<i>A drafting error on Sheet 7 denied non-compliant vehicles, approaching along Denton Road and Swan Lane, the opportunity to avoid the LEZ. This boundary change allows vehicles to continue onto Station Road to divert away via the A207 Crayford Road.</i>
Annex 1 – Deposited Plans	Annex 1 – Deposited Plans	Enclave of streets north of Dartford Road: Hill Crescent, Ridgcroft Close, St Mary’s Road, Nutmead Close, Dukes Orchard, Wansunt Road, Ashdown Close, Heath Road, Fraser Close, Mornington Court, The Firs and Cold Blow Crescent	<i>This enclave of streets was excluded from the zone previously because of a drafting error. This boundary change allows the enclave to be included in the LEZ, providing a consistent approach to the treatment of cul de sacs and enclaves close to the boundary.</i>

		will now be included within the LEZ. (This change is reflected in modified sheets: 7, 8 & 9.)	
Annex 1 – Deposited Plans	Annex 1 – Deposited Plans	Skid Hill Lane: For vehicles approaching along Skid Hill Lane, northbound, boundary will be amended to allow turn-around via Skid Hill Lane, King Henry’s Drive, Fairchildes Avenue, Comport Green, Homestead Way then back to Skid Hill Lane along King Henry’s Drive. (This change is reflected in modified sheets: 42 & 43; and new sheet: 43A.)	<i>The previous diversion route for non-compliant vehicles approaching northbound along Skid Hill Lane was via Park Road. Park Road has subsequently been closed to traffic.</i>
Annex 1 – Deposited Plans	Annex 1 – Deposited Plans	Addington Road / Farley Road / Old Farleigh Road Junction: Minor boundary amendment to exclude whole junction from LEZ (modified sheet 49).	<i>Corrects a drafting error.</i>
Annex 1 – Deposited Plans	Annex 1 – Deposited Plans	Park Road / Hayes Lane: Boundary moved to Kenley Lane / Valley Road / Beverley Road so that Park Road and Hayes Lane and most of the Kenley area are inside the LEZ. The A22 Godstone Road is excluded from the zone to Purley Cross. (This change is reflected in modified sheets: 53, 54 & 57; new sheets: 54A, 54B, 54C & 54D; and sheets 55 & 56 are deleted.)	<i>Park Road / Hayes Lane was identified as an unsuitable diversion route for traffic approaching on the A22. This boundary change allows vehicles to continue on the A22 to U-turn at Purley Cross. Valley Road / Beverley Road has been excluded from the LEZ only to allow non-compliant vehicles approaching on Hornchurch Hill to divert back to the A22 southbound and will not be used as a diversion by A22 northbound traffic.</i>
Annex 1 – Deposited Plans	Annex 1 – Deposited Plans	Stites Hill Road / Coulsdon Road / Ditches Lane: Boundary moved from Ditches Lane to Marlpit Lane / Coulsdon Lane. The area south west of Coulsdon Road / Marlpit Lane will be excluded from the zone. (This change is reflected in modified sheets: 58, 62 & 63; new sheets: 58A & 58B; and sheets 59, 60 & 61 are deleted.)	<i>The road alignments for vehicles approaching London along Coulsdon Road are very difficult for the turn from Coulsdon Road into Stites Hill Road. In addition Stites Hill Road is not a suitable diversionary route. With the boundary change, non-compliant vehicles approaching along Coulsdon Road will be able to continue to the A23, via Marlpit Lane.</i>
Annex 1 – Deposited	Annex 1 – Deposited	A23 Brighton Road / Coulsdon Bypass: The recently completed Coulsdon Bypass has been included on the	<i>Boundary amendment to take account of the opening of the Coulsdon Bypass.</i>

Report to the Mayor following consultation with stakeholders, businesses, other organisations and the public, April 2007

