



Greater London Transport Newsletter

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

* Half of London's air pollution, already less than UK's legal maxima adopted into law from World Health Organisation definitions, comes from construction, air, river and rail transport, gas fired central heating, and wood burning stoves. Studies by Imperial College suggest 17 percent of this 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](#)

More Labour MPs, councils & unions desert mayor Khan

Despite London's un-civil civil war raging between the mayor's regional government supported by a handful of labour outer London boroughs against most outer London boroughs supported by all surrounding county councils, the mayor continues to press ahead with his uLez expansion plan already rejected by his subjects. Outer London residents report uLez cameras going up despite a High Court decision on whether to accept an application for Judicial Review expected by Easter. Misguided foot soldiers use tree pruning shears to reach and snip newly-installed cameras' control cables.

Instead of entering into quiet diplomatic dialogue with council leaders to resolve the stand off, Khan believes he has a "Divine Right of Mayors", a reference to rejecting his own statutory consultation's result — a procedure laid down by Parliament. And shuts his eyes to raging cross-party London and county councils' revolt — the counties fearful of increased traffic effects on quiet country roads just outside the greater London boundary.

* In 1642 King Charles I believed in the "Divine Right of Kings" plunging England, Scotland, and Wales into civil war. Those governments fought for supremacy over the Crown. Roundhead forces prevailed, Charles was returned by the Scots to London and beheaded in 1649 outside Banqueting House, Palace of Whitehall.



Khan: "Consultation? What consultation?"

Four London labour MPs have braved London Labour's wrath voicing their uLex2 opposition following labour leader Sir Keir Starmer's ringing endorsement of Khan at London Labour's party conference. The MPs are: John Cruddas (*Dagenham & Rainham*), Shadow Exchequer Secretary Abena Opong-Asare (*Erith & Thamesmead*), Shadow Business & Consumers' Minister Seema Malhotra (*Feltham & Heston*), and Siobhain McDonagh (*Mitcham & Morden*). These brave four, representing their constituents instead of blindly following London Labour policy, are supported by two labour-controlled councils — Barking & Dagenham, and Redbridge. Two councils in Liberal Democrat, and two in no overall political control also oppose the mayor. All the county councils bordering greater London are against him, all have banned uLez equipment and signs from their territory. Surrey joined Bexley, Bromley, Harrow, and Hillingdon in launching Judicial Review proceedings against the mayor. They too have banned uLez cameras and signs from their territories. As has Lib-Dem Sutton.

Just nine months has been allowed for outer London's 220,000 non-compliant vehicles to be replaced by 29th August uLez day. The mayor has had to find an additional £60 million for his scrappage scheme offering a £2,000 grant for a car and £5,000 for each goods vehicle scrapped. The scheme, like last year's expansion to the north and south circular roads, (uLex) is already oversubscribed. Disabled drivers and community groups are finding their applications "on hold" with no reasons given.

● Research by Lib Dems on the greater London authority show that adding vehicles registered outside of greater London but crossing the boundary, the total number of affected non-uLez compliant vehicles could be as high as 1.5 million. Lib Dems looked at DVLA data covering 10 counties: Bedfordshire, Berkshire, Buckinghamshire, Essex, Kent, Hampshire, Hertfordshire, Surrey, East, and West Sussex. They found more than 380,000 non-compliant vehicles were registered in outer London — one third more than the 220,000 quoted by the mayor: in Kent over 250,000, Essex 240,000 and in Surrey 157,338.

Lib Dem Leader calls uLez expansion "Shameful Betrayal"

Calling for the mayor's scrappage scheme to be open to all of the southeast, Sir Ed Davey national leader of the Liberal Democrats, has condemned uLez expansion plans, seen as supporting Richmond, and Sutton Lib Dem-controlled boroughs' rejection.

"I think it's a betrayal of London and the commuter belt by Government not helping drivers with uLez scrappage. It's a shameful situation," he told *BBC News Online*.

"It's reckless for the mayor to push ahead with this in the midst of a cost of living crisis while millions have no access to car scrappage schemes or decent local transport links," Sir Ed added. Sutton has banned Khan's uLex2 cameras and signs.

● Motoring monthly *Auto Trader* has warned of a shortage of used uLez-compliant cars. Their figures show the average cost of uLez-compliant petrols and diesels in London are £15,000 and £19,991 respectively. Only about 5,000 of these compliant cars were priced at under £5,000.

CLEANER AIR HOW DID CITY HALL LABOUR VOTE?

POLICY	VOTE
ULEZ - charging drivers £12.50 every single day	Voted YES
Investing £500 million in zero emissions buses	Voted NO
Creating a £50 million Pollution Hotspot Fund	Voted NO
£50m extra to improve London's buses	Voted NO
£110m extra for the Scrappage Scheme	Voted NO
Investing £100m in Outer London's bus network	Voted NO

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

Budget Woes confront

Greater London Assembly

by Richard Town, former member Greater London Council

Having to rely on paragraph 85 of the Greater London Authority Act 1999 was the only way GLA's £20 billion 2023/24 expenditure could've been legally agreed at last month's budget meeting. Amendments tabled by nine-Tory, two Lib Dems, and three Green Party members fell despite cross party support. But the substantive motion for the mayor's budget plans — uLez £250 million expansion hidden inside London Transport's budget — caused an "indicative vote" of ten votes for but 14 votes against.

Attempting to avoid budget impasses that beset the GLA's forerunner the greater London council — abolished by Margaret Thatcher in 1986 — hidden procedures and standing orders allow passage of motions to ensure continuity of GLA services. When seen in action, they make a mockery of Tony Blair's construct, viewed last month as just a democratic veneer justifying £billions of spending. Son of GLC lives on. Like GLC it infects its presence into every corner of Londoner's lives — taking on tasks outside its remit, failing to perform tasks it was set up to perform.



County Hall, opposite House of Commons, used to berate Thatcher over unemployment figures

The 1999 act re-established a structure of local government for the capital: a directly elected mayor and members. This was said to address a "deficit of democracy in London's governance." In reality the GLA has become again a lever of political influence over 32 London councils who have a nasty habit of representing their residents' irrespective of national or London mayor policies. The GLC's relationship between local councils and national Government has resurfaced — used then, and used now to grandstand political criticism scoring party political points.

Since its 2000 inception, GLA has become more and more a Son of GLC. The "democratic deficit" displayed itself last month as an impotent talking shop where a two thirds majority of assembly members' votes would've been needed to defeat the mayor's £20 billion budget. GLA so-called democracy was undermined by budget voting being categorised as "indicative only". The mayor's budget motion, that would've been lost in any other council by simple majority voting of members against was lost. But the motion still passed.

