



Greater London Transport Newsletter

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

* Road transport accounts for 44 percent of nitrous oxide emissions (NOx), 31 percent of particulate matter (PM 2.5/10), 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.airqualitynetwork.org.uk/air-quality-forecast-for-london)

Stop this £¾ million Daily Scam

Just 180 uLez
days to go

TRANSPORT for London has admitted around £715,000 per day is being taken from London motorists in uLez £12.50 tolls alone. Fines for non-payment expect to take the daily scam total to £750,000 daily. 57,200 drivers paid the £12.50 toll on an average day in the first month after uLex boundaries were extended to the greater London frontier.



On average 2,696 fines a day of £180 each, are being issued — reduced to £90 if paid within 14 days.

Tory London mayor candidate Cllr Susan Hall

AM accused the labour mayor and May 2nd election rival Sadiq “ULEZ” Khan of a “tax grab”. She cited estimates by the nine strong greater London assembly conservative group that expansion has so far raised some £52 million since August 29th. Hall said: “To take over £52 million from hardworking people, with no air quality gain described anywhere in TfL’s report, shows how little Khan cares for Londoners. “Those on lowest incomes are suffering most from this disastrous charge. As mayor, I will scrap the uLez expansion on day one.”

Minister for London and MP for Sutton & Cheam since 2015 Paul Sculley told the *Daily Mail*: “Whilst the mayor rakes in millions of pounds, it’s people in London who can least afford it who are paying. Enough is enough. The cameras need to be switched off.”

Mayor candidate Hall and Minister Sculley have told *GLTN* “switching off the cameras” means only outer London’s uLex2 cameras. Meanwhile Reform UK’s mayor candidate Howard Cox has been on the stump pledging to switch off both outer and inner London’s cameras “from day one”. Cox is showing a 7 percent poll position. (see back page for *GLTN*’s election analysis)

ULEZ causes major Diplomatic Incident

Not content with stoking up an un-civil civil war between national, regional, and local governments, a major international diplomatic incident now threatens Sadiq “ULEZ” Khan’s pet project, on which his political future hangs. Belgian authorities have blasted Transport for London (TfL) debt collection agents over alleged breaches of data protection laws, with more than 20,000 EU drivers being hit with fines. The Belgian ministry of transport claims fines for breaches of uLez have been sent unlawfully to EU-registered vehicle owners.

UK authorities no longer have automatic access to personal data of european union citizens after Brexit for non-criminal enforcement. Despite this, EU drivers have received fines from TfL, some of which demand thousands of pounds, for not registering and then driving in London their compliant vehicle.

A Belgian court has accused a collections agent who works with TfL of “abusing its legal powers”. Belgian MPs have called on the UK Government to take action. One motorist was fined almost £11,000 after driving his French rental car in London for three days, reports *The Guardian*, despite it complying with TfL’s emission standards. The driver, Christian Ducarre, said his fine was more expensive because the hire car was classed as a heavy diesel vehicle. This resulted in him also being penalised with Low Emission Zone tolls and non-payment fines potentially rising up to £2,000 a day.



“Wouldn’t want anyfink to ‘appen to Londoners health, now would we Luigi?” (source: Monty Python)

TfL Ignores Tribunal Decision

Our last issue told of one minority party parliamentary candidate being personally hounded by TfL after being slapped with a dizzying £11,500 in low emission zone fines related to his scaffolding company truck driving to and from a depot in northwest London. TfL has ignored a legal ruling ordering them to abandon the ‘unlawful’ LEZ fines. As of going to press, not a penny has been repaid to Noel Wilcox, Reform UK’s candidate for Hemel Hempstead. The decision was handed down by a London traffic appeal tribunal two years ago. Basis for the tribunal’s verdict is at: [The Traffic Signs Regulations and General Directions 2016](https://www.legislation.gov.uk/uk-legislation/regulations/2016/121/legislation.gov.uk) (legislation.gov.uk)

* *GLTN* described uLex in our March ‘22 issue ([GLTN2-2.pdf](https://www.gltm.com/2022/03/01/health-protection-racket-more-in-tune-with-1930s-gangsters-than-a-21st-century-modern-capital-city/)) as a health protection racket more in tune with 1930s gangsters than a 21st century modern capital city. London’s mayor now dons black shirt, white tie, and sunglasses acting as the TfL mobsters’ front person.



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



Labour by-election wins don't address London issues



Tamworth and Mid Bedfordshire are labour wins inconsistent with labour's national poll lead. Neither constituency holds sizzling cross-party hatred of Sadiq "ULEZ" Khan. Yet nationally labour is seized by these two victories as some kind of pathway toward sunlit uplands of a future labour Government.

Antics of the two previous conservative members coloured voting. They should've been honoured to represent two safe Tory seats but one had to be shown the toilet door, the other eventually resigning in a fit of childish pique. Nothing whatever to do with stopping the war against the motorist.

There's just 180 days to London's May 2024 mayor and greater London assembly election battle. Commentators will assume their audience is hard of thinking claiming next May's result heralds a general election result. If a labour victory it'll sunlight the way toward a labour Government, they'll say. If a conservative victory, like Uxbridge & South Ruislip, it'll be brushed aside as having been won only on "particular London issues."

There's just enough time to see more progress toward Rishi Sunak's five promises — inflation at 5.3 percent or less, no recession, debt lower than forecast But reducing NHS waiting lists, and stopping the boats are still a Those promises, with the 3 percent uLez effect blunting labour's national lead, mean there's still all to play for in next May's mayor election. Conservative contender Cllr Susan Hall AM needs to sharpen up her message. She just can't afford to ignore inner London's remaining stalwart anti-uLez Tory vote, even if some polls say it's outnumbered three to one.

The vote share of minority party Reform UK in Mid Beds was 3.7 percent beating the Green Party. But in Tamworth the party came in third with 5.4 percent beating both Lib Dem and Green parties. London's Reform UK mayor candidate Howard Cox polls steady 7 percent support. GLTN again warns conservatives that Reform UK is continuing with a snappy and sharp "we'll switch off all uLez" message. That tells both inner and outer London's voters they can be sure to drive in all of greater London without over-hanging threats of road user charging and pay per mile.

Susan Hall's Tories continue to pledge only switching off outer London's cameras. This bodes ill for scrapping uLez. Hall cannot afford to ignore inner London's stoic conservative vote. That'd allow Khan a third term. Leaving just the slim chance that a City Hall alliance can be formed between Tory, Lib Dem, and Reform UK newly-elected greater London assembly members to vote down uLez with a 2/3 majority. Until then, greater London's motorists will continually be under threat of losing the Freedom of the Road.

