



# Greater London Transport Newsletter

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Profits go toward GLTN fighting fund  
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<http://www.abdlondon.uk/gltm.htm>

\* Road transport accounts for 44 percent of nitrous oxide emissions (NOx), 31 percent of particulate matter (PM 2.5/10), and 28 percent of carbon gas (CO) emissions in London according to Transport for London. The remainder comes from construction, air, river and rail transport, gas fired central heating, and wood burning stoves. You can check what "toxic" air your not getting at Imperial College's website: [London Air Quality Network Air Quality Forecast for London](https://www.imperial.ac.uk/research-and-innovation/air-quality-network/)

## First uLez civil war Casualty on Crutches

Just 139 uLez  
days to go



A TRANSPORT FOR LONDON security car carrying balaclava-wearing thugs to protect TfL's fleet of white van uLez security cameras has driven into an anti-uLez demonstrator out peacefully protesting against expansion in Biggin Hill. To screams of onlookers shouting "Stop!", "Call the Police", and "Someone 'phone for an ambulance" driving instructor Heather Watts lay on the ground at the end of her road while the thugs sped away. She was left on crutches because of the crash.

Heather later told campaigners she thought she was going beneath the car. Footage posted on Facebook shows anti-uLez campaigners yelling and hitting the security car trying to attract the driver's attention as it hit Heather's legs. The thugs drove off without stopping to check on Heather's condition.

Failing to stop after an accident is a serious motoring offence amongst others — such as common assault — that may have been committed. Onlookers say the thugs were not wearing Security Industry Authority (SIA) photo-ID tags. The security car was stopped by Police some six miles away, but then allowed to go on its way.

Heather said the car hit her legs and pushed her onto its bonnet. She is reportedly still shaken by what happened to her. She told national *ITV News*: "I was hobbling to try and get away. I thought I was going to go under the car and with that they just went."

Claire Dyer, who was driving past when she saw the incident unfold, said Heather and her husband were "no threat" and appeared as "just normal people". She told *Mail Online* that uLez security thugs "roam our streets on a daily basis" adding "they don't need to be behaving the way they are."

A spokesperson for the mayor of London sought to downplay the incident saying: "Any injury is of course a serious matter. Police and Transport for London (TfL) are investigating the circumstances."

Met Police, under the control of Mayor's Office for Policing & Crime (MOPaC), told *GLTN*: "Officers were initially called at approximately 4.30pm on Sunday November 12th to reports of criminal damage to a vehicle in Buckhurst Road, Westerham. A further call was received stating a woman had been injured after being in collision with a vehicle as it attempted to leave the scene. She was not seriously hurt. All parties involved were spoken to and an investigation into both incidents remains ongoing. Anyone with information that assists should call 101 quoting CAD4481/12NOV."

Despite repeated requests *GLTN* has been unable to access via official channels "reports [Police use of plural] of criminal damage." *GLTN*'s request for further information remains unanswered by the usually helpful staff. Bystanders tell *GLTN* an "aerosol party foam" had been sprayed onto the van's uLez camera, easily wiped off.

Conservative candidate for mayor Cllr Susan Hall AM said: "It's apparently a hit-and-run on the streets of London by one of Sadiq Khan's uLez enforcers. This is completely unacceptable. Khan has serious questions to answer about what his enforcers are doing. For TfL to be downplaying the injury is a disgrace."

Howard Cox, Reform UK's mayor candidate, appeared on *GB News* accusing mayor Khan of drafting in masked "thugs" in a bid to bully people opposed to uLez expansion. Bromley's local plod appear more interested in investigating TfL's accusations of criminal damage to their property than offences committed against locals.

(more pix p4, GLTN writer rolling road blocked by TfL goons p3, IED claimed to explode uLez camera p9)



## Greater London Transport Newsletter

Our independent editorial policy is unashamedly dedicated to reversing greater London's ultra Low emission zone expansions; (uLex and uLex2) reversing congestion charge increases in days and toll; removal of low traffic neighbourhoods; 24-hour cycle and bus lanes; frivolous "school", "hospital" and "play" streets; "15-minute cities", 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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**ABD** Alliance of  
British Drivers  
Driving Sense



Save London  
5.8k members



## More Glum news for Labour ~ Hackney mayor votes halved



As labour's war against the motorist continues to frustrate the nation, hysterical 20 to 30 point labour leads scream from polling firms no one's ever heard of. With just 139 days left for London motorists to suffer uLez, we continue reporting numbers of real London votes cast into real London ballot boxes defying these polling shrills.

Last month saw more inner London glum news for Khan. The previous 2022-elected Labour & Co-op **Hackney** mayor was suspended after being seen out partying with a housemate — a former Hackney councillor convicted of possessing child sex images. Labour's 18,474 vote showed a stark drop on the previous 36,049 votes — a near 50 percent reduction or 9.6 percent swing away from labour. Zoe Garbett, the Green Party's mayor candidate for next May, was runner up.

This is the same labour council that was held up to national ridicule for doling out council tax payers' £750 cheques to so-called "community groups" that had claimed to need help celebrating the Coronation of Charles III.

**Newham** Plaistow North ward saw a surprise victory for independent Cllr Sophia Naqvi, so soon after quitting her labour party membership. Her election follows labour's leadership refusal to call for a ceasefire in Gaza. She gained 46 percent of the vote to labour's 27 percent. There's now four independents on Newham council. Naqvi's win follows Cllr Zuber Gulumussen (*Plashet*) quitting labour to also become an independent. He joins more than 60 other labour councillors across the UK who've resigned labour's whip over Sir Keir Starmer's comments on the war against Hamas.

Another dead area for London Labour this month was **Highgate** ward in Camden — part of labour leader Sir Keir Stammer's constituency. Its cemetery houses Karl Marx, George Michael and Douglas Adams. Held by Green Party greater London assembly member and three-time mayor candidate Sian Berry since 2014, Berry has been selected to fight Brighton Pavilion at the next general election so decided to stand down from her Camden seat. Highgate's victor, Lorna Russell, is a former labour councillor for Camden's Fortune Green ward — she defected to the Green Party in 2021. During the campaign, labour Camden showed its true inhumane socialist face by the council's waste contractors throwing homeless persons' tents into rubbish lorries near University College Hospital. The council's deputy leader was forced to admit to *BBC London*: "There was operational involvement from Camden".

As *GLTN* goes to press, **Bromley** leafy outer London Hayes ward elected a new Tory councillor with share of the 27 percent turnout un-changed from its 2022 result. Bromley was one of the valiant five anti-uLex expansion Judicial Review councils. Cllr Josh Coldspring-White, a local party activist for 14 years and Conservative Campaign HQ media monitoring officer, attributes his victory — again against the tide of labour's national lead — to uLex expansion.



