

GREATER LONDON AUTHORITY ACT 1999 TRANSPORT ACT 2000

Greater London (Central Zone) Congestion Charging (Exceptional Variation No. 2) Order 2020

Made

2020

Coming into force

In accordance with articles 1(2) and 2

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;
- (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 a further Order for the purpose of temporarily varying the Principal Order having regard to the transport challenges created by the COVID-19 pandemic:

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 (Exceptional Variation No. 2) Order 2020.

(2) This Order shall come into force immediately 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. The Scheme set out in the Schedule to this Order shall come into force immediately on the day following the day on which the Mayor confirms this Order.

Signed by authority of Transport for London

Dated

84 July

2020



Commissioner

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

THE SCHEDULE

Article 2

SCHEME VARYING THE PRINCIPAL SCHEME

Preliminary

1. 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. Under the heading “11. Vehicles used by certain care home employees” insert the following new heading—

“12. Vehicles used by certain local authority and charity employees”.

Vehicles used by certain local authority and charity employees

3. After paragraph 11 in Annex 2 of the Principal Scheme insert—

“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) above 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; or
 - (ii) an eligible charity;
- (b) “eligible local authority” means any one of the following—
 - (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; and
- (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.”.

Equalities impact assessment for proposed reimbursement arrangement for local authorities and charities

July 2020

1. Introduction

On 15 June 2020, the Mayor confirmed a package of temporary changes to the Congestion Charge to support London's safe and sustainable recovery from the Covid-19 pandemic. The package of temporary changes came into force on 22 June 2020 as follows:

- The charge level increased to £15 and the £1 Auto Pay/ Fleet Auto Pay discount no longer applies;
- The delayed payment charge increased to £17.50 and the deadline for payment has been extended to three days following travel;
- The new charging hours are 7:00 - 22:00, 7 days a week and apply every day of the year excluding Christmas Day;
- The eligibility criteria for NHS Staff and NHS patient reimbursement has been expanded and a new care home worker reimbursement arrangement has been introduced; and
- The residents' discount will close to new applicants from 1 August 2020.

Alongside the announcement, the Mayor directed TfL to engage with local authorities and charities with a view to establish rules for a new Congestion Charge reimbursement arrangement for individuals who are providing services directly in support of the Covid-19 pandemic. This was in response to the views received from members of the public and stakeholders, as well as from the findings of the Integrated Impact Assessment (IIA) undertaken to inform the decision for temporary changes.

This document sets out an appraisal of the likely significant equalities impacts of the proposed reimbursement arrangement in the form of a high-level Equalities Impact Assessment (EqIA).

2. The Covid-19 pandemic and the Congestion Charge

At this point in the Covid-19 pandemic, the priority for TfL is to get London moving again, safely. As individuals start to increase the number of journeys they take, it is important to avoid a car-based recovery from the pandemic. A car-based recovery would not be practically possible inside the Congestion Charging Zone (CCZ), where traffic levels and congestion are normally high. Increased traffic in the CCZ would impair the ability of TfL and the boroughs to provide space for social distancing for pedestrians and cyclists and those needing to access public transport. It would also pose risks in terms of road safety, public health, economic recovery and the environment including air quality.

The third stage of the Government's lockdown release comes into force from 4 July 2020 and could bring around a third of 'usual' activity back into the CCZ. If only 30 per cent of pre-Covid-19 activity returns to central London, and those who would have used public transport turn to private car use, a doubling of cars in central London (even with the previous Congestion Charge arrangements in place) was expected.

TfL reviewed a number of temporary changes to the Congestion Charge to adapt it in response to the unique situation created by the Covid-19 pandemic. Through the course of the Integrated Impact Assessment (IIA) and representations from the public and stakeholders on the proposed changes, both positive and negative impacts of the changes were identified. The final section of the IIA discussed potential mitigations developed in response to the adverse impacts that particularly affect certain groups.

The IIA identified a number of impacts including reduced accessibility for voluntary and charity services supporting vulnerable people within the CCZ including those who are required to shield due to their Covid-19 risk. A new reimbursement arrangement was put forward as a mitigation for local authorities and charities where they are providing (or others are providing on their behalf) activities in response to the pandemic which could include, for example, domiciliary care workers working with, or volunteers providing food or medication delivery services for, vulnerable residents.