Commentators Line Up to support Pay per Mile

City A.M. is just one blog showing its true colours believing editorial should be honed sycophantically toward what they believe to be incoming labour administrations. In discussing the successful freeze in fuel duty they say: "Driving a car causes pollution and congestion and these negatives damage our health and our planet while also hampering productivity as people are forced to take longer, more stressful journeys."



Electronic Road Pricing gantry Singapore

What a load of old socialist-inspired cant. Campaigners have known for years the real cross-party agenda as the City A.M. writer says: "The Chancellor should phase out fuel duty and other motorist taxes and replace them with road pricing. Such a model has worked in various places around the world — Milan, Singapore, Hong Kong, Stockholm, and Gothenburg. It would lead to quicker and more pleasant journeys and revenue raised should be used to improve public transport." As fossil fuel use falls so will the addictive £25 billion Government fuel duty drug. Road pricing means the poorest motorists are priced off the road. How egalitarian.

Home counties 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.”

Cllr Martin Tett

Leader, Buckinghamshire County Council

Cllr Roger Gough

Leader, Kent County Council

Cllr Kevin Bentley

Leader, Essex County Council

Cllr Richard Roberts

Leader, Hertfordshire County Council

Cllr Tim Oliver

Leader, Surrey County Council

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 7 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)



Graffiti seen after Khan called anti-uLez demonstrators “far-right, Covid deniers, vaccine deniers, climate deniers, and some even Tories”

If you don’t fancy joining any political party then Facebook groups detail future demonstration plans. See the GLTN listing in next item for their URLs.

* 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.

Facebook Pressured to Remove anti-ULEZ sites

**GTLN
Exclusive**

Facebook has been “leaned on” to stop providing forums for reporting Blade Runners and others who inhibit operation of Khan’s fixed and white van mobile uLez cameras.

But many Facebook sites have sprung up to replace the deleted *Action Against ULEZ Extension*, suggesting the Mark Zuckerberg-owned group Meta Platforms Inc. is not entirely happy with British state pressure.

That forum had lead opposition to state tyranny threatening motorists’ freedom of the road. Its closure follows Police arrests of journalists that forced the Prime Minister to decry such soviet antics from the dispatch box. London’s mayor Sadiq “ULEZ” Khan chairs both ulez enforcer Transport for London, and Mayor’s Office for Policing & Crime. (MOPaC) Some new sites are named after small districts suggesting a deliberate ploy to stop another all-London site capable of organising a mass pan-London protests such as at Trafalgar Sq.

Some of the new sites are:

[ANTI ULEZ POSITIVE POWERFUL AFFIRMATIVE ACTION. | Facebook](#)
[SOS ULEZ CAMERA MOBILE VANS. REPORT AND ATTEND THEM | Facebook](#)

[Chessington Action against Road Charging | Facebook](#)

[Cudham says no to ULEZ | Facebook](#)

[Ulez Social & Action Group | Facebook](#)

[NEW* BIGGIN HILL SAYS NO TO ULEZ !! | Facebook](#)

[Bromley Ulez Camera Van Duels & Local Action Group | Facebook](#)

[Barking & Dagenham Anti ULEZ & PayPerMile Action Group | Facebook](#)

[Redhill outside ULEZ say no to ULEZ | Facebook](#)

[Save London. | Facebook](#)

[Hounslow ULEZ Camera Van Duels & Local Action Group | Facebook](#)

[Harrow ULEZ Camera Van Duels & Local Action Group | Facebook](#)

[Waltham Forest ULEZ Camera Van Duels & Local Action Group | Facebook](#)

London Labour plays the Race Card

Sadiq “ULEZ” Khan is been accused of a racially-charged “smear campaign” against his conservative opponent, run from a dedicated attack website linked to London Labour. The site claims mayor candidate Cllr Susan Hall AM is “prejudiced against black Londoners” reports

Sunday Telegraph.

Labour has been targeting voters in the capital with Facebook and Instagram advertisements describing Hall as “extreme”. The adverts also claim Tories have attempted to “rig” the voting system.

The claims suggest labour’s approach at next year’s mayoral election may have echoes of the 2016 contest between Khan and Zac Goldsmith, now Lord Goldsmith, in which the Tories were accused of running a divisive campaign. Analysis of advertisements suggest labour has been quietly building up a sophisticated digital marketing exercise, subliminally altering its message in response to feedback from constituency labour party activists out canvassing on the street.

The website, that doesn’t mention London issues within the mayor’s remit, claims Hall “hates London’s diversity” and says she believes London’s ‘being invaded’ because she supported remarks by Home Secretary Suella Braverman that ‘the surge in small boat arrivals amounts to an invasion.’

A further astonishing website claim is that Hall “is prejudiced against black Londoners.” The site says: “At a meeting at City Hall, she said ‘problems with crime in the black community is



May 2021 Tory mayor candidate Shaun, now Baron Bailey of Paddington AM — in a bunga bunga party mood



UK Damns its Own Growth

It's true that growth doesn't happen on the back of tax rises.

But tax rises can “pump prime” enterprise. 80s London tells us that growth is good, greed the motivator, profit the result.

London's dockland development, stuck for years in the post war syrup of changing political control — London county council, its local boroughs, and then the greater London council — was taken away mid-term from the last conservative controlled GLC by Margaret Thatcher's government. Such was her frustration seeing this prize 12 square miles of dereliction regeneration stuck in political stagnation.

The entire project was then vested in the London Docklands Development Corporation. Only then did it really take off. Docklands Light Railway remained with the Tory GLC's London transport committee signing unbreakable contracts that forced through innovative technology. Against continual militant rail union and left wing opposition to its then new computer controlled propulsion, one driver and then no driver operating systems. The contracts couldn't be undone by incoming hard left Ken Livingstone no matter how hard he tried at the behest of his trade union masters.

Single-minded, driven by profit forecasts of LDDC caused world wide gilt-edged major players to see London again as a future serious player on the world stage. They queued up to sign up for new, up-to-date operations centres at the heart of the capital. Other world capital city competitors were left in our wake astonished.

The City woke up to the digital revolution updating to state-of-the-art electronic systems leaving Wall Street, the Bourse, and Frankfurt far behind.

Wealth was the new fashion — at last there was nothing wrong with greed. TV's Harry Enfield portrayed a young skilled plasterer flushed with loadsa money such was the shortage of skills in the building boom.

