



# Greater London Transport Newsletter

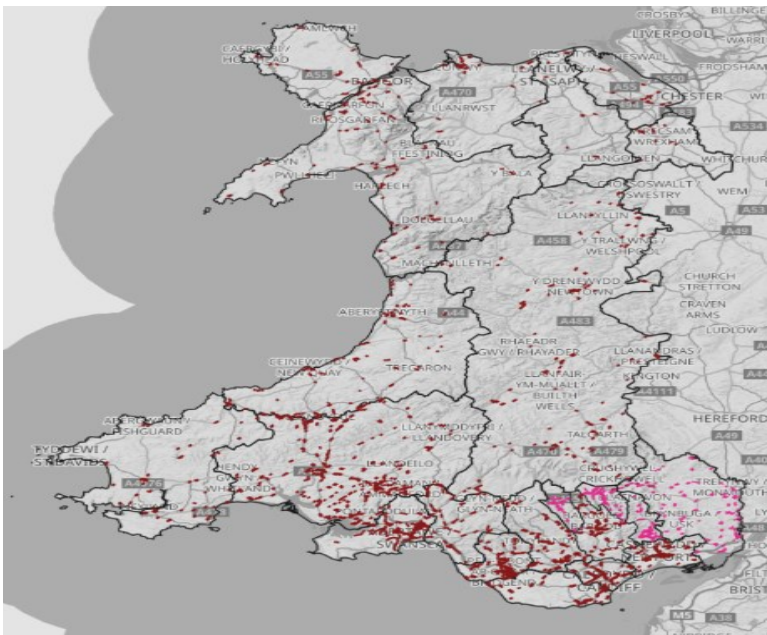
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<http://www.abdlondon.uk/gltm.htm>

\* 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](http://www.abdlondon.uk/gltm.htm)

## We'll Keep a 20mph Welcome

Byddwn yn cadw croeso o 20mya

Just 206 uLez  
days to go



Sunday September 17th saw this 20mph Welsh country-wide limit extend the War Against the Motorist. It's seen by Police as a test of driver's skill, accuracy of vehicle speedometer, and accuracy of roadside camera speed measuring device. But Police privately fear the new limits will be used to reduce numbers of drivers in councils' specially-favoured built up areas.

### Newham Rolls Out extra 20mph restrictions

According to Transport for London (TfL), Newham has seen 5,200 casualties relating to road accidents in the five years October 2017 to 2022. 16 people died, there were 598 serious injuries and 4,585 slight injuries. Most of the serious injuries and deaths took place on roads with a 30mph speed limit.

TfL doesn't disclose the number of Newham road vehicle movements over the same period. Hidden in the report to councillors was this caveat: "Speed was not always the main cause or contributory factor in these collisions..."

### "Our Aim is to make 20mph the Norm"

Admitting dystopian thinking of another four years labour control of London — 51 percent of all roads already limited to 20mph by mayor Khan and his labour council cronies — Lilli Matson, Transport for London's chief safety health and environment officer chillingly told *GLTN*: "The aim is for 20mph to become normalised in parts of London with greatest levels of deprivation." Thus increasing those areas' deprivation even further by increasing journey times, congestion, lower gear selection upping engine revs and thus air pollution.

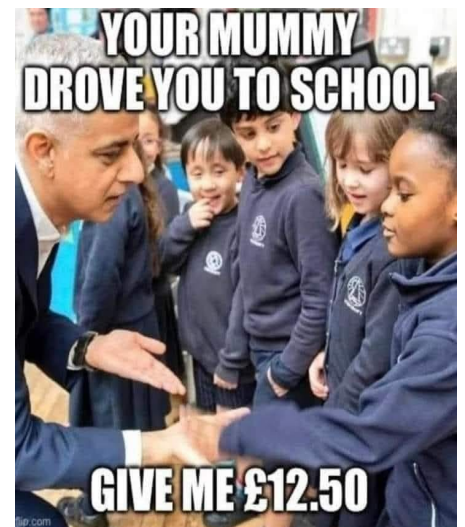
KEEN to prove its oh-so-right-on credentials ahead of the party political conference silly season, that leader in anti-motorist radicalism, the Welsh (Senedd) Assembly (30 seats Labour, supported by 12 Plaid Cymru) has laid a general traffic order on its local councils demanding most of the country's 30mph speed limits become 20mph.

20mph limits are subject to National Police Chiefs Council tolerance ruling that prosecutions won't be issued for offence speeds less than 24mph. A spate of spiteful 20mph plus 10 percent plus 2mph prosecutions have occurred over the past two years described as "over-zealous" by motoring groups.

An online petition "We want Welsh government to remove 20 mph law" has reached over 443,000 signatories. Conservatives have called the labour-run government's speed clampdown "ludicrous" as they accused the devolved authority of having an "anti-worker, anti-road, and anti-motorist agenda".

An estimated 7,700 miles of urban and village roads are changed to 20mph. The shift sees over 30,000 road signs altered.

Changeover costs have reached £33 million. Senedd estimates cost to the economy from the lower speeds at £2.7 to £8.9 billion.



Threatening future Freedom of the Road, TfL admit to buses being retro-fitted with "intelligent speed adaption" devices limiting their speed — effectively forcing following traffic to keep to 20mph — always assuming the bus isn't in a 24-hour bus-only lane.

Tory London mayoral candidate Cllr Susan Hall AM, has pledged to remove 20mph limits from all London's main roads if elected.

## 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 days and toll; removal of low traffic neighbourhoods; 24-hour cycle and bus lanes; frivolous "school", "hospital" and "play" streets; "15-minute cities", 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



 **Save London**  
5.8k members

## Candidates gear up for Next Year's battle

Voters will be given three ballot papers. They're for the mayor of London election decided on a first past the post vote count system; the 14 members of the greater London assembly that represent London's 14 geographic "super constituencies". And 11 assembly members that represent the whole of London known as London-wide members, elected by proportional representation. Labour, the Tories, and Reform UK have yet to publish their candidate list for the super-constituency and London-wide seats. Previous issues of *GLTN* have listed Green Party, and Liberal Democrat published information. And published profiles of Tory, Lib Dem, Green Party, and Reform UK mayor candidates. The 25 greater London assembly members each trouser £60,416 per year.



