

Greater London Transport Newsletter



"Wouldn't want anyfink to 'appen to Londoners' health now would we Luigi?"



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Profits go toward GLTN fighting fund

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uLex Clean Air Protection Racket set to rip off even more Londoners

Paranoid that London's population will find out his £130 million spend on extra uLex camera enforcement was wasted, the mayor of London now threatens outer London with the same protection racket that he imposed last October on motorists inside the north and south circular roads.

London Air Quality Network's website shows the 120 air quality monitoring sites run by Imperial College all at green — "Low" with an index of 1 or 2 out of 10 — calculated from World Health Organisation's maximum legal permitted levels. And have been at that level since Covid restrictions ended.

But the mayor's still doing the rounds of broadcast studios desperately convening "pollution summits", "peoples' question time" meetings, and sending out "survey" questionnaires with his wanted answer already a given in the question. He's trying to scare Londoners by propaganda into believing they're all going to die unless his uLex invasion into another 470 square miles of leafy outer suburbs — 18 more greater London boroughs — is enforced.

Latest estimates to achieve labour's politically-motivated target of "net zero" by 2030 — the UK's and COP26 delegate countries declared target year is 2050 — means a 27 percent reduction in greater London journeys, effectively hobbling London's post-Covid economic revival.

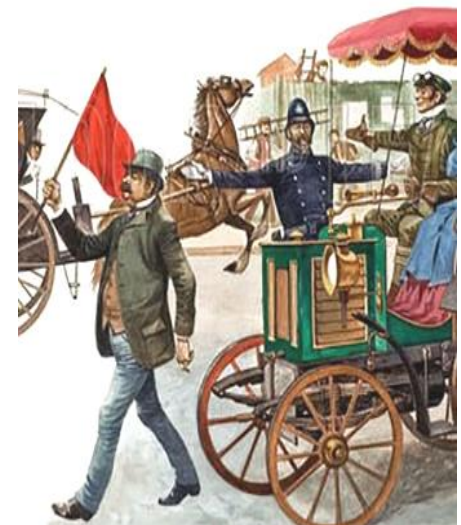


Without any scientific data whatsoever and with a Transport for London deficit to fund, the mayor sees fining outer London motorists as an easy touch.

A last minute £200 million Government subsidy valid until 24th June seeks to shore up TfL's Covid bus and tube fares' shortfall. From April hard-pressed working families will have to shoulder a £31.93 yearly (average band "D" home)

hike in GLA precept. For a band A-D home the Government's £150 council tax rebate helps.

Putin-like, the mayor now plans to invade outer London (population 5.4 million) with yet more cameras, yet more control, and yet more fines to fund yet more crazy anti-motorist spending. City Hall says between 20,000 and 40,000 "polluting" vehicles will be taken off these mostly low density housing suburban streets providing a 10 percent reduction in NOx emissions, at the price of squeezing some £500 million a year more from motorists. All without any electoral mandate. The mayor's expected revenue forecast from last October's uLex first expansion turned out to be a 41 percent (£¾ million per day) shortfall bungle. TfL admits 92 percent of vehicles currently in uLez and uLex areas (3.8 million population) comply with its Euro 4 (Euro 6 for Diesels) engine diktat. A result close to what would've happened anyway given advances in vehicle technology, earlier-built vehicles' end of life, and upgrading to electric-only or hybrids. The mayor's own consultants predicted that back in 2013. And today proven by Imperial College's useful web site London Air Quality Network where you can enter your own post code and see what air pollution you're not suffering.



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



Issued By:
Environmental Research Group
Imperial College London
Issued On: 02/03/2022 09:50:25
Pollution Band: Low

Details

A change in wind direction on Friday will bring a feed of relatively 'clean' air into London, initially from western France and then the Atlantic. Little imported pollution is therefore expected and although winds will be quite light, there'll be enough air movement to disperse local emissions.

Air pollution is expected to remain 'Low' throughout the forecast period for the following pollutants:

Ozone
PM10 Particulates
PM2.5 Particulates
Sulphur Dioxide
Nitrogen Dioxide



Issued By:
Environmental Research Group
Imperial College London
Issued On: 04/03/2022 10:55:39
Pollution Band: Low

Details

A weekend of cloud and rain is forecast, with a northerly wind bringing a feed of relatively 'clean' air into London, initially from the Atlantic and then the North Sea.

By Monday afternoon winds become more easterly as an area of high pressure moves over the UK, however as this air flow is expected to be at high altitude, little pollution import is expected.

Air pollution is expected to remain 'Low' throughout the forecast period for the following pollutants:

Ozone
PM10 Particulates
PM2.5 Particulates
Sulphur Dioxide
Nitrogen Dioxide

(source Imperial College London Air website)

The Background: London plays its part in Saving the World

Ever since the first issue of *Greater London Transport Newsletter* we've been careful not to get tarred as "climate deniers". At the same time, politicians particularly from the broad left and centre have cried wolf far too often, devaluing serious and valid arguments for action to reduce climate change with pseudo-medical babble motivated by their greed to generate fines' revenue from easy touch motorists. There's obviously significant climate changes afoot that will cost many trillions-worth of resources to put right beyond 2050 if global warming is not kept to a maximum of +1.5°C. Investment now will save much of those trillions in future. But labour boroughs and the mayor of London pervert their public roles dramatically declaring so-called "climate emergencies", as if we're all living in Kyiv soon to receive a missile full of "toxic" exhaust fumes. With a Transport for London deficit to fund, London's mayor is running a protection racket intending to ramp it up to the whole of greater London next year — all without any electoral mandate.

As seen in doom-laden reports coming from COP26, global warming contributions of China, Russia, and India currently total some 46 percent of all countries' emissions. India undertook to meet their +1.5°C target by 2070, China and Russia have not signed up. UK's current output is just 1 percent and falling. Anyone who had to commute 20 years ago in central London remembers severe traffic congestion then causing levels of pollution approaching the appalling '80s palls in the Athens basin that forced Greek authorities to only allow vehicles with even or odd-number registration marks to enter and leave the city on alternate days.

But that was then, this is now. Traffic congestion control legislation concepts were borne then although the full health consequences of air pollutants — motorists only contribute half — weren't then fully known. An industry of vested interests was born headed by an academia that now owes its very existence to there being polluted air. That pollution has now receded. Levels of nitrogen oxides (NOx) fell by 32 percent between 2010 and 2019 and are at their lowest level since records began. Fine particulate matter (PM2.5) fell by 11 percent. What should've been a London clean air crusade encouraged by the mayor has become sullen resentment by London's motorists against all traffic restrictions, whether sensible or not.

