

Greater London Transport Newsletter

The only journal wholly dedicated to stopping the Ultra Low Emission Zone expansion in greater London, reversal of congestion charge increase in hours and days, stopping the boundary charge, removal of low traffic neighbourhoods and exclusive cycle lanes.

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London Mayor Urged: "Follow the Science"

Seeking to prove the need for enforcement against the traffic-emitted half of London's overall air pollution the Greater London Authority commissioned reports by experts in 2013 followed by updates in 2017 and 2019. The reports were produced by Oxford-based Aether that promote themselves as "world experts in environmental data analysis and interpretation... at the forefront of greenhouse gas and air quality emissions' calculation and review".

Aether's first report found there was significant exposure of London's population to levels of nitrous oxide (NO₂) above the EU safe limit value. They found London's pollution levels of particulate matter were already below EU recommended minimum limit values. NO₂ exposure was predicted to decline significantly (minus 96 percent) by 2020. But there would still be 72,000 people living in above average EU limits: 60 percent in Westminster, Tower Hamlets, Kensington & Chelsea, and Hammersmith & Fulham.

Aether's 2013 study estimated that in London 388,000 people under 19 were living in areas that exceed the EU limit NO₂ value 40µg/m³.

The majority of these young people lived in inner London 304,000. And in outer London 83,000.

The study estimated that 161,000 people over 65 were currently living in areas that exceed that NO₂ EU safe limit value. The majority of those older people lived in inner London 128,000, outer London 33,000.

The report showed that those more vulnerable under 19 and over 65 age groups were not disproportionately exposed to high levels of air pollution concentrations as against the greater London average.

Aether's table predicts changes between 2013 and 2030 in population exposure. The number of people exposed was predicted to decrease by 96 percent in this time period. By 2020 over 72,000 people living in greater London were still predicted to endure average concentrations above the EU limit value.

Between 2020 and 2025 the number of people exposed was predicted to decrease again by 96 percent, falling to no one affected in 2030. Almost 60% of the remaining exceedances of the NO₂ limit value reported in 2013 will occur in four London boroughs: Westminster (17%, 12,122 people exposed); Tower Hamlets

Aether Reports 2013 and 2017. Predicted population exposed to NO ₂ above EU limit value				
Year	inner London exposed	outer London	London total	percent of London exposed
2013	1,562,000	369,000	1,931,000	23.2%
2020	53,000	19,000	72,000	0.8%
2025	2,000	1,000	3,000	0%
2030	0	0	0	0%

Inner London boroughs worst affected

(15%, 10,917); Kensington & Chelsea (14%, 9,882); and Hammersmith & Fulham (14%, 9,745). By 2025, it was predicted that exceedances of EU air quality objectives will only occur in those four boroughs.

Aether's 2017 Report confirms 2013 findings

Aether's 2017 report confirmed their 2013 projections in the table for NO₂.

There were again predicted no 2017 exceedances of the EU's PM₁₀ limit. *Contin inside*

Deception by moving max pollution levels' goal posts

Aether's 2019 report and the mayor's 2018 London Environment Strategy (LES) both start to refer to World Health Organisation (WHO) air pollution levels. EU safe limit levels are air quality PM₁₀ and NO₂ guideline concentrations of 40µg/m³ as an annual mean (25µg/m³ for PM_{2.5}). WHO's PM₁₀ guideline is 20µg/m³.

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Spot the Air Polluter Competition Free to Enter!!

Just mark ✖ on the picture above where you think airborne pollution is likely to increase as a result. There are seven of them. Answers inside. Good Luck!

Please note: entries marking the sign "Can't Pay Won't Pay" do not count and will be ignored. The mayor's decision is final. Competition closes October 25th.

The case for continuing but with a smaller inner boroughs' uLex

2017 Aether analysis contin from p1
Aether's 2017 report showed no changes to under 19 and over 65 age groups' numbers predicted to experience air pollution that exceeds EU guidelines.

The difference between the most and least deprived areas for NO₂ was 7.6µg/m³.

Aether predict some London areas still to be in exceedance of particulate matter levels by 2030 if WHO guidelines are used instead of the

originally aimed for EU safe limit levels of NO₂. The difference in average concentrations in the most against the least deprived areas goes from 7.6µg/m³ in 2013 to 3.7 in 2030 in the baseline scenario. And down to 2.2µg/m³ reported in the 2018-published mayor's London Environment Strategy (LES) that includes expanding uLex to the north north and south circulars, roads' boundaries (uLex).

"gla calling... gla calling..."

