

STILL REELING from a count of 4 out of every 10 Tory MPs' rejection of him continuing as Prime Minister — refereed by the 1922 Committee's secret ballot held last week — the former London mayor came back punching his weight against plans to extend uLex to the whole of greater London. But only a few hours after Mr Johnson won his Westminster confidence vote on points — 211 for with 148 conservative MPs against — party association chiefs were still critical of the PM and warned he was living on borrowed time.

One predicted he had six months left as leader before being knocked out. A former Tory association chairperson who resigned last month from the party over Mr Johnson's behaviour said Monday night's vote was the last opportunity for conservatives to avoid defeat at the next election.

uLex2 ~ Boris fights back with Bexley & Bromley

Next mayor and greater London assembly elections are set for May 2nd 2024. But the current labour mayor has tasked Transport for London to expand uLex to the greater London boundary by August-end 2023, without any electoral mandate. Proving he's not a democrat, the mayor short circuits the usual election process he'd used to justify uLex to the north and south circular roads only a year ago.

Ann Morrison, chairperson of former prime minister Ted Heath's constituency conservative party Old Bexley & Sidcup but speaking in a personal capacity, said there were "very diverse views" in her association but added: "On a personal level, I suppose I'm not desperately happy with Mr Johnson. I worry very much that this will go on for far too long, that's my real worry. "I feel desperately sorry for those people who had loved ones die during that (pandemic) time, I think it's awful, the culture... I think it is changing though." Bexley was the only conservative London borough to have lost just one seat at the calamitous London borough councils' Tory election rout in May.

The 148 rebel MPs must have included several ministers, even though they've not resigned. Parliamentary hacks report gossip in Commons bars that key cabinet posts were offered in a desperate bid to keep waverers on board. Minister of Transport Grant Shapps seems to be doing a good job of saving this mayor — a former labour Minister of Transport — from hitting the canvas by putting London interests first with grant aid of over £5 billion to meet London Transport's Covid pandemic fares' shortfall.

Community broadcaster *Radio Jackie* reports former Transport Secretary and local MP Chris Grayling saying extending uLex to Epsom & Ewell is "unworkable." Some parts of the borough will be included in uLex expansion planned for next year. (uLex2) But TfL is yet to give clear details about how it would work on roads that cross the London-Surrey border. He's lodged an objection to the scheme.

Will the PM's grand speeches asking the mayor to stop uLex2 in concert with MPs, remaining London conservative borough councillors, and some members of the greater London assembly carry the punch needed to knockout Transport for London and its boxing clever chairperson the labour mayor of London? TfL supports uLex, uLex2, low traffic neighbourhoods, school streets, more silly 20 mph speed limits, more 24-hour bus-only lanes, more 24-hour cycle-only lanes. Local borough councils punch London motorists with parking restrictions, road closures, speed bumps, and road width restrictions. They should be stopped too.

Current instability at the top of Government and conservative party leadership mean its unlikely they will. Local Tory activists say it's time to stop the war against the motorist. But no decision maker's listening. This month's train and tube strikes are designed by militant unions to cripple UK's rail transport. Further reasons for suspending uLex and stopping uLex2.

Some councils Bravely Battle On

In the blue corner the Prime Minister joined with Bexley and Bromley conservatives last week calling on the mayor of London to halt his plans for uLex2's imposition amid the cost of living crisis. The former mayor made the intervention as Bexley councillors attempt to stop the plan. Mr Johnson said: "Now is not the time to hit people with more tax as living costs rise." He compared today to his experiences as mayor during 2008's financial crisis. On a visit to Orpington, the PM told *Local Democracy Reporting Service*: "I agree with Bexley council. I think it's timely as I'm in favour of improving air quality and generally air quality has been improving in London, it certainly improved on my watch — I remember very considerably.



Boris "Bruiser" Johnson knows there's only a few weeks before House of Commons Privileges Committee meets to decide whether he deliberately misled Parliament with "Party Gate" explanations

"In 2008/9 there was the question of implementing what was then the low emission zone, and I delayed it and made it less burdensome, precisely because that moment coincided with huge pressure on the economy, on people's costs, on families and on small business.

"So what I would say with Bexley conservatives to London's mayor is that now is the time to recognise those pressures. Don't add more burdens to families now, don't add more burdens to business. We can improve air quality together but I think another tax on families and businesses and white vans and the rest of it, is going to hit people just when we're trying to put money back in their pockets."

◆ Bexley's 33 Tory councillors, two MPs, and London assembly deputy Conservative group leader Peter Fortune have signed a joint letter calling uLex expansion (uLex2) "punitive and unfair".

◆ One NHS boss told a Bexley council meeting in March that hospital staff were having to park further away from Queen Elizabeth Hospital to avoid being hit with a £12.50 daily uLex charge — £25 if their shift carries on over midnight.

◆ In November a couple living on the uLex2 border in Eltham spoke of their fury at having to buy a new vehicle or face being charged £12.50 every time they turned left out of their driveway.

Greater London Transport Newsletter

Our 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 24-hour cycle and bus 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>

Thanks go out to ABD for hosting Greater London Transport Newsletter for direct download.

And for their research as reported. Greater London Transport Newsletter is independent of ABD editorial control.

