

# Woking up to Surrey face recognition cameras

4 December 2025



Formal protests have been lodged against Surrey Police's use of facial recognition technology that scans the faces of every adult and child in a bid to identify known suspects. Surrey Police was given two live facial recognition vans from the Home Office in November and has since put them to use in Redhill and Woking. The surveillance cameras record the images of everyone who walks across their paths to see if they are a match for people on their watchlist. The force says it deletes anybody who does not match to "minimise the impact on their human rights", with watchlist images deleted within 24 hours. The police said there were known issues in the past with facial recognition technology, including potential gender and ethnic bias, but that developments and new AI-driven algorithms have reduced this.

Now, a group of 25 cross-party Woking Borough Councillors have written to the force demanding the cameras are mothballed until meaningful consultation with residents and their elected representatives takes place over how, or whether, they are used. The letter says that fundamental questions of governance and human rights should have been resolved before any decision was made - including accountability for wrongful stops or arrests from misidentification, whether cameras record continuously or selectively, and how and when data is processed, shared, stored and deleted. A resolution has also been passed by Woking Borough Council's Communities and Housing Scrutiny Committee calling on Surrey Police and the Crime Commissioner to join its January 20 meeting to answer questions about the use of live facial recognition cameras in Woking. In the meantime, councillors want the cameras' usage suspended immediately, pending full consultation with residents, with a focus on young people and those from ethnic minority backgrounds and community groups, as well as a full independently led equality and human rights impact assessment.

Chairing the Tuesday, December 2 committee was Councillor Tom Bonsundy-O'Bryan. He said: "They were deployed in Woking on November 26 and in Redhill on November 13. They scanned the faces of more than 8,000 members of public; 99.9 per cent of those scanned were not arrested. Of the individuals explicitly flagged as alerts by the technology in Redhill, 60 per cent were ultimately not arrested; only two arrests were made. There are serious questions about the proportionality of this. Imagine the police standing down the road, and asking to see everyone's passport, checking their ID, just in case they are a criminal. It would be a ludicrous thing, we wouldn't stand for it, it would be outrageous, and that is effectively what this technology is doing. It scans the face of anyone, child or adult, walking down the street and compares it to a watch list. Everyone wants the police to stop criminals, to find and arrest the people responsible for crime, but is this technology really proportionate in being deployed here in Woking?"

A spokesperson for Surrey Police said: "The introduction of live facial recognition technology, which is already being used successfully by other forces in the UK, is a vital tool to help us investigate crime thoroughly and relentlessly pursue criminals. We meticulously planned the rollout of the technology to ensure our use is appropriate, proportionate, and that we are operating with transparency. As part of this, we appropriately engaged with a wide variety of stakeholders and have ensured all information, documentation and policies are publicly available on our website. Since the launch on November 13, we have successfully completed a deployment in Redhill where officers arrested a 69-year-old man for breaching his sexual risk order and conducted condition checks for a sexual harm prevention order and a stalking protection order. On a further deployment in Woking, a 29-year-old man was arrested on suspicion of rape and shoplifting and two women were issued community resolutions for shoplifting."

Police added that the technology has been extensively tested by the National Physical Laboratory and that the algorithm used "shows no statistical bias towards gender or ethnicity (as tested nationally)". They said officers are briefed before each deployment regarding any potential disparity relating to race, age and gender, and that "extra corroboration" is required before any action is taken. "It is our responsibility to use every tactic and innovation available to us to keep the public safe, deter criminal behaviour, protect people from harm, and locate the most serious of offenders - and the live facial recognition technology has helped us to do exactly that."

Police and Crime Commissioner Lisa Townsend said: "I want to make sure our communities are as safe as possible for Surrey residents which is why our police officers must have every tool at their disposal to track down criminals operating in our midst. I do understand that people may have concerns which is why it is important that the debate on policing technology reflects the facts, the safeguards in place and the clear benefits to public safety. These vans will be used proportionately and it is important to stress that law-abiding members of the Surrey public going about their daily business have nothing to fear by their use. The cameras will help our policing teams identify and detain those on a pre-determined watchlist such as violent criminals and sex offenders."

Chris Caulfield LDRS

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[Live facial recognition policing comes to Surrey](#)



## Toyota prevention of future death report

4 December 2025



A senior coroner has warned that more drivers could die because a Toyota braking system failed to stop a woman's car before a deadly M25 crash. Lisa Bowen, 48, died instantly when her Toyota Corolla hit the back of a stationary lorry on the hard shoulder at almost 38mph in January 2022 despite her pressing the brake pedal repeatedly. Senior Surrey coroner Richard Travers said the car's anti-lock braking system (ABS) "operated to reduce the braking effect almost entirely" and was "working in accordance with its design", but the design did not account for what happened when her tyre deflated and detached at speed. He said the outcome was "an unintended effect of the system's design which arose because the specific scenario [...] had not been taken into account in the design process." Mr Travers warned this creates "a continuing risk that future deaths could occur unless action is taken".

The senior coroner said he was noting that a large number of Toyota Corollas on UK roads have the same anti-locking braking system as Ms Bowen's car, and other brands may well be affected too. He also criticised the "catastrophic failure" of the lorry's under-run protection bar saying its strength was "grossly insufficient" under current laws. The coroner said he was concerned that the risk of future death will arise without more stringent requirements for how much force such bars must withstand.

He has issued a statutory Prevention of Future Deaths report to Toyota, the Driver and Vehicle Standards Agency and the Department for Transport (DfT), saying: "Action should be taken to prevent future deaths by addressing the concerns set out above." They must reply by 16 January 2026. A DfT spokesperson said: "Every death on our roads is a tragedy, and our thoughts are with Lisa's family and loved ones. We will carefully review the coroner's findings from this tragic case to determine the appropriateness of further amendments to these requirements."

A Toyota spokesperson [Toyota's HQ is in Burgh Heath, Epsom] said the company was "deeply saddened by this tragic accident" and "acknowledges the findings of the coroner", adding it would "carefully review the Senior Coroner's conclusions."