It's a rather important democratic procedure this £20 billion budget vote. But last month's meeting was bedevilled by jokes about a proposed £20 million spend on public toilets — categorised as "driven round the bend", "flushed with success" and other school-age sniggers amid contributions about bus drivers being caught short. At one point a Tory amendment, for those members "hard of thinking" became a point of order. The leader of the labour group became indignant and humour-less as if a racial slur had been uttered. When the amendment was moved — Nick Rogers AM (*Hounslow, Kingston & Richmond, Con*) felt it necessary to repeat eight times that Sadiq Khan's £110 million "free" school lunches scheme was not opposed by the Tories. The scheme had been hurriedly promoted by the mayor at his former primary school (*everyone: "Aaahhh, how sweet!"*) with thankful beaming pupils and teachers all faithfully reported by BBC *London News*. It follows on from labour's scheme for Breakfast Clubs. Anyone caught speaking out against such socialist nonsense — taking parental responsibility for feeding kids away from parents — are reported as in favour of "sending children to school hungry". The lunch box, costing £4.06 each, is another of the mayor's heart-tugging media-savvy attempts to shore up his flagging poll ratings following Londoner's rejection of his cherished uLez expansion plan. Again accompanied by tear-jerking claims that "children will grow up with stunted lungs" unless his £12.50 per day toll regime isn't enforced. Payment allows earlier vehicles, claimed to be "toxic" to be driven inside London.

More serious matters such as Transport for London needing some £204 million in additional recurring savings by next March but refusing to touch its over £1 billion of reserves, were not mentioned, let alone debated. The meeting started at 10am finishing at 5:30pm. By that time, Prudence had left the building. *A petition to "Hold a referendum on removing the London assembly and London mayor" closes 26th July. It has 49,655 signatures. See: [Hold a referendum on removing the London Assembly and London Mayor - Petitions \(parliament.uk\)](http://www.parliament.uk)*

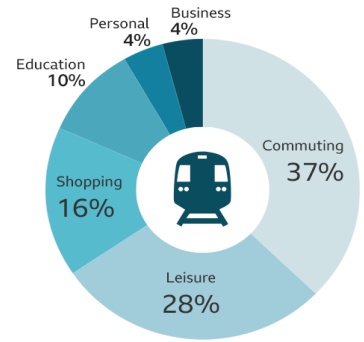
Further Transport Strikes set to spoil Spring buds of industrial peace ~ TSSA stops strikes accepts pay offer

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

TSSA has accepted an offer 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. The union has cancelled its planned industrial action.

GLTN's analysis of last year's strikes (*GLTN2-6.pdf*) showed there'd been an over one third repeat of the damage to UK's economy caused by the Covid pandemic.

Further damaging the rail industry, rail fare rises in England were “capped” at 5.9 percent on 5th March, making it the biggest increase in more than a decade.



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

Easter Transport Chaos Predicted ~ union threatens Coronation Day 8th May walk out

RMT has confirmed that there will be a further six months of strikes across the national rail and tube network starting this month following a ballot result. The union claims 94 percent of its members voted to continue industrial action over pay and pensions. Some RMT members work for London Underground and so tube services are expected to also be affected. The easter getaway Thursday 6th and return to work Tuesday 11th April is expected to be targeted as causing maximum disruption to the general public.

Both ASLEF and RMT took industrial action last month. Around 12,500 ASLEF members walked out alongside 250 RMT drivers. This coincided with “un-coordinated” strikes by half a million workers on 1st February said to be the largest single day's mass action in a decade. Days scheduled for the walkouts and overtime bans are: Thursday March 16th, Saturday March 18th, Thursday March 30th, and Saturday April 1st. RMT joined ASLEF in a solidarity walk out on budget day March 15th. Transport Secretary Mark Harper has signalled he's not willing to further sweeten wage deals following last month's relaxation given to the 14 train operating companies' negotiating body Rail Delivery Group. Some Network Rail staff have accepted terms.

Tim Shoveller, Network Rail's chief negotiator, accused RMT's Mick Lynch of “choosing politics over people. During months of talks we've made multiple concessions, compromises, and offers in our determination to secure a deal. Thousands of employees are telling us they want the improved offer: 14.4 percent for the lowest paid and 9.2 percent for highest. There's an additional 1.1 percent on basic earnings and increased back pay. As *GLTN* goes to press, RMT is balloting its members on the offer — about half of train services ran during March days of action.

Khan gives in to 18 percent Wage Demands from striking London Bus Drivers

Deliberately blowing a hole in Government calls for pay restraint, and set to signal a target for other transport unions, London mayor Khan has meekly bowed before Unite's industrial action by granting an 18 percent wage increase for more than 1,800 bus drivers employed by southwest London-based Abellio.

Unite is one of a host of labour party affiliated trade unions financially supporting London Labour that recently re-selected Khan to be their candidate for May 2024's elections — enthusiastically endorsed by labour leader Sir Keir Stammer.

Unite said an offer had been accepted that would see drivers with over two years' service being paid £18 an hour. General secretary Sharon Graham told *BBC News Online* it was an “important pay victory”. Abellio London said it was “delighted” the offer had been accepted adding “the substantial pay rise” equated to an increase of about £100 a week and made the firm “one of the highest-paying operators in London”.

- London's mayor is overseeing severe cuts to London Bus services — route 271 has already gone. Nine routes are under threat: 16 (N16) and 332, 168, 346 and 347, 455, 507, and 521 are expected to be merged or axed. The cuts accompany a 9.6 percent average annual increase in City Hall precept compulsorily collected with Londoner's council tax bills under threat of imprisonment. Fares are set to rise by some 6 percent this month.

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

In a fourth urgent plea via *GLTN* to the mayor of London, Minister for London, Paul Scully (*Sutton & Cheam*) has again said: “the mayor should waive uLez, congestion charge, and parking fines' during rail industrial action.” He called again for Royal Parks to be made available for car parking without charge.

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 to December shows an over one third of the Covid 19 effect on UK's economy had again been inflicted by these coordinated industrial actions.

In an ill-tempered reply refusing to help hard pressed commuters, London's labour mayor had 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 fumed.

- As of going to press TfL say planned Tube and national rail strikes will disrupt TfL services — little or no service was seen on the tube network on Wednesday 15th March. Some other TfL services were not able to stop at closed underground stations. On 16th March, tube services started later than normal and were disrupted throughout the day.