ABD Alliance of
British Drivers
Driving Sense



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

- 25 Apr Three females (64, 45, 27) one male (58) knife four murders Delaford Rd Southwark male (28) suspect
- 1 May Male (34) knife murder Greenwich High Road near rail & DLR stations Emmanuel Odunlami (32) stabbed murder Gresham Street St Pauls
- 2 May Male (23) Gunshot wound to foot Grace Close Mottingham
CAD5900/02MAY
Male ambulance driver threat knife University College Hospital Camden *CCTV image CAD6309/02MAY*
Male (30s) knife murder Crowmarsh Gardens Forest Hill female (37) suspect *CAD3813/02MAY*
- 3 May Male (20s) stabbed knife murder Hudson Close Plaistow
- 4 May Jordan Stuart (37) knife murder Grove Ave Pinner male (30s) suspect *HEMS*
- 9 May Boy (16) knife grievous bodily harm offensive weapon Willow Bridge Road Canonbury boy (13) suspect *CAD5839/9MAY*
- 10 May Female (40) slashed GBH knife Grovesenor Road south Norwood
Male (15) detained *CAD5441/10MAY*
- 11 May Olsi Kuka (30) knife murder High Road Whetstone Barnet four males (33, 25, 19, 17) one female (24) suspects arrested *CCTV & doorbell footage sought CAD0655/11MAY*
- 12 May Male (late teens) gunshot wounds Brixton Hill Lambeth suspects three males *CAD6825/12MAY*
- 13 May Male (19) shotgun knife Union Grove south Lambeth *CAD8450/13MAY (HEMS)*
- 17 May Ania Jedrkowiak (21) knife murder Church Gardens south Ealing male (29) suspect *Information request CAD0077/17MAY*
- 18 May Female (43) "slash" wounds Lordship Lane Recreation Ground (Higham Rd) Tottenham
- 19 May Female (34) knife murder Burrard Road Canning Town male (34) suspect *CAD1147/19MAY*
Male (24) knife stabbing Fairfield Road West Drayton *CAD3859/19MAY HEMS CCTV footage appeal*
- 20 May Female cuts to arm knife aggravated burglary Great Galley Close, Renwick Road, Choats Road Barking Male suspect *CCTV appeal CAD0882/20MAY*
- 24 May Male (18) knife stabbing St Mary's Terrace Paddington
CAD4772/24MAY
Male (19) Knife stabbing Frances Street Woolwich *HEMS CAD6556/24MAY*
- 25 May Two males (20s) knife slash wounds Bakers Hill Hackney group disturbance
- 26 May Male knife stabbing Old Kent Road/Surrey Square *CAD6754/26MAY*
- 27 May Male (road worker) RTC life changing road sweeping lorry Pemberton Road/Wightman Road Finsbury Park *HEMS CAD2386/30MAY CCTV appeal*
- 29 May Nicholas Sutin (55) knife murder Ballards Lane north Finchley two male suspects (40, 36) detained
- 1 June Male (mid-20s) knife murder Henderson Close Brent
- 3 June Lamar Jackson (male 39 rapper aka Hypo) knife stabbing Jubilee party Chigwell Rd Woodford Green Laurie John-Phillip (32) suspect detained
- 6 June Male (17) stabbed knife Perry Vale Forest Hill BR Station male detained *HEMS*
- 11 June Female (10) indecent assault Boots Victoria BR Stn Male suspect *some CCTV footage available, more required CAD0327/11JUN BTP dealing*
- 13 June Male found on fire death Belvue Park Northolt *CCTV appeal CAD0952/13JUN*
- 18 June Five males (20s) knife & shotgun wounds Wandsworth Road *CCTV appeal. Victims presented at two south London hospitals demanding treatment*
Ali Baygoren (17) knife murder Orchard Place Tottenham three male suspects one (15) charged

Sarah Everard Memorial Street Watch

Knife Crime Terror continues~ No Action from mayor

The greater London assembly seems paralysed in demanding from TfL and MOPaC chairperson the mayor of London a joint feasibility study into making uLex cameras operate in real time. Now that its been shown no extra data protection act "permissions" are needed, Londoners are still subject to street knifings and robbery.

As of going to press, back bencher Cllr Emma Best AM seeks to confirm the practical possibilities with three May-tabled questions to the mayor that remain unanswered.

Hounslow, Kingston & Richmond's Nicholas Rogers AM elicited this illuminating reply to his question 2022/1240 asked back in March: "The Met have real time access to data from all of the cameras installed by TfL for the operation of the congestion charge and central London ULEZ, which provides them with a data feed of every vehicle registration plate seen by the cameras."

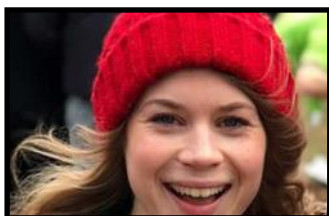


Empty "pods" (work-stations) at Metcall Bow ready for extra CCTV operators to perform real-time street monitoring enhancing Londoner's safety and deterring by fear of capture street violence

What's the greater London assembly for?

Since the mayor's election victory on 9th May last year 24 women have been fatally stabbed, strangled or assaulted in London. In order to stop the rise in violence against women, the mayor says he will use a £17.7 million "investment" to support services ensuring all violence victims had "equal access to justice and services." Not new money at all but just vacuous words that provide an indication of budget required. Frustrated by the mayor's inaction, this question has been sponsored: "Switching ULEZ cameras into real-time street monitoring enhances street safety and supports Police. A joint MOPaC-TfL feasibility study is urgently needed. Would the mayor issue instructions for such a study? Yes or No?"

To tackle knife crime borough commanders must have 21st century tools. Communications Command teams can help. Scum that use blades must know: You can run but you can't hide.



Weapons used against innocent Londoners

The maximum penalty for an adult carrying a knife is four years in prison and an unlimited fine. A prison sentence is mandated if convicted of carrying a knife more than once. It's illegal to possess a banned knife or weapon.

It's also illegal to: bring into the UK, sell, hire, lend or give someone a banned knife or weapon; carry any knife in public without good reason unless it has a manual folding blade less than three inches long; sell a knife to anyone under the age of 18; and use any knife in a threatening way. In Scotland, 16 to 18 year olds are allowed to buy cutlery and kitchen knives.



Two tables of offensive weapons handed in to Cleveland Police following their successful amnesty operation in 2019

In 2019 Thames Valley Police decided with the National Police Chiefs' Council to stop publishing photographs of weapons successfully taken off the streets as a result of operations or amnesties. The force said it had "stopped publicising images of seized knives to help reduce the fear of knife carrying in our local communities".

Easily available by mail order from Belfast is this imitation uPVC-made bladed weapon titled "Bloody Machete Movie Prop PU vs Jason Halloween Horror Weapon Jungle Knife Rambo". It costs less than £20 including postage & packing. Its on-line advert speaks loudly for the nature of the firm's customers.



Leyton Gun-wielding cowards

Rob our Boxing Champ

British sporting hero Amir Khan (35), WBA 2009 to 2012 light-welterweight world champion and 2004 Olympic silver medallist, was robbed at gun point of his £71,000 Franck Muller Vanguard Chronograph watch. The two suspects drove off in High Road, Leyton.

His first words to *The Sun* were: "I'm glad everyone's safe". Wife and mother of two Faryal (30) was just a few steps behind. The timepiece is studded with 719 diamonds and was worn by the champ in Oxford Street earlier that evening.

Interviewed live on ITV's *Good Morning Britain* two days later Amir said: "I feel very unsafe walking around London. There's a lot of pressure on the London mayor. But London's a very dangerous place now. Since Sadiq's come into power the crime rate has gone up by a third. I now see that people have died, people have got killed. That could've been me who got shot. People aren't coming to London".

