



IN WHAT HISTORY will record as an undignified career-end for a great London champion, former mayor Boris Johnson moved to House of Commons back benches on 6th September making way for the Tories' preferred leadership candidate Liz Truss. A closely fought contest: conservative MPs recommended two candidates and then the estimated 170,000 lay party members voted 57 for but 43 percent against.

The former Prime Minister (*Uxbridge & South Ruislip*) still has to face Commons Privileges Committee questions that he deliberately misled the House over his explanations of "Party Gate". The Committee is now taking evidence. It's expected to report to MPs sometime late this season or early winter. MPs could have the opportunity to expel or order a lesser sanction such as a time-limited suspension against him.



● Boris's successes when mayor are fondly remembered: the Boris bikes' initiative that allows easy affordable bicycle rental — a travel boon costing Londoners next to nothing due to commercial sponsorship — copied by the current mayor. The London 2012 Olympics provide a £multi-billion legacy of sporting facilities in Stratford, east London. Watch out for Olympicopolis. And those who'll try to steal its political credit. As PM he agreed over £6 billion in Transport for London subsidy: services were kept running during Covid when hardly any fares revenue was received; plus funding for London's future capital projects.

Shapps Shuts uLex2 £250 million Funding Loophole

In what is seen as support for London's remaining conservative-controlled councils and the nine-strong greater London assembly conservative opposition, outgoing Minister of Transport Grant Shapps has specifically banned use of his final Transport for London (TfL) grant settlement to pay for the mayor's dream of expanding uLex from current north and south circular roads to the greater London frontier.

The beleaguered London Tories, decimated by May's local council 400 seat loss election drubbing due to Party Gate, got an important boost in July to their halt uLex2 campaign from outgoing Prime Minister Boris Johnson who pleaded with labour London mayor Khan to ditch his plan for territorial expansion next year. And to shut down uLex and congestion charges ahead of RMT, TSSA, and ASLEF's August co-ordinated rail strikes. More transport strike misery is promised by the union barons this month.

In his last days as Minister, Shapps signed off a "final" £1.163 billion TfL settlement grant payable over two years following drama-filled media threats from the London mayor that he would either reduce London Transport services — calling this a "managed decline". Or enter TfL into "section 114 notice special measures" as being unable to fulfil its debt obligations if his subsidy demands weren't met. There's already two representatives from the Department of Transport sitting on TfL's board — a requirement of sect. 114 were it to be enacted. But in a policy shift from the Minister's June 2021 settlement letter, paragraph 22 ominously titled "Road User Charging" Shapps says: "TfL have estimated this [uLex expansion] will cost £250 million in capital infrastructure costs. HMG grant funding in this settlement should not be used to cover the costs of your policy decisions to charge road users, and therefore if you choose to implement this scheme or other road user charging options, you must fund them through alternative sources available to you".

Mayor Khan commented: "We had no choice but to accept in order to avoid TfL becoming bankrupt." Despite contributing to London capital projects, the mayor's still going around newsrooms saying the subsidy represents a £740 million shortfall. In a letter to the greater London authority's Transport Committee seen by *GLTN* the mayor confirmed last month "the final proposed text will be laid before the London assembly for review in advance of publication. If the assembly does not reject, and following publication of the revised Mayor's Transport Strategy, TfL will proceed to make the uLez variation order and submit it to me for confirmation." With cameras' funding specifically banned from Government's TfL grant settlement, it's unclear whether the mayor can still implement uLex2 to the greater London frontier in October 2023. Or will seek electoral mandate from the 2nd May 2024 elections for mayor and greater London assembly — based on a 'first past the post' system.

Her Royal Highness Queen Elizabeth II requested Liz Truss to form a Government at Balmoral on 6th September. The South West Norfolk MP, former Greenwich councillor for Eltham and previous Foreign Secretary, is the conservative party's third female leader and Prime Minister.

During Truss's leadership campaign she pledged to cut VAT by five percent. And was "willing to look at" making motorway speed limits advisory, introducing a German-style system of motorways some with no speed limits, having previously suggested they could be raised to 80 MPH. She has pledged to stop smart motorways. And has been reported considering extending the 5p cut in fuel duty.

During final hustings her election opponent, former Chancellor Rishi Sunak, announced he would "stop the war against the motorist" if elected. Shapps supported Sunak in the leadership race.

● Prime Minister Truss has appointed Minister for Transport Anne-Marie Trevelyan (*Berwick-upon-Tweed*) previously UK International Champion on Adaptation & Resilience for the COP26 presidency. She was also Minister for Energy, Clean Growth & Climate Change at Dept of Business, Energy & Industrial Strategy. Although reported in 2012 as being a "Climate Change Denier", by late-2020 she was supporting Johnson's COP26 target of net zero by 2050.



**Scooter riders
Rob Designer
Watches ~
platitudes follow**

Following the cowardly robbery of an older couple's expensive watches in Chelsea on 22nd August, a spokesperson for London's labour mayor said: "The mayor is committed to being both tough on crime and tough on the complex causes of crime. These include poverty, deprivation and social alienation – all of which are compounded by the soaring cost of living."

Labour opposition leader Sir Keir Starmer added: "The Government has ripped all the money away from youth services".

Cllr Susan Hall AM Tory chairperson of the greater London authority's Police & Crime Committee called the use of official jackets by criminals (incidents 21st and 22nd August) "a shocking development. I would plead with Deliveroo to try and stop the delivery of these jackets to criminals."

**Murdered in
a Mobility
Scooter**



16 August Thomas O'Halloran (87) murdered by knife stabbing while playing his accordion busking to support Ukraine refugees. He was outside a supermarket in his mobility scooter then surrounded by a mob. Clayton Rd, Greenford. One arrest. Male (44)

2022's Gruesome terror continues...(from previous issues)

