



Greater London Transport Newsletter

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

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

JUDGE SAYS ULEZ EXPANSION "LAWFUL" *Court 3 High Courts Strand* In a shock decision announced today High Court judge Mr Justice Swift this morning dismissed the five councils' Judicial Review against London mayor Khan's expansion of uLex to all of greater London. In summary of his 18-page ruling Judge said of the grounds: "I am satisfied that the mayor's decision to expand the uLez area by amendment of the present road charging scheme, rather than by making an entirely new scheme, was within his powers. Having carefully considered the consultation process, I am satisfied that enough information was given for people who wished to respond to provide informed responses." Judge added consultation on the scrappage Scheme was "not in depth", but was "lawful".

London-wide Consultation:

Asked about expansion 59.4% of replies voted "No", 7.6% said it should be "Later", 20.1% said it was "Right Date", 11.7% said it should be "Earlier", and 1.1% said "Don't Know". Over 40,000 replies were accepted as "valid".

But the People Say "No!"

Uxbridge anti-uLex expansion votes cast:
Conservative 13,965 + Reclaim 714, Lib Dems 526, independents & others 877 = 16,082
Uxbridge Pro-uLex expansion votes cast:
Labour 13,470 + Green 893, independents & others 480 = 14,843



TORIES RETAIN UXBRIDGE and South Ruislip with a much reduced 495 vote majority after a 2 am labour-demanded recount. Third generation local resident Cllr Steve Tuckwell won his "referendum on uLez" despite a 6.7 percent swing to labour. The new MP said on election night: "It's Khan that lost labour this election and it's his damaging and costly uLez policy that did it." Labour deputy leader Angela Rayner also

blamed uLez for failure to snatch the seat. She told *BBC Breakfast*: "One of the things we have to reflect on is not only mood against the Tories, but also the decision in Uxbridge related to uLez. "The result shows that when you don't listen to voters, you don't win elections." There was a 46 percent turnout.

There's been more uLex defections from London Labour's ranks. Labour's failed Uxbridge byelection candidate and labour Camden councillor Danny Beales (35) spoke out against the labour mayor's planned expansion of uLez to all London during his campaign. He said the cost of living crisis meant "it's not the right time to extend the scheme to outer London – it's just not. I've had hundreds of conversations on the doorstep and this is the message I give: community first, party second." Shadow minister for prisons and probation labour MP Ellie Reeves (*Lewisham West & Penge*) joined London Labour's chorus of criticism saying uLex expansion would "unfairly hit her constituents." In a letter to the mayor seen by *The Telegraph* she wrote: "Care workers and small businesses are affected. They're doing the right thing providing local employment or caring in the community. But they can't afford to make the transition".

With London mayor Khan instructed to stay away from Uxbridge hustings and the poor labour party result only managing a 6.7 percent swing — plus losing its deposit in Somerton & Frome after a shock Lib Dem win — questions continue to be asked over Khan's health and suitability to stand for a third term as London mayor in May. Despite Sir Keir Starmer's unflinching support for the failing mayor, news agency *Bloomberg* reports Khan saying he opposes the labour leadership decision to keep to the Tory two child benefits' cap. *GLTN* understands former hard left labour mayor Ken Livingstone adviser Dawn Butler MP (*Brent Central*) and former Wandsworth councillor Dr Rosena Allin-Khan MP (*Tooting*) were being lined up as potential shoe-ins for London Labour's May 2024 election-endorsed candidate and current lame duck mayor.

Pressed in a *BBC London News* interview, national labour leader Sir Keir Starmer refused six times to endorse labour mayor Khan's uLex expansion plans. Sir Keir could only offer an oily reply saying Beales was "right to raise concerns about the controversial uLez expansion." But later on LBC said the mayor was "caught between a rock and a hard place having to start uLez on August 29th due to Government laws on air pollution". There's no new air pollution "laws" affecting August 29th. Only a statutory instrument — The Environmental Targets (Fine Particulate Matter) (England) Regulations 2023 — that requires a 35 percent PM_{2.5} reduction to 10µg/m³ by 2040. Last September's Environment Bill legislated against industrial air pollution.

* Uxbridge's defeated labour parliamentary candidate, and Ellie Reeves MP add themselves to the list of London Labour MPs opposing uLex expansion: John Cruddas MP (*Dagenham & Rainham*), shadow exchequer secretary Abena Oppong-Asare MP (*Erith & Thamesmead*), shadow business & consumers minister Seema Malhotra MP (*Feltham & Heston*), and Siobhain McDonagh MP (*Micham & Morden*). uLex-bisected Barking & Dagenham joins the list with its labour council leader since 2014 Darren Rodwell, a parliamentary candidate vying to replace Barking MP Dame Margaret Hodge. He's spoken out against expansion of uLex calling for a "greater lead-in time" and "more generous scrappage scheme."

Greater London Transport Newsletter

Our independent editorial policy is unashamedly dedicated to reversing greater London's ultra Low emission zone expansions; (uLex and uLex2) reversing congestion charge increases in 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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Wotta bargain!

ABD Alliance of
British Drivers
Driving Sense



Action Against ULEZ Extension
Public Group: 34.1k members

ULEZ in the High Court ~ Judicial Review Decision Delayed

Dry and anodyne deliveries in the High Court were made by learned Counsel representing outer London boroughs of Bexley, Bromley, Hillingdon, and Harrow plus adjoining Surrey County Council against Counsel representing the London mayor and Transport for London.

The £400,000 legal costs' bill challenging mayor Khan's uLez expansion to the greater London frontier was spent in just two days of hearing. A decision is expected at the end of July. If the five councils lose then their council tax payers have to pay up. If the mayor and Transport for London lose then all Londoners have to pay up.

In 1924, wise words of then Lord Chief Justice Hewart were heard: "Justice must not only be done, but must also be seen to be done." July's learned dry and anodyne arguments on legal niceties are not seen by Londoners struggling with a cost of living crisis as justice done, rather it's suspected they'll open the way for more costs to be racked up by the legal profession dressing up in silly wigs, wing collars and fetching black gowns in appeal to the Law Lords.

uLez expansion to the greater London boundary (uLex2) is obviously unjust. Weeks and months of continuing legal wrangle are not seen as relevant to the up to 380,000 outer Londoners (2021 figure) unable to upgrade their car in the face of a cost of living crisis. Many have already decided Sadiq "ULEZ" Khan's £12.50 midnight to midnight toll will force them to give up work. Some already have because of not being able to afford commuting into inner London's uLex £12.50 midnight-to-midnight toll area.

Inner and central London's already hit by a shortage of care and medical staff — the caring services aren't known for being well paid. But that shortage is due to spread to outer London. Their union Unison tells *GLTN*: "We expect the party of the worker to stand by working people. Khan is anti-worker." General secretary, Christina McAnea is critical of London mayor's uLez expansion plan. She said: "On the one hand I can understand the need for the uLez expansion. But equally I am absolutely aware of the impact it will have on essential and low pay workers. There has to be more thought about exemptions — especially for caring services. There has to be more conversation about how we support care workers and essential workers, and more time. Most care workers are on the minimum wage and this could cost them over £60 per week when they won't be able to afford a new car by August 29th. This will have a massive impact on the care service that again has a massive impact on the NHS — they're all inter-linked. Perhaps the mayor could address this by an exemption for care and medical workers."

