

* 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. Studies by Imperial College suggest 17 percent of the non-traffic generated half of air pollution comes from wood burning stoves alone. You can check what air pollution you're not getting on: [London Air Quality Network Air Quality Forecast for London](#)

Labour Councils “backlash” against mayor Khan

Believing in the Divine Right of Mayors, Sadiq Khan seems unable to recognise his once unassailable position as leader of Labour London is being torn to shreds by the un-civil civil war raging between London local government, his own regional government that has some labour boroughs' support, and the majority of outer London boroughs supported by bordering county councils. Even stalwart labour boroughs like Barking & Dagenham, led by a labour party parliamentary hopeful had, just 24 hours before the start of London Labour's conference, defected by denouncing the mayor's uLex2 expansion proposals.

Barking joins labour MP for Dagenham & Rainham, Jon Cruddas, who said he is “deeply disappointed” at mayor Khan's decision despite 66 percent of those responding to the mayor's statutory consultation saying the expansion should not go ahead. “This scheme will be another unwelcome hit on working people in areas like mine.” He called for more time for people to switch to cleaner vehicles. This is the first time a labour council has dared to express opposition to this labour mayor, already fighting pitched battles on several fronts to save his vanity uLez expansion plan that the majority of Londoners reject.



Khan: “London's toxic air is a killer equal to smoking”

Cllr Darren Rodwell, leader of **Barking & Dagenham** council, said there was a need for “greater lead-in time” and a more generous scrappage scheme than the £110million currently allocated. The scheme only allows a £2,000 grant (£5,000 for trade vehicles) towards scrapping a non-compliant vehicle. The scheme is hedged in with severe restrictions on who can benefit. Cllr Rodwell, who is campaigning to be MP for Barking, added on Twitter: “The council has raised concerns on behalf of residents who'll be impacted by the expansion of uLez.” He added: “People need a greater lead-in time to take advantage of any scrappage schemes given the cost-of-living pressures people are facing.”



The constituency is represented by multi-millionaire former labour cabinet minister Dame Margret Hodge (77) who's been openly critical of previous labour party leader Jeremy Corbyn calling him “racist and antisemite”. It's unclear whether the borough's differing opinions over the forced uLex2 expansion comes from constituency party infighting — still raging across London Labour. Cruddas signed now-expelled former labour leader Jeremy Corbyn's labour leadership nomination papers. Leading his London conference opening speech, Sir Keir Starmer made a point of praising Sadiq Khan who recently won London Labour's nomination to be the May '24 mayor candidate, contesting for a third term.

Critical, but stopping short of outright rejection of uLex2, is labour-controlled **Redbridge** council telling *BBC News Online* it had “shared concerns with TfL around eligibility for the uLez scrappage scheme. Small businesses operating in our borough, businesses in Essex that trade in London, and low-income households must be appropriately supported”.



The “Not a General Strike” strikes ~ Feb '23

Our last issue was accused of “paranoia” over claims that a general strike was being waged by socialist trade union barons encouraged by the TUC. Hard-bitten LBC 'phone in jock Nick Ferrari lead his 1st Feb rush hour show with: “So, unions don't co-ordinate strike action. Are we supposed to believe these strikes just happened to have started on the same day, today 1st Feb?” RMT, ASLEF, TSSA against commuters, university and college lecturers against students, classroom teachers against pupils, ambulance workers and nurses against the sick, bus drivers against Londoners — 500,000 took part, all un-coordinated.

“My job is to speak up for the silent majority”

At a mayor's question time session last month Tory transport spokesperson Nick Rogers AM asked: “Have you been surprised by the level of public backlash against your expansion plans?” Khan replied: “I'm not sure there's a public backlash. But I'm not surprised at all when I see who's funding some of the campaigning,” alluding to the 5,200 pre-formatted replies submitted by FairFuelUK on behalf of the public that had been removed from consultation responses in an attempt to reduce numbers opposing the scheme. FairFuelUK is funded by a grant from the Road Haulage Association.

Claiming to speak for the “silent majority.” The mayor rambled on: “Often it's worth reminding all of us that the silent majority aren't as well funded as the vocal minority. Vested interest doesn't often side with the silent majority. One of my jobs is to speak for the silent majority, particularly when they are vulnerable and otherwise voiceless.” The mayor added he distinguished Londoners who were “genuinely worried” about the impact of the expansion from “politicians in the pocket of vested interests”.

Ignorant of the work FairFuelUK has done for “the silent majority”, the mayor was unaware of founder Howard Cox receiving national acclaim last year identifying garage forecourts that hadn't passed on the Government's 5p per litre reduction in fuel duty. Together with *GLTN*, Howard had also rounded on big name petrol chains accusing them of “profiteering”. Interviewed on LBC, we described the profiteering as “rampant”.

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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ABD Alliance of British Drivers
Driving Sense



FFDF FREEDOM FOR DRIVERS FOUNDATION

Former Transport Minister performs uLez uTurn on "Boundary Tax"

Former Tory Transport Minister Grant Shapps has openly challenged the mayor's uLez expansion plans demanding that he "rethink his plans for a boundary tax."

This follows Shapps giving the nod in his paragraph 29 previous Transport for London grant letter to expand uLez to the north and south circular roads (uLex) against London conservative party policy.

Interviewed by Ben Kentish on *LBC*, Shapps, who as Transport Secretary had disallowed any part of his last "final" £1.13billion TfL grant settlement (paragraph 22) being used for uLex expansion to the greater London boundary (uLex2), added: "Khan has got this completely wrong". Shapps sits in cabinet as Energy Security & Net Zero Secretary and so an important voice at the top of Government to have in the forefront of the anti-uLez expansion campaign.

PR Disaster as Martin Lewis refuses to back Khan over uLex2

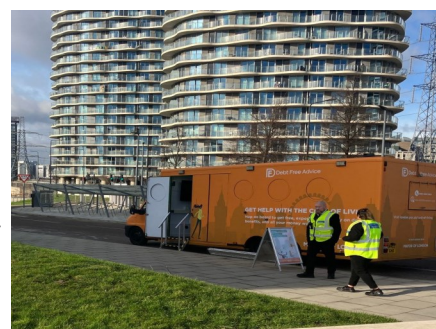
Desperate to claw back popularity after dismissing Londoner's rejection of his uLex expansion plans, London's mayor thought it a good wheeze to team up with *Money Saving Expert* guru Martin Lewis CBE and specially prepare a bus to go out and about "highlighting the cost of living crisis" — in reality a cunning stunt attempting to pervert for political gain taxpayers' money spent on the public relations ruse.

