

GREATER LONDON AUTHORITY ACT 1999
TRANSPORT ACT 2000

**Greater London Low Emission Zone Charging (Variation and
Transitional Provisions) Order 2018**
Instrument of Confirmation 2018

Made

6 June 2018

Coming into force

In accordance with article 1

Whereas—

- (1) On 21 May 2018 Transport for London made the Greater London Low Emission Zone Charging (Variation and Transitional Provisions) Order 2018 (“the Variation Order”) which contained in a Schedule a Scheme (“the Variation Scheme”) for varying the Greater London Low Emission Zone Charging Order 2006;
- (2) pursuant to paragraph 4(1)(b) of Schedule 23 to the Greater London Authority Act 1999(a) Transport for London submitted the Variation Order to the Mayor of London for confirmation; and
- (3) the Mayor of London has decided to confirm the Variation Order with modifications:

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 Low Emission Zone Charging (Variation and Transitional Provisions) Order 2018 Instrument of Confirmation 2018 and shall come into force on the day on which it is made.

Confirmation of the Variation Order

2.—(1) The Greater London Low Emission Zone Charging (Variation and Transitional Provisions) Order 2018 is hereby confirmed subject to—

- (a) the modifications to the Variation Order set out in paragraphs (2) to (4) below; and
- (b) the modifications to the Variation Scheme set out in Schedule 1 to this Instrument.

(2) In the heading to the Variation Order for “*In accordance with articles 1(2) and 2(2)*” substitute “*In accordance with articles 1(2), 2(2) and 2(3)*”.

(3) In article 2(2) of the Variation Order, after “Variation Scheme” insert “, other than paragraphs (4) to (8) of article 8,”.

(4) After article 2(2) of the Variation Order insert—

“(3) Paragraphs (4) to (8) of article 8 of the Variation Scheme 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

3. The Variation Scheme as modified in accordance with Schedule 1 to this Instrument is set out in Schedule 2 to this Instrument.

Dated **6 June** 2018



Mayor of London

SCHEDULE 1

Article 2

MODIFICATIONS TO THE VARIATION SCHEME

1.—(1) Article 8 of the Variation Scheme is amended as follows.

(2) Renumber paragraphs (3) to (7) as paragraphs (4) to (8).

(3) Before paragraph (4) as renumbered insert—

“(3) In paragraph (4) for “ultra low emission zone” substitute “Inner Zone”.”.

2.—(1) Article 15 of the Variation Scheme is amended as follows.

(2) In paragraph (6) for sub-paragraph (5)(a) as inserted, substitute—

“(a) for relevant vehicles of Classes M₃, N₂ and N₃—

- (i) £1,000 for Euro IV or V heavy vehicles 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 £500; or
- (ii) £2,000 in all other cases 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 £1,000; or”.

(3) In paragraph (7) sub-paragraph (a) as inserted, after “paragraph (4)(a)” insert “, (5)(a)(i)”.

(4) In paragraph (7) sub-paragraph (c) as inserted, for “(5)(a)” substitute “(5)(a)(ii)”.

3. In article 18 of the Variation Scheme after “disabled vehicles” insert “, wheelchair-accessible private hire vehicles and community minibuses”.

4.—(1) Paragraph 1 of the Annex to the Variation Scheme is amended as follows.

(2) In sub-paragraph (2) after “any vehicle that” insert “is”.

(3) In sub-paragraph (2)(a) before “liable” omit “is”.

5.—(1) Paragraph 2 of the Annex to the Variation Scheme is amended as follows.

(2) Omit sub-paragraph (3).

(3) Renumber sub-paragraph (2) as sub-paragraph (3).

(4) Before sub-paragraph (3) as renumbered insert—

“(2) A “disabled vehicle” is a vehicle—

- (a) that is registered in the GB or NI records and—
 - (i) is an exempt vehicle for the purposes of the 1994 Act by virtue of falling within paragraphs 18, 19 or 20 of Schedule 2 to the 1994 Act; and
 - (ii) for which a nil licence is in force; or
- (b) that is registered under legislation relating to the registration of vehicles in a member State and—
 - (i) Transport for London is satisfied that, had the vehicle been registered under the 1994 Act, it would have been an exempt

vehicle under paragraph 18 or 20 of Schedule 2 to that Act had it been registered under that Act; and

(ii) particulars of the vehicle appear on the register.”.

(5) In sub-paragraph (3)(a) as renumbered for “10 September 2023” substitute “26 October 2025”.

6. After paragraph 2 of the Annex to the Variation Scheme insert—

“Certain wheelchair-accessible private hire vehicles liability for ULEZ charge

3.—(1) During the wheelchair-accessible private hire vehicles transitional period Transport for London shall treat any vehicle that is—

- (a) liable to pay a charge imposed by article 7(2) of the LEZ Scheme;
- (b) a wheelchair-accessible private hire vehicle; and
- (c) meets the conditions in sub-paragraph (2),

as if it were a non-chargeable vehicle for the purposes of the LEZ Scheme in respect of charges imposed by article 7(2).