Heathrow workers, many of whom are paid between the national minimum and London living wage, are also preparing to ditch their jobs. They work as baggage handlers and ticket staff, work shifts well beyond midnight, and so will incur a double whammy of uLez charges being also unable to afford to upgrade their car in the short time available. It seems Khan expects lone female check-in staff to hang around a deserted bus stop in the dark to get home.

Claiming 20,000 members based at the airport, the biggest employer on a single site in the UK, Unite spokesperson Joe McGowan forecast a lack of support staff leading to flight cancellations. He said many employees worked night shifts and unsociable hours and the alternatives were unsafe or unaffordable. "We want the mayor to delay uLez expansion and improve mitigation, like the scraggy scheme. "The outcome of this plan is profoundly anti-worker." McGowan added: "We think it will have a devastating impact on airport workers, particularly shift workers and cabin crew who are not easily able to access public transport and go to and from work when most of us are in bed." Unite provided over £1.2 million to labour last year.

With London Labour divided, Sir Keir Stammer forced onto the backfoot defending his mayor Sadiq "ULEZ" Khan, and London's Tories bouncing back from disastrous national opinion polls, labour-leaning media harpies are hard pressed to find any labour politician to enthusiastically endorse uLex expansion or Khan. Outer London's uLez day is just 40 days away. TfL's cash registers are set to £12.50 with a £90 fine for non-payment. TfL looks forward to gleefully ringing out: *Kerr-Chinggg!*



Bexley Leader: “You can pollute ~ as long as you pay £12.50”

“We have been clear from the start that we believe air quality is important but that uLez is the wrong solution. By wanting to expand uLez to outer London boroughs it appears that the mayor’s message is you can pollute as long as you can afford £12.50.

“Money spent on the expansion should be used to fix transport problems within the area.

“I’m very concerned about the mental wellbeing of our residents who are already anxious about the installation of uLez and the very real prospect that they won’t be able to use their cars to get to work, visit relatives and friends, shop or attend health appointments.”

Baroness Teresa O’Neill OBE

Leader of the Council
London Borough of Bexley

What can I do?

The High Court may fail to uphold the Judicial Review. Then the poorest London drivers can only look to next May’s elections in the hope that a no-uLez-policy party wins.

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

Contact details are:

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

Liberal Democrats

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

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

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

If you don’t fancy joining any political party then

[Action Against ULEZ Extension](#) campaigners’ Facebook page details future demonstration plans.



Graffiti seen after Khan called anti-ULEZ demonstrators “far-right, Covid deniers, vaccine deniers, and some are Tories”

Transport for London 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. But told Peter Fortune AM (Bexley & Bromley) it has “no plan B” if the High Court accepts the five councils’ Judicial Review application.

Bent Labour Brent council Censors Tory ULEZ extension Debate

The majority labour ruling group controlling outer London Brent council — labour 49 councillors, Tory five, and Liberal Democrat three — has so amended a Tory motion drawing attention to the London mayor’s impending uLex expansion throughout the borough that the motion’s original meaning has been reversed to promote uLex benefits claimed by labour’s London mayor and official labour mayor candidate for next May’s elections.



Item 15.1a

Full Council – 10 July 2023

Amendment submitted by the Labour Group to the Conservative Group Motion

Proposed amendment – To add the wording underlined in red and delete the wording indicated

Don’t Punish Brent’s Drivers Children

This Council notes that:

1. The Mayor of London has proposed a number of schemes that would **penalise support** drivers in Brent **in transitioning to cleaner, greener vehicles**.
2. Introduced in 2019, the Mayor of London oversaw the expansion of the ULEZ **in-**

Labour’s reversal of the motion’s meaning prompted a walk out by the Tory group. They only returned to the council chamber after assurances were given that the amended motion wouldn’t be discussed.

Bent joins other London labour boroughs keen to suppress the capital’s rejection of mayor Sadiq “ULEZ” Khan’s plans to inflict uLex expansion to the greater London frontier on August 29th. The plan was rejected by 59 percent of over 55,000 of the mayor’s statutory consultation replies received — even taking into account the weeding out of 5,500 replies because they were pre-formatted from a motorists’ lobby organisation. During the consultation period a militant cyclists’ group was encouraged to support the scheme. It submitted a bloc of 1,800 replies that were accepted.

Conservative councillor, Sunita Hirani, said: “It’s a shame that an opportunity to debate democratically an issue of such importance to residents and businesses of Brent could not be discussed in an open and honest way. This blocking of democratic debate on such a vital issue is unprecedented in Brent council history.”

Leader of Liberal Democrat group, Cllr Anton Georgiou, also supported the idea that there had been so many changes to the original motion that it “totally negates” it. He added: “I think the precedent that’s set by changing the motion to such an extent could have a negative impact on our group as well.”

London Labour has a history of misusing council tax payers money for overtly political purposes. Across London, labour councils and secretly funded labour front organisations such as “Mums for Lungs” and speed restriction campaigners’ group “Twenty’s Plenty” are desperate to counter the tide of anger against mayor Khan and his uLex2 expansionist policy. Swept along by the numbers of infuriated London motorists, even national broadcaster BBC’s local radio and TV only occasionally and resentfully broadcasts news items against London labour mayor’s uLex expansionist plans.

Censorship of news media plus refusal to report opposition political groups are hall marks of hard left socialist regimes throughout Europe. And one national socialist regime.

Stammer backs Khan's Great Air Pollution Swindle

Interviewed by Nick Ferrari on LBC's morning 'phone in programme, labour party leader Sir Keir Starmer said the mayor was "caught between a rock and a hard place having to start uLez on August 29th due to the law on air pollution from the Government". Obviously a spur of the moment cobbled-together response thinking listeners would believe him — the MP for Holborn & St Pancras is a former barrister, and former director of public prosecutions. As listeners marvelled at his barrister ability to maintain two opposing positions on uLex expansion at the same time, the fence sitter eventually blamed Government, the stock failsafe labour position when all else fails.

Air pollution has reduced significantly over recent decades and will continue to improve. The contribution motorists have made since 2019 has only affected the less than half of air pollution that comes from vehicle exhausts. The majority comes from construction, air, river and rail transport, gas fired central heating, and wood burning stoves. Little is said about these air polluting sources — principally because they're not shock heart-tugging public relations hooks that justify charging Londoners a £12.50 toll, and then a £90 fine if that toll's not paid in 72 hours. Transport for London admitted its failing finances last year — a recurring debt spiral of £204 million every year despite a £6 billion Government bailout fulfilling a pledge that services would be protected during the Covid pandemic.