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](#) *click link*

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

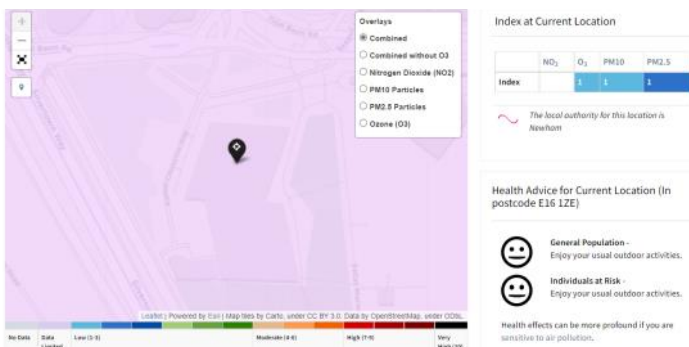


London boundary poses. If there's no concerted political opposition to Khan's invasion, then under the mayor's future proposals for road charging already laid out, eventually only the rich will be able to afford to drive in the 610 square miles of greater London.

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

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



London Air Quality Network's graphic display of air pollution at City Hall E16. 5pm 12th June

World Health Organisation cuts Air Pollution Limits by Half

Just in time for COP26, WHO dramatically reduced their recommended limits for air pollution.

The revised guidelines prescribe annual particulate matter **PM2.5** average at $5\mu\text{g}/\text{m}^3$, bringing it down from 2005's limits of $10\mu\text{g}/\text{m}^3$;

PM10 annual average is now $15\mu\text{g}/\text{m}^3$ in comparison to the earlier norm of $20\mu\text{g}/\text{m}^3$; and

nitrogen dioxide **NO2** levels have been revised to $10\mu\text{g}/\text{m}^3$ in comparison to $40\mu\text{g}/\text{m}^3$ in 2005.

Defra tells *GLTN*: “We expect to publish a public consultation on proposed UK targets later this year”.

Those Air Quality Indices (AQI) ~ A General Guide

0-50: The range shows that the air quality is good and it poses no health threat.

51-100: This range is moderate and the quality is acceptable. Some people may experience discomfort.

101-150: The air quality in this range is unhealthy for sensitive groups. They experience breathing discomfort.

151-200: The range shows unhealthy air quality and people start to experience effects such as breathing difficulty.

201-300: Air quality is very unhealthy in this range and health warnings may be issued for emergency conditions. All people are likely to be affected.

301-500: This is the hazardous category of air quality and serious health impacts such as breathing discomfort, suffocation, airway irritation, etc. may be experienced by all.

Air Quality in Outer London

IQ Air is a Swiss supplier of air filtration equipment to professional standards. The firm provides an air quality results display map at:

[London air quality map | IQAir](#)

As of 8:30pm 13th June, 42 of the site's monitored 45 stations were at “Green” meaning a “Good” air quality. Only three (Poets Road Highbury at AQI 55, Hillingdon West Drayton AQI 59, and Harlington AQI 68) showed “Moderate” air pollution. In general, this means all of outer London's air quality then met legal UK standards.

Greater London ~ the mayor's Ultra Lucrative Extortion Zone

by Brian Mooney, London co-ordinator, Alliance of British Drivers
brian@london-motoring.org.uk



On 20 May, Transport for London (TfL) announced a consultation on expanding the Ultra Low Emission Zone (uLez) London-wide. *GB News* got it right in one announcing: “Sadiq Khan continues war on drivers”. The end-game of the proposals is London-wide road pricing. A 197-page technical document accompanying the consultation makes clear the assumption that London wide road pricing will be in place by 2026. Road pricing is unpopular with Londoners – there was a large majority against it when the public gave its views on the mayor's Transport Strategy document in 2017. To sell it the mayor has had to bundle in emotive hooks like “toxic air pollution”, “climate emergency” and “traffic congestion” in the hope that Londoners don't think twice.

This short article can't possibly address all the issues. But one that sticks out is the congestion generated by TfL and the boroughs' gratuitous removal of road space to provide under-used bus and cycle lanes. Also low traffic neighbourhoods that force more cars onto congested main roads, burning more fuel per journey and increasing emissions.

The mayor is a hypocrite on air quality. Apart from his regular jollies with fireworks, I can't see how his move to promote the legalised use of cannabis will improve air quality. Ironic that while he rants on about “London's filthy air” and “London's toxic air”, he is always urging Londoners to ditch their cars and walk or cycle in it. Or to switch to the tube – parts of which carry particulate levels higher than at street level. The Committee on Medical Effects of Air Pollutants have warned of a health risk. Claims of around 4,000 lives a year lost to air pollution are based on estimates of a notional ‘average reduction in life’; they are not real people. This is admitted in a since-removed GLA document from 2013.

The mayor's proposal is disingenuous. It claims that if no action is taken on air pollution, around 550,000 Londoners will develop related diseases and it will cost health and social care systems billions. To beef up the estimate, a 30 year timeframe is used. Meanwhile, scientists who have evaluated the impact of expanding ULEZ to the A406/A205 say the air pollution reduction has been small.

Research shows that current trends will produce a reduction of nitrogen dioxides to the same level as the uLez by 2030; with only 2,300 Londoners even being affected by air quality in 2025, and zero by 2030. These include people who damage their lungs by smoking.

London's air is not a closed system. Airborne chemical levels will be affected by wind blowing outside the M25 and even from abroad. On current form, they will be increased by TfL policies that increase congestion and emissions; not to mention the large planned increase in the population of London. Particulate levels may not be greatly reduced as people will still need to travel and have deliveries. Home air can also be polluted.

For some reason, the mayor has to assure us that “it's a genuine consultation” and “not about making money”! He also plans to increase fines from £160 to £180; it's not so long ago they were £130. It's the potential for ‘fair’ road pricing that's of most concern. With ‘Mayor Saddo’ already committed to ‘Saddo-masochistic’ net zero carbon targets, it's no surprise that he sees ‘benefit’ from London-wide road pricing being introduced as early as possible. It's the mayor's preferred means of reducing travel on London's roads by 27 percent by 2030.

When combined with other misery measures, such as road space re-allocation, it makes you wonder how oppressive the charges will be. That the mayor is even considering household income is cause for concern. The mayor declines to give proper exemption to charities like Dogs On The Streets from current uLez charges. And that he's considering a ‘surplus’ to finance his other projects says it all.