Campaign SitRep Update ~ Government forces join the attack

Since publication of our last issue there's been moves at national Government level to head off 29th August's expansion of uLez to the greater London boundary. (uLex2)

The Lord Moylan has proposed amendments to the Levelling Up Bill currently under consideration in the Upper House. And House of Commons Petitions Committee has taken back the previously rejected petition calling for Government intervention under section 143 of the Greater London Authority 1999 Act as uLex2 expansion affects outside greater London. Meanwhile learned friends pour over the Judicial Review's initial Letter Before Action issued jointly by Surrey County Council, Bexley, Bromley, Hillingdon, and Harrow outer London councils. That action could cost £40,000 with taxpayers having to pick up the tab whether the review, said to only examine procedural issues, is won or lost.

312 ULEZ cameras already installed Mayor "Surprised" ~ Criminal Damage as Londoners take to the streets

Boroughs that have signed a "Section 8" agreement with Transport for London allowing installs of additional cameras and signage are already seeing equipment fitted in an attempted *fait accompli* ahead of legal decisions. But a reply to GLA transport committee member Nick Rogers AM Freedom of Information request confirmed that as of February-end 312 cameras had already been installed. The mayor had previously told Rogers that he'd "be surprised" if any cameras had gone up.

GLTN's previous issue warned that an injunction should be sought stopping the installs pending the result of the Judicial Review. And pending Government action taken under Greater London Authority Act section 143. Our warning fell on deaf ears.

Readers' Wires a selection of pictures posted into campaign support forums

Some of the new cameras are in boroughs already bisected by October 21's uLez expansion to the north and south circular roads (uLex). Their fitting has been met with vandalism — cutting cables or re-sighting the camera's field of view. Facebook group *Action Against ULEZ Expansion* points to one criminal damage occurring in labour-controlled Greenwich at junction with Judicial Review-supporting Tory Bexley. The camera had been pointedly directed into Bexley territory. Another cable-snipped camera is in west Sutton which has refused to sign a "Section 8" agreement with TfL permitting camera and signage installs. One wag posted the comment: "Now they're wireless!". Neighbouring Lib Dem-controlled Richmond opposes the mayor but has signed a "section 8" agreement with TfL allowing installs.

In a statement issued as GLTN went to press TfL said: "The new uLez cameras have not been switched on yet. This petty vandalism of London's essential transport infrastructure is completely unacceptable."

- GLTN comments: What's "completely unacceptable" is the mayor's rejection of his own statutory consultation result where 66 percent of replies said "no" to his scheme. And continuing to install cameras while Judicial Review, and Government scrutiny is on-going.

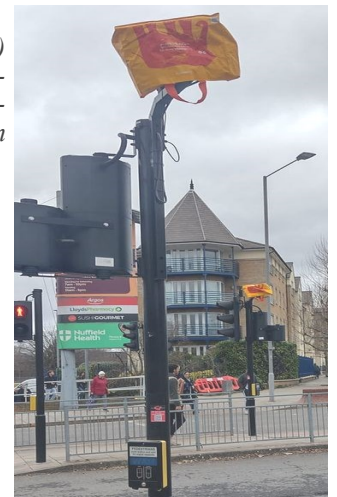
The legal, peaceful and democratic campaign to have the scheme stopped is harmed by criminal damage — it only needs one conviction with headline-grabbing media frenzy for all campaigners to be tarred as somehow with criminal intent. As has happened to so many sincere campaigners on different subjects in the past.



A reader sent in this snap of a uLex2 camera being installed at Brewery car park in Romford. The technician confirmed it was "for ULEZ"



Cable cuts: Above left: west Sutton, above right: Knee Hill in already uLex bisected Greenwich borough junction with Woolwich Road (Bexley borough) Bottom left: Cheam junction with the A217 (Sutton) Bottom centre: Another uLex bisected borough Lewisham, this Catford-sited camera also had its lens spray painted (Transport for London StreetCare) Bottom right: Every Little Helps... A307, Kingston (Richmond)



Lower Thames Crossing delayed

Welcome relief for Dartford Crossing, now operating at full capacity, was the long-planned Lower Thames Crossing — a 14-mile motorway stretch set to double links between Kent and Essex needed to service UK's growth. But the project start date has been delayed by two years due to Government cuts. Around £800 million on planning costs has already been spent — the total project is expected to reach £9 billion. Work was expected to start on the two new 2½ mile long tunnels next year doubling road capacity across the Thames west of Blackwall Tunnel.



Photo-impression of Lower Thames Crossing northern approach

A cabal of anti-growth protesters claiming environmental motives has continuously orchestrated the much needed project's planning process as unworkable and unwanted. Despite generous terms for the few hundred affected households and businesses, Thames Crossing Action Group point to extended planning blight that's giving uncertainty to the area. "This is a time of climate emergency," the group adds. Transport Secretary Mark Harper said: "We remain committed to this project.. The Development Consent Order process will allow further consultation."

Silvertown Tunnel 2025 Opening

The first tunnel for 30 years is planned to open in 2025 say Transport for London. The first 1.4km bore was completed last month of the £3 billion over 30 years investment.



Drivers will pay a toll to use either Blackwall or Silvertown. The toll has not yet been set. Meantime, Blackwall remains

southeast London's crossing of choice, despite closures due to accidents and make-do-and-mend maintenance. Like Dartford Crossing, Blackwall's operating at peak capacity during the day.

The mayor was roundly condemned by doctors at London Labour's 2022 conference calling on him to cancel the twin bore scheme. It passes beneath the Thames between Greenwich and Newham. The doctors claimed it would massively increase air pollution faced by some of the capital's poorest. Blackwall's regular congestion, regularly causing major air pollution hot spots that the project could cure, barely got a mention.

Dartford Crossing at maximum capacity

That Thames crossing £12.50 uLex charge saviour is now at maximum capacity during most daylight hours. But still remains free in both directions between 10pm and 6am on all days. The toll has to be paid by midnight on the day following crossing, otherwise a £70 fine is issued. While TfL allows a 72-hour window for its uLex toll payments.

The 1991-opened bridge, a pioneering private consortia success story that cost taxpayers just planning, land, and brown field-site reclamation, added to the 1963 and 1981-opened tunnels' feats of engineering. Dartford Crossing provides the only remaining way to freely cross the river for non-uLex compliant and LEZ £100 toll attracting vehicles. But east of Blackwall Tunnel there are 16 Thames Crossings all within uLex or the proposed uLex2-controlled area.

Dartford Crossing transports over 180,000 vehicles daily. The bridge was the last major road infrastructure project for London — again saving London's roads from gridlock. And unlocked many businesses' access to the channel ports. Container lorries thunder, many Londoners prosper.

