



Greater London Transport Newsletter

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<https://techsceptics.org.uk/fdm/london/gltm.htm>

GUY FAWKES BONFIRES cancelled this year were: Arnos Grove (Enfield), Ravenscourt Park (Hammersmith & Fulham), Clissold Park (Hackney), Crystal Palace (trust), Southwark Park (Southwark), Royal Gunpowder Mills (Waltham Abbey, charity), Victoria Park (Tower Hamlets), Blackheath (Lewisham), and Royal Docks (Newham). These glum councils are in labour control. Last year saw some boroughs deploy gauleiters to prowl the streets after dark for innocent domestic Guy Fawkes bonfires to enforce. There's no law saying bonfires are illegal. But bonfire smoke can be a statutory nuisance dealt with under Environmental Protection Act 1990. Control of Pollution Act 1974 doesn't have any bearing on bonfires unless on a building site. Smoke needs to affect a whole section of a community. For example the public would need to lose enjoyment of a public park or other public area. All of greater London's boroughs have been designated Smoke Control Areas by Dept of Environment & Rural Affairs. This means that "substantial" smoke must not be emitted from domestic chimneys or garden bonfires under threat of a maximum £300 fine.

* Half of London's air pollution, already less than UK's legal maxima adopted from World Health Organisation definitions, comes from construction, air, river, and rail transport, gas fired central heating, and wood burning stoves. Wood sold as a domestic fuel must have a 20 percent or less moisture content. Studies by Imperial College suggest 17 percent of the non-traffic-generated half of air pollution comes from wood burning stoves alone.

More national Rail strike misery planned ~ we've now reached one third of Covid's lockdown effect

The number of journeys lost due to rail union's industrial action as against 2019 total a staggering 649.8 million journeys not made according to a GLTN analysis of latest Office of Rail & Road figures. Or 36 percent of 2019's figure. This lost journeys' figure is over one third of the Covid pandemic disruptive effect. And for what?

Transport unions blindly believe repeatedly calling members out on strike will cause train operating companies (TOCs) to surrender to the inflation-busting demands and simply off load the increased wage bill onto travellers' fares. A further cruel twist to the "cost of living crisis" increasing inflation should the TOCs capitulate. Transport union members' fellow workers forced to commute are hit the hardest. There's 334 train stations in greater London. The capital is home to nine out of ten of the busiest railway stations in the UK.

This is not cuddly, fluffy socialism union barons would have you believe. This is hard-hearted selfish industrial clout. Especially when arbitration via the Advisory, Conciliation & Arbitration Service (ACAS) is readily available. And called for by hard working families trying to repair their post-pandemic finances. London's labour mayor called for ACAS dispute resolution to settle his March London Transport strike. But remains silent on these national disputes that hit London commuters. Transport unions are waging what they see as a political class war geared toward full re-nationalisation claiming new TOC agreements signed with Government limit pay rises to two percent this and two percent next year. Rail Delivery Group representing the TOCs says unions are guilty of misrepresenting the performance-related fee Government pays out to run rail services. "There's a two year eight percent pay increase deal on the table ready now," adds Network Rail.

Conservatives paint the strikes as another part of the "anti-growth coalition" acting as a drag anchor against economic recovery needed to support Covid pandemic furlough scheme (some £400 billion), and energy price guarantee public borrowing deficit. The lost journeys are: July to September 2021 199.8 million, October to December 2021 176.2 million, January to March 2022 168.1 million, and April to June 2022 105.7 million. There were 1,789.6 million journeys made January to December 2019, the period preceding Covid lockdowns. Source: GLTN analysis of Office of Road & Rail figures Oct '22

We just can't Afford this Luxury

~ Union Strikes encourage 4-day week Stopping Rail Expansion

With the dark, dank days of Scargill's '70s and '80s just a grim memory for some and a history exam for others, you would've thought those times were behind us. Although there were days with train services strike-bound in 2019, from last month's published Office for Road & Rail statistics it's now possible to calculate the sum total of journeys lost due to last and this year's militant-forced strike action.

RMT's 40,000 rail members, ASLEF's 9,000 train drivers, and TSSA's 2,000 controllers and support staff had all co-ordinated this year's August and October strikes to cause maximum disruption. They've not resulted in any advances to their members' conditions of employment. Previous Minister of Transport Anne-Marie Trevelyan made it her first priority to meet with ASLEF and TSSA leaders last month in an attempt to break the deadlock. Following a separate meeting RMT described talks as "constructive, although there would have to be concrete moves for us to call off any action".

King's College London report 61 percent of Londoners now work from home at least one day a week compared to 37 percent pre-pandemic — the strikes hasten four day week working becoming a normal work timetable — Fridays or Mondays being the preferred day not worked. Far from promoting their members interests, the loss of fares has placed union members' jobs at risk. Expect services to be reduced to match a lower resulting rail travel demand.

* The mayor of London, who chairs Transport for London, has reported to greater London assembly members a nett £11 million London Underground fares' loss resulting from RMT's March industrial action, repeated this month.



Rail commuters battle to board during October's rail strike. No extra services were laid on by London Buses (prop. mayor of London) to help with increased passenger demand

Millions of Journeys in Period	Avanti West Coast	c2c	Chiltern	Cross Country	East Midlands	Govia Thameslink Railway	Great Western Railway	Greater Anglia	London North Eastern	London Overground	Merseyrail	Northern Trains (ran 700 trains Jan)	ScotRail	South Western Railway (600,000 fares daily)
Jan to Mar 2019	9.9	12.6	7.2	10.1	6.5	88.4	24.5	21.0	5.4	47.0	7.1	25.2	23.8	55.1
Apr to Jun 2019	9.7	12.0	7.3	10.2	6.5	88.0	24.4	21.6	5.7	45.5	7.7	26.3	23.6	52.5
Jul to Sept 2019	9.9	12.0	7.3	10.2	6.4	89.9	26.4	21.7	5.5	47.3	7.7	28.0	24.9	52.9
Oct to Dec 2019	10.1	12.3	7.6	10.8	6.9	92.5	25.9	22.5	5.6	48.7	8.3	29.5	26.8	52.7

Millions of Journeys in Period	South Eastern	TfL Rail (from 24th May 2022) Elizabeth Line	TfW Rail	TransPennine Express	West Midlands Trains	Grand Central	Heathrow Express	Hull Trains	Lumo	TOTAL
Jan to Mar 2019	47.8	13.5	8.1	7.4	20.4	0.4	1.4	0.3	[z]	443.2
Apr to Jun 2019	44.7	13.2	8.3	7.4	19.3	0.4	1.6	0.3	[z]	437.5
Jul to Sept 2019	45.3	13.5	8.3	7.6	20.4	0.4	1.6	0.3	[z]	447.7
Oct to Dec 2019	47.3	14.4	8.5	7.5	21.2	0.4	1.5	0.3	[z]	461.2

