



Labour's £12.50 price of a Life



Sarah leaves her friend's apartment just after 9pm for the 50 minute walk to her Brixton home (Met Police)

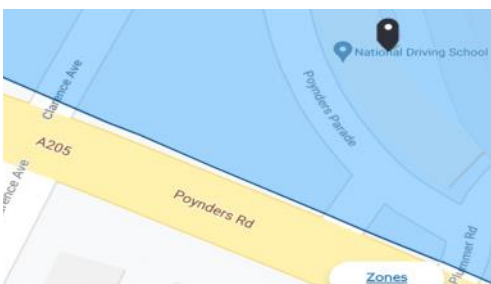
More CCTV from uLex Cameras demanded

Sarah Everard (33) was abducted, raped and murdered by a serving Police Officer betraying his privileged position in society.

The alarm was raised first by her boyfriend Josh after she failed to turn up to a business meeting the following day — a missing persons' Police enquiry then started. 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* show 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 hire car.

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



Poynders Road, Brixton part of the A205 south circular where uLex cameras are known to be at junctions with Clarence Avenue and Plummer Road guarding the uLex area (blue). Arrow points to Poynders Court, Sarah's home address. (TJL)

London's mayor prefers taking twelve-pound-fifties from motorists caught by his newly installed army of 750 uLex cameras that cost £130 million. Rather than tackling murdering street scum by turning those same cameras on them.

As chairperson of Transport for London (TfL) the mayor extracted some £16 million from London motorists in the first four weeks of uLex. He continues his rip off to fund TfL's grant aid shortfall justifying the protection racket as "cleaning up London's toxic air." And next year seeks to expand uLex to cover the whole of greater London. Without any democratic mandate.

This is the same mayor that shuts his eyes to "Rambo" knife and machete street attacks — often the result of drug gang warfare glorified by "driller" rap music.

Across London ferule youths rampage causing mayhem — the whole of Lewisham borough was issued with a Section 60 order this Easter giving Police the right to body and vehicle search without prior reasonable grounds.

Traditional family visits to Blackheath funfair were destroyed as youths "steamed" between rides and stalls. Parents took their youngsters away too frightened to continue risking the day out. It's against this fearful backdrop repeated throughout London that enhanced CCTV monitoring of our streets in real time together with a major public information campaign must tell hooligans "you can run but you can't hide". It's only by increasing their fear of likely arrest and full-term jail sentences that the thugs will be deterred.

Fobbed off "a job for boroughs"

The mayor at first tried to fob off *GLTN*'s campaign telling assembly members fresh data protection act "permissions" were required for the new TfL uLex cameras to share their images with Police. Now he says "bids" for increased CCTV should come from the boroughs. But *GLTN* discovered a 2012-signed

blanket agreement between former mayor Boris Johnson and former Home Secretary Theresa May: "...the then mayor of London's crime manifesto included a commitment to instruct TfL to give Metropolitan Police Service (MPS) direct access to automatic number plate recognition cameras (ANPR) 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."

The mayor eventually answered a question from Andrew Boff AM, 2021/4461, tabled three months before: "A network of ANPR cameras is helpful for assisting MPS in preventing and detecting crime. However, they are not used for directly enhancing street safety." [our italics] But they can — with political will. It's just that the mayor prefers to have knifings and stabbings on the streets of London and collect £12.50 every time a non-compliant vehicle enters his zones. Rather than deter murderers by protecting all of us with live real-time enhanced CCTV monitoring.

Greater London Transport Newsletter

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; (dubbed Checkpoint Chigwell) removal of low traffic neighbourhoods; and exclusive cycle-only lanes.



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

Editor: Richard Town, former GLC member Bexley, Erith & Crayford N U J 65215. F B S R or please attribute!
Publisher: Sedition Alert
Printer: Conquest Litho, Orpington
Circulation: controlled and private by invitation only.

Latest issue and back numbers are a free download from:
<http://www.abdlondon.uk/gltm.htm>

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ABD Alliance of British Drivers
Driving Sense



2022's Gruesome terrors continue... (from previous issue)

- 24 Jan 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
 - 7 Feb Donovan Allen (18) murder knife suspect (14) Ayley Croft, Enfield
 - 9 Feb Bartosz Wyrzykowski (21) knife murder Lionel Rd Eltham
- 11 Feb Police launch appeal CCTV footage stabbing Regina Rd Southall
Incident was 30 Sept last year CAD6486/30SEPT21
 - Hani Solomon (18) stabbed murder Ackmar Rd Parsons Green three teens arrested
- 14 Feb Naome Hunte (41) stabbed murder Congleton Grove Greenwich
Police Officer assaulted by five males Bexleyheath Broadway GBH and 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 CAD4698/05MAR
 - 7 Mar Boy (17) gunshot Gilpin Sq Clapton, CAD3353/07MAR *CCTV appeal*
 - 8 Mar Nikolay Vandev (19) murder stabbing Penshurst Rd Tottenham
 - 10 Mar Female attempted abduction into car Shacklewell Rd Dalston
 - 14 Mar Tyler Hurley (16) stabbed murder High Rd Chadwell
 - 17 Mar Three men stab wounds one fatal (30s) Maguire Drive Richmond
 - 24 Mar Two males (18) two boys (14, 15) affray two machetes one Rambo knife Frith Rd, Duppas Hill Terr, Church Rd Croydon *council CCTV*
- 31 Mar Shotgun discharged at flats Hasty Rd Mitcham three suspects Audi car
- 2 Apr Female (80s) stabbed murder Landseer Ave Manor Park male (30s) susp
- 6 Apr Male (18) stabbed to face GBH Mandeville Rd Northolt
Firearm heard no victim or suspect found Dabbs Hill La Northolt
Section 60 authorised giving officers additional stop & search powers
- 7 Apr Female rape by mini-cab driver in Toyota Prius Upper St Islington
- 8 Apr Firearm attempted murder Park Lane Tottenham three males detained
- 12 Apr Offensive weapons multiple assaults "dozens" youths rampage through funfair Blackheath Park Greenwich *Sect 60 authorised*
- 13 Apr Teon Campbell-Pitter (16) stabbed murder Angus St New Cross
Sect 60 authorised for whole of Lewisham borough
- 14 Apr Male (30s) stabbed London Rd Croydon CAD5449/14APR susp in 70s
- 15 Apr Males (15, 16, 18) stab wounds affray Goldcrest Way, New Addington
- 16 Apr Male (27) stabbed Headley Dr New Addington, *Sect 35 Dispersal Order*
- 17 Apr Two males head injuries from knife wounds Kingsland Road Hackney
- 18 Apr Male stabbed Rookery Rd Clapham Common, *HEMS callout*
Former boxing world champion Amir Khan (35) robbery firearm £71,000 watch taken High Rd Leyton two male suspects
Two Police Officers threatened knife Horseguards Parade male (29) susp
- 19 Apr Two Muslim worshippers racially aggravated common assault Pilgrims Way mosque Barking. About 15 male suspects
- 21 Apr Male (40) stabbed murder Leslie Grove Place Croydon three arrested
- 24 Apr Male motorbike robbery knife & hammer Elephant & Castle two suspects
- 25 Apr Three females (64, 45, 27) one male (58) stabbed four murders Delaford Rd Southwark one male suspect (28)
- 1 May Male (30s) stabbed murder Greenwich High Road near rail & DLR stations
Male stabbed murder Gresham Street City near St Pauls Cathedral

