

Greater London Transport Newsletter

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The only journal wholly dedicated to stopping the ultra Low emission zone expansion (uLex) in greater London, reversal of congestion charge increase in hours and days, stopping the boundary charge, removal of low traffic neighbourhoods and exclusive cycle lanes.

24th Sept 2021 Volume 1 issue 3

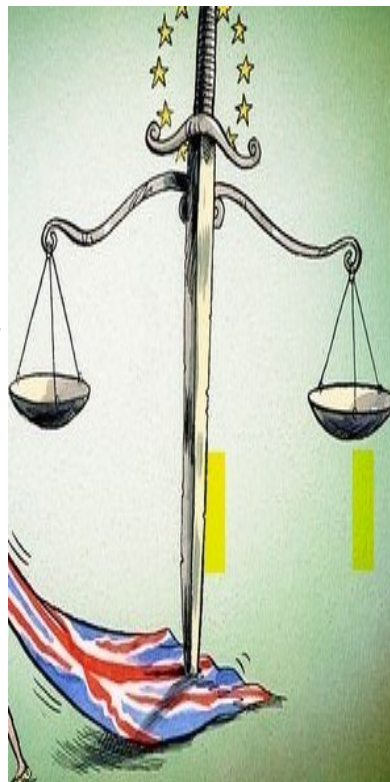
Oh No... They're Back!

You thought Brexit was over? You'd be wrong. You thought the transition period toward UK once again being an independent sovereign nation state stopping Bruxelles-Strasbourg rule had ended? You'd be wrong. And the European court of justice no longer had jurisdiction over us? Wrong again.

The mayor is using a European court decision reached in March to further prop up his hated and indefensible expansion of London's eight square mile uLez low emission area a further 132 square miles from 25th October. (uLex) And raising the spectre of European court decisions past to suggest "substantial fines" could be extracted from UK in future.

Again London motorists will be made to pay. But no action is taken to reduce the other half of London's air pollution that comes from wood burning stoves, river traffic, building construction, and gas-fired central heating. Diesel powered trains emit particulate matter too — PM10 and PM2.5. But to mention that is heresy.

The 140,000 drivers resident in the uLex area are already shouldering increases in council tax, car tax, the congestion charge, fuel and energy price hikes, resident parking permit price increases, and London parking charges. Post Covid pandemic hard-working families are trying to bring back some balance to their household bills. The furlough scheme ends on 30th September. Followed swiftly by the 6th October end of the £20 per week Covid temporary universal credit uplift. They now face daily £12.50 uLex fines from Transport for London. Despite continual lobbying by all parties represented on the Greater London Authority (GLA) this stony-faced mayor will not entertain any interference with his vanity project's start date believing it will see him bask in the admiration of other European city leaders during November's COPT26 environment conference in Glasgow. (contin. p2)



Editor: Richard Town, former GLC member Bexley, Erith & Crayford
 Publisher: Sedition Alert
 Printer: Conquest Litho, Orpington
 Circulation: controlled and private by invitation only. Or by
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<http://www.abdlondon.uk/glt2.pdf>
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ABD Alliance of British Drivers
 Driving Sense



Feb '22 Congestion Charge update ~ Rip Off Sunday

Pressure from Greater London Assembly members has bought the mayor's increases to heel. But signpost confusion still could invalidate penalty charge notices with advance warnings still showing wrong hours and days.

Quizzed on why changes couldn't be made in time to help *this* Christmas's shoppers, theatre and nightlife visitors the mayor was obviously rattled, blathering nervously on about "the need for a consultation period" — it expires on 6th October — and "implementation requirements."

Proposed is: £15 daily 7am to 6pm Monday to Friday, 12 to 6pm weekends and Bank holidays. No charge Christmas Day to new year's day. 72 hours after travel day fine rises to £17.50.

Wrong! on A102



"Not fast enough" says European court of justice

Aether reports 2013, 17 & 19. Predicted population exposed to NO2 above EU limit value

Year	inner London exposed	outer London	London total	percent of London exposed
2013	1,562,000	369,000	1,931,000	23.2%
2020	53,000	19,000	72,000	0.8%
2025	2,000	1,000	3,000	0%
2030	0	0	0	0%

\ *I say chaps, what a Jolly Jaunt!*

On 13th December 2007 after a delightful rendition of Beethoven's *Ode to Joy* in the original German by a Portuguese school children's choir with everyone present instructed to stand, the Lisbon treaty was signed with much ceremony by David Miliband, Labour's then Foreign Secretary together with the other 26 EU member heads of state. Mr Miliband has form on climate change. He was environment secretary from 2006 over-seeing consolidation of climate change as a priority into Labour party policy. Prime Minister Gordon Brown eventually signed later that day after it was said "an agreeable lunch" in the National Coach Museum of Portugal. All having been transported there in an electric tram symbolising the fraternity of nation states on the path of European integration.

In 2018, the European Commission brought infringement proceedings against UK under Article 258 of Directive 2008/50/EC on ambient air quality and cleaner air for Europe: "That the UK government breached article 13(1) and annex XI by persistently exceeding both the annual limit value for NO₂ and the hourly limit value for the same chemical in Greater London..." and "...the UK government breached article 23(1) by failing to adopt, as from the date of coming into force of Directive 2008/50/EC, appropriate measures to ensure general compliance with the limit values for NO₂ in those areas. And to ensure that the period of exceedance of limit values is kept as short as possible."



The European Court eventually ruled in March this year against UK saying that Britain had "systematically and persistently" breached EU limits for nitrogen dioxide in London, Manchester and Glasgow from 2010 to 2017. (*European Commission v. United Kingdom of Great Britain and Northern Ireland, c-664/18*) This case is only one among several others filed by the Commission against EU member states including France, Italy, Bulgaria and Hungary.

Pleas by UK that other member states were also guilty of infringing the directive; and the situation in the UK was made worse by the German diesel scandal and ineffectiveness of EU-wide regulations relating to type approval of motor vehicles, were discarded by the court as being irrelevant to the issue of a member state's overall compliance with its obligations to the directive.

The court rubbished UK plans that provided for a time period for attainment of the limit values as too long. Greater London's plans foresaw compliance with NO₂ limit values by 2025. In the court's view, these periods "manifested a lack of ambition" of the UK government in its adoption of a clean air policy.

UK was ordered to pay its own costs as well as those of the European Commission. It could be subject to financial penalties for non-observance of EU obligations. However, with UK no longer part of the EU, questions relating to enforcement of those penalties have arisen.

A spokesperson for the Department of Environment Food & Rural Affairs said: "Air pollution has reduced significantly since 2010. Now we are out of the EU we are continuing to deliver our £3.8 billion air quality plan." An un-named government source added: "There is no role for the European Court of Justice." But UK had agreed in the withdrawal pact that it would comply with EU court judgements in any overhanging cases from when it was part of the bloc, a cursory reading of the withdrawal agreement could imply.

Directive 2008/50/EC on ambient air quality and cleaner air for Europe required member states to adopt air pollution limits contained within its annexes by the 11th June 2010. The main objective being to reduce emissions relating to industrial processes, exhausts of heavy-duty vehicles, and the sulphuric content of fuels. To achieve this reduction, member states had to draw up air quality plans for where concentrations of pollutants in ambient air exceeded air quality target values or limit to values set by the legislation.

