

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

The Greater London (Central Zone) Congestion Charging Order 2004  
Instrument of Confirmation 2004

*Made*

2004

*Coming into force*

*In accordance with article 1*

Whereas:

- (1) Transport for London on 30th September 2004 made the Greater London (Central Zone) Congestion Charging Order 2004 (in this Instrument called "the Consolidation Order");
- (2) the Consolidation Order was made for the purpose of consolidating the Greater London (Central Zone) Congestion Charging Order 2001 and the Orders varying it;
- (3) pursuant to paragraph 4(1)(b) of Schedule 23 to the Greater London Authority Act 1999<sup>(a)</sup> Transport for London has submitted the Consolidation Order to the Mayor of London for confirmation; and
- (4) the Mayor of London has decided to confirm the Consolidation Order:

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 Order 2004 Instrument of Confirmation 2004 and shall come into force on the day after the day on which it is made.

**Confirmation of the Consolidation Order**

2. The Consolidation Order is hereby confirmed subject to the modifications set out in Schedule 1.

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

**Text of the Consolidation Order as modified**

3. The text of the Consolidation Order as modified on confirmation shall be as set out in Schedule 2.

October 2004

Mayor of London

## MODIFICATIONS OF THE CONSOLIDATION ORDER MADE ON CONFIRMATION

### **Preliminary**

1. The Scheme set out in the Schedule to the Consolidating Order is modified in accordance with the following provisions of this Schedule.

### **Interpretation**

2.—(1) In article 1(2)(k) (definition of "licence") for "6(1)" there shall be substituted "6(1)(a)".

### **Payment of charges**

3.—(1) Article 6 shall be amended as follows.

(2) For paragraph (1) there shall be substituted—

"(1) Subject to the following provisions of this article—

(a) a charge imposed by this Scheme shall be paid by the purchase of a licence from Transport for London; and

(b) except where paragraphs (9) and (10) or (11) apply, a licence shall be issued for a specified period falling on, or beginning with, a specified date."

(3) In paragraph (2)(a) for the words "in accordance with paragraphs (9) and (10) or" there shall be substituted "under".

(4) In paragraph (7)(h)(ii) for "self-service" there shall be substituted "a self-service".

(5) In paragraph (9) for "paragraph (1)" there shall be substituted "paragraph (1)(b)".

(6) In paragraph (11) for "paragraph (5)(a)" there shall be substituted "paragraphs (1)(b) and (5)(a)".

### **Amount of charge for the purchase of a licence**

4. In article 7, after "shall" there shall be inserted ", subject to paragraph 3 of Annex 3 (charges for residents' vehicles),".

### **The register of non-chargeable, reduced rate and residents' vehicles**

5.—(1) Article 9 shall be amended as follows.

(2) In paragraph (3) for "Subject to paragraph (4), an application" there shall be substituted "An application".

(3) Paragraph (4) shall be omitted.

(4) Paragraphs (5) to (10) shall be renumbered as paragraphs (4) to (9).

(5) In paragraph (6) as so renumbered—

(a) in subparagraph (a) for "paragraph (8)" there shall be substituted "paragraph (7)";

(b) subparagraph (b) shall be omitted and subparagraph (c) relettered as paragraph (b);  
and

(c) in subparagraph (b) (as so relettered) for "paragraph (8)" there shall be substituted "paragraph (7)".

### **Refund of charges**

6.—(1) Article 10 shall be amended as follows.

(2) In paragraph (2) after "receipt for the licence" there shall be inserted ("the receipt").

(3) For paragraph (3)(a) there shall be substituted—

"(a) one of the following documents—

(i) the receipt;

(ii) a photocopy of the receipt;

(iii) a statement of the number of the receipt; or

(iv) the registration document issued under the 1994 Act for the vehicle to which the licence relates;"

### **10 year plan for net proceeds**

7. In article 15—

(a) for "has prepared" there shall be substituted "prepared";

(b) for "for his approval" there shall be substituted "and which was approved by him";  
and

(c) after "1999" there shall be inserted "on 6th March 2002".

### **Non-chargeable and reduced rate vehicles etc**

8.—(1) Annex 2 shall be amended as follows.

(2) In paragraph 9(1)(c) for "are met" there shall be substituted "were both met".

THE TEXT OF THE CONSOLIDATION ORDER AS MODIFIED

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

The Greater London (Central Zone) Congestion Charging Order 2004

<i>Made</i>	<i>30th September 2004</i>
<i>Confirmed with modifications</i>	<i>October 2004</i>
<i>Coming into force</i>	<i>1st November 2004</i>

ARRANGEMENT OF INSTRUMENT

THE ORDER

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CHARGING

ARTICLE

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Whereas—

- (1) the Greater London (Central Zone) Congestion Charging Order 2001 ("the Principal Order") was made by Transport for London on 23rd July 2001 and confirmed with modifications by the Mayor of London on 26th February 2002;

- (2) the Principal Order was varied by further orders made by Transport for London and confirmed by the Mayor of London; and
- (3) it appears to Transport for London expedient, for the purposes of facilitating the achievement of policies and proposals in the Transport Strategy published pursuant to section 142 of the Greater London Authority Act 1999(a) by the Mayor of London on 10th July 2001, that it should make a further Order consolidating the Principal Order and the Orders which varied it:

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. This Order may be cited as the Greater London (Central Zone) Congestion Charging Order 2004 and shall come into force on 1st November 2004.

### **Scheme**

2. The Scheme in the Schedule to this Order shall have effect.

Signed by authority of Transport for London

Dated 30th September 2004

*Peter Hendy*

Managing Director of Surface Transport

## SCHEDULE TO THE ORDER

Article 2

### SCHEME FOR CONGESTION CHARGING IN CENTRAL LONDON

### **Revocation and interpretation**

1.—(1) The Schemes contained in the following Orders are revoked—

- (a) the Greater London (Central Zone) Congestion Charging Order 2001;
- (b) the Greater London (Central Zone) Congestion Charging (Variation) Order 2002;
- (c) the Greater London (Central Zone) Congestion Charging (Variation No. 2) Order 2002;
- (d) the Greater London (Central Zone) Congestion Charging (Variation No. 3) Order 2002;

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

- (e) the Greater London (Central Zone) Congestion Charging (Variation) Order 2003;
- (f) the Greater London (Central Zone) Congestion Charging (Variation No. 2) Order 2003;
- (g) the Greater London (Central Zone) Congestion Charging (Variation) Order 2004;
- (h) the Greater London (Central Zone) Congestion Charging (Variation) (No. 2) Order 2004; and
- (i) the Greater London (Central Zone) Congestion Charging (Variation) (No. 3) Order 2004.

(2) In this Scheme—

- (a) "the 1994 Act" means the Vehicle Excise and Registration Act 1994<sup>(a)</sup>;
- (b) "the central zone" means the area shown by stipple on the deposited plans;
- (c) "the charging area" means the area designated by article 2;
- (d) "charging day" shall be construed in accordance with article 4(3), "consecutive charging days" shall be construed in accordance with article 6(4) and "charging hours" means the hours between 7.00 am and 6.30 pm on a charging day;
- (e) "the deposited plans" means the portfolio of plans—
  - (i) deposited at the offices of Transport for London at Windsor House, 42-50 Victoria Street, London SW1H 0TL; and
  - (ii) consisting of the plans bearing the sheet numbers, drawing numbers and revision letters, and signed by the persons named in relation to each plan, specified in Annex 1 to this Scheme;
- (f) "designated road" means one of the designated roads specified in article 3(2);
- (g) "disabled person's badge" means any badge issued, or having effect as if issued, to an individual or to an institution under regulations for the time being in force under section 21 of the Chronically Sick and Disabled Persons Act 1970<sup>(b)</sup> or under section 14 of the Chronically Sick and Disabled Persons (Northern Ireland) Act 1978<sup>(c)</sup> and references to the holder of such a badge are to the individual to whom or, as the case may be, the institution to which the badge is issued;
- (h) "EEA Agreement" means the Agreement on the European Economic Area signed at Oporto on 2nd May 1992 as adjusted by the Protocol signed at Brussels on 17th March 1993;
- (i) "EEA State" means a state which is a contracting Party to the EEA Agreement;
- (j) "free day" has the meaning given by article 4(4);

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(a) 1994 c. 22.

(b) 1970 c. 44.

(c) 1978 c. 53.

- (k) "licence" means a licence purchased under article 6(1)(a);
- (l) "motorbicycle" means a motor vehicle which is a motorbicycle for the purposes of paragraph 2 of Schedule 1 to the 1994 Act;
- (m) "nil licence" has the same meaning as in section 62(1) of the 1994 Act;
- (n) "non-chargeable vehicle" means a vehicle which is a non-chargeable vehicle by virtue of article 5 and paragraph 1, 2, 3 or 4 of Annex 2;
- (o) "outstanding" in relation to a penalty charge shall be construed in accordance with regulation 11(2) of the Road User Charging (Charges and Penalty Charges) (London) Regulations 2001(a);
- (p) "qualified resident" has the meaning given in paragraph 1 of Annex 3;
- (q) "reduced rate vehicle" means a vehicle which is a reduced rate vehicle by virtue of article 5 and paragraph 5 or 6 of Annex 2;
- (r) "the register" means the register of non-chargeable, reduced rate and resident's vehicles to be maintained by Transport for London under article 9;
- (s) "registered in the GB records" in relation to a vehicle means that the vehicle is registered under section 21 of the 1994 Act in that part of the register (as defined by section 62(1) of that Act) which is maintained on behalf of the Secretary of State by the Driver and Vehicle Licensing Agency;
- (t) "registered in the NI records" in relation to a vehicle means that the vehicle is registered under section 21 of the 1994 Act in that part of the register (as defined by section 62(1) of that Act) which is maintained on behalf of the Secretary of State by Driver and Vehicle Licensing Northern Ireland;
- (u) "registered keeper" in relation to a vehicle means the person in whose name the vehicle is registered under the 1994 Act;
- (v) "relevant vehicle" means a motor vehicle which is not a non-chargeable vehicle or a reduced rate vehicle;
- (w) "the residents' discount zone" means the area comprising the central zone and the areas shown by diagonal hatching on the deposited plans; and
- (x) "resident's vehicle" has the meaning given by paragraph 2 of Annex 3.