Trying to find the most tragic examples of public poverty to counter his notable policy failures — continuing London Transport strikes, missing house building targets, the knife crime pandemic, uLez, and politicising of the Police — the mayor's public relations effort was overshadowed by Martin who answered questions at City Hall rubbishing the mayor's plans for uLez expansion at a time when hard working families were trying to get their finances back in order post pandemic.

Martin criticised the "tough timing" and argued the mayor's scrappage scheme did'nt do enough to help. "Outer London's people have 220,000 cars pre-2005 and pre-2015 for Diesels. They'll not have upgraded in time." He added: "Those affected by the plan would tend to be not the wealthiest".

Angie Donnelly (58) who daily drives a goods vehicle into London from Dagenham pleaded: "Put it on hold, let people get back on their feet, let people get over the pandemic. You're making people suffer unknowingly." Exasperated by the mayor's refusal to accept her transport problems come August-end, and with the meeting's compere sensing another PR disaster looming in front of assembled hacks, Angie's microphone was switched off, but not before accusing the mayor: "You're not a mayor, you're not a people person, you're a conman." Goons then forcibly ejected her from the hall. This is not the first time a mayor's public meeting has had a uLex protester thrown out for doing what protesters do — protesting.

Meanwhile, the mayor's 'cost of living' bus sat outside. The bus cost taxpayers up to £145,000, including £12,000 for its makeover and £10,000 for a 'celebrity ambassador' who never materialised. For the bus it was a lonely affair with few if any visitors. The mayor's press office, said to now cost in excess of £1million per year, had failed to tell local residents where it was and when.



Further Transport Strikes set to spoil Spring buds of industrial peace

With daylight hours increasing, and welcome spring sunlight glancing through the clouds, TSSA, ASLEF, and the RMT have returned to their sad, old, dull grey strike schedules — causing many commuters to dump rail completely in favour of alternative means of getting to work, or working from home. Many season tickets are not being renewed.

GLTN's analysis of last year's strikes (*GLTN2-6.pdf*) showed there'd been an over one third repeat of the economic damage caused by the Covid pandemic. Rail fare rises in England will be capped at 5.9 percent on 5th March, making it the biggest increase in more than a decade. The cap applies to the half of fares regulated by Government. These include most season tickets on commuter routes, some off-peak return tickets on long-distance journeys, and flexible "Anytime" tickets for travel around major cities.

The rises affect England, and mainline services from England into Wales. They don't apply to Transport for Wales trains, but that company's fares tend to match those in England. The Scottish government recently announced that peak fares on the publicly-owned ScotRail will be suspended for six months.

Single ticket fares to cost half of return ticket fares ~ Shock

Transport Secretary Mark Harper announced return train tickets will be scrapped in a Government shakeup to UK's rail ticket system to try and stop haemorrhaging of rail traveller numbers. The price of two singles will be adjusted to come to the same as a current return fare offering a real terms fare reduction to those taking single journeys. The scheme extends the successful 2020 LNER experiment. The new scheme is expected to start in the spring on routes between London and east midlands, Yorkshire, the north east, and Scotland. . GLTN understands the scheme could lead onto "demand-based pricing".

There had been welcome warm words of peace last month coming from union barons and the Rail Delivery Group speaking on behalf of train operating companies. Commentators were quick to report that remaining disputes appeared centred around operating conditions — one person operation with no guards being the sticking point. A general acceptance of pay demands caused by Government relaxing the total wage bill had allowed larger offers — TSSA being offered a pay rise of 9 percent over two years, a backdated 5 percent rise for 2022, and a 4 percent rise for 2023. Plus a guarantee of no compulsory redundancies.

Both ASLEF and RMT took industrial action on 1st and 3rd February. Around 12,500 ASLEF members walked out alongside 250 RMT drivers. This coincided with strikes by half a million workers said to be the largest single day's strikes in a decade.

****STOP PRESS**** RMT has confirmed that there will be a further six months of strikes across the national rail and tube network starting next month following a ballot result the union claims 94 percent of its members voted to continue industrial action over pay and pensions. RMT members work for London Underground and so tube services are expected to be affected.

Minister for London calls on mayor: shut uLez and uLex, congestion charge & parking fines during Rail Strikes "I may stand for mayor"

In an urgent plea to the mayor of London, Minister for London, Paul Scully (*Sutton & Cheam*) said ahead of the strikes that the mayor should waive uLez, congestion charge, and parking fines' during the crippling national rail strikes. And called for Royal Parks to be made available as car parking 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 revival of 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 had coincided with the school students' exam season.

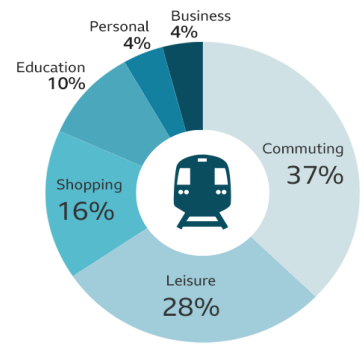
Tim Shoveller, Network Rail's chief negotiator said: "Our sector has a £2 billion hole in its budget with many fewer passengers using our services." GLTN's analysis of Office of Transport & Rail passenger returns show an over one third of the Covid 19 effect on UK's economy had been inflicted by the coordinated industrial action.

In an ill-tempered reply refusing to help hard pressed commuters, London's labour mayor accused Government of "inciting" the strikes. He has 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."

****STOP PRESS**** "I'm ambitious for London but not for me," London Minister Paul Scully told *ITV London*. He declined to rule out rumours within Tory circles that he was interested in running as the next Tory mayor hopeful in May 2024. He believes the mayor's expansion of the ultra-low emission zone to the greater London boundary in August, plus a near £40 average council tax hike and a 6 percent rise in tube and bus fares will place Sadiq Khan at risk of defeat.



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



Borough Positions’ SitRep Update ~ Go for an Injunction NOW!

Since publication of our last edition, there’s been additions to the forces fighting the mayor’s cavalier attitude of ignoring his own statutory consultation response from Londoners. And some notable challenges made engaging the mayor’s army of legal experts with superior arguments.

This journal, having foreseen battles by boroughs who heroically see their role as representing their residents rather than representing London Labour has noted a number of on-line forum posts that claim to be pictures of uLex2 cameras being installed in boroughs that haven’t given permission for them, haven’t signed a Section 8 agreement with Transport for London allowing them, and even been party to the Judicial Review pre-action protocol letter. As the mayor of London and as chairperson of Transport for London has not abided by his statutory consultation result when he said he would, and appears to be installing uLex2 equipment despite ongoing Judicial Review proceedings, an injunction from a Judge in Chambers should be sought stopping the mayor and TfL from any further action until the result of the Judicial Review is announced.