Un-signposted weekend road works have been closing the crossing's access from the M25 eastbound — forcing motorists to retrace their route back to the Blackwall Tunnel approach incurring an unexpected £12.50 uLex charge via the Redbridge roundabout into Eastern Avenue — confusingly signposted with the A406 to the Woolwich Ferry, but not clearly indicated as a non-uLex toll route. And with no indication that the ferry is "closed". If the surprise £12.50 toll isn't paid within 72 hours an unwelcome £80 fine lands on your doormat, set to increase to £90 on "uLex Day" 29th August.

Linking Essex and Kent county councils' territory Dartford Crossing is outside the uLex2 expansion zone. Kent, and Essex are two of the five county councils bordering greater London refusing the mayor and TfL access to erect uLex2 cameras and warning signs.

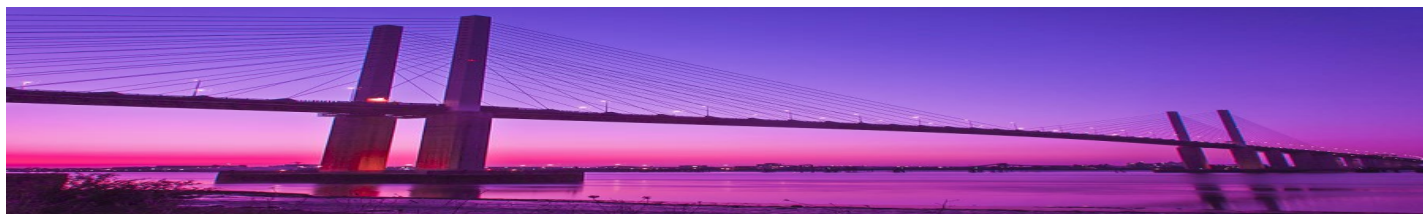
Concerns continue to grow from both Essex and Kent's county councils' traffic planners over expected increases in through traffic by drivers seeking to avoid the mayor's uLex road toll zone should he try and force a patchy and incoherent start to his already publicly-rejected uLex expansion on 29th August.

Euston HS2 terminus Delayed to 2035

HS2 trains were scheduled to carry the first passengers from Old Oak Common station in west London to Birmingham between 2029 and 2033. But an announcement by Transport Secretary Mark Harper means that London's only major rail project terminal at Euston will be delayed by a further two years.

The entire HS2 project has been beset by delays and cost rises. In 2010, it was expected to cost £33 billion but now expected to be closer to £71 billion.

With yet another spending commitment, Shadow Transport Secretary Louise Haigh told *BBC News Online*: "The party has committed to delivering HS2 in full if it gets into Government, partly funding the work by its green prosperity plan." But later claimed in a House of Commons debate that leaked documents show Old Oak Common to be the London terminus "until 2041".



The beauty of German civil engineer Hellmut Homberg's 1988 minimalist Dartford Bridge creation

ULEZ Trafalgar Square Demo marches on Downing Street



The second “Stop the ULEZ Expansion” demo passed off peacefully on Saturday 25th February. Over 1,500 demonstrators showed their disgust at mayor Khan’s plans to expand uLez to the greater London boundary — having ignored his own statutory public consultation result that rejected his plans by 66 percent from over 57,500 replies. The mayor now faces an internal City Hall enquiry by the greater London authority Ethics Officer into his behaviour. Allegations swirl that he interfered during the consultation



Taking the message home: Bromley High Street

period and oversaw removal of over 5,200 replies against his proposals because they were pre-formatted. While allowing over 3,000 replies that were also pre-formatted but in favour of his mad “boundary plan” uLez expansion from a pro-cycling lobby group.

Protesters marched on Downing Street making the Prime Minister aware of Government responsibilities after Rishi Sunak from the Dispatch Box had earlier attempted to sweep dissent under the City Hall carpet rejecting a petition against the mayor uLez expansion saying it was a “devolved matter to the greater London authority”. The Petitions Committee have decided that Government response to the petition was inadequate.



Cheers for buses and coaches beeping their support



Downing Street gates besieged



Mayor Khan is fond of using pupils at school without parents’ permission to announce political messages. Kids here reject uLez expansion — with parents’ approval

“Meaningful democratic consultation” arrives



Grassroots local Campaigners rejecting uLex2 take to the Streets

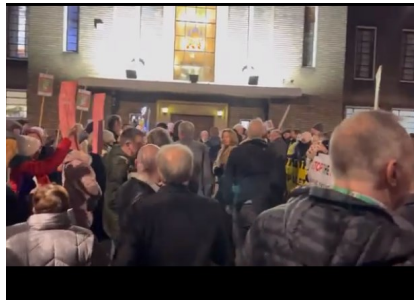


The second in a series of **Bromley** demonstrations against imposition of uLez expansion to the greater London border took place on Saturday 11th March. Campaigners were surprised by the number of shoppers still unaware of the compulsory £12.50 toll waiting to befall them for daring to drive a vehicle not meeting the mayor's regulations. Bromley is one of five councils sponsoring a Judicial Review of mayor Khan's decision to proceed with his mad scheme.

At Beckenham War Memorial roundabout some 400 protesters brave the chill



15th March saw dedicated anti-uLez expansion campaigners protest in **Euston Road** outside a meeting of C40 Cities chaired by the mayor. He no doubt advised them on how to treat a city's ungrateful residents should they have the cheek to reject policies that scrap perfectly good vehicles before their end of life. Some of the countries represented on C40 Cities need no instruction on how to boss around their populations. Yet are glad-handed by this London mayor.



Romford's uLez-affected residents took to the streets outside **Havering Town Hall** addressed by former leader of Redbridge council now member of the greater London assembly Keith Prince AM. (*Havering & Redbridge, Con*) Keith described how London's mayor had betrayed the capital by ignoring uLex2's rejection of his own consultation, had no electoral mandate for the expansion, and proved the mayor intended to expand his pet project whatever Londoners decided. This so enraged the crowd that they entered the town hall disrupting the budget meeting. A Tory budget amendment demanded the council join with the five councils filing an application to the High Court to have the mayor's uLex2 plans thrown out. The amendment was defeated on a vote. The council's leader Cllr Ray Morgan (*Havering Residents*) said: "I'm not prepared to gamble flutter with residents' money". The council remains critical of the mayor's plans.



"Checkpoint Chislehurst" fear of ULEZ charge-point for Drivers crossing greater London border

"Creating a new Berlin wall along our outer borders" and "representing socialism in its darkest form" is how Bromley councillor Will Rowlands (*Mottingham, Con*) described the mayor's uLez expansionist plans to greater London's border. Bromley has joined forces with neighbouring Bexley, Harrow, Hillingdon, and Surrey county council taking the mayor and Transport for London to the High Court challenging the plan's via Judicial Review. The councillor drew comparison between uLex2 and former east Germany when part of the soviet bloc. "Instead of encouraging people to change habits in a free and open manner, the mayor unleashes sinister, bully-boy tactics to enforce conformity aided by stasi-fication of Bromley with ANPR surveillance cameras monitoring who is being good and compliant and who needs to be punished and taxed". Rowlands, who chairs the council's environment scrutiny committee, added: "This uLez is no more than the left waging ideological war on ordinary people. It means robbing nurses, who need their cars, to pay Khan".