(2) The conditions referred to in sub-paragraph (1)(c) 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) “the Operators’ Licences Regulations” means the Private Hire Vehicles (London) (Operators’ Licences) Regulations 2000;
- (c) “wheelchair accessible private hire vehicle” means a vehicle that appears on a list of vehicles maintained under section 167(1) of the Equality Act 2010;
- (d) “wheelchair accessible private hire vehicles transitional period” means the period beginning with 8 April 2019 and ending on 26 October 2025; and
- (e) 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.

Certain community minibuses liability for ULEZ charge

4.—(1) During the community minibuses transitional period Transport for London shall treat any vehicle that is—

- (a) liable to pay a charge imposed by article 7(2) of the LEZ Scheme; and**
- (b) a community minibus, particulars of which are for the time being entered in the register,**

as if it were a non-chargeable vehicle for the purposes of the LEZ Scheme in respect of charges imposed by article 7(2).

(2) In this paragraph—

- (a) “the 1985 Act” means the Transport Act 1985;**
- (b) “community minibus” means a vehicle that—**
 - (i) is constructed or adapted to carry more than eight but not more than sixteen passengers;**
 - (ii) is being used pursuant to a community minibus permit; and**
 - (iii) was on 8 June 2018 owned by the person or body in whose name the community minibus permit referred to in (ii) was issued;**
- (c) “community minibus permit” means a permit granted under section 19(3), 19(4) or 22(2) of the 1985 Act;**
- (d) “community minibuses transitional period” means the period beginning with 25 October 2021 and ending on 29 October 2023;**
- (e) “owned” in sub-paragraph (2)(b)(iii) includes leased, used pursuant to a hire purchase agreement, and such other forms of use or ownership as Transport for London may specify on its website.”.**

SCHEDULE 2

Article 3

THE VARIATION SCHEME AS MODIFIED

Preliminary

1.—(1) The LEZ Scheme Order and the LEZ Scheme shall be varied in accordance with the provisions of this Schedule.

(2) Article 1 of the Scheme contained in the Schedule to the Greater London (Central Zone) Congestion Charging Order 2004 ('the Principal Scheme') shall apply, so far as material, for the interpretation of the Annex to this Variation Scheme as it applies for the interpretation of the Principal Scheme.

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

Arrangement of Instrument of the LEZ Scheme Order

2.—(1) For the title "GREATER LONDON LOW EMISSION ZONE CHARGING SCHEME" substitute "LONDON EMISSION ZONES CHARGING SCHEME".

(2) For "10. ULEZ Auto Pay" substitute "10. Auto Pay".

Citation and commencement

3. After Article 1(1) of the LEZ Scheme Order insert—

"(2) In the Scheme in the Schedule to this Order—

- (a) the Londonwide Zone may be cited as the "London Low Emission Zone"; and
- (b) the Inner Zone may be cited as the "Ultra Low Emission Zone".

Schedule to the LEZ Scheme Order

4. For the title "GREATER LONDON LOW EMISSION ZONE CHARGING SCHEME" in the Schedule to the LEZ Scheme Order substitute "LONDON EMISSION ZONES CHARGING SCHEME".

Interpretation

5.—(1) Article 1 of the LEZ Scheme is amended as follows.

(2) In paragraph (f), for "3" substitute "4".

(3) Delete paragraphs (m), (n), (r), (bb), (cc), (dd) and (ee).

(4) Renumber paragraphs (ff) and (gg) as (ee) and (ff) respectively

(5) Renumber paragraphs (s) to (aa) as (v) to (dd) respectively.

(6) Renumber paragraphs (l), (o), (p) and (q) as (q), (r), (s) and (u) respectively.

(7) After paragraph (k) insert—

"(l) "Euro IV or V heavy vehicle" means a vehicle that Transport for London is satisfied meets on or after 26 October 2020 the emissions standards specified for that vehicle in Table 1D of Part 1 of Annex 2, but which is not a compliant vehicle;

(m) "Inner Zone" means the area shown on the Inner Zone plan the boundaries of which are defined on the Inner Zone boundary plans;

(n) "Inner Zone boundary plan" means—

- (i) up to and including 24 October 2021, a deposited plan specified in Part 3A of Annex 1 defining part of the boundary of the Inner Zone by showing areas within the Inner Zone as stippled; and
 - (ii) on or after 25 October 2021, a deposited plan specified in Part 3B of Annex 1 defining part of the boundary of the Inner Zone by showing areas within the Inner Zone as shaded;
- (o) “Inner Zone plan” means—
- (i) up to and including 24 October 2021, the plan corresponding with sheet B of Part I of Annex 1; and
 - (ii) on or after 25 October 2021, the plan corresponding with sheet C1 of Part I of Annex 1;
- (p) “Inner Zone compliant vehicle” means a vehicle that Transport for London is satisfied meets the relevant standards referred to in article 6(2);”.
- (8) After paragraph (s) as renumbered insert—
- “(t) “Londonwide Zone compliant vehicle” means a vehicle that Transport for London is satisfied meets the relevant standards referred to in article 6(1);”.
- (9) In paragraph (j) for “low emission zone and ultra low emission zone” substitute “Londonwide Zone and Inner Zone”.
- (10) In paragraphs (r), (s), (u) and (ff) as renumbered, for “low emission zone” substitute “Londonwide Zone”.
- (11) In paragraph (ff) as renumbered for “ultra low emission zone plan” substitute “applicable Inner Zone plan”.
- (12) In paragraph (v), for “article 5(1), 5(3) and 5(4)” substitute “article 5(1) and 5(3)”.