London dockland's success underpinned the belief surrounding HS2's pump priming of the north. But with Covid debts, a Ukraine war energy crisis, hyped-up concerns over global warming adding to historical quantitative easing follies — Government issuing bonds and then buying them up itself — UK's financial position became unsustainable. Instead of brash 80s loadsa money confidence in wealth generation, in came the glums.

In 2022-23 Government borrowed £128.4 billion — £5.5 billion higher than 2021-22. National debt is currently some £2.6 trillion — just a few percent lower than UK's gross domestic product.

Quantitative easing has proved inherently to generate inflation. Apparently the Office for Budget Responsibility somehow forgot to tell successive chancellors that.

It's against this backdrop that Birmingham to Manchester's “northern leg” of high speed 2 has been cancelled — the decision blunting Tory hopes of a “northern powerhouse” increasing wealth where wealth was needed the most.



Allegations now swirl that senior HS2 management circulated false lower cost estimates in order to maintain Government investment stream. Last month *GB News* live interviewed a land acquisitions' manager who claimed some £2.3 billion of compulsory purchase land orders had been deliberately underestimated — the manager said on air he was ordered to shred De Loitte's report supporting his calculations. And then was sacked.

The cut has saved some £36 billion from the bill. Or has it? We were told by the Prime Minister at conservative's party conference this amount instead would be re-directed toward existing projects that would rejuvenate the north, without providing much more road and rail capacity than had already been announced.

It seems that both the Tories and labour don't anticipate growth to come any time soon. And, unlike London politicians of the past, are not prepared to pump prime for it. A self-fulfilling prophesy.

Prime Minister re-deploys £36 billion

Giving his keynote speech at conservative party's Manchester conference, the Prime Minister delivered his prescription for transport improvements claiming they'll bridge the gap between cancellation of Birmingham to Manchester HS2 link and providing a “Network North” rejuvenation. “You will be able to get from Manchester to the new station in Bradford in 30 minutes, Sheffield in 42 minutes and to Hull in 84 minutes on a fully, electrified line,” he told party faithful.



“We'll protect the £12 billion to link up Manchester and Liverpool as planned. And will engage with local leaders on how best to deliver the scheme. We'll build the Midlands Rail Hub, connecting 50 stations. We'll help extend the West Midlands Metro, build the Leeds tram, electrify the North Wales main line, upgrade A1, A2, A5, M6. And connect [up] our Union with the A75 boosting links between Scotland and Northern Ireland.

“We'll fund Shipley bypass, Blyth relief road, and deliver 70 other road schemes. We'll resurface roads across the country. We'll bring back the Don Valley line. We'll upgrade the east coast line between Carlisle, Workington and Barrow. Build hundreds of other schemes. And keep the [maximum] £2 bus fare across the whole country.

“Given how far along construction is, we will complete the line from Birmingham to Euston. And yes, HS2 trains will still run to Manchester.”

★ On March 27th 1963 the Beeching Report condemned some 5,000 miles of track and 2,363 railway stations to closure. Tory Ernest Marples was then Minister for Transport.

It's not all Gloom and Doom

The UK is now Europe's top destination in start-up venture capital, new research has indicated. HSBC's Innovation Banking report, covering third quarter of 2023, shows not only is Britain outstripping every nation in EU27, it also comes third in the world, with only USA and China attracting more cash.

International Trade Secretary Kemi Badenoch comments: “We know UK is the best place to invest, and today's news is a massive vote of confidence. HSBC data shows that — contrary to voices of gloom and pessimism — post-Brexit Britain is leading the way in attracting investment into start-ups, growing our booming tech sector and creating jobs.”



PM: “We are slamming the brakes on the War Against the Motorist”

“We will make sure all these hare-brained schemes forced on local communities, whether

it’s low traffic neighbourhoods, blanket 20mph speed limits, all of that... need to stop.”

Not pausing to explain how this war against the motorist had been allowed to start during the 13 years of conservative rule, the PM told *The Sun*: “For too long politicians have focused on short-term decisions with little regard for the long-term impact on hardworking families. We’ve seen this consistently with people’s freedoms on transport.”

He claimed the “clamp down on drivers” was “an attack on day-to-day lives of most people who rely on cars to get to work or see their families. We’re taking the necessary decisions to back motorists who keep our country moving.” The PM conceded that 20mph zones near schools “make sense” but said they should not be done in a “blanket way” — criticising Welsh government’s country-wide decision to drop the default speed limit from 30 to 20mph for restricted roads.

Government said its plans would include:

- * Review guidance on 20mph speed limits in England to prevent use in “areas where not appropriate”;
- * Amend guidance on LTNs “to focus on local consent” and “weigh public support” for those schemes already introduced;
- * Stop councils implementing “15-minute cities” where essential amenities are claimed to be within a 15 minute walk;
- * Seek to reduce hours where cars are banned from bus lanes;
- * Target “over zealous” enforcement of parking; and
- * consult on extending fines for disruptive street repairs which run into weekends.

These plans follow on from the PM’s revision of net zero policies, which delays the ban on sales of new diesel and petrol cars from 2030 to 2035 in recognition of the ban date proposed in the european union.

There’s been no recognition yet from No 10 that sustainably produced E-fuel, Hydrogen, and Ammonia fuels could by 2035 virtually eliminate fossil fuel’s carbon and nitrogen oxide exhaust emission content. Again, the zero carbon and 70 percent reduction in NOx Low Pressure Gas (LPG aka Autogas or Flogas) offers is ignored. As is the national strategic blunder of placing outside of UK supply all future new vehicle capacity as only electric propelled vehicles.

Sheffield Steal

Bungling town hall bosses have been forced to issue refunds to 4,700 motorists fined for driving in its clean air zone.

Sheffield city council printed the wrong times on tickets after failing to update its cameras when clocks went forward in March.

Motorists were fined £120 each for journeys from March 26th to April 6th, admits the blundering council. The fine is reduced to £60 if paid within 14 days. In law, payment is seen as an admission of liability stopping any possible appeal. Under local press pressure the council is refunding.

Council by-elections Confound Critics

While no means an indicator of the future, recent council byelections didn’t bode well for labour, while conservatives increased some vote shares, despite wails of so-called polling “experts” telling of 20 to 30 point labour poll leads nationally.