The lack of a published cost-benefit analysis indicates something to hide. It's questionable whether such a deficient and one-sided consultation is even legal. We have until 29 July to deliver a pushback. Please do what you can. For more on the consultation and how to respond see: www.cantpaywontpay-london.uk

This on-line petition from a Camberwell resident is against road user pricing: “We also oppose having our movements tracked on privacy grounds.” the petition reads. It's at: <https://chnng.it/95NqXMYF>

References: Greater London uLez could remove more than 100,000 polluting cars, *Evening Standard*, 200522
<https://www.standard.co.uk/news/london/ulez-tfl-outer-london-sadiq-khan-b1001358.html?r=1067>
<https://tfl.gov.uk/info-for/media/press-releases/2022/may/tfl-seeks-views-on-expanding-world-leading-ulez-london-wide>

<https://www.gbnews.uk/news/sadiq-khan-continues-war-on-drivers-as-talks-on-expanding-ulez-to-all-of-greater-london-starts-today/299614>

Tube air quality much worse (50x) than outdoor street level:
<https://www.thetimes.co.uk/article/air-pollution-50-times-worse-on-the-underground-93j0qc5fc>
<https://www.theguardian.com/uk-news/2019/jan/09/london-underground-air-pollution-report-concerns-northern-line-particulates>

40,000 Lives Lost Annually junk-science:
<https://wintoncentre.maths.cam.ac.uk/news/does-air-pollution-kill-40000-people-each-year-uk/>

Air Quality Information for Public Health Professionals – London Borough of Hammersmith and Fulham, GLA, 2013
preserved at: www.fairdealforthemotorist.org.uk/glabetterenvhealth.pdf
<https://www.imperial.ac.uk/news/231894/london-pollution-improved-with-evidence-small/>

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-uLez 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 your family will 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 some 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 £10,000 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.

Contact gltnsales@outlook.com

Midnight to Midnight uLez damages Nighttime Economy

GLTN is lobbying for the midnight to midnight rule to be changed for one that truly reflects time spent inside uLez area — on a 24 hour basis.

December last year saw the assembly publish its report *Night Vision: Rebuilding London's Night-Time Economy* with 12 recommendations following on from the 16-month Covid-19 near shutdown. The report estimates London's night life had been a £43 billion industry employing 115,000 workers.

But visitors driving a non-regulation meeting vehicle are shunning coming to the capital due to uLez, congestion charge, plus local council parking fees — a municipal bill that could top £60. Tourists fear risking swingeing fines for over staying their welcome even by a matter of minutes.
See backpage for latest update

Radio Jackie DJ caught in uLex double fine trap

A complaint against Transport for London was broadcast live by *Radio Jackie* rush hour DJ Neil Long.

He'd entered the uLex zone a short time before midnight, and left it just 1½ hours afterward. He'd paid for his first incursion, but was shocked to receive a second penalty charge notice caused by his drive out falling foul of TfL's midnight to midnight rule trap.

Neil contacted *GLTN* who forwarded the broadcast to southwest London community radio station's assembly member Nicholas Rogers who was able to get the second PCN cancelled.



£160 for 90 minutes inside the uLex with two fines? This is what I think of the midnight to midnight uLex

Christmas Eve TfL Scrooge

Our spring edition (*vol 2 issue 2 p9*) highlighted a TfL Scrooge issuing an £80 PCN against one hapless driver at the junction of A406/Eastern Avenue uLex entrance just 2 minutes 27 seconds before Christmas Day's uLex system switch off. The roundabout is known to be a money honey trap capturing southbound vehicles from the end of the M11 heading for the Blackwall Tunnel and channel ports.

Despite an appeal to TfL and London Traffic Adjudicators, the £80 fine was upheld and doubled. The tribunal has now agreed to review its decision as "unfair and unreasonable" after *GLTN* got involved. Apart from a 30-mile detour to the Dartford Crossing with 30 miles worth more exhaust gasses, there are no alternatives to paying TfL's uLex toll — even 2 mins 27 seconds before the uLex system Christmas Day shut down. A review of this driver's fate will be held 1st July.

It's My View... Nick Rogers, London assembly

member for Hounslow, Richmond & Kingston tells *GLTN* of his fears for residents from the mayor-threatened uLex2 invasion into outer London.

Nick is a member of GLA's transport, budget & performance, and fire, resilience & emergency planning committees.

Sadiq Khan plans to expand the Ultra Low Emission Zone to the entirety of greater London. This is the wrong policy at the wrong time implemented in the wrong way. It's based on a fundamental misunderstanding of outer London, it will hammer those who can least afford it, and is the wrong approach to improving air quality in London.

Outer London is a very different proposition to inner London. Darwin ward in Bromley for example, is bigger than the entire London borough of Islington. It has no railway station and limited bus services. The tube is a distant dream. How else are residents supposed to move around and live their lives if not by car? Many people simply have to drive — and in outer London the public transport options often just do not exist.

In outer London people's lives are just as likely — if not more so — to be oriented out of London as inwards into London. This means that Londoners' friends and family with older cars will have to pay £12.50 to drive across the greater London boundary to visit. Imagine the impact on families where grandparents drive over to fulfil child care duties while parents are at work. Such arrangements may well be no longer feasible.

At a time of rising living costs it's unconscionable that the mayor seeks to impose yet another burden on London's taxpayers — on top of his recent 8.8 percent council tax hike. Those with non-compliant vehicles would find themselves paying £12.50 per day to drive in London. If you need to drive every day, you'd spend over £4,500 per year.

The Office for National Statistics shows 60 percent of London households earning between £23,192 and £29,546 own a vehicle. Nobody could possibly suggest that this level of household income qualifies one as being 'wealthy'. A £12.50 daily charge is the last thing these Londoners need. Small businesses and charities would feel the strain too.

The policy (uLex2) of expanding the uLez into outer London is in and of itself the wrong way to approach London's air quality. The mayor has set aside almost £400 million for projects to deal with air quality, of which uLez expansion will be the big ticket item. If you had that amount to spend on air quality, why would you choose to spend it on a gigantic camera network with ongoing maintenance and operation costs? The mayor is spending almost £400 million on a gigantic stick. Imagine the size of the carrot we could buy for that amount.

The mayor could be using this money to green the bus fleet or increase the amount of rapid charging points in London. He could even just sink the whole lot into a big scrappage scheme. Instead he chose cameras. It's a very odd choice.

London assembly conservatives are leading the charge against this policy. We encourage as many Londoners as possible to reply to the mayor's consultation making their views known. We are also running a petition as another way people can oppose the mayor's plans. [You can sign here](https://www.glaconservatives.co.uk/saynotoexpandedulez) <https://www.glaconservatives.co.uk/saynotoexpandedulez>

The mayor should be doing all he can to boost London's recovery by supporting residents and businesses. Instead, he wants to saddle Londoners with yet more taxes. These plans absolutely must be opposed.

