



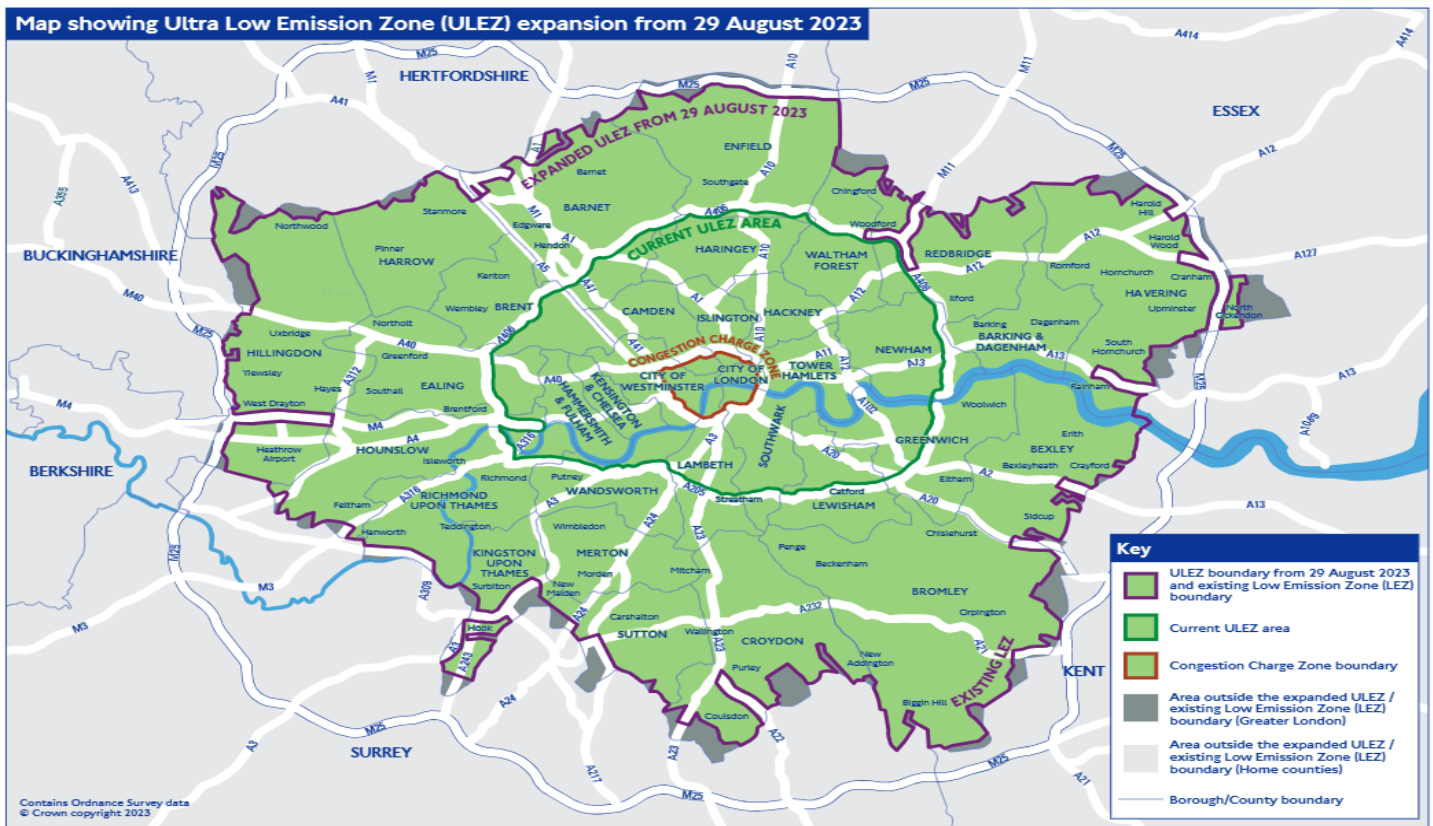
Greater London Transport Newsletter

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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 2.5/10), and 28 percent of carbon gas (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 “toxic” air your postcode’s not getting at Imperial College’s website: [London Air Quality Network Air Quality Forecast for London](https://www.imperial.ac.uk/research-centres/air-quality-network/air-quality-forecast-for-london/)

ULEZ ~ the Blot on London’s Landscape

Just 244
days to go



Source: Transport for London
Badly defined and confusing uLez greater London charging area. Some drivers won't know they've incurred a £12.50 toll until a £90 non-payment penalty charge notice lands on their doormat. Grey shaded boundary shows areas of greater London unable to be uLez-enforced due to mayor Khan failing to negotiate permissions with home county councils to erect signs and ANPR cameras

FROM Harrow in the west to Havering in the east, from Barnet in the north to Bromley in the south, 29th August 2023 will go down in London’s history as Glum Tuesday. Over the years campaigners have worked hard to maintain freedom of the road throughout greater London’s 610 square miles. But despite appeals by the Prime Minister, Leader of the Opposition, and Liberal Democrat national leader, the mayor of London chose to ignore his public consultation, chose to ignore a byelection result, and chose to ignore London Labour members of parliament to force his choke hold on London’s traffic.

Over half a million motorists have been relegated to socialist — you travel only when we say you can — bus stop to bus stop public transport subsidised by council taxes taken from you compulsorily under threat of imprisonment. Instead of choosing your own time of travel from door to door. The poorest drivers — most likely to own a non-uLez compliant vehicle — are being charged £12.50 on a midnight to midnight daily basis to use their cars. For night shift workers, often only paid between minimum and living wage levels, that’s an unaffordable £25 tolls’ total per shift punished by a swingeing £90 fine if either toll’s not paid within 72 hours.

* There’s one final date that offers one last chance to stop this uLez madness: mayor and greater London authority elections on Thursday 2nd May 2024 — just 244 days away. Tories pledge to switch off uLex2 in outer London, Lib Dems say they’ll increase the scrappage scheme and outer London bus routes. Reform UK pledges to switch off uLez entirely.

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

Lib Dems select former Charles Kennedy aide to Challenge mayor

Liberal Democrats have named Rob Blackie, a businessperson who advises start-up tech companies, as their candidate for next year's London mayoral race.

Blackie, who grew up in Pimlico and now lives near Brixton, worked as a director of research for former leader Charles Kennedy. The Lib Dem campaign is expected to focus on tackling crime and the need to clean up London's rivers.

"I am the liberal challenger to incumbent Sadiq Khan," he said in his acceptance speech. He went on to accuse the Tories of "having effectively given up on London," adding: "Khan has failed to tackle rape, sexual offences, and other serious crimes over the last seven years and labour are committed to the worst possible priorities for the Police. "Conservatives are discredited nationally by their cost-of-living failures and in London they've all but given up". Campaigning under the slogan 'Bolder with Blackie', he said he'll hold Khan accountable for the Met's "failures to tackle violence against women".



Chris French, a former Met Police Special constable and founder of LGBTQ+ forum *Lambeth Links*, was the only other candidate vying for the party's mayor candidate nomination.