This charlatan mayor — parodied as Doc Efraim Khan offering a uLez Elixir of Life — is ever keen to broadcast his perverted "toxic air" message: "children growing up with stunted lungs" (medically no such thing); "4,000 Londoners dying prematurely by six months every year" (a statistical claim repudiated by respiratory disease experts) into a money making swindle. Emissions of nitrogen oxides (NO_x) fell by 32 percent between 2010 and 2019 and are at their lowest level since records began. Emissions of fine particulate matter (PM_{2.5}) fell by 11 percent between 2010 and 2019. 2019 figures were used in published Government data as the Covid pandemic stopped much of road traffic over the following two year period — comparisons made against that time frame wouldn't give a meaningful picture.

What Government really Requires

In July 2017, Defra published the UK Plan for Tackling Roadside Nitrogen Dioxide Concentrations aka "The NO₂ Plan". A subsequent supplement published in 2018 was supported by a £3.8 billion investment into cleaner transport and air quality. This focused on resolving the then most immediate air quality challenge — nitrogen dioxide concentrations around roads. 28 local authorities were directed to produce plans to tackle NO₂ exceedances. Those having the most persistent exceedances were required to introduce a Clean Air Zone charge to financially dis-incentivise drivers of the most polluting vehicles to enter those zones. A further 35 local authorities had to develop plans to tackle shorter term exceedances.

The Clean Air Strategy was published in January 2019 and welcomed by the World Health Organisation (WHO) as "an example for the rest of the world to follow". It set out comprehensive action required across all parts of Government to meet legally binding targets to reduce emissions of five key pollutants, fine particulate matter (PM_{2.5}), sulphur oxides (SO_x), nitrogen oxides (NO_x), ammonia (NH₃) and non-methane volatile organic compounds (NMVOCs) by 2020 and 2030. This includes action to reduce emissions from a range of sources, including domestic solid fuel combustion, agriculture, and industrial sources. The strategy also bought forward primary legislation on clean air in the Environment Bill delivered in September last year.

This strategy amended The Environment Act 1995, which set up the local air quality management framework. This placed on local government responsibilities to tackle air pollution. The Clean Air Act 1993 enabled local authorities to tackle smoke emissions from chimneys of buildings, fixed boilers and industrial plants. Amendments to the Environmental Protection Act 1990 allowed local authorities to take more substantive action against those who repeatedly emit smoke endangering human health by extending the system of statutory nuisance to private dwellings in Smoke Control Areas (SCA). Smoke from chimneys that causes a nuisance could result in a local authority issuing an abatement notice. Breaching such a notice became a criminal offence and could result in the payment of fine, as is already the case outside of SCAs.

From 1st May 2021 a ban on the sale of the most polluting solid fuels for the purposes of domestic burning enabled transition to the cleanest fuels, and from last year ensured only the cleanest-burning stoves were available for sale.

At a minimum, meeting 10µg/m³ in cities would require policies such as a total ban on solid fuel burning, alongside a reduction of traffic kilometres of up to 50 percent (2019 figures and vehicle engine types in use then).

Economic studies performed since indicate that to achieve pollution reductions meeting WHO's latest virtue-signalling recommendations would require a reduction of some 22 percent in journeys travelled — effectively hobbling London's post pandemic economic recovery.

As part of the Prime Minister's Ten Point Plan, the UK will end the sale of new petrol and diesel cars and vans by 2030. And from 2035 all new cars and vans must be zero emissions at the tailpipe. The UK is on course to be the fastest G7 nation to decarbonise.



"a rock and a hard place" A clearly unimpressed Nick Ferrari gets nowhere grilling Stammer on whether August's uLex expansion is right or wrong

World Health Organisation half Air Pollution limits not enshrined into UK law

Just in time for COP26, WHO dramatically reduced their recommended limits for air pollution, gaining much back-slapping and congratulations from other well-paid air pollution vested-interest experts.

Their revised guidelines now require annual particulate matter to average $5\mu\text{g}/\text{m}^3$, bringing it down from 2005's limit of $10\mu\text{g}/\text{m}^3$; PM10 annual average is now a $15\mu\text{g}/\text{m}^3$ maximum in comparison to the earlier norm of $20\mu\text{g}/\text{m}^3$. And nitrogen dioxide NO₂ levels have been revised to $10\mu\text{g}/\text{m}^3$ in comparison to $40\mu\text{g}/\text{m}^3$ in 2005.

But these reductions to maximum permitted legal levels have not been entered into law according to a new Statutory Instrument. Instead, measurable proven reductions in pollution levels have been demanded by 2040. No August 29th date has been promoted. Except by Sadiq "ULEZ" Khan desperate to justify his money making tolls and fines scam. LBC's recent probing interview showed up Stammer as being wrong in fact. Pollution levels continue to fall due to technical advances in vehicle engines, fuels, and earlier vehicles' end of life. So those Statutory Instrument demands will still be met.

The Environment Act 2021 established a legally binding duty on Government to bring forward at least two new air quality PM_{2.5} targets in secondary legislation: an Annual Mean Concentration Target maximum of $10\mu\text{g}/\text{m}^3$ to be met across England by 2040. And a Population Exposure Reduction Target — a 35 percent reduction in population exposure by 2040 compared to 2018.

The Great "4,000 Lives Shortened" Lie

Best advice to DEFRA comes from the Committee on Medical Effects of Air Pollutants. (COMEAP) Their statement issued last year quantified mortality associated with long-term exposure to PM_{2.5} — it considered "new scientific evidence". The recommended concentration response function (CRF) of relative risk (RR) was 1.08 per $10\mu\text{g}/\text{m}^3$. This PM_{2.5} risk is higher than the previous 2018 recommendation RR of 1.06 per $10\mu\text{g}/\text{m}^3$. The updated recommendation has been used in cost-benefit analyses of interventions to reduce PM_{2.5} concentrations, undertaken to inform development of PM_{2.5} targets.



COMEAP manages to leap to the conclusion that 3,850 (not 4,000 as the mayor constantly intones) of those with a *pre-existing* respiratory or cardiac disease will die prematurely due to *constant* exposure to PM_{2.5} air pollution. Taken as a percentage of outer London's 5.5 million population that's 0.07 percent.

As DEFRA already admits, air pollution is projected to continue to fall reducing deaths even further which is why DEFRA prefers to mandate reductions rather than enshrine into law WHO's newest overall limit.

Conveniently left out of the mayor's justification for uLex2 is that COMLEAP's considerations are for a PM_{2.5} per density of $10\mu\text{g}/\text{m}^3$. Reduce that density, as is being predicted, and the 0.07 percent of the population statistically affected proportionately reduces too.

David Ricketts writes about NOx:

David is a long-retired engineer with a post-graduate Diploma in transport economics. He worked on traffic management for the greater London council spending much of his time at busy road sides.

"Perhaps this is a good time to get to understand nitrogen dioxide in the atmosphere. Natural sources make up about 67 percent of the total, leaving 33 percent down to all human activity. Of the human activity some 67 percent of that 33 percent is generated by agriculture. Biomass burning in power generation accounts for 10 percent and decomposition of human sewerage amounts to about 3 percent. When other lesser sources are discounted that leaves about 10 percent from vehicle exhausts. That's 10 percent of the 33 percent.