- 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 Pl. Tottenham male suspects one arrest (15)
- 21 June Xing Duan Yuan (5) and mother Yi Chen (37) knife murder Brookside South, Southgate
Sakunthala Francis (89) knife murder Brigstock Rd, Thornton Heath grandson Verushan Manoharan (31) arrested
- 25 June Karamjeet Singh Reel (31) knife murder Staines Rd, Hounslow. Two arrests Wesley Angel (32) Nathan Angel (23)
- 26 June Zara Aleena (35) lawyer murder serious head injuries Cranbrook Rd, Ilford. One arrest Jordan McSweeney (29)
- 2 July Wayne Potter (39) murder Newark Knok, Beckton. One arrest Ross Pallet (35)
- 6 July Khurram Butt (47) knife murder Cowley Rd/The Greenway Uxbridge. One arrest Khalid Khan (49)
- 16 July Jeremiah Sewell (19) knife murder in parked car Beckenham Place Park. Two arrests Godfrey Tanishe Madondo (19) Kadjo Kadio (18)
- 17 July Hina Bashir (21) murder found in ditch dead inside suitcase Folkes Lane Upminster One arrest Mohammed Arslan (26)
- 18 July Samuel Mayo (34) knife stabbing Lower Richmond Rd, Mortlake One arrest girlfriend Blaze Wallace (27)
- 19 July Daneche Tison (26) firearm murder Bruckner St, Westminster Seven males arrested then released on bail
- 23 July Wayne Phillips (58) knife murder Star & Scorpion Uxbridge Rd, Ealing. One arrest Timothy Simon (58)
- 24 July Sam Brown (28) firearm murder Cheney Row Park, Walthamstow. Arrest Kyle Kemp (26)
Camilo Palacio (22) firearm murder Wood Green LT station One arrest Abass Ahmed (22)
- 27 July Errol McKay (49) knife murder Trinity Cresc. upper Tooting. One arrest Raekwon Hanniford-Brown (22) caught attempting flee country Gatwick Airport
- 29 July Kathleen John (39) murder fall from third-floor flat London Rd Wembley One arrest Leonidas Georgalla (50)
- 3 Aug Male teenager knife stabbing Eltham High St. Teen male arrested GBH and offensive weapon
Male knife stabbing Lewisham BR station (BTP dealing)
- 4 Aug Male (15) knife stabbing murder Highbury Fields park Ilford. Disorderly gang 15-20 seen (CAD7948/4AUG)
Male (15) knife stabbing outside Royal Mail sorting office, Chadwick Rd, Ilford
Shaun James Tuit (15) knife murder Highbury Fields Islington (CCTV appeal)
- 6 Aug Ghulam Sadiq (18) knife High Rd Leytonstone One arrest male (17)
- 7 Aug Abdul Rahman (59) murder Station Rd, south Norwood Three arrests
Agash Jeyanandam (23) Darren Parchment (20) Vijay Pethuru (23)
- 10 Aug Teenager knife stabbing Rangefield Road, Downham, Lewisham
- 13 Aug Kacey Boothe (25) firearm death Forest Rise, Walthamstow
- 14 Aug Stephen Goodman (60) death fight murder Ford Rd/Broad St Dagenham one arrest Connor Coveley (23)
Sonny Booty (36) murder Loampit Vale, Lewisham One arrest Christopher Baptiste (53)
- 15 Aug Il Sung (58) knife murder Korean restaurant Poland St Soho One arrest Li Hunan (60)
Aziza Bennis (58) knife murder Boddington Gdns Acton One arrest eldest daughter Hanaa Bennis (21) accused's mother found with 30 stab wounds
- 20 Aug Three males (30s) knife brawl Josephine Ave. Brixton Five arrests attempted murder
- 21 Aug Al Basman Kuwaiti businessman hammer smash Bugatti Chiron's window Two moped riders wearing Deliveroo jackets Park Lane (CCTV believed to be attempted watch snatch)
- 22 Aug Male and female Knife robbery Pond Pl. Chelsea (Believed to be same scooter riders CCTV watch snatch)
Male (30s) knife stabbing Aylesham shopping centre Peckham
- 24 Aug Male knife stabbing 3M shop Bloomfield St, Liverpool St BR station One male Egidijus Kotovas (29) arrested attempted murder & offensive weapon (City Police dealing)
- 25 Aug Male arrested possession class A drugs Kings Rd Chelsea wearing Deliveroo jacket
- 26 Aug Male (14) knife stabbing Rangefield Rd Downham Park Lewisham (CAD4828/26AUG)
- 28 Aug This day one year ago seen on CCTV Frank McKeever (63) missing person Highbury Park/Highbury Grange believed murdered. One male (46) two females (30 and 45) released under investigation (£20,000 reward CAD 3224/13NOV21)

Sarah Everard Memorial Street Watch

Notting Hill Carnival ~ a Cultural Celebration of Crime

London's glorious celebration of colour, music, ethnic culture and costumes follows Trinidad & Tobago's annual Port of Spain display of happiness. It competes with floats, dancers, and multi-kilowatt amplified Soca music. Started in 1959 in St Pancras town hall, the three day carnival is now a street celebration around Ladbroke Grove. Organiser Linett Kamala estimated there would be up to 2 million visitors to this year's bash.

Some 13 steel, 72 mast, and six Brazilian bands performed; 36 sound systems and 300 stalls were involved. Police estimate one million attended during bank holiday Monday.

Some of the revellers, keen to join this treasured national event in dance spirit may have been under the influence of alcohol or marijuana. With reduced natural defences they attracted a darker side — knife wielding muggers, dip thieves, drug dealers, even sexual predators mixed unrecognised with the innocents. And it's the innocents that suffered.

This year's carnival was the first since Covid cancelled the last two. That 2019 carnival resulted in 463 arrests. The Met warned then that gangs were "attempting to ruin the event for others." A 21 year old was gunned down by machine pistol for "showing disrespect".

Drill rapper "TKorStretch" real name Takayo Nembhard (male 21) was stabbed to death under Westway flyover Westbourne Grove during this year's carnival Sunday. (CAD7478/29AUG)



photo © Jeremy Selwin/Mail On-Line

This year's catalogue of carnival crime contained 209 arrests — 46 for assault, eight for sexual assault, and 27 for public order offences. 36 arrests were made for possession of drugs, five for criminal damage, and 33 for possession of an offensive weapon. There were 10 other arrests for possession of psychoactive substances, seven for drink or drug driving, one theft, one robbery and 35 more listed as 'other'. Police activated a Section 60 order allowing stop and search powers without suspicion for dangerous instruments and offensive weapons.

The Met reported the cost of policing 2019's carnival at £8.6 million. The festival does however bring hundreds of thousands of tourists into London and creates an estimated £120 million for the economy, they added.

The west London carnival area is bounded close to A207, A40, and A404 where TfL's uLex cameras to scoop up £12.50 tolls against unwary motorists. Or an £80 penalty fine if the toll's not paid within 72 hours. More cameras are secreted inside the carnival area. But are not part of available CCTV coverage that in real-time would help Gold Command keep watch on the thugs.

Conservative, Liberal Democrat, and a Labour members of the London assembly support making available live images from this vast camera network. But the Mayor hides behind the bureaucracy of needing fresh Data Protection Act (DPA) "permissions" to switch the cameras over to a real-time street-monitoring role helping Borough Commanders fight London's pandemic of machete and knife street robberies. Former mayor Boris Johnson together with then Home Secretary Theresa May organised a DPA permission for the original eight square mile congestion charge area in 2015. That permission's now under cancellation by mayoral action. So uLex cameras were not switched on to assist police struggling with their old van-based and patchy local council-provided CCTV coverage in Ladbroke Grove.