Sticker seen on inside of licensed black cab divider window

“No Approval” for TfL to ULEZ-work on Bromley roads ~ Council rejects for the Second Time



A second request by the mayor of London, demanding Bromley council sign a legal agreement allowing TfL to place its street signs and cameras on Bromley’s highways has been refused. The council’s second refusal follows continued questions about the lawfulness of the proposed uLez expansion (uLex2), with legal advice being gathered ahead of a possible Judicial Review. Cllr Colin Smith leader of Bromley council tells *GLTN*: “There are many principles at stake here which go to the heart of local democracy. I know that residents will understand we cannot disclose the nature of the legal discussions.

“What we’ve discovered leads us to believe that what this is really all about is the unspoken intention to install a network of cameras across the entire capital, which provides the technology to then, suddenly, introduce a road price charging policy for all, very much including electric green and hybrid car drivers as well. There is still time to call a halt and reconsider this grossly unfair and socially regressive strategy when happier financial times return, if we really must.”

Buckinghamshire demands trans-border transport Improvements

“We believe the implementation of uLez should be accompanied by the provision or improvement to alternative transport options to minimise the uLez impact on our residents and the local economy. We acknowledge some residents and businesses may be negatively impacted”.

Stopping short of rejecting the mayor’s proposals, Cllr Steven Broadbent cabinet member for transport tells *GLTN*, that greater London border-adjointing Buckinghamshire Unitary Authority “Recognises the importance of decarbonising road transport and has set a goal to achieve net zero by 2050 as part of our Climate Change & Air Quality strategy.

“We anticipate the expansion of the uLez will likely have an ultimate benefit for the county by reducing carbon emissions through the upgrading of fleet vehicles and private cars, and potentially encouraging a shift to rail for some road users. “Without additional support from Transport for London residents may need to absorb extra travel costs or upgrade vehicles to compliant models.”



Harrow takes on the might of Khan’s forces

~ set legal battles to follow



Harrow council’s leaders are to issue High Court proceedings by 24th February against the London mayor – and say they will fight the case alone if other Tory boroughs back out. But critics warn the amount of money at stake – which the council admits will have to be drawn from reserves and could lead to a “worsening of Harrow’s financial situation” – was enough to run two libraries for a year. Winning the battle could mean the mayor having to pay Harrow’s costs. And could lead to further action against the mayor and TfL senior officials for maleficence depending on what advice was received.

Greater London assembly member Krupesh Hirani AM (*Brent & Harrow, Lab*) said: “Harrow Tories should be ashamed of wasting almost half a million pounds of public money on legal costs to block uLez.”

Harrow is one of the most militant opponents of uLez expansion to outer London (uLex2) having already joined Hillingdon, Bexley, and Bromley to issue a Judicial Review “pre-action” warning letter against Transport for London last month. It threatens legal action if street work on the the mayor’s decision to expand uLez to the greater London boundary on 29th August is started, reports *Evening Standard*.

A Harrow council spokesperson confirmed to *GLTN* leader Cllr Paul Osborn has approved plans enabling the legal challenge, and added: “We are reviewing the next steps.”

11,736 sign GLTN and Orpington MP's petition to stop uLez expansion

Gareth Bacon MP writes: "I have written to the mayor of London, urging him to stop his plan to expand the ultra Low emission zone across greater London. I have done so on behalf of the 11,736 people who have signed my petition to say no to Sadiq Khan's highway robbery.

"I've also submitted a response to Transport for London's consultation on the proposed uLez expansion proposal highlighting the petition to ensure your voices are heard.

"With an energy crisis and post-pandemic inflation already squeezing household budgets and businesses, Khan's plan is profoundly irresponsible and damaging. And he is proposing to proceed, despite his own impact assessment showing that expanding uLez will have a negligible impact on air quality in outer London. Instead of spending £200 million on a new uLez camera network, the Mayor should invest in electric buses, electric charging points and better public transport services.

"Thank you everyone who has signed my petition and responded to Transport for London's consultation."
(Gareth Bacon is a former member of the greater London assembly and Bexley Council)



"The One MPH One" Cancer patient now can't get to Chemo

The disabled cancer patient pensioner with an unblemished previous 45-year driving record backed by GLTN's fighting fund appeared at Bromley Magistrates Court last month charged with 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 was banned for six months and fined £390 including £100 costs and a £32 payment for "victim surcharge". *Kerr-Chinggg!*

The might of the Law required barristers to argue the driver's medical record and need to attend chemotherapy sessions and blood clinic. The driver is already in receipt of a council-issued disabled persons' Blue Badge because his medical conditions cause restricted mobility.

Arguments in mitigation professionally presented from defence council costing some £1,800, fell on deaf ears. It's believed this is the first time a cancer patient has been denied his own needed transport for such a minor one MPH "incursion". The ban may not have occurred, according to latest bench guidance that restrict what magistrates can or cannot do, had someone else relied on the driver for their transport. But not the driver.

Leave to Appeal, lodged by GLTN's legal consultants, has been allowed. It's expected the Appeal will be heard at Crown Court in three months costing another £550 in legal fees.

Further research by GLTN reveals a catalogue of errors by prosecutors preparing the initial bundle of papers. It was served on the hapless driver with just five days to go before the statutory service time deadline expired due to the immense number of cases enforcement offices are having to handle without increases in staff numbers. Some offices are subject to current PCS union-supported industrial action.

The Licensed Taxi Drivers' Association tells 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.

See previous GLTN for more in [GLTN2-5.pdf](#).

Wandsworth anti-car Zealots rebuffed by Government

A trial scheme which saw drivers become the first in England to face being fined by a local council for speeding has been blocked by Government. Department for Transport (DfT) has stopped labour Wandsworth contacting drivers caught breaking 20mph limits and said the way the authority used its powers to enforce was "unlawful".

The council had put up speed cameras to catch drivers breaking 20mph limits in two roads where residents often complain about speeding. That meant drivers caught breaking the rules faced £130 fines from the council — with no points added to licences.

DfT has told DVLA to stop sharing details of drivers caught speeding under the scheme. A DfT spokesman said: Wandsworth is carrying out this experimental speed enforcement using powers in a way that's unlawful. We've taken immediate action and told DVLA to stop sharing registered keeper details with Wandsworth council for the purpose of this enforcement."



Sarah Everard Memorial Street Watch

GLTN Wins Mayor's Support!