Sarah Everard Memorial Street Watch

Mayor dithers, delays, then plays politics with street safety

The *Mail Online* reported Sarah's family saying last year's justified national outrage at Sarah's false arrest, rape and murder was "political hijacking of her death, not something she would have wanted."

The offences carried out by a serving Police Officer sent shockwaves through society, setting off a public movement that had little to do with profound grief felt by those who knew and loved her, the paper added.

GLTN says the political hijacking came from militant wimmins' groups pushing an agenda of making misogamy a criminal offence. And other groups seeking to undermine Police painting them as an oppressive arm of the state.

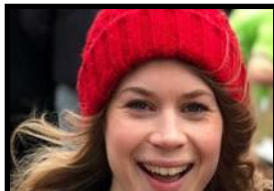
The political left bays their support of these groups that claim mass membership. Some even receive public funds. The mayor of London demands changes in policing priorities to match his weather-vane perception of whatever direction the political wind blows. He believes sonorous tones and a statesman-like manner acted out in newsrooms and studios somehow compensate for his Mayor's Office for Policing & Crime (MOPaC) failures.

Mayor Khan even undermined his own Police Commissioner leaving her no alternative but to resign. Prompting her Deputy to publicly claim Dame Cressida Dick had been removed "contrary to legislative procedure with her ousting instead played out in the media".

It's good to know that nowadays a mid-gender hate crime receives an "I" grade immediate response from Territorial Support Group. Such is his twisted priorities as he plays politics with London's policing. He's now demanding a million speeding tickets in the next 12 months. Meantime his failure to keep Londoners safe is not his fault, he wails. Amid all this noise, genuine heartfelt campaigning voices of concern are drowned out.

Helena Edwards, one of Sarah's closest friends at her former Durham University said: "My friend's tragic death has been hijacked. It is not a tribute to her any more, it's about something else."

If the Sarah Everard Memorial Street Watch campaign — supported by three of the four political parties represented on the greater London assembly — results in just one life being saved through the use of uLex cameras to enhance real time CCTV street coverage, then that will be a fitting memorial. Now that no extra data protection act "permissions" are needed Londoners wait for the mayor to instruct his MOPaC and Transport for London staff to produce a joint feasibility study.



GLTN interviewed on LBC

Rachel Johnson quizzed *GLTN's* editor on the first Saturday of election hustings following the mayor being forced to admit no additional data protection act permissions were needed to allow Police to use Transport for London uLex cameras to enhance street security in real time.

Rachel was fascinated to hear of *GLTN's* street watch plans asking whether staff and workstations were available. Former Met Police control room dispatcher Richard confirmed that up to 15 workstations at each of the Met's Bow, Lambeth, and Hendon radio hubs were still vacant waiting to be staffed so that extra real-time street monitoring can start.



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

Pooh Corner



'Independence is crucial to Met for an effective democracy'

above and right: snips from *London Evening Standard* 8th April
Lib Dem London-wide member of greater London assembly Caroline Pidgeon has criticised Home Secretary Priti Patel's decision to appoint Sir Stephen House QPM as Metropolitan Police Acting Commissioner following previous commissioner Dame Cressida Dick's ousting by the labour mayor. Pidgeon sought assurances over House's stop and search policy during his 2012-15 tenure as Chief Constable of Scotland.

Amid further criticism of the force's handling of lockdown parties in Downing Street, Dame Cressida, whose last day is Sunday, warned: "The current politicisation of policing is a threat not just to policing but to trust in the whole criminal justice system. Operational independence from local and central government is crucial for an effective democracy and is a model respected around the world. We must all treasure and protect it."
Mr Khan had expressed anger at Dame Cressida's response to the outrage over offensive messages

◆ In February 2021, House told the assembly's police & crime committee that the Met would continue to disproportionately stop and search black people and the public ought not to be concerned. House said stop and search is concentrated in areas believed to suffer from "real problems with violence" and that ceasing to disproportionately target black people would "require police officers to stop and search elderly people."

◆ Metropolitan Police Officers broke up a Clapham Common vigil following the murder of Sarah Everard at the hands of a serving Officer. House declined to apologise for using force against the Covid regulations-busting demonstrators. He described the vigil prior to police intervention as a "very, very hostile situation".