"Papiere und £12 50 bitte!"

Back to the Future

Transport for London has announced its latest “clean” public transport – 20 fully electric buses. The futuristic buses will run on the 358 route from Crystal Palace to Orpington this year joining all-electric route 132 which runs between north Greenwich and Bexleyheath.

The buses were taken on by Go Ahead from Spanish e-mobility maker Irizar. The 39 feet long bus charges in 10 minutes between trips using two fast charge inverted pantograph systems to be installed at Crystal Palace and Orpington bus stations enabling them to repeat the route throughout the day. After finishing their timetable they receive a short top-up using depot-based chargers.

Free London buses for Glasgow-pampered guests

At COP26 the mayor gave Glasgow delegates free loan at Londoner’s expense of a fleet of electric-hybrid buses. They were used to ferry delegates around the media fest at a time when he was lobbying those same delegates to elect him chairperson of C40 Cities. Londoners footed the bill.



Brand new straight from the factory London Transport buses transported Glasgow COP26 delegates and guests around instead of transporting London’s commuters

C40 Cities is an inter-governmental advice organisation for third-world countries keen to solve air pollution problems. After having wine and dined his electorate he was reported as “leading a delegation” into various venues, trying to upstage world leaders gathered together to hammer out a truly international agreement for achieving “Net Zero” in carbon emissions by 2050.

Following that achievement, due in part to former London mayor Boris Johnson and his team, this mayor had been seen going around claiming that London will reach that target by 2030 — implying a reduction in number of journeys made in the capital of some 22 percent and effectively hobbling the capital’s growth. UN Secretary-General António Guterres is now promoting 2040 as the new 2050. But without the support of China, USA, and India, the world’s top three polluters.

Ridicule greets uLez Expansion outer London Buses Sop

Following all outer London boroughs’ demands for increases in bus services — councils claiming that the poorest motorists will be hit the hardest by uLez2 — an increase of “one million kilometres” of route provision has been promised. But only 248,549 extra miles actually planned to date.

Bus provision will expand in boroughs of Barnet, Brent, Havering and Wandsworth, with more promised, reports *Coach & Bus Week*. In Brent Cross there are proposed changes to routes 102, 189, 210, 232, 266, 316, 326 and C11; in Alperton and Stonebridge Park proposed changes to routes 79 and 83; in Harold Wood and Upminster changes to routes 346, 347 and 497; and route 315 will be extended to Springfield Hospital.

Discussing the plans, mayor Khan said: “These exciting improvements will strengthen alternatives to private car use, making it much easier to get around key parts of outer London by public transport.” Across London there are around 273 million miles covered by buses. The mayor’s uLez sop makes it an “exciting” increase of some 0.1 percent.



circa 1950s British United Traction 70-seats RTE603 on Tolworth to Kingston loop



Spanish-built Irizar charges in 10 minutes

World’s greatest capital city can’t even run a river ferry crossing

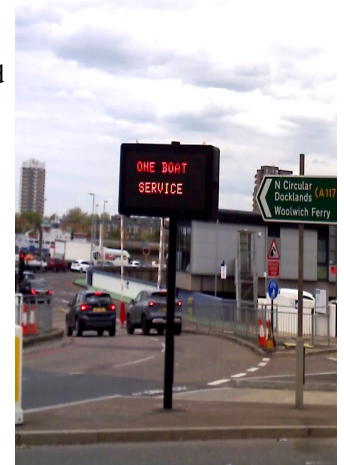
Intermittent closure of the Woolwich Ferry, a Thames crossing guaranteed by a 1906 Act of Parliament, displays another failure of this mayor’s transport policies. Even when operational it only provides a one boat service. And a no boat service after dark and at weekends.

Its current contribution to cross-Thames traffic is less than half it was in the ‘70s. In 2012 the ferry carried around 20,000 vehicles and 50,000 passengers weekly.

Last year, questions had to be asked that the ferry’s operational status be advertised prior to motorists being directed by their sat-navs to either terminal but then having to re-trace their route when finding no service. The post code for southern Woolwich terminal is SE18 6DX, the northern East Ham terminal is E16 2JS.

The ferry has been bedevilled with industrial disputes and technical problems over the last decade. Some suggest that as Transport for London’s demonstrably not competent to run a river ferry, the entire service: jetties, vessels, access areas, and dock machinery, be privatised as a single entity, and sold off to the highest bidder.

(see GLTN2-1.pdf)



Londoner’s embarrassment: Woolwich Ferry southern terminal

Three Union forces desert Labour mayor ~ turning to fight for their members against ULEZ

“Heathrow may again face major ground staff shortage”

Amid London Labour’s rancour — four Labour MPs and two London Labour councils against uLez expansion — three national trade unions have condemned Khan’s plans preferring instead to represent their poorly paid members.

G M B, representing over 2,000 Heathrow airport workers said: “The uLez expansion threatens staff numbers as the workers at Heathrow say they can’t afford the uLez charge or change to a uLez-compliant car.

“Our Heathrow members aren’t earning huge great salaries, are already struggling to support themselves and families because of the cost of living crisis, and now face being financially penalised for going to work, having more of their limited income taken via a stealth tax.



“Our members are so angry about this plan from the mayor. It comes without some kind of concession or exemption for our low-paid members. “GMB calls on the London mayor, Sadiq Khan to consider the

financial and practical implications the uLez charge will have on Heathrow’s essential workers who simply will not afford the cost of getting to work. Think what that could mean for the airport. They’ll simply not commute in from outside London.”

Interviewed by *GLTN*: Trevlyn McLeod, GMB London region organiser adds: “Workers dropped off or picked up at Heathrow must pay a £5 a day car registration if they don’t want to be charged for each way. There’s a car sharing scheme but no discount for using it to pick up or return home anyone else. It still costs £5 daily per car. “The free public transport travel passes for Heathrow workers that applied to zones around the airport were suspended at the beginning of 2021. Another hit of £12.50 a day will prove too much for many of our members who’ll seek alternative employment outside the uLez zone. Our members earn on average more than the minimum wage but less than the London living wage.”