Millions of Journeys in Period	Avanti West Coast Trains	c2c	Chiltern	Cross Country	East Midlands	Govia Thameslink Railway	Great Western Railway	Greater Anglia	London North Eastern	London Overground	Merseyrail	Northern Trains	ScotRail	South Western Railway (now Trains)
Jul to Sep 2021	5.7	7.0	3.6	5.3	4.4	45.2	14.1	12.8	5.0	29.3	5.4	17.2	12.2	27.5
Oct to Dec 2021	6.4	7.6	4.2	6.3	5.3	51.0	15.8	14.4	4.7	35.8	5.8	19.7	14.1	31.1
Jan to Mar 2022	6.1	7.6	4.0	5.7	5.3	49.1	15.4	13.7	5.0	36.3	5.6	18.8	12.8	29.5
Apr to Jun 2022	7.2	8.2	4.9	6.8	6.4	60.4	19.4	16.5	6.1	40.1	6.3	20.2	14.5	34.3

Millions of Journeys in Period	South Eastern	TfL Rail (from 24 May 2022) Elizabeth Line	TfW Rail	TransPennine Express	West Midlands Trains	Grand Central	Heathrow Express	Hull Trains	Lumo (from 23 Oct 2021)	TOTAL
Jul to Sep 2021	24.4	9.2	4.7	4.2	10.1	0.3	0.3	0.2	[z]	247.9
Oct to Dec 2021	27.6	10.7	5.2	5.0	12.8	0.3	0.7	0.2	0.1	285.0
Jan to Mar 2022	26.9	10.4	4.7	4.4	12.2	0.4	0.7	0.2	0.2	275.1
Apr to Jun 2022	29.7	24.0	5.9	5.0	13.4	0.4	1.4	0.3	0.3	331.8

Source: Office of Rail & Road table 1223 passenger journeys by operator 6th October 2022 Latest Earnings Networked Nationally Over Night (Lennon) ticketing and revenue database operated by train operating companies. Data does not include Eurostar, Caledonian Sleeper, Underground, or light rail services. Train Operating Company names as given by Office of Rail & Road

Comparison of journeys taken Jan-Dec 2019 vs Jul 2021-Jun 2022

Charts show number of journeys completed per TOC — the first complete year's returns published unaffected by Covid lockdowns. But severely affected by industrial action. Covid lockdown and restrictions operated from 26th March 2020 to 17th May 2021. On 4th July local lockdowns in Leics were declared with local authorities given powers to declare from 18th July. 14th August saw public places re-open but from 5th November to 2nd December a second lockdown was declared extended to 19th December for London and south east — extended again on 26th December to more English regions. On 6th January 2021 England's third national lockdown was in force until 17th May 2021. Slight enforcement date differences in Wales and Scotland have been disregarded. The comparisons are thus made against 2019's figures

Some individual one day strikes occurred in 2019 indicated on chart. Rolling stock was left in the wrong place affecting following days' services

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

More transport mayhem is planned for November by transport unions calling members out on strike. RMT had announced strike action for 5th, 7th, and 9th against 14 of the train operating companies.

But as *GLTN* went to press RMT cancelled its strike days due to “intensive negotiations still proceeding.” But TOCs were unable to prepare manning rosters in time leading to a much reduced service for the first three days.

London Underground and Overground (Arriva Rail London) services were affected by RMT strike action on 10th November, this being a separate dispute.

TSSA rail workers at Avanti West Coast and East Midlands Railway took strike action on 5th November. Action short of strikes was also taken by TSSA members at Govia Thameslink on 5th and 6th November.

RMT has balloted its members to give its executive a further six months’ permission to call strikes. Meanwhile, ASLEF continue their civilised talks with employers without using strike muscle as a threat.

In an urgent plea to the mayor of London, Minister for London, Paul Scully (*Sutton & Cheam*) said ahead of August’s industrial action that Transport for London should waive uLez, congestion charge, and parking fines’ during the crippling national rail strikes. And called for the Royal Parks to be made available as additional car parking areas without charge.

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 round the table, this is not helping anybody.” Previous strike dates coincided with the school students’ exam season.

Echoing *GLTN*’s front page, Tim Shoveller, Network Rail’s chief negotiator said: “Our sector has a £2 billion hole in its budget with many fewer passengers using our services.”

In an ill-tempered reply refusing to help hard pressed commuters, London’s labour mayor accused Government of “inciting” the tube strikes. He had refused to order any road tolls’ system shutdown claiming the “climate emergency” to be more important. “The Tories are 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 represent their voters by speaking out against unjustified strikes.

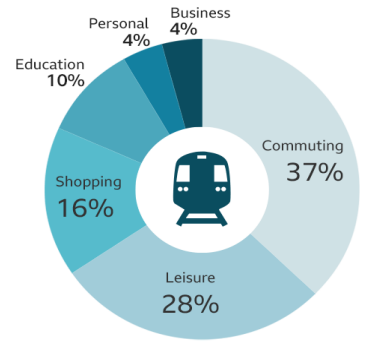
Sadiq Khan had pledged during his mayoral election campaign to be the “first zero strikes London mayor.” (*see p9*)

“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 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* in July: “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 Starmer has refused to condemn the strikes.



Rail Journeys in England: (source Dept. for Transport)



Lettuce Watch

Transport Secretary and Minister for London

Mark Harper (*Forest of Dean*) has been named as the third Transport Secretary in less than two months as part of new prime minister Rishi Sunak’s ministerial reshuffle. He is the 14th since 2000.

He takes over the role from Anne-Marie Trevelyan, appointed in early September by the former prime minister. Unlike her predecessor Trevelyan made it her first priority to meet with ASLEF and TSSA. And then the RMT in an attempt to resolve the national rail transport strikes.

A welcome continuity of ministerial role comes from Rishi Sunak’s decision to keep Paul Scully (*Sutton & Cheam*) Minister of State at the Department for Levelling Up, Housing & Communities. He was appointed on 7th July 2022 having been named as Minister for London on 13 February 2020. He is the sixth holder of this role since 2017.

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Vulcan veterans talk of “Goodwill Visit” to Kyiv

Enthusiasts of the three remaining Avro Vulcan bombers in engine-worthy condition have suggested that a “good will” operation be mounted by flying one to Kyiv to show off the classic delta wing aircraft that formed part of UK’s independent nuclear deterrent during the cold war. Kyiv is 1,361 miles away from London. A Vulcan would need to re-fuel from friendly countries en-route.

The bomber fleet flew from Waddington during the longest ever bomb run in history denying fascist forces of General Galtieri use of Port Stanley runway during Argentina’s short-lived invasion of the sovereign Falkland Islands in 1982. It was the main-stay of Britain’s nuclear deterrent during the cold war carrying a Blue Steel nuclear bomb or 21 conventional 1,000lb Iron Bombs.