On 16th March the Advertising Standards Authority (ASA) accepted for consideration a formal complaint against Transport for London radio adverts transmitted just ahead of May's Greater London Authority and mayor elections. Produced to sound like public information broadcasts the adverts promoted expansion of the current uLex eight square miles area a further 132 sq. miles — on October 25th. over seven months ahead.

The complaint cites the advert's script referring "older polluting vehicles" and other technical inaccuracies to publicly justify the expansion. This was official Labour party election policy.

The conservatives and two other smaller independent parties published manifestos against uLex expansion. So the complaint also claimed the adverts were political. Transmission of the adverts was soon dropped. As of going to press (24th June) there's been no ASA reply to the complaint — three months later — and counting.

"gla calling... gla calling..."

Not content with using council taxpayers' money — the GLA's precept is up 9½ percent this financial year — to transmit propaganda on the airwaves just before the election like some 1930's *Rundfunkhaus*, TfL have started transmitting a further series of adverts inviting listeners to "get involved with the anti-air pollution campaign" in a silly school girl voice-over to try and win listeners to the mayor's forthcoming uLex expansion.

Some idea of the cost of this latest propaganda masquerading as public information can be got from a previous November '20 to January '21 so-called "public information" series broadcasting the mayor's Covid-19 advice: £95,556 for airtime plus production costs.

uLex must be paid for without recourse to Government funding. Or that *any amendment* to the mayor's already published 2018 London Environment Strategy (LES) where the uLex expansion was announced to the north and south circular roads (uLex) "will have to be paid for without recourse to additional borrowing, savings, service changes or deferrals."

The paragraph goes on to add: "additional income streams for any such increases (the money taken from motorists by uLex fines) will need to be identified and shared with Government."

If you're Black, if you're poor...

Air pollution poses a risk to health. This is particularly significant for susceptible groups such as those already experiencing health problems which can be exacerbated by poor air quality. Age is an important factor in susceptibility to the health effects of air pollution. Key impacts are asthma in children and chronic obstructive pulmonary disease and coronary heart disease in older adults.

Analysis of affected populations' ethnicity shows "black/african/caribbean/black British" being the most affected with "white" being the least affected. There was no predominantly recognisable outside of normal average effect on those of an "asian/asian British" origin. Tower Hamlets, Southwark, Hackney, Islington, and Lambeth in 2013 had the highest total numbers of people living in London's worst air quality NO₂ contaminated areas.

"The correlation between air pollution exposure and income is complex with no clear trend apparent" said the report. More people who have the highest income were exposed to exceedances of the NO₂ EU limit value in 2013 compared to those with the lowest income."

Aether's 2017 report says: "It is important that future measures to improve air quality are targeted to ensure that this inequality is reduced by improving air quality in the most deprived areas."



1933 Volksempfänger radio 76 reichmarks

uLex May Yet be Abandoned

The third Government funded bail out for Transport for London (TfL) was announced by Transport Minister Grant Shapps on 1st June. It continues revenue support following TfL's dramatic losses due to the Covid-19 pandemic prompting some commentators to ask whether TfL is now in special measures. Government appointees have been placed on TfL's board. The bail out comes with policy strings attached to the £1.08 billion due to last only until 11th December.

Paragraph 29 of the Minister's extraordinary funding letter has this: "Should the Mayor choose to amend his existing plans to extend the uLex boundary from 25 October 2021 these will have to be paid for without recourse to Government funding and without recourse to additional borrowing, savings, service changes or deferrals." It is not clear what is meant by that paragraph. That any expansion of

Congestion Charge — yet another Rip Off

Paragraph 30 of Transport Secretary Grant Shapps's extraordinary funding letter accompanying TfL's latest £1.08 billion bailout has a telling end sentence after stating that support for travel concessions "...such as free travel for all Londoners aged under 18 and 60-65, excluding statutory entitlements" will not be met from this funding settlement."

This gives the game away. Paragraph 30 continues: "TfL and the mayor decided following the last funding agreement that they would fund the cost of these concessions by maintaining congestion charging changes implemented in June 2020."

From the Ministers' funding letter it's quite clear that those London motorists needing to travel in the eight square miles of the congestion charge zone between 7am and 10pm any day of the week are considered a cash cow to be milked of £15 (£17.50 if paid within three days). Irrespective of whether there's any congestion or not, such as on a Sunday.

Last August's hike in congestion charge hours and days over the previous £11.50 Monday to Friday 7am until 6pm turns it from a traffic management measure into just a revenue generating measure. It's not clear what the legal implications are of enforcing traffic control laws made under traffic control statutes that have little to do with traffic control.

