

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

**Greater London Low Emission Zone Charging (Variation and  
Transitional Provisions) Order 2017**

*Made*

*30 March 2017*

*Coming into force In accordance with articles 1(2) and 2(2)*

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 and Transitional Provisions) Order 2017.

(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 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.

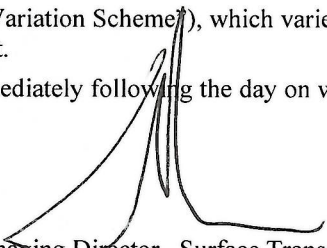
**Variation of the LEZ Scheme**

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

(2) The Variation Scheme shall come into force on the day immediately following the day on which the Mayor confirms this Order.

Signed by authority of Transport for London

Dated 30 March 2017

  
Managing Director, Surface Transport

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(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

#### Preliminary

1.—(1) 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.

#### Imposition of Charges

2. In article 7(2) of the LEZ Scheme, for “7 September 2020” substitute “8 April 2019”.

#### Payment of Charges

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

(2) In paragraph (7) for “paragraphs (a) to (c)” substitute “paragraphs (a) to (d)”.

(3) In paragraphs (7)(a)(i), (7)(a)(ii) and (7)(b), after “call centre” insert “, App”.

(4) In paragraph (8) renumber sub-paragraphs (c) to (f) as (d) to (g) respectively.

(5) After paragraph (8)(b) insert—

“(c) a charge is paid by App if it is paid by credit or debit card through a software application, for use on an electronic device, provided for that purpose by Transport for London;”.

#### Annex 2 to the Scheme

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

(2) For sub-paragraph (1)(b) and (c) substitute—

“(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<sub>x</sub> 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) for vehicles falling within Tables 2, 3 or 4, 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<sub>x</sub> 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) for vehicles falling within Tables 2, 3 or 4, 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.”.

(3) For Tables 2 to 4 substitute the following new Tables—

“TABLE 2 - EURO VI STANDARDS FOR COMPRESSION IGNITION CLASS M & N VEHICLES

(a) Row No.	(b) Class of vehicle	(c) Reference mass of vehicle, where relevant (kg)	(d) EC emissions standard	(e) Limit values for NO <sub>x</sub> (grams per kWh)	(f) Limit values for particulate matter	(g) Appropriate tests
(1)	M <sub>1</sub>	exceeding 2610	Euro VI	0.4 (WHSC) and 0.46 (WHTC)	0.01 g/kWh and 8.0×10 <sup>11</sup> PN/kWh (WHSC) and 6.0×10 <sup>11</sup> PN/kWh (WHTC)	WHSC and WHTC
(2)	M <sub>2</sub>	exceeding 2610	Euro VI	0.4 (WHSC) and 0.46 (WHTC)	0.01 g/kWh and 8.0×10 <sup>11</sup> PN/kWh (WHSC) and 6.0×10 <sup>11</sup> PN/kWh (WHTC)	WHSC and WHTC
(3)	M <sub>3</sub> , N <sub>3</sub>		Euro VI	0.4 (WHSC) and 0.46 (WHTC)	0.01 g/kWh and 8.0×10 <sup>11</sup> PN/kWh (WHSC) and 6.0×10 <sup>11</sup> PN/kWh (WHTC)	WHSC and WHTC
(4)	N <sub>2</sub>	exceeding 2610	Euro VI	0.4 (WHSC) and 0.46 (WHTC)	0.01 g/kWh and 8.0×10 <sup>11</sup> PN/kWh (WHSC) and 6.0×10 <sup>11</sup> PN/kWh (WHTC)	WHSC and WHTC
(5)	N <sub>1</sub>	exceeding 2610	Euro VI	0.4 (WHSC) and 0.46 (WHTC)	0.01 g/kWh and 8.0×10 <sup>11</sup> PN/kWh (WHSC) and 6.0×10 <sup>11</sup> PN/kWh (WHTC)	WHSC and WHTC

