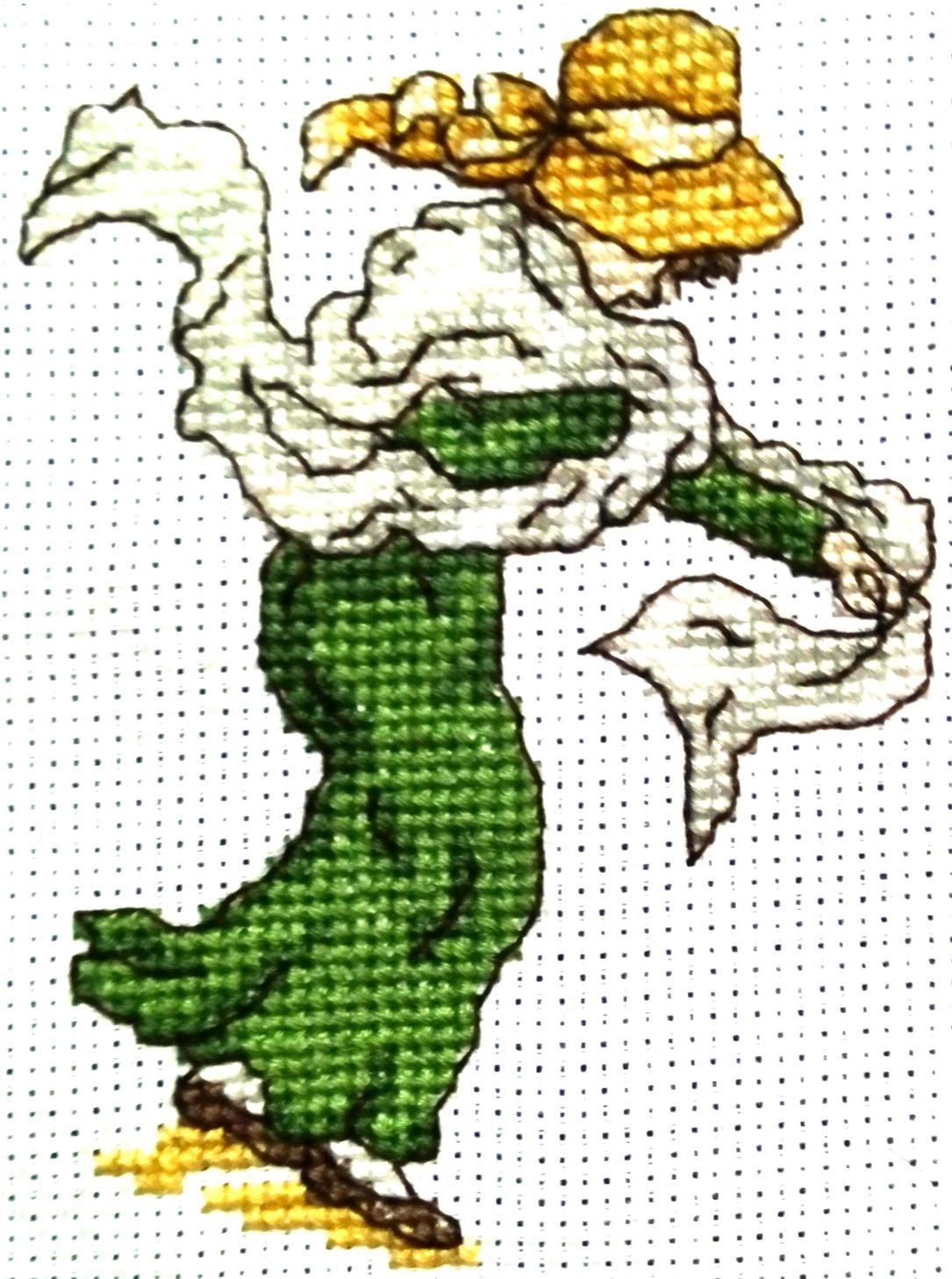


**IF YOU AGREE WITH US-JOIN US**



**Campaign for an English Parliament**

# **Think of England Number 113: March 2021**



**PLEASE PRINT OUT AND CIRCULATE**

# IF YOU AGREE WITH US-JOIN US

Number 113 March 2021

**Contents:**

**Editorial**

**Campaigning for England :** The Union and England

**Current English Affairs:** Roads and Transport, Health and Welfare

**UK Government legislation of English Affairs:** Statutory Instruments

**England's hero:** Sir Richard Whittington

**England's history:** Settlement of Bermuda

**English culture:** Pace Egging

**English produce:** Parsnips

**Recipe:** Mushroom and parsnip pie

**RECOMMENDED READING:** This Sporting Life: Sport and Liberty in England, 1760-1960 by Robert Colls



## Campaign for an English Parliament Aims, Principles and Policies.

We campaign for an English Parliament, meaning a parliament for the people of England, for whom England is their chosen or inherited home and who are legally entitled to vote.

We campaign for an English Parliament with powers at least as great as those of Scotland's, i.e. a Parliament and Executive (Government) that can make Acts (primary legislation) on the same domestic issues (e.g. health, welfare & education) that are devolved to the Scottish Parliament.

The CEP works with academics, business groups, trades unions, think tanks and the media to create the conditions whereby UK MPs see that there is no alternative to the re-establishment of the English Parliament.

The CEP is a pressure group. It is not a political party. It does not contest elections.

