



# Greater London Transport Newsletter

Printed paper copy £3.85  
Profits go toward GLTN fighting fund  
28th April 2023 Vol 3 Issue 4  
<http://www.abdlondon.uk/gltm.htm>

\* Road transport accounts for 44 percent of nitrous oxide emissions (NOx), 31 percent of particulate matter (PM 2.5), and 28 percent of carbon dioxide (CO) emissions in London according to TfL. The remainder, comes from construction, air, river, and rail transport, gas fired central heating, and wood burning stoves. You can check what air pollution you're not getting at: [London Air Quality Network Air Quality Forecast for London](http://www.abdlondon.uk/gltm.htm)

## £400,000 costs' spend to decide Legality of Khan's ULEZ

High Court Judges will decide the fate of London mayor's flagship policy increasing the ultra Low emission zone from its current north and south circular roads to the greater London border. Application for Judicial Review sponsored by four outer London boroughs and one adjoining county council has been accepted for High Court trial. After a one day hearing the Judges' decision is expected to be handed down in early July. Depending on the Judges' award, the legal bill shared between the councils and the mayor's office could reach £400,000 says Harrow Council, one of the valiant joint appellants.

As GLTN went to press Transport Minister Mark Harper confirmed from the Dispatch Box that the mayor does have powers under section 23 of the Greater London Authority (1999) Act to install cameras and warning signs even in London boroughs that have previously refused Transport for London (TfL) access by refusing to sign a "Section 8" agreement. All adjoining county councils still refuse that permission — drivers won't know beforehand that they've entered greater London and incurred the £12.50 midnight to midnight toll if the mayor enforces his unwanted uLez expansion in four months.

Two of the five grounds making up the Application have been accepted as valid for the hearing scheduled just seven weeks before the scheme starts charging tolls on non-compliant vehicles in outer London. 2,250 Automatic Number Plate Recognition (ANPR) cameras were to be installed by uLex2's August 29th start date. Updating TfL's existing Red Route camera network has reduced TfL's install costs to £160 million.

Minister Harper confirmed no part of the Government's TfL £6 billion bail-out can be used for this expansion. 731 cameras were bought last April prior to the mayor's statutory consultation that rejected the scheme by over 59 percent. The mayor, his deputy mayor for transport, and his head of press office face a greater London authority Ethics Officer investigation into allegations that they interfered with the statutory consultation process. Buying cameras in advance pre-determined the consultation's outcome say greater London assembly Tories. TfL retort that the cameras were bought on a "sale or return basis".



There's now talk of actions for malfeasance being considered subject to whatever professional advice was received by the three. If High Court finds legal procedures unlawful, then the £160 million cost of the extra cameras could be seen as a misuse of public funds, and or a misuse of public office. That could disqualify Khan standing for election in May next year to be London mayor for a third term. Sadiq Khan has already been selected as official labour candidate receiving ringing endorsement from labour party leader Sir Keir Starmer — a judgement call not supported by the mayor's failure to negotiate with the councils. And repeating outlandish claims that motorists' air pollution causes premature deaths — described as "misleading" by Imperial College boffins.

Five outer London boroughs -- Bexley, Bromley, Harrow, Hillingdon, and Sutton had banned TfL installing uLex2 warning signs and ANPR cameras. Harper's decision, announced in response to a question by Gareth Bacon MP, (*Orpington, Con*) cuts across the councils' support for their residents. All five surrounding county councils bordering London have announced a similar ban but are unaffected by the Minister's decision. The resulting patchy, and confusing uLez border can't clearly warn all drivers they're about to incur a £12.50 toll. And potentially a £180 fine if the £12.50 isn't paid within 72 hours. Minister Harper said in reply to the campaigning MP: "The mayor of London is accountable, and if electors in London don't like what's going on, they have the power to deal with it at the ballot box."

\* Greater London Transport Newsletter has called for an injunction demanding a halt to camera and signs' installation pending the High Court's decision. In one instance a uLex2 camera had been installed at Knee Hill in labour Greenwich borough that supports Khan's scheme, but peering across the borough boundary road into conservative Bexley borough that's refused installs. The camera's been vandalised — 24 volt power supply and data cable cut, lens spray painted.

## Mayor Gloats over three Judge-refused grounds

The decision rejecting three grounds of appeal was handed down by Australian-born Sir Ross Cranston KC. (75) Professor of law at London School of Economics and a retired High Court judge, he was labour MP for Dudley North 1997-2005 — one of three ministers to publicly virtue-signal his refusal to use an official car on grounds of "pollution".

London's labour mayor is a former barrister, former ;labour MP and former Transport Minister. "I'm pleased the Judge refused permission on the majority of grounds," Khan gloated on LBC.

The professor obviously feels comfortable with not recusing himself to decide on the five Tory-controlled councils' Judicial Review application challenging labour Khan. No conflict then with his sincere eight years as a labour MP, Solicitor General, and long time labour party membership.



## 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

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

Thanks go out to ABD for hosting Greater London Transport Newsletter for direct download. And for their research as attributed.  
Greater London Transport Newsletter is independent of ABD editorial control.

**ABD** Alliance of British Drivers  
Driving Sense



**FFDF** FREEDOM FOR DRIVERS FOUNDATION

## A Primer on the Five Grounds of ULEZ Appeal

In the High Court of London: CO/642/2023 R (Bexley LBC, Bromley LBC, Harrow LBC, Hillingdon LBC and Surrey CC) versus Mayor of London and Transport for London



### 1. Failure to comply with relevant statutory requirements **ACCEPTED for Appeal**

Schedule 23 to the Greater London Authority Act 1999 governs the making of "charging schemes." The mayor decided to extend uLez by varying the existing scheme, which applies to inner London. (uLex) Although schedule 23 does permit a charging scheme to be varied, the proposed changes are so wide ranging that they amount to a whole new charging scheme which cannot be introduced by way of a variation. In addition, schedule 23 contains procedural safeguards in the making of a charging scheme which have not been followed by the mayor.

### 2. Unlawful failure to consider expected compliance rates in outer London **REJECTED**

The mayor's failure to provide any meaningful information as to how he expects an instant 91 percent compliance rate was unfair, and specifically, the mayor did not respond to Hillingdon's consultation response that the compliance assumptions "were not fit for purpose." In addition, the consultation documents were unclear and confusing and prevented consultees from making proper responses.

### 3. The proposed scrappage scheme was not consulted upon **ACCEPTED for Appeal**

In making his decision to extend uLez the mayor committed to a scrappage scheme costing £110 million. Details of the scrappage scheme only became available following his decision and were not subject to prior consultation. In particular, the mayor's decision to only offer the scrappage scheme to those residing in London was not consulted upon, although this was highlighted in the consultation response from Surrey County Council. Given the importance of the scrappage scheme to the mayor's decision, a consultation on the scrappage scheme should have taken place.

### 4. Failure to carry out any cost benefit analysis **REJECTED**

Treasury guidance recommends a cost benefit analysis where a policy decision requires the use of "significant new public money." No such analysis was undertaken by the mayor and no explanation given as to why one was inappropriate. Given that implementation cost is estimated at £160 million and that the mayor has introduced a separate £110 million scrappage scheme, and that the expansion is expected to generate a net operating surplus of £200 million in the first full year of operation, his decision clearly involves "significant new" public money.