Many local authorities have seen the emerging situation as a chance to generate funds for themselves with the majority of London's 32 London boroughs laying down low traffic neighbourhoods, segregated cycle ways, and 20mph maximum speed zones all enforced by sophisticated systems of automatic number plate recognition cameras (ANPR) generating £millions in fines at the expense of otherwise innocent motorists. All the schemes, some 89 in Greater London, have had tacit support of TfL. Fifteen of the London schemes have been ripped out as either unworkable or subject to militant action by affected residents living adjacent. Councils have wasted £hundreds of thousands on these virtue-signalling projects as part of the war against the motorist. Motivated by their extravagant desire to look oh-so-environmentally-right-on to their own political supporters.

The schemes are inevitably introduced with a pseudo medical mantra babble of reducing respiratory diseases – locally the latest comes from loony Labour Lewisham Council that's proposing to introduce parking charges for motorbikes. Sent by email to "stakeholders" in a so-called consultation over the August bank holiday weekend it wildly claims motorbikes' emission of "particulate matter (PM_{2.5}) causes cardiovascular disease."

The EU Directive's annex XI sets overall limit values for nitrogen dioxide (NO₂). It should average not more than 40µg/m³ in any calendar year. Air quality plans have to provide for appropriate measures so that any exceedance period is kept as short as possible. The Commission had evidence that NO₂ limit values in various parts of the UK had persistently been exceeded since 2010 in Greater London, Greater Manchester, Glasgow, and East Midlands. Measures contained in air quality plans were "completely insufficient," the EC claimed. "The plans could not attain the limit values imposed by annex XI." Efforts by UK government to revise its plans proved impractical. This after the Secretary of State for the Environment was ordered twice by England's top courts to update Government plans.

The last issue of *Greater London Transport Newsletter* gave a potted history of Kings College air quality samples being analysed, and from that data specialist Oxford-based Aether Consultants projections that promoted the original eight square mile ultra low emission zone (uLez) – a deterrence-based project that fines drivers of non-compliant vehicles (non-Euro4 or Euro6 for diesels) for entering that central London zone.

In 2013 and again four years later the Oxford-based consultants projected that by 2025 only 3,000 greater London residents would be living in air pollution greater than EU-mandated maximum levels. And by 2030 no-one at all.

But this was not good enough for the eurocrats, already smarting from UK having the temerity to leave their club. And keen to show remaining European states that it's in their best interests to remain part of *le grand projet européen*.

Lately there have been accusations that the European Commission is trying to make trading conditions as difficult as possible for an independent UK. The Good Friday Anglo-Irish agreement, Northern Ireland protocol, fishing rights, territorial waters, and bi-lateral trade and customs arrangements have all come under attack by EU bureaucracies doing their utmost to disrupt two-way free flow of goods and services.

It's against this backdrop taken together with the withdrawal agreement that came into effect February last year that could ultimately decide whether UK must stump up fines to a court we're no longer a member of for not complying fast enough with EU's air pollution requirements set 11 years ago by a country we're no longer a member of.

There's serious questions whether payment of a European court fine against the UK, as yet un-quantified and not yet handed down by Euro-court judges, would be legal.

The official date of UK leaving the EU was 31st January 2020. The transition agreement expired on the 1st January 2021. The date of the court's air pollution decision against the UK was 4th March 2021.

Implementation of a EU court fine could need agreement of the UK's High Court as the CJEU could be considered a foreign court. Part 74 civil procedure rules applies — to everyone else.

Mayor Cedes with Europe

In response to a question to the mayor tabled in June the mayor's office replied directly during the summer recess that "...the legal limits [of air quality] are set out in The Air Quality Standards Regulations 2010." It's precisely those regulations that were challenged in UK courts. And precisely those regulations that the European court of justice found so wanting as far as the proposed Aether Consultants' timetable for air pollution reduction projected forward.

The mayor's office adds in support of the court's ruling: "In terms of enforcement of these regulations, the transfer of enforcement to the UK courts is subject to the Brexit withdrawal



agreement as the initial inception of the limits was at the EU level. The CJEU remains the relevant authority for past breaches and ruled against the UK Government (amongst others) in March this year, a process that could result in *significant fines*." [our italics]

Under the withdrawal agreement the CJEU no longer has general jurisdiction over the UK in relation to "any acts" that take place on or after 1 January 2021. The definition of what an "act" is that occurred while UK was an EU member is not clear. Is the date of the "act" the decision date of the European court? Or is the "act" the date when the spectre of "significant fines" could be handed down against the UK as the mayor's office implies?

Answers to these questions are for m'learned friends. It may be that the mayor's office sought legal advice before passing the reply out via a "uLez programme manager". The email doesn't say.

What's clear is that the European court of justice's powers are now tenuous and capable of legal interpretation. In the UK, by the UK Courts. And not by London's mayor who has a sincere history of being a remainer.

"Brum scheme is best" Tories tell mayor

The last issue of *GLTN* reported that GLA Tories had found £50 million down the back of GLA's sofa in an unused "bloated" business rates' reserve fund. They said that it should be used for subsidising the switch to greener vehicles. They estimated the fund could enable 7,000 non-compliant vans, minibuses and lorries off the roads ahead of 25th October's uLex enforcement start.

But Labour's mayor refused saying to bring that amount into TfL budgets would mean Government reducing TfL's special grant settlement by the same amount so there would be no net gain. So the GLA Tory group are trying a new tack.

"Subsidise uLex workers earning less than £30,000"

Susan Hall, leader of the GLA conservatives addressed a plenary session of the assembly on 2nd September. "With just 50 days left until uLex expansion, the mayor has left thousands of Londoners with no help to scrap their vehicle and avoid the charge."

In a break with usual conservative party dogma against subsidising the person, she added: "London should adopt the system used by Birmingham City Council for its clean air zone scheme, with motorists working in the zone able to apply for grants if they earn less than £30,000 a year.

"Two of TfL's scrappage schemes for vans and heavy vehicles were suspended last summer, leaving small businesses and sole traders with no help. The scheme for cars and motorcycles is under funded with only a third of applicants receiving a pay-out. It's too narrow. It excludes Londoners with low incomes who don't receive benefits."

Member Hall addressed the assembly moving on behalf of the poorest of uLex-affected Londoners saying the £50 million she'd identified could be released by the mayor immediately — not waiting for a change of Government policy as Labour members were demanding just to cover for the Labour mayor's failings. ⇒

London Bleeds but mayor waits for Boris

⇒ Deputy Tory leader Peter Fortune AM pointed to the mayor's budget of around £20 billion per annum. "It's his choice not to fully fund scrappage schemes. The mayor refused to do so in June, but in July found a further £5 million although he couldn't tell us from where. So he chose to add to the scrappage scheme grant pot. The mayor needs to take responsibility for his choices. He cannot choose to ask the Government to fulfil his responsibilities for him. "Without question there's a challenge around air quality in our capital. Parts of London are sick. And the patient needs to be cared for. But if like some anachronistic barbarous surgeon the mayor takes a decision to lob off a limb, he can't walk away and leave the patient to bleed out while complaining that Boris hasn't turned up to stitch the wound.