We Told you So... It's Road User Charging by Stealth

The imposition of uLex on greater London to the south and north circular roads with 750 extra cameras and back office staff costing £130 million was always suspicious. Suspicious in that somehow £130 million was found by Transport for London despite having pleaded for over £3 billion worth of fares' support grant from Government to maintain London Transport services during the Covid pandemic. That figure is now currently admitted to be in excess of £5 billion with a final "last" grant amount still to be agreed.

GLTN's recent issues suggested current conservative Minister for Transport Grant Shapps was cobbling together a smoke-filled-room deal with former labour Minister for Transport now labour mayor and chairperson of TfL that covered the £130 million camera bill but hiding it in TfL's overall grant settlement. An angst-filled drama played out in the media with the mayor then as now threatening to declare Transport for London bankrupt under a section 114 arrangement if he didn't get his way. That would force the Department for Transport to nominate two representatives onto TfL's board. They're already there.

Even now, the mayor tearfully blames central Government for not properly supporting TfL. He proposes an 18 percent reduction in London Bus service capacity and a nine percent shrinkage in London Underground services blaming central Government for his cuts — for his choices. All with sorrowful shaking of head and melodramatic sighs into the middle distance. He calls his programme of cuts that include reducing the freedom of the older persons' Freedom Pass a "managed decline". London Underground trade unions have seized on the mayor's service reductions to justify joining their comrades' national industrial action set to start next week.

Nick Rogers AM tells of the misery uLex2 will cause to his south west area of greater London. Previous *GLTN* issues had Cllr Emma Best AM who represents the north east, and Cllr John Moss (Waltham Forest) putting the same sentiments. Neither area suffers the "toxic air" continually trotted out by the mayor as an excuse for pricing the poorest motorists off the road. The suspicion is that uLex's £130 million camera spend — and the possible over £400 million future uLex2 camera spend — are



“investments” toward a far more sinister London roads’ revenue generator — road user charging — supported by Liberal Democrats, the Green Party, and *sotto voce* London labour. No wonder this mayor seeks to impose uLex2 by August-end next year without any democratic mandate. What’s being implemented is road user charging by stealth — an all party policy.

The silence over road user charging from Transport Minister Grant Shapps, Minister for London Paul Sculley, and leader of the assembly conservative group Cllr Susan Hall is deafening. The only minister to have broken ranks is the London MP for Uxbridge & South Ruislip — the Prime Minister — who still tacitly accepts air pollution’s an issue.

Accusations made against this journal of road user charging paranoia have not been borne out. The current issue of *Streets Ahead* points to this informative paragraph discovered by ABD’s research from a TfL finance committee paper dated 11th December:

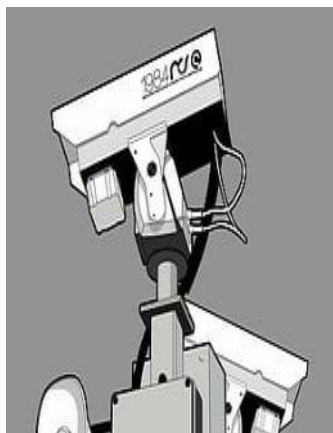
“5.6 ...mayor’s proposals on the matters he intends to pursue to provide £0.5-1bn of new income for TfL. That requirement has been met. In his letter to the Secretary of State, the mayor set out proposals for further income to be raised from council tax, certain fares adjustments, and also the potential for a widening of emissions-based road user charging schemes”.

6.4 The DfT’s proposed extension to the current funding agreement also includes a number of conditions... some of which are new. The key conditions proposed are: (a) by 14 January 2022, the Mayor will provide DfT with a working draft of a paper in relation to road user charging”.

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. 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’s campaign 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 a Green Party 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.”

It seems an “ethics minister” is needed for the mayor’s office. As can be seen from the above, the reason why he’s “consulting on expanding uLez London-wide in 2023” is not the heart-tugging, handkerchief-clutching “we’re cleaning up London’s toxic air” drivel he spouts. But because he’s already agreed in principal to road user charging with Grant Shapps in return for an adequate <insert melodramatic act for broadcast media here> “final” Transport for London grant settlement.



Too poor to drive on London’s roads? Well, here’s a £12.50 fine to help you on your way

Minister backs AA call on mayor: shut uLez, Congestion Charge & parking fines during Rail Strikes

In an urgent plea to the mayor of London, Minister for London and Sutton & Cheam’s MP Paul Scully said Transport for London should waive its uLez, congestion charge and parking fines’ during next week’s crippling national rail strikes.

The Minister made the plea during a radio interview with LBC’s Nick Ferrari ahead of the industrial action. He also insisted non-essential roadworks be stopped.

The Minister echoed the AA’s call for traffic enforcement to be switched off. “If you’re going to strike you risk other businesses, other people’s livelihoods, but also the rail system up and down the country, including in London.

“Because we’re at a point where we’re trying to get people back into work and it’s fragile — any excuse to stop people travelling really does affect the fares’ box and the financial viability of rail services. We don’t want to risk anybody’s job so please get around the table, this is not helping anybody.” Strike dates coincide with the school students’ exam season.

In an ill-tempered reply, the labour mayor accused Government of “inciting” next week’s tube strike. Opening the first in a series of “hospital streets” set to be shut to traffic due to his claims that toxic exhausts pollute hospital air, the mayor snarled that prime minister Boris Johnson and Transport Secretary Grant Shapps were “whipping up” division using TfL’s support grant current negotiations. He refused to order any system shutdown claiming the “climate emergency” to be more important.

“At the core of this is the Government... orchestrating, engineering, and inciting a strike in London by attaching conditions to the funding deal which has got trade unions really concerned.

“Shapps and Johnson are responsible for divisive politics, for whipping up them-versus-us, communities-versus-workers.”

The mayor’s home Tooting constituency receives grant aid indirectly via affiliation payments from several trade unions. Constituency labour parties have always been vulnerable to accusations of “being in hoc to the unions” and so not free to fully represent voters without fear of their CLP seeking reprisals by de-selecting MPs and councillors if they dare to speak out against unjustified strikes. Sadiq Khan pledged during his election campaign to be the first “zero strikes London mayor.”

◆ As of going to press, Minister for Transport Shapps has called for Royal Parks to be available for car parking to make sure workers can drive as close as possible to their workplace.

“People will die, Ambulances won’t get through” Health Minister warns

Warning that the strikes will cause deaths, Health Secretary Savid Javid said the travel chaos will make it harder for front line medical professionals to get to work. And patients to their appointments. A senior NHS leader has told *Health Service Journal*: “Next week’s rail strikes will probably end up killing people because they’ll prevent ambulance trust staff getting to work.”