### Tory Jobsworth bans GLTN from reporting selection meeting

Perhaps taking a cue from Police Officers who'd arrested qualified national media reporters for the crime of "being there" out just doing their job reporting on Extinction Rebellion/Climate Rebellion and other protestors antics (see previous issues), a jumped up little squirt of a conservative party apparatchik banned *GLTN* from reporting on the selection process for Greenwich & Lewisham's super constituency — despite holding both party and journalist accreditation. Our reporter was also a stringer for *GB News* who's coverage of London issues has, unlike other news outlets, always been balanced and accurate. So the national broadcaster didn't get copy thus denying local party activists the positive media exposure they surely deserve.

Despite this setback, *GLTN* publishes an exclusive article from Kieren Terry, the successful conservative party nomination. He was chosen from five eminently qualified hopefuls who'd vied for members of both Greenwich and Lewisham associations' Tory grass roots' support.



Newly selected Kieren Terry, supporters, and GLTN

One question did however elude many of the five. They were each asked: "What's the population of the Greenwich & Lewisham constituency?" The correct answer — giving an idea of how difficult it is to be seen in every street between now and polling just 206 days away — is 589,700. (2021 figure) At the last mayor and GLA election in May 2021 just some 164,000 registered electors turned out to vote.

In spite of, and to spite those who think they can censor a free press in a free democracy, the former Bromley councillor turned GLA candidate's article can be found on p6.

### Rosamund Adoo-Kissi-Debrah CBE re-selected as Green Party Greenwich & Lewisham GLA candidate

Brave Rosamund took on the Coroner's establishment to prove her severely asthmatic nine year old daughter's February 2013 death was contributed to by air pollution. She was housed by Lewisham council just 25 yards away from south circular's notorious A205 pollution hot spot.



After seven years of legal wrangle at a re-convened inquest in 2020, Coroner Philip Barlow held Ella's Record of Inquest to include: "Died of asthma contributed to by excessive air pollution." The inquest heard during three years before her death, Ella had multiple seizures and was admitted to hospital 27 times.

Rosamund received the CBE in the new year honours list. But continues to be misquoted and misused as justification for all anti-motorist traffic control measures. BBC and other media misquote the Coroner's verdict by omitting the words "contributed to". Others refer to Ella's sad passing as "the first to die from air pollution". The first? Have there have been others then?

## Essex, Kent, and Berks fight on

“County councils bordering greater London have all expressed concerns in writing to TfL and the mayor of London regarding the impact of uLez expansion on our residents and businesses.

“We have not supported installation of uLez signage or infrastructure on our network.

“We continue to engage with other boundary authorities on our joint position and as you have suggested will continue to discuss with our MPs about how best to continue to express our concerns.”

**Mr Martin Tett**

Leader, Buckinghamshire County Council

**Mr Roger Gough**

Leader, Kent County Council

**Mr Kevin Bentley**

Leader, Essex County Council

**Mr Tim Oliver**

Leader, Surrey County Council

## Mayor Candidate calls for Public Enquiry

by Howard Cox, Reform UK candidate for London mayor, May 2024 elections

**GTLN  
Exclusive**

Greater London is now in the shifty mitts of a cash grabbing incredibly dishonest mayor. Along with millions of drivers, I believe there should now be a full-blown statutory public inquiry as to how this iniquitous plan has been implemented — this environmentally pointless scheme should be thoroughly examined as to cost versus benefit. Probably one of the most detested policies ever to hit drivers is now in operation. uLez to the capital’s frontier is now hitting non-compliant vehicles to the tune of £12.50 for every incursion.

From all the recent uLez news emerging, it’s manifestly clear that London mayor Sadiq Khan is not fit for any political office. Let alone leader of our proud capital city. There cannot be anyone more mendacious or despotic in recent political history that has so abused their elected position of power.

Khan’s administration is infested with the stench of cover ups, mis-information and lies. He rules his taxpayer’s £20 billion-financed domain totally unchecked. He simply does what he likes, and I’d go as far to say very reluctantly, he’s probably the most powerful and impenetrable politician in UK. Can that political profile be constitutionally or even morally right?

Nothing more can add to the proof this devolved administration is corrupt. His deputy mayor, Shirley Rodriguez, tried to manipulate scientific data to justify uLez expansion. Email evidence shows on two occasions, she asked air quality academics to refute their research because it disputed alleged benefits of uLez. But worse still, the team from Imperial College, who authored the original showing health benefits, were paid near £800,000 by the mayor’s office. That in itself adds to the heavy stench of corruption wafting through City Hall.



This ego driven politician ignored his Transport for London (TfL) report that stated there would be no demonstrable improvement to existing air quality in expanding the existing zone. He espouses the emotive use of false fatality figures to brainwash us all that uLez will save thousands of lives. His claim there are 4,000 deaths every year from emissions is nothing but a lie.

## If there’s no signs, there must be no fines

He even ordered thousands of enforcement cameras knowing full well he would be ignoring the results of his own public consultation. London’s voters, taxpayers and free citizens took part in TfL’s sounding-out process believing their comments would count. Mayor Khan instead canned them simply because they didn’t agree with his selfish political agenda.

In one instance, he excluded 5,000 responses from FairFuel UK supporters challenging the scheme. He then went on to ignore the final result: two out of three said no to uLez expansion.

As part of the protest against expansion into outer London, bordering councils — Surrey, Kent, Essex, Herts, Bucks, and Thurrock have blocked installation of uLez signs and cameras.

(contin p5)

## What can I do?

The poorest London drivers can only look to next May’s elections in the hope that a no-uLez-party wins. Only one minority party with 10 percent in current polls has pledged to switch off all uLez.

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 \(conservatives.com\)](https://www.conservatives.com)

Liberal Democrats

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

If you don’t fancy joining any political party then Facebook pages detail future demonstration plans. A Google search “against ULEZ” will show local groups.



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 first year profit of £200 million from the expansion – needed to fund the £204 million annual black hole in TfL’s finances admitted by board members. TfL has raised over £319 million in uLez tolls and fines since April 2019.

## Is this what they mean by “Putting Britain First”?

Reuters — NEW DELHI: The UK will commit \$2 billion to the Green Climate Fund (GCF) to help developing countries cope with climate change, Prime Minister Rishi Sunak said today (10th September) at the 20 Leaders’ Summit in New Delhi.

This is the biggest single funding pledge the UK has made to date to help the world tackle climate change, a Government statement says.

GCF – the world’s largest such fund – was set up under UN Framework Convention on Climate Change to help channel money needed by poor states to meet targets to reduce carbon emissions.