Emily Dalton LDRS

Toyota HQ Epsom Google

## Surrey MP intervenes in local prison transgender issue

4 December 2025



The Member of Parliament for Reigate has called for biologically male inmates to be excluded from the women's estate at HMP Downview in Banstead. **Rebecca Paul MP** argued that the presence of male-born prisoners in a women's jail placed vulnerable female inmates at risk and reflected a wider policy approach that "put inclusion and ideology above safety and reality". She made the remarks during a House of Commons debate on 24 November concerning the management of transgender prisoners at HMP Downview.

The debate heard that transgender women are placed at Downview primarily for their own protection and are escorted by guards when mixing with the wider prison population. MPs were also told that, since 2019, there had been no recorded case of a trans inmate assaulting a biologically female prisoner. Evidence was cited that transgender women held in the men's estate themselves experience disproportionately high levels of sexual assault.

Mrs Paul said HMP Downview includes a dedicated E Wing "specifically for biological males who identify as women", used

for transgender women who, with or without a Gender Recognition Certificate, cannot be safely housed elsewhere in the female estate. She stated that between five and seven such prisoners had been accommodated in E Wing over the past year. Citing Ministry of Justice data, she said: “In 2024, of the 245 transgender males in prison, 151 — or 62 per cent — were convicted of a sexual offence, far higher than the 17 per cent rate for the overall male prison population. A similar pattern can be seen in 2023.”

She concluded that “the male transgender prison population poses a much higher risk to women and girls,” and urged the Government to “take action and protect women at HMP Downview and across the female prison estate”.

Responding for the Government, The Parliamentary Under-Secretary of State for Justice **Alex Davies-Jones MP** acknowledged that transgender women had specific vulnerabilities, but said the allocation of prisoners required “thought and tact” to ensure fairness and safety. She emphasised that exemptions allowing transgender women into the general women’s population are granted only when there is a compelling reason, such as acute self-harm or suicide risk, and only when there is high confidence that the prisoner poses a low risk to others. No such exemptions have been issued recently.

The Minister noted that more than 95 per cent of transgender women are held in men’s prisons and that those placed in Downview are mostly housed on the stand-alone 16-bed E Wing unit, separated from biological women and situated within its own secure compound. The unit, introduced in 2019, was created because transgender women in men’s prisons face disproportionate levels of bullying, harassment, self-harm and sexual assault.

She told MPs: “There have been zero assaults and zero sexual assaults committed by transgender women in the women’s estate since 2019,” adding that she hoped the figures demonstrated the Government’s attempt to “strike a balance” in the placement of transgender prisoners.

Chris Caulfield LDRS

HMP Downview (image Google)

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## Surrey Police Commissioner responds to morale report

4 December 2025



Surrey’s Police and Crime Commissioner has defended a reported drop in police officer morale, pointing to public and media criticism of the force. Only 57 per cent of officers believe they are making a difference, according to a new report, but **PCC Lisa Townsend** said the decline reflects wider tensions between the force and the field. Speaking at a Surrey Police and Crime Panel meeting on November 27, she said: “It doesn’t matter what this job you’re in, if the profession that you do is being attacked by the public, is being attacked in the news, attacked by colleagues or other people - there is an inevitable correlation in terms of morale.” She added that Surrey’s proximity to the Met Police, “that features in the news on a regular basis”, may also be influencing Surrey officers’ perceptions. “Our officers feel that. They see police officers being attacked and it’s not surprising they are not completely immune to feeling that themselves,” she said.

However, Ms Townsend warned against assuming pressure is spread evenly across the force: “We’ve got to be careful about treating it as a single... as a uniform [experience] across all police officers or police staff.” Backlogs in the justice process, not feeling adequately equipped and workload were also cited as frustrations potentially chipping away at morale. Nearly 66 per cent of officers said they were unable to finish tasks on time, according to council documents. Despite the uncertainty of local government reorganisation and the government’s plan to scrap the PCC role in 2028, Ms Townsend stressed that officer numbers remain strong. “We would never have enough police officers to deal with everything every member of the public will want to deal with. It is always going to be an issue. Police officers are always going to be under a certain amount of pressure, as everyone in the public sector.”

The Commissioner said work to improve retention and reduce stress is making progress but a tough reality remains: demand continues to feel high and work-life balance remains “the most common reason for leaving the force”.

Emily Dalton LDRS

Image: Lisa Townsend, Surrey Police and Crime Commissioner. (Credit: Surrey PCC office)

## Epsom celebrity visits his old college

4 December 2025



**Joe Wicks** MBE, widely known as The Body Coach, recently visited his former college, Nescot (North East Surrey College of Technology), the place where his journey into fitness and education began. His visit to Nescot was filled with inspiration, energy and memorable moments.

Joe was warmly welcomed by Nescot Principal and CEO, Julie Kapsalis, students and staff to the college. He toured the Nescot Fitness centre where Julie proudly presented him with a commemorative plaque, 'Joe's Gym' in his honour. He also signed copies of his bestselling cookbooks for staff and the college's Learning Resources Centre and was delighted to receive his original college lanyard and a thoughtful gift from the college.

Students from our Sport, Public Services and Foundation Learning courses joined Joe in the sports hall for an unforgettable workout session. Joe led the students in a fun and energetic routine, sharing his passion for fitness and wellbeing.

Sports students, Patrick and Nathan shared their thoughts on meeting Joe. Patrick said, "It's been a huge honour meeting Joe who's done so much for fitness, inspiring young kids at an early age and even raising money for charity. A good day for Nescot too." Nathan added, "It's incredible to meet Joe who's a household name and who's been to the same college as me!"

Joe's visit continued in the college theatre, where he took part in a packed Q&A session hosted by Julie Kapsalis. Staff and students gathered to hear about Joe's incredible journey and his time at Nescot.

Joe Wicks, who completed a National Diploma in Sport at Nescot in 2002, spoke warmly about his time at the college, "Nescot started me on my journey to education. The college helped me to grow and mature, and to be more independent as a learner." Speaking candidly to the students, he encouraged them to persevere, "Always try your hardest and put your heart into what you do. It won't always be easy, but never give up - give it your all."

Nescot Principal and CEO, Julie Kapsalis, said, "It has been a privilege to welcome Joe Wicks, The Body Coach, back to his hold college. His visit was particularly meaningful as his journey began here at Nescot, and we are so proud that his time here laid the foundation for a thriving career in fitness, exercise and nutrition. A huge thank you to Joe for taking the time to inspire our community with his message to stay 'Fitter, Happier and Healthier'. We look forward to welcoming him back again in the future."