Designation of roads in charging area

6. In Article 3 of the LEZ Scheme for “ultra low emission zone” wherever it occurs substitute “Inner Zone” and for “low emission zone” wherever it occurs substitute “Londonwide Zone”.

Relevant Vehicles

- 7.—(1) Article 4 of the LEZ Scheme is amended as follows.
- (2) In paragraphs (2)(a), (3) and (5)(a), for “low emission zone” substitute “Londonwide Zone”.
 - (3) In paragraphs (2)(b), (4) and (5)(b), for “ultra low emission zone” substitute “Inner Zone”.
 - (4) In sub-paragraph (5)(a) for “low emission vehicle” substitute “Londonwide Zone compliant vehicle”.
 - (5) In sub-paragraph (5)(b) for “ultra low emission vehicle” substitute “Inner Zone compliant vehicle”.

Non-chargeable vehicles

- 8.—(1) Article 5 of the LEZ Scheme is amended as follows.
- (2) In paragraph (1) for “ultra low emission zone” substitute “Inner Zone” and for “low emission zone” substitute “Londonwide Zone”.
 - (3) In paragraph (4) for “ultra low emission zone” substitute “Inner Zone”.
 - (4) Renumber sub-paragraph (2)(d) as (2)(f).
 - (5) After sub-paragraph (2)(c) insert—
 - “(d) any vehicle constructed before 1st January 1973;
 - (e) any exempt vehicle within the meaning of paragraph 1A of Schedule 2 to the 1994 Act;”.

- (6) Delete paragraphs (3) and (4).
- (7) Renumber paragraph (5) as paragraph (4).
- (8) Insert the following new paragraph (3)—

“(3) A vehicle is a non-chargeable vehicle for the purpose of use within the Inner Zone if it is a vehicle licensed as a hackney carriage under section 6 of the Metropolitan Public Carriage Act 1869.”.

Emissions standards

9.—(1) Article 6 of the LEZ Scheme is amended as follows.

(2) For paragraph (1) substitute—

“(1) A vehicle meets the standards required of a Londonwide Zone compliant vehicle for the purposes of this Scheme if Transport for London is satisfied that—

- (a) in the case of vehicles of Class M₃, Class N₂ or Class N₃—
 - (i) up to and including 25 October 2020, the vehicle meets the emissions standards specified for that vehicle in Table 1A of Part 1 of Annex 2;
 - (ii) on or after 26 October 2020, the vehicle meets the emissions standards specified for that vehicle in Table 1C of Part 1 of Annex 2;
- (b) in the case of vehicles of Class M₂ and Class N₁ sub-classes (ii) and (iii)—
 - (i) up to and including 25 October 2020, the vehicle meets the emissions standards specified for that vehicle in Table 1A of Part 1 of Annex 2;
 - (ii) on or after 26 October 2020, the vehicle meets the emissions standards specified for that vehicle in Table 1B of Part 1 of Annex 2.”.

(3) In article 6(2) for “ultra low emission vehicle” substitute “Inner Zone compliant vehicle” and for “Tables 2 to 6” substitute “Tables 2A to 6”.

Imposition of charges

10.—(1) Article 7 of the LEZ Scheme is amended as follows.

- (2) In paragraph (1) after “Class M₂,” insert “Class M₃,” and before “N₂” insert “Class”.
- (3) In paragraph (1) for “low emission zone” substitute “Londonwide Zone”.
- (4) In paragraph (2) for “ultra low emission zone” substitute “Inner Zone”.

Payment of charges

11.—(1) Article 8 of the LEZ Scheme is amended as follows.

(2) For sub-paragraph (5)(d) substitute—

- “(d) by Auto Pay in accordance with article 10—
- (i) up to and including 25 October 2020, in respect of a charge imposed by article 7(2); and
 - (ii) on or after 26 October 2020 in respect of a charge imposed by article 7(1) or 7(2).”.

(3) In sub-paragraphs (7)(e) and (8)(e) delete “ULEZ”.

(4) For sub-paragraph (8)(f) substitute—

“(f) “cheque” means a cheque, or postal order, made out in accordance with such payee information and other requirements as Transport for London may from time to time specify on its website;”.

(5) In paragraph (13) for “article 7(2)” substitute “article 7”.

Amount of charge payable by purchase of a licence

12.—(1) Article 9 of the LEZ Scheme is amended as follows.

(2) For paragraph (1) substitute—

“(1) The cost of a licence for a charge imposed by article 7(1) shall be—

- (a) up to and including 25 October 2020 in respect of a relevant vehicle of Class M₃, Class N₂ or Class N₃, £200 per charging day;
- (b) on or after 26 October 2020 in respect of a relevant vehicle of Class M₃, Class N₂ or Class N₃—
 - (i) £100 per charging day if the relevant vehicle concerned is a Euro IV or V heavy vehicle; or
 - (ii) £300 in all other cases;
- (c) in respect of a relevant vehicle of Class M₂ or Class N₁ sub-classes (ii) and (iii), £100 per charging day.”.