The CEP is not and will not be affiliated to or formally linked with any political party

**Editorial:** Nick Timothy imagines a Government with a slender majority and Scottish or Welsh MPs helped vote down Covid laws for England. Has he forgotten that in 2014 it was the 41



whipped Labour MPs of Scottish and Welsh constituencies that swung the vote, by a majority of 35, for the government's policy for foundation hospitals in England. The Scottish Executive with its Labour MSPs had already discarded this policy. It was in 2004 that these Welsh and Scottish votes were also instrumental in bringing in for England top-up tuition fees for universities and the banning of hunting. British MPs from Northern Ireland also voted on these issues. Whether or not one agrees with these laws they should not be imposed by those whose constituents are not affected by them. The Hansard Society (HS) and the House of Commons Public Administration and Constitutional Affairs Committee have an idea to 'save' the Union without any dimension for England. The HS report mentions a number of Constitutional Commissions but omits that of McKay. The evidence we gave prompted those Commissioners to state that only an 'all-England' solution is acceptable, that England needed a voice, rejected regional assemblies or localism and that political parties must produce manifestos for England. Apart from calling for an English Parliament these were precisely what our evidence required.

We read that the UK Health Secretary will gain extensive new powers over the English Health Service. So much for the much vaunted devolution to City regions and other Localisms.

Please sign up on the website via the dialogue box shown below and increase our follower numbers.

### Follow the CEP via Email

Enter your email address to follow this blog and receive notifications of new posts by email.

Join other followers

Follow

**PLEASE PRINT OUT AND CIRCULATE**

# IF YOU AGREE WITH US-JOIN US

## Campaigning for England :The Union and England

### The answer to Scotland lies in tackling the English question.

Telegraph: NICK TIMOTHY 14 February 2021 • 9:30pm

As politicians panic and ponder how to save the Union, what if they are asking the wrong question? What if the United Kingdom's salvation lies not in trying to answer the Scottish question, but answering instead a question asked only rarely. Who governs England?

The Welsh and Scottish governments have often gone their own way, exposing the absence of even coordinating powers for Whitehall in the midst of a dire emergency. The UK government has shown that it is, in many ways, no more than the government of England. Yet it is elected by voters outside England's borders.

What has been exposed as a mess throughout the pandemic might, in other circumstances, have sparked a full-blown constitutional crisis. Imagine if the Government's majority were slender, and Scottish or Welsh MPs helped vote down Covid laws for England. Imagine if we had a government elected with a majority of seats from across the UK but with no majority in England. The ministers deciding unprecedented restrictions in our liberties would have no legitimacy at all. Yet these questions are rarely asked.

Polls show up to three quarters of younger voters, brought up on a diet of nationalist propaganda in the school curriculum, favour secession. The Prime Minister will almost certainly refuse another referendum. Nonetheless, our own constitutional problems would remain.

In Scotland and Wales, the devolved governments would continue to enjoy power without real accountability, always able to blame their shortcomings and failures on Whitehall. In England, the spectre of illegitimate government would continue to haunt Westminster. And poorer English regions would continue to suffer from their relative unimportance among a wider British electorate comprising voters choosing governments that, for whole swathes of policies, did not even govern them.

There are two feasible alternatives to the devolution mess. First, a return to centralised government from Westminster for the whole of the UK. This would be impossible in Northern Ireland, where the peace process relies on power sharing at Stormont. It might just about be feasible in Wales, where devolved government has never been hugely popular. But it would be completely unrealistic in Scotland where there is demand for more self-government, not less. Whatever the fantasies of many Tories, this is a non-runner. So we are left with the second alternative to devolution: decentralised government in the form of a federal system. National governments and parliaments for England, Scotland, Wales and Northern Ireland, and a federal government and parliament for the UK. That which needs to be done together would be reserved for the federal government and parliament; everything else, including the ability to determine almost all taxes, would be left to the four national governments and parliaments.

This would be a radical change, and it would require several big calls. It would mean new constitutional laws, and an important role for the Supreme Court. It would allow for the abolition of the House of Lords. And it would mean facing down demands for regional government instead of an English parliament.

The Balkanisation of England might suit Labour, who worry that they would struggle to win a majority in an English parliament, but regionalism would be based on artificial identities and amount to the dismemberment of a nation. A federal system with an English government and parliament would help to fix the constitutional mess we are in, and provide a fair solution to England. And perhaps, in doing so, it might provide a convincing Unionist argument for Scotland.

Not only would the powers reserved for the UK government and parliament reflect some of the most popular aspects of the Union for Scottish voters – the military, currency and UK single market – but by granting self-government to England, it would show that ministers were serious about granting true, lasting self-government to Scotland within the Union.

Paradoxically, then, the solution to the Scottish problem might well lie south of the border. If the Tories speak for England, they can save the Union.

### An inter-parliamentary body for the UK Union?

<https://www.hansardsociety.org.uk/blog/an-inter-parliamentary-body-for-the-uk-union>

3/2/21 by Paul Evans CBE retired in August 2019 from the post of Clerk of Committees in the House of Commons, after 38 years.

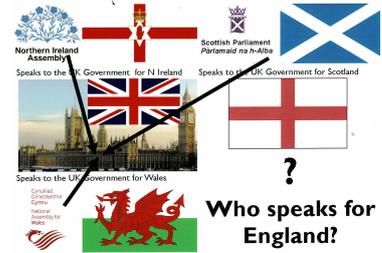
Before Brexit, the mechanisms for both inter-governmental and inter-parliamentary relations in the UK were unsatisfactory. Post-Brexit, they urgently need reform. Brexit and the COVID-19 pandemic have in quick succession highlighted the inescapable truth that in the last 20 years the UK has edged towards becoming a de facto federal state. The very public rows over what became the 2018 EU (Withdrawal)



**PLEASE PRINT OUT AND CIRCULATE**

## IF YOU AGREE WITH US-JOIN US

Act and then over the Internal Market Act and other Brexit legislation, along with the divergent responses to the pandemic, have highlighted tensions between the four governments of the UK the reality of devolution home to a much broader section of the population. .Wide areas of legislative and policy competence have been repatriated from the EU; the overlap between the powers of Westminster and of the devolved legislatures has expanded massively as a consequence; and the potential for conflict has grown proportionately.



**Inter-governmental relations (IGR): rising scrutiny demands:** In the last 20 years, inter-governmental negotiations and relations among the four UK governments, conducted through the Joint Ministerial Committee (JMC), have received scant parliamentary scrutiny.

