

London Mayor confirms drive of ULEZ to Epsom border. ULEZ explainer.

28 July 2023



Sadiq Khan confirmed today the Ultra-Low Emission Zone (ULEZ) will cover almost all of Greater London, pushing it right up to the Surrey border.

The Mayor of London’s decision was made within minutes of the High Court decision to rule against Surrey County Council and four London boroughs’ joint bid to halt its controversial roll out.

The local authorities argued that the Labour mayor Sadiq Khan lacked the legal power to order the expansion. **Mr Justice Swift**, who heard the case, disagreed.

It means the new zone, where drivers of non-compliant vehicles will be charged £12.50 very time they cross the ULEZ border, comes up to Elmbridge, **Epsom and Ewell**, Reigate and Banstead, Spelthorne, and Tandridge.

How likely is it that ULEZ expansion will go ahead?

On July 28, Mr Justice Swift published his High Court ruling. He said the process to expand the ULEZ, including the public consultation, was thorough and the decision was completely legally sound.

The coalition of councils had been given leave to challenge the expansion on three grounds based on whether it was lawful for the mayor to extend ULEZ, the consultation process, and the scrappage scheme.

The Judge sided with the Mayor of London on all matters, prompting Sadiq Khan to say: “This landmark decision is good news as it means we can proceed with cleaning up the air in outer London on August 29.

“The decision to expand the ULEZ was very difficult and not something I took lightly and I continue to do everything possible to address any concerns Londoners may have. “The ULEZ has already reduced toxic nitrogen dioxide air pollution by nearly half in central London and a fifth in inner London. The coming expansion will see five million more Londoners being able to breathe cleaner air.

“I’ve been listening to Londoners throughout the ULEZ rollout, which is why from next week I am expanding the scrappage scheme to nearly a million families who receive child benefit and all small businesses with up to fifty employees. I will continue to look at new ideas to support Londoners.

“Nine out of 10 cars seen driving in outer London on an average day are already compliant so won’t pay a penny – yet will still see the benefits of cleaner air. Air pollution is an urgent public health crisis – our children are growing up with stunted lungs and it is linked to a host of serious conditions, from heart disease to cancer and dementia.

“This unambiguous decision today in the High Court allows us to press on with the difficult but vital task of cleaning up London’s air and tackling the climate crisis.”

What does it mean for people in Surrey?

The extended zone will directly bring in a further 5 million people under ULEZ, this is in addition to the four million Londoners within the existing clean air zone.

According to the Mayor’s office the decision to make ULEZ London-wide was “difficult and not something he takes lightly – and he continues to do everything possible to address concerns (people) may have.

Official figures say the “highly targeted scheme” will help take the the most polluting vehicles off the roads with estimates suggesting “nine out of ten cars seen driving regularly in outer London on an average day are already ULEZ compliant and will not pay a penny when the zone expands, while still benefiting from cleaner air”.

Freedom of Information figures for people living within Surrey postcodes suggest there will be far more people impacted by the changes with as many as a quarter of a million cars potentially falling short of emission standards.

Meanwhile, the mayor’s office estimates the £1million combined cost to councils for bringing the case would paid for more than 350,000 free school meals.

It could also impact the parents, teachers, and staff at more than 50 schools on the Surrey-London border from the next academic year.

Why does the Mayor and TfL want to expand ULEZ ?

Air pollution is linked to asthma, cancer, heart disease and dementia among other conditions. Each year about 4,000 die in the capital prematurely due to causes linked to air pollution – this, the Mayor’s office says – is even more prevalent in the outer boroughs.

At the same time every outer London borough exceeds the World Health Organisation’s recommended guidelines for nitrogen dioxide and particulates. Since the introduction of ULEZ, the number of children admitted to hospital with asthma and other respiratory diseases has failed by 30 per cent in central London.

The RAC meanwhile has suggested other factors such as lockdowns, the cost of living crisis, fuel shortages, fuel prices, and the weather have all contributed to these reductions.

Others have suggested ULEZ is being used as a means of bridging TfL’s £1.2bn funding gap.

Will I have to pay?

Vehicles that meet required Euro emissions standards do not have to pay. This means that the majority of petrol vehicles from January 2006 onwards and diesel vehicles from September 2015 will be exempt from the charge.