Motorists are blamed for all air pollution — cast as villains by the media always grateful for a simple scare headline as the enemy within. Living in a metropolis means you'll always be subject to some air pollution even though half comes from wood burning stoves (estimated at 17 percent of that half), gas fired central heating, rail and marine traffic, and construction. If you suffer from a serious respiratory problem, you shouldn't be living in any metropolis. Promising air so clean that it could've come from the Sussex Downs is a deception only desperate politicians practice. Listen to them and you'd think we should all be walking around wearing an aqualung. Particulates particularly come from Diesel engines, so much so that Transport for London's ultra Low emissions' zone regulation department don't even require a particulate matter declaration when considering petrol engines.

In July 2017 Government published the NO2 Plan supported by a £3.8 billion investment. This focused on resolving the then most immediate air quality challenge: nitrogen dioxide concentrations around roads. 28 local authorities with the most persistent exceedances were directed to introduce fines-based Clean Air Zones. Another 35 had to develop plans tackling their shorter-term exceedances. Defra's Clean Air Strategy published in January 2019, was welcomed by World Health Organisation as "an example for the rest of the world to follow". Government primary legislation on clean air was in the Environment Bill receiving Royal Assent November last year. Defra admits meeting for example "the new WHO limit of 10µg/m³ of fine particulate matter (PM2.5) in cities would require policies such as a total ban on solid fuel burning, alongside a reduction of traffic kilometres of up to 50 percent." Clearly this half reduction in traffic journey lengths would hobble London's post Covid recovery — a conundrum already being solved by advances in vehicle technology, and scrapping of vehicles reaching their natural end of life.

The original eight square mile uLez and congestion charge areas with their now £27.50 per working day total fines levied have contributed toward motoring disincentives in central London. Those should stay due to past municipal road planning failures producing a confluence of multiple key traffic routes through central London — but there's little need now for uLex to the north and south circular roads. And certainly not a uLex2 extending to the greater London boundary.

Historic & Classic Vehicle Alliance offer to carbon offset emissions

Ever sensitive to climate militants' claims that older vehicles are polluting vehicles — as broadcast in deceiving adverts signed off by the mayor's office last March just ahead of the start of election hustings — HCVA has teamed up with the Net-Hero platform to provide a simple way to completely offset classic cars' carbon emissions.



Tomorrow's classic car owner enthusiastically today polishes grill of 160bhp Jaguar XJ120 (HCVA)

HCVA says: "A typical classic car driver can completely offset their carbon emissions from £30. That goes to support high quality carbon credit projects around the world including afforestation, restoration of peatlands, and grass protection. Every Net-Hero offset driver will receive a certificate and vignette demonstrating their status as an environmentally responsible driver."

◆ 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. Or wade through Transport for London's impenetrable jungle of a website to reach a web-mail portal. *GLTN's* suggestions that a clear, easy-to-follow page with clear instructions for each category of exemption were rudely rebuffed by TfL last year.

◆ 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. TfL says last year some 20 million enquiries were made. Cross party GLA-member objections pointing to failures of TfL's enquiry site continue to be ignored.

Historic & Classic skills enhanced

UK's restoration industry turns over £18 billion per year. Employing more than 110,000 it generates nearly £3 billion for the Exchequer. So HCVA has teamed up with Association of Heritage Engineers and Heritage Skills Academy to encourage new apprentices to embark on this exciting and varied career. Panel beaters, wood workers, engine builders, painters, metal workers, coachbuilders, draughtsmen, auto-electricians, and trimmers are all in demand — particularly now that demand for classic restorations has returned.

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. (*still not yet fully re-located to The Crystal in London's Royal Docks, only four months late*) And the inside take on Transport for London, a £9.7 billion per year behemoth.

GLTN editorial policy is unashamedly dedicated to reversing greater London's ultra Low emission zone expansion (uLex and uLex2), 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.

Just £62 secures a quarter page facing matter right hand outside column

Pantone® colour approved

Wotta bargain!

Copy date for next issue 18th April 2022

Profits go toward *GLTN* fighting fund

gltnsales@outlook.com

Transport for London grant agreed

Last month's negotiations between TfL and Department of Transport were taken to the last hour of the last day before a further temporary payment of £200 million was agreed to run until 24th June.

It's not known whether the reduced revenue from uLex fines — projected to have been £2 million per day then revised down to £1.4 million but only realising some 41 percent of that — affected payments back to the Treasury. The £130 million camera spend is suspected to have come from previous Government hand outs and so generating Treasury payola under last year's subsidy paragraph 29 conditions.

- TfL sought £500 million to keep services running until April, plus about £1.2 billion for 2022-2023.
- Congestion charge revenues for the year to 2021 increased from £247 million in 2019/20 to £316 million in 2020/21, offsetting a fall in uLez income from £149 million to £77 million according to TfL's 2021 statement of accounts.
- 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.

Just Fancy That!

"The UK has been remarkably good in recent decades at reducing the carbon intensity of its economy.

According to Office for National Statistics, between 1985 and 2016, GDP per head grew by 70.7 percent. During the same period, carbon emissions fell by 34.2 percent."

Evening Standard online 15th March

Standard calling... Standard calling... Standard calling *Sloppy School Boy reportage infects on-line tabloid*

Our previous issue of *GLTN* highlighted the nastiness of that slavishly sycophant-style on-line freebie *Evening Standard* with censorship of views not supporting its editorial stance. The most recent development is handing over a whole page (8th March) to the mayor of London to propagandise his uLex2 proposals by pseudo-medical babble citing a childrens' specialist hospital.

But it's the free-sheet's refusal to report with balance opposition comments that generate most readership anger. A new element has entered its used-to-be revered pages: sloppy reportage.

Under the by-line of Ross Lydall head-lined "ULEZ to expand across all of Greater London, Mayor Sadiq Khan announces" he authoritatively reports: "Only 'clean' vehicles will be able to drive within Greater London without paying the £12.50 a day charge". *Wronggg!* There are many categories of vehicle that aren't clean' (i.e. meeting TfL's Euro 4 or Euro 6 for Diesels engine diktat) allowed into uLez and uLex areas. These include GLA's own London Fire Brigade units that have signed a "memorandum of understanding" with TfL permitting them to be on the roads beyond April this year.

Militant cyclist Lurex Lydall then went on to parrot one of the mayor's maddest claims yet: "This is also a matter of social justice – with air pollution hitting the poorest communities the hardest." Posts in the paper's on-line comments portal ridiculing the idea that poor people are somehow more affected by air pollution because the rich have more fivers in their wallet met with the usual web portal moderator's censoring response:

CONTENT DEACTIVATED—WHY?

Lydall then went on to misquote brave Rosamund Adoo-Kissi-Debrah whose severely asthmatic daughter Ella died in 2013 partly due to air pollution after being housed by Lewisham's labour council just 25 yards away from a south circular junction that regularly snarls up so being a pollution 'hot-spot'.