Greens Invited but Ignore

The inaugural issue of *Greater London Transport Newsletter* was publicly distributed after May's elections for Greater London Assembly and mayor. It posed the dilemma of how London could play its part combating UK's economic debt problems due to the pandemic. Needed growth would generate increased traffic needing increased road space to carry that increased traffic. If growth was no longer considered an ecologically acceptable financial model, what other models were available to replace it?

There has been a Green party presence on the assembly since its formation in 2000. The three May 2021-elected Green assembly members represent "London-wide" constituencies under the GLA's failed proportional representation electoral system: Siân Berry (also a member of Camden council), Zack Polanski, and Caroline Russell (also a member of Islington council).

Each were personally invited to write an article for this issue explaining their alternative economic model. This page was kept vacant for their contribution. As of deadline, not one of the three had bothered to reply.

Together with Liberal Democrats and Tories, they constitute an opposition on the GLA — dubbed the unlikely alliance — outnumbering Labour members 14 to 12. Siân and Caroline have been confirmed by the alliance as chairpersons of GLA overseeing committees formed to hold the mayor and Transport for London to account on behalf of London council tax payers. Londoners will have to stump up an additional 9½ percent GLA precept this financial year.

Tories find £50 million "Take 7,000 vehicles off uLex roads" mayor told
GLA Tories say they've found £50million in the GLA's "bloated" business rates reserve that should be directed toward subsidising the switch to greener vehicles. They estimate this could enable 7,000 non-compliant vans, minibuses and lorries off uLex roads ahead of 25th October's uLex expansion.

City Hall estimates about one in five vehicles in the uLex zone will be liable to pay: 100,000 cars, 35,000 vans and 3,000 lorries.

Susan Hall, leader of GLA Conservative group told *Greater London Transport Newsletter*: "Many Londoners simply can't afford to replace their older vehicles. The mayor's failure to re-open two of TfL's scrappage schemes means thousands of non-complying vehicles will still be on London's roads come 25th October."

Labour says it's the poorest Londoners that are least likely to own a car and who suffer the worst consequences of poor air quality. The poorest are those least likely to be able to trade up for a more modern model, counter the Tories.

Even if today's figure is now only ⅓ of City Hall's best guesstimate of non-compliant vehicles still in uLex there remains a logistical disposal problem of 11,250 vehicles per month either to be scrapped or traded up.

The Society of Motor Manufacturers & Traders representing the bulk of major name vehicle dealers were unable to confirm in the four months remaining before uLex day that dealers could part exchange that flow of 11,250 vehicles per month.

Scrapping causes other pollutions: fluids leech into drainage systems or waterways, and a scrap metal disposal problem. Old batteries have to be disposed of separately. Used tyres now refused by local council tips get bought second hand and refitted to other vehicles posing a road safety risk.



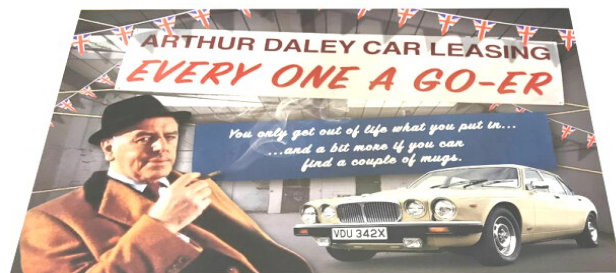
Shameless Self-puffery

The mayor's London Environment Strategy (LES) was published in May 2018 with art work pretending to have been painted by primary school toddlers. Pictures of the mayor holding a garden fork with a child in a field (*I'm so green, geddit?*) are helpfully on the front cover, page 8, and page 19.

This propaganda paid for by council tax payers, carries the lie on page 19: "The quality of London's air is dangerously — and illegally — poor." Not true according to Aether. The EU's recommendations — not a law at all — are predicted by Aether to have been met by 2025. Subsequent justifications now being spewed out by City Hall refer to World Health Organisation recommendations — again not a law — that are some 50 percent more strict than EU limits in order to justify further anti-motorist action. Refreshingly the mayor's LES admits: "Non-road emissions, such as those from construction, the river or wood burning, constitute half of the emissions in London and are a growing issue." Aether also identifies domestic gas-fired central heating as a source.

Poor uLez residents “forced into hands of spiv Second-hand Car Salesmen” — mayor accused in Question Time stand-off

Mayor’s question time held at the architect-award winning City Hall adjacent to Tower Bridge on London’s most expensive piece of River Thames real estate is not the most exciting place to spend a morning. You can’t even escape to the café for a cup of third world, ethically traded, sustainably sourced, BAME, organic, vegan, diverse, coffee served up in a bio-degradable LBGTQ+ rainbow flag-decorated, recyclable, mug. Unlike surrounding restaurants keen to get back business lost during the Covid pandemic, City Hall’s café remains closed. GLA questions meant to hold the mayor to account are carefully pruned before being tabled to make sure there’s no objectionable content being asked. Inevitably that means awkward questions not being asked. The answers to anodyne questions selected for oral presentation provide anodyne replies.