### 5. Inadequate consultation and/or apparent pre-determination arising from the conduct of the consultation **REJECTED**

The consultation exercise contained 15 questions with drop-down answers, only one of which sought to address the question of whether the expansion should go ahead. In addition, following disclosure by the Greater London Authority (GLA) of background consultation information to the GLA conservatives, it appears that a number of "organised responses" were excluded by TfL particularly those which opposed the expansion. This took place during the consultation and the way in which this happened suggests that the mayor had pre-determination.

**The rights and wrongs of uLex2** — whether 4,000 lives would be saved per year as a result of the scheme, the difficulties many low paid and self employed workers face were the scheme enforced, and whether the mayor and Transport for London's scheme is just trying to bridge a London Transport budget shortfall, will not be decided by the High Court. Only the dry implementation of Law as set down in Statute and guided by precedent will be considered. Legal costs could amount to some £400,000 in total says Harrow Council.

## *Doc Efraim Khan rides on into sunset uplands regardless...*

That well known charlatan purveyor of Doc Efraim Khan's uLez Elixir of Life has been seen on the lonesome trail again steering his wagon train toward the greater London border despite a High Court Judge reporting his uLex expansion scheme, due to start in just over four months, as possibly unlawful.

Another publication has been produced by Imperial College boffins. This time the scientists decry Doc Khan's claims of impending death unless his elixir (£12.50 per bottle available from all good Transport for London outlets) is taken daily. The scientists confirm all outer London residents are going to die sooner or later.

### *Doc Khan used Imperial College reports to "mislead public"*

Hurriedly backtracking from previous reports mis-used by the mayor as scaremongering, latest Imperial modelling is based on methodology set out in a new report by the Committee on Medical Effects of Air Pollutants. The committee says it's important that "caveats and uncertainties" to their death estimates were "communicated clearly". Some committee report authors warn against publishing death estimates at all.

A view from three academics, including Prof Robert Maynard, head of air pollution unit at the Department of Health 1990-2011, said: "We think it very likely that basing mortality burden calculations on long-term average ambient concentrations of nitrous oxides (NO<sub>2</sub>) will, despite listing caveats, mislead the public into believing that exposure to long-term average ambient concentrations of NO<sub>2</sub> is causally associated with an increased risk of death."

However, making a welcome return to these pages following his damaging defeat by a labour-leaning High Court Judge allowing Application for Judicial Review, Doc Efraim Khan insisted: "It's a shame that some groups, including climate change deniers, conspiracy theorists, the extreme right, and Tories are now denying evidence from scientists in order to justify their opposition to clean air policies."

Repeating his pseudo-medical babble now caged in with severe caveats by the scientists, Doc Khan babbled: "The air quality analysis used by City Hall is completely robust and is based on the most accurate scientific investigation into the human cost of poor air from globally renowned experts at Imperial College London's environmental research group, using the same method recommended by Government. "It's extremely disappointing that a small minority of people refuse to accept the categorical proof that toxic air really is a matter of life and death. Around 4,000 Londoners die prematurely every year as a result of air pollution.

"The uLez is proven to work and expanding it London-wide will lead to five million more Londoners being able to breathe cleaner air. I refuse to sit back and do nothing to protect the health of Londoners and will continue with my plans to bring cleaner air to every part of London."

A spokesperson for Imperial said: "Our independent reports' methodology was based on peer-reviewed literature and recommendations from a committee of experts, as is usual practice for this type of non-journal publication." However the college could not explain when pressed by *The Telegraph* how it had calculated the 4,000 deaths' figure.

Following last year's visit into the prairies to "examine" the effects of legalisation on the gateway drug cannabis, Doc Efraim took another swig of his opium-based elixir concoction, and fell into a silent stupor. His cart horse Dobbin continued to follow faithfully the cattle herd of labour party scientist deniers into the welcoming glow of sunset uplands — all believing that electoral success lay just over the horizon following his continual propaganda frightening Londoners about their impending mortality.

## *Un-civil civil war continues ~ borough forces react*

The High Court decision accepting two of the five grounds for Judicial Review has been met with a guarded welcome by the five joint appellant councils.

Probably the most staunch supporter of the civil war against uLez expansion — threatening to go it alone if other councils don't continue — is **Harrow council** leader Cllr Paul Osborn. Speaking on LBC he said the uLez expansion was "deeply unfair" as it impacted on the poorest residents unable to afford to replace their car."



But he admitted mayor Khan was unlikely to back down. "The mayor has this war on motorists — he is determined to try to get everyone out of their car.

"This success is the first stage of the legal battle against the unpopular scheme which means the case will go to hearing at the High Court. We are confident that the Court will see how process was not followed through and proper steps not taken in relation to the scrappage scheme.

"We've always had concerns about the impact uLez will have on our residents and businesses who are already struggling with the rising cost of living. We will not back down in our fight against uLez and will continue to stand up for our residents."

**Hillingdon council** leader Cllr Ian Edwards said: "We are confident that the coalition had put together a robust case against expansion and this is backed up by the Court agreeing to have our challenge heard.

*(contin p4)*

## Civil War Continues (from p3)



“Hillingdon council has listened to residents and businesses who have expressed significant concerns over the social and economic impact of uLez expansion and could not stand aside and allow it to be rolled out without challenge.”

“We remain confident that the Court will see that the mayor failed to follow due process, and that his proposed scrappage scheme is inadequate. There will be irreparable harm from uLez expansion on outer London and its neighbours. The Court should rightfully quash these disastrous plans.”



**Bromley council leader** Cllr Colin Smith said: “We have continued to outline our concerns about the legality of the decision being made, which is why we have taken legal action. We welcome the fact that these concerns will now be heard by the High Court, with the outcome

a matter for the Court to determine. Our principled opposition to the expanded uLez remains undiminished.

“We will continue to stand up for residents and the many businesses who face an even more uncertain future. We are standing up for what is right, which includes clean air, with Bromley’s excellent record in this regard already plainly evident within the mayor’s own research papers.

“Our borough is already a healthy borough by virtually every measurement, with the truth about the longer term intentions of the enforcement cameras, that of road price charging for all, now slowly but surely being dragged out into the open for all to see.”

## Lord Daniel Moylan Warns of further Public Backlash

With new uLez cameras being installed by Transport for London being vandalised despite a clear public consultation rejecting the mayor’s expansionist plan, three Trafalgar Square demonstrations of several thousand objectors the first two marching on Downing Street, and a High Court Judicial Review set for July, angry motorists now threaten to “sweep away” politicians such as Sadiq Khan as they “reach the end of their tether”.

Lord Daniel Moylan, interviewed on *GB News*, warned that a further backlash could be expected from motorists across the capital as many rely on their vehicles on a daily basis. He believes motorists are now being “pushed too far” by those in power.

“Up and down the country, go to any town or city in this country and you ask any authority ‘do you have any target for reducing the number of vehicles on this road in the next five to ten years?’ And they’ll say ‘yes’. Most of them will say we’re trying to reduce the number of vehicle movements by 20 or 30 percent.”