Blackie said nothing in his speech updating the party's position on uLez following High Court ruling confirming legality of Khan's uLex expansion to the greater London frontier. It currently seems that, if elected as Lib Dem mayor of London, Blackie will switch off uLez to allow a period of time for those still holding non-uLez-approved vehicles to upgrade, and then switch the scheme back on again. *GLTN* has approached both sitting Lib Dem greater London assembly members for clarification. As of going to press, neither has replied. .

* The party has declared their 11 "London-wide" candidate list, to be elected by proportional representation next May, as: 1. sitting assembly member and member of Merton council Hina Bokhari; 2. mayor candidate Rob Blackie; 3. former member of the European parliament Irina von Weise; 4. leader of Richmond council Gareth Roberts; 5. former leader of Bromley council Chris Maines; 6. member of Kingston council John Sweeney; 7. former Southwark councillor William Hounbo; 8. former Southwark councillor Michael Bukola; 9. Greenwich & Woolwich parliamentary candidate Chris Annous; 10. former Tory parliamentary and Tory GLA candidate Professor Kishan Devani; and 11. Putney parliamentary candidate Sue Wixley.

Green Party Declare their "London-Wide" List

With the Greens celebrating 18 councillors elected to eight councils across the capital, including breaking on to Croydon, Newham, and Tower Hamlets, plus returning to Hackney, *GLTN* last issue announced the party's selection of Hackney councillor Zoë Garbett as their London mayor candidate for next May's election.

* The party has declared their 11 "London-wide" candidate list, to be elected by proportional representation next May, as: 1. Siân Berry sitting assembly member, member of Camden council, former co-leader of Green Party; 2. Caroline Russell sitting assembly member and member of Islington council; 3. Zack Polanski, sitting assembly member and deputy leader of the Green Party; 4. Zoë Garbett, mayor candidate, member of Hackney council; 5. Benali Hamdache, member of Islington council; 6. Scott Ainslie, member of Lambeth council and former London MEP; 7. Ria Patel, member of Croydon council; 8. Nate Higgins, member of Newham council; 9. Claire Sheppard; 10. Shahrar Ali, deputy leader Green Party 2014-16; and 11. Pete Elliot, former member of Lambeth council.

Hillingdon council Leader: “uLez Expansion Half-Baked”

“Hillingdon remains vehemently opposed to these half-baked uLez expansion plans and we will do everything in our power to stop them from going ahead.

“London cannot be treated with a one-size-fits-all approach when the make-up of inner boroughs is incredibly different to ours.

“Unlike urban parts of the capital, our residents don’t have the luxury of a frequent, multi-layered transport system. Many have little option other than to use their cars for everyday travel. Imposing the ULEZ charge is not only wrong-headed but is completely unfair and will hit the poorest in our communities hardest.

“What Hillingdon really needs is not another tax but increased investment in its public transport links.

“There are better ways of improving our air quality and the mayor of London should be doing all he can to boost London’s recovery rather than implementing this money grab from those that can least afford it.”

Cllr Ian Edwards,

Leader of the Council
London Borough of Hillingdon

What can I do?

The High Court failed to uphold the five council’s Judicial Review application. The poorest London drivers can only look to next May’s elections in the hope that a no-uLez-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://conservatives.com)

Liberal Democrats

[Join us - Liberal Democrats \(libdems.org.uk\)](http://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://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, climate deniers, and some even Tories”

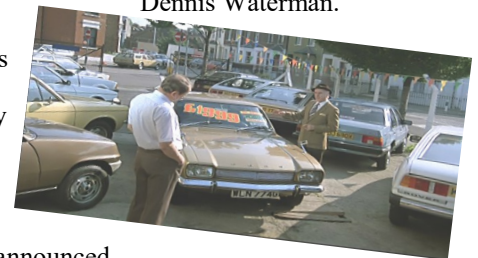
* Transport for London (TfL) estimates a first year profit of £200 million from the expansion – needed to fund the £204 million annual black hole in TfL’s finances admits board members. TfL has raised over £319 million in uLez tolls and fines since April 2019. TfL had previously refused to touch its over £1 billion-worth of reserves until the mayor was “prompted to act”.

Mayor drives Londoners into Death Traps

GLTN has carried out an on-the-spot survey of 150 uLez compliant cars found on outer London second hand car lots since the mayor’s much-hyped announcement of a £50 million increase to his scrappage scheme. The brief examinations were carried out by a retired Metropolitan Police-qualified driver into the condition of uLez-compliant cars being offered for sale priced at around £2,000 — the maximum grant available from Transport for London (TfL) for scrapping a non-uLez compliant car. Although meeting uLez and sold with a current MOT, many of the old bangers were rust buckets with some found to be in a dangerous condition.

From the 150 cars viewed, over half showed signs of corrosion or rust, and five were found to be unsafe with brakes, steering, or suspension in a faulty condition. Dealers trying to sell the five death traps had “guaranteed” that any safety problems would be fixed, but only after a sale had been completed.

Of the other 70 old bangers — seen with varying degrees of rust or corrosion — five of the dealers undertook to put right their condition. But again only after a sale had gone through. Most dealers visited were of the shifty Arfur Daley type — looking for a “quick cash deal on this one guv, know wot I mean?” Arfur Daley was the lead spiv car dealer character in 80s TV comedy hit series *Minder* starring George Cole and Dennis Waterman.



London’s mayor has been seen touring news rooms proudly puffing his £50 million increase on top of the £110 million scrappage scheme previously announced.

Tory mayor contender Cllr Susan Hall AM has called the increase “too little, too late”. But £160 million isn’t available. £10.2 million is being skimmed off the top by TfL for “administration”. As Arfur would say in his broad sarfeast Lundun accent: “Nice little earner, eh Terry?”

Inner London motorists with a car not meeting TfL’s exhaust diktat have either already been forced to trade in their cherished perfectly good vehicle, or pay £12.50 per day to get to and from work.

Despite promises made in May of increases in outer London bus services the mayor has only suggested changing eight existing routes: 102, 189, 210, 232, 266, 316, 326 and C11. And planned extensions to 315, 497, 79 and 83. Routes 346 and 347 are to be withdrawn.

City Hall’s Tory transport spokesperson Nick Rogers AM (*Hounslow, Kingston & Richmond*) told GLTN: “These proposals are paltry and show Sadiq Khan not serious about improving outer London public transport. Labour voted twice against our fully costed proposals to invest up to £100 million in outer London buses. It’s clear that Sadiq Khan wants to cash in on his uLez tax without doing the hard work of delivering greener alternatives.”

* Forecasting shortage of cargo handling staff at Heathrow, Unite’s spokesperson Joe McGowan tells GLTN: “The outcome of this uLez plan is profoundly anti-worker.” Meantime health service workers’ Unison general secretary Christina McAnea says: “We expect the party of the worker to stand by working people. Khan’s uLez is anti-worker.”

Classic car celebs “horrified” at Scrappage Schemes’ waste



TV’s *Car SOS* hosts Tim Shaw (left) and Fuzz Townshend give damning verdicts of London’s uLeZ scrappage scheme. Tim calls it: “Destroying perfectly good cars by the illusion of green washing.” While Fuzz describes it as: “Another laughable piece of short-sighted throwaway society nonsense”. (pix: National Geographic)

Serious concerns about the waste culture car scrappage schemes promote are being voiced by specialists in the classic car trade. In a world where plastic straws are phased out and we’re encouraged to use a bag for life, London’s anti-uLeZ resentment is being fuelled by counter intuition against throwing away a cherished 10-year-old Volkswagen Golf that should keep motoring on for years to come.