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

1964-built XM655 — powered by four Bristol Olympus 301s engines — could be made air worthy in a few weeks. Another two Vulcans could be prepared within a few months. Closure of Robin Hood airport is forcing XM558 to be prepared for a move to another site for its continued preservation.

Following from Shoreham Airport’s 2015 air display Hawker Hunter crash, rules controlling Civil Aviation Authority (CAA) classic aircraft air-worthiness were significantly tightened. CAA certification is not needed for aircraft registered to military fleets. GLTN has approached Foreign Secretary James Cleverly and Defence Minister Ben Wallace for comment.

Low Pressure Gas uLez exemption Campaign enters Farce

Regular readers will be puzzled by how a non-fossil vehicle fuel recognised by the mayor as carbon neutral, encouraged by previous mayors as suitable for uLez exemption, encouraged by national Government discounting vehicle tax and LPG signposting major road filling stations, and in this “cost of living crisis” retails half that of petrol and Diesel — should still be ignored.

The mayor constantly intones that London’s air is “toxic”. Yet refuses to encourage Low Pressure Gas (LPG or Auto-Gas) users and others that can’t afford to change their older vehicle for new but could afford the £1,000 or so cost to LPG convert.

A campaign supported by GLTN and taken up by greater London assembly members Tory Keith Prince and Lib Dem Caroline Pidgeon had fallen on deaf ears with the latest twist being Transport for London’s (TfL) demand for an emission’s certificate proving what’s already published in GLA papers.

Eventually, a testing house acceptable to TfL was found. The only available test good enough for TfL being a full Manufacturer-standard emission’s analysis costing £1,500. The test station, regulated by Driver & Vehicle Standards Agency, would only do the test if the vehicle was fuelled by petrol, not LPG. Requests that the test, paid for by the vehicle’s owner, be conducted when fuelled by LPG, were ignored. The owner reported back to TfL six weeks ago with a chase e-mail two weeks ago. The owner was again ignored.

The case has been taken up by hard-working GLA member Nicholas Rogers (*Hounslow, Kingston & Richmond*) who’s already had success in dealings with TfL on behalf of his constituents.

LPG-fuelled Range Rover Vogue in the livery of XM655MaPS the support group for this iconic ‘60s-built bomber



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

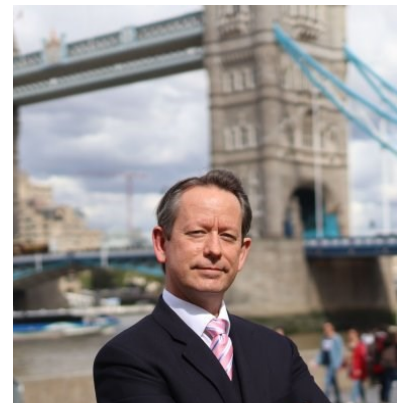
£12.50 a day to drive within greater London under the mayor's plans. If you fail to pay the mayor’s charge, the

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)



**They're just
Numbers
~ but each
tells a
Human story**

11,730

Police constables assaulted with injury across England & Wales during year ending March '22 — a rise of three percent from the 12 months before

2,800

Met Officers assaulted with injury during year ending March '22 — almost a quarter of the total.

Home Office data

49,027

number of Police-recorded offences involving a knife or sharp instrument in 12 months to March '22. This is the largest percentage increase in knife crime offences since '19

235

Police-recorded murders involving a knife or sharp instrument in England & Wales 12 months to March '21

27

Number of teens murdered with a knife or sharp object in '21 in London

11,122

offences recorded in London. This is a nine percent increase compared to last year. London continues to have the highest volume of knife crime in the country

12%

increase in admissions to hospitals in England for attacks by sharp objects in '20/21 compared to '14/15

Source: National Statistics

Sarah Everard Memorial Street Watch

GLTN's 25th January issue (*GLTN2-1.pdf*) reported on then Home Secretary Priti Patel touring newsrooms promoting a new safety 'phone-in "888" service that registers a caller's movements and destination ETA. If no confirmation of safe arrival is received then Police are alerted. The answer to female street safety Patel claimed. A year ago the service was also promoted by Philip Jansen, chief executive of BT. And what happened? Nothing happened.

Downing Street's blessing was welcomed in all national media. Where it matters the most. And forecast the system to be in place by this Christmas. Amid frothing male-hate media discussion a rather strange consensus emerged. BBC's Radio 4 *PM Programme* said "888" might be "positively harmful" because it puts the onus on women to keep themselves safe. And it was unclear how malicious calls — falsely recording a female to be somewhere else — could be weeded out. The *Daily Mail* was clear a year ago: "In an ideal world everyone should be able to walk the streets safely. Sometimes the pragmatic approach is the only solution — not waiting for changes to society and the way we educate boys and men about their behaviour." Misogamy is a reality. If "888" is an effective concept then BT's subscribers and their privatised sub-contract providers should pay the pennies extra a month for it.

Quizzed by LBC 'phone in host Rachel Johnson on the use of uLex cameras to enhance street security as part of pre-planned Police operations, *GLTN* pointed out that "888" is an after-the-tragic-event service — it would only swing into action after a crime's committed, when the "888" caller might have become a victim. Neither Met use of the 550 extra uLex cameras installed in inner London, nor the "888" service has happened. Nothing's happened.

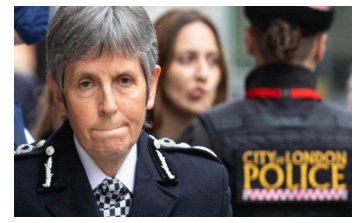
✿ Embittered Baroness Hale (77) stirred the simmering cauldron of anti-male rhetoric adding both race and class to the broth. The same Baroness Hale who in 2019 found the prime minister's prorogation of Parliament unlawful. "The Sarah Everard case gained attention because she was a young, beautiful, middle class, white woman," the retired senior judge intoned helpfully.