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](#)

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, eventually only the rich will be able to afford to drive in the 610 square miles of greater London.

The original central London eight-square mile uLez 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.

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



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

See what air pollution you're not suffering by entering your postcode at: [London Air Quality Network](#)

Issued By:
Environmental Research Group
Imperial College London



Issued On: 20/04/2022 10:34:52 **Pollution Band:** Low

Another rather cool-feeling day on Friday due to a marked easterly breeze from the North Sea.

Although the air arriving locally in Greater London will have passed over continental Europe, its path will be across Denmark and the northern coasts of Germany and Holland. As such, little import of long-range particulates is expected, with the wind speed also limiting the potential for pollutants to be accumulated en route.

Air pollution is expected to remain 'Low' throughout the forecast period for the following pollutants: Nitrogen Dioxide, Ozone, PM10 particulate, PM2.5 particulate, Sulphur Dioxide.

Key: Band Low 1-3. At risk individuals and general population: enjoy your usual outdoor activities.

This Space For Sale!

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Just £62 secures a quarter page facing matter right hand outside column
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Copy date for next issue 1st June 2022
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Johnson gets Penalty Charge Notice

Prime Minister's sister and LBC 'phone in host Rachel Johnson (58) has admitted to *GLTN* in a radio interview that she's received a penalty charge notice for contravening London's uLex regulations. "Bloomin' expensive, that's what it is," she told her listeners.

The London mayor's camera-enforced fine system charges £12.50 for each offence calculated on a midnight to midnight basis. It has to be paid by midnight on the third day following the journey. The fine rises to £80 if paid within 14 days, or it becomes £160 if no payment or an appeal isn't lodged. Lose an appeal and the £160 is payable. England's Covid lockdown fixed penalty notice fines for a first offence started at £60 in March 2020 increasing to £100 in May, then £200 in September 2020. Half is due if paid in 14 days.



Rachel is daughter of former conservative MEP Stanley Johnson and sister to former conservative MP for Orpington Jo Johnson. An ardent Brexiteer, she appeared topless on the Sky News programme *The Pledge* in 2019 making sure viewers stayed abreast of her anti-EU arguments. Viewers were spared views by the studio tastefully blurring any part of Rachel's on-screen anatomy that could've caused offence.

Johnson gets Fixed Penalty Notice

In addition to Prime Minister Boris Johnson being fined for attending his birthday bash that he claimed was an unplanned "surprise" on June 19th 2020, his wife Carrie has also been fined. As well as Chancellor of the Exchequer, Rishie Sunak — already criticised because of his multi-millionaire wife's tax status as a non-domicile.

Predictable dramatic squeals of outrage over non-dom status and "Cake-gate" have been heard from all opposition leaders — labour leader Sir Keir Starmer was photographed quaffing beer at a "working" sandwich lunch with other party workers in Durham. Labour's deputy leader Angela Rayner had previously denied she was at the Durham event, but now says that statement was a "mistake" made in "good faith" while sitting cross legged. Tory faithful have pointed to the war in Ukraine and the leadership the Prime Minister has given. Now is not the time for Boris to step down, they say.

◆ The mayor of London's embarrassing calls for previous conservative mayor candidate Shaun Bailey AM to resign as a London-wide member of the greater London assembly have wilted to a whimper. Bailey was not among the first 20 nor in this second tranche of over 50 Met Police fixed penalty notices issued. It's understood Bailey's bunga-bunga bash was held during the night Covid restrictions were relaxed. A City Hall enquiry reported that Bailey didn't attend in his position as a greater London authority member. Following lobbying by supporters, Bailey's been seen again taking a more active role in holding this labour mayor to account — encouraged by conservative group leader Susan Hall AM.

◆ During his campaign to be mayor of London last year Bailey generated a 1.6 percent swing to the Tories. As a manifesto pledge he strongly resisted expansion of uLez to the north and south circular roads. (uLex) Khan however claimed an "overwhelming mandate" for his re-election but only after relying on second preference votes from the strange proportional representation system — set to be ditched for the traditional first past the post vote count in May 2024.



Party



Not a party



Party



Not a party

Loony Labour Lewisham Parking does it Again!

Daft Transport for London uLex penalty charge fines against a crash-damaged Transit van on the back of a recovery truck in New Cross. A £130 fine for 2 minute 27 seconds of uLex area access only add to drivers' misery trying to avoid council money-honey traps.

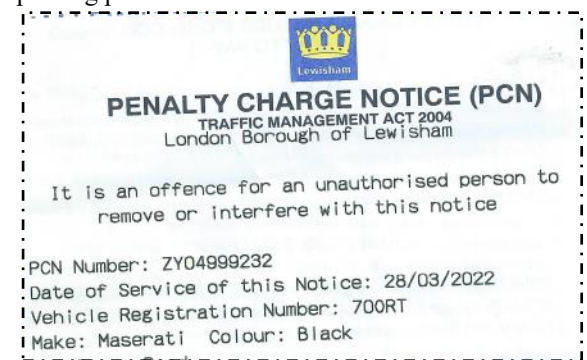
Radio and TV presenter Danny Baker's confusion over which of Lewisham council's 130 tariffs he should select when buying a Pay & Display ticket in Blackheath, a disabled pensioner having to drive for an hour to her doctor instead of 15 minutes to avoid Southwark's low traffic neighbourhood (LTN) restrictions. And a Lambeth resident who dared put up a poster in her own front garden against her council's LTN threatened with a £2,500 fine. These are just some of the oppressive state tactics employed in the war against the motorist.

Did you know that in March 2020 Lewisham council enabled £80 fines for anyone caught leaving their engine idling for more than three minutes? But not when hopelessly caught in council-caused traffic congestion.

