



## Epsom's potholes. We're not alone...

'Sink holes happen' was the blunt message from a Surrey highways officer when asked if the council had the budget to repair five crumbling suburban roads.

In fairness, council budgets are often in flux with authorities never knowing how much funding they will receive from the central government and whether they will get any extra pennies from grants.

But that has not softened the blow for Walton residents who say they are "disappointed" after finding out five battered neighbourhood roads might not be resurfaced until 2028.

Almost 300 people signed a petition calling for urgent repairs to Cottimore Avenue, Cromwell Close, Fairfax Crescent, Monks Close and Stuart Avenue. Residents claim the roads in Walton are riddled with cracks, potholes and uneven pavements that pose a danger to pedestrians, cyclists and drivers.

Residents say the situation has gone on for decades – with complaints about the roads dating back to the 1990s. But people say their calls for Surrey County Council to act have been repeatedly put aside and pushed back despite rat run traffic and speeding issues. One resident even claimed that it has been at least 40 years since the roads were last resurfaced.

Residents said they are worried the delays will only get worse once Surrey is broken into unitary councils in Local Government Reorganisation. "It seems the problem is simply being passed on to the next authority," said Paolo Orezzi, lead petitioner. "The road will simply deteriorate and it will increase the cost liability."

But highway bosses have said the streets will not be resurfaced any time soon at a Highways, Transport and Economic Growth meeting on September 23. Instead, they have been given a flatteringly modest 'medium priority' rating in the county's road maintenance list meaning it is unlikely the work will be complete before 2028/29.

Even then, the plan is not to fully resurface the roads but to 'fine mill' the concrete beneath the tarmac. This is a cheaper process but residents fear this will not go far enough.

Highway officers defended the decision pointing to the sheer scale of the challenge. "We manage 5,000km of roads across Surrey," an officer said. "There is no doubt the roads would benefit from work but we have to prioritise based on budgets, emergencies and needs. Unfortunately, we can't give firm timescales beyond next year- things change, sinkholes happen."

Cllr Rachael Lake, who said she has been backing the residents' calls for years, recalled: "I was standing next to a crack where the tarmac had totally worn away. You could actually get a child's foot stuck down it. It was dangerous."

The Conservative member for Walton said she was prepared to use her entire £120,000 allocated budget to fix the roads following residents accusing her of not looking after them. But Cllr Lake claimed highway officers would not even let her put the five worn out roads on a waiting list to be resurfaced.

Lead for Highways, Transport and Economic Growth, Cllr Matt Furniss relented and asked officers to reassess the five roads in question, speak to residents and see if anything can be done with Cllr Lake's allocated budget to get the roads on the list. Cllr Furniss added: "We can potentially do it next year but I am not promising anything."

Residents said they are worried the delays will only get worse once Surrey is broken into unitary councils in Local Government Reorganisation. "It seems the problem is simply being passed on to the next authority," said Paolo Orezzi, lead petitioner. "The road will simply deteriorate and it will increase the cost liability."

Highway officers defended the decision pointing to the sheer scale of the challenge. "We manage 5,000km of roads across Surrey," an officer said. "There is no doubt the roads would benefit from work but we have to prioritise based on budgets, emergencies and needs. Unfortunately, we can't give firm timescales beyond next year- things change, sinkholes happen."

Pothole stock image. Credit Kathryn Anderson

Emily Dalton LDRS

Related reports:

Will Surrey potholes outwit AI?

Pothole payouts and repairs penalise Councillor projects?

On the Hunt for pothole repairs

Don't blame us for potholes say Surrey's highway authority.



---

## Dorking to slow down?

Plans to cut speed limits in Dorking town centre to 20mph are being considered. Surrey County Council is looking at cutting speeds along the A25 Reigate Road, West Street, South Street, Vincent Lane and surrounding roads – and carrying out a resident survey until October 13 to gather views.

It comes after the county council introduced limits across Surrey in 2024. This proposal is being funded through Surrey's Integrated Transport Schemes – with a countywide budget of £2.8 million.

Before the council can introduce changes it advertises its intentions to give people the opportunity to tell us what they think about them. The council is then obliged to consider any feedback before making a final decision whether to still go ahead, with or without any changes. If there is enough support for the scheme it is anticipated to come into force early next year.

Surrey County Councillor Hazel Watson (Liberal Democrat: Dorking Hills) said lower speed limits give drivers more time to react, reduce the severity of any collisions, and makes the roads safer for vulnerable users. She said: "There will be some additional 20mph signs, but mostly the existing 30mph signs will be replaced."