In Waltham Forest’s Higham Hill ward labour’s vote reduced by 3.6 percent, and the Green Party’s by 7.9 percent. Conservatives managed to hold their 2022 vote share. In Haringey’s South Tottenham ward, the Tories managed to hold their vote share, while in White Hart Lane ward conservatives achieved a 3.7 percent swing. In Lambeth’s Vauxhall ward labour’s vote fell by a massive 11.1 percent compared to 2022’s result.

In red-wall Burnley’s Trinity ward, Green Party lost 4.4 percent of its vote with labour only achieving a 1 percent increase. The Tories managed to increase their vote by 3.5 percent. Over in Central West ward the Tories increased their vote by 5.4 percent.

London elections to be held this month are in Hackney for the directly elected mayor, Lewisham’s Deptford ward, and Newham’s Plaistow North ward.

Bumbling BoJo Bounces Back

Former mayor of London, Foreign Secretary, and Prime Minister Boris Johnson is to join *GB News*, the centre right-leaning rolling news channel that’s often subject of extensive criticism, and now censored, soviet style, from all TV feeds in the Welsh assembly.

GB News tells *GLTN*: “Johnson will present a series highlighting Britain’s global influence and will participate in coverage of UK and US elections next year. He’ll take on multiple roles as a presenter, programme creator, and commentator.”

Johnson joins former UKIP, Brexit party leader and former MEP Nigel Farage who presents a prime time Monday to Thursday one hour current affairs evening on the channel. Farage is president of minority party Reform UK that’s fielding candidates for London mayor and greater London authority elections next May.

He so dominates the 7pm to 8pm slot that he pulls an audience figure matching the total average of *Talk Radio*, *LBC News*, and *Times Radio*.

* Last year *GLTN* pressured the national Travel Lodge chain of hotels to include *GB News* in its in-room TV feed distribution.

Thanks for the Memories

PA News agency reports former labour leader of the greater London council, and



former independent mayor of London Ken Livingstone (78) as diagnosed with early-onset Alzheimer’s disease.

Hard left “Red Ken” became the first directly elected mayor of London in 2000, being defeated by Boris Johnson in 2008.

He’s also a former labour MP for Brent.

Livingstone was sent to the countryside to toil in the fields in a New Labour programme of re-education after being embroiled in allegations of antisemitism. He claimed Adolf Hitler had backed Zionism in the 1930s, which saw him suspended from the party in 2016. Ken will be remembered for guaranteeing the previous Tory GLC’s programme of Thames Flood Barrier construction and upgrading Thames river flood defences. He won UK’s bid to hold the 2012 Olympics.

Spotlight on Surrey

In March a petition calling for a referendum demanding the greater London assembly and the office of London mayor be dissolved because it has “too much power” had reached 52,601 signatories. People were called to sign the petition in advance of uLez expansion to the greater London frontier (uLex2) which came into force August 29th. Liberal Democrat analysis of DVLA data discloses that over 160,000 vehicles registered in Surrey don't meet Transport for London's uLez exhaust rules.

The petition highlighted fears for those struggling with the cost of living and the impact the expansion would have on families that have to cross the frontier for work but can't afford the thousands of pounds it would cost to update their car for a uLez compliant model. The London mayor's scrappage scheme is not available for those living outside greater London.

Government responded to the petition haughtily: “We have no current plans to hold a referendum on the role or functions of the mayor of London or London assembly; devolved transport policies are best determined locally,” the response read. “If the petition reaches 100,000 signatures, it will be considered for debate in Parliament.”

But the then Housing Minister did outline plans for clarifying the role of local government saying on February 20th: “Effective devolution requires local leaders and institutions that are transparent and accountable. This is why Government will be publishing a devolution accountability framework later this year setting out accountability mechanisms for mayoral authorities such as the greater London authority.” Eight months later no such “devolution accountability framework” has been published. The Minister had also promised “the establishment of the Office for Local Government.” The minister ended by repeating the tired old political mantra: “The expansion of uLez across London is a devolved matter and responsibility of the mayor of London and Transport for London.” Meantime the Office for Local Government (OfLoG) has been set up and subsumed as a department within the Levelling Up, Housing & Local Communities ministry, to be quietly forgotten, apart from an email address that issues an acknowledgement to your query and then nothing else.

Local freesheet *Surrey Live* analysed the petition and found nearly 4,000 of the petition's signatories were from Surrey: East Surrey 617, Epsom and Ewell 653, Esher and Walton 407, Guildford 61, Mole Valley 242, Reigate 512, Runnymede & Weybridge 329, south west Surrey 64, Spelthorne 749, and Surrey Heath 146.

Confusion surrounds Surrey Roads county Border

Roads on the county's border just miss being penalised for being in uLex2 although some roads are only partly within the charging zone leading to more confusion for residents as Surrey county council has refused to sign a “Section 8” permission allowing TfL to erect uLez warning signs in its territory.

Malden Road, Cheam Common Road (up to A24) A2403, Worcester Park. Bedford Road Stanwell. Fairoak Lane/Rushett Lane B280, Malden Rushett. Upper Sunbury Road/Hampton Court Road A308, Molesey. Snakey Lane, Sunbury. Ashford Road B377, Ashford/Chertsey Road A244, and Clockhouse Lane B3003, Ashford. A232 Belmont Rose A217, Ewell. Croydon Lane A2022, A237, Banstead. Carshalton Road B278, Woodmansterne. Chipstead Valley Road (up to A237) B2032, and B276, Chipstead. Coulsdon Road B2030, Stites Hill Road, Old Coulsdon. Montgomery Way, Caterham. Beverley Road, New Barn Lane, Old Barn Lane, Whyteleafe. Wentworth Way, Warlingham. Limpsfield Road B269, Hamsey Green. Addington Road A2022, Old Farleigh Road, Selsdon. and Featherbed Lane, Farleigh.

The county council had attempted to negotiate an expansion of the Zone 6 travel area to include Ashford and Sunbury stations, among others in Spelthorne. The council highlights the public transport needs of the expanding Shepperton Studios development. However TfL's response was to just point to Government's refusal to up its transport subsidy to cover additional costs — a way of washing its hands of the whole fiasco Sadiq “ULEZ” Khan had bought about.

The refusal to negotiate caused Surrey county council to join forces with four inner London boroughs to try and stop uLex expansion by way of Judicial Review. That action was lost.



Home Counties Joint Communicate lobbies MPs demanding ULEZ “call in”

This issue publishes a letter signed by leaders of the five home counties that asks their MPs to join in demanding Transport Secretary Mark Harper calls in the mayor of London's mis-conceived uLex and uLex2 schemes. The Minister would be able to consider powers in the recently amended Levelling Up Bill. And section 143 of the Greater London Authority 1999 Act that gives Ministers powers to issue a “direction”.