Destroying perfectly good cars is not only a waste of resources, it has an unnecessary environmental impact, reducing the number of vehicles on the road for low-income families who, since Glum Tuesday, now have no alternative but to rely on unreliable public transport.

Speaking exclusively to *This is Money*, Tim Shaw said: “We are taking good vehicles off the road that’ve already paid their carbon emission dues over the years since production. It makes more sense to repair them. The much smaller carbon footprint of new components is then offset against the much longer lifecycle of the existing vehicle”.

Fuzz added: “Cars should be treated like underpants. Wash them regularly and only throw them away once they’re full of holes and can’t keep their contents safely tucked away. There has to be a better environmental solution than scrappage schemes.”

Classic car insurance specialists Hegerty says: “The classic car sector is horrified at the thought of scrappage schemes and the impact on availability of classic and modern-classic models. uLeZ will see non-compliant vehicles qualify for scrappage which could wipe a number of future classics from existence.”

Host of TV show *Wheeler Dealers* Mike Brewer, said he “wept during the first scrappage scheme” seeing many future classics crushed. “My local dealer had a 6,000-mile MG Metro taken in part exchange. Nothing wrong with it. It looked like



someone had just peeled the cellophane off. Yet it didn’t meet uLeZ. “That broke my heart.”

Starmer forces London Mayor to add £50 million reserves to Scrappage pot

A further £50 million has been earmarked by this lame-duck mayor for his failing uLeZ vanity project that expanded its reach to the greater London frontier last month.

Despite election pledges from three main anti-uLeZ political parties fighting the mayor and greater London assembly elections in just 244 days time, Sadiq “ULEZ” Khan has ploughed on regardless instead of waiting for next year’s London ballot box decision on May 2nd.

His ineffectual health benefit uLex scam — in reality a stop gap measure plugging London Transport’s annual £204 million operating deficit — had already been rejected: by over 60 percent of Londoners responding to the mayor’s own consultation; at a London byelection that labour was predicted to win; and cross party by Tory, London Labour, and Lib Dem MPs and councillors.

The original £110 million scrappage scheme paid out £2,000 for each car and £5,000 for each van scrapped. But it was hemmed in with so many qualifying restrictions that only some £43 million had been earmarked by TfL for payment. After the shock byelection result, labour leader Sir Keir Starmer fumed at the mayor in a top level exchange of views: “There’s something very wrong when labour party policy was on each and every Tory leaflet in Uxbridge”.



Raising the scrappage pot to £160 million — in reality £149.8 million as TfL skim £10.2 million off the top for administrative charges — still hasn’t galvanised owners of the RAC-estimated over 600,000 vehicles likely to still be non-compliant in greater London. In outer London, many drivers are waiting for the outcome of next May’s election, having already waited nine months for the five councils’ failed Judicial Review decision. uLex2, covering most of outer London, is seen as an unwarranted personal imposition to be resisted at the ballot box. Even with petty restrictions removed, scrapping a cherished “part of the family” will only benefit the few who still have a car worth less than £2,000 — because cars worth more would receive more by selling privately or taken in part exchange.



uLeZ Distorts Market ~ Londoners “pay a price penalty”

Online vehicle marketplace Auto Trader says: “The biggest price gap involves used Volkswagen Golf 2016 models being sold for £3,601 more than a 2015 non-compliant version. That’s an increase of 38 percent also seen for used 2016 Ford Focus costing £2,828 more than a 2015 models. Other used 2016 models with premiums for uLeZ compliance include Land Rover Evoque £2,594 more, Nissan Qashqai £2,220 more, and BMW 3 Series £1,645 more expensive. For trade vehicles Ford Transit Custom panel vans are £10,799 for the 2015 model or £13,394 for a 2016 version — a 24 percent price hike. Auto Trader’s commercial director Iain Plummer says: “Drivers are having to pay a price penalty to follow the rules in London”.

From August 21st ~ just Eight Days before Glum Tuesday

All Londoners with non-uLeZ compliant cars or motorcycles can apply for a scrappage payment. Khan also announced that small businesses and sole traders can get £21,000 to junk up to three vans, with £27,000 available for charities to replace three minibuses. He also announced higher payments for switching to an electric vehicle, charities with old vans, and retrofitting an existing Diesel. Grants for replacing wheelchair accessible vehicles will double to £10,000. Cllr Susan Hall AM, Tory election hope for mayor said: “Thousands of families, small businesses, and charities face financial ruin because of uLex expansion, which will do next to nothing to improve the air”.



Manufactured 24th March 1973, this Rover P5 was to play an important role in UK political history, transporting newly-elected Margaret Thatcher, UK's first female Prime Minister, from conservative party HQ to Buckingham Place on 4th May 1979 where she accepted Queen Elizabeth II's invitation to form a new administration. With a V8 3.5 litre twin carb aluminium block twin overhead cam engine it's registered with DVLA as Historic Class — more than 40 years old since production — and so doesn't attract uLez tolls and fines



Prime Minister announces Formal Review of "all anti-motorist policies"

Prime Minister Rishi Sunak made a surprise visit to former prime minister Ted Heath's constituency of Old Bexley & Sidcup last month. Sidcup's Police team surprised the Prime Minister by arranging for Margaret Thatcher's Rover P5 to be displayed. Anti-uLez local MP Louis French, highlighted local anger and concerns over the London mayor's undemocratic uLex expansion into the leafy suburbs of outer London's Bexley. French told GLTN: "The Prime Minister has announced a formal review of all anti-motorist policies, as Government works to help families with the cost of living".



Test driven as part of GLTN's exclusive safety survey of 150 uLez-compliant vehicles priced around the mayor's scrappage £2,000 grant, this 2000-registered Nissan Micra 1.4 litre automatic hatchback, with only 64,000 miles on the clock, is attractively priced at £2,100. It could be the answer to a uLez-stricken London driver's needs.

Except that it's not. Despite a petrol engine 2½ times smaller than Margaret's Rover 3.5 litre that meets uLez rules as a Historic Vehicle, this Nissan fails Sadiq "ULEZ" Khan's exhaust diktat (Euro 4 nitrous oxide level NOx maximum 0.08µg/Km) and so has to stump up uLex tolls or be scrapped. Unlike Margaret's Rover

National Leaders stumble for votes over uLez debacle ~ forced to Backtrack on "War Against Motorist"



Prime Minister Ted Heath took UK into the European Economic Community on 1st January 1973. This set the stage for UK being ruled by the super-state under Prime Minister Margaret Thatcher's single European Act that came into force 1st July 1987. That act legalised UK's European Union environmental harmonisation that laid down detailed vehicle exhaust gas regulations — today's uLez Transport for London-enforced Euro 4 for petrol, and Euro 6 for Diesel engines.

