

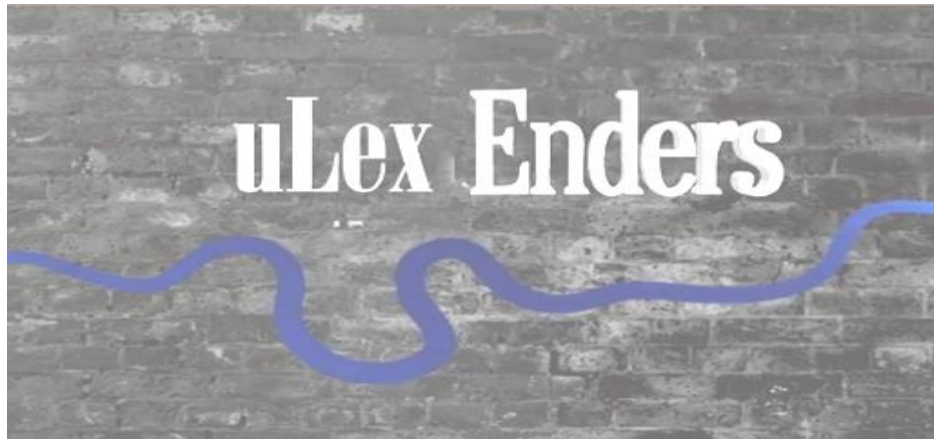


Greater London Transport Newsletter

Bumper 18-page Halloween & Christmas Issue!



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25th November 2021 vol 1 issue 4



3.8 Million Londoners Sold dahn the River

Dateline: Monday 25th October 2021. A date that will go down in motoring history as Red Flag Monday. Not since the Locomotive Act of 1865 have London’s drivers been made to suffer such a draconian law. The uLez expansion of 132 sq miles has got to be one of the most disgraceful political acts ever to have been inflicted on Londoners resident inside the north and south circular roads. And on drivers from outside who’ve had their 165,500-signature petition ignored by the GLA, and the 25 London authority elected members — nine of them Tory. Some 110,000 vehicles will be banned. Or forced to pay spy camera-fines bringing into TfL coffers some £1.4 million daily. This labour mayor is bearing down on the poorest — those least able to pay the so-called “polluters’ fine”, update or upgrade their car.

From one minute past midnight, it became illegal to escape Transport for London (TfL) cameras out from or into the mayor’s new north and south circular A205-A406 “Red Wall” without paying £12.50 if your engine doesn’t meet TfL’s diktat. Disabled blue badge holder? The mayor doesn’t care. Needing to go to a non-NHS hospital appointment? You can’t get your fine back. Driving on low-polluting (BioLPG) Liquefied Petroleum Gas — now a zero carbon monoxide fuel? Your protests are ignored.

If you don’t pay up by end of the following day then the fine increases to £17.50. If you then don’t pay up in three days the fine increases to £80. If you don’t pay up in 14 days the fine increases to £160. If you don’t pay up in a month or so, then bailiffs come knocking who’ll have powers to seize your car and any other assets you own to satisfy the Court plus costs that could treble the fine. You could find yourself in contempt of Court — an imprisonable offence. All the while losing entitlement to the personal liberty of independent travel. All based on craven worship before the false god of air quality. **Leave it aaaaahht!**

++STOP PRESS++ 30 day Amnesty Refused ++STOP PRESS++STOP PRE
Central London’s uLez eight square mile area started on 8th April 2019. During the first 30 days offenders were posted a once only no-fine warning letter. But information reaching *GLTN* as we go to press reveal TfL started issuing uLex fines from Red Flag Monday 25th October day one sightings.

Tory group leader Susan Hall AM told *GLTN*: “The mayor should forgive drivers for crossing uLex boundaries that now bisect 14 boroughs. Londoners are struggling in the aftermath of the pandemic. A first one-month fines’ amnesty would give time to adapt.” Challenged at celebrations marking the uLex launch the mayor just laughed: “If there was an amnesty I wouldn’t tell you would I? Otherwise no one would pay the fine!”

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

*Editor: Richard Town, former GLC member
Bexley, Erith & Crayford*

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COP26 Coven Convenes

As 25,000 delegates jetted in from around the globe believing their impassioned hot air will limit human-induced global warming to a 1.5°C increase, Russia's president Putin and People's Republic of China president Xi Jinping were absent. And India only committed to net zero by 2070.

Those three countries are the world's top polluters contributing some 46 percent of the world's carbon emissions. UK's contribution to global warming is less than one percent. But has valiantly committed to achieving net zero by 2050. A 2.2° global warming increase is expected, a 2.7° is predicted without COP26 agreement. Experts warn of catastrophic global weather and environmental changes at that increase.

Proceedings were opened by Prince Charles who must've been surprised to be there having in 2009 given us only eight years to save the world. Three years after the world had not ended Chazza took an £82,000 private jet trip to the delightful Swiss town of Davos in order to speech on climate change to the World Economic Forum. More of the best wines, food, and hotels paid for out of our compulsory taxation taken under threat of imprisonment.

Former Tory London mayor now Prime Minister Boris Johnson attended the Glasgow coven together with the current London labour mayor. They could've attended via Zoom tele-conferencing but believed it better to be there in person so anxious were they to personally bask in beams of adulation from other world and major capital city leaders as they point with pride to how they've bossed their own populations about. Their ego knows no bounds. London's uLex is a world's first. It's a world's first for a reason. It won't work.

The green lobby and those hoping to gain political favour will continue to virtue signal their righteous beliefs dancing around mass media cauldrons. The more militant factions are not green at all. They're just using green issues to try and stop a London post-pandemic recovery needing good transport links, uninterrupted free-flowing road infrastructure, and 21st century traffic management methods.

Front organisations such as "Mums for Lungs" (yes, really!) and other dodgy groups with a website claim London motorists are killing us all. Meanwhile London's mayor causes embarrassment claiming 4,000 Londoners have died prematurely due to London's "toxic" air. Which isn't. And doesn't cause respiratory conditions. Except if you're a miner.

Mayor Khan claims there are 500,000 asthma sufferers in London — in the same breath castigating London motorists for motoring — a barrister's trick of performing adjacent sentence meaning association in the mind of the listener. Not once did he ask in his impassioned speeches why, if suffering a serious life threatening or life changing respiratory disease, are those patients still living in a metropolis. That's the Grenfell response: stay in your homes and die early.



Road Pricing is the Real Agenda

There is a sub-plot at play. Emily "Airhead" Maitliss's presentation on BBC *Newsnight* gave the game away. We now know that road pricing is firmly on our ruler's agenda. Both from centre left and centre right political parties.

That's consensus politics. A one party corporate state with only minor changes of emphasis available for electors to choose from at polling booths. Ask yourself why it is that uLex isn't also being policed by existing patrols and systems of civil enforcement officers? We know they can. Parking attendants have already taken over TfL's red route ticketing duties. We know they can because TfL tell us a quick entry of your registration number into their website's database will identify whether or not your vehicle meets uLex's (Euro4 or Euro6 for diesels) permitted engine type.

So why does TfL need a further 350 ANPR cameras at the junctions of the uLex area and residential roads, plus another 400 hidden inside the 132 square miles with a total spend of up to £130 million? All without

Government permission to spend. Has Transport Minister Grant Shapps been instructed to look the other way by number 10 on TfL's extravagant camera spend? It seemed barred by paragraph 29 of his own £1.08 billion grant letter. Questions about that amount have not been asked by conservative group GLA members although prompted to do so. The same Tories that six months ago bravely went to the polls promoting a no-uLex manifesto. The Tories are now charged by Londoners to hold the mayor to account. But seem strangely muted.

Strategy Can win this War

The great greater London area conservative party, once a home for radical right thinking through its Conservative Political Centre's constituency nominees connecting party faithful with Government ministers, has long since gone. Like the other two main political parties, grass roots nowadays only have restricted input into policy. In the new corporate state we can't have individual party members suggesting policy. They might come up with leaving europe. Or stopping immigrants with a criminal record entering UK. Or even legalising CB radio or pop pirate radio stations. What if they demanded de-nationalisation and privatisation of nationalised industries? Or the BBC? Where would it all end?

The re-election of a labour mayor in May despite brave no-uLex Tory manifesto pledges saw the nomination of Susan Hall AM as their nine-member group leader. Hall was first elected to Harrow Council in 2006, becoming its leader in 2013. Then lost power a year later failing to contend with a hung council. May's GLA election gave a 1.6 percent swing to the Tories over 2016's result. If the total number of votes cast for uLex is compared with the total cast against — plus votes for two minor parties that were also against — then this mayor has no mandate to introduce uLex at all. Despite him telling everyone on election night that "overwhelmingly" he had. On this aspect, the Tories also remain silent.

It's My View... Susan Hall conservative group leader, London-wide greater London assembly member writes:

If Sadiq Khan was serious about tackling air pollution in London, he would be helping Londoners to scrap their older vehicles – not endangering their livelihoods by expanding the Ultra Low Emission Zone. (uLex)

uLez has expanded. Over half a million drivers could be hit by the charge. The new zone spans up to the north and south circulars – that's 18 times the size of the existing area. With a fifth of Londoners driving non-compliant vehicles inside the zone, few will be able to avoid Khan's latest driving tax.