Our campaign to have uLez cameras switched to a street enforcement role had been supported by conservative, Lib Dem, and one labour member of the greater London assembly. Krupesh Hirani (*Brent & Harrow, Lab*) asked the mayor: "I've had confirmation that uLez cameras have the added benefit of tackling crime... they will assist in crime prevention or investigation. Privacy campaigners have likened this to surveillance. I disagree with their view." Krupesh was referring to Green Party GLA group who cite privacy concerns as their reason for not supporting GLTN's Sarah Everard Memorial Street Watch scheme.

The mayor replied: "Access by Police to ANPR cameras TfL has installed to enforce uLez, makes a valuable contribution to crime prevention and detection in London. Access given by TfL and used by MPS is in accordance with data protection legislation and the Surveillance Camera Code of Practice and, where applicable, national standards on the use of ANPR for policing purposes. MPS has prepared and published a Data Protection Impact Assessment, which explains the mitigations for any privacy-related risks arising from access to uLez cameras. Before accessing cameras installed for uLez MPS will complete a strategic camera assessment to demonstrate that it's necessary and proportionate for Officers to access camera locations.

New friends meet at Trafalgar Square ~ United in the battle to Stop uLez Expansion

Next campaign meeting
Trafalgar Square
25th Feb Midday

Not a demonstration — no of course not, that was warned off with legal threats by Police to organisers if such a display of public arrogance be allowed — it was a “birthday” meet and “sightseeing tour” of Trafalgar Square, home to many a protest demonstration and rally in the past.



GLTN had planned a march last year headed by an Edwardian-dressed red flag carrier recalling the Locomotive Acts that required “while any locomotive is in motion, a person shall precede such locomotive on foot by not less than sixty yards, and shall carry a red flag constantly displayed”. The act was repealed in 1896. Walking pace is 3mph. Average traffic speed in central London today is 8.7mph. Our planned cavalcade was also warned off on “public order” grounds.

Police have form on stifling public debate: Essex and Herts Police had arrested eight qualified working journalists and homes were ransacked while reporting XR and Just Stop Oil protests on the spurious grounds of “being at the scene” reports *The Guardian*.

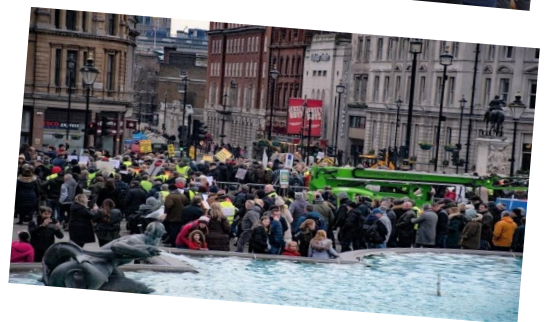
The arrests prompted statements of support for the hacks from Prime Minister Rishi Sunak speaking from the dispatch box. The mayor of London chairs the Mayor’s Office for Policing & Crime. (MOPaC)



Taking the message home: Bromley High Street



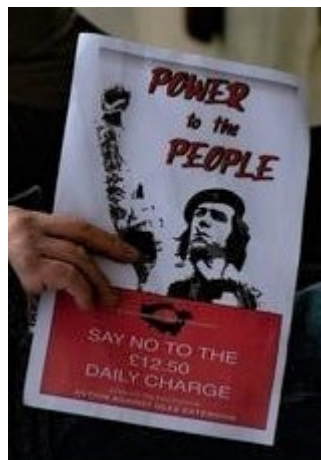
“Meaningful democratic consultation” arrives



Demonstrators continue to arrive



Having been thrown out of a GLA public meeting for expressing climate denial views, Piers Corbyn donates 1,000 campaign leaflets



“Wolfie Smith” from the '70s TV series Citizen Smith makes a welcome appearance demanding “Home Rule for Tooting”

Desperate for a favourable uLez expansion result the mayor interfered in his own statutory consultation demanding further polling of a “younger demographic”



It's 2 o'clock and still the crowds swell



Civil War hots up over Khan's "Divine Right of Mayors"

~ the people should be king say borough forces

The mayor, as chairperson of Transport for London, has authorised changes of use of red route junction cameras in outer London. And increased the scope of Low Emission Zone cameras to include all vehicles coming into range, previously just large and heavy goods vehicles were being vetted. Posts on anti-uLex2 forums include pictures of technicians said to be changing or installing cameras in outer London boroughs — some have specifically banned uLex2 installations, withheld "Section 8" agreements with the mayor's office and TfL, or signed up to the joint Judicial Review's Letter before Action.



In order for TfL's uLez expansion plans to work, it needs to put 2,750 extra ANPR cameras around and within the expanded boundary. But as so many of the roads the cameras need to watch are run by the boroughs, the mayor has to rely on councils' permission and goodwill to install many of them on those roads.

The London mayor blames all air pollution on motorists — seen as an easy cash cow, by tugging on heart strings referring to child deaths — to shore up Transport for London finances, which he claims have been short-changed by by some £730 million from Government's final Covid support grant settlement. The mayor had a statutory duty to consult Londoners over uLex2. And announced that he would abide by his consultation's result. 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 weren't followed the mayor together with TfL could be liable for Judicial Review costs. Four boroughs have jointly already started that procedure. The statutory consultation resulted in 66 percent of responders being against expanding uLex. London labour has form on this: two low traffic neighbourhoods — one in labour Southwark, the other in no-opposition labour Lewisham — have had local statutory consultation votes against the LTNs disregarded. The Dulwich and Lee Green schemes are being made permanent.



The forces against the mayor (a precis of council positions is in our previous January issue GLTN3-1.pdf)

Boroughs and county councils publishing statements confirming their opposition to the mayor's plans are: conservative controlled Bexley, Bromley, Harrow, and Hillingdon; Lib Dem controlled Sutton, and Richmond; plus Croydon and Havering in no overall political control. Labour's Barking & Dagenham have recently defected to opposing forces; labour's Redbridge is openly critical.

Bexley, Bromley, Croydon, Harrow, Hillingdon, and Sutton have issued further statements saying that they will either not co-operate, or not permit uLex2 hardware — cameras and digital links, power supply, and uLez-warning street signs — to be installed in their boroughs. They have refused to sign a "Section 8" permission agreement with Transport for London. Bexley, Bromley, Harrow, and Hillingdon have joined forces starting a Judicial Review of the mayor's uLex2 go ahead.

County councils bordering the greater London frontier fear increases in traffic to their country roads seeking to avoid the £12.50 daily toll set to start August 29th: Kent, Surrey, Hertfordshire and Buckinghamshire have all issued statements against the plan. Key Essex roads, now also banning uLex2 equipment being installed in their territory are A12, A13, and A127. With the towns of Purfleet, Brentwood, and Loughton on the uLex2 border.