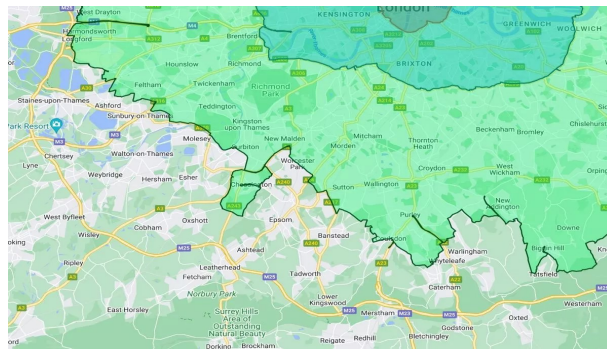
Grounds that could be considered are confusion surrounding enforceability of the greater London frontier — many residents not knowing whether one side or the other of their road is in uLez or not. And the continual mis-ticketing of vehicles by Transport for London. TfL has been proved to be disobeying Traffic Tribunal rulings, and national laid down regulations regarding road signs.

Writing in *Conservative Home*, Bromley council member Simon Fawthrop comments: “I know there are some in the party who think we shouldn't do anything now because uLez is really bad and will reflect on Khan in next May's mayoral election. I'm not convinced knowing that Government could intervene but didn't will endear voters towards the conservatives. To the contrary, if Government does stop uLez they'll be thanked next year and conservative mayor candidate Cllr Susan Hall AM would become the next mayor of greater London. The time to protect people is now.”

★ Paris, Lille, Lyon, and Marseille use a simple €4.61 inc.



obligatory all vehicles' sticker. It ensures residents are not fined for being seen in a controlled area. LPG is recognised as Crit'Air 1.



More Readers Wires shout clear message: the State serves us, we don't Serve the State



New Road, Waltham Forest. New group attends spy camera van



Police Officers manage to speedily attend allegation of criminal damage against uLez spy camera van on an "I" grade shout



More warm and friendly residents' welcomes obstruct mobile uLez spy camera's road view

Blade Runners Arrested

Nearly 1,000 cameras have been damaged or stolen in the past seven months, say the Met. Since April 1st, 767 cameras have been damaged while another 220 uLez cameras were stolen.

Five people have been arrested over criminal damage relating to uLez cameras since mayor Sadiq "ULEZ" Khan announced expansion of his sick scheme to the greater London frontier in August, reports Press Association

Joseph Nicolls (42) of Sidcup, was charged with criminal damage, malicious communications, and handling stolen goods, as well as aiding or abetting the destruction of, or damage to, property valued over £5,000. He's been bailed ahead of a trial at Woolwich Crown Court on 10th June 2024.

A 44 year old man was charged in May with criminal damage but had his case discontinued by the CPS in June; a 52 year old man was arrested on suspicion of criminal damage and has been bailed until December 19th pending further enquiries; and a 45 year old man was arrested on October 4th on suspicion of conspiring to commit criminal damage to uLez cameras, and encouraging or assisting offences to be committed. He's since been bailed to return on a date in mid-December.

Stephen Nunn (39) from West Wickham was charged on October 28th with criminal damage. He has been released on bail and due to appear at Bromley Magistrates' Court on November 13th.

Showing a "proportionate response" to uLez camera crime the Met has issued this statement: "We continue to treat criminal activity in relation to uLez seriously and have deployed considerable resources to our operation. Where there are possible lines of enquiry, local investigators will follow up using a range of investigative approaches including CCTV trawls, witness searches and assessment of forensics.

* Figures from Transport for London show around 93,700 vehicles a day fail to meet uLez standards — 80,000 of them in the newly extended outer London (uLex2) area.



"They can't touch you for it, y'know!" Obstructing a spy camera's lens could be lawful. Blade Runners shouldn't put themselves at risk of prosecution



Another uLez camera spy van gets a parking ticket. TfL know they're a civilian operator not above the law. They just don't care

WANTED SCAM VAN BLOCKERS
IN ALL LONDON AREAS

LOOK OUT FOR SCAM VANS PARKED UP IN YOUR AREA BLOCK THE SCAM VANS AND REPORT TO ULEZ MOBILE VAN LOCATION FB Group



Outside London new Surrey group "Redhill Outside ULEZ says No to ULEZ!"



“Conduct likely to cause a Breach of the Peace” This lawful demonstration against the presence of a uLez camera scam van caused the TfL driver to call for Police assistance who intervened to stop the protest.



A demonstrator, angry that rights to peaceful protest had been stopped, had to be restrained. No arrests were made. Professionalism of attending officers caused protestors and Khan’s spy van to move away from Biggin Hill area

Even more Readers Wires...



It’s 7.41am, so Khan pays scam van drivers overtime. Who cares about the bill? Council tax payers have to pay up anyway. Broadmead Road, Waltham Forest



More wind damage in Romford



uLez halloween in Worcester Park

Anti-uLez Convoy Day goes National

Last month saw over 1,000 protestors turn out at Marble Arch as one of five national convoy demonstrations against the infection of uLez-style restrictions throughout the UK.

Trade vans, family businesses, recovery vehicles, tractors, private cars and even “Dinos” attended. The blow up dinosaur’s height when inflated have an unfortunate habit of blocking uLez scam vans’ rear ANPR camera view of the road.



Reform UK’s mayor candidate Howard Cox lobbies a protestor



Protests against the Welsh national 20 mph speed limit saw slowing vehicles along the M4 between Pont Abraham and Cardiff. Regional organisers told GLTN of another two “go slow” convoys in Wales, plus one in Cornwall, and one in Devon. They made their way to their county capitals respecting the speed limit. “Organiser Mike” said: “If this uLez carries on in London it’ll be in every city soon. This is a tax on motorists. The costs incurred by traders forced to scrap their vans to get a new compliant vehicle will have to be passed on to customers. Or the customer has to pay the £12.50 uLez toll. We’ve got to stop this war against the motorist.”



Bromley Tory Councillor: “It’s a war of Attrition!”

Staunch campaigner against uLez Bromley’s Cllr Simon Fawthrop (*Petts Wood & Knoll*) attended the Biggin Hill demonstration telling GLTN that he condemns the “lawbreaking” of Blade Runners’ criminal damage campaign on uLez cameras.