If you have no choice but to drive to work, like many tradesmen and shift workers in the NHS or emergency services, you'll be hit. If you drive to the shops, take your kids to school, or help sick relatives get to hospital appointments, you'll be taxed. And if you live inside the zone with a non-compliant vehicle, you'll be charged every day you use your car.

No one wants dirty, polluting vehicles on London's roads. But what Khan fails to understand is that Londoners driving them are those who will struggle most to replace them. They're not a bunch of petrol junkies driving around unnecessarily to pollute our air – but ordinary Londoners who rely on their vehicles and can't afford to buy a new one.

Nothing was more insensitive than the mayor's advice to struggling Londoners that "you don't need to buy a brand-new vehicle, you can buy a second-hand vehicle". Not only was it patronising, but he also failed to recognise the soaring cost of pre-owned vehicles. As Britain unlocked a record number of people are seeking second-hand cars, causing the average asking price to rocket by 15.2 per cent. For struggling Londoners, the mayor's quick fix is out of reach.

But let's also remember the mayor's timetable for expanding the uLez charge. Londoners were supposedly given three years to prepare for the expansion. However, that's not happened due to the pandemic. It's absurd to think that businesses bought new fleets of vehicles when their doors were closed and staff on furlough. No family bought a new car when they were worried about their livelihoods and told to stay at home. Yet, only three months after lockdown restrictions ended — hopefully for good — Sadiq Khan has ploughed ahead with a new £12.50 a day driving tax.

Londoners haven't had time to recover from Covid let alone prepare for uLez expansion. That's why the mayor must delay his plan until next year if he won't drop it altogether. If Khan did so, many struggling Londoners would sigh with relief and feel the post-pandemic squeeze loosen. Now is simply not the time to be hiking road charges on those who can least afford them.



Sadly, the two uLez scrappage schemes for vans and heavy vehicles closed last summer leaving small businesses and sole traders with no help throughout the pandemic to prepare. Whereas the only remaining scrappage scheme for cars and motorcycles is too narrow. That scheme is supposed to help low-income and disabled Londoners, but it only pays out to those receiving certain benefits – excluding thousands of workers who can't afford uLez charges or a new vehicle.

That's why the conservative group on the London assembly has called on the mayor to use £50 million from City Hall's business rate reserve to invest in scrappage schemes. This sizeable investment would allow for the two closed scrappage schemes to be re-opened for sole traders and small businesses. And it would enable the mayor to offer grants to Londoners who earn less than £30,000 a year to scrap their non-compliant cars and motorcycles like Birmingham City Council does. Our plan would not only throw thousands of Londoners a lifeline but speed up the removal of polluting vehicles, further tackling air pollution.

Sadiq Khan may have forgotten it but he still has a duty to help Londoners prepare for uLex. He can't sit back with money idle in a City Hall bank account while his policy slaps thousands of drivers with a whopping bill.

I urge the Mayor to listen to people's concerns, consider turning off uLez expansion now, and adopt our plan to help Londoners ditch their polluting vehicles – and avoid punitive charges.

(this article first appeared in Conservative Home 22nd Oct)

Oh no he isn't...! Oh yes he is...!

The pantomime season's here so bidding for London's next transport subsidy has begun. Existing Government subsidy of £1.08 billion expires 11th December fulfilling promises that London Transport would still be supported during the Covid pandemic.

29. Should the Mayor choose to amend his existing plans to extend the ULEZ boundary from 25 October 2021 these will have to be paid for without recourse to Government funding and without recourse to additional borrowing, savings, service changes or deferrals.

Minister Grant Shapps's 1st June TfL funding conditions letter paragraph 29

Quizzed in June by GLTN as to this paragraph's deliberately imprecise meaning, the Minister's office eventually responded late-August pointing to Transport for London (TfL) being independent of Government and free to set its own spending priorities. This Tory Minister seems to have washed his hands of the uLex debacle as long as his grant isn't used to fund it. So no conservative support for affected Londoners from a Tory Government either.

Questions asking where the £130 million for TfL's extra cameras has come from posed via GLA Tory members have not even been tabled, let alone answered by the mayor.

We told you so...

Warnings previously published by *GLTN* that block uLex exemptions would be granted by TfL for part of the authority fleet, have come true. London fire brigade is a functional body of the Greater London Authority. The mayor sets its budget — £405.4 million for 2021/22 — approves the London safety plan, and can direct it to act.

This from a reply to a mayor's question reference: 2021/2743 asked by London-wide Green member Zack Polanski AM: *"London fire brigade (LFB) has signed a memorandum of understanding with Transport for London that waives uLez charges until 30 April 2022 on a small percentage of their fleet to support LFB's vehicle replacement schedule. By April 2022 only 13 vehicles will be non-compliant."*

Perhaps a "memorandum of understanding" could be signed between TfL and Londoners affected by the unnecessary 132-square mile extension of uLez to support affected families "vehicle replacement schedules"?

There has been no objection or even comment to this internal favouritism from the nine strong Tory opposition on the GLA.

Young Newly-Weds First Home dreams dashed by TfL's £24,000 fines shame

A young couple from Jersey have been hit by nine fines for driving their camper van in London. Transport for London (TfL) had classed it a diesel commercial vehicle so breaching the mayor's low emission zone rules.

Sasha Ogden and Freddie Mayhew, both in their 20s, had just moved possessions from Jersey into their newly-bought home when fines and threats started to arrive at Sasha's former Jersey address. The camper was spotted on the A316 east of Sunbury between April 30th and June 10th. Not until August did the couple realise their 2010 diesel Nissan NV100 was racking up fines. And fines for non-payment. Each now stands at £2,000 increasing to £3,000 if not paid. Last month saw another threat from TfL saying the debt would be County Court registered if not paid within 14 days.

Freddie told a *My London* reporter: "We can only pay the fine by selling our new flat". TfL say the couple "should be charged only reasonable and appropriate fees". This well-paid stony-faced public relations person refused to be drawn on how "reasonable" the original fines were.

What are you Stirring in your cauldron Susan?

It's a strange construction: mayor's office, strategic departments of London government, and a greater London authority to administer it all under a minimum of democratic control via 25 elected members of the greater London assembly plus a directly elected mayor.

Fourteen assembly members plus the mayor are elected using political party nominations on a cross-borough basis giving each of the multi-borough wide members a "super constituency" to represent. Minority parties were expected to provide valuable alternative policy input that standard first-past-the-post elections ignored. This comes from an innovative proportional representation election system that offers electors three ballot papers. From second choice votes 11 of the 25 members elected are termed "London-wide". But five percent (114,000) of ballots cast were deemed spoilt due to voter confusion over this second choice system. This cut-down proportional representation arrangement is set to be ditched for first past the post at the 2024 election. It'd previously given a veneer of democratic respectability to openly fascist London-wide members that Sir Oswald Moseley and his 1930s black shirts could've only dreamed of.

This attempt to re-construct a strategic London authority was designed to avoid building a "son of greater London council". The GLC was abolished by Margaret Thatcher's Government in 1986. Under previous Tory leader Sir Horace Cutler — a former leader of Harrow borough council — the GLC proved it had lost its way. Sir Horace lost the 1981 GLC election heralding in spartan hard left Ken Livingstone. By 1985 Leninspart proved that the GLC had lost its marbles. London's transport key routes had virtually ground to a halt with hard left-controlled inner London councils inflicting local traffic measures designed to deliberately inhibit smooth traffic flow so advancing their war against "capitalism". The prophetic vision of Modified Greater London Development Plan without motorway boxes came true. Central London became gridlocked with air pollution inevitably rising.

May's election resulted in nine conservative, 10 labour, three green party, and two liberal democrats being elected. The labour mayor has no vote on the assembly. 2016's election result allowed the number of labour party assembly members to effectively block any formal assembly criticism of their labour mayor.

The assembly's construction avoids set speech and pompous status of the old greater London council. The GLC had its own money bill procedure that couldn't be voted down in Parliament. Livingstone used the GLC as a powerful media tool against Parliament and the radical right policies of Thatcherism.

Conservative group leader Hall has remarkably forged an "unlikely alliance" of her nine Tories with the three greens, and two liberal democrats to ensure, unlike the previous administration, this labour mayor is not left to mark his own homework by labour GLA members voting to protect him. But he still tries to hide behind his red wall when in difficulty. He's now open to critical opposition scrutiny although that appears strangely muted. So instead his office seeks to censor from debate mayoral questions that can't be answered in a self congratulatory "aren't I wonderful?" tone. Such an alliance has its price.



The chairperson of the transport committee is Caroline Pidgeon MBE AM a London-wide liberal democrat. The Lib Dem's transport election manifesto for May's elections promised to "scrap the polluting £2 billion Silvertown road tunnel project; introduce a smart and fair pay as you go road pricing system; and invest in green transport, new cycling routes, extended tube lines..."

On road pricing the party's frank and open: "Liberal Democrats will replace London's arbitrary system of multiple road use charges with a single smart and fair pay as you go road pricing system. Drivers would be charged based on how much they drive, how much pollution they create - with fair exemptions and discounts for special needs and work use. This will clean up our air and raise funds for our public transport network in a fairer way than the congestion charge."

No Lib-Dem opposition to uLex there. Rather a justification of the extra 750 cameras being deployed. Hall's too-little-too-late update of her Tory group's anti-uLex stance, plus nominating a Lib Dem to chair the GLA's transport committee, shows GLA Tories appearing to support introduction of road pricing in London.