Transport for London and the mayor have responded by threatening to use their red route existing traffic light camera network in those boroughs for uLex2 number plate surveillance. This would be a "change of use" not allowed by Road Traffic Acts or the Safety Camera Network's conditions of use as already agreed with the boroughs. There would be difficulties with the Data Protection Act too disallowing the change of use for road user charging without a blanket permission that can only be issued by the Home Secretary.



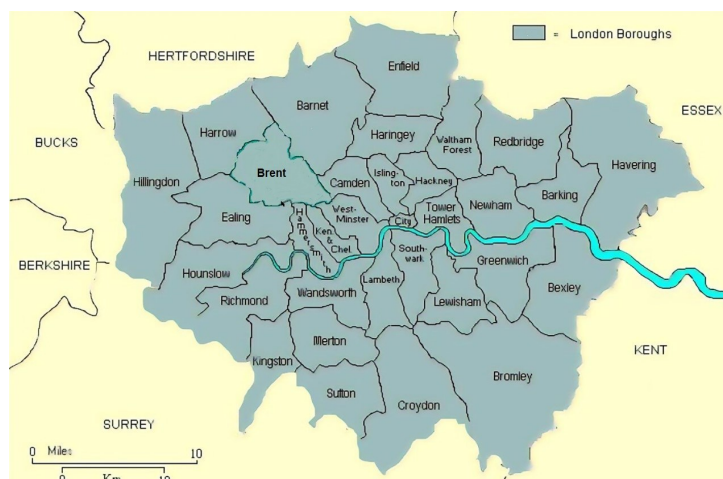
Bully Boy Threatens to install anyway ~ 2nd February "sign-up or else" Ultimatum

In fresh salvos fired as GLTN went to press, Transport for London (TfL) has written to the four Tory-run boroughs to notify them that installation of uLez signs and cameras will start despite the threat of legal challenge to the plans. The letter claims

TfL has "direct installation" powers that will allow the works to go ahead with or without borough support. "The mayor and TfL consider them to be reserve powers to be used only after failure to resolve matters."

BBC London reports the four boroughs' Judicial Review pre-action protocol letter claims the mayor exceeded his powers by treating the new zone as a "variation" of the existing uLez; TfL's claim that the zone will raise £200million in its first year was wrong as it relied on "incorrect" assumptions about the number of non-compliant vehicles in the expanded zone. And that private motorists living in the "buffer zone" on the edges of London were not entitled to apply to TfL's £110m vehicle scrappage scheme.

TfL has rejected all of the claims in its reply, saying the decision was "properly reasoned and rational".



Great Political Lies in History

unless you know better?



In May 1972, five men broke into the Democratic National Committee headquarters in the Watergate complex to bug office phones and steal confidential documents. Authorities later discovered they worked for President Richard Nixon's re-election campaign. Nixon said: "People have

got to know whether or not their president is a crook. Well, I'm not a crook." David Frost's famous Nixon TV interview asked whether such actions against politicians, anti-war groups and others, were legal if he decides it's in the best interests of the nation. Nixon, apparently believing in the "Divine Right of Presidents", replied: "Well, when the president does it, that means it's not illegal."



President Lyndon B. Johnson kept his lies about the Vietnam war locked and sealed until a military analyst leaked records exposing the president's war actions to the *New York Times* in 1971. Harry S. Truman, Dwight D. Eisenhower, and John F.

Kennedy, all misled about U.S. direct involvement with the Vietnam war in the Pentagon Papers. Eventually Johnson couldn't go out without being chanted at: "Hey, hey, LBJ, how many kids did you kill today?"



"I did not have sexual relations with *that* woman". It's alleged that President Bill Clinton didn't just encourage her merely to fib to the press but actually to lie under oath; he didn't just try to talk her out of testifying honestly but enlisted the help of one of the most powerful and

well-connected lawyers in Washington. Sources close to *US News* have said Hillary Clinton told their daughter Chelsea that the Lewinsky story was a flat-out lie.



Joseph Goebbels was the national socialists' master propagandist who, like today's mayor's office for information, believes if you repeat a lie often enough it becomes the truth. The lies told by Hitler — believing in the "Divine Right of Fuhrers" — lead to horrific

consequences: the deaths of at least 17.6 million people in World War II. And the extermination of six million Jews.



In 1967 labour Prime Minister Harold Wilson defended his decision to devalue the pound saying it will tackle the "root cause" of Britain's economic problems.

Government lowered the exchange rate to US \$2.40, from \$2.80, a cut of just over 14 percent. In a BBC political broadcast Wilson said: "From now the pound abroad is worth 14 percent or so less in terms of other currencies. It does not mean of course, that the pound here in Britain, in your pocket or purse or in your bank, has been devalued."



Ahead of labour Prime Minister Tony Blair's declaration of war against Iraq, intelligence agencies had reported information on Iraq's capabilities as "sporadic and patchy". But Blair presented his claims to Parliament that Iraq possessed "stockpiles of major amounts of chemical and biological weapons" as fact. Head of UN weapons investigation team Dr Hans Blix,

said: "He misrepresented what we did. They did so in order to get the authorisation (for war) that they shouldn't have had". Blair wrote a forward to what has become known as the "Dodgy Dossier" that claimed Iraq could deploy chemical and biological weapons within 45 minutes of the order being given.

2,000, 4,000 or 8,000 die?

Mayor of London Sadiq Khan continues to repeat medically out of date claims he first made ahead of October '21's expansion of uLez to the north and south circular roads, home to inner London's 3.5 million residents. (uLex) Seeking electoral mandate ahead of the May '21 election, the mayor then claimed: "4,000 will have their lives cut short by six months" unless his £12.50 midnight to midnight traffic toll expansion scheme was introduced.



Khan's now repeating that claim — another 4,000 set to have their lives cut short by six months due to respiratory disease if his plan to extend uLex to the greater London boundary (uLex2) isn't accepted. That'd bring the total number to 8,000 dying prematurely. Or that his original claim was scaremongering. If only 4,000 would die earlier in total in greater London that'd be just 1,560 in inner and 2,440 in outer London. Were such deaths occurring then the medical establishment would be up in arms publicising such a disaster.

A January 2021-published study by researchers from Imperial College London's Environmental Research Group, used a new modelling algorithm to produce results. They refer only to **children born in London in 2013**. Since that year there's been significant advances in vehicle technology: Diesel particulate filters, catalytic convertors, vehicles reaching end of life, public switch over to electric and hybrids, some have converted to Low Pressure Gas. (FlowGas or Autogas) and the take up of the four-day working week. Fleets have updated. Buses are fitted with stop-start technology or are hybrid. The Low Emission Zone £100 fine has driven non-compliant goods (greater than 3½ ton) vehicles away from London. There's not much relevance now to a child borne in 2013. What the mayor should be referring to is **children borne in London in 2023**. Not the child who's prognosis is already determined and cannot be changed by August-end's uLez expansion.