Singapore sling. A pay-per-mile road charging monitoring gantry

There's just enough time to see more progress toward Rishi Sunak's five promises — inflation at 5.3 percent or less, no recession, debt lower than forecast  But reducing NHS waiting lists after agreeing all staff wage demands, and stopping the boats — hammered by a recent Supreme Court ruling — are still a  Those promises coming good plus the 3 percent uLez effect blunting labour's national lead, mean there's still all to play for in next May's mayor and assembly elections.

Conservative contender for mayor Cllr Susan Hall AM needs to sharpen her message. She just can't afford to ignore inner London's remaining stalwart anti-uLez Tory vote, even if some pollsters say it's out numbered three to one. Hall continues to pledge only switching off outer London's cameras. That policy decision bodes ill for scrapping uLex saving London from pay-per-mile road user charging. Hall can't afford to ignore inner London's stoic conservative vote. That'd hand Khan a third term.

## What can I do?

The poorest London drivers can only look to next May's elections in the hope that a no-uLez-party wins. Only one minority party with 9 percent showing in current polls has pledged to switch off all uLez.

In addition to turning up at street demonstrations, why not join one of the three major anti-uLez expansion political parties who'll be fielding candidates in next May's mayor and greater London assembly elections? There may be other smaller parties campaigning in your area.

Contact details are:

Conservative Party [Join \(conservatives.com\)](https://www.conservatives.com)

Liberal Democrats

[Join us - Liberal Democrats \(libdems.org.uk\)](https://www.libdems.org.uk)

And Reform UK that doesn't require you to be a member but requests a donation on signing up

[Join - Reform UK \(reformparty.uk\)](https://www.reformparty.uk)



Graffiti seen after Khan insulted anti-uLez demonstrators as "far-right, Covid deniers, vaccine deniers, climate deniers, and some even Tories"

If you don't fancy joining any political party then Facebook groups detail future demonstration plans. Some of the groups supporting direct action are:

[ANTI ULEZ POSITIVE POWERFUL AFFIRMATIVE ACTION.](#) | Facebook

[SOS ULEZ CAMERA MOBILE VANS. REPORT AND ATTEND THEM](#) | Facebook

[Chessington Action against Road Charging](#) | Facebook

[Cudham says no to ULEZ](#) | Facebook

[Ulez Social & Action Group](#) | Facebook

[NEW\\* BIGGIN HILL SAYS NO TO ULEZ !!](#) | Facebook

[Bromley Ulez Camera Van Duels & Local Action Group](#) | Facebook

[Barking & Dagenham Anti ULEZ & PayPerMile Action Group](#) | Facebook

[Redhill outside ULEZ say no to ULEZ](#) | Facebook

[Save London.](#) | Facebook

[Hounslow ULEZ Camera Van Duels & Local Action Group](#) | Facebook

[Harrow ULEZ Camera Van Duels & Local Action Group](#) | Facebook

[Waltham Forest ULEZ Camera Van Duels & Local Action Group](#) | Facebook

\* Transport for London (TfL) estimates first year profit of £200 million from the expansion – needed to fund the £204 million annual black hole in TfL's finances admitted by board members. TfL has raised over £319 million in uLez tolls and fines since April 2019.



Tory candidate for mayor Cllr Susan Hall AM in TV interview outside High Court with protesters supporting the valiant five council's joint application for Judicial Review of uLez to the greater London frontier. Judges, preceded by a former labour solicitor general, agreed Khan's expansion as lawful, awarding costs against the councils

## GLTN writer Road Blocked by uLez White Camera Van and Goons

GTLN Exclusive

One of our enthusiastic writers, driving his well known uLez-compatible car showing a full set of anti-uLez posters, has been deliberately rolling road-blocked and forced down to a less than 30mph on a 50mph stretch of the A102.

The scam camera van and goons' protection car had first deliberately driven parallel to each other northbound to the junction of the Kidbrooke turnoff where it becomes three lanes.

The white scam van then drew parallel while the van's passenger took photographs of our car and driver. At the same time the goons' security car boxed our car in from behind blocking any possibility of safely braking to escape the intimidation.

The security car had tailgated our car ignoring safe braking distance (30mph 75 feet, 40mph 118 feet) recommendations.



Campaigning vehicles out on manoeuvres in Beckenham

Drivers are warned to always have their car's dash cam switched on when travelling. Especially when showing anti-uLez posters or stickers. Our writer's car didn't have its own camera switched on at the time.

GLTN has received more than one report of Khan's uniformed thugs' contractor building a database of known identifiable ulez "dissenters." The security car's passenger was signalled that his seat belt seemed to be undone.

## Transport for London increases Tolls' Payment Window

A welcome increase from 72 hours to four days plus a one day advance payment option is now allowed for motorists forced to pay London's £12.50 uLez and £15 daily congestion charge tolls.

But pressure continues to make TfL's tolls true 24 hour charges. Currently a uLez incursion just a few minutes before midnight and driving within greater London a few minutes afterward attracts two tolls — one for each date.

Day view | Calendar view

Mon 27 | Tue 28 | Wed 29 | **Thu 30** | Fri 1

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**Congestion Charge** £15.00

Daily charge

07:00-18:00 Mon-Fri

12:00-18:00 Sat-Sun and bank holidays

No charge between Christmas Day and New Year's Day bank holiday (inclusive)

[> Charge details](#)

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**ULEZ charge** £12.50

Daily charge

24 hours a day, every day except Christmas Day (25 December)

## ***Khan's media minder tries on-air Ridicule Tory mayor candidate Susan Hall***

As if there's not enough London issues to debate on air, particularly our front page lead, pirating the most innocuous part of rush-hour Nick Ferrari's LBC interview with Tory mayor candidate Cllr Susan Hall AM — craftily edited to delete the most important policy bits — overtly left-leaning 'phone in host James O'Brien (51) wasted ¾ hour of his valuable LBC mid-morning slot to an exercise in political ridicule dressed up as editorial.

Knowing Hall was safely out of the studio unable to reply, the coward ridiculed Hall's recent experience of being pickpocketed on the London underground as an attempt to smear law and order performance of labour mayor Sadiq Khan over the past seven years. Khan is effectively London's Police and crime commissioner. In several preambles, transmitted throughout his three hour programme, O'Brien poured scorn on Hall's description of her experience, not once mentioning her other important London policing policy portions of Ferrari's interview.



Deputy chairperson of City Hall's police and crime committee, Hall's obvious intent on LBC was to warn Londoners of the increase in dips, advising tube travellers to make sure all valuables are in inside pockets to avoid her same mistake. Hall had pointed to British Transport Police data showing tube thefts have skyrocketed — 7,899 instances reported in 2022 over double the 3,380 recorded the year before. At the Conservative Party conference she told rank and file membership of her plans to “allocate an extra £200 million for Policing.” She promised to set up “specialist units within the police to tackle burglaries, robberies, and thefts, dismantling the criminal gangs behind them”.