At the end of the Q&A session, Julie Kapsalis presented Joe Wicks with a Nescot Honorary Fellowship, the highest accolade that the college can bestow, in recognition of his outstanding contributions to fitness, wellbeing and nutrition education, and his mission to improve the nation's health.

Nescot's NVQ Catering and Hospitality students also presented Joe with a cheque for £300 in support of his charity, The Body Coach Foundation. They fundraised by preparing and selling meals inspired by his recipes. The visit concluded with excited students lining up for a group selfie and reflecting on how Joe's message of resilience and ambition left a lasting impression.

To learn more about Joe Wicks' journey and his time at Nescot, visit our alumni feature on our website

NESCOT



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## Surrey University balloon study of solar flares informs current air safety concerns

4 December 2025



New balloon-mounted radiation probes developed by the Surrey Space Centre at the University of Surrey have captured their first readings of a major solar storm, confirming that levels of cosmic radiation at typical cruising altitude briefly surged to their highest point in almost two decades. The findings come as aviation authorities worldwide are responding to unrelated but highly publicised technical concerns affecting a small number of long-haul aircraft, prompting the UK Transport Secretary to offer public reassurance.

The powerful X5-class solar flare recorded on 11 November 2025 triggered a rare Ground Level Enhancement (GLE), in which solar energetic particles penetrated unusually deep into the atmosphere. Within an hour, the UK Met Office and the Dutch meteorological agency KNMI launched rapid-response weather balloons equipped with Surrey's newly developed sensors, sending them through commercial-aircraft altitudes and far higher.

Early analysis shows that radiation at 40,000 feet briefly reached almost ten times normal background levels. Scientists stress that the spike posed no immediate health risk to passengers or crew, but they note the potential for temporary pressure on aircraft electronics. Surrey researchers estimate that during the storm's peak, "single-event upsets" — tiny, unpredictable bit-flips in onboard computer memory caused by energetic particles — may have reached around 60 errors per hour per gigabyte.

Clive Dyer of the Surrey Space Centre said the November surge was the strongest event of its kind since December 2006, with new UK neutron monitors at Guildford, Lerwick and Camborne helping to map the storm's radiation footprint across global airspace. Researchers emphasise that while far larger historical events are known — including the record 1956 radiation storm and the ancient "Miyake Events" revealed through tree rings — such extremes have never struck during the modern aviation era.

The renewed scientific focus on space weather arrives during a period of public sensitivity around flight safety. In recent days, several international carriers have reported technical issues affecting specific aircraft types, prompting precautionary inspections and, in some jurisdictions, temporary operational restrictions. Although no link has been made between these aircraft issues and solar activity, the incidents have heightened passenger concern.

Transport Secretary Heidi Alexander, responding to the situation, said: "I am aware of the technical issue impacting certain aircraft and concerns over how this will affect passengers and flights this evening. Passengers who are due to fly this weekend should check with their carriers for the latest information. The good news is it seems the impact on UK airlines seems limited with a smaller number of aircraft requiring more complex software and hardware changes. I would really like to thank the experts, staff and airlines who are working at pace to address this and reassure passengers that work is ongoing. It is heartening this issue has been identified and will be addressed so swiftly, demonstrating the high aviation safety standards globally."

The Surrey sensors, engineered to withstand near-vacuum conditions and temperatures down to  $-70^{\circ}\text{C}$ , stream real-time radiation data up to 100,000 feet. Their results will be used to refine models at the Met Office Space Weather Operations Centre, improving forecasting for sectors reliant on high-altitude electronics, including aviation.

Keith Ryden, Director of Surrey Space Centre, said the 11 November flare provided the team's first opportunity to use the rapid-launch sensors in a live event, producing a "3D picture" of radiation patterns across UK airspace. Met Office Space Weather Manager Krista Hammond added that this is the first time radiation has been measured across such a broad range of altitudes during a solar storm, describing the new data as "a big leap forward" for forecasting capability.

Further launches are planned from Met Office sites in Lerwick and Camborne, and from KNMI in the Netherlands, as the current solar cycle moves into a more active phase. Aviation regulators say the Surrey results will help inform future operational guidance during solar storms, while the Transport Secretary emphasised that UK passenger safety remains "of the highest priority".

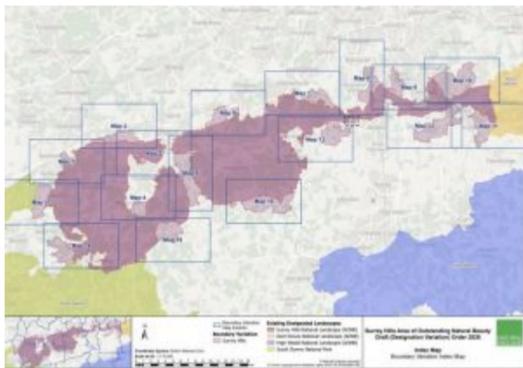
Sam Jones - Reporter



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## Surrey Hills expansion

4 December 2025



The Surrey Hills could be expanded for the first time since it was first designated as an area of outstanding natural beauty almost 70 years ago.

The Surrey Hills National Landscape boundary has remained the same since it was first introduced in 1958 but throughout that time there have been calls locally to reconsider increasing the beauty spot's borders.

Some of the land that lies next to the Surrey Hills is currently classed as Areas of Great Landscape Value by councils to recognise its value at a county level.

Now, Natural England is exploring whether to formally include 129 square kilometres of these areas into the Surrey Hills National Landscape following a series of consultations on the proposed extensions.

The first took place in 2023 with 1,518 people taking part, a second held in 2024 received over 375 responses. Natural England's report read: "The evidence provided through the first consultation process presented strong arguments to include additional land in the Surrey Hills.

"Following the decision to add further land to the proposal a second round of consultation was required in accordance with our duties under the Countryside and Rights of Way Act 2000.

"The second consultation was launched with stakeholders invited to provide a response on the changes to our proposals, including further additions, minor deletions and new land in East Hampshire. We received over 375 responses to the second consultation, the vast majority of which were supportive of the proposals."

The final review period, which the public can take part in, runs until January 14, 2026. The prime purpose of the designation is to conserve and enhance the natural and scenic beauty although it understands that the Surrey Hills is not a museum, and development may need to take place.