Javid criticised labour’s health spokesperson Wes Streeting for expressing sympathy for the strikers during BBC’s *Question Time* last week. Labour leader Sir Keir Starmer has also refused to condemn the strikes.

Unite representing London Bus workers, TSSA representing Southeast Rail’s, and ASLEF’s separate disputes in Hull and at Croydon Tramlink are expected to join RMT’s 40,000 member national industrial action dubbed a “Summer of Discontent”.

Another London journal sees Road User Charging by Stealth

Dave Hill, editor of *On London* — not normally a broad democratic right-leaning publication — this month asks “Can We Road Price all of London?”

Posing the question at:

[Can we road price all of London? - OnLondon](#)

Hill says: “It’s being played down in public but at the same time it’s no secret that Transport for London’s looking seriously at the possibility of introducing a sophisticated new road pricing scheme covering the whole of the capital.”

Hill reports on papers considered by TfL on 8th June: “the mayor’s formal transport strategy says under the heading ‘shaping the future of road user charging’ “The mayor has asked us to start exploring how a new kind of integrated road user charging system could be implemented to address the critical triple challenges of toxic air pollution, climate emergency, and traffic congestion. Such a system could replace all existing road user charges – congestion charge, Low Emission Zone, and uLex – with a single integrated scheme”.

In this “single integrated scheme”, Hill reports the TfL paper saying, “Drivers could pay based on distance travelled with different rates depending on how polluting their vehicles are, or where they are driven, in order to better reflect the impact of their journey”.



Henry Ford’s 1908 Model T provided mass transport for the masses

In a nod toward the Tories who have not been invited to *On London*’s June 22nd talking shop dedicated to road user charging, Hill says: “London conservatives can be relied on to campaign vehemently against any addition to or

augmentation of the current collection of schemes — whether real or conveniently imagined — even if their party’s own national Government has demanded it or ruled it out.”

There’s been no Government discussion “conveniently imagined” or otherwise. Such discussion would inevitably have to consider a national scheme. London’s adopted technical standards would have to be compatible. To have two methods of road user charging each incompatible with the other is a nonsense. Standards set across the four UK nations would also have to be compatible with western Europe’s standards of data collection and enforcement.

GLTN suggests Hill invite a Tory onto his forum’s panel to give their view. Instead of rudely giving what he believes is their view. No one would want to assume *On London*’s forum to be just another collection of reds telling reds how wonderful the reds are.

There is another road user charging inevitability — as Londoner’s have found out with the mayor’s hairbrained uLex — it’ll be the poorest motorists that’ll inevitably be priced off the roads first — the beginning of the end of Henry Ford’s dream.

Stop the War Against the Motorist

Previous issues of *GLTN* have highlighted the sometimes farcical prosecutions by TfL and London local councils against innocent motorists. Then the councils turn nasty — sending in the bailiffs.

A crashed Transit van on the back of a recovery truck prosecuted for passing through the uLex area in New Cross. TfL had claimed the crashed vehicle was “in motion”. PCN cancelled.

GLTN contacted Lambeth council over a PCN issued when there were no yellow lines whatsoever painted on the road. PCN cancelled.

Another involved a car parked outside Blackheath Post Office who’s *shadow* was cast into the next parking box reserved for Blue Badge holders. A shady deal with NSL acting “in partnership” with Lewisham council cancelled that PCN.

Another involved a parking control officer making up a PCN by manually entering the vehicle’s make to give the ticket validity. Registration 70 ORT entered instead of 700 RT. Yet another hurried Lewisham PCN cancellation.

Every Journey Matters

(just so long as TfL can take your money)

Transport for London is using London motorists as a cash cow to shore up Government London Transport Covid-subsidy fares’ losses. Despite a majority of London’s motorists not using London’s tube or bus network.

A classic example is key route to Thames crossing Blackwall Tunnel. An alternative to the £12.50 toll trap on southbound traffic flow at Eastern Avenue from the M11 is A406 north circular west-bound and then Woolwich Ferry. But the TfL-run ferry’s been subject to strike action for months.

The only alternative is to return north to the M25 and round to Dartford Bridge — a 30 mile detour, 30 miles’ worth more emissions, and a £2.50 bridge car toll. It’s shorter via the A406 eastbound but more congested. Drivers unfamiliar with the area will have their SatNavs insistent on directing them back to the Redbridge roundabout. They’ll need to be re-programmed for Dartford as destination.

A406/Eastern Avenue ~ a Money Honey Trap

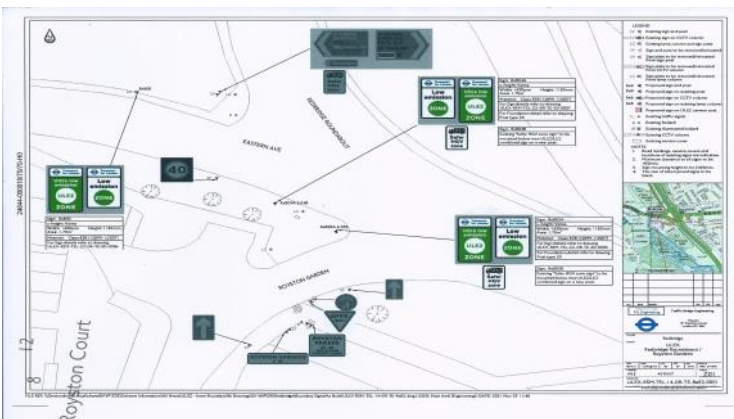
Frustrated by impossible shift demands made on TfL’s enforcement staff, one operator kindly sent *GLTN* a map of camera placements at this money honey trap’s start — the entrance to Eastern Avenue from the Redbridge roundabout.

Signage is at the entrance, but placed so that drivers navigating the roundabout would’ve already committed themselves to enter the roundabout’s Eastern Avenue turnoff before seeing uLex area warnings. And then being unable to re-enter the roundabout’s fast traffic light-controlled flow without risking a dangerous manoeuvre.

There’s no advance warning signs placed at the southbound approach to Redbridge roundabout but there are warnings for TfL’s Low Emission Zone directed toward vehicles over 3½ tonne. uLex warnings could be fixed to the same bollards.

As of going to press GLTN is concerned over possible legal proceedings should we disclose where uLex cameras are placed.

We are currently seeking legal advice that will confirm publication to be in the public interest.



Transport for London refuses Vulcan tribute uLex Exemption

TfL has denied a specially-prepared Falklands war commemorative vehicle uLex exemption without even waiting for a formal application. The vehicle's owner lives inside uLex in south east London and so has to park eight miles away in Bexley to avoid a daily £12.50 fine.