(3) For subparagraph (2)(a) substitute—

“(a) up to and including 25 October 2020 in respect of a relevant vehicle of Class M₃, Class N₂ or Class N₃, £100 per charging day;”.

(4) In sub-paragraph (2)(b), delete “£12.50 per charging day” and for “and Class N₁ sub-classes (i), (ii) and (iii)” substitute “or Class N₁ sub-classes (i), (ii) and (iii), £12.50 per charging day”.

ULEZ Auto Pay

13.—(1) Article 10 of the LEZ Scheme is amended as follows.

(2) Delete “ULEZ” from the title of Article 10.

(3) In paragraphs (2)(a), (3), (10)(d) and (11) for “a ULEZ Auto Pay Account” wherever it occurs substitute “an Auto Pay Account”.

(4) Delete all remaining references to “ULEZ” in paragraphs (1) to (11).

(5) In sub-paragraph (10)(a)(i) for “article 4” substitute “article 7”.

(6) In sub-paragraph (10)(c) after “an agreement” insert “(which may be the same agreement as any CC Auto Pay Account held by the applicant)” and for “article 7(2)” substitute “article 7”.

Register of compliant and non-chargeable vehicles

14.—(1) Article 11 of the LEZ Scheme is amended as follows.

(2) In paragraph (1) after “compliant vehicles” insert “, Euro IV or V heavy vehicles”.

(3) In sub-paragraph (3)(a) after “compliant vehicle” insert “or a Euro IV or V heavy vehicle”.

(4) In sub-paragraphs (4)(a) and (5)(a) after “compliant vehicle” insert “or, where relevant, a Euro IV or V heavy vehicle”.

Penalty charge for non-payment of charge

15.—(1) Article 14 of the LEZ Scheme is amended as follows.

(2) In sub-paragraph (1)(a) after “article 7;” insert “and”.

(3) In paragraph (3) for “shall be—” substitute “shall be as set out in paragraphs (4), (5) and (6).”

(4) Delete sub-paragraphs (3)(a) and (b).

(5) Renumber paragraph (4) as paragraph (7).

(6) After paragraph (3) as amended insert—

“(4) In respect of a penalty charge imposed in relation to the non-payment of a charge imposed by article 7(1) up to and including 25 October 2020—

- (a) for relevant vehicles of Classes M₃, N₂ and N₃, £1,000 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 £500; or
- (b) for relevant vehicles of Class M₂ and Class N₁ sub-classes (ii) and (iii), £500 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 £250.

(5) In respect of a penalty charge imposed in relation to the non-payment of a charge imposed by article 7(1) on or after 26 October 2020—

(a) for relevant vehicles of Classes M₃, N₂ and N₃—

- (i) £1,000 for Euro IV or V heavy vehicles 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 £500; or
- (ii) £2,000 in all other cases 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 £1,000; or

(b) for relevant vehicles of Class M₂ and Class N₁ sub-classes (ii) and (iii), £500 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 £250.

(6) In respect of a penalty charge imposed in relation to the non-payment of a charge imposed by article 7(2)—

- (a) up to and including 25 October 2020, for relevant vehicles of Class M₃, Class N₂ and Class N₃, £1,000 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 £500; or
- (b) for relevant vehicles of Class L (motorcycles), Class L (compression ignition tricycles and quadricycles), Class L (positive ignition tricycles and quadricycles), Class M₁, Class M₂ and Class N₁ sub-classes (i), (ii) and (iii), £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.”.

(7) In paragraph (7) as renumbered for sub-paragraphs (a) and (b) substitute—

- “(a) in respect of a penalty charge referred to in paragraph (4)(a), (5)(a)(i) or (6)(a), £1,500;
- (b) in respect of a penalty charge referred to in paragraph (4)(b) or (5)(b), £750;
- (c) in respect of a penalty charge referred to in paragraph (5)(a)(ii), £3,000; and
- (d) in respect of a penalty charge referred to in paragraph (6)(b), £240.”.

Annex 1 to the Scheme

16.—(1) In the Table in Part 1 of Annex 1 to the LEZ Scheme add the following additional row—

“

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”.

(2) In the title of Part 2 of Annex 1 to the LEZ Scheme, for “LOW EMISSION ZONE” substitute “LONDONWIDE ZONE”.