O'Brien sarcastically called Ferrari's interview “one of the most harrowing” LBC had ever transmitted. The former BBC *Newsnight* staffer had reported on how she'd described being a victim. “I'd been pickpocketed for my Oyster card and someone had seen it being sat on by another passenger who'd been jostling me. I was very lucky to get my wallet back complete with my Oyster card and cash. A honest fellow traveller 'phoned last night and told me what he'd found.”

Challenged by Ferrari that the increase in London crime was due to Tory Government cuts, Hall retorted that the mayor has had to “return £60 million to Government earmarked to employ more police officers.” Hall added: “Crime is completely out of control under Khan's administration. Yesterday I felt the consequences. I'm very, very lucky to have my property returned. I'm so cross with myself.”

O'Brien poked fun at Hall for allowing her Oyster card “to fall out of her pocket”, a goodwill fellow passenger finding it, and the efficient response of British Transport Police. Not once did the sniggering leftie mention London crime statistics that would've made a solid useful 'phone in topic and increased LBC Radio Joint Audience Research numbers on which Global Media — the owner of LBC — advertising rates depend. Hall had reported to Ferrari: “Crime's up 31 percent overall, robberies are up 58 percent”.

Listeners were then invited, amid more O'Brien sniggers, to 'phone in regaling their experiences of lost property. One caller, who told of their lost wallet being returned, was asked by chortling O'Brien whether the caller felt they had been a victim of serious crime. “I'm looking for a Susan Hall joke on the back of this,” coward O'Brien once again on-air pleaded with his dwindling audience. The wheeze fell flat. Not one caller mentioned the Tory mayor candidate despite prompting. Desperate for some response, O'Brien then asked one lost property caller: “Did you 'phone a radio station complaining of a terrible crime committed?” “No!” giggled the caller. Despite being goaded, LBC's following 'phone in-host Sheglah Fogerty, also an experienced journalist, declined to join with O'Brien in a segway with this shallow excuse for radio content. The effect was to sabotage hard-bitten former tabloid hack Ferrari's original item, devaluing the pickpocket dip warning Hall was trying to give Londoners.

Not content with broadcasting the calumny, O'Brien returned to this “enormous scoop” the following day, calling it the “crime of the century”. He claimed retired businessman Mr Andani contacted LBC after the broadcast telling the radio station that he'd found Hall's travel card and £40 sandwiched between two seats. O'Brien reported the honest finder as saying he didn't think she'd been dipped but her Oyster card, cash, and a business card had just fallen out of her coat”. “The weird thing is,” O'Brien weirdly reported, “that London Tories were still reporting this 'robbery' long after our broadcast.” Next up with LBC scoop master James O'Brien: *<hold the front page>* “Dog Bites Postman. Shock!”



### ***Met: “She was not seriously hurt”***

*(contin from front page)*

Nina Akua's over 12 minute *GB News* afternoon interview was broadcast with the strapline: “TfL-hired private security to protect ULEZ van RUNS DOWN anti-ULEZ protester.”

*Harrowing GB News pix broadcast during interview with victim of Transport for London hit and run “thugs”*



## ***uLez Contagion Continues into UK***

Here's your cut out 'n keep quick motoring guide to Clean Air Zones (CAZ), Low Emission Zones (LEZ), and Ultra Low Emission Zone (uLez) tolls and fines you'll collect as you travel nationwide. Keep it by your dashboard for as long as you can afford to.



**London** 0343 222 2222 pay within 4 days. LEZ buses, coaches, HGVs to 3.5 tonne £100, over £300. uLez cars, taxis, private hire £12.50 daily except Christmas day. Euro 4 and 6 for Diesels minimum.

Exemptions for DVLA-registered disabled vehicles. No Blue Badge exemptions. Congestion Charge for 8 square mile central London area £15.00 per day in addition to uLez and LEZ charges — 7am to 6pm Mon to Fri, midday to 6pm Sats, Suns, bank hols. Zero Christmas Day to new year's day inclusive. TfL-registered Blue Badge holders (two registration numbers allowed) exempt. [Paying the ULEZ charge - Transport for London \(tfl.gov.uk\)](#)

**Aberdeen** LEZ starts 1st June 2024. Blue Badge exempt under Transport Scotland scheme. [Blue Badges \(lowemissionzones.scot\)](#) Expect £60 fine reduced to £30 for cars pre-Euro 4 and 6 Diesel. [Low Emission Zone | Aberdeen City Council](#)

**Bath** CAZ 0300 456 0632 pay within 6 days. Buses, coaches, taxis, private hire, vans, mini-buses CAZ charge £9, heavy goods vehicles £100. Cars not charged. CAZ charge payable plus penalty fine 28 days £120 reduced to £60 if paid within 14 days. [View a map of Bath's Clean Air Zone | Bath and North East Somerset Council \(bathnes.gov.uk\)](#)

**Birmingham** CAZ 0300 029 8888 £8 cars, vans and taxis, £50 HGVs and coaches daily. Pay 6 days prior, day of travel, up to 6 days after. Diesel Euro 6, petrol 4 affected. [Introduction | A clean air zone for Birmingham | Birmingham City Council](#)

**Bradford** CAZ 0345 145 0071 Six day payment window Passenger cars no charge. All non-compliant vehicles: HGVs, buses, coaches £50, minibuses, light goods vehicles £9, private hire & Hackneys £7. Euro 4 petrol 6 Diesel standards apply according to body type and vehicle class. Private cars no charge. [Bradford Metropolitan District Council](#)

**Bristol** CAZ 0300 029 8888 £9 daily Euro 6 and 4 Diesels or better exempt. £100 daily HGVs, buses, coaches. Some patients and visitors to Bristol Royal Infirmary don't pay. Exemptions line 0117 903 6385 [Bristol's Clean Air Zone](#)

**Dundee** LEZ Enforcement starts 30th May 2024 Blue Badge holders exempt under Transport Scotland scheme. Expected to be £60 fine reduced to £30 for cars pre-Euro 4 petrol 6 Diesel. Payment as per Edinburgh. Motorcycles and mopeds exempt [Dundee Low Emission Zone Scheme | Dundee City Council](#)



**Edinburgh** LEZ Enforcement start 1st June 2024 Non-compliant cars (M1), vans (N1) first penalty charge notice (PCN) £60, second PCN £120 if same vehicle driven second time within 90 days of first breach, third PCN £240 if same vehicle driven third time within 90 days of first breach, fourth PCN set at £480 if same vehicle driven fourth time within 90 days of first breach.

Non-compliant minibuses (M2), buses and coaches (M3), heavy goods vehicles (N2 and N3) initial PCN £60, second PCN £120 if same vehicle driven second time within 90 days of first breach, third PCN £240 if same vehicle driven third time within 90 days of first breach, fourth PCN £480 if same vehicle driven fourth time within 90 days of first breach, fifth PCN £960 if same vehicle driven fifth time within 90 days of first breach. Fines reduced by 50 percent, if paid within 14 days. PCN value reset to initial £60 if vehicle not driven within LEZ for 90 continuous days.