"The mayor can make a choice. During today's earlier question time another assembly member spoke passionately about the difference the temporary universal credit £20 a week Covid uplift made to constituents' families. uLex will cost the poorest in London £12.50 a day. That's nurses, that's teachers, that's Police Officers — all hit. We've seen just this week that the second hand car market is up over 15 percent meaning a replacement car is out of reach of many of the poorest in London.

"It's the mayor's choice. The mayor chose to up his public relations spending to a million pounds. He chose to spend a million pounds tearing down statues. The mayor is making a choice not to fund uLex scrappage schemes. He should." Such was the power of this delivery, intoned in best prosecution counsel style, that a stunned silence followed. The mayor had been found guilty.

The Tory motion before members that the mayor should fully fund his uLex scrappage schemes came with an amendment by Labour's Leone Cooper AM who pointed to the clean air schemes (CAZ) which are Government supported under the clean air fund. London's applications to the fund have been refused, she claimed. She then pointed to the £500 million of vehicle excise duty car tax from Londoners that's paid over to central government claiming that it should be spent in London instead.

"Sick and tired of Politicians"

Then came time for the motion to be voted on. Tory leader Hall spoke for many outside the closed shop of London politics when she summed up: "Is it any surprise that people are sick and tired of politicians? Labour's amendment says that we're just going to boot the issue of scrappage scheme shortfalls back to the Government. And then that's it. "The truth is there's money here now that could be available immediately for a uLex problem that's going to be here in 50 days. It's a problem that can be solved. But won't be if those poor souls — sole traders, plumbers, electricians, builders, or the elderly needing to drive to a hospital appointment — aren't given some support. We must push the mayor to help people immediately. No wonder people are fed up with politics."

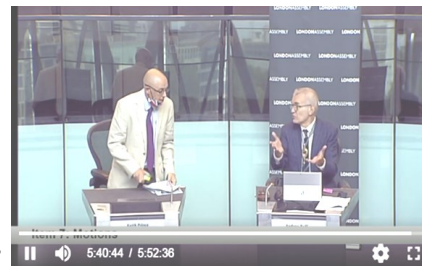
The amendment was carried but so changed the Tories' motion that it requested Government to fund the mayor's scrappage schemes, not the GLA. Saving the mayor making further grants helping poorest uLex residents affected.

GLA meeting descends into Farce

Vagina moisturiser adverts on the tube, gender neutral toilets, and giving gold fish away as fairground prizes have been some of the subjects worthy of weighty debate at GLA plenary meetings. With motions swinging too and fro punctuated by solemn speeches given in all seriousness, only educational HIV London Transport adverts appeared worthy of discussion at this leading western capital city's assembly. Should there have been any question on that one? In any other council, HIV awareness adverts would've been signed off by some committee chairperson's action without virtue-signalling speeches.

But this 2nd September session contained 12 motions for debate. With some 4½ hours already spent, GLA staff had rights to their lunchtime as well as assembly members. Chairperson Tory Andrew Goff AM effectively guillotined the day's programme saying that remaining motions would be taken, seconded, and any amendments already tabled noted. But there would be no discussion.

This got the goat of his vice-chairperson Keith Prince AM. "I intend to move a motion." "You cannot," said Goff. "Yes I can". "No you can't negate a previous motion that's been agreed," retorted Goff. "I have rights, this is a democracy." "No you haven't, we've already decided procedure for the remainder of this session so it can't be gone over again." At which point Prince gathered up his papers and left the chamber in a high state of dudgeon.



By this time Labour members, more used to seeing stuffiness from their Tory opponents, tried to remain polite and so guffawed into their sleeves: "Well, we've got other appointments to attend," giggled one Labour member. "If you leave you could leave the assembly inquorate," replied Goff forgetting that his own vice-chairman had just marched off stage left.

● Keith Prince AM has told *GLTN* he intends to make formal complaint that the meeting was allowed to continue whilst being in breach of the [GLA's] constitution.

Unlikely Alliance Collapses in Confusion

"All Labour members are doing is protecting their labour mayor by voting against our remaining motions and amendments," one exasperated but until now silent conservative exclaimed. You're meant to be holding this labour mayor to account, not providing a political wall for him to hide behind."

Until the votes announced showed the five London-wide non-conservative members of the "unlikely alliance" — two liberal democrats and three greens — had also voted with the opposition on every occasion. With those voting figures stark for all to hear, what's the point of the smallest parties on the assembly holding any power when they won't accept the group responsibility that goes with exercising it?

As each vote was taken more Labour sleeve-guffawing was seen. Not even the motions were read out. Leaving the few student types left in the public gallery wading through papers that didn't give the motions' texts that were supposed to be under serious discussion. Nor their amendments.

Is a future All-Electric UK Environmentally OK?

The Alliance of British Drivers together with The All Party Parliamentary Group Fair Fuel published its report into the Government's ban on sales of fossil fuelled cars from 2030. It describes how an all-electric vehicle (EV) economy is not so environmentally friendly as campaigners make out. The report lists:

⊗ Production of EVs require more energy than conventional cars. Industrialisation is three to four times more energy intensive than for conventional fossil fuelled cars.

⊗ Over its lifetime an EV will generate 32 tonnes of CO₂ versus 60 tonnes for a conventional car. EVs with longer range — 500 miles or above — will generate 40 tonnes.

⊗ Energy consumption of an EV over its lifetime is equivalent to a diesel car.

⊗ 40 percent of an EV's cost is its batteries accounting for 25 percent of its weight.

⊗ Effective life of an EV is half of a conventional car because batteries degrade, high distance replacements cost over £10,000.

⊗ Currently there's no recycling facility for batteries. There's no mass production facility outside China, where 80 to 90 percent of demand is produced.

⊗ So, if an EV still generates around 30 tonnes of CO₂ but lasts half the life of a conventional car you'll have to buy two EVs for every one conventional car.

Strategic Rock Risk

⊗ EVs have 20 to 25 lbs of rare earth metals — twice the amount used in fossil-fuel cars.

⊗ Extracting metals is a highly polluting process. Once used in products their amounts are so small that recycling is difficult and uneconomic. So an EV-only economy sets UK on a path of continual rare metals' use. There have been recent finds at disused Cornish tin mines. But not on a commercial basis.

⊗ The rare metals are germanium, antimony, beryllium, and niobium. Bulk extraction is needed. It takes 8½ tonnes of rock to extract one kilo of vanadium, 50 tonnes for one of gallium, and 1,200 for one of lutecium. Purifying one tonne of rare earths requires 200m³ of water, along with sulphuric, nitric and hydrochloric acids.

⊗ With an ever present strategic threat, The People's Republic of China has positioned itself as the major world EV battery supplier. It's the world's biggest emitter of green house gases, 10 percent of its arable land is contaminated by heavy metals and 80 percent of its ground water is unfit for consumption.