GLTN's editor, for many years a thorn in Lewisham council's side ever since he discovered in the '70s its electoral records office were routinely recording known political affiliations of voters, has been issued a parking ticket for parking outside his own house when he holds a valid resident's parking permit.



(source: Lewisham PCO L604)



Spotted the error yet? Answers on a postcard please to: Lewisham Notice Processing, PO Box 209, Lowton Way, Sheffield, S98 1ND. Yes, that's right! The PCN's been made out against 70 ORT — a vehicle that doesn't even exist on DVLA's database. Unable to perform a lookup, the civil enforcement officer manually added the vehicle's maker to try and cause the ticket to look valid. Anyone else might've paid the fine to avoid the hassle of an appeal. Or being in fear of officialdom. But they know that...

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

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- ◆ **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!

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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**

Another Holborn Gyrotory Death ~ no Cycle-only Lane Blamed

Since 2008, eight cyclists have died at junctions near Holborn station, the most recent of which occurred in March when lawyer Shatha Ali was killed following a collision with a lorry near the station. It came just months after the death of cyclist Dr Marta Krawiec following a similar incident. Camden Council has come under significant pressure to carry out much-needed improvements to dangerous intersections in Holborn after the £12.6 million plans outlined in 2019 never materialised. The improvements, to be funded and carried out in partnership with Transport for London (TfL) that was to contribute £9.5 million, were shelved due to the impact of Covid-19 on TfL’s finances.

Simon Munk, campaigns manager at London Cycling Campaign, told *Evening Standard*: “Just months from our last protest at Holborn following the death of Dr Marta Krawiec, we’re forced to return to this area and to junctions known for decades to be lethally dangerous to those walking and cycling, but where year after year nothing is done.”

GLTN (issue 4 p10) has highlighted dangers of the proposed scheme. And requested greater London assembly transport committee chairperson Lib Dem Caroline Pidgeon AM to look again into this re-occurring danger. Last year she presented the assembly with a 7,600-strong signature petition to force “rapid action” for safety critical issues at London junctions. Only to be met with meaningless waffle from the mayor with a so-called “Vision Zero” strategy that he claims would eliminate all London road deaths by 2041.

Pidgeon said: “It’s hugely regrettable that another petition calling for action to address such a dangerous junction and stretch of road is even necessary. I only hope that the message is finally heard — no cyclist or pedestrian should have to face such horrific dangers on our roads. It’s now time for action, not excuses.” After hearing news of this gyrotory claiming yet another cyclist fatality, she told GLTN: “I have tweeted my sympathies and have been asking monthly questions on this issue”.

The outstanding joint TfL and Camden council scheme predictably bans traffic from the area causing it a three mile detour, more delays, and more air pollution. TfL says: “This project will remove the gyrotory and introduce protected cycle lanes along High Holborn and Theobalds Road. Sections of New Oxford Street and Great Russell Street will be closed to motor vehicles and a section of Bloomsbury Way will become bus and bike only. The setting for the British Museum will be improved by pedestrianising Great Russell Street and the pedestrian environment will be improved around Holborn station. A freight reduction scheme will be delivered in partnership with the council’s local business improvement district plans.”

Electoral Pact sought to defeat Labour's Lee Green Low Traffic Neighbourhood

From ward residents to candidates fighting Lewisham's local council elections — all except labour diehards are united in condemning this LTN demanding its removal. But unlike Greenwich, Ealing, Harrow, Brent, Sutton, Tower Hamlets, Redbridge, Kensington & Chelsea, and Wandsworth that remove schemes rejected by locals, loony labour Lewisham ignores its own residents instead seeking to make this hated scheme permanent. Opposition to the LTN is united from parties standing in May's local borough elections. Apart from labour that continues its blind support. Votes cast on polling day for candidates against the scheme will be split on party lines allowing easy victory for labour. The LTN will then continue causing traffic misery to the A205 south circular top of Brownhill Road where goods vehicles queue to access Chiltonian industrial estate. The LTN's access congestion pinch-point holds up this key strategic traffic route's flow to the Catford one-way system causing a pollution "hot spot".

Over 7,100 replies to the council's consultation returned a 56 percent rejection of the over £½ million scheme. Costs have now soared by some £15,000 for installation of automatic number plate recognition (ANPR) cameras to placate residents' complaints that blue light services were being delayed due to the LTN's road closures.

Former councillor and *GLTN's* editor put forward three constructive suggestions for how the scheme could be scrapped if a mandate in May's election was won. An offer of free leaflets and distribution before hustings from *GLTN* was made. There should be an "electoral pact" between the three opposition parties to support only one set of three candidates to stand for the LTN's removal against the three pro-LTN labour hopefuls. Or there should be clear identification on the ballot paper of the three Tories as supporting the consultation result against the LTN being made permanent.



Lee Green LTN A205 entry and exit padlocked shut. But not to motor bike and E-scooter riding bag and mobile 'phone snatchers

As in other elections where a residents' association candidate stands, [|BLOGGS | CONSERVATIVE SCRAP THE LTN | ✓ |](#) could've been the entry on the the ballot paper instead of just candidate name and usual party label. The local conservative association rejected that suggestion due to central office funding rules and the party's constitution. But the first two suggestions weren't even replied to let alone commented on. With only Newham that also has one independent, and Barking & Dagenham, Lewisham labour seems set to stay in power for the next four years without any opposition voice at all thanks to local Lewisham East opposition political parties saying they oppose the LTN but not actually organising themselves to stop it.

Lewisham East constituency labour party is riven with internal faction fighting between Momentum supporters of former party leader Jeremy Corbyn and Continuity supporters of current party leader Sir Keir Starmer. Previous centre left labour member of parliament Heidi Alexander had to resign her seat causing a by-election. But was rescued by labour's London mayor to take a comfortable position as deputy mayor for transport on a comfortable annual salary of £132,664.