If PCN not paid within 28 days increases by 50 percent. Blue Badge holders exempt under Transport Scotland scheme. [Low Emission Zone – The City of Edinburgh Council](#)

**Glasgow** LEZ 0141 287 1072 vehicles registered to residential property within area exempt to 1st June 2024. Registration required, list of streets and roads eligible for residents' grace period [LEZ Residents' Road Register \[133kb\]](#). Blue Badge holders exempt under Transport Scotland scheme. Payment terms as Edinburgh. [Glasgow's Low Emission Zone \(LEZ\) - Glasgow City Council](#)

**Leeds** Scheme cancelled October 2020  
**Manchester** Scheme "under review" since July 2022

**Newcastle & Gateshead** CAZ 0300 029 8888 Mon-Fri 8am -7pm, Sats 8am-2pm. Not applied to private car, motorbike, or vehicle that meets minimum emissions' standards. Charges for non-compliant taxis, minibuses, non-compliant vans, light goods vehicles £12.50 daily. Vans, buses, coaches, and HGVs £50 daily. [Newcastle and Gateshead Clean Air Zone | Newcastle City Council](#)

**Oxford** ZEZ (Zero Emission Zone) 0345 337 1138 (option 1) 7am to 7pm, seven days a week. Pay six days in advance, on day vehicle driven, or following six days. Zero Emission Vehicle (ZEV) 0g/km CO<sub>2</sub> £0. Ultra Low Emission Vehicle (ULEV) less than 75g/km CO<sub>2</sub>. Any two or three-wheeled vehicle emitting more than 0g/km CO<sub>2</sub> £2, Low Emission Vehicle (LEV) Euro 4 or 6 Diesel £4. All others £10. Tolls double August 2025. Exempted: Blue Badge, low emission hybrid private hire/Hackney, residents, health/care workers, community transport, businesses in zone, students in financial hardship moving in or out, historic class. Apply 0345 310 1111 (option 3) [Oxford zero emission zone \(ZEZ\) | Oxfordshire County Council](#)

**Portsmouth** CAZ 0300 029 8888 pay within 6 days. Buses, coaches, HGVs toll £50. Cars, taxis, private hire £10. Penalty for not paying toll in time £120, £60 if paid within 14 days. Toll still payable in addition to penalty. No exemptions. [Clean Air Zone Map - Cleaner Air Portsmouth](#)

**Sheffield** CAZ 0114 273 5249 Light Goods Vehicles (LGVs), taxis £10 day. Coaches, buses, HGVs £50 day. Minimum Euro 4 petrol or Euro 6 Diesel standards apply. Private passenger cars and motorbikes not charged. Pay six days before, on travel day or six days after. [Sheffield Clean Air Zone | Sheffield City Council](#)

**York:** All buses have to be compliant to Euro 6 Diesel or greater. Most are now hybrid-electric or electric.

## ***Has the ultra low emission zone in London improved air quality?***

Liang Ma, Daniel J Graham and Marc E J Stettler Published 16 November 2021 ©2021 The Author(s). *Environmental Research Letters*, Volume 16, Number 12 Citation Liang Ma et al 2021 *Environ. Res. Lett.* 16 124001/DOI 10.1088/1748-9326/ac30c1  
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Back in 2022 the short message from the Imperial College boffins was: “Aggregating the responses across London, we find an average reduction of less than 3 percent for NO<sub>2</sub> concentrations, and insignificant effects on O<sub>3</sub> and PM<sub>2.5</sub> concentrations. As other cities consider implementing similar schemes, this study implies that uLez on its own is not an effective strategy in the sense that the marginal causal effects were small.”

So much for “children growing up with stunted lungs”, “4,000 Londoners dying prematurely every year by six months due to air pollution” and all the other lies that Sadiq “ULEZ” Khan has told Londoners over the years to try and frighten people. The only “death” Londoners are now interested in is Khan’s political death — just 139 uLez days to go.

“London introduced the world’s most stringent emissions zone, the Ultra Low Emission Zone (ULEZ), in April 2019 to reduce air pollutant emissions from road transport and accelerate compliance with the EU air quality standards. Combining meteorological normalisation, change point detection, and a regression discontinuity design with time as the forcing variable, we provide an ex-post causal analysis of air quality improvements attributable to the London ULEZ.

We observe that the ULEZ caused only small improvements in air quality in the context of a longer-term downward trend in London’s air pollution levels. Structural changes in nitrogen dioxide (NO<sub>2</sub>) and ozone (O<sub>3</sub>) concentrations were detected at 70 percent and 24 percent of the (roadside and background) monitoring sites and amongst the sites that showed a response, the relative changes in air pollution ranged from -9% to 6% for NO<sub>2</sub>, -5% to 4% for O<sub>3</sub>, and -6% to 4% for particulate matter with an aerodynamic diameter less than 2.5µm (PM<sub>2.5</sub>).

Aggregating the responses across London, we find an average reduction of less than 3% for NO<sub>2</sub> concentrations, and insignificant effects on O<sub>3</sub> and PM<sub>2.5</sub> concentrations.

As other cities consider implementing similar schemes, this study implies that the ULEZ on its own is not an effective strategy in the sense that the marginal causal effects were small. On the other hand, the ULEZ is one of many policies implemented to tackle air pollution in London, and in combination these have led to improvements in air quality that are clearly observable. Thus, reducing air pollution requires a multi-faceted set of policies that aim to reduce emissions across sectors with coordination among local, regional and national government.

“Air pollution exposure is the second leading cause of non-communicable diseases and ambient air pollution was estimated to cause 4.2 million premature deaths worldwide in 2016 (World Health Organization 2018). The transport sector is one of the main sources of air pollutant emissions and consequently various interventions have been implemented to mitigate its air pollution impacts. The Euro vehicle emissions standards were first introduced in 1992 (Directive 91/441/EEC) and they have been progressively tightened to reduce EU-wide emission levels of new vehicles. Pricing schemes have been implemented to internalise external environmental costs. Congestion pricing, for example, used to reduce congestion and/or air pollution, implemented in Singapore, London, Stockholm, and Milan. Low Emission Zones (LEZs) are another common approach with different designs of standard based on fuel type, vehicle type, minimum emission standards, and operating time. Vehicles entering the LEZ are banned (such as in cities in Germany) or required to pay an extra cost (such as in London) if they cannot meet the required standard.

“On 8th April 2019, London introduced the world’s most stringent emissions zone, the Ultra Low Emission Zone (ULEZ), to accelerate compliance with the EU air quality standards. Compared with the London LEZ (introduced in 2008), which targets heavy-duty vehicles across most of greater London, the ULEZ affects all types of motorised vehicles but over a smaller area of central London.

