



Over £¾ million daily uLex

BUNGLE

A damning Transport for London (prop. mayor of London) report published last month admits over estimating uLex charges' and fines' revenue by £200 million each year 2022 to 2025 — a 41 percent error. And more losses are expected due to Omicron having caused fewer cross-uLex journeys. Even a child could do it. Ask statisticians how many daily vehicle movements there are inside and entering or leaving the north and south circular roads. Proportion that by a fraction representing the number of non-compliant vehicles registered inside the uLex zone, plus a proportion registered outside to greater London boundary. Equals as of May 2020 a projected daily uLex gross revenue of £2 million. Fast forward only 12 months later and that drops to £1.4 million. Despite TfL's second adding up try their sums didn't quite work out that way.

Some hastily cobbled-together excuses put forward by TfL's abacus and comptometer number crunchers are: more non-compliant vehicles replaced with compliant than expected; number of vehicles at end of life not replaced; increased take up of new hybrid and all electric vehicles; post Covid traffic movements down 14 percent; non-compliant goods vehicles avoiding low emission zone's swingeing £100 daily fine under estimate. Number now not making usual cross-borough cross-uLex boundary journeys e.g. instead now shopping in an outer London borough. One TfL insider, desperate to describe TfL's inability to do sums as an air clean-up success, points to a "compliance rate" of more than nine in 10 vehicles driving inside uLex not being fined.

The report is undoubtedly also part of TfL's lobbying for more Government subsidy — deliberately making figures look bleak as Treasury eyes up uLex revenue expecting their paragraph 29 subsidy payola — the mayor's £130 million extra camera and back office spend suspected to have come from Government London Transport pandemic support. *More bungle p3*

uLex fines' Amnesty Oh no it isn't! <panto audience> **"Oh yes it is!"**

Further proof that Transport for London (prop. mayor of London) is losing grip on policy comes from TfL's decision to arbitrarily cancel some uLex penalty charge notices but not others. No clear cut rule being applied.

Information reaching *GLTN* too late to be included in our previous issue details TfL's enforcement unit cancelling "on this occasion" a fine against a nine-year-old Volvo that'd pulled off the south circular a few yards to buy a coffee in Eltham, southeast London without paying the £12.50 uLex "polluter's fine". According to local free newspaper *News Shopper* the Volvo broke regulations on nitrous oxide (NOx) exhaust emissions despite being zero rated for car tax as its CO2 emissions are under 100g/km. The Volvo was spotted by TfL enforcement cameras on 7th November.

Susan Hall AM, leader of the assembly's conservative group told *GLTN*: "It would be outrageous if TfL were letting off some drivers with just a warning but not others." Traffic rules must be applied uniformly the Road Traffic Act's enforcement practice notes insist — the Volvo's fine waiver could be held as setting a precedent. *Evening Standard* reports TfL as saying: "There's no blanket amnesty, PCNs are being issued."

Central London's original uLex eight square mile area started on 8th April 2019. During its first 30 days 57,268 "offenders" were posted a once-only no-fine warning letter.

The only journal wholly dedicated to reversing greater London's ultra Low emission zone expansion (uLex), reversing congestion charge increases in hours and days, stopping the boundary charge, removal of low traffic neighbourhoods, and exclusive cycle-only lanes.

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8.7MPH is the average traffic speed in central, 12.5 in inner, and 20.2MPH in outer London

Independence of Imperial College China link research Questioned

Imperial's research on public health and air pollution are often mis-quoted by the mayor to justify his expansion of the original 12 sq mile uLex area another 132 sq miles to the north and south circular roads (uLex), now into its third month of operation. But no objections are heard from Imperial to the mayor's wild spittle-flecked mis-quotes. Chinese state funding of academic research at Imperial College has been blasted by Sir Ian Duncan Smith as "ironic and dangerous."



HMS Queen Elizabeth/2HZN7 proudly resumes UK's role east of Suez providing a platform for F-35 Lightning fighters. HMS Dragon/GMIA manoeuvres astern

The most embarrassing is the mayor's claim that were uLex not implemented then 4,000 Londoners (0.083 percent of the uLex area population) face a premature death by six months. This hysterical claim is based on Imperial's computer modelling of 2013 air pollution levels projected to 2019 without taking into account dramatic increases in air quality achieved over those six years — well before October 2021's uLex Red Flag day.

The former Tory party leader continued: "This is a perfect example of how Chinese strategy is to use their money to insert influence in the world's intellectual thought processes. This is a deeply worrying, and dangerous relationship."

Last year saw Chinese suppression of free thought and dissent in the former British colony of Hong Kong, and deportation and forced labour of Uighur Muslims. This follows China's annexation of Tibet with the Dalai Lama now in exile. December saw Chinese state removal from the University of Hong Kong of "Pillar of Shame" a statue commemorating the 1989 Tiananmen Square massacre.

China's war-like sabre-rattling continues today toward independent island state Republic of China aka Taiwan or Formosa. China has annexed small island outcrops in the south China Sea, and claims hitherto international waters as territorial. A US naval task force now patrols the area amid heightened tensions particularly in the Taiwan Strait. Malaysia, Philippines, Vietnam, and Indonesia have all felt the heavy hand of Chinese oppression against their China Sea outcrop territories.

Late last year *HMS Queen Elizabeth* completed a 28-week deployment leading warships from America, Canada, Netherlands, Japan, and New Zealand to assert international freedom of navigation rights in the face of belligerent Chinese claims on the waters. A French nuclear attack submarine and support vessel had previously patrolled the area together with Australian vessels.

May 2020 saw Imperial College cut a deal worth £5 million with Chinese tech giant Huawei, the firm at the centre of a row over China's influence in Britain. Huawei had been caught out concealing a data back door into their high specification data system that could've provided the Chinese government classified strategic UK messages and top secret data between our allies.

The Imperial deal finances a new 'tech hub' on Imperial's west London campus. Huawei will provide a superfast 5G internet network for the university, as well as pay for research and facilities over five years.

Mail On-Line reports: "It's understood the investment in the college's White City campus has been screened by the Centre for the Protection of National Infrastructure. Government announced a new National Security and Investment Bill in December 2020, set to tighten oversight of foreign money and influence in Britain. One minister suggested then that the Huawei-Imperial deal "is precisely why the new bill was needed."

Disquiet is also felt over Imperial offering doctorate courses to Chinese mainland students at its department of mathematics via the China Scholarship Council.

The new Chinese London embassy, to be sited at Royal Mint Court, Tower Hill has been given the nod by labour Tower Hamlets council despite China's appalling racist, human rights, and foreign relations' record. But in a sop to campaigners the council has voted to "consider" calling streets and buildings near the new embassy Tiananmen Square, Uyghur Court, Hong Kong Road, and Tibet Hill. Another name under consideration is Xiaobo Road, after Chinese human rights activist Xiaobo Liu, who was incarcerated as a political prisoner. The new embassy is located strategically at the junction of A1210 and A1202 with rear ironically adjacent to Cable Street, scene of residents' hand to hand fighting in 1936 with Oswald Mosley's fascist black shirts.

Mayor fails Hong Kong free speech test

One year ago London's labour mayor refused to rename the CW3 cycle way in honour of Hong Kong free speech activist Joshua Wong. CW3 passes in front of the new Chinese embassy. The suggestion came from Tory member Andrew Boff AM, now chairperson of the members' assembly.

Wong served as secretary-general of pro-democracy party Demosisto until it disbanded following coming into force of Hong Kong national security law on 30 June 2020. Wong announced he would be running for a legislative council seat and officially applied on 20 July 2020, before his nomination was invalidated on 30 July along with 11 other pro-democracy activists. In December 2020 Wong was convicted and jailed for the third time over an unauthorised protest outside Hong Kong police HQ.

Historic & Classic Vehicle Alliance form working group with DVLA

HCVA have teamed up with the Driver & Vehicle Licencing Agency to assist with historic and classic vehicle registration.

CEO Garry Wilson tells *GLTN* that the alliance has also met with Government to enable a simpler scheme for temporary importation of vehicles for repair and restoration plus movement to and from Europe for shows, tours, and track activities.



We can do it too. Tomorrow's classic car owner enthusiastically today polishes grill of 160bhp Jaguar XJ120

Ever sensitive to climate militants' claims that older vehicles are polluting vehicles — as broadcast in deceiving adverts signed off by the mayor's office in March just ahead of the start of election hustings — Wilson points to HCVA's involvement developing a programme to evaluate usability and benefits of sustainable fuels. These include fully synthetic, the so-called e-fuels for use in existing and classic internal combustion engines.

Vintage and classic DVLA-category registered vehicles continue to qualify for uLez exemption under current Transport for London rules. But an owner has to wait for a penalty charge notice to flop onto the doormat first before appealing it. Once registered with TfL no further fines should again be applied. But there's no easy method to pre-register a classic or vintage car on TfL's website.

TfL's uLez check website continues to show wrong information when even a DVLA category-registered Classic, vintage, or disabled's vehicle registration number is entered. Cross party GLA-member objections pointing to failures of TfL's software continue to be ignored.

Mayor unrepentant over Transport for London's uLex revenue Bungle

Refusing to apologise for what must be one of the world's greatest failures of municipal city-wide financial projection, the mayor sought cover with his usual wild-eyed press release shouting: "Toxic air is an invisible killer, responsible for one of the biggest public health crises of our generation."

Again forgetting to mention that only half of London's air pollution is traffic generated. And that Imperial College's real time on-line presentation of 120 air monitoring sites currently are all at green meaning none report "illegal" levels of air pollution — despite most of the monitoring stations being sited at or near key traffic routes where pollution "hot spots" should be expected.

This Space For Sale!

Over one thousand dedicated subscribers read *Greater London Transport Newsletter*. They know it's the only place to get the real skinny on what's happening inside City Hall. (*now re-located to The Crystal in London's Royal Docks*) And the inside take on Transport for London, a £20 billion per year behemoth.

GLTN editorial policy is unashamedly dedicated to reversing greater London's ultra Low emission zone expansion (uLex), reversing congestion charge increases in hours, days and fine, stopping the boundary charge (aka Checkpoint Chigwell), removal of low traffic neighbourhoods, and exclusive cycle-only lanes.

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Profits go toward *GLTN* fighting fund

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Number crunchers' 41% Bungle ~ section 114 notice threatened

Following hard on the heels of last month's shock Transport for London uLex revenue loss announcement comes more details of TfL's failure to balance its books amid threats that a section 114 notice admitting insolvency could be issued if Government subsidy settlement talks fail.

The severity of Omicron Covid variant on London Transport fares' revenue has yet to be assessed. Department for Transport says it's already given in excess of £4 billion to keep London Transport services running and is focused on getting TfL onto a "sustainable financial footing in a way that's fair to taxpayers across the country".

- TfL seeks £500 million to keep services running until next April, plus about £1.2 billion for 2022-2023.
- An average of 45,800 drivers a day (59 percent of non-compliant vehicles) paid uLex fines in the first month generating £572,500 daily for TfL's coffers.
- Some 35 percent of non-compliant vehicles seen were exempted either on camera scan or subsequent appeal.

Standard calling...Standard call 1930's style Censorship infects 21st Century tabloid

The nastiness of that slavishly sycophant-style on-line freebie *Evening Standard* continues with censorship of views not supporting its editorial stance. And its refusal to balance-report many opposition comments.