This mayor’s 24th June question time was different. Newly elected assembly member for Bexley & Bromley and deputy leader of the Conservative group Peter Fortune was having none of this be nice to the mayor sycophancy. Instead he made sure his question and follow ups were heard loud and clear. He deplored the severe financial hit poor residents living in the 132 square miles of the expanded uLez area (uLex) will suffer due to the mayor’s enforced upgrade of their cars. Or pay a £12.50 daily “polluters’ fine”. Or be forced to scrap their otherwise perfectly good car if it doesn’t meet the mayor’s emissions’ standards. Member Fortune, who is also deputy leader of outer southeast London’s Bromley borough council, described the mayor’s unnecessary uLex expansion come October 25th as: “hitting the poorest in our communities the hardest.”

Clearly rattled, and with more questions waiting tabled by his own Labour assembly members and his own deputy mayor in October of last year, the mayor attempted to fob off the obvious inequity facing newly uLez-affected residents by blaming Government for ending its vehicle scrappage schemes — one is still open for electric-only cars with a range of 70 miles or more costing less than £50,000. And making reference to emissions’ schemes in Birmingham and Bath — Bath’s scheme doesn’t prosecute their own residents. But Peter Fortune was having none of it. “I’m not at Birmingham question time, I’m at London question time.” he snapped.

Attempting to regain the moral high ground the mayor continued: “...this is an issue of social justice. Least likely than to do nothing on cars and then have to subsidise the poorest children with affected lungs and the poorest adults who suffer from asthma.” “It’s not that we’re talking about.” retorted Fortune. “It’s about the charge for the poorest people in London. They’ve got two options. To pay the daily charge. Or to pay a sort of Arfur Daley charge where they go and buy another car. And we don’t think this is a great thing for Londoners to do. Or for you to suggest they have to go down to a second hand car showroom and be in the hands of a second hand car salesman.”

Say goodbye to mad Moat Tax

The mayor’s plan to impose a £3.50 daily “boundary charge” on motorists entering greater London has been blocked as a condition of Government’s Transport for London (TfL) £1.08billion bail out.

Transport Secretary Grant Shapps has effectively used the award to explicitly oppose the mayor’s idea of motorists living outside London being charged the toll that planned to be £5.50 per day for a non-Euro4 (Euro6 for diesels) meeting vehicle to drive into the capital. Or £3.50 for an emissions’ meeting vehicle. From October 25th those vehicles will still have to pay a £12.50 daily fine to go further into London inside the north and south circular roads. And another £15 daily congestion charge to enter inner London. This would’ve bought the total charge on visiting motorists from outside of London to a staggering £33 plus spiteful local council parking fees. The GLA is currently running adverts under the banner: “Let’s Do London” inviting tourists from outside the capital to visit and stay.

The mayor’s boundary charge was dubbed “the M25 moat tax” by the Tory group on the GLA during last month’s London mayor and GLA elections.

Interviewed by the *Standard* the mayor was asked if the boundary charge proposal was still on the table. He said: “At the moment, we can’t think of other ways to raise the half a billion pounds.”

Government blamed for TfL scrappage scheme money all spent

Quizzed by assembly members whether the £50 million found in the GLA’s “bloated” business rates reserve could be directed toward subsidising the switch to greener vehicles the mayor was dismissive. He reported on 24th June two out of three TfL scrappage scheme funds were closed as all funds allocated had been spent.

Giving himself a pat on the back for what Londoner’s cash had achieved he described the three schemes: low income and disabled Londoners, small businesses and charities, and heavy vehicles. “Due to unprecedented demand for the vans’ scheme funds were all allocated in August. And funds were all allocated for heavy vehicles’ in September. But charities can still access funding to scrap minibuses given their vital role in the recovery from the Corona virus pandemic.” TfL says community minibuses still attract a uLez dispensation valid until 29th October 2023.

“The car [£2,000] and motorcycle [£1,000] scheme for low income and disabled Londoners is a scheme that remains open but we’ll be using up that money pretty soon.” What the mayor didn’t explain is that this scheme has the highest access bar to jump. Low income means being on universal credit subject to the benefits’ cap. Disabled means receiving universal credit as a registered disabled person with a severe disability, not just being a blue badge holder.