A member of the Biggin Hill Airport, and London Councils’ Transport & Environment committees, he roundly denounced London’s mayor Sadiq “ULEZ” Khan’s “putting up the cameras, people taking them down, getting vandalised, the putting up again. Khan does it again, and the cycle repeats. People are very angry. The democratic process has failed: Khan had a consultation and he didn’t listen to the results. Khan is fully responsible for that. Air pollution on the underground is far worse than it is out here. It’s not about air pollution, it’s all about money. He’s morally bankrupt, politically bankrupt, and financially bankrupt”.



Outstanding natural beauty that is RAF Biggin Hill airport’s countryside. Now a passenger hub, the aircraft don’t have to meet uLez emissions. This newly-expanded uLex2 area will have minor air quality impacts, according to the mayor’s own impact assessment, which predicts a reduction of 1.3 percent in average Londoner’s exposure to NO2 and negligible reductions of 0.1 percent in particulates. According to calculations by *Channel 4 News*, spread across the city’s population, expanding uLez to outer London adds just 0.0089 days — 13 minutes — to the average Londoner’s life expectancy this year.

Another Penalty Charge Notice Fiasco hits Transport for London

August saw London adjudicators rule illegal CCTV-issued red route parking tickets. They decreed that Transport for London breached Government guidelines by using CCTV to issue fines when trained traffic wardens should make the decision.

Over £10 million-worth of fines may have been issued illegally. In case number 2230060716 Commercial Plant Services vs TfL, a panel of three adjudicators upheld a previous decision that Transport for London issued parking fines illegally by CCTV in clear breach of Government guidance which states that CCTV enforcement should only be used where enforcement is



difficult or sensitive and enforcement by a civil enforcement officer (CEO) not practical.

Enforcement by CEOs, known in London by their original term as traffic wardens, is practical on Red Routes because they regularly patrol and are qualified to issue parking tickets. But most traffic wardens have now been additionally qualified to become Police Community Support Officers and directed toward a Police support role, leaving their original red route patrol role unfilled.

Traffic PCOs can be recognised by their blue shoulder epaulettes with single “T” signifying TfL’s traffic branch, and a four number identifier. (T)PCSOs have Hendon-trained PCSO qualifications additional to CEOs: right to detain for a maximum period of 30 minutes, and issuing of obstruction and license-endorsing offences such as parking on pedestrian crossing zig-zags. They take their PCSO powers from the Police Reform Act 2000.

There’s a chance that previously issued and already paid PCNs can be claimed back but it’s too early for there to be any cases citing this May decision. Transport for London is using its bottomless pit of taxpayer’s cash — taken compulsorily from households’ council tax bill — to fight high flying legal opposition any appeals made without professional representation.

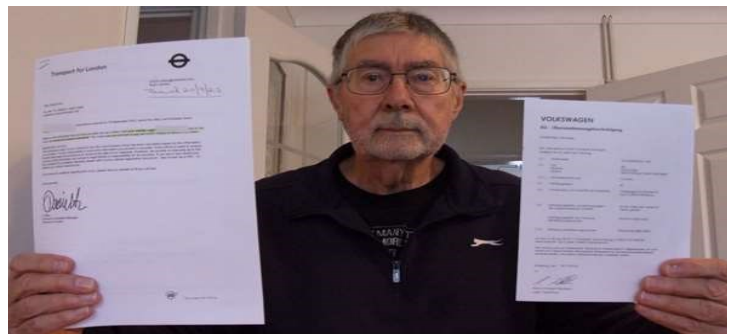
This multi-appellant hearing concluded that: “[the offences] are enforceable but, the panel finds, the meaning of the 2022 regulations is that they are not enforceable on the basis of a record produced by an approved device [a camera]. They are enforceable by civil enforcement officers (CEO) and, in the event the CEO is unable to effect service of the PCN in the circumstances described in regulation 9(4) to (6), by post”.

The full decision, typically written in mysteron legalese and thus unable to be enforced with any confidence by mere mortals, is at: [Key Cases | London Tribunals](#)

It’s not what you know, it’s Who You Know ~ another Comradely helping hand up

The son of Keir Starmer’s new chief of staff and former subject of Westminster’s ethics watchdog interest, has announced plans to become a labour MP. Liam Conlon is standing in one of south London’s newest constituencies, Beckenham & Penge, created after boundary commission review and said by left leaning broadsheet *The Guardian* to be a comfortable labour win. Conlon, who lives in Crystal Palace, is vice-chairperson of Lewisham West & Penge Constituency Labour Party. Conservatives have selected Bob Stewart, the current MP for Beckenham, as its candidate.

* A list of former labour party apparatchiks occupying various deputy mayor roles as rewards for their past work, and for supporting Sadiq “ULEZ” Khan, appeared in *GLTN*’s January 2022 issue ([GLTN2-1.PDF](#)) The list included former labour MP for Lewisham East, Heidi Alexander, who as deputy mayor for transport, spectacularly blundered to the tune of some £¾ million per day in forecasts of expected inner London uLex fines and tolls. Each deputy is paid annually £132,664 plus expenses.



How Many More are there?

Transport for London’s uLez check software is unfit for purpose. *GLTN* recognised this two years ago.

([GLTN3](#)) The program continues to issue wrong information to uLez compliant vehicle owners. And wrongly issues £180 penalty charge notices if a wrongly detected uLez camera toll isn’t paid within 72 hours.

Grandfather of two Edward Paul (75), of Nursery Avenue, Bearsted in Kent drives a 2017 Euro 6 diesel Volkswagen Tiguan that VW had assured him met TfL’s emissions’ diktat. Independent websites agreed – however TfL’s website stated it didn’t. So he contacted TfL to explain the error but says he was given a generic response telling him he would need to pay the daily toll if entering the zone.

To prove his car was compliant he contacted VW’s HQ to obtain a certificate of conformity. And forwarded it to TfL.

Last month, he received a letter from TfL’s contracts and operations manager stating the vehicle did meet their emissions standard following the information he’d submitted. A spokesman for TfL said: “We apologise for any confusion around the compliance status of Mr Paul’s vehicle. A review of records we use for our vehicle checker shows his vehicle has always been compliant.”

Edward ruefully tells *KentOnline*: “It took me months to discuss with TfL its error. Its intransigence was unbelievable. Where is it getting its information from? “My main concern is how many people just accept what TfL says and how much money is it raking in because of this. How many Kent residents have been falsely declared as having non-compliant vehicles?”

