

# **Explanatory Note to the Greater London Low Emission Zone Charging (Variation and Transitional Provisions) Order 2014**

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

**The Principal Order was subsequently varied by the Greater London Low Emission Zone Charging (Variation) Order 2007 and the Greater London Low Emission Zone Charging (Variation) Order 2010**

## **Variations Proposed by Transport for London**

Following consideration of a number of issues associated with the operation of the Low Emission Zone, Transport for London made the Greater London Low Emission Zone Charging (Variation and Transitional Provisions) Order 2014 on 22 October 2014. The details and reasons for this proposed change are listed in this schedule and are subject to public consultation.

The schedule is divided into four columns:

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

Transport for London will pass all representations and objections that are received with respect to the variations in this schedule by 9 January 2015 to the Mayor for consideration.

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

Transport for London  
27 October 2014

## Schedule of Variations

Ref. no.	Summary of proposed variation	Details of TfL's proposed variation	TfL's reasons for proposed variation
1.	<b>Designation of roads</b>	<p>The Ultra Low Emission Zone (ULEZ) area would be defined by reference to the plans contained in Annex 1 to the Greater London (Central Zone) Congestion Charging Order 2004, as amended, which show the current Congestion Charging Zone (CCZ).</p> <p>The changes to introduce what would be, in effect, an inner ULEZ to the Low Emission Zone (LEZ) would come into effect on 7 September 2020.</p>	<p>The CCZ covers areas where air pollution levels are consistently highest in London and where people experience the greatest exposure.</p> <p>Although Congestion Charging and the ULEZ have different purposes, the boundary of the CCZ is well understood by drivers and operators.</p>
2.	<b>Relevant classes of vehicle</b>	<p>In addition to the classes of vehicle that are currently subject to the LEZ, the ULEZ requirements would also apply to cars (class M<sub>1</sub>) and Motorcycles (class L), which are non-compliant with the relevant emissions standard (and which are not non-chargeable).</p> <p>The following vehicle classes would therefore be subject to the ULEZ requirements:</p> <ul style="list-style-type: none"> <li>- <b>motorcycle &amp; moped</b> (class L)</li> <li>- <b>car &amp; small van</b> (classes M<sub>1</sub> &amp; N<sub>1</sub>(i))</li> <li>- <b>large van &amp; minibuss</b> (classes N<sub>1</sub> (ii, iii) &amp; M<sub>2</sub>)</li> <li>- <b>HGV</b> (classes N<sub>2</sub>,N<sub>3</sub>)</li> <li>- <b>bus &amp; coach</b> (class M<sub>3</sub>)</li> </ul>	<p>Whilst cars' and motorcycles' contribution to air pollution is much less than heavier vehicles on an individual basis, they make up the majority of traffic entering the ULEZ (together with vans and minibuses). The corresponding emissions reduction from the likely impact on driver behaviour from making these vehicles subject to the ULEZ justifies their inclusion.</p> <p>Based on current calculations, the ULEZ would deliver a 51 per cent reduction in NO<sub>x</sub>, 64 per cent reduction in PM<sub>10</sub> exhaust and 15 per cent reduction in CO<sub>2</sub> from road transport in central London in 2020.</p>

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3.	<b>Non-chargeable vehicles</b>	<p>In addition to the types of vehicle that are currently non-chargeable for the purposes of the LEZ, licensed hackney carriages (taxis) would also be non-chargeable for the purposes of ULEZ.</p> <p>The following vehicles would therefore be non-chargeable for the purposes of the ULEZ requirements:</p> <ul style="list-style-type: none"> <li>- HM forces (and visiting forces) vehicles</li> <li>- vehicles being used for military purposes</li> <li>- historic vehicles</li> <li>- non-road going vehicles</li> <li>- showman's vehicles</li> <li>- taxis</li> </ul>	<p>TfL is working to reduce the emissions impact taxis and private hire vehicles through its role as the body that licenses taxi and private hire services in London.</p> <p>TfL is proposing that:</p> <ul style="list-style-type: none"> <li>- from January 2018, all vehicles presented for licensing as taxis must be 'zero emission capable', and</li> <li>- from 2020, the age limit for all regular diesel licensed taxis would be reduced from 15 years to 10 years (irrespective of the date of licensing).</li> </ul> <p>In view of these proposed additional requirements on taxis, they would be non-chargeable for the purposes of the ULEZ requirements.</p>