Local Liberal Democrats have issued a statement headed: "There's no democracy in Lewisham's one-party state." It says: "This LTN disadvantages 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."

Green Party candidate for Greenwich & Lewisham at last May's greater London assembly elections Rosamund Adoo-Kissi-Debrah — who's nine year old daughter Ella succumbed to a severe asthmatic attack partly as a result of being housed by Lewisham council within 25 yards of the south circular — is demanding judicial review of the council's decision to ignore residents' demands that the LTN be scrapped.

Conservative Lewisham mayor and Blackheath ward candidate 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." Labour were invited by *GLTN* to comment but as of going to press have not replied. All opposition candidates in this inner London Lee Green ward say the right words. But by standing against each other they hopelessly split the vote for scrapping this hated scheme. These are the candidates allowing labour an easy ride back into power: Teresa Bentinck, Helen Rowley, and Sam Thurgood (conservative); James Foulkes, Lizzie Fox, and Paul Olding (Lib Dems); Richard Frestow, Miki Jablkowska, and Imogen Solly (Green Party). Labour & Co-op are fielding Ese Erheriene, Eva Kestner, and James Rathbone. Maureen Martin is standing for the Christian Peoples' Alliance.

◆ Lewisham's previous administration had 54 councillors — 53 labour with one independent. The council has been in labour control since 1971 apart from 2006-10 when there was no overall control.

Information Commissioner: "Lewisham Council broke Freedom of Information code"

After 18 months an application by Freedom for Drivers Foundation (FFDF) to obtain the number of objections received to Lewisham's Low Traffic Neighbourhood schemes has resulted in the council being held in breach of regulations by failing to respond within 20 working days. The council claimed the application was "too burdensome a request". The commissioner agreed — the council claimed it didn't have the information — a standard local government ploy.

FFDF's Roger Lawson tells *GLTN*: "One item found was that Lewisham's head of highways & transport Louise McBride received 1,040 emails. That contradicted a minute of 25th January which said labour cabinet member Cllr Patrick Codd reported the council receiving only some 150 emails. That was clearly inaccurate. The councillor is having to arrange for his minute to be corrected."

Road User Charging by Stealth

It's official. A 27 percent reduction in greater London vehicle journeys is demanded by the mayor to reach his target of becoming a "net zero" city by 2030. Without any concern that reduction will hobble London's post Covid recovery. Suspicions are being aroused that road user charging is being imposed on greater London by stealth.

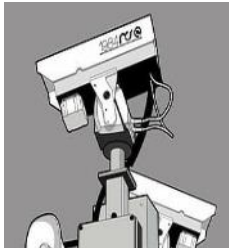
The mayor's January 2022 report, *London Net Zero 2030: An Updated Pathway*, contains the astounding mileage reduction demand to reduce transport emissions — a fig leaf covering real intent say motorist campaigning groups.

But the Climate Change Committee, an independent statutory body established under the Climate Change Act 2008, has ridiculed the target saying greenhouse gas removals are not viable at that scale before the mid-2030s.

Regardless, the mayor still ploughs on answering March-tabled question 2022/0975 "we still need to reduce car traffic by 27 per cent to ensure London can be a net zero carbon city by 2030. That's why I've asked TfL to consult on expanding uLez London-wide in 2023." Forgetting that he needs a democratic mandate to do so.

This May's local borough elections are about local borough issues, not uLex2. Given current unpopularity of the conservative Government, it's expected the mayor will claim an "overwhelming mandate" on May 5th for his invasion into outer London's 470 square miles of leafy suburbs. Ignoring those election's real issues.

Cambridge-based consultants Element Energy only hints at the economic damage: "The difference in cost of offsetting between [different greenhouse gas-reducing] scenarios [as against those] based on changes in vehicle kilometres alone would be roughly £30 to £170 million in 2030." [our clarifying inserts]



Caught in the headlights of a political party that knows a thing or two about climate change, the Green's assembly member Zack Polanski confronted the mayor at assembly question time. The mayor could only blather lamely on about kilometres reduction being just one of various "pathways". He then rambled on about "renewable energy, emissions' trading schemes and nature-based solutions". Nowhere was there mention of the real damage to London's post-Covid economy if a 27 percent reduction in vehicle kilometres was imposed.

The trendy enforcement tool favoured by Lib Dems, labour, and the Greens is road charging — effectively pricing off the roads those too poor to pay the tolls.

Thus the real reason for spending £130 million on new uLex cameras guarding the north and south circular roads. And the rush to ulex2 expanding uLex to the greater London boundary: building a *fait accompli* before next mayor and assembly elections risk Londoners voting out the horror. There's no Government agreement yet on the form and nature of a national road pricing scheme, how it would be monitored, and the type of camera or data capture system needed.

Like the £130 million spend for the 750 new uLex cameras that's proved wasted in the light of Imperial College's 120 monitoring sites all currently showing Green — a safe index of 1 to 3 calculated on World Health organisation legal air pollution levels — any further cameras' spend monitoring all access to the greater London boundary would be a dangerous gamble. It's not known if the new cameras would be compatible with any national road pricing system introduced subsequently. Even if one is eventually agreed to and put to the electorate in a national election — first.

Oh No! Loony Labour Lewisham's Parking does it again

If setting up a car park charge regime with over 130 tariffs to choose from, and issuing a penalty charge notice to a car registration that doesn't exist wasn't enough lunacy to inflict on Blackheath, this parking ticket offence has to be the most absurd.