The standards are:

Euro 3 for motorcycles, mopeds, motorised tricycles and quadricycles (L category)

Euro 4 (NOx) for petrol cars, vans, minibuses and other specialist vehicles

Euro 6 (NOx and PM) for diesel cars, vans and minibuses and other specialist vehicles

The majority of petrol vehicles that are less than 16 years old or diesel vehicles under six years old already meet standards.

People who are clinically assessed as too ill to travel to medical appointments on public transport may also be be eligible to claim back any ULEZ charge.

Not-for-profits that run community minibuses can register for exemptions until October 26, 2025. Grace periods also exist for people whose vehicles are registered with the DVLA as having ‘disabled’ or ‘disabled passenger vehicle’.

Scrappage

The Mayor of London launched a £110m scrappage scheme to help people dispose of the highest polluting vehicles but this is currently only open to people living in London Boroughs.

What about if I decide to just not pay?

Transport for London will be using autonomic number plate recognition cameras to spot people entering the zones. People who fail to pay the £12.50 charge will be slapped with a fine of £160 – half if they pay it within 14 days.

Can I check if my vehicle is ULEZ compliant?

Transport for London has set up a website to allow people to check if their vehicles meet the emission and safety standards required to drive in London without having to pay a charge.

<https://tfl.gov.uk/modes/driving/check-your-vehicle/?intcmp=52335>

Related reports:

High Court gives ULEZ the green light to Epsom's borders

ULEZ court challenge begins

ULEZ driving old cars to Epsom market

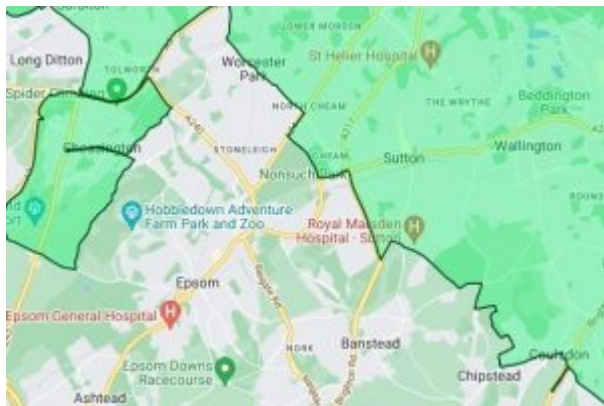
Challenge to ULEZ gaining grounds

Many Surrey motorists will be paying the ULEZ charge.

ULEZ Court battle looming

High Court gives ULEZ the green light to Epsom's borders

28 July 2023



The controversial **ULEZ** scheme can now be expanded to the border of Surrey after a coalition of councils lost their High Court battle.

Surrey County Council, together with the outer London boroughs of Bexley, Bromley, Harrow and Hillingdon launched legal action in February over **Sadiq Khan's** proposals to extend ULEZ beyond the North and South Circular roads.

The local authorities' lawyers argued that the Labour mayor Sadiq Khan lacked the legal power to order the expansion.

Craig Howell Williams KC, for the councils, said there was an "unfair and unlawful" approach to collecting views on the plans and that "key information... was not disclosed" during previous consultation.

Today, July 28, the High Court ruled against them saying there was no legal impediment to the mayor's expansion.

Councillor **Tim Oliver**, leader of Surrey County Council said: "Whilst we respect today's court decision, it is incredibly disappointing. This has always been about protecting Surrey residents, many of whom will now be significantly socially and financially impacted by the Mayor's decision as they go about essential, everyday journeys, without any mitigation in place to minimise this.

"Our concerns, which have never been addressed by The Mayor despite our continued efforts, forced these legal proceedings to ensure we did all we possibly could to have the voice of our residents heard.

"We met with Transport for London on 14 July 2023 in the hope of agreeing mitigation for Surrey residents. Sadly, nothing was offered."

The councils said that, while the Mayor of London and Transport for London may now have the legal right to impose the scheme, questions remained over whether the public would agree that he had the moral right to do so - particularly in light of the Uxbridge by-election which they said was a "referendum on the expansion of ULEZ".

They argue that this shows a lack of realisation on the part of the Mayor of London and TfL over the "damage the extension will have to the lives of residents and businesses in outer London as well as those outside of its borders".