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4.	<b>Emissions standards</b>	<p>It is proposed the emissions standards for the ULEZ vehicle charging scheme would be based on Euro standards, as is currently the case for LEZ.</p> <p>From 7 September 2020, the relevant standards would be:</p> <ul style="list-style-type: none"> <li>- <b>motorcycle &amp; moped</b>                      <b>Euro 3</b></li> <li>- <b>car &amp; small van (petrol)</b>              <b>Euro 4</b></li> <li>- <b>car &amp; small van (diesel)</b>              <b>Euro 6</b></li> <li>- <b>large van &amp; minibus (petrol)</b>        <b>Euro 4</b></li> <li>- <b>large van &amp; minibus (diesel)</b>        <b>Euro 6</b></li> <li>- <b>HGV</b>    <b>Euro VI</b></li> <li>- <b>bus* &amp; coach</b>                              <b>Euro VI</b></li> </ul> <p>* Approximately 300 New Routemaster buses (which have NO<sub>x</sub> emissions much closer to the Euro VI standards than other Euro V buses) would continue without modification at 2020 and would therefore be subject to an emissions standard of 2.05g/km of NO<sub>x</sub>.</p> <p>The provisions relating to emissions standards for vehicles subject to the LEZ would also be 'tied up' to reflect the fact that the implementation date of 3 January 2012 has passed and one set of standards is now applicable.</p>	<p>The Euro standards are a range of successive emissions standards for petrol, gas and diesel engines. New vehicles are tested to ensure they meet the emissions standards during the type approval process.</p> <p>There are national and European Union (EU) legal limits (limit values) for air pollutants which are designed to protect human health. The Mayor has made a commitment to reduce transport emissions and improve air quality in his Transport, Air Quality and Climate Change Mitigation Strategies; however, London does not currently meet limit values for nitrogen dioxide (NO<sub>2</sub>).</p> <p>Requiring vehicles that are subject to the ULEZ to meet relevant minimum standards or to pay a charge, aims to encourage a shift to lower emission vehicles and associated emissions reductions in the ULEZ.</p> <p>It is expected that the introduction of the ULEZ would halve air pollutant emissions from vehicle exhausts (PM<sub>10</sub> and NO<sub>x</sub>) and the number of people living with levels of NO<sub>2</sub> which exceed EU legal limits would reduce by 74% in central London, 50% in inner London and 42% in outer London.</p> <p>It is considered that the cost of retrofitting the Euro V New Routemasters to make them the equivalent to Euro VI (approximately £7m) would more effectively be spent on reducing emissions from buses outside the ULEZ.</p>

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5.	<b>ULEZ charge</b>	<p>From 7 September 2020, the proposed ULEZ daily charge for vehicles that do not comply with the relevant standards would be:</p> <ul style="list-style-type: none"> <li>- <b>motorcycle &amp; moped</b>      <b>£12.50</b></li> <li>- <b>car &amp; small van</b>            <b>£12.50</b></li> <li>- <b>large van &amp; minibus</b>        <b>£12.50</b></li> <li>- <b>HGV</b>                                <b>£100</b></li> <li>- <b>bus &amp; coach</b>                    <b>£100</b></li> </ul> <p>The ULEZ charge could be paid on the next charging day – no surcharge would be applied.</p>	<p>The level of charge was set following strategic assessment, including a cost-benefit analysis and the impact on each type of vehicle, with the aim of encouraging behaviour change and the corresponding emissions savings.</p> <p>It has been set at a level that enables those people making very infrequent trips to continue to do so if they do not want to change their vehicle.</p>