(2) In this Scheme—

- (a) a reference in any provision to an authorised person is to a person authorised by Transport for London for the purposes of that provision and different persons may be authorised for the purposes of different provisions; and
- (b) where a person has been authorised to act on behalf of Transport for London in relation to any matter a reference to Transport for London shall be taken to include a reference to that person.

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(a) S.I. 2001/2285, amended by S.I. 2003/109.

(3) For the purposes of this Scheme—

- (a) a sum of money shall be taken to have been paid on the date on which payment is received by Transport for London; and
- (b) the seating capacity of a vehicle shall be determined in accordance with regulations for the time being in force and made under paragraph 3(5) of Schedule 1 to the 1994 Act.

### **The charging area**

2. Greater London (exclusive of trunk roads) is hereby designated as the area to which this Scheme applies.

### **Designation of roads in the charging area in respect of which charges are imposed**

3.—(1) The roads in respect of which charges are imposed by this Scheme are the designated roads specified in paragraph (2).

(2) The designated roads are—

- (a) all highways maintainable at the public expense; and
- (b) all Crown roads,

within the central zone.

(3) In this paragraph "highway maintainable at the public expense" and "Crown road" have the same meanings as in the Highways Act 1980(a) and in section 131 of the Road Traffic Regulation Act 1984 respectively.

### **Imposition of charges**

4.—(1) Subject to the following provisions of this Scheme, a charge of the amount specified in article 7 or paragraph 3 of Annex 3 is imposed by this Scheme in respect of each charging day on which a relevant vehicle is used or, except as provided by paragraph (2), kept on one or more designated roads at any time during charging hours.

(2) No charge is imposed by this Scheme in respect of the keeping of a relevant vehicle on a designated road in a parking place designated by an order made, or having effect as if made, under section 45(1) of the Road Traffic Regulation Act 1984(b), by virtue of a permit issued by a local authority under section 45(2)(a) of that Act to a resident of its area.

(3) A charging day is any day of the year except a free day.

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(a) 1980 c. 66; as to the meaning of "highway maintainable at the public expense" see sections 328(3) and 329(1).

(b) 1984 c. 27.

- (4) Each of the following is a free day—
- (a) a Saturday or a Sunday;
  - (b) New Year's Day;
  - (c) Good Friday;
  - (d) Christmas Day;
  - (e) any other day which is a bank holiday in England and Wales under the Banking and Financial Dealings Act 1971(a);
  - (f) the earliest 3 days (whether or not consecutive days of the week) falling after 26th December which are not otherwise free days.

(5) Any person who has purchased a licence for 29th, 30th or 31st December 2004 shall, subject to and in accordance with arrangements made by Transport for London, be entitled to be issued with a licence for such other charging day as that person may request or, except in the case of a licence issued in accordance with paragraph 3 of Annex 3, to be refunded the sum of £5 for each of those days for which that person has purchased a licence.

#### **Non-chargeable and reduced rate vehicles etc.**

5. Annex 2 to this Scheme, which sets out classes of non-chargeable and reduced rate vehicles and provides for vehicles to be treated as having been non-chargeable vehicles in certain circumstances, shall have effect.

#### **Payment of charges**

- 6.— (1) Subject to the following provisions of this article—
- (a) a charge imposed by this Scheme shall be paid by the purchase of a licence from Transport for London; and
  - (b) except where paragraphs (9) and (10) or (11) apply, a licence shall be issued for a specified period falling on, or beginning with, a specified date.
- (2) Paragraph (1) does not apply to a charge payable—
- (a) under paragraph (12)(c);
  - (b) under Annex 2 or paragraph 2(2)(c) of Annex 3—
    - (i) for particulars of a vehicle to be entered in the register; or
    - (ii) for the issue of an eligibility certificate;
  - (c) under paragraph 6(2)(c) of Annex 3 for the issue of a certificate of residence; or
  - (d) under article 11 for the amendment of a licence.
- (3) A licence shall be purchased for one of the following periods—

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(a) 1971 c. 80.

- (a) a charging day;
- (b) a period of 5 consecutive charging days;
- (c) a period of 20 consecutive charging days;
- (d) a period of 252 consecutive charging days.

(4) For the purposes of this Scheme the charging days in a period are consecutive if the only days falling between them are free days.

(5) Except in a case where paragraph (11) applies—

- (a) a licence may be purchased only for a single vehicle having a specified registration mark;
- (b) a licence for one charging day (other than a licence purchased in accordance with paragraph (9)) may be purchased only on that day or on a day falling within the period of 65 consecutive charging days ending with that day; and
- (c) a licence for a period specified in paragraph (3)(b), (c) or (d) may be purchased only before 10.00 pm on the first charging day of the period in respect of which it is granted or on a day falling within the period of 65 consecutive charging days ending with that day.

(6) A charge imposed by this Scheme, the amount of which is specified in a provision appearing in column (2) of an item in the Table, shall be paid by a means specified in column (3) of the item or such other means as Transport for London may in the particular circumstances of the case accept.

**Table**

<i>(1)</i> <i>Item No.</i>	<i>(2)</i> <i>Provision</i>	<i>(3)</i> <i>Method of payment</i>
1.	Article 6(12)(a)	Direct debit
2.	Article 6(12)(c)	Post or direct debit
3.	Article 7, table item 1	Post, call centre, on-line, retail outlet, self-service machine or, if paid on the day of travel, text message
4.	Article 7, table item 2	Call centre, on-line, retail outlet, self-service machine or text message
5.	Article 7, table item 3 or 4	Post, call centre, on-line, retail outlet or self-service machine
6.	Article 7, table item 5	Post, call centre or on-line
7.	Article 11	Post or call centre
8.	Annex 2, paragraph 5(6)(a)	Post
9.	Annex 2, paragraph 6(2)(b)	Post (in relation to a vehicle falling within paragraph 6(1)(a) or (c))  Post or call centre (in relation to a vehicle falling within paragraph 6(1)(b))
10.	Annex 3, paragraph 3, table item 1	Post, call centre, on-line, retail outlet, self-service machine or, if paid before 10.00 pm on the first day of the period of the licence, text message
11.	Annex 3, paragraph 3, table item 2	Post, call centre, on-line, retail outlet or self-service machine
12.	Annex 3, paragraph 3, table item 3	Post, call centre or on-line
13.	Annex 3, paragraph 2(2)(c)(i) or (ii)	Post or call centre
14.	Annex 3, paragraph 2(2)(c)(iii)	Post
15.	Annex 3, paragraph 6(2)(c)	Post

(7) For the purposes of this paragraph and paragraph (6)—

- (a) a charge is paid by post if the form provided by Transport for London for payment of the particular charge is sent, duly completed and accompanied by a cheque, or completed to enable payment to be made by credit or debit card, by pre-paid post to the address given on the form;

- (b) a charge is paid by call centre if it is paid by credit or debit card through the call centre provided for the purpose by Transport for London;
- (c) a charge is paid on-line if it is paid by credit or debit card through the web-site provided for the purpose by Transport for London;
- (d) a charge is paid by retail outlet if it is paid in cash or (if accepted at the particular outlet) by cheque or credit or debit card, at a shop, petrol station or other outlet authorised to accept payment by Transport for London;
- (e) a charge is paid by self-service machine if it is paid by credit or debit card at a properly operating machine provided for the purpose by Transport for London;
- (f) a charge is paid by text message if it is paid by sending a message by mobile telephone, using the facility provided for the purpose, by credit or debit card by a person who has previously arranged with Transport for London to pay by this method;
- (g) “cheque” means a cheque, or postal order, crossed “account payee” and drawn in favour of "Congestion Charging London";
- (h) “credit or debit card” means—
  - (i) “Visa”, “MasterCard”, “Delta”;
  - (ii) except in the case of a self-service machine, “Switch”; or
  - (iii) any other credit or debit card the name of which is for the time being published by Transport for London on its congestion charging web site as being acceptable to it.

(8) Where a licence is purchased otherwise than in cash and payment is not received by Transport for London (whether because a cheque is dishonoured or otherwise), the charge to which the licence relates shall be treated as not paid and the licence shall be void.

(9) Notwithstanding paragraph (1)(b) a licence may, at the discretion of Transport for London, be purchased for a charging day which is to be specified after the grant of the licence in accordance with the conditions subject to which the licence is granted.

(10) Those conditions may in particular include conditions as to the time within which, and the manner in which, a charging day is to be specified for the licence.

(11) Notwithstanding paragraphs (1)(b) and (5)(a), a fleet operator which has entered into an agreement with Transport for London may purchase licences which, to the extent provided for in that agreement, cover the use or keeping on a designated road of any relevant vehicle specified in the agreement on any charging day within a period so specified.

(12) An agreement under paragraph (11) shall be on such terms as Transport for London may in each case determine but—

- (a) the amount of the charge per charging day for each licence—
  - (i) shall be the amount specified in item 1 of the Table in article 7, in a case where the fleet operator undertakes to notify to Transport for London

particulars of each occasion on which a charge is incurred in respect of a vehicle specified in the agreement;

- (ii) shall be 110 per cent of that amount in any other case;
  - (b) a vehicle shall not be specified as mentioned in paragraph (11) unless—
    - (i) it is a relevant vehicle controlled and managed by the fleet operator for the purposes of a business which is carried on by the operator or by a person to whom the operator is a contractor; and
    - (ii) subject to paragraph (14), at least 25 relevant vehicles are so specified in relation to that business;
  - (c) the agreement shall provide for an additional charge of £10 to be paid to Transport for London in respect of each relevant vehicle specified as mentioned in paragraph (11).
- (13) In this article "fleet operator" means, subject to paragraph (14) a person who—
- (a) controls and manages 25 or more relevant vehicles (whether or not those vehicles are owned or driven by that person) used for the purposes of a business carried on by that person; or
  - (b) is a contractor employed by another person to control and manage 25 or more relevant vehicles (whether or not the vehicles are owned or driven by the contractor or that other person) for the purposes of a business carried on by that other person.
- (14) On and after the relevant date, paragraph (12)(b)(ii) and paragraph (13) shall have effect as if for "25" in each place occurring there were substituted "10".
- (15) The "relevant date" is—
- (a) 29th December 2004, for all purposes except those of fleet operators who undertake to notify Transport for London as mentioned in paragraph (12)(a)(i); and
  - (b) 31st May 2005, for the purposes of such operators.