According to the the Mayor's office, air pollution causes thousands of Londoners to die prematurely each year and develop life-changing illnesses like cancer, lung disease, dementia and asthma.

Expanding the Ultra Low Emission Zone across all London boroughs will bring clean air to 5 million more people, it said.

The expansion of ULEZ is now expected to go ahead as planned on Tuesday August 29.

People driving non-compliant vehicles in the zone are expected to be charged £12.50 per day.

Related reports:

ULEZ court challenge begins

ULEZ driving old cars to Epsom market

Challenge to ULEZ gaining grounds

Many Surrey motorists will be paying the ULEZ charge.

ULEZ Court battle looming

Sanity for the "mad mile"?

28 July 2023



Lower speed limits along a notorious "high risk" danger road, dubbed the "mad mile", are to come into force from next year.

Surrey County Council has agreed to restrictions on the **A217 between Sutton and Banstead** in the new financial year after receiving a petition calling for greater safety measures.

The dual carriageway currently has a speed limit of 60mph which petition papers presented to the council said were “often abused” with cars even “racing” with “no heed to other road users”.

This, it said, “led to severe accidents on that stretch, most of which could have been avoided if there was an imposed limit of 40 mph.”

In March this year a woman died in hospital three weeks after a crash happened involving two cars along the A217. Both vehicles were travelling south from Belmont Rise roundabout towards the traffic lights at Fir Tree road.

Website crashmap shows the junctions at either end of the “mad mile” are particular hotspots.

The petition added: “There is no valid reason why this short stretch of road should allow a limit of 60 mph, when the rest of the A217 stretch has a limit of 40 mph.”

Ram Nandula who led the efforts, addressed the Tuesday, July 25, cabinet meeting. He said: “We’ve seen how dangerous the road is because of the change over from 40 to 60 and then back to 40 as people git the road they start racing with each other on both lanes. It’s a high risk road, and it’s not safe for pedestrians or cyclists.”

He added that the rest of the road was 40mph and changing this stretch would allow for “a smoother flow of traffic”.

The meeting was chaired by cabinet member for highways and community resilience, Councillor **Kevin Deanus**. He said: “Yes we agree and we will do it. We’ve looked at the number of collisions, there are collisions at either end. Partially due to people approaching too fast. There are crossing points and a 60 mph dual carriageway is not a nice place for a pedestrian to cross the road.”

He said that long term the council was minded to introduce a signalled crossing on the road and that speed data collected along the road backed up the need for tighter controls there.

The council understands the road “a history of collisions including some resulting in serious injury”. As for time frames, Cllr Deanus said that highways money had been budgeted for so the new measures would be introduced and evaluated in the 2023/24 financial year.

According to the county council, its road safety engineering team has already allocated its central road safety budget on schemes across the county with a history of collisions.

The official response to the petition read: “Therefore, we would be able to tackle this stretch with our central budget to implement a lower 40 mph speed limit in the following financial year starting in April 2024.

“Once implemented we will undertake similar speed surveys to check on the success of the scheme and compliance with the new speed limit. This will inform on the need for any additional measures to manage speeds successfully on this stretch.”

Mr Nandula said: “Thank you so much, I understand how important getting the budget is, and better late than never.”

Related report:

Time for us all to slow down?

Guildford Council to cut to the bone

28 July 2023



The **Epsom and Ewell Times** has been reporting on the fate of Woking’s and Guildford’s Borough Councils. In contrast to Epsom and Ewell Borough Council, which recently proclaimed healthy solvency, Woking has been declared bankrupt and Guildford is close to bankruptcy. Valuable lessons are here for the role of our local Councillors, Council officers and the local media in reporting. Chris Caulfield reports:

Services will be cut back to the bone as **Guildford Borough Council** looks to carve out more than £18 million from its annual budget to avoid effective bankruptcy.

The level of cuts was agreed at the Thursday, July 25, full council meeting to address the authority’s £300m debt. Councillor **Richard Lucas**, lead member for finance and property said, the borough would have to make “structural changes” and dispose of its assets if it wanted to get its house in order ahead of a revised November budget.

He told the meeting: “Our officers are trying to deal with the reality of the situation. We won’t deal with this by pretending there is no problem. This is going to result in difficult decisions for the operational spending and capital disposal. This is not Section 114. We are taking action to avoid this. However, if we do nothing Section 114 comes into play which would pretty much make this council useless.”