"These figures are from 2019 so the replacement of old vehicles with electric cars [and other vehicle technical advances] in the past four years will have reduced this vehicle component to about 8.5 percent — but will have increased power station output.

"So even if all combustion engine cars were removed from the roads, the best we could expect to see would be a 3 percent reduction in total NO₂ levels in the atmosphere.

"This begs the question as to how mayor Khan comes to the conclusion that vehicles are responsible for any respiratory deaths at all let alone the 4,000 he claims."

- The Environmental Targets (Fine Particulate Matter) (England) Regulations 2023 requires a 35 percent reduction in exposure to PM_{2.5} — $10\mu\text{g}/\text{m}^3$ by 2040. The Statutory Instrument came into effect 1st February. The WHO $5\mu\text{g}/\text{m}^3$ recommendation has not been taken into law. Rather, the reductions achieved each year are to be calculated from all air quality monitoring stations as compared to previous years.

Office for National Statistics

Deaths in London as a result of car emissions

Release date: 26 April 2022
FOI Ref: FOI/2022/4042

You asked

How many deaths are recorded in London as a direct result of car emissions?
How many deaths are recorded in London as contributed by car emissions?

We said

Thank you for your enquiry.

We are responsible for the production of mortality data for England and Wales, this is driven by information collected from the death certificate at death registration.

Causes of death are certified in most cases by a doctor, who records the sequence of medical conditions and relevant events leading to, or contributing to, the death, based on the deceased's healthcare records and other available information, such as laboratory tests or post-mortem investigation. Some deaths are certified by a coroner who determines the causes of death following an inquest, based on all the available evidence.

One death in England and Wales in the period 2001 to 2021 had exposure to air pollution (International Classification of Diseases, tenth revision (ICD-10) code Z581) recorded on the death certificate.

There was 1 death registered in London in the period 2001 to 2021 which had exposure to air pollution recorded on the death certificate in either part 1 or part 2 of the death certificate. This death was attributed to environmental air pollution, however we are unable to determine whether this involved car emissions.

<https://www.ons.gov.uk/aboutus/transparencyandgovernance/freedomofinformationfoi/ukdeathsrelatingtoexposuretopollutionorpoorairquality>

Past Shadows Dictate UK's Internal Combustion Engine Future

All new conventional petrol and diesel cars and vans are set to be banned from UK sale by 2030. New hybrids will be given a stay of execution until 2035 on condition they're capable of covering a "significant distance" in zero-emission mode — a term that



Government has yet to define.

After 2035 the only new cars and vans that can be sold in UK will be pure electric, plus any hydrogen-powered cars that might then exist. The ban ignores developments in alternative fuels now being developed. Carbon neutral Low Pressure Gas, produced from bio mass non-fossil fuel, continues to be ignored. But alternative fuels have been recognised by the European Commission and passed into European law.

Second-hand cars will be unaffected by UK's ban allowing petrol and diesel cars, plus conventional hybrids without "significant" zero emission capability, to change hands on the used market after 2030. To help facilitate transition from fossil-fuel cars, £1.3 billion was invested in electric vehicle (EV) charge points for homes, streets, and motorways across England. A further £582 million was set aside for grants to help people into EVs and Plug-in Hybrid Electric Vehicles (PHEVs). The Government has also invested £500 million in battery development and mass production, while £525 million is earmarked for nuclear power plants partly to help meet the demand for electricity the growing number of EV's will require. Overall, vehicle manufacturers and the haulage industry have halved vehicle emissions in the last decade.

London Tops UK for Low Emissions

UK has already signed up to EU legal limits for particulate matter and nitrogen dioxide but has not signed up to latest lower WHO limits. Dept for Energy Security & Net Zero says: "London has the lowest emissions per capita of any UK region due to the urban nature of the transport system, a high population density and its lower level of large industrial facilities than other regions.

"In 2021 nationally, 368 out of 374 local authorities had lower greenhouse gas emissions from transport than in 2005."

Even DEFRA's earlier 2018 figures show that road transport emissions are only responsible for 31 percent of NOx, 11 percent of PM2.5 and PM10. But drivers are expected to pay 100 percent of all clean air zone charges.

In 2019, only 27 percent of net greenhouse gas emissions in the UK were estimated to be from the transport sector, 21 percent from energy supply, 17 percent from business, 15 percent from the residential sector and 10 percent from agriculture. Why are these other polluters not so fiscally punished?

Prior to 2020 national overall falls in emissions from transport and 2021 rises [both Covid lockdown affected] had decreased slightly since 2005, even though there had been an increase in both the number of passenger vehicles and vehicle [mileages] travelled. This is due to lower petrol consumption by passenger cars outweighing increases in fuel consumption, and improvements in fuel efficiency of both engines.

Sources: Dept for Energy Security & Net Zero

The EU-wide ban on sales of new internal combustion engine vehicles has been changed to a ban on sales of new vehicles that don't offer zero emissions. Poland voted against the law, while Italy, Bulgaria, and Romania abstained. Passenger cars and vans are responsible for about 12

percent and 2.5 percent respectively of total EU emissions of CO₂, the main greenhouse gas, says European Commission. The new law suggests creating a new EU vehicle category — those that can only run on carbon neutral fuels. Such vehicles would have to use technology that prevent them from driving if other fuels are used, the draft law, seen by *Reuters*, says. This would include a "fuelling inducement system" stopping the car from starting on a non-carbon neutral fuel.

E-fuels are made by synthesising captured CO₂ and hydrogen produced using CO₂-free electricity. They're not yet produced at scale. But the amended law could offer a route for car manufacturers to keep selling internal combustion engine vehicles after 2035.

After months of negotiations, EU countries and European Parliament agreed the draft law last year. But Germany's transport ministry surprised other countries by lodging last-minute objections just days before a final vote that would have seen the law enter into force. Germany's core demand was that EU allow sales of new cars running on E-fuels after 2035.

In March, European Commission and Germany's digital and transport ministry were "confident" an agreement could be reached, after calls between Germany's transport minister Volker Wissing and EU climate chief Frans Timmermans. Wissing made headlines when he threatened to abstain from voting in favour of EU's internal combustion engine ban stating: "Germany will only agree if the commission offers a proposal for continued approval of combustion engines after 2035, under the condition that they run exclusively on E-fuels."

Wissing's veto not only angered EU officials but also the Greens in Germany's ruling coalition, which accused him and his liberal FDP party of being "whipped" by the German automotive sector.

Ammonia adds to LPG, Hydrogen, and E-fuel to keep engine options open beyond 2030

Chinese state-owned manufacturer GAC has revealed a prototype engine that burns liquid ammonia. Developed in partnership with Toyota, the new-age internal combustion engine takes its inspiration from the maritime and haulage industries reports *Autocar*.