“Any additional moneys put into TfL would have to be directed toward the savings requirement under Government grant settlement conditions.” the mayor defensively added.

Spot the Polluter competition — Results now in!!

Did you spot all seven sources of pollution increase pictured on this issue's front cover? If not, don't worry. Neither do legions of highly paid and highly qualified traffic engineers who plan and implement traffic management throughout the 610 square miles of our capital city.

Often operating under short-term, short sighted municipal direction, their strategic achievements in managing ever increasing numbers of vehicles in and out of the metropolis mean the human cost of the traffic-generated half of air pollution concentrations is never counted. Particularly along "key routes" — originally collections of residential roads cobbled together to form a temporary network waiting for the strategic inner and outer ringway boxes to be built. That '70s scheme was for the most part abandoned due to political weakness of successive Greater London Councils, the 32 local borough councils, son of GLC the Greater London Authority, and Governments. All of varying political colour, all promoting their own spending priorities.

✘ Gas-fired domestic central heating accounts for 14 per cent of UK greenhouse gases. Cross party think tank Policy Connect says this level is similar to emissions from cars.

✘ Closing off road junctions that previously provided access to other roads. Forces vehicles to find another usually longer route to destination. After having stopped, parked up, consulted navigator, and started up again. All with an increase in air pollution.

✘ Well intentioned but not with air pollution increases in mind. Directing heavy goods vehicles away from a residential area building site's most direct route in and out causes an increase in large diesel engines' emissions.



✘ Expanding the Ultra Low Emission Zone a further 132 square miles will cause more air pollution than it solves. It increases other pollutions by force scrapping perfectly good vehicles before their natural end of life. Ramping up hybrid-electric or electric only vehicles' production increases their production pollution. Artificially increasing electric vehicle numbers on our roads increases electricity consumption generated from gas-fired power stations.

✘ Pedestrian and cycle only zones ban vehicles. They're then forced to reverse, and backtrack their previous route in an attempt to find another way to access their destination.

✘ A "temporary" increase of congestion charge zone days and times to 10 o'clock at night does nothing for congestion after the Covid-19 pandemic. Nor on Sundays when there's no congestion at all. It causes vehicles to avoid that eight square miles increasing journey lengths and emissions elsewhere. Or if near closing times to park up nearby and wait.

✘ 20mph speed limits often accompanied by a "kill your speed not a child" sick sign cause vehicles to drop a gear and increase engine revolutions and emissions for the lower speed. Road conditions should dictate that lower speed.

uLez informational sign set in a forest of others disfigures this attractive Tulse Hill Victorian-built inner London street — a "conservation area"

"gla calling... gla calling..."

Cogent and well-argued anti-uLez and anti-congestion charge expansion viewpoints made by GLA opposition assembly members and 'phone in callers don't seem to get the amount of coverage in comparison to glowing London broadcast and print features that describe how well the mayor's doing and how motorists are poisoning us all. This brave MP was quickly shut up by the then Speaker of the House.

YESTERDAY IN PARLIAMENT

Mr Christopher Chope (Christchurch, Con): "... I do not know whether you read 'Rotten Boroughs' in *Private Eye*, Mr Speaker, but there is so much information in it now that it almost needs to be a separate supplement. So much material is coming out but so little of it can get into the public domain, partly because of the pressure put on local newspapers. If they cause trouble with their local council, they may suffer discrimination because there will not be any advertising for local council jobs and they will not get access to information."

Mr Speaker: "Order..." — *Hansard, 24 March*

"gla calling... gla calling..."

Left-leaning journalist and shock phone-in jock James O'brien interviewed the Labour mayor on the evening of GLA question time. No other assembly member was present, or invited. The livestream produced in conjunction with LBC is titled *State of London Debate*. It's not clear with whom the 2½ hour debate was conducted. Promoted in emails by the Greater London Authority's press office, the transmitted backdrop is County Hall — home to the Greater London Council until abolished by Margret Thatcher in 1986. Still today a running sore of resentment within London Labour.



Sadiq Khan re-elected Mayor of London against 1.6% Tory swing Dismay as Londoners see war against motorists continue without “overwhelming mandate”

Taking the total number of votes cast for a Labour mayor against the total cast by contenders that publicly announced opposition to uLex (Conservatives and two of the minor parties) there were for uLez expansion 1,013,721. And against uLez expansion 1,023,105. No “overwhelming mandate” at all. In fact an over 9,000 majority against. (42 percent turnout)

We're in for a glum few months before 25th October if the re-elected mayor fulfils his promise to price off the roads London motorists living inside the north and south circulars (A406 and A205) if they don't drive a Euro4 (Euro6 for diesels) higher emissions' rated car.