### **Amount of charge payable by the purchase of a licence**

7. The charge for a licence for a period and in the circumstances, if any, specified in column (2) of an item in the table below shall, subject to paragraph 3 of Annex 3 (charges for residents' vehicles), be the amount specified in column (3) of that item.

**Table**

<i>(1)</i> <i>Item No.</i>	<i>(2)</i> <i>Period and circumstances</i>	<i>(3)</i> <i>Amount of charge £</i>
1.	One day, if the charge is paid before 10.00 pm on that day	5
2.	One day, if the charge is paid at 10.00 pm or later on that day	10
3.	Period of 5 consecutive charging days	25
4.	Period of 20 consecutive charging days	100
5.	Period of 252 consecutive charging days	1260

**Resident's vehicles**

8. Annex 3 shall have effect.

**The register of non-chargeable, reduced rate and resident's vehicles**

9.—(1) Transport for London shall maintain a register of non-chargeable, reduced rate and resident's vehicles ("the register") for the purposes of the provisions of Annex 2 (non-chargeable and reduced rate vehicles etc.) and Annex 3 (residents' vehicles) which require particulars of a vehicle to be entered in the register.

(2) Particulars of a vehicle shall be removed from the register—

- (a) in the case of a vehicle registered under paragraph 5 of Annex 2 in relation to the holder of a disabled person's badge, when that person ceases to be an eligible person for the purposes of that paragraph;
- (b) in the case of any other vehicle, immediately following the last day of the registration period, unless Transport for London renews the registration for a further period on application to it;
- (c) in the case of any vehicle other than a resident's vehicle or a vehicle registered under paragraph 5 of Annex 2 in relation to the holder of a disabled person's badge, at the end of the period of 7 consecutive charging days beginning with the day on which a change in the keeper of the vehicle occurred, unless Transport for London renews the registration for a further period on application to it.

(3) An application to enter particulars of a vehicle on the register or to renew the registration of a vehicle (not being in either case a vehicle specified in relation to the holder of a disabled person's badge)—

- (a) shall include all such information as Transport for London may reasonably require;
- (b) shall be made by such means as Transport for London may accept;
- (c) if received later than the fifty-fifth charging day of the application period shall be treated as an application to register the vehicle for a registration period beginning—

- (i) with the first day of the registration period applied for; or
  - (ii) a subsequent day determined by Transport for London being not later than the tenth charging day falling after the day on which the application was received; and
- (d) if received earlier than the first day of the application period shall not be valid unless Transport for London decides to treat the application as made on that day.

(4) Where the registered keeper of a vehicle or a qualified resident in relation to whom particulars of a vehicle are entered in the register is aware that the vehicle has ceased or will cease to be a non-chargeable vehicle, a reduced rate vehicle or a resident's vehicle, the keeper or, as the case may be, the qualified resident, shall notify Transport for London of the fact and Transport for London shall remove the particulars of the vehicle from the register forthwith or from the date notified to Transport for London as the date on which it will cease to be such a vehicle.

(5) If Transport for London is no longer satisfied that a vehicle is a non-chargeable vehicle, a reduced rate vehicle or a resident's vehicle, it shall—

- (a) remove the particulars of a vehicle from the register; and
- (b) notify—
  - (i) in the case of a resident's vehicle, the qualified resident in relation to whom the vehicle was registered;
  - (ii) in the case of a vehicle which has been specified under paragraph 5(11) of Annex 2 in relation to an eligible person, that eligible person; or
  - (iii) in any other case, the registered keeper.

(6) In this article—

- (a) "application period" means, subject to paragraph (7), the period of 65 consecutive charging days ending—
  - (i) in the case of an application to renew a registration, with the charging day following the last day of the registration period; or
  - (ii) in the case of any other application with the first day of the registration period applied for; and
- (b) "registration period" means, subject to paragraph (7), the period of 12 months (or such longer period not exceeding 15 months as Transport for London may in any class of case determine for the purpose of staggering the renewal of registrations) beginning with the day on which particulars of a vehicle are entered in the register or, as the case may be, the registration is renewed.

(7) Where particulars of a resident's vehicle are entered in the register in relation to a qualified resident who is the holder of a certificate of residence issued under paragraph 6 of Annex 3, the registration period shall be the period beginning with the day on which particulars of the vehicle are entered in the register and ending with the day on which the certificate of residence ceases to have effect in accordance with paragraph 6(3) of Annex 3.

(8) The first day of a registration period shall be a charging day.

(9) Nothing in this article shall prevent the making of a fresh application under Annex 2 or 3 for particulars of a vehicle to be entered in the register after they have been removed from it in accordance with any provision of this article.

### **Refunds of charges**

**10.**—(1) The purchaser of a licence for a period of 20 or 252 charging days may surrender the licence and obtain a refund in accordance with the following provisions of this article.

(2) An application for a refund shall be made by post to Transport for London at the address specified for the purpose on the receipt for the licence ("the receipt").

(3) The application shall be accompanied by—

(a) one of the following documents—

(i) the receipt;

(ii) a photocopy of the receipt;

(iii) a statement of the number of the receipt; or

(iv) the registration document issued by the Secretary of State under the 1994 Act for the vehicle to which the licence relates; and

(b) a statement of the date from which the applicant wishes the licence to be surrendered,

and the applicant shall provide such further information to Transport for London as it may reasonably require.

(4) The amount of the refund shall be the product of—

(a) 50 pence in the case of a licence purchased in accordance with paragraph 3 of Annex 3; or

(b) £5 in any other case,

multiplied by the number of unexpired charging days, less £10.

(5) For the purposes of paragraph (4) the number of unexpired charging days shall be the number of whole charging days in the period of the licence still to run from and including the refund date.

(6) In paragraph (5) "the refund date" means whichever is the later of the following—

(a) the date specified by the applicant under paragraph (3)(b);

(b) the last day of the period of 7 consecutive charging days beginning with the day on which the application is received.

### **Amendment of licences**

**11.**—(1) Subject to the following provisions of this article, on an application by the holder of a licence (other than a licence for one day) and on payment of a charge of £5, Transport for London may amend the licence so as to substitute—

- (a) a different day as the first day of the period for which the licence is to run; or
- (b) with effect from a specified date, a registration mark different from that specified under article 6(5)(a).

(2) Where purported payment of a charge under paragraph (1) is made otherwise than in cash and payment is not received by Transport for London (whether because a cheque is dishonoured or otherwise), the charge shall be treated as not paid and the licence to which it relates shall not be treated as having been amended.

(3) An application under paragraph (1) shall—

- (a) be made either by post or by telephone;
- (b) include particulars of the receipt number of the licence and such evidence as Transport for London may reasonably require to show that the applicant is the holder of the licence; and
- (c) specify a day to be substituted under paragraph (1)(a) which complies with paragraph (5) or, as the case may be, specify the registration mark to be substituted under paragraph (1)(b) and a date for the substitution which complies with paragraph (6);
- (d) and, in this article, "the application date" in relation to an application means the day on which an application which complies with the requirements of subparagraphs (a), (b) and (c) is received by Transport for London.

(4) An application under paragraph (1)(a) shall be of no effect unless the application date falls before—

- (a) in the case of a telephone application, the first day of the period for which the licence was originally purchased; or
- (b) in the case of a postal application, the beginning of the period of 7 charging days ending with that day.

(5) No date may be substituted under paragraph (1)(a) which is—

- (a) earlier than—
  - (i) in the case of a postal application, the last day of the period of 8 charging days beginning with the application date or, if that date does not fall on a charging day, the first charging day falling after that date; or
  - (ii) in the case of a telephone application, the first charging day falling after the application date; or
- (b) later than the last day of the period of 65 charging days beginning with the application date or, if that date does not fall on a charging day, the first charging day falling after that date.

(6) No date may be specified for the purposes of paragraph (1)(b) which is earlier than—

- (a) in the case of a postal application, the last day of the period of 7 charging days beginning with the application date or, if that date does not fall on a charging day, the first charging day falling after that date; or

- (b) in the case of a telephone application, the first charging day falling after the application date.

### **Penalty charge for non-payment of charge**

**12.**—(1) A penalty charge shall be payable for each charging day as respects which—

- (a) a relevant vehicle has been used or kept on a designated road in circumstances in which a charge is imposed by article 4; and
- (b) the charge has not been paid in full in the manner in which and within the time by which it is required to be paid by article 6.

(2) A penalty charge payable by virtue of paragraph (1) shall be paid within the period ("the payment period") of 28 days beginning with the date on which a penalty charge notice is served under regulation 12 of the Road User Charging (Enforcement and Adjudication) (London) Regulations 2001<sup>(a)</sup> in respect of the penalty charge and in a manner specified in the penalty charge notice.

(3) The amount of a penalty charge payable in accordance with paragraph (1) shall be £100 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 £50.

(4) Where a charge certificate is issued in accordance with regulation 17(1) of the Road User Charging (Enforcement and Adjudication) (London) Regulations 2001, the amount of the penalty charge to which it relates shall be increased by one half to £150.

### **Immobilisation of vehicles**

**13.**—(1) This article applies where an authorised person has reason to believe that there are at least 3 penalty charges outstanding in relation to a relevant vehicle which is stationary on a road in the charging area.

(2) Where this article applies, the authorised person or a person acting under the authorised person's direction may—

- (a) fix an immobilisation device to the vehicle while it remains in the place where it is stationary; or
- (b) move it, or require it to be moved, to another place on that road or another road and fix an immobilisation device to the vehicle in that other place.