The new network of uLex cameras are ready to be added as an up-to-date valuable tool that would further help Gold Command keep watch on the low lifes. But mayor Khan — who also chairs the Mayor's Office for Policing & Crime, effectively London's police & crime commissioner — prefers to collect his £12.50s all the while hoping for £80 fines from motorists. Or £160 if that's not paid or a challenge fails. He should instead be striking increased fear of arrest in the thugs' mindset. Protecting Londoners from the on-street crime pandemic.

(An edited version of this article has appeared in Conservative Home)

Desperate for votes Green Party opposes updated Data Protection Act permission

The Green Party, the only party on the greater London assembly not supporting the Sarah Everard Memorial Street Watch, have sought Silk opinion through Bindmans to try and stop the mayor's fresh uLex cameras' data protection act general permission using Judicial Review. The party claims the cameras bring forward some sort of dystopian nightmare of population surveillance. While at the same time supporting road user charging — advanced versions rely on facial recognition of the driver.

Stung by GLTN's May election issue claiming he was more interested in collecting £12.50 uLex fines than using uLex cameras to watch over us on the street — the mayor moved to cancel existing data protection act permissions negotiated in 2015 by then mayor Boris Johnson with Theresa May then Home Secretary. And issue a fresh permissions' application.

Meantime, with all this paper shuffling, uLex cameras still aren't being used to strike fear of early arrest in muggers and other dangerous street low lifes.

GLTN asked Green Party London assembly member Sian Berry to comment, offering her space in this issue to explain her party's position. As of going to press she's failed to respond.



Sarah Everard Memorial Street Watch

Sharp increase in Knife Offences

~ mayor claims crime rates falling

The number of knife offences recorded by the Met rose to 11,122 in 2021-22 compared with 10,150 in 2020-21 reports analysts *Statista*. Compared with UK as a whole, London's crime rate is 9 percent worse than the UK average of 79.52 per 1,000.

During the period 25th May to 15th July Met reported on 12 high value watch robberies across south London that could be linked. An Audi Q2 getaway car was used by the thugs. The victim is usually battered with an object before their high value watch is stolen.

Met says they're investigating a separate string of 42 high value watch robberies involving mopeds, e-bike, and motorbike riders wielding machetes and knives in southwest London. (CAD6723/02AUG)

- *GLTN* has already pointed to the easy escape route cycle and moped robbers find between planters and bollards that stop traffic entering or leaving Low Traffic Neighbourhoods. Police cars are unable to follow; ambulance services are delayed as are fire engines. When challenged, councillors supporting LTNs say all crews have keys to the locks of central removable bollards.

146 schemes, part funded by Transport for London, have infected greater London, some now discontinued, adding to councils' costs following residents' militant action.



Stop Sadiq Khan's greater London uLex2 expansion plan ~ Petition

"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

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

£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 £80 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 results. 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)

Met's Communication Command bans Assembly members from Police premises

Another slap in the face for elected members of the greater London assembly came last month from the amorphous "blob" that passes for Metropolitan Police administration.

Its Communications Command accepts and assigns 999 and 101-dialled calls from members of the public and radio re-directs them to Officers on the street according to priority. London's system is housed in three purpose-built control rooms replacing the old borough-based Computer Aided Dispatch (CAD) system operating prior to 2004. Much architect and Met mutual back-slapping accompanied the opening of the new "hi-tech" buildings at Bow, Lambeth, and Hendon — designed to also house control room operators of London Ambulance Service (LAS) and London Fire Brigade (LFB).

But integration didn't go to plan. Unions representing LAS and LFB staff objected. And incompatibility was discovered stopping integration of the three separate computer operator programs. So the three Met control rooms each have some 15 "pods" (workstation positions) remaining empty of staff. A general invitation for GLA members to visit Metcall Bow was arranged with the Met's press office. Members could then have been reassured to see that there was no threat to personal privacy by the current but patchy real time CCTV feeds provided by local councils and overseen by operators viewing their monitors' street video in real time.

But Met Command & Control (MO12) had other ideas. A tersely-worded email leaked to *GLTN* from a PC based at Metcall Lambeth replied: "With regard to your request we unfortunately do not have the capacity to facilitate a visit." As of going to press chairperson of GLA's Police & Crime Committee Cllr Susan Hall AM has failed to comment.



"...we do not have the capacity to facilitate such a visit" Metcall Bow call receipt, incident review, and overflow floor



National Press Ignores “Clean Air Summit” as crying wolf

Yet another failure of London mayor’s press and public relations office (£1 million per year and counting) was the almost universal media panning of his much-hyped so-called “clean air summit” desperately called to again trumpet his daft woodcraft folk beliefs that underpin Transport for London’s money scamming of motorists already caught in the 132 square mile uLex area.

His puffing press release couldn’t have put the propaganda stunt more obviously: “Professor Chris Whitty, Minister Jo Churchill, and Rosamund Adoo-Kissi-Debrah were among the speakers.” Not saying that those were the only speakers there — the three addressed each other.

Citing Imperial College in support of his claims that we’re all going to die earlier rather than later due to motorists emitting “toxic” air pollution that’s poisoning us all, no representative of Imperial College thought this “summit” important enough to attend. Unsurprising as even Imperial’s and the mayor’s own Aether Consultants reports conclude that only half of air pollution is traffic generated the rest being due to other sources: wood burning stoves 17 percent of the remainder, rail and river traffic, construction, and gas fired central heating said to be contributing most of the remainder. The mayor is now given to puffing his own successes pointing to only “two out of 10 vehicles inside the new uLex zone not meeting clean air standards.”

Nevertheless the mayor called on medical notables and those in the public eye to support his cause. But wouldn’t allow any podcast of this so-called “summit” to take place for wider public consideration. Nor even publicly advertise in advance its delightfully-located Royal College of Physicians’ Regents Park venue, date, or start time. Only “safe” press representatives were invited — those least likely to challenge his wild assertions. Press Association did attend, *The Guardian* and *Evening Standard* provided some coverage, but it was PA’s reportage that was picked up, if at all. *GLTN* wasn’t invited.

uLez develops into Class War

Playing both race and class war cards at the same time, *The Guardian* reported the beleaguered mayor saying: “It’s the poorest people who are least likely to own a car, least likely to cause toxic air problems, who are most likely to suffer the consequences. You’re more likely to suffer the adverse consequences of air pollution if you’re black, asian or minority ethnic, if you’re not a car owner,” he rambled on, his wild-eyed, hand waving monologue emulating his 19th century American wild-west uLez-elixir-of-life salesman’s namesake Dr Ephraim Khan.