She added: "She added, "Road safety is a very high priority for Surrey residents and this lower, appropriate, speed limit proposal for Dorking Town has been requested by many residents for a long time. It builds on the very successful introduction of lower, appropriate, 20mph or 30mph speed limits which have been introduced on many of the rural lanes and through the village centres across the Dorking Hills over the last few years."

"It is important that every resident who has an opinion on this proposal registers their comments at <https://dorking-20mph-scheme.commonplace.is/> so that their views can be taken into account."

Chris Caulfield LDRS

Dorking Town Centre Streets (image MVDC)

---

## King Athelstan returns to Kingston

Podcaster and historian Tom Holland was in Kingston on Thursday 4th September to mark the 1,100th anniversary of the coronation of King Athelstan, regarded as England's first monarch.

At a ceremony on Platform 1 of Kingston station, Holland unveiled the name "King Athelstan" on one of South Western Railway's Class 450 trains. The event was staged with Saxon re-enactors, children from King Athelstan Primary School wearing crowns, and a choir from Tiffin School.

The Bishop of Kingston, Martin Gainsborough, offered a blessing for the train. Dignitaries included local MP Sir Ed Davey, the Mayor of Kingston, Cllr Noel Hadjimichael, and representatives from Malmesbury, where Athelstan is buried, and Oldenburg in Germany, twinned with Kingston.

### Remembering England's first king

Athelstan, the grandson of Alfred the Great, was crowned in Kingston in 925 before becoming known as the first ruler of a united England. While less famous than later monarchs such as William the Conqueror or Elizabeth I, a poll run by *The Rest is History* in 2021 saw him voted England's "greatest king".

Kingston played host to the coronation of Athelstan and six other Saxon kings. South Western Railway remains the only operator serving the town, making it a partner in the Kingston 2025 celebrations marking this heritage.

### Voices from the ceremony

Tom Holland said: "Who better to have a train named after him than Athelstan, the great Anglo-Saxon king who first set England on track to becoming a united kingdom?"

Peter Williams, Customer and Commercial Director at South Western Railway, added: "As it travels around the network, we hope



our train will inspire customers to discover more about Athelstan's reign, and his coronation in Kingston 1,100 years ago."

Sir Ed Davey, MP for Kingston and Surbiton and Leader of the Liberal Democrats, described the event as "a little unusual but absolutely in the spirit of the occasion".

Mayor Noel Hadjimichael called it "a wonderful part of our six-month festival of past, present and future across the royal borough".

## Part of Kingston 2025

The naming ceremony formed part of wider Kingston 2025 cultural celebrations. Later in the day, commemorations continued at All Saints Church, the site of Athelstan's coronation.

---

## Epsom rail commuters brace for fare increases

Commuters travelling from Epsom to London terminals are set to pay significantly more for their journeys next year if government policy on rail fares continues unchanged. The current cost of an annual season ticket from Epsom is **£2,676**, but under the projected **5.8% rise in regulated fares for 2026-27**, that figure would climb by around **£155** to reach approximately **£2,831**.

The increase is tied to the government's formula of linking fares to July's Retail Price Index plus one percent. This comes at a time when services from Epsom to Waterloo remain reduced, with only two trains an hour since the Covid pandemic, despite a growing local population.

Epsom & Ewell's MP, **Helen Maguire**, has condemned the proposed rise. She said: *"It is incomprehensible that once again ordinary people in Epsom & Ewell are facing yet another eye-watering rail fare hike, whilst South Western Railway are struggling to go a day without major disruption. Rail passengers should not be paying more for a service that is not delivering."*

Maguire has launched a **petition** calling for the restoration of train frequency to pre-Covid levels, arguing that local commuters should not face higher costs for fewer services.

Her party colleague, **Paul Kohler MP**, the Liberal Democrat transport spokesperson, added that rising fares were "nothing short of ludicrous" and described the policy as "a slap in the face to ordinary people" at a time when punctuality is at its lowest level in years.

Critics point out that fare hikes of this scale risk pushing more people off the railway at a time when the government is urging a shift to more sustainable modes of transport. Meanwhile, passengers are grappling with frequent cancellations, driver shortages, and the delayed rollout of South Western Railway's Arterio fleet.

The Department for Transport has not yet confirmed the final figures or the exact implementation date, but increases are typically introduced in March. Unless ministers intervene, Epsom's commuters face paying hundreds more pounds next year for a service many feel has been in steady decline.