GLTN September 2021 issue, ([GLTN3.pdf](#)) warned of Mayor Khan — a pro-EU remainer backed by a former Labour MEP as deputy mayor for transport — justifying his October 2021 uLez expansion plans by crowing over "significant fines" on UK levied by the European Court of Justice for not meeting European emission rules fast enough. The ECJ decision was reached two months after UK's withdrawal transition arrangements had ended.

November 2021 saw former London Mayor and Prime Minister Boris Johnson agreeing to accelerate the Paris Agreement and UN Framework Convention on Climate Change at COP26. UK's global warming will be limited to +1.5°C compared to pre-industrial levels by 2050. London Mayor Khan went round COP26 playing politics by trying to upstage Johnson claiming he'd achieve a London net-zero target by 2030.

Cross-London and cross-party outrage met Mayor Khan's November 2022 plan to increase uLex area to cover all of Greater London. His official consultation is rejected by 60 percent of 50,000 respondents. Khan rejects his own consultation's "no" result. Tories win Uxbridge byelection against national trends on an anti-uLex ticket. Labour leader Sir Keir Starmer has a frank meeting with Labour Mayor Khan who uprates scrappage scheme pot but not enough to help low-paid workers.



Arms clasped around each other, Starmer and Khan make up for assembled hacks believing continual propaganda transmitted by broadcast media — a £7 million airtime spend — will pre-condition voters to return this lame duck mayor for a third term

Who Rules London?

Forced smiles through clenched teeth give lie to the body language. It's an open secret. Stammer believes Khan an election liability — a road block to next year's labour party choke hold on London's traffic. Starmer now says he's against traffic schemes. What else will he disavow just for votes?



Mayor announces third attempt at Scrappage Scheme

~ now available to all Londoners but not in Home Counties

Scrappage grants of up to £2,000 will be available to every Londoner with a non-compliant car or motorcycle from August 21st, the mayor and Transport for London (TfL) has announced. The scrappage payment for vans will increase from £5,000 to £7,000. Small businesses and sole traders will be able to scrap three vans or minibuses. Exhaust retrofit payments for Diesels increase from £5,000 to £6,000. Additional support will also be available to charities with increased payments available for minibuses from £7,000 to £9,000, and disabled Londoners will see wheelchair-adapted vehicle grants double. The mayor plans to raid City Hall reserves of £50 million to fund these changes — taking the total pot to £160 million.

Recognising the impact of the cost-of-living crisis, Khan announced to make “the transition to a greener city easier” the scrappage scheme will be massively widened to every Londoner affected by uLez. From Monday August 21st: every Londoner with a non uLez-compliant car will be eligible for a £2,000 grant; small businesses and sole traders will be able to receive up to £21,000 in grants to scrap up to three vans; charities will be able to receive up to £27,000 in grants to scrap up to three minibuses. The single vehicle payments were made available from August 4th, the day after this embargoed announcement was published to the media without advising greater London assembly members first.

Small businesses and charities with a non-compliant van will receive increased payments of £7,000 (up from £5,000); grants for wheelchair accessible vehicles will increase from £5,000 to £10,000; grants for scrapping minibuses will increase from £7,000 to £9,000; grants to replace a non-compliant van with an electric van increase from £7,500 to £9,500; grants to replace a non-compliant minibus with an electric minibus increase from £9,500 to £11,500; retrofit grants for Diesels increase from £5,000 to £6,000, typically enough to cover the whole cost of retrofitting.

Claimed to be “the most generous scrappage scheme ever seen in the UK” this third attempt at coming up with an effective scheme will be available on a first come first serve basis, with low income and disabled Londoners having already had seven months to apply, says the mayor's office. Scrappage Scheme Mark I was then only available with strenuous restrictions. Just £43 million-worth of grants were taken up. “Car and motorcycle scrappage funds were initially prioritised for low-income and disabled Londoners to ensure those that needed it most had early access to support. Since then the mayor has listened to Londoners and announced in early June the fund would be expanded to families receiving child benefit.” That was Scrappage Scheme Mk II.



This Jaguar XJ8 X308, the last big cat produced at Browns Lane Coventry, faces classic vehicle heritage vandalism

This Starmer-inspired excuse for previous poor take up of Khan's failed previous scrappage offers is Scrappage Scheme Mk III. With less than 24 days before August 29th's “Glum Tuesday” outer London's uLex2 start date, the scheme had been expanded to help every Londoner. “This includes many families who were not previously eligible as they did not receive universal credit or child benefit, but who need support to change to a greener, less polluting car.” the mayor intoned trying to cover up getting it wrong in his first two attempts. “A search of online vehicle retailers on August 3rd revealed there were nearly 5,000 uLez compliant cars for sale for under £2,000 within 200 miles of central London.” TfL adds: “Many vehicle scrappage companies give customers money for their vehicle on top of the TfL grant – meaning people can often get hundreds more to scrap their car. Only an Authorised Treatment Facility for End of Life Vehicles site can issue a Certificate of Destruction. “In response to further feedback from disabled Londoners, the payment level for wheelchair accessible vehicles is being doubled from £5,000 to £10,000 to reflect the higher cost of vehicles with expensive adaptations. This will support more disabled Londoners to become compliant now with the support of scrappage funds. Those not doing so will still be able to take advantage of the grace period available for wheelchair accessible vehicles. TfL adds they see the scrappage scheme “remaining open for a significant time to come”. The mayor has since indicated that the “grace period” could be up to six months.

Christina Calderato, TfL's Director of Strategy & Policy says: “A range of support offers are available for anyone making the transition to cleaner, greener transport, including savings on hire and subscription services for bikes, E-bikes, cargo bikes and E-scooters, and discounts on car clubs alongside many other deals.” Dr Kush Kanodia described as a “disability rights champion” is quoted by the mayor saying: “While many more disabled people are already exempt from uLez until 2027, many will want to know this scrappage money is available now. Disabled people have been the most disproportionately impacted from austerity, the pandemic, and cost-of-living crisis. Climate action must go hand in hand with climate justice and social justice, to prevent further increases in poverty and inequality in our society. These further reasonable adjustments for disabled people from uLez and the scrappage scheme should apply to all future and current clean air zones, from Birmingham to Bristol and beyond.”

Judicial Review ~ the Epilogue

The uncomfortable decision by Mr Justice Swift in the High Court confirmed mayor Khan's legality of expanding uLez to the greater London border. (uLex2)



The decision had been pre-signalled by High Court judge Sir Ross Cranston KC, a former labour solicitor general and labour MP for Dudley North (1997-2005) who'd already thrown out three of the original grounds submitted by the five councils. Sir Ross was one of three ministers in Tony Blair's government who'd refused to use a ministerial car due to the "pollution" he claimed it would cause.

Quite how five specialist legal departments of outer London Bexley, Bromley, Hillingdon, and Harrow boroughs, plus Surrey County council, had independently got it so disastrously wrong is a matter for their heads of department to justify. The total costs' bill is expected to reach £400,000 across the councils according to Harrow. Figures of £32,000 to £40,000 have been mooted as payment of costs in cause awarded to the mayor's office and Transport for London. (TfL) Heads may roll for so wrongly advising the five council leaders and their councillors. All the councils are in conservative party control. Tory councillors at outer London Croydon had been keen to join the action but the council is in special measures following three labour administrations that bankrupted it and so was unable to stump up financial support.

