

The Greater London (Central Zone) Congestion Charging (Variation) Order 2009

Proposed variations to the Greater London (Central Zone) Congestion Charging Order 2004 ("the Principal Order") which was made by Transport for London on 30 September 2004 and confirmed with modifications by the Mayor of London on 27 October 2004

The Principal Order was subsequently varied by further Orders made by Transport for London and confirmed by the Mayor

Schedule of Variations Proposed by Transport for London

Variation Order 2009

Following consideration of a number of issues associated with the implementation of the Central London Congestion Charging Scheme, Transport for London made the Greater London (Central Zone) Congestion Charging (Variation) Order 2009 on 30/01/2009. The details and reasons for this proposed change are listed in this schedule and are subject to public consultation.

The schedule is divided into four columns:

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

Transport for London will pass all representations and objections that are received with respect to the variations in this schedule **by 6 March 2009** to the Mayor for his consideration.

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

Transport for London
30/01/2009

Schedule of Variations

Col. 1 – Ref. No.	Col. 2 – Summary of proposed variation	Col. 3 – Details of Transport for London’s proposed variation	Col. 4 – Transport for London’s reasons for proposed variation
1.	Remove the administration charges for adding a temporary vehicle registration mark (VRM) to a registered residents’ account	<p>To remove the £2.50 administration charge levied by TfL for adding a temporary VRM onto a registered resident’s account.</p> <p>Consequential amendments have been made in relation to the methods of payment of this charge.</p>	<p>TfL proposes to remove this administration charge in order to make it easier for those residents who do not have a permanent vehicle on their account but who use hire vehicles or are a member of a ‘car club’ and use car club vehicles, which charge on a per hour basis, on those occasions when they drive in the central London Congestion Charging zone.</p>
2.	Remove the administration charge for claiming a refund on charge payments when using a temporary vehicle on a residents’ account.	<p>To remove the £10 administration charge levied by TfL for claiming a refund of the difference between the full daily charge/s paid for the temporary vehicle and the residents’ discounted charge.</p>	<p>TfL is in principle supportive of car clubs, as research suggests that the availability of flexible forms of car use such as car clubs can lead to fewer private vehicles being owned, or the purchase of a private vehicle being delayed, and, therefore, a better balance between walking, cycling, public transport and car use.</p> <p>Efficiencies gained in processing these requests means that these charges can be eliminated without cost to TfL</p> <p>Furthermore, these proposals are consistent with the primary aims of Congestion Charging, and therefore TfL considers that it is appropriate to propose put forward this variation to the scheme</p>

Col. 1 – Ref. No.	Col. 2 – Summary of proposed variation	Col. 3 – Details of Transport for London’s proposed variation	Col. 4 – Transport for London’s reasons for proposed variation
3.	Remove the administration charge for temporarily substituting a VRM on a registered residents’ account.	To remove the £2.50 administration charge levied by TfL for temporarily substituting the VRM on a registered residents’ account. Consequential amendments have been made in relation to the methods of payment of this charge.	These changes are a response to customer feedback, as the charges place an unnecessary financial burden on residents whose own vehicle is temporarily unavailable due to MOT, servicing requirements etc. Moreover, by removing these charges there will be a negligible effect on revenues and costs.
4.	Remove the administration charge for claiming a refund on charge payments when using a substitute vehicle on a residents’ account.	To remove: the £5, £7.50 and £10 administration charges levied by TfL for claiming a refund of the difference between the full daily charge/s paid for the substitute vehicle and the residents’ discounted charge. The level of the administration charge varies depending upon the circumstances of the refund. Consequential amendments have been made in relation to the methods of payment of this charge.	
5.	Remove the administration charge for permanently changing the VRM on a residents’ account.	To remove: the £10 administration charge levied by TfL for permanently changing the VRM on a residents’ account. Consequential amendments have been made in relation to the methods of payment of this charge.	Residents already pay a £10 charge to maintain their residents’ discount eligibility and therefore TfL now consider it appropriate to reduce where possible the financial burden on residents when paying the charge.
6.	Remove self-service machines as a payment channel for paying the Congestion Charge	To remove; the self-service machines as an available method of payment of the Congestion Charge	TfL proposes to remove self-service machines from operation as they are the least popular payment channel. There are only 95 machines and only 1.7% of all charge payments have been made via them in the past 6 months. The continued maintenance of this payment channel does not represent good value for money for Londoners; similarly, neither does replacing them.