UK has committed spending \$14.46 billion on international climate financing between 2021 and 2026. “Today’s pledge represents a 12.7 percent increase on the UK’s previous contribution to the GCF for the period of 2020-2023,” Sunak’s office told *Reuters*.



Measuring catch size in North Ambrym province of Vanuatu. Is “global warming” the culprit? Are international subsidies to traditional subsistence farming methods for a declining food resource the answer to feeding an impoverished population?

The G20 nations have adopted a declaration including reiteration of its commitment to scale up sustainable finance to help developing countries reduce carbon footprints. It said between \$5.8 to \$5.9 trillion is required by developing countries before 2030, in particular for their needs to implement emission targets.

UK is the eighth contributor to announce an early pledge for GCF-2, following Czech Republic, Austria, Germany, Monaco, Canada, Denmark, and South Korea. UK’s pledge for GCF’s second fund replenishment is made in the lead up to its pledging conference in Bonn, on 5th October — another opportunity for developed nations to look righteous in each others’ eyes at taxpayers’ expense.

Countries in receipt of UK’s largesse via GCF include: Afghanistan with four projects worth \$18.8M, Azerbaijan \$3.8M for four, Bangladesh \$441M over nine, Georgia \$102.9M over four, Kazakhstan \$148.7M for two, Kyrgyz Republic \$50M for three, Tajikistan’s six projects allocated \$91M, Turkmenistan’s two costs \$2.3M, Uzbekistan four projects worth \$106M, Iran with one project worth \$420,000, and communist China in receipt of \$100 million for one project. Even North Korea with its one project gets a \$752,000 look-in.

\* GCF is the world’s largest fund – currently standing at \$12.8 billion — with \$48.3 billion total of approved projects supporting developing nations to meet targets reducing carbon emissions.

## Climate Change conference season Hots Up ~ 60s-style Jet Set returns

The beautiful people, those ‘60s jet set youngsters from the music and media worlds — are making a return to the skies. Then they had daddy’s money to splash out. Today they’re not beautiful at all. But politicians living it up at the taxpayers’ expense with money taken compulsorily from working peoples’ wage packets under threat of imprisonment.

London’s mayor Sadiq “ULEZ” Khan and his team has racked up more than 430,000 air miles since he was elected in 2016. That’s enough to fly around the world 17 times — estimated to have pumped out 200 tons of carbon into the atmosphere.

Wearing flared jeans and an open neck flowery shirt trying to be seen as one of the beautiful people, Khan faced criticism last year for a five-day trip to the US. He was seen schmoozing with James Corden on a rooftop terrace bar in Los Angeles after visiting a known to be gateway cannabis drug factory.

Cllr Susan Hall AM, Tory candidate in May’s London mayoral election said: “Khan and his team have racked up enough air miles to travel to the moon, and yet he has the audacity to impose a uLez tax on the poorest and lecture us on climate change. Londoners deserve a mayor who will work hard fixing bread-and-butter issues that matter to them, not someone who swans off to New York promoting himself.”

Reform UK’s candidate for mayor Howard Cox simply provided *GLTN* a four word retort: “Khan is a hypocrite”.



London Heathrow cargo village

C40 Cities held its World Mayors Summit in Buenos Aires between 19th and 21st October last year. C40 Cities was chaired by Sadiq “ULEZ” Khan. A puff piece on C40’s website describes Khan’s uLez expansion to the greater London frontier as “visionary” and “world-leading, ensuring five million more Londoners will breathe cleaner air.” Which is rather odd as this lame-duck mayor tells Londoners only “one in ten” vehicles now seen don’t comply with uLez emissions’ rules. Or some 690,000 according to latest estimates from the RAC.

Labour’s leader Sir Keir Starmer and his trendy-lefty entourage has also helped themselves to airline’s first class opulence, best hotels, food and wine. Last month they jetted off to Montreal for a 15-country delegates’ Global Progress Action Summit, a gathering of so-called “progressive” leaders from around the world. Delegates included now not-elected former New Zealand Labour Prime Minister Jacinda Ardern, and now not-elected former prime minister of Finland Sanna Marin. Last month Marin became a member of the Tony Blair Institute. Norway’s Labour prime minister Jonas Gahr Støre also swanned in.

\* Deputy mayor for the environment Shelly Rodrigues claimed flight expenses to a 2021 C40 Cities meeting in New York of £2,032.86 during financial year 2022/23.

\* Sadiq “ULEZ” Khan’s “Night Tsar” Amy Lame – tasked with helping London’s night time economy thrive despite inflicting cross-midnight £25 uLez tolls – jetted off to Sydney in May. She attended the Neon International Nighttime Economy Forum.

\* *GLTN* asked the mayor’s press office to disclose who gets credited with the accumulated air miles. The shrills have not replied.

## **“Maybe, just maybe, all councils across UK will ditch futile anti-driver schemes”**

*(contin from p3)*

If Sadiq Khan believes £2,000 of tax-payers hard earner dosh is a massive and generous incentive to scrap a still perfectly good-to-use fully MOT'd vehicle, then he doesn't understand the cost-of-living reality that faces low-income drivers. This derisory sum is seeing second hand compliant vehicles rocket in price.

The mayor is ruining so many lives and small businesses. All for the sake of his completely misinformed green pipe-dream. But mainly to pay for his inept fiscal management of our once magnificent capital city.

As one of the thousands of FairFuel UK supporters told me: “I'm so worried my car is going to end up being taken or I'm unable to afford to drive. I suffer with mental health due to trauma and my car is my lifeline. It's causing increased anxiety and I need it to stop. I don't believe this will stop in London or be limited to cities. I think it'll reach the whole country. I don't think it should be in the cities either. They're under enough stress and shops are closing at alarming rates. This will be their death knell in my opinion.”

The driver has always been a cash cow for politicians to exploit. Khan knows that full well and is the emperor of opportunism.

When confronted by opponents to his uLez masterplan, as he was a few days back in an LBC interview, the mayor threw his personality riddled rattle out of the pram by hitting out at any opposition to his growing unpopularity with politically attacking abusive labels. Apparently anti-uLez voices are now conspiracists, covid deniers and are weaponising anti-uLez sentiment.

Khan must be subjected to an immediate public inquiry that will prove uLez a costly mistake. And maybe, just maybe, all authorities across the UK will ditch similar futile anti-driver schemes.



