



Greater London Transport Newsletter

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Profits go toward GLTN fighting fund
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* 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](#)

IF LATEST five home county local council election results were repeated at next May's London mayor and assembly elections then Labour could fail to win an overall majority, and there could be a Tory London mayor — sounding the death knell for the mayor's flagship uLez expansion plan. Compared with national 9 percent swing toward labour, home county local council results show an "Anti-ULEZ Effect" of 3 percent bucking the national trend. Liberal Democrats could hold the balance of uLez power at City Hall if their 8 percent council results' swing were repeated next May.

Lib Dems to hold City Hall ULEZ balance of Power

Although not yet confirmed by manifesto commitment, it seems clear Liberal Democrats would vote against the scheme if faced with a conservative motion at City Hall to scrap uLez expansion. In an exclusive interview with Nick Ferrari on LBC's morning show, party leader Sir Ed Davey called for "this uLez expansion scheme to be stopped or delayed,"

With High Court decision on legality of mayor Khan's flagship policy not due for Judicial Review result until mid-July, these polls add anxiety to outer Londoners' not knowing whether they need to spend out tens of thousands of pounds on upgrading their existing non-compliant vehicle to one that meets Transport for London (TfL) uLez exhaust diktats.

Were a Tory mayor candidate brave enough to also pledge switching off uLex – now operating to the north and south circular roads — then it's a near certainty that Sadiq Khan would be toppled. Averaging net party council seat changes in the five counties shows a combined swing to labour and Green Party of only 6 percent, reducing labour's trend by 3 points. Both parties support uLez expansion to the greater London border.

England's national vote swing toward labour last month was calculated at 9 percent according to number-crunching experts on the night. Not enough to form a national government. If re-elected by Londoners next May, mayor Khan would need Lib Dem backing to keep his already rejected uLez-expansion policy alive from Tory moves to kill it off at the 25-seat greater London assembly. (GLA) Currently he only has three Green Party assembly members backing him plus his own labour bloc of 11. In the past the two City Hall Lib Dems have mostly voted with the mayor and labour group but on specific issues have been known to abstain. Last year Lib Dems voted against the mayor's £19 billion 2023/24 budget.

In 2022's London local elections, labour gained control of Barnet, Wandsworth, and Westminster from the conservatives, but lost Croydon to no overall control, Harrow to the Tories, and Tower Hamlets to local political party Aspire. Labour saw a net gain of 28 seats to 1,156, Conservatives lost 104 seats, but won 404 across greater London. The Lib Dems gained 180, and Green Party 18. A YouGov poll taken in January suggests although 90 percent had heard of labour mayor Khan, he was liked by 22 percent, but disliked by 42 percent of those asked. 27 percent remained neutral.

In the five home counties surrounding London's border, the unpopular uLex extension to their boundaries will catch county residents driving into greater London. The Anti-ULEZ Effect, showing up in recent local council elections, will affect outer Londoner's voting intentions next May. Khan's bid to be mayor for a third term, this time run on a first past the post counting system with no second-preference votes, could see him out of office. Indications from this set of council election seat change results show the effect, if repeated in outer London, could produce a hung greater London assembly.



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LSE legal prof's Two ULEZ Decisions slapped down

Former labour Solicitor General and member of parliament (1997-2005) Sir Ross Cranston KC, who threw out three of the councils' grounds questioning legality of the uLex expansion for Judicial Review to the High Court, has had two of his decisions reversed. (see our previous front page lead [GLTN3-4.PDF Khan Gloats](#))

Following additional pleadings made by Counsel representing four outer London boroughs and Surrey County council, two Judicial Review grounds have been re-drafted and re-instated for High Court consideration on July 4th — Court decision expected July 9th — just 50 days before London's mayor is due to switch on outer London's expanded ulez scheme. (uLex2) 320,000 outer London drivers are still caught in uncertainty — not knowing whether they'll be forced to upgrade their vehicles.

Surrey County Council tells GLTN "additional grounds" were accepted by the Court on May 26th: "Failure to comply with relevant statutory requirements," and "whether the mayor properly considered the previous 'buffer zone' approach as a material consideration in relation to the scrappage scheme."

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



The Anti-ULEZ Effect

All three top Tory contenders pledge on "day one" of being elected to "switch off" outer London's uLez cameras. With relish mayor Khan is due to switch them on, with a celebration attended by the left's great and good, on August 29th — without waiting for any electoral approval. None of the three Tory front runners pledge to switch off inner London's uLex as well, a sure extra vote winner. Mayor Khan uses his May 2021 election success — that needed second preference votes — as a mandate to justify imposing uLex on inner London's 5.5 million population. But ignores his own statutory public consultation that rejected his outer London expansionist plans by 59 percent.

In 2019 BBC *London News* tried pressing Transport for London (TfL) — chaired by Khan — for figures of non-compliant vehicles in inner London but could then only deduce there were 700,00 non-uLez compliant registered in the whole of greater London. That figure was confirmed in 2021 by the RAC. According to Lib Dem research outer London has 320,000 registered non-compliant vehicles leaving a maximum 380,000 of inner London drivers subject to Khan's £12.50 toll and fines' regime since October 2021.

If an election pledge was offered to also switch off inner London's uLex area — leaving just the original 8 square mile central London uLez area — then the Anti-ULEZ Effect would unseat Khan. Or bring the number of elected greater London assembly members to the $\frac{2}{3}$ (17 votes) majority needed to force the mayor to abandon his expansion plus inner London's uLex. Cross questioned by Cllr Susan Hall AM on Thursday (18th) mayor Khan accounted for the different figures as number of vehicles seen by TfL cameras, versus number registered in London with DVLA. He said: "I stand by my figures: nine out of 10 cars, and eight out of 10 vans are seen to comply".

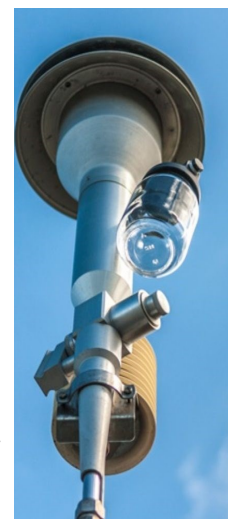
Hall's searching questions were prompted by new figures from Society of Motor Manufacturers & Traders (SMMT) showing 16 per cent of vehicles registered in outer London would fail uLez emissions' standards. TfL has published updated numbers confirming SMMT's research: "84 per cent of cars registered to an address in outer London comply with uLez exhaust emission rules meaning 16 percent, or one in six cars, will be liable to pay the £12.50 charge for each day they drive within the zone. "Compliance rates are lowest in Kingston with 81 percent, followed by Hounslow's 82 percent, and 83 percent in Sutton, Merton, Harrow, Havering, and Hillingdon." According to BBC *London News*, this means there's 380,000 non-compliant cars registered in outer London — a significant increase from the figure of 200,000 "circulating vehicles" frequently quoted by Khan in an attempt to minimise his plan's effect.

The numbers of vehicles affected are important to calculating the Anti-ULEZ Effect. Affected drivers are the largest voting group expected to turn out for next May's elections.

More air Quality Monitoring Stations installed

Vehicle emissions have steadily decreased over the past 10 years questioning the effect on air quality of punishing the one in six London motorists still driving a non-compliant vehicle. Mayor Khan continues to blame all air pollution on the motorist, ignoring the majority of air pollutants coming from other sources.