TABLE 3 - EURO VI STANDARDS FOR POSITIVE IGNITION CLASS M & N VEHICLES

(a) Row No.	(b) Class of vehicle	(c) Reference mass of vehicle, where relevant	(d) EC emissions standard	(e) Limit values for NO <sub>x</sub> (grams per	(f) Limit values for particulate matter	(g) Appropriate tests
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		(kilograms)		kilowatt hour)		
(1)	M <sub>1</sub>	exceeding 2610	Euro VI	0.46	0.01 g/kWh and 6.0×10 <sup>11</sup> PN/kWh	WHTC
(2)	M <sub>2</sub>	exceeding 2610	Euro VI	0.46	0.01 g/kWh and 6.0×10 <sup>11</sup> PN/kWh	WHTC
(3)	M <sub>3</sub> , N <sub>3</sub>		Euro VI	0.46	0.01 g/kWh and 6.0×10 <sup>11</sup> PN/kWh	WHTC
(4)	N <sub>2</sub>	exceeding 2610	Euro VI	0.46	0.01 g/kWh and 6.0×10 <sup>11</sup> PN/kWh	WHTC
(5)	N <sub>1</sub>	exceeding 2610	Euro VI	0.46	0.01 g/kWh and 6.0×10 <sup>11</sup> PN/kWh	WHTC

TABLE 4 - EURO 6 STANDARDS FOR COMPRESSION IGNITION CLASS M & N VEHICLES

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

”.



(4) In Tables 5 and 6 renumber column (f) as column (g).

5.—(1) Paragraph 3 of Annex 2 to the LEZ Scheme is amended as follows.

(2) In sub-paragraph (t) omit “the fifth column of”.

(3) In sub-paragraph (v) omit “column L4 of”.

(4) After sub-paragraph (x) insert—

“(xa) “Euro V” means the emissions limit values set out in row B2 of Table 1 and Table 2 of Section 6.2.1 of Annex 1 to Council Directive 55/2005;”.

(5) In sub-paragraph (y) omit “the sixth column of”.

(6) Renumber sub-paragraphs (gg), (hh) and (ii) as sub-paragraphs (jj), (kk) and (ll) respectively.

(7) Renumber sub-paragraph (ee) as (gg).

(8) After sub-paragraph (dd) insert—

“(ee) “NEDC” means the drive cycle defined in Annex 4a of Regulation No. 83 of the Economic Commission for Europe of the United Nations;”.

(9) After sub-paragraph (gg) as renumbered insert—

“(hh) “PN/km” means the number of solid particles emitted by a vehicle per kilometre;

(ii) “PN/kWh” means the number of solid particles emitted by a vehicle per kilowatt-hour;”.

(10) For sub-paragraph (jj) as renumbered substitute—

“(jj) “Type I test” means a test carried out in accordance with Annex III of Council Directive 692/2008 applying the NEDC or the appropriate WLTC test cycle;”.

(11) In sub-paragraphs (kk) and (ll) as renumbered, for “United Nations.” substitute “United Nations;”.

(12) After sub-paragraph (ll) as renumbered insert—

“(mm) “WLTC” means the Worldwide Light-Duty Test Cycles as defined in Annex 1 of Global Technical Regulation No. 15 of the Economic Commission for Europe of the United Nations.”.

#### **Transitional Provisions – resident’s vehicles and certain disabled vehicles**

6. The Annex to this Variation Scheme has effect in relation to resident’s vehicles and certain disabled vehicles.

## ANNEX TO THE VARIATION SCHEME

### TRANSITIONAL PROVISIONS

#### **Resident's vehicles liability for ULEZ charge**

1.—(1) 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).

(2) In this paragraph—

- (a) "residents' transitional period" means the period beginning with 8 April 2019 and ending on 10 April 2022;
- (b) "qualifying resident's vehicle" means a vehicle—
  - (i) that is 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) In this paragraph—

- (a) "disabled vehicles transitional period" means the period beginning with 8 April 2019 and ending on 10 September 2023;
  - (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.
- (3) A "disabled vehicle" is a vehicle that is —
- (a) a vehicle registered in the GB or NI records and falling within paragraphs 18, 19 or 20 of Schedule 2 to the 1994 Act; or
  - (b) a vehicle registered under legislation relating to the registration of vehicles in a member State in respect of which 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.