**Sarah Everard  
Memorial Street Watch**

### **Mayor candidates back uLez Camera Watch**

Ahead of this year's Conservative Party conference Cllr Susan Hall AM (68) announced on LBC that she would make available London's switched-off uLez cameras to the Police.

Her street surveillance plan supports our cross-party campaign launched two years ago in honour of Sarah Everard, who was abducted from south circular road, raped, and murdered. Speaking on *GB News* Howard Cox (69) Reform UK's mayor candidate said: “It's a good idea”. Former Police radio control room officer now editor of *GLTN* says: “There has to be a feasibility study before real time live video



*The Sun reports — 27th Sept*

feeds can be made available to augment old council cameras that operators currently have to struggle with. Quizzed by LBC's Nick Ferrari, Hall said: “We'd give the cameras to Police. It's a massive tool for them.”

## **2021 Traffic Tribunal Adjudicator ruling against TfL “Persuasive”**

Claiming signage to be unlawful because it doesn't show the white “C” on a red circular background logo indicating a charging zone, one driver has had seven penalty charge notices totalling £11,500 against his scaffolding lorry cancelled by a London Traffic Tribunal's adjudicator.

The win by Berkhamsted scaffolder Noel is not binding in other courts, but celeb lawyer Nick ‘Mr Loophole’ Freeman said: “It's what's known as ‘persuasive’, which means it can be used in other cases.” He added of the signs: “Just saying you are in a zone is, by itself, meaningless. They need to tell you not just where you are but what happens, in other words that a charge could be incurred. If the signs are not fit for purpose then they might as well not be there.”



*No “C” scene. Adjudicator agrees that a “C” should be seen*

“Because this was a first level hearing it's not legally binding. I believe the tribunal made the right ruling and TfL got it wrong. In my view there's insufficient information on the signs. They don't comply with the regulations.

“It speaks volumes that TfL were given an opportunity by the adjudicator to produce evidence that these signs were compliant with Traffic Signs & Directions 2016 rules. But they completely ignored them.”

Noel ruefully adds: “They had the chance to appeal but they didn't do that. Instead they sent the bailiffs after me, which shows total contempt”.

TfL insists their LEZ signs were deemed lawful by Dept. of Transport (DfT) in 2008. It says: “We are investigating why the correct evidence was not submitted.”

*GLTN* made enquiries with London Tribunals, part of Environment & Traffic Adjudicators, a service provided by London councils recently dubbed “unfit for purpose” following an analysis of decisions that indicate undue support for penalty charge notice issuing authorities.

They would only comment: “The scheme imposes owner liability. That implies that the owner may be liable even if he did not know about the contravention, which in turn implies liability without fault. An adjudicator must balance any decision between fairness and administrative practicality. Sometimes the latter over-rides the former.

“Ultimate responsibility to ensure a vehicle complies with local restrictions must rest with the owner of the vehicle. It is for the vehicle's owner to find out. The circumstances described are mitigating or extenuating. They should not amount to a ground of appeal.”

## *It's My View... Newly selected GLA candidate for*

### *Greenwich & Lewisham Kieren Terry writes*



The Uxbridge by-election was a real political earthquake in London. For months those of us campaigning against the deeply unfair and undemocratic expansion of uLez were drowned out by accusations that we “didn’t care about kids’ lungs” or that we were “in coalition with the far right”.

This was a real cornerstone where ordinary people made their voices heard; they were sick of being milked for more and more cash by the mayor for just trying to live an ordinary life in London. Following the fall-out from this by-election result Khan tried to save face by tweaking around the edges of the scheme. At this point the uptake of scrappage was embarrassingly low as the eligibility was very narrow and the support of just £2,000 insufficient. The extended scrappage scheme opened August 21st, just over a week before uLez expansion. Apparently it will take TfL several weeks to review applications. So by the time you’ve found out whether you’re successful or not you would’ve spent a chunk of your scrappage cash on the £12.50 daily fee that would’ve already kicked in.

For many residents I have spoken to in recent weeks this is far too little, far too late. Many had to scramble months ago and take out huge loans for new cars and vans — demand for compliant vehicles soared — so their livelihoods wouldn’t be completely crushed before this expansion came in. For those not able to borrow so much, I’ve heard some very difficult stories from people who are deeply worried about not being able to get to work from their vans without paying this extortionate charge. A mere £2,000 isn’t even close to the amount self employed contractors need for a new van to keep their business running.

Many parts of London are very closely connected to areas in the home counties just over the border. Residents in those areas just outside the boundary still won’t be eligible but will have to pay the daily tax. Those costs will be passed on to us if we use services from those travelling in.

At the greater London assembly there have been several costed motions tabled by assembly members to alleviate some of these issues. They’ve been supported across opposition parties and would have provided more generous scrappage schemes that would have been available to all Londoners months ago. But labour assembly members voted these down at every opportunity.

Another PR stunt from Khan has been the super-loop buses. I was previously a Bromley councillor and one of the areas I have always campaigned for has been better buses. The anti-car policies from City Hall in recent years have completely disregarded the environmental impact of queuing traffic that have crushed our bus services. Passenger numbers have been falling as a result. I welcome express buses, I’ve used the X26 which runs between Heathrow and Croydon and the 607 between Uxbridge and White City. When they work, they work well plus they provide swift connections between outer London town centres which aren’t directly connected by train. However in true Khan style these have been dressed up using lots of public relations puff as a benefit of uLez expansion. In Bromley’s transport plan back in 2018 there were plans for an express service largely mirroring the 269 Bromley to Bexleyheath via Sidcup and Chislehurst route which is one of the new buses. This has been on the table for a number of years and is not some sort of uLez dividend.

There’s another catch for those of us who tend to board buses on one of the minor stops. The stopping services will be cut back if the related super loop goes ahead. If you want to use the bus that stops at the bottom of your road you’ll probably be waiting longer whilst an express service speeds past.

Lastly these buses won’t come to big chunks of outer London, so many Londoners will not benefit from the super-loop scheme at all. So whilst I welcome additional investment in our buses, there are strings attached and a little bit of digging shows this isn’t as beneficial as it first seems.

### *Loony Labour Lewisham (twinned with Pyongyang) attacks Disabled residents ~ Again*

Not content with issuing Blue Badge holders penalty charge notices for the “crime” of parking in their own road in residents’ only bays — against the spirit and the law of the EU-inspired trans-europe scheme — Lewisham’s anti-car zealots are now banning disabled households from holding more than one car on a disabled household’s permit.