“When introduced, the ULEZ coincided with the Congestion Charge Zone (CCZ) and it is active 24 hours a day, seven days a week. On top of the congestion charge, vehicles entering the ULEZ are required to pay a daily charge if they fail to meet required emission standards. The ULEZ replaced the Toxicity Charge (T-Charge), which was effective from October 2017 in central London (Greater London Authority 2019). Compared with the T-charge, the ULEZ is operational for more time, applies a higher charge, and requires stricter minimum emission standards. Greater London authority estimated a 29 percent reduction in roadside NO<sub>2</sub> concentrations in central London from July to September 2019 attributable to the ULEZ. While the ULEZ area is confined to central London, the majority of traffic entering the ULEZ comes from outside the zone and the policy is expected to encourage the upgrade of vehicle fleets in a wider area and consequently affect vehicle emissions across the city.”

## ***Another Goebbels-style Lie Campaign Disgraced by Advertising Watchdog***

An Advertising Standards Authority (ASA) advance decision sent to complainants says two complaints about two radio and one newspaper advert are to be upheld.

578 people — including *GLTN* — contacted the ASA to “challenge” Transport for London to prove claims in the adverts broadcast and published between January and June this year. They claimed uLez had “seen almost a halving of levels of nitrogen dioxide”, “most air pollution related deaths actually occur in outer London”, and uLez had made a significant difference by reducing harmful nitrogen dioxide pollution in central London by nearly half.” The ASA found the two adverts “misleading” because they “didn’t clarify” claims of NO<sub>2</sub> levels “reduced by nearly half” as a result of uLez, but were based on “estimates or modelled scenarios” and not “actual figures”.



## Police Raid Homes hoping for “evidence” to support uLez camera prosecutions

Last month Police revealed there had been 987 crimes relating to uLez cameras in the capital — 220 reports of them being stolen and 767 damaged.

Five people have been arrested over criminal damage relating to uLez cameras since mayor Sadiq “ULEZ” Khan announced expansion of his monstrous money making scheme.

This includes one whose only “crime” was to voice support for the “Blade Runners” campaign against uLez cameras. Former conservative party leader Sir Iain Duncan Smith, MP for Chingford & Wood Green since 1992, has not been similarly charged for voicing similar sentiments.



The first successful TfL prosecution was heard at Bromley Magistrates Court last month. Impoverished Stephen Nunn (60), from West Wickham, was charged on October 28th by Police out on routine patrol in Hayes Lane, Bromley. He appeared at Bromley Magistrates' Court on November 13th charged with criminal damage to one of Transport for London's cameras by spray painting it causing £349.78 worth of damage.

Like other campaigners, and members of the press, his home was speculatively searched. The Court was told anti-uLez campaign material was found “of the kind handed out by campaigners in the street,” said Nunn's defence Counsel. The material had been introduced as evidence by TfL's barrister to try and blacken Nunn's character. Also found at Nunn's home was a spray control device on a pole. Nunn defended this tool of his trade as having been used for removal of wasp nests as part of his job. Nunn, of Corkscrew Hill in West Wickham, claimed that he'd been unable to work as a jobbing builder, and to visit his disabled brother, due to the £12.50 daily uLex2 charge.

Magistrate Phiroze Neemuchwala said he was satisfied that the use of the spraying device indicated Nunn's actions were premeditated. He said the offence warranted imposition of a community order. Nunn admitted damaging property. He was released on unconditional bail ahead of sentencing scheduled this month.

Claiming a “proportionate response” to uLez camera crime, the Met issued this statement: “We continue to treat criminal activity in relation to uLez seriously and have deployed considerable resources to our operation. Where there are possible lines of enquiry, local investigators will follow up using a range of investigative approaches including CCTV trawls, witness searches and assessment of forensics.”

\* Figures from TfL show around 93,700 vehicles a day fail to meet uLez standards — 80,000 of them in the newly extended outer London (uLex2) area. Meantime, Sadiq “ULEZ” Khan continues to be chauffeur-driven around London to broadcast studios complete with Police security entourage crowing credit for “95 percent” of all vehicles seen in London complying with his uLez emission diktats. At the same time justifying his schemes due to child lung growth being “stunted.” Either there's an ever present on-going threat to Londoner's health because of motorists, or there's not. Khan can't have it both ways. But a largely supine vested-interest London media thinks he can.

## Security goons may be deployed to protect East Sussex traffic lights

In another move to police council road fine revenue, so called “temporary” traffic lights in East Sussex could be manned after coming “consistently under attack”.

The lights have been shot at with air-gun pellets and set on fire, according to the local council. Regular drivers complain their position means it's often too late to avoid going through red and collecting a fine. They say requests to increase the amber time have been refused with the council blaming traffic regulations for keeping the same amber time period.

One traffic light was apparently thrown into a hedge, with its signs thrown into the Cuckmere River, while batteries have also been stolen. The lights were sighted in March 2021 to “ease congestion between Seaford and Eastbourne” says the council.

But the council's now considering paying for security as that could be cheaper than paying to repeatedly repair and replace them, *SussexLive* reports.

*“They can't touch you for it, y'know!”*

*Obstructing a spy camera's lens could be lawful. Blade Runners shouldn't put themselves at risk of prosecution.*

Report location to: [SOS ULEZ CAMERA MOBILE VANS REPORT AND ATTEND](#)

**WANTED SCAM VAN BLOCKERS IN ALL LONDON AREAS**

STOP ULEZ SCAM VAN WAR AHEAD  
MOTORIST GET KHAN OUT

LOOK OUT FOR SCAM VANS PARKED UP IN YOUR AREA  
BLOCK THE SCAM VANS AND REPORT TO ULEZ MOBILE VAN LOCATION FB Group

ULEZ VARRUNNERS  
Ulez Mobile Van Location



<cue usual impotent LBC trumpet fanfare> **LBC launches third Hatchet Job on Tory candidate for London mayor Susan Hall** <tad, tad, dah!>

With much fanfare, specially selected callers put their specially selected questions to Cllr Susan Hall AM in a 30 minute peak drive time morning slot this week. Only one caller was allowed to put a transport-related question despite Hall several times trying to raise the subject herself — entreaties that drive time ‘phone in host Nick Ferrari deliberately chose to ignore.

The second caller accused Hall of “dressing herself up as a victim of theft in order to get yourself on LBC.” Hall replied that she’d “assumed” she’d been pick-pocketed. “I had it [her Oyster card, £40 cash, and a calling card] at Westminster underground when I boarded. I didn’t have it at Pinner”. But Ferrari returned and returned again to the issue and wouldn’t be diverted from what he believed was the subject uppermost in Londoners’ minds. Not the 50 percent increase in pickpocket dip thefts during Khan’s rule — the object of Hall’s appearance on LBC the previous week.

The Covid enquiry, a caller saying on air that Hall “didn’t have any black friends”, immigration, leaving the European convention on human rights, Boris Johnson, the irrelevant calls continued on issues that aren’t in any way within a London mayor’s remit. Meantime Sadiq “ULEZ” Khan uses his press office — paid for compulsorily through council tax — to comment on any current national issue hoping to be heard as oh-so right-on with fashionable public opinion. Diverting into further irrelevance, Colin from Windsor was selected to accuse her of not putting the Conservative Party’s name on her literature, suggesting that Hall was embarrassed to represent the Tories.