London pre-internet days saw three competing evening newspapers: *The Star*, *Evening News*, and *Evening Standard*. Each had a separate editorial view, each had a vibrant readers letters' section. Each provided choice. Today's major sole survivor *Evening Standard*, offers readers a welcome "All Comments" on-line bulletin board-style forum that doesn't actually allow all comments. Instead preferring to wield a central europe 30's-style blue crayon over posts it finds not meeting its own delicate editorial stance.

Here's examples from their 18th November on-line edition discussing the mayor's "not my fault, it's all the fault of the Tories" cuts to London's transport services due to TfL's (prop. mayor of London) financial mis-management:

CONTENT DEACTIVATED—WHY?

"Never mind all the 'blame the government' stuff coming from Andy Byford (Circa £355,000 pa, prime minister £166,000 pa by comparison) and 'it's not my fault' Khan. Just take a simple look at the revenue stream expected from £130M of camera and back office spend for uLex -- £1.4M daily we were told. This article puts it at £549,000 per day. Now, financial forecasting's not an exact science. But to come up with a 60 percent forecast error is inexcusable. Byford should go. He will go come the next Conservative greater London authority on 2nd May 2024. When Khan will be just a blurred footnote in London's history". (sub ed: Byford salary corrected to his basic)

When one regular known socialist forum poster commented on how all non-electric vehicles should be banned it drew the following censored response:

CONTENT DEACTIVATED—WHY?

Gawd, you hate the personal freedom independent vehicle use for the proletariat gives, don't you? Only to be followed up with further moderator's blue crayon:

CONTENT DEACTIVATED—WHY?

There is no breach of forum guidelines so no need to deactivate. Unless I've somehow upset your moderator's delicate socialist sensitivities with the use of the word "proletariat"?

Until October 2020 the paper was edited by former PM David Cameron's sister-in-law former *Guardian* journalism graduate Emily Shepherd. Cameron's former chancellor George Osborne remains editor in chief.

Tory mayor hopeful Resigns Twice in Bunga-Bunga Disgrace

Shaun Bailey AM, who narrowly failed to overturn labour in last May's mayor of London race, has resigned as chairperson of the greater London assembly's police & crime and economics committees amid accusations of breaking 2020's Tier 2 high alert Covid restrictions by attending a conservative central office campaign after work gathering on 14th December. He's has failed to attend any committees since his resignation hit national headlines. But was seen at mayor's question time held on January 20th. He continues to collect £58,543 per year as an assembly member.

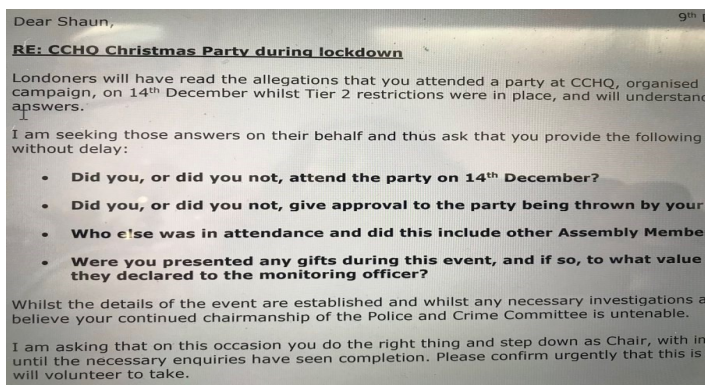
London-wide member Bailey (51) joined the assembly in May 2016 after standing twice for Parliament. He bravely denounced uLex as a motoring tax on the poor promising not to inflict it if elected.

And forced black on black crime issues further up the party's and mayor's MOPAC Police agendas. He remains a member of police & crime, and transport committees. Bailey's resignation letter says he didn't want accusations that'd reached national headlines "to interfere with the important work the committee's undertaking."



Bunga-Bunga conservative central office after work gathering (Daily Mirror)

Four conservative central office staffers have been reprimanded for attending the said to be *ad hoc* after work informal cheese and wine held to thank party volunteers for all their efforts preparing for upcoming mayoral hustings. BBC reported the gathering in the basement of central office as becoming "raucous with a door being damaged." Several conservative party and No 10 gatherings are said to have contravened Covid regulations punishable by fines.



Bailey's resignation follows from deputy labour group leader Leone Cooper's (Merton & Wandsworth) 9th December written demands

Labour, Liberal Democrat and Green party leaders have jointly written to Met Commissioner Dame Cressida Dick calling for a

criminal investigation. But the Met had already refused to investigate "due to a lack of evidence". Police now say their investigation will follow an independent enquiry. *Evening Standard* reports the party leaders' letter complaining: "It's essential that all those who breach the rules are held to account, not least those in public life".

Bailey now faces calls to resign as an assembly member. Which could trigger a by-election or a re-distribution of last May's second preference votes. His continued membership of the police & crime committee is also under attack. Conservative group leader Susan Hall AM takes over as committee chairperson with the Green Party's Caroline Russell AM as deputy. *Pooh Corner see p7*

Another cronyism jibe hits beleaguered mayor ~ Jobs for the Comrades



Following last month's resignation of mayor's deputy mayor for transport former labour moderate MP Heidi Alexander (*Lewisham East*) who couldn't do her sums, comes confirmation of her replacement: former labour member of the european parliament "Seb" Dance.

Days before the first lockdown, with TfL about to go bankrupt, big bonuses said to total £8.3 million were signed off by Alexander who also approved seven new TfL roles each paid over £100,000 pa. Weeks later TfL received Government bail out to save it going under but with a "no bonuses" clause. Following those conditions the mayor agreed a new 2023-due *pro rata* bonus scheme said to cost between £9.3 and £12.1 million but payable only if no more Treasury bailout cash was needed.

This is the third time this labour mayor has faced accusations of cronyism. And that's not counting the £1.3 million 2020 bung to labour-controlled Waltham Forest council via a former labour mayor of Camden — his "night czar" Amy Lane. (£84,832 pa) She was paid £1,000 to help organise a £70,000 grant-aided drag event *Duckie Loves Fanny* for the borough. (tickets £15 a pop) Ms Lane was caught failing to disclose her grand in her City Hall register of interests. She eventually was embarrassed into donating her fee, less tax, to a LBGTQ+ charity.

In 2019 another fraternal job was announced for former labour leader of Lambeth council for seven years and member for 18 years, "Lib" Peck — appointed to head up the mayor's "violence reduction unit" on £117,000 pa. Critics said she didn't have proven credentials. And under her council leadership Lambeth had seen knife and gun crime soar.

Seb Dance is best known for his February 2017 holding up a placard directed at then-UKIP Nigel Farage MEP, saying "he's lying to you" during Farage's speech to the EU parliament in favour of Donald Trump's 90-day US ban on immigrants. Dance later had to apologise to the parliament. Dance was shadow rapporteur for the revision of europe's national emissions' ceiling directive which aimed to improve levels of air quality by regulating emissions of harmful pollutants. He's married to Baron Livermore of Rotherhithe & Southwark, a former special adviser to Gordon Brown.

The mayor has been a consistent supporter of UK remaining in europe. And through Transport for London claims UK is in line to receive "substantial fines" from the european court for "a lack of ambition" in not planning to reduce air pollution to EU-recommended permitted levels fast enough during its EU membership. See *GLTN's report vol 1 issue 3*. Dance is a former deputy leader of the european parliamentary labour party. TfL's pro-europe assertion is believed to be the first time UK's capital city has ceded with a foreign power against our country's interests — UK now being an independent sovereign nation state.

Heidi Alexander's predecessor "Val" Shawcross CBE was former Labour & Co-op member of the GLA for Lambeth & Southwark. She's a former labour leader of Croydon council receiving her gong in 2002 for "services to local government" from Tony Blair.

Seb Dance's appointment brings the number of serving deputy mayors to 10. Six of whom have declared labour party backgrounds. The other four have links to organisations with known labour party affiliations or tend toward promoting views to the left of centre. Each are paid annually £132,664.

Joanne McCartney (*deputy mayor of London, and education & childcare*) Labour & Co-op former member Enfield council, current labour assembly member Enfield & Haringey;

Jules Pipe CBE (*planning, re-education & skills*) former labour leader Hackney council and former mayor, chairperson of London Councils (a labour-dominated group of London council leaders) he served on the 2013 London Finance Commission chaired by Prof. Tony Travers who as a mere LSE trendy-leftie guided the labour GLC opposition and subsequent labour Ken Livingstone-led spartist GLC regime of 1981-86;

Sophie Linden (*policing & crime*) researcher then special adviser to Education Secretary David Blunkett 1992-01, labour member Hackney council 2006-16. Failed in bid to become labour parliamentary candidate Hamstead & Kilburn 2015;

Fiona Twycross (*fire & resilience*) Labour & Co-op party assembly member 2012-20, also Fabian Society and Socialist Health Association. Labour party regional director Yorkshire & Humber and north east, labour agent for Sedgefield by-election that replaced Tony Blair. Member of London Fire & Emergency Planning Authority 2012 until abolition, labour group leader 2013, chairperson from 2016. Co-founder Labour Campaign for Universal Free School Meals with GMB union and labour Islington leader Richard Watts;

Tom Copley (*housing & residential development*) labour member of assembly 2012-20. Former member Lewisham council. Worked as local organiser and agent for labour in Camden, and on Ken Livingstone's campaign to be selected as labour's 2012 candidate London mayoral election. Chairperson London Young Labour from 2008-09, London representative Young Labour's national committee 2008-2011. 2010 stood for election to Camden council. Patron LGBT Labour. Member of Republic, the campaign for abolition of the monarchy.

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Residents' petition rails against Rail-generated air Pollution

Contributing locally to the half of air pollution not coming from traffic — but motorists still taking the blame — are the six diesel-electric Class 68 locomotives operated by Chiltern Railways out of Marylebone station. November saw a Marylebone residents' petition presented to Parliament organised by former Westminster council leader now conservative Nickie Aikin MP. (Cities of London & Westminster)

Conservative Felicity Buchan MP (Kensington) said: "Marylebone is currently the only station in London using only diesel trains. This greatly increases noise and fumes in the area, much to the distress of local residents. Petitioners therefore request this House do urge the Government to ensure the new franchise with Chiltern Rail requires they end their lease on Class 68 locomotives." Leader of Westminster City council Rachael Robathan, risking being accused of heresy, told *Westminster Extra*: "There's a double standard that diesel cars are being legislated to a halt while diesel trains run with apparent impunity. If we're serious about carbon neutrality we can't allow that to continue."

Chiltern, owned by Arriva, operates to Birmingham, Stratford-upon-Avon, and Oxford. Branch lines provide services to Kiddminster, Aylesbury, and Bicester. Its franchise has been extended until end-2027. The new deal, announced last month includes Chiltern's commitment to trials converting the diesels to diesel-battery hybrids — zero-emission while standing at stations. But the franchise extension has been condemned by unions. *Evening Standard* reports Mick Lynch, general secretary of Rail, Maritime & Transport union snarling: "Yet another rail contract dished out by this Tory Government to a company owned by German state railways".



Class 68 houses a 3,800 HP Caterpillar C175-16 giving power to four frame mounted ABB traction motors producing 71,000 lbf. Production by Switzerland-based Stadler Rail ended in 2017. Also seen in several London goods yards hauling container and nuclear flask freight.