Cynical campaigners damn the Court's decision claiming involvement of a former labour MP, the current labour mayor and former transport minister, a Tory Transport Secretary, and uLex being planned by a then Tory mayor Boris Johnson who signed up UK to Net Zero at COP26 proves uLez is a cross party traffic measure with road user charging or pay per mile the ultimate cross party policy goal. At City Hall the three Green Party and two Liberal Democrat assembly members have shown support for these future schemes. The mayor denies such plans exist despite TfL adverts appearing last year seeking staff to work on "the next generation of traffic enforcement".

GLTN's November 2021 issue ([GLTN3.pdf](#)) had previously led with "3.8 million Londoners Sold Dahn the River" referring to then Transport Secretary Grant Shapps giving the nod in paragraph 29 of his settlement letter to increase the uLez area to the north and south circular roads (uLex) after conservative defeat at May 2021's mayor elections. Tories had campaigned on an anti-uLex ticket. Then Tory mayor candidate Shaun Bailey AM has become Lord Bailey of Paddington in former mayor and disgraced former prime minister Boris Johnson's resignation honours list.

"No Appeal" say Councils

Speaking after the court ruling, Prime Minister Rishi Sunak said Government would strive to meet net zero without "unnecessarily adding costs and burdens to families". The five brave councils have confirmed they will not appeal against the court's decision.

Transport Secretary Mark Harper said uLez expansion was "about raising money. Londoners can see it for what it is, and they don't like it. The mayor should listen to them".

Tory mayor candidate for May 2024's election race Cllr Susan Hall AM said: "This expansion will affect hard working Londoners."

Cllr Tim Oliver, leader of **Surrey** council, said: "Whilst we respect today's court decision, it's incredibly disappointing".



Campaigners outside the High Courts of Justice, Strand hoping Judge would deny legality of Glum Tuesday

Hillingdon council leader Cllr Ian Edwards, said: "Unlike urban parts of the capital, our residents don't have the luxury of a frequent, multi-layered transport system. Many have little option other than to use their cars for everyday travel. Imposing the uLez charge is not only wrongheaded but completely unfair and will hit the poorest in our communities hardest. What Hillingdon really needs is not another tax but increased investment in its public transport links. "There's better ways of improving air quality. The mayor of London should be doing all he can to boost London's recovery rather than this money grab from those that can least afford it."

Harrow council leader Cllr Paul Osborn, said: "This is an outrageous announcement. Mayor Khan has ignored London's residents and businesses and pushed ahead with his vanity project.

"This is the wrong solution at the wrong time. There is no evidence that it will improve air quality but it will hit the poorest households most.

"This scheme will involve placing hundreds of cameras in Harrow and thousands across London, costing hundreds of millions of pounds."



Bexley council's leader Cllr Baroness O'Neill OBE said: "We are an outer London borough with poor transport connections. Many rely on their cars, including many who travel into the borough from outside London.

"uLez charges will impact disproportionately those on lower incomes, which includes many key workers, and we are very concerned about the impact it will have on them, on essential services and local businesses".

Leader of **Bromley** council, Cllr Colin Smith described the decision news as "bitter disappointment" for Bromley motorists.

He added: "This will impact local businesses as well as those providing care for vulnerable people in outer London."

Smith apologised to those affected by the expansion following the ruling. "It can't be disguised as anything other than bitter news for motorists in general, traders who'll now have to consider ceasing business and laying off staff, those who'll have to change jobs and, most desperately of all, people who'll no longer be able to support vital care networks for the vulnerable".

Jason Perry, executive mayor of **Croydon** council said: "uLez expansion will be a hammer blow to businesses and residents.

"It comes on top of the mayor's decision to increase his share of council tax by a record 8.8 percent.

"The mayor's own Integrated Impact Assessment says air quality improvements from extending uLez are very small".

RAC calls for Delay

Nicholas Lyes, head of roads policy at the RAC said after hearing the Judicial Review result: “While the principle of cleaning up London's air is the right one, it comes at a time when drivers can ill afford to replace their vehicles during a cost-of-living crisis. “Given there are still many cars on our roads that are non-compliant with uLez, coupled with many drivers holding on to their existing vehicles for longer, we're concerned more people will be impacted by uLez expansion than originally estimated. “For these reasons we encourage the mayor to delay the expansion by six months or longer”.

London Tories plan May election strategy

Concerns have been raised over the Tory London mayor candidate selection process. Paul Scully, MP for Sutton & Cheam and Minister for London, was unaccountably left off the short list of hopefuls circulated to greater London grass roots for their on-line ballot.

Richard Barnes, former Tory deputy mayor of London, is reported by BBC News Online as saying: “The selection process was crazy. Conservatives ended up selecting unknown candidates and leaving off Paul Scully, which is an insult. Barnes added that the timing of the review “undermines candidate Susan Hall” and “implies she’s second best”.

What BBC Online fails to tell its avid reader is that Barnes deserted the Tories nine years ago for UKIP but was later spurned by the party not selecting him as UKIP candidate in Ruislip, Northwood & Pinner in May 2015. In 2016 he failed to be selected as UKIP candidate for London mayor, and also failed to be selected by UKIP for the Ealing & Hillingdon constituency.

The London Tories review, to be carried out by Lord Udný-Lister who served former mayor Boris Johnson as chief of staff, is supported by Cllr Susan Hall AM who tweeted saying it was “an excellent idea” that will “help us ensure we are at our best.”

Spotlight on Kent

Maiden Lane carries Dartford postcodes despite it being known locally as part of Crayford. One side, and north of the Dartford loop railway line, is physically in Bexley borough, greater London. But the other side of the same road is physically in Dartford constituency’s West Hill ward, county of Kent. Making a mockery of uLex2 boundary enforcement.

BBC Southeast reported this as “a matter ultimately for the mayor.” The Beeb, not for the first time, was just plain wrong. Maiden Lane is only one of the many un-enforceable uLex2 boundary roads that separate the expanded uLex zone from the home counties. And because of its un-enforceability, doesn’t warn drivers in advance of impending uLex2 toll.

The Kent – greater London uLex border remains an ill-defined uLez toll trap for motorists as Kent County Council (KCC) has also banned London’s mayor from installing uLez warning signs and enforcement cameras in its county — part of the uncivil civil war raging between the mayor and Londoners. Drivers from Kent caught in the uLez trap have unknowingly entered the zone and incurred the £12.50 uLez toll followed by a £90 fine for non-payment if not paid within 72 hours.

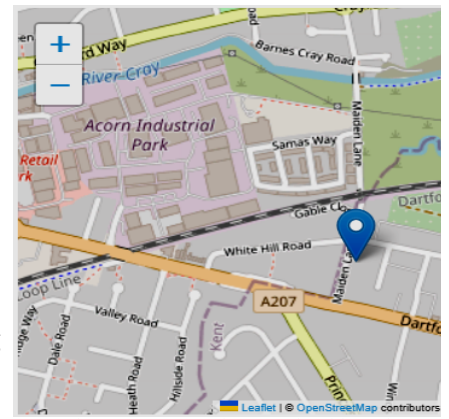
Kent’s frontier danger areas are: Crockenhill, Dartford, Knockholt, Sevenoaks, and Swanley. Major roads affected are: A2, A20, A21, A206, A222, A223, A232, A233, and A2000.