The new regulations, handed down to Lewisham’s 6,698 (2022 figures out of a retired population of 26,024) existing disabled permit holders by email just 12 days before being enforced, are written in legalese mysteron.

The major new restriction affecting a disabled person’s household is that only one vehicle can be “approved” under the free issue scheme. So those currently with two vehicles registered — one in use by the breadwinner, the other available for use by the disabled person — are no longer allowed.

There had already been a sly catch-all being enforced against disabled Lewisham residents: only one of the vehicles could be parked in the resident’s controlled parking zone at one time. Thus civil enforcement teams are sent out to patrol the start of the working day 9am or end 6.30pm Monday to Saturday to try and catch the unwary.

The tortuous restriction of a Blue Badge holder not being allowed to park in any borough residents’ bay outside of the disabled person’s home has been removed. And not before time. That restriction had provided a steady revenue stream and was set to be outlawed by the Government’s review of the “War Against the Motorist”, announced at this year’s conservative party conference.

Lewisham has also removed permission to park on a single yellow line, that helps those with restricted walking to more closely access shops or a medical centre. It’s unclear from the mysteron whether that new rule also applies to Blue Badge-displayed vehicles. *GLTN* has not seen that permission removed from Transport for London single red line Red Routes, nor other boroughs’ single yellow line restrictions.

Pretending to hold powers it doesn’t, labour Lewisham finishes its mysteron masterpiece with: “It is an offence under the Vehicle (Excise) Act 1962 (Section 7) to park or keep a mechanically propelled vehicle on a public road if the vehicle is unlicensed.”

★ There were 247,000 Blue Badges listed as valid at March 2021 in greater London, a 5.9 percent fall on the previous year. GLA Tory moves to have them exempted from uLez tolls last year were voted down by labour members.





## Readers Wires ~ snaps from the forums

Recent high winds in New Malden apparently blew down these uLez cameras and poles



This mid-week demo in Wallington town centre attracted crowds



Bourne Hill, Palmers Green



Vandalised van Maiden Lane, Crayford-not-Crayford



Entrance B & Q Sidcup



### “Sniggering all the way to the Adverts”

Her embryonic web site is up. She’s been out and about glad-handing the party faithful in both inner and outer greater London. And seen on national media from Manchester’s Tory party conference, but portrayed in carefully crafted edited footage that didn’t quiz too deeply into her main themes.

While Khan’s £1 million per year publicity machine grinds on portraying this lame-duck mayor as some kind of saviour — Transport for London’s £7 million airtime spend only needing mystical church organ music to complete the fantasy — Labour’s national leader Sir Keir Starmer has to use up his media time making risible excuses for Khan’s London uLez expansion. Instead of spending his generous media time allocation stammering over his national message.

In City Hall confusion reigns — utterly professional officers are now paranoid any assistance given to the public could be seen as helping a Tory — and so usual helpfulness is progressively becoming hard to find, they could be found out. Anti-uLez demonstrations continue. Television personalities are arrested for just voicing support. But not a high profile London MP and former cabinet minister. Facebook is threatened so closes down some sites. And enraged Londoners commit criminal damage in protest. Affected councils both in and outside London sought but failed to get High Court redress. The saddest effect of all this City Hall failure is not in transport, but the recent spate of capital-wide knife and machete street murders. There’s no-one else to blame except London’s lack of leadership.

Is it too early to press Hall on specific election pledges? *GLTN* has already welcomed her adoption of switched-off uLez cameras into a Police-controlled street monitoring role. Her additional pledge to switch off uLex to the north and south circular roads would be welcomed by inner London’s Tory grass roots activists — some 173,000 votes could be up for grabs. Or taken from her next May by Reform UK, who’s current poll position is between 7 and 10 percent — not bad for an unknown candidate name and minority party with few resources. Unlike Hall, Howard Cox pledges to switch off inner and outer London uLez.

These first few weeks of Hall’s campaigning tell much about future media coverage that the few mealy-mouthed media harpies have already decided to lead with: editorial themes of her comments on Enoch Powell speeches made over four decades ago, plus her concern for the safety of the north London Jewish community. All interlaced with usual divisive themes of race and religion. Instead of reporting her solutions to problems facing London. And Sadiq “ULEZ” Khan’s failure to fix them. One TV so-called “news bulletin” led with footage of her carelessly dropping the one word “labour” into her preamble. Rather than her message. And then sniggering all the way to the adverts. Such are the editorial priorities of ITV’s *London Tonight*.

## Un-civil civil war continues ~ border skirmishes breakout between residents and Transport for London forces

GLTN didn't expect our last issue's Maiden Lane exposé to have such an effect. But proving that if funded by a bottomless pit of council taxes you can do anything, Transport for London (TfL) has started parking up a fleet of uLex2-enforcement ANPR white vans watching for non-uLez compliant vehicles to trespass across the greater London frontier. For their own safety the van drivers have been instructed not to stay with their vehicles.

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.

### uLex White Van person needed to Enforce un-enforceable

An anti-uLez activist has been accused of impeding one of Sadiq "ULEZ" Khan's enforcement cameras after breaking down just behind.



The car's driver, who admits to supporting the group Blade Runners, parked his Renault Captur directly behind the TfL-marked van fitted with an ANPR camera to enforce uLex2. Pulling up so that the camera's vision was blocked, the driver opened his car boot and placed an orange

warning triangle just behind. The uLez camera was then unable to read number plates of other cars passing by and unable to identify those TfL claim need to pay the £12.50 daily uLez toll.

The uLez camera van driver was heard saying exasperatedly: "Look, look, look. You can't put this in front of the camera." In response, the activist calmly replied: "Just broke down mate, got to call the RAC."

### Council Leaders say: "Tell us if you see a uLez van Illegally Parked"

Bexley's stern council leader Baroness Teresa O'Neill OBE has told GLTN: "I can absolutely confirm that no special arrangements have been given for uLez mobile camera vans. If residents see them parked incorrectly, they should be reported on our website [Report incorrect parking | London Borough of Bexley](#) .



