



# Greater London Transport Newsletter

Printed paper copy £3.85  
Profits go toward GLTN fighting fund  
11th January 2023 Vol 3 Issue 1  
<http://www.abdlondon.uk/gltm.htm>

\* Half of London's air pollution, already less than UK's legal maxima adopted into law 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.

## The Great Rebellion ~ it's closer than you might think

Not since the defeat of Ted Heath's conservative government — in February then October 1974 — has there been co-ordinated politically-motivated strike actions planned by hard left socialist union barons to bring down a democratically elected Government. Transport unions refuse to publicly declare their goals but ASLEF and TSSA have at the 11th hour rejected deals in return for guarantees over compulsory redundancies and one person no guards operation. Having wrecked so many family Christmas get togethers last month more national rail misery is scheduled for January 3rd, 4th, 6th, and 7th — some 16 million more rail journeys lost. RMT and ASLEF are isolated still attempting to wreck UK's new year back to work post-Covid recovery.

Our last issue highlighted rail unions' co-ordinated industrial action: it showed militants had caused a repeat of over one third of the Covid pandemic's damage to UK's economy.

Clause 4 part 4 of labour party constitution wording is still fought over in constituency labour parties. (prop. trade unions' £6.2 million yearly payments 2018 figure) Re-nationalisation of commanding heights of the economy is the agenda — workers owning the means of production, distribution and exchange.

Political mid-70s strikes saw bruvvers march in solidarity with Socialist Workers Party (prop. Vanessa Redgrave), and *Militant* newspaper (prop. Peter Taaffe printed on *Guardian* presses in Farringdon Road) Expelled from labour Trotskyite former-MP Dave Nellist now chairs Trade Unionist & Socialist Coalition that counts 40,000-strong rail union RMT as affiliate. Worming within local councils were Ken Livingstone hard left former London mayor who stole control of greater London council in 1981 by a "beer hall putch" ousting a moderate labour group leader who'd won that election on centre-left policies just days earlier. *Militant* supporting Liverpool City council leader and latter-day Russian watch salesman Derek Hatton wrecked that city's finances. Neil Kinnock in 1984 castigated the entryists: "You end in the grotesque chaos of a labour council — a *leeabor* council — hiring taxis to scuttle round the city handing out redundancy notices to its own workers." The hard left is still waiting to pounce in CLPs.



Charles quarrelled with the Parliament of England that sought to curb his royal prerogative. He believed in the divine right of kings. He thought he could govern according to his own conscience. From 1642 Charles fought the armies of the English and Scottish parliaments in the English Civil War. Defeated in 1645, he surrendered to Scottish forces that handed him over to the English Parliament. He was tried, convicted, and executed for high treason.



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. He fears denunciation as a "strike breaker" by London labour who support his re-nomination for a third term as official labour mayor candidate in May 2024. London labour is bankrolled by the trade union movement. Increasing transport unrest, failure to tackle a pandemic of knife crime across the capital, and uLex2 expansion is expected to affect Khan's election chances.

## The "Not a General Strike" strikes ~ Jan '23

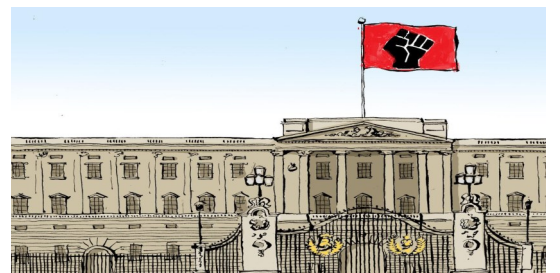
RMT, Unite, TSSA, ASLEF railways, Eurostar security  
Comms. Workers Union Royal Mail, BT and Open Reach  
Unite Felixstowe container port handling 48 percent of UK's container traffic, Newhaven port  
NASUWT, NEU, NCU teachers and lecturers in Scotland  
RCN 100,000 nurses plus other NHS staff  
PCS Border Force immigration, driving tests, job centres, National Highways, Dept for Transport, Home Office  
GMB, Unison, Unite 10,600 ambulance workers  
Unite London Buses, Heathrow ground handlers  
FBU firefighters  
Unite 50 Co-op coffin makers

Government currently wrestles with a £400 billion post-Covid debt. Plus cost of living and energy support packages. November's inflation figure was 10.7 percent. Current public sector deficit is £25 billion. Total public sector debt now stands at 97.4 percent of gross domestic product.

## Army takes to the Streets

In what is seen as a concerted effort at strike breaking by the state, Government announced plans ordering 1,200 military to muster replacing striking Border Force and ambulance workers.

GLTN has seen 1980s moth-balled green goddess ambulances being made road ready. Strategic threat planning committee COBRA is in regular meetings to liaise military deployment against Border Force (PCS) and ambulance (Unite) strikers.



Constitution update: new Union Flag unfurled, Labour sees as priority abolition of hereditary peers from House of Lords and steals Brexit Party slogan "Take Back Control"



## 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 toll; removal of low traffic neighbourhoods; 24-hour cycle and bus lanes; frivolous "school", "hospital" "play" street restrictions; and 20 mph speed limits.



8.7MPH is the average traffic speed in central, 12.4 in inner, and 20.2MPH in outer London

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N U J 65215. F B S R or please attribute!  
Publisher: Sedition Alert  
Printer: Conquest Litho, Orpington  
Circulation: controlled and private by invitation.  
**Latest issue and back numbers are a free download from:**  
<http://www.abdlondon.uk/gltm.htm>

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**ABD** Alliance of British Drivers  
Driving Sense



**FFDF** FREEDOM FOR DRIVERS FOUNDATION

## Ulex2 Certain to Save 4,000 London Lives each year from Sahara Sand Storms

A huge sandstorm that turned the skies of Madrid burnt orange descended on London in mid-March. Eerie photographs in the Spanish press showed streets of Madrid and Murcia illuminated in an orange colour as the sandstorm brought Saharan dust from Africa on high winds dubbed Storm Celia. The sand descended on London early the following day.

Atmospheric scientist Dr Claire Ryder was reported by *The Standard* warning Brits of a "significant reduction" in air quality: "Motorists may wake to find their cars covered in Saharan dust," Dr Ryder, who works at University of Reading, said. "The plume is forecast to reach southern England during early hours covering areas from Dorset to Suffolk, with southeast counties particularly Kent, being the worst affected. People are likely to see surfaces such as cars getting dusty and red, and air quality will be lower than usual due to dust particles in the air." Madrid residents were told to "stay indoors" by Spanish officials after the huge sandstorm dumped dust across their capital. The Saharan dust had been swept to the UK from Algeria and Morocco. It'd travelled over two days, spurred on by strong winds. "Saharan dust is a mixture of sand and dust from the Sahara," the



Central London's uLez (£12.50 daily) and Congestion Charge (£15 daily) saves from Sahara sand choking air pollution thanks to the foresight of the mayor of London

Met Office authoritatively asserted. "If winds in upper atmosphere are blowing north, the dust is carried as far as the UK," boffins added. "Saharan dust is fairly common in the UK, occurring several times a year, when dust storms in the Sahara collide with wind patterns, affecting air pollution and pollution levels in certain weather conditions."