"In the inquest into my daughter's death [held in 2020 after challenging the original

Coroner's verdict] the Coroner was very clear that pollution on the south circular is what started Ella's asthma and ultimately contributed to her death," Lydall reports the former Green Party candidate as saying. *Wronggg!* Rosamund wouldn't have said that. Absolute causes of asthma remain unknown. Asthma attacks are brought on by one or more 'allergens' or 'triggers' that are specific to each individual. It was an attack as an already severely susceptible asthmatic patient that caused Ella's sad passing.

Lydall finished his school boy essay displaying geographic ignorance of London in a London paper: "Only 'clean' vehicles can drive within the M25 without paying the charge." *Wronggg!* The M25 doesn't delineate. The area inside the M25 to the greater London border is in county councils' control, not the mayor's. So the mayor can't invoke uLex2 expansion there.

Returning to his more comfortable subject — Khan sycophancy — he captions an oh-so-trendy-photo-op with: *Sadiq Khan on his Brompton e-bike: "Nearly half of Londoners don't own a car."* It'd be a mighty crowded capital if everyone did own a car — most London cars are owned by families with an average of 2.68 people each. [*Editor's Note: the e-bike photo-op was arranged by the mayor's £1 million per year press office of professional shrills*]

There was yet more censorship when this writer calmly pointed out that not only is uLex unnecessary but uLex2 certainly is. As proved by this issue's front page lead item describing Imperial College's helpful London Air Quality Network site where you can enter your post code to see what air pollution your not suffering.

CONTENT DEACTIVATED—WHY?

Not that another *Evening Standard* hack Joe Talora, fared much better with his follow up review: "Unlike the congestion charge, the ULEZ is in operation 24 hours a day over the 365 days a year." *Wronggg!* ULEZ is in operation 364 days a year, not on Christmas Day. And thinking that there's 33 London boroughs when the one square mile City of London isn't a borough at all but a city corporation with its own Royal Charter.

Talora then got it wrong by repeating Lydall's school boy error citing the M25 as the proposed expanded uLex2 boundary. He then went on, Goebbels like, to propagandise his copy: "The first ULEZ expansion in October 2021 was deemed to be a huge success." Was it? By whom and when?

At least Talora allowed space for the Green Party to have their say recommending the unfair collection of taxes on London motorists be replaced by road charging. No wonder the 100+ usual posters to *Evening Standard's* on-line portal remained silent with just one post.

Mists & Mellow Fruitfulness

But even Goebbels would've thought twice before posting this misty view



of London's skyline with the caption: "Air pollution is estimated to have killed 1.8 million people in 2019 alone". The stock snap from photo agency Nick Ansell is emotive enough. Using 1.8 million adds straight deception.

There's a figure in January 2021-published *Lancet Planetary Health Journal* reporting long-term exposure to unhealthy air quality is associated with premature mortality from a variety of diseases.

Researchers said: "Over 1.21 million deaths in urban areas globally could've been avoided in 2019 if all urban areas had met WHO's air quality guideline. "We found global average urban PM2.5 concentration was 35µg/m³, over three times WHO's 2005 10µg/m³ — resulting in 45 to 77 premature deaths per 100,000." [our italics]

Quite what relevance this interesting world-wide statistic modelled on 2017-18 returns — reported in a London paper under a misty snap of London's skyline — has to do with London's pollution figure meeting WHO's legal maxima, is, like the snap, unclear.

London charity helping homeless street sleepers ignored

“Mr Mayor, lobbying is one thing; going on like a demented parrot is not. All you ever do is go on about the Government. I have finished now because he’s not answering my question.”

So ended this Tory leader’s frustration vented against the mayor when yet again he avoided a question put by an assembly member — sent there by Londoners’ votes to hold the mayor to account under the GLA’s legally binding constitution. Leader of the conservative group on the GLA since 2019, Susan Hall AM doesn’t look like a *Monty Python’s Flying Circus* fan. But sick as a parrot of London’s mayor blaming others for his poor spending choices left her characterising him as the pet shop keeper in Python’s dead parrot sketch at last month’s mayor’s question time. And showed how charities with few resources but their enthusiasm for helping the less fortunate are being damned by TfL’s uLez cold-hearted jack-boot enforcement.

“I really thought we were going to get through one question without you blaming or saying the Government needs to give you more money. It is quite shocking, Mr Mayor, you not answering. You need to be

answering questions. All of these questions are put to you on things that you are responsible for, but you never take responsibility for anything and it is about time you did. Will you be prepared to give registered charity Dogs on the Streets (DotS) an exemption from paying the uLez? Yes or no?”

Having totally forgotten that already forcing 3.8 million Londoners to ditch their vehicle if not meeting Transport for London’s engine diktats is a human business that financially loads the poorest with the biggest burden, back came the mayor, a barrister by training and former labour Minister of State for Transport in a previous life. Leeching syrup he smarmed:

“I have placed on record my thanks to this excellent charity, and there are many other excellent charities who have made the transition to compliant vehicles and taken advantage of some of the schemes that we have. In the meeting the deputy mayor for environment and energy and TfL had with the charity in December schemes were put to the charity which declined those schemes. You will be aware, in addition to this

brilliant charity working with rough sleepers, there are many other brilliant charities working with rough sleepers, working with animals, and working with young people, which also had polluting vehicles and have made their vehicles compliant as a consequence of either the scrappage scheme or the generosity of the public.”

DotS founder Michelle Clark tells *GLTN*: “We give homeless owners with dogs a reason to live. We are a vital lifeline for the homeless. These dogs are everything to street sleepers. They say ‘it’s not me that’s rescued the dog, it’s the dog that’s rescued me.’ The dog gives a street sleeper the comfort and the love they need.”

With a fully equipped mobile veterinary surgery allowing access to dogs in need, DotS ensures all essential items and services are provided for free for street sleepers every Sunday in Charing Cross. “From food to new harnesses and leads that replace tatty lengths of string, plus training and grooming sessions, the charity has been involved in a number of cases getting homeless people and their dogs off the streets.”



London’s mayor. *Monty Python’s dead parrot* is pictured on the right.

But what the mayor didn’t admit was that “those other brilliant charities” run minibuses that are capable of a cheaper conversion to Euro 6 or better engine specification. Whereas DotS Vauxhall Techline is a goods vehicle and so needs a different and far more expensive retrofit to meet TfL’s inflexible engine regime. With all funds in the mayor’s scrappage schemes taken, there’s little likelihood that this charity’s fully fitted mobile vet service can afford the engine conversion.