---

## Leatherhead railway station gets access upgrade

A major upgrade to Leatherhead railway station has officially opened, marking what local MP Helen Maguire has called a "crucial step" in the campaign to make rail travel more accessible across Surrey.

The improvements, delivered through the Department for Transport's Access for All programme, include the installation of two 16-person lifts and a new footbridge linking both platforms. The £6.2 million project also included platform widening, upgraded lighting and CCTV, and enhanced ramp access. The enhancements are designed to make life easier for elderly and disabled passengers, as well as those travelling with pushchairs, bikes or heavy luggage.

The scheme was developed and delivered by Network Rail in partnership with Southern, with much of the work taking place over the past year. Prior to the upgrade, Leatherhead was nominally step-free, but passengers needing to avoid stairs had to take a lengthy, steep detour under a railway bridge outside the station to move between platforms. The new bridge and lifts provide a



direct and safe route for all users, replacing what many had described as an awkward and at times treacherous alternative.

Opening the new facilities, Helen Maguire MP praised the scheme as a long-overdue improvement for passengers in the area. "I'm delighted that Leatherhead has become the latest station in my constituency with step-free access," she said. "These improvements are absolutely vital for our town, and a crucial step in making rail travel more accessible to my constituents regardless of their need."

However, the Liberal Democrat MP for Epsom and Ewell also used the occasion to highlight wider concerns about the state of the rail network in her constituency. In particular, she pointed to the reduction in the number of South Western Railway (SWR) services running to and from Waterloo since the Covid pandemic. "South Western Railways should also increase the frequency of the Waterloo service back to pre-Covid levels to ensure that passengers are not overcrowded," she said, noting that passenger numbers have increased while service levels have not kept pace.

Maguire also raised the ongoing lack of sufficient blue badge parking spaces at local stations, and the need for ticketing systems that are more accessible for people with visual impairments. With SWR now operating under national ownership, she said, passengers would be expecting higher standards of service. "Delays to the Arterio train rollout and extortionate ticket price rises are a worrying start," she added. "I will keep campaigning to ensure that rail passengers in Epsom, Ewell, Ashted and Leatherhead get a fair deal."

Southern, which manages Leatherhead station, has also introduced cycling improvements alongside the accessibility works. A secure cycle hub with 26 spaces and a maintenance area has been installed on Platform 1, while Platform 2 now features a double-deck cycle rack with space for 32 bikes, as well as new motorbike parking. Lighting and CCTV coverage in these areas has also been upgraded.

Jenny Saunders, Customer Services Director at Southern's parent company Govia Thameslink Railway, welcomed the improvements, saying: "Lifts benefit everyone who finds stairs a barrier, and for some disabled passengers this project has the potential to be life-changing."

Leatherhead joins a growing list of stations to receive Access for All funding, with similar projects completed in recent months at Barnes, Herne Bay and Motspur Park. The scheme forms part of a wider national programme to modernise railway infrastructure and open up travel to all users, regardless of mobility needs.

Network Rail's Sussex Route Director Lucy McAuliffe said: "These upgrades have removed a significant barrier to travel at Leatherhead. We're proud to be making a difference for passengers who, for too long, have had to navigate difficult routes to use our railway."

While the transformation at Leatherhead station represents a clear step forward, campaigners and passengers alike will be watching closely to see whether service levels and surrounding facilities are brought up to the same standard.

Image: MP Helen Maguire opens Leatherhead upgraded railway station

---

## **Nurse demands 24 hour rail tickets to avoid night-shift double costs**

A specialist NHS nurse is calling for urgent train ticket reform after revealing she spends over £200 a month commuting to her job at Great Ormond Street Hospital. Alicia Arias, a paediatric cardiac intensive care nurse, has launched a campaign urging rail companies to introduce 24-hour train tickets. Her Change.org petition has already gained over 24,000 signatures. Alicia moved from London to Woking a year ago to save on rent and live in a house, said her monthly commuting costs regularly exceed £200 - despite using a discount Flexi Season ticket. She said: "Why am I living in Woking paying all of this money for trains that are always delayed?!"