(3) After the Table in Part 3 of Annex 1 to the LEZ Scheme insert the following new Part—

**“PART 3B – EXPANDED INNER ZONE BOUNDARY PLANS (INNER LONDON)
– APPLICABLE ON OR AFTER 25 OCTOBER 2021**

<i>(1)</i> <i>Sheet.</i>	<i>(2)</i> <i>Drawing No. & revision letter</i>	<i>(3)</i> <i>Signatory</i>
1	ULEZ-TDE-BOU-ZZ-DR-001	Gareth Powell
2	ULEZ-TDE-BOU-ZZ-DR-002	Gareth Powell
3	ULEZ-TDE-BOU-ZZ-DR-003	Gareth Powell
4	ULEZ-TDE-BOU-ZZ-DR-004	Gareth Powell
5	ULEZ-TDE-BOU-ZZ-DR-005	Gareth Powell
6	ULEZ-TDE-BOU-ZZ-DR-006	Gareth Powell
7	ULEZ-TDE-BOU-ZZ-DR-007	Gareth Powell
8	ULEZ-TDE-BOU-ZZ-DR-008	Gareth Powell
9	ULEZ-TDE-BOU-ZZ-DR-009	Gareth Powell
10	ULEZ-TDE-BOU-ZZ-DR-010	Gareth Powell
11	ULEZ-TDE-BOU-ZZ-DR-011	Gareth Powell
12	ULEZ-TDE-BOU-ZZ-DR-012	Gareth Powell
13	ULEZ-TDE-BOU-ZZ-DR-013	Gareth Powell
14	ULEZ-TDE-BOU-ZZ-DR-014	Gareth Powell
15	ULEZ-TDE-BOU-ZZ-DR-015	Gareth Powell
16	ULEZ-TDE-BOU-ZZ-DR-016	Gareth Powell
17	ULEZ-TDE-BOU-ZZ-DR-017	Gareth Powell
18	ULEZ-TDE-BOU-ZZ-DR-018	Gareth Powell

19	ULEZ-TDE-BOU-ZZ-DR-019	Gareth Powell
20	ULEZ-TDE-BOU-ZZ-DR-020	Gareth Powell
21	ULEZ-TDE-BOU-ZZ-DR-021	Gareth Powell
22	ULEZ-TDE-BOU-ZZ-DR-022	Gareth Powell
23	ULEZ-TDE-BOU-ZZ-DR-023	Gareth Powell
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26	ULEZ-TDE-BOU-ZZ-DR-026	Gareth Powell
27	ULEZ-TDE-BOU-ZZ-DR-027	Gareth Powell
28	ULEZ-TDE-BOU-ZZ-DR-028	Gareth Powell
29	ULEZ-TDE-BOU-ZZ-DR-029	Gareth Powell
30	ULEZ-TDE-BOU-ZZ-DR-030	Gareth Powell
31	ULEZ-TDE-BOU-ZZ-DR-031	Gareth Powell
32	ULEZ-TDE-BOU-ZZ-DR-032	Gareth Powell
33	ULEZ-TDE-BOU-ZZ-DR-033	Gareth Powell
34	ULEZ-TDE-BOU-ZZ-DR-034	Gareth Powell
35	ULEZ-TDE-BOU-ZZ-DR-035	Gareth Powell
36	ULEZ-TDE-BOU-ZZ-DR-036	Gareth Powell
37	ULEZ-TDE-BOU-ZZ-DR-037	Gareth Powell
38	ULEZ-TDE-BOU-ZZ-DR-038	Gareth Powell
39	ULEZ-TDE-BOU-ZZ-DR-039	Gareth Powell
40	ULEZ-TDE-BOU-ZZ-DR-040	Gareth Powell
41	ULEZ-TDE-BOU-ZZ-DR-041	Gareth Powell
42	ULEZ-TDE-BOU-ZZ-DR-042	Gareth Powell
43	ULEZ-TDE-BOU-ZZ-DR-043	Gareth Powell
44	ULEZ-TDE-BOU-ZZ-DR-044	Gareth Powell
45	ULEZ-TDE-BOU-ZZ-DR-045	Gareth Powell
46	ULEZ-TDE-BOU-ZZ-DR-046	Gareth Powell

47	ULEZ-TDE-BOU-ZZ-DR-047	Gareth Powell
48	ULEZ-TDE-BOU-ZZ-DR-048	Gareth Powell
49	ULEZ-TDE-BOU-ZZ-DR-049	Gareth Powell
50	ULEZ-TDE-BOU-ZZ-DR-050	Gareth Powell
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65	ULEZ-TDE-BOU-ZZ-DR-065	Gareth Powell
66	ULEZ-TDE-BOU-ZZ-DR-066	Gareth Powell
67	ULEZ-TDE-BOU-ZZ-DR-067	Gareth Powell
C2 (Key to the Inner Zone boundary plans)	ULEZ-TDE-BOU-ZZ-DR-069	Gareth Powell

”

(4) For the title of Part 3 of Annex 1 substitute—

“PART 3A – INNER ZONE BOUNDARY PLANS (CENTRAL LONDON)
– APPLICABLE UP TO AND INCLUDING 24 OCTOBER 2021”.

Annex 2 to the Scheme

17.—(1) Annex 2 to the LEZ Scheme is amended as follows.

(2) For the title of Part 1 substitute—

**"PART I
EMISSIONS STANDARDS FOR LONDONWIDE ZONE COMPLIANT VEHICLES
AND EURO IV OR V HEAVY VEHICLES".**

(3) In paragraph 1(1) for "paragraph (2)" substitute "paragraphs (2) and (3)" and for "Table 1" substitute "Tables 1A, 1B and 1D".

(4) Renumber paragraph 1(2)(a) as paragraph 1(2).

(5) In paragraph 1(2) as renumbered, for "Table 1" substitute "Table 1A, row (4) of Table 1B or row (2) of Table 1D,".