"A fundamental role of the local planning authorities is to ensure that the very features that make the Surrey Hills special and worthy of its designation are protected. This is achieved by strict development plan policies and through the vigilant exercise of development management powers.

"The Surrey Hills Management Plan seeks to ensure that both are applied in a consistent manner across the National Landscape. Development proposals should take into account any Landscape Character Assessments for the locality and the Surrey Hills publication", the Surrey Hills National Landscape website reads.

The draft Order 2026 relates to an area of approximately 129 square kilometres in the counties of Surrey, Hampshire and Greater London in and around:

- Wey Valley, Farnham (in Waverley Borough Council)
- Hog's Back (in Guildford Borough Council)
- Binscombe Hills (in Guildford Borough Council)
- Wey Valley (in Waverley and Guildford Borough Councils)
- Enton Hills (in Waverley Borough Council)
- Cranleigh Waters (in Waverley and Guildford Borough Councils)
- Hatchlands and East Clandon (in Guildford Borough Council)
- Headley Hills (in Mole Valley District Council)
- Chipstead Valleys (in Reigate and Banstead Borough Council)
- Happy Valley (in Tandridge District Council and London Borough of Croydon)
- Caterham Woods (in Tandridge District Council)
- Woldingham Valleys (in Tandridge District Council and London Borough of Bromley)
- Limpsfield (in Tandridge District Council)
- Godstone Hills (in Tandridge District Council)
- Betchworth Hills and Mole Valley (in Reigate and Banstead Borough Council and Mole Valley District Council)
- Ockley Low Weald (in Waverley Borough Council and Mole Valley District Council)
- Dunsfold Low Weald (in Waverley Borough Council)

- Whitemoor Vale (in East Hampshire District Council)
- Ludshott and Bramshott Comms (in East Hampshire District Council)
- Dockenfield Hills (in Waverly Borough Council and East Hampshire District Council)
- Minor boundary refinements (various)

Copies of the draft Orders and maps are also available for download online from <https://www.gov.uk/government/publications/surrey-hills-area-of-outstanding-natural-beauty-boundary-variation>.

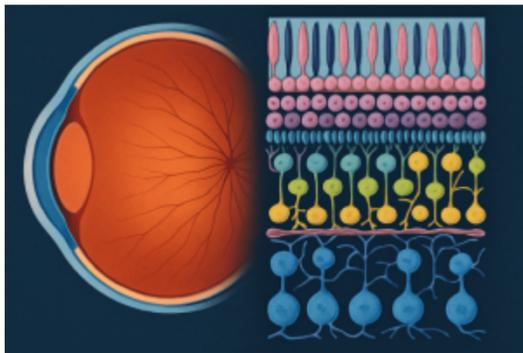
Chris Caulfield LDRS

Graphic: Surrey Hills (image Natural England)

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## Surrey Uni study may show way to reverse vision loss

4 December 2025



New computer modelling could help scientists better understand how the retina regenerates, opening the door to new treatments for vision loss, according to a study from the University of Surrey.

The first-of-its-kind model is capable of detailing how the retina - the light-sensitive layer at the back of the eye - can build its complex structure from just one type of stem cell, deepening our understanding of how sight develops and how its development could inform studies of injury or disease.

Using advanced agent-based modelling, the research team have simulated key stages of retinogenesis - the process by which identical progenitor cells diversify into the six types of neurons that make up the retina.

The model shows how simple genetic rules and subtle randomness work together to form the retina's precise layered architecture, a structure essential for how we see.

The paper was presented at IWWBIO 2025 and published in Lecture Notes in Computer Science (LNCS).

Cayla Harris, lead researcher from the University of Surrey's Nature Inspired Computing and Engineering Group, said:

*"The beauty of biology is that complex structures can emerge from simple rules. Our simulations show how genetically identical cells can, through intrinsic bias and chance, self-organise into the retina's highly ordered layers - a pattern that underpins how we see the world."*

Using the BioDynaMo software platform, the team modelled virtual "cells" that grow, divide and make fate decisions based on internal gene-regulation logic, mimicking biological behaviour. They tested different network designs for how genes might interact when cells decide what kind of neuron to become.

Two particular designs - called the Reentry and Multidirectional models - reproduced real biological data most accurately, suggesting that retinal cells may make their fate decisions through overlapping and flexible genetic pathways, rather than a fixed sequence.

This approach could help researchers better understand not only healthy eye development but also what happens in retinal diseases and in regenerative research exploring how stem cells might rebuild tissue.

Dr Roman Bauer, senior author on the study from the University of Surrey, added:

*"Computational modelling gives us a powerful way to explore biological processes we can't easily observe in real time. By simulating every cell's decision and interaction, we can test hypotheses about how tissues like the retina form - and how to restore them when damaged."*

This research is supported by the Engineering and Physical Sciences Research Council (EPSRC).

Cayla Harris added:

*"We think that our research is a step forward in linking genetics, computation and developmental biology to understand one of the body's most complex neural structures."*

Surrey University



## Tunnel vision for Heathrow's 3rd runway?

4 December 2025



Heathrow Airport's plan for a third runway - requiring a major re-routing and tunnelling of the M25 - has received Government backing as the preferred option for expansion. A competing proposal for a smaller runway put forward by Arora has been rejected. Heathrow welcomed the decision to proceed with the 3,500m runway, arguing it would deliver economic gains and improved passenger experience. Critics have long criticised the plan, saying it undermines climate targets and that the motorway works risk repeating the chaos seen with the delayed A3/M25 junction upgrade, potentially bringing parts of Surrey to regular standstills. Heathrow insists the M25 realignment would be built on adjacent land, allowing the switch to the new carriageway to take place "in a series of carefully planned overnight operations".

A Heathrow spokesperson said the expansion would mean "more connectivity, increased trade, improved passenger experience and a huge economic boost for the British businesses that will help design and build it", but added that "further clarity" is required on regulation of the next phase. "We need definitive decisions from the CAA and Government by mid-December so that delay to the project can be avoided and we can get on with delivering this vital project for our customers and for the UK." The £33 billion scheme is expected to be entirely privately funded. Around £21bn would cover the runway works, including £1.5bn for the M25 realignment, with £12bn for new terminal infrastructure. Heathrow says it will also invest £15bn to modernise existing facilities, including a new terminal "T5X", an expanded Terminal 2 and three new satellite buildings.