The mayor continued his bluster not for one moment intent on giving way to this deserving cause: “We will continue to try to get more assistance for London so we can be helping small businesses, charities and families who could do with some financial assistance in making the transition.”

Like *Monty Python’s Flying Circus* dead parrot sketch pet shop owner claiming that the Norwegian Blue parrot just sold wasn’t dead but just resting, the mayor was just as daft but without being funny: “I would also make the point that poor air quality causes the most problems to those Londoners least likely to own a vehicle. In the expanded area, more than six out of ten Londoners don’t own a car and it’s they who suffer the worst consequences of toxic air in our city.”

Hopefully no one falls for that twaddle — the idea that non-car owners are somehow breathing a different air to car owners is risible.

DotS’s vehicle is a 2013-registered Vauxhall Insignia Techline CDTI van with a 1956cc Diesel engine emitting 104g/km of CO₂ and so forced to pay TfL’s daily fines.

Your Children will Thank You

Buy this priceless Greater London Transport Newsletter Heritage Pack ~ the complete Volume One Comes with period "Can't Pay, Won't Pay" anti-uLex sticker



A bargain at only £23.95 inc p&p

Yes, the first four issues of GLTN individually numbered and signed by the editor guarantees authenticity Beware of imitations!

Delivered in a smart A4-binder transparent envelope for you and your descendants to enjoy in years to come

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 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 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**

Desperate Transport for London use Covid postal delay for bigger Fines

In a shock decision backed by a London Tribunals' adjudicator this month, Transport for London were allowed to ignore Civil Procedure Rules that allows for postal delays of penalty charge notices due to the Covid pandemic and the 2021/22 festive season. Trying to force a £195 charge certificate on one helpless GLTN reader inside the 28-day grace period caused TfL to hurriedly withdraw it after the adjudicator's office recognised that counting numerically only 25 days had elapsed. But the adjudicator refused to accept that a "procedural impropriety" had occurred that should've cancelled the entire parking fine prosecution process.

The adjudicator upheld TfL's defence: "We cannot be held liable for any delays caused by Royal Mail in the course of delivering post." TfL claim they posted out on 23rd December. But it was not received until 3rd January due to Christmas, boxing, and new year days falling on weekends thus generating extra bank holidays. Some of those bank holidays fell on weekends too — under CPR rules (part 06, 6.26) all those days are not "working days".

Citizens Advice tells GLTN: "Almost 15 million people were left waiting for their post over Christmas and new year holidays." They add: "A staggering 2.5 million people missed important documents, health appointments, or were unable to pay a fine often resulting in further penalties." London, southeast, and the northwest were most likely to have experienced letter delay. Postal regulator Ofcom had already refused to investigate complaints saying: "the pandemic was an emergency and so outside of Royal Mail's control."

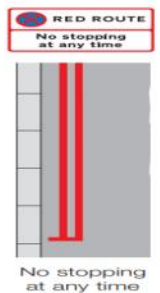
The appeal was presented by a retired Met Police TfL central traffic warden who found himself victim of TfL's washed out red lines and no information plate showing what parking restrictions were in force. "I well recall training wardens on the street when supervising new entrants over 20 years ago." Training that's backed up by the latest edition of Highway Code — also used as evidence by TfL. "Lines and signs have to be clear and unambiguous, it's in the rules I taught," the



retired warden told GLTN. "If they're not clear then there's no parking offence".

What our ex-warden reader was faced with together with no plate

And what Highway Code shows as should be there



The adjudicator would only say: "Lines don't have to be pristine. Since 2011 a plate doesn't have to be displayed". PCN upheld: 14-day £65 fine "reduced" to £130. *Kerr-ching!!!*

Mayor announces uLex2 at Lewisham School ~ greater London assembly kept in the dark

Announcing his uLex invasion plan (ulex2) to outer London's greater London boundary at an inner London Forest Hill School first, the mayor slighted the 25 elected members of the greater London assembly elected less than a year ago to hold the mayor to account. The announcement and school was kept secret for fear of mass demonstrations in this heartland of uLex and low traffic neighbourhood dissent already split in two by last October's uLez expansion to north and south circular roads. Campaigners have been quick to condemn this 470 square mile further uLex2 invasion into leafy suburbs where air pollution affects its 5.4 million residents far less than central London according to Imperial College's useful web site:

[London Air Quality Network](#)

Trumpeting his old, stale and widely-ridiculed claims of "toxic air being a cause of social injustice" in a lack-lustre performance the mayor said he's "absolutely convinced it's justified for people to pay more to save lives and protect the health of Londoners."

GLTN understands the choice of a Lewisham school, where young minds are particularly susceptible to political propaganda, was made in part as an act of *reproachment* toward recently returned off sick leave assembly member Len Duvall (*Lab, Greenwich & Lewisham*) who'd successfully underwent open heart surgery. Only to find on his return that his popular deputy leader of the assembly's labour group Leone Cooper (*Lab, Merton & Wandsworth*) had forged an understanding with the mayor for dominance of the group in his absence. Cooper was re-elected to the assembly in May last year with a three-fold increase in her majority.



Parents of pupils were not asked for their permission first to have their children used as a backdrop to political manoeuvres. Ofsted reports the school "requires improvement" in both "overall effectiveness" and "leadership and management."

This is not the first time the mayor's used school children to propagandise his overtly political message. GLTN has reported his use of kindergarten-age school children three times in his 2018-published *London*

Environment Strategy. And a class photograph with teacher taken at a north London primary school with kiddies holding a banner saying: "I LOVE ♥ ULEZ". But most disgusting was school children near White City reported re-living 1930's central europe indoctrination methods being encouraged to denounce their parents if they smoke or use a SUV to drive them to and from school.

On London reports the loudest cheer from outside labour ranks came from Lib Dem Caroline Pidgeon AM, chairperson of the assembly's transport committee. Her welcome was unqualified, describing the mayor's move as "right and necessary" and pointing out that "air pollution does not stop at the south and north circular". This mental confusion is often spouted by those not understanding the nature of the half of air pollution generated by traffic. In outer London's leafy suburbs there's less traffic movements, thus less air pollution density per square mile and thus per capita.

Cllr. Susan Hall AM, who leads the assembly nine-strong Tory group and is a member of outer London Harrow council, reacted to the mayor's announcement by carefully saying: "the expansion of uLez will come at the expense and possible destruction of many small businesses." Her colleague Cllr. Emma Best AM is Waltham Forrest's deputy opposition leader, a borough already bisected by uLez's north circular road boundary. She accused the mayor of targeting "cars that are naturally coming off the road anyway" and "cleaning our air on the backs of the poorest Londoners".