May's Williams-Shapps Plan for Rail set out sweeping reforms such as ending traditional rail franchises and introducing a new public sector body — Great British Railways — to oversee the network. Marylebone station has expanded following 1996 rail privatisation. The line was restored to double track in 2002, and expanded in 2006 with two extra platforms. In 2017 Network Rail proposed an upgrade of Marylebone to cater for 1,000 extra seats on trains using the station. The improvements are planned to be complete by 2024.

Veteran's Rail Card is fares' Perk...

Helping an extra 830,000 people benefit from 1/3 off most rail fares and 60 percent off for up to four children aged 5-15 is this Ministry of Defence October 2020-introduced discount railcard.

Anyone who's served one day in the UK armed forces or merchant marine seeing duty can apply. It costs £30 for one year.



Minister Grant Shapps presents first Veterans Railcard

...but mayor Cuts Freedom Pass

London's mean-minded mayor continues his cuts to senior citizens' Freedom Pass removing use between 4:30 and 9am Monday-Friday due to his TfL financial mis-management. 60+ Oyster cards are affected, and Travelcards scrapped.

The cuts were originally excused by the need for Covid-19 social distancing. Transport chairperson Caroline Pidgeon AM said: "It's time to stop penalising aged over 60 workers, those needing to travel to give childcare at the start of the day, or those facing morning health and hospital appointments." The GLC 1973-started scheme had been expanded onto train services and regional bus companies.

Captain Sir Tom Moore ~ a Tribute

Today's usual freight-hauling locomotive is a six-axle diesel-electric Class 66 built by EMD in London, Ontario. 66731 was named in April 2020 *Capt. Tom Moore – A True British Inspiration* in honour of the 100th birthday of the WW2 British Army hero. Captain Tom inspired the nation with his pledge to walk 100 lengths of his garden on his centenary to raise £1,000 for the NHS. Following national acclaim, he actually raised more than £32 million.



Class 66 Capt Tom Moore — V12 2-stroke diesel 3,250 HP by EMD, electric traction by General Motors. The last two locomotives delivered were named in York in May last year.

£10 million per year rip-off ~ Green Party Red Route fines' hike

Another clumsy attempt to price motorists off the road comes from a 23 percent fines' increase to £160 proposed by London assembly Green Party members last year. The increases are already being inflicted by Transport for London. And include threats of a £240 penalty for those who don't pay. The increases come on top of TfL's other fines: uLex and uLez contra-vention £12.50 daily payable within 48 hours; congestion charge £15.00 daily or £17.50 if paid within 72 hours; and goods vehicles' low emission zone £100 daily.

The £160 fine is also being levied on box junction driving errors, and entering an active cycle-only or bus lane. A 50 percent discount applies if paid in 14 days. Red routes, also known as key traffic routes, carry 30 percent of all London's traffic. Their parking fines' regime has already been upped to scavenge more money from motorists.

Pooh Corner ~ "Police aided a crime"

The Metropolitan Police has referred itself to the police watchdog over handling of an alleged Christmas party that took place at Downing Street during Covid lockdown, the Independent Office for Police Conduct (IOPC) told *CNN* last month.

Green Party Baroness Jones of Moulsecoomb has written a letter of complaint to the watchdog criticising refusal of Commissioner Dame Cressida Dick to investigate bunga-bunga allegations after the Christmas bash was reported. Previously known as Jenny Jones, she was Green Party member of the greater London assembly from 2000 to 2016, member of the Metropolitan Police Authority for 12 years, and deputy mayor in her last year. "Due to extensive police presence at No 10, including their role in controlling all access, I believe there's a case to answer for Police aiding and abetting a criminal offence, or deliberately failing to enforce the law in favour of Government politicians and their staff," the Baroness's complaint continues. Former mayor prime minister Boris Johnson has repeatedly stated to the best of his knowledge "no rules were broken". The PM has since admitted he attended a gathering in the garden of No 10 following a senior civil servant's invite to 100 guests. No 10 now declines to comment on the allegations, said to be a "mistake", while being investigated by the IOPC and the independent enquiry. This year's No 10 Christmas party was cancelled as were some constituency parties. Those that were held required revellers be triple jabbed or to have taken a lateral flow test.

- ◆ A No 10 enquiry chaired by a top mandarin had to be abandoned when it was revealed the nominated civil servant had also attended a gathering during the Covid-regulated period. A replacement was hurriedly appointed.
- ◆ Chairperson of the GLA Londonwide Tory member and former leader of Hillingdon council Andrew Boff AM, a long-standing critic of former mayor Boris Johnson, told BBC's Radio London: "The way the prime minister was running things looks a mess. People don't vote for chaos and at the moment it looks chaotic." Asked if the Prime Minister should go, Boff added: "Yes, I think that's a strong option."
- ◆ Councillor Adam Wildman former GLA chief of staff for the Tories at City Hall — whose presence at the gathering was also captured in the *Daily Mirror's* photograph — has resigned Bexley council's conservative whip to sit as an independent until May's borough elections when he'll stand down from his usually safe Blendon & Penhill ward.



Diesel-electrics haul freight through London

Rail freight, powered by diesel-electric locomotives, moves one in four containers entering UK. About 40 percent of all aggregates used in London are delivered by rail. In 2019, the North London Line was used by over 10,000 Freightliners. There are 32 London freight stations or goods yards that also use smaller diesel shunt locomotives.

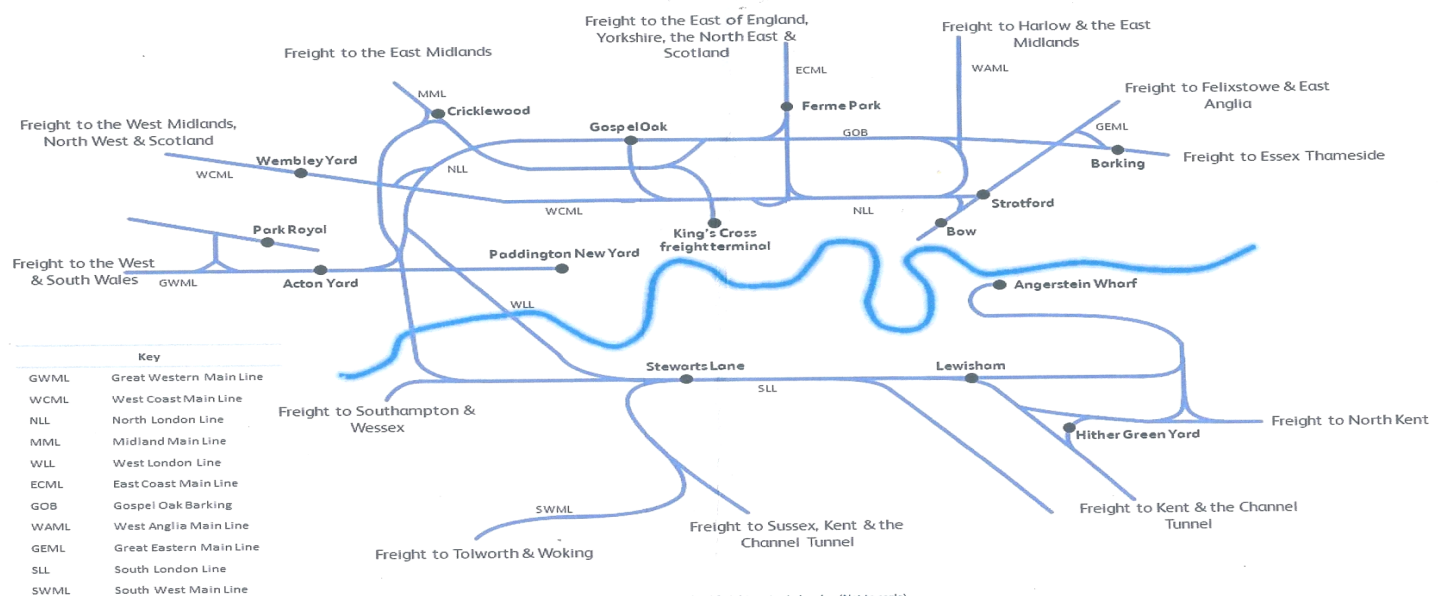


Figure 3: Schematic map of rail freight routes in London (Not to scale). Source: Network Rail



Letters to the Editor

A letter has flooded in from Mr 'arold Steptoe of 45a Oil Drum Lane,

Shepherds Bush, London W12 who writes:

I'm the owner of the Range Rover Vogue you feature. My home and scrapyard is inside the mayor's uLex area. My nearest BioLPG retailer is Sainsbury's. But they're also inside uLex so it'd cost me £12.50 to get there to re-fuel with clean fuel BioLPG that now comes from feedstuffs.

I've always been conscious of the need to reduce my car's emissions as I go around streets collecting scrap for re-cycling. It's also my living. I can't use the horse to pull the cart as I had to shoot Dobbin coz he got too old.

I don't want to be a dirty 'ol man like me father. So in 2008 I spent nearly £900 converting my car to LPG following both previous mayor's recommendations. Two years ago I had the engine re-built costing over £5,000. I get zero CO emissions at my MOT test and about 15% reduction in particulate emissions on gas. I have to park over four miles away outside uLex otherwise bringing my car to my yard which is also my home would cost me £12.50.

TfL won't accept my car for a uLex exemption, they've just issued me a £160 fine for entering the zone at three minutes to midnight on Christmas Eve. And the Woolwich Ferry's been closed all December. Being a pensioner and sole trader I've stopped totting because I can't afford all these extra taxes and fines.

Because it's a car I don't qualify for any van grants. And the mayor's office told me they've spent all their grants. Anyway I could only get a grant for a new electric or hybrid car. But that wouldn't pull the cart. And I can't afford one of those.

The dealer told me that from June I can't recharge it from the mains without a special metered electric supply that has to be separately installed. It'd cost nearly £500 for an electrician plus the parts. I don't want to get a Euro4 petrol as that would cause air pollution again even though my local dealer Syd Spiv & Sons have some good cash deals going — know wot I mean guv?

