

Just 109  
uLez days  
to go

# Greater London Transport Newsletter

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\* 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 not getting at Imperial College’s website: [London Air Quality Network Air Quality Forecast for London](http://www.abdlondon.uk/gltm.htm)

## Transport bosses plan for Tory victory

GTLN  
Exclusive

A SHADOWY TRANSPORT FOR LONDON forward planning strategy unit is holding secret advance discussions to consider plans should a conservative party victory elect Cllr Susan Hall AM as mayor of London on May 2nd, *Greater London Transport Newsletter* can reveal. Hall has publicly pledged to switch off outer London’s “uLez expansion on day one” of being elected.

TfL’s crafty strategists suggest three options. The first two resist the election mandate Londoners could give Hall by publicly objecting to switching off outer London’s uLez expansion — north and south circular roads A406/A205 to the greater London frontier — on grounds of it being an “unfunded tax cut” reducing London Transport’s revenue. A third option discussed is to switch off inner and outer London uLex — but only for cars registered in London.

Not prepared to accept Londoner’s ballot box decision, **Option One** is to paint any uLez switch off as reducing London Transport fares’ subsidy pot and so needing a fares’ increase to make up the shortfall. Or severely cut services. A campaign of “public awareness” would draw parallels with former Tory Prime Minister Liz Truss’s disastrous plans to arbitrarily cut taxes, says a marginal scribbled note. That resulted in a 2 percent hike in bank base rates coinciding with Federal Reserve’s 2 percent increase in American rates. The public campaign would feed into labour’s national election narrative that fare increases are a “further savage twist to the cost of living crisis”, another marginal scribbled note adds.



Tory mayor hopeful Hall and Transport Minister Harper outside London Transport’s former head office on the occasion of Government’s final £250 million payment to Transport for London — a £6.6 billion Covid and capital projects subsidy

At November 2022’s City Hall budget meeting, TfL’s board were forced to admit they plan a £204 million annual recurring deficit. If a Tory mayor is elected next May TfL’s **Option Two** is to say that deficit was agreed with Dept for Transport as part of its overall £6.6 billion subsidy signed off by conservative transport minister Grant Shapps, and current Minister Mark Harper. Transport bosses will claim the agreement is legally binding. During hustings, labour mayor Khan will continue to justify a pan-greater London uLez as vital to meet Government demands for year on year reductions in air pollution. Despite there being just 87,000 (3.6 percent) of vehicles seen daily as non-uLez compliant — a TfL figure Khan claims credit for on national media resulting from his two uLez expansions. DVLA statistics show the lower numbers are due to older vehicles’ reaching end of life.

Reform UK’s mayor candidate Howard Cox (69) has pledged to switch off all uLez “from day one” but the minority party has little hope of producing a London mayor. It claims an increasing national poll standing to “over 10 percent”, but still falls far short of Hall’s position. Every vote Cox receives will be one less for Hall, who’s up against a 17 percent labour national lead, only reduced by London’s “uLez effect” of 3 percent calculated from home counties’ local council results in May last year.

Latest figures show £57 million a month demanded by TfL from London motorists in tolls and fines. But fearing a political backlash next May — akin to Uxbridge & South Ruislip’s surprise Tory byelection victory — TfL’s forward strategists are considering **Option Three**: switching off both inner and outer London’s uLez but only for cars registered to London residents. Goods vehicles’ low emission zone, central London’s 8 square mile uLez and congestion charge areas would keep operating. uLex tolls and fines would then only come from vehicles registered outside greater London. And democratic mandates — whether a Tory win or labour fearing Khan’s power loss — would be respected. This option would bring London into line with other UK and European cities that use ANPR cameras to ensure residents aren’t penalised by clean air zones because of where they live.

### Inner London Conservative Grass Roots demand Policy Shift

Susan Hall (68) a former leader of outer London’s Harrow council, is coming under increasing party pressure to change her uLez election pledge to add switching off inner London’s uLex — from the original 8 square mile central London area boundary out to north and south circular roads. The Tories campaigned on the issue in May 2021’s mayor elections but was defeated so allowing Khan to introduce his first uLez expansion from central into inner London.