⊗ *Ssssssh! EV's are sssshssshilent. So lookout behind yooOU...! Oooops, too late...*

Transport for London's uLez check site still "unfit for purpose" say Lib Dems

Many drivers check Transport for London's (TfL) uLez website to see whether their vehicle complies with their rules for emissions or would incur a £12.50 "polluters' fine". Trusting that TfL, charged with enforcing the fines' enforcement rules they wrote know what they're doing. A particularly useful check before buying from a second-hand spiv car dealer when trading up from a non-rules to a uLez rules-meeting car. (Euro4 or Euro6 for diesels)

You might not be a Londoner. And not up-to-date with latest TfL exemptions. Neither is TfL. They'll happily issue you with a fine even though you've driven an exempt vehicle. You'd then have to wait for the penalty charge notice to drop through your letter box and appeal it to regain your rights. Assuming you know what your rights are. And know whether you should've "registered" your vehicle with TfL before travel.

Did you know you can re-claim uLez or congestion charge fines if incurred on the way to a NHS hospital appointment? But not if a private appointment. (*question 2021/0424*) Terms and conditions apply. But what terms, what conditions? Where are they and where is the application form on TfL's intricate multi-layered web site?

The mayor has laid down policy categories of vehicle that are not subject to either or both fines. They include show, military, some agricultural, over 40 years old since first registration, registered with DVLA as historic or disabled class, and distance-enhanced early electric hybrid vehicles.

Despite cross-party demands from assembly members that the mayor exclude disabled blue badge holders and charity vehicles from uLez fines, he's set his cold heart against exemptions for them saying they should upgrade instead. Then promptly closed his grant-assist scrappage schemes to new applicants blaming Government for his own failure to adequately fund his own schemes.

Tory Keith Prince AM tabled this question to the mayor back in June:

"Vehicles with a Historic Class or registered before 1973 are being charged the ULEZ polluters' 'fine' in flagrant disregard of the Mayor's oft-published policy that these few vehicles would not be subject. 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?"

There's been no mayor's reply. So last month his committee chairperson liberal democrat Caroline Pidgeon AM had to formally pithily table the question again in short form. Confusion over exemptions could put legal enforcement of a fine in doubt. Drivers have a legal right to know what restrictions TfL are placing on them *before* driving. As of going to press, there's still no reply.

Back in March green assembly member Caroline Russell had asked for more information about exemptions. The mayor replied: "... there are very limited discounts and exemptions available. Around nine percent of vehicles operating in the central ULEZ on an average day in February 2020 (prior to the pandemic) were subject to a discount or exemption and therefore the driver did not need to pay the ULEZ charge. These vehicles are either automatically exempt or can be registered with TfL for a 100 percent discount [including] historic vehicles and vehicles with a 'disabled' or 'disabled passenger vehicles' tax class."

Extract of email received as *GLTN* went to press from TfL's Freedom of Information Act team: "All vehicles constructed before 1 January 1973 and those that are registered with the DVLA for 'Historic' Tax Class are exempt from ULEZ charges. Therefore, while historic vehicles do not meet the ULEZ standards, the exemption means they are not liable to pay that daily charge." *GLTN* is lobbying for an easy-to-reach single exemptions' page on TfL's website that would lead to sub-pages for each exemption category with an application form and helpful hints. Useful for those with a hospital appointment requiring vehicle transport. To and from any hospital.

New Competition Launched ~ What do these Vehicles have in Common?



1959-registered Jaguar Mk IX. Star of the Alfred Hitchcock film Vertigo. 3781cc twin overhead cam XK engine producing 220BHP



1972-registered Bond Bug three-wheeler. 850cc engine upgraded from original 750cc producing 70HP. Star of no film whatsoever. Considered a design icon and must-have fashion accessory.

UK Registration Certificate		Official use only	
4. Vehicle details			
A	Registration number	JFB 959	2[A.1] Validation character T 3
B	Date of first registration	05 03 1959	
[B.1]	Date of first registration in the UK	05 03 1959	
D.1	Make	JAGUAR	
D.2	Type		
	Variant		
	Version		
D.3	Model	MK IX	
D.5	Body type	SALOON	
[X]	Taxation class	HISTORIC VEHICLE	
[D.6]	Suspension Type		
[Y]	Revenue weight		
P.1	Cylinder capacity (cc)	3781 CC	
V.7	CO ₂ (g/km)		

V5 registration extract confirming the Jaguar's status



2008-registered Maserati Quattroporte 5. Ferrari M139 4244cc V8 engine producing 399BHP (pix King's Rd, Chelsea)

Check your vehicle

tf.gov.uk/modes/driving/check-your-vehicle/Results

Congestion Charge £15.00 to £17.50 a day

Your vehicle: JFB959, Green JAGUAR MK IX

Where it operates: Central London only - check a postcode or location

Charging times: 07:00-22:00, every day, including weekends and bank holidays. Except Christmas Day (25 December).

Ultra Low Emission Zone (ULEZ) £12.50 a day

Where it operates: Central London only - check a postcode or location

Charging times:

Answers on a postcard please addressed to:

Transport for London's uLez Check Web Site Don't Work Proper Loike c/o The Local Government Ombudsman P O Box 4771 Coventry CV4 0EH

Closing date 25th October 2021.

The ombudsman's decision is final. Good luck!

Competition Answers

All featured vehicles are owned by classic car enthusiasts who spend their money on supporting a £5½ billion industry employing 34,900 people. 1,039,950 historic vehicles are registered, more than half of which are currently on the road. (2016 figures ABD) Both top row vehicles are registered pre-1973, each hold historic DVLA registration status. Each need to pay the uLez "polluter's fine" according to Transport for London's woefully inadequate uLez checker web site. (see previous item) Despite having an engine some eight times the size of the Bond Bug and nearly six times as powerful, the Maserati meets Euro4 emission's specification and is therefore not penalised. Go figure...

Transport for London threatens non-uLex complying motorists ~ *We Know Where You Live*

As an exercise in public relations, TfL's use of a vehicle's Driver & Vehicle Licensing Agency record to threaten drivers of non-Euro4 (Euro6 for diesels) vehicles before the expansion scheme even starts has got to be one of the world's clumsiest. The £130 million camera system is not meant to be spying on London motorists until 25th October. The cameras are specifically provided only to enforce the ultra low emission zone (uLex) and its expansion (uLex).

Last month saw letters posted from DVLA land on doormats of registered keepers threatening that they'd been seen in the proposed expanded uLex area by TfL's new 750-strong automatic number plate recognition (ANPR) system. "Your vehicle may not meet uLex standards," intones the letter after a page of the usual fear-inducing pseudo-medical babble. "Transport for London has provided the DVLA with a list of number plates of vehicles we've identified as likely to be affected by uLex. DVLA has sent these letters out on our behalf," TfL continues, attempting to strike parity of fearful importance with DVLA in the mind of the reader trying to stoke trepidation.

The letter goes on to threaten imposition of the £12.50 fine from 25th October. It suggests setting up an auto-pay account that'll automatically take money from you — even if you're not liable. TfL's letter continues to trumpet its uLex checker website which has already been questioned as not fit for purpose by both conservative and Lib Dem greater London assembly (GLA) members.

And to add insult to injury TfL's letter concludes with: "The compliance status of your vehicle has been calculated on the vehicle's data and uLex scheme's requirements which are aligned with European regulations on vehicle emissions."