No one from the floor thought it prudent to point out that if you’re poor you’re more likely to own a non-compliant not up-to-date car and so subject to the mayor’s uLez, uLex, and congestion charges. Those charges vastly affect the poorest compared to the comfortably well off who just shrug then off as small change: uLez and uLex £12.50 (timed as from midnight to midnight) daily tolls, and the £15 congestion charge.

Although central and inner London boroughs house some of the world’s most affluent residents — Westminster, Kensington & Chelsea, Hammersmith & Fulham — over the years residents in other inner London borough have been left to fester in socialist municipal ghettos built in the 70s and early 80s ensuring much of London’s social inequalities were deliberately locked in. As London County Council became Greater London Council became greater London authority, only occasional national political shifts of emphasis coinciding with council election dates caused some boroughs to try and reverse the dangerous domination of an underclass. Those councils exercised municipal power to enhance key traffic routes and exclude traffic from filtering through their residents’ side roads adding to the soup of dangerous levels of air pollution created around the now more densely traffic-concentrated key-route areas. Medical recognition of air pollution on existing health conditions compounded the effects.

Third and fourth generation BAME residents have taken advantage of the many upwardly-mobile opportunities available. Irrespective of racial, religious, and cultural heritage. Some have even dared to question those shibboleths rejecting those belonging to a previous century seen as oppressive compared to today’s libertarian free-enterprise standards. And escape the 70 habitable rooms-to-the-acre Parker Morris housing nightmare that identifies much of inner London. Leaving earlier generations behind. Those newly arrived to these shores repeat the struggle for an economic way out. No wonder some political parties have an open door immigration policy. They have a vested political interest in poverty.

It’s not the residents’ fault. It’s the fault of the feudal system that put them there, subsidises their costs there, and then abandons them. Inner London has its own Red Wall. It’s for these reasons that first the eight square mile congestion charge then the T-Charge and the April 2019-introduced central London ultra Low emission zone were continued as bi-partisan policies. Until this mayor sought to make those schemes a political issue hurling abuse at anyone who had the temerity to question his take on 2019’s rapidly improving London air pollution situation and his October 2021 uLez expansion to the north and south circular roads. (uLex)

Just as King Canute is popularly reported as commanding sea waves to recede, Khan commands air pollution to recede. All the while ignoring his own specialists’ technical reports who saw back in 2009 that by 2025 only 3,000 London residents would suffer air pollution higher than the then europe-mandated maxima. And by 2030 no one at all.



Brave Rosamund Adoo-Kissi-Debrah, who’s nine-year old asthmatic daughter was held by Coroner’s decision to have died partly as a consequence of traffic fumes being housed 25 yards from Lewisham’s heavily congested south circular (A205) key arterial route. Rosamund has since been scathing against Lewisham Council’s nearby Lee Green Low Traffic Neighbourhood scheme. And the council’s refusal to accept their own statutory consultation exercise result that saw residents vote against the scheme demanding its removal

Now it's the greater London Air Pollution Industry

By 2017 up-graded World Health Organisation (WHO) air pollution level maximums had been published, and accepted into UK law. The 120 air pollution monitoring sites — that take that later WHO level into account — currently show all at green, meaning none indicating air pollution levels greater than either the EU or WHO legal maxima. The great air pollution industry, populated by those who earn a decent wage pontificating on climate Armageddon, goads on councillors to enforce against the traffic portion of pollution — even in these cash-strapped times following on from austerity and the two-year Covid pandemic. Each supports each other in providing mutual justification. And justifies ways to make the motorist pay. Increasing the “cost of living crisis” on those least able to afford tolls, fines, and other charges that heap more miles on what once was a direct route.

There's been a natural end of life of older vehicles (up to around 2005 for petrol engines, and up to around 2015 for Diesels) plus moves by those who can afford to change to either vehicles sporting a more effective catalytic convertor (Euro IV) or Diesel particulate filter. (Euro VI) London's second-hand vehicle market has seen price rises of some 30 percent over the past year. Plus a move toward hybrid or fully electric vehicles. Those living in one of 14 inner London boroughs cut by the uLex boundary don't cross it and now don't do their shopping in the inner portion of their own borough either, but in an adjoining outer London borough. Some have even moved their parking to outside their uLex area, rather than being penalised for parking outside their own home.

Like a mid-western quack selling tinctures to 19th century wild-west American pioneers this non-medically qualified “Doc Efraim Khan” has been satirically characterised as purveyor of a “Miracle uLex Elixir of Life”. He's a charlatan. He claimed if his policies of uLex expansion weren't followed then 4,000 residents in the uLex 132 square mile area would have their lives cut short by six months. In reality, enforcement of the uLex expansion has seen no such major health benefits and are universally seen as a money making swindle extracting over £½ million per day from unsuspecting motorists going about normal day-to-day business. The same 4,000 toxic air sufferers are again being trotted out as justification for the expansion of uLex to the greater London frontier (uLex2) costing a further £250 million in camera fittings from a Transport for London that Khan claims is strapped for cash.

Having falsely laid the ground for further expansion of uLex to the greater London frontier, the mayor then took the mantle of some great social reformer. As some latter-day William Beverage he intoned: “In outer London, where uLex currently doesn't go, there are far more deaths where air pollution has a causative impact; 4,000 premature deaths more in outer London. Poorest Londoners are suffering the worst consequences. So that's why it's really important we understand this is an issue of social justice.”

The mayor used his 4,000 early deaths argument to justify last year's uLex to the north and south circular roads. So now there's 8,000 premature London deaths? Or has the same 4,000 inner London residents all suddenly moved to outer London?

The patently daft idea that if you've got a £50 note in your wallet you'll not suffer from air pollution, but if you've got only a fiver you will is a common disassembly that London's mayor employs, as a qualified barrister, to force his false arguments. Desperately trying to keep straight faces, the few assembled hacks at this “pollution summit” dutifully attended to their Pitmans, Speedwriting, or held high their iPhones to catch these jewels of wisdom. And then it was the turn of Rosamund Adoo Kissi-Debrah, hurriedly introduced to shore up the truth of the mayor's previous weird incantations.