While the same party was in government in Cardiff, Edinburgh and London, the lack of scrutiny perhaps did not matter so much: such disputes as there may have been were largely settled informally. However, more recent years have seen proliferating calls for action:

In 2014, both the Strathclyde Commission on the Future Governance of Scotland and the Silk Commission on Devolution in Wales, in its second report, urged institutional investment in inter-parliamentary working. By 2015 the Scottish Parliament's Devolution (Further Powers) Committee was advocating for better inter-parliamentary dialogue.

In February 2018, the Welsh Senedd's Constitutional and Legislative Affairs Committee published a report recommending a Speakers' Conference on inter-parliamentary relations (IPR), a call for action which was broadly supported by both the Lords Liaison Committee and the Commons Liaison Committee in their reviews of the two Houses' select committee systems. The House of Commons Public Administration and Constitutional Affairs Committee (PACAC) and the House of Lords Constitution and EU Committees have also shown an active interest in the topic.

**Proposal to the Procedure Committee: an Inter-Parliamentary Body for the UK:** The House of Commons Procedure Committee launched a major inquiry into House of Commons procedure and the territorial constitution in September 2020. After COVID slowed progress somewhat, the Committee is now accepting evidence until July.

In a recent joint submission to the Procedure Committee inquiry which I made with Hansard Society Trustee Paul Silk, we argue that, if it is assumed – optimistically – that the JMC will be reinvigorated, and that the process of inter-governmental cooperation and joint decision-making will be improved, it is imperative that there are complementary improvements in inter-parliamentary mechanisms for the oversight and scrutiny of that inter-governmental work.

In our submission, we favour moving swiftly towards the creation of a formal inter-parliamentary Body of around 20 to 50 parliamentarians which would have responsibility for the scrutiny and oversight of inter-governmental working. We see the Body as akin to an international parliamentary body that is more than just a place for parliamentarians from different institutions to meet and discuss, valuable though these things are.

There are some international examples worth studying: The 'Benelux Parliament' (strictly, the Benelux Inter-parliamentary Consultative Council) and the Nordic Council (where the autonomous regions of Greenland, the Faroes and Åland are represented in addition to Denmark, Finland, Iceland, Sweden and Norway) and the Baltic Assembly do appear genuinely to hold Ministers to account.

We believe that the Body we propose should be drawn from the membership of both Houses of Parliament and the three devolved legislatures;



**A Member's letter:** I had the misfortune of watching the entire five hours of oral "evidence" given to the members of the Public Administration and Constitutional Affairs Committee regarding devolution for England. It amounted to a breathtakingly brazen example of the *British* Political and Academic (bar an Italian) Establishment claiming that the people of England do not know what's best for them, should under no circumstances be offered what has been afforded to and lauded for the other nations of the UK i.e. SINGLE, effective and unifying national parliaments, and should instead have a regional system of deeply divisive sub-national government imposed on them i.e. the break up of England.

Only a Welshman, Professor Richard Wyn Jones, gave fact-based unbiased evidence/opinion of what the majority in England actually want, which is England as a WHOLE to be democratically represented as a single national entity (via its own parliament) for the unashamed benefit and betterment of all its people; north south east and west.

**PLEASE PRINT OUT AND CIRCULATE**

# IF YOU AGREE WITH US-JOIN US

It has never been clearer that these "leaders" and "experts" are staggeringly out of touch, do not have the best interests of England and its people at heart and appear to be entirely comfortable with the persistence of one of the last, apparently acceptable, faces of prejudice; Anglophobia.

## The Union isn't just about keeping Scotland happy. While Westminster is forking out money to fight nationalism, the English are forgotten or insulted

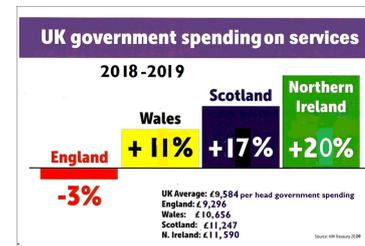
Daily Telegraph 1/2/21:TIM STANLEY | February 2021 • 6:00am

When the next Scottish independence referendum comes, and come it will, one big difference from 2014 will be the silence of the English. Last time, we rushed north to say "please stay!", and some of us will do so again. But fewer. Is it any wonder? We've had seven years of being told we're rich Tory monsters and the average Scot hates us. This has had its effect on British self-perception. Unionists are partly to blame.

But the wider problem is that since 2014, Westminster has conceded that the future of the Union is a wholly Scottish question, that whenever it comes up the priority is to divine what the Scots want and what will keep them happy. All our establishment really has to say to the Scottish people is "how much will it cost to persuade you to stay?", which is tawdry. Unions are meant to last "in sickness or in health". We all like a bit of romance.

But it's hard to conceive of a bigger, cross-class, cross-national unionism when the English politicians who most love the Union are regarded as best kept away from the debate. When that happens, one has to ask, first, "what is the acceptable face of England in 21st century Scotland?" and, second, "what kind of Unionism are we fighting for here?" One in which we are all included, or which is packaged purely to keep one constituent group on board?

My fear is that unionists will have to fight the next referendum on two fronts, not just one, and that while the battle for the Union is being waged in Scotland, the war is being quietly lost in England. Because we have feelings, too, you know.



## Current English Affairs: Roads and Transport

### Low-traffic neighbourhoods 'squeeze life from historic town centres'

Graeme Paton, Transport Correspondent | Neil Johnston | Charlotte Wace: February 02 2021, The Times  
The streets are eerily quiet in the cathedral city of Hereford, and it's not just the pandemic that's keeping people away. Since last summer, giant planters and barriers have sprung up on main roads around the city centre, closing its historic Old Bridge to cars and preventing shoppers from parking near by.

It forms part of a plan — mirrored in towns and cities across Britain (*sic! Ed.*) — to reclaim once traffic-soaked streets for pedestrians and cyclists. The move, however, is not universally popular.