His ego leaves its own Carbon Footprint

You've gotta hand it to the guy. As a self publicist, the mayor's a natural. Especially with a £1 million per year professional press office of shrills behind him pushing ever compliant media. He's already claimed an "overwhelming mandate" for uLex when there was none; claimed the mayoralty of London when he only took power with second preference votes i.e. those that didn't vote for him as first choice; he even rides around London to exercise his dog in the park in a three-car Special Branch bodyguard detail mimicking the United States president in Cadillac One and entourage — his hybrid VW people carrier referred to as "London One".

Former mayor hard left Ken Livingstone took (and loved) the tube. Former mayor centre right Boris Johnson cycled (and started the successful Boris bikes scheme) to work. Surely there are limits? Apparently not. *Evening Standard* writer in sycophantic residence, between delicious COP26 coven canapes and quaffing an agreeable Chardonnay, managed to breathlessly report mayor Khan's new role as chairperson of C40 representing 97 worldwide "core" city members. In case you don't know what C40 is, it's a "global network of city mayors taking urgent action to confront the climate crisis and create a future where everyone can thrive." Yet another coven with business class jet jaunts, fine food, and pleasant accommodation all thrown in. Obviously this is a punishing role that begs the question: who exactly is now going to run London — the job Londoners elected him to do just six months ago — the London mayor now having to carry the heavy burden of an international statesman's assignment? A question that an investigative reporter could've asked. But didn't.

London Transport buses ~ for Glasgow

Falkirk-based Alexander Dennis factory has already delivered some 550 electric buses to London, and a further 400 are on order. But nowhere does London Transport say which existing diesel or hybrid buses have been replaced, where they've gone, and at what cost of not completing their predicted London-service lifespan.



Ten of London Transport's latest zero-emission buses being used to ferry the 12-day COP26 coven delegates to a VIP event at the Kelvingrove Art Gallery, courtesy of London mayor. When they should've been carrying Londoners around London. It's not known whether they were hired out for the 12 days, and if so on what basis. Questions that Evening Standard could've asked. But didn't.

gla calling... gla calling...

How they Propagandise the War Against the Motorist

The drip-drip feed of anti-motorist propaganda that would've met with approval from Joseph Goebbels continues in much of London's media. Only ultra-professional journalists remain unassailable. But even those hacks are hemmed in with editorial directives that restrict their freedom to broadcast or report views against their audience's ingrained beliefs.

This writer was taught by old timers at the London College of Printing. Taught to feed the prejudices of the reader: "write them what they want to read" one ex-*Daily Mirror* hack lectured. "There's no point extolling the virtues of free enterprise to a trendy leftie *Guardian* reader," another intoned. *Evening Standard* likes to portray motorists as self-



ishly driving sports utility vehicles. This cartoon vehicle is shaped much like a Land Rover Discovery 4x4, surely a danger to all mankind. Especially with its exhaust belching out black smoke as if they all do. No subliminal propaganda message there then.

Fortunately, in the rush to editorialise, *Evening Standard* commissioning desk had unwittingly confirmed what *GLTN* has been saying all along: the use of an original manufacturer-declared Euro engine specification (Euro4 made from about 2005 for petrol, Euro6 from about 2015 for diesels) does not guarantee the quality of exhaust gasses output from that engine today. So Transport for London's none the wiser as to whether a vehicle they choose to allow as meeting their uLez engine diktat is or is not smoking on the road today. C40 please take note.

TfL's laudable aims don't have much technical merit behind them. Now chairperson of international C40 convention the mayor trumpets to the wide-eyed 97 city mayors keen to know how he's implemented uLex. Oh no they're not. They're keen to know what mistakes to avoid. Number one is to take your population with you. This mayor has caused London's population to be sullen and resentful when they could've been part of a great clean air crusade.

Mayor needs Three Cars to Exercise his Doggie

Fearless LBC shock 'phone-in jock Nick Ferrari reports the mayor being seen in a three-car cavalcade consisting of Volvo estate, petrol-electric hybrid VW people carrier referred to as "London One" that contained him, his wife, and his dog. And a 5 litre petrol armoured Special Branch Jaguar V8 Portfolio with security detail of five officers. The journey transports mayor and wife to walk their dog in Battersea Park — 4½ miles from the mayor's home in Tooting.



The drive takes 25 minutes by-passing Clapham Common. The mayor lives close to Tooting Common but apparently those parks aren't good enough for the mayor's pooch.



Association of British Drivers policy director Brian Gregory interviewed on air said: "This is arrogant hypocrisy when the mayor blames motorists for air pollution that he claims is killing Londoners."

Invited to answer why three cars were needed to transport the mayor on his nine-mile doggie jaunt Police Commissioner Dame Cressida Dick would only say: "Police will not comment on security matters". *GLTN* understands six motorbike Rapier outriders are also available if requested.

Mayor & greater London assembly Tories turn their heads away from 165,400 uLex petition

A petition calling for a halt to uLez expansion up to the north and south circular roads has been refused by the mayor's office on a technicality. And GLA Tory opposition members have failed to bring this to public attention. Or force the mayor to re-consider.

Stop Mayor Khan's ULEZ zone extension to the North & South Circular roads in London



165,432 have signed. Let's get to 200,000!

At 200,000 signatures, this petition becomes one of the top signed on [Change.org](https://www.change.org)!

Sanjeeva Karunaratne signed 5 hours ago

Chelsea glass signed 5 hours ago

First name

Last name

The petition was set up over three years ago by Essex resident John Wyszomierski. He points out he's affected by the charge but had no say in May's London elections. "This a stealth tax and has nothing to do with air pollution," he told *GLTN*. "It'll price working Londoners off the roads." The petition was first submitted directly to the mayor's office three years ago. It was answered by a web reply slipped out quietly designed to avoid attention. The reply contained the usual pseudo-medical babble telling us how we're all going to die. Here's just a flavour — with obligatory child mention — from the last paragraph:

"The Mayor is introducing the ULEZ to help protect children from lung damage, reduce the risk of breathing illnesses and heart disease in adults, and improve the health of people exposed to the highest levels of pollution. The ULEZ will reduce harmful road transport exhaust emissions across London. This will help London meet legal levels for air quality and make the capital an even better place to live, work and visit."

This year's May elections saw a brave Tory manifesto commitment to abandon uLex if elected. So there's been only six months from that election date until uLex's Red Flag Monday — a time that should be extended to May next year according to leader of the GLA conservative group Susan Hall AM, but not policy-announced until last month.

After the Tories May election defeat the petitioners numbered over 165,000. It was then bought to the attention of Keith Prince AM, conservative transport committee deputy chairperson, by *GLTN*. And a question to the mayor was tabled. Prince at first batted the question away explaining that the petition's web-site host, California-based *change.org*, could not divulge email addresses of signatories due to strict U.S. state data protection laws. So the petition couldn't be presented to the assembly without those proofs. Although *GLTN* was promised this administrative difficulty could be overcome, nothing else was done until eventually Prince replied September-end having sought senior political guidance:

"As you're aware, the Mayor has no known plans to extend ULEZ to the M25, nor would he have any power to do so. In addition, whilst it's quite possible that he would like to expand the ULEZ to the greater London boundary, he has never said anything to that effect. Baldly stating that he plans to extend to the M25 undermines the whole petition. In addition, whilst it's possible that the ULEZ expansion will lead to other cities copying the concept, calling for people who live nowhere near London to sign up because this "WILL" happen is a step too far. It undermines the argument and the value of the petition as a tool to criticise the mayor."

Knowing that the mayor could be heading for criticism in his handling of the biggest petition ever to oppose a mayor's flagship policy in the authority's 16-year history, his public information unit hid behind their 2½ year-old reply: "The Mayor responded to this petition already. Please see this link..." *So round and round it goes, where it stops no body knows. What is known is that petition's signatories have been failed by the mayor, his office, the greater London authority, and the protection of elected London assembly Tories.*

COP26 causes Traffic Congestion & Glasgow Air Pollution hike

Fine wines, best food, and a free London Transport bus ride to and from Glasgow's prestigious art centre courtesy of mayor Khan delighted COP26 delegates as they dined amongst some of Scotland's best art and museum exhibits at the Kelvingrove Art Gallery.



Well known climate activists Leonardo DiCaprio and Stella McCartney flank Prince Charles at COP26 banquet

The glittering reception, hosted by former London mayor Prime Minister Boris Johnson, needed a security ring of steel in preparation for the COP26 world leaders' coven. High fencing, security bollards, and a large number of police officers patrolled the perimeter.

Kelvingrove had been closed to the public since October 27th remaining closed until November 15th "to support delivery of COP26," it said. Kelvin Way, part of Dumbarton Road, and Argyll Street were closed to traffic. Glasgow City council advised of severe congestion in the west end as those roads are alternative routes because of the Clydeside Expressway being closed.



Real protesters get Police kettled as the great 'n good nosh inside

gla calling... gla calling... gla call... ASA Brush Aside radio advert Complaint

The Advertising Standards Authority (ASA) has completed adjudication into *GLTN's* complaint against the mayor and Transport for London following transmission of a series of radio 'info-mercials' heralding in uLex fielded before May's elections. Three of the parties standing had declared manifesto opposition to labour's uLez expansion plan. The cut-off date stopping all adverts was held to be 30th March beyond which transmission during hustings was banned.