2022's Gruesome terror continues (from previous issues)

- 31 Aug Boy (12) knife stabbed suspects one male grievous bodily harm, second male for affray Brook's Road, Plaistow
Male (20s) gunshot murder suspect male (29) Kensington High St (LAAS)
- 4 Sept Shea Gordon (17) knife murder — another male (18) knife stabbed large group disturbance Litchfield Rd Tower Hamlets suspects four males (all 17)
Male (20s) knife robbery Lammas Road Leyton Two male masked suspects (20s)
- 12 Sept Peter Marecheau (67) murder Abbey Industrial Est Brent Abdelaziz Maaroufi (25) charged
- 16 Sept One female one male Police Officer knife stabbing assault on emergency service worker
Male (20s) arrested Leicester Sq/Great Windmill St
- 25 Sept Shakira Spencer (35) found dead at home Holbeck Rd Hanwell three charged with murder (CCTV needed of area and victim's movements dated 9 -16 Sept)
- 28 Sept Damilola Oloruntola (23) knife murder Brookhill Rd Woolwich Two male (25, 21) charged
- 30 Sept Kane Moses (19) knife murder Tottenham High Rd Haringey Male (17) arrested
- 6 Oct Male (30-40) attempted 'phone snatch robbery Bisopsgate suspects three fleece masked bicycled males (teens) Three have-a-go heroes injured
- 11 Oct Male (38) knife stabbing Dalston Kingsland BR Station male (16) arrested (BTP dealing)
- 13 Oct Michael Agyare (24) Knife murder Fairfield Rd Kingston (CCTV appeal)
- 16 Oct Zeqja Lumturi (27) murder plus another male assaulted Church Lane Leytonstone
- 20 Oct Female knife stabbing grievous bodily harm bystanders detain male suspect Edgware Rd
Male (60) strangulation murder Goodmayes Park Ilford Marius Ziugzda (46) arrested
- 22 Oct Female ex-girlfriend & new partner assault ABH suspect rapper "Lady Leshurr" Melisha O'Garro and another female Knotts Green Rd Walthamstow
Male (33) knife murder group fight East Ferry Road, Tower Hamlets
- 23 Oct Yolanda Saldana (53) knife murder & female (30) stabbing Windmill Lane Newham.
Suspect Miguel Florentino (30) found dead in river Blaker Rd Stratford
- 25 Oct Male (50s) knife stabbing assault Westbourne Park Rd/Ladbroke Grove W11
- 29 Oct Adrian Keise (32) knife murder Lower Marsh St/Frazier St Waterloo (CCTV CAD 0681/29)
- 30 Oct Male (21) knife murder Two males arrested Harrow Rd Wembley (CAD 0878/30)
Male (20) knife stabbing onboard bus Heston Road Hounslow (CAD 3945/30)
Two males (one said to be a "drill rapper", the other a Deliveroo driver) death by gunshot & road traffic collision Car chase Railton Road Brixton
Female (60s) knife murder, another (30s) knife injuries Auriel Rd Dagenham Male (28) murder & grievous bodily harm arrested (CAD 6755/30)
- 9 Nov Three males knife stabbing outside Harrow-on-the-Hill tube station Male arrested



To lose One Commissioner may be regarded as a Misfortune; to lose Two looks like Carelessness



Loss of Transport for London commissioner

October-end saw the sudden departure of Transport for London (TfL) commissioner Andy Byford. He will retire back to his home in the US. Previously president of New York City Transit, he is replaced on a temporary basis by TfL's current chief operating officer Andy Lord. Byford praised the opening of the Elizabeth Line claiming it was "the most amazing railway in the world". He'd taken control of the over-budget and much delayed project — originally called Crossrail — in October 2020. The line connects Shenfield and Abbey Wood in the east to Reading and Heathrow in the west via central London and Paddington.

Byford's other major achievement was to secure for TfL £6.5 billion in Government funding fulfilling Tory pandemic-support pledges. His negotiations weren't assisted by a noisy political media backdrop orchestrated by the mayor unhelpfully threatening service cuts and a "managed decline" if then Transport Minister Grant Shapps hadn't come up with the demanded subsidy. An additional facility from the greater London authority means TfL can balance its budget. Although ungrateful Khan's still claiming there's a £746 million "shortfall". Government rightly trumpets it's £1.163 billion "final" TfL subsidy payment that includes support for London capital projects. In a covering letter Shapps specifically bans in paragraph 22 spending the subsidy on uLex2 — the mayor's vanity project expanding uLex to the greater London frontier.

From next year TfL must be funded from its own revenue stream and by greater Londoners' GLA precept — this year increased by 8.8 percent for an average band "C" inner London two-bedroom flat amounting to £351.64.

Fears circulate that the greater London authority — with some of its majority labour, Lib Dem, and Green party members still publicly lying about the positive health effects uLex2 would bring to outer London — could numerically out-vote the Tories to provide the £250 million needed for uLex2's extra cameras and back office support. The mayor hailed his re-election in May '21 as an "overwhelming mandate" for uLex — expansion to the north and south circular roads. That £130 million cameras' cost was permitted by Shapps's then TfL funding deal under his covering letter's paragraph 29.

The mayor should seek a further mandate from Londoners at the 2nd May 2024 elections before infecting outer London with his uLex2 expansion that has more to do with funding TfL than it has with Londoner's health. It might be that Byford was unable to reconcile his London mayor's — chairperson of Transport for London — political demands with his 33-year successful career providing affordable municipal public transport. Byford started with London Underground as a station foreman. LU's now subject to repeated militant unions' strike action — the union barons motivated by a socialist dream of "flat fares leading to free fares." Still a mantra heard in London's constituency labour parties first uttered by London labour's last GLC leader and first mayor hard left Ken Livingstone.

Tories on the greater London assembly (GLA) published their October edition of *City Hall News* reporting group leader and chairperson of the GLA's Police & Crime Committee Cllr Susan Hall issuing a legal summons demanding the mayor's appearance before them. Failure to appear without good reason would be a criminal offence.



GLTN understands that during his previous administration the mayor had been politely requested to attend without summons on a separate matter but instead sent a deputy to take the rap. He was frit. A former barrister, the mayor chairs Mayor's Office for Policing & Crime, effectively Police Commissioner.

Despite sycophantic pleas from labour assembly members, Hall was adamant that the formal summons be served. Labour members had previously demanded the Commissioner investigate May '21 election Tory mayor hopeful Shaun Bailey's attendance at a "Bunga Bunga" party when, they claim, Covid lockdown restrictions were in force. The mayor, leader and deputy leader of the assembly's labour group had played politics with the issue demanding Bailey's resignation from the assembly that could've triggered a by-election or re-distribution of his May '21 London-wide election votes. Investigation by the GLA absolved Bailey of any wrong doing leaving the mayor with egg on his face after touring all news studios denouncing Baily's position as "untenable".

Loss of Metropolitan Police Commissioner

City Hall News reports the mayor will be quizzed on unanswered questions emerging from Sir Tom Winsor's report into circumstances surrounding former Met Police Commissioner Dame Cressida Dick's departure in February. The Winsor report found that Sadiq Khan had 'breached due process' and committed an 'abuse of the power conferred upon him,' after the Commissioner was 'intimidated' into quitting. The mayor will appear before the committee at 10am on Wednesday 16th November, sharp. Hall said: "The Sir Tom Winsor review has raised important questions about the circumstances under which the former Metropolitan Police Commissioner stood down. "The Police & Crime Committee has statutory powers to summons the mayor, which we have used for the first time.

"We believe given the seriousness of the review's findings, the mayor needs to address the unanswered questions that have emerged. The public will rightly want to know what happened and what lessons need to be learned for the future." GLTN reported on the sudden loss of Dame Cressida back in May. Her Deputy Commissioner then said "...her ousting was played out in the media". BBC reported the mayor responding to the Winsor report as saying it was: "clearly biased" and "ignoring the facts".