In 2024 the airport handled 83.9 million passengers, operating at 99% of its annual flight cap of 480,000 flights. The expansion would lift these to 756,000 flights and around 150 million passengers. Heathrow's plan will now inform the review of the Airports National Policy Statement (ANPS), the framework on which the eventual planning decision will be based. The Government said Heathrow's proposal is the most deliverable and most likely of the options to be approved before the next general election. The Department for Transport stressed this is not a final decision; any changes to the ANPS will be subject to consultation and parliamentary scrutiny next year, with details such as runway length, layout and infrastructure impacts considered throughout the review.

Transport Secretary Heidi Alexander said Heathrow is the UK's only hub airport, supporting "trade, tourism and hundreds of thousands of jobs", adding that the announcement is "another important step to enable a third runway and build on these benefits". She said the Government is acting "swiftly and decisively" to realise the project's potential for passengers, businesses and the wider economy. Ministers also said the scheme must comply with legally binding climate obligations, while balancing economic growth, as well as air quality and noise requirements. The independent Climate Change Committee will be consulted to ensure compatibility with the UK's net-zero framework. A planning application is expected after the ANPS review is complete.

In a promotional video, Heathrow sought to reassure the public about the M25 works: "We understand people may be concerned this could cause congestion or delays. Following previous consultation with National Highways we have developed a smarter solution. We build the future right next to the present. The vast majority of construction happens off-line. A new realigned section of the M25 is built on adjacent land while the current motorway operates as normal and the tunnels and bridges for a new runway are constructed while minimising impact on the airport or the existing motorway. Then in a series of carefully planned overnight operations, we make the switch. Traffic is transferred on to the new alignment with minimal disruption. Our approach also ensures local traffic and access for surrounding communities are kept moving with minimal disruption. This frees up the old route of the M25, creating a safe, traffic-free zone to build the final parts of the runway. The result is an upgraded and expanded M25, with new link roads separating M4 traffic from M25 mainline journeys, easing congestion and improving safety."

Chris Caulfield LDRS

Heathrow shown with a third runway over the M25 (image Heathrow)

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## Epsom and Ewell homeless costs set to overshoot by £900k

4 December 2025



Epsom and Ewell Borough Council is forecasting a substantial overspend on its homelessness budget this year, **as reported to the BBC**, with demand for help remaining “consistently high”.

According to figures provided by the council via the BBC, the number of people seeking assistance in the first quarter of the 2025/26 financial year rose by 19% compared with the same period last year. The authority has already overspent by £587,412 in the first six months and now expects the gap to widen to £895,000 by March 2026.

### Local and national pressures

Councillor **Clive Woodbridge** (RA Ewell Village), who chairs the Community and Wellbeing Committee, told the BBC the pressures facing the borough echoed those “found nationwide”, driven largely by the lack of affordable, permanent housing and the continuing cost-of-living crisis.

He added that Epsom and Ewell faces its own structural challenges, including a limited supply of affordable private rented homes, no council-owned housing stock, and a long-standing shortage of social housing.

The council’s budget for 2025/26 was set on the assumption that 70 families would be in nightly paid temporary accommodation. However, as of 24 October, the figure had climbed to 114.

### Prevention schemes and charity support

Councillor Woodbridge said the council was concentrating on homelessness prevention, expanding private sector leasing arrangements and making greater use of rent deposit schemes. Local charities are also involved in reducing demand for emergency housing, notably YMCA East Surrey, which provides guidance and support for people at risk of losing their homes.

One woman from Redhill, who spoke to the BBC, said YMCA assistance stopped her falling into homelessness after a period of severe illness. She described how disability and post-traumatic stress disorder left her unable to work during and after the pandemic. With rent arrears mounting and her informal support network exhausted, she feared emergency accommodation was the next step. YMCA staff helped her with the paperwork and guided her into permanent housing.

### A wider Surrey picture

Epsom and Ewell is not alone in facing escalating temporary accommodation bills. As reported by the BBC, Woking Borough Council expects to overspend by £350,000 this year, while Waverley Borough Council has forecast a £165,000 shortfall.

The national situation is equally stark. Government statistics published earlier this year showed the number of households in temporary accommodation in England at its highest level since records began in 1998, driven by rising private rents, the freeze on housing benefit Local Housing Allowance rates, and continued shortages of social housing. Councils across the South East report similar difficulties securing affordable lets for families, often at prices far above their budgets.

Epsom and Ewell Borough Council is expected to revisit its temporary accommodation strategy early in 2026 as financial pressures continue to mount.

Sam Jones – Reporter



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## British Railways' 200 year celebration train coming to Epsom

4 December 2025



### Free exhibition train to steam into Tattenham Corner

A free exhibition train celebrating 200 years of the modern railway will arrive at Tattenham Corner station next March as part of a 60-stop national tour.

More than 40,000 people have already visited the touring train, named *Inspiration*, which forms a centrepiece of **Railway 200**, the nationwide programme marking two centuries since the opening of the Stockton and Darlington Railway in 1825. Nine in ten visitors say they would recommend it to a friend.

### What visitors can expect

Co-curated with the National Railway Museum, *Inspiration* explores how rail reshaped Britain and the wider world. Displays chart key "railway firsts", interactive engineering challenges and a rapid tour of lesser-known railway careers. The exhibition has been praised as "brilliant", "fascinating" and suitable for all ages.

One visitor reported: "I loved that it was interactive. I visited with people from age 18 to 85 and there was something for everyone." Another said even their five-year-old "absolutely loved it".

The train will be hosted by Southern at **Tattenham Corner station from 9 to 11 March 2026**. Tickets are free but limited.

### Tattenham Corner's royal railway history

Tattenham Corner station itself has a long connection with major public events. Opened in 1901, the station was built to provide easier rail access to the Epsom Downs racecourse, particularly for the Derby. According to local historical accounts, the new station offered an alternative to the original Epsom Downs station, which at the time had nine platforms and could be overwhelmed by Derby-day crowds.

It is widely understood that the creation of Tattenham Corner station was encouraged so that **Queen Victoria**, in the final months of her reign, could travel to the racecourse with greater ease and avoid the congestion associated with the older, much busier station. The new alignment brought passengers directly to the famous turn on the Downs from which the station takes its name.