I now travel 14 miles to my nearest BioLPG pump, taking a bus first to get to my car. And having to take a bus back home from my car coz I have to park it outside uLex. So I can't load or unload scrap here now. And can't do any totting except outside of uLex selling to a scrap yard that's also outside uLex. I've had a nice offer from a chap called Abdullah, says he's some prince or other from Dubai, for my scrap yard and home. Says he can pay me €4.2 million for the freehold in used Euros via a bank in the City and then the Cayman Islands. He wants to build a block of luxury apartments for Russian investment owners. What should I do? (name and address withheld)

Dear 'arold... We tried contacting the mayor's office but when they heard we were *Greater London Transport Newsletter* they put the 'phone down on us. We then 'phoned Transport for London but could only get an pre-recorded message. So I've passed your message over to Caroline Hall the top Tory at the assembly and Caroline Pidgeon the top transport Lib-Dem who's already been working hard to try and help LPG owners. Best I can do for now, keep on totting! P S Let me know if you decide to sell. I know of some safe investments for that €4.2 million. *Richard, editor GLTN*

C Pidgeon (Ms) from City Hall, Kamal Churchie Way, London E16 writes:

Thank you for your kind offer, however on this occasion Caroline would like to say that unfortunately she will not able to provide an article for your magazine's series It's My View in January as requested. (written personally via her PA)

Dear Caroline... As leader of a minority political party on the assembly but not having won any seat by first past the post democratic mandate, I was looking forward to getting the Lib Dem position on many of the issues facing Londoners. Mebe I can pick your policies from various Lib Dem newsletters published around the country? *Richard, editor GLTN*

Len Duval writes from The Fraternal Bruvvers BUPA Hospital, Shangri-La Mansions, Somewhere-very-nice-in-the-countryside:

I will pick this [It's My View article] up - yes I've not been around recovering from heart bypass operation but all is well; and have started returning to work. Someone will come back to you from my end. Best wishes Len

Zero Carbon Gasses ~ 'arold's MOT Emission Certificates

Here's the November 2020 result for his 2003 Range Rover 4.4 litre BMW engine M62TUB running on Liquid Petroleum Gas

Description	Limits	Actual Value	
Fast Idle Test:			
Engine Speed:	2500 - 3000 rpm		
CO:	≤0.20%	0.00	PASS
HC:	≤200ppm	14	PASS
λ:	0.97 - 1.03	1.000	PASS
Natural idle test:			
Engine Speed:	450 - 1500 rpm		
CO:	≤0.30%	0.00	PASS

And his November 2021 result with a different MOT tester on different test equipment. This result was from BioLPG

Result		Diagnosis	Limits
			min max
CO	= 0.00	Pass	- 3.50
HC	= 168	Pass	- 1200
Idle Speed	=	Pass	- -
Smoke Level	=	Pass	- -
OVERALL RESULT EXHAUST EMISSIONS TEST			Pass

It's My View... Richard Town, former GLC member for Bexley, Erith & Crayford, and editor of *GLTN* writes:

I don't like magazine editors pontificating on subjects that they're meant to be also reporting on with balance. But with greater London assembly labour group leader Len Duval (*Greenwich & Lewisham*) making a welcome return, only to find his authority usurped by the labour mayor and his labour group deputy working in concert, his promise to provide copy for this edition had perhaps slipped his mind.

Evening Standard adds

Insult to Injury

I won't add insult to injury by reproducing another excellent cartoon by David Simonds in *Evening Standard's* online edition of 14th Jan.

At least, not in full. For the satirist placed his skilled rendering immediately next to another of Her Majesty sitting forlorn and alone at her husband's funeral held on 17th April last year.

It stretches bad taste humour too far. And isn't clever enough for satire. Or funny enough to be funny. For the cartoon wrongly implies that bunga bunga was in full swing at the same time as the Windsor Castle funeral with Her Majesty sadly seated in Covid rules' isolation.

The No 10 bash that took media by storm was held the day before. The Duke liked a drop and wouldn't have wanted his passing to stop others enjoying themselves. But let's not allow facts to get in the way of a good yarn about an event that took place nine months ago as part of a carefully-planned exercise in

GLTN's lyrics' caption:
"It's my party and I'll lie if I want to, lie if I want to, lie if I want to, lie if I want to. You'd lie too if it happened to you..."

(sing to Leslie Gore's 1963 hit "I'll Cry if I Want To")

"party-gate" disclosures stretching back over a year ago. The normally conservative party-supporting *Telegraph* broke the story with all national media headlines following. How low will the press and British labour party, who hurrumph in ill-disguised glee, stoop? As low as involving our gracious Sovereign's mourning it seems.

♦ *GLTN's* previous issue showed another *Evening Standard* cartoon, this time by Adams, of a sports utility vehicle with a passing resemblance to a Land Rover Discovery, belching out black smoke in slavish sycophancy to the paper's anti-motorist pro-Khan editorial stance.

♦ This issue carries details of the paper's online forum blue crayon censorship of views that don't accord with the on-line freesheet's views.

Labour assembly leader Returns to front-line Duty ~ a Battle of Wills

Labour group leader Len Duval AM sought to re-impose his authority by picking on disgraced Tory former mayor candidate Shaun Bailey AM who'd already resigned his posts due to bung bunga allegations. Duval returned to the assembly this month following open heart surgery and convalescent leave of absence.

Following on from his deputy labour group leader Leonie Cooper's allegation to national media of Bailey breaking Covid restrictions, the labour mayor toured newsrooms in his solemn slight shaking of head, tut-tutting, oh-so-serious monotone manner describing how regrettable Bailey's lack of judgement was, how it "reflects on all of us in public office", and that "Bailey's continued position on the assembly had become untenable."

The mayor's barrister skill, fit only for court rooms, was only surpassed by its carefully-crafted delivery — his manner becoming so righteous that it was nauseous. He truly believed he was delivering the Sermon on the Mount.

Any audience would've smelt the cat's scent of a politician trying to make political capital out of Bailey's bad judgement. Not a leading politician and wannabe international statesperson that could've better spent his air time explaining to Londoners why his precept was increasing, why both Unite and the RMT unions are on strike, or even why there's continued traffic congestion in the capital despite swingeing fines to dissuade motorists from doing what motorists do: motoring. Policing in the capital remains directed toward violent crime but knifings in 2021 exceed the previous year's total. Black on black crime is Bailey's specialist subject. His knowledge now lost to the assembly.

Duval seemed in fine form but tabled a motion that had to be rescued from possible legal challenge by Bailey's conservative group leader Susan Hall AM — removing a name from the motion. The final text has yet to be published but *GLTN* understands the motion calls for a resignation. Were this to result in Bailey leaving the assembly — his seat allocated following his narrow defeat as Tory candidate for mayor in May — then a by-election could be called, or a redistribution of May's London-wide members' second preference votes ordered.

Duval's speech was impressive, banging on about "principles of Nolan". The Nolan committee's report has been generally accepted as providing behavioural guidance for those in public life. But the authority's monitoring officer concluded that Bailey's attendance at the social event did not fall within scope of GLA's code of conduct. Bailey hadn't been at the function as an assembly member.

Duval was no match for the Khan publicity machine, funded by a £1 million per annum press office of highly trained shrills. Back Khan returned that evening and the following day to all airwaves, the carefully crafted delivery, the wide-eyed and helpless waving of hands in front of the camera, the same message describing Bailey's assembly resignation as "surely an inevitability". Still not realising that he was causing the same retching feeling in his audience.

The professional and experienced goal-scorer of all of this, Leonie Cooper was left ignored in this battle of labour wills.

Those Low Traffic Neighbourhoods ~ named and shamed

Following publication of a Freedom of Information request made last year, here are details of the 89 LTN schemes containing 147 restrictions inflicted on Londoners. And the £6.87 million spent pointlessly displacing traffic from one part of a borough to another, causing delays to blue light services, increasing journey times, and air pollution. Ten of the schemes have been scrapped at additional costs to council tax payers. Ealing bravely listened to their residents and scrapped seven of their schemes. Harrow also scrapped their cycle-only lanes with Kensington & Chelsea ripping out its Kensington High Street cycle lane after just seven weeks. Motorists paid 250,000 fines totalling £14 million for driving into LTNs in just 10 of London's 32 boroughs in 2020-21 according to another FoI request. They include Lewisham's Lee Green scheme that continues to block south circular road. (A205) It's generated £3.7 million since opening. Southwark collected £2.5 million in three months from two schemes — Dulwich Village generated 22,424 fines in seven weeks. Croydon plans to remove some of their schemes but has no funds to do so due to the labour-controlled borough being in special measures having filed a section 114 notice. Wandsworth's schemes were suspended in late 2020 due to major A24 works by Transport for London causing traffic chaos, abortive costs were incurred. Transport for London's "Livable Neighbourhoods" scheme that funnels grant aid to the boroughs is suspended waiting on a further Government TfL bail-out.

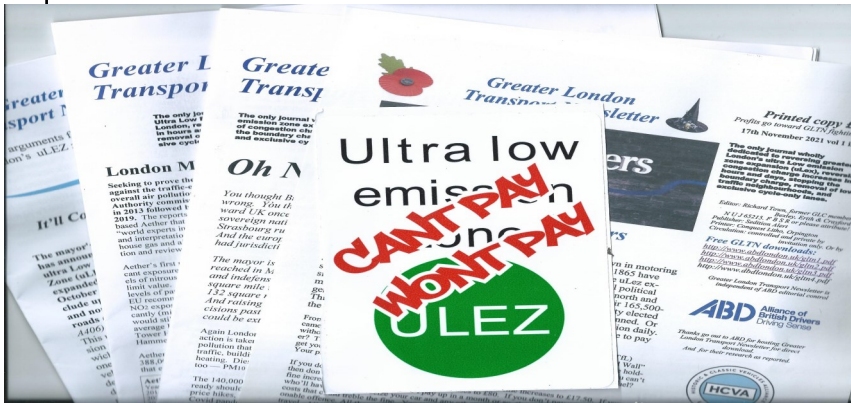
Borough	Intervention type	
	Low Traffic Neighbourhoods	EFC
	Number of schemes	
Brent	10	£351,976
Low Traffic Neighbourhoods	10	£351,976
Camden	11	£94,722
Low Traffic Neighbourhoods, and Healthy School Streets, PHASE 2	7	£62,727
Making Travel Safer in Camden. Low Traffic Neighbourhoods PHASE 1	4	£31,995
Croydon	16	£176,000
Albert Rd junction with Belfast Rd	1	£7,000
Albert Rd junction with Eldon Park	1	£10,000
Albert Rd junction with Harrington Rd	1	£10,000
Albert Road junction with Aspley Road	1	£7,000
Dalmally Road junction with Blackhorse Lane	1	£10,000
Elmers Road junction with Blackhorse Lane	1	£10,000
Holmesdale Road (east) junction with Park Road	1	£10,000
Holmesdale Road (east) junction with Oliver Grove	1	£10,000
Holmesdale Road (west) junction with Park Road	1	£10,000
Kemerton Road junction with Jesmond Road	1	£10,000
Lancaster Road junction with Southern Avenue	1	£10,000
Sutherland Road junction with Canterbury Road	1	£10,000
Warminster Road junction with Lancaster Road	1	£10,000
Woodvale Avenue junction with Avenue Road	1	£10,000
Fox Hill LTN	1	£7,000
London Road Strategic Walking and Cycling Route	1	£35,000
Ealing	9	£229,738
Adrienne Avenue LTN 48	1	£6,338
Bowes Road LTN 34	1	£4,658
Churchfield Rd LTN A (Acton Central)	1	£18,000
Junction Road Area LTN 32	1	£10,118
Loveday Road LTN30	1	£15,830
Mattock Lane LTN 35	1	£11,994
South Ealing LTN - Olive Road	1	£8,300
West Ealing: LTN North	1	£13,500
West Ealing: LTN South	1	£141,000
Enfield	1	£192,500
Fox Lane	1	£192,500
Hackney	13	£302,000
Clissold Crescent	1	£15,000
Cremer St	1	£15,000
Elsdale Road and Mead Place	1	£20,000
Felstead St	1	£15,000
Hertford Road	1	£15,000
Marcon Place	1	£15,000
Pritchard's Road & Cat and Mutton bridge)	1	£40,000
Richmond Road (at the railway line)		
Lee Street	1	£45,000
Middleton Road / Haggerston Road		
Shepherdess Walk south of Murray Grove, Nile Street, Ebenezer Street	1	£47,000
Shore Place	1	£15,000
Springfield (filter at Springfield Gardens) and Southwold Rd banned turn	1	£30,000
Wayland Av	1	£15,000
Weymouth Terrace	1	£15,000
Hammersmith & Fulham	8	£225,000
Experimental Low Traffic Neighbourhoods	8	£225,000
Harrow	4	£180,000
LTN-02 Headstone South – area	1	£100,000
LTN-03 Greenhill	1	£20,000
LTN-04 Vaughan Road - area	1	£40,000
LTN-06 Southfield Park	1	£20,000
Hounslow	14	£560,000
ANPR Cameras	1	£200,000