● "Why, oh why has London's sky turned orange?" asked one befuddled asthma sufferer who'd years previously as legal counsel had defended LBC's 'phone-in jock Maajid Nawaz in a sand-filled Egyptian courtroom. "It's all the fault of the Tories," he told Saadiya, a remaining Tooting viewer of BBC's *London Tonight* as she tended to her legal fees' trust. "This conservative Government has deliberately upset the Spanish by refusing to liberate Gibraltar stopping the colony's return to its rightful owners after 400 years of imperialist rule. The plantation owners built an empire on enslaving the indigenous Barbary Macaque population who should be paid reparations from the over £92 million a year uLex tolls I'll be raking in from outer London motorists come August. You just wait and see. I will... I will... I really will... So there!" Screeching: "It's for your own good," the demented man was hurriedly ushered away by some nice not-on-strike nurses wearing starched white coats. "Don't you know who I am?" the man asked plaintively. "I'm the mayor of London." "Yes of course you are dear. Now here's your comfy padded van," the starched white coats replied. The plain white van lettered ELECTRIC CHARGED BY GREEN RENEWABLE NUCLEAR POWER - TO THE MAYOR OF LONDON EVERY JOURNEY MATTERS — sped off down Park Lane at 20mph carefully avoiding the deserted bus (drivers on strike) and cycle-only lanes. Its silenced noise-polluting siren pierced the evening quiet of this once busy major arterial route (A4202) only disturbing security guards looking after former 5-star hotels and plush apartment blocks now empty and derelict — their rich guests having long since deserted London for New York, Paris, and Frankfurt taking their businesses and £multi-millions with them.



● In a post on Facebook last month, well-known climate activist and oscar-winning actor Leonardo DiCaprio praised the mayor's expansion of uLex saying it would "have a dramatic impact on the health of Londoners." Both DiCaprio and top clothes designer to the glitterati Stella McCartney were seen lobbied at last year's COP26 by the then Prince Chazza. McCartney added: "Anyone want to buy a dress?"



"It reeahlly is appalling" (© HRH)

● Long range forecast from the Meteorological Office for the bleedin' obvious. Tonight and Sunday night: Dark; North Utsire, South Utsire changeable...

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

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

But as *GLTN* went to press RMT had cancelled earlier 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 of planned strike action.

London Underground and Overground (Arriva Rail London) services were affected by RMT strike action on 10th November and later, this being a separate dispute. RMT has suspended its action with Scotrail. ASLEF members’ ballot accepting a deal. TSSA rail workers at Avanti West Coast and East Midlands Railway took strike action on 5th November. ASLEF and TSSA still plan strikes this month over one person operation issues.

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 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.”

## “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 Stammer has refused to condemn the strikes.

## Remembrance Day service held at docklands City Hall

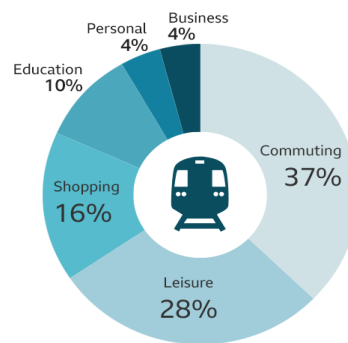


The Mayor of London, chairperson of the greater London assembly, and City Hall branch of the Royal British Legion, joined assembly members, and representatives of British armed forces for the first Remembrance Day service held at City Hall’s new location in London’s Royal Docks.

Representatives from Sikh, Hindu, Christian, Jewish and Muslim faiths addressed the congregation and led a series of inter-faith prayers. The mayor said: “City Hall’s annual multi-faith Remembrance Day service provides opportunity for us to reflect on the great sacrifices made by our armed forces and families.”

The GLA chairperson added: “Remembrance Day is a day to reflect on the enormous sacrifices made for our freedoms by some very brave people from Britain and the Commonwealth. We will be forever in their debt.”

- HRH King Charles III led wreath laying at the Cenotaph in Whitehall as usual followed by a march past of Armed Forces and voluntary services’ personnel.



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



## Khan’s election victory ~ over six years ago

In a 10 minute rambling address from the mayor of London at this year’s

Christmas carol service held at Southwark Cathedral, the mayor demeaned his office by trying to rewrite his 2016 election victory campaign. He claimed Tory opponents had attempted to stoke up fears about his muslim faith during hustings.

He played his religion card for all its worth: “We wanted an inter-faith ceremony that brought together Londoners of all religions and backgrounds,” implying his political opponents wanted something different. But the race card was yet to come. Khan couldn’t resist further embarrassing the congregation righteously saying: “I’ve never asked someone where they’re *really* from,” referring to what a Buckingham Palace lady in waiting had asked in all innocence of beautifully ethnic-theme-dressed domestic violence charity leader Ngozi Fulani.



# Transport für London calling... TfL calling... TfL calling...

## “We now have nearly 20 percent Increase in Cyclists using Park Lane cycle lane”

Imprecise and selective use of statistics characterises the mayor’s press office of professional shrills — budget £1 million per year and counting. *GLTN* past issues have likened its tactics to that master of ‘30s and ‘40s state propaganda Joseph Goebbels. Now Transport for London (TfL) are trying their luck.



Former key arterial route Park Lane looking north. Three traffic lanes now two, speed limit reduced from 40, to 30, to a 20mph crawl TfL fines a constant threat against otherwise innocent motorists

Fortunately, unlike during the third reich, a free press in a free society still rules in UK. Despite arrests of qualified journalists by Herts and Essex Police for the “crime” of reporting Just Stop Oil and XR demonstrations. “TfL and City Hall attempts to promote cycling since the advent of StreetSpace gives the impression of huge increases in cycle use only due to the various schemes. That might be questionable.” So wrote Dave Hill in his September edition of *OnLondon* on-line newsletter — not generally known for showing anti-City Hall bias. Dave... now you know what we’re up against when trying to separate facts from the fiction pumped out by shrills who believe they can manipulate the media.

*OnLondon*, takes to task TfL for a preliminary information email puffing Park Lane’s 24-hour segregated cycle lane first installed in May 2020. Like other StreetSpace projects, it was described as “temporary”, with the proviso that it might be made permanent in future. The fact that the northbound cycleway runs parallel to Hyde Park’s bridleway, used for

years by cyclists to safely avoid the 40, then 30, now 20mph speed-restricted previously three-lane now two-lane now mostly one lane key arterial route (A4202) seems to have eluded TfL’s planners — intent only on increasing fines’ revenue at the expense of motorists by slowing vital commercial traffic to a crawl. TfL’s grandly titled “strategic consultations team” says: “We believe the changes made should be improved and retained permanently”. Westminster council fell to labour control in May. ‘There are nearly 20 percent more trips on bikes this year than there were in 2021,’ the “team” gushed. Dave asks: “What exactly does that mean? Does it mean nearly 20 percent more trips on bikes in the whole of greater London, the whole of that part of central London, or just the whole of Park Lane? Does it mean that there had *already* in 2022 been ‘nearly 20 percent more’ trips on bikes than there were in the *whole* of 2021, or only during January to August of that year? And if ‘nearly 20 percent more’ is specifically about bicycles travelling along Park Lane, what is the change in the *actual number* compared with 2021? ‘Nearly 20 percent’ is a large increase, but what if it’s only ‘nearly 20 percent more’ of not very many? TfL adds: ‘There have been 2,400 cycle trips on Park Lane’, but doesn’t say over what period or how that number compares with the same or other comparable periods in the past. Without providing that information the figure of 2,400 cycle trips is meaningless in terms of trying to assess how busy the cycle lane is and to what extent, if any, it has encouraged more cycling along Park Lane than there was before.”