3. The proposal

The proposed reimbursement arrangement was put forward as a mitigation to the potential negative impacts on certain activities carried out by some groups as a result of the temporary Congestion Charge changes. TfL received a direction from the Mayor to investigate how an arrangement could work.

The arrangement is proposed to be temporary and in place for the same duration as the temporary changes to the Congestion Charge. It has been developed in recognition of the role that local authorities, charities and the voluntary sector are playing in responding to the impacts of the Covid-19 pandemic, and the reliance of vulnerable people on the services they provide.

The reimbursement is proposed to be for workers including volunteers of charities and local authorities whose journeys are made for a purpose which is related to the Covid-19 pandemic or which is in support of vulnerable people. This is in recognition of the impact the temporary changes to the Congestion Charge are having on specific activities that local authorities, charities and the voluntary sector are undertaking in responding to the impacts of the pandemic and support those who are most vulnerable.

The reimbursement is proposed to be for local authority employees, domiciliary care workers (contracted or funded by a local authority), and charity staff and volunteers who are undertaking journeys to directly support vital Covid-19 response work within the CCZ. This includes delivering food, medicine and cleaning or hygiene supplies (including personal protective equipment) to vulnerable individuals.

The proposed reimbursement arrangement would also cover journeys to support the provision of nursing or care services for people who are vulnerable in general or at particular risk of Covid-19. This could include domiciliary care workers, volunteers/ workers at rough sleeping accommodation or those supporting the transportation of domestic abuse victims to a place of safety.

4. Method of assessment

Purpose

TfL has carried out an EqIA of the proposal to inform the decision maker about the potential positive and negative impacts of the proposal, against a 'do nothing' scenario. It focuses on the impact the proposal could have on protected characteristic groups and people on low incomes or from deprived communities.

Establishing the baseline

As this has been proposed as a mitigation to the temporary changes to the Congestion Charge, and given the detailed IIA¹ undertaken as part of the development of the original proposals, this EqIA will be an addendum to that document and will use information provided as part of the baseline to that IIA.

Defining the assessment criteria

As this is solely an impact assessment focusing on equalities, the assessment criteria will be the protected characteristic groups (as listed below) and people on low incomes or from deprived communities.

Protected characteristics:

- Age
- Disability
- Sex
- Race
- Pregnancy and maternity
- Gender re-assignment
- Religion or belief
- Sexual orientation

IIA assessment parameters

The potential impact on the assessment groups, as defined above, was evaluated as either positive or negative. All impacts are expected to be short-term due to the temporary nature of the arrangement.

¹ This document can be found at: https://www.london.gov.uk/sites/default/files/appendices_1-4_1.pdf

5. Baseline

Protected characteristic statistics

This table is a reproduction of table five of the IIA for the temporary changes to the Congestion Charge, given that the data will still be relevant for the purposes of this EqlA and no updated data has been released.

Protected characteristic	Key statistics ²
Age	12 per cent of London's population is aged 65 and over. 32 per is aged under 25
Disability	19 per cent of London's population identify themselves as being disabled and 11 per cent of economically active Londoners have a disability
Sex	50 per cent of Londoners are women and 46 per cent of economically active Londoners are women
Race	43 per cent of Londoners and 36 per cent of economically active Londoners are black, Asian and minority ethnic
Pregnancy and maternity	No data exists
Gender reassignment	No data exists
Religion or belief	Christianity is the largest religion followed in London at 48 per cent. This is followed by Islam at 12 per cent, Hindu (five per cent), Jewish (two per cent), Sikh (two per cent) and Buddhist (one per cent)
Sexual orientation	2.8 per cent of London's population identify themselves as being lesbian, gay or bisexual ³

The relationship between protected characteristics and Covid-19

Age⁴

Those aged 90 years and over make up the largest proportion of deaths from Covid-19. For both England and Wales, a quarter of deaths due to Covid-19 in May 2020 occurred in those aged 90 years and over.