Keith Prince AM deputy transport committee chairperson sought clarification as to whether the mayor was mentioned in the advert's script. Because Khan wasn't mentioned personally — only the mayor's office — the adverts' cost couldn't be added to the mayor's election expenses.

The ASA explains:

"We must take into account claims within the context of an ad in which they appear as a whole. An ad is classed as misleading if it causes an average consumer to make a transactional decision that they otherwise would not make. An 'average consumer' is someone who is reasonably well-informed, reasonably observant and circumspect.

"The message is to announce a change to the ULEZ and encourage listeners to check their vehicle online. As part of its message, the ad states "...if you drive an older, polluting car, light van or motorcycle, then you may be affected".

"There are no terms within the ad that suggest that older vehicles are definitely problematic, or that any action should be taken, other than for listeners to visit a website. It advises that drivers may wish to check their vehicle's status, by searching "ULEZ 2021". Full information about the ULEZ expansion is provided on the TFL website resulting from the search."

There's much to be learned from the judicious use of a comma between "older" and "polluting car, light van or motorcycle". When written, the categories form a list. But when spoken they're heard as "older polluting car, light van..."

Such is the skill professional script writers employ knowing what they can and what they can't get away with.



Berlin's K102 medium wave radio and television tower. From where even in death, propaganda minister Joseph Goebbels's script directed Dönitz to lie to the defeated German people that Hitler had died "fighting 'till his last breath against Bolshevism". There's of course no connection between socialism and national socialism

"Mayor Applauded by Delegates after telling he'd Refused Demands to Delay Expansion"

That's how *Evening Standard* headlined the mayor's speech graciously accepting being chairperson of C40, another international coven of 97-cities pledged to halt climate change. "An audience of city mayors applauded him as he told how he'd ignored 'loud voices' and pressed ahead with expansion of uLez. 'It was too important to delay because it's a matter of life and death,' said the mayor", as the paper again reported faithfully his embarrassing mantra that unless his policies were followed we're all going to die. *GLTN would've reported "loud voices" after May's labour poll win if heard. A lack-lustre opposition only probes the awful uLex reality. Sorrowful shakes of the head, and sighs into middle distance replace the required "loud voices" of Tory defiance.*

Save the Polar Bears

Now COP26-fired up to save the world, it's worth looking at traffic-induced pollution gases. And targets for them.

This is the half of London's air pollution *not* caused by wood burning stoves, construction, air, rail, river transport, gas-fired central heating.

A new zero emissions' electric car equivalent to a current model fossil-fuelled family saloon costs around £40,000. Always assuming you have the facility to charge it — flat and terrace home owners don't. Less for a more practical hybrid. Even less for a uLez-meeting fossil fuel car. But that won't save the planet.

Having had your heart strings tugged by TV images of a polar bear family stranded on an ice floe courtesy of World Wildlife Fund, you'll be relieved to know polar bears continue to defy extinction predictions. Numbers have risen from an average estimate of 10,000 in 1960 to at least 25,000 now. Al Gore's pleading book *An Inconvenient Truth* is wrong, but a best seller.

Carbon Dioxide v Temperature in 20th-21st Century

1910 to 1945 saw global average temperature increase by 0.4°C, but accompanied by only a 10 parts per million (ppm) increase in atmosphere CO₂, and Arctic temperature increase by 1.6°C. Little or no warming occurred after 1945 until 1980 to 2018, when there was another 0.4°C increase accompanied by a 97ppm rise in atmospheric CO₂. Either CO₂ was 10 times more powerful during 1910 to 1945, or the warming was mostly natural. Half of the 21st century temperature increase so far is due to the natural phenomenon known as El Nino.

Nitrogen Dioxide in Dramatic Fall

Data published by the mayor's office in October last year showed a 97 per cent reduction in the number of state primary and secondary schools located in areas exceeding legal pollution limits — from 455 in 2016, down to just 14 in 2019. And a 94 per cent reduction in Londoners living in areas exceeding legal limits for nitrogen dioxide. (NO₂)

WHO Targets replace European pollution limits

By the time the mayor's London Environment Strategy was published in 2018 EU legally-binding pollution levels had been replaced by 2005 World Health Organisation levels in his data. (see GLTN last issue p10 for chart) And used as a prop to justify uLex.

Instead of recognising the contribution the original eight square mile central London uLez area together with that same area's congestion charge had made to reducing traffic-generated airborne pollution, the mayor deceitfully moved the goal posts. All the while implying that new WHO limits were also legally binding — and any levels found outside those figures were "illegal".

The assembly's opposition fell for that ruse, such was their silence on this deception as with so much else that's disingenuous coming from this mayor. NO₂ targets from WHO were unchanged from EU levels.

The mayor has mentioned *sotto voce* the two previous mayors for recognising central London traffic chaos-caused health problems. But refuses to credit advances in vehicle technology beyond Euro4 and Euro6, take up of electric and hybrid vehicles, council, bus and coach, and other services moving to zero-emission fleets (but trumpets his own), the low emission zone stopping commercial and HGV vehicles with a £100 fine, and the Covid pandemic-induced 14 percent drop in commuter traffic. He claims reductions in London pollution levels are all down to him. Such is the power of this warlock's wand!

Particulate Matter matters

These pollutants, mostly coming from diesel engines, are also steadily in decline. WHO maximums are about half of the EU's. PM_{2.5} (fine particulates) are considered to be the most damaging respiratory threat — 10ug/m³ as against the EU's level of 25ug/m³ annually allowed. The mayor will only admit to "areas in outer London have moved within the WHO limit." Previous figures showed London already within EU-mandated PM₁₀ and PM_{2.5} levels.

Another shocking Goebbels-style Kids' Propaganda pic used for London mayor's Official Report



This shocking misuse of public funds shows junior school children promoting a political aim in an official document, paid for compulsorily by London council taxpayers.

This time it's the mayor of London's grandly named "*Air Quality in London 2016-2020 London Environment Strategy: Air Quality Impact Evaluation*" published October last year — just five months before May's election hustings.

The school's governor-managers should be ashamed of themselves if they knew what was going on. But they won't as they're nominated by a labour-controlled London borough local education authority. So will be labour party stoogies. If worried they'd be told keep quiet. It's not known whether the kiddie's parents had given permission for their children to be used for the mayor's blatant politicking. Or whether their teacher, also in picture, knew any better.

WHO guidelines updated but not into Law — yet

New World Health Organisation air quality guidelines, published just in time for COP26 gives tighter limits for air pollutants that pose health risks. WHO describe some as having an effect on global warming.

WHO says their latest guidelines are based on "current scientific evidence." Those that concern vehicle exhaust fumes are particulate matter (PM₁₀ and PM_{2.5}) and nitrogen dioxide. (NO₂) Other pollutants' limits are published that further tighten acceptable levels. New particulate matter values are: PM_{2.5} 5µg/m³ annual mean, 15µg/m³ 24-hour mean. And PM₁₀ 15µg/m³ annual mean, 45µg/m³ 24-hour mean. A near 75 percent reduction against WHO's 2005-published levels. New nitrogen dioxide values are: 10µg/m³ annual mean, and 25 µg/m³ 24-hour mean. Almost a quarter of what WHO previously had held as safe in 2005.

Pupils told to Carry Air Quality Sensors Denounce their Parents

So desperate is the mayor's office to justify uLex in terms of "toxic" air pollution — hiding that only half is traffic generated — that City Hall's again handing out free Dyson air quality monitors to primary school kids carried in a specially designed back pack.

As a step toward polluting next May's local council elections with issues that tug at voters' heart strings (Ahh! It's for the children...) the sensors are to be given out free to school kids in White City.

The City Hall-backed Breathe London "citizen science" Initiative is being expanded in a bid to propagandise eight to 11 year-old school children to turn on their parents demonstrating how emissions can be reduced in the home.

Termed "upwards education" by Imperial College's Dr Ben Barratt, he told *Evening Standard* reporter Ross Lydall of the 2019 study: "The kids went home and told their parents all about it, and said: 'I want to walk to school.' There was even evidence of a child going home and telling their dad to stop smoking." Parents weren't asked first whether their children could be part of the study. Imperial College is also based in White City — conveniently located alongside A40 dual carriageway key arterial route.

The original March 2019 scheme claimed without reliable scientific polling data to have caused lifestyle changes. Parents' sport utility vehicle (the SUV's a favourite target) school runs were said to be more dangerous to children's health than walking or cycling to school.

258 pupils with 30 teachers from five London primary schools in Southwark, Richmond, Greenwich, Haringey, and Hammersmith & Fulham took part in the March 2019 project, wearing the specially adapted back packs to and from school for a week.

Weighing just over 1kg, the sensor measures particulate matter PM2.5 and PM10, and nitrogen dioxide NO2 levels. GPS-derived positions are also recorded. The sensors' 2019-readings have not been published.

One of the schools selected, Haimo Primary School in labour-controlled Greenwich, turned the road outside into a "school street", closing it to traffic at the start and end of the school day. "This led to a 35 percent reduction in parents driving children to school, a 33 percent increase in scooting, and an 11 percent increase in walking," the mayor's press office said.