London's air pollution, already less than UK's legal maxima adopted into law from World Health Organisation recommendations, shows motoring accounting for only 44 percent of nitrous oxide emissions (NOx), 31 percent of particulate matter (PM 2.5), and 28 percent of carbon monoxide (CO) admits 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 Imperial College: [London Air Quality Network Air Quality Forecast for London](#)



Lull in London's un-civil Civil War

The mayor's uLez expansion enforcement is deliberately being made difficult. All adjoining county councils have refused Transport for London (TfL) permission to erect uLez warning signs and number plate recognition cameras inside their counties. Drivers won't know beforehand they've already entered greater London and subject to the mayor's toll.

And if that toll's not paid within 72 hours, hit with a hefty £90 fine. Under questioning the mayor confirmed that enforcement will still occur whether or not warning signs are erected at the start of his expanded uLex area. "It's those Tory councils' fault if they don't allow the signs," he bellowed at a mayor's question time, obviously irked by the audacity of those council leaders daring to thwart his expansion by representing their residents.

TfL estimates a first year profit of £200 million from the expansion – needed to fund the £204 million annual black hole in TfL's finances admitted to the greater London assembly by board members. TfL has raised over £319 million in uLez tolls and fines since April 2019. London's transport behemoth refuses to touch its over £1 billion-worth of reserves.

If the High Court fails to uphold the five conservative-controlled councils' Judicial Review – three of the grounds had previously been thrown out by former labour Solicitor General, Sir Ross Cranston KC — then the poorest outer London drivers can only look to the mayor and greater London assembly elections in the hope that no -uLez-policy parties win next May.

The top three Conservative contenders have declared only an outer London uLex switch-off pledge. In May 2021 the party fought and failed -- with just a 1.6 percent vote swing -- to have the mayor's previous uLex expansion stopped. The conservative national Government was then steeped in controversy. Now it's steeped in unpopularity.

The Anti-ULEZ Effect ~ Bordering Counties Election Results reveal London's Voting Intentions

These most recent council seats were fought with the lingering effects of Liz Lettuce and America's Federal Reserve-caused 2 percent rise in base rates, Covid pandemic and Brexit national economy contraction, Ukraine war-induced energy price and cost of living hikes, all resulting in a £2½ trillion national debt, all causing inflationary pressures -- now declared at 8.7 percent with food prices, year-on-year of 19.1 percent. Strikes continue to add to the deflation policies of Rishi Sunak's administration -- interest rates continue to rise, UK economic growth, usually led by London, stagnates. Some pundits argue the deliberate war against the motorist is just another plank of labour's attempt to stop any feel good factor returning before next national elections that must happen by January 2025.

Council election votes are affected by national Government popularity. Tories have been in power for 13 years. These local elections resulted in Conservatives losing 1,063 English local council seats. Next May's mayor and GLA elections will again be resolved with an overshadowing anti-government vote. Only die-hard readers of election leaflets cast their vote only on London issues. Next May mayor Khan seeks mandate to punish a further 380,000 mostly poorer outer Londoners -- forced to rely on non-uLex compliant transport. There was a 42 percent turn out to vote in 2021. *GLTN's* analysis must only be considered as a weather-vane — as GLA Conservative group whip Cllr Tony Devinish AM (*West Central*) quipped in interview with *GLTN*: "The only poll that counts is the one on election day."

The battleground: dark blue central London 8 square mile current uLez, light blue inner London current uLex, light green proposed expanded uLex2

Reform forms "New Model Army"

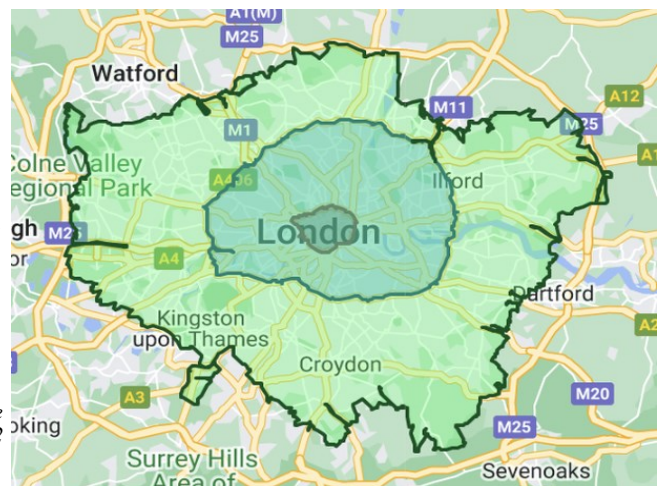
With London waiting on the High Court's Judicial Review decision, not expected until July, a new force is being formed on the battlefield claiming to further support anti-uLez forces already fielded. But without the political experience to realise they could split the anti-uLez vote gifting Khan his plan and a third term. Nigel Farage's Brexit Party successor Reform has declared against uLez expansion *and* against continuing with current inner London uLex enforcement. This contrasts to the official conservative party position of only opposing outer London's uLex expansion, parroted by all three top prospective candidates. *GLTN* understands the candidates' positions are directed by Conservative Central Office with input from Department for Transport ministers, and No 10.

Reform has selected **Howard Cox** as its candidate for London mayor. Cox leads Fair Fuel UK, famous for identifying Government 5p cut in excise fuel duty not being passed on at the pumps. 5,500 of Fair Fuel UK's pre-formatted submissions were removed from the mayor's uLez expansion statutory consultation. Cox risks Reform votes taking a chunk of the anti-uLez vote away from the Tories allowing Khan a third term victory. The Brexit Party stood down 50 candidates in the most marginal Tory-winnable seats at the last general election helping save UK from a hard left Corbyn-led labour government taking power. Brexit Party's predecessor UKIP has lost all its council seats from a high of 500 in 2016. The Green Party supports uLez expansion and will support a re-elected Khan who's already reeling from many uLez challenges, and is said to be in poor health.

* Reform contains a rump of disaffected former Tory and Brexit party supporters dismayed at the antics of the current Government. It's expected to call on redoubtable former Tory minister and former Brexit MEP Anne Widdecombe for campaign support — she still commands a sizeable fan base and is a regular contributor to *GB News*.



Fair Fuel UK hero Howard Cox plays the part of Sir Thomas Fairfax as Reform party candidate for mayor of London



What to Expect on the Night

May 2024's London mayor and GLA elections will see conservatives oppose uLez expansion, Labour and the Green Party supporting it. Lib Dems have been openly critical of the expansion, sometimes voting with Labour, other times against.

Voters will have to read Lib Dem election leaflets carefully to ensure the party's mayor and assembly member candidates translate party leader Sir Ed Davey's promises of today into Lib Dem London-wide policy for the future.

Drivers of the 380,000 outer London registered vehicles not meeting up-to-date exhaust standards are expected to ignore anti-Government national influences and vote to escape uLez. The remaining number of inner London motorists still using a non-compliant vehicle would also, if offered a candidate pledging them a uLex switch-off option, vote to get Mayor Khan out of office. Inner London motorists, already forced to sell their otherwise perfectly good car and spend out on a uLez-compliant replacement, are resentful. They too are expected to add to the ground swell of anti-Khan resentment.

uLez is one strong but not the only issue for London voters: reduced bus services – withdrawal of the popular one day travel card plus restrictions to the pensioners' bus pass — will also affect the vote. London crime levels remain a key voter motive with Mayor Khan tarred by his failure to tackle the capital's knife crime pandemic. There are now after dark “no go” areas of London with Police manning levels, another responsibility of the Mayor, failing to cope.