This issue's front cover lead feature — culled from the GLA's own consultants research — forecasts by 2025 only some 3,000 will be living in air pollution greater than the EU's limit. And by 2030 no one at all. A success that 2008 to 2016 mayor Boris Johnson can rightly claim as his.

With scrappage scheme funds already spent, and the mayor refusing outright opposition pleas to use the business rates' reserve pot to help a further 7,000 trade up to electric, only the fund for disabled and low income owners now accepts new applications. But that fund's access bar is set so high that most who qualify can't even afford a car.

This election was delayed for a year due to the Covid-19 pandemic. This was the last time the current confused voting system will be used, first past the post will be adopted in 2024. This election used second preference votes to elect the mayor as he failed to achieve more than 50 percent of votes cast.

For vs. Against uLez expansion (uLex)

Despite claiming an “overwhelming mandate” for implementing uLex, the mayor had to rely on a run-off of second preference votes to take office. Khan had to add his second vote allocation of just over 192,000 before claiming Labour's right to enforce more unnecessary roads' control over 132 more square miles of the capital. Khan's first preference vote was only 40 percent of total votes cast. His Tory challenger Shaun Bailey could only muster 35.3 percent. Just a 4.7 percent difference at a time when this Tory government is in mid-term and given to gaffs as they grapple with the pandemic that again threatens to mutate into new strains.

Labour lost one seat on the Greater London Assembly. Greens ousted the Liberal Democrats for third place. Greens and Liberal Democrats have formed an “unlikely alliance” with the Tories — 14 elected assembly members to 12. The alliance takes control of all GLA overseeing committees formed to hold the mayor and the authority to account on behalf of Londoners. Liberal democrat Caroline Pidgeon is chairperson of the transport committee, with conservative group transport spokesperson Keith Prince as deputy. This committee has the power to instruct the mayor to stop or amend uLex.

159,714 Petitioners Can't be Wrong

Anti uLex campaigner John Wyszomierski from Woodford Green in Essex is appealing for you to sign his on-line petition to stop uLex from even starting. He rightly points out that it'll cost him the fine for driving inside the north and south circular roads when he doesn't even live in London.

John tells *GLTN*: “Extending London's Ultra Low Emission Zone (uLez) to north and south circular roads (uLex) will price working Londoners off the roads.

“It'll mean anyone outside the zone [driving a non-compliant vehicle] will have to pay £12.50 for cars, vans and motorbikes; £100 for buses, coaches, and HGVs to drive in the zone — 24 hours a day 364 days a year.

“Outer and outside London is residential and should not be subject to uLex. This is a stealth tax and nothing to do with air pollution. Once this is passed in London it'll be coming to your town”.

To sign John's petition “Stop Mayor Khan's ULEZ zone extension to the North & South Circular roads in London” head over to [Change.org](https://www.change.org), click on the three bars icon in the top right hand corner, scroll down to Search, and key in ULEZ.

‘Let's do London’ motorists not wanted

Claiming an “overwhelming mandate” for pressing forward with uLex, the mayor joined a glittering list of luvvies on stage to welcome in his own election victory at the Shakespeare Globe just four days after polling day. After the mutual back-slapping had died down the mayor launched his new ‘Let's Do London’ campaign to attract domestic visitors and bring central London's economy “back to life.” The campaign is funded by £6 million of Londoner's money — the GLA precept has risen by 9½ percent this financial year.

The campaign and events programme backed by industry to “kick-start” London's economy brings together London's hospitality, culture, night-life and retail venues. This mayor is the self same mayor of London that ruled over the previous five years. So London does need bringing “back to life” and “kick-starting” — especially after the Covid pandemic bought closure to theatre-land and other famous London venues.

Heralded as “the biggest domestic tourism campaign the capital has ever seen...” the mayor was joined on stage by Adrian Lester CBE famous for TV roles in *Life* and *Riviera*. Shamelessly Khan then culturally linked himself with other icons including David Hockney. Yinka Alori, and Es Devlin were also listed (*no, me neither*). Without stopping to blush the mayor then went on to link his election victory to famous British icons: the Royal Academy, BAFTA, the British Film Institute, the London Design Festival, London Fashion Week... all quite capable of successfully promoting themselves.

“gla calling... gla calling...”

The mayor has allocated £6 million direct support. The campaign includes a major TV and radio advertising push supported by TfL. What with all the fines, charges, and tolls stacked against motorists, TfL's contribution is billed as “encouraging people to re-discover London by public transport.” This new mayor has made it clear that motorists are not welcome to “do London”.