Former Met anti-terrorism head Sir Mark Rowley has been appointed to replace Dame Cressida. On her last day, she warned that: "...politicisation of policing is a threat we must all guard against."

● The Met continues to be closely monitored by His Majesty's Inspectorate of Constabulary under special measures introduced in June by the then Home Secretary.

Half of Brum drivers caught in “Clean Air Zone” refuse to pay

Stoic west Midlands drivers’ mass refusal to pay Birmingham’s equivalent of London’s ultra Low emission zone was reported last month by *Birmingham Mail*.

It said: “over half of the thousands of drivers being fined in the city’s controversial Clean Air Zone (CAZ) every month are refusing to pay up.

“Birmingham City Council has admitted it would be impossible for it to recover all the cash it was owed because of the sheer amount of manpower involved in processing tens of thousands of cases,” the paper added. In a lesson that could be copied by London motorists

given the inflexibility of Transport for London’s hated uLez enforcement, the *Birmingham Mail* continued: “More than 1,600 fines have been issued every day on average this year as motorists continue to be caught out in huge numbers around the city centre. Analysis of the latest data has revealed of the 54,734 drivers given penalties in August, only 23,099 paid them, just 42 per cent. The total was even lower in previous months.” “Thousands of motorists have appealed CAZ fines or just ignored them altogether. Council bosses have been taken by surprise by just how many people would ‘fail to understand’ the CAZ after around 400,000 more fines than expected were generated in the first eight months of the pay-as-you-drive scheme.”

The article tables official figures: August ‘22 fined 54,734 paid 23,099; July fined 52,017 paid 19,177; June fined 48,183 paid 17,617; May fined 55,237 paid 18,496; and April ‘22 fined 54,238 paid 14,612.

The council is reported as saying “figures for the number of fines paid were a ‘snapshot’ and some penalties may have been paid at a later date or following an appeal process.” It nonetheless shows many disgruntled drivers have tried to avoid paying. Following the investigation, the city council was asked by *Birmingham Mail* to comment. It did not respond.



Reported in none of the Papers

GLTN has received information that part closures for repair works of England’s longest motorway, the 230 mile M6, over the past year eventually diverts drivers into Birmingham City Centre where the hardly

visible temporary rusted diversion signs mysteriously end.

Lost motorists’ calls for help to midlands Police control rooms are answered by helpful operators who try to assist the confused back onto a southbound route that does work — across country towards the A1(M). The motorway works are often preceded by up to 30 miles of single lane 50mph fine-enforced restrictions where no work is being carried out.

» One driver had to hire a mini-cab to follow after Police directed back to a closed junction and admitted to also being lost on their computer-aided map — provided for dispatchers to radio-direct Police cars involved in a blue light and siren pursuit.

» Highways Agency had to divert scarce resources to man closed M6 access junctions. Their control room operators tell callers brusquely that they don’t provide a route service. “Are you a member of the AA?” they helpfully trill.

» Roadworks are the responsibility of National Highways “a Government owned company”. To use their website traffic-update information maps you have to know the post code your lost in otherwise the site can’t tell where you are in order to direct you.

» The A1(M) itself is being upgraded. It’s also has miles of down to one lane enforced by 50mph speed restrictions of no work being done. And a diversion system that directs to the M1 and then into central London that incurs a uLex toll on the way. Attempts in September to continue east on the M25 and then south via the Dartford Tunnel or bridge were thwarted by the tunnel’s accessway being closed after midnight. That needed a return trek westward on the M25 for some 18 miles then south via Edgeware/Park Lane/Victoria adding to London’s congestion.

“Traffic Taliban”

The Daily Mail dedicated over one full page to Low Traffic Neighbourhoods (LTNs) written by Dulwich south London resident stringer Louise Perry.

A victim of labour Southwark council’s LTN that protects houses in Dulwich Village (value £2 to £3 million) by discriminating against her area, she writes: “These measures are causing widespread misery and disruption, dividing neighbourhoods, and only making traffic worse. It’s time to scrap these ill-conceived schemes and undo the anguish they’ve caused.” While missing the point that planters and bollards blocking off roads stop emergency services getting through.

Her article was headlined: “How long before the traffic taliban make driving so miserable we’ll never get in our cars again?” Answer is: it’s already happening. Where have you been?

Perry described the £225 million paid by a previous Transport Minister via Transport for London (TfL) as LTN “mission creep”. That “mission creep minister” left London with 146 LTN schemes and Government funding of TfL’s last uLez expansion to the north and south circular roads. (uLex)

She described LTNs as a “war against the motorist” a phrase familiar to readers of *GLTN*. Perry only had to scan our past issues, back numbers of Association of British Drivers *On the Road*, or the Freedom for Drivers’ Foundation newsletter coverage of labour Lewisham’s Lee Green LTN to get the real lowdown on this stupidity enabled by mayor of London’s Safer Streets programme that includes closing off “school streets” and “hospital streets” all in worship to the heathen god of reducing air pollution. Many LTNs have been subsequently removed at extra cost by local councils as a result of residents’ backlash. Nationally, York, Bath, Sheffield, Manchester, Oxford, and Cambridge have all been infected.

Daily Mail reports figures from Dept for Transport showing LTN’s ‘spectacular backfire’ producing “an increase in the number of vehicle miles travelled in 10 London boroughs of 11.4 percent since introduction”.

Late last month saw 1,000 residents protest in Dulwich Square.



According to *Southark*

News “two thirds of residents had demanded Dulwich LTN removal” in labour Southwark council’s official consultation. But like labour Lewisham that consulted over its Lee Green LTN but refused to accept the result, Southwark now claims “it wasn’t a ballot.” Both councils refuse to budge.

Campaign group Dulwich Alliance say: “We want a solution that doesn’t empty some streets by increasing congestion on others”.



Greater London Transport Newsletter

Our editorial policy is unashamedly dedicated to reversing greater London's ultra Low emission zone expansions; (uLex and uLex2) reversing congestion charge increases in hours, days and fine; removal of low traffic neighbourhoods; 24-hour cycle and bus lanes, and frivolous "school", "hospital" and "play" streets.



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

Commons Speaker sees non-fossil fuel Future

Historic & Classic Vehicles Alliance-supported Motorsport Day was held in the House of Commons in early Autumn with over 400 parliamentarians from both houses and all parties seeing classic and specialist vehicles parked in Speaker's Courtyard. Organised by James Sunderland MP (*Bracknell*) chairperson of governing body Motorsport UK, on display were hybrids, Formula 1, and British touring cars. Electrification with Formula E and Extreme E was prominent. Sustainable fuels powered a Dakar racer and a historic E-Type racing car. Leaders of HCVA met with speaker Sir Lindsay Hoyle pressing home the message regarding the ready availability of sustainable fuel.