Edward Pritchard, 76, whose family-run clothing store has served Hereford since 1836, said the barriers made the city look like there had "been a bomb scare". "What they have done is ridiculous: the traffic is just going somewhere else. All roads lead into the city. It's a medieval walled city and the street plan has been there for hundreds and hundreds of years. To try to alter it for cyclists is absolutely bizarre."

Luke Conod, 47, who owns the men's fashion shop FIT Hereford, said few people objected to a "more pedestrianised city centre", but added: "This just feels like war on the motor vehicle. These were kneejerk reactions because [the council] had been given some money and needed to spend it."

Similar tensions are rising across the country. In the past nine months Britain's (*sic! Ed.*) streets have been transformed into relative havens of walking and cycling. Pavements have been widened, new cycle lanes have been installed and vehicle access has been blocked through the use of bollards, giant planters and dozens of automated cameras. Figures suggest that more than 200 separate "low-traffic neighbourhoods" (LTNs) have been installed nationwide. New government polling seen by *The Times* shows they are well liked, with more than twice as many people approving of them as opposing them. However, the sheer pace of change has angered some, with councils often employing "experimental" traffic orders to introduce new schemes during the pandemic with little or no formal consultation in advance.

There have been claims of traffic (and pollution) being transplanted on to neighbouring streets, businesses losing customers and emergency services facing longer response times.

In Manchester, 14 planters were installed across Levenshulme and north Burnage this month to stop cars "rat-running" through residential streets, only for some to be tipped over within hours, spilling soil on to the road. There were reports of cars mounting pavements to get past them and ambulances on calls being delayed by up to seven minutes.

PLEASE PRINT OUT AND CIRCULATE

## IF YOU AGREE WITH US-JOIN US

Last month, the High Court declared that guidance used for the mass introduction of schemes in London was unlawful, warning that transport authorities “took advantage of the pandemic” to transform large parts of the city into “car-free zones”.

*The Times* has learnt that many councils in the capital are now drafting changes to local schemes to comply with the ruling, which requires authorities to ensure that street access for taxis is maintained. Croydon council, which has been criticised over a scheme that imposed seven road closures in the South Norwood area, announced on Thursday that giant planters would be removed, with enforcement instead being carried out using cameras. It will lead to more vehicle access being granted for residents, local school staff, carers, taxis and people using car clubs as an alternative to personal car ownership.

It is believed that more than 100 individual LTNs are in various stages of development across England.

### ~~~~~

#### Ministers to seize control of the NHS in the biggest health reform for a decade

Chris Smyth, Whitehall Editor: Saturday February 06 2021, 12.01am, The Times

Ministers plan to take more control over the NHS with laws to block the closure of hospitals and overrule bosses in the biggest health reform for a decade.

NHS chiefs say that changes to allow GPs, hospitals and social care to work together will improve patient care. A white paper will be published this month with plans to push the reforms through by April next year. Government sources argue that they are responding to calls from Sir Simon Stevens, the head of NHS England, for changes to make it easier for hospitals, GPs and others to plan care locally, insisting that the revisions are “evolution rather than a big bang”.

Ministers will use the bill to regain much of the day-to-day control they gave to NHS England in 2012 after repeated frustration at Stevens’s independence. He has control over £120 billion of public money and is accountable to a board separate from the Department of Health, which cannot directly sack him. They will be able to pass him orders and change their instructions on NHS priorities more often. At present the government’s powers are limited to setting an annual strategy.



NHS logo in England

The political fallout from a Tory government overruling the NHS is also expected to limit how often the power is used. Stevens is widely expected to step down this year and Richard Murray, head of the King’s Fund think tank, said that the changes would result in his successor being less independent.

The health secretary will also gain powers to block closures of hospitals, A&Es and maternity units, which must formally be referred to him by councils.

#### It’s the right time for NHS reform, says Matt Hancock

Chris Smyth, Whitehall Editor: Friday February 12 2021, 12.01am, The Times

Reform of social care funding will happen this year to make an NHS overhaul set out yesterday work better, Matt Hancock has said. The health secretary told MPs there was “no better time than now” to reorganise the NHS in England. “The pandemic has made the changes in this white paper more, not less, urgent,” He said that while clinical decisions should be independent, “when the NHS is the public’s top domestic priority — over £140 billion of taxpayers’ money is spent on it each year — and when the quality of our healthcare matters to every single citizen and every one of our constituents, the NHS must be accountable to ministers.” as he published an 80-page plan for the biggest shake-up for a decade.

The NHS internal market has been retained however, with last-minute additions to the white paper specifying that the divide between buyers and sellers of care would not be scrapped. Hancock is using the new laws to impose greater ministerial control over the health service, which was handed day-to-day independence under the 2012 law. He will gain powers to issue direct orders to NHS England, adjust his strategic instructions more often and intervene directly to block changes to local hospitals.

### ~~~~~

#### Potholes go unfilled as council cash crisis deepens

Graeme Paton, Transport Correspondent: Monday February 15 2021, 12.01am, The Times

Today the government announced funding of £500 million to repair local roads in England, saying that the money would be used to fill the equivalent of 10 million potholes. It forms the second instalment of a dedicated £2.5 billion five-year “potholes fund” which was announced in the 2020 budget. When other sources of funding are included, the government expects to spend more than £1.1 billion on local roads this year. However, critics say that the funding falls short of the amount needed to deal with a significant backlog to repairs on local roads.

Research last year by the Asphalt Industry Alliance found that councils had a backlog of £11.1 billion worth of repairs, which had increased by more than £1.8 billion in 12 months. Fifty councils provided information

PLEASE PRINT OUT AND CIRCULATE

## IF YOU AGREE WITH US-JOIN US

on the time spent to repair holes, with an average of 20 days between reports being logged and work completed. It increased to 126 days — four months — in Stoke-on-Trent, 99 days in Cornwall and 90 days in Southampton. Eight councils including Birmingham, Sunderland and the London borough of Lewisham said that repairs were made in an average of one day.