In the decades that followed, Tattenham Corner became a focal arrival point for racegoers, and extra services still run on major racing days.

### A milestone for Britain's railways

Railway 200 marks two centuries since Stephenson's *Locomotion No. 1* steamed along the Stockton and Darlington line, an innovation that changed global travel, encouraged mass tourism, shaped timekeeping and sped up industrial

development.

The anniversary year has already included a re-run of the original 1825 journey watched by around 100,000 people, commemorative stamps and coins, a global “whistle-up” of more than 200 locomotives, and what organisers describe as the world’s largest rail festival.

Angie Doll, Chief Executive of Govia Thameslink Railway, said: “Two hundred years ago the modern railway came into existence and utterly transformed our society. Working together, we hope to educate and inspire young people in rail’s past and future. The railway is great for the climate, and helps our local communities thrive.”

Emma Roberts, Programme Manager for Railway 200, added: “Inspiration is a fun, free and fascinating way to learn about the past, present and future of rail. There’s something for everyone.”

Rail Minister Lord Peter Hendy called Britain “the birthplace of the modern railway” and said the touring train aims to inspire a new generation of engineers, drivers, conductors and technicians.

The exhibition has been supported by a £250,000 National Lottery Heritage Fund grant, with Porterbrook providing the livery for the train.

## Tickets

Tickets for the Tattenham Corner visit are free but must be booked in advance.

Sam Jones - Reporter



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# Epsom and Ewell Climate Action Network launches with community events and initiatives

4 December 2025



A new community movement is taking shape in the borough with the launch of the Epsom and Ewell Climate Action Network (eeCAN) - a local volunteer group working to empower residents through inclusive projects that build resilience to climate change.

EECAN’s mission is simple but ambitious: to help communities adapt and thrive in a changing world. Its projects focus on practical solutions, awareness-raising, and supporting climate-friendly policies. Everything the network offers at the moment is totally free and open to all, ensuring that everyone can take part in building a more sustainable, climate-resilient Epsom and Ewell. Users of the services will be given the opportunity to make any donations they feel they can afford if they want to help the charity do even more for their community.

“Epsom and Ewell Climate Action Network has grown so much in the last 12 months as a result of the energy and commitment of volunteers wanting to help their local communities reduce Climate risks while saving money” says William Ward the Chair and co-founder of the group.

## Epsom and Ewell Library of Things

Launching to the public in spring next year, this innovative “Library of Things” will allow residents to borrow items instead of buying them, reducing waste and promoting sharing. From carpet cleaners and wallpaper steamers to pressure washers and gazebos, residents will be able to borrow tools and equipment for free, thanks to donated items. Donations of nearly new equipment are now being sought. Those able to help are asked to contact [eeClimateActionNetwork@gmail.com](mailto:eeClimateActionNetwork@gmail.com) or visit <https://eecanlibraryofthings.myturn.com/library>.

eeCAN is developing this initiative in partnership with Surrey County Council Library Services (for front of counter service) and with Epsom & Ewell Borough Council, in association with The Epsom Repair Café, who ensure that all electrical items are safe to use.

## **Bike Amnesty - Saturday 22 November 2025**

Got a bike you no longer use? Donate it! Between 9am and 5pm at Epsom Methodist Church, Scout Hall, Ashley Road KT18 5AQ, residents can drop off unwanted bicycles to be refurbished and passed on to people who need them.

The scheme helps promote active, low-carbon travel while supporting those who might not otherwise afford a bike. Just turn up with your spare bikes. This free service is provided in partnership with Surrey County Council's "Active Surrey" team.

Contact: [eeClimateActionNetwork@gmail.com](mailto:eeClimateActionNetwork@gmail.com)

## **Climate Conversations - every 2nd and 4th Monday of the month**

eeCAN also runs regular Climate Conversations at Birchgrove Lower Mill, Kingston Road, Ewell KT17 2DQ, from 10:30am to 12:30pm. These informal gatherings give residents a friendly space to learn, share experiences, and explore all aspects of climate change together.

One participant said, "I often feel so motivated after one of our meetings!"

The upcoming session on Monday 24 November will feature Dr Kristine Damberg, online presenting "*What can we eat for human and planetary health*", a talk exploring how our food choices affect both personal wellbeing and the planet.

Anyone can join in using this link: <https://meet2.organise.earth/rooms/95o-iug-ems-2p6/join>

## **Living Rivers Exhibition - April to May 2026**

Looking ahead, eeCAN will host a *Living Rivers Art Exhibition* at the Ebbisham Centre, Epsom KT19, in association with The Royal Marsden. Running from 22 April (Earth Day) to 22 May 2026, the free exhibition will celebrate the beauty and importance of rivers and waterways.

Inspired by writer Robert Macfarlane's question "*Is a river alive?*", the exhibition will showcase artwork from local schools, community groups, and individuals.

Submissions (A4 max-sized drawings or paintings) are invited by 27 March 2026, with eeCAN volunteers offering to collect (and return) artworks directly from schools and art groups. Groups will be invited to see their work on display and participate in nature-themed activities.

Email [eeClimateActionNetwork@gmail.com](mailto:eeClimateActionNetwork@gmail.com) for participation details.

## **A community coming together**

From swapping tools and donating bikes to sharing climate ideas and artistic expression, eeCAN's initiatives reflect a spirit of cooperation, creativity, and care for the environment.

Its organisers believe that by taking small, collective steps, Epsom and Ewell can make a big difference — helping local people live more sustainably while building resilience for the future.

For more information, contact [eeClimateActionNetwork@gmail.com](mailto:eeClimateActionNetwork@gmail.com) or follow eeCAN's activities through their upcoming community channels.

Sam Jones - Reporter



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# **Epsom and Ewell Borough Council to stay put awaiting its demise**

4 December 2025



Epsom and Ewell Borough Council's Strategy and Resources Committee has formally abandoned the plan to relocate the Town Hall to East Street, voting on 11 November to remain in the existing building until Local Government

Reorganisation in 2027. The meeting also agreed to recommend a 3% staff pay award for 2026/27 and to support adoption of the Real Living Wage.