Londoners can expect another hike in Greater London Assembly Council tax precept from April next year – on top of this year's 9.7 percent. Council tax for a band “D” to “B” home has reached over £2,000 this year with inner London Labour boroughs demanding an extra band “C” of 6.9 percent.

Khan-funded Low Traffic Neighbourhoods and “Safer Street” schemes, 24-hour cycle and bus lanes – designed to further restrict road space – affect all London's motorists. London Labour, the Green Party, often joined by Liberal Democrats, are all waging a class war against the motorist.

These recent home counties' council elections saw Lib Dems receiving the majority of former Tory votes from those unable to stomach switching to other parties. Ardent Tory supporters voted tactically to keep Labour away from local power with the Green Party also profiting from national Government unpopularity.

Were Mayor Khan re-elected for a third term but without majority support of GLA members, under current Greater London Assembly (GLA) standing orders, a two-thirds majority would be required to overturn the Mayor's Transport Strategy, amended in November last year to include his outer London uLex expansionist plans. The Mayor's refusal to accept Londoners' public consultation decision has hardened voters' resolve to get to polling stations on May 2nd.

The “first past the post” voting system gives a clear mandate to the new Mayor, without relying on second preference votes as in previous elections. Currently there are 25 GLA members: 14 directly elected by “super constituencies”, and a further 11 selected by second preference votes cast.

There's moves being considered to scrap the 2/3 of assembly members voting rule needed for a motion to stop uLez expansion. Without any change to GLA standing orders, a motion against uLez would require 17 members to vote for stopping the scheme. Which is where Lib Dem assembly members are needed.

Those council election Results ~ the Five surrounding Counties

These local council election results show all is not lost for the anti-uLex expansion cause – Green Party currently hold three London-wide seats. Lib Dems currently hold two. Both parties have voting rights with the same powers as geographically elected members because of the single transferable vote election system – a system that bought a member of the National Party to the assembly encouraging fascists by giving them a false veneer of democratic respectability.

Buckinghamshire's local councils didn't go to the polls this time round apart from Milton Keynes City Council that stayed in no overall control. Labour gained 5, Lib Dems 1, with the Tories' net loss of 6 seats.

Labour's 9 percent national vote swing doesn't prove there'll be a third term for Mayor Khan. Or a continued Labour majority of assembly members. But given the 17 votes — 2/3 of assembly members — needed to overturn Khan's flagship uLex expansion policy – there remains an uphill struggle for the Tories at next May's ballot boxes.

Net seat changes at 4th May 2023

In these five London surrounding counties not all seats, not all councils, were up for re-election. None held a contest for a directly elected Mayor. This analysis shows number of seats contested in each council this time round followed by party results showing net updated council seat change as of 4th May 2023 for the four main party contenders.

For the purpose of this analysis, independents and resident association councillors have been discounted as their uLex intentions are too diverse. The six county councils will next go to the polls in May 2025.

Sources: BBC News Elections 2023, local media, GLTN

KENT

Canterbury (39 seats, +8 Lab, +4 Green, +3 Lib Dem, -15 Con) remained in no overall control. The Greens seized Folkstone & Hythe (30 seats, +5 Green, +4 Lab, -8 Con). Labour took Gravesham (39 seats, +4 Lab, -2 Con), and Dover (32 seats, +5 Lab, -5 Con) despite strong feelings against boat people immigration. Conservatives lost control of Maidstone (18 seats, +2 Green, +1 Lab, -1 Lib Dem, -4 Con) leaving a hung council. And Tunbridge Wells (16 seats, +1 Lib Dem, +1 Lab, -2 Con) also has no overall majority. Nor does Ashford (17 seats, +6 Green, +4 Lab, -7 Con). Labour gained Thanet (56 seats, +10 Lab, +2 Green, -8 Con), Tonbridge & Malling (44 seats, +6 Green, +3 Lib Dem, +2 Lab, -11 Con), and Swale (47 seats, +4 Lab, +1 Green, -4 Con) also don't show clear political direction.



The story of Kent county is one of former Tory councils moving to no overall control. But a truly shocking night for Kent's Tories. There's no Kent Anti-ULEZ effect, rather an increase in net Labour party seat swings compared to the national 9 percent swing to Labour. Kent's result is not reflected in the other four county results analysed. From the number of seats that changed hands, out of 481 seats contested results show a net gain of 54 for Labour, 31 Green Party, and 16 for the Lib Dems, with Tory losses at 92. That represents a combined net seat swing in Kent of 15 percent to Labour and Green parties known to support London's uLex expansion. Lib Dems achieved a 4 percent Kent swing.

SURREY



Surrey Heath (35 seats, +14 Lib Dem, +1 Lab, -2 Green, -12 Con) was one of many Liberal Democrat gains alongside Woking (10 seats, +4 Lib Dem, -4 Con), and Mole Valley (39 seats, +7 Lib Dem, -7 Con). The party took control of Guildford (48 seats, +7 Lib Dem, +2 Con, -1 Green). Residents association with 26 seats held Epsom & Ewell (35 seats, +1 Lib Dem, +1 Con). Tandridge (14 seats, -2 Con) has 14 independents holding the most seats with a residents association holding a further eight. Elmbridge (16 seats, +6 Lib Dem, -4 Con) also remains hung with 17 residents association seats. Conservatives held onto Reigate & Banstead (15 seats, +2 Green, +1 Labour, -3 Con) residents association there scored six seats. Tories lost control of Runnymede to no overall control with residents association and independents achieving 11 seats (14 seats, +1 Lab, +1 Lib Dem, +1 Green, -4 Con).

Surrey Tories have made great play of supporting the four inner London boroughs' Judicial Review application to the High Court – a move seen as popular in the county. Like Kent, Lib Dems have profited from the national mood against the Conservative Government, although independents and residents association candidates received a high number of disaffected votes.

Discounting those because their uLez views are too diverse, out of the 226 seats up for grabs this time round, net Surrey county seat changes show a gain of 40 seats for the Lib Dems, 3 for Labour, 1 for the Green Party, overall a Tory loss of 33 seats. The net result is a 4 seats increase for uLez expansion-supporting Labour and Green Party – just a 2 percent swing. The Lib Dems, scored a sizeable 19 percent Surrey swing.

ESSEX



Tories lost Castle Point to 19 independent councillors (14 seats, -7 Con). Brentwood (13 seats, +3 Lib Dem, -3 Con) and Rochford (13 seats, +3 Lib Dem, -1 Green, -3 Con) moved to no overall control. Tories retained Basildon (14 seats, +1 Con), Harlow (11 seats, +1 Con, -1 Lab), Epping Forest (18 seats, +2 Lib Dem, -1 Green, -1 Con), and Thurrock (16 seats, +5 Lab, -2 Con). Colchester (17 seats, +1 Lab) and Southend-on-Sea (17 seats, +2 Lab, +1 Con +1 Green, -2 Lib Dem) stayed under no overall control.

In a warning for London's possible Anti-ULEZ Effect next May, Essex Lib Dems, Labour, and the Green Party have started talks about "a progressive alliance". The number of seats won and lost from 133 contested were a net Tory loss of 13 seats, Labour gaining 7 seats overall, Green Party losing 1, with the Lib Dems gaining 6. This represents a Labour and Green combined swing of 5 percent. Lib Dems also achieved a 5 percent swing.