The figures suggest that average pothole repair times have increased from 18.5 days in 2018. These figures exclude Liverpool council, which told researchers it took more than a year to repair potholes in 2019, heavily skewing the average across the country.

Potholes are potentially deadly for cyclists. They can also cause problems for motorists, with damage to shock absorbers, suspension springs and wheels.

### Death toll on smart motorways hits new record

Nicholas Hellen and Tom Calver: February 21 2021, 12.01am, The Sunday Times

There were 14 fatalities in 2019 on motorways where hard shoulders operate as full-time or part-time traffic lanes, according to data collected by the DfT but not published in its annual report on road casualties. There were 11 deaths in 2018 and five in 2017. The figures are from last September's Stats-19 accident database, used by the DfT for its annual report, with input from RoadSafetyAnalysis, a consultancy. There is evidence that the true death toll in 2019 was in fact 15 because the death of a passenger in hospital seven weeks after a crash on a smart motorway was not counted.

The toll is rising faster than the network is expanding. The number of deaths per mile of smart motorway has risen from one every 43 miles in 2016 to one every 17 miles in 2019.

Grant Shapps, the transport secretary, was already under pressure from South Yorkshire's police and crime commissioner to scrap the 375-mile network of smart motorways after another serious smash on the M1. A coroner investigating the death of Nargis Begum, 62, a grandmother, has referred Highways England to the Crown Prosecution Service to consider whether corporate manslaughter charges should be brought. The emergence of the figures has led the families of victims to redouble campaigning efforts.

Claire Mercer, whose husband, Jason, 44, died on a stretch of the M1 near Sheffield with no hard shoulder in June 2019, said: "It's 14 people who didn't come home, which is exactly what happened with my husband. People are starting to realise the emergency of it. Smart motorways need to be scrapped. We need the hard shoulder back — it is the only way that we will stop this dangerous situation. All motorways need a hard shoulder all of the time."

Sally Jacobs, 83, whose husband, Derek, was killed on the M1 south of Sheffield in March 2019, when problems with a tyre forced him to stop his van, said: "People do not want these smart motorways, they want a hard shoulder. Only the government and Highways England want it because of the cost."

Her husband's van was hit by a red Ford Ka, and Charles Scripps, 78, from Northampton, who was a passenger in the Ka, died in hospital on May 9, seven weeks later. His death is not recorded on the official accident databases.

Edmund King, AA president, who warned ministers about the risks five years ago, said: "Tragically these devastating new figures reflect our worst fears. More and more people are dying on 'smart motorways'. "The clamour for change has been getting louder, as officials sat on these figures, with coroners and police commissioners now joining our campaign alongside former transport ministers pushing for change." Earlier this month Shapps discussed why he had decided not to scrap them. "A lot of people say, 'just undo it', and I have looked at that. It would require the equivalent land for 700 Wembley stadium-sized football pitches to somehow undo it all. We would have to buy people's homes and destroy acres of green belt. I do not see that there is a route through to simply undoing it. We have to make what is there safe."

### Charges on councils threaten drive for new clean air zones

Graeme Paton, Transport Correspondent: Friday February 26 2021, 12.01am, The Times

Local authorities across the country have been told to consider introducing "clean air zones" which impose charges on owners of the dirtiest vehicles to use urban streets, cutting pollution levels.

The Department for Transport (DfT) has introduced a new "central services" unit which provides councils with the back-office support needed for the system. However, it has now emerged that in a little-noticed move the government will charge participating councils £2 per vehicle to use the service, potentially undermining the case for introducing the measures at all.

Birmingham — one of two cities due to introduce a new clean air zone this year — has revealed that it will now only collect half the income it previously anticipated through the scheme, which will charge own-



## IF YOU AGREE WITH US-JOIN US

ers of older diesel and petrol cars £8 a day, until 2030. As a result of the changes, it expects to now raise £41.1 million through the scheme rather than £85.7 million. Despite the £2 per vehicle charge, the taxpayer is also expected to make a loss from the system. The government said that it was anticipating a total £38.7 million shortfall over the next seven years.

### Coming soon to a city near you — road charges

Nicholas Hellen, Transport Editor: Sunday February 28 2021, 12.01am, The Sunday Times

Cities, including Birmingham, Bristol, London, Oxford and Portsmouth, will adopt measures before the end of the year, to clean up emissions blamed for about 40,000 premature deaths a year but racking up hefty charges for motorists.

Bath, the first such scheme outside central London, is nervously preparing the ground to avoid a backlash. It switched on its cameras in December and has started posting warning notices to everyone who has driven through the zone with a non-compliant vehicle since then.

Even though the scheme is confined to a small area of the historic heart of Bath, the set-up costs will be £20 million, with running costs of about £2 million a year for the next decade. Already £11.4 million has been allocated to convert 80 buses and to give grants of up to £4,500 each to replace polluting taxis, private hire vehicles and vans. Despite the warning letters, officials predict 17,057 penalty notices will be issued in the first year. When the system takes effect on March 15, taxis and minicabs must pay £9 per day to enter the zone unless they are lower-emissions vehicles, with charges of £100 for coaches and heavy goods vehicles. Failure to pay will incur a £120 penalty charge.

Bath is even recruiting two anti-idling officers at a cost of £69,477 to stop people running their engines when not moving. It will also spend £800,000 on cargo bikes to replace vans.

Clean air zones are intended by the government to tackle a public health emergency and should be scrapped when they achieve their goal. In most cases, petrol cars will be liable only if they are pre-2005 models, known as Euro 4 standard, while pre-September 2015 diesels (Euro 6) will also be affected. But Tom Henderson, a partner at BDB Pitmans, a law firm advising nine local authorities on clean air zones, warned that they could “normalise” greater use of road pricing as the exchequer seeks alternatives to the £40 billion a year it extracts from vehicle tax, fuel duty and VAT.

Other cities are embarking on schemes funded by the taxpayer and the motorist. In August Oxford intends to introduce the strictest system: a zero emissions zone in its historic centre. Only zero-emissions vehicles will enter for free, with charges for others from £2 to £10.