The former navy radio & electronics officer and former Police Officer, now aged 76, fears that if the plasma screen and other equipment used to show footage of our patriots' Falklands re-capture is left in the car it will be broken into and stolen. So he applied to TfL in advance telling them of his intention to vinyl wrap his 2003 Range Rover Vogue celebrating Avro Vulcan XM655 bomber in flight and then make application for a "Showman's Discount". TfL didn't reply so he spent most of his savings on the project that cost over £1,800. He then asked for the procedure to make application for the "Showmans Discount" exemption so he could safely park his tribute vehicle outside his home inside the uLex area.

XM655 is the last Vulcan still in fast taxi run engine-capable condition, protected and preserved by a group of enthusiasts at Wellesbourne Airfield near Coventry. They include surviving crew members and other ex-RAF ground support staff and mechanics. <http://www.xm655.com>

Mayor ignores June's 40th year Remembrance of our Falkland conflict Heroes

"It's just a car." was TfL's sniggering reply when refusing to even consider the application. TfL at first tried to avoid making any decision by demanding photographs of the vehicle's interior but not saying what the photos must show. Their uLex exemptions desk then said that a showman's exemption was only available to fairground and similar heavy goods vehicles and so had to be 3½ ton or greater. But not according to: [Discounts and exemptions - Transport for London \(tfl.gov.uk\)](http://www.tfl.gov.uk) last section.



XM655 powers down Wellesbourne's runway showing off Britain's '60s technical superiority. With so much enthusiasm for flight, nosewheel raises. Rotate!

The Falklands War between Britain and Argentina took place in 1982. The Falkland Islands are British territory about 310 miles off the coast of Argentina invaded by the junta in April. Unafraid of political opposition at home Prime Minister Margaret Thatcher quickly launched an operation to re-claim the islands. Part of this was Operation Black Buck – the longest bombing run in history. Vulcans from RAF Waddington in Lincolnshire were involved in seven missions to bomb Port Stanley airfield to deny fascist forces of General Galtieri the runway for his landing of logistic support and fighters. The raids were the only time in the Vulcan's 30 year RAF service that saw it drop bombs in anger. Designed in the early 50s on drawing boards with slide rules, and pencils — there was no computer aided design then — they replaced Wellington propellor-driven wartime bombers. The Vulcans were due to be retired in 1982 from Britain's independent nuclear deterrent force that'd kept Russian nuclear threat's in check. XM655 is powered by four Bristol B.E.10 Olympus 301s two-spool axial flow turbo jet engines — a later Rolls Royce variant with afterburners powered Concorde.

At 10:30 PM on April, 30 1982, the first two Vulcan bombers fired up their engines, followed closely by a third reserve bomber, and set out for their assault on Port Stanley airfield from Ascension Island. Within four minutes of departure the lead Vulcan XM598 experienced a major technical problem with the cabin refusing to pressurise.

The operation was the longest successful bombing run in history — a round flight of almost 8,100 miles. Eleven Victor tankers provided air-to-air refuelling throughout the marathon journey. At an altitude of nearly two miles, and travelling at an average speed of over 440 mph, the airfield off Port Stanley was not an easy target. At about two miles out from the target, the Vulcan released its payload. One bomb was a direct hit on the runway — which scuppered the Argies' defence plans against UK's task force that was due to arrive within days. Argentina surrendered on June 14th — their white flag flew over Port Stanley.



Range Rover Vogue nestles safely under XM655's wing. The same wing that protected UK from Russian nuclear threat during the cold war



XM655's bomb bay capable of carrying 21 1,000lb Iron Bombs. Or Britain's Blue Steel nuclear weapon — Vladimir to note

Bio-LPG halves your pump price!

You'd think the mayor would rush to help Londoners out of the cost of living crisis instead of just parroting "it's all the fault of the Government" in the hope that someone might believe him. Last month's *GLTN* devoted a whole page to the advantages of Bio-LPG. And particularly to the fuel's cost advantages of between .87p and £1.07 per litre as against current petrol pump prices of nearly £2 per litre.

We suggested that the £1,000 cost to convert to LPG was fast becoming an economically viable option. Until that is the mayor's office re-iterated that no LPG-fuel based uLez dispensations would be granted. The mayor still insists that all petrol vehicles entering his uLez areas meet Euro IV (Diesel engines Euro VI) irrespective of whether they're Bio-LPG fuelled producing zero carbon (CO) and an up to 70 percent reduction in nitrous oxide (NOx) emissions. So he can screw the last possible £12.50 "polluters fine" out of London's motorists.

Lib Dem Caroline Pidgeon AM, former chairperson of the greater London assembly's transport committee has given up after trying her hardest. She now re-iterates the mayor's replies to even her reasonable questions after preposterous lies told to both her and *GLTN* from the mayor's office — drafted by TfL.

Last month saw one Bio-LPG user fined £160 for entering the uLex area 2 mins 27 seconds before Christmas Day's uLez system-wide shutdown. Despite filing all the assembly questions and answers on LPG exemptions dating back to when Ken Livingstone was mayor, TfL and then London Traffic Adjudicators upheld the Scrooge fine saying that any dispensation had to be "registered". No evidence of "registration" requirement was ever submitted by TfL in their 36 pages of evidence written in legalese mysteron. The adjudicator just assumed that from her own knowledge.

◆ Some 1,400 filling stations are listed throughout the UK at: [AutogasApp: Find cheap LPG stations near you!](#)



Prins Bio-LPG conversion shows gas inlet, controller, and (centre) coolant-controlled petrol to gas switch. Many LPG-converted vehicles have a pre-heat option allowing cold LPG start up

Speeding Fines ~ become revenue generators

Last month's issue moved outside *GLTN*'s usual editorial terms of reference to cover the plethora of speeding fines being taken from often unsuspecting and otherwise safe-driving motorists. One reader, a former Police driver with an over 40-year clean driving license, was upset to get three tickets — a 60mph in a 50, a 36 in a 30, and a 50 in a 40mph in as many months.

One issuing authority thought the last unfair and unreasonable deciding to impose a motorway course instead of points and a fine.

Most Police authorities allow some tolerance — two including the Met allow 10 percent +3mph leeway, the rest 10 percent +2. A few Police authorities refuse to disclose what their tolerances are. 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. Previously helpful speed informational signs — "Warning Adverse Camber 50mph", or "Loose Surface Reduce Speed 40mph" are now being enforced as part of the war against the motorist.

Dominic Smith, a director of motoring solicitors Patterson Law answers exclusively for GLTN some of their more

Frequently Asked Questions

FAQ: *Do speed cameras need to show warning they're there?*

Answer: No. There is no requirement in law that there needs to be a sign warning motorists of an upcoming speed camera. This applies to all cameras — both fixed and handheld. If there's no warning it's no basis to challenge a speeding offence. And rejecting a speed awareness course or a fixed penalty of three points and a £100 fine to take the matter to Court could see you end up with more points and a higher fine plus costs.