BERKSHIRE



Lib Dems took control of Windsor & Maidenhead (41 seats, +13 Lib Dem, -16 Con) overturning a Conservative majority but needing the help of 12 independent and resident association councillors. They also took West Berkshire unitary authority (43 seats, +13 Lib Dem, +1 Lab, -1 Green, -13 Con). Wokingham went into no overall control (18 seats, +3 Lib Dem, +2 Lab, -4 Con). This council is run by a joint administration known as the Wokingham Borough Partnership. Labour increased its majority in Reading (17 seats, +1 Lab, -1 Con). Conservatives won control of Slough (42 seats, +3 Lib Dem, -16 Con, -18 Lab) but lost Bracknell Forest (41 seats, +18 Lab, +7 Lib Dem, +2 Green, -27 Con).

Again a warning from this county should Labour open up a Lib-Lab-Green coalition at City Hall to save Labour's flagship uLex expansion come May next year. Such a coalition would outflank any move by the Tories to force a halt to uLex expansion.

Berkshire's local council 202 seats fought resulted in net seat changes of 5 for the Lib Dems, 4 Labour, 1 Green Party, with the Conservatives losing 77 seats. This represents a combined Labour and Green Party effect of just 2½ percent, with the Lib Dems also showing a swing of 2½ percent.

HERTFORDSHIRE



Lib Dems won Dacorum (51 seats, +9 Lib Dem, +3 Lab, -13 Con) and kept control of Watford (12 seats, no net seat gains or losses), St Albans (19 seats, +1 Green, -1 Lib Dem), and Three Rivers (14 seats, +1 Green, -1 Lib Dem). Hertsmere (39 seats, +7 Lab, +6 Lib Dem, -13 Con), East Herts (50 seats, +18 Green, +6 Lib Dem, +3 Lab, -27 Con), North Herts (16 seats, +3 Lib Dem, +2 Lab, -5 Con), and Welwyn Hatfield (16 seats, +2 Lab, +1 Lib Dem, -3 Con) are now hung councils. Tories kept control of Broxborne (10 seats, no net seat gains or losses). Stevenage (13 seats, no net seat gains or losses) remained in Labour control. *Another warning for the Anti-ULEZ Effect was sounded by BBC News Elections 2023 reporting that the Lib-Lab pact on North Herts council will stay. The council remains under no overall control. Party swings in Hertfordshire's local councils were also moderate, bucking the Labour national trend. Out of the 240 seats up for grabs, the net number of seat changes were 23 for the Lib Dems, 17 for Labour, and 2 for the Green Party. The Conservatives lost 61 seats overall. This represents a combined Labour and Green Party swing of 8 percent, with the Lib Dems achieving a 10 percent swing overall.*

£5 million for Signs of the Times

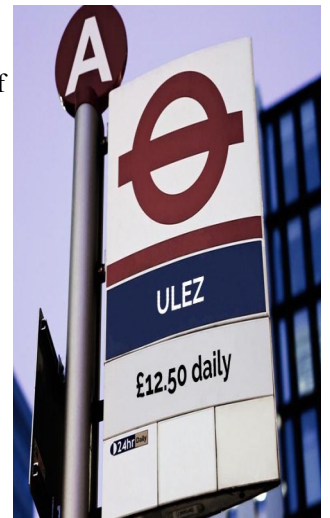
A successful Freedom of Information request lodged by on-line newsletter *OnLondon* requested amount spent by Transport for London (TfL) on signage in advance of uLex expansion to the greater London boundary. The expansion scheme is subject to Judicial Review, and will be hotly contested at next May's mayoral and greater London assembly elections.

TfL answered: "The value of works completed up to March 31st 2023, to supply and install signs for the London-wide uLez scheme is circa £5 million. This includes staff time and overheads."

London's Conservatives have slammed the figure, describing it as a waste of money. Nick Rogers AM (*Hounslow, Kingston & Richmond, Con*) City Hall conservatives transport spokesperson said: "Mayor Khan is wasting £5 million of Londoners' hard earned money on uLez signs rather than implementing policies that will actually clean up London's air. "He should scrap his uLez expansion and start tackling air pollution where it is, instead of taxing where it isn't."

★ GLTN has been active lobbying GLA members and leaders of councils sponsoring the Judicial Review for an injunction stopping TfL from further installs.

Legal advice sought indicate powers to install signs and cameras London-wide are in the GLA Act (1999) sect. 23. It's not clear why "Section 8" permissions have to be sought by TfL to continue with installs.



Time to Stop this War against the Motorist

In its many guises — council, regional, and national — your money is the target instead of needed road safety enforcement.



Kerr-Ching! go the cash registers, not caring that lives are blighted, poverty enforced, and drivers drive with trepidation instead of self confidence in their safety.

Celebrities have recently gone public admitting speeding offences. Home Secretary Suella Braverman chose to accept three points and a fine last summer. Proving that Home Office contains a nest of vipers that leaked to the media her innocent but perhaps unwise query to her close staff asking whether it was possible to take her offered Zoom video speed awareness course privately.



She tried to avoid recordings of it being guffawed over for public delight. In other words, trying to protect the Office she holds.

Pop idol James Blunt's Zoom speed awareness course turned into embarrassment when the *Goodbye My Lover* hitmaker wasn't recognised —



until the instructor asked class for ways to stay calm while driving. One wag suggested a CD of Blunt's greatest hits.

LBC 'phone-in host Rachael Johnson got a fine for doing 26mph in a 20mph zone; so did former Culture Secretary now host of Talk TV's *Friday Night With Nadine*, Nadine Dorries.



The Archbishop of Canterbury was fined £510 including costs plus three points. Even saintly no threat on the streets Ian Hislop, editor

of *Private Eye*, had his wallet felt by the State with a 26mph fine which Ian says he just paid to avoid the lengthy process fighting fine papers written in legalese mysteron.

The alternative reality of Lewis Carroll can be found in motoring courts. Last month saw Willesden Magistrates ponderously consider ex-Oasis guitarist Noel Gallagher (55) by awarding him six points and fine of £742 with £396 costs for failing to declare in time who was at the wheel of his chauffeur-driven Range Rover stopped by Police in November. Gallagher hasn't got a driving licence. "And he's not planning on getting one any time soon. He's pleaded guilty by letter and paid the fine," said a source.

One MPH One gets PERMANENT Criminal Record

Our February issue ([GLTN3-2.PDF](#)) told of one disabled cancer-suffering driver, supported by *GLTN's* fighting fund, who was banned for six months and fined over £300 for the "crime" of exceeding the un-announced reduced 30mph speed limit tolerance of 10% +2mph 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. Court appearances are ordered if the amount of penalty points could take the accused past 12."

What's not generally realised is that last year's speeding crackdown, promotes an un-mentioned additional punishment: a permanent criminal record that blights a driver's life permanently. This indirect effect of a criminal court decision, for drivers such as our One MPH One is not proportionate.

We requested further information from our legal consultants as to whether the "criminal" record expires on the expiry of the driving ban. Patterson Law replied: "we can confirm that the expiry of the ban will not change the fact that there is a criminal conviction." Which means, that anyone with such a record would have their entire life stained by the "war against the motorist" and governments' desperate need to generate revenue by trapping motorists with fines and costs into paying up for offences that are often unannounced, unpublicised, and designed to catch the unwary. Previous issues of *GLTN* and the national press show some offences are virtually unavoidable, designed as a money honey trap to provide revenue, not to increase road safety.