Dyson's air pollution back pack is not available for purchase

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emission
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WONT PAY
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www.Safety-Label.co.uk

Back Pack Air Quality Schools selected for being adjacent Key Arterial Routes

As soon as the *Evening Standard* piece had appeared in its on-line edition announcing the White City school's take up of pollution monitors for their eight to 11-year old pupils, complaints were made.

Evening Standard provides an on-line forum for readers' comments — an excellent resource that should be more widely used — both for and against reported issues. But such was the vehemence of views posted that the forum's moderator was forced to delete some posts — all of them denouncing this misuse of pupils' involvement with the scheme without seeking parents' permission first.

And that the 2019-scheme childrens' monitor findings hadn't been published allowing Londoners to compare pollution measured by the kids' back pack against internationally accepted levels.

The article reported "shock" of parents who drove their children to school at the emissions' level recorded in the car as they sat in traffic. Quite how such levels were known to the "shocked" parents wasn't revealed. The article reported one school saying they "had to get more bicycle sheds" so gushing was the reportage.

The hurriedly re-written that night article, admitted schools selected in 2019 were: " East Sheen primary School near the heavily-trafficked Upper Richmond Road West, Haimo primary in Greenwich near the South Circular road, Lordship Lane primary in Tottenham, Melcombe primary near Fulham Palace Road, and Holy Trinity C of E primary near Sloane Square.

Nowhere does the article admit to dramatic air pollution falls since 2016. GLTN will publish the White City result. Always assuming Imperial College reveal it.

Historic & Classic Vehicle Alliance form working group with DVLA

HVCA have teamed up with Driver & Vehicle Licencing Agency to assist with historic and classic vehicle registration. The first meeting of the Classic Vehicle User Group took place last month.



We can do it too. Tomorrow's classic car owner enthusiastically today polishes grill of 190bhp Jaguar XJ120

HVCA's CEO Garry Wilson tells *GLTN* that the alliance has also met with Government to enable a simpler scheme for temporary importation of vehicles for repair and restoration plus movement to and from Europe for shows, tours, and track activities.

Ever sensitive to climate militants' claims that older vehicles are polluting vehicles — as broadcast in deceiving adverts signed off by the mayor's office in March — Wilson points to HVCA's involvement developing a programme to evaluate usability and benefits of sustainable fuels. The fuels include fully synthetic, the so-called e-fuels for use in existing and classic internal combustion engines.

Vintage and classic DVLA-category registered vehicles continue to qualify for uLez exemption under current Transport for London rules. But an owner has to wait for a penalty charge notice to flop onto the doormat first before appealing it. Once registered with TfL no further fines should be again applied. But there's no easy method to pre-register a classic or vintage car on TfL's website.

TfL's uLez check website shows wrong information when even a DVLA category-registered classic or vintage vehicle registration number is entered. Cross party GLA-member objections pointing to failures of TfL's software continue to be ignored.

GLA member Fights for Whipps X Hospital access free from uLex

This major hospital serves Waltham Forest area and surrounds. It provides inpatient, outpatient and day care services. It houses maternity, a 24-hour accident and emergency department, plus specialist treatment centres.

Bus routes 357, W12, W15, and W19 serve the hospital's main entrance. Fine if those routes pass near your home, you can actually get to your nearest bus stop, stand and wait, board and alight, in all weathers. But next to useless if your infirm. It'll happen to us all. Don't think it won't.

The "blue badge" disabled scheme started in 1971 under Ted Heath's conservative 1970 Government legislation. It's provides a mobility boon for some 245,000 Londoners who'd otherwise be hemmed in by parking restrictions and extra charges when trying to attend hospital care. Whipps X is on the A114.

But this heartless mayor refuses to offer blanket uLex exemptions for blue badge holders — those patients most in need. About 49,000 of that total already qualify under DVLA's disabled class or Motobility category rules — those vehicles being exempted from the mayor's TfL uLex fines. But that exemption is set to end in 2025. Blue badge holders are exempt from the £15 congestion charge. But TfL meanies charge £10 to apply for the exemption.

uLez charges can be reclaimed if going to and from a NHS appointment. But TfL meanies charge £2.50 for each refund for "administration".

First elected to the greater London assembly in May as a London-wide member Emma Best AM is also deputy leader of Waltham Forest Council conservative opposition.

In an exclusive interview with *GLTN* Emma said: "The NHS exemption does not go nearly far enough to protect people. It's completely unacceptable that those visiting our hospital for essential healthcare should

have to pay to do so when there easily could be full exemptions for visits. "We have to bear in mind that from some places a trip on public transport to Whipps X Hospital can take over an hour. Until public transport links are improved locally it's inconceivable that people should be punished for taking a vehicle they cannot afford to replace to and from a needed NHS hospital appointment."

GLTN had already questioned the mayor via the GLA's opposition on his politically vindictive policy of only offering uLex fine refunds for NHS hospital appointments. Much medical treatment now comes from private providers additionally contracted to try and reduce the NHS post-pandemic backlog. And there's been welcome additions to NHS health service provision for those who get private health insurance as part

of their pay packet. *GLTN's* NHS question has not been tabled, let alone answered.

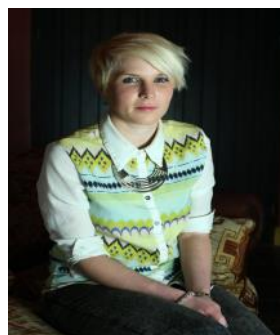
Labour & Lib Dems vote against Disabled

The 11th November meeting of the greater London assembly taught all who saw it where true political party allegiances lay.

Usually in the vanguard of shouting the loudest for disabled rights, Labour and Lib Dems voted down a motion presented by conservative group backbencher Nicholas Rogers AM that simply read: "This assembly calls on the mayor to exempt blue badge holders from the expanded ultra Low emission zone charge area".

Seconded by Emma Best, the motion was voted six votes for by the conservative group plus two votes for from Green Party members. Labour's nine votes plus two from the Lib Dems ensured the motion that would've saved disabled drivers from the mayor's unfair uLex fines' system was lost.

One Labour member who voted against is practicing GP Dr Onkar Sahota (*Ealing & Hillingdon*) a family doctor in west London since 1989. GPs co-operate with the Blue Badge scheme recognising their patients benefit. Perhaps the good doctor swore the hypocritical oath.



Another cyclists' Petition presented to GLA

Yet another load of meaningless waffle from the mayor's "public information unit" met the heartfelt presentation by Caroline Pidgeon AM, of a 7,600-strong petition to force "rapid action" for critical safety issues at dangerous London junctions.

Keen cyclists spoken to by *GLTN* say segregated cycleways tend to indicate no matter what prevailing traffic conditions that 2ft wide portion of roadway indicates to them that it's sacrosanct to them. Motorists don't see it that way and will enter into a cycle way if a traffic situation develops needing that extra 2ft. Such was the situation with the mis-designed Holborn gyratory. Cycle only lanes are enforced by ANPR cameras linked to a fixed penalty notice automatic fine system — another council revenue source fleecing the motorist.

The death of Dr Marta Krawiec at this junction of Theobald's Road and Southampton Row in August proved road risk to cyclists can't be planned out by cycle ways. Her death can be linked to Camden council's and TfL's mis-planning that assumes awareness of surrounding dynamic traffic intentions that isn't usual. No amount of public wringing of hands and sad-tone apologies in front of cameras and microphones from the very mayor that authorised these cycle-only schemes, often on the nod, will bring back her life.

TfL and Camden council made urgent changes to Holborn gyratory proving that the previous scheme was unsafe. Simon Munk, campaigns' manager at the London Cycling Campaign described the junction arrangement to *Evening Standard* as "lethal and dangerous."

At least 53 pedestrians and cyclists have been killed on London's roads so far this year, 55 pedestrians and seven cyclists were killed in 2020, up from five in 2019. The number suffering serious injury increased from 773 to 862.

These continual attempts to plan out road dangers to cyclists are wasteful of resources and with some boroughs' use of segregating "wands" planted into the roadway's surface, downright dangerous. They stand accused of being applied as part of the war against the motorist, further restricting available vehicle road space. Cycle only lanes remain in force 24/7 even when there's no cyclists around.

And force cyclists to breathe exhaust gas from passing motorists before its had a chance to be diluted into surrounding air.

Can't wait, won't wait for 2041

"The mayor of London has committed to a Vision Zero strategy that aims to eliminate all deaths and serious injuries from London's roads by 2041," the mayor's press office said. "This is a new approach that the mayor wants to replicate across the city, accelerating changes to junctions to prevent further tragic incidents," continued the meaningless waffle.

Pidgeon told *GLTN*: "It's hugely regrettable that another petition calling for action to address such a dangerous junction and stretch of road is even necessary. I only hope that the message is finally heard that no cyclist or pedestrian should have to face such horrific dangers on our roads. It's now time for action, not excuses."



Two cars vie for one road space as an unnecessarily large traffic "management" island squeezes two directional road flows to a crawl. Railings deter pedestrians from using the island as a crossing refuge

Low Traffic Neighbourhood Terror in Dulwich café Knife attack

Last month saw a peaceful Sunday morning in trendy Dulwich Village turn into ten minutes of terror when two moped riders burst into the Au Ciel Patisserie in Carlton Avenue threatening coffee and croissant diners with a kitchen knife.

The two had been warned by residents that they shouldn't ride between concrete planters placed by Southwark council to stop motorists entering its low traffic neighbourhood area.