“It’s not their business, it’s their business to provide roads for people who can afford cars to make use of them because they’ve worked for those cars and very often need them. It’s their job to provide roads, provide highways and maintain them. Not to have a plan to stop people using their cars when they so often need them.

“It’s just bullying. No one has been asked about this. Nobody has been consulted, nobody has been honest about this, and that’s why you’re getting a backlash.

“I’ve always thought the British motorist will put up with almost everything, up to a point. And it’s at that point where they start to get really angry and at that point, politicians get swept away. “I think we’ve pushed it to that point now where people are really angry.”

\* The Lord Moylan’s amendments to the Levelling Up Bill have been accepted — the amended Bill will return to the House of Commons after recess allowing local councils to decide what air pollution strategies to apply to their local areas instead of having measures thrust on them by regional or national Government.

“There’s still time for the mayor to pull back and take a more considered approach which takes outer London’s differing needs and circumstances into account. I call on the mayor publicly once again to do precisely that, not just for the good of due process, but most of all for the benefit of all those threatened by the horrendous daily cost of his proposed tax, particularly upon those least able to pay.”

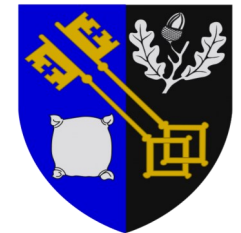
Cllr Baroness O’Neill OBE leader of **Bexley council** tells *GLTN*: “The residents of Bexley gave us a clear mandate to oppose mayor Khan’s proposal to expand uLez.



“It was never about air quality and we believe it will have disastrous consequences for many of our residents and businesses, as well as others who regularly travel into the borough. We hope that the decision moves us a step closer to stopping the mayor’s money-making scheme.

“We remain committed to delivering a greener future, but it must be done in a practical and sustainable way. We will now await the findings of the Judicial Review.”

Cllr Tim Oliver, leader of **Surrey County council** said: “This is good news and I’m pleased that our challenge against the mayor of London regarding uLez is proceeding. The impact on Surrey’s residents and businesses has been ignored by the mayor and it’s frankly disgraceful that it’s taken legal proceedings to have our voices heard.



“Our consultation response in July 2022 clearly highlighted that the mayor’s decision failing to include Surrey residents in any scrappage scheme was unacceptable, and proposed a number of other recommendations to help mitigate both the financial and potential environmental impacts of the expansion. Concerns have not been addressed by the mayor.”



## *It's time to Stop this Class War against the Motorist*

The UK motorist is an identifiable target — an easy touch for easy money from every level of government. Analysis by *GLTN* suggests unbridled enthusiasm for this new class war comes primarily from labour controlled councils.

Along the way, schemes that are sensible and useful get categorised with the rest of the dross — demoting the value of those few that are valid.



*Wide open spaces of Blackheath, excellent visibility. So why the 20mph speed limit?*

Clean air zones; low traffic neighbourhoods; 24 hour bus and cycle-only lanes; school, hospital, and play streets; road traffic management that locks out traffic forcing it onto longer more polluted key routes; arbitrary motorway speed restrictions change every 1,000 yards without reason — except to catch out and fine the unwary. Pedantic parking controls reduce High Street trade at a time when traditional British high streets are in crisis. Speed humps damage vehicle suspension cracking engine sump covers — the bumps add to sick and injured ambulance patients' distress.

London local labour councils have had to be reigned back — DVLA registered keepers' information has been switched off for some silly council 20mph speed restrictions — they increase journey times, usually increase engine revolutions for that low speed causing a lower gear and so increase exhaust emissions for the same distance travelled. But those already fined and have paid up from fear of "the State" get no redress.



In 2020 motorway speed restrictions to 60mph were started with punishment of three points that could lead to disqualification plus a £100 fine. "Exceedance of nitrous oxides (NOx) legal limit"

was the justification. Wind, that mysterious force that moves air about, doesn't seem to have figured in the zealots' calculations. M6 junctions 6 to 7 by Witton, M1 junctions 33 to 34 by Rotherham, M602 junctions 1 to 3 by Eccles, and M5 junctions 1 to 2 by Oldbury are infected. Drivers are informed by overhead gantry signs enforced 24 hours every day, irrespective of NOx level. A decrease of 10mph has a negligible, if any effect on NOx at the tailpipe — except to increase vehicle time in any given distance by a seventh. Motorway air pollution plummeted during the Covid lockdown but still the restrictions remained.

In 2020, Ivan Le Fevre, head of environment at Highways England said: "Ultimately, the air quality challenge will be solved at the tailpipe by vehicle manufacturers and changes in vehicle use." This expert continues to be ignored.

Around the country, campaigners supporting the freedom of the road watch with keen interest London's uLex expansion legal challenge wend its way through judicial process. But superiority of the High Court means "calling in" by MPs representing counties adjoining the greater London frontier under section 143 of the Greater London (1999) Act can't yet go ahead before July's Court decision.

\* Brexit means European Court of Justice can't rule over UK on air pollution matters. Although the Withdrawal Agreement does indicate UK will continue to meet European standards on air pollutant levels.

## *Enforcement Rough Justice ~ Blue Badge holders seen as weak*

Media-publicised offences have more chance of being cancelled than do motorists without that clout. Councillors taking up cases on behalf of residents can cause a humane human to re-examine the offence often with helpful results.

*GLTN* has highlighted some of the more ridiculous enforcement demands of Transport for London — some have hit national headlines. One, of a radio disc jockey's ten minutes before midnight and ten minutes after twin uLex fines, was cancelled after GLA member and Tory group transport spokesperson Nick Rogers and *GLTN* intervention.

*The Sun* bought to national attention a crash damaged van being transported for repair on the back of a recovery truck. The van was issued with a penalty charge notice — TfL's excuse? "The van was in motion". PCN cancelled after we'd informed the red top, and sent in pictures.

The mayor threatens from August 29th that disgraceful behemoth TfL will start handing out £180 fines against motorists who unknowingly enter the expanded uLez greater London area. All London surrounding county councils and five outer London boroughs have banned cameras and signs in their territory. TfL estimate £200 million uLez surplus in the first year of operation — needed to balance London Transport's admitted operating deficit of £204 million every year going forward due to TfL's financial mis-management.

Since our interventions, Nick's greater London authority personal assistant has tried to field our further attempts to cause TfL to review a Scrooge-issued 2 mins 27 seconds before Christmas Day uLez switch off-issued penalty charge notice; failure to adequately uLex sign the Empress Avenue-A406-Redbridge roundabout uLex start; and the efforts of zero carbon emission Low Pressure Gas (LPG) users to seek dispensation from charges for meeting the mayor's virtue-signalled non-fossil fuel Bio-Mass ambitions.

In another case taken up by *GLTN*'s fighting fund, TfL refused to consider application for a Showman's Permit used by fairgrounds and Roma communities, even before any application was made.

In a Red Route parking offence, TfL had the temerity to tell the Traffic Appeals Tribunal adjudicator that the appellant "was a journalist." As if the driver's profession had anything to do with the allegation.

## *TfL Keeps Tabs on You*

In another uLex allegation, TfL disclosed the driver's PCN history to Nick's PA in an attempt to cast the hapless driver as a recidivist regular offender.

Enquiries with the Information Commissioner's office showed that as TfL and the greater London authority were "virtually one entity" no breach of Data Protection Act rules had occurred since the driver's history was essentially being kept within the same organisation.