We reported Tory Cllr Keith Prince AM (*Havering & Redbridge*) tabling this question to mayor Sadiq “ULEZ” Khan back in June 2021: “Will he pause the expansion of uLez to the north and south circulars until such time as TfL’s monitoring cameras and charging systems are fit for purpose and will he halt all further prosecutions for non-payment given that TfL’s systems cannot be relied on?”



Last month *KentOnline* revealed nearly 70,000 Kent motorists had been slapped with £180 fines for driving into uLez before its latest expansion. Medway motorists were most frequently stung with 15,929 fines amassed, followed closely by Dartford with 10,240 and Gravesham with 6,761.



Euston now a “2040 completion”

Prime Minister’s Tory party conference speech was panned by usual media suspects to avoid labour being seen as having a flip-flop response — confirming HS2 would go ahead as planned, or be “subject to a review.” Depending on who you asked.

GLTN March issue ([GLTN3-3.PDF](#)) highlighted the capital’s capital transport projects: Lower Thames Crossing start date delayed despite Dartford Crossing struggling at maximum capacity; Silvertown Tunnel set for next year’s opening. Statute-protected free Woolwich Ferry is still just about afloat Monday to Friday with a one-boat service; and Blackwall Tunnel affected by overnight and weekend closures to patch up make do and mend previous repairs.

Heathrow Airport and all Thames crossings apart from Kent’s Dartford Bridge and tunnel are subject to uLez £12.50 daily toll. Blackwall and Silvertown tunnels will be subject to an additional toll after elections next year.

Originally scheduled for 2035 opening, Euston’s 60 acre HS2 terminal development would not only double the number of peak hour seats in and out, but also free up space on existing lines for more services, with the new line acting as a catalyst for wider development too.

Doubts about the original 11 platform design were raised in the Oakervee Review in February 2020. In April that year the budget for the new station was set at £2.6 billion. But just two months later estimated costs had soared to £4.4 billion writes *Charles Wright* in *OnLondon* blog.

A new 10 platform plan was agreed. But the figure is now estimated at £4.8 billion — higher than the 11-platform scheme and £2.2 billion over budget. More than £2 billion has been spent so far on the new station, and a further £1.5 billion buying up land and preparatory works at the site.

A new tunnel will take the HS2 trains. Granby Terrace and Hampstead Road bridges will be lengthened. Four tunnel shafts were planned at Granby Terrace, Euston Cavern, Park Village East, and Adelaide Road.

Overall costs were subject to 18 percent hikes. No additional help came from Treasury, which ordered increases to be contained within agreed budgets.

The scheme has three projects – the new HS2 station, a £1 billion-plus improvement plan for existing mainline station, and wider “over site” regeneration.

Scully in Support

One of those trumpeting the benefits of wider regeneration around the station is Minister for London Paul Scully. “If we can’t get more investment into the terminus and make it a more wraparound project rather than just a simple terminus coming in and out, we’re missing out on a really big regeneration, where a billion pounds-worth of investment can lever £10 billion-worth of private investment,” he told London Research & Policy Partnership in October 2021.

Cloned Number Plate Confusion

More enforcement confusion reigns at Transport for London following a data trawl across unpaid uLez and congestion fines reveals a staggering over 6,000 uLez fines rescinded in 2023, and nearly 13,000 the year before.

The creaking system, suffering from lack of fundamental up-to-date IT capability, and lack of motivated staff, has thrown up data following a Freedom of Information request showing figures relating to the number of penalties which have had representations accepted:

Contravention Year	Congestion Charge uLez	
2019	2,314	1,639
2020	2,620	1,298
2021	1,226	2,779
2022	2,037	12,762
2023 (up until August 29)	1,082	6,064

A TfL official told *My London*: “On receipt of a penalty motorists have the statutory right to challenge the penalty by submitting a representation to us. If a motorist contacts us stating that the penalty has been issued due to the vehicle being cloned, we ask for evidence to support this. “While we work with DVLA to identify unregistered vehicles, overall responsibility for enforcement of unregistered remains with DVLA who have their own dedicated enforcement team.

“Every image taken by TfL’s automatic number plate recognition cameras is checked by two members of staff before any penalty charge notice is issued. Any customer who believes their vehicle has been cloned can provide any evidence they believe demonstrates the PCN has been incorrectly issued. It should include: proof of vehicle at a different location for the date and time of the contravention, such as a tracker report or statement from a colleague or neighbour; an affidavit or witness statement affirming vehicle was not at location but elsewhere; photos showing differences between their vehicle and vehicle pictured; and crime reference number.

“Vehicle number plate cloning represents only a small proportion of all penalty charge notices accepted for dismissal, making up only 0.4 percent of all PCNs issued since 2020,” TfL enforcement added.



Re-phrasing “Re-phrasing”

Government-appointed developers Lendlease planned some 2,000 homes and 19,000 jobs in the area around the station and above HS2 platforms. They say: “In line with Government direction, we are re-phasing construction. We are pausing work between Euston and Old Oak Common which will be re-phased along with other sections of the HS2 project”. More details about the works are at: [Euston station](#), [Euston Approaches](#) and [Adelaide Road Headhouse and Ventilation Shaft](#) sites.



Net Zero to Cost £6,070 per Home ~ every year to 2050

£4.5 trillion, that's the cost of net zero — 12 times the cost of Covid — an influential think tank has predicted. Economist Ewen Stuart writing for Civitas says the independent Climate Change Committee has vastly underestimated costs “keeping UK’s population in the dark.

“The realistic cost of power generation needs to double. It’ll be £883 billion plus £639 billion in financing. The original forecast was £334 billion.” Climate Change committee had put the cost of achieving carbon neutral for domestic transport at £331 billion, but Civitas says that figure should be £455 billion.

Lost employment in the automotive industry — due to Government’s strategically dangerous reliance on only new electric vehicles post 2035 — is estimated at £95 billion. A bill of £28 billion will appear as the total for homes forced to install an electric charging point.

The think tank adds: “Making domestic and non-residential properties carbon neutral will cost £750 billion as against the committee’s estimate of £360 billion.

“Average annual grocery bills will rise to £4,273 up from £3,234 as agriculture — generating 10 percent of UK’s carbon emissions — will require major changes to farming and food production methods.”

Former UKIP deputy leader now conservative MP Craig Mackinlay (*South Thanet*) chairperson of Net Zero Scrutiny Group has hit out against the “unimaginable costs.” He told *GLTN*: “The UK contributes just 1 percent of global CO2. We should start repealing much of the loony legislation that underpins the climate change fairy story”.