² Based on Annual Population Survey 2017, Office for National Statistics and Greater London Authority 2019 round of trend-based population projections (central variant)

³ ONS (2018)

⁴ <https://www.ons.gov.uk/peoplepopulationandcommunity/birthsdeathsandmarriages/deaths/bulletins/deathsinvolvingcovid19englandandwales/deathsoccurringinmay2020>

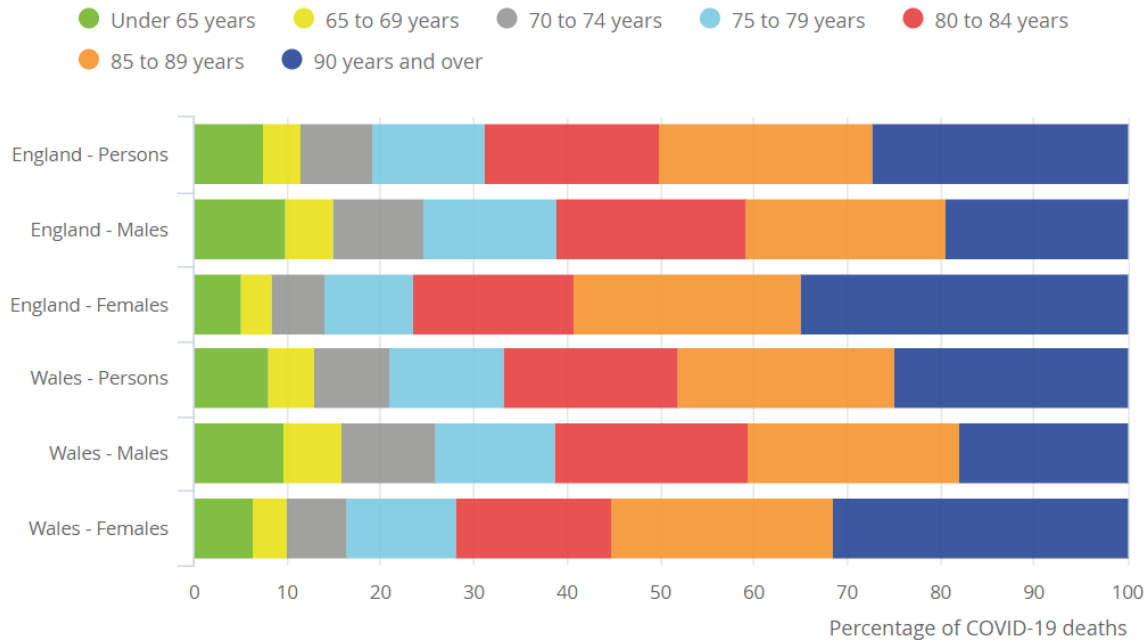


Figure 1: Percentage of the total Covid-19 deaths by age group, England and Wales (May 2020). Source: Office for National Statistics

The age group that made up the highest proportion of Covid-19 deaths in males was those aged 85 to 89. For females, it was those aged 90 and over, this could be because the over 90 years female population is larger than the over 90 years male population in England and Wales.

Sex⁵

Across all age groups in England, males had a higher rate of Covid-19 deaths than females.

⁵<https://www.ons.gov.uk/peoplepopulationandcommunity/birthsdeathsandmarriages/deaths/bulletins/deathsinyolvingcovid19englandandwales/deathsoccurringinmay2020>