DD	04 May 23 HMCTS	DD	20.00
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Proof of Payment. Extract of driver's bank statement

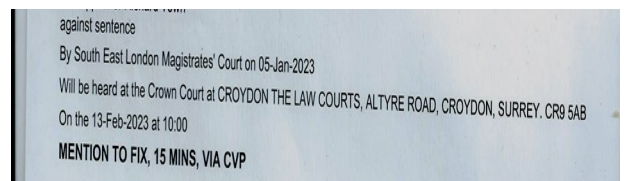
A further nasty threat from HM Courts & Compliance Centre made directly to the driver without reference to *GLTN's* legal consultants, his solicitor of record, was an attempt to place a "Wanted for Non-Payment of Fine" Police national computer (PNC) alert. This could have resulted in an arrest warrant being issued as a flag for Police action on the driver's PNC record.

Patterson Law contacted the "compliance centre" that had issued the notice suddenly demanding immediate full payment of all fine and costs. This "centre" was not in "compliance" with JPs' ruling that had ordered a monthly payment plan due to the driver being a pensioner.

Without a blush, the grandly named "Criminal Fines Collection & Enforcement - HM Courts & Tribunals Service" put back the driver's payment plan to what the Court had originally ordered. But without including the latest payment made seven days beforehand, in a false and impotent attempt to justify their action.



The Court had previously tried to panic the driver into Court with an Attendance Notice dated on a Monday, posted out on a Thursday, delivered the following Monday for the driver to appear the next day at 10am. Patterson Law spoke directly with the Court Office who quietly rescinded the notice. 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 from representing the driver and impose a conviction without Barrister.



No Licence ex-Oasis Noel Gallagher Awarded six points

Mad Hatter: Would you like a little more tea? Alice: Well, I haven't had any yet, so I can't very well take more. March Hare: Ah, you mean you can't very well take less!

London mayor Candidates seek Your Vote

Three top contenders to become next May's official conservative party mayoral ballot box hopeful have all announced uLez expansion (uLex2) cancellation policies. A further six Tories have indicated they will stand. London Tory grassroots will be balloted on a shortlist of three. Results are expected July 19th, ten days after the High Court is expected to hand down its Judicial Review decision on legality of Khan's plan. Shaun Bailey AM (*London wide*), runner up in May 2021, is not listed according to *Conservative Home*. He had received 35 percent of first-preference and 45 percent of second-preference votes cast, an overall swing to the Tories of 1.6 percent against winner Sadiq Khan.

Previous leader of the current nine-strong City Hall conservative group **Cllr Susan Hall AM** (*London wide*) is a former leader of Harrow borough council, one of five Tory councils taking mayor Khan to the High Court in a bid to stop uLex expansion. Harrow was a notable 2022 London council Tory win gaining eight seats proving its possible to buck a national anti-Government trend. Hall, quizzed on LBC, confirmed: "we will stop it."



Another former group leader of GLA Tories, now chairperson of the greater London assembly, **Andrew Boff AM** (*London wide*) told *Talk TV* on Saturday (20th) that he would "abolish expansion on day one, it'll be the first order I'll sign." Boff is a five-time conservative mayor nomination contender and former leader of Hillingdon Council that's also taking mayor Khan to the High Court.

Minister for London **Paul Scully MP** (*Sutton & Cheam*) has thrown his hat into the ring also on a platform of stopping uLez expansion. Scully is Minister for London and Minister for Technology & Digital Economy — he'll keep his Government posts until the party's grass roots' candidate endorsement is known.



Greater London area Tory grassroots are already being invited to adopt assembly member candidates. They're first addressed by the hopefuls and then the super-constituency winner is chosen by secret ballot. Liberal Democrats won't select their candidates until July.



Unashamedly pro-uLez and supportive of all the other schemes mayor Khan throws against London drivers is Green Party mayor candidate **Cllr Zoe Garbett** (35) a member of Hackney Council. The Green Party came third scoring 7.8 percent of the vote in May 2021's proportional representation mayoral poll.

Khan's poor Health Threatens his standing again for London mayor

~ Labour Party HQ said to be "Worried"

Concerns that current mayor of London Sadiq Khan may pull out of next May's frantic election race — he's standing for an unprecedented third stressful four-year term — have been dismissed by labour's Victoria Street HQ. Khan is already nominated as official labour party candidate with ringing endorsement by Sir Keir Starmer. Fears mount that were Khan to retire then former labour party leader Jeremy Corbyn MP would stand as an independent taking London labour activists' votes. Or former independent mayor Ken Livingstone, now re-habilitated as a party member after being sent to toil in the fields in a programme of re-education.



Corbyn currently holds Islington North as an independent having been expelled from labour and having the whip withdrawn by a messy and protracted procedure that included accusations of antisemitism in the party. Former labour leader of greater London council, and first mayor of London hard left Ken Livingstone stood as an independent in 2000 following his party expulsion. In October 2020, Equality & Human Rights Commission found the labour party "responsible for unlawful acts of harassment and discrimination".

Asthmatic mayor Khan, has admitted suffering a mild heart attack in 2021 at a Glasgow COP26 fringe meeting. He told the *Standard*: "Out

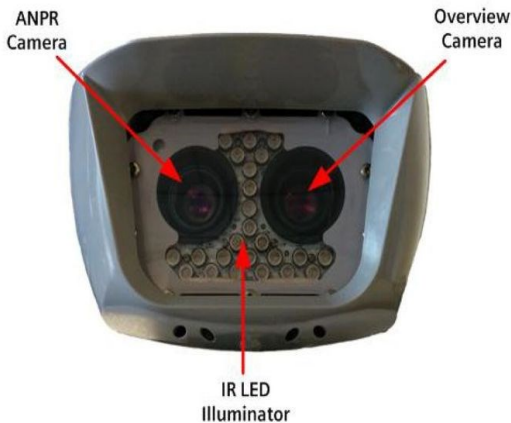
of nowhere, I felt a knot in my chest, a kind of tightening," and had to be helped off stage. There have been concerns expressed that his usually smooth monotone replies to tough Questions at City Hall have given way to shouting and rudeness — a common sign of stress. Khan has also revealed he suffers post-traumatic stress disorder as a result of death threats. In interview with *the Guardian* he said: "One of my best friends is a doctor and we talk about it. I think the phrase is cumulative." He's been London mayor since 2016 and is a former MP and Transport Minister. Labour HQ insiders speculate that the labour leadership wants a different candidate as they're worried his standing could be a referendum on his tenure representing the Tories best hope of winning. Greater London Tories, still with a 6 point drag anchor labour party lead to fight, had better be careful of what they wish for.



Fears Spread over Street Camera Security

Despite warnings in previous issues of *GLTN* and concerns over privacy raised by the Green Party in our last issue, the surveillance czar has again warned that councils know little about their CCTV cameras' origins. Fears are that captured footage could be transmitted back to foreign powers as part of an intelligence database on Londoner's movements.

"Against a backdrop of increased public-space surveillance it's difficult to see what basis the public can have confidence in the deployment of cameras for which local authorities are responsible," the commissioner said last week, reports *Press Association*.