The scheme had already been subject to militant vandalism and residents' fury as locals find blue light services delayed, and traffic displaced to other adjacent residential roads.



Three of a series of 12 signs protesting against Southwark council's Dulwich LTN erected by residents' outside their homes along the south circular road (A205)

Police were scrambled to the scene by "immediate" grade radio calls arriving in minutes.

"It all started with the LTN zone," café director Roger Wilkinson (66) told the *Evening Standard*. "This LTN has been a running battle for a year. It was just horrendous." Wilkinson described the suspects as "white, hyper in behaviour and out for violence." He added: "The suspects burst into my cafe, ushering every one including children to the rear with one of them brandishing a carving knife."

A Police spokesperson told *GLTN*: "It was reported that two men had assaulted one person. One man suffered minor injuries. "Officers carried out a thorough search of the area but there was no trace of the suspects. Enquiries to locate them are ongoing."

It's believed suspects made off on their scooters riding between the low traffic neighbourhood road's concrete planters. Due to the planters, Police cars were unable to give pursuit.



Thugs attack Dulwich cafe laminated glass window with metal chair (photo: café)

Alliance of British Drivers & Fair Fuel UK Driver Opinion Survey ~ Climate Change and COP26

Air Quality Monitoring Stations' Results Prove uLex Not Needed

Following on from labour assembly member Leone Cooper's (Merton & Wandsworth) question to the mayor asking for details of air pollution excesses at 16 schools in her constituency — there were none — conservative group member Nicholas Rogers asked for a full report covering his southwest London constituency.

There are 120 monitoring stations strategically situated in London specifically to identify hot-spots of nitreous oxide (NO₂) concentrations. The EU-mandated original number of hourly average permitted exceedances of 200µg/m³ for NO₂ is 18 times per year. WHO's 2005 recommended maximum was the

same. But latest WHO figures, published just ahead of COP26, reduce that to almost a quarter of what WHO previously had held as safe.

Since 2016 when monitoring began in the area, there's been a continuing fall in the number of exceedances of EU's "legal" limit: seven in 2016, two in 2017 and two in 2018, one in 2019, and none in 2020 to date.

If hourly averages are considered then there have been exceedances since 2016. But even those continue to fall — they happen where they're expected to

happen — on or around major arterial routes: Brixton Road Lambeth 2016 540 times, 2017 76, 2018 84, 2019 11, 2020 once.

The most trafficked part of southwest London is key arterial route south circular A205 that has to cope with both commuting and a vibrant shopping centre: Wandsworth Putney High Street showed a whopping 1,279 incidences in 2016. But only 76 in 2017, 26 in 2018, and 20 at its Façade monitor in 2019.

The full chart can be accessed at: [2909 attachment.pdf \(london.gov.uk\)](https://www.london.gov.uk/2909-attachment.pdf)

The mayor's 2020-published Air Quality Impact Evaluation also shows ever increasing quality of London's air. London-wide total of hours exceeding NO₂ hourly limit values from all monitors lists: 2016 4,002, 2017 780, 2019 364, and 2020 114.

So, why uLex?



It's Christmas eve. Scrooge struggles to keep warm from dead embers in his now banned wood burning stove. And stares out in fear at the ghost of Christmas past. London's mean-minded Scrooge mayor now stares out in fear at the ghosts of exhaust gasses past, desperate to prove he's not wasted £130 million.

There's no doubt that global climate change is real. Everyone wants to breathe clean air and ensure we're all protected from pollutants. But is our Government taking the right balanced decisions in consultation with drivers on improving the environment, protecting your livelihood, and growing the economy?

Are Boris's plans for us proportionate?

Are you being consulted: i.e. the 2030 diesel/petrol ban?

Do you support or contest the Government's policies?

Are drivers being singled out for 'green agenda' punishment?

Is climate change a natural event or being exacerbated by humans?

Are you getting balanced media reports to make an objective judgement?

This is a chance for you to air your views on the Government's environmental plans that will impact on your life. All are welcome to take part in the survey. The collated results will be published in the national media, on our website, and sent to every MP and Government Minister. Your views really do count and have done so every year since 2011. Because of your help we have secured a 12th successive year freeze in fuel duty announced in last month's budget.

Copy any of these secure links into your browser:

<https://bit.ly/2Yxx5Ma> or <https://s.surveyplanet.com/cy9nh4xh>





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But wait, there's more!

With just one spoonful four thousand residents in the uLex expanded area will receive an extra six months of **LIFE!**

Results guaranteed from research by Imperial College published today in 2019

Bottles of the Doc's unique snake oil-based formula available from 25th October but only online from Transport for London's telegraph web site

So hurry, hurry! While stocks last!

Offer expires 2nd May 2024. Terms & Conditions apply. Not available in northern Ireland anymore just to be sure no bottles get smuggled into Eire, to be sure

WARNING: May contain alcohol or opium or both. User intervention advised

NOTE: Extra **LIFE!** only applies to 0.053 percent of the uLex population

Mayor of Piddling-in-the-Marsh Rural District Council says: "It's for your own good"

Please die responsibly

Not to be Repeated ~ Two for One Offer! (while stocks last)

Suffering from a bad bout of Congestion Charge cough?

Buy Doc Ephraim Khan's Miracle uLex Elixir of Life now and receive a free tube of Auld Ma Hall's patented Extra Strong Vapour Action Congestion Charge cough drops. Yes, that's right! Just one cough drop and 90 percent of all your Congestion Charge worries just magically disappear! Make that keynote assembly speech without a croak!

From February next year you too can once again drive around your local neighbourhood without fear of being prosecuted by Transport for London cameras!

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What a Bargain! RRP £15. 0p-£17.50 if paid within 72 hours

But Wait, there's More!

From February 2022, price reduced to £14 if bought together with Doc Khan's Miracle uLex Elixir of Life. Offer may be withdrawn 2nd May 2024

Only available to residents living in the eight square miles of London's Congestion Charge zone



Opposition leader of Piddling in-the-Marsh RDC (Harrow ward) Auld Ma Hall says: "Can I have my gong now please Boris?"

Terms & conditions apply. Warning: may contain political delusion. User intervention required. Offer limited to one per customer

GLTN would like to apologise to readers who may have seen this advertisement more than once. This is due to editorial enthusiasm

Overseas mayors' Guildhall Gala Dinner as Khan sought election as C40 leader

Yet more delicious fare and fine wines greeted the mayor's electorate the Sunday before COP26 as he sought selection to the leadership of C40, another international coven of city mayors keen to inflict a uLez on their own residents.

In an exclusive interview with *Evening Standard* reporter Ross Lydall, the mayor said he'd been "inundated with requests from fellow mayors around the globe about uLez." Speaking as he "led" a delegation of city leaders to the Glasgow summit, the mayor added without stopping to blush: "expansion of uLez to the suburbs has been largely trouble-free, despite concerns that thousands of motorists would be caught unaware." At the time of interview, London's Red Flag Monday was only six days old. "I've spent the last 16 hours talking about uLez. People are incredulous that we managed to do it," he added straight-faced.

The mayors came to dine from Los Angeles, Paris, Barcelona, Athens, Phoenix, North Dhaka, Oslo, Freetown, Stockholm, and Seattle. C40 meetings are hosted in turn by the cities, their populations having to foot the bill of business class travel, agreeable hotels, and the inevitable best dining at the best venues.

"Not all C40 members have signed up to challenging zero-carbon targets by the end of the decade. What all the mayors have agreed on is a race to zero. Some say 2045, some 2040, I think one of the cities is 2025," the mayor gushed.

C40, or to give it's full pretentious title "C40 Cities Climate Leadership Group", mayors totalled 23 in Glasgow. Obviously needing to meet in person, Khan's election as an international statesman was not thought capable of being handled via Zoom-style teleconferencing.

£27.5 million new Government spend on Overseas Cities

as Khan sought election as C40 leader

Slipped out quietly while drama of COP26 negotiations to "keep 1.5 alive" were in full swing on 11th November, this multi-Government department press release went unnoticed by national media.

"UK Government has launched its new Urban Climate Action programme (UCAP) to support cities and regions in developing countries most impacted by climate change to accelerate their transition to net zero.

"Backed with £27.5 million of new UK government funding as part of UK's International Climate Finance commitment, the programme will support cities across Africa, Asia and Latin America to take action tackling climate change and create a sustainable future by helping to become carbon neutral by 2050 and prepare low-carbon infrastructure projects.

"The programme will help develop low-emission public transport systems, renewable energy generation, sustainable waste management, new climate-smart buildings' codes, and climate risk planning."

Cities listed were all members of the 97-city C40 group that had just elected the London mayor as its chairperson: Addis Ababa, Accra, Nairobi, Lagos, Johannesburg, Tshwane, Dar es Salaam, Jakarta, Kuala Lumpur, Quezon City, Bogotá, Medellín (Colombia), Guadalajara (Mexico), Mexico City, and Lima.

The press release didn't say whether this £27.5 million of UK taxpayers' cash would be spent on UK-produced products.

Tory mayor Candidate and Lib-Dems team up to support Car Clubs

Shaun Baily AM, who narrowly failed to become mayor of London at May's elections, and Lib-Dem Caroline Pidgeon AM have teamed up to call on the Labour mayor to work with Transport for London and London's boroughs to expand car club vehicle use. They claim each car club vehicle takes 23.5 vehicles off the road.