Plans	Plans	deposited plans and the boundary amended to include the Bypass north of the new Coulsdon southern roundabout. (This change is reflected in modified sheets: 62 & 63.)	
Annex 1 – Deposited Plans	Annex 1 – Deposited Plans	Clayton Road spur: Exclude the spur from the LEZ. (modified sheet 90)	<i>To ensure this section of Clayton Rd is excluded to the extent of the public highway, allowing charge free U-turns</i>
Annex 1 – Deposited Plans	Annex 1 – Deposited Plans	M4: The boundary will change so that the M4 east of junction 3 will be inside the LEZ. (This change is reflected in modified sheets: 111, 117, 120 & 121; and sheets 112, 113, 114 & 118 are deleted.)	<i>See item above re the issue of motorways and trunk roads. This boundary change accounts for his decision by including the M4 within the LEZ. The section of the M4 between the GLA boundary and junction 3 remains outside the LEZ to allow non-compliant vehicles to turn around at junction 3.</i>
Annex 1 – Deposited Plans	Annex 1 – Deposited Plans	Mount Vernon Hospital: The boundary has been adjusted to show Mount Vernon Hospital outside the zone. (This change is reflected in modified sheets: 153 & 154.)	<i>As access within Mount Vernon Hospital is via private roads accessed only from the boundary route, vehicles within the hospital boundary would not be subject to LEZ enforcement. This boundary change has been made to clarify the status of the roads within the hospital site.</i>
Annex 1 – Deposited Plans	Annex 1 – Deposited Plans	Spur Road / A41 Edgware Way: Include Spur Road inside the LEZ (excluding the roundabouts at either end of Spur Road). For consistency, the area between the A41 and Brockley Hill will also be included (modified sheets 164 & 165)	<i>Boundary amendment to prevent traffic approaching southbound on A41 Edgware Way from diverting via Spur Road and Brockley Hill. Instead non-compliant vehicles on the A41 will be expected to U-turn to travel northbound back on the A41.</i>
Annex 1 – Deposited Plans	Annex 1 – Deposited Plans	M1: The boundary will change so that the M1 south of London Gateway Services will be inside the LEZ. (This change is reflected in modified sheets: 167 & 168; and sheets 169 to 179 inclusive are deleted.)	<i>See item above re the issue of motorways and trunk roads. This boundary change accounts for his decision by including the M1 within the LEZ. The section of the M1 between the GLA boundary and London Gateway Services remains outside the LEZ to allow non-compliant vehicles to turn around at the Services.</i>

Report to the Mayor following consultation with stakeholders, businesses, other organisations and the public, April 2007

Annex 1 – Deposited Plans	Annex 1 – Deposited Plans	Barnet Road / Stirling Corner: Adjust boundary into Barnet Road to a point just east of the petrol station exit. (Modified sheet 181)	<i>The petrol station which is accessible directly off the Stirling Corner roundabout has an exit point on Barnet Road that would have been inside the LEZ. This change allows non-compliant vehicles to exit back to the Stirling Corner roundabout.</i>
Annex 1 – Deposited Plans	Annex 1 – Deposited Plans	Galley Lane / Wood Street / Great North Road: Adjust boundary to account for proposed turn-round facility at Galley Lane / Wood Street junction. Include Wood Street and the area north of Wood Street within the LEZ. Include High Street, between Wood Street and St Albans Road, inside the LEZ. (This change is reflected in modified sheets: 183, 184 & 185; and new sheets: 183A & 183B.)	<i>The left turn from Wood Street into High Street has a tight radius and is difficult for larger vehicles. Also the London Borough of Barnet expressed a preference for more of this area to be included within the LEZ. Wood Street junction with Barnet Road has been identified as having the potential for a U-turn facility for vehicles approaching along Galley Lane. Non-compliant vehicles approaching along the A1081 and A1000 will use these roads to divert away from the LEZ.</i>
Annex 2, heading	Annex 2, heading	Deletion of “limit values” and insertion of word “standards”	<i>The use of specific PM standards in the Scheme Order was intended to provide a technology neutral approach which stated the same standard for both original equipment and retrofitted vehicles. However TfL acknowledges that this could be confusing for some operators, for whom the only information required to determine compliance is the overall vehicle Euro standard, and this is the only information readily available to them.</i>
-	Annex 2, para 1(1) and 1(2)	Insertion of new text clarifying the requirements for a compliant vehicle set out in Table 1 and Table 2, either by manufacture to a Euro standard as set out in new column (e) or complying with the limit values for particulate matter emissions set out in column (f) by undergoing the appropriate tests set out in column (g).	
-	Annex 2, Tables 1 and 2, column (e)	Insertion of new column setting out EC emissions standard (Euro III, 3, IV or IV)	