* HVCA support member *GLTN* continues to campaign for increasing awareness of Low Pressure Gas (LPG or Autogas) now produced from carbon neutral bio-degradable sources. New European and far east-manufactured LPG dual fuel cars are now coming off production lines and are available right hand drive in the UK.

Over 1,600 filling stations stock LPG. An engine conversion costs in the region of £1,000 but LPG costs less than half of the old fossil fuels: Morrisons in Wick near Lancing West Sussex charge (November '22) a per litre price of 79.9p; Sainsbury's in Charlton southeast London charge 89.9p. Because of prime location prices are higher at fuel stations sited on motorway or dualled roads. On the busy A20/M20 at Swanley BP Rontec charges £1.07.9 per litre. There is no loss of consumption or engine performance when driving on LPG. Air pollution is substantially reduced at the tailpipe. But Transport for London (prop. mayor of London) continues to ignore those advantages. The mayor should welcome the savings for Londoners, instead he continues to blame Government for the "cost of living crisis".

Fuel "profiteering" alleges *GLTN* on LBC

Interviewed by LBC shock 'phone-in jock Nick Ferrari during the fuel price hikes, *GLTN* accused filling stations of "rampant profiteering" and not passing on the 5p per litre fuel discount arranged by the then Chancellor of the Exchequer. Nick fielded a range of 'phone in callers all pointing out the remarkable overnight price increases. Some callers reported over £2 per litre being charged.

GLTN had been asked for but refused to pay £1.29.9 per litre for LPG (then £0.99 to £1.09 elsewhere) from a Gravesend in Kent Shell-branded filling station. Fuel Duty then was 52.95 pence litre, with LPG at 28.88 pence per kg.

We tried reporting the astounding price to Kent Trading Standards but there was no service available from their website. Instead an anodyne message told enquirers to contact their local Citizens Advice Bureau. Who a month later promptly replied that complaints over mis-selling of motor fuels should be directed to Trading Standards and the Competition & Marketing Authority.

Loony Labour Lewisham ~ they're at it Again!

Lewisham's labour no-opposition council's not content with helping the labour London mayor to glory with teacher-inspired adulation from pupils at a Rushey Green school when announcing his expansion of uLex to the greater London frontier (uLex2). Nor ignoring Low Traffic Neighbourhood (LTN) Lee Green statutory residents' consultation that'd rejected the scheme. Nor persecuting motorists and residents alike with false parking tickets. This labour council's now taken to attacking their own resident



disabled Blue Badge holders in a desperate attempt to increase parking revenue by stoking fear.

For one cancer sufferer Lewisham resident his newly-issued Blue Badge wasn't good enough. He'd parked in his road as usual with badge showing but was astounded to find two penalty charge notices because his "allotted" vehicle — a neighbour's car that takes him to and from chemotherapy at Guys Hospital — was also parked in the same street at the same time. NCP's help desk would only say: "Your blue badge only entitles you to park in a pay by 'phone bay all day or single yellow lines (without kerb markings) for three hours." This despite the parking plate in his own road saying: "Resident Permit Holders Only". Requests for online details of this convoluted restriction so that disabled residents could know what the rules are before parking resulted in a Lewisham council web address that just leads to a blank page. The parking tickets are dated a day apart. Parking attendants normally patrol this quiet residential street once a week

Appeals to NSL "working in partnership with Lewisham council" resulted in rejection of both appeals and a doubling of each to £130. Kerr-chinggg!



- Last year saw labour members of the greater London authority vote *en masse* against a conservative motion to exempt London's disabled Blue Badge

holders from uLez and uLex charges as they're already exempted from central London's congestion charge (£10 TfL fee applies). One labour member who voted against the disabled is Dr Onkar Sahota (*Ealing & Hillingdon*) with a west London GP practice. Obviously mindful of his hypocritical oath.

Meanwhile, Lewisham's Lee Green LTN-pampered residents have been allowed a dispensation permitting Blue Badge holders to enter and exit the scheme without penalty.

An application for this "permission" took over two weeks to reply with an obviously frustrated help desk operator having to request the Blue Badge holder's registration mark twice to the LTN's paper shufflers. No reply had come from the LTN team to either the driver or to Lewisham Council's help desk.

Happy 100th Mr Mayor!

More interested in driving his "miraculous uLez Elixir of Life" wagon to the greater London frontier against residents' wishes than using his office to force militant union barons and London Transport bosses to the negotiating table, mayor "Dr Ephraim Khan" has seen 100 industrial disputes under his watch. Despite an election pledge to be "London's first zero strikes' mayor".

According to GLA conservative transport spokesperson Nick Rogers: "Mayor Khan has the worst record of any mayor of London on industrial action."

Writing for *Conservative Home* Rogers calculates the mayor's record as 15.1 strikes per year — significantly more than Ken Livingstone's average of two, or Boris Johnson's 4.375 per year. 110 days were disrupted by over 2,000 hours of strikes. The central line was disrupted 74 times by strikes with the Victoria line disrupted 70 times.

Militant action at the Woolwich Ferry had cancelled services for three months until a *GLTN* exposé and conservative questions bought the ferry — established by Act of Parliament — back to its current restricted one boat service.

"Dr Ephraim" Khan told the greater London assembly back in March he was "speaking to the trade unions to persuade them to avoid further disruptive strike action." Since then, there have been a further 42 strikes.

In August City economists told *Evening Standard* industrial action by ASLEF would be a £120 million hammer blow" to London's economy.



An unusually mellow mayor of London (51) visits a recently legalised cannabis farm in Los Angeles on a "fact finding tour" instead of getting to grips with London's knife crime pandemic and transport strikes. The tour, said to have cost over £34,000, flew him and entourage business class by a US-flag airline. The mayor has set up a "Drugs Commission" despite having no powers to change current legislation.

"In 2016, Sadiq Khan said: 'As mayor, what I'll do is roll up my sleeves and make sure that I'm

talking to everyone who runs public transport to make sure there are zero days of strikes'. He then added that Ken Livingstone's 16 strikes were 'too many,' and that the 35 strikes under Boris Johnson were a 'disgrace' and a 'sign of failure.'

"Sadiq Khan's 'zero strikes' pledge is in pieces." continued Rogers. "Londoners have once again faced major disruption because the mayor's focused on political posturing and not on getting a grip of TfL. Mr Mayor should face down the militant unions, secure and end these strikes."

The mayor, was ridiculed last year as a charlatan purveyor of "Miracle uLez Elixir of Life" for claiming 4,000 Londoner's lives would be extended by six months if uLez was expanded to the north and south circular roads (uLex). This year he repeats the medically ridiculous claim trying to frighten asthmatic Londoners into supporting further uLex expansion to the greater London frontier. (uLex2)

XR & Just Stop Oil increase traffic fumes as trapped drivers fume

More protests from publicity-hungry climate change activists Extinction Rebellion (XR) and Just Stop Oil hit the capital's road transport over the past month with reports of activists being offered "cups of tea" while they delay ambulances on emergency blue light calls.