The 2.0-litre four-cylinder engine produces 161bhp while emitting 90 percent less carbon when compared with unleaded petrol, according to GAC. Ammonia possesses around half the energy density of petrol, 3.6kWh per litre, but emits no carbon, hydrocarbon, or CO₂ when combusted. Traditional ammonia production methods are considered energy-intensive, but recent developments have led to small scale production of "green" ammonia, which uses renewable energy sources for carbon-free output.

Bio-Ethanol Filling Station Opens

Historic & Classic Vehicles Association in July participated in *Fuelling the Future*, a round table at the House of Commons discussing the potential role of low-carbon fuels.

Chaired by Karl McCartney MP and joined by Greg Smith MP and Baroness Jaqueline Foster with attendees from across the transport sector, challenges and opportunities for sustainable solutions were discussed with Minister of State for Transport Jesse Norman MP.

Coryton has launched its Sustain 90 percent bio-ethanol 10 percent fossil fuel. With 30 percent of greenhouse gasses coming from transport, a bio-mass with fossil fuel mix can provide the 500 mile vehicle range that many electric-only vehicles struggle with while reducing carbon gasses from the tailpipe. Coryton claims 31,000 miles is needed before an electric car becomes carbon neutral. The company adds that existing internal combustion engine vehicles could become near carbon neutral without the scrappage waste disposing of an old vehicle and having to buy a new one.

Current bio-ethanol production levels could be added to all UK fossil fuels with a 10 percent mix. As production ramps up so the mix will increase nationally bringing down carbon gasses' output at tailpipes. Morrisons Norwich has a bio-ethanol pump delivering 85 bio-ethanol and 15 percent petrol mix.

Already available zero-carbon at the tail-pipe Low Pressure Gas (LPG) vehicles, are given a small discount on vehicles' road fund license. A programme of road signs point out the 1,500 LPG filling stations in the UK. And free apps are available to download that update navigators such as Garmin. Like LPG, bio-ethanol is being ignored by UK Government claims Coryton.



LPG tanker re-fuels at Asda filling station Govan in Glasgow. LPG retails at 79.5 pence per litre there.

It seems UK still has nothing to learn from overseas fuel development — our industrial competitors press ahead with sustainable fuels now made from bio-mass waste products. Instead, we're held to ransom with just the electric "climate change" transport fuel promoted.

Toyota fails in US Hydrogen Fuel Cell market ~ switches focus to Europe

Toyota will push hydrogen fuel-cell vehicle sales in Europe as it seeks to sell 200,000 of these vehicles by 2030 *Reuters* reports. This strategy shift for Toyota comes as the Japanese giant reports US sales of only 3,900 fuel cell vehicles in 2022. The Mirai, first released in 2021, is the only fuel-cell Toyota passenger car currently on sale. Fuel cells harness a chemical reaction between oxygen and hydrogen, yielding electricity, water vapour, and waste heat. The Mirai and other fuel-cell vehicles need to take in substantial amounts of ambient air, cycle it through the membranes of the system's stack, where the oxygen is used for the reaction, and funneling it back out.

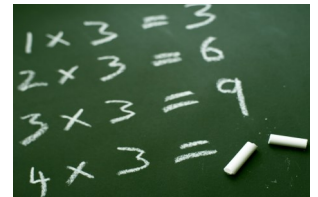
Uxbridge Played the Numbers Game

Transport for London (TfL) analysis of Society of Motor Manufacturers & Traders (SMMT) figures, drawn from Driver & Vehicle Licensing Agency (DVLA) figures, found that in 2022, 83 per cent of cars registered in outer London borough Hillingdon, host to this month's Uxbridge & South Ruislip byelection were uLez compliant.

According to a panic-stricken flyer circulated to the media by left-leaning *On London* newsletter, "the figures are almost exactly the same as overall outer London figure of 84 percent." Without crediting Tory and Liberal Democrat groups on the greater London authority who proved Khan's claims of "one in ten" vehicles already uLez compliant as wrong. And propagated by Khan since 2020 to minimise public perception of the uLez effect. But why should *On London* worry? It'd previously admitted in an earlier email that 20 percent of Hillingdon households didn't even have a car.

Quite why TfL had to "analyse" DVLA's figures as reported to SMMT when they had already bought their own required data directly from the agency — as admitted by TfL's Counsel at the Judicial Review — shows TfL suppressed the results to protect Khan who'd been claiming "one in ten vehicles already met" his uLez exhaust diktats. Continued questioning from greater London assembly Tories had shown the mayor's and TfL's constant intoning of that figure — and in TfL adverts subject to Advertising Standards Authority complaints — were wrong.

TfL now admit "one in six vehicles" don't comply with uLez vehicle regulations. Khan now claims the difference is down to vehicles "DVLA registered" against vehicles "seen" by TfL's cameras. Office for Statistics Regulation watchdog Robert Chote has given a dressing down to Khan for his failure to provide data to support his figures and a "lack of transparency".



On London had claimed a 75 percent compliance in outer London for 2021. The compliance rate had therefore gone up by 9 per cent in the space of a year it says. All the while Khan falsely crediting all increases in air quality as down to him and his "cleaning up London's toxic air" by uLez nonsense.

What *On London* fails to mention is that TfL's "seen vehicles" outer London data comes from only 106 cameras monitoring its Low Emission Zone's 5.5 million population — shockingly admitted for the first time by TfL at this month's Judicial Review bringing into question accuracy of data used to justify Khan's expansion. Only outer London's main, strategic, and Red Route roads were monitored. Inner London's uLex and central London's uLez area 3.5 million population has over 1,100 cameras covering all inner A406 and A205 boundary junctions, plus others secreted within the zones.

The panic-stricken email goes on to suggest Uxbridge's byelection conservative anti-uLez campaign was not such an election issue after all. Well they would wouldn't they? Uxbridge went to the polls on July 20th with Tories dangerously claiming the result to be a "referendum on uLez".

The left and their militant allies can't have it both ways. Either there's a continuing and ongoing London air pollution health threat that's caused by non-uLez compliant vehicles. Or there's an ever reducing number of non-compliant vehicles ever reducing air pollutants. With uLez "tolls" and fines' impoverishing poorest drivers making little or no difference.



London's un-civil Civil War moves to High Court

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.

Appearing before Mr Justice Jonathan Swift KC were Craig Howell Williams KC for the councils; and Ben Jaffay KC for the mayor of London and Transport for London (TfL)

On the 4th and 5th of July, Judicial Review seeking to stop London mayor Sadiq "ULEZ" Khan's expansion of the ulex zone to the greater London frontier was heard. The original five grounds had previously been whittled down to two by a former labour government solicitor general and MP. But two grounds had been re-drafted and accepted for consideration by this hearing.