By 9.35 just one caller was allowed to put just one transport question — one of the major issues London Labour’s Khan feels vulnerable: “Sadiq Khan’s policies have massively increased charges and congestion in London. What will you do about it?” Hall replied: “The first thing I would do is remove the uLez expansion on day one. That’s a tax on the poor. There would be no road user charging by a Hall mayor. Sadiq Khan has a whole department looking at systems around the world to put this in. Sadiq Khan is waging a war on motorists. We’re gridlocked in London. We need a moving city — some of the schemes put in

place make my blood boil. I will stop uLez”. Ferrari then reminded Hall that she’d then lose “£5.3 million a week which is what the first week of uLez expansion had bought in. Don’t you need that £5.3 million to combat crime, to put more officers on the street?” Hall coldly replied: “I don’t need it from the poorest members of society, no I do not. One thing you should never do is to go out of your way to tax the poorest. It’s an utter disgrace”.

Ferrari ended his 30 minute slot by ridiculing Hall’s chances of becoming the next London mayor. “If you can’t be trusted with your wallet, how can listeners trust you with London?” Ferrari heavily breathed, in best *Daily Red-top* tabloid style.

Describing Hall as “squirming”, newly-appointed from red top *The Sun* political editor Natasha Clark’s slithery editorial comments again returned to whether or not Hall had been a victim of a dip, or just losing her Oyster card. Devon editorialised saying Ferrari had got Hall “on the ropes over this one”. And then went on to deliberately down-play the uLez effect that continues to blight “labour’s 25 point national lead” — Khan’s major open-wound vulnerability.

With a “I’m looking at things the mayor of London can change,” a justifiably exasperated Susan Hall ended her appearance, the majority of which was spent being quizzed on subjects that aren’t in London mayor control. This was the third toxic anti-Tory LBC hatchet job on mayor candidate Susan Hall in a row. LBC listeners — keen to hear more about her policies for London — would’ve been exasperated too.

## **Cities cancel uLez-style Motorist restrictions**

October 2020 saw **Leeds City** (Lab) decide not to introduce a CAZ scheme due to an “unexpected” increase in air quality. The city tells *GLTN*: “We’ve seen the switch to cleaner vehicles much faster than we’d expected. We’ve achieved CAZ objectives without CAZ actually being introduced. We’ve never charged vehicles but we have cleaner air. Even now, if we were to introduce CAZ it wouldn’t make a significant difference to air quality, because of the changeover of fleet that we’ve already experienced.”

The city had already spent out on a £6 million camera network which would have monitored non-compliant vehicles across the city. The council said these could be put to “other uses”.

Dept. of Environment tells *GLTN* “**Manchester**” (Lab) “air pollution has reduced significantly since 2010 — fine particulate emissions (PM2.5) matter have fallen by 11 percent while emissions of nitrogen oxides (NOx) are at lowest levels since records began. Nearly £170 million has been allocated to Greater Manchester to reduce nitrogen dioxide.”

**Reading** (Lab) John Ennis, lead councillor for climate strategy and transport, said there was an “improving picture”. He later added: “uLez as a cure will have unintended consequences which will be worse than the malady. For many people their car is their only option and if we were to impose uLez it would put additional strain on peoples’ finances.”

**Wokingham** (Con) has announced that it is “committed not to introduce uLez charges”. Cllr Pauline Helliars-Symons said. “We need to commit to doing nothing that would damage our town centres even more”.

## **Reform UK attempt to bribe Tory to switch party Denied**

At a South Cambridgeshire conservative event last month, party deputy chairperson and *GB News* host former miner Lee Anderson, a former labour councillor turned Tory MP for Ashfield, claimed he’d been offered “a lot of money, and I mean a lot of money” to defect to “a party beginning with R”.

Leader of Reform UK Richard Tice retorted on BBC’s *Sunday With Laura Kuenssberg*: “No cash or money has in any way been offered to Tory MPs. “What’s been offered is the chance to change the shape of the debate”.





## ***“Improvised Explosive Device” used in another uLez Skirmish ~ Police Claim***

A further escalation of the un-civil civil war being waged by London’s labour mayor Sadiq “ULEZ” Khan against Londoners has seen the first claim of explosive ordinance being deployed against a newly-installed outer London uLex2 fixed camera on a pole.

A spokesman for Metropolitan Police told *GLTN*: “Police were called to Willersley Avenue, Sidcup at about 18:47 hours on Wednesday, 6th December following reports that a uLez camera had exploded. Officers attended with London Fire Brigade [from Eltham]. No one was injured. No arrests have been made and enquiries are ongoing.” *GLTN* understands London ambulance also attended treating one man at the scene.

Keen to blame the explosion on “Blade Runners” long-running campaign of disruption to Transport for London’s uLez enforcement camera network, London’s mayor rushed to media claiming Police had said: “A low-sophistication improvised explosive device (IED) was used to carry out the attack.”

Allegations are beginning to swirl amongst anti-uLez campaigners that ANPR camera installations are not as electrically rugged as they need to be. The subject camera had only been erected some six hours previously and had been cut down with an angle grinder some 1½ hours before the explosion according to residents. Those living close to the felled camera described the blast as “deafening” akin to a “bomb going off”. The explosion damaged parked cars sending fragments — described as “burning pieces of shrapnel” by media reports — into nearby residential homes and damaging parked cars.

Quick to join the opportunity to blacken anti-uLez protesters without first knowing the facts, the mayor’s office told *News Shopper*: “The blowing up of a uLez camera in Sidcup was grotesquely irresponsible behaviour that puts both lives and property at risk”. Counter-terrorism police are leading an investigation, the free sheet reported adding Police claims that exploding the camera was a “deliberate act”.



*The moment when a so-called IED exploded a uLez enforcement camera in Sidcup*



Later reports confirmed Police saying: “A low-sophistication improvised explosive device (IED) damaged a camera in Willersley Avenue, Sidcup, at around 6.45pm. Detectives are “keeping an open mind as to whether or not there is a connection between the camera being cut down and the planting of the explosive device.” Call 101 quoting CAD5819/6DEC if you can help. Detective Chief Superintendent Trevor Lawry was quoted as saying: “It’s extremely concerning that an explosive device seems to have been deliberately placed in a public place. This could’ve very easily resulted in members of the public being very seriously injured.”

*Difficult to access power box shows internal explosion ripped open its case. Pix Nick Edwards*



However, qualified electrical engineers versed in street electrical installations point to the possibility that cutting down the camera’s support pole may have left electrical power live and unprotected in the evening’s later wet weather leading to a current surge of up to 25 Amps and an electrical explosion. The explosion occurred some 1½ hours after the camera’s pole — that houses mains supply contact breaker fast-acting fuses — was cut down leaving the stump housing the fuses open to the elements. Despite immediate Police allegations of an IED being employed, no time had by then been given for electronics experts from the Met’s Scientific or Forensics Branch to examine all fragments that were shot up to 100 yards away by the explosion. *Mail Online* reports Counter Terrorism Command were called in who later said: “Officers with specialist expertise in explosives are leading enquiries. The attack is not being treated as terrorism”. Bexley council said: “We don’t condone criminal damage”.