Kent Drivers Have no Say ~ but still have to Pay

Ashford	4,220
Canterbury	4,376
Dartford	10,240
Dover	2,695
Folkestone & Hythe	2,168
Gravesham	6,761
Maidstone	6,159
Medway	15,929
Sevenoaks	3,096
Swale	5,259
Thanet	3,576
Tonbridge & Malling	2,964
Tunbridge Wells	2,155
Total	69,598

Non-compliant vehicle figures (TfL) Chart Kent Online

£12.50 uLez Toll Fury Transport for London unable to cope

Commuters needing to upgrade their car to meet Transport for London (TfL) uLez emission diktats, are being forced to continue paying the mid-night to midnight £12.50 daily toll as TfL officially-licensed scrap yards say they’re unable to cope with demand.



Vandalism: good cars forced to be scrapped

Many Londoners held off scrapping their perfectly good but non-uLez compliant car waiting for High Court judicial review decision confirming the mayor’s uLex expansion was lawful. The Court agreed in July with TfL that their procedures were correct.

Bromley stumps up £1 per home, Hillingdon 48p per resident, to pay Judicial Review Costs’ bill

Four London councils have been forced to pay up nearly £600,000 after their failed attempt to block Sadiq Khan’s uLex expansion. Total costs for the challenge — heard in the High Court in July brought by boroughs of Hillingdon, Bexley, Bromley, and Harrow, plus Surrey county council — were £730,941. Transport for London gets £½ million as “costs in cause” for successfully defending the councils’ application. Cllr Colin Smith, leader of Bromley council told *GLTN*: “At a cost of £1 to every home in the borough, in an effort to save tens of thousands of residents and businesses being taxed an additional £3,000 a year, we regard the costs as a sound and balanced risk for Bromley residents as whole”.

A spokesperson for Hillingdon added: “Our £148,000 contribution equates to just 48p per resident.”

The five surrounding county councils have issued a joint communiqué pressing Government to action section 143 of the GLA 1999 Act and the recent Levelling Up Bill as all the counties are “adversely affected” by the uLex expansion to their borders.

“Compooper says noooh”

One of the delayed, Twickenham resident Lucy Hill, tells *Autocar* magazine: “My application has been in six weeks of ‘compooper says noooh’. TfL-licensed scrap yards are prevented by TfL’s own red tape from issuing the necessary certificate of destruction — as required by TfL — before it will issue its £2,000 scrappage grant cheque.

Annie Moore, also of Twickenham, said: “As soon as my application was approved, I took my car to be scrapped, but I was told it would take three weeks to do that and issue the certificate.”

If the car qualifies for grant, the application should take 10 days to process and, following receipt of the certificate of destruction, it should take a further 10 days for the grant cheque to be issued, says TfL. Including delays at breakers, this means that some Londoners are waiting well over a month to receive their £2,000 payment. But one TfL-licensed scrap yard, Durnford Street Car Dismantlers, told *Autocar* the number of vehicles it had received had increased by 85 percent in the past three weeks. “We’re not alone. We know some breakers are struggling to issue certificates”.

A TfL spokesperson said: “We apologise if anyone’s scrappage application is taking too long. We’re working hard to ensure that everyone is responded to as quickly as possible.”

Some Londoners are finding willing buyers for their car outside of greater London, getting a price far greater than the meagre £2,000 on offer from TfL. And avoiding all the TfL hassle. Others are waiting for May 2nd next year.

A Single Cheer for Hall as Khan's popularity flat-lines

Last month saw labour's mayor of London popularity hardly change putting him just one point ahead of his Tory rival Cllr Susan Hall AM. But nationally, labour's placed many more points ahead despite a lack lustre party conference that needed a sprinkle of glitter.

A *YouGov* survey of 1,000 Londoners taken a week before August-end ulex expansion to the greater London frontier (uLex2) found across the capital Khan viewed unfavourably by 52 percent and favourably by 40 percent — giving a net rating of minus 12 overall. Khan was significantly more popular in left-leaning inner London — 13 boroughs plus the City. There he enjoyed a net favourability rating of plus five.

August's poll said Khan's Tory rival Cllr Susan Hall AM remained an "unknown figure" to most Londoners. Hall scored better across London with a net margin of plus one. She was minus six in inner London and plus four in the urban boroughs. In April, *YouGov* found that significantly more outer than inner London voters felt the mayor was doing badly in the job — 55 to 41 percent. The gap had been widening since 2021 reported *Evening Standard*. The free sheet added labour leader Sir Keir Starmer, "has now effectively disowned the enlarged uLex."

GLTN analysis of May's home county council elections ([GLTN3-5.pdf](#)) identified a 3 percent uLex swing effect blunting labour's national lead. Anti-uLex minority party Reform UK candidate Howard Cox was on 7 percent. With figures too close to call for the mayoral race, we then forecast anti-uLex campaigners would have to rely on any Lib Dem and Reform UK greater London assembly members supporting a Tory motion to cancel the mayor's November- modified Transport Strategy plan. Khan would be supported at a City Hall showdown by labour and any Green Party GLA members. The motion would need a 2/3 majority or 17 members voting in favour to stop the mayor continuing with inflicting uLex and uLex2 on the whole of greater London. Last month's issue complained Hall could lose May's contest due to her insisting on pledging only to switch off outer London's uLex2 "on day one" of her being elected. Thus conceding much of inner London's anti-uLex vote to Cox who's pledged to switch off inner London's uLex as well as outer London's uLex2.

Plugging in 2022-published census figures — outer London's 3.7 and inner London's 2.3 million registered to vote — into poll estimates reveal there's still not enough votes for Hall to reliably assume City Hall power. May 2021's turnout was 41 percent. London Liberal Democrat uLex intentions still remain blurred — the party's candidate Rob Blackie seeming to indicate only uLex2 should be switched off to allow a year for outer Londoners to "adjust". Presumably then to be switched back on. Anti-uLex parties can expect an inner London vote share of some 30 percent of votes cast 282,900; 60 percent of outer London's votes cast 934,800 totals 1,217,700. Remove Reform UK's 7 percent, and there remains a vote for Hall of 1,133,000. But the pro-uLex vote could be as high as 1,172,600 only reduced by the Green Party's 6 percent volatile vote. A 40,000 difference is too close to call. *GLTN* has approached Cllr Susan Hall AM for comment. And the nine conservative greater London authority members. Conservative Campaign headquarters would only comment: "We do not comment on polling".



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