

GREATER LONDON AUTHORITY ACT 1999 TRANSPORT ACT 2000

Greater London (Central Zone) Congestion Charging (Variation) Order 2018

Made

29 June 2018

Coming into force

In accordance with articles 1(2) and 2(2), (3), (4) and (5)

Whereas—

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

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

Citation, commencement and interpretation

1.—(1) This Order may be cited as the Greater London (Central Zone) Congestion Charging (Variation) Order 2018.

(2) This Order shall come into force on the day following the day on which the Mayor confirms it.

(3) In this Order “the Principal Scheme” means the Scheme contained in the Schedule to the Principal Order as varied and in force immediately before this Order comes into force.

Variation of the Principal Scheme

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

(2) The Variation Scheme, other than those articles and paragraphs specified in paragraph (3) and (4), shall come into force immediately on the day following the day on which the Mayor confirms this Order.

(3) Articles 2, 3(2), (3), (4), (6) and (7), 5 and 6 shall come into force on 8 April 2019.

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

(4) Article 4 shall come into force on such date, not being earlier than 8 April 2019, as may be appointed by the Mayor in accordance with paragraph (5).

(5) The Mayor shall cause to be published in the London Gazette notice of the appointment of a date under paragraph (4) and the general effect of article 4 of the Variation Scheme coming into effect on that date, and the date so appointed shall not be earlier than the expiration of one month from the publication of the said notice.

Signed by authority of Transport for London

Dated 29 June 2018

A handwritten signature in blue ink, appearing to be 'G. Hall', is written over the printed name of the Managing Director.

Managing Director, Surface Transport

THE SCHEDULE

Article 2

SCHEME VARYING THE PRINCIPAL SCHEME

Preliminary

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

(2) The Principal Order and the Principal Scheme shall be further varied in accordance with the provisions of this Schedule.

Arrangement of Instrument of the Principal Order

2.—(1) Under the heading “1. Ultra low emission vehicles” insert the following new heading—

“1A. Electric vehicles”.

(2) In the heading “2. Motorbicycles, licensed hackney carriages and licensed private hire vehicles”, for “licensed private hire vehicles” substitute “designated wheelchair-accessible private hire vehicles”.

Interpretation

3.—(1) Article 1(2) of the Principal Scheme is amended as follows.

(2) For sub-paragraph (ib) and (ic) substitute—

“(ib) “Euro 5” means the emissions limit values set out in the rows corresponding with vehicle categories M and N₁ 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 N₁ classes I, II and III in Table 2 of Annex I to Regulation (EC) no. 715/2007;”.

(3) Omit sub-paragraph (id).

(4) In sub-paragraphs (ka) and (kb) after “Council Directive 2007/46/EC” insert “and having a reference mass not exceeding 2610 kilograms”.

(5) In sub-paragraph (n) for “1, 2, 3 or 4” substitute “2, 3, 5, 8, 9 or 10”.

(6) In sub-paragraph (oc) omit “wholly or” and after “source of electricity” insert “and partly by means of an internal combustion engine operating either as a propulsion system or a generator to recharge the vehicle’s battery”.

(7) In sub-paragraph (q) after “paragraph 1,” insert “1A,”.

(8) For sub-paragraph (s) substitute—

“(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;”.

(9) Omit sub-paragraph (t).

(10) Renumber sub-paragraphs (u) and (ua) as (t) and (u) respectively.

(11) For sub-paragraph (zb)(ii) substitute—

“(ii) in respect of resident’s vehicles, 25 October 2021.”.

Annex 1 – Deposited Plans

4.—(1) The table in Annex 1 to the Principal Scheme is amended as follows.

(2) In the row corresponding with Sheet No. A, after “OSIC/WEZ2010/A” insert “Rev 1” and for “David Brown” substitute “Gareth Powell”.

(3) In the row corresponding with Sheet No. 18, after “OSIC/WEZ2010/18” insert “Rev 1” and for “David Brown” substitute “Gareth Powell”.