Low Traffic Neighbourhoods Lauded by Campaigning coalition

Complete with the obligatory heart-tugging photo of toddlers and their teacher — openly pictured outside their own school in school uniform — a coalition of campaigning groups has published a league table applauding councils with the most low traffic neighbourhood schemes, 20 mph speed limits, and exclusive cycle-only lanes.

Winton Primary School is located just to the north of major London rail terminus Kings Cross in Hackney inner London borough. The area was protected by the original Lez scheme bought into effect in 2008 made more strict in 2012. The school's protection continues within the current uLez area covering eight sq. miles of central London.



Low traffic neighbourhoods (LTNs) have borne the brunt of motorist's fury as residential roads are closed and blocked off by council plant troughs placed to cut off any possibility of access. Fire, police, and ambulance services are forced into longer journeys to reach homes within the scheme. Or to reach hospital with a patient. LTNs are pollution generators as the journey needed to reach an address within the scheme increases. Lost motorists are forced to stop, park up, consult a navigator or ask for directions, and start up again. Inevitably with more pollution produced.

Congestion and air-borne traffic pollution in the area surrounding a LTN increases with those residents demanding the LTN's removal. Militant action takes the form of overturning plant troughs, removing signs, and even disabling CCTV cameras installed to catch and fine the unwary motorist caught in a web of ever confusing road closures with no easily visible way out.

Winton school's Hackney Council distributed a leaflet throughout the borough in the second week of March — just a few days away from the start of London's mayor and Greater London Assembly hustings — the leaflet encouraged residents to "have their say" about traffic measures. Following distribution an independent polling company spoke to residents across the borough to ensure that a "representative sample" of views were heard. Due to pressure from residents the council was forced to remove banned turns near its London Fields LTN.

Healthy Streets says Hackney has identified 55 percent of its suitable street area for a LTN. "Waltham Forest, Newham, Islington and Southwark are also delivering significant action. Bottom are Croydon, Barking & Dagenham, and Bexley, all have identified under five percent." they add.

Healthy Streets coalition includes London Cycling Campaign, London Living Streets who campaign for walkers, Campaign for Rural England, Possible who campaign for road crash victims, No motoring organisation representing the most affected — the motorist — is included.

Another Low Traffic Neighbourhood Axed

Figures obtained under freedom of information laws have revealed motorists paid 250,000 fines totalling £14 million for driving into cycle-friendly Low Traffic Neighbourhoods (LTNs) in just 10 of London's 32 boroughs. They include the Lee Green LTN in Lewisham that's generated £3.7 million in fines since it opened last summer. The only access to that area containing industrial estates, is off the A205 south circular road junction with Brownhill Road, Catford. The junction is regularly blocked by goods vehicles queuing to access thus bringing that key route to a halt.

Southwark has cashed in on £2.5 million worth of fines in three months from two LTN schemes. One in Dulwich Village generated 22,424 fines in seven weeks.

Last month's *GLTN* reported that Harrow Borough Council, just ahead of GLA and mayor elections, had cancelled four LTNs and three cycle-only StreetSpace-funded lanes.

On 21st May Ealing Borough Council was forced by a 2,000 residents' march on the town hall to remove one of its LTNs. The West Ealing scheme, south of Uxbridge Road known as LTN21, had all its planters and "no motor" vehicle signs removed by the end of the protest day.

Residents in Croydon, staged a weekend protest calling on the council to scrap its new traffic restrictions, saying signs banning vehicles were unclear. The Parsons Mead scheme saw Covid-related postal delays cause some drivers rack up repeat fines before realising that they had committed any offence, reports *Inside Croydon*.

The council was forced to issue a Section 114 notice in November, an admission that it could not balance its budget for the current financial year.

London's Traffic Flow now a crawl — 20mph curbs and Cycle-only Lanes hike Pollution

Healthy Streets report on 20mph speed limits: "49.7 percent of all roads in London now have a 20mph limit." That's motorists dropping a gear, unnecessarily increasing engine revs for that lower speed and so increasing pollution.

With over two cyclists a day suffering serious injuries in London, and being corralled into a segregated lane where there's no escaping vehicle exhaust fumes before being diluted into the surrounding atmosphere, Healthy Streets crows about cyclists' exclusive lane provision.

They scathingly singled out Kensington & Chelsea borough as: "...infamous for its views on cycling, but put in several km of cycle track on Kensington High Street, before ripping it out in a move that continues to be a threat of legal action." Healthy Streets sneered: "At the end of 2020 K & C sat as the borough with the lowest proportion of cycle track in London." "City, Waltham Forest, Camden, and Kingston used Streetspace funding to deliver significant lengths of new cycle track — most often built using semi-segregating wands temporarily, to be made hopefully permanent later," Healthy Streets added.