Professional gardener Matthew Cole received a ticket from Lewisham Parking for allowing his Ford Estate — a shadow of its former self — to violate the next parking bay. In the bright sunlight the car's wheels can clearly be seen inside the correct bay but the car's shadow cast into the next bay strictly reserved for disabled drivers. Matthew initially had his appeal against the £130 ticket rejected by NSL Services — as



is usual with most parking "authorities" — that hope fear of administrative hoops the appeal process takes cause a driver to just shrug and pay up fearing a doubling of fine plus costs if an appeal's lost.



The "offence" outside Blackheath Post Office, was even photographed by one of Lewisham's army of civil enforcement officers. Matthew ruefully told *The Sun*: "I was only taking my daughter to a football match on the heath, the beautiful day was ruined." Contacted by the newspaper Lewisham Parking (NSL Services) said: "We're looking into it." Expect a shady deal to cancel.

No Lines Lambeth

Proof, if proof were needed, that borough parking enforcement is out of control, with profit being the guiding force rather than fairness, comes from neighbouring borough Lambeth who tried forcing payment of a penalty charge notice when no yellow lines existed.

Electrician Palli Singh (35) got the ticket on his Ford Transit when parked beside a sign saying parking was permitted. He lost two appeals and was prepared to go to Court when the council suddenly cancelled the fine. Contacted by *GLTN* the council admitted: "a lack of yellow lines might've led to the confusion."

Lewisham primary school indoctrination ~ praised by Ofsted

A primary school where kids skip lessons to protest about climate change has been praised by Government inspectors for its “strong sense of moral purpose”. Children aged four to 11, at St Bartholomew’s in Sydenham, part of loony Labour Lewisham’s local education authority, are taught about UN human rights and movements like black lives matter during lessons. Assistant head teacher Daniel Meyer said the school aimed to develop the next generation of activists.

“It’s about developing these children as activists rather than it being a parental responsibility. When covering rights and responsibilities, children look at the rights of the child and UN human rights. They will look at political individuals. We’ve also covered LGBT+ issues with students. “We’ve done lots of work in the curriculum about microplastics in the ocean and we’ve had children go home and tell their parents about it.”



Labour mayor announces whole of greater London uLex expansion (uLex2) to pupils at another Lewisham school in Forest Hill



Class photograph with teacher taken at a north London primary. Mayor’s press office refused to divulge which school



From the same official publication. This time in support of “school streets”



Not since 1930s’ central Europe have we seen such indoctrination of our youngsters. Pupils are increasingly taken for political backdrop to politicians of the left using their democratically given powers to pervert children’s ability to balance competing thinking. Capitalism, free markets, less state power, freedom of the individual, enterprise — all have been censored in favour of the left’s dictatorial view of society. Lord and lady Haw-Haw’s have come to dominate the airwaves reporting views left of centre while without shame shuffling views of the broad democratic right to just footnotes — if that.

But most disgusting was school children near White City being encouraged to denounce parents if they smoke or use a SUV to drive them to and from school. The kids had been part of a monitoring exercise carried out by Imperial College that issued each pupil with an air pollution recording back pack to wear.

Another shocking misuse of public funds shows junior school children promoting a political aim in an official document, paid for compulsorily by London council taxpayers under threat of imprisonment. This time it’s the mayor of London’s grandly named “Air Quality in London 2016-2020 London Environment Strategy: Air Quality Impact Evaluation” published just five months before last May’s mayor and assembly election hustings when battle lines were drawn between Labour and conservative candidates over whether uLex should be extended to north and south circular roads. (uLex) The green placard held high by a pupil in the picture reads: “I support clean air for children”.

The “school streets” scheme comes in for a special mention in the same official report. Even where there’s no danger from traffic outside schools. A school street is forced to be no entry over the morning and afternoon pupils’ arrival and departure times. Many schools now routinely enforce “no stopping” as well during these times, so having the twin effect of virtue signalling and collecting revenue from unwary motorists. Over 400 ANPR camera enforced schemes have been introduced London-wide.

The same professionally-produced 114-page full colour massive London Environment Strategy carries this front page (right) “photo opportunity” of the mayor. Yet another attempt to indoctrinate our kids in London schools toward his own policies shown without shame. And then he had the nerve to try enforcing a © restriction on the use of such photographs in a public document. That restriction GLTN is of course happy to respect.

GLTN has taken to task the left-leaning “fake news” that drip-drips into otherwise accurate reportage of *Evening Standard*. With a proud heritage, it’s one of the fastest to react to events in the capital — front line staff produce copy often within minutes of a major incident. But its Khan coverage has been slavishly sycophantic.

Broadcast media don’t escape the £1 million per year attention of the mayor’s press office of highly qualified, highly paid shrills. Safely flanked by left-leaning ‘phone-in jock James O’Brien, “Sadiq” gets unrestricted access to LBC’s studio facilities and filtered to be acceptable ‘phoned in questions on 14th April. A courtesy not extended to any of the other greater London assembly politicians. Local borough election hustings started on 14th April.

There is no connection...

Nazi German propaganda reich minister Joseph Goebbels was one of the closest advisers to Nazi German dictator Adolph Hitler. He was responsible for dissemination of virulently anti-semitic propaganda that marked the third Reich’s time in power. He controlled all state news outlets, as well as all cultural sources such as publishing and movie making. He and his wife committed suicide after killing their children one day after Hitler killed himself in his Berlin bunker.



...between socialism and national socialism



“If you tell a lie big enough, keep repeating it, people will eventually come to believe it.”

London Environment Strategy ~ more labour Propaganda Council Tax paid

With the connivance of trendie-leftie corderoy-wearing teachers, school governor-managers, and labour-dominated council education committees, the scandal of Nottingham's Welbeck Primary School politically indoctrinating their children to write "party-gate" letters of complaint to the Prime Minister is just another blatant example of teacher power being misused to promote labour propaganda. And forcing our children to provide a cuddly socialist political backdrop without parents' permission.