## Traffic Appeals Tribunals Service

### ~ Fit for Purpose?

Serious questions have to be asked about the Traffic Appeals Tribunals Service — set up to be a “totally independent” arbitrator between accused motorists and a traffic authority. Using the service cancels any fine discount. Is it fit for purpose?

In particular the “service” supports councils who fine parked vehicles displaying a Blue Badge. The scheme allows any vehicle carrying a disabled person to park provided it’s not on a double line, in a loading bay (Blue Badge holders can use TfL Red Route loading bays for a maximum of three hours), or cause an obstruction. Last year saw greater London assembly labour group vote down a conservative motion to exempt disabled Blue Badge holders from uLex and uLex charges. They already receive dispensation from the central London congestion charge — a £10 administration fee is levied.



The permit is not issued to a vehicle registration number but to the disabled person being carried. Taxi drivers and relatives need to ferry the disabled about. But in appeal, supported by GLTN’s fighting fund, a Blue Badge car was fined for being in a “residents only” bay despite the disabled person being a resident of that road for many years. The tribunal adjudicator had the cheek to tell the appellant that it was their responsibility to “find out” what the council’s regulations were. The driver did precisely that following instructions from the council’s telephone help desk. Only to find that there were no parking conditions on the web site address (URL) given. The web page address given just came up as blank. The council? Why, of course, it’s our usual no-opposition and so no councillor who’ll help avaricious Loony Labour Lewisham.

## Low Traffic Neighbourhood Parish Pump Politics

Avid readers will remember the hiatus during last year’s local council elections when the infamous Lee Green low traffic neighbourhood — adjacent to pollution hot-spot south circular road — became the focal issue of that ward’s campaigning. The LTN has been made permanent despite a statutory consultation rejecting the scheme. The council followed labour Southwark’s rejected LTN example, making permanent the Dulwich scheme despite public rejection.

The LTN’s team bowed to residents’ pressure to recognise Blue Badge holders needing to enter and exit the scheme instead of driving around trying to find an unknown non-fine generating route in and out. The council demands Blue Badge holders additionally “register” to restore full roads’ access to the Lee Green LTN area.

But the penalty charge notices kept coming if a camera-controlled banned entrance or exit is used. They need to be informally appealed against and only then are the PCNs cancelled.

Another “protection racket” try-on against the disabled, many of whom fear the power of “the State” and just pay up. Yes, you’ve guessed it. It’s Loony Labour Lewisham — at it again!

\* At the start of last year’s local council election hustings, your editor was nominated by his local conservative association to stand as a candidate. The last three elections had not seen any Tory elected to the council. But the situation in Lee Green where the LTN issue had split the ward had caused all parties, apart from labour candidates, to declare against the LTN, supporting the consultation’s rejection result. But four parties against the LTN listed on the ballot paper would’ve split the vote against. So a proposal to stand just one agreed “Against LTN” candidate challenging the labour slate was made. None of the parties even bothered to reply. Seeing the lack of enthusiasm for the joint “Against LTN” candidate, our editor refused to sign his nomination papers. The result? Labour again romped home — Lee Green residents are still saddled with their unwanted LTN. And your editor is happily a member of another conservative association.

All political parties work hard to support local democracy. But issues are more important than party organisation. Lewisham Tories please note...

## One MPH One gets

### Criminal Record

Speeding Court hearings — held in imposing criminal courts — need specialist Counsel to stand any chance of successful defence. Judges are hemmed in with almost monthly changes to guidelines that have progressively tightened the noose around otherwise innocent motorists.

Our February issue ([GLTN3-2.PDF](#)) described how one disabled cancer-suffering driver, supported by GLTN’s fighting fund, was banned for six months and fined over £300 for the “crime” of exceeding the un-announced 30mph speed limit tolerance by one MPH. Legal representation cost near £1,200. The ban means the driver, a former Police Officer, now has a criminal record. GLTN’s legal consultants say: “Road traffic offences, including speeding, are criminal offences. If you’re found convicted at Court of a criminal offence you receive a criminal conviction. This would be the case whether exceptional hardship was found that could vary the sentence. Accepting a fixed penalty avoids a criminal hearing and record if unsuccessful. This can’t be done if the amount of penalty points could take the accused past 12.”

As of writing, it’s unclear whether the “criminal record” continues to exist past the date when the hapless driver’s ban expires.

Last year’s speeding “crackdown” happened under former Transport Minister Grant Shapps’ watch — the same Transport Minister that gave the nod to mayor Khan for uLex cameras in inner London against London conservative party policy. Shapps is known to be “a good egg” and a “safe pair of hands” in senior civil servant “Humphrey” circles having previously held several middle-ranking ministerial posts skilfully avoiding controversy.

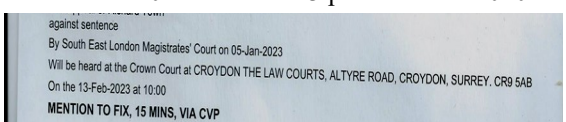
It’s believed this is the first time a cancer sufferer had been handed down a ban that effectively stopped his travel to blood clinic to check cancer-specific antigen levels, and then onto his hospital consultant for analysis and any necessary further treatment. Judges ignored the driver’s disabled Blue Badge status and being mobility impaired. GLTN’s legal team lodged an immediate appeal which resulted in the Court issuing a summons for



Court appearance — the Judge obviously suffering a of pique in having the decision questioned by a higher Court. The

summons was dated on a Monday, posted out on a Thursday, delivered the following Monday for the driver to appear the next day at 10am. Despite GLTN’s specialist motoring law firm being the “solicitor of record”, they were not advised — the second time the Court had deliberately tried to keep the driver’s legal team away and impose a conviction.

\* Kent Police recorded over 77,000 offences in 2022. a rise of 23 percent since 2010.