"Additional grounds accepted by the Court on May 26th were: "Failure to comply with relevant statutory requirements," and "whether the mayor properly considered the previous 'buffer zone' approach as material consideration relating to the scrappage scheme." Full details in our April issue GLTN3-4.pdf p2, and front page June issue GLTN3-5.pdf. Back numbers can be found at:

www.abdlondon.uk/gltm.htm

or <https://techsceptics.org.uk/fdm/london/gltm.htm>

Khan Twists & Turns ~ Draws parallel with existing Low Emission Zone ~ TfL skims £7 million in costs

BBC London's political editor Tim Donovan reports from the Strand the three main arguments put to Judge by the five councils:

The mayor has gone beyond his powers and strayed outside what is lawful, claimed the councils. "To do such an impactful thing — so considerably different in scale from what we have now — warrants a whole new "charging scheme" requiring more onerous legal and consultative hurdles to be overcome."

"Rubbish" said the mayor's legal team, arguing he was perfectly entitled to make a "variation" to the Low Emission Zone (LEZ) which currently only exists to regulate lorries coming into London — introduced by Ken Livingstone 16 years ago. "If it was so objectionable, why wasn't it challenged when Mr Khan introduced the first two stages of uLez?" Without change of countenance, Judge Swift wondered aloud whether the mayor could change his LEZ scheme to exclude yellow coloured vehicles for example? Brief flickers recognising judicial wit flashed across assembled barristers and support staff faces, before returning to being reverential.

The councils then argued Londoners did not have a chance to make "intelligent responses" to last year's 10-week consultation process because important information was so hard to find or verify. Judge made clear he thought a key issue was whether people could easily understand or find an explanation for Transport for London's (TfL) forecast that 91 percent of cars would be compliant with uLez emission standards by the time expansion happened. "Where's the explanation for this?" demanded Judge. "In Appendix B," replied Counsel for the mayor.

"You have to be a detective, pouring over sentences and moving from document to document, to get anywhere. This is not easy to understand for the average member of the public, let alone council experts." "Not true," said the mayor's team. "More than adequate information was available if you knew where to find it. And if you could not find it, you only had to ask. Can we conclude that this is a sufficiently clear presentation or was there unintentional obfuscation going on here?" Finally councils claimed the mayor messed up the scrappage scheme. "Firstly, he did not actually know what was needed so why decide on a £110 million pot? Secondly, he should have considered helping people just outside London — in a buffer zone — by letting them apply for money for scrappage too."

"No way," said the mayor's team. "That was for government to do. If you gave money to people outside London, that means less for those inside." The mayor's team then admitted for the first time that the £110 million was reduced by £7 million for TfL's administrative costs.

Day Two ~ only 106 outer London LEZ cameras Informed uLex expansion Plan

The most revealing moment came on morning of day two when Judge paused to take stock of all relevant documents that he needed to consider. And those you'd need to navigate to gain a half decent understanding of how the expansion was going to affect your life. They were:

main consultation document setting out the plans; questionnaire; Integrated Impact Assessment with appendices; Baseline Integrated Impact Assessment; Mayor's Transport Strategy Integrated Impact Assessment; Data Protection Impact Assessment. Mr Jaffey for the mayor said: "TfL is expert at these kind of big consultations and had come up with a coherent one here."

Judge might consider whether it was easy to find how many cars already comply. Well, there's one section in consultation document: "Forecast compliance rates for 2023" based on work undertaken as part of the London Atmospheric Emissions Inventory which focuses on 2019, 2025 and 2030. It says: "Compliance rates are based on fleet compositions which include information on age and Euro standards, alongside fuel types and vehicle type across London. This information is initially derived from cross referencing anonymised ANPR camera observations in London with DVLA records of vehicle information, alongside vehicle kilometres in London..." As central London temperatures hit 69°F clearly some interrogation of documents was going to be needed by Judge outside of Court time.

Mr Jaffey conceded there were limitations to the method of modelling being used because there was not a big camera network in outer London. It was only then revealed, to stifled gasps of shock, that the data came from only 106 cameras — those currently used for the Low Emission Zone. "If we had known," said the councils' team, "we would've been able to query the compliance rates claimed. "If they had asked, we might have given it to them," Jaffey retorted perhaps a little too sharply showing the councils had scored a hit. But there was good reason not to disclose locations. "Unfortunately people have a habit of tearing them down and if they are mapped their survival times are greatly reduced," Jaffey hesitantly explained without much conviction.

Howell Williams, for the councils, saved his most overt criticism until the end. "The mayor had embarked on an extremely tight, unprecedented timescale and in so doing courted disaster here. There was always an inherent risk of legal challenge," he said.

The councils' summation claimed the mayor acted beyond his powers seeking to expand uLex by varying the existing legal order rather than drafting a new one. They also claimed there was a "gaping hole" in TfL's consultation documents.

Judge appeared to support councils' claim that the extension should have been set up via a new charging order. Questioning Mr Jaffey, Judge said: "The extension of the uLez... is something that could be described as novel."

"I'm going to reserve judgement. I will do my very best to get you a judgement by 31st July." And with that our £400,000 costs were spent. "All rise!" Further reportage by Ross Lydall Evening Standard, Elizabeth Haigh Mail Online, and GLTN.

Red Sky at Night, France is Alight



Five nights of rioting across France followed police shooting dead of 17 a year-old boy of Algerian decent Nahel Merzouk who'd refused to stop a Mercedes he was driving when speeding in a bus lane in the Paris suburb of Nanterre. Protests were triggered as over 1,350 cars were set on fire, and 1,311 people arrested. 234 buildings were set alight.



Last year 13 people were killed by French police in traffic stops. According to a tally by *Reuters* most were black or of Arab origin.

At first police said the boy was about to run someone over but a video of the incident appeared online suggesting that wasn't true. The death of the teenager has caused shock and anger. Champs-Élysées in Paris was lined with specialist officers after violence and looting. Town halls, schools and police stations were set on fire or attacked. Big public events and concerts were cancelled. Public transport was stopped to try to prevent protestors from gathering.

The officer who shot Nahel has apologised to the family. He's been charged with voluntary homicide and is in custody. His lawyer says he's "devastated". The officer's initial declaration claimed "Nahel had tried to run me over with the vehicle." But video of the shooting shows officers to the side of the vehicle when the officer fired. Lawyers have lodged formal requests for charges of murder and complicity in murder to be brought against officers.

President Macron said: "Nothing justifies the death of a young person," and called for "calm for justice to be done". *CNN* reports the average age of 2,000 of those arrested was 17. Macron confirmed the case was immediately referred to the courts. He cancelled his state visit to Germany, but was criticised for being spotted at an Elton John concert while riots continued. 522 police and gendarmes were injured, 58 police stations were attacked. Two officers suffered gunshot wounds.

Government deployed around 45,000 officers to stop further rioting. Officials said more than 1,300 people were arrested across France with around 700 arrests made the following day. France's RAID and CRS 8 elite riot squads were deployed to Bordeaux, Lyon, Lille, and Roubaix who violently clashed with demonstrators. In Lille burning street debris was seen, and on a wall "Vengeance pour Nahel" had been spray painted. Six people were arrested after taking part in a protest march. 242 of the arrests took place in Paris regions of Hauts-de-Seine, Seine-Saint-Denis and Val-de-Marne. UK's Foreign Office warned there could be disruption to road travel and local transport, and "further curfews may be imposed by some local authorities."