A Section 114 notice is when a council declares itself effectively bankrupt and can no longer run a balanced budget. It stops all but essential spending to ensure a council can continue to provide its legally obligated services to its most vulnerable residents.

The approved measures, however, are not too dissimilar after the council said that new spending would need the explicit agreement of its chief finance officer (CFO) until further notice, and that breaches would be “considered a disciplinary matter”.

Recruitment and contract renewal has to be signed off by the corporate management board and the council’s investment programme has been suspended immediately, save for existing contracts that need to be fulfilled.

This applies to all council services, including statutory ones. The only exemptions are the council-owned housing company North Downs Housing Ltd and the Housing Revenue Account.

These controls will remain until at least the 2023-24 financial year.

Cllr **Philip Brooker** (Con, Worplesden) said “we as a council must take immediate action to solve this” but called on it to be done in a way that minimises the impact on services. Cllr **Bob Hughes** (Con, Shere) said “it was doubtless services would go” and that people “would get hurt”.

The authority will undergo radical change as it “reconfigures services so they can be managed within the financial resources available to the council”.

Every service and budget, the bleak report read, would undergo a review to establish minimum viable service levels and options for savings and income growth.

The report read: “The council will no longer be able to afford to deliver the current range of services or maintain some services at existing levels and significant rationalisation of the current service offer will be required to live within a reduced financial envelope.”

Services that protect the most vulnerable residents would be prioritised for protection with the remaining services transformed “to ensure they are as efficient and cost effective as possible”.

The authority announced it had to impose a series of strict cuts to its budgets to cover an £18m deficit by the end of the financial year if it was to avoid effectively declaring itself bankrupt this autumn.

The deficit, council papers said, equates to 145 per cent of its net budget and “will fundamentally change the services the council delivers and will require political will and a step change in activity to reconfigure services accordingly”.

Related reports:

Woking bankruptcy, far or near to us?

Guildford contemplates financial “Armageddon”.

The knives are out in Woking

Woking’s debt crisis explained

Council’s financial reservations (report on Epsom and Ewell Borough Council)

Surrey slips up on child’s GCSEs

28 July 2023



An autistic child missed her GCSEs due to the failings of **Surrey County Council**, a watchdog has found. The girl missed about 40 weeks of education, the local government and social care ombudsman said, with only limited provision – much of which was online – during this time.

The county council also failed to engage with medical professional involved with the girl, or provide any up-to-date notes to suggest what educational provision it considered suitable for the girl.

It led to the ombudsman to find fault with Surrey County Council for “failing to provide suitable alternative provision” and ordered the authority to apologise to the mother and child for the loss of education and support.

After the ombudsman investigated the mother’s complaint, the council also agreed to pay £3,650 for the child’s missed education and £2,823.50 to for the cost of the private tutors.

The council also agreed to fund the child’s functional skills examinations to address her missed GCSEs.

In April 2021, the girl’s doctor asked for her to be signed off from school because of her sensory and communication difficulties.

The following month the school referred her to Surrey County Council because of her low attendance – having been out of education for more than 15 days.

The girl’s mother told the county council that her daughter had been signed off while doctors completed an Autism Spectrum Disorder assessment.

Work was being sent to the girl to complete but her mother expressed concerns over its suitability and had to search online to supplement this. That same month, her mother hired a private tutor for seven hours a week. By June ,she was attending half-days of school to see out the academic year. She began the new term after summer but stopped attending on September 13.

According to the ombudsman: “The law is clear that where a school does not make appropriate arrangements for a child who is missing education through illness or ‘otherwise’, the council must intervene and make such arrangements itself. The duty arises after a child has missed fifteen days of education either consecutively or cumulatively.”

From September 13, 2021 , to November 22, 2021, the child missed two further months of education during a key academic year, yet received no alternative provision during this time.

In total, during the period under review, the girl received the equivalent of 20 per cent of a full-time education.

The lasting impact of all this, the ombudsman found, was that the girl “failed to take any of her year 11 GCSE examinations and has left mainstream secondary education without qualifications. This will have a lasting impact on (her) future. (Her mother) has advised she wants (her daughter) to take functional skills examinations in maths and English.”