			<p><i>allow vehicles that were not originally constructed to the relevant full Euro standard (Euro III or Euro IV) but which have been adapted or retrofitted to that standard for PM, as proven by certification evidence (such as an RPC), to drive within the proposed LEZ without charge.</i></p> <p><i>Further some original equipment Euro I and II vehicles have received RPCs from VOSA, since their manufacturers were able to present evidence that they met the required PM emission levels in force at the time for that certificate. These vehicles meet the Euro III for PM LEZ standard. Therefore, the LEZ standards would allow vehicles which have been originally manufactured to a lower Euro standard (i.e. Euro I or Euro II) but which meet the higher Euro III standard for PM from 2008, as proven by certification evidence such as an RPC, to drive within the proposed LEZ without charge. However such vehicles do not meet the required standard for 2012 which is Euro IV.</i></p> <p><i>Information available from manufacturers and EC type approval authorities has indicated that there are no LGVs of Euro 2 standard which can meet the specified 2010 standard of Euro 3 for PM without modification, nor are there any Euro III vehicles that can meet the 2012 Euro IV for PM standard unmodified. Therefore TfL is recommending the inclusion of new clauses to the Scheme Order stating that such vehicles would not meet the required LEZ standards without approved modification. These clauses do not change the vehicles affected by the scheme and are intended to provide clarification for</i></p>
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			<i>vehicle owners by aligning the scheme standards with the compliance options practically available to them.</i>
Annex 2, Tables 1 and 2, columns	Annex 2, Tables 1 and 2, columns (a) to (g)	Insertion of letters (a) to (g) to identify columns.	<i>To aid identification of particular columns in the text of Annex 2.</i>
Annex 2, para 1	Annex 2, para 1(3)	Text relocated to Annex 2 para 1(3), and insertion of provision specifying when the ETC test is appropriate for determining whether a vehicle is a compliant vehicle. Non-substantive amendment of provision specifying when the Type I test is appropriate for determining whether a vehicle is a compliant vehicle, consequential on addition of new column “Row No.” to Tables 1 and 2	<i>TfL propose the changes to Annex 2 to allow a vehicle drive cycle to be used as an alternative to the ETC test. The ETC is performed on an engine on a test bed, which is time-consuming, expensive and there are not many test facilities available to undertake this test. The vehicle drive cycle (chassis dynamometer) test is much more straightforward and less expensive, and will permit abatement manufacturers to test and obtain LEC approval in a timely fashion.</i>
Annex 2, Table 1	Annex 2, Table 1	Insertion of new column “Row No.” to the left of the existing columns	
Annex 2, Table 1, rows 4 to 8	Annex 2, Table 1, rows 4 to 8	Insertion of “or ETC” in “Appropriate tests” column	
Annex 2, Table 1, rows 4 to 8	Annex 2, Table 1, rows 4 to 8	Insertion of “or 0.16g/kWh (ETC)” in “Limit values for mass of particulate matter emissions” column	
Annex 2, Table 2	Annex 2, Table 2	Insertion of new column “Row No.” to the left of the existing columns	
Annex 2, Table 2, rows 4 and 5	Annex 2, Table 2, rows 4 and 5	Insertion of “or ETC” in “Appropriate tests” column	



Report to the Mayor following consultation with stakeholders, businesses, other organisations and the public, April 2007