731 additional ANPR cameras have already been deployed by Transport for London (TfL) in outer London watching for vehicles that breach uLez emission diktats. Some sites have had their existing Red Route cameras updated. At those sites no additional "Section 8" permissions from the councils were needed. *GLTN's* enquiries with the mayor's office only met with the bland reply that a Freedom of Information request should be placed with TfL asking if uLez cameras meet Government rules.

Out of a survey of 143 councils 63 said their town centre CCTV systems had been supplied by foreign companies about which there had been ethical or security concerns. These include cameras made by Chinese companies Hikvision and Dahua, which have been a source of concern for the commissioner due to alleged links with the Chinese state.

Biometrics & Surveillance Commissioner Fraser Sampson said: "The most alarming aspect of this survey is the extent local authorities don't appear to have basic information on what camera equipment they're using. And whether they've any concerns about security or human rights issues."

Forty councils were unable to say who the manufacturer of their CCTV cameras were, a situation the watchdog describes as "concerning". Sampson warned in February that UK police forces were "shot through" with surveillance equipment made by companies such as Hikvision.

The company has also been criticised by politicians including former conservative leader Sir Iain Duncan Smith MP, and Alicia Kearns MP, chairperson of the Foreign Affairs Select Committee.

In November, Government ordered public authorities to stop installing Chinese-made CCTV cameras on "sensitive sites" due to security concerns. Some councils have already said they will remove Hikvision's equipment from their buildings, including Edinburgh, Kent, and Wales.

Hikvision has consistently denied that it is a security risk, saying it's "categorically false to represent Hikvision as a threat to national security. A spokesperson told *GLTN*: "Hikvision does not store end-users' video data, does not offer cloud storage in the UK, and therefore cannot transmit data from end users to third parties." Technicians holding only basic City & Guilds qualifications in video and data know the possibilities.



Sarah Everard Memorial Street Watch (update)

Objections said to be coming from TfL to the use of uLez cameras for enhanced street surveillance, particularly in areas where Police Borough Commanders know street safety is a concern, are countered by this example lens front of a typical ANPR camera.

Updating Red Route traffic junction cameras, this version has both video and ANPR capability that can be operated at the same time.

Nasty claims by climate pro-uLez zealots say *GLTN's* using the Sarah Everard name to try and get uLez camera use stopped, implying the cameras can't transmit CCTV footage and ANPR information simultaneously.

Camera crime Crackdown

Mayor Khan told a *Standard Online* reporter: "Vandalising uLez cameras, vandalising TfL property, is not acceptable. It's a criminal offence, the Police and TfL take it very seriously."

Not surprisingly, most uLez camera vandalism and thefts occur in outer London where the mayor vandalised his own statutory consultation ignoring public rejection by a 59 percent majority. And 5,500 replies were vandalised out of the mayor's statutory consultation.

In March then Tory group leader Cllr Susan Hall AM asked the mayor: "Since the uLez expansion, how many cameras have been damaged and what has been the cost of repairs, broken down by those in the original zone and those in the expanded area?"

Mayor Khan replied: "As of March 21st there had been 31 instances of vandalism or theft of uLez cameras within the expansion zone. Within the existing zone, there had been 12 instances."

Once again proving the mayor's policing priority is keeping Londoner's safe in the face of a knife crime pandemic, as of last month that March number had risen to 96 allegations of camera "crim dam" keeping Police occupied.

Mail Online reports Joseph Nicolls (42) of Sidcup, was charged with criminal damage and handling stolen goods, as well as aiding or abetting destruction of or damage to property valued over £5,000. Kingsley Hamilton (44) of Beddington, near Croydon, was charged last month with criminal damage and going equipped. He's been bailed to appear at Bromley Magistrates Court also on June 9th.

Det. Supt. Daniel Smith, whose Bromley officers are leading the investigation, said: "We have been proactively targeting those we suspect of causing or seeking to cause damage."

Common thieves see the new cameras as valuable attempting to portray themselves as anti-uLez campaigners if caught. Some boast of selling their swag for £50 each.

Blade Runners

LBC reports a 100-strong activist group called "Blade Runners" will carry on seeking out uLez spy cameras attacking them "until every one is down". One activist, a father in his mid-40s wearing a balaclava, said he'd downed 34 himself, claiming many had been targeted by others.

Mail Online adds: "The secretive group works whenever it can to remove cameras from the streets of London. The activist said: 'In terms of damage it's way more than what Khan and TfL have stated. It's at least a couple of hundred'". (contin p9)

Protests Continue ~ Reform Party joins Tories at Two demos



Richard Tice, chairperson of Reform UK, and Howard Cox, leader of FairFuel UK and Reform's mayoral candidate joins local Tories Gareth Bacon MP and Peter Fortune AM plus hundreds of campaigners last month at the third **Orpington** anti-uLex roadside demonstration



Action Against ULEZ Extension campaigners' Facebook site plans two further demonstrations this month: Saturday 10th Dartford DA1 1EU, and Marble Arch Sunday 25th 12pm. Watch their Facebook page for more details.



This snap of a builders' van that'll be hit by uLex2 for driving in from outside London was written up as having been vandalised by campaigners in an attempt to vilify demonstrators at the **Trafalgar Square** demo. Although inelegant, the van's owner did it himself. The reporter, from *Global News*, was forced to write a grovelling

retraction of the made up item. Corrections had to be broadcast.

* GLTN has already complained to BBC London News over their so-called uLex "fact sheet". It was re-written removing much of the Khan-age propaganda. We joined over 320 complainants to the Advertising Standards Authority about TJL's sick and misleading uLex adverts claiming Londoners would die early unless uLex was extended.



Gasp!

Protesters staged a sit down demonstration outside the **Royal Festival Hall** (who paid for that?) at mayor Khan's already-discounted *Gasp!* book launch. The peaceful protesters were intimidated outside by goons that took photographs and demanded

their names. Then were harangued inside the hall by Khan's usual minder LBC's (prop. Global Media) overtly left wing-biased 'phone-in jock James (gives it out but can't actually take it) O'Brien who claimed on stage that protesters were infringing "rights to free speech". It was reported that Khan's brother almost got into a fist fight with one campaigner who'd been refused permission to challenge the mayor over his sick threats of Londoners' early deaths if uLex wasn't expanded.

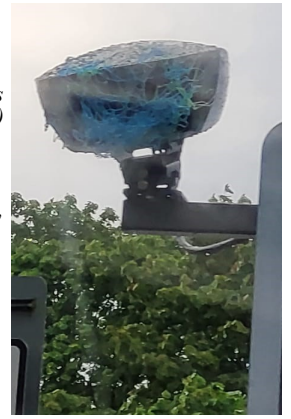


"Git Khan Ahat!" was the chant at a well-attended demonstration against uLex and low traffic neighbourhoods that thronged the entire length of **London Bridge** May 27th. Protesters were again joined by Reform — known to be against all uLex, not just

outer London's extension. Passing drivers, including buses, honked and waved their support. Care was taken not to obstruct the highway. No superglue was used.