Europe's Drivers face £1,500 fines from new "uLez" zones

The motorist-welcoming 27 united states of Europe — that charges a 25 percent VAT rate and forces its peoples to carry a "papiers bitte" identity card to be produced on demand by any police officer — is following London in declaring emission control zones that penalise non-compliant vehicles with a fine. British drivers could even see points knocked off their British driving licenses for such an offence committed in a foreign country.

The EU promotes itself as allowing free movement of its goods and 448 million population across national borders.

Paris Make sure your car has one of the five "Crit'Air" stickers. They indicate you've paid a charge to enter the "Zones à Faibles Émissions" the Paris version of uLez. New rules mean fossil fuel vehicles built before 2006 will be banned. If you're caught driving one you could get a fine of up to £650.



Madrid extended its version of uLez in January, meaning "foreign" cars entering the city must be registered and display a sticker. They cost around £2 for petrol and £3 for Diesel cars. Fines for failing to display the sticker can reach up to £1,550.

Barcelona has a similar policy to Madrid.

Milan is Italy's largest low emission zone. Daily charges are £2 for petrol, £5 for Diesel cars. Vehicles must also pay a daily congestion charge when driving between 7.30am to 7.30pm.

Florence, Perugia, Naples, Verona and Rome also have similar low emission zones.

Paris Plans "Tranquil Zone" next Year

Paris plans to ban private vehicles from the historic heart of the city by early 2024. The draconian plan is the brainchild of the city's Socialist Party mayor and French presidential hopeful, Anne Hidalgo.

In a lesson for London, rather than banning all residents' vehicles, it will target through-traffic that's thought to make up around half of the areas' vehicles. Delivery drivers will still have access, and people will still be able to drive into the area to visit friends, or access amenities like shops or theatre according to the city's deputy mayor David Belliard.

The ban is part of a wider push ahead of hosting 2024 summer Olympic Games. Sickeningly dubbed the "tranquil" or "peaceful" zone, it will focus on first four Paris arrondissements, including the two islands on the Seine holding Notre-Dame cathedral and Sainte-Chapelle. City authorities say they will enforce the zone with random vehicle spot checks. But residents will still be able to drive and park. An ANPR camera system will recognise locals.

* A new Paris network of cycle lanes has faced criticism for bad layouts that can penalise cyclists. Authorities have added more police to fine cyclists not obeying the rules.



Chazza: "I hear you're for the chop"

Countdown to London Mayor elections 2nd May 2024

271 days to go

Greater London conservatives have endorsed with 57 percent of approx. 30,000 members Hatch End mother of two Cllr Susan Hall AM (68) as London mayor candidate. GLTN exclusively reveals her "London mayoral application CV" as presented to grass roots supporters before the on-line vote.



**GLTN
Exclusive**

Why me for this vacancy? I am a proud Londoner. I've lived here all my life. I want to be the mayor of London because I am excited about the future of our city, take pride in its past, and know the only way to make things better is to be London's champion now.

My route into politics hasn't been conventional. I left school shortly after my father died and went to work as a mechanic in the garage he founded. Like my father, I always had an interest in business and over the next twenty-five years I started many small businesses – a hair and beauty salon, a garden maintenance company, a property company and a finance company.

I understand what drives people, I relate to people and I get things done. Since entering City Hall in 2017 I have been on a mission to expose Sadiq Khan for what he is. An un-principled political charlatan, devoid of deep-rooted beliefs to guide him as he leads our city. He will say and do anything if it benefits him, his record is appalling, and he has let Londoners down. I have fought him for six years and I have got under his skin. He does not want me to be the candidate – and that is why I am the best person to beat him.

I am a proud Conservative who believes in a small state, low tax, strong law and order and in our national institutions. Every decision and policy that I make as mayor will have these principles at their core. And I am the experienced candidate in this contest. I have been a councillor in Harrow for 17 years, I led the council, and I have served as the leader of the London assembly conservative group from 2019 until 2023. I have scrutinised the Met Police as chair of Police & Crime Committee, and the mayor's budget as chair of Budget & Performance Committee. I know how City Hall works and I know how to fix it. My focus will be on making London safer. I want to stop the universal fear of your home being burgled, your son being mugged, your daughter being assaulted. Londoners are scared of being a victim of crime and have no faith that criminals will be caught. This is wrong, and I will reverse it. I will set up a specialist unit inside the Met to tackle burglaries, robberies and thefts, and invest £200 million into the Met to fix the issues, catch more criminals and increase police visibility on the street. London really will be safer with Susan.

We need to build more houses and of the sort that people want to live in. No young family aspires to bring their children up in a high-rise apartment building. I will build a lot more homes in the right places, without touching the green belt, focusing on beautiful, high density and low-rise developments.

I will stop the uLez expansion on day one of my mayoralty, because it is nothing but a tax and an assault on car drivers in London. I will also rule out any pay-per-mile road user charging scheme being brought in at City Hall, and will immediately review and look to take out all of the LTNs that are controlled by the mayor. London is not the labour city that media portray it as. London is an amazing city full of people who want the best for their families.

To win, we have to pick someone who has the experience of London politics, who relates to people's struggles and aspirations, someone with real world experience who talks in a language that people understand. London deserves someone who will dedicate themselves to getting crime down, housebuilding up, and the uLez expansion out. London deserves someone who champions its future around the world and stops apologising for its past. That person is me.

Personal Achievements: Nothing is more satisfying than devising and enacting policies that positively change people's lives. And challenging those that don't. While I was responsible for the environment portfolio on Harrow council, our bold policies made a huge difference to the community. I launched a 'Weeks of Action' initiative which brought together police, fire, housing, trading standards, immigration as well as children's and adult services, sending 'hit squads' into areas to solve issues such as crime, housing fraud, anti-social behaviour and social housing complaints.

In 2013, I successfully persuaded eight Labour group members on Harrow Council to defect, become independents, and join an administration with the conservative group. I became leader of Harrow council and took action to rectify the dire financial state that labour had left behind.

My election to the greater London assembly (GLA) in 2017 gave me the opportunity to make a difference to millions more people across the whole of London. Holding Sadiq Khan to account is what motivates me — he doesn't care about Londoners; he doesn't care about the impact of his policies on the hardest working families, and I am more than willing to expose how useless he is. And we will need to expose him if we are going to win.

Occupation and Career Summary: I've spent 30 years listening to people's passions, interests, hopes and fears. I understand what motivates and inspires people, and I get things done. My father died when I was 16 and I started working in the garage he founded after finishing my A Levels. Working as a young woman in a man's world was character building, great fun, and taught me how to hold my own. I inherited my father's love of small business and over the last 30 years I have run many successful small businesses.

“London mayoral application CV” (contin)

I was elected to Harrow Council in 2006 and have held various positions including conservative group leader in opposition, environment portfolio holder and leader of the council. I’ve been a member of the GLA since 2017, holding Sadiq Khan to account every day, trying to mitigate the disastrous policies that he inflicts on Londoners is a pleasure and a privilege. I was leader of the GLA conservative group from 2019 until I launched my mayoral bid.