In a rare spirit of cross-party support the Greater London Assembly's motion was passed unanimously.

Proposer Shaun Bailey told *GLTN*: "Car clubs tackle congestion, reduce demand for parking, and improve air quality, but we are not doing enough to encourage them. The mayor and TfL need to look again at facilitating car clubs across the capital."

"Any review should consider expanding the number of car club parking spaces, rolling out rapid charge points, and ensuring new developments have access to the service. If we can make it more accessible, more people and businesses can reduce private car use and save money."

Transport committee chairperson Caroline Pidgeon AM, who seconded the motion added: "Car clubs give people a real alternative to traditional car ownership shown to dramatically reduce parked cars on our roads. And by using newer and less polluting vehicles they can play a key role in reducing the capital's pollution."

The motion confirmed "...the assembly would like to see expansion of car club use in London and calls on the mayor to work with TfL and London's boroughs to assess what blocks are preventing their expansion and to work together to remove them."

Pooh Corner

This question to the mayor was answered in typically grey municipal fashion by the mayor's public liaison unit before GLA members could ask it. Two British Standards numbers were cited by way of reply.

"Carefully crafted conservation areas stop residents doing just what they want with their local neighbourhood or property without council permission. Daft low traffic neighbourhood plant troughs containing rotting vegetation despoil together with uLex signs plus a jungle of other signposts and "street furniture" clutter local residents' streets. Will he undertake a review of all street signage with a view to removal where possible?

"What signage does the mayor suggest for his strategic objective of sighting gender neutral toilets throughout greater London?"



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An appreciating heirloom for your family to cherish before climate change Armageddon kills us all

- ◆ Marvel at how in years gone past Londoner’s were actually allowed to own their own cars! But not electric scooters
- ◆ Sigh at the freedom of movement previous generations enjoyed as they drove around London, the whole country, and even eu-rope independent of spy cameras totting up road pricing fees that makes car travel today a luxury only the rich can afford!
- ◆ Learn how motorists did their own car servicing without having to submit to a safety inspection — even after adjusting tyre pressures!
- ◆ Gasp as you learn you could choose your own insurer — some even offered policies with no mileage or geographical limits!
- ◆ Wonder how it was possible in the early years of electric cars to re-charge your own car from your own house without being forced to queue at a council socket paying a council tariff!
- ◆ Laugh at the antiquated “motorway” system of years gone by that wasn’t smart and actually allowed you to steer, accelerate, and brake your own car while still in motion!
- ◆ Chortle at the eccentricity of driving a car that wasn’t shaped like a lozenge!

Santa says: “This is the Ideal Christmas Gift!”



Please note: availability subject to current religious freedom laws and thought crime legislation. Please check with your local Ministry of Truth outlet for latest London-wide regulations.

Possession of seditious material is proof of belief.

Purchasers at City Hall coffee shop counter may be required to wear an ineffective face mask under the mayor’s London Transport by-laws.

All profits go toward GLTN fighting fund

**** GLTN Heritage Pack stock is limited. Initially available to e-mail list subscribers only on a first-come-first-served basis****

GLTN editor Takes on Labour in May election bid

Proving that there’s political life after death is *Greater London Transport Newsletter* editor Richard Town. He will be standing as an official Conservative & Unionist Party candidate in May’s Lewisham council elections. His Downham ward is seen as a key indicator for the party’s standing in London after a year of City Hall labour rule.

His ballot bid was confirmed by East Lewisham Conservative Association today (19th) following an intensive panel interview process.



He’d previously been elected to the Greater London Council for the marginal constituency of Bexley, Erith & Crayford. And locally has been active as a school manager of a primary and governor of two secondary schools.

Former Traffic & Transport Officer Richard retired from Metcall’s radio control room as a dispatcher and 999 call centre operator following five years on beat patrol. He joined the Met after a career in the navy as a radio & electronics officer. He led the National CB radio campaign in the late '70s and is former editor of IPC’s *CB World*. He lives in Blackheath, southeast London. His hobbies are classic car restoration, and amateur radio.

More CCTV means

You can Run, but you can’t Hide

GLTN makes no apology for stepping outside its remit in the following two shocking pages. Shocking in what happened to Sarah Everard (33) back in March. And shocking that the crimes were by a serving Police officer betraying his privileged position in society.

The investigation started out as a missing persons’ enquiry: friends and workmates, credit card and ‘phone use, habits, local hospitals, neighbours... only then would CCTV coverage be sought, collected and reviewed.

Rapist and murderer Couzins (48) received a “whole life tariff” prison sentence in September.

Sarah’s warm smile reminds those in power to urgently do all that’s possible to make today’s continuing saga of violent crime on the streets of London become yesterday’s history.

Sara received a “nil life tariff” sentence. R I P



London's Street Terror continues ~

it's just not safe to pop to the corner shop after dark

In 2020, 128 people were killed in the capital, 71 of those in stabbing attacks ~

149 in 2019, and 133 in 2018

Since the sad events of Sara Everard's rape and murder in March, there have been 27 instances of actual or grievous bodily harm on the streets of London. Most resulted in fatalities. Some perpetrators have been captured in real time by existing CCTV cameras. Many have been captured but only after the event as Officers search for footage. Investigations often start out as innocuous missing persons enquiries hours or even days later. Many incidents are not camera-captured at all.

Such is the attitude toward sanctity of life violent criminals hold that they hold little fear of being apprehended knowing there's a good chance of "getting away with it." Severe cuts to front line manpower overseen by the mayor in his role as London's Police & Crime Commissioner (MOPAC) only add to smug selfishness. Drug dealing, country lines gang culture, no respect for the rule of law, and general despondency are common among these creatures of the night. So-called experts describe perpetrators by racial, religious, or income group in studious media contributions painting them as "victims of society" trying to excuse such behaviour. That well-educated well-paid public sector leftie-leaning elite with their repeated media mantras are not members of those groups, having never known poverty or deprivation.

Even a peaceful Sunday morning café in leafy Dulwich hosted a violent knife-wielding incident. See GLTN's report on p11

At around 9pm on March 3rd, Sarah Everard left a friend's house on Leathwaite Rd. She walked along the A205 South Circular across the common *en route* to her Brixton Hill home. She spoke to her boyfriend on her 'phone for about 15 minutes and agreed to meet him next day. At 9.28pm, she was seen on doorbell camera footage on Poynders Rd. And four minutes later on the dashcam of a passing police car.

Couzens had parked a hired Vauxhall on the pavement outside Poynders Court, Clapham (*Lambeth & Southwark*) He stopped Everard and showed her his police warrant card before handcuffing and falsely arresting her under pretence of breaching Covid guidelines. Couzens and Everard were twice captured by bus CCTV: the first at 9.35pm showed them beside the hired Vauxhall and three minutes later the Vauxhall's number plate could be read. By 11.43pm they were in the Dover area. Between then and two hours later Couzens had raped and murdered Sarah by means of his police belt around her neck. (*Wikipedia report*)

Wikipedia's concise listing of CCTV footage collected after the event indicates just how much camera coverage there is out there. But nearly all goes un-monitored in real time. Had the abduction of Sarah been viewed as it happened — hire car, lone officer, no uniform, met vest or hi-viz worn, no Aircall radio, or any incident listed as live in the area, an arrest taking place using handcuffs of a lone female — then an experienced CCTV operator could've raised the alarm. Had the abduction been monitored at Metcall Lambeth in real time then central communications command would've known there was no unit assigned to that location or the locality. Repeated dispatch channel radio calls would've gone unanswered.

This disturbing incident prompted much debate on how much vetting prospective Police officers should undergo; re-interviewing existing officers to ensure none are on the payroll deemed having a suspect past; various safety "initiatives" directed primarily toward females. And the Home Secretary's endorsement of an "888" service 'phone "app" that logs planned movements so that, again after the event, if you don't turn up where and when you've said you will then an alert would transmit the 'phone's cellular co-ordinates to a central desk. These are after-the-event palliatives by the State intended to replace action in the hope that inaction won't be noticed. There's been no debate on prevention before the event.

STABBINGS IN LONDON SO FAR THIS YEAR

There have been dozens of knife attacks in the capital since the start of 2021



#	Boroughs	Knife attacks
1	Westminster	2
2	Brent	6
3	Merton	1
4	Haringey	5
5	Tower Hamlets	2
6	Islington	2
7	Croydon	5
8	Enfield	1
9	Lambeth	3
10	Camden	3
11	Ealing	1
12	Redbridge	1
13	Hounslow	1
14	Southwark	1
15	Newham	2
16	Hammersmith	1
17	Hackney	1
18	Haverlin	1
19	Barnet	1
20	Greenwich	1

The Sun on June 21st was moved to tell the whole country that UK's capital city was also UK's capital city of knife crime

A Calender of Carnage ~

incidents reported in last two months

- 18th November boy (14) stabbing death in London Rd, Croydon
Evening Standard reports "this is the 27th teenage homicide victim of 2021."
- 16th November Azoulas Zygelis (15) body found in Barking stream
- 6th November Mohammed Aqil Mahdi fatal shooting in Tower Hamlets
- 1st November female punched & indecent assault Piccadilly CAD624/01
- 1st November male (60s) Vesta Rd, Brockley. Death fail-to-stop motorist
- 31st October Muhiyidin (18) stabbing. Suspect (15) Romford Rd, Ilford
- 28th October male stabbing in Victoria, another in Ilford
- 17th October male critical injury High St, Beckenham CAD536/17OCT
- 21st September Mohamed Ensser stabbing death East Ferry Rd, Isle of Dogs
- 18th September Sabina Nessa murdered in Kidbrooke

You can Run, but you can't Hide

Back in March during investigation of Sarah Everard's rape and murder, the London mayor said: "All women and girls should be able to feel safe on the streets of London at all times." Following serious questions laid against London's Police service and its inability to command the public support it once enjoyed, the mayor said: "I've been in detailed discussions with the Home Secretary about how we must urgently do everything necessary to rebuild trust and confidence in the Police. The Home Secretary and I agreed that the gravity of the situation requires no less than a proper inquiry." Here's something the mayor can order right away to "urgently rebuild trust and confidence" for London's population.