Surrey County Council has agreed to fund these.

Councillor **Clare Curran**, cabinet member for education and learning apologised for the distress the family experienced. She said: “I am aware that the council has not always got things right and that the support and service that we give some children with additional needs and their families is not always of the standard that we would expect and I am sorry about that. We are working hard to improve our services.

“We are not able to comment on any individual children specifically, however we are constantly reviewing how we support young people who are unable to attend school, and are implementing our £180million capital programme to increase the availability of, and access to specialist provision. We also recognise the significant issues that confront the SEND system nationally.

“We have seen a 64 per cent increase in education, health and care needs assessment requests across Surrey since 2020, at a time of a national shortage of Educational Psychologists (EPs). We are doing our utmost to recruit more to meet this demand, and we are filling this gap as best we can, but we hope to see the shortage in trained EPs and other issues addressed soon through the government’s improvement plan.

“We remain committed to improving our services and outcomes for children with additional needs so that they are happy, healthy, safe and confident about their future.”

The girl is said to be due to enrol in her sixth-form college in September 2023, and will be able to take her GCSE examinations there.

Related reports:

Council pays £3,900 to mother of SEND child

Surrey County failed SEND boy

Surrey to SEND £40m for special schools

RA and Green motion to improve Surrey’s “Green” motion

28 July 2023



It could soon be possible to take a “pleasant walk or cycle” along a Surrey road without being “slapped” in the face by “brambles or nettles”.

A motion calling on **Surrey County Council** to prioritise the maintenance of walking and cycling routes was passed with unanimous cross-party support – as long as the plans pass select committee.

Introducing the item at the Tuesday, July 11 full council meeting, was **Residents’ Association** and Independents Group leader Councillor **Catherine Powell**. She said: “The travel choices people make will be driven by how convenient, safe, easy, and enjoyable the options are. These choices will also impact on the individuals carbon footprint, and their health and wellbeing.”

Cllr Powell added: “We must make the most of the infrastructure we have already invested in, by proactively maintaining the surfaces, managing vegetation and prioritising the routes that people value most and use most. That will encourage others to use them too.”

The motion, she said, would “ensure our residents are not put off from walking, cycling, scooting because of overgrown paths, poorly repaired surfaces or just the plain absence of a map that shows the cut-throughs through an estate”.

The group hopes new and improved routes, in addition to the increased awareness from new maps – created with input from ramblers and cyclists – would reduce the dependence on driving as a default means of transport.

The motion was seconded by Cllr **Jonathan Essex**, leader of the **Green Party** group, who said it would ensure bus and cycle lanes, as well as pavements, were inspected more frequently.

He told the meeting it would “make it possible to do a pleasant walk or cycle without being slapped by brambles or nettles.”

The motion will go to the council’s highways select committee for approval following an amendment from Surrey County Council leader **Tim Oliver** who told the meeting decisions requiring policy and budget changes needed greater scrutiny and couldn’t be made on the hoof- but he supported it in principle.

The motion says that increasing cycling and walking is a key objective of the Council, and forms part of Surrey’s Community Vision for 2030 and Local Transport Plan.

All highways policies will be aligned with the council’s transport vision but, the motion said, more still needs to be done to develop plans to encourage walking and cycling.

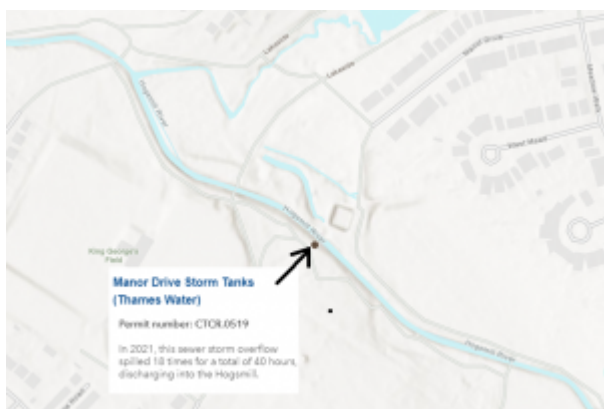
As such the council has agreed, subject to agreement from the select committee, to update transport plans to support a higher priority grading on routes for local walking and cycling journeys, – particularly in areas of high employment, schools, hospitals, and leisure facilities.