Road Closures/Restricted Access as part of Chiswick South Liveable Neighbourhood	5	£140,000
Road Closures/Restricted Access- Through Traffic Management	4	£210,000
Wellesley Road and Stile Hall Gdns - Kew Bridge Rd (North Circular) Access Closure	4	£10,000
Islington	2	£189,062
People Friendly Streets Programme – Amwell Street	1	£81,900
People Friendly Streets Programme: Phase 1 - St Peter's	1	£107,162
Kingston	3	£127,000
. Crescent Road/Queens Road width restrictions (coordinates 51.418071, -0.284985)	1	£46,000
RBK Low Traffic Neighbourhoods	1	£42,000
5) Albert Road Area Low Traffic Neighbourhood		
RBK Low Traffic Neighbourhoods	1	£39,000
6) North Chessington Low Traffic Neighbourhood		
Lambeth	9	£1,174,681
Healthy Routes: Cycleway 5	1	£88,000
Low Traffic Neighbourhoods programme	5	£1,086,681
Low Traffic Neighbourhoods programme (Access Restrictions)	3	£0
Lewisham	9	£512,683
Covid -19 Modal Filter roll out for Phase 2 and 3 and Lewisham and Lee Green (Phase 1 is p	9	£512,683
Merton	7	£88,600
LTN - Alphabet Roads - 1	2	£26,600
LTN - Alphabet Roads - 2	2	£17,600
LTN - Martin Way Eastern	1	£17,800
LTN - Sandy Lane	1	£8,800
LTN - Acacia	1	£17,800
Newham	3	£606,400
CFR6 Area Low Traffic Neighbourhood (Stratford to Forest Gate)	1	£195,000
South Leytonstone/Forest Gate NW LTN scheme	1	£374,400
Stratford Village Low Traffic Neighbourhood	1	£37,000
Redbridge	6	£327,733
Barkingside Low Traffic Neighbourhood	1	£103,214
Cranbrook West Low Traffic Neighbourhood	1	£89,719
Ilford South Low Traffic Neighbourhood	1	£33,700
Ley Street West Low Traffic Neighbourhood	1	£33,700
Mayfield Low Traffic Neighbourhood	1	£33,700
Valentines Low Traffic Neighbourhood	1	£33,700
Southwark	6	£203,500
Dog Kennel Hill / Champion Hill No Entry trial	1	£3,000
Dulwich Village	1	£23,000
Dulwich Village Phase 2	1	£110,000
Melbourne Grove North	1	£5,000
Melbourne Grove South	1	£5,000
Gt Suffolk St / Southwark Bridge Road area wide traffic	1	£57,500
Sutton	4	£325,000
Butter Hill Wallington Area	1	£69,000
Foresters Drive	1	£101,000
North Cheam Area	1	£80,000
Worcester Park area 51.379974, -0.233398	1	£75,000
Tower Hamlets	2	£52,175
Cleveland Way Traffic Reduction	1	£23,675
Derbyshire Street area Traffic Reduction	1	£28,500
Waltham Forest	4	£622,287
Coppermill Area - Liveable Neighbourhoods Scheme	1	£145,921
Hilltop Area	1	£73,731
Markhouse Area - Series 4	1	£152,803
South Leytonstone	1	£249,832
Wandsworth	6	£319,612
Beechcroft Road area LTN	1	£45,490
Elmbourne Road and Hillbury Road LTN	1	£60,934
Fishponds Road LTN	1	£53,023
Graveney ward LTN	1	£103,614
Twilley Street	1	£10,126
West Putney	1	£46,425
Grand Total	147	£6,860,669

Key: Brent (Lab), Camden (Lab), Croydon (Lab but in special measures), Ealing (Lab), Enfield (Lab), Hackney (Lab), Hammersmith & Fulham (Lab), Harrow (Lab), Hounslow (Lab), Islington (Lab), Kingston upon Thames (Lib Dem), Lambeth (Lab), Lewisham (Lab), Merton (Lab), Newham (Lab), Redbridge (Lab), Southwark (Lab), Sutton (Lib Dem), Tower Hamlets (Lab), Waltham Forest (Lab), Wandsworth (Con)

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An appreciating heirloom for your family to cherish before climate change Armageddon kills us all

- ◆ **Marvel** at how in years gone past Londoner's were actually allowed lowed to own their own cars! But not electric scooters
- ◆ **Sigh** at the freedom of movement previous generations enjoyed as they drove around London, the whole country, and even europe independent of spy cameras totting up road pricing fees that makes private car travel today a luxury only the rich can afford!
- ◆ **Learn** how motorists did their own car servicing without having to submit to a safety inspection — even after adjusting tyre pressures!
- ◆ **Gasp** as you learn you could choose your own insurer — some even offered policies with no mileage or geographical limits!
- ◆ **Wonder** how in the early years of electric cars you were allowed to re-charge your own car from your own house supply without being forced to get a separate metered outlet under threat of a fine!
- ◆ **Laugh** at the antiquated "motorway" system of years gone by that wasn't smart and actually allowed you to steer, accelerate, and brake your own car while still in motion!
- ◆ **Chortle** at the eccentricity of driving a car that wasn't shaped like a lozenge!

Please note: availability subject to current religious freedom laws and thought crime legislation. Please check with your local Ministry of Truth outlet for latest London-wide regulations

Possession of seditious material is proof of belief

Purchasers at The Crystal coffee shop counter may be required to wear an ineffective face mask under the mayor's London Transport by-laws

If GLA staff are present you may be required to "take the knee"

Those failing to do so will be considered "racist" and have their electoral roll entry marked accordingly

All profits go toward GLTN fighting fund

**** GLTN Heritage Pack stock is limited. Initially available to e-mail list subscribers only on a first-come-first-served basis****

Contact gltnsales@outlook.com

uLex Elixir of Life purveyor Doc Ephraim Khan revealed as charlatan

Readers of last month's *GLTN* who rushed out and bought a bottle of the good Doc's medication (only £12.50 from Transport for London's homeopathic telegraph web site) are complaining to *GLTN* they've not received their promised six months of extra life.

But *GLTN* is happy to report that Auld Ma Hall's patented Extra Strong Vapour Action Congestion cough drops are proving to be efficacious.

Seen in action at meetings this year, one user was able to deliver her keynote assembly speech without a croak.



Hysteria ~ an apology

Along with other medical claims the Doc has made over the years, *GLTN* cannot be held responsible for just innocently reporting them in good faith — we cannot guarantee their veracity as, like Doc Ephraim Khan, we're not medically qualified.

Together with all national media (none) *GLTN* unreservedly apologises for reporting the mayor's hysterical medical claims: "there are half a million asthma sufferers in London", "London's toxic air is the invisible killer", and that "4,000 residents will die prematurely by six months" unless his uLex boundary is enforced and extended.



This photo has nothing whatsoever to do with the above paragraph. Seb Dance, newly appointed deputy mayor for transport as previous labour EU parliament member. The House of European History, which tells the continent's story from emergence to integration, will include the sign in a special exhibition. See Jobs for the Comrades p5

Alliance of British Drivers reports respiratory physician Professor Tony Frew in 2017 saying: "pollution levels are illegal because we made them illegal, not because they're dangerous."

Cross party parliamentary campaign group FairFuel UK's chairman Howard Cox comments: "No one can accurately show a mortality is down to one causal factor. Look what happened in the pandemic, Covid was written on thousands of death certificates without absolute proof. And let's be clear, the cause of asthma remains unknown. Asthma attacks for sufferers are brought on by one or more 'allergens' or 'triggers' which are specific to each individual."

Don't pay the Ferryman ~mayor all at sea over Woolwich Ferry Failure

The last remaining London cross Thames route that doesn't incur a £12.50 uLex fine has been closed since 6th December. There's been a Thames ferry crossing at Woolwich in one form or another since the 14th century. But only under this mayor's chairpersonship of Transport for London has there been such lengthy suspension of modern-day service. Last year saw the ferrys' timetable reduced to one boat every 25 minutes. The service has been blighted by problems with mooring equipment allied with threats of industrial action from the 58-strong local branch of Unite, plus unspecified charges bought by the Maritime & Coastguard Agency. The closure forces southeast drivers to make their Thames crossings via Blackwall or Rotherhithe tunnels incurring a uLex "polluters' fine" of £12.50 per day if their vehicle doesn't comply with TfL's uLex engine diktat. The fines are payable to the same cash-strapped Transport for London. (prop. mayor of London) that owns and operates the ferry route. A 12-mile detour is otherwise needed if northbound via the A102-A2-M25 corridor to the Dartford Tunnel. If southbound the detour is 14 miles via the A117-A13-M25 to the Queen Elizabeth II bridge. Dart Charge levies a £2.50 toll each way payable within 24 hours.

Prior to last year's intermittent one boat then no boat service the ferrys carried about 20,000 vehicles a week — an estimated 2.6 million passengers annually. The current service opened in 1889 guaranteed toll-free by a 19th century Act of Parliament. Information signs across the A406 northbound now advise: "WOOLWICH FERRY NO SERVICE UNTIL LATE JAN" a two month failure so far. Any of the forced detours generate more air pollution at a time when the mayor is extolling drivers to minimise vehicle use to "clean up London's filthy air".

TfL still advertise their service as Monday to Friday 6.10am to 8pm two ferrys every 10 minutes, reduced to a one boat service on weekends. Sat Navs still route the unwary to ferry terminals. The service had been run with three boats up until Greenwich council decided not to continue provision. TfL took over operation and ownership a year ago. The two 2019-introduced ferrys are *Dame Vera Lynn*, and *John Woollacott*, named after a sixth-generation Thames river deckhand that drowned working at the south terminal. Both load and discharge from bow or stern. TfL spent £20 million on the Diesel-electric replacement ferrys built in Poland.



Previous 1963-delivered Diesel-electric Woolwich ferrys were unusually named by the labour council after icons of the left: *Ernest Bevan* the former labour MP for Woolwich East, *John Burns* a reportedly openly antisemite liberal MP for Battersea and activist of the 1889 London docks strike, and *James Newman* former labour leader and mayor of Woolwich. London's current labour mayor admitted in 2019 that he'd "dropped the ball" on Woolwich ferry issues before TfL's takeover.

Unite accuse TfL of "declaring war" against seven of the ferry's workers whom they claim have been arbitrarily suspended. The seven include two of the union's local representatives. General secretary Sharon Graham, visiting the ferry workers' picket line, said: "The full weight of the union will be mobilised in support of them. This is a huge and unprovoked escalation from TfL, the workers' suspension must be rescinded now.

"There's hard evidence that years of mis-management involving previous operators have continued with TfL. Our members have had to fight unjustified victimisation of their union reps, deal with total failure of a new pay award, and ending use of agency staff that TfL continued to spend excessive sums on while claiming it's in financial trouble."

Unite regional officer Onay Kasab added: "We are also demanding an investigation into the on-going technical difficulties with the ferrys. As a result, we will be suspending at least the first weeks of our industrial action." The strikes, due to run until the end of March, were scheduled to start 3rd January and be held every Monday, Wednesday and Friday.