Regular *GLTN* readers will recall Rosamund in her role as Green Party greater London assembly candidate for Greenwich & Lewisham at last May's GLA elections. And her brave fight over seven years against the Coroners' establishment — notable for its production of death certificates tending to support established causes of death. The most practiced in a previous era of this black art was Sir Montague Levine — always a go-to guest for dinners in the City — the personal physician to James Callaghan. But Rosamund wouldn't have any of that following the death of her nine year old acute asthma-suffering daughter Ella. Eventually, a fresh Coroner's verdict was produced that, for the first time in UK history, attributed air pollution towards Ella's death. Had Lewisham council's housing and social services departments been diligent then Rosamund and daughter wouldn't have been allocated a home just 25 yards away from the A205 south circular. The summit's week was the ninth anniversary of her daughter's death.

Despite Rosamund's Green Party support for low traffic neighbourhoods, the labour mayor's funding of them, and labour councils inflicting them, Rosamund is scathing of the traffic displacement and increased exhaust emissions LTN's cause. “The coroner's inquest showed without doubt that air pollution from traffic near our home contributed to Ella's severe asthma, and that without it Ella would still be alive today.” Existing measures, including controversial low-traffic neighbourhoods that have been rolled out across London, were “not working,” she said. But confusing deaths from severe asthma with deaths caused by traffic generated air pollution, Rosamund added: “In London, eight to 12 children die from asthma every year. That is unacceptable, and it's time we act to save their lives.” Yes, action should be taken. No one with a severe respiratory condition should live in any metropolis.

Cross-party parliamentary campaign group FairFuel UK's chairman Howard Cox comments: “Let's be clear, the cause of asthma remains unknown. Asthma attacks for existing sufferers are brought on by one or more ‘allergens’ or ‘triggers’ which are specific to each individual.”

Index at Current Location

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Index		1	1	2

The local authority for this location is Tower Hamlets

Health Advice for Current Location (In postcode E3 2FR)



General Population -
Enjoy your usual outdoor activities.

Londonair is provided by the Environmental Research Group of Imperial College London. Londonair is the website of the London Air Quality Network (LAQN) that provides independent scientific measurements and assessment. Air pollution is expected to remain 'Low' throughout the forecast period.

Issued By: Environmental Research Group
Imperial College London 22/09/2022 10:05:52
[London Air Quality Network Air Quality Forecast for London](#)



You couldn't make it up! The hidden Failure that was C3i

Page 4 of this issue tells of the remarkable banning from Metcall premises of greater London assembly members, elected just 16 months ago.

Members include the 10-strong Police & Crime Committee chaired by Tory Cllr Susan Hall. Apart from them possibly noticing the 15 or more vacant workstations — what other possible reason could there be for keeping members away from what they're supposed to be overseeing on behalf of London's council tax payers? The Sarah Everard Memorial Street Watch plans to use a few of these vacant workstations — already connected into the Police intranet — to real time monitor street crime hot-spots during targeted operations led by Borough Commanders. Now read on...

Following the spectacularly failed and spectacularly hidden failure of closing former Computer Aided Dispatch (CAD) rooms — each providing communications for the 32 London borough-based Police services — the 2004 C3i (Command, Control, Communications and intelligence) programme planned centralising CAD rooms and their Police staff with call centre operators from London Ambulance Service (LAS) and London Fire Brigade. (LFB) Thus providing a truly integrated emergency response facility based in three newly-built communications hubs: Metcall Bow, Lambeth, and Hendon. To be fair, this was a massive IT, personnel, and radio communications undertaking — it eventually transferred staff with their retrained skills on a single borough by borough basis completed some two years later than target. But without LAS and LFB call centre staff that operate from separate sites to this day. Which is why 999 callers are answered by a first operator: “Emergency, which emergency service do you require?”

At the same time the old analogue Met Radio borough-based systems were wound down in favour of latest Airwave UHF digital radio technology that promised automatic officer and unit location shown on operator's screen maps — another Police Federation concern.

The original Computer Aided Dispatch (CAD) software that'd been re-written from an ancient Unix-based program controlling BEA airline's cargo handling was deemed incompatible with modern systems adopted in county forces throughout the UK.

Why, oh Why are they not Out on the Street?

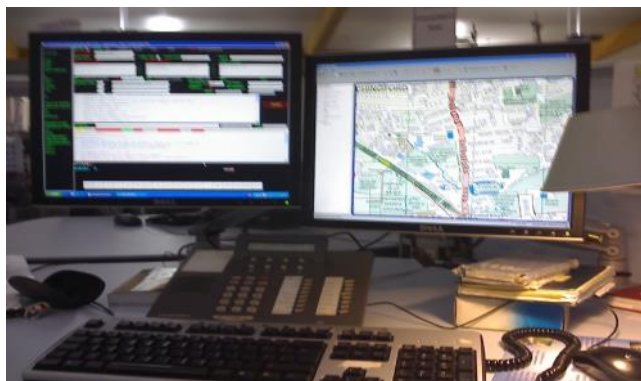
Easy to write off as “paper shufflers” but difficult to recognise as performing a law enforcement task, the Met's 14,000-strong team of professional support staff work behind the scenes. It's these skilled staff who provide the organisation to police London.

But the Met is not a diverse employer, it forces fully qualified and experienced Officers to either retire at age 60 or take on a civilian role until compulsory retirement age 65. But look in any Met administrative department — human resources, duties, (the arrangement of staff tasks and leave) control room, or intelligence. Communications Command refused by email a visit by greater London assembly members. That email came from a Police Constable. Why is London paying for fully trained fully qualified officers to “shuffle paper” when they should be out on the street adding to Londoner's safety?

Special manual procedures had been used to transfer one active incident from the Met area to an adjoining county force. For instance, Met Bromley (PY) to bordering county force Kent. (RJ) Programs that'd evolved over the years used by LFB and LAS were not only incompatible with each other but incompatible with either the Met's original CAD — EXP/LAS provided some CAD to LAS direct data writes. Or the new, specially written at a cost of £millions, Computer Handling System. (CHS)

As all this was going on the base workstations' (referred to as “pods”) Microsoft operating system was at Windows 2000 level — Windows XP hadn't yet been deployed across the Met lagging the rest of the country by some 18 months.

When in early service CHS system crashes were commonplace: the complex bespoke program having been written originally for Windows 2000's operating environment needed several major interface updates to make it fully compatible with Windows XP. All staff had to undergo an XP familiarisation course.



CAD screen shown on left. Lowest window commands can bring incident details to a LAS operator's screen but then needing re-entry of medial needs. Dispatchers aren't usually trained on the national Crime Reporting Incident System (CRIS) or the Met's internal system Criminal Intelligence (CRIMINT) programs — this should be rectified.