Imperial admits: "Between 2016 and 2019 there were significant air quality improvements resulting in a 97 percent reduction in the number of state primary and secondary schools located in areas exceeding legal pollution limits — from 455 in 2016, to just 14 in 2019. And a 94 percent reduction in areas exceeding limits for nitrogen dioxide's (NO2) target to be met by 2030."

The Jacob's report for the mayor's office confirms: "Based on air quality modelling for the London Atmospheric Emissions Inventory, there's been significant reduction in the number of residents living in areas exceeding UK legal NO2 limits of 40µg/m³ since 2016. Fewer than 2 percent (around 170,000) were living in areas of exceedance in 2019."

The mayor's moved the goal posts. He now refers to WHO figures announced amid much self congratulation at the start of the COP26 media-fest. They're almost half previous WHO-declared safe levels. He thankfully falls on them as salvation. Put simply, even if all London's motoring suddenly stopped tomorrow, WHO's latest virtue-signalling PM2.5 limit still wouldn't be met.



Liberal Democrat Richmond confirm Opposition

~ uLex Expansion “flawed and incomplete”



Lib Dem-controlled Richmond has confirmed to *GLTN* that its position “has not changed” since their July last year statement. This brings the total to eight outer London boroughs opposing the plan heralded by the mayor’s consultation result that 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.

Richmond borough has a population of 198,000 spread over 18 wards represented by 48 Lib Dems, five Green Party, and one conservative party councillors. In its July ‘22 published statement, confirmed after *GLTN*’s last issue had gone to press, the borough had previously suggested that uLez be extended but now “considers the current proposals to extend uLex to the London boundary to be “flawed and incomplete.”

“We question both the timing of the proposal and the proposed speed of its implementation. We do not believe the measures can be equitably implemented during the current cost of living crisis without far greater commitment to transitional arrangements and scrappage schemes. The documentation does not adequately discuss the extent to which air quality will improve as a result of the phasing out from sale of petrol and diesel vehicles or alternatives (e.g. emissions-based parking charges). Given TfL previously appeared to all but rule out applying uLez London-wide, there will inevitably be a suspicion that the proposals cannot be divorced from TfL’s financial position. There is strong potential to increase existing health and social inequalities already exacerbated by the cost of living crisis and the pandemic.”

Liberal Democrat Sutton refuses uLex Expansion Cameras into Borough

The outer London borough, already critical of Khan’s cranky plan, will refuse ULEZ signs’ planning permission and other services such as data transfer and electricity cables for the scheme, scheduled to start 29th August.



Sutton council upped the stakes in London’s civil war vowing to fight the mayor’s expansion by refusing Transport for London access to install enforcement cameras. The council said: “We are taking this step to send a strong signal to the mayor that he must start listening to local people. Though the mayor may attempt to force this unpopular decision on the residents of Sutton, we are clear that would be the wrong thing to do.” The council added it wanted to see action on air pollution – but vows it won’t sign an agreement or co-operate with TfL.



29 conservative MPs Complain to Mayor

The 29 have written to the mayor of London urging him to cancel his “regressive and unfair” uLez expansion. And Roads Minister

Richard Holden has slammed the mayor’s plans. The 29 include **Watford’s Dean Russell** and **South West Hert’s Gagan Mohindra**. They say the mayor’s decision to expand against the mayor’s own statutory public consultation result is “undemocratic”. They also raise financial concerns, calling it a “hammer blow to household budgets.”

Dartford MP Gareth Johnson has called for a meeting with the Transport Secretary to try to stop the expansion. Johnson said: “The border between London and Kent is not neat... people cannot avoid paying it. This is what is wrong about it.”

Matthew Offord MP for Hendon joined **Chipping Barnet MP Theresa Villiers** and **Finchley & Golders Green MP Mike Freer** to urge rejection of the extension of uLez.

Offord is also lobbying for a one year lead-in period pointing to the two year lead in time allowed for the original central London 8 square mile uLez zone. And the one year notice given of uLez expansion to the north and south circular roads. (uLex)

Offord said: “I desperately want to see improved air quality in London but this expansion is the wrong way to achieve that and is being sought at the wrong time. Introducing an additional charge on private cars and businesses is the wrong decision. Our constituents need protecting from this erroneous proposal. It’s the wrong time.”

The Telegraph

Sir - The Mayor of London's decision to ignore Londoners' objections and expand the Ultra Low Emission Zone is undemocratic and a hammer blow to households' budgets.

Thousands of people and businesses responded to Transport for London's consultation in good faith - and overwhelmingly said no to ULEZ expansion.

But Mayor Khan is imposing the daily £12.50 charge regardless, giving people only nine months to prepare. With sharply rising energy bills and inflation, few can afford the charge, let alone buy a compliant vehicle.

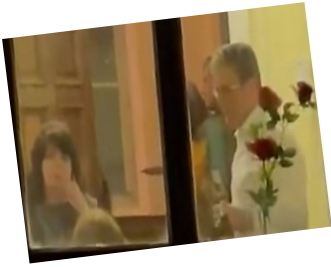
Outer London doesn't enjoy the same public transport as central London. Nor does it have the same air quality problems. It is also inseparably connected to the Home Counties, with thousands of people driving in to work, shop and visit each day. We need targeted solutions, not a blanket road charge.

The ULEZ was never intended to apply to outer London. This is a smash-and-grab raid on drivers' wallets that has nothing to do with air quality and everything to do with Mr Khan's mismanagement of TfL finances. And it comes at the worst possible time for household incomes.

We urge the Mayor to cancel his ULEZ expansion. It is regressive, unfair and a waste of money. Instead, outer London needs more electric buses, charging point infrastructure, and public transport options.

Gareth Bacon MP	Louie French MP	Chris Philp MP
Nickie Aiken MP	Chris Grayling MP	Dean Russell MP
Bob Blackman MP	Stephen Hammond MP	Paul Scully MP
Crispin Blunt MP	Adam Holloway MP	David Simmonds CBE MP
Elliot Colburn MP	Boris Johnson MP	Henry Smith MP
Claire Coutinho MP	Gareth Johnson MP	Dr Ben Spencer MP
Jackie Doyle-Price MP	Julia Lopez MP	Bob Stewart DSO MP
Sir Iain Duncan Smith MP	Stephen Metcalfe MP	Laura Trott MP
Sir David Evennett MP	Gagan Mohindra MP	Theresa Villiers MP
Mike Freer MP	Sir Bob Neill MP	





Sir Keir Stammer did not have a curry party with his co-workers at Durham Hall. Or rather, he did. Sir Keir admitted sharing a lock down curry with up to 30 labour officials at a time when buffets were banned. It was a “work-related”

meeting. A former chief constable said Durham police should “reconsider” their initial dismissal of the case in the light of “new information”. The labour leader was photographed quaffing beer at the event.