(6) Renumber paragraph 1(2)(b) as paragraph 1(3) and paragraphs 1(2)(b)(i) and (ii) as paragraphs 1(3)(a) and (b) respectively.

(7) In paragraph 1(3)(a) as renumbered for "Table 1" substitute "Table 1A or Table 1B".

(8) Renumber paragraphs 2(1) and 3 as paragraphs 3 and 4 respectively.

(9) After paragraph 1 insert—

"2. A vehicle meets the standards set out in Table 1C 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 Table;
- (b) the vehicle has been adapted, by means of an exhaust after-treatment system or otherwise, so that—
 - (i) the limit values for the emission of NO_x specified for the vehicle in column (e) would not be exceeded during the appropriate test or tests specified in column (g) of the Table; and
 - (ii) the limit values for the emission of particulate matter specified for the vehicle in column (f) would not be exceeded during the appropriate test or tests specified in column (g) of the Table;

or

- (c) in respect of all other vehicles—
 - (i) the limit values for the emission of NO_x specified for the vehicle in column (e) would not be exceeded during the appropriate test or tests specified in column (g) of the Table; and
 - (ii) the limit values for the emission of particulate matter specified for the vehicle in column (f) would not be exceeded during the appropriate test or tests specified in column (g) of the Table."

(10) For the title of Table 1 substitute—

"Table 1A — STANDARDS APPLICABLE UP TO AND INCLUDING 25 OCTOBER 2020 FOR ALL LONDONWIDE ZONE COMPLIANT VEHICLES".

(11) After Table 1A as renamed insert the following new Tables 1B, 1C and 1D—

"Table 1B — STANDARDS APPLICABLE ON OR AFTER 26 OCTOBER 2020 FOR LONDONWIDE ZONE COMPLIANT VEHICLES OF CLASS M₂ AND CLASS N₁ SUB-CLASSES (ii) AND (iii)

<i>(a)</i> Row No.	<i>(b)</i> Class of vehicle	<i>(c)</i> Maximum mass of vehicle, where relevant (kilograms)	<i>(d)</i> Reference mass of vehicle, where relevant (kilograms)	<i>(e)</i> EC emissions standard	<i>(f)</i> Limit values for mass of particulate matter emissions	<i>(g)</i> Appropriate tests
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(1)	M ₂	not exceeding 2,500		Euro 3	0.05 g/km	Type I
(2)	M ₂	exceeding 2,500 and not exceeding 3,500	exceeding 1,305 and not exceeding 1,760	Euro 3	0.07 g/km	Type I
(3)	M ₂	exceeding 2,500 and not exceeding 3,500	exceeding 1,760	Euro 3	0.10g/km	Type I
(4)	M ₂	exceeding 3,500	not exceeding 2,840	Euro 3 or Euro III	0.10 g/km (Type I), 0.10g/kWh (ESC) or 0.16g/kWh (ETC)	Type I, ESC or ETC
(5)	M ₂	exceeding 3,500	exceeding 2,840	Euro III	0.10 g/kWh (ESC) or 0.16g/kWh (ETC)	ESC or ETC
(6)	N ₁ sub-class (ii)			Euro 3	0.07 g/km	Type I
(7)	N ₁ sub-class (iii)			Euro 3	0.10 g/km	Type I

Table 1C — STANDARDS APPLICABLE ON OR AFTER 26 OCTOBER 2020 FOR LONDONWIDE ZONE COMPLIANT VEHICLES OF CLASS M₃, N₂ AND N₃

(a) Row No.	(b) Class of vehicle	(c) Reference mass of vehicle, where relevant (kg)	(d) EC emissions standard	(e) Limit values for NO _x	(f) Limit values for particulate matter	(g) Appropriate tests
(1)	M ₃ , N ₃		Euro VI	0.4 g/kWh (WHSC) and 0.46 g/kWh (WHTC)	0.01 g/kWh and 8.0×10 ¹¹ PN/kWh (WHSC) and 6.0×10 ¹¹ PN/kWh (WHTC)	WHSC and WHTC
(2)	N ₂	exceeding 2610	Euro VI	0.4 g/kWh (WHSC) and 0.46 g/kWh (WHTC)	0.01 g/kWh and 8.0×10 ¹¹ PN/kWh (WHSC) and 6.0×10 ¹¹ PN/kWh (WHTC)	WHSC and WHTC
(3)	N ₂	not exceeding 2610	Euro 6	0.125 g/km	0.005 g/km and 6.0×10 ¹¹ PN/km	Type I

Table 1D — STANDARDS APPLICABLE ON OR AFTER 26 OCTOBER 2020 FOR EURO IV OR V HEAVY VEHICLES

<i>(a)</i> Row No.	<i>(b)</i> Class of vehicle	<i>(c)</i> Maximum mass of vehicle, where relevant (kilograms)	<i>(d)</i> Reference mass of vehicle, where relevant (kilograms)	<i>(e)</i> EC emissions standard	<i>(f)</i> Limit values for mass of particulate matter emissions	<i>(g)</i> Appropriate tests
(1)	M ₃ , N ₃			Euro IV	0.02 g/kWh (ESC) and 0.03 g/kWh (ETC)	both ESC and ETC
(2)	N ₂		not exceeding 2,840	Euro 4 or Euro IV	0.06g/km (Type I) or 0.02 g/kWh (ESC) and 0.03 g/kWh (ETC)	Type I or both ESC and ETC
(3)	N ₂		exceeding 2,840	Euro IV	0.02 g/kWh (ESC) and 0.03 g/kWh (ETC)	both ESC and ETC

”.