In other words permanently reducing road space even when there's no cyclists. Such is the selfishness of the militant cycling lobby that makes no contribution to the roads they use but increasingly demand exclusive use of.

1,000 cameras needed to police uLez Dystopian Nightmare — £130M GLA extra spend shock Mayor insists it's all for your own good

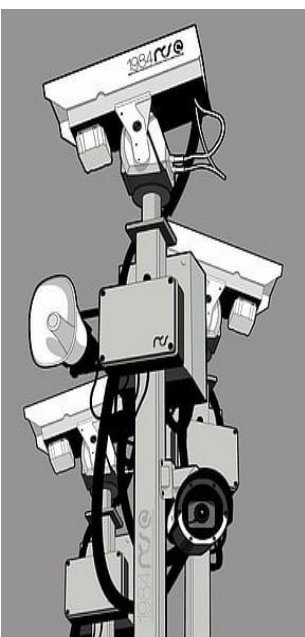
London's population is set to be the most watched in western Europe if Transport for London's (TfL) 132 square mile uLez expansion goes ahead. 350 new cameras will be installed on the north and south circular's (A406, A205) boundary. And another 400 will be hidden inside the uLez zone trapping anyone driving a non-complying vehicle not having paid the mayor's £12.50 daily fine. By 2025 only 3000 of London's population will live in air pollution greater than the EU recommended maximum.

Asked on the 27th May by Tory London-wide assembly member Emma Best, three of her four questions have only now just received written replies by the mayor.

She asked: "How many uLez cameras will be on the boundary of the expanded zone; in total, how many additional cameras does TfL believe will be required for the expansion of the ULEZ?" and "How much has TfL budgeted to spend by October 2021 on the expansion of uLez?"

TfL has yet to answer her outstanding question asking: "How much has TfL spent *to date* [our emphasis] on the expansion of uLez?" But TfL admitted in answer to her earlier question: "Transport for London has budgeted for the estimated cost to implement the expanded uLez as being between £120-£130m. This cost includes improved access to public transport, staffing and the signs, cameras and back office systems needed to make the scheme operational. The mayor and TfL have sought to deliver the infrastructure needed to operate the scheme in the most cost-effective way possible."

Evening Standard reports that 650 cameras are already in place in central London for the congestion charge and original uLez. Each new camera site costs £10,000 to £15,000 though sometimes more, the *Standard* reports.



TfL Cameras, the Law and You

A worrying aspect of the new surveillance system is the CCTV signs that warn drivers of camera enforcement in operation. The sign is to comply with data protection legislation. Says TfL: "There is no legal requirement to place camera warning signs at every location where we may issue a penalty charge notice."

Enforcement can only be carried out using an approved complete camera and connected system — known as DTES — certified by Secretary of State for Transport.

Confusion as old Congestion Charge hours still Signposted & shown on GLA website

Last June's mayor-agreed increase in congestion charge zone and hours, implemented in August as a temporary measure to



Congestion charge warning located on A102 northbound just before Blackfen turn off. Picture taken 26th June 2021

shore up Transport for London finances, seems to have a shadow of permanence about it.

But signage has yet to catch up. This is just one of a series of congestion charge warning signs still showing original days and times of operation — a scheme first introduced to try and lessen Monday to Friday peak rush hours.

In any penalty charge notice appeal signage has to be correct and not confusing. This sign could lead unwary drivers to unintentionally enter the zone inside its current hours of operation.

Predictably, the mayor blamed Government for the increases. "Government ministers made it a require-

ment of the second TfL October 2020 funding that temporary changes to the congestion charge remain in place. Government rolled this condition forward when they extended the funding deal in March," said a Labour spokesperson. "It's likely that temporary restrictions will need to remain in place until the autumn, whilst discussions are conducted," the spokesperson told *Content London*. The latest TfL £1.08 billion funding agreement runs until 11th December.

The mayor had previously said in interview on LBC's *Hustings* programme during his election campaign that "the increases will be scaled back" hoping to re-instate the earlier £11.50 charge. He hastily qualified that adding: "I will be negotiating with Government so we don't have it seven days a week or up until 10pm."

In addition to incorrect TfL signage, GLA's web site still refers to the "temporary" status of the increases — twice. The £15 levy is still being applied (£17.50 if paid within three days) raising an extra £113 million in 2020-21 for TfL's coffers. There's been no congestion during the pandemic, and no slowing of traffic flows on Sundays.



A view of TfL's control room. Key route traffic lights' phasing can be adjusted to help traffic flow in real time.