## Pirate Google Map of uLez Camera Locations Revealed

### ~ angry residents volunteer Information and Updates

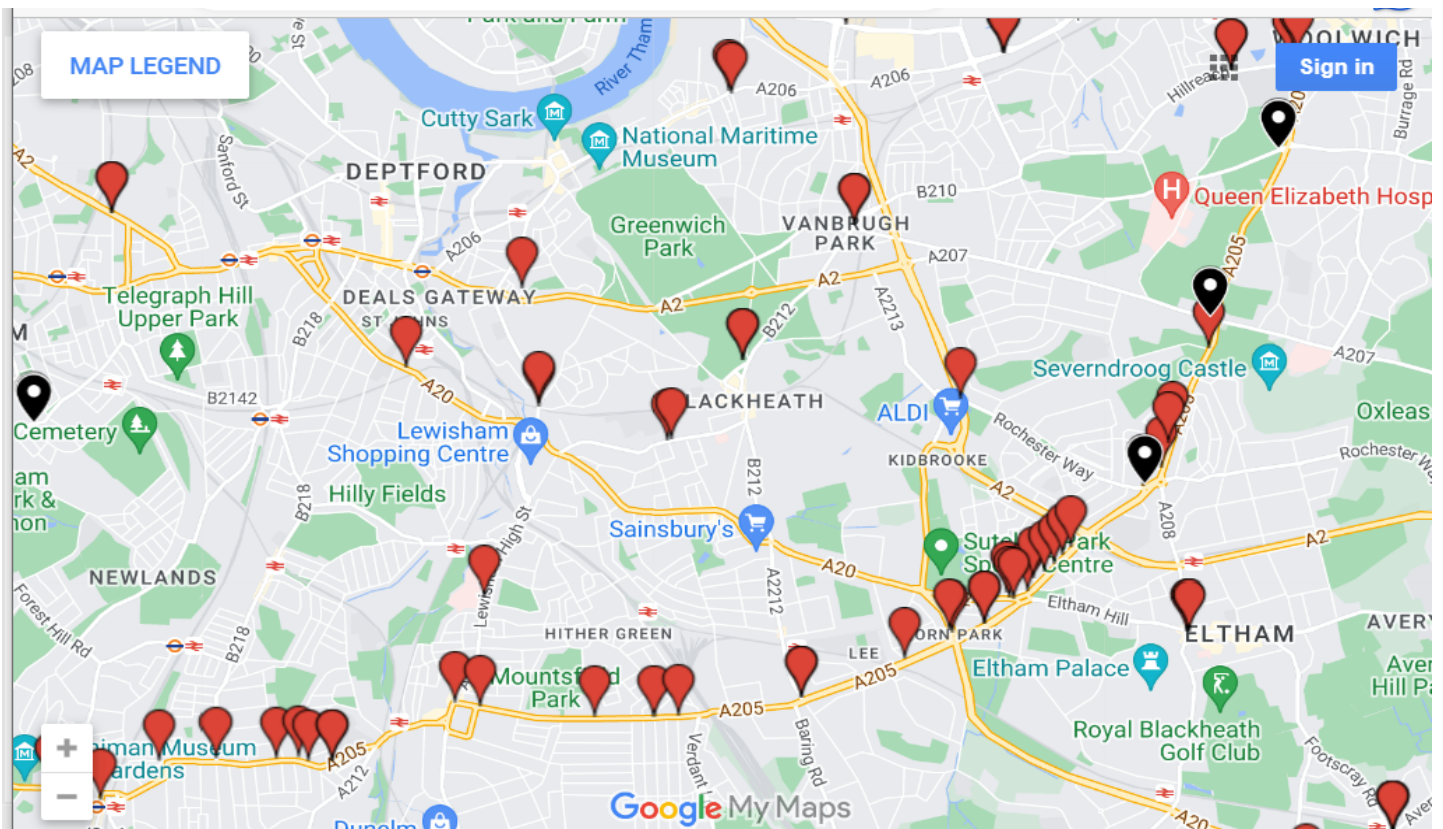
Refusal to provide location details of uLex cameras at that money honey trap entrance to Empress Avenue-A406-Redbridge Roundabout that funnels M11 southbound traffic towards the Blackwall Tunnel was relieved by one GLTN reader working in Transport for London's (TfL) uLez penalty charge notice enforcement branch sending us an official TfL map showing in detail the camera locations. After dire threats from TfL, we took legal advice and decided to publish in the public interest.

Angry members of the public caught in the mayor's proposed uLez extension in outer London are now putting together an online map of all spotted uLez ANPR cameras. The Google map is being regularly updated according to where the sleek, black cameras are spotted.

In response to a Freedom of Information request for camera locations within the proposed expanded zone, a spokesperson for TfL said: "The location of cameras outside of the central zone is exempted from disclosure under Regulation 12(5)(g) of the rules, the exception that can apply where release of information would have an adverse impact on the environment." A decision that amounts to a further misuse of State power that can only be challenged in the Courts at a cost of tens of thousands of pounds.

Five outer London boroughs and all surrounding county councils have refused TfL permission to erect new cameras and warning signs to drivers that they're about to enter the £12.50 toll zone. Potentially this could lead to £180 penalty charge notices being issued for toll non-payment to drivers innocently entering greater London. With uLex expansion effectively paralysed by the ongoing Judicial Review into the scheme's legality until July, TfL are making sure London motorists still don't know where they risk collecting a toll and subsequent fine. Mayor Khan has already threatened to continue issuing fines irrespective of there being no warning notices erected in surrounding county councils' or five of the outer London boroughs.

Here the south circular road (A205) is shown monitored at every road junction leading into the uLex zone. Expanding the map



shows many outer London uLex2 cameras said to be already installed. Some have been subjected to vandalism with control cables cut and lenses spray painted. It should be remembered that many of outer London's camera locations shown will not yet be in operation. Such is the deep hatred of the mayor's plans that volunteers could have confused them with existing traffic light enforcement cameras at controlled junctions — some of those cameras have been replaced with uLex-capable cameras offering a dual role come uLex2 day August 29th.

Since the start of the eight square mile uLez central London scheme in 2019, planned by previous mayor Boris Johnson as the "Toxicity" or T-Charge, vehicle categories deemed to qualify as non-polluting have been simplified: Euro III for motorcycles, mopeds, motorised tricycles and quadricycles (L category); Euro IV (nitrogen oxides NOx level) for petrol cars, vans, minibuses and other specialist vehicles (0.08 gram per km at the tailpipe); and Euro 6 (same NOx level plus particulate matter PM of 0.0045 g/km) for diesel cars, vans, minibuses, and other specialist vehicles.

The group of hardy information gatherers is called "Julie's Map" and can be found at:

[Julie's Map @ FB Group 'Ulez camera locations' – Google My Maps](#)

More details of how to assist the group can be found at: [\(15\) ULEZ Camera Locations | Facebook](#)

Despite national media coverage, national media lacks the backbone to publish these URLs. Campaigning journalists used to have a mantra coined from a former a Prime Minister who was threatened with blackmail: "Publish and be damned!"

## Camper Vans not Welcome in Labour London

A previous edition of *GLTN* highlighted the plight of a newly married couple from Jersey setting up their first home together in south-west London. They moved their belongings from Jersey in their camper van not knowing it had incurred £100 fines from the Low Emission Zone.

Due to DVLA industrial action their change of ownership address had not been entered. So TfL continued to send penalty charge notices and increased fines' for non-payment to their Jersey address.

Eventually DVLA strikers returned to work, and TfL started to move against the couple for over £4,000 threatening to take their new home from them, putting it up for auction in payment, and evicting them onto the street. Only the intervention of *GLTN* and *Chiswick Times* caused TfL to backtrack — so fearful were TfL of the adverse publicity becoming national coverage.

### London campsites now “No Go” areas for many Camper Vans

A 10 mile trip plunged a father-of-two into credit card debt by costing him £2,000 after he drove his motor home to and from a camp site in the low emission zone on Easter weekend “without knowing” he was being charged.

Geoffrey Eaton (53) from Colchester travelled to the capital on Good Friday with his wife Linda (53) and their two children Adam (16) and Elizabeth (13) to visit family for what promised to be a “relatively cheap and fantastic” day out in Abbey Wood. But it turned into a “very nasty surprise.”

Geoffrey was charged £300 each time, but says that he was unaware the zone extended past the capital's north and south circular roads, and he didn't see any warnings.



How to kill off a camper van site business:  
Make the camper vans illegal

Only when he received the penalty notice through the mail a week later on April 18th did he realise his mistake, by which time the cost of each journey had been hiked up to £1,000 due to late payment penalties of the charges he wasn't aware of, leaving him no option but to use his credit card.