A 750 camera army watches 24/7 for vehicles entering Transport for London's (TfL) new expanded ultra low emission zone (uLex) area issuing £12.50 fines against vehicles that don't meet regulations. 400 of the cameras are sighted within the uLex area, the remaining 350 at inner road junctions with the north and south circular roads. They could easily be re-configured with network connections re-routed to give live real-time views of their streets providing additional support to the existing but patchy CCTV systems — particularly where coverage doesn't exist.

There are many vacant, already connected, workstations at the Met's three existing control rooms for the extra staff that could be seconded from TfL's increased uLex monitoring, re-deployment from civilian staff, or PCSOs on rotation. Existing control room dispatcher's and support channel operators could also take on additional real time monitoring. The sites are Metcall Bow, Hendon, and Lambeth. Each operator's CCTV screen gives an up to four cameras' view in real time. The vacant pods were planned years ago to integrate control room staff of London Ambulance



Empty "pods" (workstations) at Metcall Bow. Ready now for extra CCTV operators to perform real-time street monitoring enhancing Londoner's security and deterring street violence

(LAS), Fire Brigade (LFB), and Police. That plan failed due to incompatibility between the systems. The planned LFB and LAS pods at the three Police control centres have been empty ever since. Any further workstation pods needed could be provided at the old control rooms at the remaining few borough police stations still operating. Many of these control rooms have been held in reserve but are vacant. But still have their network connections wired and available.

There's been welcome falls in air pollution levels according to air quality monitoring stations' reports. See our item on page 12. So any areas temporarily not monitored for non-complying vehicles will not have a major impact on that continued success — in less than two years' time, the original EU-mandated greater London projected air pollution

levels will have been either met or exceeded. London is ahead of that target. TfL and the mayor's office continue to trumpet the success of their existing schemes in bringing down air pollution. Enforcement of the eight square mile congestion charge and original uLez area would be unaffected. In addition, post pandemic changes in commuting habits (down 16 percent) plus advances in vehicle technology have all played a part. Traffic contributes only half of London's air pollution. The rest comes from wood burning stoves, rail and river transport, construction, and gas-fired central heating.

It's the mayor's choice whether to authorise a feasibility study into the transfer of use of his new £130 million camera system. Or decide it's more important to use the cameras to collect £12.50 fines from motorists. The prime directive of any democratically elected mayor is the safety of the citizen — keeping Londoners safe from stabbing. It's a choice he cannot shirk. But shirk he does.

Questions to the mayor ~ a timetable of Inaction

27th May to 1st July — five questions around seeking Data Protection Act Impact Assessment for TfL to share images with Police. Eventual answer: new DPIA required for the 750 new uLex cameras. (No update since 1st July)

5th October — "The sad events of Sarah Everard show that particularly women can't safely be outside their homes after dark. Would he consider re-directing some of the 750 extra cameras toward an enhanced programme of street surveillance? Those intent on causing harm to others should know that they will be identified and caught." (no answer to date)

12th October — GLTN's editor interviewed on LBC

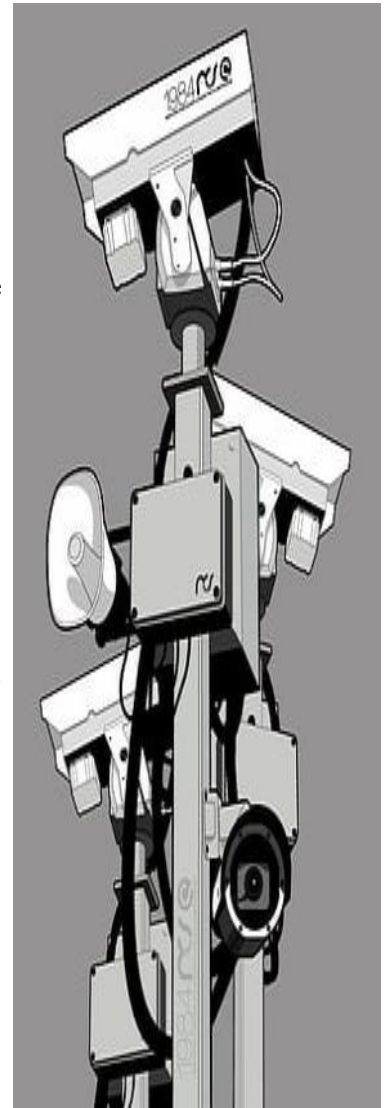
14th October — Emma Best AM dramatically describes during mayor's question time her and her housemate's "harrowing" experiences.

The mayor is moved to express his "sorrow".

Cross Party Support at last ~ uLex cameras for Enhanced Street Surveillance

The last mayor's question time held at City Hall on November 18th gave Tory assembly chairperson Andrew Boff AM and Lib Dem transport committee leader Caroline Pidgeon AM chances to quiz the mayor on plans to switch uLex cameras into a street surveillance role.

Boff blandly asked 2021/4461: "Will you be using ULEZ expansion cameras to enhance street safety?" Pidgeon went further with 2021/4378: "Please update me on work to ensure that streams and images from the new uLez cameras, installed as part of the expansion, can, where necessary, be shared with the Met to support their work and investigations."



gla calling... gla calling... gla calling.. ***“Peoples” Question Time forcibly Eject*** ***critical Peoples ~ video feed cut***

Having lost the protection of LBC’s live video feed broadcasts safely hosted by left-leaning ex-BBC2 hack James O’Brien, the mayor had to endure *realpolitik* from real Londoners angry at the imposition of uLex on Tuesday. Despite being a ticket only event, disrupters first from Piers Morgan’s “Covid is a Hoax” movement, and then anti-uLex campaigners were forcibly removed by security goons displaying little regard for free speech. The order to eject came from event chairperson labour London assembly

member Anne Clarke AM. (*Barnet & Camden*). As the question and answer session descended into chaos, the mayor’s public information unit cut the live feed after 4min 12sec claiming “technical difficulties”.



The meeting was disrupted twice by audience members angrily confronting the mayor about uLex. One anti-uLex campaigner was swiftly removed by security after declaring: “uLex is a tax on the poor, you should be ashamed of yourself!”

Fight for BioLPG uLez Exemption continues with Cross Party Support ~ ***Transport for London remains Stubborn***

Even with two mayor’s policy directions in place, TfL still resists granting exemptions for LPG-fuelled vehicles. Unless they’re licensed black cabs when conversions are TfL grant-aided and exempted from uLez charges for 15 years from date of conversion. Latest Bio “Low Polluting Gas” is available at 1,600 pumps across UK. It’s not derived from fossil fuel — meeting another of the mayor’s policy requirements. *GLTN*, Tory Keith Prince AM, and Lib Dem Caroline Pidgeon AM chairperson of the assembly’s transport committee have all tried and been rejected either by refusal to accept as a mayor’s question or by downright deception — one reply to *GLTN* even claimed that there was no filling infrastructure available. Another told Ms Pidgeon that drivers with the conversion would use petrol and so again pollute. The most expensive BioLPG seen in London is £0.72p/litre half of petrol or diesel’s price. Both BioLPG and hydrogen fuel cell powered vehicles, another of the mayor’s favourites, start up on petrol first. BioLPG is a propane produced from renewable feedstocks such as plant and vegetable waste material — it’s also called “renewable propane” and “biopropane.” It virtually eliminates CO2 emissions. Two MOT emissions’ certificates sent to Ms Pidgeon by *GLTN* show zero carbon monoxide detected at the exhaust. Those tests were done on a 2003-registered Range Rover L322 with the 4.4litre BMW M62TUB engine. DVLA discounts road tax to encourage LPG take-up, DfT road signs direct to LPG filling stations.

Santa’s Sleigh must pay Low Emission Zone fine as a Goods Vehicle ***~ Transport for London “un-apologetic”***

“Reindeer emissions cause global warming” warns London mayor



With all Good Wishes for
Christmas and the New Year !

from Greater London Transport Newsletter



Santa's Grotto
North Pole
COP26 Protected Ice Cap
c/o THE ARCTIC COUNCIL
25th December 2021

Hello Nicole

Thank you for your nice letter to Santa listing what you'd like him to bring you for Christmas. Unfortunately Santa won't be visiting your chimney this year as the mayor of London has said Santa's sleigh SLE16H will cost him a £100 fine for entering the Low Emission Zone as a goods vehicle. Sorry to disappoint you but there's no way Santa, as a sole trader and pensioner can afford to pay these charges

Oh, do stop crying, and grow up!

Yours fraternally
Inuit Claus (non-specific partner)