The largest scheme, in London, will be extended to the entire area bounded by the North and South Circular roads with daily fees of £12.50 for ordinary passenger cars.

The taxpayer has spent more than £1 billion to clean up car emissions in the past decade, yet the National Audit Office concluded last week that it has not been possible to “demonstrate value for money”. Last September there were 32.9 million cars on the road, of which only 1.1 per cent were ultra-low emissions vehicles.

Even with the plug-in car grant, zero-emission cars cost £13,000 more on average than their rivals and the gap in purchase price has failed to narrow since 2011.

Edmund King, president of the AA, said park and ride schemes were a cheaper alternative to clean air zones, adding that “it appears some councils are banking on generating millions of pounds in fines from drivers being unfamiliar with these city centres or being confused by the signage”.

---

### UK Government legislation of English Affairs: Statutory Instruments

No. 102: landlord and tenant, England: The Agricultural Holdings (Units of Production) (England) Order

No. 127: exiting the European Union: Education, England: The Education (Student Fees, Awards and Support) (Amendment) Regulations 2021

No. 158: agriculture, England: Hill lands: The Heather and Grass etc. Burning (England) Regulations 2021

No. 165: animals, England: Animal health: The Zoonoses (Amendment) (England) Order 2021

No. 161: children and young persons, England: The Care Planning, Placement and Case Review (England) (Amendment) Regulations 2021



---

**England's hero:** Sir Richard Whittington (c. 1354– March 1423) of the parish of St Michael Paternoster

**PLEASE PRINT OUT AND CIRCULATE**

## IF YOU AGREE WITH US-JOIN US

Royal, City of London, was an English merchant and a politician of the late medieval period. He is also the real-life inspiration for the English folk tale *Dick Whittington and His Cat*. He was four times Lord Mayor of London, a member of parliament and a sheriff of London. In his lifetime he financed a number of public projects, such as drainage systems in poor areas of medieval London, and a hospital ward for unmarried mothers. He bequeathed his fortune to form the Charity of Sir Richard Whittington which, nearly 600 years later, continues to assist people in need.

He was born into an ancient and wealthy Gloucestershire family. As a younger son, under the system of primogeniture he would not expect to inherit his father's estate, and thus was sent to the City of London to learn the trade of mercer. He became a successful merchant, dealing in valuable imports such as silks and velvets, both luxury fabrics, much of which he sold to royalty and nobility from about 1388.

There is indirect evidence that he was also a major exporter to Europe of much sought after English woollen cloth such as broadcloth. From 1392 to 1394 he sold goods to King Richard II worth £3,500 (equivalent to more than £1.5 million today).

He also began money-lending in 1388, preferring this to outward shows of wealth such as buying property. By 1397 he was also lending large sums of money to the king.

In 1384 Whittington had become a Councilman of the City of London. In 1392 he was one of the City's delegation to the king at Nottingham at which the king seized the City of London's lands because of alleged misgovernment. By 1393, he had become an Alderman and was appointed Sheriff of the City of London by the incumbent mayor, William Staundone, as well as becoming a member of the Worshipful Company of Mercers. Two days after the death of Adam Bamme in June 1397, Whittington was imposed on the City by the king as his replacement as Lord Mayor of London. Within days Whittington had negotiated with the king a deal in which the City bought back its liberties for £10,000 (nearly £4 million today). He was formally elected as mayor by a grateful populace on 13 October 1397.

The deposition of King Richard II in 1399 did not affect Whittington and it is thought that he merely acquiesced in the coup led by Bolingbroke, later King Henry IV, whom Whittington had long supplied with merchandise. He also lent the new king substantial amounts of money. He was elected mayor again in 1406 and 1419 and during 1407 served as mayor of The Staple at Calais, representing that town's merchants. In 1416 he became a Member of Parliament for the City of London. He was also influential with King Henry V, Henry IV's son and successor, whom he lent large amounts of money and for whom he served on several Royal Commissions of oyer and terminer. For example, Henry V employed him to supervise the expenditure to complete Westminster Abbey. Despite being a moneylender himself he was sufficiently trusted and respected to sit as a judge in usury trials in 1421. Whittington also collected revenues and import duties. A long dispute with the Worshipful Company of Brewers over standard prices and measures of ale was won by Whittington.

In 1402, at the age of 48, he married Alice FitzWaryn (d.1411), but she died without producing any issue. In his lifetime Whittington donated much of his profit to the city and left further endowments by his Will. He financed, the rebuilding of the Guildhall, a ward for unmarried mothers at St Thomas' Hospital, drainage systems for areas around Billingsgate and Cripplegate, the rebuilding of his parish church, St Michael Paternoster Royal, a public toilet seating 128 called Whittington's Longhouse in the parish of St Martin Vintry that was cleansed by the River Thames at high tide and most of Greyfriars library

He also provided accommodation for his apprentices in his own house. He passed a law prohibiting the washing of animal skins by apprentices in the River Thames in cold, wet weather because many young boys had died through hypothermia or drowning in the strong river currents.

Whittington died in March 1423 and was buried in the church of St Michael Paternoster Royal, to which he had donated large sums during his lifetime. The tomb is now lost. Having died childless, Whittington left £7,000 in his will to charity, in those days a large sum, with a modern-day equivalence of about £3 million. Some of this was used to rebuild Newgate Prison and accommodation in it for the Sheriffs and Recorder which is the forerunner of that in the Old Bailey, build the first library in Guildhall (the ancestor of the modern Guildhall Library), repair St Bartholomew's Hospital, the creation of his 'college' i.e. almshouse and hospital originally at St Michael's, install some of the first public drinking fountains.

The almshouses were relocated in 1966 to Felbridge near East Grinstead. Sixty elderly women and a few married couples currently live in them. The Whittington Charity also disburses money each year to the needy through the Mercers' Company. The Whittington hospital is now at Archway in the London Borough of Islington and a small statue of a cat along Highgate Hill further commemorates his legendary feline.