Annex 2, Table 2, rows 4 and 5	Annex 2, Table 2, rows 4 and 5	Insertion of “or 0.16g/kWh (ETC)” in “Limit values for mass of particulate matter emissions” column	
-	Annex 2, para 2(b)	Insertion of definition of “chassis dynamometer test”	
-	Annex 2, para 2(a)	Insertion of definition of “ambulance” by reference to Annex II.A of Council Directive 70/156/EEC	<i>To provide a definition of ‘ambulance’ for reasons described below.</i>
Annex 2, para 2(a)	Annex 2, para 2(c)	Amendment clarifying definition of “Class M <sub>2</sub> ”	<i>TfL propose to make explicit the inclusion of heavier diesel-engine motor caravans, ambulances and hearses in the LEZ.</i>
Annex 2, para 2(b)	Annex 2, para 2(d)	Amendment clarifying definition of “Class M <sub>3</sub> ”	
Annex 2, para 2(c)	Annex 2, para 2(e)	Amendment of definition of “Class N <sub>1</sub> sub-class (ii)” to include- (i) ambulances and hearses having a maximum mass exceeding 2,500kg, and for which the base vehicle chassis corresponds with a Class N <sub>1</sub> sub-class (ii) vehicle; and (ii) motor caravans having a maximum mass exceeding 2,500kg	
Annex 2, para 2(d)	Annex 2, para 2(f)	Amendment of definition of “Class N <sub>1</sub> sub-class (iii)” to include- (i) ambulances and hearses having a maximum mass exceeding 2,500kg, and for which the base vehicle chassis corresponds with a Class N <sub>1</sub> sub-class (iii) vehicle; and (ii) motor caravans having a maximum mass exceeding 2,500kg	
Annex 2,	Annex 2,	Amendment of definition of “Class N <sub>2</sub> ” to include-	

Report to the Mayor following consultation with stakeholders, businesses, other organisations and the public, April 2007

para 2(e)	para 2(g)	(i) ambulances and hearses for which the base vehicle chassis corresponds with a Class N <sub>2</sub> vehicle; and (ii) motor caravans	
Annex 2, para 2(f)	Annex 2, para 2(h)	Amendment of definition of “Class N <sub>3</sub> ” to include- (i) ambulances and hearses for which the base vehicle chassis corresponds with a Class N <sub>3</sub> vehicle; and (ii) motor caravans	
Annex 2, para 2(h)	Annex 2, para 2(i)	Amendment of definition of “ETC test” to refer instead to “engine bench ETC test”	<i>As for changes to Annex 2 above, whereby TfL propose the changes to Annex 2 to allow a vehicle drive cycle to be used as an alternative to the ETC test.</i>
-	Annex 2, para 2(k)	New definition of “ETC test” to include both an engine bench ETC test and a chassis dynamometer test	
-	Annex 2, para 2(l)	Insertion of definition of “exhaust after-treatment system” to mean a NO <sub>x</sub> catalyst system / particulate filter or trap installed for the purposes of reducing particulate emissions	
-	Annex 2, para 2(m)	Insertion of definition of “Euro 3”	<i>As for changes to Annex 2 above, whereby TfL propose to clarify the scheme by reference to Euro standards.</i>
-	Annex 2, para 2(n)	Insertion of definition of “Euro 4”	
-	Annex 2, para 2(o)	Insertion of definition of “Euro III”	
-	Annex 2, para 2(p)	Insertion of definition of “Euro IV”	
-	Annex 2, para 2(s)	Insertion of definition of “hearses” by reference to Annex II.A of Council Directive 70/156/EEC	<i>To provide a definition of ‘hearses’ for reasons described above.</i>
-	Annex 2,	Insertion of definition of “motor caravans” by	<i>To provide a definition of ‘motor caravans’ for reasons</i>

Report to the Mayor following consultation with stakeholders, businesses, other organisations and the public, April 2007

	para 2(u)	reference to Annex II.A of Council Directive 70/156/EEC	<i>described above.</i>
-	Annex 2, para 2(w)	Insertion of definition of “NO <sub>x</sub> ” to mean “oxides of nitrogen”	<i>To provide a definition of NO<sub>x</sub>.</i>
Annex 3, second para, line 7	Annex 3, second para, line 7	Replacement of “LEZ” with “zone”	<i>Clarification of terms.</i>