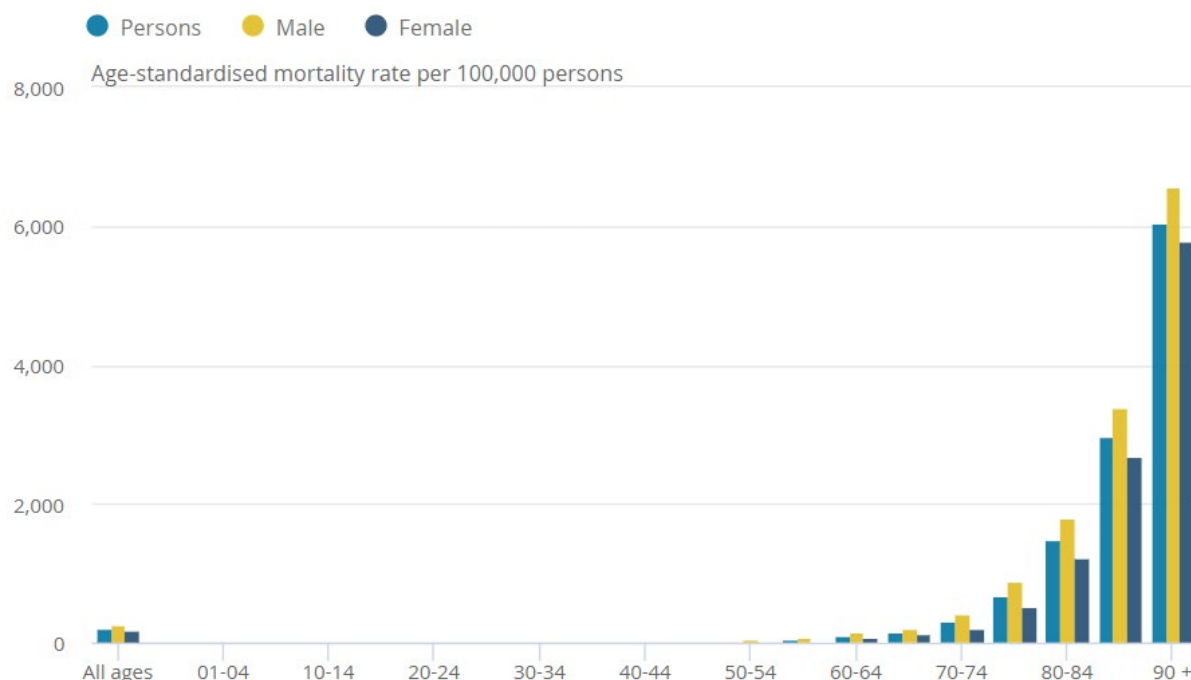


Figure 2: Age-specific mortality rates due to Covid-19, per 100,000 persons, England (deaths occurring in May 2020). Source: Office for National Statistics

The difference in mortality rate between males and females increases with age. Below aged 50 years, the age-specific mortality rates were similar in males and females.

There were no deaths for those aged 0 to 9. The youngest age group with a death from Covid-19 was aged 10-14.

Race

Black males and females are 1.9 times more likely to die from Covid-19 than the white males and females, when using adjusted data taking into account other factors⁶. Males of Bangladeshi and Pakistani ethnicity are 1.8 times more likely to die from Covid-19 than white males. For females, the figure was 1.6 times more likely⁷.

There is evidence that BAME communities are more exposed to air pollution, although it is unclear if this is due to a higher likelihood of living in areas of deprivation; nevertheless, increased exposure to air pollution can result in respiratory diseases that increase the risk of Covid-19 mortality.

⁶<https://www.ons.gov.uk/peoplepopulationandcommunity/birthsdeathsandmarriages/deaths/articles/coronavirusrelateddeathsbyethnicgroupenglandandwales/2march2020to10april2020>

⁷<https://www.ons.gov.uk/peoplepopulationandcommunity/birthsdeathsandmarriages/deaths/articles/coronavirusrelateddeathsbyethnicgroupenglandandwales/2march2020to10april2020>

Travel trends by protected characteristic

%	All	Men	Women	White	BAME	Aged 24 and under	65+	All less than £20,000	Dis-abled	Non-dis-abled
Base	(17,560)	(8,450)	(9,110)	(11,173)	(6,099)	(4,437)	(2,691)	(4,966)	(1,729)	(15,831)
Walking	95	95	95	95	96	97	87	93	81	96
Bus	59	56	63	56	65	66	65	69	58	60
Car as passenger	44	37	51	43	46	62	41	38	42	45
Car as driver	38	42	33	41	32	7	43	23	24	39
Tube	41	43	38	43	37	32	28	32	21	43
National Rail	17	18	15	19	13	12	12	11	9	17
Overground	12	13	11	12	12	10	6	11	7	12
Other taxi/minicab (PHV)	10	10	10	11	8	9	6	9	10	10
London taxi/ black cab	3	3	2	3	1	1	2	2	3	2
DLR	5	6	4	5	7	5	2	5	3	5
Tram	2	2	2	2	2	3	2	2	2	2
Motorcycle	1	2	0	1	0	0	-	1	0	1
Bicycle	8	11	5	10	4	12	2	5	3	9

Table 1: Table reproduced from 'Understanding our Diverse Communities' based on LTDS demographic data from 2016/17, the proportion of Londoners using modes of transport at least once a week

Car use in London is normally highest amongst women, white people, older people and those without disabilities. Men, white people and older people are more likely than the general population to be car drivers whereas women, BAME people and younger people are more likely to be car passengers.