Following KCC’s decision, leader Cllr Roger Gough (*Sevenoaks North & Darent Valley, Con*) wrote to the mayor of London formally calling for reversal of his decision to expand uLex and expressed his “dismay” that the London mayor’s uLex2 plan continues. “It’s increasingly apparent that notwithstanding a range of correspondence and consultation responses from organisations and individuals immediately bordering the affected entry points to the new zone, that these have not been properly considered or taken account in your delivery plans. “Worse still, your officials, having said how important a comprehensive public transport offer was to mitigate these impacts, have now advised us of your plans to remove travel cards from the very same affected cohort of Kent residents.”

Drawing wrath from Khan for daring to interfere with his mad cap scheme to charge Kent drivers of non-uLez compliant vehicles driving across the county border, the scheme has started fining drivers who transgress a £12.50 toll levied on a midnight to midnight basis. Cross into London before midnight, but return after midnight and the toll rises to £25 for the two border crossings with a fine of £90 each if either toll is not paid within 72 hours.

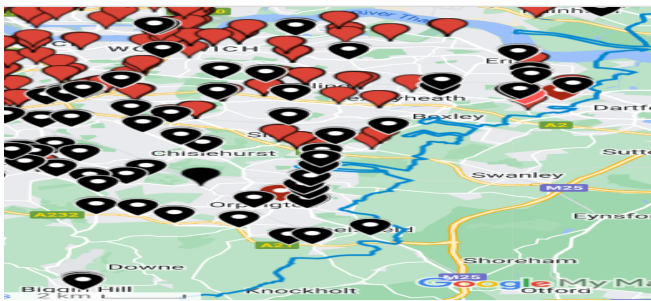


This Maiden Lane-sighted London Coal Duty boundary marker is at junction with Crayford Road on the north side of Stanham River. It was erected in 1861 under the London Coal and Wine Duties (continuance) Act 1861. Coal imported into the City of London had been taxed since medieval times. Originally coal cargo was carried by sea to riverside wharfs with duties charged by the Port of London. The duty area stretched from Colnbrook in the west to Crayford Ness at the mouth of the River Darent, in the east. And from Wormley, Hertfordshire, in the north to Banstead Heath, Surrey, in the south. This duty payment was abolished in 1889 by greater London authority (GLA) forerunner London County Council. In a lesson for today’s GLA, LCC recognised growing public resentment in outer London suburbs against paying a coal tax on such a basic commodity, a tax not seen to benefit residents



Maiden Lane arrowed. Dotted red line shows greater London — Kent border





Confused Kent border with Bromley & Bexley
 Blots on London's landscape. Blue line greater London border. Red arrows show active uLez cameras. Black arrows with circles indicate missing or damaged cameras. Red arrows with circles show poles without any camera. Source: Julie's Map

Tories call for Section 143 referral ~ But Minister appears "Frit"

Many roads that border the greater London boundary are unenforceable for uLez purposes. Especially as surrounding home county councils have banned Transport for London's signage and ANPR cameras from being erected on their territory by refusing to sign a "section 8" agreement giving permissions. Roads in the shaded areas surrounding greater London on this issue's front page map could all be listed and "called in" under the Greater London Assembly Act 1999 Section 143:

- (1) *Where the Secretary of State considers that — (a) the transport strategy (or any part of it) is inconsistent with national policies relating to transport, and (b) the inconsistency is detrimental to any area outside greater London, he may direct the Mayor to make such revisions of the transport strategy in order to remove the inconsistency as may be specified in the direction.*
- (2) *Where the Secretary of State gives the Mayor a direction under subsection (1) above, the Mayor shall revise the transport strategy in accordance with the direction.*

As part of GLTN's complaint against a BBC Online so-called "fact-sheet" that turned out to contain much Khan-age and even aspects of the mayor's Defence against the five borough's application for Judicial Review, we pointed to the above Section 143. A Beeb re-write, now referred to as an "article", quietly dropped the error-riven passages.

ULEZ expansion: Contested claims examined - BBC News This disgraceful attempt by the State broadcaster to sway public opinion was reported in our March issue ([GLTN3-3.pdf](#)) and reported to hard-working anti-uLez campaigner former member of greater London assembly Gareth Bacon MP (*Orpington, Con*) and the nine-strong conservative bloc on the GLA. No reply was received.

Back in February *Sunday Telegraph*, reported Whitehall officials and legal advisers were investigating whether uLex2 breaches Sect. 143. House of Commons Petitions Committee had taken back a previously rejected petition calling for Government intervention.



The only national broadcaster to pick up on the possibility of the whole uLex expansion being stalled was GB News' *Farage* peak 7pm current affairs slot. In his op-ed piece host Nigel Farage suggested: "Government appeared not to be in fighting mood" and showed April footage of Transport Minister Mark Harper saying: "It's the mayor of London's responsibility, it's his decision. I don't have the power to stop it happening... it's a devolved responsibility". Farage replied: "To wait until next May's elections is too late, you do have the power." Farage, a former Brexit party MEP, continued: "Were the Tories to action Sect. 143, of course Khan would challenge the decision applying for Judicial Review which could kick the can down the road well into next year. Mark Harper needs to liven up, roll his sleeves up, and get involved. But has he got the bottle?"

Bromley councillor Simon Fawthrop (*Petts Wood & Knoll*) joined *Farage* to debate Sect. 143 suggesting the Minister could "consider, and then hold off the expansion until the mayor elections. But Khan doesn't want this to be an election issue." Farage then asked why conservative MPs haven't been heard speaking up. Fawthrop replied he suspected "they're busy pressing buttons behind the scenes".

But the following day's *Farage* broadcast had this explanation from GB News political editor Chris Hope, asked if Government "were going to pick up this challenge." "No," Hope replied. "I've been told Mark Harper has had very good legal advice they can't use this. But politics is a choice. Mayor candidate Susan Hall said she'll switch off ulez expansion on day one of being elected. Harper could over-rule Khan in the courts. But that's a value for money choice Harper's not going to make".

Extinction Rebellion and UN Professor Warn against uLez

Used to being brow-beaten by the great and good about climate change, a warning has been sounded by United Nations' Intergovernmental Panel on Climate Change. (IPCC) "Low emission zones impact poor families, and politicians must take into account their economic ramifications when drawing up policies," the head of the influential UN panel Professor Jim Skea, has warned. And the founder of Extinction Rebellion, has hit out at uLez as "intrusive" and "regressive" for the lowest paid.

The IPCC boss told *The Spectator* it was "important to take all aspects into consideration and not simply impose 'top-down' measures without consultation." Critics of London mayor Sadiq "ULEZ" Khan's expansion say penalising motorists punishes those on low incomes who cannot afford to upgrade their vehicles, while allowing richer people to pay to pollute. Outer London boroughs say they don't have pollution problems like central London and warn public transport is not good enough to deprive people of their cars.