The letter was sent in a plain buff envelope with no postmark date, signed by no name at all in blatant disregard of civil service correspondence rules, from some TfL department called "Road User Charging Team". It lists two official looking computer numbers and, as a further threat to the addressee, TfL's VAT number.

Unsolicited letters of this nature are covered by regulations concerning direct marketing helpfully explained on the Government's website: "You must check first if customers want to be contacted by fax, phone, post or email, and give them the chance to object," the website instructs prospective senders. "You must be able to prove you've done this." Breaches can lead to a fine of up to £500,000. Questions to the mayor on this TfL dubious practice, have not yet been answered.



Paper-shuffling minion threatens

Threatening behaviour is not confined to TfL as they limber up to face the great "Can't Pay, Won't Pay" anti-uLex campaign — reminding some of the '70s anti-poll tax mass civil unrest that successfully saw Margret Thatcher having to modify her property council rates reform plans.

With the mayor already having bought off media reporting of objections to uLex with a £1 million budget, a GLA staff member — said to be working in the "air quality team" as a "uLex programme manager" — is now threatening not to handle further critical questions following a series that've blown holes in the mayor's October 25th uLex plans targeting some 140,000 extra motorists living inside the north and south circular roads. (A406 and A205)

Mayor's question time procedure offers a GLA website form to write in your question. It's then meant to enter a list of all questions then forwarded to assembly members for their endorsement. If no member chooses to table the question then it gets answered within a further 20 days from the next question time's date. This can take several months depending on how much research is needed to compile a reply that could be complex.

Failing to understand the role of democratically-elected assembly members is to hold the mayor to account, the paper shuffler told an inner London resident affected by next month's expansion: "We have come to the conclusion that we are unable to assist you further... We will therefore record any future correspondence, but not send any further responses unless new and relevant matters are raised." Requests that this conduct be examined in the light of the mayor's office usually being very helpful, have not been answered.

This resident tells *GLTN*: "I'm not shy in saying I'm against uLex. The mayor continues to paint motorists as environmental vandals. I continue to paint him as part of the war against motorists only interested in my money. I've not been singled out for special high-handed treatment. So it must be mayor's policy. I'm a pensioner. I can't pay, I won't pay."

This sticker has started to be seen on vehicles, small business shop windows, and homes in uLex. Available from Safety-Label.co.uk £2.99 each inc. p&p

Fly posting is a criminal damage offence. These stickers should not be affixed to property without the owner's permission. Or those ugly TfL camera towers and sign posts despoiling our streets.



Who is this Khan chap anyway? *a CV worthy of note*

Political

Former labour councillor London borough of Wandsworth 1994-2006.

Former labour MP Tooting 2005-16. Criticised several policies of labour Prime Minister Tony Blair, including 2003 invasion of Iraq, and anti-terror legislation.

Under Blair's successor Gordon Brown, appointed parliamentary under-secretary of state for Communities & Local Government 2008, later becoming Minister of State for Transport.



Anti-Brexit remainder supporting two prominent Britain in Europe groups. Supported Hillary Clinton's US presidential bid.

Mayor of London 2016 to date. Snubbed by labour leader Jeremy Corbyn who failed to appear at mayoral swearing in. Supports Liverpool City football club.

Policing

Given direct mandate for policing in London 2011. Sets strategic direction of policing. (MOPAC)

Together with current Tory Home Secretary supports Met Police Commissioner Dame Cressida "safe-pair-of-hands" Dick's extension of contract by two years.

Criticised for rise in knife crime and poor Police response to crime overall.

Presided over increase in response times for immediate ("I" grade) incidents. Presided over serious reduction in front line Police Officer numbers, and reduction in numbers of Police stations and their opening hours.

Failed to support Police initiatives for stop and search operations, preferring to cede with so-called anti-racism campaign groups. Is a Black Lives Matter campaign supporter insisting members of his office display that slogan in bold typeface as part of all work emails sent. Supports "taking the knee" virtue signalling display.

Transport

Chairperson of Transport for London. (TfL) Presided over planned series of London Transport staff strikes. Has seen TfL effectively taken into special measures with two Department for Transport nominees drafted onto TfL's board as condition of Government grant bailouts latest being £1.08 billion set to last only until mid-December 2021.

Continued with previous mayor's policy of ultra low emission zone. (uLez) It now fines drivers £12.50 daily for entering an eight square mile area of central London if vehicle doesn't meet strict emissions' standards. Promotes scheme's expansion a further 132 square miles to north and south circular roads in October 2021 (uLex). Expansion criticised by motoring organisations as "unnecessary" due to Londoner's take up of electric vehicles, substantial reductions in rush-hour traffic, work

from home due to Corona virus epidemics, deterrence effects of £15 daily congestion charge and heavy goods vehicle low emission zone £100 fines, and technical advances to petrol and diesel vehicles. Claims his May 2021 re-election an "overwhelming electoral mandate" for uLex. Total of first preference votes cast in May's mayoral elections against uLex outnumber his first preference votes total.

Medical

Says he's an asthma sufferer. Claims there are 500,000 asthma sufferers living in London. Speaks a mantra of pseudo-medical jargon to claim London's air is "toxic" (medical term for poisonous) causing several respiratory diseases. Unless you're a miner, London's air won't cause a respiratory condition — it can only aggravate an existing one. If serious, sufferers shouldn't be living in a metropolis.

Part of the War Against the Motorist

Publicly against a post-Covid "car-led recovery" but uses his schemes' fines to shore up Transport for London finances. Encourages more "motorist hating" schemes: low emission neighbourhoods, the London Schools Pollution Helpdesk, air quality monitoring stations, green walls, and Vision Zero — all prepared as a political backdrop for May 2022's local borough elections. Continued with previous mayors' policy of congestion charge that fine drivers entering the same area as uLez £15 daily — originally started in 2003 as a £5 deterrence against traditional commuter rush hours effective Monday to Friday 7am to 6pm. Criticised for increasing the scheme's days, hours, and charges to seven days a week 7am to 10pm — particularly on Sundays when there's no congestion. Blamed Government's TfL grant bail-out conditions for the increases.

Supports London borough councils' low traffic neighbourhood (LTN) and exclusive cycle-only lane schemes. Supports LTN road closures that see existing traffic flows slowed due to reductions in available road space and thus journey lengths increased due to detours. Inevitable increases caused to the traffic-generated half of air pollution. Has come under fire for LTNs causing emergency delays by Police Commissioner, London ambulance and London fire brigade staff.

Failed to gain additional powers to control the other half of London's air pollution: wood burning stoves, construction sites, river traffic, and gas-fired central heating. Excludes from calculations emissions' of diesel train engines despite London hosting eight major termini. Failed in policy bid to charge drivers from outside London a "moat tax" of £3.50 (£5.50 for non-emissions' compliant vehicle) crossing into greater London. Scheme ridiculed by Minister for London as "Checkpoint Chigwell".