TfL have since agreed a “discretionary refund” of £1,400 following the intervention of on-line newsletter *My London*. Geoffrey said: “This two grand fine came at the worst time because our heating and electricity bills have gone up and up — it's crippling us left,

right and centre. Frankly, I didn't know where I was going to get the money to pay off the bill.”

Over the weekend, the Laika Ecovip motorhome, which has a 2.8L engine and falls into the 3.5 tonnes or more category, remained parked while Geoffrey and family used trains and public transport to visit his wife's cousin Mary and explore the city. “We thought we could use Thameslink or the Elizabeth Line to explore and bought Oyster cards for our journeys. But both lines were closed for the bank holiday,”

Geoffrey added ruefully.

“I found I'd been charged £1,000 for the journey in on the Friday and then again for the journey out on the Sunday. I was told that if I didn't pay up by May 1st the fines would double to £4,000, that's two months' salary for me.”



\* Most motor homes are Low Pressure Gas capable, emitting zero carbon emission output at the tailpipe. But under current rules, unlike the rest of the world, London doesn't recognise LPG as a pollution saviour. Or of economic benefit during this cost of living crisis — LPG (Autogas or Flogas) now made entirely from Bio Mass sources, costs just 80p per litre (supermarket price) against the £1.45p per litre of climate campaigners' hated petrol fossil fuel — £1.65 per litre if Diesel.

### Another “Buying Votes” master plan unveiled

In an effort to shore up flagging popularity ratings in labour boroughs, at an all time low following mayor Khan's decision to press on with his hated ulex expansion to the greater London border, £63 million will be splashed out by Transport for London following negotiations with four labour and one Liberal Democrat outer London boroughs.

In what is seen as shabby political manipulation of resources, none of the boroughs receiving the multi-million TfL handouts are in conservative control.

Each borough will decide projects deemed in line with the mayor's “healthy streets” transport strategy — essentially continuing the war against the motorist. Schemes include new local bus lanes, pedestrian crossings, 20 mph speed limits, street “re-designs” for cyclists, and “school street” schemes — all limiting motor traffic.

Barking & Dagenham, Hillingdon, Newham, and Sutton councils will receive the largest shares of cash. Changes to junctions and continuing with so-called “liveable neighbourhood schemes” in Camden, Ealing, Enfield, Greenwich, and Waltham Forest will also be funded.

### Council by-election youth vote heralds Tory swings

Local council by-elections in Heath ward (Barking & Dagenham) resulted in a 9 percent swing to the Tory candidate. Barking's labour and conservative party candidates were aged under 20.

And in Enfield's Bullsmore ward a 1 percent Tory swing was achieved.

Veteran current conservative member of the greater London Assembly and former Hillingdon council leader Andrew Boff achieved a massive 25 percent swing when he stood in Barking's Thames ward in May 2021 — on the same day as mayor and greater London assembly elections.

Both by-elections were fought predominantly on Low Traffic Neighbourhood and uLex expansion issues. Barking's labour council leader, parliamentary candidate hopeful Cllr Daren Rodwell has spoken out against labour mayor Khan's expansion of uLex throughout the borough calling for a “greater lead-in time” and a “more generous scrappage scheme.” One of the borough's labour MPs, John Cruddas, has also publicly spoken out against uLex expansion.

With Enfield's Bullsmore ward at the northern boundary of the proposed uLex expansion, the Tories expected more votes than they received on the issue.



## **Prime Minister, and Ministers caught by traffic laws**

In what some could cruelly call poetic justice, Immigration Minister Robert Jenrick has been banned from driving for six months and fined more than £1,600 after being caught driving last year almost 30mph over the speed limit reports *The Telegraph*.

The conservative MP for Newark was recorded driving at 68mph in a temporary 40mph zone on the M1 in Northamptonshire.

Jenrick pleaded guilty to the February offence saying in a letter to the Court that he “sincerely apologised” for the incident. He was driving his Land Rover southbound after appearing as a guest on BBC Radio 4’s *Any Questions?* hosted at Wakefield Cathedral.

## **Speeding Money Honey Traps trap**

This “on-off” speed restriction is one of eight M1 sudden gantry-advised speed changes enforced with no apparent reason.

According to a visit last month the last two M1 changes showed a sudden drop from 70 to 50mph with seemingly no deceleration zone available. And no obvious reason for the sudden change.

*GLTN*’s legal consultants report that the only way to mount successful speeding defence is by submitting video evidence that includes a recording of your vehicle’s speed. Latest satellite navigators offer this facility. Otherwise you’re guilty until you prove your innocence.

*GLTN* readers report the M62 as having 12 such southbound changes to gantry-advertised speed limits. Apart from four covering carriageway narrowing, none of the others show any road works being carried out. Last year completed M3 road works were subject to a parliamentary question when the speed limit was still being enforced a year later. That speed limit, for no apparent reason whatsoever, has returned.

The Minister’s case was heard in private under the single justice procedure at Northampton Magistrates Court. Members of the press and public were banned from attending. The procedure, that doesn’t require defendants to attend court, was introduced for minor offences such as speeding and TV licence evasion as part of an effort to clear judicial system backlog.

Jenrick was fined £1,107 and ordered to pay a £442 victim surcharge and £90 in costs, the Courts and Tribunals Service said.

In court papers reported by *The Telegraph*, the minister said he did not see signs for the lower speed limit around a section of road works. “I accept the court’s decision. I was driving below the national speed limit on an empty motorway, with no road works in sight. “I now understand that a variable speed limit had been applied, which I didn’t see. I wouldn’t knowingly exceed the speed limit.”

A Police statement said the alleged speed Jenrick was driving at “exceeded that permitted for the matter to be dealt with by way of conditional offer of fixed penalty and was therefore accepted for prosecution”.

It’s believed Minister Jenrick fell victim to one of the many arbitrary M1 “on-off” speed restrictions now being enforced by gantry cameras for no apparent reason apart from being a speeding money honey trap.

In March last year Jenrick was fined £307 and handed three penalty points for breaking a 40mph speed limit on the A40 in west London in August 2021. Minister of the Crown Jenrick now has a criminal record.

★ Earlier this year prime minister, Rishi Sunak was fined by Police for not wearing his seatbelt while travelling in the back of a car as he recorded a party political video.

Security Minister, Tom Tugendhat, was banned from driving for six months in November after being caught driving while using his mobile ‘phone. He too now has a criminal record.



## **War Against the Motorist Intensifies**

### **~ 41 more road miles to be 20mph max**

Boroughs of Greenwich, Kensington & Chelsea, Lewisham, Southwark, Wandsworth, Merton, Bromley and Lambeth, including sections of the A205 south circular, New Cross Road, Tower Bridge Road and Stockwell Road are to become 20mph speed limited and ANPR camera enforced under the mayor’s further attempts to stop the capital’s free traffic flow. Work is scheduled to begin in September.

Transport for London admit their longer-term goal is to spread the 20 mph limit to 87 more miles of TfL roads by next mayor’s election day 2nd May 2024.