Prof Skea warned that doom-laden messaging about the environment may do more harm than good. "I'm very conscious that constant drip-drip anxiety messages could have a paralysing effect on climate action because people will believe it's inevitable. The human race has agency over its future. We should be more positive".

XR's Roger Hallam attacked "urban middle-class neo-liberal left thinkers behind Khan's uLez." Hallam said: "It shows total lack of sensitivity and self-awareness." Prof Skea added: "Although 1.5C of warming is often seen as an irreversible tipping point, it's not a 'cliff edge' from which there's no return. There are things we can do — we know there are options, there are technologies, there's enough money in the world to address these problems".

Sadiq “ULEZ” Khan accused of trying to Quash scientific Dissent

London mayor Sadiq Khan has been accused of trying to “quash dissent”, after his deputy mayor asked a City Hall-funded academic to rebut Imperial College studies that questioned health benefits of charging non-uLez vehicle drivers tolls and fines.

2016-appointed Shirley Rodrigues, deputy mayor for environment & energy asked an Imperial College academic, in receipt of funding from Khan’s office, on two occasions to counter adverse research that questioned ultra Low emission zone (uLez) efficacy.

Responsible for publication of the mayor’s London Environment Strategy, Rodrigues asked Professor Frank Kelly whether he’d be willing to “set the record straight”, after fellow Imperial College academics published a study suggesting central London’s uLez had a relatively small effect on air pollution in the three months since its start in February 2019.

Emails between Rodrigues and Kelly, obtained by a Tory party freedom of information request shared with *PA* news agency, show the deputy mayor contacted the air quality expert on November 16th 2021: “I’m deeply concerned about the damage this misleading study is doing, both to our credibility and to low emission zones as a policy instrument”.

Rodrigues asked the Prof: “Is there anything you can do or advise to help us set the record straight?” After the Prof. suggested he would be willing to support the greater London authority, Rodrigues next day emails again: “I do appreciate you don’t want to have a fight with another part of Imperial but *The Times* has also picked up repeating the mistake. Is there anything you’d be happy to put on the record now?” Rodrigues then went to work with the Prof. drafting a press statement to send out in his name.

In February 2023 another article appeared in the *Daily Telegraph*. Khan’s deputy again emailed Prof. Kelly asking him whether he could write to the newspaper to “challenge some of the misunderstandings”. Prof. Kelly replied that Imperial College was against putting out a “direct contradiction” to the piece but said: “As always, I’m happy to fight back”.

Meantime Rodrigues had already described the offending uLez study as ‘misleading’ with City Hall offering Kelly to set up an interview with David Lammy MP (*Tottenham*), labour’s shadow foreign secretary and LBC radio presenter, promising a “friendly experience” as the veteran opposition front bench MP was regarded as “very supportive”. Not for the first time does *GLTN* hear of LBC — prop. Global Media in receipt of a slice of the £7 million mayor’s office and Transport for London (TfL) airtime budget — putting left of centre spin on its output.

Questioned in March by Peter Fortune AM (*Bexley & Bromley, Con*) he found GLA had paid Imperial College Projects almost £900,000 between 2021 and March 2023, with Prof. Kelly’s Environmental Research Group (ERG) included. TfL had only admitted that a study by ERG, titled London Health Burden of Current Air Pollution & Future Health Benefits of Mayoral Air Quality Policies, was given £45,000.

The controversial report that attracted so much attention from the mayor’s office and his deputy says: “Cities considering air pollution policies should not expect a uLez alone to fix the issue as they contribute only marginally to cleaner air. This is especially the case for pollutants that might originate elsewhere and be blown by winds into the city such as particulate matter”.

* Rodrigues is paid £132,664 per year. For 2022/23 she claimed flight expenses to a C40 Cities meeting in New York of £2,032.86. Previously she oversaw global climate change grants at Children’s Investment Fund Foundation “developing cities climate strategy”.

Fortune said on ITV’s *London Tonight*: “Science relies on open transparent debate. It’s unacceptable that Sadiq Khan and his deputy conspired to silence legitimate research because it would damage the mayor’s reputation and credibility. “Khan claims he’s just following the science. Yet he’s been using scientific advisers to protect his own interests. The mayor’s own impact assessment shows uLez expansion will have a negligible effect on air quality. It hits poorest Londoners hardest. That’s why we need to tackle air pollution where it is, instead of taxing where it isn’t.”

Neil Garratt AM (*Croydon & Sutton, Con*) appeared on GB News morning magazine programme *Eamon and Isobel* saying: “Sadiq Khan claims health reasons for uLex are backed by scientific research.

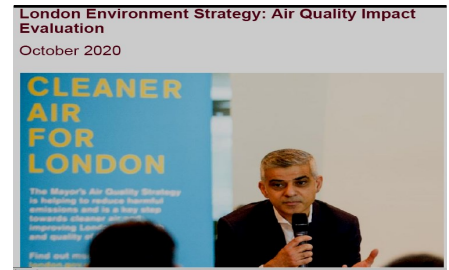
“What’s now emerging is that some of the scientific research was actually commissioned by his office. Who pays the piper calls the tune. And uLez tunes have been replayed by the mayor as just independent scientists doing their own work which he’s just picking up and relaying.

“Emails inviting closer co-operation to big up uLez health benefits go to show benefits are starting to look quite small and the financial impact pretty heavy. A three percent reduction in nitrogen dioxide (NOx) due to uLez is completely at odds with what the mayor’s been going round saying — that he’s “the saviour of all of the children from stunted lung growth due to toxic air. “The mayor and those scientists do have a remarkably cozy relationship,”

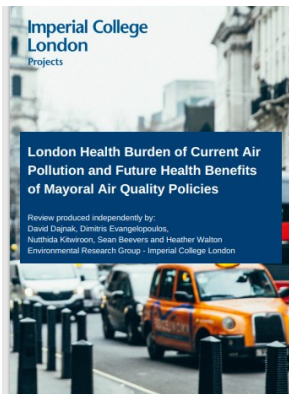
According to GLA, £757,000 over four years was the “vast majority” of the money provided. It was used for Breathe London, which involved installing more air quality monitors across the capital.

Dr Marc Stettler, from Imperial's Department of Civil & Environmental Engineering & Centre for Transport Studies, said: “Our research suggests that a uLez on its own is not an effective strategy to improve air quality”.

* **LATE BREAKING:** Queen Mary's primary care Professor Chris Griffiths was asked by Rodrigues if he could reword his study's conclusion after it found “no evidence” of health benefits to children’s lungs,” reports *GB News* political correspondent, Chris Hope.



What dare we believe?



An Open Letter to Leaders of the six County Councils' bordering uLez frontier

To: Councillors Richard Roberts, Herts; Roger Gough, Kent; Tim Oliver, Surrey; Martin Tett, Bucks; Kevin Bentley, Essex; Lee Dillon, Berks
Re: Section 143 application call in to Stop uLez
From: Greater London Transport Newsletter

THERE'S been recent media attention given to London and home county MPs lobbying Government to call in the extension of uLex to the greater London border.

On behalf of your residents, you have made strenuous arguments that your county would be adversely affected by the mayor of London's unjustified expansionist plan that recently has been shown to be a revenue generator to cover for London Transport's recurring annual £204 million operating deficit. And not a health measure at all.