In a GLA survey⁸, of the Londoners who said they would use public transport less than before the lockdown, older Londoners (over 65) are more likely to drive instead of using public transport (64 per cent). Older Londoners also reported that they would walk instead of using public transport (53 per cent).

Those aged 50-64 are most likely to walk (61 per cent). Of the women who said they would use public transport less than before the lockdown, 55 per cent said they would walk instead (compared to 45 per cent of men) and 8 per cent said they would jog to commute (compared to 7 per cent of men). Women were less likely to cycle (13 per cent of women, compared to 21 per cent of men) and slightly less likely to use a car (40 per cent of women compared to 42 per cent of men).

Surveying⁹ through TfL's 'My London Journey' (MLJ) panel, which is made up of Londoners with a range of accessibility needs, identified that many disabled travelers have stopped travelling for a variety of reasons following Government advice, including due to crowds and social distancing not being respected. Of those who are travelling, they are overwhelmingly choosing to use their normal transport method, which in the majority of cases is walking but closely followed by using a bus.

⁸ April poll - <https://data.london.gov.uk/gla-poll-results/2020-2/>

⁹ Fieldwork ran from 27 April to 3 May and included 143 travellers from the MLJ panel completing a survey

Deprivation

Londoners with a household income of less than £20,000 per year are less likely to travel by car as a car driver or passenger at least once a week¹⁰. Londoners with a low household income are more likely to travel by bus. However, this data is from prior to the Covid-19 pandemic.

Income is a strong predictor of car ownership in inner and outer London, with car ownership generally increasing as household income increases¹¹.