(3) Where an immobilisation device is fixed to a vehicle in accordance with paragraph (2), the person fixing the device shall also fix to the vehicle an immobilisation notice—

- (a) indicating that the device has been fixed to the vehicle and warning that no attempt should be made to drive it or otherwise put it in motion until it has been released from the device;

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<sup>(a)</sup> S.I. 2001/2313, amended by S.I. 2003/108.

- (b) stating that the vehicle may only be released from the device by or under the direction of an authorised person;
- (c) stating that the notice must not be removed or interfered with except by or on the authority of an authorised person; and
- (d) specifying the steps to be taken to secure its release including the penalty charge payable under paragraph (4) and the person to whom and the means by which that charge may be paid.

(4) A vehicle to which an immobilisation device has been fixed in accordance with the provisions of this Scheme—

- (a) may be released only by or under the direction of an authorised person; and
- (b) subject to paragraph (4)(a), shall be released—
  - (i) if all outstanding penalty charges are paid to Transport for London; and
  - (ii) if a penalty charge of £65 for the release of the vehicle from the immobilisation device is so paid.

### **Removal of vehicles**

**14.**— (1) This article applies where an authorised person has reason to believe that there are at least 3 penalty charges outstanding in relation to a relevant vehicle which is stationary on a road in the charging area.

(2) Where this article applies, the authorised person or a person acting under the authorised person's direction, may remove the vehicle and deliver it to Transport for London or to a person authorised by Transport for London to keep vehicles so removed (a "custodian").

(3) Where a vehicle has been removed and delivered into the custody of a custodian in accordance with paragraph (2), Transport for London or the custodian may (whether or not any claim is made under regulation 15 or 16 of the Road User Charging (Charges and Penalty Charges) (London) Regulations 2001) recover from the person who was the owner of the vehicle when the vehicle was removed—

- (a) all penalty charges that are outstanding in relation to the vehicle;
- (b) a penalty charge of £150 for its removal;
- (c) a penalty charge of £25 for each complete day or part of a day on which it has been held by Transport for London or a custodian; and
- (d) if the vehicle has been disposed of, a penalty charge of £60 for its disposal.

### **10 year plan for net proceeds**

**15.** Annex 4 to this Scheme constitutes the statement, under paragraph 19 of Schedule 23 to the Greater London Authority Act 1999, of Transport for London's general plan for applying its share of the net proceeds of this Scheme during the opening ten year period, which Transport for London prepared and submitted to the Secretary of State for Transport,

Local Government and the Regions and which was approved by him under paragraph 21 of Schedule 23 to the Greater London Authority Act 1999 on 6th March 2002.

**Duration of scheme**

**16.** This Scheme shall remain in force indefinitely.

## ANNEX 1 TO THE SCHEME

Article 1(2)(e)

## THE DEPOSITED PLANS

<i>(1) Sheet No.</i>	<i>(2) Drawing No. &amp; revision letter</i>	<i>(3) Signatory</i>
1.	L4/13/17/01/TQ3083SE Rev. A	Robert Kiley
2.	L4/13/17/01/TQ3183SW REV. A	Robert Kiley
3.	L4/13/17/01/TQ3183SE Rev. A	Robert Kiley
4.	L4/13/17/01/TQ2982NE Rev. A	Robert Kiley
5.	L4/13/17/01/TQ3082NW Rev. B	Peter Hendy
6.	L4/13/17/01/TQ3082NE Rev. B	Peter Hendy
7.	L4/13/17/01/TQ3182NW Rev. A	Robert Kiley
8.	L4/13/17/01/TQ3182NE Rev. A	Robert Kiley
9.	L4/13/17/01/TQ3282NW Rev. A	Robert Kiley
10.	L4/13/17/01/TQ3282NE Rev. A	Robert Kiley
11.	L4/13/17/01/TQ3382NW Rev. A	Robert Kiley
12.	L4/13/17/01/TQ2882SW Rev. B	Peter Hendy
13.	L4/13/17/01/TQ2882SE Rev. B	Peter Hendy
14.	L4/13/17/01/TQ2982SW Rev. C	Ken Livingstone
15.	L4/13/17/01/TQ2982SE Rev. A	Robert Kiley
16.	L4/13/17/01/TQ3082SW Rev. A	Robert Kiley
17.	L4/13/17/01/TQ3082SE Rev. A	Robert Kiley

18.	L4/13/17/01/TQ3182SW Rev. A	Robert Kiley
19.	L4/13/17/01/TQ3182SE Rev. A	Robert Kiley
20.	L4/13/17/01/TQ3282SW Rev. A	Robert Kiley
21.	L4/13/17/01/TQ3282SE Rev. A	Robert Kiley
22.	L4/13/17/01/TQ3382SW Rev. B	Derek Turner
23.	L4/13/17/01/TQ3382SE Rev. A	Robert Kiley
24.	L4/13/17/01/TQ2781NW Rev. A	Robert Kiley
25.	L4/13/17/01/TQ2781NE Rev. C	Ken Livingstone
26.	L4/13/17/01/TQ2881NW Rev. A	Robert Kiley
27.	L4/13/17/01/TQ2881NE Rev. A	Robert Kiley
28.	L4/13/17/01/TQ2981NW Rev. A	Robert Kiley
29.	L4/13/17/01/TQ2981NE Rev. A	Robert Kiley
30.	L4/13/17/01/TQ3081NW Rev. A	Robert Kiley
31.	L4/13/17/01/TQ3081NE Rev. A	Robert Kiley
32.	L4/13/17/01/TQ3181NW Rev. A	Robert Kiley
33.	L4/13/17/01/TQ3181NE Rev. A	Robert Kiley
34.	L4/13/17/01/TQ3281NW Rev. A	Robert Kiley
35.	L4/13/17/01/TQ3281NE Rev. A	Robert Kiley
36.	L4/13/17/01/TQ3381NW Rev. A	Robert Kiley
37.	L4/13/17/01/TQ3381NE Rev. A	Robert Kiley

38.	L4/13/17/01/TQ2781SW Rev. A	Robert Kiley
39.	L4/13/17/01/TQ2781SE Rev. A	Robert Kiley
40.	L4/13/17/01/TQ2881SW Rev. A	Robert Kiley
41.	L4/13/17/01/TQ2881SE Rev. A	Robert Kiley
42.	L4/13/17/01/TQ2981SW Rev. A	Robert Kiley
43.	L4/13/17/01/TQ2981SE Rev. A	Robert Kiley
44.	L4/13/17/01/TQ3081SW Rev. A	Robert Kiley
45.	L4/13/17/01/TQ3081SE Rev. A	Robert Kiley
46.	L4/13/17/01/TQ3181SW Rev. A	Robert Kiley
47.	L4/13/17/01/TQ3181SE Rev. A	Robert Kiley
48.	L4/13/17/01/TQ3281SW Rev. A	Robert Kiley
49.	L4/13/17/01/TQ3281SE Rev. A	Robert Kiley
50.	L4/13/17/01/TQ3381SW Rev. A	Robert Kiley
51.	L4/13/17/01/TQ3381SE Rev. A	Robert Kiley
52.	L4/13/17/01/TQ2780NE Rev. A	Robert Kiley
53.	L4/13/17/01/TQ2880NW Rev. D	Peter Hendy
54.	L4/13/17/01/TQ2880NE Rev. A	Robert Kiley
55.	L4/13/17/01/TQ2980NW Rev. A	Robert Kiley
56.	L4/13/17/01/TQ2980NE Rev. A	Robert Kiley
57.	L4/13/17/01/TQ3080NW Rev. A	Robert Kiley

58.	L4/13/17/01/TQ3080NE Rev. A	Robert Kiley
59.	L4/13/17/01/TQ3180NW Rev. A	Robert Kiley
60.	L4/13/17/01/TQ3180NE Rev. A	Robert Kiley
61.	L4/13/17/01/TQ3280NW Rev. A	Robert Kiley
62.	L4/13/17/01/TQ3280NE Rev. A	Robert Kiley
63.	L4/13/17/01/TQ3380NW Rev. A	Robert Kiley
64.	L4/13/17/01/TQ3380NE Rev. A	Robert Kiley
65.	L4/13/17/01/TQ2880SW Rev. C	Ken Livingstone
66.	L4/13/17/01/TQ2880SE Rev. A	Robert Kiley
67.	L4/13/17/01/TQ2980SW Rev. A	Robert Kiley
68.	L4/13/17/01/TQ2980SE Rev. A	Robert Kiley
69.	L4/13/17/01/TQ3080SW Rev. A	Robert Kiley
70.	L4/13/17/01/TQ3080SE Rev. A	Robert Kiley
71.	L4/13/17/01/TQ3180SW Rev. A	Robert Kiley
72.	L4/13/17/01/TQ3180SE Rev. A	Robert Kiley
73.	L4/13/17/01/TQ3280SW Rev. A	Robert Kiley
74.	L4/13/17/01/TQ3280SE Rev. A	Robert Kiley
75.	L4/13/17/01/TQ3380SW Rev. A	Robert Kiley
76.	L4/13/17/01/TQ3380SE Rev. A	Robert Kiley
77.	L4/13/17/01/TQ2879NW Rev. A	Robert Kiley

78.	L4/13/17/01/TQ2879NE Rev. A	Robert Kiley
79.	L4/13/17/01/TQ2979NW Rev. A	Robert Kiley
80.	L4/13/17/01/TQ2979NE Rev. A	Robert Kiley
81.	L4/13/17/01/TQ3079NW Rev. A	Robert Kiley
82.	L4/13/17/01/TQ3079NE Rev. A	Robert Kiley
83.	L4/13/17/01/TQ3179NW Rev. A	Robert Kiley
84.	L4/13/17/01/TQ3179NE Rev. A	Robert Kiley
85.	L4/13/17/01/TQ3279NW Rev. A	Robert Kiley
86.	L4/13/17/01/TQ3279NE Rev. A	Robert Kiley
87.	L4/13/17/01/TQ3379NW Rev. C	Ken Livingstone
88.	L4/13/17/01/TQ3379NE Rev. C	Ken Livingstone
89.	L4/13/17/01/TQ2879SE Rev. A	Robert Kiley
90.	L4/13/17/01/TQ2979SW Rev. A	Robert Kiley
91.	L4/13/17/01/TQ2979SE Rev. A	Robert Kiley
92.	L4/13/17/01/TQ3079SW Rev. A	Robert Kiley
93.	L4/13/17/01/TQ3079SE Rev. A	Robert Kiley
94.	L4/13/17/01/TQ3179SW Rev. A	Robert Kiley
95.	L4/13/17/01/TQ3179SE Rev. A	Robert Kiley
96.	L4/13/17/01/TQ3279SW Rev. A	Robert Kiley
97.	L4/13/17/01/TQ3279SE Rev. A	Robert Kiley