Inner London Tories say up to 174,000 votes could be added to Hall’s greater London total (calculated on May 2021’s 41 percent turnout) should she decide to support inner London’s motorists. Grass roots say those votes risk being lost to Reform UK’s Cox who’s repeatedly said there will be no “electoral pact” with the Tories. Bitter inner London association chiefs complain that London Conservative Party policy is voted on and is for all greater London, not just for well-to-do outer London leafy suburbs.

\* Manchester (Lab) is set to revamp its Clean Air Zone (CAZ) plans in June having seen a huge public outcry last year. Instead of charging residents, the mayor proposes an “investment-led” scheme — owners of non-compliant vehicles will be offered funding for upgrades. The city’s latest proposals have gone to Government for approval. Labour-controlled Reading and Leeds have decided not to introduce CAZ schemes — both note a natural reduction in air pollution as older vehicles reach end of life. Bath (Lib Dem), Bradford (Lab), Glasgow (SNP), Newcastle & Gateshead (Lab), Sheffield (Lab/Green), and York (Lab) have introduced CAZ schemes but without penalising their own residents.

Former Lambeth councillor and prime minister Sir John Major had a word for them. See over...

## 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.



7.1 MPH is the average traffic speed in central, 12.5 in inner, and 19.3MPH in outer London

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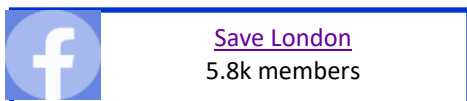
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**GLTN Comment**



## Two Faced Tories



Here's the two faces of politicians conniving to inflict road user charging aka pay per mile on London's 9 million population. Without their democratic ballot box permission.

Former Harrow Council and greater London assembly Tory group leader Cllr Susan Hall AM tries to become mayor of London in May with one uLez hand tied behind her back



Former Minister for London and member of Parliament for Sutton & Cheam Paul Scully deliberately kept off central office Tory list of candidates for greater London grass roots selection of mayor candidate

They tell how "terrible" uLez is, but in reality need the tolls and fines to continue. Despite fighting a valiant campaign against uLez



expansion to north and south circular roads in May 2021, Tories only pledge to switch off outer London's uLex expansion to the greater London frontier if Hall is elected this May. Leaving inner London languishing under a £12.50 midnight to midnight toll scam that's proven nowadays to have nothing to do with public health.



Dept. for Transport strategists know full well there's not enough votes to push Hall over the line to become mayor and her forcing any uLez switch off. Craven ministers are seen as just fronting up their senior civil servants' bidding.

Current Minister for London and member of Parliament for Chelsea & Fulham Greg Hands suddenly parachuted into London minister role November '23. Ignores grassroots demanding to know why switching off uLez isn't Conservative Party policy for inner London



While there's still pollution "hot spots" to cure in the original central London 8 square mile uLez zone, only a few are found nowadays in inner London. With mayor Khan claiming 96.4 percent of all London's vehicles now meeting uLez exhaust emission rules, nowadays there's no need for pan-London uLez surveillance.

Lower receipts of vehicle excise and fuel duty (53p/litre) plus VAT are reducing exchequer flows that had totalled some 1 percent of gross domestic product. Motorists are switching over to electric powered vehicles. So the State needs to use the uLez camera network to implement road user charging aka pay per mile to regain the revenue stream from captive motorists. With all the dangers collection of Londoners' personal travel data inevitably involves.

Hall promises not to implement road user charging — well she wouldn't she? She won't be elected. But being a compliant senior party appointee doing the State's bidding, she'll be rewarded: "Arise Baroness Susan Hall of Harrow AM!" a prime minister's honours' list will call. May 2021's Tory mayor candidate is now Baron Shaun Bailey of Paddington AM.



Two sincere smiles. Former transport secretary Grant Shapps (left) gave Khan the nod to inflict uLex on inner London. Current Minister of Transport Mark Harper who tells anyone who asks that uLez can only be removed by "Khan being voted out of office"