The deficit was agreed between transport secretaries and Transport for London (TfL) resolving the amount of final subsidy paid to cover Covid-period loss of revenue, its debts, and agreed capital projects. The £9 billion final figure was signed off by Mark Harper on the basis that none of the amount agreed by him would be used for costs of installing uLex2 capital equipment — estimated to become some £267 million in cameras, back office support, and signs.

You have bravely refused Section 8-signed permissions with the mayor's office/TfL allowing uLex2 infrastructure in your county. The greater London frontier therefor has many roads that are not uLez-enforceable come 29th August. There's reports of some 800 ANPR cameras still to be installed. Many of your residents won't know they've crossed into uLez territory until a £90 fine flops onto their doormat. The boundary between your county and greater London is, in many border areas, unenforceable.

While media continue to report that any action under Greater London Assembly (1999) Act sect. 143 would legally fail as the mayor is entitled to follow Government policies that support reducing air pollution, there's been no mention of adverse effects the scheme would have on areas outside of greater London quote:

(1) Where the Secretary of State considers that — (a) the transport strategy (or any part of it) is inconsistent with national policies relating to transport, and (b) the inconsistency is detrimental to any area outside greater London, he may direct the Mayor to make such revisions of the transport strategy in order to remove the inconsistency as may be specified in the direction.

Reportage has only mentioned the portion of sect.143 referring to air quality. But does not report on sub-paragraph (b) Neither does the Minister.

I'm told there is to be a meeting of interested MPs and the Transport Secretary once parliament returns. Would you please lobby or request attendance at that meeting? Or join with your colleagues in an agreed position letter to be put forward by your MPs?

With thanks for all your support so far -- Yours ever,

Richard Town, editor, GLTN



These beautiful lanes frontier outer London's leafy Bromley borough and Kent. Despoiled by Transport for London signage, another uLez blot on the landscape. Left track deemed to be inside greater London and safe for heavy goods vehicles. Right hand track is in Kent and not subject to TfL diktat

You do the Math

Back of an envelope sums give cause for concern that London's Conservative Party hopes for City Hall power — just 244 days away — can only be seen as blurred.

There's three routes to removing the uLez infection from London: an outright win for Susan Hall, a 2/3 majority of newly elected greater London assembly members voting to overturn Khan's *Mayor's Transport Strategy 2022 Revision* already rejected by a London-wide consultation on uLez expansion. Or Government action under the *Greater London Assembly (1999) Act* calling in the expansion under sect. 143 on application by the six surrounding county councils and their MPs. That option has been refused by Government claiming it would legally fail.

Former conservative transport secretary Grant Shapps gave the nod to former labour transport secretary Khan to inflict uLez up to the north and south circular roads. That decision gave rise to our November 2021 issue headline lead "3.8 million Londoners Sold dahn the River" claiming Shapps had sold out on inner London's Tories.

There's powerful traffic congestion arguments that central London's original uLez 8 sq mile area should remain as it contains a confluence of key traffic routes — continuous nose to tail traffic with not much more than an average 8 mph throughput speed.

Cynical anti-uLez campaigners have done the math. They claim the political scenario is of a by-partisan policy that'll follow uLez with "pay per mile", "road user charging", or even their dystopian nightmare of "15 minute cities" where, with automatic deduction from a driver's pre-paid credit motorists would be charged for journeys deemed by the State as "unnecessary". A trip to a distant supermarket could be penalised if there's one closer within 15 minutes. The State could even decide that adequate public transport was available. They point to uLez having just a few years' life left of generating operating surplus. In a few years almost zero numbers of fossil fuel cars not meeting uLez emission standards will remain giving Khan's Transport for London, only a trickle of revenue.

All alternatives to internal combustion engine cars, new sales set to be banned from 2030, and uLez schemes have the potential to restrict Londoners' right to independent access to freedom of the road.

With expansion of uLez to the greater London border last month, Londoners are already seeing road user pricing by tolls and fines making the choice of independent door to door road transport only available to the better off. Future use for the camera network is already being planned, but Khan denies this.

Meantime his third attempt at puffing his £2,000 car scrappage scheme has floundered with most remaining non-compliant cars being worth more than that. And Londoners being mindful of Tory mayor hopeful Cllr Susan Hall's election pledge to switch off uLez expansion in outer London "on day one" of being elected. Except she won't.

The political scenario is that Hall can expect a majority of votes (from a 5.5 million population) in outer London. But she's clarified again — following directions from No 10 and Conservative Campaign HQ that she will **not** switch off uLez (inner London) for its 3.8 million population many of whom are bitterly resentful against Khan and keen to get to the polling booths next May to vote against his third term of office. (contin. back page)



(contin from p.11) With Howard Cox making it quite clear he'll switch off both inner and outer uLez areas if elected, the vote against Khan will split. Currently minority party Reform UK can only look forward to 10 percent of the mayoral vote throughout London. But if Cox's campaign in inner London takes off then Hall can't count on inner London's Tory vote remaining unscathed — already reduced by her announcement not to switch off inner London's uLex.

Current best guesstimates — a Tory 3 percent uLez swing against labour's national 9 percent lead, the stunning Uxbridge result, and Khan's latest unpopularity poll — won't guarantee Tory hopeful Hall becoming mayor. But does predict horse trading amongst the 25 greater London assembly members with Green and labour members supporting Khan, Lib Dem and any Reform UK members joining Tories to present a 2/3 majority 17 member vote against Khan.

As for the mayoral race, figures could (ballpark resident population numbers used) look like: outer London's 40 percent turnout = 5.5M x 40/100 = 2.2M turnout, around 60/40 current Tory/Lab vote split = 1,320,000 Tory votes. Reform UK take 10 per cent of votes cast = 220,000 votes. And inner London's 40 percent turnout = 3.8M x 40/100 = 1.52M turnout: around 30/70 current Tory/Lab vote split = 456,000 Tory votes. Reform UK take 10 per cent of the votes cast = 152,000 votes.

But were Tories to support inner London's potential conservative vote then Reform's votes could accrue so 1,320,000 + 456,000 + 220,000 + 152,000 = 2,148,000 Tory votes. That's a first past the post majority. It would require horse trading between conservatives and Reform UK with Cox standing down and Brexit party not fielding a mayor candidate. Politicians call this "statesmanship".

There's still sizeable anti-Tory feeling in the country. uLez and the War Against the Motorist waged by labour councils are the best weapons the Tories have got in these just 244 days remaining.



Horse trading. This combination meets uLez emission standards

"Not my mayor" Popularity Minus

A YouGov survey of 1,000 Londoners reported by the *Evening Standard* found that across the capital as a whole, this labour mayor is viewed in outer London unfavourably by 52 and favourably by 40 percent. Khan is significantly more popular in labour-leaning inner London. There he enjoys a net favourability rating of plus five.

Tory Cllr Hall AM scores better across London with a net margin of plus one (22 favourable, against 21 percent unfavourable). She's minus six in inner London and plus four in outer London.



Anyone know what this is? Answers on a postcard please to: Militant Cyclists 'R' Us, P O Box 1011, Snarling, Lurex, Beds



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