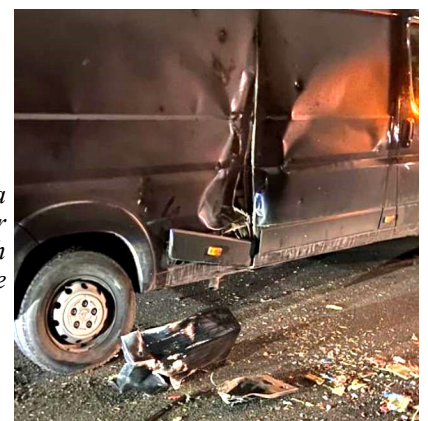
A resident of the attractive outer London residential road told *Mail Online*: “When I got home from work I noticed the camera had been chopped down. It’d only been up a few hours before it was vandalised. I was in the house when I heard a huge bang. I went outside and saw a hole in the side of my van. I only bought the van a few months ago as my other one doesn’t comply with uLez. I’m totally opposed to uLez expansion. If I’d not changed my van, it’d cost me £400 a month just to get to work. I don’t know if it was a homemade device going off or something electrical.” Resident Christine Wright told *ITV News*: “It’s going to keep happening. Maybe they shouldn’t be put up in residential areas. The people are speaking. That’s why they’re coming down.” Another resident told of seeing sparks coming out from the cut down camera. “The road remained sealed off to traffic and pedestrians overnight but there was no sign of any power company attending the scene”.

Alliance of British Drivers London branch contact Brian Moody tells *GLTN*: “Why should a camera that’s already been disabled need to be subject to an IED? Doesn’t make sense to me. The perceived act is out of line with the pattern of Blade Runner action seen so far — pole-felling, wire-cutting, obscuring camera vision, or simply removing the camera.”



*Newly-installed scam cam on a pole explodes firing its power box into nearby parked van with considerable force*

*Cut down pole shows camera still intact*



## GLTN's "Joint Communique" prompts Private Members Bill

Gareth Johnson MP has presented his Greater London Low Emission Zone Charging (Amendment) Bill seeking to overturn the uLez expansion in London that came into force August 29th.



To cries of "hear, hear" from across the House, the member for Dartford presented his bill as *GLTN* went to press. The long standing opponent of uLez expansion noted he was 13th in the private members' ballot. Second reading will be on 22nd March, just 41

days before London goes to the polls.

Johnson tells *GLTN*: "I am introducing a bill, which if not talked out, will overturn the uLez expansion which came into force in August. This is an undemocratic and unfair stealth tax on the people of Dartford, hitting the poorest the hardest."

Johnson's Kent constituency is bounded by the greater London frontier which we examined in depth in our September issue ([GLTN3-7.PDF](#)) p8. To the north is an unenforceable portion of Crayford that has half of a road's houses in greater London's Bexley borough and so subject to uLez, but the other half in Kent which is not subject to London mayor Khan's toll and fines.

"London's mayor has no mandate for this. Expanding uLex was not in his manifesto or in his original transport strategy. The consultation on the expansion showed that people did not want it.

"It impacts people in Kent and other counties around who cannot vote in or out the London mayor. It's taxation without accountability that punishes those on lower incomes who can least afford to buy a newer car to avoid the daily midnight to midnight £12.50 charge. Also there's no guarantees the standard for meeting uLez will not be changed in the future to include more vehicles.

"My proposed bill is to overturn the uLez expansion and ensure London's mayor cannot impose this unfair tax on the people of Dartford and beyond".

### **The Home Counties' Joint Communique:**

*"County councils bordering greater London have all expressed concerns in writing to TfL and the mayor of London regarding the impact of uLez expansion on our residents and businesses.*

*"We have not supported installation of uLez signage or infrastructure on our network.*

*"We continue to engage with other boundary authorities on our joint position and as you have suggested will continue to discuss with our MPs about how best to continue to express our concerns."*

**Cllr Martin Tett**

*Leader, Buckinghamshire County Council*

**Cllr Roger Gough**

*Leader, Kent County Council*

**Cllr Kevin Bentley**

*Leader, Essex County Council*

**Cllr Richard Roberts**

*Leader, Hertfordshire County Council*

**Cllr Tim Oliver**

*Leader, Surrey County Council*

## Khan admits Road User Charging IS being examined by TfL

Despite repeated denials, mayor for London Sadiq "ULEZ" Khan (chairperson of TfL) has been forced to admit 93 staff employed by TfL are actively examining pay-per-mile schemes in cities such as Singapore, Hong Kong, and Stockholm.

This follows falls in annual vehicle excise duty licence fee and current fuel duty revenue streams, as internal combustion engine vehicles reach end of life toward 2030.



Currently fossil fuel includes 53 pence per litre duty plus 20 percent VAT charged on the overall price. Domestic electricity prices carry no such fuel duty but rules introduced last year ban use of domestic electricity to charge an electric vehicle punishable by an up to £2,500 fine. A separate metered feed from a dwelling's electricity supply is required which could have taxation added to its tariff, thus avoiding pay per mile for electric-only vehicles.

Vehicle Excise Duty (VED) revenue takes the exchequer's pot to some £35 billion (some 1½ percent of UK's GDP) per year. Falls in both VED and car tax are predicted to be dramatic by 2035, the latest Government-proposed date for ending all new combustion-engine vehicle sales. The ban date could vary again as zero pollution e-fuels come on stream. Current production is only sufficient for a 10 to 90 percent e-fuel to fossil fuel blend as all e-fuels have to be made from sustainable sources and production methods.

The Institution of Engineering & Technology reported in 2020 that poorest motorists would be adversely affected by road user pricing. "It would mean an additional barrier to those wanting to own a car if there were no appropriate rebates for those who cannot afford travelling through local areas where road user charging is implemented."

There's already been allegations by privacy campaigners that details of particular journeys made by particular drivers would be held by and accessible by the State under a user pay-per-mile scheme. The institution says: "Key information should be transferred as aggregated data not about a particular driver."

The boffins also add: "There's a real concern that schemes could result in dispersal of industry away from priced areas resulting in increased commuter distances." Lower paid workers — nurses and care workers paid above minimum but below national wage — resident outside of London are already seeking more local employment due to uLez.

House of Commons Transport Committee says: "any new mechanism must entirely replace fuel duty and VED, rather than being added alongside, and must be "revenue neutral" meaning "motorists should pay the same or less than they do currently."

Campaigners see expansion of uLez as a test bed for road user charging or pay-per-mile. They don't believe the uLez camera system — expected not to be producing much revenue for TfL beyond 2027/28 — has been installed just to become near redundant in five or six years. Thus increased political controversy over mayor Khan's uLex2 expansion and his denials of any plan to introduce pay-per-mile. The more militant say this is the end of "Freedom of the Road". The Tory mayor candidate says there will be no road user pricing under her mayoralty.