Working 12-hour shifts, often overnight, Alicia said she is forced to buy two tickets for each shift: one to travel in and another to get home the next morning, as existing train tickets expire at 4:29am. "We go for a horrible night shift, we don't have a break and then we have to pay for another ticket," Alicia said. "It's just not fair. It's making it fair with 24hr tickets." Working in paediatric intensive care, no day is the same. But every day can be gruelling. Alicia said: "I offer the treatment the last chance that kids have. It's really hard but it's really rewarding." As a senior nurse, Alicia said her job ranges from teaching and supporting other nursing staff, sometimes taking over the patients, as well as looking after her own patients. "We are always short and we are



always busy," she said.

Although there are other hospitals in Surrey, Alicia said she never wants to leave her current job. "Working at Great Ormond Street Hospital is a great sense of achievement," Alicia said. "It's the best thing I've ever done - I love it." Originally from Spain, Alicia said she was shocked by how expensive and inflexible British transport is. Alicia said she moved to the UK 13 years ago, but the "cultural shock" of how expensive and inflexible British transport is has only really come in the last year of moving to Woking. She explained in Madrid you can get transport passes for bus, train and rail for £70 a month. When Alicia lived in central London, she would cycle to work. "I take my bicycle from Waterloo to Great Ormond Street which is really busy," she said. "I'm pretty sure I'm going to die on the bike one day."

"I have sometimes regretted [moving to Woking]," Alicia admitted, explaining how she is constantly juggling to find the cheapest way to buy train tickets. Alicia said the campaign is not only for nurses but everyone. "But not only me but the cleaners, the maintenance workers, people in the kitchen, people who have lower salaries than me who are struggling more," she said. "We're all NHS. Not only shift workers in Surrey but everywhere in the UK. Shift workers that pay for two tickets and they do it quietly. No, it's not fair." Another campaign which Alicia started at the same time is her petition for an NHS railcard which has also reached nearly 3,000 signatures on the House of Commons website.

A Department for Transport spokesperson said: "While we are not planning to introduce 24-hour return tickets, we are overhauling the complex fares system to make rail travel simpler and more flexible for passengers. We've already delivered ticketing innovations such as contactless pay as you go to additional stations in Surrey this year, giving passengers the best value ticket for their journey, with additional stations expected to get the technology soon."

Petition link: <https://www.change.org/p/make-train-day-tickets-last-24-hours-support-shift-workers>

House of Commons petition link: <https://petition.parliament.uk/petitions/729126>

---

## Bus station app for visually impaired a first in Surrey

Surrey County Council is now the first UK local authority to provide a new app to help guide blind and partially sighted passengers around bus stations across the county.

The Aira Explorer app allows customers to place a video call with a trained visual interpreter on speakerphone, who looks through the person's smartphone camera to guide them around the bus station.

The service is now operating at bus stations in Guildford, Redhill, Staines and Woking.

All app usage at these locations will be free of charge, provided by Surrey County Council using some of its allocation from the Government's Bus Service Improvement Fund.

**Matt Furniss**, Cabinet Member for Highways, Transport and Economic Growth at Surrey County Council, said:

"We're very aware that using buses and navigating bus stations can sometimes be difficult for people with visual impairments. We're keen to make bus travel accessible for everyone and hope this will support people with sight loss to travel confidently and independently.

As well as helping blind and partially sighted bus users to locate their bus, interpreters can also direct them to a member of staff for assistance, read the timetable for them or explain the way into town.

This initiative is part of our wider investment in buses which also includes £6.3m to provide more ultra-low and zero emission community transport minibuses, £9m in bus priority measures to ensure Surrey buses turn up on time, and £1.4m in improving information for passengers at bus stops. Our Surrey LINK card gives young people half-price bus travel and we've expanded our on-demand Surrey Connect bus services to cover areas where there are limited fixed bus routes, giving more options to travel by bus for all residents right across Surrey.

We've worked with Govia Thameslink Railway, Sight for Surrey, the Sussex Sight Loss Council and the Surrey Coalition of Disabled People to get this trial underway, which we hope to extend if it proves popular."

The app is being launched as part of **Better Transport Week**, the annual celebration of how better transport can help connect communities and bring people together. This year, the week takes place from 16 to 22 June and is funded by the UK Government.

**Ben Curtis** from Campaign for Better Transport, which organises Better Transport Week, said:





"Good public transport networks help connect us to the people we love, the things we need and the places that matter. That's why I'm really pleased to see first-hand how Surrey County Council is working to improve the local bus network. Buses are key to keeping us connected, and the new Aira app will help ensure that everyone can access and use the county's buses, building a fairer future for everyone."

This initiative follows a successful roll out by Govia Thameslink Railway (GTR), who have also partnered with Aira.io to support visually impaired passengers get around their rail network more confidently.

