

On the Hunt for pothole repairs

17 March 2023



The Government will give an additional £3.7m for pothole repairs in Surrey. But one Surrey councillor is calling for ministers to “go further” and change the way road funding is allocated from Westminster.

Tuesday’s budget, delivered by South West Surrey MP **Jeremy Hunt**, announced an additional £200million for 2023/24 across the country for pothole repair.

Surrey County Council’s deputy cabinet member for levelling up, Councillor **Rebecca Paul** (Conservative, Tadworth, Walton & Kingswood) said she was “delighted” the Government had recognised more funding was needed in Surrey for road repairs. She told the LDRS: “The recent spate of potholes across our county affects every single one of us, so this additional money is much welcomed.” She called on the Government to “go further and give serious consideration” to changing how highways maintenance funding is allocated to take into account traffic volume.

Cllr Paul delivered a petition to Downing Street in June 2022 calling for funding for road repairs to be allocated by usage rather than the current formula which looks at the length of roads. She said: “This would result in a fairer allocation of funds so that Surrey Highways is better able to address the backlog.”

Roads minister Richard Holden said the cash could mean another 75,000 potholes repaired. He also praised Surrey’s lane rental scheme, which he said the county had been “at the forefront” of rolling out. The scheme, rolled out in 2021, charges companies for works which cause delay at peak times on the county’s busiest roads.

Mr Holden said the scheme minimised delays from roadworks taking place because they were more often carried out at the same time, and this also reduced damage to roads. He told the LDRS he wanted to see that rolled out more across the country.

On Cllr Paul’s calls for “fairer funding” from central government, Mr Holden said it was “swings and roundabouts” because a lot of the strategic road network, paid for out of national taxation, was in Surrey. He added: “I’m always willing to listen to local concerns about these issues. I think it’s vitally important that we do get the balance right when it comes to road funding.”

A motion will be brought to a meeting of Surrey County Council on Tuesday, calling for the adoption of a “Vision Zero Safe System” and setting a target date for zero fatalities and severe injuries on Surrey’s roads. **Will Forster** (Lib Dem, Woking South) will bring forward a motion saying: “Road collision statistics in Surrey have hardly changed over the last ten years. In 2021 24 people were killed and 647 were seriously injured. The effects of a road traffic collision can have a physical, emotional, social and economic impact on everyone involved. In financial terms the cost of road collisions in Surrey was approximately £250 million in 2021.”

A Surrey County Council spokesperson said: “While any additional funding for potholes is welcomed, as highlighted by the Annual Local Authority Roads Maintenance survey in 2022, the condition of roads across the UK would require a one-time catch up cost (over and above what authorities already receive) of £12.64bn. The current commitment from government for English roads funding prior to the announcement in this week’s budget was £2.7bn in total between 2022 and 2025, therefore the funding allocations from government still fall far short of the needs of the UK roads.

“However Surrey County Council recognises the need to invest in our roads and so is investing additional funds beyond government grants and will be spending £188m on improving and maintaining our roads and pavements over the next five years.”

Grand plans for South-East transport

17 March 2023



Transport for the South East have received approval from their Partnership Board to progress delivery of their Strategic Investment Plan which includes nearly 300 multi-modal transport interventions to be delivered across the south east over the next 27 years.

The plan sets out a vision for the region, with priorities to decarbonise the transport system, level up left behind communities and facilitate sustainable economic growth in the south east between now and 2050. Included within the ambitious list of interventions is several global policy interventions, designed to address the challenges and opportunities faced not just in the south east but across the whole of the UK. These cover issues such as decarbonisation, public transport fares, new mobility, road user charging, virtual access, and integration between all modes of transport.



The Board: Photo: (L-R) Rupert Chubb, Geoff French, Vince Lucas, Cllr Gary Hackwell, Cllr Phil Jordan, Cllr Keith Glazier, Cllr Elaine Hills, Cllr Matt Furniss, Cllr Joy Dennis, Cllr David Monk, Dan Ruiz.