Labour party sources say that Sir Keir was drinking in Durham late in the evening because the take away arrived an hour overdue, *The Times* reports. A source familiar with events rejected claims that 30 people had been present, suggesting instead that there were roughly 15 — including Labour’s deputy leader Angela Rayner. Who at first said she wasn’t at the meeting. Or rather, she was.

As a Director of Public Prosecutions for five years Stammer knows where all the Durham skeletons are buried.

Sad End to Glittering Career

The knife crime pandemic; London Transport bus, tube and Woolwich Ferry strikes; the undermining of former Police Commissioner Cressida Dick’s position that didn’t follow carefully laid down procedures stopping political interference; the sudden loss of Transport for London’s talented Commissioner; uLez, missing housing starts’ target; and failure to answer with complete truthfulness assembly members’ questions as to whether he interfered with his uLez2 expansion’s statutory



consultation — they’re all contributing to Khan’s eventual electoral downfall on 2nd May next year.

Saying: “My referendum on the uLez expansion to the outer London border wasn’t a referendum,” was accompanied by politely-stifled guffaws from assembled hacks at a recent press conference.

Scandal of mayor and deputy mayor caught out attempting uLex expansion consultation Deception ~ GLA ethics officer to investigate

The mayor of London has been caught making false and dishonest statements to the London assembly over his uLez expansion consultation according to the assembly's nine-strong conservative group. Receiving national media coverage over the allegations, the group’s deputy leader Peter Fortune AM (*Bexley & Bromley*) reports: “The mayor told the assembly that he was not briefed on the uLez consultation results. “Former labour member of the european parliament and the mayor's deputy for transport Seb Dance said the same thing. Which in both cases was not true.” Conservative London assembly members had uncovered secret documents that proved he was briefed on the consultation’s progress and that over 5,000 responses were improperly excluded.

Over 52,000 replies were received, which makes this the largest response to a TfL consultation in the past decade. The results were overwhelmingly against uLez expansion — 59 percent against even with the 5,000 challenged replies excluded. “Khan is ignoring the voice of London and refusing to stand up for the multitude of Londoners who will be negatively impacted by his uLez expansion.” Nick Rogers AM, chairperson of the assembly’s transport committee added: “The mayor told us on six occasions he was not briefed on the progress of the consultation. He was briefed, as was his deputy mayor for transport Seb Dance. I’ve made a complaint to the assembly’s monitoring officer. The mayor is now expected to face an investigation into his behaviour.”

Seb Dance holds up poster at european parliament accusing another member of lying



Letter to the Editor



From Julie in Barking

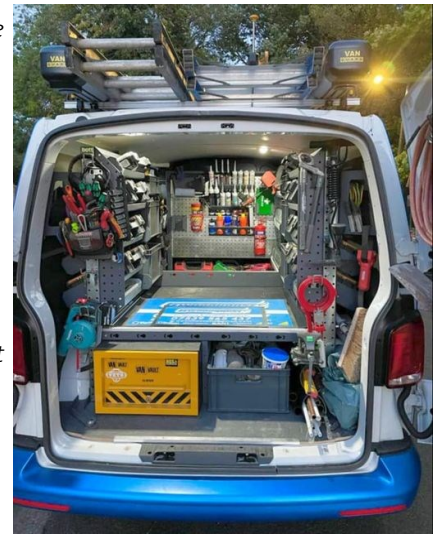
Dear Editor, My husband is a sole trader working with glass, he bought a new work van in 2015 and has maintained it with great pride and care with the intent of keeping the vehicle for many years. He has paid out for sign writing and a glass carrying frame, along with custom inbuilt storage for carrying glass within.

His work is all around London and into Essex, he will now need to pay the £12.50 payment every time he leaves the house, which is a cost which will put incredible financial difficulties on to running his small business. He already had to pay the congestion charge at £15.00 a day and parking in say Islington is roughly £9.00 an hour. He is not able to pass all these costs on to customers as they will just not use him.

We are aware he can receive a £5000 scrappage for his vehicle but it is worth so much more to him and his business. We do not have the finances to purchase another vehicle and then to have to have it adapted as he did his current vehicle.

We feel the Mayor is not listening to the people that it is going to impact the most and it feels like a money making scheme targeted at the most vulnerable at the worst possible time in a financial crisis. I would be grateful if you can offer your support and advice on what we should do to be able to manage now the ULEZ is going to negatively impact on my husband’s business and the fear he may now lose work or even his livelihood.

Dear Julie... We can only ask you to campaign with the thousands of others that are being affected. TfL says there are 220,000 vehicles registered in outer London that do not meet the mayor’s demands. And that doesn’t count the thousands more in the counties that work inside greater London. Join the Facebook group “Action Against ULEZ Expansion”. Their next meeting is in Trafalgar Square on Saturday 25th February at 12 o’clock. This stupidity will be defeated, if not before 29th August then on 2nd May next year.



Kent and Surrey counties unite to Ban uLex2 Signs

Kent County Council is “considering” moves to block display of signs warning of London's expanded uLez being erected on its roads. And Surrey County Council says it will block display of the signs on its roads.

Cllr David Brazier Kent’s cabinet member for highways, has questioned if owners of older vehicles would be able afford to drive into London every day once the zone is expanded. He has recommended to KCC's cabinet that “we follow the line that Surrey has taken and tell the London mayor that he will not be installing any warning signs on our territory until we get a proper meeting of minds and a little bit of co-operation”.

According to the *Local Democracy Reporting Service*, Kent’s council officers have been told to stop discussions with TfL.

Matt Furniss, Surrey’s cabinet member for transport, has said his county’s refusal to allow the signs would be until “a grown-up conversation has happened between the two authorities on mitigating the disruption and the financial cost to Surrey residents.”



Sheffield City rebels stage Town Hall demo against Clean Air Zone

Set to charge vans and taxis for entering the city centre £10 with buses and lorries £50 per day under new rules taking effect from 27th February is labour controlled Sheffield City Council.

Protesters assembled outside the Town Hall last month opposing the new measures, with people holding banners saying “No to CAZ Tax” and “Say No to CAZ scam”. Campaigner Tim Wells, said: “Once you get into charging commercial vehicles, we believe they will start charging other commercial vehicles that are OK to drive on the inner ring road for free at the moment. And then in the longer term we believe that they’ll start charging cars to drive on the inner ring road.”