Ultra low emission vehicles and electric vehicles

5.—(1) For paragraph 1 of Annex 2 to the Principal Scheme substitute—

“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 CO₂ 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 CO₂ 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 CO₂ 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 CO₂ 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—

(a) the vehicle is certified by the appropriate national approval authority as having been manufactured to satisfy the EC emissions standard specified for that vehicle in column (d) of the 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

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

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

(a) Row No.	(b) Vehicle category	(c) Reference mass of vehicle (kilograms)	(d) EC emissions standard	(e) Limit value for NO _x (grams per kilometre)	(f) Limit value for particulate matter (grams per kilometre)	(g) Appropriate test
(1)	M ₁	not exceeding 2610	Euro 6	0.08	0.005	Type I

(2)	N ₁ class I	not exceeding 2610	Euro 6	0.08	0.005	Type I
(3)	N ₁ class II	not exceeding 2610	Euro 6	0.105	0.005	Type I
(4)	N ₁ 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.”.

(2) After paragraph 1 of Annex 2 to the Principal Scheme insert—

“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 CO₂ 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.”.

Private hire and wheelchair-accessible private hire vehicles

6.—(1) Paragraph 2 of Annex 2 is amended as follows.

(2) In the title to paragraph 2 for “licensed private hire vehicles” substitute “designated wheelchair-accessible private hire vehicles”.

(3) In sub-paragraph (1)(c) for “a vehicle” substitute “a designated wheelchair-accessible private hire vehicle”.

(4) In sub-paragraph(3)(b) omit “and”.

(5) Renumber sub-paragraph (3)(c) as (3)(d).

(6) After sub-paragraph (3)(b) insert the following new sub-paragraph (3)(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”.

Vehicles exempt from vehicle excise duty

7.—(1) Paragraph 3 of Annex 2 is amended as follows.

(2) In sub-paragraph (1), for “GB records” substitute “GB or NI records,”.

(3) In sub-paragraph (1) omit the words “or, in the case of a vehicle registered in the NI records, conditions A and B are both met”.

(4) In sub-paragraph (3)(a) omit the words “and is displayed on the vehicle in accordance with section 33 of the 1994 Act”.

GREATER LONDON AUTHORITY ACT 1999 TRANSPORT ACT 2000

Greater London Low Emission Zone Charging (Variation) (No. 2) Order 2018

Made

29 June 2018

Coming into force

In accordance with articles 1(2) and 2(2) and (3)

Whereas—

- (1) the Greater London Low Emission Zone Charging Order 2006 (“the LEZ Scheme Order”) imposes charges for the use of specified classes of motor vehicles on designated roads within a specified area of Greater London;
- (2) it appears to Transport for London expedient, for the purposes of facilitating the achievement of policies and proposals in the Mayor of London’s Transport Strategy published pursuant to section 142 of the Greater London Authority Act 1999^(a) that it should make an Order for the purposes of varying the LEZ Scheme Order:

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

Citation and commencement

1.—(1) This Order may be cited as the Greater London Low Emission Zone Charging (Variation) (No. 2) Order 2018.

(2) This Order shall come into force on the day following the day on which the Mayor confirms it.

(3) In this Order “the LEZ Scheme” means the Scheme contained in the Schedule to the LEZ Scheme Order as varied and in force immediately before the coming into force of this Order.

Variation of the LEZ Scheme

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

(2) The Variation Scheme shall come into force on such date, not being earlier than 8 April 2019, as may be appointed by the Mayor in accordance with paragraph (3).

(3) The Mayor shall cause to be published in the London Gazette notice of the appointment of a date under paragraph (2) and the general effect of the Variation Scheme coming into effect on that date, and the date so appointed shall not be earlier than the expiration of one month from the publication of the said notice.

Signed by authority of Transport for London

Dated 29 June 2018



Managing Director, Surface Transport

(a) 1999 c.29; Schedule 23 as amended by the Transport Act 2000 (c.38), Schedule 13

SCHEDULE TO THE ORDER

Article 2

SCHEME VARYING THE LEZ SCHEME

Substitution of plan relating to boundary change at Old Street

1.—(1) Annex 1 to the LEZ Scheme is amended as follows.

(2) In the table in Part 1 in the row corresponding with Sheet B, after “OSIC/ULEZ2014/B” insert “Rev 1” and for “Leon Daniels” substitute “Gareth Powell”.

(3) In the table in Part 3A in the row corresponding with Sheet 18, after “OSIC/WEZ2010/18” insert “Rev 1” and for “David Brown” substitute “Gareth Powell”.