Headmaster M. Sullivan welcomed the mayor's uLex2 expansion, the school being outside south circular's current boundary. "That's great," he told his pupils. "It's a landmark announcement, committed to encouraging the best life chances for all of us."

Cycle Lanes removed from Brighton roads

The first cycle lanes installed under Government Covid 19 grant aid on a UK main road have been removed following strong protests from affected residents.

That hot-bed of Green Party radicalism Brighton & Hove City Council resolved to remove the unpopular lanes after 16 months use since September 2020. The removal took just six days, reports Alliance of British Driver's journal *On the Road*. There are no plans to repay drivers who were fined under the scheme.

The bike routes on the A270 from Brighton to Shoreham were popular with cyclists but hated by drivers. Cyclists were bitterly disappointed, but the volume of complaints from drivers caught up in traffic jams, persuaded the council, led by a combination of Green Party and labour, to dismantle the lanes.

The cycle routes took up two lanes of the A270, a main artery between Hove and Brighton West. A survey on the lanes showed they were not supported by 63 per cent of respondents.



The cost of removal is understood to be £75,000 with the work being done at night to minimise disruption, but at an extra cost.

Brighton & Hove is a maelstrom of political intrigue between Greens and labour members jockeying for power to lead the City's most influential committees. As of September 2020 there were 19 Greens, 18 labour, 13 conservative, and four independent councillors.

It's My View... Cllr John Moss, conservative opposition back bencher at Waltham Forest borough council since 2012 represents Larkswood ward. He tells *GLTN* of his fears for residents from London's mayor-threatened uLex2 invasion into outer London.

The central London uLez worked. Neither the expansion last year, nor the proposed expansion next year are justified by evidence so far produced. So where is that evidence?

In appendix two of the mayor's *Environment Strategy* it's absolutely clear that central London's uLez worked in driving those who drive there to change their vehicles. So much so that the number of non-compliant vehicles being used in the expanded zone is vastly below what TfL originally estimated.

Assumptions in the mayor's *Environment Strategy* were of far slower rates of vehicle change and a far lower take up of electric vehicles than we've actually seen. Even then, the strategy was clear that improvements to air quality we have seen in London over the past decade or so would've continued with or without the expansion of the zone — the benefits of which were limited only to the first few years of operation anyway.

Waltham Forest runs north-south, east of the River Lea, starting at Stratford and ending at the Essex border. There's something of a barrier in the form of the north circular road. South of the A406 is the town hall, Whipps Cross district hospital, and major town centre Walthamstow where the borough has its only cinema. There's four tube stations and eight overground stations, plus a myriad of bus routes. North of the A406, public transport is much less accessible, with just two overground stations.



Residents in the ward I represent — a typical outer London suburb characterised by inter-war terraced and semi-detached housing, are more likely to be elderly and have mobility difficulties. Car ownership is higher than in the south of the borough. But this is from necessity not choice. Those older people needing to go to the hospital face a £12.50 charge if their car is not compliant. Or £25 if they should need to go there late at night for an emergency and not return until after midnight.

Cleaners and carers who leave for work early with equipment and visit several clients during the day, are now losing £62.50 a week from their take home pay should they need to travel across the A406. This is inherently unfair and ignores the fact that a company car driver, probably doing far more miles in their compliant vehicle, will pay nothing, yet in aggregate, pollute more.

Further expansion of the zone [uLex2] is no more justified than the first uLex. It's simply a tax on the lives of those who can least afford it and who are the least able to change.

Kerr-chinggg!



Standard calling... Standard call *Russian sanctions ~ mayor questioned to cut all media links with Lebedev*

The mayor of London's press office has been asked to "cut links" with *Evening Standard*, *Independent*, and television channel *London Live*. *GLTN* has asked former mayor candidate now chairperson of the Greater London Authority



Andrew Boff AM to table a suitable question in his non-partisan role.

January 2009 saw Daily Mail & General Trust sell *Evening Standard* to Russian billionaire Alexander Lebedev and his son Evgeny (41). The *Daily Mail's* holding group continued to be involved as a minority 24.9 percent shareholder and provide printing and distribution services.

Alexander Lebedev (62) admits working for the KGB while serving at the soviet embassy in London in the 1980s. He made his fortune in banking and has considerable interests in the Russian airline Aeroflot and energy company Gazprom.

Until October 2020 *Evening Standard* was edited by former PM David Cameron's sister-in-law former *Guardian* journalism graduate Emily Shepherd. Cameron's former chancellor George Osborne remains its editor-in-chief despite believed to hold no journalistic qualifications.

The flow of advertising revenue into the *Evening Standard* from the £1 million per year mayor's press office is reputed to be "into tens of thousands" following so-called public information announcements about uLez, uLex, congestion charge, and other authority-related virtue signalling campaigns. Announcements from London Underground and London Buses swells the flow. This honey trap in turn merits gushing editorial coverage of the mayor's office and his policy initiatives without much coverage of opposition views.

Lebedev claims liberal credentials including a 49 percent stake with his friend former Soviet leader Mikhail Gorbachev, in *Novaya Gazeta* — a campaigning newspaper said by the *Daily Mail* to be "acclaimed for its courageous investigative journalism in a country where most media are under draconian state control".

Lord Lebedev took his seat in the House of Lords in December 2020 as Baron Lebedev of Hampton and Siberia. "I am not a security risk to this country, which I love," he told the *Daily Mail*.

Dateline MOSCOW, March 4 (*Reuters*) - Russia's *Novaya Gazeta* newspaper, whose editor Dmitry Muratov was co-winner of last year's Nobel Peace Prize, said it's removing material on Russia's military actions in Ukraine from its website because of censorship. The newspaper said it would continue to report consequences that Russia is facing, including a deepening economic crisis and the persecution of dissidents," the paper said in a message to readers.

Stop Sadiq Khan's greater London uLex2 expansion plan ~ Petition organised by Gareth Bacon MP for Orpington

“Next year, Sadiq Khan plans to expand the Ultra Low Emission Zone (ULEZ) across greater London. If you drive an older vehicle, you may have to pay £12.50 a day to drive within greater London under the mayor's plans. If you fail to pay the mayor's charge, the mayor will fine you £160 every time. Currently the ULEZ charge is only imposed in the congestion charge zone and up to the north and south circular roads. If the mayor's plan goes ahead it will cover the whole of greater London — all the outer London boroughs.