★ Falsely claiming credit for the fall in the number of road traffic incidents during Covid lockdown to the mayor’s “vision zero” policies, TfL say the total number of people killed or recorded as seriously injured in road traffic collisions on all of London’s roads during 2021 was 3,580, “down from a 2017-2019 baseline annual figure of 3,950 and a baseline annual 6,403 for 2005-2009”. TfL failed to announce the number of traffic movements — and so not allowing a true comparison to be made.

## **Alors! More Minibus Madness threatens**

### **Diplomatic Spat as TfL fines mount up**

A mini-bus service run for French tourists in London has racked up £25,000 worth of Low Emission Zone fines, inviting a diplomatic spat with Paris as the French capital considers retaliation over enforcement.

12 fines totalling £2,000 each were levied by Transport for London (TfL) after one French driver of the mini-van service entered the low emission zone (LEZ) after visits to London last October and November.

Although the French-registered Diesel mini-van is exempt from the charge the firm still has been fined because of failing to pre-register his vehicle says TfL. Any vehicle left un-registered is automatically classified as high emissions and so subject to TfL’s punishment fines. The firm’s owner said he submitted proof that his van was exempt from emissions’ charges six months before, but only received a response that his application was being considered five months later.

When he later registered his vehicle, TfL acknowledged it was exempt from charges but his fines have not yet been cancelled.

The service owner told *The Guardian*: “The wait is frustrating, especially when there’s no answers from them and you continue to receive the PCNs, which keep increasing.”

★ The last time road rules became an international relations’ issue was when former hard-left greater London council leader Ken Livingstone demanded payment from the American Embassy of all their outstanding penalty charge notices. Ken Leninspart was trying to display his anti-American credentials to his hard left international socialist supporters. Diplomatic vehicles — those with a “D” in the centre of their registration number don’t have to pay. Vehicles with a “X” are diplomatic staff registered and have to pay up.

★ Paris plans to ban private cars from most of the city next year.



## BBC NewsOnline re-draws ULEZ “fact” sheet as “article”

In what can only be described as displaying bland boredom,

BBC Complaints has responded with a half page pre-formatted email to our last issue’s detailed complaint of BBC bias that supports mayor’s Khan’s uLex2 expansion plans to the greater London border.

In an attempted re-vamp to its referred to as “fact” sheet in BBC *London News* broadcasts, auntie Beeb tries to cover her tracks by toning down its more risible repeats of Khan-age propaganda to sound more reasonable. Or deleting them altogether. But the subliminal message is still there. Its re-written version, dated March 24th, is now also on the State broadcaster’s website at: [ULEZ expansion: Contested claims examined - BBC News](#) — the link repeated in every BBC broadcast reporting on ULez news.

“ ‘There’s nowhere in London that meets World Health Organisation air quality guidelines, so that means everywhere you go the air you’re breathing is having some impact on your health,’ Prof. Frank Kelly of Imperial College [and master of saying the bloomin’ obvious] said.” Without actually saying which WHO standard he refers to. The good prof stops short of recommending we all walk about wearing an aqualung.

And on and on it goes, wending it way through, what former 2021 mayor contender Shaun Bailey AM described on LBC as “lies” about Lex2’s effects on Londoner’s mortality. The mayor continues to spout these “lies” at every opportunity when given generous BBC studio time. Along the way, shafts of clarity shine through the clouds of imaginary exhaust fumes: The often-quoted by Khan of “4,000 attributable deaths” in London “is best seen as a statistical construct to try to make the impact of pollution easier to understand,” the article now says.

The “fact” sheet was first published on March 15th “and has been updated to provide further context. The BBC will continue to update the article to reflect new developments.” No longer a “fact” sheet, the original propaganda missive has been taken down replaced by this sanitised article penned by Tom Edwards, “BBC London transport and environment correspondent.”

W1A’s bland email reply to our three page detailed analysis required our complaint be re-submitted if we still felt dissatisfied. *GLTN* suggests the current version should be left alone as a poignant reminder of just how dangerous a State Broadcasting Corporation can become.

This latest version continues to snigger at the rule of law — the likelihood of successful challenges to uLex expansion legality in advance of the High Court Judicial Review now accepted for hearing. Or via section 143 applications under Greater London Authority (1999) Act. [ULEZ expansion: Contested claims examined - BBC News](#)

*“This is our response at Stage 1a of BBC’s complaints process. If you’re dissatisfied with this reply, a follow-up complaint may be considered at Stage 1b. A follow-up complaint must be submitted within 20 working days through the BBC Complaints webform at: <https://www.bbc.co.uk/contact/complaints/make-a-complaint/#/Complaint>”*

Why “20 working days”? Is this some kind of State official correspondence then? Should readers still feel aggrieved *GLTN*’s complaint reference is: CAS-7497583-V6Q9C6. Our selection of the worst howlers in auntie’s original is at [GLTN3-3.PDF](#)

## Transport for London bans a UK favourite brand

In a shock decision believed to be the only one of its kind anywhere in the world, the mayor’s Transport for London behemoth has banned a named brand of vehicle unless their road tolls are paid.

The ban, directed toward the Land Rover marque on London’s roads, has been openly announced by this uncaring tool of motorist hatred. The favourite of outward-bound country off roaders, the Land Rover series recalls British Armed Forces successful campaigns throughout the world.

Models manufactured later than 40 or more years ago fall foul of TfL diktat: all vans or specialist Diesel vehicles from 1.205 tonnes unladen weight up to 3.5 tonnes gross vehicle weight have been included. They will have to pay the Low Emission Zone (LEZ) charge of £100 per day that runs from one minute past midnight to midnight. So leave the uLez area ten minutes before midnight but return ten minutes after and the toll is an eye-watering £200 payable within 72 hours. *Kerrr-Chinggg!*



*Off Roading, the countryside petrol heads’s sport. Just don’t try to get there via London — or try to use a motorhome park in London*

Attracting London mayor Khan’s wrath are Land Rovers picked out by TfL as being subject to the LEZ. These include all Defender 88, 90, 109, 110, 127 and 130 except station wagon variants; all Defenders manufactured with 10 or more seats including the driver’s seat; Freelander Commercial, Discovery, or Discovery Series 2 Commercial, and conversions such as those being used as an ambulance or a motorhome. TfL adds: “Defender 88, 90, 109 and 110 station wagon variants with up to nine seats including the driver’s are not subject to LEZ as they are classed as estates”.

Deliberately attacking the travelling motor home community, TfL tries to justify: “Motor caravans and ambulances have similar emissions to vans and minibuses. Motor caravans are defined as vehicles with living accommodation, with at least: seats and a table, sleeping accommodation which may be converted from the seats, cooking and storage facilities, including an onboard or external water container, and at least one side window. To be classified as a motor caravan the equipment must be rigidly fixed to the living compartment.”

*GLTN* has twice contacted Jaguar Land Rover for a statement. As of going to press, they have not responded.

Hard-bitten LBC shock ‘phone in jock Nick Ferrari drives and maintains his father’s 1978-built series 1 Land Rover — classified as a historic vehicle and so not subject to TfL’s Blackheath home-unfected uLez toll.