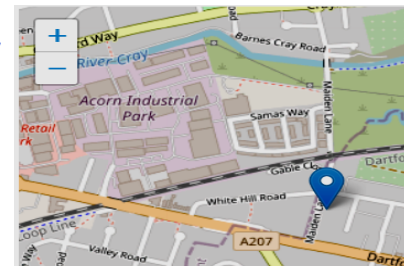
"Our traffic wardens will take appropriate action. I have copied this to the cabinet member and ward members so they're aware as well."

One of TfL's mobile uLex camera vans has already been caught parking illegally and issued with a fixed penalty notice. The vans have been roaming the newly expanded £12.50 charge zone unenforceable borders since the scheme was enlarged.

Photos captured of the van were taken by a local resident who saw the van "parked illegally". The van was then reported to the council. "A parking enforcement officer arrived 20 minutes later and issued the ticket."

Nicholas Bennett, executive councillor for transport, highways & road safety at Bromley council also confirmed TfL would not be handed any exemptions. He explained to GLTN: "Drivers will know it is not acceptable to park on the pavement or verge unless of course, there's permission clearly shown in roadside signs. If our civil enforcement does see a van parked on the verge, we'll issue a penalty charge notice, be this for TfL or anyone else, including if they are working on uLez cameras or anything else." [Report incorrect parking | Instructions - London Borough of Bromley](#)

\* The vans used are electric Maxus eDeliver 3 that cost £30,000. Leasing site Global Vans lists that van for £309 +VAT per month. GLTN understands that no cost-benefit analysis of the vans' use has been undertaken by TfL.



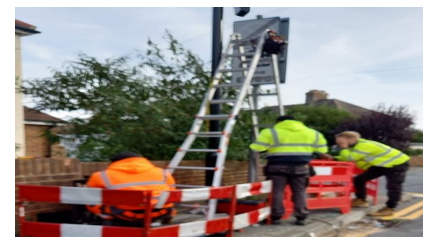
Maiden Lane, Crayford-not-Crayford. Dotted line shows London/Kent border



Residents apply blanket uLez ban



Hadley Road, High Barnet



New uLez camera Maiden Lane/Whitehill Rd



Flat tyre illegal recovery. Van's VRM plate should be covered



Addington Village

### Page: Report incorrect parking

Where is it?  
Sevenoaks Way Jnc of Main Road , St. Paul's Cray

How is the vehicle parked?  
Other

Additional information  
2 vans parked completely up on the grass verges ( fitting ULEZ cameras to the traffic lights )

You can attach photographic evidence of the offending vehicle (word, jpg or gif format)  
IMG\_4462.jpeg, IMG\_4461.jpeg

Submit Form

It's easy to report illegal parking on council web sites



## ***Secretary of State for Transport speech by Mark Harper***

*Conservative Party Conference, Manchester October 2nd*

CONFERENCE: it's great to be with you in Manchester and as Transport Secretary, I'm supported by a great ministerial team who join us today: Jesse Norman, Huw Merriman, Richard Holden and Charlotte Vere. I'm proud to lead a team working every day to keep Britain moving forward. I'd also like to welcome two special guests. Our newest member of Parliament Uxbridge's Steve Tuckwell. Steve's campaign to stop labour inspired us all. And also joining us, Susan Hall, conservative candidate for mayor of London, the only person who can defeat Sadiq Khan, cancel his uLez expansion, and turn London blue again.



### ***Railways***

When we arrived in the Department last October, we faced industrial action across our railways. By March, we'd resolved the dispute at Network Rail, meaning that rail infrastructure is always available, crucial for moving freight. But union barons at RMT and ASLEF have since refused to let their members have a say on the fair offers on the table. They don't care how many thousands of pounds their members lose in pay, as long as Mick Whelan still sits on labour's national executive committee, pulling Sir Keir Starmer's strings.

That's why Labour refuse to criticise the continued industrial action which achieves nothing but disrupting hardworking businesses and people who just want to get on. They take money from the pockets of ordinary people who could never dream of a train drivers' wage. The union barons seek to inconvenience people, but all they do is risk resentment towards rail workers, and they put their own industry at risk.

Now make no mistake conference, I'm proud of what we conservatives have done to support our railways. We've invested over £100 billion to transform services, with millions of passengers across the country travelling on new trains on upgraded tracks. In 13 years, labour electrified just 63 miles of railway track. We've delivered over 1,200 miles. The choice is clear: labour-backed strikes, or conservative investment.

Either we make the hard but necessary long-term decisions to get a financially sustainable modern railway, or we follow labour's lazy ideological approach, forking out yet more money from the public purse for no benefit to passengers.

### ***Buses and Aviation***

For people in my rural constituency, and across our country, buses are the backbone of public transport, and this conservative Government is backing our buses. We have invested over £3.5 billion in our bus network since March 2020, including over £1 billion to help local areas make bus services more frequent, more reliable, better co-ordinated, and cheaper.

The evidence is clear. In labour-run Wales and London, bus fares increased last year. In Scotland, the SNP put them up. In England outside London, thanks to the conservative fare cap, bus fares actually went down, helping with the cost of living.

In aviation, with our Jet Zero, we're ensuring we can cut pollution, whilst still growing our economy and helping people go on well-deserved holidays — with the Prime Minister's clear commitment last month to no new punitive taxes that discourage people from flying.

### ***Road Transport***

For most people, the most important mode of transport remains the car, the van, the lorry, or the motorbike. From listening to certain corners of the metropolitan bubble, you'd think owning a car was immoral, a dirty habit, an optional extra in peoples' lives.

Politicians like Sir Keir Starmer, Sadiq Khan and Mark Drakeford are only interested in the short term, taking the easy way out and making decisions that hammer motorists to seek praise from social media and London newspapers.

It's the conservative party that is proudly pro-car. We are on track to a future where zero emission vehicles, powered by batteries, hydrogen or other clean technologies mean we keep driving, but powered in a way that's fit for the future. And this Conservative Government will make the hard, but necessary long-term decisions to get the country on the right path for the future — even if some people don't like it.

What a contrast with labour. In London, Sadiq Khan's uLez expansion is a labour tax on the poorest drivers. He wants to go further. His plans for road pricing would see every driver pay per mile driven, no matter how clean their car is.

In labour-run Wales, there are blanket 20 mile an hour speed limits, an ideological ban on road building, and plans to charge people to drive on the M4. Just last week, they let slip their plans for road charging across Wales. And it isn't just in Wales or in London. Right across our country, there is a labour-backed movement to make cars harder to use, to make driving more expensive, and to remove your freedom to get from A to B how you want.