More Readers' Wires

Aerosol silly string obstructs this camera's view (Hillingdon)



This uLex technician installs a new spy camera in rural Biggin Hill. Yes, that Biggin Hill, famous for its wartime RAF base, now a busy short hop commercial airport. Motorists are also blamed for the tons of aviation fuel exhaust daily pumped out by aircraft take-offs and landings (Bromley)

Another uLex camera installation technician inadvertently forgets to peel off the lens warning label



Most of the snaps posted in this series have come from Facebook pages. They were taken by activists who have no connection with the state of the cameras they've seen. Or those shown missing. The group's administrators report that "Facebook is investigating" members who post. The form of the investigation and from whom the requests have come has not been disclosed. *GLTN* will continue to report, despite implied threats, as it's in the public interest.

Daily Mail OnLine Interviews a Blade Runner

A *Blade Runner*, speaking to *Mail Online* said: "Although I could face prosecution with a maximum four-year jail term, the cause is worth fighting for."



"Blade Runner" displays spoils of war. Above, another uLex camera has its feed wires cut (pix: Mail Online)



"Everything we're doing is for our own freedoms. It's the tip of the iceberg. We do not live in a democracy. We will fight with everything we have for our freedoms.

"Snipping, damaging with hammers, painting, disabling on a circuit level and removing. They're unbolted and they're snipped. The tools they use to install them are the ones we use to remove them.

"We don't want this. It's a way to try to... restrict our movements. "F*** them. It will not happen because we haven't done anything to deserve it."

See the Mail OnLine article at: [ULEZ 'Blade Runners' want to take down EVERY one of Sadiq Khan's low-emission cameras' | Daily Mail Online](#)

As of going to press, some images appear to have been redacted.

Was BBC's ULEZ "fact" sheet a contempt of Court?

GLTN has referred the original BBC London News Online "fact sheet" to the Judicial Review applicant boroughs for their opinion as to whether a contempt of court has occurred.

In a re-vamp to its article referred to as a "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 was still in a re-written version, dated March 24th, found on the State broadcaster's website at: [ULEZ expansion: Contested claims examined - BBC News](#) — the link still

repeated in every BBC London News broadcast reporting uLez items. And continues to be referred to as a "fact" sheet by BBC London News presenters.

Re-written by Tom Edwards, styled as "BBC London Transport & Environment Correspondent," the toned-down piece of obvious Khan-age propaganda originally ridiculed the upcoming Judicial Review application by four affected boroughs and one affected county council. The Application has been considered by a senior retired High Court judge who found two of the grounds worthy of consideration and allowed the council's Judicial Review to proceed. A further two grounds were accepted for consideration last week. A decision is expected July 9th.

But even the Tom Edward's re-written piece, now termed an "article" was again re-written, topped by Yasmin Yufo of BBC News admitting that "it's true to say that latest uLez expansion is happening more quickly than the previous one and in comparison to similar schemes in other cities in the UK."

And, "It's true that compared with a year ago it will be harder for some people to replace their vehicles and also that there's a shortage of affordable cars and compliant second-hand vans." Both admissions confirm campaigners claims and may form part of Counsels' arguments put to Judges in July.

Edward's piece, predictably is still with heart-tugging mention of, and complete with heart-tugging full page photo of eight-year old Ella Adoo-Kissi-Debrah captioned: "the first person in UK to have air pollution listed as a factor at an inquest". Not mentioned was her brave mother, a former Green Party GLA candidate who's firmly against low traffic neighbourhoods.

The "first"? Have there been others then? On this, as with so many other points of complaint made by GLTN, there is silence from W1A.

Edwards fairly points out that: "According to sect. 143 GLA Act (1999) Government can force the mayor to change his transport strategy if any element is inconsistent with national policies relating to transport and viewed as damaging to anywhere outside of London." This aspect will have to wait on learned Judges' decision before being enacted.

But the Prime Minister seemed unenthusiastic for a Sect. 143 action. Speaking from the Dispatch Box, he accused London's labour mayor, backed by labour party leader Sir Keir Starmer, of going against the "overwhelming" will of the people, the Tories favourite group: "hard-working Families". Rishi still claimed "powers were devolved" to the mayor and could "only be changed at the ballot box."



Croydon buys non-UK street Cameras ~ Ministry said to be "Concerned"

Three times taken into special measures former labour Croydon council splashed out millions of pounds on CCTV cameras that only meet National Television Standards Committee (NTSC) standards, today only used in USA and south America.

Dubbed by video technicians as "never twice the same color" due to its poor colour reproduction, the system is incompatible in UK and Europe where the PAL (Phase Oriented Line) system produces accurate transmission and reception. The cameras were said to have been bought by Croydon: "because they were cheap".

The bankrupt former labour council, with debts of £1.6 billion, bought the cameras to catch motorists it claims use "rat runs" near schools.

Croydon council wouldn't disclose the losses due to "commercial confidentiality". They would only say: "We are working closely with the contractor to find a solution." The only solution our informant, a City & Guilds qualified video technician, could suggest was to "send the duff cameras back".

Croydon's press office added: "Our Healthy Streets campaign makes roads safer for children." The campaign's funded through Transport for London via the mayor's office. Again, a Croydon spend figure is hard to come by. The programme's correct title is "Green & Healthy Streets Fund." It's a sub-set of the mayor's Transport Strategy and intrinsically anti-motorist.

Levelling Up Secretary Michael Gove has already announced an over £500 million debt write-off for the toxic council. Proving that even when the public sector fails, it doesn't. It just has to perform a silly walk to Marsham Street and get more taxpayer's cash.

* Croydon has won the "coveted" London Borough of Culture 2023 award. Not one to miss a publicity chance, mayor Khan has confirmed Croydon will receive a £1.35 million grant to "showcase local talent through a diverse and inspiring programme of art and performances".



Stormzy leads Croydon youth by example



Shaniqua Benjamin, Croydon's own "poet laurette"

Former labour leader Cllr Tony Newman said on hearing of the award: "From Stormzy to our very own Shaniqua Benjamin, Croydon is home to talent, with a rich music heritage as birthplace of punk, and grime."

With the debt level Newman left others to clear up after his resignation, this is obviously the right time for Croydon to be having an over £1 million piss up.

Glasgow Inflicts Draconian Low Emission Zone Fines

Glasgow City Council, in no overall party control since 2022, started its Low Emission Zone one square mile (LEZ) enforcement on June 1st. With support from Scottish Labour and Greens, the Scottish Nationalist Party is inflicting £60 fines on motorists entering the city's central area —without exacting a toll first.



The immediate £60 fine is reduced by 50 percent if paid within 14 days. But that renounces any right of subsequent appeal. The one square mile area — seen as getting city drivers used to paying up like London's original 8 square mile uLez zone did but now set to cover the whole 610 square mile greater London area — is city centre

bounded by M8 motorway to the north and west, River Clyde to the south, and Saltmarket/High Street to the east. M8 motorway is not included.

Unlike the imposition with just 50 days notice on outer London's drivers of the expanded uLex area waiting on High Court's July decision as to legality of mayor Khan's flagship project, Glasgow's LEZ area residents have been allowed a whole year to adjust.

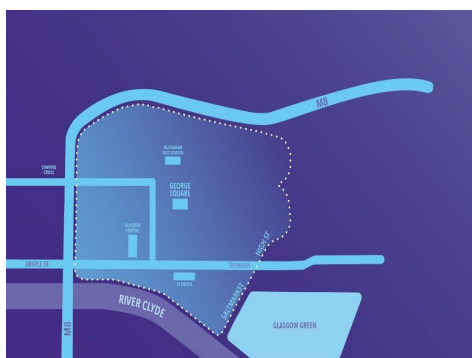
In an obvious Bawbee-grab that's predicted to result in Birmingham-style mass vehicle registration and enforcement mayhem, the penalty amount doubles with each subsequent breach of the rules detected within 90 days. Like London's uLez, enter Glasgow's LEZ a few minutes before midnight, and leave a few minutes afterwards and you'll then owe the City burghers a staggering £180. *Kerr-Ching!* Where there are no further breaches of the rules detected within 90 days following a previous violation, the rate is reset to what the council calls "the base tier of charge" £60.