Their climate beliefs have taken a battering in the minds of delayed motorists. And those hearing national media news reports — when Police allowed.

The law seems impotent against protesters who superglue themselves to the road causing serious disruption. Oxford saw criminal charges dropped against climate change protesters arrested under an unlawful Police order Judges ruled. The Crown Prosecution Service said 105 cases were being discontinued against activists. Compensation claims are now being prepared by solicitors. More than 1,800 people were arrested in XR's "autumn uprising". Central London, City Airport. and



Specialist police officer attempts to remove Just Stop Oil protester from gantry over M25 junction 30 (Essex Police)

tube networks were targeted. This year policing XR has cost the Met £40 million, nearly three times the annual budget of its violent crime taskforce.

Current Home Secretary Suella Braverman demanded an end to eco mob rule telling Police chiefs: "Officers must 'stop humouring' the activists." Her demand came after Just Stop Oil brought more chaos to the M25 leading to a crash where a Constable was injured. The Home Secretary has suggested members of the public were taking the law into their own hands because they had 'lost faith' in the Police.

Tory Herts Police Commissioner blusters Apology ~ Misunderstands Press Freedom

Failing to understand that free speech and a free press is indivisible in a free society, Hertfordshire's Tory Police Commissioner since 2012 David Lloyd chuckled saying he'd been bought onto LBC to be interviewed as a "sacrificial lamb". Eventually realising the serious implications of targeting qualified journalists out doing their job, he admitted his force had "got it wrong." He blustered to LBC's Nick Ferrari: "We do need to recognise the important role of a free press. But the oxygen of publicity which Just Stop Oil seeks must be moderated so we don't end up with the protesters doing this just to get press reports".



Eight Journalists arrested by "heavy handed" Police ~ Essex implies link with protesters

In actions redolent of east European USSR satellite states of the '80s, *The Guardian* on-line reports that eight hacks in total have been arrested by Police when attending climate demonstrations. Essex Police have joined Herts in condemning the arrests but chief constable Charlie Hall attempts to link journalists by describing them as "having been present with the protesters at the scene". Liberty, Justice, outraged MPs, and the National Union of Journalists have taken up the hacks' cause.

LBC Reporter Arrested by Herts Police

For the second time Herts Police has thrown qualified reporters into jail for doing their job. One of LBC's top roving reporters Charlotte Lynch (25) had been covering the second day of eco protests on the M25 when she was arrested, searched on the side of a road in full view of passing drivers, handcuffed, had her 'phone snatched from her, and held in a Stevenage jail cell for five hours despite presenting her press card, and telling the custody Sargent to 'phone LBC for verification. The wrongful arrest resulted in Charlotte being searched again, samples of her DNA, her fingerprints, and a mugshot being taken.



Film crew Arrested ~ home Searched

In another incident a photographer and filmmakers were held in Police custody for around 13 hours for covering a Just Stop Oil protest. Documentary makers Rich Felgate, Ben Cawthra, and photographer Tom Bowles had been capturing the activists on a footbridge over the M25 near Kings Langley. The crew who deny any affiliation with the protest group, had their equipment seized and were taken to a Herts Police station, despite efforts to show their press cards. Tom Bowles (47) from Hackney, said he was held until 1.30am, hours after his wife and daughter (14) were woken up as three officers forced their way into their home and ransacked it in a sham search.



Press photographer Tom Bowles arrested (Daily Mail/Twitter/richfelgate)

Following on from Education Secretary Keegan telling LBC's Nick Ferrari: "Journalists shouldn't get arrested for doing their job," a sudden flurry of press releases came from No10 saying Prime Minister Rishi Sunak had "joined Police chiefs" in calling for press freedom. Mr Sunak said it is "vital" that journalists are able to do their job freely, "without restriction". Readers, listeners, and viewers might be forgiven for believing the UK had already enjoyed those freedoms. The Chief Constables of Hertfordshire and Essex Police forces later that day called for a "review" into their arrests — which will be conducted by another force.

Long Tory career in public service ~ should know better

Police Commissioner Lloyd is former chairperson of Association of Police & Crime

Commissioners and former member of Government's Serious Violence Taskforce. He was deputy leader of Hertfordshire County Council, and served as a borough councillor. He chaired the Herts Police Authority. He comes from a career in banking and personal finance. In promoting "moderate" reporting Lloyd promotes "moderate" press censorship — held to be an anathema to the Conservative Party's radical grass roots members' basic ideology. Education Secretary Gillian Keegan later added: "We are the defenders of free speech."



"I'm a huge fan of a free press" blusters Herts Police Commissioner Lloyd before being forced to make an on-air apology by LBC's Nick Ferrari

Corrections ~ Oh Dear!

EMILY SHEFFIELD. In common with all other periodicals we publish corrections when we're forced to erm, when there's an obvious clear public interest to do so:

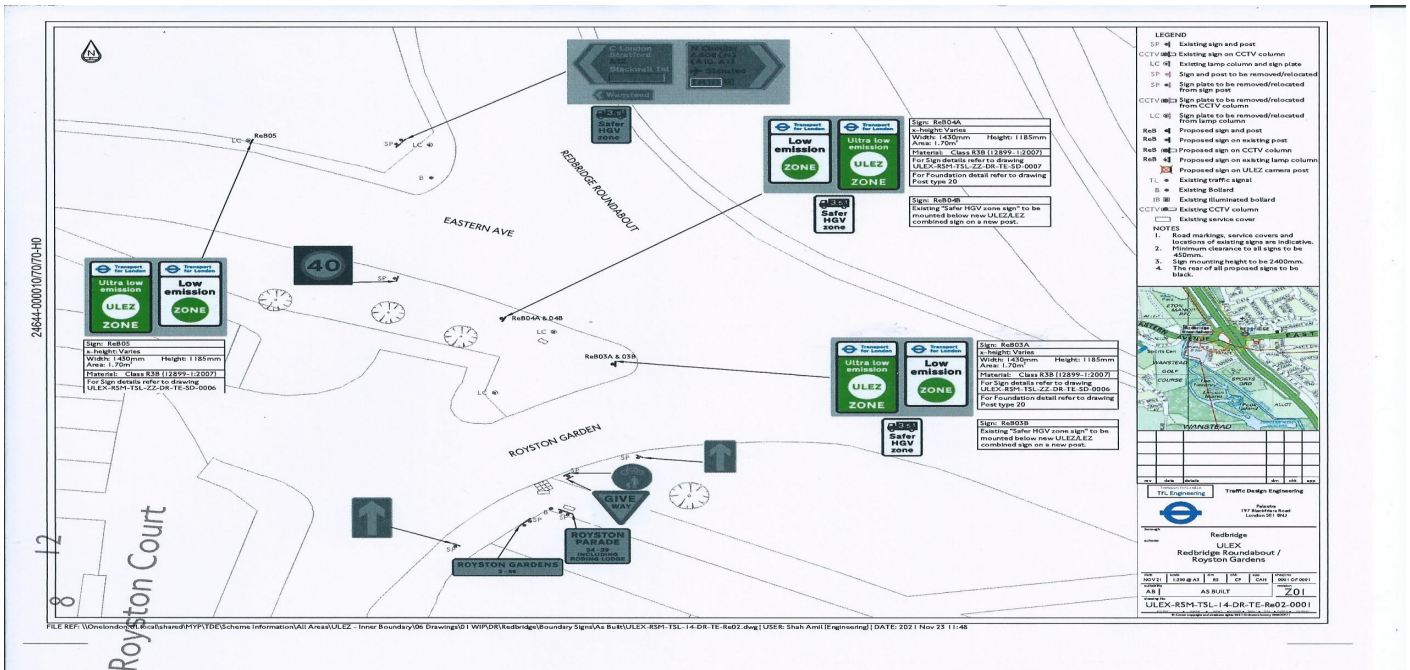
Correction to *GLTN* vol 2 issue 1 p4: "Until October 2020 the paper was edited by former PM David Cameron's sister-in-law and daughter of a Baronet former *Guardian* journalism graduate Emily Shepherd." *Wronggg!* That should've read "Emily Sheffield". Apologies to Emily Shepherds everywhere. Emily Sheffield can nowadays be heard on LBC as an occasional 'phone-in jock. But not recently...