98.	L4/13/17/01/TQ3379SW Rev. A	Robert Kiley
99.	L4/13/17/01/TQ2978NW Rev. A	Robert Kiley
100.	L4/13/17/01/TQ2978NE Rev. A	Robert Kiley
101.	L4/13/17/01/TQ3078NW Rev. A	Robert Kiley
102.	L4/13/17/01/TQ3078NE Rev. A	Robert Kiley
103.	L4/13/17/01/TQ3178NW Rev. A	Robert Kiley
104.	L4/13/17/01/TQ3178NE Rev. A	Robert Kiley
105.	L4/13/17/01/TQ3278NW Rev. A	Robert Kiley
106.	L4/13/17/01/TQ3278NE Rev. A	Robert Kiley
107.	L4/13/17/01/TQ2978SE Rev. A	Robert Kiley
108.	L4/13/17/01/TQ3078SW Rev. A	Robert Kiley
109.	L4/13/17/01/TQ3078SE Rev. A	Robert Kiley
110.	L4/13/17/01/TQ3178SW Rev. A	Robert Kiley

(a)

## NON-CHARGEABLE AND REDUCED RATE VEHICLES ETC.

**Motorbicycles, licensed hackney carriages and licensed private hire vehicles**

**1.**—(1) A vehicle which falls within any of the following descriptions is a non-chargeable vehicle—

- (a) a motorbicycle;
- (b) a vehicle licensed as a hackney carriage under section 6 of the Metropolitan Public Carriage Act 1869<sup>(a)</sup>;
- (c) a vehicle being used as a private hire vehicle, so long as the conditions specified in sub-paragraph (2) are met.

(2) The conditions 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<sup>(b)</sup>;

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<sup>(a)</sup> 32 & 33 Vict c. 115; section 6 was substituted by the Greater London Authority Act 1999, Schedule 20, paragraph 5(3).

<sup>(b)</sup> 1998 c. 34.

- (b) "the Operators' Licences Regulations" means the Private Hire Vehicles (London) (Operators' Licences) Regulations 2000(a); and
- (c) 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.

### **Vehicles exempt from vehicle excise duty**

**2.**—(1) A vehicle which is an exempt vehicle for the purposes of the 1994 Act by virtue of its falling within any of the following paragraphs of Schedule 2 to that Act is a non-chargeable vehicle if, in the case of a vehicle registered in the GB records condition A is met or, in the case of a vehicle registered in the NI records, conditions A and B are both met—

- (a) paragraph 3A (police vehicles);
- (b) paragraphs 4 and 5 (fire engines etc.);
- (c) paragraphs 6, 7 and 8 (ambulances and health service vehicles);
- (d) paragraph 11 (lifeboat vehicles);
- (e) paragraphs 18, 19 and 20 (certain vehicles used by or for the carriage of disabled persons).

(2) If Transport for London is satisfied that, if a vehicle registered under legislation relating to the registration of vehicles in a member State had been registered under the 1994 Act, it would have been an exempt vehicle under paragraph 6 (ambulances), 18 (invalid vehicles) or 20 (vehicles used for the carriage of disabled people by a recognised body), that vehicle is a non-chargeable vehicle if condition B is met.

(3) In this paragraph—

- (a) condition A is that a nil licence is in force for the vehicle and is displayed on the vehicle in accordance with section 33 of the 1994 Act; and
- (b) condition B is that particulars of the vehicle are for the time being entered in the register.

### **Large passenger vehicles**

**3.**—(1) In this paragraph "large passenger vehicle" means a vehicle constructed or adapted for the carriage of passengers and their effects and having a seating capacity of 9 or more persons.

(2) A large passenger vehicle is a non-chargeable vehicle if it is—

- (a) registered in the GB records and licensed as a bus under paragraph 3 of Schedule 1 to the 1994 Act(b);

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(a) S.I. 2000/3146.

(b) Paragraph 3 of Schedule 1 to the Vehicle Excise and Registration Act 1994 was substituted by the Finance Act 1995 Schedule 4 paragraph 8.

- (b) registered under the 1994 Act and the condition specified in sub-paragraph (3) is met; or
- (c) registered under legislation relating to the registration of vehicles in an EEA State and the condition specified in sub-paragraph (3) is met.

(3) The condition is that particulars of the vehicle are for the time being entered in the register.

### **Vehicles used in the provision of particular public services**

4.—(1) A vehicle which falls within one of the descriptions specified in sub-paragraph (2) and is in use for the purposes specified in that description is a non-chargeable vehicle if both the conditions specified in sub-paragraph (3) are met.

(2) The descriptions are—

- (a) a vehicle used for fire, police, national health service or ambulance purposes and not falling within paragraph 2(1)(a), (b) or (c) of this Annex;
- (b) a vehicle used for the purposes of an operational function of any of the following councils where it is necessary for the purpose of discharging the function, that the vehicle should be used or kept on a designated road—
  - (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; or
  - (viii) the Council of the London borough of Tower Hamlets;
- (c) a vehicle used for the purposes of an operational function of the Royal Parks Agency in relation to any Royal Park (as defined by section 132AA of the Road Traffic Regulation Act 1984<sup>(a)</sup>);
- (d) a vehicle used for the purposes of an operational function of the Crown Estate Paving Commission;
- (e) a vehicle used for the purposes of lifeboat haulage or HM Coastguard and not falling within paragraph 2(1)(d) of this Annex;
- (f) operational vehicles of the Port of London Authority used to attend an emergency on the River Thames.

(3) The conditions referred to in sub-paragraph (1) are that—

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(a) 1984 c. 27; section 132AA was inserted by the Greater London Authority 1999 section 293.

- (a) Transport for London is satisfied on an application by the body for the purposes of which the vehicle is used that the vehicle falls within a description specified in sub-paragraph (2); and
- (b) particulars of the vehicle are for the time being entered in the register.

(4) For the purposes of sub-paragraph (2)(b), (c) or (d) a vehicle is in use for an operational function if and only if it is in use for one or more of the following purposes—

- (a) street cleaning;
- (b) road maintenance;
- (c) waste collection;
- (d) waste disposal;
- (e) the management or maintenance of parks and open spaces;
- (f) mobile libraries;
- (g) dog wardens;
- (h) pest control;
- (i) meals on wheels;
- (j) parking enforcement;
- (k) schools transport, and

except where the vehicle is in use for the purpose specified in paragraph (f) or (i) of this sub-paragraph, no charge is imposed on the persons for whose benefit the function is performed.

(5) A vehicle is a non-chargeable vehicle while it is being used or kept on a road by an individual for the time being subject to the orders of a member of the armed forces of the Crown, or to the instructions of an official of the Ministry of Defence, if—

- (a) Transport for London is satisfied on the application of the Ministry of Defence that it is a vehicle used for naval, military or air force purposes;
- (b) it is not registered under the 1994 Act; and
- (c) the condition in sub-paragraph (3)(b) is met.

### **Disabled persons' vehicles**

5.—(1) In this paragraph—

- (a) "eligibility certificate" means a certificate issued under sub-paragraph (6) below;
- (b) "eligible individual" means an individual who is the holder of an eligibility certificate;
- (c) "eligible institution" means an institution which is the holder of an eligibility certificate;
- (d) "eligible person" means an eligible individual or an eligible institution;
- (e) "specified vehicle" means a vehicle which is specified under this paragraph by an eligible person in relation to a charging day.

(2) A vehicle being used or kept on a designated road is a reduced rate vehicle if it falls within Case A, Case B or Case C.

- (3) A vehicle falls within Case A if—
- (a) it is being driven by, or carrying, an eligible individual and that individual's eligibility certificate is being displayed on it; and
  - (b) it is a specified vehicle in relation to that certificate for the charging day on which it is being used on a designated road.
- (4) A vehicle falls within Case B if—
- (a) it is being kept on a designated road in order that it may be available to be driven by, or to carry, an eligible individual;
  - (b) it is being driven on a designated road to a place within the central zone for the purpose of collecting such an individual from that place; or
  - (c) having been used to take such an individual to such a place, it is being driven out of the central zone,

and in each case it is a specified vehicle in relation to that individual's eligibility certificate for the charging day on which it is being used or kept on a designated road.

- (5) A vehicle falls within Case C if—
- (a) a disabled person's badge is being displayed on it in compliance with regulation 15 or 16 (display of an institutional badge when a vehicle is being driven or parked) of the Disabled Persons (Badges for Motor Vehicles) (England) Regulations 2000(a);
  - (b) the holder of the badge is an eligible institution; and
  - (c) it is a specified vehicle in relation to that institution's eligibility certificate for the day on which it is being used or kept on a designated road.

(6) Transport for London may issue an eligibility certificate to an individual or an institution—

- (a) on payment of a charge of £10; and
- (b) on its being satisfied that the individual or institution is the holder of a disabled person's badge or in the case of an individual, of a parking card issued, on the ground of the individual's reduced mobility, by a member State in accordance with Council Recommendation 98/376/EC(b).

(7) Not more than one eligibility certificate may be held by any individual at any time and not more than one eligibility certificate may be held by an institution for each disabled badge held by it at any time.

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(a) S.I. 2000/682.

(b) Council Recommendation of 4th June 1998 on a parking card for people with disabilities, O.J. EN 12. 6. 98 L 167 page 25.