More information is available on the Surrey County Council website.

---

## Victory for parent power after axed bus route is replaced

**Campaigning parents whose children were told to bring torches and walk across unlit heathland by Surrey County Council have won a long-fought victory after it was announced that axed school buses would be replaced.** Early this year Surrey County Council said it was saving money and cancelling the free bus service between Molesey and Esher High, advising children to instead walk through dark alleyways, unlit heathland and unguarded viaduct sluice gates. The council's decision was made after bureaucrats decided the route was safe and that there would be no alternative provisions put on, to the horror of worried parents.

Now after months of campaigning, petitions and pressure from senior politicians to stop the 'cruel and needless punishment of children', the council has announced Falcon will trial an extra, paid for, 814 service from Molesey to Esher. Parents, though welcoming the news, are asking why the extra service could not have been announced at the same time, saving needless stress and worry, and why it took the community to fight back to make it happen?

Parent Kate Maxwell said: "This whole process has been so stressful on everyone involved, the parents, children, and schools, and for what? I'm thrilled they've seen sense but it could have been handled so much differently. They would have known it would cause a lot of problems for everyone, including the children already using paid buses. Surely, if they wanted, they could have put these arrangements in place when they axed the free buses instead of wasting everyone's time. Why did it take the community fighting back to make this happen?"

In a letter to parents, Esher High School headteacher Andy King said they were pleased to share that an additional 814 bus would be running as a trial from September, following "strong and sustained advocacy from our school and parent community." It added: "This outcome is the result of collective determination. When 81 of our students lost access to free coach transport, we were placed in a deeply challenging position - one we strongly opposed. But thanks to the powerful, united voice of our parents, carers, staff, governors and supporters, a positive step has now been taken. We want to thank everyone who spoke up, wrote in, and stood with us. Your efforts made the difference. While we regret that such a campaign was necessary, we are relieved that this decision has finally been confirmed. This will support our students getting to school safely, reliably, and ready to learn. At Esher C of E High School, we remain committed to doing what's right for our students - and this is an example of what we can achieve together."

MP for Esher and Walton, Monica Harding, has held meetings with the school and written to the council over the matter. She described it as a win for school children who were facing walks of up to three miles across unlit heathland with concerns about safety, after Surrey County Council decided to withdraw the Esher High School bus service. The MP added: "It's a shame this decision took so long, causing so much uncertainty and stress for parents. Surrey must ensure that its policy making is joined up and reflects the lived experience of our children - I'm glad that this time local families have been heard. We now need to know that this much needed bus provision will be sustained over the longer term."

Following Falcon's decision to introduce an additional bus service to transport pupils to and from Esher High School, there will now be four buses on the 814 route. The extra service will initially run as a trial for the first half-term of the 2025/26 academic year with its use monitored before a decision is made on whether it is needed on a longer-term basis.

Matt Furniss, Cabinet Member for Highways, Transport and Economic Growth at Surrey County Council, said, "We're very aware of the challenges raised by parents and carers and have worked with Falcon to address these. As with all bus services, we need to ensure they are used to make them viable, so I encourage parents and carers to take up this new provision. This additional bus is being provided by Falcon at no cost to Surrey County Council."



Image: Esher CofE High School headteacher Andy King (Image Google and Esher High)

---

## The Surrey school run or walk?

### Parents want their children to walk to school, but what holds them back?

Children are the power brokers that can shift parents' habits on the school run – and could be key to making healthier, greener travel choices the norm, according to a new report from the University of Surrey. Commissioned by Surrey County Council and delivered through the University's Institute for Sustainability Innovation Hub, the report looked at how schools across the UK and internationally are encouraging families to walk, cycle or wheel to school instead of driving.

The report's authors found that while families are generally supportive of safer, more active travel, they're often held back by concerns over road safety, time pressures and infrastructure. The most effective initiatives, the report argues, are those that bring together schools, local authorities, planners and families to tackle these issues head-on.

Professor Benjamin Gardner, lead-author of the report from the University of Surrey, said: "The school run is rarely straightforward. Families support safer, active travel, but if we want more children walking or cycling, we need to stop seeing this as just an issue for school staff and parents to deal with. Schemes and reward programmes can spark interest, but they won't bring about changes to the school run unless the wider system supports change. Parents worry about safety, time and whether their child can travel independently. We need a joined-up approach. Lasting change depends on schools, councils, planners and families working together to make walking or cycling feel like the easy and safe option."