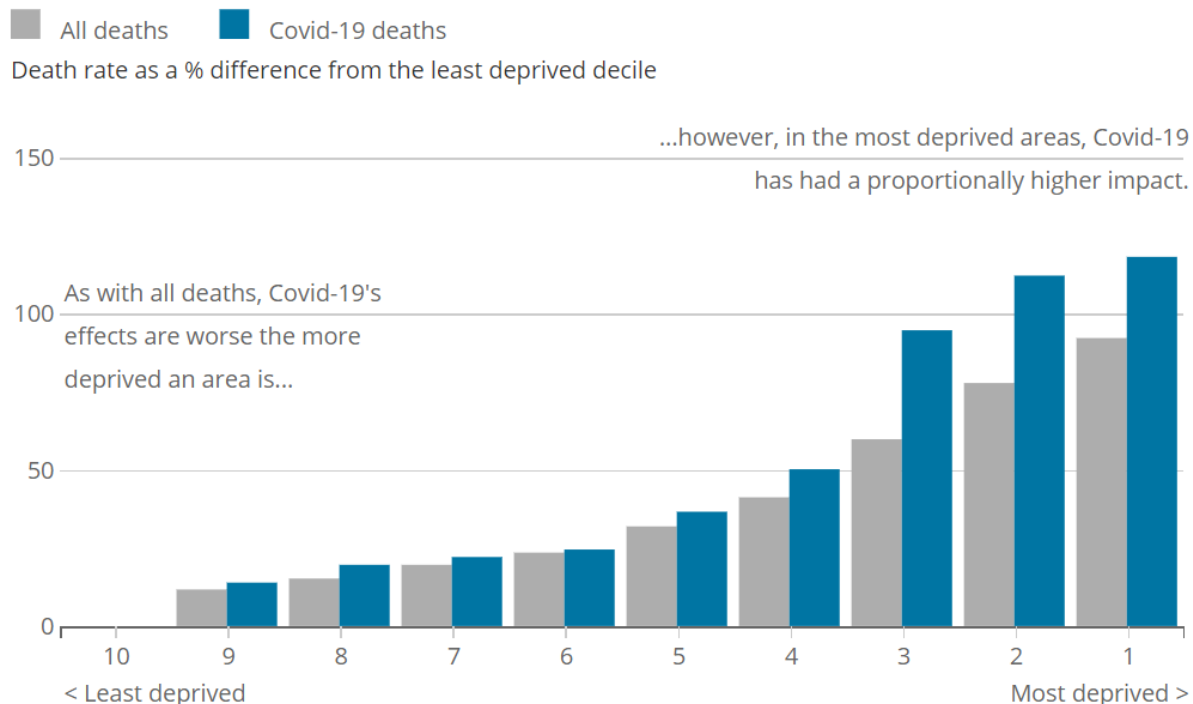


Figure 3: Age-standardised mortality rates, all deaths and deaths involving the coronavirus (COVID-19), Index of Multiple Deprivation, England, deaths occurring between 1 March and 31 May 2020. Source: Office of National Statistics

The mortality rate for deaths involving Covid-19 for the least deprived area was 58.8 deaths per 100,000 of the population compared to 128.3 deaths per 100,000 for the most deprived. An increase of 118 per cent¹².

Occupation¹³

Nearly two thirds of deaths were among men. Men working in elementary occupations had the highest rate of death involving Covid-19 (39.7 deaths per 100,000 men). Men and women working in social care,

¹⁰ Data from LTDS 2016/17

¹¹ Travel in London 12

¹² <https://www.ons.gov.uk/peoplepopulationandcommunity/birthsdeathsandmarriages/deaths/bulletins/deathsinvolvingcovid19bylocalareasanddeprivation/deathsoccurringbetween1marchand31may2020>

¹³ <https://www.ons.gov.uk/peoplepopulationandcommunity/healthandsocialcare/causesofdeath/bulletins/coronaviruscovid19relateddeathsbyoccupationenglandandwales/deathsregisteredbetween9marchand25may2020>

including care workers and home carers, both had significantly raised rates of death involving Covid-19, with rates of 50.1 deaths per 100,000 men and 19.1 deaths per 100,000 women.

For men, 17 specific occupations were found to have raised rates of death involving Covid-19, including taxi drivers and chauffeurs (65.3 deaths per 100,000), bus and coach drivers (44.2 deaths), chefs (56.8 deaths per 100,000) and sales and retail assistants (34.2 deaths per 100,000).

Of the 17 specific occupations among men in England and Wales found to have higher rates of death involving Covid-19, data from the Annual Population Survey (APS) show that 11 of these have statistically significantly higher proportions of workers from Black and Asian ethnic backgrounds. For women, APS data show that two of the four specific occupations with elevated rates have statistically significantly higher proportions of workers from Black and Asian ethnic backgrounds.

6. Impacts

Overall impact on protected characteristics

As with the general population, those people with protected characteristics who need to drive in the CCZ as part of their work or volunteering commitments in response to the Covid-19 pandemic will benefit from the proposed reimbursement arrangement if they meet the eligibility criteria.

Vulnerable people with protected characteristics, who rely on pandemic response services provided by workers or volunteers, whose ability to continue to carry out those activities may have been impaired due to the temporary changes to the Congestion Charge, will benefit from the proposed reimbursement arrangement.

The overall impact on those with protected characteristics is **positive**.

The below table provides detailed information on the impact on specific protected characteristics groups.

Overall impact on those on low incomes and from deprived communities

As with the general population, those people on low incomes and from deprived communities who need to drive in the CCZ as part of their work or as a volunteer responding to the Covid-19 pandemic, will benefit from the proposed reimbursement arrangement.

Covid-19 has a higher impact in the most deprived areas, so individuals from these areas who work or volunteer responding to the pandemic, will particularly benefit from the proposed reimbursement arrangement.

Vulnerable people that have low incomes and live in deprived areas who rely on pandemic response services provided by workers or volunteers, whose ability to continue to carry out those activities may have been impaired due to the temporary changes to the Congestion Charge, will benefit from the proposed reimbursement arrangement.

The overall impact on those on low incomes and from deprived communities is **positive**.