A dynamic representation of London A-Z is on right that can update to show an incident's location. Some screens can show the location of Police units but not LAS or LFB.

Meantime, the training branch of Central Communications Command stopped teaching the early Unix-based CAD program that had shown itself to be stable and not prone to falling over like CHS.

New entrants trained only on CHS were left being unable to operate their terminals in the likely event of a CHS program crash while colleagues versed in CAD tried to cover for the new operators' workload.

Some operators had direct access via a DVLA portal to vehicle registrations and so were able to continue to offer vehicle intelligence to Officers out on the street. In depth vehicle records indicate whether a vehicle registration mark is known for being associated with criminal activity often giving a CAD number reference for the offence. Officers called to perform a vehicle “stop” are entitled to know in advance the likely safety risk that a vehicle and occupants could pose.



Fully qualified Police Sargent. But in a control room

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; 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

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ABD Alliance of
British Drivers
Driving Sense



FFDF FREEDOM FOR
DRIVERS
FOUNDATION

London Lags rest of the World in Adopting LPG

Despite many greater London assembly members supporting Low Pressure Gas (LPG, Bio-Gas, or Autogas) as a carbon neutral fuel that could bridge the gap between fossil-fuelled vehicles and a fully electric vehicle future, Transport for London and its chairperson the London mayor still turn their heads away whenever LPG uLez dispensations are mentioned. They believe London's got nothing to learn from the rest of the world.

In these "cost of living crisis" times LPG has come into its own. Today, a litre of LPG in London (B) costs between 90p to £1.09 whereas 95RON E10 petrol sells for £1.60-ish from UK supermarket filling stations. Expect to pay some 20p more than petrol per litre for Diesel.

As of September 2022 average close-continental retail prices (€) per litre were: Austria (A) 1.24, Belgium (A) and France (D) 0.75, Germany (A) 1.1, Greece (D) 0.99, Ireland (A) 0.89, Italy (D) 0.79, Luxembourg (A) 0.79, Netherlands (B) 1.08, Norway (B) 1.32, Portugal (D) 0.96, Spain (B) 1.04, Sweden (D) 0.83. Different filler nozzle fittings mandated: (A) Acme, (B) Bayonet, (D) Dish, (E) Euro Nozzle

More manufacturers are now offering UK LPG-versions of their popular right hand drive new production, although customers may find them only available on special delivery. Some are: Ssangyong Tivoli Grand Line, Renault Captur, Ford Fiesta, DR Evo5, Baic Senova X55, Subaru Outback 2.5, and DFSK Glory 580 7P. Romanian manufacturer Dacia says their LPG Duster and Sandero City are ex-stock, although not available with automatic gearboxes.

The dash for electric vehicles to meet the ban on new fossil-fuelled vehicle sales in eight years time is caught in a price spiral of increasing battery costs due to lack of rare metals to make the cells, a worldwide shortage of microchips to control the battery packs, and the cost of electricity itself due to UK's dependence on gas-fired generation. Energy supply specialists speculate that there's not enough UK electricity generation capacity to see an electric vehicle revolution by 2030.

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

Electric Cars More Expensive to fill than fossil-fuelled

Already stunned by the previous Government legislating £10,000 fines for anyone found charging their electric vehicle from their domestic home supply, from October's price cap newly enviro-conscious "green" owners will find it more expensive to travel in a typical family-sized electric SUV than it's equivalent petrol-fuelled model.



Chinese/Indonesian built DFSK Glory 580 7P

According to calculations by RAC, a Jaguar I-Pace would spend £99 more to travel the same distance than its F-Pace equivalent. I-Pace has a quoted range of 290 miles and would need to stop twice to get to a 500-mile destination. A Kia e-Niro needs to spend £88 more than a Kia Sportage for the same distance.

Prices of new electric vehicles have continued to soar ahead of their fossil-fuelled equivalents according to Society of Motor Manufacturers & Traders. The Honda-e is 30 per cent more expensive than this time last year; the cheapest MG ZS sells for £16,795 but MG's ZS EV costs around £30,000; and BMW's iX has risen by £7,400 to £77,305. Delivery times have lengthened to up to 14 months according to the *Daily Telegraph*.



Chinese-built BAIC Senova X55

Militants Lynch & Whelan in talks with Transport Minister

Further rail strikes are planned by ASLEF union members working at 12 train operating companies on October 1st and 5th, threatening fresh travel chaos for passengers following August's ineffective industrial action that reduced services to 20 percent of normal. And RMT union has announced that 40,000 staff from National Rail and 15 train operators will stage a walkout on October 8th.

As of going to press these are the rewards won by newly-appointed Minister of Transport Anne-Marie Trevelyan for engaging hard-hearted RMT union baron Mick Lynch in what he described as a "good meeting with a positive attitude". Comrade Lynch argued that although he is 'optimistic' following the meeting, transport workers will still need to 'see some concrete change' across the industry to call off the strikes.

Together with ASLEF's Mick Whelan both union leaders are recognised as passionate ambassadors for the rail industry. But allow their socialist beliefs to dominate their use of union power. To them only a publicly owned, publicly operated rail network is acceptable. The RMT is not affiliated to the Labour Party, promoting instead the Trade Unionist & Socialist Coalition. ASLEF is affiliated. Labour held their conference unaffected by rail disruption in Liverpool. The Tories will hold their conference in Birmingham with delegates' travel expected to be severely disrupted.

Unions are pressing for a long term package of improvements to employment conditions including an inflation-busting greater than 10 percent wage deal. Employers have offered two percent this and two percent next year on the table now. Dept of Transport urged "union bosses to reconsider this divisive action and instead work with their employers, not against them, to agree a new way forward."

Chancellor threatens laws to force strike ballots before official strike action

Chancellor Kwasi Kwarteng put himself on a collision course with unions by announcing plans legislating them to put pay offers from employers to a vote of members before strikes.

Describing the tightening of strike laws as "an attack on civil liberties and human rights", comrade Lynch showed his true character telling the press: "If there's no trade union freedom, and it's impossible to conduct union ruled industrial action, people will have to go in other ways. They will have to think of other means of doing it." He threatened: "We've got a new Police bill that's going to stop us protesting on the streets. If people can't take lawful industrial action, they'll have to take unlawful action."

Mayor of London steps in to support Contract Cleaners

On the eve of the Labour Party conference the mayor of London announced support for 5,000 contract rail workers on minimum wage by offering free London Transport travel. This adds to the perk 25,000 London Transport workers already receive. His offer lacks detail, but has been bought forward as an order to London's incoming new transport commissioner due to take up post next month.