### ***15-Minute Cities***

Conference, it is time for Conservatives to act. Today, I'm proud to announce a comprehensive plan to back drivers. First, I am calling time on the misuse of so-called 15-minute cities. There's nothing wrong with making sure people can walk or cycle to the shops or school. That's traditional town planning. But what is different, what is sinister, and what we shouldn't tolerate, is the idea that local councils can decide how often you go to the shops, and that they can ration who uses the roads and when, and that they'll police it all with CCTV.



## Harper's Tory Conference Speech (contin)

So today, I am announcing that the Government will investigate what options we have in our toolbox to restrict over-zealous use of traffic management measures including

cutting off councils from the **DVLA database** if they don't follow the rules.

The Prime Minister has already tasked me to conduct a review into **Low Traffic Neighbourhoods**, and that's ongoing – building on my decision to ensure no Government money funds them.

It can't be right that these schemes are imposed without proper local consent, so we will change the guidance to ensure councils properly listen to what local people say. But we'll go further.

**20 mph zones** are a good way to protect schools, for quiet residential streets, or areas that are becoming rat runs. But for some councils, and indeed for some countries, they are yet another way to punish drivers, as blanket measures. The evidence is clear – this makes little difference, may actually increase pollution, and risks motorists ignoring 20mph zones where they are needed.

So, we will change the DfT's guidance, requiring councils to only use 20mph zones where there's a good reason, and underlining that 30mph is the default speed limit on urban roads.

It's also time to put a stop to some councils using **unfair fines** as a money-spinner. We will put a stop to councils profiting from traffic offences, clawing back revenue, and removing any temptation to exploit you for profit.

At the same time, we will make it easier for people to switch to **cleaner driving** in a sensible way, as the Prime Minister set out recently. There's much more. We will make it easier and cheaper to drive and ride, to park, and to use transport sensibly.

To cut down on jams, we'll tune up **traffic lights** to help junction flow and **restrict 24-hour bus lanes** where they aren't appropriate.

And our plan includes a new **national parking platform**, ending the need to install numerous apps just to park your car. As well as a comprehensive package of measures to help councils tackle the menace of **potholes**.

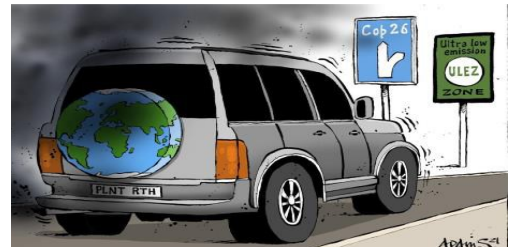
36 years ago, Margaret Thatcher inspired a working-class boy from Swindon to join the conservative party. And a year later, she told us how we have a "full repairing lease" on our country and on our environment.

Since 2010, conservatives in Government have worked to deliver her vision. That working-class boy from Swindon was me, and I make no apology for working to make our transport fit for the future, playing my part in delivering her legacy.

I want to give people choice, to make their lives easier, not to force them to travel in a certain way, or at a certain time. We can make it easier and more convenient for people to use cleaner cars but **forcing no one to give up the cars they have today**.

We can make it safer for people to choose to **walk or cycle**, but without forcing drivers off the roads. And we can cut our carbon emissions without taxing poorer motorists off the roads, or without CCTV-enforced council rationing.

We are at a fork in the road. Labour will continue with their same failed approach.



*How Evening Standard saw the fork in the road back in 2021: a fume-emitting SUV choosing between climate and uLez. No such choice is needed. London's air now complies with WHO limits and national legislation — no uLez needed*

Taxing the poorest motorists. Political speed limits. Banning road building. Labour would put Just Stop Oil in the driving seat, they'd fix a camera on every lamppost, put a hand in every pocket. Instead, we stand for freedom, to travel how you want. The sensible approach to protecting our environment. We stand for making the hard but necessary, long-term decisions to get the country on the right path for the future.

The choice is clear. We have a long-term plan to back drivers. Labour has a long-term plan to tax drivers. We are on the side of hard-working people — labour wants to drive them off the roads altogether.

We will take the difficult decisions to put our country on the road to the future — labour will condemn us to the slow lane.

That's why I back Susan Hall in London, Andy Street in the west Midlands, Ben Houchen in the Tees Valley and our fantastic Prime Minister Rishi Sunak, to lead us into the next election and to win.

## Green GLA Candidate Kissa-Debra speaks out against LTNs

Rosamund Adoo-Kissi-Debrah CBE, was mum to Ella who tragically passed away in 2013 due to severe asthma contributed to by air pollution.

Kissi-Debrah was candidate in 2018's Lewisham East by-election, her home constituency. And 2019's UK general election. She was also a candidate in the 2021 greater London assembly election for the Green Party, finishing third in Greenwich & Lewisham. She's been re-selected for May 2024's election.

Adjacent to her home is Lee Green low traffic Neighbourhood (LTN) that Lewisham council's made permanent. The scheme cost £276,409.67 as of October 2020. Traffic displacement to surrounding roads has increased pollution particularly from lorries trying to access nearby Caledonian Industrial Estate via now closed through routes. Despite local residents' public consultation rejection, labour Lewisham's made the scheme permanent.

In interview with *The Guardian*, she said: "For people who live in a LTN life is better. But their traffic is having to go somewhere. You cannot live in a neighbourhood where one part has an LTN and children are cycling and playing outside and the roads are safe. Then pop along a couple of roads later and there's gridlocked traffic. We cannot live in a society like that."

★ Last year LBC's Nick Ferrari interviewed on air a London Ambulance driver who said a cardiac arrest patient passed away due to delay his ambulance took trying to find entry to and exit from a LTN to an acute hospital.

★ Police relate stories of cycle-riding muggers and robbers snatching from pedestrians inside LTNs, knowing Police cars can't follow them through an LTN's barrier.

## Former GB News host Lawrence Fox Arrested

During a dawn raid on his Stockwell home, Uxbridge & South Ruislip by-election Reclaim candidate Lawrence Fox (45) was charged with suspicion of conspiring to commit criminal damage to uLez cameras and encouraging or assisting offences to be committed.



Fox, who'd interviewed *GLTN* earlier this year, had previously said he would be "happy to be detained" for taking down

cameras alongside vigilantes. "I encourage them to tear down every single camera there is. And I will be joining them," he said in a video posted to social media.