(8) In the following provisions of this paragraph "the relevant badge" in relation to an eligibility certificate means the disabled person's badge, or parking card, by virtue of which the certificate was issued.

(9) An eligibility certificate issued within the period of 21 days beginning with the date on which the relevant badge was issued shall cease to have effect on the expiration of the period of 12 months beginning with that date.

(10) In any other case an eligibility certificate shall cease to have effect on whichever is the earlier of—

- (a) the anniversary date of the issue of the relevant badge which falls within a period of not less than 12 months nor more than 24 months beginning with the date on which the eligibility certificate was issued; or
- (b) the last day of the period of 21 days beginning with the day on which the relevant badge ceases to have effect.

(11) Where an eligibility certificate ceases to have effect in accordance with sub-paragraph (9) or (10) a new certificate may be issued to the holder in accordance with sub-paragraph (6).

(12) No charge shall be payable under sub-paragraph (6)(a) for the issue of a new eligibility certificate under sub-paragraph (11) if the application for the certificate is received by Transport for London within the period of 90 days beginning with the date on which the expiring certificate ceased to have effect.

(13) Where purported payment of a charge under sub-paragraph (6) is made otherwise than in cash and payment is not received by Transport for London (whether because a cheque is dishonoured or otherwise), the charge shall be treated as not paid and any eligibility certificate issued in relation to the charge shall be void and of no effect.

(14) An eligible person may—

- (a) specify up to 2 vehicles for any charging day in relation to the eligibility certificate held by that person; and
- (b) subject to sub-paragraph (16) specify a different vehicle in place of a specified vehicle.

(15) Unless a vehicle has been specified for a particular charging day or days it remains specified for all charging days until a different vehicle has been specified in place of it.

(16) Not more than 2 vehicles may be treated as reduced rate vehicles for the purposes of this paragraph in relation to any eligible person in respect of any charging day.

(17) A vehicle shall not be treated as specified in relation to an eligibility certificate on any particular day unless particulars of it—

- (a) appeared in the register at the time at which it was used; or
- (b) were entered in the register by the end of that day.

## Other reduced rate vehicles

6.—(1) A vehicle which falls within any of the following descriptions is a reduced rate vehicle if the conditions specified in sub-paragraph (2) are met—

- (a) a recovery vehicle or breakdown vehicle;
- (b) a vehicle for which a nil licence is in force by virtue of its being an exempt vehicle for the purposes of the 1994 Act in accordance with paragraph 20G (electrically propelled vehicles) of Schedule 2 to that Act;
- (c) an alternative fuel vehicle.

(2) The conditions referred to in sub-paragraph (1) are that—

- (a) particulars of the vehicle are for the time being entered in the register; and
- (b) there has been paid to Transport for London a charge of £10 before particulars of the vehicle were so entered.

(3) Where purported payment of a charge under sub-paragraph (2)(b) is made otherwise than in cash and payment is not received by Transport for London (whether because a cheque is dishonoured or otherwise), the condition referred to in sub-paragraph (2)(b) shall not be treated as having been satisfied and particulars of the vehicle shall be removed from the register.

(4) In this paragraph—

- (a) "breakdown vehicle" means a vehicle which is—
  - (i) constructed, adapted or equipped to provide roadside assistance or recovery services and in use to provide such services; and
  - (ii) operated by an accredited recovery organisation;
- (b) "accredited recovery organisation" means an organisation accredited—
  - (i) by a certified accreditation body as operating to BS EN ISO 9002: 1994 in accordance with the Specification for the application of BS EN ISO 9002 to quality management systems in the Roadside Assistance and Recovery Industry published by the British Standards Institution or any British Standard or Specification for the time being replacing or amending the same; or
  - (ii) by a certified accreditation body in an EEA State to an equivalent specification published by a national standards body in an EEA State;
- (c) "certified accreditation body" means a body that is certified by the UK Accreditation Service to undertake audits in accordance with BS EN ISO 9002 or an equivalent body in an EEA State;
- (d) "CleanUp Register" means the TransportEnergy CleanUp Register maintained by the Energy Saving Trust;
- (e) "equivalent EEA register" means a register maintained in an EEA State by a body equivalent to the Energy Saving Trust for purposes similar to those for which the PowerShift and CleanUp Registers are maintained;

- (f) "maximum gross weight" has the meaning given by regulation 4 of the Traffic Signs Regulations 2002(a);
- (g) "PowerShift Register" means the TransportEnergy PowerShift Register maintained by the Energy Saving Trust; and
- (h) "recovery vehicle" means—
  - (i) a vehicle licensed as a recovery vehicle under paragraph 5 of Schedule 1 to the 1994 Act; or
  - (ii) a vehicle registered under legislation relating to the registration of vehicles in an EEA State as respects which Transport for London is satisfied that, had it been registered under the 1994 Act, it would have fallen to be licensed as a recovery vehicle under paragraph 5 of Schedule 1 to the 1994 Act.

(5) An "alternative fuel vehicle" is a vehicle (not being a vehicle that can only be propelled by petrol or diesel fuel) as respects which Transport for London is satisfied by such means as it considers appropriate that the requirement in sub-paragraph (6) is met.

(6) The requirement is that the vehicle is for the time being an approved vehicle type which has been supplied or converted by an approved supplier and for this purpose—

- (a) "approved vehicle type" means—
  - (i) in relation to a vehicle having a maximum gross weight exceeding 3500 kilograms, a vehicle type which is listed as an approved vehicle type in band 2, 3 or 4 of the PowerShift Register and has been manufactured or converted so that it meets the emissions standard specified for the band in which it falls or which is listed in an equivalent EEA register or the CleanUp Register as meeting an equivalent emissions standard;
  - (ii) in relation to any other vehicle, a vehicle type which is listed as an approved type in band 4 of the PowerShift Register and has been manufactured or converted so that it meets the emissions standard specified for that band or which is listed in an equivalent EEA register or the CleanUp Register as meeting an equivalent emissions standard; and
- (b) "approved supplier" means a supplier or converter of vehicles who is listed as an approved supplier in relation to the vehicle type in question in the PowerShift Register, the CleanUp Register or an equivalent EEA register.

### **Vehicles used by certain NHS employees**

7.—(1) A relevant vehicle not falling within any of the preceding paragraphs of this Annex which was on any occasion used by an NHS employee on designated roads during charging hours shall be treated as having been a non-chargeable vehicle on that occasion if—

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(a) Part I of S.I. 2002/3113.

- (a) the charge imposed by article 4 of this Scheme in respect of the use of the vehicle on that occasion was duly paid;
- (b) the charge was reimbursed to the employee by the relevant NHS employer in addition to other travel expenses falling to be so reimbursed in relation to that occasion;
- (c) the condition referred to in sub-paragraph (3) was met; and
- (d) the relevant NHS employer subsequently issued a certificate to Transport for London that conditions (a), (b) and (c) 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 relevant NHS employer.

(3) The condition referred to in sub-paragraph (1)(c) is met on an occasion if the vehicle was used on that occasion on designated roads either—

- (a) by an NHS employee for the purpose of transporting in the course of employment—
  - (i) bulky, heavy or fragile equipment or supplies;
  - (ii) patients' notes or other clinically confidential material;
  - (iii) controlled drugs;
  - (iv) clinical waste, radioactive materials, contaminated sharps or non-medicinal poisons;
  - (v) prescription only medicines or waste medicinal products; or
  - (vi) clinical specimens, body fluids, tissues or organs; or
- (b) by an NHS employee who was on call, for the purpose of enabling that employee to provide services required in consequence of an emergency or other extraordinary circumstances.

(4) In this paragraph—

- (a) "controlled drugs" has the meaning for the time being given by the Misuse of Drugs Act 1971(a);
- (b) "medicinal product" has the meaning for the time being given by the Medicines Act 1968(b);
- (c) "NHS employee" means—
  - (i) an individual employed by or providing services on behalf of or seconded to a relevant NHS employer;

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(a) 1971 c. 38; as to controlled drugs see section 2 and Schedule 2.

(b) 1968 c. 67; as to medicinal product see section 130 (amended by the Animal Health and Welfare Act 1984 sections 13(2) and 16, Schedule 1, paragraph 3 and Schedule 2 and by S.I. 1994/3119).

- (ii) an individual performing primary medical services as, or on behalf of, a primary care contractor.
- (d) "non-medicinal poison" has the meaning for the time being given by the Poisons Act 1972(a);
- (e) "primary care contractor" means—
  - (i) a general medical services contractor within the meaning of section 28Q(5) of the National Health Service Act 1977(b);
- (j) (ii) a contractor within the meaning of regulation 2 of the National Health Service (Personal Medical Services Agreements) Regulations 2004(c);
  - (iii) an APMS contractor within the meaning of direction 1 of the Alternative Provider Medical Services Directions 2004(d); or
  - (iv) a Primary Care Trust who provides primary medical services under section 16CC(2) of the National Health Service Act 1977(e); and
- (f) the "relevant NHS employer" in relation to an NHS employee means the Primary Care Trust, National Health Service Trust, NHS Foundation Trust, primary care contractor or other National Health Service organisation by which the employee is employed, on behalf of which the employee is providing services, or to which the employee has been seconded.

### **Vehicles used for transporting certain NHS patients**

**8.—(1)** A relevant vehicle not falling within any of the preceding paragraphs of this Annex which was on any occasion used on designated roads to transport a relevant patient 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 this Scheme in respect of the use of the vehicle on that occasion was duly paid;
- (b) the vehicle was used for the purpose of transporting the patient to attend an appointment relating to establishing a diagnosis or to treatment provided by or on behalf of a health authority, primary care trust, National Health Service Trust or other National Health Service organisation ("the relevant NHS body");
- (c) the charge was reimbursed to the patient by the relevant NHS body; and
- (d) the relevant NHS body subsequently issued a certificate to Transport for London that conditions (b) and (c) were both met.

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(a) 1972 c. 66; as to non-medicinal poison see section 11(1) and the Poisons List Order 1982, S.I. 1982/217.

(b) 1977 c.49.

(c) S.I. 2004/627.