A102/A2, Bexley

**More Readers' Wires** ~ *vandalised uLex2*  
*–capable ANPR cameras found already installed*



A21, Bexley



Outside Hornchurch Country Park:  
*pigeons appear to have obscured camera lens*



Oldfields Rd, Sutton camera facing north



Norbiton, Kingston



Bottom of Ganders Lane, Sutton.  
*All wires had previously been cut, now cameras are missing*



New Addington, Croydon

**Bikers Join anti-uLez Demonstrators**

Former Lib Dem MP Lembit Öpik told over 2,000 Trafalgar Square demonstrators: “Sadiq Khan’s proposal would financially crush older motorcycles for no health benefit. It won’t save thousands of lives as claimed. But would cost lives.

“People will abandon house visits because they can’t afford the £80+ per week to ride or drive to care for loved ones. Say bye-bye to economical bikes like a 15 year old Honda C90. Who’s gonna pay £12.50 for travel that used to cost a quid?”

Chairman of Motorcycle Action Group Neil Liversage said:

“Mayor Khan is slapping thousands of bikers in the face for using cheap, clean, congestion-busting motorbikes and scooters. We condemn Khan’s authoritarian, anti-scientific uLez



agenda, and we’ll campaign robustly to stop this attack on law abiding road users.”

Together Declaration [Campaigns Page - Together Declaration](#) and Action Against ULEZ Extension ([20+](#)) [Action against ULEZ extension](#) | [Facebook](#) mounted this third in a series of Trafalgar Square demonstrations with campaign groups from Bath, Cambridge, Oxford, Cardiff, Edinburgh, Norfolk, Sheffield, Birmingham, and Manchester speaking and sending messages of support.

Established campaigners joined the line up of speakers: Howard Cox from FairFuels UK who’d had 5,500 of his anti-uLex2 responses thrown out from the mayor’s statutory consultation; while last election’s conservative party candidate, Shaun Bailey AM, repeated that the mayor’s health benefit claims from uLex expansion were “lies.”

Peter Fortune AM (*Bexley & Bromley, Con*) deputy leader of the Tory group at City Hall pledged that were a conservative mayor and greater London authority elected in May ‘24, then “from day one, the cameras would come down”. Former leader of Redbridge Council Cllr Keith Prince AM (*Havering & Redbridge, Con*) made a welcome appearance, as did leader of one of the boroughs supporting the Judicial Review, Cllr Colin Smith. Fellow Bromley councillor Simon Fawthrop demanded: “All uLex fines issued from August 29th, the date of the expansion start date, should be re-paid come the election of a conservative administration in May next year”.

Messages of support were read from Lord Daniel Moylan and Baroness Fox — both strong supporters of the freedom of individual motorists to use roads.

Brian Mooney from Alliance of British Drivers warned again that uLex expansion was just a stealth road user charging prelude where a pay per mile regime will be enforced, further restricting London road use to only those that can afford the tolls. Or expensive electric only, or electric-hybrid cars.

## Sarah Everard Memorial Street Watch



Transport for London has been working with the Met to track criminals due to its extensive CCTV coverage and comprehensive ticketing and payment data, *Mail Online* reports. The most recent update shows UK

Police forces requested information from TfL 17,020 times, with more than 16,000 information data requests from Met and British Transport Police alone.

The Met also made 11,870 CCTV requests from TfL-operated bus and rail companies. There were 249 requests to catch murderers, 1,251 for thieves and 1,224 for sex offenders. Meanwhile, the police requested 43 audio recordings from London Buses in relation to traffic accidents.

A spokesperson for the mayor told *GLTN*: “The use of technology has a key role to play in tackling serious crime and making London safer for everyone.

“The use of traffic cameras for ANPR on our roads, which assist in crime prevention and investigation, has been in place since 2015 after being introduced by previous mayor Boris Johnson. “Access by the Met to newly installed cameras in outer London is in accordance with data protection requirements and will only be granted by TfL subject to this being demonstrated as proportionate and necessary on a case-by-case basis.”

*GLTN*'s plan, based on input from Police control room operators' experience, was to maintain dedicated surveillance after being well advertised in the media that operations were being carried out under the direction of Borough Commanders. *GLTN* had suggested the broadcasts would be directed at those planning street knife crime with the mantra: “You can run, but you can't hide”.

\* 19,555 UK reported knife crimes in 2022 only resulted in a caution being issued.

\* *GLTN* understands plans are being made for banning the sale of certain categories of sporting or “cultural”, machetes or so-called Rambo knives. Meantime a voluntary agreement between major retailers including eBay remains in place. The arrangement excludes cutlery.

The restrictions retailers enforce remind customers and staff that knives are, by law, age-restricted products. This means that these articles will only be sold once age verification to the appropriate standards — “Think 21” or “Think 25” — has taken place.

  
**PattersonLaw**  
THE DRIVER DEFENCE SERVICE

**National Motoring Solicitors**

**Free Legal Advice**

tel:+44800021775

<https://www.pattersonlaw.co.uk/>

## *It's My View* Cllr Sian Berry AM

*GLA member and co-leader Green Party*

The Green Party is continuing to oppose increased use of uLez cameras in the fight back against street knife and machete wielding criminals intent on robbery.

Over its past issues *GLTN* has suggesting greater video surveillance by Police control room staff would lead to greater fear of arrest by those planning street crime. But some see this as “snooping”. Cllr Sian Berry AM writes:

Our party calls on the mayor to reverse his hasty decision allowing Police ANPR camera access and instead protect Londoners' privacy. We've hit out at the mayor for playing with the privacy of London's inhabitants after *GLTN* reported power to give the Met access to the additional ANPR uLez cameras had been granted by the mayor.

He now faces a serious backlash from privacy groups and our opposing councillors. More than 370 ANPR cameras have been installed — a total of 2,750 are set to be added by the proposed uLex2 August 29th launch date.

The Green Party launched a legal challenge against the move with Open Rights Group, a privacy campaigning organisation, and law firm Bindmans, in August last year.



Speaking to *Mail Online*, Sophia Akram, policy manager at Open Rights Group, has also hit back at the mayor's decision to implement more surveillance on people. “London is already one of the most surveilled cities in the world. We need more scrutiny about how the uLez scheme will expand this surveillance, especially as it could ultimately spread to other parts of the country.” she said.

When the mayor's plans first surfaced I called on him to reverse his “hasty decision”. I said then: ‘I'm deeply disappointed the mayor has not listened to repeated warnings that sharing camera images from the expanded clean air zone with Police was a huge increase in surveillance of Londoners that should not be signed off by his office.’

I've been telling him since 2019 that sharing this data with the Police is wrong and that Londoners must have their say in any decision. With so many awful revelations bringing trust and confidence in our Police to an all-time low, Londoners should have been asked if they would trust them with this massive database about their daily movements. The Mayor must now reverse his hasty decision and instead protect Londoners' privacy.

## *Just Fancy That!*

The war against the motorist can be turned, but only if the allegation is so obviously wrong that it doesn't bear examination. Parking Penalty Charge Notices against Blue Badge holders issued by Worthing, Kensington & Chelsea, and Westminster were cancelled for the lack of plate or correct road markings. Our writer, a former TfL Traffic Warden, is luckily on hand. But what would've happened to these hapless drivers otherwise?

Questions must be asked whether Traffic Appeals & Tribunals Service is fit for purpose. Or hamstrung by “guidelines.