Challenged at mayor's question time on 20th January, conservative assembly member Keith Prince (*Havering & Redbridge*) and deputy chairperson of the assembly's transport committee asked: "Unite has been in dispute with TfL over the Woolwich Ferry for more than a year. Which party do you believe is in the wrong?" Prince told *GLTN* after the meeting: "I have asked the Mayor to step in and give east London the service they deserve to which he agreed." *GLTN* understands the mayor has already met Unite representatives.

◆ The two new ferrys came with new mooring technology enabling them to dock by a magnet system. The Dutch-produced magnets have stopped working and there's been added delays as technicians haven't been able to travel from Holland due to Covid restrictions.

◆ A bad-tempered exchange at mayor's question time on 20th January between the mayor and conservative assembly member Tony Devenish (*West Central*) who accused the mayor of breaking his election promise of being a "zero strike mayor". Adding to Unite's action, the RMT union has been pursuing a policy of London Underground night tube strikes since November.

Govt. Charge Point subterfuge ~ fines threatened

In six months electric vehicle drivers will face fines if they charge their cars from home without using a separately monitored smart charge point supply. Slipped out during the Christmas recess and only picked up by the Alliance of British Drivers (ABD) and *The Telegraph*, this Statutory Instrument has potentially devastating effects on those already forced to upgrade their car by the mayor's central London uLez, congestion charge and uLex expansion diktats.

On 30th June *The Electric Vehicles (Smart Charge Points) Regulations* come into force. All home-installed electric vehicle chargers will be required to be separately metered and send this information to the smart meter data communications network. A range of "type 2" standard 3-pin mains supply outlet to car sockets are still available from major suppliers. For terrace home and flat dwellers this form of vehicle energy supply connection of isn't possible because it's illegal to drape a cable with electricity flowing through it across a pavement.

Not connected to smart meter electricity? Connection remains voluntary and free. But this statutory instrument makes it illegal to charge your car unless via a separately-tariffed smart-metered electric supply and so for EV owners makes smart metered electric supply connection compulsory.

Can't get a connection organised in six months? You could be in line for a fine of up to £10,000. A new regulatory body is planned with investigatory powers but not with statutory rights of entry to your home. But with statutory rights of entry to business premises.

Association of British Drivers says: "Potentially this legislation means electric vehicles' electricity be paid for and taxed at a higher rate than domestic electricity. Smart technology also enables rationing of electricity for vehicle charging because Government can decide when and if electric vehicles can be on charge avoiding peak demand."

Hours to avoid are 8am to 11am and 4pm to 10pm on weekdays. Government says these hours are default and already in legislation. But currently you can change them to meet your suppliers' bargain times. Time of use tariffs break the 24 hour day into several periods, all charged at different rates. Octopus Agile tariff divides the day up into 48 separate half-hour periods.

Back Door Road Pricing Fear

ABD spokesman Paul Biggs adds: "Governments have been very keen on introducing a punitive system of road pricing since 2007 when the ABD played a key campaigning role helping to defeat unpopular plans of the Blair government.

"Electric vehicles have provided a new impetus for road pricing, but there are cost-effective alternative ways of taxing electric vehicles for road use including a weight-based vehicle excise duty (VED) or VED based on kiloWatt hour (kWhr) battery size. This new legislation provides a neat answer to the problem of taxing electric vehicles for road use although the law also has potentially sinister implications.

"ABD remains opposed to road pricing, which has always been intended to be more about the intrusive and regressive pricing of cars off the roads rather than providing a fair taxation system."

It's Smart to go Smart ~ For Now...

The smart meter electric vehicle charge system despite ABD's dire warnings, could currently be a boon for electric vehicle users.

By the far best smart tariff for electric cars has been Octopus Go. They offered a peak rate of about 25p per kWh, and then an ultra-low off-peak rate of just 5p per kWh. Octopus offer a four hour slot from 12:30am each day when an electric vehicle can be charged and save against a normal meter supply. There are other electricity suppliers out there.

But prices have rocketed in recent months with more increases predicted due to wholesale price rises and the Government's price cap changes.

Wall-box home-charging units supply between three and 22 kWh. A charge rate of 7 kWh can cut charge times in half against a domestic wall socket supply. A Government grant can fund up to 75 percent of the cost of purchase, up to £350 per car. The grant scheme is set to end in April this year. Most electric cars can travel roughly 150 miles on a single full charge. A typical electric vehicle with a 60 kWh battery capacity takes around nine hours to charge from empty to full from a 7 kWh supply. But some of the £40,000 or above cars give a range of about 350 miles on one charge. Tesla model X, S, and 3 Long Range, Audi e-tron, Jaguar I-pace, Mercedes EQC all have batteries between 75-100 kWh. They'll need 12 hours or so to fully charge up from empty.

Electric-only vehicles Sales Slump

Society of Motor Manufacturers & Traders 2021 figures released this month show plug-in vehicles accounting for a record more than one in six registrations, while battery-alone electrics rose to one in nine — more than in 2016 to 2020 combined.

"Petrol-powered vehicles remain Britain's most popular accounting for 8.3 percent of all new cars registered in 2021. "More than 40 percent of models are now available as plug-ins. "Cuts to both purchase incentives and grants for home chargers, put achievement of Government net zero by 2050 targets at risk," SMMT tells *GLTN*.

"The slow pace of growth in on-street public charging – on average 16 cars share one standard on-street charger – could put the brake on electric vehicle demand," they warn. But Trudy Harrison MP DfT Parliamentary Under Secretary of State, who also orchestrated the charge point statutory instrument, tells *GLTN*: "The number of charge points is increasing. Since 2016, we have worked with industry to deliver a five-fold increase: from 5,000 to over 27,000 today."

Government updates Electric Vehicle Grant

With sales of zero-emission cars up 89 percent compared to 2020, and "in the last three months nearly one in four new cars sold having a plug," according to claims made by DfT, grants for purchasers of electric vehicles have been updated to include less expensive models.

Grants are now up to £1,500 for electric cars priced under £32,000 with currently around 20 models on the market. Support for wheelchair access vehicles is being prioritised says DfT. They retain the £2,500 grant and higher £35,000 price cap. Grant rates for plug-in vans will now be £5,000 for large and £2,500 for small vans.

**++STOP PRESS ++ STOP PRESS +
Mayor takes more Tax Take...**

The mayoral portion (Greater London Authority precept) of council tax will increase by an average of £31.93 a year from next April.

This rise goes toward paying for Khan's mis-management of Transport for London with TfL's Government existing bailout continuing until February 11th pending a new deal. A further £500 million on top of last years' £1.08 billion has been paid over.

Just in case you get any silly ideas about appealing to a tribunal a TfL uLez, uLex, congestion charge, entering a cycle lane or yellow box junction fine, or even a red route parking ticket: lose and it'll cost you £240.

Kerr Chingg!

...on top of Council Tax Rises

Councils are permitted to increase bills by an average of 2 percent a year, without having to hold a referendum with locals. A further 1 percent can be added by councils who have responsibility for social care.

Is Martial Law the Answer?

Feral youths run wild on our streets unafraid of being caught. They wield Knives and machetes without a care. Death by stabbing figures for 2022 are already mounting. Many of our councillors look the other way. In some areas Police have demonstrably lost the battle. But the war could still be won. If the war's lost then some areas of London should be subject to martial law — shutting them down completely during late hours of darkness. Just like during Covid.

Despite authoritative words broadcast and reported from all London's media, the stern looks and sonorous tones of presenters and politicians alike failed to halt 2021's street knifings. Together with enhanced sentences, and the banning of "blades" and "machetes" imported for sale because of their so-called historic design, increased fear of being apprehended can with publicity reduce this street violence.

This is the second time *GLTN* has implored that action be taken. Each of the incidents listed have been reported by *GLTN* to the greater London assembly member representing the crime's constituency.

There's now cross-party will to see uLex cameras switched over to increased real time street surveillance.

We owe it to Sarah.

And 2021's other 129 victims.

**More CCTV from
uLex street
Cameras demand**

Sarah Everard (33) was raped and killed in March by a serving Police officer betraying his privileged position in society.

The investigation started out as a missing persons' enquiry when Sara failed to turn up to a pre-arranged date with her boyfriend.

Friends and workmates, credit card and 'phone use, habits, local hospitals, and neighbours were checked. Only after drawing a blank was CCTV coverage sought, collected and reviewed.

Rapist and murderer

Couzins (48) received a

"whole life tariff" prison sentence in September.

Sara received a "nil life tariff" sentence in March. *R I P*

**Sarah Everard
Memorial Street
Watch**



2021's Calender of Carnage top 2020's total

- 31st December *The Guardian* follows *The Sun* telling the world of "London's 130 Teenage Homicide Victims" in its own calender
- 30th December Zaian Aimable-Lina (15) stabbed death, Ashburton Park, Croydon
- 17th December Jobari Gooden (27) stabbed death, Chourmert Rd, Peckham
- 15th December Kingston male stabbed death, Surbiton Rd, Kingston
Traders "call for more CCTV" (Radio Jackie report)
- 14th December Male (23) stabbed death Hampton St, Elephant & Castle
- 9th December Female (60) rape, Garratt Lane, Wandsworth
- 1st December Mickey Johal (37) stabbed death, Louise Gdns, Rainham
- 29th November Anti-semetic attacks against bus, Oxford Street
- 28th November Father (61) daughter (31) stabbed Mayes Rd, Wood Green
- 24th November Rishmeet Singh (16) stabbed death Raleigh Rd, Southall
- 23rd November Males (21, 16, 14) stabbed Wealdstone High St, Harrow
- 18th November Jarmaine Cools (14) stabbed death London Rd, Croydon
- 16th November Azoulas Zygelis (15) body found in Barking stream
- 6th November Mohammed Aqil Mahdi fatal shooting, Tower Hamlets
- 1st November Female punched & indecent assault, Piccadilly CAD624/01
- 1st November Male (60s) fail-to-stop motorist, death Vesta Rd, Brockley
- 31st October Muhiyidin (18) stabbing. Suspect (15) Romford Rd, Ilford
- 28th October Male stabbing in Victoria, another in Ilford
- 17th October male critical injury High St, Beckenham CAD536/17OCT
- 30th September female (11) sexual assault, Sussex Ring, North Finchley
- 21st September Mohamed Ensser stabbing death, East Ferry Rd, Isle of Dogs
- 18th September Sabina Nessa murdered in Kidbrooke

Sarah Everard Memorial Street Watch

London Street Terror continues ~ serious knife crime tops 2020 total

In 2020, 128 people were killed in the capital, 71 of those in stabbing attacks, 149 in 2019, 133 in 2018

Since the sad events of Sara Everard's rape and murder in March last year, there's been more actual or grievous bodily harm stabbings on the streets of London bringing the glum total to 130. Most resulted in fatalities. Some perpetrators have been captured in real time by existing CCTV cameras. Many have been captured but only after the event as Officers search for footage. Investigations often only start out as innocuous missing persons' enquiries hours or even days later if a body's not found. Many incidents on the street are camera-captured but footage is only found and viewed during later investigation. Some CCTV footage is lost.

Severe cuts to front line Police manpower and control room staff overseen by the mayor in his role as London's Police & Crime Commissioner (MOPAC) only add to the smug selfishness of sick perpetrators believing they can get away with it. Although the mayor now crows about replacing 1,800 officers, as of November 2021 front line manpower stood at 32,212 understood to be still some 2,300 officers short. Even though a serious continual danger to life on the street exists, the mayor continues to load the Met with trendy tasks — making misogamy a hate crime, demanding special units for LGBTQ+ issues, upping the importance of race and religious accusations, and expecting one million speeding tickets to be given out — a continuation of his crazed labour party war against the motorist. Manpower shortages mean mass civil unrest incidents can only be contained. Not controlled or dispersed.