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6.	<b>Payment methods, refunds and amendments</b>	<ul style="list-style-type: none"> <li>▪ Changes would be made to introduce: <ul style="list-style-type: none"> <li>- The concept of 'period licences' i.e. being able to purchase the ULEZ charge for a period of time, without having to pay for each charging day separately.</li> </ul> <p>Those periods would be:</p> <ul style="list-style-type: none"> <li>Weekly (7 consecutive charging days)</li> <li>Monthly (31 consecutive charging days)</li> <li>Annual (365 consecutive charging days)</li> </ul> </li> <li>- The ability to purchase the ULEZ charge via ULEZ Auto Pay.</li> <li>- The ability to purchase the ULEZ charge via Fleet Auto Pay.</li> </ul> <p>(Payment by Auto Pay would operate in the same manner as it does for payment of the Congestion Charge.)</p> <ul style="list-style-type: none"> <li>▪ A refund of a ULEZ daily charge would not be permitted.</li> <li>▪ A refund of a ULEZ 'period licence' would be permitted.</li> <li>▪ A ULEZ daily charge or 'period licence' could be amended to apply to a different vehicle or a different date, subject to certain conditions.</li> </ul>	<p>The proposed introduction of additional payment methods for the ULEZ charge is intended to reflect the fact that a broader range of drivers are affected by ULEZ requirements than by the LEZ and that some vehicles may need to pay both the ULEZ charge and Congestion Charge on any given day.</p> <p>TfL would, however, prefer that drivers took action to comply with the ULEZ requirements rather than pay the charge (there is no option to comply in relation to Congestion Charging) and therefore does not propose to offer a 'discount' on the charge for payment by Auto Pay or Fleet Auto Pay.</p> <p>As the ULEZ charge would affect a broader range of drivers than the LEZ, it is considered less practical to allow refunds of daily charges. This is consistent with the approach taken to refunds of purchases of a daily Congestion Charge.</p> <p>A ULEZ daily charge could, however, be amended to apply to a different vehicle or a different date.</p>

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7.	<b>Penalty charges</b>	<p>From 7 September 2022, if a vehicle that was not compliant with the relevant ULEZ standard entered the ULEZ and did not pay the requisite charge, the registered keeper of that vehicle would be liable for the following level of penalty charge, depending upon the vehicle type:</p> <ul style="list-style-type: none"> <li>- <b>motorcycle &amp; moped</b>     <b>£130</b> (reduced to £65 if paid within 14 days)</li> <li>- <b>car &amp; small van</b>         <b>£130</b> (reduced to £65 if paid within 14 days)</li> <li>- <b>large van &amp; minibus</b>     <b>£130</b> (reduced to £65 if paid within 14 days)</li> <li>- <b>HGV</b>                         <b>£1000</b> (reduced to £500 if paid within 14 days)</li> <li>- <b>bus &amp; coach</b>             <b>£1000</b> (reduced to £500 if paid within 14 days)</li> </ul> <p>If a penalty charge is not paid within 28 days of the date of service of the associated Penalty Charge Notice, it would be increased by 50%.</p>	The penalty charges have been set at a level that is proportionate to the ULEZ daily charge and which would discourage non-compliance with ULEZ requirements.
8.	<b>Interpretation and Clarification</b>	New definitions would be added to the Scheme Order, and consequential provisions made where necessary.	New definitions and amendments would be necessary in order to introduce a new charging area, additional relevant vehicle classes and new payment methods.
9.	<b>Transitional Provisions</b>	<p>Transitional provisions would provide for a sunset period, during which vehicles of residents that are registered with TfL for the 90% discount on the Congestion Charge would be treated as non-chargeable for the purposes of the ULEZ charge.</p> <p>This sunset period would commence on 7 September 2020 and end on 6 September 2023.</p>	The proposed discount is to recognise the fact that those living within the ULEZ would be unable to avoid it and may require more time to change their vehicle for one to meet ULEZ emissions standards.