Professional

Law degree from university of north London. Specialised in human rights law. Although effectively London's Police and crime commissioner has track record opposing the Met in several high-profile court cases. Whilst enriching himself as either a barrister or lead counsel: *Farrakhan v Home Secretary*: (Human Rights Act) In 2001 Khan represented the American Nation of Islam leader Louis Farrakhan in the High Court. Overturned a ban on him entering the UK as a person who's presence would not be conducive to the public good imposed in 1986. Government subsequently won on appeal. *Bubbins v The United Kingdom* (European court of human rights — shooting of an unarmed individual by police marksmen); *HSU and Thompson v Met Police* (wrongful arrest/police damages); *Reeves v Met Police* (duty of care to prisoners); *CI Logan v Met Police* (racial discrimination); *Supt Dizaei v Met Police* (police damages, discrimination); *Inquest* into the death of David Rocky Bennett (use of restraints);

February 2000 saw Khan represent a group of Kurdish actors arrested by the Met during rehearsal of Harold Pinter play *Mountain Language*. Secured £150,000 damages for wrongful arrest and trauma caused by the arrest.

McDowell and Taylor v Met Police: Leroy McDowell and Wayne Taylor successfully sued the Met for assault and false imprisonment.

gla calling... gla calling... gla calling...

It's not what you Know but Who you Know

Despite being an asthma sufferer Khan was well enough to travel to a dust and sand air polluted Egyptian court to represent Maajid Nawaz, Reza Pankhurst and Ian Nisbet when arrested on charges of trying to revive terrorist group hizb ut-tahrir. Nawaz has renounced that group's membership and its views being vocal against the perceived "islamisation" of UK.

*** Maajid Usman Nawaz: British activist and LBC radio presenter was the founding chairman of Quilliam, a counter-extremism think tank that sought to challenge narratives of islamist extremists. He hosts LBC radio 'phone-in shows every Saturday and Sunday. Nawaz was liberal democrat parliamentary candidate for Hampstead & Kilburn constituency in the 2015 general election. He's generally accepted as one of the UK's most detailed-research talk show hosts not afraid of encouraging discussion of subjects not fashionable or not supporting woke wisdom of the day. ***

gla calling... gla calling... gla calling...

LBC is one of many radio stations broadcasting primarily to London. As such they continue to receive advertising revenue from the mayor's office for airtime sold. Such as the current regular series advertising uLex that started before May's mayoral election hustings. By way of balance, any commercials opposing uLex could've only be paid for from other party members' election budget pockets. As against money taken compulsorily under threat of imprisonment from council tax payers' pockets via the GLA precept for the mayor's adverts.

Questioned by Shaun Bailey AM, the Tory mayoral contender in May's elections dubbed "Mr Angry" by Khan, he was forced to admit his choice of upping press office budgets in 2020/21 by 12 percent to £1,097,295 from previous year's £977,912. Previous seven years of Khan show budget rises of 51 percent.

gla calling... gla calling... gla calling...

Cogent well-argued anti-uLex and anti-congestion charge expansion viewpoints offered by GLA assembly members and 'phone in callers don't seem to get coverage in comparison to glowing London broadcast and print features that describe how well the mayor's doing and how motorists are poisoning us all. This brave MP was quickly shut up by the then Speaker.

YESTERDAY IN PARLIAMENT

Mr Christopher Chope (Christchurch, Con): "... I do not know whether you read 'Rotten Boroughs' in *Private Eye*, Mr Speaker, but there is so much information in it now that it almost needs to be a separate supplement. So much material is coming out but so little of it can get into the public domain, partly because of the pressure put on local newspapers. If they cause trouble with their local council, they may suffer discrimination because there will not be any advertising for local council jobs and they will not get access to information."

Mr Speaker: "Order..." — Hansard, 24 March

B B C calling... B B C calling... Newsnight's Emily says there's No Such Thing as "The War Against the Motorist"

Sandwiched between harrowing tales of taliban brutality to their own Afghan people, and examining then Foreign Secretary Dominic Raab's basking on a Crete beach while our own forces were left to maintain security for UK personnel and support staff evacuating from Kabul Airport, was an interesting snippet trailing justification for a national road pricing strategy. And complaining (three times in case you missed the first two) that there was no such thing as "the war against the motorist".

That paragon of journalistic impartiality and former cat-walk model Canadian-born Emily Maitlis (51) intoned with the aid of official-looking graphs projected as a studio backdrop that the price of public transport travel in the UK had risen dramatically while private transport had not. She repeated the left's claim that motorists were some kind of politically protected group with rises in fuel duty kept capped at four-year-old levels.

What the *Newsnight* item, transmitted on the 1st September, failed to mention was that post war public transport has been protected by Government handouts to the train and bus operating companies. The last 18 months has seen dramatic falls in fare revenue due to national Corona virus pandemics so per passenger mile subsidies show an increase fulfilling Government promises to maintain services.

The amount of fare subsidy remains a local and regional government political hot potato, argued over at every election. To maintain services Transport for London has received three such handouts – the last being May's £1.08 billion set to last only until mid-December of this year.

Newsnight failed to answer why, with all the public-sector support compulsorily taken from your wage packet under threat of imprisonment, public-sector transport is so inefficient as compared to the private sector in terms of miles per person transported per pound of subsidy taken.

Emily went on to wail that with forecast falls in fuel duty received by Government as electric cars replace those powered by fossil fuels then by 2040 only road pricing could make up the short-fall.

Paid for by... erm... er... um...

****Transport for London is already limbering up for its next power grab on independent private motorists' road space. It has a unit called the "Road User Charging Team" trying to make road charging accepted as de facto normal policy.****



Front cover of Emily Maitlis's book *Airhead*. GLTN understands there might be a few copies still available

Deception by moving max pollution goal posts ~ EU levels become WHO

Both Aether Consultant's 2019 report and the mayor's 2018 London Environment Strategy (LES) started to refer to World Health Organisation (WHO) pollution levels. Those levels were not the subject of the consultation exercise held prior to the mayor's LES publication. And could throw into doubt the ultimate legality of enforcing uLez based on WHO limits rather than EU safe limits. EU limits on air quality PM10 and NOx guideline concentrations are 40µg/m³ as an annual mean. (25µg/m³ for PM2.5) WHO's PM10 guideline is 20µg/m³ and 10µg/m³ for PM2.5.

WHO figures are now used in all mayoral stock email replies rejecting any attempt to question the efficacy of uLez expansion a further 132 miles into London suburbs. The uLex area has more fresh air density per m³ than inner London's existing uLez eight square miles. Short of forcing all those suffering severe respiratory problems to wear an aqualung not much else can be achieved. Latest email auto-replies from the mayor's office include this astounding claim: "a study from Imperial College found that in 2019 toxic air contributed to the premature deaths of more than 4,000 Londoners." Pseudo-medical babble is examined later in this issue.

EU Air Quality Directive				WHO Guidelines	
Pollutant	Averaging Period	Objective and legal nature and concentration	Comments	Concentration	Comments
PM2.5	Hourly			25 µg/m ³	99th percentile (3 days/year)
PM2.5	Annual	Limit value, 25 µg/m ³		10 µg/m ³	
PM10	Hourly	Limit value, 50 µg/m ³	Not to be exceeded on more than 35 days per year	50 µg/m ³	99th percentile (3 days/year)
PM10	Annual	Limit value, 40 µg/m ³		20 µg/m ³	
O ₃	Maximum daily 8-hour mean	Target value, 120 µg/m ³	Not to be exceeded on more than 25 days per year, averaged over three years	100 µg/m ³	
NO ₂	Hourly	Limit value, 200 µg/m ³	Not to be exceeded on more than 18 times a calendar year	200 µg/m ³	
NO ₂	Annual	Limit value, 40 µg/m ³		40 µg/m ³	

Exemptions do exist for uLez & Congestion Charge but Transport for London won't give Easy access or Help to Apply

There's exemptions available to drivers who need to access the eight sq mile central London uLez, or the expanded 132 sq mile uLex. And for the congestion charge. Access to those exemptions is difficult to reach inside TfL's website that's grown over the years into a jungle of inter-linked pages.