The full title of EVEGNEY LEBEDEV is "Baron Lebedev, of Hampton in the London Borough of Richmond upon Thames and of Siberia in the Russian Federation". He sits as a conservative peer. Lebedev's father publicly supported the 2014 Russian annexation of Crimea. In 2017 he held a media symposium in his hotel complex in Alushata, Crimea "to correct an impression of Crimea put out by a biased western media". Questions put to the former chairperson of the greater London authority plus the leader of the GLA conservative group asking why this oligarch is still in receipt of Londoner's money via his controlling interest of *The Standard*, have not even been acknowledged let alone tabled or answered. Nothing to worry about here. So let's drop the matter shall we?

More Sedition: here's the Map giving positions of ULEZ signs and cameras

Following on from Transport for London (TfL) objections to locations of uLez and uLex cameras becoming public knowledge fearing criminal damage, here's the map of that disgraceful money honey trap sent to *GLTN* earlier in the year by a well-wisher.

It shows, as claimed by our reader caught by uLex cameras 2 minutes 27 seconds before last Christmas Day's system switch off that resulted in a TfL enforcement Scrooge gleefully chalking up an £80 fine, the entrance to Eastern Avenue off the Redbridge Roundabout offers little alternative once drivers are committed. They won't have seen the uLez signs until too late.



Up-rated variator (variable valve timing) modification kit fitted by specialists Sports Italia; new top and bottom front sub-frame & anti-roll bar bushes; Xenon headlight auto-adjust re-conditioned, new 6500k bulbs; Airbag protection clock-spring warning system up-rated; rear spacer drive shaft shims fitted; Front brake discs changed OEM new. For details sheet, text your email address for copy **0756 519 2370**

~For Sale~

2008 Maserati Quattroporte
5 M139 96,462 miles
6-speed ZF 6HP26 gearbox paddle shift & sport option
One previous keeper
MOT to May 2023 no advisories
Meets ULEZ 25mpg on cruise
Full service history from new, all performed by main agents or specialist workshops
Currently on cherished VRM not sold with car



It's time to stop this War Against the Motorist

Both the *Mail Online* and *The Times* agree. And used *GLTN* research via Press Association copy to repeat our arguments without acknowledgement of our work. *The Mirror* and London's freebee *The Metro* followed. *The Sun* added a quote from Scotland Yard saying: "If a pedestrian is hit by a vehicle at 20mph, they are five times less likely to die from the crash than at 30mph." Even the *Spectator* followed in their wake with "literary editor" Sam Leith schoolboy sniggering at the over 347,000 motorists' misfortune under the headline "In praise of the Speeding Crackdown".

That's OK. We're big enough to realise the UK's 37 million motorists need all the friends they can get. Especially as the State, irrespective of political control, sees motorists as a "soft touch". And uses non-announcement of changes to regulations to lever extra money out of otherwise innocent drivers.



Anyone would think there's no knife and machete crime pandemic sweeping the UK. At least they'll soon be more £100 fines helping to swell Police coffers

GLTN press preview editions containing the London mayor's admissions were originally sent out on 29th September.

Eleanor Dye wrote for *Mail Online*: "Thousands more motorists are being caught speeding after Met Police introduced tougher rules giving drivers less leeway for breaking limits by reducing the threshold by 1 mph. The new rules mean 347,000 drivers in the six months between January and June are facing fines compared with 97,000 in the six months before the change — an increase of 259 percent. Metropolitan Police did not directly announce the change in rules. Drivers face action if they break the limit by 10 percent plus 2mph (previously 3mph)". And added a quote from Licensed Taxi Drivers' Association saying they'd seen an 'absolutely massive increase' in taxi drivers receiving points on their licence — those involved had driven for years with no previous issues."

Nicholas Hellen, *The Times* transport editor, went with: "Thousands snared after stealth drop in speed 'limit' by 1 mph". He added a quote from the Press Association's Andrew Parsons: "The Metropolitan Police is cracking down on speeding, but other forces will still give motorists the benefit of the doubt under the 10 percent plus 3 mph formula".

None of these expert writers informed their readers that the extra 1 mph could mean a disqualification under the points totting up procedure if 12 or more accumulate on a driver's license. The unannounced 1 mph tolerance cut generates three points if not a first offence. Pleas at Court claiming hardship if a driver is banned are more likely to succeed if the hapless are represented by specialist Counsel practiced at quoting precedents of the Road Traffic Acts and their current practice notes. That costs in the region of £1,200. Otherwise a plea entered by a lay driver in person is likely to be dismissed as "wasting the Court's time" generating an increase in fine plus substantial costs.

- *GLTN* wrote to the Mayor's Office for Policing & Crime (MOPaC) back in July asking: When and on what date did the Metropolitan Police adopt, and start to enforce the NPCC (National Police Chiefs' Council) guidelines? MOPaC replied on 16th August: "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, then chairperson of the greater London assembly's Transport Committee asking that she request the mayor to organise the broadcast: "Allowing a belief of safe tolerances 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.

This article is not designed to be exhaustive. GLTN is not legally qualified. But there's free legal advice available from GLTN's motoring law consultant's website:

[Motor Solicitors | Motor Lawyers | Leading UK Motoring Law Specialists \(pattersonlaw.co.uk\)](http://pattersonlaw.co.uk)