(d) Directions made on 21st April 2004.

(e) 1977 c.49.

(2) Where Transport for London, on receiving such a certificate is satisfied that a vehicle falls to be treated as a non-chargeable vehicle in accordance with this paragraph, it shall refund the charge incurred to the relevant NHS body.

(3) In this paragraph "relevant patient" means a patient as respects whom both of the following conditions are satisfied—

- (a) the patient—
  - (i) has a compromised immune system;
  - (ii) requires regular therapy or assessment; or
  - (iii) requires recurrent surgical intervention; and
- (b) the patient is clinically assessed as too ill, weak or disabled to travel to an appointment on public transport.

### **Vehicles used by firefighters for operational reasons**

**9.**—(1) A relevant vehicle not falling within any of the preceding paragraphs of this Annex which was on any occasion used on designated roads during charging hours shall, subject to the provisions of this paragraph, be treated as having been a non-chargeable vehicle on that occasion if—

- (a) a charge imposed by article 4 of this Scheme in respect of the use of the vehicle on that occasion was duly paid;
- (b) the vehicle was used on that occasion on designated roads by a firefighter employed by the London Fire and Emergency Planning Authority ("the LFEPA") who, whilst on duty was required for operational reasons to proceed to another fire station; and
- (c) the LFEPA subsequently issues a certificate to Transport for London that conditions (a) and (b) were both 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 LFEPA.

## RESIDENTS' VEHICLES

**Meaning of qualified resident**

1.—(1) In this Scheme "qualified resident" means an individual as respects whom Transport for London is for the time being satisfied, by the production of such evidence as it may reasonably require, that the requirements specified in sub-paragraph (2) are met.

(2) The requirements are that—

- (a) the individual has attained the age of 17 years;
- (b) the individual's only or main residence is at premises primarily used for residential purposes situated in the residents' discount zone;
- (c) subject to sub-paragraph (3), the name of the individual is shown in the register of parliamentary electors or the register of local government electors prepared and published under section 9 of the Representation of the People Act 1983(a) for the constituency or local government area in which those premises are situated and those premises are shown as the individual's qualifying address;
- (d) the individual is normally present at those premises during at least 4 nights a week; and
- (e) the individual—
  - (i) has satisfied (b) and (d) above in relation to those premises for a period of at least 13 weeks; or
  - (ii) intends to continue to satisfy (b) and (d) above in relation to those premises for a period which, taken with any period during which the individual has already done so, will amount to a period of at least 13 weeks.

(3) Sub-paragraph (2)(c) does not apply where the individual is, for reasons not connected with his place of residence, not eligible to be an elector at parliamentary or local government elections or there has been insufficient time for the individual's name to be included in the register.

(4) Where a qualified resident ceases to reside at the premises in relation to which Transport for London was satisfied that the requirements in sub-paragraph (2)(b) to (e) were met but resides at other premises within the residents' discount zone, that person shall cease to be a qualified resident unless that person has notified the change of residence to Transport for London and Transport for London is satisfied that those requirements are met in relation to those other premises.

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(a) 1983 c. 2.

### **Meaning of resident's vehicle**

2.— (1) For the purposes of this Scheme a vehicle is a "resident's vehicle" and an individual is a qualified resident in relation to that vehicle if —

- (a) the vehicle is a relevant vehicle and the individual is a qualified resident; and
  - (i) the individual is the registered keeper of the vehicle;
  - (ii) the individual's employer is the registered keeper; or
  - (iii) the vehicle is hired by or leased to the individual or the employer; and
- (b) the vehicle meets the requirements specified in sub-paragraph (2).

(2) The requirements are that—

- (a) in the case of a vehicle registered under the 1994 Act in the name of, or hired by or leased to, the employer of a qualified resident, Transport for London is satisfied by the production of such evidence as it may reasonably require that the vehicle is kept for the exclusive use of the resident and members of the resident's household residing at the same address as the resident;
- (b) in the case of a vehicle of which a qualified resident is the registered keeper the address of the registered keeper shown on the vehicle registration document must be the same as that of the premises referred to in paragraph 1(2)(b);
- (c) particulars of the vehicle are for the time being entered in the register;
- (d) there has been paid to Transport for London—
  - (i) in a case where particulars of a vehicle are entered in substitution for particulars of another vehicle previously entered in relation to the same qualified resident, the sum of £5;
  - (ii) in a case where particulars of the vehicle are entered in relation to a qualified resident who is the holder of a certificate of residence, the sum of £5;
  - (iii) in any other case, the sum of £10; and
- (e) the vehicle is either—
  - (i) a vehicle constructed or adapted for the carriage of persons and their luggage and effects and having a seating capacity not exceeding 13 persons; or
  - (ii) a vehicle constructed or adapted for the carriage of goods or burden of any description and having a height not exceeding 2.44 metres.

(3) At no time may particulars of more than one vehicle be entered in the register, in relation to any one individual who is a qualified resident.

### **Purchase of licences for residents' vehicles**

3.—(1) An individual who is a qualified resident in relation to a resident's vehicle shall subject to sub-paragraph (2) be entitled to purchase a licence for that vehicle for a period specified in column (2) of an item in the table below for a charge of the amount specified in column (3) of that item.

**Table**

<i>(1)</i> <i>Item No.</i>	<i>(2)</i> <i>Period</i>	<i>(3)</i> <i>Amount of charge £</i>
1.	Period of 5 consecutive charging days	2.50
2.	Period of 20 consecutive charging days	10
3.	Period of 252 consecutive charging days	126

(2) At no time may licences purchased under sub-paragraph (1) above be in force for more than one resident's vehicle for the same charging day, in relation to any one individual who is a qualified resident.

### **Temporary substitutions**

4.—(1) This paragraph applies where—

(a) a qualified resident—

(i) notifies Transport for London that the resident's vehicle registered in relation to that resident ("the original vehicle") has become, or is about to become, temporarily unavailable for use by that resident owing to its undergoing or being about to undergo repair or servicing by a vehicle repairer;

(ii) notifies Transport for London that another vehicle ("the substitute vehicle"), being a vehicle hired by the resident or made available by the repairer or insurer of the original vehicle, is from a specified date to be temporarily used by the resident in place of the original vehicle;

(iii) notifies Transport for London that the last day of such temporary use is to be a specified date (which may from time to time be varied in advance) falling within the period of 30 days beginning with the date notified under sub-paragraph (ii); and

(iv) incurs expenditure on the purchase of licences for the substitute vehicle covering the period beginning with the date specified under sub-paragraph (ii) and ending with the date specified under sub-paragraph (iii); and

(b) Transport for London satisfies itself that the requirements of paragraph (a) are met and that the substitute vehicle meets requirements (a) and (d) of paragraph 2(2).

(2) Where this paragraph applies—

(a) any licences purchased for the original vehicle at the rates specified in paragraph 3(1) for charging days falling within the period of substitution shall be of no effect during that period; and

(b) if Transport for London receives a claim from the qualified resident not later than the last day of the period of 30 days beginning with the date specified under sub-paragraph (1)(a)(iii), the qualified resident shall be entitled to a refund of the amount specified in sub-paragraph (3).

(3) The amount is a sum equal to the total expenditure incurred as mentioned in sub-paragraph (1)(a)(iv) less—

- (a) whichever of the following applies—
  - (i) in a case where a licence granted for a period of 20 or 252 charging days was, immediately before the period of suspension, in force for the original vehicle covering each charging day falling within the period of substitution, £20;
  - (ii) in a case where such a licence was in force at that time for that vehicle covering some but not all of the charging days falling within that period, £15; or
  - (iii) in a case not falling within paragraph (i) or (ii), £10; and
- (b) in a case falling within paragraph (a)(ii) or (iii), the expenditure which the qualified resident would have had to incur in accordance with paragraph 3(1) on the purchase of licences covering the use of a vehicle on each charging day falling within the period of substitution for which the qualified resident purchases licences for the substitute vehicle.

### **New residents**

5.—(1) This paragraph applies where—

- (a) an individual ("the new resident") having begun to reside or, in the case of an individual who has ceased to be a qualified resident under paragraph 1(4), to reside at other premises in the residents' discount zone to be treated as a qualified resident and for particulars of a vehicle ("the relevant vehicle") to be entered on the register as a resident's vehicle in relation to that individual;
- (b) within the period of 90 days beginning with the day on which that application is received by Transport for London ("the initial period"), the new resident incurs expenditure of amounts specified in article 7 on the purchase of licences for the relevant vehicle for charging days falling within the initial period; and
- (c) Transport for London subsequently, on the basis of evidence furnished to it within the initial period,—
  - (i) satisfies itself that the new resident became a qualified resident on or before the first day of the initial period; and
  - (ii) enters particulars of the vehicle in the register as a resident's vehicle in relation to the new resident and notifies the new resident accordingly.

(2) Where this paragraph applies, the new resident shall be entitled to a refund of an amount equal to the difference between—

- (a) the total expenditure incurred as mentioned in sub-paragraph (1)(b); and
- (b) the expenditure which the new resident would have had to incur in accordance with paragraph 3(1) on the purchase of licences covering the use of a vehicle on each charging day falling within the initial period for which the new resident has purchased a licence under article 7.

## **Certificates of residence**

**6.—(1)** Where Transport for London is satisfied that the requirements in sub-paragraph (2) are met in relation to an individual it may issue a certificate of residence to that individual.

(2) The requirements are that—

- (a) the requirements in paragraph 1(2) are met in relation to the individual;
- (b) particulars of a resident's vehicle are not entered in the register in relation to the individual; and
- (c) a charge of £10 has been paid to Transport for London.

(3) A certificate of residence shall cease to have effect on whichever of the following falls first—

- (a) the expiration of the period of 12 months beginning with the day on which the certificate is issued;
- (b) the day on which Transport for London notifies the holder that it is no longer satisfied that the requirements in paragraph 1(2) are met in relation to the holder.