The mayor told *Evening Standard*: "I'm deeply concerned about the spiralling cost of living hitting those on lower incomes the hardest. That's why I'm taking unprecedented action to support London's lowest-paid transport workers by removing the cost of using public transport." It was lauded by RMT's leader Mick Lynch who couldn't resist politicising the issue demanding: "We should put an end to the scourge of outsourced tube cleaning and get cleaners brought in-house in April."

The London living wage is £11.05 per hour. Some 140,000 London workers are estimated to be paid this recognised minimum.

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

In an urgent plea to the mayor of London, previous Minister for London, Sutton & Cheam's MP Paul Scully said ahead of August's industrial action that Transport for London should waive its uLez, congestion charge and parking fines' during the crippling national rail strikes.

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." The previous strike dates coincided with the school students' exam season.

In an ill-tempered reply, the labour mayor accused Government of "inciting" the tube strikes, now set for repeat on 1st, 5th and 8th October. He refused to order any road tolls system shutdown claiming the "climate emergency" to be more important. "Shapps and Johnson were responsible for divisive politics, for whipping up them-versus-us, communities-versus-workers." he added.

The mayor's home Tooting constituency receives grant aid indirectly via affiliation payments from several trade unions including ASLEF. 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."

"People will die, Ambulances won't get through" former Health Minister warns

Warning that the strikes will cause deaths, former Health Secretary Savid Javid said August's travel chaos would make it harder for front line medical professionals to get to work. And patients to their appointments.

A senior NHS leader told *Health Service Journal*: "The 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*. Labour leader Sir Keir Stammer refused to condemn the strikes.



BBC screens RMT union baron as a lovable old rogue on HIGNFY

The all-invasive BBC's long-running news satire show, *Have I Got News for You*, fell off the satire shelf and into a guzunder of bad taste by giving Rail Maritime & Transport union baron Mick Lynch (60) parity with practiced satirical journalists and comedians just one day after ordering further national strikes. The hard-left Brexit socialist, normally a model of clarity for his specialist subject of rail transport and its nationalised place in society, was left unable to string not many more than 30 words together in the 30-minute edition broadcast in BBC1 prime time on 23rd September.

This arrogant display of bad taste by the nation's public sector broadcaster — still funded by a "license" taxation system that owes its roots to the last century — amounted to a slap in the face by a wet kipper to the millions of commuters left floundering to get to and from work in August. Only 20 percent of services ran then. They will be again denied a national public transport system on 1st, 5th, and 8th October in what is seen as co-ordinated political strikes redolent of the dark, dank, and dismal days of Scargill's 1970s. Network Rail says just 11 percent of trains will run this time.

Given his chance to shine, comrade Lynch was ridiculed by co-panel member comedian Paul Merton who fed Lynch the line that the less-than-predicted numbers visiting the Queen's coffin was due to difficulties in "getting around nowadays". As the audience tittered nervously, Lynch was obviously taken aback at this display of bad taste not recognising Merton's scripted feed as satire. He looked away and stayed silent. RMT, ASLEF, and TSSA had cancelled their September-scheduled industrial action as a mark of respect to the passing of our Monarch.

The broadcast stunt fell flat leaving the panels' professionals to desperately pick up the pieces. HIGNFY, first screened 28 September 1990, is showing serious signs of its age like its scenery backdrop. Ian Hislop, editor of satirical pamphlet *Private Eye* and Paul Merton were among its first team members. Former mayor Boris Johnson is a previous host. It's rumoured panellists are paid £20,000 per edition inclusive of rehearsal time — made possible by "the unique way the BBC is funded".

The series highlight came in June 2003 when Bruce Forsyth hosted an edition during the Iraq war with a skit on his own quiz *Play Your (Iraqi) Cards Right*. Ten years later the programme received over 100 complaints for an episode that involved news on Scottish independence. The focus of complaints were comments deemed to promote anti-Scottish sentiment made by guest host Ray Winstone. He joked that the Scottish economy relied chiefly on exporting "oil, whisky, tartan, and tramps". Each edition is cut down from a hour-long live show plus continuity needs. "Hey Jimmy, that's satire!" But not from this edition.

GLTN guests on Breakfast with Eamonn & Rosie



In what proved to be a no-holds-barred interview on the GB News flagship news programme, *GLTN's* editor reflected the feelings of viewers with a scathing attack on militant leader of Rail, Maritime & Transport union Mick Lynch who that morning had called out on strike their 45,000 membership in support of a 12 percent inflation-busting wage demand.

Richard echoed many commentators' calls for the dispute to be taken to arbitration through ACAS. Adding to commuters' transport hell, ASLEF and TSSA had timed their days of industrial action with the RMT's. Only some 20 percent of services operated.

The long-running series of negotiations with the 15 train operating companies came to a head with then Transport Minister Grant Shapps refusing to become involved in the disputes saying it was "a matter for the parties involved, not the Government".

Incoming Transport Minister Anne-Marie Trevelyan made it her first priority to meet with comrade Lynch to "better understand the union's position". Lynch responded calling the meeting "helpful, although there would have to be some concrete proposals for us to call off the strikes". By way of thanks for the Minister's hard work, the three unions repeat their strikes this month, plunging the nation into yet more travel chaos. Network Rail estimate only 12 percent of services will run.

Unlike her predecessor Trevelyan fails to understand that there's only one way to treat an aggressor, and that is aggressively.

Describing hard-left Lynch "selfish and not a socialist" for stopping fellow workers from getting to work, Richard called the pay level of the lowest paid 5,000 London Transport contract workers, cleaners and other manual staff, "abhorrent" saying they should be taken out of negotiations and given a proper pay packet, the cost-reducing unions' 12 percent claim. Mayor Khan recognised their plight, but not their value, on the eve of Labour's party conference by arranging free travel for those workers. "The mayor's sop doesn't go far enough, their work is vital, their deep clean efforts undoubtedly reduced LT Covid cross-contamination throughout the pandemic — continuing to bear down on any further outbreaks."

Describing the strikes as "politically motivated", cross-examined by Eamonn as to their effect, Richard portrayed the action as self-defeating bringing forward the four-day week. "They're impotent, they affect everyone without benefitting anyone."