The decisions reverse the direction taken in earlier years which saw the Council identify **70 East Street** as the future civic office site, a plan covered previously by the Epsom and Ewell Times. The East Street building will now instead be **declared surplus and placed on the market**.

## Town Hall stays put

Members unanimously approved **Option 1**, an approach which keeps both the New and Old Town Hall buildings in use with only legally-required and essential health and safety works carried out. Officers advised that the council must now implement recommendations from the building's fire risk assessment, previously deferred when a move to East Street was expected.

The work will cost **£431,000**, with a total capital provision of **up to £517,200** once contingency is included. A further deferred-liabilities fund could be needed if ageing equipment fails during the next two to three years.

With Local Government Reorganisation due by April 2027, the report said investing more heavily in a short-term location would offer poor value. Options involving the Old Town Hall's closure or bringing the decommissioned second floor of the New Town Hall back into service were judged significantly more expensive.

## Sale of 70 East Street

Under a later agenda item, the Committee agreed that **70 East Street should be declared surplus to operational requirements** and prepared for sale with a budget of up to £10,000 for marketing and upfront costs.

This effectively ends the former civic office relocation project. Surrey County Council's departure from the second floor of the New Town Hall, the worsening condition of parts of the estate, and the uncertainties of a possible unitary-authority future all contributed to the reassessment.

## Staff pay award: 3% recommended

The Committee unanimously backed recommending a **3% pay increase** for 2026/27, alongside granting all staff an extra day of annual leave. Officers reminded councillors that the September CPI stood at 3.8% and that around 18% of staff at the top of their pay scales would not receive incremental rises.

Members also supported adopting the **Real Living Wage** from April 2026. The financial impact, estimated between £35,000 and £68,000 depending on next year's National Living Wage, will be built into the Council's Medium Term Financial Strategy.

## Coley raises concerns over transparency and financial risk

During the public session, Cllr **Alex Coley** (Independent Ruxley) spoke to highlight his continuing concerns about the handling of major financial decisions, particularly those arising from Local Government Reorganisation. He noted that asset-transfer discussions risked obliging future parish-level bodies to take responsibility for community facilities without councillors being given the information they needed about long-term maintenance liabilities.

He told the Committee he had attempted several times to obtain estimated maintenance costs and values for potential transfer assets and warned of "blank cheques with unknown risks and liabilities" that could fall on residents through an uncapped parish precept.

Cllr Coley thanked the Section 151 Officer for constructive engagement on reserve reviews but cautioned colleagues not to proceed with decisions without full supporting data.

His remarks contributed to a wider discussion later in the meeting, after the press and public were excluded, on the Council's strategic priorities and preparation for possible reorganisation.

## Funding pressures still ahead

Officers confirmed that the 3% pay award would increase the projected 2026/27 budget deficit to around **£2 million**, with work continuing to close the gap before the February Full Council budget.

Councillors approved all recommendations put before them on the evening.

Sam Jones - Reporter



Related reports

[Epsom and Ewell Council goes East](#)

[A new Town Hall for Epsom and Ewell?](#)

# Live facial recognition policing comes to Surrey

4 December 2025



Surrey Police have begun using live facial recognition (LFR) technology after securing two mobile LFR vans in a joint bid with Sussex Police. The first deployment took place this week in Redhill following months of planning.

The vans use real-time facial recognition to compare faces captured on live camera feeds with a pre-determined police watchlist. Surrey Police say this list will include wanted persons such as sex offenders and perpetrators of domestic abuse. According to the force, images of everyone else are “instantly and permanently deleted”, and images of those on the watchlist are deleted within 24 hours.

Police acknowledge the historical concerns about gender and ethnic bias in commercial facial recognition systems but state that the national algorithm they will use “shows no statistical bias” and has been tested by the National Physical Laboratory. Officers will receive briefings on potential disparities relating to race, age and gender, and any computer-generated match will be checked by an officer before action is taken.

The force says deployments will only be authorised by a Superintendent and carried out “in a proportionate manner”, with clear signage on the vans and advance publication of deployment locations. The vans are funded by the Home Office for five years and may be made available to other forces for mutual aid.

Chief Inspector Andy Hill, Surrey Police’s lead for LFR, said the technology is “a vital tool to help us to investigate crime thoroughly and relentlessly pursue criminals”. He added that the rollout had been “meticulously planned” to ensure appropriate and transparent use. Police and Crime Commissioner Lisa Townsend described the vans as an important means of identifying violent criminals and sex offenders.

If the LFR vans come to Epsom and Ewell, Surrey Police say residents will be notified before deployments and that the vans will be signposted when in use.

## National picture

The deployment in Surrey comes as the use of facial recognition technology accelerates across UK policing. Forces in England and Wales have increasingly turned to mobile LFR units, with millions of people scanned nationally each year and several hundred arrests made as a result. London’s Metropolitan Police and South Wales Police are among the heaviest users, reporting arrests of wanted individuals including violent offenders and registered sex offenders.

While these figures suggest a measurable benefit, LFR still represents a small proportion of overall policing activity, and questions remain about its accuracy, its effect on minority groups and the proportionality of scanning large numbers of passers-by for relatively small numbers of matches.

## ICO guidance and safeguards

The Information Commissioner’s Office (ICO) has issued detailed guidance stating that facial recognition used by police must comply with strict requirements of data protection law. Forces must demonstrate that each deployment is lawful, fair, transparent and based on necessity and proportionality. Data Protection Impact Assessments are required, and forces must show clear justification for the locations chosen, the purpose of the watchlist, and the retention policy for images. The ICO stresses that facial recognition “does not operate in a legal vacuum” and will continue auditing police use.

## Advance signage and practical concerns

One issue not fully addressed in the Surrey Police statement is how advance signage will work with mobile vans. In practice, UK police forces usually publish the location of an LFR deployment only shortly before the van becomes operational. Because the vans can be moved rapidly as part of an operation, advance publication generally refers to the place where the van parks, not its movements throughout the day. Some forces update information if the van relocates, though not always in real time.

Another question is whether advance notice undermines the policing purpose by alerting wanted suspects. Civil liberties groups argue it does, but police note that most arrests via LFR occur even when deployments are announced. Many wanted individuals do not monitor police websites, and the requirement for transparency stems from data protection law rather than operational convenience. The ICO has made clear that secrecy around deployments would be unlikely to meet legal standards of fairness.