*OnLondon* comes to the conclusion that we and other journals have known for some time: “TfL and City Hall gives the impression of huge increases [aka policy scheme successes] which might be questionable.” TfL’s statutory consultation to make the scheme permanent closed December 4th. With “facts” like these on which to base replies, the result informing whether or not to make the entire Park Lane scheme permanent, will make for interesting reading. Effectively shutting down this key arterial route (its after all an “A” road) on the basis of falsehoods has already had severe traffic back-up effects on Marble Arch, Edgware Road, Edgware, and Archway — already subject to nose to tail congestion from the M1 southern termination. The sceptical might think that’s the real object of this and other arterial routes’ restrictions.

## 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

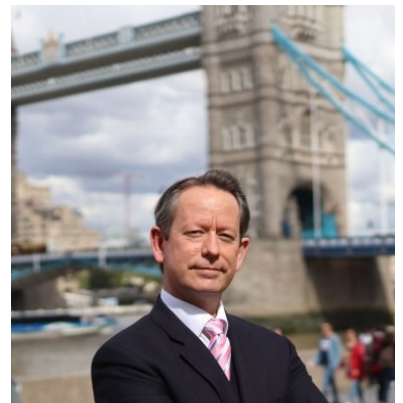
£12.50 a day to drive within greater London under the mayor's plans. If you fail to pay the mayor’s charge, the

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)*



## Stop the War against the Motorist

It was Emily “Airhead” Maitless, former long-time anchor of BBC2’s *Newsnight* news review programme, who blew the gaffe. She staunchly denied there was such a thing as “the war against the motorist.” On-air, she protested too much. Writers who report the machinations of local, regional, and national government, heard Emily’s wail knowing better. (*just in case, Airhead is the title of her book*) Those elected to rule over us treat motorists as “cash cows” forced to pay ever increasing costs that contribute to inflation and can drive motorists into unemployment. Some writers have been forced to accept that the “war” was being conducted by Tory councillors with the connivance of a conservative Transport Secretary. Tory voters should’ve expected their Tory party to support the freedom of individual movement that motoring provides. A petrol-head is usually a conservative voter.



*A yet to be written episode of “Yes Minister” will highlight the £92 million fleeced from London motorists under uLex*

Grant Shapps so grant-aided Transport for London (TfL) that former labour Transport Secretary mayor of London and chairperson of TfL Sadiq Khan was able to fund 146 Low Traffic Neighbourhood schemes, only one of which infected a conservative-controlled borough. He also oversaw councils’ immature pandering to the lefty-vocal cyclists’ lobby who pedal daily just 1 percent of London’s total journeys while disregarding Road Traffic Acts as they go. He even had cyclists written up in the latest version of *Highway Code* as a preferential road user, placing their safety as the responsibility of motorists. 24-hour cycle-only lanes, with camera-enforced fines for motorists who trespass, abound. And are set to increase. There was worse to come.

This was the Minister who gave the nod to the labour mayor of London so that he could fulfil his election pledge of uLex — expanding uLex to the north and south circular roads. His grant letter to TfL paragraph 29 demanded payola if Government subsidy was used toward the £130 million cost of TfL’s extra 550 cameras and back office enforcement. uLex has generated £92 million in tolls and fines since October last year. Shapps’s uLex double-cross was in diametric opposition to greater London conservative May ‘21 election policy — endorsed by all Tory assembly candidates and enthusiastically promoted by then Tory mayor candidate Shaun Bailey AM.

Having proved himself to be a “good egg” and “safe pair of hands” to senior civil servants in several previous Ministerial roles, The Rt. Hon. Grant Shapps MP, now serves in the Cabinet as Secretary of State for Business, Energy & Industrial Strategy.

Under his real name. Yes, Minister!

### “The One MPH One” wins GLTN legal support

A disabled cancer patient pensioner with an unblemished previous 45-year driving record has been prosecuted for driving at 36mph in a 30mph limit — one mile per hour more than the unannounced reduced road speed tolerance. The retired 76-year old Navy Officer faces a six month driving ban at London’s Bromley traffic court next month.

Under the topping up procedure, the driver faces being banned after pleading guilty to three previous charges during this year’s speeding crackdown. The first was 38mph in a dual carriageway with road works restricted to 30; doing 48mph in a 40 motorway access road where speed is needed to join the much faster moving motorway traffic; and 60 in a 50 average speed check where road works were signposted but not being carried out.

GLTN’s legal advisers will represent the driver next month at the Court hearing scheduled to last 30 minutes. A specialist motoring law Barrister will concentrate on putting forward mitigating circumstances having advised the hapless driver to plead guilty despite many procedure and signpost errors. The legal firm says: “Unless a driver has hard proof that the allegation’s wrong it’s very unlikely a court will dismiss a case. You’re guilty until you prove your innocence. Drivers defending themselves risk fine increase or costs for “wasting the court’s time”

The pressure on Police authorities to get through as many prosecutions as possible is shown by this case being served with only five days to go from offence date before the six month deadline was reached.

The Licensed Taxi Drivers’ Association told GLTN 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.

### Clarkson’s Driving Licence Concern

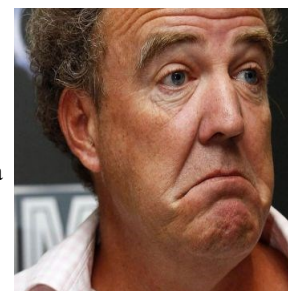
GLTN’s October issue highlighted the un-announced reduction in speed limit tolerances that have garnered £100 fines for Police coffers from 347,000 motorists over the period January to June compared to 97,000 in the six months before the un-announced change in May 2019.

We then reported one source working in a Met traffic offences office who told us that motorists most likely to suffer a six month ban under the three points per offence totting up procedure were being put ahead of the Court queue as they’re more likely to try and defend themselves and so generate increased costs revenue for the Court Service if their defence fails. The Court Service is strapped for cash under current Government spending restrictions.

Little did we know former lead presenter of BBC2’s *Top Gear* Jeremy Clarkson would also notice the effect of the points’ topping up and disqualifications Shapps’s speeding enforcement crackdown had caused. Jezza wrote in his *Sun* column: “I’m beginning to suspect that fleecing the motorist is no longer the primary aim of these infernal speed cameras. I reckon they’re there to get cars off the street so Government can meet its stupid zero-carbon green targets. Why else would you bring in a 20mph speed limit?”