It's as if TfL's making it as difficult as possible to claim exemptions even when set firmly by mayor's policy. This deliberate awkwardness falls particularly hard on disabled and poorest Londoners — often most in need of their own transport. Blue badge holders are granted free access to the congestion charge zone but only if they've registered with TfL before travel. But don't qualify for uLez or uLex exemption unless the vehicle's registered with DVLA as "disabled class".

"Historic class" and 40 year-old or more vehicles are exempt from uLez and uLex but not the congestion charge. They have to wait for a uLez penalty charge notice to drop on their doormat before they can appeal and have it cancelled. Early adopters of Euro4 or Euro6 emission standards can apply to have an exemption logged at TfL against their registration number. But must have submitted proofs from the vehicle manufacturer to TfL at application before travel.

TfL Auto-Pay account holders will just be debited first. In law, if a penalty charge fine is paid then that's an admission of liability and cannot be reversed. So even if drivers have an exempt vehicle or status, it's their risk whether TfL accept or reject their appeal. Or continue to process the penalty charge fine through to official appeal hearing level. With ever present threat of fine increasing from original £12.50 (24 hours) to £15 (72 hours) to £65 (14 days payment windows) through to £130 when bailiffs attend. Many Londoners frightened of "the State", know they're outclassed by TfL's legal team and bottomless pit of resources. So just pay up in sullen resentment.

There's still debate over whether liquified petroleum gas (LPG) powered vehicles will achieve exemption status — licensed black cabs have an exemption for 15 years from date of LPG conversion. Government recognises this green fuel by granting vehicle tax discounts and much reduced fuel duty. The first electric hybrids known as "distance enhanced" were granted exemption in the 2018-published mayor's London Environment Strategy. And it's still not known if vehicles proven to meet uLez standards by an Individual Vehicle Approval test station would be recognised. Other categories are: show, military, construction.

GLTN last month made constructive suggestions on how this exemptions' access difficulty could be fixed: "Put a dedicated contact point on your website for vehicles or journeys drivers believe are exempt. That page would list *all* agreed exemption categories and journeys. Each would have a key leading to an application form which could then be tailored more accurately to that category's requirements and proofs needed. And offer helpful hints for applicants." A predictably grey and glum email reply was received: "I can advise that there are currently no plans to make changes to our website, your comments will be passed onto the relevant team," it fibbed. And then had the nerve to stamp their reply as "TfL RESTRICTED". GLTN is of course respecting that restriction.

Pseudo-medical Babble

To hear “Doc” mayor pseudo-medically babble on is to believe all Londoners are doomed to an early grave. Unless we go around wearing an aqualung. Anyone with a life threatening or life changing respiratory condition shouldn't be living in a metropolis anyway. Yet this mayor can only parrot that fining motorists who don't comply to his vehicle rules is all for our own good. In typically socialist fashion the rich shrug off fines as the poor suffer.

Increasing London's air quality should've been a grand crusade. But this mayor now risks the years of accumulated real benefits of the original eight square mile uLez area, congestion charge, and HGV low emission zone falling into disrepute. The mayor now risks turning London motorists from enthusiastic to get involved into the sullen and resentful.

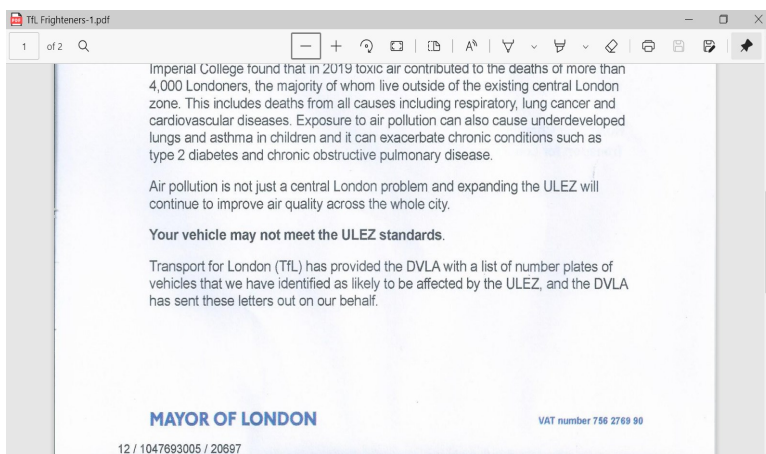
That existing schemes are working and producing benefits is shown by Transport for London reports: “Six out of 10 vehicles passing through uLez area already meet standards, Nitrogen dioxide (NO₂) levels reduced by half, 91 percent of London's roads will meet air quality standards by year end.” And Aether Consultants' projected analysis pointing to permitted EU levels of particulate matter pollution having been already met or exceeded.

GLTN is no way medically qualified. Neither is the mayor. So to report that serious medical respiratory conditions are caused by “toxic” London air require examination. Hysterical rants designed to create headlines: “Toxic air contributed to the deaths of 4,000 Londoners,” don't help. But are designed to frighten. Plain English examination is needed. Only then can the veracity of the mayor be measured against Imperial College world-leading research team's 2019 report.

The motorists-are-poisoning-us-all mantra is now part of “Doc” mayor's stock reply to anyone daring to question low traffic neighbourhoods, the expanded uLez area (uLex), 20mph and other spurious traffic “calming” measures, cycle only lanes, and all the other restrictions to road space that make journeys longer and so hike pollution levels. Such questioning is now considered beyond heresy — it's now sedition. Some countries today treat sedition as an imprisonable offence.

The next issue of GLTN will carry a directory of all medical terms the mayor has used to justify his policies, when and where. Plus a short definition and how they're affected or if caused by London's air. The mayor repeats the mantra that London's air is “toxic”. Toxic is the medical term for poisonous. It is not used in Imperial's studies. Nor does Imperial claim that London's air causes respiratory diseases.

Commissioned by Greater London Authority and Transport for London the 2019 study precis starts: “London-specific air quality policies, alongside wider improvements in air quality, will increase the average life expectancy of a child born in London in 2013 by six months, compared with 2013 concentrations remaining unchanged. [our italics]



“We know where you live” threatening letter extract posted on behalf of TfL by DVLA containing “Doc” mayor's hysterical extrapolation of Imperial College's 2019 report

No anti-uLex campaigner or politician has ever suggested existing TfL schemes should be removed. So comparing pollution levels in 2013 as if they existed today is spurious. A fresh stock check of what air pollution levels are and where should be conducted. There are undoubtedly “hot spots” of air pollution that should be identified and tackled. Imperial's 2019 report forgets to mention that only half of London's air pollution is traffic generated.