McLeod estimates half of outside businesses providing airport support will be affected by staff shortages from 29th August uLez day. Challenged over the mayor’s claims that cleaning up London’s air was more important, McLeod retorted: “What’s he done for infrastructure here, or bus services, or our car sharing schemes? Our members’ mental health issues are now showing with workers telling us they won’t be able to afford to work at Heathrow. “The idea that our members ditch their cars and all jump on a local bus is absurd. Local transport infrastructure isn’t set up to support the extra passengers or routes needed. Or the shift times our members work.

“Many of our members have very early starts and very late finishes, there isn’t public transport that can be used during these unsociable hours. Using their cars means they, many of whom are women, can safely travel alone at late or early hours when most of us are in bed asleep.”

- On 16 December 2020, the UK Supreme Court lifted the ban on the third runway expansion, allowing construction to go ahead. But there’s still no sign of major works taking off any time soon.

UNITE says: “We expect the party of the worker to stand by working people. Khan is anti-worker.” Unite claims 20,000 members based at the airport, the biggest employer on a single site in the UK. Unite spokesperson Joe McGowan added: “Many employees work night shifts and unsociable hours. Alternatives to the car are unsafe or unaffordable.

We want the mayor to delay uLez expansion and improve mitigation, like the scrappage scheme. The outcome of this scheme is profoundly anti-worker.

“We think it will have a devastating impact on airport workers, particularly shift workers and cabin crew who are not easily able to access public transport and go to and from work when most of us are in bed”.



Heathrow Airport lies entirely within the outer London borough of Hillingdon, one of the four London councils that have jointly issued Judicial Review proceedings against the mayor’s uLez expansion plan. It provides free parking permits but only to their directly employed 30,000 workers. An airport spokesperson suggested to *BBC News Online* that employees could leave their cars outside the greater London boundary and be collected by a park and ride service. The airport spokesperson added: “We do have concerns that the time scales given by the scheme will impact colleagues across the business.”

The park and ride plan could severely affect residential and country roads in parts of the surrounding counties – north Surrey, east Buckinghamshire, and southwest Hertfordshire.

UNISON general secretary, Christina McAnea was also critical of the London mayor’s uLez expansion plan. Interviewed by Nick Ferrari on *LBC*’s rush hour ‘phone in programme she said: “On the one hand I can understand the need for uLez expansion. But equally I am absolutely aware of the impact it will have on essential and low paid workers. There has to be more thought about exemptions – especially for the caring services. There has to be more conversation

about how we support care workers and essential workers, and more time. Most care workers are on the minimum wage and this could cost them over £62.50 per week when they won’t be able to afford a new car by August. This will have a massive impact on the care services that again has a massive impact on the NHS – they’re all inter-linked. Perhaps the mayor could address this by an exemption for care and medical workers?”



- A significant amount of labour party funding comes from affiliated trade unions. Since Sir Kier Starmer became labour leader in April 2020, Electoral Commission records show labour has received donations of at least £17 million from trade unions, a £3 per year per member “political levy”.

MAYOR OF LONDON
LONDON ASSEMBLY

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2. Details of any payment or provision of any other financial benefit (other than from the relevant body/bodies specified at Section A) made or provided within the last 12 months in respect of any expenses incurred by me in carrying out my duties as a member, or towards my election expenses. (This includes any payment or financial benefit from a trade union).

- £1,512 for print and delivery of reselection literature. Gift in kind provided by Unison.



Auntie Beeb's local news ~ warm muffins and sweet tea

In an attempt to counter accusations of “bias” levelled against the Beeb by the centre and centre-right of British politics, the state broadcaster has now to balance on a tight rope of impartiality. And about time too.

Gary Lineker broke claimed guidelines by speaking out — but not on air — and was suspended from the studio causing seven other sports journalists to publicly walk out in support. Emily Maitlis, Jeremy Clarkson, Liz MacKean, and even Hughie Green fell foul of grey management rules. Only to have those talents replaced by harpies. Safe pairs of hands rule at W1A.

Anti-uLex and uLex2 campaigners feel short changed when BBC *London News* continues to parrot the mayor — redolent of a climate denier or anti-vax demonstrator. His “toxic air” rhetoric shows him holding hands with hard left socialists and other assorted trendie-leftie fringes dedicated to overthrow of the capitalist system. Even BBC analysis shows his so-called “research” questionable. Yet he still bases policies on it. Meantime programme editors fail to reflect the very real hatred of uLez felt by the capital’s viewers. And fails to report campaigner’s reasonable counter arguments. A vox pop of Elsie and Flo in Dollis Hill is no substitute. Reith’s BBC talking down to viewers attitude of superiority still prevails.

Auntie Beeb’s local news is cosy broadcasts of warm buttered muffins and sweet tea — hardly cutting edge news coverage. Auntie tells what it believes you should hear, not what’s actually going on. Were sedition to be put on the statute book, it wouldn’t get BBC coverage, for that would be seditious.



GLTN draws parallels between cross-party civil war now raging between London boroughs supported by county councils, trade unions, majority of London MPs. And the mayor backed by remaining London boroughs. The 17th century English Civil War was caused by the “Divine Right of Kings” vs Parliamentary supremacy over the Crown. Khan bought this war to the capital by rejecting the people’s no-uLez decision. Khan displays an arrogant divine right of mayors

BBC NewsOnline draws up “fact” sheet on how to “handle” ULEZ items

What other reason could have caused this “fact sheet” to be compiled? Sorting right from wrong is what BBC will claim. As a “public service broadcaster” only the BBC can do this due to the “unique way the BBC is funded” vested interests trill. But who do these right and who do these wrong views belong to? This is not news, it’s the state broadcaster yet again stamping its *imprimatur* on beliefs and opinions that should be free for political expression without influence.

Campaigners should be grateful that amongst the howlers there were denials of Khan’s more risible justifications of uLez. But within the article there are carefully placed repeats of untruths — reported as facts — and carefully placed omissions of Khan’s press office-pushed worst offences. After BBC London’s non-report of last month’s Trafalgar Sq demo, complaints flooded into W1A. Its 18th March broadcast carried an item about that day’s demo. But still promotes its “fact sheet” as, erm, facts.