## Local implications

For residents, the potential arrival of LFR vans in Epsom and Ewell would bring a technology that is increasingly common across the UK. Surrey Police emphasise that law-abiding members of the public have “nothing to fear” and that images of those not on a watchlist are immediately deleted. However, questions remain about how watchlists are created, how effectiveness will be measured and whether Surrey Police will publish statistics on matches, false matches and resulting arrests.

As mobile facial recognition becomes a more familiar part of policing nationwide, the way Surrey Police implement and report on these deployments will be key to maintaining public confidence while pursuing the serious offenders the technology is designed to identify.

Sam Jones - Reporter



Photo: A live facial recognition van. Courtesy - Sussex Police.

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## Surrey’s Satellite bio-diversity project promoted at COP30 Brazil

4 December 2025



Surrey’s Space4Nature project, which uses satellite data and community science to protect biodiversity across the county, is currently being showcased by the UK Government at the COP30 UK Pavilion in Belém, Brazil (10–21 November 2025). The display forms part of the UK’s official presentation of research and innovation tackling global climate and nature challenges.

Co-led by the University of Surrey’s Centre for Environment and Sustainability (CES) in collaboration with Surrey Wildlife Trust, Buglife, and the Painshill Park Trust, Space4Nature brings together scientists, local communities and conservation groups to map and monitor key habitats across Surrey - from chalk grasslands to heathlands and acid grasslands that support some of the nation’s rarest species.

Using advanced satellite imagery and artificial intelligence trained with data from local volunteers, the project can classify habitats to Level 4 of the UKHab system - producing one of the most detailed environmental maps of its kind. This allows conservation partners to pinpoint where biodiversity is under threat and focus restoration efforts, such as reconnecting fragmented chalk grasslands - often called the “rainforests of Europe” for their carbon storage and rich biodiversity.

Surrey Wildlife Trust plays a central role in Space4Nature, leading the project’s citizen science programme, training volunteers and coordinating the collection of field data that makes its satellite and AI mapping possible. The Trust’s on-the-ground expertise connects technology and conservation, turning local knowledge into invaluable data for protecting Surrey’s landscapes.

Dr Ana Andries, Lecturer in Remote Sensing and GIS at the University of Surrey, and project lead, said:

“We’re using satellite data and artificial intelligence in a way that directly supports conservation on the ground. Citizen scientists help train our machine learning models, thus turning local field data into high-resolution habitat maps that reveal where biodiversity is under threat. To see our work featured on a global stage at COP30 highlights how our region’s innovation and collaboration can help shape the future of biodiversity monitoring.”

Andrew Jamieson, Space4Nature Project Manager at Surrey Wildlife Trust, says:

“It’s time for conservation organisations like ours to step outside traditional boundaries and focus not just on land management and individual species recovery, but also on delivering the tools and partnerships that will drive change on a landscape level. This project exemplifies that approach.”

Space4Nature was among the first projects in the United Kingdom to receive Space for Climate Observatory (SCO) accreditation from the UK’s Space4Climate network, recognising its excellence in using Earth observation data to tackle

environmental challenges. This year, it has been selected as one of just 19 organisations featured in the UK Government's Pavilion at COP30, with a video and QR-linked display presented by government representatives throughout the conference.

Dr Zoe M Harris, Director of Surrey's Centre for Environment and Sustainability and Co-Director of the Institute for Sustainability, said:

"The Centre for Environment and Sustainability was founded on the idea that solving environmental challenges means bringing disciplines and people together. Space4Nature embodies that vision - combining engineering, data science and community insight to create practical tools for nature recovery. Seeing this work recognised at COP30 highlights Surrey's role as a global leader in sustainability research and innovation."

Surrey University



Image: Centre for Environment and Sustainability, University of Surrey

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Epsom and Ewell Times adds - the Surrey project is one of only twenty presented by the UK at the COP30 summit. See the full list [HERE](#).

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## Conditional nod to southern rail link to Heathrow

4 December 2025



Spelthorne Borough Council has agreed to support a new rail link between Staines-upon-Thames and Heathrow Airport, but only on strict environmental and local benefit conditions.

The proposed Heathrow Southern Rail (HSR) scheme would connect Heathrow Terminal 5 directly to the south-west rail network, using existing track between Staines and Windsor before running in a new tunnel under Staines Moor. Supporters say it could slash road congestion, help people reach work at the airport, and give the town's economy a boost.

Councillors say they welcome the idea in principle but have made clear that their backing comes with safeguards. They want guarantees that trains will actually stop at Staines, that there will be no damage to the sensitive Staines Moor landscape, and that the council will get to sign off on final plans once detailed studies are complete.

Cllr Chris Bateson, who led the council's review, told the BBC's Local Democracy Reporting Service: "We've looked at both proposals in detail. A direct rail link from Staines to Heathrow could reduce congestion and support our local economy. But we must protect Staines Moor and make sure residents benefit."

His colleague, Cllr Howard Williams, chair of the Business, Infrastructure and Growth Committee, added: "Our support relies on clear guarantees. The environment can't pay the price for progress. We will keep working with HSR to make sure residents' interests come first."

The link would run mainly in tunnel to limit disruption, emerging to join the existing railway near Staines. The promoter, Heathrow Southern Railway Ltd, says the route could remove millions of car journeys to the airport every year and cut thousands of tonnes of carbon emissions.

If built, the line could open in the second half of this decade, though no firm construction timetable has yet been confirmed. Earlier proposals suggested the service could be running between 2026 and 2028, offering a six-minute journey from Staines to Heathrow Terminal 5.

An alternative "Southern Light Rail" idea — which would have involved a surface-level route — was rejected by councillors as too intrusive, with greater impact on privacy and the landscape.

While the majority of councillors supported the HSR plan with safeguards, some voiced concern that the benefits might not be evenly spread across the borough, particularly in Stanwell, where many residents already work at the airport.

The council says it will continue talks with HSR to ensure local voices are heard before any final decision. For now, the

message from Spelthorne is clear: Heathrow's southern rail link is welcome — but not at the expense of Staines Moor or local control.

Sam Jones - Reporter



Photo: Train sign (Credit: Spelthorne Borough Council)

Related reports:

[Surrey's new rail link to Heathrow?](#)