The writer was bought up in the midst of Sussex south downs, just a few miles from the sea. Remembered is the primary school class with two severely asthma-suffering brothers who'd not been outside that locality since birth. So much for the mayor's claim that London's air causes asthma. Like other respiratory diseases polluted air can aggravate but not cause disease. Unless you're a miner.

Imperial supports the mayor's move away from EU maximum particulate matter (PM₁₀ and the more hazardous PM_{2.5}) levels to 2005 World Health Organisation (WHO) targets. (see previous page chart) “Researchers found that if London is able to meet WHO guidelines by 2030 the population would gain a 20 percent increase in life years saved over the next 20 years.”

Nowhere does the report claim that current reductions in traffic-generated air pollution as a result of existing policies — plus the move away from vehicle commuting and enhanced vehicle technology — will not continue. And so fail that aim. Ulex is unnecessary. It's a money exercise designed to close Transport for London's budget shortfall masquerading as “all for our own good”. Claiming to eradicate air pollution is a false political prospectus that this unashamed “Doc” mayor continues to pedal as an unassailable truth.

Poolh Corner

Question to the mayor filed 13th July but not replied to: “Being a bear of very little brain, could the mayor explain how a vehicle not meeting Euro4 emission specification (or Euro6 for diesels) paying £12.50 daily to travel in the uLez area does not cause pollution. But the same vehicle not paying the charge does? Could the mayor explain how any vehicle travelling in the Congestion Charge zone does not cause congestion if paying £15 into TfL's coffers but without that payment it does?”



Low Traffic Neighbourhood Kills Cardiac Patient

GLTN makes no apology for reporting these items as broadcast by LBC 'phone-in host Nick Ferrari's programmes 17th August and 3rd September. The items as transmitted speak for themselves. GLTN's thoughts go out to the deceased patient's family.

NF: "After interviewing Andy Byford commissioner of Transport for London, LBC was contacted by a London paramedic to say that they'd lost a patient after being delayed getting to the patient via a low traffic neighbourhood [LTN] scheme. Typically they're plant troughs or bollards installed in residential streets allowing residents and cyclists to pass but forcing traffic onto surrounding roads which are already very busy. They also don't help air pollution – they cut the air quality. Emergency service workers say they lead to build ups of traffic and delays. And now it would appear a fatal consequence can be laid at their door. Rachael Venables has the latest."

RV: "LTNs have been hugely controversial since they were introduced. The idea was to create clean air pockets and discourage driving. Now a paramedic we're calling Dave to protect his anonymity has got in touch telling me one of these schemes may have cost a life when he was called out to a relatively young man suffering from cardiac arrest."

Dave's disguised distorted voice: "Cardiac arrest is the ultimate thing. Your heart stops working your body is literally dying. And without immediate intervention your chances of survival are very poor. We try and get there as quickly as possible. I came across an LTN in an area of London I wasn't particularly known to. Everywhere I was trying to go there was a blockage in the road. Then there was some road works. Traffic was a nightmare. It cost me an extra 15 minutes to get there to the young person who was, as far as we were told up until this point fit and healthy. That delay in getting there I'm absolutely sure impacted on his survival."

RV: "Dave told me that this young man died. London Ambulance Service [LAS] told me that LTNs are a constant problem for Dave and his colleagues. They've told me that a LTN delay was recorded against this call out. They added that they file delay reports like this every two days. The commissioner for Transport for London Andy Byford told LBC they regularly consult with emergency services to avoid tragedies like this."

Byford (in previous LBC interview): "So they do have keys to get through the device."

NF: "So a patient is fighting for their breath but an ambulance worker has to get a key out to an LTN. Are you really saying that's the way forward?"

Byford: "That's why we talk to the emergency services to ask if there's a route that's causing you problems we'll take another look at it."

RV: "Dave told me that both the keys and information on new LTNs don't always get passed on to paramedics."

Dave: "Our maps are digitally updated every day but things are changing so quickly that they don't keep up. The thing becomes a nightmare."

RV: "Dave's now pleading with local councils, Transport for London, and the mayor to come up with a better solution."

Dave: "Sighting a barrel in the middle of the road stopping an ambulance from getting there isn't helpful. Even if you're reducing pollution how does that help you if you've called me and I can't get to you? It really isn't a clever idea."

RV: "A LAS spokesperson told me that patient safety is their highest priority. They stress that they haven't been made aware of any fatalities involving LTN schemes. All crews are to report any delays internally so that they can be raised urgently. Transport for London said LTNs enable more people to walk and cycle which is vital to reducing congestion and they stress it's making a real difference to public health and air quality."

Nick Ferrari's 'phone in programme continued with callers from many parts of London reporting on their LTNs. GLTN was a selected caller reporting on labour Lewisham's Hither Green LTN that regularly causes snarl ups on south circular Brownhill Road.

Both London Ambulance Service and Met Police condemn LTNs

Speaking exclusively to LBC on 3rd September the former chief executive officer of LAS Garrett Emmerson, who'd left his role just two days previously, admitted emergency response times had been hit by low traffic neighbourhoods. Talk show host Nick Ferrari asked the former top ambulance boss if: "they could, or might've cost lives?" Emmerson replied that while he could not be sure they had cost lives, he did admit responses had been delayed. "Well, have they delayed responses?" insisted Ferrari. "Yes, in certain situations I think they have delayed responses," was Emmerson's reply.

Previously interviewed by LBC, Met Police Commissioner Dame Cressida Dick admitted LTNs had made policing in London more difficult. She revealed that her officers have, "on occasion" been slowed down by the traffic calming measures.

Green Assembly candidate condemns Low Traffic Neighbourhoods

Rosamund Adoo-Kissi-Debrah, whose nine-year-old daughter Ella died following a severe asthma attack in 2013, lives adjacent to labour Lewisham's Hither Green LTN.

She fought the Greenwich & Lewisham GLA seat for the Green party in May's elections beating her liberal democrat rival for third place.

"LTNs displace traffic onto other roads. Anyone saying otherwise is absurd. When my daughter was alive the congestion on the south circular was bad. But, since the introduction of LTN schemes around the route it has become far worse. The congestion is terrible," she told the *Independent* last month.

Southwark LTN's subject to militant Vandalism

July saw many of labour Southwark's five Tulse Hill low traffic neighbourhood schemes subject to militant action — oil poured over plant troughs placed by the council to block road access, and on the roads themselves. Signs were spray-painted over, and enforcement cameras damaged.

A spokesperson for Southwark Council told the *Guardian*: "We'll install extra CCTV cameras and step up security with extra patrols. We'll seek to prosecute anyone targeting the infrastructure. There's no excuse for acts of criminal vandalism which put residents at risk." Requests from *GLTN* to explain the very real risk to LTN-affected residents urgently needing seriously delayed blue light services have not been answered.

Rosamund Adoo-Kissi-Debrah, now billed as an air quality campaigner, has frequently voiced her opposition to LTNs. She questions whether it's "morally right" to funnel more traffic onto main roads.

Speaking to *The Times* last year she asked: "Main roads in urban areas are not motorways... lots of people live on them. They're already grid-locked. And lots of children living in those areas have respiratory issues. Is it morally right to add more traffic to those roads? We have to ask that question."