(12) For the title of Part 2 of Annex 2 substitute—

**“PART 2
EMISSIONS STANDARDS FOR INNER ZONE COMPLIANT VEHICLES”.**

(13) In paragraph 3 as renumbered, for “Tables 2 to 6” substitute “Tables 2A to 6”.

(14) In sub-paragraphs 3(b)(ii) and 3(c)(ii) for “Tables 2, 3 or 4” substitute “Tables 2A, 2B, 3, 4A or 4B”.

(15) After Table 2 insert the following new table—

“Table 2B - EURO VI STANDARDS APPLICABLE ON OR AFTER 26 OCTOBER 2020 FOR INNER ZONE COMPLIANT COMPRESSION IGNITION VEHICLES OF CLASS M & N

<i>(a)</i> Row No.	<i>(b)</i> Class of vehicle	<i>(c)</i> Reference mass of vehicle, where relevant (kg)	<i>(d)</i> EC emissions standard	<i>(e)</i> Limit values for NO _x (grams per kWh)	<i>(f)</i> Limit values for particulate matter	<i>(g)</i> Appropriate tests
(1)	M ₁	exceeding 2610	Euro VI	0.4 (WHSC) and 0.46 (WHTC)	0.01 g/kWh and 8.0×10 ¹¹ PN/kWh (WHSC) and 6.0×10 ¹¹ PN/kWh (WHTC)	WHSC and WHTC
(2)	M ₂	exceeding 2610	Euro VI	0.4 (WHSC)	0.01 g/kWh and	WHSC and WHTC

				and 0.46 (WHTC)	8.0×10 ¹¹ PN/NkWh (WHSC) and 6.0×10 ¹¹ PN/kWh (WHTC)	
(3)	N ₁	exceeding 2610	Euro VI	0.4 (WHSC) and 0.46 (WHTC)	0.01 g/kWh and 8.0×10 ¹¹ PN/kWh (WHSC) and 6.0×10 ¹¹ PN/kWh (WHTC)	WHSC and WHTC

”.

(16) After Table 4 insert the following new table—

“Table 4B - EURO 6 STANDARDS APPLICABLE ON OR AFTER 26 OCTOBER 2020 FOR INNER ZONE COMPLIANT COMPRESSION IGNITION VEHICLES OF CLASS M & N

<i>(a)</i> Row No.	<i>(b)</i> Class of vehicle	<i>(c)</i> Reference mass of vehicle, where relevant (kilograms)	<i>(d)</i> EC emissions standard	<i>(e)</i> Limit values for NO _x (grams per kilometre)	<i>(f)</i> Limit values for particulate matter)	<i>(g)</i> Appropriate tests
(1)	M ₁	not exceeding 2610	Euro 6	0.08	0.005 g/km and 6.0×10 ¹¹ PN/km	Type I
(2)	M ₂	not exceeding 2610	Euro 6	0.125	0.005 g/km and 6.0×10 ¹¹ PN/km	Type I
(3)	N ₁ sub- class (i)	not exceeding 2610	Euro 6	0.08	0.005 g/km and 6.0×10 ¹¹ PN/km	Type I
(4)	N ₁ sub- class (ii)	not exceeding 2610	Euro 6	0.105	0.005 g/km and 6.0×10 ¹¹ PN/km	Type I
(5)	N ₁ sub- class (iii)	not exceeding 2610	Euro 6	0.125	0.005 g/km and 6.0×10 ¹¹ PN/km	Type I

”.

(17) For the title of Table 2 substitute—

“Table 2A - EURO VI STANDARDS APPLICABLE UP TO AND INCLUDING 25 OCTOBER 2020 FOR INNER ZONE COMPLIANT COMPRESSION IGNITION VEHICLES OF CLASS M & N”.

(18) For the title of Table 3 substitute—

“Table 3 - EURO VI STANDARDS FOR INNER ZONE COMPLIANT POSITIVE IGNITION VEHICLES OF CLASS M & N”.

(19) For the title of Table 4 substitute—

“Table 4A - EURO 6 STANDARDS APPLICABLE UP TO AND INCLUDING 25 OCTOBER 2020 FOR INNER ZONE COMPLIANT COMPRESSION IGNITION VEHICLES OF CLASS M & N”.

(20) For the title of Table 5 substitute—

“Table 5 - EURO 4 STANDARDS FOR INNER ZONE COMPLIANT POSITIVE IGNITION VEHICLES OF CLASS M & N”.

(21) For the title of Table 6 substitute—

“Table 6 - EURO 3 STANDARDS FOR INNER ZONE COMPLIANT CLASS L VEHICLES”.