“Everyone at some point is going to break that. And there’s always a camera on hand to pounce as you hurtle down a hill at a lethal 25 mph.

“The practical part of the driving test has been made harder and harder with a whopping 50,000 every year who’ve already failed taking the test for the fifth time,” Jezza writes. Foreign driving licenses are valid for 12 months in UK. Any UK visa-holding foreign national can then exchange it for a UK one without taking a UK exam. Just don’t tell Jezza. He’ll blow a head gasket.



*These articles are 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)*





"Mummy... mummy... Why didn't daddy come home for Christmas this year?"

## ***A big THANK YOU! to workers NOT striking***

Latest set of ballot results show attempts by militants to force more transport strike action has lost grassroots' support. Some 36.4 percent of RMT members backed an offer of 5 percent this and 4 percent next year pay rise in a show of defiance against union baron Mick Lynch. But the union was still insisting there's a "huge rejection" of the offer among members with 63.6 percent of those voting against the deal's debate over one person no guards operation.

To those 14,560 workers, many of whom will have braved picket lines to continue working, we say a

very big "Thank You!" You should get your pay rise now, not be forced to wait for the official end of all disputes.

## ***ASLEF calls RMT rejection of pay offer "Astonishing"***

ASLEF, representing 9,000 train drivers, has agreed a 5 percent pay deal with the nationalised ScotRail. It had previously rejected a 4.2 percent rise in a dispute that led ScotRail to introduce a reduced timetable when drivers refused to work on rest days. ASLEF recommend its members accept the offer.

ScotRail and ASLEF's negotiators had worked well into the small hours while RMT and Rail Delivery Group south of the border had given up on negotiations. Welcoming progress made in the talks supporter of re-nationalised NatRail ASLEF said: "The offer delivers good value for the public", but called the rejection by RMT negotiators "astonishing", reports *BBC News* online.

ScotRail was nationalised appropriately on 1st April by an arms-length Scottish government company NatRail taking over from Dutch train operator Abellio. Opponents of re-nationalisation say that the taking back into public ownership, with the connivance of Scottish Nationalist and Scottish Green party assembly members, will inevitably lead to increases in fares as commuters have to pay for ever increasing wage demands of the unions without serious savings from streamlining working practices, some of which have been around since Victorian times. Faced with financial reality, services have already hit the buffers with up to one in three trains cut leaving just 50 percent running to the borders, and 40 percent to the highlands.

Scots' reputation for being careful with their bawbees has taken a battering with figures obtained by Scottish Lib Dems showing between April and September ScotRail bosses replaced cancelled or delayed rail services with taxis. The fares totalled £137,309.91 on 1,319 taxis for commuters. The single highest fare was for a taxi from Wick to Inverness — which stopped at all stops in between. The cost of that taxi was £798.30p.



GLTN interviewed on GB News Live with Mark Longhurst thanked transport workers who'd not taken strike action

But castigated Unite union-inspired strikes disrupting south and southwest London bus commuters. "London's labour mayor should be rolling up his sleeves using his fraternal relations with his union comrades to bring the parties together. But he's not"



Expect Victoria Coach Station departure hall to be packed

## ***More Coach Services laid on to cope with train transport mayhem***

Extra coaches have been laid on by operator National Express to try and cover for national rail strikes. There will be an up to 20 percent increase in coach departures from London Victoria coach station over the holiday period and into January.

A spokesperson told *GLTN*: "But not on all routes. So check timetables and book seats as early as possible."

## ***But still London's mayor does Nothing to help London's commuters***

Still held in London labour's union clenched fist funding grip paid out by rank and file trade union members' political levy, (RMT is not labour party affiliated) mayor of London and chairperson of Transport for London still refuses to order extra London Transport strike-relief services preferring to see London's commuters fight over available bus and underground train space.

Unite instead is in dispute with London Buses' contracted Abellio this month in another of the union's co-ordinated strike actions calculated to cause maximum disruption. The mayor is also chairperson of Transport for London, owner of London Buses. Strikes now taking place (see our front page lead) are part of what the hard left are trying to stoke up into a *de facto* general strike.

Despite pleas from previous Ministers to the mayor to switch off road toll systems and parking charges on strike days — reported in our previous two issues — the mayor continues to penalise rail commuters forced to use their cars by his £12.50 daily uLex, uLez, and £15 congestion charges. Local councils are cashing in on commuters' misery by exacting parking charges of up to £60 per day when their cars shouldn't be in use for commuting — potentially adding to the half of air pollution coming from motorists. All garnished by extortionate fines if the hapless driver overstays in a parking bay by as much as three minutes.



REJECTED PETITION

DATE SUBMITTED: 26TH NOVEMBER 2022

"The Mayor of London has promised to expand the London ultra-low emission zone into the whole of greater London by August 2023. We firmly believe that the people of the UK, especially the residents of London and the home counties, desire that Parliament prevents this expansion from happening.

"The expansion of the ULEZ will be an incredible burden on the residents of London as well as commuters who travel into London every day, especially because we are in the middle of a cost of living crisis. The benefit of any expansion of ULEZ has to be proven without doubt by scientific facts, which are not present, and there must be a study done on its effects on peoples' lives. The ULEZ charge is effectively a fine on those who work in London and cannot afford a newer, ULEZ compliant car".

Why was this petition rejected?

It's about something that the UK Government or Parliament is not directly responsible for. We can't accept your petition because the issue you raise is not the responsibility of the Government or Parliament. It is the responsibility of the mayor of London and the London assembly. The London assembly has its own petitions process. You can find out more about how to

Rejected uLex2 expansion to greater London frontier gets mayor's go ahead ~ Civil War looms as PM pays lip service to "disappointment"

This petition's rejection was the disgraceful response from the Prime Minister at question time last month. Severely damaging London's post Covid economic recovery, the PM's refusal to intervene effectively reduces London's number of journeys by some 22 percent by 2030 so as to chase unnecessary World Health Organisation air pollution targets generally seen as a virility display announced by WHO just days ahead of Glasgow COP26's grand fanfare opening. These much reduced targets, said to be achieved by 2030 have not yet been accepted into UK law.



But at a later parliamentary question time the PM described the mayor's decision to expand uLex "backed by the leader of the opposition" as "disappointing." Rishi Sunak added: "The zone is expanding against the overwhelming views of Londoners. I would urge the mayor and the Leader of the Opposition to get on the side of hard working Londoners".

Claiming not to hold the power to either stop or order an enquiry into the London mayor's uLex2 plans — set to start 23th August this year — will see civil war break out between county councils outside the greater London border allied with those outer London boroughs still in Tory control. And London's labour mayor who chairs Transport for London with the greater London authority that has a labour party-supporting majority. In order for TfL's uLex expansion plans to work, it intends to put 2,750 extra ANPR cameras around the expanded boundary.

But as so many of the roads the cameras are planned to go on are actually run by the boroughs, the mayor relies on councils' permission and goodwill to install them. There has already been dark talk of denying extra TfL cameras and signage planning permissions with access to electricity power and data cable tracts also being refused by the counties and some outer London councils.