“When household bills are rising due to inflation and global supply problems, the mayor's plan will hit the poorest in our community hardest. It will punish people, small businesses, and charities who cannot afford a new vehicle to raise money for Sadiq. As a Member of Parliament, I will do everything I can to stop Khan's plan. However, it's within the mayor's power to impose such a charge. That's why I need your help. Signing the petition below will help stop the mayor's plan by showing the level of opposition to the expansion of uLex. I will also share details of the public consultation when it opens so that you can have your say on the plan. Together, we successfully forced the mayor to drop his boundary charge and daily driving levy plans — we can also stop ULEZ expansion. Sign the petition. Share it with a friend.” **Stop Sadiq Khan's new tax!**

(Gareth Bacon is a former member of the greater London assembly and Bexley Council)

[Sign the petition to stop ULEZ expansion | Gareth Bacon](#)

Greater London Transport Newsletter says: Thanks go to Gareth, one of 73 MPs elected to serve London. He realises the threat to individual travel freedom uLex and uLex2 to the greater

London boundary poses. If there's no concerted political opposition to Khan's invasion, then under the mayor's future proposals for road charging already laid out, only the rich will eventually be able to afford to drive in the 610 square miles of greater London.

The original central London 8-square mile uLex plan started in April 2019, the current expansion (uLex) started in October last year. The mayor plans to start uLex2 — reaching to the greater London boundary — next year without any democratic mandate. This journal is calling for “a policy of non-cooperation” from the London boroughs following May's council elections.

Readers of GLTN paper version can sign the petition at: <https://www.garethbacon.com/stop-ulez-expansion>



Transport for London Prosecutes ulex “Polluter” ~ on back of recovery truck

Desperate for cash and with impossible revenue targets to meet, TfL's now resorted to issuing uLex penalty charge notices to vehicles being carried on the backs of recovery trucks.

The Sun tells of a crashed Ford Transit carried on the back of a recovery truck spotted by one of TfL's hidden uLex cameras — part of a network of 750 that cost some £130 million installed last year.



The crashed van's number plate was read by the Lewisham-sited camera and a £130 fine issued to the Transit's registered keeper for not paying a £12.50 uLex charge

within 48 hours.

TfL's help desk was contacted but the operator insisted that the crashed van was “in motion” at the time and so the fine had to be paid. The penalty charge notice even showed a photograph of the crashed Transit on the back of the recovery truck.

TfL has confirmed to *The Sun* that it's cancelled the fine and uLex charge but only after the newspaper contacted its press office.

Scrooge issues uLex Fines 3 minutes before TfL Christmas Day switch off

With Chris Rea's hit “*Driving Home for Christmas*” on the car stereo one victim of Transport for London's mean-minded uLex parked up waiting for Radio 2's midnight pips telling he was free to drive home for Christmas without a 30 mile detour via the Dartford Bridge and A2 to southeast London. Or having to pay a £12.50 “polluters” fine.

Chris Rea ended, the pips sounded, but too late. TfL's spiteful cameras had already seen the car — 2 minutes 27 seconds before midnight's Christmas Day uLex switch off.

A few days later TfL Scrooges sent out a £130 penalty charge notice from the uLex camera — sited at the known honey trap entrance to Empress Avenue at the Redbridge roundabout.



As of going to press, *GLTN* has not heard the result of a tribunal arbitration, scheduled for 10th March. Desperate for cash, TfL's review desk Scrooge is unrepentant in this time of good Christian cheer — celebrated by everyone else.



Letter to the Editor

Mr Anthony A. h-h-Hancock of 23 Railway Cuttings, East Cheam writes: "I'm very concerned at the continual references to that propagandist Joseph Goebbels in your newsletter. As if the mayor's press office controls all London's broadcast and print media pumping out some kind of Nazi message as happened during the 30s and 40s in Germany. There's always an alternative view to be heard on local radio and London TV news broadcasts bringing fair balance to every report."

I'm sorry GLTN gives that impression. Of course, there's no connection whatsoever between socialism and national socialism. Richard, editor



BBC Calling ...~ ...~ ...~

So, farewell then to that hangover from 1920's days of 2LO and the Wireless Telegraphy Act — the BBC license fee. That claimed guarantor of journalistic balance will be no more come 2027 according to Culture Secretary Nadine Dorries speaking in January. She said: "The days of the elderly being threatened with prison sentences and bailiffs knocking on doors are over. The next announcement about the BBC licence fee will be the last".

GLTN understands expansion of BBC World Service to Ukraine and Russia is under review with short wave broadcasts to restart due to current Russian internet censorship.

BBC domestic transmissions started 14th November 1922 from a 3kW station sited at Bush House in the Strand. It was the first "pirate" radio station — the Post Office was late issuing the then British Broadcasting Company's callsign and license.

1967 saw BBC colluding with Harold Wilson's labour government that passed the Marine, &c., Broadcasting (Offences) Act. Labour claimed interference with ships' distress radio, and threatened Naval action to hole the ships transmitting from international waters. 12 of the ships' DJs joined a new national BBC Radio 1 modelled on the pirate ships' broadcast format.

Congestion Charge Hike ~

"Of course, it was all Government's Fault"

Worryingly, the mayor may be right — this time. Information published since the first Government subsidy payment to avoid Transport for London entering into section 114 special measures — effectively avoiding admitting it couldn't pay its debts — shows a conservative-controlled Department for Transport openly in cahoots with a labour mayor. With London motorists left to foot the bill for previous years of TfL mis-management.

Worryingly, this coziness across the political divide bodes ill for the democratic process. Many outer London council candidates expect to be gearing up this May for a united front against expansion of uLex to the greater London border. What's the point of voting for a candidate who stands on a party ticket when all the while pragmatic "understandings" occur to do different than a manifesto promise? The answer will be seen in May's election addresses — they'll make no hard and fast manifesto commitments.

DfT and TfL had entered into a smoke-filled-room dialogue resulting in the congestion charge hike that also papered over the mayor's failure to properly control TfL's budget — thrown into London Transport revenue disarray by his first term of office fares' freeze. The pandemic's catastrophic drop in fares' revenue was not in anyone's manifesto. But it was left to taxpayers and London motorists to pick up the tab — over £4.8 billion has been paid over to TfL. The mayor said at the time: "The Government has insisted on widening the level and scope of the congestion charge as a condition of TfL's emergency funding agreement — which was only needed because of the pandemic." As if he wouldn't have done such a thing.

Last month saw some relaxation of congestion charge hours as a result of intense lobbying by London's nightlife glitterati — these luminaries taking the place of councillors and assembly members in the mayor's hierarchy of importance. The changes try to undo damage already done to London's night time economy by the 10pm 7-days a week congestion charge.

New Congestion Charge days and hours

Sunday is when there's least congestion in the zone's eight square miles of central London. It's the day when many families re-unite by car journey. The confluence of key traffic routes through central London force motorists into the congestion charge zone — a by-product of previous municipal road planning when medical effects of air pollution weren't so well known. City of London Corporation has also asked the mayor to think twice before retaining the charge on Sundays, *Evening Standard* reports.