It will also ensure walking and cycling routes are not blocked by overgrown plants and that highways inspection, for things such as potholes, are extended to left-behind signs, debris on pavements and cycleways and blocked drains.

Image: Cycle paths beside Christchurch Road Epsom (Google image).

Thames Water among worst in country

28 July 2023



Standout levels of pollution and poor monitoring has left Thames Water languishing joint last among the country’s “very disappointing” water and sewerage companies.

The damning verdict was delivered in a report by the **Environment Agency** which measured the performance of the nine companies operating in England.

It found that there were 2,026 “pollution incidents” from sewerage and water supply – up from 1,883 in 2021 leading to the EA’s chair, **Alan Lovell** to describe the situation as “simply unacceptable”. Worse, he said, was that early unconfirmed data for 2023 suggests there has been no improvement this year either.

The report, published July 12, found that for serious pollution incidents four companies performed significantly below target – and none more so than Anglian Water and **Thames water**.

In total there were 44 of the serious incidents – and 38 per cent of those were from Thames Water alone – its worst performance since 2013. Of the six worst polluting incidents, half were from Thames Water.

The beleaguered company, which has faced calls to be renationalised in recent weeks, also led the way in the number of category 3 incidents that caused minor impacts to air, with four.

For planned environmental improvement schemes, 99.5 per cent were completed as part of the Water Industry National Environment Programme however three companies failed to meet all requirements and Thames Water, with its red rating, performed the worst.

In 2019, regulators **Ofwat** set the prices water companies could charge and developed environmental programmes for each firm to follow.. Thames Water was the only one to have performed “significantly below target” due to 12 water-quality schemes not meeting requirements within planned deadlines.

The EA also expects water companies to report pollution to the body first as “without a rapid response, the impact of pollution can escalate and the opportunity for mitigation measures can be lost.” The report said that Thames Water was one of four companies to fall below this target, the others being Anglian Water, South West Water, and Yorkshire.

According to the EA, water companies must also install monitoring devices on their storm overflows to capture how often and how long they are used. Thames Water again came last among the utility companies with 61.8 per cent coverage compared with market leader Severn Trent Water which had 99.6 per cent coverage.

Thames Water scored well for satisfactory sludge use and disposal, as well as for its compliance with permits to discharge treated wastewater.

Concluding, the report read: “The sector as a whole needs to improve in order to achieve and sustain expected levels of regulatory and environmental

performance. The majority of water companies are not meeting basic environmental requirements. Although we have acknowledged some improvements, these results cannot be taken in isolation. They are set against the backdrop of poor and inconsistent results over recent years.

“We are concerned that some companies will not or cannot change. Anglian Water and Thames Water repeatedly dominate serious incident numbers.” It added: “These water companies in particular need to make radical changes now, but all water companies have areas to improve.”

A spokesperson for Thames Water said: “Protecting the environment is fundamental to what we do and we recognise our performance in preventing pollutions is still not good enough. We’re committed to turning this around and our shareholders have approved additional funding into the business so we can improve outcomes for customers, leakage and river health.

“Alongside implementing our pollution reduction plan to deliver these changes, we have plans to upgrade over 250 of our sewage treatment works and are striving every day to reduce the discharge of untreated sewage into our rivers. This is a key part of our River Health Action Plan to radically improve our position in order to protect and improve the environment, as we strive to eliminate all incidents in the future.”

The company has also announced that shareholders agreed to provide an additional £750m to “further improve operational performance and financial resilience”.

Related reports:

Local sewage uploaded

“Garden of Eden” coming to West Ewell as Wetlands Plan is approved. Will this stop pollution?

River “Bogsmill” blights Borough

An alternative view from Labour

Respite for carers in Surrey to increase?

28 July 2023



The chronic shortage of overnight respite places in Surrey could improve if plans to increase the number of available beds by almost 50 per cent are given the go-ahead.

Surrey County Council has submitted two sets of plans for short-stay centres – one in Woking and the other in **Banstead**.

This week, the county council launched its bids to the respective local authorities as part of the consultation process in order to address a care system that is “under significant strain and is facing long and sustained operational and financial challenges”.