Voluntary and Community Work: Politics is about helping people and supporting vibrant communities. Long before I got elected to political office, I have always played an active role in my local community. As a parent, I grabbed the opportunity to get involved and help the organisations shaping my children’s lives. I was a governor of their school, chairman of their pre-school for four years, sat on the Parent Teachers Association and went into the school to help with reading, cooking classes and fundraising. I also volunteered as a weekly helper for my son and daughter’s cubs and brownie groups.

I volunteered for my local GP surgery for years. I took older people to and from doctors and hospital appointments, and I would take them shopping and sit with them to give them some company. Too often the eldest in our communities are overlooked but I have always enjoyed helping and valuing their company. I’ve also raised money locally for Help the Aged.

I’ve been a branch ward chairman, recruiting members, finding activists, campaigning and hosting fundraising events. I know how important our voluntary party is to any campaign having been an activist for so long myself. If I were to be fortunate to be selected as our candidate, I would always work with our associations and members, listen to their concerns and help them raise money for their own campaigns.

Time to Stop this War Against the Motorist



uLez Cancels London to Brighton Mini Run

Not waiting for the result of the five council’s brave Judicial Review decision against Sadiq “ULEZ” Khan’s daft toll plan to the greater London frontier, or next May’s mayor election, are organisers of the annual London to Brighton Morris and Austin Mini run. They’ve cancelled next year’s outing blaming spiralling costs and uLex expansion.

The team behind the annual event criticised the amount of red tape needed to organise the trip. Reduced parking in Brighton, ruled by a Green and Labour Party coalition, is also blamed.

The south coast run celebrates Alec Issigonis’ classic design, produced between 1959 and 2000. During the 1960s, it became an icon of pop culture featured in Michael Caine’s 1969 film *The Italian Job*. Drivers say they’re heartbroken by the cancellation, many recall generations of their families being involved. Historic Minis have been passed from grandparents to grandchildren who carried on the tradition of taking part. Only vehicles registered as historic — over 40 years old — can claim uLez exemption. Exemption from central London’s additional Congestion Charge only applies to Blue Badge holders.

Action Against ULEZ Extension Boss in Classic Car Club Dispair

Nick Arlett, one of the hardworking campaigners to have uLez stopped, and a moderator of its Facebook site, has given up trying to get complacent car clubs involved in fighting the threat to their members.

In a recent post he said: “The tragedy for me is that the people that have refused to do anything about this have aided and abetted the crime.

“The stupidity, and what amounts to complicity of car clubs, has been blinkered to say the least. I have left every car club I was a member of due to the unbelievable apathy I have found. Car clubs had full knowledge of the impending doom but decided to bury their heads. Mebe if they’d got on board and done something it might’ve helped.”

GLTN recently planned to have it’s latest hard copy issue inserted with *Jaguar Enthusiast* the club’s monthly 134-page glossy magazine — paying the full commercial rate for distribution. But was refused the insert claiming GLTN and the campaigning stance it takes on behalf of motorists as “political”.



Bexley Council library staff have refused to make GLTN available for readers visiting their much reduced hours borough reading rooms. “We don’t even have newspapers here nowadays,” a Crayford librarian said sorrowfully. “But it’s available for viewing on-line,” our intrepid reporter protested. “Well, then you don’t need it here,” the counter staff person petulantly pouted in reply.

DVSA Fails Driving Test Exams

Impersonators are travelling around the UK to different driving test centres committing deception by impersonation frauds. Despite photo-ID checks, none of the centres seem to recognise differences in the fraudsters’ facial appearance as against real applicants’ pictures.

Inderjeet Kaur (29) admitted taking around 150 theory and practical driving exams for learners between 2018 and 2020 making £120,000 from failed applicants. But despite confessing, DVSA could only find 63 of the cases, Swansea Crown Court has heard.

Another fraudster, Satwinder Singh (34), faces up to 10 years in jail for taking driving theory tests for 36 applicants charging up to £1,500 for each exam passed, he admitted at Reading Crown Court. He asked for 35 further offences to be taken into consideration.

Another con merchant, Salim Basalim (32) was jailed for a year after admitting he took tests in Bangor, Leeds, Preston, and Finchley for 12 others reports *Metro Online*.

And Mohammad Shoaid (38) a candidate who’d already failed the written exam 14 times paid £800 to have the test sat for him. He was given a community service order.

Mass “Can’t Pay, Won’t Pay” uLez Protest gathers speed

Following on from Birmingham drivers’ mass refusal to pay the city’s controlled air zone charge — causing the city to admit they don’t have enough staff to prosecute all offenders — the greater London assembly has been told of a shock £256 million-worth stack of uLez penalty charge notices remaining unpaid to April this year.

Last November *GLTN* reported Brum drivers’ revolt against the first eight months of the city’s scheme as 42 percent of penalties remaining unpaid. (*GLTN2-6.pdf*)

Former Transport Minister Karl McCartney MP described London’s uLez figures — PCNs worth £255,545,388 and £120,123,660 between 2021/22, as a “revolt” against the scheme. “The amount of unpaid fines show sheer numbers of drivers who must’ve made conscious decisions to not be ripped off by Khan.” Transport for London said: “TfL pursues payments for all penalties we issue in UK and overseas”. The mayor’s office were also contacted but has not replied.

* Proving Europe’s requirement to purchase a sticker for your car method is superior to London’s clunky out-of-date ANPR camera-enforced uLez, last year saw 109,133 foreign registered vehicles issued with penalty charge notices under TfL’s uLez regulations and 36,035 prosecuted under Low Emission Zone (greater than 3.5 tonne) rules.

Due to lack of information on foreign registration documents, TfL says it’s left to foreign registered keepers to prove their vehicle meets TfL’s required Euro exhaust diktats. Unlike in European cities where ANPR cameras use is to check if a vehicle belongs to a resident and so exempt from charges.

Flaky Air-Pollution pseudo-science Stops Ice Cream vans

Those well-known climate change zealots labour-controlled Greenwich Council has drawn national ridicule for banning ice cream vans from 30 of its streets claiming the removal would help improve air quality by reducing emissions from engines.

The increase in emissions from children banned by the nutters from buying a Mr Whippy from a van in their street is not being measured.



Over 20 of the roads are in Woolwich town centre. 13 more of the Ice Cream Free Zones (iCfz) are in tourist-popular Greenwich. As of writing, it’s unclear whether ANPR cameras are to be installed to police the iCfz.

Righteous self-important indignation from the grey bureaucratic world of World Heritage, incensed at visitors actually enjoying their sites while licking a 99, has caused Greenwich burghers to add King William Walk, St Mary’s Gates, Royal Museum Greenwich, and the Old Royal Naval College to the list of iCfz areas.

My London reports another puffed out with self importance shirt from the Planning Inspectorate highlighting “the negative impact of queues caused by ice cream vans and the clutter to views.”



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