Transitional Provisions – resident’s vehicles and certain disabled vehicles

18. The Annex to this Variation Scheme has effect in relation to resident’s vehicles and certain disabled vehicles, wheelchair-accessible private hire vehicles and community minibuses, and supersedes the provisions of the Annex to the Variation Scheme in the Schedule to the Greater London Low Emission Zone Charging (Variation and Transitional Provisions) Order 2017.

ANNEX TO THE VARIATION SCHEME

TRANSITIONAL PROVISIONS

Resident's vehicles and motorbicycles liability for ULEZ charge

1.—(1) Transport for London shall—

- (a) during the residents' transitional period treat any motorbicycle as if it was a relevant vehicle for the purpose of paragraph 2 of Annex 3 of Principal Scheme; and
- (b) before and during the residents' transitional period accept registration of motorbicycles as resident's vehicles in accordance with details to be published on its website and shall maintain details of those vehicles in the register in accordance with article 9 of the Principal Scheme.

(2) During the residents' transitional period Transport for London shall treat any vehicle that is—

- (a) liable to pay a charge imposed by article 7(2) of the LEZ Scheme; and
- (b) a qualifying resident's vehicle,

as if it were a non-chargeable vehicle for the purposes of the LEZ Scheme in respect of charges imposed by article 7(2).

(3) In this paragraph—

- (a) "residents' transitional period" means the period beginning with 8 April 2019 and ending on 24 October 2021;
- (b) "motorbicycle" has the meaning given by article 1 of the Principal Scheme and "motorbicycles" shall be construed accordingly;
- (c) "qualifying resident's vehicle" means a vehicle—
 - (i) that is or would pursuant to paragraph (1) be treated as a resident's vehicle within the meaning of paragraph 2 of Annex 3 of the Principal Scheme; and
 - (ii) particulars of which appear in the register.

Certain disabled vehicles liability for ULEZ charge

2.—(1) During the disabled vehicles transitional period Transport for London shall treat any vehicle that is—

- (a) liable to pay a charge imposed by article 7(2) of the LEZ Scheme;
- (b) a disabled vehicle; and
- (c) not operated by or on behalf of Transport for London,

as if it were a non-chargeable vehicle for the purposes of the LEZ Scheme in respect of charges imposed by article 7(2).

(2) A "disabled vehicle" is a vehicle—

- (a) that is registered in the GB or NI records and—
 - (i) is an exempt vehicle for the purposes of the 1994 Act by virtue of falling within paragraphs 18, 19 or 20 of Schedule 2 to the 1994 Act; and
 - (ii) for which a nil licence is in force; or
- (b) that is registered under legislation relating to the registration of vehicles in a member State and—
 - (i) Transport for London is satisfied that, had the vehicle been registered under the 1994 Act, it would have been an exempt vehicle under paragraph 18 or 20 of Schedule 2 to that Act had it been registered under that Act; and

(ii) particulars of the vehicle appear on the register.

(3) In this paragraph—

- (a) “disabled vehicles transitional period” means the period beginning with 8 April 2019 and ending on 26 October 2025;
- (b) “registered in the GB & 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.

Certain wheelchair-accessible private hire vehicles liability for ULEZ charge

3.—(1) During the wheelchair-accessible private hire vehicles transitional period Transport for London shall treat any vehicle that is—

- (a) liable to pay a charge imposed by article 7(2) of the LEZ Scheme;
- (b) a wheelchair-accessible private hire vehicle; and
- (c) meets the conditions in sub-paragraph (2),

as if it were a non-chargeable vehicle for the purposes of the LEZ Scheme in respect of charges imposed by article 7(2).

(2) The conditions referred to in sub-paragraph (1)(c) 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) “the Operators’ Licences Regulations” means the Private Hire Vehicles (London) (Operators’ Licences) Regulations 2000;
- (c) “wheelchair accessible private hire vehicle” means a vehicle that appears on a list of vehicles maintained under section 167(1) of the Equality Act 2010;
- (d) “wheelchair accessible private hire vehicles transitional period” means the period beginning with 8 April 2019 and ending on 26 October 2025; and
- (e) 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.

Certain community minibuses liability for ULEZ charge

4.—(1) During the community minibuses transitional period Transport for London shall treat any vehicle that is—

- (a) liable to pay a charge imposed by article 7(2) of the LEZ Scheme; and
- (b) a community minibus, particulars of which are for the time being entered in the register, as if it were a non-chargeable vehicle for the purposes of the LEZ Scheme in respect of charges imposed by article 7(2).

(2) In this paragraph—

- (a) “the 1985 Act” means the Transport Act 1985;
- (b) “community minibus” means a vehicle that—
 - (i) is constructed or adapted to carry more than eight but not more than sixteen passengers;
 - (ii) is being used pursuant to a community minibus permit; and
 - (iii) was on 8 June 2018 owned by the person or body in whose name the community minibus permit referred to in (ii) was issued;
- (c) “community minibus permit” means a permit granted under section 19(3), 19(4) or 22(2) of the 1985 Act;
- (d) “community minibuses transitional period” means the period beginning with 25 October 2021 and ending on 29 October 2023;
- (e) “owned” in sub-paragraph (2)(b)(iii) includes leased, used pursuant to a hire purchase agreement, and such other forms of use or ownership as Transport for London may specify on its website.