At around 9pm on March 3rd, Sarah Everard left a friend's house on Leathwaite Rd. She walked along the A205 south circular across the common *en route* to her Brixton Hill home. She spoke to her boyfriend on her 'phone for about 15 minutes and agreed to meet him next day. At 9.28pm, she was seen on doorbell camera footage on Poynders Rd. And four minutes later on the dashcam of a passing police car.

Couzens had parked a hired Vauxhall on the pavement outside Poynders Court, Clapham. (*Lambeth & Southwark*) He stopped Everard and showed her his Police warrant card before handcuffing and falsely arresting her under pretence of breaching Covid guidelines. Couzens and Everard were twice captured by bus CCTV: the first at 9.35pm showed them beside the hired Vauxhall and three minutes later the Vauxhall's number plate could be read. By 11.43pm they were in the Dover area. Between then and two hours later Couzens had raped and murdered Sarah by means of his police belt around her neck.



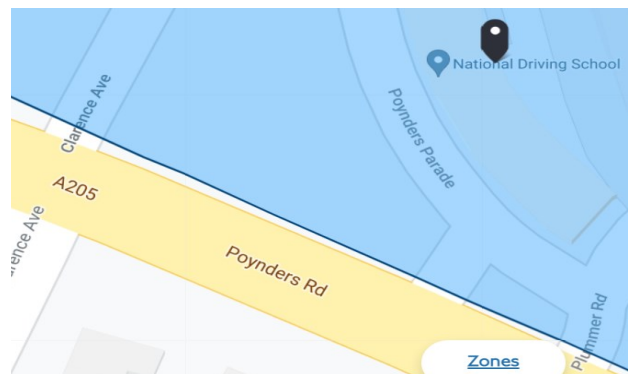
CCTV footage released by the Metropolitan police shows the moment Wayne Couzens stopped Sarah Everard. The then Met officer later burned her body to try to hide his crimes, including kidnap, rape and murder.

Above is Wikipedia's listing of CCTV footage collected after Sarah's false arrest, rape and murder. These stills come from near the south circular where uLex cameras abound outside her home in Clapham. Cousine's hire car had it's hazard lights on attempting to indicate some form of official status. These last hours of Sarah's life were



un-monitored at Metcall Lambeth in real time. Had they been viewed as it happened — hire car, lone officer, no uniform Met vest or hi-viz worn, no Aircall radio, or any incident listed as live in the area, an arrest taking place using handcuffs of a lone female — an experienced CCTV operator would've raised the alarm. Central communications command would've known there was no unit assigned to that location or the locality. And repeated dispatch channel radio calls demanding officer identification would've gone unanswered.

This disturbing incident prompted much debate on how much vetting prospective Police officers should undergo; re-interviewing existing officers to ensure none are on the payroll deemed having a suspect past; and various safety "initiatives" directed primarily toward females with attendant publicity. All are attempts to divert the reality of policing failure in London under this mayor. The Home Secretary then toured newsrooms endorsing an "888" service 'phone "app" that logs your planned future movements so that, again after the event, if you don't turn up where and when you've said you would by an expected time then an alert would transmit the 'phone's cellular co-ordinates to a central desk. These are after-the-event palliatives by the State intended to replace action in the hope that inaction won't be noticed. Now some ten months on from Sarah's abduction and murder, there's still been no debate on prevention before the event.



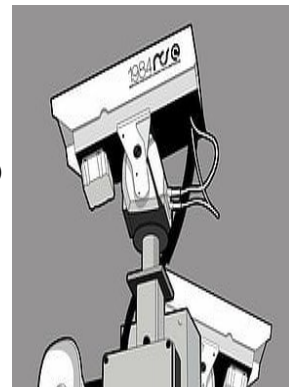
Transport for London's uLex area (in blue) shows Sarah's home (arrowed) where Couzens parked his hire car knowing his own car's number plate would be read by TfL's uLex number plate cameras at entrances to Clarence Avenue and Plummer Road

Sarah Everard Memorial Street Watch

Back in March during investigation of Sarah Everard's rape and murder, the London mayor said: "All women and girls should be able to feel safe on the streets of London at all times." Following serious questions laid against London's Police service and its inability to command the public support it once enjoyed, the mayor said: "I've been in detailed discussions with the Home Secretary about how we must urgently do everything necessary to rebuild trust and confidence in the Police. The Home Secretary and I agreed that the gravity of the situation requires no less than a proper inquiry."

The public knew that was vacuous waffle then — ten months have passed for him to make good. He hasn't. Here's something the mayor can order right away to "urgently rebuild trust and confidence" for London's population.

A 750 camera army watches 24/7 for vehicles entering Transport for London's (TfL) expanded ultra low emission zone (uLex) area issuing £12.50 fines against vehicles that don't meet regulations. 400 of the cameras are sighted within the uLex area, the remaining 350 at inner road junctions with the north and south circular roads. They could easily be re-configured with network connections re-routed giving live real-time views of their streets providing additional support to Police and council control room operators' existing but patchy CCTV views.



Empty "pods" (workstations) at Metcall Bow. Ready now for extra CCTV operators to perform real-time street monitoring enhancing Londoner's security and deterring street violence

You can Run, but you can't Hide

There are many vacant, already connected, workstations at the Met's three existing control rooms for the extra staff that could be seconded from TfL's increased uLex monitoring, re-deployment from civilian staff, or PCSOs on rotation. Existing control room dispatcher's and support channel operators could also take on additional real time monitoring — they already have CCTV monitoring facilities. The sites are Metcall Bow, Hendon, and Lambeth.

Each operator's CCTV screen gives an up to four cameras' view in real time. The vacant pods were planned years ago to integrate control room staff of London Ambulance (LAS), Fire Brigade (LFB), and Police. That plan failed due to incompatibility between systems. The planned LFB and LAS pods at the three Police control centres have been empty ever since. Pictured is the second in a series of views of Metcall Bow, the empty "pods" (workstations) are replicated at Metcall Hendon and Lambeth.

A Timetable of Inaction ~ update

Apart from confirming a new Data Protection Act Assessment would be needed to share uLex-camera images with Police, no answers to any of the questions listed below have been given by the mayor.

27 May to 1 July 2021 — five questions around seeking Data Protection Act Impact Assessment for TfL to share images with Police. Eventual answer: new DPIA required for the 750 new uLex cameras. *(No update since 1st July)*

5 October — "The sad events of Sarah Everard show that particularly women can't safely be outside their homes after dark. Would he consider re-directing some of the 750 extra cameras toward an enhanced programme of street surveillance? Those intent on causing harm to others should know that they will be identified and caught." *(no answer to GLTN's question to date)*

12 October — GLTN's editor interviewed on LBC

14 October — Emma Best AM dramatically describes during mayor's question time her and her housemate's "harrowing" experiences. The mayor is moved to express his "sorrow".

18 November — Boff and Pidgeon table formal questions

27 November — GLTN issue 4 published double page spread dedicated to Sarah Everard Memorial Street Watch. Sent to all greater London assembly members, editors of all print and broadcast media. GLTN continues to lobby all assembly members

16 December — Krupesh Hirani tables question for uLex cameras

Cross Party Support ~ Labour adds question for uLex cameras' Street Surveillance

Mayor's question time held on November 18th gave Tory assembly chairperson Andrew Boff AM and Lib Dem transport committee leader Caroline Pidgeon AM chances to quiz the mayor on plans to switch uLex cameras into a street surveillance role. Labour's Krupesh Hirani AM *(Brent & Harrow)* added his support for enhanced CCTV watch from uLex cameras on December 16th.

Boff blandly asked 2021/4461: "Will you be using uLex expansion cameras to enhance street safety?" Pidgeon went further with 2021/4378: "Please update me on work to ensure that streams and images from the new uLex cameras, installed as part of the expansion, can, where necessary, be shared with the Met to support their work and investigations."

Labour's Krupesh Hirani *(Brent & Harrow)* asked 2021/5084: "While the primary aim of CCTV is to monitor and enforce the uLex extension stretching to the north circular road, can the cameras be used to aid police investigations?"

Only Green Party assembly members have yet to add their question supporting uLex cameras' use for enhanced street CCTV.

Fight for BioLPG uLez Exemption continues with Cross Party Support ~ Transport for London still remains Stubborn

Even with two current mayor's policy directions in place and previous mayors' endorsements, TfL still resists granting exemptions for LPG-fuelled vehicles. Unless they're licensed black cabs when conversions are TfL grant-aided and exempted from uLez charges for 15 years from date of conversion. Even first elected mayor of London hard left Ken Livingstone when answering a Lib Dem question agreed LPG being uLez exempt: Wednesday, 5th September 2001 "Where that's all they use, yes. Anything that's using an alternative fuel source exclusively will get an exemption."

Latest Bio Low Polluting Gas is available from 1,600 pumps across UK. Nowadays it's not derived from fossil fuel, then also known as AutoGas — meeting another of the mayor's policy directives.

Tory Keith Prince AM, Lib Dem Caroline Pidgeon AM chairperson of the assembly's transport committee, and *GLTN* have all tried lobbying TfL and been rejected either by refusal to answer or by downright deception. One reply to *GLTN* even claimed that there was no filling infrastructure available. Another told Pidgeon that converted vehicles' drivers would use petrol and so again pollute.

As *GLTN* goes to press, a reply to Caroline Pidgeon's four months' ago-tabled question has been received from the mayor's office. She asked in September:

"I have been informed that TfL will not accept vehicles which have been converted to use LPG as being compliant within the ULEZ as TfL has no way of verifying at any one time which fuel type is being used. However, why would any driver invest significant sums of money in converting to LPG and then revert to using a more expensive fuel? Will you instruct TfL to reconsider its policy which penalises drivers who have made a decision to reduce pollution created by their vehicles?"

In a reply dated mid-December last year but only just posted, the mayor replied:

"Vehicles converted for LPG remain subject to the same ULEZ emissions standards, and must comply with those standards (Euro 4 for petrol engines or Euro 6 for diesel engines) or pay the ULEZ charge, in the same way as any other vehicle. It is important to note that while LPG does offer some potential carbon dioxide savings over petrol, the air quality benefits are more limited; NOx in particular is unchanged and can sometimes increase. There are no plans to introduce a change in emissions standards requirements for these vehicles. There are a number of technical reasons why vehicles cannot run solely on LPG. When converted, the vehicles are fitted with an LPG tank in addition to the main petrol or diesel fuel tank and become dual fuel vehicles. Because they retain their petrol or diesel engine, they also retain the associated emission level applicable to that engine."

This ingenious response doesn't say that vehicles powered by that other mayor-favoured fuel, Hydrogen Fuel Cell, also carry their original fuel tank. It too is needed for start up. And forgets to mention that TfL never knows whether an uLez-exempted, Euro4 or Euro6 vehicle is at any one time not polluting or polluting due to poor exhaust condition. Catalytic converter and Diesel particulate filter failures are notorious. TfL's response, believed to be lacking in technical merit, has been forwarded to qualified mechanical engineers for examination.