Labelling Officers who ransacked his home a "stazi" police force, Fox told LBC: "Instead of being on the streets solving crimes, like the murder of a poor 15 year old girl in Croydon, they're all over social media".

Both Transport for London — that runs uLez camera enforcement — and the mayor's office for policing & crime (MoPaC) are chaired by mayor of London, Sadiq "ULEZ" Khan.

## TfL forced to switch off uLez Camera ~927 Drivers slapped with £90 Tickets

"People have been fined for driving along Old Redding and turning left into Common Road a lady told me after she'd been fined for driving on a non-uLez Herts county road."

That from Harrow council deputy leader Marilyn Ashton is just one of many from greater London borders starting to surface in the wake of August's disastrous uLez2 expansion.

Cllr Ashton added: "uLez represents an unfair tax on motorists," *Harrow Online* reports. A TfL spokesperson said: "We apologise for this error. Unfortunately this camera was incorrectly positioned. It was switched off once we were informed of the error and has been repositioned. "We have refunded any charges wrongly issued."

## Cllr Susan Hall AM, conservative party candidate for mayor of London ~ A Personal Message



London deserves so much better than Sadiq Khan. As mayor, I will put things right. I'm standing to be your mayor of London because I believe London can be so much better.

When Sadiq Khan was elected seven and a half years ago, he made some big promises. He has failed to deliver. We now live in a city where victims of crime fear Police and criminals don't. Our city has become 32 percent more violent under his mayoralty, with the Met Police in special measures for the first time ever.

He's hit Londoners in the pocket day-in, day-out, pushing up his share of council tax by an eye-watering 57 percent to fund his pet projects and publicity stunts at City Hall.

He's ripping off the poorest with his disastrous uLez expansion, taking £12.50 per day from those who can least afford it, causing charities and businesses to shut down. And he's failing to build enough affordable family homes that we desperately need.

Sadiq Khan has been wasting time promoting his book, schmoozing with celebrities and getting free tickets to football matches and concerts. He should have been doing his job. We desperately need change. Workers and families are working hard through tough times and are not getting the recognition they deserve.

As mayor, I will fix that. I'm a mother and a grandmother who grew up fixing cars and building a small hairdresser business in Harrow. I know what it's like to put your heart and soul into your work, so you can provide for your family. I will deal with the bread-and-butter issues that matter most to workers and families: making our streets safer and putting more money back in your pocket.

I want to get Police out of special measures and back on the beat stopping crime. I will invest £200 million to make London safer and crack down on burglaries, robberies and thefts by setting up specialist units.

I want to give you more of your own money back. I'll scrap uLez expansion on day one, build more affordable homes to get rents down, and cut the mountain of waste that Sadiq Khan has built up at City Hall. Over the coming months, you'll hear a lot more from me about my plans for London.

But I also want to hear from you. What are your priorities and how can I make London a better and safer city for you?

Sign up to my website [Susan Hall for Mayor of London](http://SusanHallforMayorofLondon) to keep in touch with me and the campaign.

And email me [at\\_campaign@susan.london](mailto:at_campaign@susan.london) with your thoughts.



## Former conservative party leader backs his residents

Priding himself on being tough on crime the former cabinet minister and MP for Chingford & Woodford Green since 1992 says he's "happy" for residents to destroy cameras because they had been "lied to".

"A lot of people have been putting plastic bags over them. I'm happy for them to do it because

they're facing an imposition that no-one wants and have been lied to about.

"The actions you're seeing show how angry people are at what is being imposed on them. Sadiq Khan has gerrymandered all the information – people have had enough."

Sir Iain is ex-Sandhurst and Scots Guards.



## Greater London Assembly chairperson thrown out of Conservative Conference

Claiming Home Secretary Suella Braverman's speech was a "homophobic rant" toward LGBTQ+ people, Andrew Boff AM was dragged out of the Manchester conference hall by goons following his heckling.



Boff, a party member for 50 years, is a six-time Tory hopeful for London mayor, former leader of Hillingdon council, London-wide

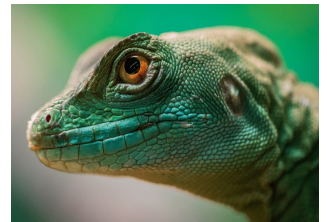
member of the greater London assembly since 2008, and former member of Hackney council.

Despite being attacked by Boff for talking "trash" about gender ideology, Braverman later told *GLTN*: "the silly heckling should be forgiven."

As Police led Boff away from the venue, he said: "It makes our conservative party look transphobic and homophobic. We have a proud record of standing up for LGBTQ+ rights and she is destroying it".

## 15-Minute Cities promoted for Bristol, Canterbury, and Oxford

What had been a favourite horror tale by conspiracy theorists believing in world economic forum international power, Covid injections contain microchips controlling our thoughts, and super-intelligent reptile control of politicians, 15-minute cities were once the fantasy of off-the-wall chat rooms. But like accusations against banks that they promote a cash-less society with credit cards issued by *them* the only currency, or cancelling accounts held by someone whose *values* don't accord with their own, 15-minute city fantasists' dystopian fears are fast becoming shown as a reality.



The real mayor of London

Bristol, Oxford, and Canterbury councils are following trendy socialist Paris producing papers promoting the state-control concept. LBC 'phone-in host Shelagh Fogerty hoped to undermine Transport Secretary Mark Harper's conference speech where he said: "I am calling time on the misuse of so-called 15-minute cities." Fogerty hastily had to call airtime on the topic after callers from Kent pointed to Canterbury council's 70-page briefing paper. Back in February, House of Commons ridiculed Tory MP Nick Fletcher (*Don Valley, Con*) for voicing concerns about the idea. Fletcher said 15-minute cities was an "international socialist concept costing us our personal freedom."

The idea promotes siting essential local services — shops, GP centres, or schools — within a fifteen-minute walk or cycle. Those that use a car to access locally available services would be penalised say militant Canterbury council climate zealots (labour 18, Lib Dem 9, green party 4) with just eight Tories against. Transport Secretary Mark Harper has vowed to disconnect councils from the DVLA database that go ahead with such schemes.

\* While TfL's "Project 2030" sketches uLez revenue being replaced by road pricing by 2026, mayor of London Sadiq "ULEZ" Khan still straight-faced denies planning for 15-minute cities. Cllr Susan Hall AM, Tory challenger in next May's mayor election, says: "We know they're under active consideration, we've seen the reports."



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