[ULEZ expansion: Contested claims examined - BBC News](#)

Omission starts Beeb OnLine’s “Fact Sheet”

Each issue of *GLTN* carries beneath its nameplate an extract from previous mayors’ Aether Consultants report that only **half of air pollution** comes from motorists. The fact sheet omits this fact entirely. *So all references to air pollution in the “fact sheet” aren’t in context.*

“Within the existing uLez, only 17 percent of journeys are made using a car, with almost 50 percent made via public transport. In outer London 44 percent of trips are made using a car and only 30 percent on public transport. In seven London boroughs a higher percentage of journeys are made by car than the average 44 percent. Car ownership is also much higher in outer London — 69 percent of households have access to or own at least one car, compared with 42 percent in inner London. So it’s true that people in **outer London rely more on private vehicles.**

“In Madrid, since November there has been a zero-emissions zone, which is about the same size as the current London uLez. [uLex] However **Madrid residents** are given an **exemption**. They can continue to use their existing car until they get a compliant one. *We got there!*

“Stand Alone: “**Mayor Sadiq Khan's flagship “clean-air policy”** *There are negligible effects on “clean air” from the mayor’s policy. The Jacobs Report shows this. It’s a TfL money-making policy say politicians opposing the expansion. But this view is not reported.*

“**Road transport accounts for 44 percent of nitrogen oxide (NOx) emissions, 31 percent of PM 2.5 (particulate matter) emissions, and 28 percent of CO2 emissions in London.**”

These are Imperial College figures culled from their 2019 report of 2018 average air pollution readings. Working from home, the four day working week, end of life for non-compliant vehicles, Low Emission Zone, electric and hybrid vehicles, scrappage schemes, compliant vehicles bought, bus fleet upgrades, a general fall in journey numbers, all have changed the air pollution scene since 2018. Imperial’s figures apply to central and inner London (uLex and uLex) areas. They don’t apply to outer London. And are out of date by five years. So are not relevant to uLex2 today. Why parrot them in this “fact sheet”?

“**Some critics of the scheme use this figure** [Jacobs report of ‘negligible’ expected reduction in air pollution due to uLez] **to say the expansion isn’t worth it. But what City Hall and health experts say to that is that there is no safe level of pollution.**” *If you listen to City Hall they’d have you believe that the £12.50 daily uLez toll will herald air into London as fresh as from the Sussex Downs. What’s not safe is for anyone with a life threatening or life changing existing respiratory disease to live in a metropolis, any metropolis. WHO say there are safe levels.*

“**What's more, many clean-air campaigners think the mayor is not going far enough.**” *Really? Who are they? GLTN knows that two groups get stipends for parroting labour party propaganda: ‘Mums for Lungs’, and militant cyclist group ‘20’s Plenty.’ that supports 24-hour shut-down of road space for cycle-only lanes reducing traffic to a crawl increasing pollution. Why does the “fact sheet” refer to ‘clean air campaigners’ in such reverential terms?*

“**World expert on air quality, Prof Frank Kelly from Imperial College London, said expanding uLez would improve the health of Londoners.**”

‘World expert’? Who said? What the good prof’s CV displays on Imperial’s web site is a list of awards bestowed at convivial dinners with fine wines by other so-called ‘world experts.’ He’s a vested interest with a salary to match.

“There’s nowhere in London meeting WHO air quality guidelines. That means everywhere you go the air you are breathing is having some impact on your health,” Prof Kelly said.” True wherever you go in the world. The prof doesn’t say what WHO guidelines he refers to. Those taken into law, or those halved guidelines announced on the eve of COP26’s media fest amid much self congratulation. Prof Kelly provides policy support to WHO on air pollution issues. Obviously no conflict of interest there then.

Other cities are trying different ways to reduce the number of vehicles on the road and to cut pollution. Paris for example, is next year banning private cars from most of the city. Typically socialist answer. Don’t like something? Then ban it! What’s this got to do with London? Or are the uLez fascists threatening Londoners with more draconian rules if they don’t behave?

Pix caption of heart tugging 9 year old Ella Adoo-Kissi-Debrah: “was the first person in the UK to have air pollution listed as a factor at an inquest.” The first? Don’t you mean ‘the only’? She (RIP) already suffered from severe asthma. And was allocated housing 25 yards away from pollution hot spot south circular road. Her mother was Green Party candidate in the May ‘21 greater London assembly elections. Rosamund’s sad 2013 loss is continually mis-used to support Khan’s outdated arguments.

“Simon Birkett from Clean Air in London has highlighted Imperial College research - commissioned by City Hall - that shows in Greater London between 3,600 to 4,100 premature deaths were attributable to human-made fine particulate matter (PM2.5) and nitrogen dioxide (NO2) in 2019.” Whoever Simon is, the Imperial College figure is again from 2018 data published in 2019 — again five years have passed. Khan claims 4,000 lives would be ended early. Imperial’s best guess is 3,850 from the above, again based on 2018’s old data.

“So how do they get to that figure? The WHO recommends a relative risk of a 1.08 increase for 10 micrograms per cubic metre (ug/m3) of PM2.5. If in 2019 there were 50,000 deaths in London - combined with the capital’s annual average of PM2.5 at 10 ug/m3 - there would be 8% x 50,000 attributable deaths to PM2.5, i.e. 4,000.” ‘If, if, if...’ where does this miraculous figure of ‘if 50,000’ come from? Where are these “attributable” deaths? Who has “stributed” them?

“Those affected by pollution within those premature deaths varies significantly. For instance, people who have cardiovascular disease would have their lives shortened much more by pollution - someone with heart problems could lose two years of their life, while a healthy adult would see their life shortened only by a few days.” Where do these assumptions come from? Show your working. Or stop trying to frighten people. Air pollution doesn’t cause any of the conditions BBC describes.

“And, as health experts keep saying, the main point is in all of this: there is no safe level of pollution.” Where is the practicality of this assertion. WHO says there are “safe levels”. They promote them. Or should we all go around wearing an aqualung?

City Hall says there’s also research that shows 550,000 Londoners will develop air-pollution diseases by 2050. But not as a result of motorists. Show your working. City Hall says lots of things. Most of them propaganda toward filling TfL’s deficit.

“Experts say what we really should be discussing is the impact of pollution on people’s lives - from asthma to chronic obstructive pulmonary disease to dementia - and comparing real pollution levels in the capital with WHO guidelines.” Which WHO guidelines? The latest or those accepted into law? Were there all these deaths occurring, then the “experts” would, like Covid, be up in arms about it. There’s no definitive evidence that someone living in the Sussex Downs will live longer than someone living in outer London — that area of London currently under uLez debate.

“The original scrappage scheme launched in February 2019 consisted of a £61 million fund. A further £110 million was added to the scheme on 30 January, bringing its total to £181 million. That was for uLex to the north and south circulars. It was over subscribed.

“If the scrappage scheme was looked at on a population basis, for London to match Bristol it would need to spend about £370m.” The figure quoted should be for uLex2 under discussion — only £110 million has been allocated, the mayor says he wants to add another £60 million. Still fair BBC comment though...