Cllr Julie Grocutt, deputy leader of Sheffield City council and co-chair of the pretentiously-named “Transport, Regeneration & Climate Policy Committee” (*Lab*) said: “We understand and appreciate people’s concerns but we also have to acknowledge our duty to take action to protect the lives of current and future residents.” It’s unclear why Sheffield is going ahead with their scheme as the council hasn't declared a “Climate Emergency”.

Third of Kent, Surrey, and Sussex uLex-fined Refuse to Pay Up

Transport for London has issued 148,048 fines to vehicles registered in Kent, Sussex and Surrey for not paying the £12.50 charge. Figures released to *BBC Kent* under the Freedom of Information Act reveal 54,700 of the fines remain unpaid.

Half of Birmingham’s motorists fined under “Clean Air Zone” Refuse to Pay Up

In what is seen as major civil disobedience against labour-controlled Birmingham City Council, the authority has admitted it would be impossible for it to recover all the cash it’s owed because of the sheer amount of manpower needed to process tens of thousands of unpaid fines.

In a lesson that could be copied by London motorists given the inflexibility of Transport for London’s hated uLez enforcement, the *Birmingham Mail* continued: “More than 1,600 fines have been issued every day on average as motorists continue to be caught out in huge numbers around the city centre. Council bosses have been taken by surprise by just how many people would ‘fail to understand’ the CAZ after around 400,000 more fines than expected were generated in the first eight months of the pay-as-you-drive scheme.”

Transport for London Threatens Legal action if councils Refuse to “Co-operate”

Displaying arrogant aggressive state power for all to see TfL commissioner Andy Lord said any borough which refuses to let his cameras be installed, 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’d 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 threatening: “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 Andy Lord: motorists are not “rats”



Essex, Bucks, Kent, and Herts councils ban uLex2 signs

Essex County Council alongside Buckinghamshire and Hertfordshire councils have indicated they could block the erection of signs alerting drivers that they are entering the zone. The councils said they would not be installing signs alerting drivers they are entering a uLez area. It means the London mayor could be forced to create “buffer zones” on the inside edge of greater London’s boundary so drivers of non-compliant vehicles get sufficient notice that they face a £12.50 charge if they proceed.

Buckinghamshire council's cabinet member for transport Cllr Steven Broadbent said: “We support intentions to improve air quality and reduce carbon emissions, but we don’t believe this is being carried out in the right way through the uLez expansion proposal and we have serious concerns about the impacts this expansion will have on both our residents and our roads.”

He added: “We are also concerned about the potential increased number of vehicles redirecting onto our local roads to avoid entering uLez. Not only does this impact on traffic and road surfaces, it also has the potential to see more polluting vehicles travelling on our roads, worsening air quality for our residents.”

Cllr Richard Roberts, leader of **Hertfordshire county council**, said that while he welcomed the principal aims of uLez, “the full impact on the towns and villages bordering London has not been assessed and so we are unable to give our full support at this stage”.

Cllr Lee Scott, cabinet member for highways maintenance & sustainable transport at **Essex county council**, said: “We will not allow any other authorities to use the county council's land for cameras or other equipment related to the proposed expansion of the ultra Low emission zone”.

Cllr David Brazier, cabinet member for highways & transport, at **Kent county council** added: “If the mayor won’t come to the table, then we could simply say we’re not going to allow you to place signs in Kent’s territory and if you wish to warn people that they’re approaching the uLez then you’ll have to provide those signs within your own territory.”

Outer London boroughs of Bexley, Bromley, Harrow, and Hillingdon have together started Judicial Review pre-action proceedings. As *GLTN* went to press, they published a joint open letter that calmly explained their positions: “Our boroughs enjoy good air quality with levels of harmful gases considerably below levels in inner and central London. With such little benefit to be gained from the expansion of uLez, very careful consideration must be given to the adverse impacts it will have on residents and businesses, and we believe that you have failed to give sufficient weight to this.”

Yelling spittle-flecked threats to all the councils opposing his scheme instead of entering into quiet diplomatic dialogue, the mayor thundered: “Council leaders will be to blame if drivers of older cars and vans are forced to pay a fine of up to £180. What will happen is their constituents, their residents, won’t realise they’re entering London and will inadvertently pay a fine.” He continued: “Their residents will know the only reason they weren’t aware they were entering the uLez area is because their councils didn’t bother to put up the signs. I’m quite clear, the conservative councils need to back down in their opposition to clean air.”

It’s unclear what legal position those drivers would be put if the mayor, as chairperson of Transport for London, were to try and force £180 fines out of drivers deliberately kept unaware by the mayor of entering a greater London uLex2 road user charging zone.



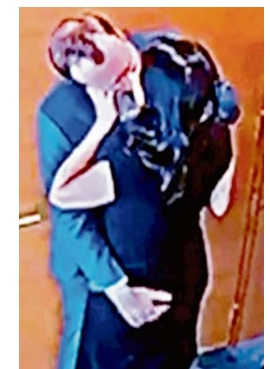
Chinese Cameras with “Spy” Technology to be stopped

Following on from last year’s warning by the biometrics and surveillance camera commissioner Fraser Sampson, Transport for London’s uLex2 purchasing bid for 2,750 extra cameras said to cost some £250 million is to be scanned for those hiding the “spy” capability.

Sampson said: “Almost every aspect of our lives is now under surveillance using advanced systems designed by, and purchased from, companies under the control of other governments, governments to whom those companies have data sharing obligations within their own domestic legal framework.” Oliver Dowden had earlier announced to MPs: “Departments have therefore been instructed to cease deployment of such equipment on sensitive sites, where it is produced by companies subject to the national intelligence law of the People’s Republic of China.”

Lobbied by *GLTN*, chairperson of the greater London assembly’s transport committee, Nick Rogers AM is expected to table a question to the mayor: “Would the mayor confirm that the recently installed camera network for uLez expansion to the north and south circular roads contain no such equipment and cameras? And that no such electronic devices are sought during any tendering phase of any possible expansion of uLez to the greater London boundary?”

If you or anyone you know has been affected by the issues raised in the above item — then grow up!



GLTN’s editor Quizzed on Greater London Authority future by GB News “Talking Pints”

In a ten-minute debate with former Brexit Party leader Nigel Farage, former greater London councillor Richard Town was sceptical of the future usefulness of the greater London authority calling it: “The son of GLC. By 1977, that successor to the London County Council had lost its direction, by 1981 it’d lost its usefulness, by 1986 it’d lost its marbles.” Richard warned that current uLez proposals are: “a per mile road user charging test bed”.