The plans are to build two sets of eight en-suite bedrooms for short-break accommodation together sensory rooms, living rooms, dining rooms, kitchens, and supporting staff facilities.

Councillor **Mark Nuti**, Surrey County Council’s cabinet member for adults and health, said: “These two new centres will enable us to increase considerably the number of carers benefiting from short breaks, which help them recharge their batteries and get a bit of break. We value what carers do incredibly highly, so it’s really important we offer our residents these types of facilities. These will be modern places. They will be flexible, adaptable and able to accommodate people with many different disabilities and needs.

“They won’t be institutionalised places. They will be comfortable and fit for purpose, and able to accommodate more people than we can at the moment. This is a scheme we can be very proud of.”

The Woking site will be on the former Lakers youth centre in Goldsworth Park, Denton Way, with the Banstead site replacing The Squirrels, in the Horseshoe, Bolters Lane.

Currently there are seven registered bed-based short breaks services in Surrey but only five are operational, council documents show. At present they provide a maximum of 33 beds – but this can often be lower if needed by people with “increasingly complex needs”, the council said.

Those beds, which are clustered in the centre and east of the county, cover the 1,345 people in Surrey living with family carers.

Council figures show that fewer than 8 per cent of those eligible currently access provision. There is also the problem of increasing demand, with the council predicting a 10 per cent rise in users over the next decade as well as an increasingly “ageing” and “inappropriate service”. Combined, the new sites would offer 16 additional places, bringing the total overnight short-break places available to families from 33 up to 49.

Once they are both built, the council said, “the two centres will meet Surrey’s accommodation needs, Lakers meeting the needs within the west of Surrey, Squirrels continuing to serve the east”.

Image: Short Breaks – Visualisation for the Banstead site (Image Surrey County Council)

Gatwick to get 2nd runway?

28 July 2023



Gatwick Airport’s bid to double its capacity to 78 million passengers and effectively create a second Heathrow will cause a “bigger impact locally than Horse Hill” oil drilling, a local councillor has claimed.

The international airport submitted plans to the Planning Inspectorate last week (July 6) for a second runway, in which its CEO Stewart Wingate said the proposal is vital to its the long-term future and economic prosperity.

Opponents in Surrey impacted by the plan say airports cannot be expanded at the same time as trying to hit net zero carbon emission targets – and campaigners have so far raised more than £5,000 to launch a fight against the airport through the courts.

Jonathan Essex, Surrey County Councillor (Redhill East, Green Party) urged inspectors to listen to the Government’s climate scientists and told the LDRS: “This

is a big deal. This blows Horse Hill out of the ground and it will make a bigger impact locally. This expansion will mean 100,000 extra flights and a million tonnes of extra carbon. If you accept you need to deal with climate change and we need to do it now, you need to stop expanding airports.”

The existing northern runway is mostly used as a taxiway and the application proposes repositioning it 12 metres north to allow dual runway operations – like Heathrow.

According to Gatwick’s website, operating as a two-runway airport would “unlock new capacity and allow for a more efficient and resilient operation. If approved the £2.2 billion privately financed plan would be one of the largest capital investment projects in the region for decades. And it would help the airport meet future passenger demand by serving around 75 million passengers a year by the late 2030s.”

Gatwick Airport currently serves 32.8million passengers. Heathrow is used by between 70 and 78 million people.

Sally Pavey, chairperson of the Communities Against Gatwick Noise Emissions group said it is crowdfunding for a long legal battle as they didn’t believe planners would reject the application. “This benefits Gatwick, there are very few for the local communities. Gatwick is saying it will bring jobs and economic benefits but aviation and low-cost airlines are going towards automation. The jobs are decreasing.

“People really need to wake up to the fact that this is a second runway through the back door. It really slaps in the face of what we are all trying to do which is to cut our carbon footprints.”

According to the airport an expanded airport would ‘boost’ the region’s economy by £1billion and generate 14,000 new jobs.

The proposals also feature infrastructure work to improve the main access routes to the airport, but campaigners said the wider impact on the smaller roads would be huge.

Gatwick Airport chief **Mr Wingate** said: “The northern runway plan will help secure the long-term future of the airport and economic prosperity for thousands of families, businesses, and future generations across the region. If approved, our plan will also improve airport resilience, meet future passenger demand, and increase competition in the London airport market, by providing vital new international connections to support ‘Global Britain’.