*Richard Whittington, 19th c. engraving after original c.1590 by Reginald Elstrack Original engraving depicted a skull, changed to a cat by print-seller Peter Stent to meet popular expectations.*

## IF YOU AGREE WITH US-JOIN US

**Dick Whittington and His Cat** is the English folklore surrounding the real-life Richard Whittington. The legend describes his rise from poverty-stricken childhood with the fortune he made through the sale of his cat to a rat-infested country. However, the real Whittington did not come from a poor family of common stock, and there is no compelling evidence supporting the stories about the cat, or even whether he owned one. Another element in the legend is that Dick attempted to flee his service as a scullion one night, heading towards home (or reached Highgate Hill in later tradition), but was dissuaded by the sound of Bow bells, which promised he would be mayor of London one day.

Written forms date from the early 1600s, over 150 years after the death of the historical Whittington. Based on this tradition, the landmark Whittington Stone at the foot of Highgate Hill is commonly perceived to be the place where Dick Whittington stopped and heard the famous bells. Since the pre-Victorian era, the story has been a favourite subject of British pantomime, especially during Christmas season.

**England's history:** On March 12, 1609 - The island of Bermuda was settled by the British after a ship on its way to Virginia was wrecked on the reefs. Bermuda was originally discovered in 1503 by Spanish explorer Juan de Bermúdez. In 1609, the English Virginia Company, which had established Jamestown in Virginia two years earlier, permanently settled Bermuda in the aftermath of a hurricane, when the crew and passengers of *Sea Venture* steered the ship onto the surrounding reef to prevent it from sinking, then landed ashore.

Bermuda became an English Crown Colony. Following the 1707 unification of the parliaments of Scotland and England, which created the Kingdom of Great Britain, the islands of Bermuda became a British Crown Colony.

Bermuda became known as a "British Overseas Territory" in 2002, as a result of the British Overseas Territories Act 2002.

On 2 June 1609, Sir George Somers had set sail aboard *Sea Venture*, the new flagship of the Virginia Company, leading a fleet of nine vessels, loaded with several hundred settlers, food and supplies for the new English colony of Jamestown, in Virginia. The fleet was caught in a storm on 24 July, and *Sea Venture* was separated and began to founder. When the reefs to the East of Bermuda were spotted, the ship was deliberately driven on them to prevent its sinking, thereby saving all aboard, 150 sailors and settlers, and one dog. William Shakespeare's play *The Tempest*, in which the character Ariel refers to the "still-vex'd Bermoothes", is thought to have been inspired by William Strachey's account of this shipwreck.

The survivors spent nine months on Bermuda. The master's mate was lost at sea when *Sea Venture's* longboat was rigged with a mast and sent in search of Jamestown. He was not seen again. The remainder built two new ships mostly from Bermuda cedar. When the two new vessels were complete, most of the survivors set sail on 10 May, completing their journey to Jamestown on 8 June 1610. Christopher Carter and Edward Waters remained. Somers returned to Bermuda in June and found Carter and Waters alive. Two years later, in 1612, the Virginia Company's Royal Charter was officially extended to include the island, and a party of sixty settlers was sent on *Plough*, under the command of Sir Richard Moore, the island's first governor. Joining the three men left behind they founded and commenced construction of the town of St. George, designated as Bermuda's first capital, the oldest continually inhabited English town in the New World.



### English culture: Pace Egging

Pace-Egging is an ancient English custom once widespread, and is still to be found in parts of the country today. Pace Egging is hundreds of years old and its origins are unknown. The name *pace* is derived from Latin *pascha* ('Easter') (c.f. the adjective *paschal*). The term "Pace Egg" is an archaic English term for "Easter Egg".

Pace-egging was taken seriously...for example in the household accounts of King Edward I there is an item of 'one shilling and sixpence for the decoration and distribution of 450 Pace-eggs!'

Pace-Eggers were once a common sight in Lancashire villages. They were groups of fantastically dressed 'mummers' complete with blackened faces, wearing animal skins and festooned with ribbons and streamers. They processed through the streets singing traditional Pace-egger's songs and collecting money as a tribute or gifts of decorated eggs from



PLEASE PRINT OUT AND CIRCULATE

## IF YOU AGREE WITH US-JOIN US

villagers. Pace Eggers could also be bands of performers and were locals who performed in their surrounding villages. They often blacked their faces (as was common in English folk traditions such as Border Morris) and wore animal skins, ribbons or coloured paper, masks, and sometimes wooden swords.

At Burscough near Ormskirk the Pace-egger's procession survived until quite recently, and was quite an occasion! The procession included various characters... the Noble Youth, the Lady Gay, the Soldier Brave and the Old Toss-Pot! The Old Toss-Pot was a drunken buffoon who wore a long straw tail stuffed with pins. It was not wise to grab the Old Toss-Pots tail.



Bury Pace-Eggers 2001 – © John Frearson

Pace Egg plays were most common in Northern England, in the counties

of Lancashire, Yorkshire and Northumberland as an Easter custom in the tradition of the medieval mystery plays. The practice was once common throughout Northern England, but largely died out in the nineteenth century before being revived in some areas of Lancashire and West Yorkshire in the twentieth century.. The drama takes the form of mock combat between the hero and villain, in which the hero is killed and brought back to life, often by a quack doctor. In some plays the figure of St George smites all challengers, and the fool, *Toss Pot*, rejoices. In other versions, the antagonist is a Turkish knight. Other characters are called the Noble Youth, the Lady Gay, the Soldier Brave.