From 21 February, hours will be 7am to 6pm with weekends and bank holidays at 12 to 6pm. The current charge of £15 (£17.50 if paid within three days) is retained. Prior to the agreement between the mayor and DfT it was £11.50. There was no charge applied between Christmas day and new year's day bank holidays inclusive. This meant the last Christmas and new year period — Saturday 25 Dec 2021 to Monday 3 January 2022 inclusive — was not charged.


Auto Pay and Fleet Auto Pay discounts are removed. A 90 percent discount for all residents in the zone is granted but only following registration on TfL's web site. But residents will not be able to pay by App or online for multiple consecutive charging days — an awkward payment restriction as zone residents are only being charged £1.25 per day. (£1.75 if paid within three days)

"Re-imbusement arrangements are retained to help essential trips made by certain NHS patients, care home workers, local council and charity workers during epidemics and pandemics. The expanded NHS staff re-imbusement arrangement will also continue," says TfL. "These re-imbusements are claimed from the relevant organisation, rather than ourselves," TfL told GLTN. But despite being questioned without reply, non-NHS re-imbusements, say for patients to a private hospital, or for privately provided carers are still not catered for in TfL's nationalised health service re-imbusement scheme.

Loony Labour Lewisham set parking charges ~ by 130 different rates

TV and radio talk show host Danny Baker (64) tried parking up at his usual convenient Blackheath car park last month only to find a new council charging scheme in force – with 130 different price options – telling him what to pay. In what appears to be a textbook demonstration of red tape designed to confuse and annoy drivers rather than help, Danny’s tweeted a photo of the council’s tariff notice in southeast London.

...re now emissions-based.



CHARGES

Parking period	Band Euro 6 compliant diesel vehicles				
	Band 1 Up to & incl. 100g/km CO ₂	Band 2 101 to 130 g/km CO ₂	Band 3 131 to 165 g/km CO ₂	Band 4 166 to 200 g/km CO ₂	Band 5 201+ g/km CO ₂
15 mins	£0.38	£2.50	£2.50	£2.75	£3.88
30 mins	£0.75	£3.00	£3.25	£3.50	£4.75
45 mins	£1.13	£4.00	£4.38	£4.75	£6.63
Up to 1 hour	£1.50	£4.00	£4.50	£5.00	£7.00
1 hour 15 mins	£1.88	£4.50	£5.13	£5.75	£8.38
1 hour 30 mins	£2.25	£4.50	£5.38	£6.00	£9.75
1 hour 45 mins	£2.63	£5.00	£5.75	£6.25	£11.13
Up to 2 hours	£3.00	£5.00	£6.00	£6.50	£9.00
Up to 3 hours	£4.50	£6.00	£7.50	£8.00	£10.50
Up to 4 hours	£6.00	£8.00	£10.00	£12.00	£14.00
Up to 5 hours	£7.50	£10.00	£12.50	£15.00	£17.50
Up to 6 hours	£9.00	£12.00	£15.00	£18.00	£21.00
Over 6 hours (on day of purchase)	£15.75	£23.00	£26.25	£31.50	£36.75

Parking period	Non Euro 6 compliant diesel vehicles (Surcharge inc.)				
	Band 1 Up to & incl. 100g/km CO ₂	Band 2 101 to 130 g/km CO ₂	Band 3 131 to 165 g/km CO ₂	Band 4 166 to 200 g/km CO ₂	Band 5 201+ g/km CO ₂
15 mins	£2.38	£2.50	£2.63	£2.75	£2.88
30 mins	£2.75	£3.00	£3.25	£3.50	£3.75
45 mins	£3.13	£3.50	£3.88	£4.25	£4.63
Up to 1 hour	£3.50	£4.00	£4.50	£5.00	£5.50
1 hour 15 mins	£3.88	£4.50	£5.13	£5.75	£6.38
1 hour 30 mins	£4.25	£5.00	£5.75	£6.50	£7.25
1 hour 45 mins	£4.63	£5.50	£6.38	£7.25	£8.13
Up to 2 hours	£5.00	£6.00	£7.00	£8.00	£9.00
Up to 3 hours	£6.50	£8.00	£9.50	£11.00	£12.50
Up to 4 hours	£8.00	£10.00	£12.00	£14.00	£16.00
Up to 5 hours	£9.50	£12.00	£14.50	£17.00	£19.50
Up to 6 hours	£11.00	£14.00	£17.00	£20.00	£23.00
Over 6 hours (on day of purchase)	£17.75	£23.00	£28.25	£33.50	£38.75

Some claim the change is a refreshing take on recognising vehicle emissions — the borough’s new parking charges are based on Transport for London’s uLex engine diktat. But the council’s car park charges assume drivers know their vehicle’s euro rating. Split into two charts, one for petrol and Euro 6-compliant Diesels, and the lower chart for earlier non-Euro 6-compliant Diesels, the maze of numbers doesn’t recognise the latest Euro 6 petrol standard, electrics or hybrids, Bio-LPG or hydrogen fuel cell vehicles. As such the chart shows this labour council’s incompetence in trying to regulate what they clearly don’t understand.

A submission made in November by *GLTN* to last year’s council consultation recommended those very low to zero polluting vehicles be rewarded by free parking borough-wide has been ignored. Electric, Bio-LPG, and hydrogen fuel cell engines emit zero Carbon (CO) gases with Bio-LPG hybrids emitting up to 70 percent less Nitrogen Oxides. (NOx)

Twitter posters shared Danny’s confusion. Daniel said: “Total madness. I’ve no idea what band my car is.” Others questioned why vehicles should be charged more based on emissions when their engines aren’t running in a car park. Daz asked: “What are emission levels of a parked car?”

Quite how Lewisham’s army of NSL civil enforcement officers can effectively issue parking tickets under this weird regime is unclear. Engine euro status from a registration number can’t be seen on a CEO’s hand-held parking ticket terminal. Labour’s Cllr. Patrick Codd said: “We’re taking strong steps to tackle air pollution by discouraging car use.” Last month’s *GLTN* highlighted Lewisham’s scare-mongering consultation on charging for parked motorbikes suggesting they caused cardio-vascular disease.

Pensioner’s doctor visit “made hell” by Southwark Low Traffic Neighbourhood

A south London pensioner’s 10-minute journey to her local GP now takes three times longer because of a LTN near her house. Fearing council reprisals for speaking to *GLTN*, Margaret (not her real name) says: “I feel trapped in a ghetto since a ban on cars through a junction that separates west from east Dulwich.” The 83-year old lymphoma sufferer has to rely on her car to get to doctors in west Dulwich for blood tests and injections. Since labour controlled Southwark council enforced the ban in June 2020 she has to sit in stand-still traffic on the south circular to get back home from her doctor, or to a hospital appointment. She tells *GLTN* she’s just one of hundreds of elderly whose lives are being “made hell” by the LTN that stops traffic from crossing the borough. “Now it takes an hour to travel what used to be a 15 minute journey.”