Table 2: Description of impacts for protected characteristics groups

Protected characteristic	Description of impacts	Impact
Age	<p>Individuals receiving support:</p> <ul style="list-style-type: none"> The Government has advised that over 70s are more at risk from Covid-19 and, therefore, have been advised to stay at home as much as possible As a result of this advice, the over 70s are more likely to receive support from local authorities (both directly and through care providers), charities and volunteers. In addition to this, it is estimated that more than 350,000 older people in England use home care services, 257,000 of whom had their care paid for by their local authority¹⁴ The proposal will mean that workers or volunteers undertaking qualifying support services will be able to use their vehicle and receive a reimbursement from the Congestion Charge Those who are able to drive rather than use public transport will be at less risk of contracting Covid-19 and transmitting it to the over 70s that they support who are more vulnerable to the disease <p>Individuals providing support:</p> <ul style="list-style-type: none"> It is likely that the majority of those providing support will be working age and, therefore, not classed as moderate or high risk of Covid-19 due to their age. However, anyone who is providing support and is eligible for the proposed reimbursement will benefit from the arrangement This will allow workers and volunteers to carry equipment and supplies that may be required as part of their role and, compared to using public transport, it will reduce the risk of contracting the virus and passing it onto the vulnerable people they support. As such, it mitigates the risk that the temporary changes to the Congestion Charge could have impaired their ability to continue to provide support services. 	Positive
Disability	<p>Individuals receiving support:</p> <ul style="list-style-type: none"> It is estimated that more than 350,000 older people in England use home care services, 257,000 of whom had their care paid for by their local authority¹⁵. 32 per cent of older people in London also have disabilities that may require care support. It is also estimated that there are 76,300 younger people in England with learning disabilities, physical disabilities or mental health problems who are also estimated to be using publicly funded home care¹⁶ The proposed reimbursement arrangement will benefit those receiving support as it will reduce the risk of Covid-19 transmission from the volunteer or worker providing them with support. The reimbursement 	Positive

¹⁴ <https://www.kingsfund.org.uk/sites/default/files/2018-12/Home-care-in-England-report.pdf>

¹⁵ <https://www.kingsfund.org.uk/sites/default/files/2018-12/Home-care-in-England-report.pdf>

¹⁶ <https://www.kingsfund.org.uk/sites/default/files/2018-12/Home-care-in-England-report.pdf>

	arrangement will also allow volunteers or workers to continue to provide their support services to these people	
Sex	<p>Individuals receiving support:</p> <ul style="list-style-type: none"> Men are more at risk of Covid-19 than women with males having a higher a higher rate of Covid-19 deaths than females across all age groups Men receiving support from local authorities, charities and volunteers will benefit from the reimbursement arrangement as it may reduce the possibility of them coming into contact with a volunteer or worker who has contracted Covid-19 while travelling to them using public transport <p>Individuals providing support:</p> <ul style="list-style-type: none"> Men and women working in social care, including care workers and home carers, have significantly raised rates of death involving Covid-19 The proposed reimbursement arrangement will benefit eligible individuals providing care services as if it enables them to drive rather than use public transport then it will reduce their risk of contracting Covid-19 and the possibility of spreading the virus to those they care or provide services for. It mitigates the risk that the temporary changes to the Congestion Charge could have impaired their ability to continue to provide support services. 	Positive
Race	<p>Individuals receiving support:</p> <ul style="list-style-type: none"> Black males and females are 1.9 times more likely to die from Covid-19 than white males and females. Males of Bangladeshi and Pakistani ethnicity are 1.8 times more likely to die from Covid-19 than white males. For females the figure was 1.6 times more likely. The reimbursement arrangement could help reduce the risk of Covid-19 transmission to BAME individuals, as individuals providing support to them will be at lower risk of contracting the virus when travelling in their own vehicle rather than using public transport <p>Individuals providing support:</p> <ul style="list-style-type: none"> BAME workers and volunteers providing support to vulnerable individuals will benefit from being able to use their vehicle and receive a reimbursement from the Congestion Charge . Travelling by car will reduce the risk of contracting Covid-19 compared to using public transport and, in turn, the risk of passing on the virus to the individuals they are providing support to. It mitigates the risk that the temporary changes to the Congestion Charge could have impaired their ability to continue to provide support services. 	Positive
Pregnancy and maternity	<ul style="list-style-type: none"> Women who are pregnant are classed as having a moderate risk of Covid-19. As a result of this, they are more likely to be in receipt of support from charities and volunteers providing a Covid-19 response Charity workers or volunteers travelling in their own vehicle rather than public transport will reduce their risk of contracting Covid-19 and, therefore, potentially passing on the virus to others they come 	Positive