Matt Furniss, Cabinet Member for Highways, Transport and Economic Growth at Surrey County Council, said: "We've commissioned this report to better understand how we can support and encourage parents, carers and children to travel to school sustainably. We're investing £5.5m over the next five years to improve road safety to encourage more walking, cycling and wheeling so children can take safer journeys, and to reduce pollution around schools. We're also continuing to deliver Feet First walking training and Bikeability cycling training to provide lifelong road safety skills for Surrey's school children. We're looking forward to working with our schools and others, to design tailored initiatives and infrastructure that will benefit children now and in the future."

The research team reviewed travel initiatives in the UK, Europe and beyond, including Canada, Australia and Brazil. They found that even young children can play a crucial role in influencing their parents' school run choices, especially when schools engage children through activities, lessons or competitions.

Surrey researchers conducted two focus groups with staff and caregivers at Surrey schools, analysed a range of international case studies, and reviewed both academic and grey literature. They used the COM-B model – which looks at capability, opportunity and motivation – to understand what stops or supports families from choosing active travel on the school run. The findings will help shape the Council's new School Travel Effectiveness of Planning (STEP) tool, designed to measure what's working – and what's not – in encouraging active school travel across Surrey.

### About the Innovation Hub

The Innovation Hub is the delivery arm of the University of Surrey's Institute for Sustainability. It brings researchers together with local authorities, businesses and communities to co-create practical responses to real-world challenges. By supporting projects like the School Travel Plan report, the Hub helps translate research into action and strengthen partnerships that benefit both Surrey and the wider region.

To learn more about the project, read the full report at [www.surrey.ac.uk/news/promoting-active-school-travel](http://www.surrey.ac.uk/news/promoting-active-school-travel)

Image: Benjamin Vautier Snow scene (Children leaving school) VA – PICRYL – Public Domain Media

---

## Surrey examines a plea for a 20mph road

A campaigner says a Surrey council is "missing the point" about safety as hopes for a 20mph speed limit on a rural road have been scuppered.



Surrey County Council (SCC) claim the traffic measures on Ford Road in Bisley would be too costly.

Dr Ayres started a petition for a 20mph speed limit, arguing residents should be able to get to the shops without “such fear and intimidation that they experienced when confronted by coaches and HGVs at 30mph”.

He presented his campaign at a SCC Highways, Transport and Economic Growth meeting on June 3.

Over 120 people signed the petition calling for the current 30mph speed limit to be lowered to protect pedestrians, cyclists, horse riders and other road users from the increase in traffic, particularly HGVs.

Several large commercial premises are located on Lucas Green Road. Often HGVs will come off the A322 Guildford Road, drive through Ford Road to get to their destination.

Matt Furniss, cabinet member for Highways, Transport and Economic Growth Decisions, said he recognises the concerns raised but said that drivers generally comply with the 30mph speed limit on the narrow rural road and that it has a relatively good safety record.

But Dr Ayres slammed the council’s response for “missing the fundamental point of this petition” by focusing on the HGVs and drivers on the road. He said it was about “the safety and wellbeing of the vulnerable road users who frequent Ford Road”.

He said: “I do not accept commercial interests in Lucas Green Road should dictate what happens in Ford Road.”

The road has a “relatively good safety record”, according to a report, with only one personal injury collision in 2021 in the 10 year period between November 2014- October 2024.

As the current speed limit is 30mph, and the existing average speed is over 28mph, council documents state the road would need more than just a sign to reduce the speed successfully.

These measures could consist of road humps, raised road tables, road narrowing, chicanes and priority give way pinch points.

The report read: “The cost of introducing traffic calming measures over such a length of road (approximately 2km) would be substantial, especially since significant improvements to the existing street lighting are likely to be required to comply with the appropriate design standards for the installation of traffic calming measures.”

Council officers also warned the additional features could have negative effects; for instance, traffic tables could cause noise and vibration from the HGVs or that speed cushions could even lead to road damage.

Concerns were also raised that if the speed limit changed to 20mph on Ford Road, residents on Lucas Green Road would also want a reduced speed limit.

The report said, given the roads are interlinking and are similar in character and measures introduced in one road are likely to have impacts on the other road, introducing traffic measurements would likely create “significant concern” for those residents on the other road.

A traffic engineer said: “We’re aware of the issues and hopefully we can in the future change the speed limit.” She added the council will include the road on a list for schemes that need funding in the future.