Previous Secretary of State for Transport Grant Shapps specifically banned using Government subsidies for uLex2 costs in his paragraph 22 "final" Transport for London subsidy settlement letter (see GLTN's front page lead October issue) It's expected that 2024's May elections for mayor and greater London assembly members will be closely fought under the "first past the post" system that's expected to deny usually labour-supporting Green Party (currently three) and Liberal Democrat (currently two assembly seats) any representation at City Hall. A jaunty Tory election slogan: "Vote Tory 2nd of May, get ULEZ switched off the following day" is said to be under party consideration.

Khan's "Divine Right of Mayors"

The mayor has a statutory duty to consult Londoners over uLex2. Statutory consultations are bound by legal requirements such as best value legislation, and have strict rules surrounding how they should be conducted. If those rules aren't followed the mayor together with TfL could be liable for judicial review costs. Believing he holds a "Divine Right of Mayors" Khan announced plans to expand uLex to the greater London frontier in March not waiting for his statutory consultation result.

It resulted in 66 percent of those responding being against expanding uLex. So he instead refers to a YouGov poll taken the previous year trumpeting just 27 percent of those replying not supporting the scheme. The suspect YouGov poll cannot legally take the place of proper statutory consultation results. Labour has form on this: two low traffic neighbourhoods — one in labour Southwark, the other in no-opposition labour Lewisham — have had statutory consultation votes disregarded. The Dulwich and Lee Green schemes are being made permanent.

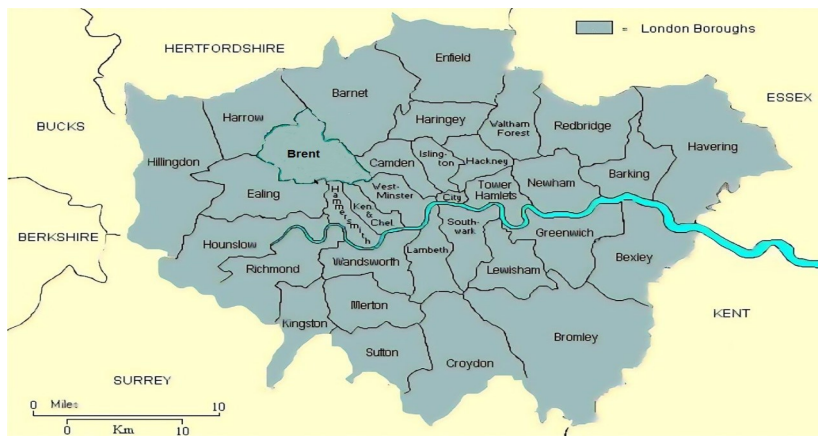
In reply to an assembly question put by conservative group transport leader Cllr Nick Rogers (Hounslow, Kingston & Richmond) the mayor replied: "As ever, TfL will be completely transparent when it comes to consultation responses and their analysis before I make my decision". Rogers told GLTN: "I'm not surprised that an overwhelming 66 percent voted against Khan's extra cost of living charge".



## Mayor Claims uLex2 Consultation “Hi-jacked”

In March the mayor announced a statutory consultation on his plans to expand ultra Low emission zone from its current border with north and south circular roads to the greater London boundary. He said then: “This will be a genuine consultation”.

His grand plans were rejected by some 66 percent of Londoners’ votes cast. But like some latter-day American president, mayor Khan rejects his defeat claiming his consultation was “hi-jacked by the motoring lobby casting block votes”.



The battleground: 32 London boroughs, 610 sq miles surrounded by conservative controlled county council forces. Boroughs in conservative control: Bexley, Bromley, Hillingdon. Croydon and Havering have no overall control. Liberal Democrats control Sutton, Kingston, and Richmond.

The consultation process was examined by an independent polling organisation AECOM who also have interests in road pricing. TfL’s consultation response August memo stated 59.4 percent of respondents voted “not at all” in response for the expansion, 7.6 percent said it should be “later”, 20.1 percent said it was the “right date”, 11.7 percent said it should be “earlier”. Even after rejecting many votes as invalid, the result still confirmed a 59 percent rejection of the mayor’s scheme to inflict uLex2 on outer London’s 5.4 million population plus drivers coming in from outside greater London.

The central London eight square mile congestion charge started **17th February 2003** and the Low Emission Zone affecting goods vehicles was phased in from **4th February 2008** both under the reign of hard-left mayor Ken Livingstone. The current mayor renamed and re-branded the same area’s toxicity charge planned by previous mayor Boris Johnson on **23rd October 2017** as ultra Low Emission Zone (uLez) on **8th April 2019** — untruthfully claiming during a recent mayor’s question time that T-Charge had been stopped by Johnson. This re-branding and subsequent media puff exercise was a shameless attempt to take credit for the Johnson-planned T-Charge as his own. Following Khan’s re-election and mandate **5th May 2021**, uLez, the re-named T-Charge, was extended from central London (uLex) to the north and south circular roads on **25th October 2021**.



Shield of greater London authority Co-incidentally the same shield as former greater London council — abolished in 1986 by Margaret Thatcher’s Tory government

The intervening years from 2003 had seen a welcome decrease in vehicle emissions — engine design, petrol exhaust catalytic converters, and Diesel particulate filters had undergone major technical advances resulting in dramatic reductions in emissions. Plus the market take-up of hybrid electric/fossil fuel and electric only vehicles. Old buses and other fleet were being phased out replaced by hybrids or engines that switch off when the bus is stationary. It’s in that knowledge plus the mayor’s own three Aether Consultants reports that conservatives opposed uLex and Londoners themselves today ridicule uLex2 as a labour party vanity project pandering to the trendy-leftie and well-paid conservation lobby. It’s seen as a money-making rip-off.

October 2021’s uLez expansion affected 3.8 million residents covering an area eighteen times the size of the previous central London uLez area. The conservatives opposed uLex expansion as an election promise achieving a 1.6 percent swing despite their national Government being mired in “party-gate” and allegations of ministerial lobbying scandals. Despite Tory national unpopularity the mayor had to rely on Londoners’ second preference votes to again take power. He’s usually supported at City Hall by Green Party and Liberal Democrat assembly members with labour party assembly members in majority. The next GLA and mayor elections aren’t due until 2nd May 2024.

Some of the surrounding counties extend inside the M25. The mayor has no powers over any of them. Unless “understandings” are reached between City Hall and those five counties, enforcement cameras, signage, and even data collection and electricity supplies could become impossible not least on planning grounds — drivers won’t know when they’re about to enter the uLex2 zone and thus become liable for its £12.50 toll. Enter a few minutes before midnight and leave a few minutes after and you must pay £25. Many have been caught by this scam — and been charged a subsequent £80 for the second trespass. *Kerr-Chinggg!*

There’s been dark talk of some counties together with some outer London boroughs adopting a rigid policy of non-cooperation with Khan to protect their borough and county residents from the worse excesses of the scheme’s expansion — notably increased traffic flows to the M25 via county roads — in an attempt to avoid the daily toll. A tradesman could be forced to pay some £3,000 per year. The mayor plans increasing fines from August ‘23 for non-payment to £90 doubling to £180 if either is still not paid or an appeal fails. He justifies this as a “further dis-incentive”. Further *Kerr-Chinggg!*

Tory objections focus on the cost to low-income Londoners unable to replace their vehicle. City Hall data shows the expansion would do little or nothing to reduce particulate levels (PM2.5) and nitrogen dioxide (NOx) emissions in boroughs. None of the environmental evangelists seem to have heard of wind — that mysterious force that blows air about irrespective of whether it’s polluted.