Well, she would say that wouldn't she? Given her party's current uLez policy, it's unlikely she's going to be mayor.

## Khan's C40 Cities group tried to Influence uLez By-Election

Thanks to Brian Mooney, London contact for Alliance of British Drivers ([london@abd.org.uk](mailto:london@abd.org.uk)) for his research. ABD publishes a regular newsletter on London developments — *Streets Ahead*. This article is based on web site *Politico.EU* that reveals underhand and unseen influence a UK Government-funded body tried to exert during a UK election campaign.



Another delightful international jolly paid for by taxpayers. Finest wines, best food, and comfy first class hotels all on tap for the elite

THE PUBLIC SECTOR isn't supposed to interfere in elections. Like the recent Uxbridge by-election where uLez was the key issue. However international climate coalition, C40 Cities, which mayor Khan chaired, did get involved. Research shows C40 paid for 78 separate influencing adverts during the by-election. Questions must be asked if Khan knew about this, and if he or his public bodies were actively involved.

C40, operating as C40 Cities Climate Leadership Group Inc, is funded by British government, previously through business ministry BEIS, and now Foreign, Commonwealth & Development Office.

City Hall was muzzled, uLex expansion faced a legal challenge, and the mayor's office, defending against the five councils' joint Judicial Review, was advised that it risked losing if the Court felt C40 was trying to sway public opinion. At the same time, rules governing communications by public bodies during elections forced City Hall to suspend much of its advertising aimed at dispelling common misunderstandings about uLez.

Khan found himself trying to inform the public about his clean air push in the middle of a political campaign and a supercharged information war. Advertising data on Facebook collated for *Politico* by Ben Collier, researcher at the University of Edinburgh, shows interest groups on both sides took out hundreds of adverts costing tens of thousands of pounds in 2023, dividing Londoners along culture war lines.

Even a so-called "fact sheet", authored by BBC's *London News Online*, was accused of promoting some parts of Transport for London's (TfL) Defence against the five councils' application to have uLex outer London expansion (uLex2) declared unlawful — in advance of hearing before High Court Judges. It had to be re-written by BBC's transport editor Tom Edwards with an order that nothing more about uLez be broadcast without his agreeing it first.

C40 Cities coalition, that Khan chaired, paid for 78 separate adverts, targeting people with university degrees, those who liked animals, those who cared for children. No source of funding to buy the accounts was identified.

Brian adds: "According to [c40.org/wp-content/uploads/2023/09/Staff-Code-of-Conduct-2023.pdf](https://www.c40.org/wp-content/uploads/2023/09/Staff-Code-of-Conduct-2023.pdf) (p10) C40 Cities should never make contributions to political campaigns or charities linked to government officials. To me, "linked to government officials" means in any way connected with the London mayor head of TfL, as he's a "local government official". Sadiq "ULEZ" Khan, being then chair of C40 Cities makes it doubly interesting. A run of paid-for adverts is, in any objective view, a contribution "in kind". <https://www.politico.eu/article/london-mayor-sadiq-khan-cop28-climate-change-summit-clean-air-zone-cars-emissions/>

## Harper's Mug of warm Ovaltine

October's *Plan for Drivers* under Transport Secretary Mark Harper's byline hosted on his department's web site, seeks to put right some of the wrongs allowed by his predecessors. Some of the Minister's musings will prove to be just warm words — as effective as a mug of warm Ovaltine. What *GLTN* readers want is an end to the War Against the Motorist. When do we want it? Now!

"Being pro-public transport does not mean being anti-car. The easy political choice is to vilify the private car even when it's been one of the most powerful forces for personal freedom and economic growth in the last century. Used appropriately the car was, is, and will remain, a force for good." And: "It's not right that some drivers feel under attack. Some drivers are concerned local authorities use penalty charge notices (PCNs) far too liberally, not to make our roads safer and easier to navigate, but simply to raise revenue. As a result, drivers feel unfairly penalised for using their cars in their local area..." sets the tone to try and empathise with motorists who's militant uprising comes from suspecting the war against them is a bi-partisan policy.



"In London alone, more than 7 million PCNs were issued in year ending March 2022, an increase of 41.3 percent on the year before and 21.4 percent on the last pre-pandemic year of 2019 to 2020. A significant proportion were related to low traffic neighbourhoods (LTNs) and school streets. When drivers appealed, just under half (43 percent) were overturned despite difficulty some drivers face in making those appeals.

"It's clear many local authorities could use more discretion. Issuing fines when the high number of successful appeals indicates many are not justified reduces trust in the way we enforce our roads.

"Introduction of 20mph speed limits in all residential areas in Wales, and the expansion of the Ultra Low Emission Zone in London has shone a spotlight on issues drivers are facing. All this means now is the right time to make a step change in how we help drivers." And that's it. Not a mention more of uLez, the most contentious road traffic measure in UK".

The Minister could use sect 143 of the GLA (1999) Act to stop it. But he won't. He could've supported the additional protective clauses in the Levelling Up Bill ably moved by Bexley council's leader Baroness Teresa O'Neill OBE but they somehow didn't quite reach the published edition. So he can't. He could've supported the 55,000 petition to reform the greater London authority so that such a calumny on London's population is never repeated. But he hasn't. He could ensure London's uLez conservative candidate mayor policy next May pledges switching off all inner and outer London's (but not central's) uLex. But he won't. So why should we sip at his warm mug of Ovaltine?

\* Labour holds a 17 point lead over the Tories. Support for Reform UK has increased, according to a new survey published by Savanta. The poll puts labour on 43 and Tories on 26 percent. Support for Reform UK climbed by two to 9 percent overall, just behind Lib Dems on 10 percent. *The Torygraph* 15th Dec.

**Santa's Sleigh must pay Low Emission Zone fine as a Goods Vehicle**  
 ~ Transport for London "un-apologetic"

"Reindeer emissions cause global warming" warns London mayor



**With all Good Wishes for  
 Christmas and the New Year!**

from Greater London Transport Newsletter



Santa's Grotto  
 North Pole  
 COP26 Protected Ice Cap  
 c/o THE ARCTIC COUNCIL  
 25th December 2021

Hello Nicole  
 Thank you for your nice letter to  
 Santa listing what you'd like  
 him to bring you for Christmas.  
 Unfortunately Santa won't be  
 visiting your chimney this year  
 as the mayor of London has said  
 Santa's sleigh SLE 16TH will cost  
 him a £100 fine for entering the  
 Low Emission Zone as a goods  
 vehicle. Sorry to disappoint you  
 but there's no way Santa, as a  
 sole trader and pensioner can af-  
 ford to pay these charges

Oh, do stop crying, and grow up!

Yours fraternally  
 Inuit Claus (non-specific partner)

~ ~For Sale ~ ~



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