Labour’s Cllr. Catherine Rose said: “People are beginning to re-claim their streets as they choose to use their cars less.” A choice that’s not available to disabled Margaret.

Lambeth Soviet-style Reprisal still not revoked

This brave show of defiance against a council generated a real reprisal. Despite protests from neighbours, community groups, political parties, and *GLTN*, the Stalinist threat from labour-controlled Lambeth council instructing one resident to remove an anti-LTN poster from her own front garden has still not been either prosecuted by the council or the threat cancelled.



GLTN’s last issue highlighted former soviet resident Lyudmila Grygoryeva’s (44) plight as she received an official council letter ordering her to “completely remove” the sign or face fines of “up to £2,500 on summary conviction.” Lyudmila told *The Daily Telegraph*: “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.”

Lambeth says that they’d received a complaint that the sign was advertising. When contacted by *GLTN* we asked what product or service was being advertised, i.e. what was being sold? Despite promising to return our calls, no reply from Southwark’s press office has yet been heard — since end-January.

Picture acknowledgements in this issue. Front page lead pic: Monty Python’s *Flying Circus* series 1 episode 8, “The Army Protection Racket” first transmitted 7th December 1969. Cupid’s Foot part of opening credits, flag of a pariah state, p6 Sadiq Khan Twitter feed, Monty Python’s *Norwegian Blue* (right), p8 TfL cash register that goes Kerr-ching!!, p10 Lebedev with a war criminal, p11 *The Sun*, *The Times*, p12 *the Guardian*, *Transport for London*

Sarah Everard Memorial Street Watch



More CCTV from uLex Cameras demanded

Sarah Everard (33) was raped and killed 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.

Previous issues of *GLTN* showed how, if nearby uLex cameras had been monitored in real time, the rogue Police Officer could've been seen wrongly apprehending Sarah and bundling her into his car.

Rapist and murderer Couzens (48) received a "whole life tariff" prison sentence in September. He is now protected and the tea organiser there. Sara received a "nil life tariff" sentence in March. *RIP*

2022's Gruesome Calendar of Carnage starts

- 31 Dec *The Guardian* follows *The Sun* telling the world of "London's 130 Teenage Homicide Victims" in its own 2021 disturbing calendar
- 4 Jan Dariusz Wolosz (46) stabbing murder High St Yiewsley W. Drayton
- 11 Jan 200 kids from different schools battle with knives and bleach bottles at Edmonton Bus Station. Police unable to contain this civil unrest.
- 21 Jan Man robbed of super car's keys 8 suspects Woolwich Common
- 24 Jan Woman (43) stabbed murder Chippenham Rd Maida Vale
Boy (15) GBH machete 50 school kids Sainsburys Finsbury Park
- 26 Jan Antisemitic assault on two bakers Cadoxton Ave Stamford Hill
- 27 Jan Jamie Gilby (20) murder Auckland Rd, Sylvan Rd & Woodvale Ave South Norwood
- 4 Feb School boys fighting knife & machete RTE109 bus Streatham Hill
- 9 Feb Bartosz Wyrzykowski (21) knife murder Lionel Rd Eltham
- 11 Feb Police launch appeal for CCTV footage stabbing Regina Rd Southall
30 Sept last year CAD6486/30SEPT21
- 14 Feb Naome Hunte (41) stabbed murder Congleton Grove Greenwich
Police Officer assaulted by five males Bexleyheath Broadway GBH & Assault on Emergency Service worker
- 15 Feb Carol Ewemade (84) missing Greenwich-Norbury 22MIS005334
- 24 Feb Male (34) stabbed murder Review Rd/Heather Rd Norbury
Dawn Butler MP requests more information CAD7991/24FEB
- 27 Feb Darcy Diaz (23) Racist attack shoe high heel to face Queens Cres Kentish Town
- 2 Mar Male (20s) Drive by shooting Sainsburys Streatham High Rd
- 5 Mar Theft of Ukraine Appeal donations box about £100 taken
Sawmill Café West Ham La Stratford 4698/05MAR
- 8 Mar Boy (17) gunshot Gilpin Sq Clapton CCTV appeal CAD3353/07MAR
- 10 Mar Female attempted abduction into car Shacklewel Rd Dalston
- 14 Mar Tyler Hurley (16) stabbed murder High Rd Chadwell
- 17 Mar Three men stab wounds one fatal (30s) Maguire Drive Richmond

Mayor blames boroughs

Instead of putting frighteners on knife and machete wielding jobs telling them "you can run but you can't hide", as chairperson of Transport for London and heading up the Mayor's Office for Policing & Crime (MOPaC) he's passed the buck to the boroughs for them to bid for enhanced CCTV street watch ensuring his precious 750 uLex fines-generating camera network remains untouched. Yet again, violent street crime's not his fault. Replying to Tory authority chairperson Andrew Boff's question of last November, as *GLTN* went to press, the mayor confirmed: "Work is underway with the Metropolitan Police to enable sharing of data from the new ULEZ cameras, in compliance with data protection legislation and where this would be necessary and proportionate." But the mayor warned: "However, they are not used for directly enhancing street safety. MOPaC has also submitted bids from local authorities for the Government's Safer Streets Fund. To date, five local authorities in London have been successful in the first three rounds of the fund. Should a fourth round be announced this year, MOPaC will submit further bids." By now he could've also ordered a feasibility study into switching uLex cameras into a real-time monitored extra CCTV role. But hasn't.

GLTN has found in TfL's archives: "In 2012 the then mayor of London's crime manifesto included a commitment to instruct TfL to give Metropolitan Police Service direct real time access to Automatic Number Plate Recognition cameras used to enforce road user charging schemes, for the purposes of preventing and detecting crime. This arrangement was approved by the then Home Secretary, signing a certificate confirming that TfL and MPS are exempt from certain provisions of data protection legislation for that purpose."

An answer to Caroline Pidgeon's 2021/4378 November question to the mayor was slipped out quietly last month also claiming that a Data Protection Impact Assessment was required. According to the unearthed archives, nothing of the sort is needed.

Surrounded in municipal jargon, the mayor's reply contains this paragraph of form normally parodied by the classic BBC series *Yes Minister*: "The GLA's 24 Hour London Team is working with boroughs to help them create holistic night-time strategies which should ensure that issues around safety and barriers to participation are addressed. This includes developing world-leading guidance and providing dedicated expert advice to support boroughs to create diverse and inclusive night-time plans." *Yes, Mr Mayor*