GLTN believes the mayor's reply (drafted by TfL) is against his own policy encouraging renewables and bio-degradable fuel use. *GLTN* quotes the mayor and asks: "Must comply... in the same way as any other vehicle."? That can't be right. "Show", "Classic", "Historic", or "Military" category vehicles do not have to comply with uLez emissions standards — and London Fire Brigade have entered into an "agreement of understanding" with TfL allowing some of their non-complying fleet to be exempt beyond April 2022.

The most expensive BioLPG seen in London is £0.83.9p/litre just over half of petrol or diesel's price. (Jan '22) The most expensive seen is £0.93.9p/litre. There are "apps" available that are loadable onto many devices and navigation units that can locate and direct you to a nearest BioLPG filling station. Hydrogen fuel cell powered vehicles, another of the mayor's favourites but with poor filling station availability, start up on petrol first.

◆ BioLPG is a propane produced from renewable feedstocks such as plant and vegetable waste — it's also called "renewable propane" and "biopropane." It eliminates CO2 emissions. Two MOT emissions' certificates sent to Caroline Pidgeon AM by *GLTN* show zero carbon monoxide detected at the exhaust. And a reduction in Nitrous Oxide emissions of about 18 percent according to research papers from Singapore University.

◆ DVLA discounts road tax to encourage BioLPG take-up. But on a larger capacity vehicle this only amounts to £10 off one year's payment. But at least it's Government recognition of LPG's emissions' advantage. A spokesperson for HM Treasury told *GLTN*: "Government uses the tax system to encourage the uptake of vehicles with low carbon dioxide (CO2) emissions to help meet our legally binding climate change targets." Department for Transport road signs direct to LPG filling stations.



The one they love to hate. Range Rover Vogue SUV powered by 4.4 litre BMW engine. Until you tell them it's fuelled by LPG. And suddenly you're a climate-saving, tree hugging hero



Prins LPG system. The reducer is the large black circular unit that has liquid LPG fed one side of a rubber diaphragm and engine coolant the other. As coolant heats up, the liquid LPG evaporates into a gas suitable for cylinder combustion. The heat up is monitored turning off petrol when gas pressure's sufficient

Special Report on how uLex splits London Boroughs ~ No 1 of 14

Loony Labour Lewisham supports Khan's uLex £12.50 Kerr-chingg!

Trying to drop off the kiddies at primary school? Or feel the need for some devout devotion at your Church? Perhaps your used to popping to your local Co-op or Sainsburys where staff know you and you know where everything is on the shelves? Or feel the need to stretch your legs at one of the beautiful parks in the borough? Or visit the world-renowned Horniman Museum? Oh no you can't. Unless you pay £12.50 within 24 hours. Or can afford another car that meets the mayor's engine diktat. It's all part of mayor Khan's uLex Kerr-chingg!

Lewisham is now chopped in two. Many living outside the south circular (A205) boundary now don't shop in Lewisham town centre. Why should you spend your money in local shops or at Lewisham market when it'll cost you a £12.50 uLex charge to get there? Discover Orpington, Bexley, or Bromley instead where motorists are still welcome and parking's still available. And you won't get ripped off with Khan's Kerr-chingg! £12.50 uLex charge to get there. No problem if your weekly shop can be hung from your handlebars, but a real problem for the rest of us especially if your disabled — Blue Badge holders' exemption was voted down by labour and Lib Dems — they still have to pay up.



Passed through on the nod without objection by this labour southeast London council that has no opposition councillors to speak up for you, Lewisham council will do whatever the labour mayor of London tells them to do. Even St Dunstons' College drive-in entrance is out of bounds. Need to drop someone off at Catford Bridge, or Catford rail stations? Perhaps you'd like to visit one of the excellent shows at the Broadway Theatre? Not allowed. And you certainly can't come to Lewisham's historic Deptford market, visit the leading A & E Lewisham Hospital, or attend the central "hub" Police station. Lewisham's rail and Docklands Light Rail termini are out of bounds too. And what about beautiful Blackheath village with its intimate restaurants and wine bars? Beautiful Blackheath itself? Going to the fair or circus? Nope. You'll have to pay Khan's Kerr-chingg! £12.50 to get to them too. What about the waste recycling centre in Landmann Way, New Cross? Course not! Pay the council £20-£30 per item instead to have your old items collected. Another mean-minded labour Kerr-chingg!

Conservative mayoral candidate for May's council election Caroline Attfield tells *GLTN*: "LTN roads have brought Lewisham to a standstill. People may do fewer journeys but as they take so much longer to complete, air quality is worse. Together with inappropriate cycle lanes in Molesworth street and Ladywell, the whole borough is in gridlock. Lives may be at risk because blue light services can't get through. If elected I will do all in my power to get Lewisham moving again."

Here's a short listing of how Lewisham's been uLex cut in two:

- St Mildred's Road** Westhorne Avenue and St. Mildreds Road are outside. All exits facing central London, including Our Lady of Lourdes RC Church, Newstead Road Pre-School, and St. Winifred's Catholic Junior School are inside.
- Brownhill Road** Brownhill Road is outside. All exits facing central London, including St. Christopher Christian Fellowship Church, are inside.
- Mountsfield Park** All exits facing central London, including Co-op Food Hall and Mountsfield Park, are inside.
- Catford** Catford Road is outside. All exits facing central London, including Catford Bridge station, Catford Shopping Centre and Broadway Theatre, are all inside. Nope, you can't get to the new housing developments on the site of the old Catford Stadium either without paying up.
- Perry Vale North** Stanstead Road is outside. All exits facing central London, including Catford station and St. Dunstan's College, are inside.
- Forest Hill** Stanstead Road is outside, as is Sunderland Road. All exits facing central London, including for Jenner Health Centre, Malham Business Area, Dalmain Primary school and Forest Hill fire station, are inside.
- Forest Hill Station** Sunderland Road, Waldram Park Road and London Road are outside. Forest Hill station, including the surrounding road, is outside. All exits facing central London, including David's Road, Devonshire Road, and roads for Sainsbury's and its car park, are inside.
- Horniman Museum** London Road is outside. Lordship Lane is outside

Motorbikes face parking Kerr-chingg!

"Motorcycles are known to emit harmful air pollutants including carbon emissions, nitrogen oxide and particulate matter PM_{2.5}. That's especially dangerous, as it can enter lungs and cause cardiovascular disease."

So started Lewisham's scare-mongering consultation on charging for parked motorbikes i.e. those with engines switched off.

Yes, if you're a miner perhaps. But otherwise what medically qualified expert would put their name to such "cause" nonsense? The consultation continues: "This proposal would align motorcycles with all other vehicles." No it wouldn't. Motorcycles are not "all other vehicles".

♦ A serious contender for the "most frightening report title 2021" award, Lewisham council's drama queens refer those thinking of responding to: "*Making Lewisham Carbon Neutral by 2030: Our Climate Emergency Declaration*". Consultation ended 1st November.

Loony labour Lewisham admits LTN camera fines' farce

Part of the hotly contested Lee Green low traffic neighbourhood scheme, this item has appeared on Lewisham's council website:

"Leahurst Road: The camera has been incorrectly issuing fines to vehicles travelling west to east, Hither Green toward Lee Green. This route is permitted.

"Any fines issued will be cancelled. Where drivers have already paid a fine they will be automatically refunded."

♦ More consultation incompetence from loony labour Lewisham comes from a 2020 exercise seeking swingeing increases in residents' parking permit charges. It claims: "Most air pollution in London is caused by road vehicles..." No it isn't. According to specialist analysis by Oxford-based Aether Consultants commissioned by the mayor of London, only half is traffic generated. And that was from samples taken in 2013.

Loony Lee Green Low Traffic Neighbourhood made Permanent Cross-party removal demands ignored

That hated LTN that even Green Party greater London assembly candidate for Greenwich & Lewisham Rosamund Adoo-Kissi-Debrah condemns, is to be made permanent by Lewisham council.

The council has ignored their own local consultation that from over 7,100 replies returned a 56 rejection of the over £½ million scheme. The LTN causes congestion and heightened air pollution levels to the nearby A205 Brownhill Road south circular junction, a TfL key traffic route.



Green Party London assembly candidate threatens Judicial Review

Rosamund's 9-year old daughter died from severe asthma exacerbated by air pollution according to a revised Coroner's verdict seven years later. Her Lewisham council-allocated home was near to the south circular. Rosamund spoke passionately at the meeting about air pollution the LTN was causing but was ignored. She then threatened the council with judicial review if they did not back down.

The only entrance to the LTN leads from the top of Brownhill Road south circular A205 causing build-up congestion and an air pollution hot spot at that busy junction.

From the vibrant meeting of the mayor and cabinet committee held on January 12th local campaigner Roger Lawson told *GLTN*: "Labour's councillor Codd led the debate and gave the primary reason for making the LTN permanent as 'we are facing a climate emergency.'

"The council is ignoring legal requirements to publish a Permanent Traffic Order (PTO) and allow 21 days for objections", continued Lawson. "There's a need for a formal consultation process. The use of temporary traffic orders beforehand does not exclude that.

"The council vote to make the LTN permanent was unanimous. Apart from possible objections to the PTO or legal actions, the only certain way to get the council to reconsider is to change some of the councillors at the upcoming elections in May."

Local Liberal Democrats added in a statement headed: There's no democracy in Lewisham's one-party state, "This LTN disadvantages the elderly, frail, disabled, those who cannot walk or cycle, and those who live on the poorer boundary roads. The only solution is to challenge labour at the next council elections in May 2022."

Penalty Charge Notices ~ LTN residents favoured

From this labour controlled Lewisham council that has no opposition councillors keeping them in check (58 to zero), comes news of favouritism meted out to pampered residents living inside the Lee Green LTN during its trial.

Penalty charge notices issued by "NSL in partnership with Lewisham Council" to residents living inside the LTN were being routinely cancelled. But those issued to non-residents were routinely prosecuted.

As one confused penalty charged notice driver tells *GLTN*: "I couldn't find my way out of the area coming up against concrete or wooden planters with rotting vegetation and rubbish thrown in. No Entry signs and bollards stopped exit. "So I had no alternative but to make my escape passing through the Dermody Road bus-only restriction. It was only because one of the locals told me that they get their PCNs cancelled, and gave me the PCN number of her last one, that I applied to get mine cancelled too. Once the authority realised I knew what was happening and had proof, and that I knew my legal rights that enforcement has to be uniformly applied, they couldn't cancel my ticket fast enough 'on this occasion'. They excused their action because the scheme then was only a trial".

Soviet-style threats made by Lambeth to USSR-born anti-LTN campaigner



A mother born in the soviet union displaying an anti-LTN campaign banner in her own front garden has been ordered by a hard-hearted Stalinist labour council to remove it, claiming it's "advertising".

Lyudmila Grygoryeva's (44) council letter orders her to "completely remove" the poster or face a maximum fine of £2,500 upon summary conviction, with a continuing daily fine of £250 for failing to remove the unauthorised advertisement," *The Daily Telegraph* reports. In a nasty threat in keeping with her past communist soviet union roots, the letter informs that her home "will be monitored and in the event that the advertisement, together with its associated fixtures and fittings, has not been removed by the [Jan 11] deadline, the council may instigate prosecution proceedings and serve notices requiring removal," *The Times* (picture source) adds.



Grygoryeva has reported the council to the local government ombudsman. "Having grown up in the soviet union, I see the council acting in a similar way, with heavy-handed draconian repression of free speech and trying to stifle expression of opposition. We're doing our bit to help raise awareness of Lambeth council's decisions that push traffic from roads of a privileged few to the rest of the borough."