Tory Cllr Keith Prince AM (*Havering & Redbridge*) confirms that a leaked report to the *Daily Telegraph* showed Khan’s cranky consultation had removed responses without proper oversight or scrutiny on the grounds that they were allegedly “duplicate or not genuine”. “If uLex2 is proceeded with it could be subject to legal challenge.” Local hacks wrote in *The Havering Daily*: “Greater London authority Tory assembly members were approached by whistle-blowers close to the consultation provided consistent and verifiable evidence. On this basis, we can confirm the leaked results reported in the *Telegraph* are accurate”.



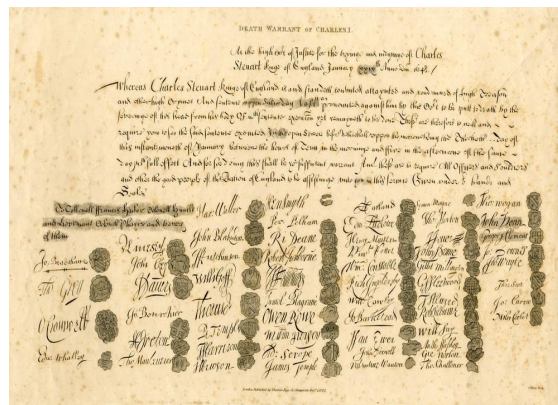


## They're Gunning for You

Consultations held by public bodies must comply with the Law, key principles of which are set out in the Gunning Principles. If the mayor refuses to give 'conscientious consideration' to the consultation responses, or if it is clear that the policy decision was 'predetermined', those affected by the uLex2 expansion may have grounds to pursue legal action against Transport for London, and the mayor's office.

If the consultation is found to be illegitimate, this could also put TfL's finances at risk. Sadiq Khan was required to hold a consultation on the uLex2 expansion by the TfL financial settlement agreement with the Government. The consultation opened **20th May** and closed on **29th July 2022**.

The Alliance of British Drivers says: "Amongst other issues, the consultation process has questionable compliance with key Gunning Principles in case law. It's unclear whether there is sufficient information to give 'intelligent consideration'. The information provided must relate to the consultation and must be available, accessible, and easily interpretable for consultees to provide an informed response. " 'Conscientious consideration' must be given to the consultation responses before a decision is made. Decision-makers should be able to provide evidence that they took consultation responses into account. "



King Charles death warrant. Controversy still surrounds the validity of signatures with some having been scratched out and replaced

## Road User Charging Planned under camouflage of uLex2

ABD London continues: "The mayor's consultation is of dubious legality, as it withheld essential information from the public on the money he would make and the substantial £250 million costs. His own consultants' report showed that his plans would disadvantage many Londoners, but also lets slip his assumption of having full London-wide road pricing in place by

2026. "The Mayor must come clean over whether his consultation was ever for real and if decisions had been made in advance regardless of due process. There are also concerns that a large number of replies came from inner London, that's not affected. "A Transport for London webpage seen earlier in the year has revealed road user charging systems were already being built: "London... is now looking to lead the way in introducing a new, more sophisticated type of road pricing. Join TfL now and make this happen. Help us build the next generation road use charging platforms. All being built in the cloud. "

As GLTN has previously reported, the outcome of such "charging platforms" can only be London's roads becoming the preserve for only the richest drivers. uLez, the congestion charge, uLex, 24 hour bus and cycle only lanes, etc are already proving that.

## PM's uLex2 claim "being only a devolved matter" Wrong

A parliamentary researcher involved on a day-to-day basis with local government legislation has told the Alliance of British Drivers (ABD) that the Secretary of State does have powers under the Greater London Assembly Act 1999 to veto or block road user charging schemes on the grounds of "if incompatibility is detrimental to the interests of persons resident in England outside greater London."



In a well-researched email with sources leaked to GLTN the researcher tells ABD: "The root cause of the problem is the Greater London Authority Act 1999, which was created during Tony Blair's new labour administration, along with devolved Scottish and Welsh administrations.

"Part III, chapter 1 and schedule 12 of the Transport Act 2000 enables local authorities outside of London (including Metro Mayors) to enforce their road user charging schemes such as Clean Air Zone (CAZ), Congestion Charge (Cambridge) and traffic filter scheme. (Oxford) Section 295 and schedule 23 of the GLA Act 1999 enables TfL, the mayor and London borough councils to enforce their road user charging schemes such as congestion charge, uLez, etc."

## Further YouGov poll Rejected by mayor as a "fix"

When a later YouGov poll commissioned by London assembly conservatives was analysed by *Evening Standard* it reported "a sample poll of 1,072 adult Londoners found 51 percent opposition to the uLez area being widened". Only 34 percent were in favour and 15 percent didn't know."

Nick Rogers AM (*Hounslow, Kingston & Richmond*) conservative transport spokesperson said: "This poll re-affirms what we and the mayor already know: an overwhelming majority of Londoners are opposed to Sadiq Khan's uLex expansion."

But the mayor rejected this straw poll claiming questions were loaded to include suggestions his uLex expansion was a "money making exercise" specifically banned by the Local Government Act. The mayor retorted: "that of course is why anyone questioned would want to reject the scheme on that basis."



## Greater London assembly Tories fight on for Londoners

The nine-strong GLA conservative group reacted swiftly to the mayor's **November 25th** expansion announcement that broke his consultation promise by confirming his uLex expansion vanity project is to go ahead despite assuring Londoners of a "genuine, legally compliant consultation". And that he'd scrap the policy if an overwhelming majority voted against it. The Tory group point to the consultation's replies showing overwhelming opposition to the mayor's scheme: "68 percent of respondents against; 70 percent in

outer London; 80 percent of people who work in outer London; 80 percent of outer London business owners; and 90 percent of black cab drivers have rejected the scheme. London Tories demand the mayor U-turns on his U-LEZ expansion".

Conservatives polled over 1,628,000 votes in May 2021's greater London assembly elections.



### **Bexley says London mayor “has no specific mandate”**

One of the most outspoken opponents of uLex2 is conservative controlled Bexley Council. It’s 248,000 population live in 17 wards represented by 33 Tory and 12 labour councillors. The council has proved the mayor’s proposals are shrouded in public relations babble without being a true consultation. It says: “The Council considers survey questions are heavily loaded towards eliciting support for the scheme rather than enabling a proper examination of the merits of the proposals. The mayor has made assurances that this is a genuine consultation seeking views on the expansion of uLez but the survey does not ask if a respondent supports the scheme or would prefer alternative approaches. There is also no effort to try and understand the social and economic implications of the scheme. It is hard to see how the questions do anything other than generate broad support for the mayor’s approach irrespective of how people actually feel about it. “The proposals risk causing a series of negative social and economic impacts that are likely to outweigh the benefits. Such an approach is particularly inappropriate as it did not figure in the mayor’s recent manifesto and would therefore appear to lack a specific mandate”.