London's labour mayor spends council taxpayer's money under the covers of greater London authority official reports to paint a picture of himself and his policies being child and oh-so eco green-friendly. It started with his May 2018-published *London Environment Strategy* that pictures him three times with toddlers — planting saplings, catching fish from a pond, taking first a fork then a trowel to some soil, all showing caring for wildlife while the 38 page full colour missive promotes labour party policy. Publications such this pour from his £1 million per year press office staffed by a team of shrills, each highly qualified, each highly paid, each well experienced in media manipulation. His beneath the radar soft sell goes unnoticed. Its sickly sweet message gets reported as official facts not propaganda.

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Letter to the Editor

Roger Lawson, director, Freedom for Drivers Foundation
— www.freedomfordrivers.org — writes from Chislehurst

Reference your comment about DfT and TfL entering into a "smoke-filled-room dialogue" resulting in the congestion charge hike. I think it's wrong to jump to conclusions about some kind of conspiracy between Transport for London (TfL) and the mayor with Department for Transport (DfT) without firmer evidence. In reality it may simply be that DfT imposed a requirement for TfL to balance its books and the mayor/TfL saw no other way to do it other than to raise more taxes from motorists.

The problem arises from the mayor being given powers to do this and the financial structure of TfL where public transport does not cover its own costs and can extract money from motorists who don't even use public transport.

Certainly the pandemic contributed to TfL's financial problems although they were in an abysmal state even before the pandemic hit. But the failure of the mayor to reduce costs when passenger numbers on buses and underground fell dramatically compounded the problem. Effectively the private motorist is bailing out TfL and the mayor for their mistakes. Of course if the mayor had not been given such dictatorial powers, with no democratic control over him, or he had been elected by more than a minority of the population, then it might have been different.

Hello Roger, But this mayor has already said that the congestion charge hike was forced on him as a condition of last year's TfL £1.08 billion revenue support grant — a Government pledge kept making sure there was at least a reduced London Underground and London Buses service running for key workers during the pandemic.

Paragraph 30 of Transport Minister Grant Shapps's funding letter says: "TfL and the mayor decided following the last funding agreement that they would fund the cost of these concessions by maintaining congestion charging changes implemented in June 2020." So there was a Tory-labour done deal.

In a smoke-filled room or not. *Richard, editor*



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Mayor turns and turns again over Bio-LPG advantages

Hard-left first mayor of London Ken Livingstone supported LPG-converted vehicles being exempt from charges when in the original central London area zone. Boris Johnson followed that policy. But some two years ago, LPG-converted vehicle owners were routinely being refused uLez exemption by Transport for London (TfL) unless their vehicle had already been certified as meeting Euro IV petrol emissions' tests. In July last year, deputy chairperson of greater London assembly's transport committee Tory Keith Prince AM became involved. Keith pointed to the successful London taxi's conversion to LPG scheme promoted and grant-aided by TfL. But this mayor remains unmoved toward the plight of LPG drivers, preferring to take their money.

Enquiries by *GLTN* met with a preposterous lie from the mayor's office that there was no "filling infrastructure" available and so there would be no policy changes. Bio-LPG costs between .87p and £1.07 per litre. There is no loss of consumption or engine performance compared with original fuels. Some 1,400 filling stations are listed throughout the UK at: [AutogasApp: Find cheap LPG stations near you!](#)

In September last year, Lib Dem assembly transport chairperson Caroline Pidgeon AM became involved only to be told by the mayor that no uLez exemption for LPG vehicles would be granted as owners still had the option to run their vehicles on petrol. (2021/3568) Ridiculed by Caroline that having spent nearly a £1,000 out on a conversion owners would still use petrol at pump prices a third more per litre, no further reply came from the mayor.

The original Liquid Petroleum Gas (LPG) became Bio-LPG last year now produced from BioMass waste products and not from fossil fuel. And so meeting another of the mayor's "green" objectives. Proofs by exhaust analysis of both petroleum and Bio LPG's zero carbon emissions test results were submitted. Only to be met with the technically inept response from TfL that it was engine construction not the fuel used that ensures emissions' reduction. Quite contrary to the mayor's conclusions in his *London Environment Strategy* page 84: "...those converted to liquid petroleum gas (LPG) ...which reduces NOx emissions by over 70 per cent."

https://www.london.gov.uk/sites/default/files/air_quality_in_london_2016-2020_october2020final.pdf

Questioned in February whether the remainder of London Buses' fleet that still have 13 years life before replacement could be converted to LPG the mayor responded that those diesels already met Euro VI standard and so conversions "would not offer value for money." The mayor's reply to Keith's earlier question (2021/2858) included this remarkable policy statement: "With the imperative to achieve net-zero carbon emissions as soon as possible, the transport sector needs to shift away from fossil fuels, so full impetus should be given to the adoption of carbon neutral energy sources in future."

Subsequent appeals handled by *GLTN* confirm TfL now accepts the "carbon neutral" (CO and CO₂) zero effect of LPG fuel but now requires confirmation of the Nitrogen Oxide (NOx) emissions level before allowing exemption. The Euro IV specification calls for a maximum of 0.08g/km. Any petrol vehicle not approved to Euro IV says TfL will need certifying as meeting or being less than that level. *GLTN* research shows such certification costs in excess of £1,000 at an approvals' centre. A little-known TfL scheme does exist for vehicles that were "early adopters" of the 2005-introduced Euro IV with two known — Jaguar Land Rover with their Range Rover L322 series that TfL accept from 2004 registrations, and the first BMW X5 series. Both used BMW's M62 T44UB engine.



Good at spending other people's money, critics of efforts both assembly members have made say: "Oh, just go and buy another car". Without actually realising that a new equivalent of the above models today would cost in excess of £30,000, could still run on fossil fuel, or would be a hybrid fossil fuel-electric. Not offering the same green credentials as does LPG-fuelled in their size. An all electric SUV equivalent, needed by many representatives and specialist technicians travelling across UK, would cost well in excess of that.