“Transport and air quality are devolved areas for a reason — it’s held that these policies are best devised and championed at this local level.” Disgust is felt as the State broadcaster attempts to pre-determine a section 143 action — the Greater London Act 1999 section 143 is there for a reason. So that if something proposed for greater London affects areas outside of London’s boundary, then that proposal can be called in under the Act. The five county councils all have claimed they’re affected. BBC NewsOnline is just, like many other parts of its “fact sheet”, plain wrong.

Judicial Review Latest

A Judge will determine whether the Judicial Review application by the five sponsoring councils can proceed to High Court hearing. That decision is expected before Easter.



A recent precedent set by a judicial review application against final planning approval for the third runway at Heathrow Airport was rejected at this stage. The Judge had cited incompatibility with the Paris Climate Accord. But that decision was reversed by the Supreme Court.

BBC OnLine has reported an un-named source as saying: “While those who might instigate a judicial review accept it would be unlikely to succeed, such a move could be a useful “delay tactic” to “tangle the mayor up in court and push a decision on the matter closer to the 2024 London mayoral election”. This BBC “quote” doesn’t bare examination — the fanciful idea that five separate councils’ legal departments would conspire to waste council taxpayers’ money on a legal action doomed from the outset to failure — should’ve been examined before Beeb publication.

Answering a greater London assembly member’s question last month on whether the mayor would halt uLex expansion pending the Judicial Review, he said: “No. The climate emergency cannot wait for the expected years of legal argument.”



The councils’ joint claim is on five grounds:

The mayor and Transport for London did not comply with legal requirements because they treated the latest project as an extension of the existing uLez rather than a new self-standing scheme;

There has been no clear case made for the number of people who are going to be affected in outer London who drive non-compliant vehicles;

There was a failure to consult with the authorities outside London on the proposed scrappage fund;

No proper cost-benefit analysis was done on potential outcomes; and

There were flaws in the consultation process.

“This is the extension of a policy originated by London’s former mayor Boris Johnson, and is one that the Government implicitly endorsed when it agreed a funding deal with Mr Khan in August.” *This is patently untrue.*

There never was any argument for expanding uLez (the original eight square miles in central London) Khan gave due notice and applied for electoral mandate for uLex to the north and south circular roads specifically excluding those roads (A406, A205) at the May ‘21 election. Again, nowhere did he say that this was a preliminary to expanding the scheme to the greater London boundary. The mayor holds no such electoral mandate for uLex2. The BBC’s statement is one of the defence arguments put forward as an attempt to thwart the Judicial Review now proceeding. Why is the BBC repeating a part of Khan’s and Transport for London’s defence as fact?

“Any measure taken by the government in relation to London would, City Hall argues, involve preventing all cities from charging people to drive within their boundaries.”

Hunh? If this is another defence then it shouldn’t be in a BBC document. How does the BBC know both of these defence arguments? Why are they promoted as facts? Who at City Hall that’s telling BBC such tut?

“Therefore, while it is true the government has the ability to override the policy, it appears to be a very unlikely outcome.” *Why is it ‘unlikely’? There’s many MPs including 29 London MPs, four labour MPs, and two ministers — one in cabinet — supporting the stopping of uLex2. BBC again forecasting the outcome of parliamentary action as fact.*

Pix of traffic jam packed motorway. *As if somehow, Magically, these traffic jam packs would go away if uLez was expanded.*

Pix of orange looking sky panorama view of London with the caption: “Some cities in the UK other than London have introduced similar clean-air zones.” *This is a picture of London sky during last March’s Sahara sand storm covering London. The sand was transported by high winds into the upper atmosphere and dumped over the southeast where the wind subsided. A “sand pollution” picture used to falsely convey traffic-generated pollution.*

BBC Southeast reports Maiden Lane — one side greater London, other side of the same road is Dartford in Kent. Reported as “a matter ultimately for the mayor.” *This is just plain wrong. As Kent is affected by the scheme it can be “called in” under the Greater London Assembly Act 1999 section 143.*

What Section 143 actually Says

Section 143 [of the Greater London Assembly 1999 Act] is

(1) Where the Secretary of State considers that
(a) the transport strategy (or any part of it) is inconsistent with national policies relating to transport, and

(b) the inconsistency is detrimental to any area outside greater London,

he may direct the Mayor to make such revisions of the transport strategy in order to remove the inconsistency as may be specified in the direction.

(2) Where the Secretary of State gives the Mayor a direction under subsection (1) above, the Mayor shall revise the transport strategy in accordance with the direction.

Many MPs have lobbied the Prime Minister to ensure the expansion of uLez to the greater London boundary is “called in” under this section. *GLTN* understands appeals to the PM have also been made by the county councils and four London boroughs.

More Lib-Dem Opposition ~ “It’s Unreasonable”

“Given the fact that this expansion will be on a similar, if not larger, scale than the previous one, I do not believe that it’s reasonable for households and businesses to be expected to make arrangements in such a short period of time, particularly in view of the cost-of-living crisis and the lack of detail around the scrappage scheme.”

Caroline Pidgeon MBE AM,

*Leader of the Liberal Democrat group
greater London assembly*

It’s My View...

Andrew Rosindell MP

for Romford writes



I’m deeply concerned about the impact of uLez expansion on my constituents, particularly small businesses who are already grappling with the cost-of-living crisis. We need

a new strategy for the reform of London government that restores powers back to local level, giving local people the power to act in their own interests.

I urge the Prime Minister to support the amendment proposed by Lord Moylan [the Levelling Up & Regeneration Bill] which gives boroughs greater authority to reject the mayor’s proposals and re-assume responsibility for air quality.

I have written to the Prime Minister asking for his support which would enable councils in London to oppose directives imposed on them by the mayor. I am determined to see that power restored to local people — a one-size-fits-all approach to pollution, such as the expansion of uLez, is dangerous and highlights a fundamental flaw in London government.

My constituents are cross, angry, and dismayed regarding the proposal of mayor Khan to expand uLez and have inundated my office with their concerns.

The uLez charge will disproportionately impact those who depend on vehicles, including small businesses, who are already grappling with economic pressures due to the cost of living crisis. Additionally, the mayor’s own independent impact assessment fails to demonstrate a significant improvement in air quality because of the proposed expansion.

Just Fancy That!

Those who don’t learn from history are doomed to repeat it. Advertising Standards Authority has ruled that Transport for London, trading as the Mayor of London, made a misleading claim in an advertisement when it stated that the Ultra Low Emission Zone (uLez) would “reduce vehicle pollution by half”. The ASA has told TfL to ensure that they made clear in future that claims about reductions in vehicle pollution referred to specific types of pollution rather than “vehicle pollution as a whole”. The ruling followed a four month formal investigation into a complaint made by Clean Air in London. The decision was on: 8th April 2015. Today, 370 complaints to ASA are awaiting adjudication.