### **Bromley condemns plan as “Cynical Tax Raid against Residents”**

Neighbouring conservative controlled Bromley Council has 330,000 residents living in 22 wards represented by 36 conservative, 12 labour, five liberal democrat, and five independent councillors. Leader Cllr Colin Smith is outspoken in his concern for his residents: “I’m concerned about the impact on those who are lower paid or self-employed and small businesses who rely on their vehicles for their livelihoods. Older drivers who travel short distances and use their car to maintain their independence find alternative forms of transport are not available.

“Quite simply, this proposal is wrong on just about every level and is really about paving the way for introduction of road charging taxes across the whole of London by stealth. Families and traders living on the edge of London and the surrounding counties are going to get hammered with an additional tax, just at a time when everything should be being done to achieve precisely the reverse. “TfL’s own interim reports suggest recent changes expanding uLez to inner London (uLex) have only made very marginal improvements to air quality and even then that can’t necessarily be credited to that expansion either.”

### **Croydon Opposes uLex2 “Not enough buses” to cause better environment**

Next door Croydon, a former labour borough that had to declare itself bankrupt in special measures, has no overall political control. As of going to press, Croydon’s 392,000 population living in 24 wards have 34 labour, 32 conservative, two Green Party councillors, and one liberal democrat. Tory Jason Perry became the borough’s first directly elected mayor, but the special measures mean that spending is tightly regulated by an unresolved shortfall of £73 million even after receiving a £120 million Government bailout. Auditors are Probing labour’s past spending.



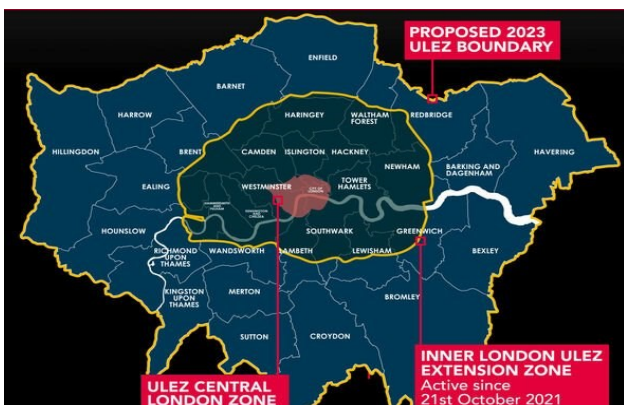
Echoing Bromley and Bexley concerns over the disproportionate effect uLex2 would have on residents, Jason Perry said: “Our consultation response says the expanded uLez lacks necessary public transport improvements to support a large scale move away from car use. Croydon declared a climate emergency in 2019 with a clear ongoing commitment to carbon neutrality and environmental protection. The council does not dispute the need to drastically improve air quality in the capital but maintains that this could be better achieved through improving infrastructure for public and more sustainable methods of transport. Our response voices concerns around TfL’s ongoing Bus Action Plan, which will reduce local services despite a greater reliance on buses in outer London. “Residents are faced with a £12.50 uLez charge for a trip to the shops. Croydon takes environmental matters seriously and we are firmly committed to improving London’s air quality. But this should not come at a cost to families and businesses already struggling financially. “I’ve urged the London mayor to reconsider his current uLez expansion proposals and work with, rather than penalise outer London boroughs like ourselves to improve sustainable transport and air quality for all.”

### **Sutton Lib Dems reject Khan’s uLex2 ~ forecasts wireless network problems**

Sutton’s 220,000 population is represented in 18 wards by 29 Liberal Democrat, 20 conservative, three labour, and three independent councillors. Like Croydon, Sutton points to lack of public transport as the main reason for rejecting the mayor’s proposals to price motorists out of their vehicles. The Lib Dem-controlled borough says: “We cannot back the uLez expansion as currently proposed. Whilst we welcome initiatives which may improve air quality and people’s health, any expansion of uLez must be accompanied by significant investment in public transport, better cycling and walking infrastructure, a fair and comprehensive scrappage scheme, and an extension of the planned implementation date.



“Our residents are unfairly penalised because they are more likely to own a car, more likely to need a car, and less able to find alternatives with many non-compliant vehicles owned by those on lower incomes. TfL estimates that vehicle compliance rates across the whole of outer London at time of introduction will be 92 percent. Current figures indicate that 70 percent of cars in Sutton are compliant. This suggests that 22 percent of car owners across the borough will need to change their car in the next year to meet the start date of the scheme. Given the factors set out around the cost of living crisis, availability of public transport, and a suitable scrappage scheme, this is an unreasonable and over ambitious target.” Pointing to possible “difficulties” with TfL’s infrastructure, Sutton says: “The proposal will require a large number of new ANPR cameras at entries to and inside the zone. This may lead to some clashes with existing wireless connections so it’s vitally important that the design phase allows time to assess and address potential conflicts.”







## Hillingdon rejects “One size fits all” uLex expansion sees “Significant Threat” and claims “its all about raising money”

Hillingdon’s over 300,000 population in 22 wards are represented by 30 conservative and 22 labour councillors. With Heathrow airport, the M4 and A40/M40 plus the M25 along the borough’s western border, the Council is no stranger to dealing with air quality issues.

The council’s response to the mayor’s consultation is hard hitting: “We oppose the extension of the zone. A one-size-fits-all approach for the whole of London doesn't work. Targeted action would be more meaningful. “Other factors for the council's opposition include: the impact on those unable to pay the charge and least able to replace older, non-compliant cars during the cost of living crisis; Hillingdon's lack of public transport services in comparison to central London; the impact on local businesses and services, including the recruitment and retention of workforces. The most damning: “It's more about raising money.”

The harshest critique is the council’s analysis of the scheme’s integrated impact assessment (IIA), a statutory requirement. In a letter to the London mayor seen by *GLTN* the council leader says: “The IIA produced at your instigation is not fit for purpose. Any decision to expand uLez based on it would be unlawful.” Pointing to possible legal challenges the council leader adds: “It can be seen from what little evidence provided that Hillingdon would be impacted to a greater degree than other boroughs achieving only a ‘minor’ positive improvement in air quality. Hillingdon would clearly be disproportionately impacted by uLex2. Hillingdon has a metropolitan centre under significant threat. To fail to (a) provide Hillingdon specific baseline data, (b) undertake Hillingdon specific analysis, and (c) identify Hillingdon specific mitigation means the scheme poses a significant threat to the borough and its economic, social and environmental performance. Bracketing Hillingdon with all boroughs under one generic umbrella assessment is dismissive and damaging.”