GLTN attends a previous edition seated at the rear of Elstree Studios kept well away from the panel lest any centre-right barbed comments be picked up by its largely automated recording system



Transport for London refuses Vulcan tribute uLez Exemption

Following on from TfL's refusal to even contemplate an application for a showman's discount allowing a specially-prepared Falklands war commemorative vehicle uLez exemption, more details are to hand of the mayor ignoring special church services and celebrations for our gallant patriots who re-took the British Falkland Islands back from Argentine invaders under fascist General Galtieri. Argentina surrendered on June 14th 1982—their white flag flew over Port Stanley. XM655 is the last Vulcan still in fast taxi run engine-capable condition, protected and preserved by a group of enthusiasts at Wellesbourne Mountfield Airfield near Coventry. They include surviving crew members and other ex-RAF ground support staff and mechanics. <http://www.xm655.com>



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 so keen to take to the skies that under light fuel load she'll attempt take-off at 95 knots — as this picture taken in May at Wellesbourne Mountfield Airfield shows — instead of the minimum rotate commit speed of 125 knots



So keen in fact that due to a temporary ground speed indicator malfunction last month, the two second window to either take-off or abort was missed by just a few feet causing XM655 to come to rest in a ploughed field at the end of runway 18/36. With nose just inches away from the hedge separating the field from B4086. This "runway excursion" was brought to a halt by the brakes that worked faultlessly. And the helpful condition of the soil. XM655 was undamaged but a full evaluation will be carried out before any further engine full power taxi-runs are undertaken. Oooops!



Falkland Islands war memorial Port Stanley

The Falklands conflict saw 255 British servicemen and three Falkland Islanders lose their lives with 655 Argentine troops dead. Despite enquiries from former greater London assembly chairperson Andrew Boff AM into the mayor's diary, no specific entry could be found. July saw GLTN formally table a question to the mayor asking: "What commemoration or other recognition did the mayor attend on behalf of Londoners so that sacrifices our brave service personnel made would not be forgotten?" A minimal reply confirmed the mayor only attended 2021's national Remembrance Day service and Cenotaph event.

Some Falklands Liberation events for the mayor's diary

The national commemoration was the 40th Anniversary Service of Thanksgiving at St Paul's Cathedral (home of the national Falklands monument) on April 5th. The service is organised by South Atlantic Medal Association 82 – the umbrella organisation for Falklands veterans. A service at the National Memorial Arboretum in Burton-on-Trent on April 3rd was also scheduled. On August 3rd, the National Memorial Arboretum was once again the setting, this time for a service at the Royal Fleet Auxiliary memorial. Regional remembrances were held in Liverpool (May 25th) and Hull (June 17th to 19th), a freedom parade for veterans in Gosport (May 29th) and Plymouth (June 14th) Later in year, the annual Remembrance Parade at the Cenotaph in Whitehall will have a strong Falklands theme.

UK city mayors represent their residents to remember the conflict and service personnel sacrifice. But not apparently UK's capital city mayor.

It's time to stop this War Against the Motorist

GLTN's last issue moved outside our usual editorial terms of reference to cover the plethora of speeding fines being taken from often unsuspecting and otherwise safe-driving motorists. And repeated the error that the motoring press and the AA's misleading press release of late-2021 made. Not that anyone would've known in advance about the change. The 10 percent +3mph tolerance has gone according to *GLTN's* traffic law consultant Dominic Smith, a director of motoring solicitors Patterson Law.



- We wrote to the Mayor's Office for Policing & Crime (MOPaC) asking: When and on what date did the Metropolitan Police adopt, and start to enforce the NPCC (National Police Chiefs' Council) guidelines? MOPaC replied: "Met Police changed the enforcement threshold from 10% +3 to 10% +2 mph with effect from 14 May 2019. Posted speed limits are the maximum speed that road users should travel at any time, subject of course to conditions irrespective of the speed threshold that Police commence enforcement action."
- We then asked was there any public announcement of this change? If so, when did this occur and by what media? Shockingly, MOPaC replied: "There was no public announcement of this change."
- And finally we asked whether the London mayor — who chairs MOPaC — would put folk law about speed tolerances to rest by making a public announcement confirming that speed limits apply to all road users including cyclists? The mayor did not reply.

Eventually we wrote to Sian Berry AM, chairperson of the greater London assembly's Transport Committee asking that she request the mayor to organise the broadcast: "Allowing a belief of safe tolerance to be understood by London's motorists and then ban them (three points per offence topping up at 12 points) and fine them at £100 per offence for safely driving within that tolerance is unacceptable. A 36 in a 30mph prosecution seems more to do with revenue generation than it does with road safety. Can you understand how the belief has spread that there's a "war against the motorist" being waged by the State?" This former co-leader of the Green Party, that over the years has made play for the cyclists' vote to the exclusion of other road users, did not reply.

Some Speeding Tickets not issued due Staff Shortages ...and your Record

Research for *GLTN* has suggested that, subject to Police force area, low level traffic infringements are either not being prosecuted at all, or not being reached within the statutory six month time frame. Or if reached not proceeded with due to low staffing levels, COVID backlog, and an increase in infringements following the post pandemic return to work. Some speeding fines are being delayed due to Post Office industrial action with the traffic authority claiming they're "not responsible" for post-delayed papers not reaching the motorist in time.

But there's another disturbing suggestion being made. That decisions to continue process are being taken having regard to the driver's record. A motorist with a record of severe excess speeding would be prosecuted ahead of others in the queue that might not be reached in time. Leaving some accused drivers with a record of only minor speed infringements out of time and so not prosecuted. Those facing a possible ban under the "topping up" procedure, that starts at 12 points is, according to our informant, more likely to be prosecuted than someone who's not.

Other reports tell of prosecuting officers' statutory statement MG11 being sent out without witness signature rendering them invalid. And certificates of camera conformity missing from the paperwork bundle that the accused speeder must receive under statute. The whole bundle must be received in time for the prosecution to be valid. Adding to the file after the six month period is unacceptable, although this prosecution papers' sloppy work is known to be being ignored by the courts believing that only the few choosing to attend Court can afford the over £1,200 bill full legal representation could cost.

Horror stories from the courts themselves tell of lay motorists attending in person found to have breached a speed limit being fined far more than the offence deserves for having the temerity to try and defend themselves and thus "wasting the courts' time". Courts prefer the closed shop of qualified solicitors' representation, complete with wig that owes its origin to the reign of Charles II (1660-1685), starched collar, and fetching black gown, because they speak the same code taught by their legal training. Copying this clearly unfair practice, parking penalty charge notices double the fine to £160 (for Red Route offences) if an appeal, no matter how justified, is lost. The State daily punishes motorists daring to try to defend themselves. It couches its procedures in a deliberately obtuse legalese mysteron.

- 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. *This article 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 \(pattersonlaw.co.uk\)](https://www.pattersonlaw.co.uk)



This red speed limit sign is only informational. Councils do not have to publish traffic management orders nowadays for a speed limit to be valid. But they do have to have valid signposting. Rochester Way East, labour-controlled Greenwich — known for its pathological hatred of the motorist