“The consultation and engagement activity over the past two years has been hugely valuable in shaping our plans to ensure they best meet the needs and requirements of local people, as well as our airlines, passengers and other stakeholders. We are confident that our plans are both economically and environmentally robust.”

Applications of national importance are dealt with by planning inspectors and signed off by the relevant government departments. Construction could start in 2025 and be ready for operational use by the end of the decade, the airport said.

Image: Mike McBey - Gatwick Airport CC BY 2.0

Brawling Bowling Club reprieved

28 July 2023



The “level of violence and hostility” during a mass brawl inside a Surrey bowling club was unlike anything a serving police officer had ever experienced before, they have claimed.

A fight involving about 30 people erupted at the **Old Dean Bowls Club in Camberley** last April with officers arriving to scenes of people having their eyes gouged, women knocked on conscious, men slumped in corners with life threatening head wounds and shattered glass all over bloodied carpets.

The officers were called out at 10.55pm and could hear “screams, shouts and smashing glasses coming from the building”. The details came from Surrey Police officer witness statements read as part of a Tuesday, July 5, Surrey Heath Borough Council licensing sub committee review into the club.

One said that as they got out of their cars they saw “around five people have been running from the building or sat down nearby crying or with injuries. A woman has been holding another female up partially as I have walked towards the door, she has shouted ‘you need to go in there now’.

“A male has said something similar next to another female in a vehicle shouting ‘don’t go, you’ll be lambs to the slaughter’.” The officer added: “The level of violence and hostility upon entry was something I have never experienced before.”

Another officer said they were warned by a female who “genuinely seemed concerned” they would be vastly outnumbered, that it was “f*g carnage in there”.

The sub-committee had already seen a lengthy clip of CCTV footage of what the police called an “utterly disgraceful scene”. The committee was hearing evidence brought by **Surrey Police** recommending the club lost its licence. Others argued it should be give a reprieve as it played an important role in the community – particularly as a bowls club but also in more wider terms.

Trefor Hogg, Surrey County Councillor for Camberley East said at the meeting revenue concerns pushed the club to host more events and that without the bar takings the club would find it difficult to remain open. He said the club, the town’s only secular meeting place, played a critical role in the community – which he described as an area of deprivation.

The venue, he said, is used for NHS sessions and job fairs as well as by Surrey Heath Borough Council for consultations.

Cllr **Shaun Garrett** Councillor, Conservative group leader at Surrey Heath, said, there was “no getting around the incident” – that the brawl failed the the four pillars of licensing; prevention of crime and disorder, public safety, prevention of public nuisance and protecting children. But he argued that the club was a “really important community space”. He said: “If the licence was revoked for even a short period of time the club would fold and once it’s shut it will never open again.”

The committee also heard that the club’s chairperson had since resigned and replaced with a new board that would put in strict rules to prevent any repetition of the night. The club also runs as a private members bar that hosts functions. The committee heard many functions were increasingly attended by non-members.

Licence hold **Chris Turner**, acknowledged the failings of the club and pledged to make changes to it’s rules, including appointing new officers to run the club, bar staff training and apply for personal licences for at least two of the committee members.

After a break to discuss the evidence committee chairperson, Councillor **Valerie White**, said the panel would: “Suspend the licence for a minimum of 28 days so that the mandatory steps can be taken and the club reopened with trained staff and new policies in place all proposals as per the club’s submissions...with the following amendments and additions.”

She said the club would need to have two members gain certification in order to carry out risk assessments for any functions held and to act as door supervisors if needed.

A signing-in book is to be used at all times to keep record of those attending functions, members and non-members, and that the club joins and becomes an active member of the pub-watch scheme.

Any children must be accompanied by an adult and no children under 12 after 9pm are allowed in the club. All staff who serve alcohol are to be trained every six months with written records kept.

A spokesperson for Surrey Police said they were called out to the Old Dean Bowling Club in Camberley on Friday, April 14 at around 10.50pm following reports of 30 people fighting.

A 32-year-old man, a 29-year-old woman, a 33-year-old man, a 45-year-old man and a 38-year-old man were all arrested on suspicion of violent disorder. All have

been bailed while the investigation continues.