FAQ: *Can I reject a Notice of Intended Prosecution (NIP) if received outside of 14 days?*

Answer: No. The suggestion that you can "reject" a notice of intended prosecution based on the 14 day rule has been spreading like wildfire in the press. It's incredibly dangerous advice. NIPs can't be "rejected" by arguing that it was defective. This is a preliminary legal argument in Court. In order to make it you have to give up the chance of a fixed penalty or speed awareness course — so this can create a risk of double the points and quadruple the fines (or even more). "Reject" a NIP for example for a 49 in a 30, and you put yourself at risk of six points or a ban at Court compared to three points and £100 fine from the Police. Also the NIP contains a request for driver information — ignoring this by "rejecting" the NIP results in six points and around £800-£900 normally in fines and court costs. You would not have a defence to the failing to name based on the legality or otherwise of the NIP. We get hundreds of desperate requests for help over this issue from people who have followed this duff advice.



FAQ: *If I'm caught speeding will they automatically give me a course?*

Answer: Not automatically. Each police force has their own guidelines for offering speed awareness courses. For each speed limit there is a certain threshold, below which a course should be offered and above which it will not be. There are also other criteria such as completing the course within a certain time and only completing one every three years. Offering the course is always at the discretion of the Police and they can withdraw the offer at any time.

FAQ: *Do the police need a reason to stop me whilst I'm driving?*

Answer: No. The Police do not need a particular reason to stop a vehicle on a road or other public place. The police can do a routine documents check on any vehicle at all. There are certain restrictions on police requiring breath tests and conducting vehicle searches.

FAQ: *Is a speeding fine a criminal conviction?*

Answer: It depends. A speed awareness course or a driver improvement course is not a criminal conviction. Neither is a fixed penalty that's accepted before Court. However any fine imposed at Court at all – whether that be for speeding or otherwise – will be recorded as a criminal conviction.

FAQ: *Can I lift my disqualification early?*

Answer: Yes – but only in certain circumstances. An application can be made to the Court to lift a ban early after two years if the original ban was between two and four years, after half if the original ban was between four and 10 years, and after five years if the ban was for longer than 10 years. No application can be made if the disqualification imposed was for less than two years. If you're eligible to make an application, it's a written application to the Court followed by a Court hearing, where all parties need to attend. Whether to lift the ban is always at the discretion of the Court.

FAQ: *If I'm banned in the UK, will I be able to drive abroad?*

Answer: If you're disqualified from driving you are banned from driving in the UK under any licence at all. You're also disqualified from holding or obtaining a British licence, meaning you cannot rely on your British licence to drive in a foreign country. There's mutual recognition of disqualification between the UK and Ireland, meaning you'll also be disqualified in Ireland, but there would be nothing stopping you from driving, for example, in Italy on an Italian licence.

This FAQ is not designed to be exhaustive. Neither Dominic nor GLTN are legally qualified. But there's free legal advice available from their website: [Motor Solicitors | Motor Lawyers | Leading UK Motoring Law Specialists \(pattersonlaw.co.uk\)](#) GLTN adds: If a first offence and the alleged speed isn't excessive then pay the fine and take the course offered. The course is interesting and informative, still conducted via an online video link, and friendly. With questions over the accuracy of some alleged speeding offences mounting a dash camera is a must nowadays. Latest models integrate your satellite-measured road speed with your recorded video and can be accepted as evidence in Court.

To the mayor of London and TfL: Does every journey matter?

Just as *GLTN* was going to press a fast “Compoooter sez Noooh” response to questions posed by Nick Rogers AM has been received from Transport for London. (*see news item on p 6*)

Our item on *Radio Jackie's* morning disk jockey being charged two £80 penalties for entering and leaving the uLex area got one of his PCN's cancelled. We then asked TfL: “It does seem iniquitous that your uLez charging system runs not on a 24-hour but on a midnight to midnight basis. That means the mayor's campaign to return post-Covid nightlife to the capital — worth £43 billion employing 115,000 pre-pandemic — is hobbled. Visitors in a non-compliant vehicle from outer or outside London would want to take in the shopping, do the sights, see a play, have dinner, stay overnight in one of central London's grande hotels, and drive out again the following morning. They'd be penalised over £60 for being a “welcomed” tourist if arriving then leaving the following day with double uLez charges, the congestion charge and central London's swingeing parking charges. And be continually fearful of municipal fines greedily levied for overstaying their welcome by just a few minutes.

“With many theatre productions moving to the suburbs in more enlightened boroughs outside of uLex, why would anyone want to put up with all these tolls, fines, and levies for going into the city centre?”

TfL's reply was not welcoming: “The £12.50 charge is only paid by non-compliant vehicles (over 92 percent already comply) and this is to maximise air quality benefits for Londoners. Amending charging hours would not align with the scheme's objectives, which aim to reduce emissions from road transport and encourage take up of cleaner vehicles.

“The mayor and TfL are committed to supporting the night-time economy and this is evidenced by the recent re-introduction of night tube services on the Jubilee Line, re-joining the Central and Victoria lines as part of the night tube network. This is already delivering benefits to workers, visitors and businesses engaged in the night-time economy.”

Prompting *GLTN* to comment: “There remains just eight percent of vehicles travelling in the uLez area that don't comply. Thus their effect on air pollution is minimal. Pointing to the re-introduction of tube services only addresses those who don't drive, perhaps don't drink, won't stay overnight, and see walks from home to tube station, tube station to theatre — and a stagger back sometime early the following morning — as part of a safe and enjoyable London experience. This is a nonsense. Who in their right mind would want to do that?”

“Staying overnight allows drinks before theatre, after theatre, fine wines at dinner, and a liqueur at the hotel. (hic) Replacing TfL's midnight to midnight scam with a true 24-hour rule would be seen as a positive move toward fairness for the eight percent with minimum effect on air pollution and minimum loss of uLez revenue — truly supporting London's night-time economy.”



We Will Rock You

Churchill Theatre | Main
Auditorium, Bromley
Mon 27 June - Sat 2 July 2022



To Be Frank

Churchill Theatre | Main
Auditorium, Bromley
Sun 3 July 2022



Whitney Queen Of The Night

Churchill Theatre | Main
Auditorium, Bromley
Tue 5 July 2022



Calling Planet Earth

Churchill Theatre | Main
Auditorium, Bromley
Wed 6 July 2022