Camper vans and mobile homes typically are powered by Bio-LPG. But those lovers of the outdoor life seem soon to be another class of motorist banned from greater London entirely unless paying TfL's extra tax or meeting Euro IV (petrol) or Euro VI. (Diesel engines) Don't think of spending sometime in London enjoying the sights or night-life while en-route — it'll cost you £12.50 to enter and then the following day another £12.50 to leave. *Kerr-ching!!!*



A UK-style lever Bio-LPG nozzle connected to a converted vehicle's fuel tank. Another nozzle style found in UK uses a rotating ring to lock



*Dacia Duster TCe 100 4x2 turbocharged 100HP
£14,845 basic. 50 litre LPG tank, claims 767 mile range from full LPG and petrol tanks' combined capacity 100L only manual gearboxes*



*Dacia Sandero City £11,495 basic
Claims 642 miles from both fuel tanks' combined range*

Mad mayor mandates million speeding tickets ~ War on London motorists continues

Main roads with a 20mph limit will almost treble under plans promoted by the mayor of London as chairperson of Transport for London. (TfL) 30 out of 73 junctions have been earmarked for changes to the speed limit with over half of London's boroughs seeing this lower limit applied. The extra enforcement of the 20mph crawl will result in a million driving fines, increased journey times, lower gears selected, increased fuel consumption, and cause increases in air pollution.

Currently, around 50 miles of TfL "red routes" are already limited to 20mph, with a further 140 miles due to be added by 2024 under the mayor's latest mad motorist-hating diktat. Almost half of London roads already have a 20mph limit including all roads within the eight square mile central London congestion charge zone — 19 of the 32 boroughs plus City of London have it in place as a legal maximum. Last year TfL imposed a 20mph limit on Battersea bridge and Chelsea Embankment. Work has started to reduce the limit to 30mph on the A10 Great Cambridge Road in Haringey and Enfield.

TfL is issuing Met Police with five Lasercam 4 devices that combine a speed gun and video camera and will supplement hundreds of fixed-site speed cameras. Footage collected will be used to issue fines at "hot spot" locations threatens the mayor.

Met Police recorded 362,731 road traffic offences in six months between last April and November. 76 percent of those were for breaking the speed limit, almost 40,000 a month.



Southampton Takes the Prize ~ Police admit camera system faulty

Despite London being the UK's money honey-trap — its captive resident motorists unable to escape municipal madness of fines, parking charges, residents parking permit fees, and even more uLez fines — the prize for the UK's most productive speed trap must go to Hampshire

Constabulary for continuing to enforce A3024 Maybray King Way in Southampton. Triggered over 51,000 times in two years, it's a dual carriageway that catches the unwary with a 30mph limit.

One of its junctions has been under re-construction for many months. Temporary lights were installed and due to the works the only 30mph warning sign seen is a single rusty movable stand to the side of the works some 20 feet from the carriageway, out of a driver's normal concentrating forward field of vision. The sign gives the effect of only enforcing the nearside-most lane it's stood next to. *But that's an irrelevance, see our footnote below.

Some motorists caught on its speed camera, may have been fined in error. Hants police admits the technology involved gave some "incorrect readings" but only after irate fined in error drivers, showed dashcam-captured proof of being under 30mph. Hants issued a press release saying: "We want to reassure the public that there's no technical fault with these cameras, and they are functioning to the approved standard." When contacted by the *Daily Mail* a Hants police spokesperson hurriedly backtracked admitting the speed-busting camera had been recording 'incorrect readings' for vehicles with a 'high flat rear'. The spokesperson added: "There may be have been potential misreadings when determining how fast vehicles were passing the cameras." Police were keen to stress that the issue "wasn't with the cameras themselves but the signal the camera emits which comes back to them."

****No speed sign? Ticket Still Valid***

Any road can be restricted to 30mph even if there are no speed signs in place. There just has to be street lighting spaced 200 yards or less apart. Signs should be clearly visible at regular intervals within the enforced speed limit. As well as also being within specific distances of any road junctions. A missing camera diagram sign is not a defence.

"War against the Motorist"? Surely not

As *GLTN* continues to expand its circulation further outside greater London we get to hear of more strange goings on from readers coming to believe that there's a "war against the motorist".

Recent works to A102 Danson Interchange (Bexley) needed reducing the three lanes down to one. An average speed check replaced the disconnected gantry camera, but the temporary average speed camera that replaced it issued tickets at 55mph. When the rest of the road's 50mph limit is monitored within the Met's tolerance of 10% +3mph. This stretch of three lanes either way must've been the only major London link (Blackwall Tunnel to channel ports) that had two speed limits in operation.

Meanwhile up t'north 50mph clumps of about 75 yards long have appeared alongside both south and northbound sections of the M1, AIM, and M6. They're temporary stand signposted 50mph with cones at the side, but no works seen. Inner lane drivers are suddenly decelerating from their 70-ish mph to 50 causing traffic behind to also slow abruptly with drivers unable to see any reason. Those 50mph speed clumps are speed monitored with-fines being issued.

- West Midlands is famous for its silly 60mph restrictions. Overhead gantries tell drivers: "60mph speed limit in force for cleaner air". They're at: M6 between J6 and 7 near Birmingham, M5 between J1 and 2 at Oldbury, M1 between J33 and 34 at Rotherham, and M602 between J1 and 3 near Eccles.

This touching belief that dropping from 70 to 60mph with attendant 400rpm or so reduction in engine speed will significantly affect air quality is of course a fig leaf to cover for West Midlands' desperation to extract more money from the motorist. Head of Environment at Highways England, Ivan Le Fevre, says: "Ultimately the air quality challenge will be solved at the tailpipe by vehicle manufacturers".