Penalty charges are capped at £480 for cars and light goods vehicles and £960 for minibuses, buses, coaches and HGVs. They follow the same emission's trail set by Transport for London: vehicles not meeting Euro 4 for petrol, or Euro 6 for Diesels will be caught.

Again as in London, Low Pressure Gas (LPG) zero carbon emission fuel-converted vehicles are ignored. So a LPG motorhome say, found registered to the SNP obviously as an election vehicle, would still need to pay the charge. But in a nod toward accepting the lower emissions of two wheels, all motorbikes and mopeds are outside this motorists' municipal money honey trap.

Again in advance of the London mayor's thinking, Blue Badge holders are exempted from Glasgow's fines' enforcement. Application has to be made before the date of travel, does not demand a £10 "fee" as does TfL, but wrongly ties exemption to a single vehicle registration number — TfL allow two vehicles on the one Blue Badge. Since their inception, Blue Badges are issued in the name of the disabled person, not particular vehicles. This allows taxis or relatives to ferry the disabled about without fear of punishment so long as the Blue Badge is on display. Some London local councils bully their disabled by not allowing Blue Badge holders to park in "residents' only" bays even if the disabled person is a resident there.

Historic Vehicle exemption, 40 years from date of manufacture for London, has been set at 30 years for Glasgow.



"We'll Keep a 20mph Welcome"

That beautiful Principality of Wales — Tywysogaeth Cymru — famous for it's welcome to caravan-tugging tourists is set to shut its welcome if proposals for a Welsh Assembly-sponsored national 20mph speed limit are confirmed locally.

All residential roads and busy pedestrian streets inside the country could become 20mph speed limited, irrespective of time of day, day of week, road, and traffic conditions.

The State-sponsored war against the motorist took another major step against its people when the Welsh Assembly (Senedd) voted in favour in July last year for Wales to become the first UK nation to pass legislation to lower the default national speed limit from 30mph to 20mph.

But the fightback has already begun with a 21,000 petition presented to the Senedd for consideration later this year. Calais Smith from Buckley, Flintshire, told *BBC Wales* she wanted the speed limit to be raised back to 30mph on most roads. "No one sticks to it anyway. Outside schools it makes sense, but everywhere else it's ridiculous." Angie Hargreaves said the speed limits were not making roads safer. "People overtake a 20mph driver recklessly in frustration," she said.

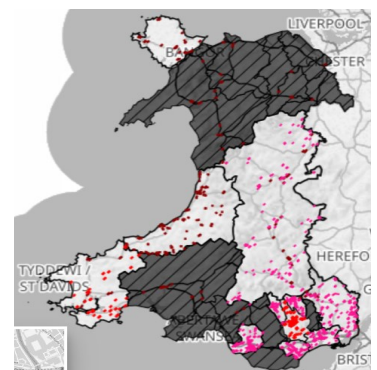
Work is now underway by the 23 local highway authorities to get the country ready for the change — the new speed limits take effect September 17th.

The new legislation will not apply a blanket speed limit on all roads, it changes the speed limit on restricted roads to 20mph. The local highway authorities this month have "started to engage" with local residents to decide which roads should remain at 30mph.

At 2021 elections labour won 30 Senedd seats, giving the party a minority administration. Labour's been in power in Wales — either in coalition or as a minority — for the past 22 years. Plaid Cymru's 13 seats gives them an undemocratic whip hand. Welsh Conservatives celebrated its best ever Senedd election, winning 16 seats. For the first time, Welsh 16 and 17 year-olds were given the vote, but less than half registered. Welsh Labour needs Plaid Cymru votes to maintain its grip on power — both parties are known to be anti-motorist.

This piece of nonsense attempts to justify this "anti-car racket". It's from Senedd's own website: "People surveyed say traffic speed is a barrier to walking and cycling for short journeys.

"So by lowering the speed limit, we're helping to create safer, quieter, and more pleasant environments where people feel safer to walk and cycle, further reducing air pollution benefiting people's health and the local economy."



GB News Lawrence Fox sets up GLTN to argue with pro-ULEZ campaigner

Director of Climate & Media Coalition Donnachadh McCarthy was given equal air time to rabbit on about premature deaths coming from air pollution — the usual mantra of campaigners thinking they can frighten viewers by forecasting the doom of their impending mortality. “Children should have the freedom to go to their nursery school in pollution free air levels of cleanliness,” he continued.



Quoting from official World Health Organisation (WHO) papers, *GLTN*'s editor controlled his urge to retch replying: “Even if all London’s traffic stopped tomorrow morning, then WHO’s latest virtue-signalling limits still wouldn’t be met as over half of air pollution comes from rail, river, and air transport, wood burning stoves, construction, and gas fired central heating.”

Donnachadh agreed that only half of air pollution comes from motorists, but then went on to make no sense saying “drivers contribute the majority of particulates”. Making up figures as he went along, he then recited Khan’s sick mantra: “70 percent of poor Londoners don’t own a car and live in the most polluted parts of London. So if we care about the poor we should be supporting uLez expansion, not resisting it.”

Descending into an anti-Tory rant this campaigner, from an organisation no-one’s ever heard of, then banged on about “Tory cuts to the 1.5 million pensioners who are having their bus pass taken away from them”. The OAP’s Bus Pass was started by the old greater London council, carried forward by a conservative GLC, and then Boris Johnson’s time as mayor. Only mayor Khan has had to cut the OAP’s Bus Pass concession due to his mis-management of Transport for London finances.



~ ~ *For Sale* ~ ~

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Low Traffic Neighbourhoods were “rushed through” says National Audit Office

The National Audit Office has slammed inefficiencies and “poor value investments” of low traffic neighbourhoods. (LTN) Now councils will have to find their own money if they want to install anymore of the controversial traffic management schemes that overwhelmingly just divert traffic from one neighbourhood to adjoining roads, delay blue light services, and increase pollution. Funded by central Government during the Covid pandemic with a massive grant from the Department for Transport, over £250 million was squandered on the schemes, all subject to resident’s consultations, but made permanent despite the results.

Just Fancy That!

A sad old labour biddy from the back benches of the Welsh Assembly has officially asked that the building’s piped television feed of *GB News*, be switched off by order to the assembly video contractors.

She was apparently “enraged” by some news item or other, dubbing the channel as a “disgraceful right-wing propaganda broadcaster”.

Meantime, LBC’s openly leftie ‘phone-in jock James O’Brien, a refugee from BBC TV’s *Newsnight*, continues to rant against new TV media start-ups *GB News* and *Talk TV*. *GB News*’s Monday to Thursday 7pm lead presenter is former Brexit Party leader and former MEP Nigel Farage. Followed immediately in the schedules by former Minister for Brexit Opportunities Jacob Rees-Mogg MP. Both are routinely, and some would say, rudely ridiculed by O’Brien on his daily ‘phone-in radio slot. Both are previous LBC ‘phone in presenters.


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