## Harrow accuses mayor: “Ill-conceived uLez Expansion will Punish the poorest”

In a no nonsense response Harrow council spoke on behalf of their 239,000 population living in 22 wards. There’s 31 conservative and 24 labour councillors. “We believe the uLez expansion to be a regressive tax inflicted upon the poorest motorists. People do not choose to drive older, more polluting vehicles. They drive such vehicles because they cannot afford newer, more environmentally friendly cars. Hitting such residents with a £12.50 charge every time they use their cars will hinder these people from getting better vehicles, not help them.

“You have set aside almost £400 million to fund this expansion. Rather than punishing less well-off residents with a uLez tax, this money should be spent on schemes which incentivise residents to switch to less polluting vehicles and transport.

“For example you could fund: a faster upgrade to a zero-emission bus fleet, or increase the roll-out of rapid charging points, or encourage more freight consolidation schemes, or bring back the previous Boiler Cashback Scheme, or finance a generous scrappage scheme to support residents to replace their vehicles.

“All these proposals would help to reduce Harrow’s air pollution without hitting poorer motorists with a regressive tax. “I hope you will reconsider your ill-conceived ULEZ expansion.”



## Havering “disappointed” over mayor’s decision ~ impacts key workers coming in from outside London border

Havering borough is in no overall political control. Its 260,000 population live in 20 wards represented by 55 councillors — 23 conservative, 23 independent, and nine labour party. Worried about the impact the London mayor’s uLex2 proposals will have on lower paid key workers that travel in from outside London, Havering’s current leader writes: “Better public transport would go a long way to improve further the air quality in outer London than the uLez charge seeks to achieve.

“Many middle-income earning residents within Havering are just as affected by this change as the lower paid and may not be able to afford changing to electric and or other uLez-compliant vehicles. With the high cost of living and the large jump in prices in the second-hand car market, this will be yet another pressure on hard-working families who are already struggling at the worst possible time.

“The mayor’s plan has the potential to damage Havering attracting inward investment as a destination for businesses to locate to. The knock-on effect is lack of job opportunities that they would otherwise bring.”

## Greater London mounts united forces against mayor Khan’s cranky road toll plan

Outer Londoner’s concerns over London’s labour mayor disregarding his democratic consultation result against uLex2 expansion has hardened opinions of residents in the seven resisting outer London boroughs. They don’t believe a “Divine Right of Mayors” should allow the scheme to be inflicted on them in August against their will. The seven, with a combined population of over 2 million, are either conservative, liberal democrat, or in no overall political control.

Four outer London boroughs support the mayor’s plans. Verily, all are in labour control. These four, plus liberal democrat Kingston that also welcomes the London mayor’s plan, take a cavalier attitude to representing their 1.5 million residents. None have posted an objecting policy statement or published an open letter to the mayor in objection. So they sycophantically support mayor Khan’s cranky plan. The labour four are more interested in representing London Labour than they are representing London’s residents. Forsooth.

We have Divine Right on our side, we know better than proles. *Gazooks! Now the peasants are revolting, man the ramparts!*



## ***Forces against uLex expansion circle London mayor encampments to protect county residents***

Kent county council fairly ensured that Transport for London's consultation paper and accompanying leaflet were available on the council's website for download and encouraged their residents to contribute. It's unclear from all the furor discovered by *Daily Telegraph* revelations over replies being discarded by TfL whether replies coming from counties surrounding London were considered as valid.

*As of going to press, published responses to the mayor's consultation were not available from West Berkshire council, Buckinghamshire unitary authority, and Essex County council. GLTN has written to the leaders of those councils asking for a statement*



### ***Kent says "No to uLex expansion" until proper scrappage scheme starts***

The council's principal objection is that many of their residents use a non-compliant vehicle and regularly cross the greater London border. *Kent OnLine* reports: "78,116 motorists in Kent have been slapped with £80 fines for driving into London's ultra-low emission zone since its latest expansion. TfL is estimated to have gobbled up at least £6 million from those shifting gears between the county and the capital in non-compliant vehicles."

In a draft response seen by *GLTN* the council is critical of the absence of a suitable scrappage scheme for non-compliant vehicles covering those owned outside greater London. They point to some 50,000 of their residents living in wards adjacent to the greater London border. Kent Tories have called on the mayor to axe plans to extend the zone to take account of ongoing energy pressures and the cost-of-living crisis. The council adds: "We also demand that until the full set of mitigations, which must include a scrappage scheme for those outside of London, are established, uLez expansion should not be permitted."



### ***Surrey "Disappointed" over mayor's decision to Implement uLex Expansion***

The council says in an open letter dated in November: "As raised in our formal response to the uLez consultation in July 2022, we are very concerned about the financial impact for a significant number of Surrey residents, communities, and businesses, particularly those in close proximity to the proposed uLez boundary.

"A number of recommendations to help mitigate both the financial and potential environmental impacts of the expansion were proposed to the mayor and Transport for London by Surrey County Council in the consultation response. These included extending the car scrappage scheme to Surrey residents, extending the Zone 6 Oyster Card, providing exemptions for key workers, people travelling to school and taxi drivers, funding for active travel and public transport, plus providing clear signage. We await clarity from the mayor on these important points which have yet to be answered and will continue to lobby for measures to support our residents and businesses.

### ***Hertfordshire Council "Unable to Support" London mayor's proposals ~ small businesses will need tax rebate***

In a statement, the council said: "The full impact on neighbouring authorities has not been assessed and so we are unable to give our support at this stage." In a nod toward recognising there is actually something called "wind" that moves air about, the council "welcomes proposals which contribute positively towards cleaner air. Climate change and congestion impacts are challenges which do not cease at the greater London boundary. "The county council considers there is a need to lobby for financial assistance or a tax rebate at a national level, as affordability will be a major issue for small businesses and individuals who will need to upgrade their vehicles to meet the standards in the shortest time possible.

"The northern edge of the uLez would meet Hertfordshire's borders with Hillingdon, Harrow, Barnet, and Enfield. Barnet and Harefield hospitals would fall in the zone, as well as High Barnet and Stanmore underground stations." *GLTN* understands these destinations are regulars for Herts residents who, from August will be caught in the uLex2 £12.50 daily trap.



### ***Transport for London Threatens Legal Action if Boroughs Refuse to "Co-operate"***

Displaying their true characters for all to see TfL commissioner Andy Lord said any borough which refuses to let the cameras be installed, quoting staunchly against Harrow, risks non-compliant vehicles "rat-running" through them to avoid cameras elsewhere in the capital. This could then actually increase congestion and pollution in those boroughs, whilst decreasing in the boroughs who accepted. Mr Lord explained: "We're confident that we can hit that August 29th deadline and we don't see any significant risk to that at the moment."

Deputy mayor for transport and former labour member of the European parliament Seb Dance agreed but warned: "The discussions we're having at the moment are based on what we think boroughs are prepared to do at the moment, and what we might need to do in the event that boroughs don't want to co-operate. I mean there are powers that we have but we don't want to use them. Ultimately it's better for everyone if boroughs co-operate with us, as the vast majority are."

*GLTN* understands TfL's team is now assessing what legal powers can be specifically used under the Local Government Act and Greater London Authority Act.



*Memo for TfL commissioner Andy Lord: Motorists are not rats*