Several closely related folk songs were associated with Pace Egging. Pace egging originally involved young boys collecting money and begging for pace eggs, with the drama being an 18th century Lancashire addition. The 'captain' of the group of boys would sing something along the lines of the following:

*Here's two or three jolly boys, all o' one mind,  
We've come a pace-egging and I hope you'll prove kind,  
I hope you'll prove kind, with your eggs and your beer,  
For we'll come no more pace-egging until the next year.*

Pace egging was in decline by 1842. Many Pace Egg plays died out after the First World War, when many of the men who took part in them were killed in action. In Middleton, North Manchester, Pace Egging (performing the Pace Egg Play) was revived in 1967. The Bury Pace Eggers were revived in 1970, and still perform in pubs and squares around the town and surrounding villages in the week before Easter.

Midgley Pace Egg was performed by children from the village's primary school, but in recent decades older children from the nearby Calder High School took over. That school is no longer interested in such things, but ex-pupils maintain the tradition, performing in the original Midgley, West Yorkshire location as well as at the tourist magnet, Heptonstall. The plays enjoyed a renaissance in Heptonstall, West Yorkshire in recent decades. The origins are uncertain, but appear to be based on the Midgley tradition. Some versions of the plays have undoubtedly been performed over many hundreds of years. It has become an established Good Friday tradition, and hundreds come to Weavers Square to watch.

Traditionally, Pace eggs were wrapped in onion skins and boiled to make their shells look like mottled gold, or wrapped in flowers and leaves first in order to leave a pattern. Eggs could also be drawn on with a wax candle before staining, often with a person's name and date on the egg. Usually Pace-eggs were either eaten on Easter Sunday or handed out to the Pace-Eggers. Alternatively, they could be kept as decorations or used in special games. More recently, eggs have been stained with coffee grains or simply boiled and painted in their shells and are often painted.

At Grasmere, Cumbria, in the Wordsworth Museum there can be seen a collection of highly decorated eggs originally made for the poet's children.

In Avenham Park in Preston the crowds still gather today to watch the old traditional egg-rolling contest down the grassy slopes. The eggs are hard boiled and then decorated, and hundreds of children today compete to see whose egg can roll the furthest without cracking.

A warning to all... empty Pace-egg shells must be crushed for they are popular with Lancashire witches who use them as boats.

---

**English produce:** Parsnips (*Pastinaca sativa*) are a root vegetable closely related

to carrot and parsley, all belonging to the flowering plant family Apiaceae. Its long, tap root has cream-colored skin and flesh, and, left in the ground to mature, it becomes sweeter in flavor after winter frosts. The parsnip is native to Eurasia; it has been used as a vegetable since antiquity and was cultivated by the Romans, although some confusion exists between parsnips and carrots in the literature of the time. It was

## IF YOU AGREE WITH US-JOIN US

used as a sweetener before the arrival in Europe of beet or cane sugar.

The parsnip is usually cooked, but it can also be eaten raw. It has a very sweet taste. It is high in vitamins and minerals, especially potassium. It also contains antioxidants and both soluble and insoluble dietary fibre.

There are parsnip growers throughout England and demand for parsnips has traditionally been driven by its role in the Great English roast dinner, but a diversifying market is opening up opportunities and leading some to predict a bright future for the crop. Those opportunities include processing uses such as parsnip crisps, frozen roast parsnips and baby food. There is also a growing export market as our European neighbours develop a taste for the sweet-tasting vegetable.



### Recipe: Mushroom and parsnip pie

[https://www.bbc.co.uk/food/recipes/mushroom\\_and\\_parsnip\\_91300](https://www.bbc.co.uk/food/recipes/mushroom_and_parsnip_91300)

By Anna Jones

Preparation time: less than 30 mins

Cooking time: 1 to 2 hours

Serves 6

### Ingredients

750g/1lb 10oz mixed mushrooms (preferably portobello, chestnut and wild mushrooms), roughly chopped into chunks	olive or rapeseed oil
200ml/7fl oz white wine or vegetable stock	3 garlic cloves, sliced
small bunch fresh flatleaf parsley, roughly chopped	2 red onions, sliced
sea salt and freshly ground black pepper	1 tbsp Dijon mustard
2-4 tbsp crème fraîche (optional)	3 small parsnips, grated
small bunch thyme, leaves picked	2 carrots, finely chopped
250g/9oz swede, finely chopped	2 tbsp wholegrain mustard
	1 tbsp Worcestershire sauce

### Method

Place a large ovenproof frying pan over a high heat and add a good glug of oil. Add enough mushrooms to cover the base of the pan, season with salt and pepper, and sauté until nicely brown and beginning to crisp at the edges. Transfer to a bowl and fry the remaining mushrooms in batches.

Put the pan back on the heat and add another glug of oil. Add the garlic, thyme, onions, carrots and swede, season with a good pinch of salt and pepper and cook over a medium heat for 10 minutes, until softened and starting to brown.

Preheat the oven to 200C/180C Fan/Gas 6.

Add the mushrooms and the wine or stock, and simmer until almost all the liquid has evaporated. Add the Worcestershire sauce, mustards, parsley and crème fraîche, if using, and cook gently for a few more minutes, until you have a rich gravy. Taste and add more salt and pepper if needed.

Season the parsnips with salt and pepper and pile on top of the mushroom mixture, leaving a little gap around the edge. Drizzle generously with oil and bake for 40 minutes, until golden brown and crisp. Serve with some cheerful greens.



### OUR PRECIOUS UNION! Theresa May June 2017

(Sucking England dry)

Join at [www.thecep.org.uk](http://www.thecep.org.uk) or send name and address with cheque for £20 (£15 concessions) made out to The Campaign for an English Parliament to Ms P Cullen, 9 the Meadows, Breachwood Green, Hitchin, Herts., SG4 8PR

*The Campaign for an English parliament is a Company limited by guarantee, Registered in England number 03636739. It is a not-for-profit organisation with no shareholders and limited liability.*

*The views expressed in Think of England are not necessarily those of the editor or members of the National Council*

Think of England is published online. Hard copies will cost £3.00 with £1 pp and may be obtained by contacting 0845 6346108 or emailing [scilla.cullen@dsl.pipex.com](mailto:scilla.cullen@dsl.pipex.com)

**PLEASE PRINT OUT AND CIRCULATE**