(4) This sub-paragraph applies where—

- (a) the holder of a certificate of residence hires a vehicle for a period not exceeding 30 charging days and incurs expenditure of amounts specified in article 7 on the purchase of licences for the vehicle for charging days falling within the period of the hiring;
- (b) before the hiring began, the holder had notified Transport for London that the hiring was to take place and given particulars of the first and last days of the period of the hiring; and
- (c) within the period of 30 days beginning with the last day of the hiring the holder submitted a claim, giving any particulars reasonably required by Transport for London for the purpose of verifying the claim, to Transport for London for a refund in accordance with sub-paragraph (5).

(5) Where Transport for London is satisfied that sub-paragraph (4) applies, the holder shall be entitled to a refund of an amount equal to the difference between—

- (a) the total expenditure incurred as mentioned in sub-paragraph (4)(a); and
- (b) the aggregate of £10 and the expenditure which the holder would have had to incur in accordance with paragraph 3 on the purchase of licences covering the use of a vehicle on each charging day falling within the hiring period for which the hirer has purchased a licence under article 7, other than charging days on which particulars of a resident's vehicle were entered in the register in relation to the holder.

## **Licences void**

**7.** Where an individual purchases a licence for an amount determined in accordance with paragraph 3(1) and the provisions of this Annex do not entitle the individual to do so, the licence shall be void.

**Holder ceasing to be a qualified resident**

8. If the holder of a licence purchased under this Annex ceases to be a qualified resident, the licence shall thereupon cease to have effect, but without prejudice to the holder's right to a refund in accordance with article 10.

**TRANSPORT FOR LONDON'S GENERAL PLAN FOR APPLYING ITS SHARE OF THE NET PROCEEDS OF THIS SCHEME DURING THE OPENING TEN YEAR PERIOD**

Subject to the Scheme Order being confirmed early in 2002, the earliest date that the proposed congestion charging scheme could commence is early 2003 i.e. 12 months from the confirmation. This plan therefore covers the ten year period 2003/04 to 2013/14 with particular reference to the early part of this period. It is estimated that the net revenues from the scheme will be of the order of £130m per year.

Over the early part of the ten year horizon of the Transport Strategy, it is envisaged that the net revenues from the proposed central London congestion charging scheme would help fund or bring forward improvements across Greater London with particular emphasis on the following areas:

**(1) Bus network improvements** to overcome unreliability and slow journey times, improve passenger information, and offer a real alternative to the car. Initiatives could include:

- Further bus priority and protection against congestion on bus routes across Greater London;
- Enhanced enforcement of bus regulations and further introduction of 24-hour bus stop clearways across Greater London;
- New orbital bus services in inner and outer London;
- New services to areas more than five minutes walk from a bus stop;
- Further expansion of Countdown; and
- Expansion of stop-specific bus timetables across Greater London.

These initiatives would help contribute to the Government's targets for reducing road congestion, increasing bus use, and reducing greenhouse gas emissions.

(Additional information is provided in the Transport Strategy - Chapter 4F – *A Better Bus Network*).

**(2) Accelerating or extending accessibility improvements** so that all Londoners, regardless of their mobility, can enjoy the benefits of living in, working in or visiting the Capital. Initiatives could include:

- Accelerating the introduction of accessible buses;
- More wide-spread implementation of 'bus boarder' kerb designs; and
- Enhancements to the Taxicard scheme.

These initiatives would help contribute to the Government's targets for increased bus use and social inclusion.

(Additional information is provided in the Transport Strategy - Chapter 4F – *A Better Bus Network* and Chapter 4O – *Accessible Transport*).

**(3) Interchange improvements** and other initiatives to improve the integration of the transport network; making it easier for people to access the public transport system via walking, cycling, taxi and private hire vehicle. Initiatives could include:

- Measures to make it easier to get to and from bus stops and on and off buses;
- Improved linkages between Tramlink and the wider south London transport network; and
- Improved integration of mainstream and community transport services and integration of taxis with other modes.

These initiatives would help contribute to the Government’s targets for increased rail, light rail and bus use.

(Additional information is provided in the Transport Strategy - Chapter 4P – *Integration: The Seamless Journey*).

**(4) Contributing to the costs of developing possible tram or high quality segregated bus schemes**, which could provide a high quality alternative to the use of the private car, particularly for orbital journeys, and can offer widespread access improvements to town centres and regeneration areas. Initiatives could include:

- Advancing the completion of the East London Transit, Greenwich Waterfront Transit, Uxbridge Road Transit and Cross River Transit schemes;
- Making a start on possible extensions to the Croydon Tramlink network to assist the regeneration of the Wandle Valley; and
- Making a start on possible further extensions to the Docklands Light Railway, especially to facilitate regeneration.

This would help contribute to the Government’s targets for reducing road congestion and rail overcrowding as well as to double light rail use.

(Additional information is provided in the Transport Strategy - Chapter 4Q- *Expanding London’s Transport System: Major Projects* and Chapter 4D - *Docklands Light Railway and Croydon Tramlink*).

**(5) Safety and security improvement schemes** to improve personal safety during the course of a journey and to reduce transport-related crime and the fear of crime. Initiatives could include:

- Providing better lighting on streets, at bus stops, cycle parking areas, and in passenger waiting areas;

- Expansion of CCTV, help points and alarms on the bus, rail and Underground network;
- Improved staff training to help operating staff to safeguard the security of passengers and themselves;
- Expansion of 20mph zones, home zones and Safer Routes to School initiatives; and
- Expansion of the use of speed enforcement cameras to secure greater compliance with speed limits.

This would help contribute to the Government's targets to reduce crime and the number of people killed or seriously injured in road accidents and to increase bus and rail use.

(Additional information is provided in the Transport Strategy - Chapter 4P - *Integration – The Seamless Journey*).

**(6) Accelerating road and bridge maintenance programmes** to improve the quality of street conditions. The focus will be on the priorities identified via a three-year priority street maintenance plan.

This would help contribute to the Government's targets to maintain the strategic road network in optimum condition.

(Additional information is provided in the Transport Strategy - Chapter 4G – *Streets for All: Improving London's Roads and Streets*).

**(7) Increasing late night public transport** to meet the growing demands for night-time travel. Initiatives could include:

- Expansion in the frequency and coverage of the 24-hour bus network;
- Enhancing safety and security on buses via increased provision of on-bus CCTV;
- Extensions of the operating hours of the Underground, particularly at the weekend; and
- Raising more stations in London to the 'Secure Stations' standard (a Government-sponsored scheme to accredit safe stations).

This would help contribute to the Government's targets to reduce road congestion and overcrowding on the Underground and also to increase bus and rail use, and reduce crime.

(Additional information is provided in the Transport Strategy - Chapter 4C - *London Underground* and Chapter 4F - *A Better Bus Network*).

**(8) Additional funding for borough transport initiatives** to develop bus priority, walking, cycling, road safety and parking schemes through the Local Implementation Plan (LIP) process. Initiatives could include:

- Expansion of bus priority measures on local bus routes;
- Extension of improved pedestrian and cycling facilities;
- Development of Green Travel Plans with local schools and businesses; and

- New parking and traffic enforcement measures on local roads.

This would help contribute to the Government's targets to reduce road congestion, increase bus use, reduce the number of people killed and seriously injured, and to reduce greenhouse gases.

(Additional information is provided in the Transport Strategy - Chapter 4G – *Streets for All: Improving London's Roads and Streets*).

**(9) Restructuring fares on public transport** to make it more attractive and thus encourage a shift from the car, promote the more effective use of capacity, promote social inclusion, improve transport integration, and make public transport more efficient. Initiatives could include:

- Development of targeted fares options using Smartcards;
- Simplification initiatives; and
- Targeted initiatives to make fares more affordable.

These initiatives would help contribute to the Government's targets for reducing road congestion, increasing bus and rail use, and reducing greenhouse gas emissions.

(Additional information is provided in the Transport Strategy - Chapter 4B – *Fares and Tickets to Make Public Transport More Attractive*).

**(10) Improvements to the walking and cycling environment** to reduce dependency on the car - particularly for short trips, to reduce congestion and pollution, and improve health. Initiatives could include:

- Expansion of the implementation of pedestrian phases at traffic signal junctions where appropriate;
- Development of north to south and east to west pedestrian routes across central London;
- Expansion of high quality cycle routes; and
- Expansion of the provision of secure cycle parking facilities, particularly at shopping centres and transport interchanges.

These initiatives would help contribute to the Government's targets for improving health, reducing crime, reducing road congestion, and reducing greenhouse gas emissions.

(Additional information is provided in the Transport Strategy - Chapter 4I – *Promoting Walking* and Chapter 4J – *Promoting Cycling*).

**(11) Improvements to the street environment** to reduce the adverse effects of vehicular traffic, such as: noise, intrusion, poor air quality, community severance, intimidation, fear of crime and accidents, and difficulties of parking and loading. Initiatives could include:

- Expansion of Streets-for-People areas; and
- Town centre environmental improvement schemes.

These initiatives would help contribute to the Government's targets for reducing road congestion, reducing the number of people killed or seriously injured, improving air quality, and reducing greenhouse gas emissions.

(Additional information is provided in the Transport Strategy - Chapter 4G – *Streets for All: Improving London's Roads and Streets*).

During the later part of the Transport Strategy's ten year horizon, an increased emphasis is proposed on using the net revenues from the proposed central London congestion charging scheme to contribute to funding or financing transport infrastructure improvements including:

**Helping develop and fund expanded Underground and rail capacity with new services across central London, together with improved orbital rail services** (see Transport Strategy Chapter 4Q– *Expanding London's Transport System – Major Projects*);

**New Thames Gateway river crossings** (see Transport Strategy Chapter 4Q– *Expanding London's Transport System – Major Projects*);

**Schemes to provide improved access to London's town centres** (see proposals across Chapter 4 – *Improving London's Transport System*);

**Further possible tram or high quality segregated bus schemes** (see Transport Strategy Chapter 4Q– *Expanding London's Transport System – Major Projects* and Chapter 4D – *Docklands Light Railway and Croydon Tramlink*); and

**Selected improvements to London's road system** (see Transport Strategy Chapter 4G – *Streets for All: Improving London's Roads and Streets*).