	into contact with. This will to some extent minimise the risk to those who are pregnant and more vulnerable to Covid-19.	
Gender re-assignment	No particular impacts (positive or negative) have been identified.	N/A
Religion or belief	<ul style="list-style-type: none"> Religious organisations (who could be registered as charities) may provide a voluntary service to vulnerable individuals as part of the response to the Covid-19 pandemic Those undertaking volunteering on behalf of a religious organisation may be able to utilise the proposed reimbursement arrangement 	Positive
Sexual orientation	No particular impacts (positive or negative) have been identified.	N/A
Low income	<p>Individuals receiving support:</p> <ul style="list-style-type: none"> Rates of death from Covid-19 are higher in areas of high deprivation compared to low deprivation. The reimbursement arrangement will make it easier for charities and local authority service providers to support all vulnerable people but will particularly benefit those living in areas of high deprivation. It will enable charity and local authority workers and volunteers to travel by car if they wish, where the risk of catching, and subsequently passing on Covid-19, is lower compared with using public transport. <p>Individuals providing support:</p> <ul style="list-style-type: none"> Car ownership is lower amongst people on low-income. Nevertheless, those that want to drive within the CCZ will find it harder to pay the Congestion Charge. As such, the reimbursement arrangement for those who also work or volunteer in eligible roles will be beneficial in reducing their driving costs. This pay particularly benefit domiciliary care workers who typically have a low income and will be eligible for reimbursement for their commute as well as their work related journeys 	Positive

GREATER LONDON AUTHORITY ACT 1999
TRANSPORT ACT 2000

**Greater London (Central Zone) Congestion Charging
(Exceptional Variation No. 2) Order 2020
Instrument of Confirmation 2020**

Made

Coming into force

In accordance with Article 1

Whereas—

- (1) On 8 July 2020 Transport for London made the Greater London (Central Zone) Congestion Charging (Exceptional Variation No. 2) Order 2020 (“the Exceptional Variation Order”) which contained in a Schedule a Scheme (“the Variation Scheme”) for varying the Greater London (Central Zone) Congestion Charging Order 2004 (“the Principal Order”) and the Scheme contained in the Schedule to the Principal Order (“the Principal Scheme”) on a temporary basis in response to the COVID-19 pandemic;
- (2) pursuant to paragraph 4(1)(b) of Schedule 23 to the Greater London Authority Act 1999(a) Transport for London submitted the Exceptional Variation Order to the Mayor of London for confirmation; and
- (3) the Mayor of London has decided to confirm the Exceptional Variation Order without modification:

Now, therefore, the Mayor of London, in exercise of the powers conferred on him by paragraph 4(1)(b) of Schedule 23 to the Greater London Authority Act 1999, and of all other powers enabling him in that behalf, hereby makes the following Instrument:—

Citation and commencement

1. This Instrument may be cited as the Greater London (Central Zone) Congestion Charging (Exceptional Variation No. 2) Order 2020 Instrument of Confirmation 2020 and shall come into force on the day on which it is made.

Confirmation of the Variation Order

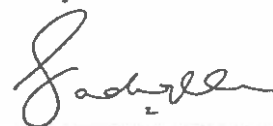
2.—(1) The Exceptional Variation Order is confirmed without modification.

(2) Transport for London shall keep the variations to the Principal Scheme introduced by the Variation Scheme under review having regard to the transport challenges created by the COVID-19 pandemic.

Dated

14 July 2020

Mayor of London



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

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

**Greater London (Central Zone) Congestion Charging
(Exceptional Variation No. 2) Order 2020
Instrument of Confirmation 2020**