This ambitious plan forecasts a total capital cost of over £45 billion over 27 years and interventions that once implemented could generate; 21,000 new jobs, an additional £4 billion growth in GVA each year by 2050, 1.4 mega tonnes less CO2 equivalent emitted, 500,000 more rail trips a day, 1.5 million more trips taken by bus, mass transit and ferry, and take roughly 4 million car trips a day off the south east's roads.

While £45 billion is a significant sum of money, it isn't dissimilar to the levels of historical investment in the south east over a similar time period. Not only does the plan identify the investment needed to transform the economy in the south east, it also recognises the financial constraints faced by the bodies that would traditionally fund these sorts of interventions. Delivering this plan requires significant investment and Transport for the South East welcomes ongoing discussions with government, both local and central and with the private sector as they continue to explore potential funding options.

Councillor Keith Glazier, Chair of Transport for the South East said; "This evidence based investment is a once in a generation opportunity to set out a sustainable transport network that recognises the importance of major transport corridors across the south east. Corridors that are fundamental to our economy and our communities.

"This plan is the result of five years of partnership working, it truly is a plan developed by the south east, for the south east.

"Following approval by our Partnership Board we have submitted the plan to the Secretary of State for the Department for Transport with a request for it to be considered as future investment decisions are made.

"We could not be more grateful for the insight, support and challenge shown by our partners, and the Department for Transport in the development of this plan."

Transport for the South East's Partnership Board brings together elected members from local transport authorities and district and borough authorities, representatives of local enterprise partnerships (LEPs), protected landscapes, National Highways, Network Rail, and more.

Throughout the development of the investment plan, Transport for the South East held regular stakeholder meetings to gather evidence and seek input. They also held a 12-week public consultation on the plan in the summer of 2022 asking for comments from anyone who lives, works or travels within the region, receiving over 600 responses.

Prior to approval at the Partnership Board, local transport authorities within the region also had the opportunity to present the investment plan to their own council members to secure sign off.

Transport for the South East's investment plan promises to not only deliver economic benefits to the region but to also make a material contribution towards net zero carbon. It supports a reduction in the need to travel by encouraging integrated planning and a shift to more sustainable modes of travel for both passengers and freight.

It recognises the importance of accessible, affordable, integrated, reliable and attractive public transport, that is fit for purpose and have ensured it is at the core of the Strategic Investment Plan. The transport body promises to work with local authorities and operators to provide better-connected and accessible multi-modal journeys with users easily able to walk, wheel or cycle for the first and last miles of their journeys.

Following approval Transport for the South East's attention now turns to delivery. They will continue to work with partners from across the region to develop a delivery action plan, setting out the current position of each of the nearly 300 proposed multi-modal schemes within the investment plan. The action plan will focus on the next three years, 2023-2026, and detail what the next steps are and confirm the roles and responsibilities of Transport for the South East and its delivery partners required to make this plan a reality.

You can read the plan in full at www.transportforthesoutheast.org.uk

Transport for the South East (TfSE) is a new body created to improve the transport network and grow the economy of the whole South East area.

It brings together representatives of 16 transport authorities and five local enterprise partnerships covering an area stretching from the English Channel to the border of London, and from the Kent coast to Berkshire, Hampshire and the Isle of Wight. Not only does this area include major airports, ports, roads and rail routes, it is also a powerful economic motor for the whole of the UK - adding £200 billion a year to the national economy.

The aim of TfSE is to support and grow this economy, improve quality of life and protect the environment by choosing the right strategic transport priorities for investment. A thirty-year transport strategy was published in July 2020 with a strategic investment plan to follow by 2022.

Press release from Transport from the South-East

Stoneleigh station to be revamped.

17 March 2023



A new, covered footbridge will replace the existing structure at Stoneleigh station, providing full access via lifts or stairs to the central platform from both sides of the station. New lighting and security cameras will be installed on and around the lifts and bridge. The existing bridge structure will be removed, with the ticket office sited on the central island platform.

Network Rail and South Western Railway have been working together with Epsom and Ewell Borough Council to get this scheme off the ground. The council has provided a £500k funding contribution to the project from its Community Infrastructure fund.

A prior approval planning application was sent to and approved by the council in May 2022.

Network Rail estimate work will start on site - spring 2023 and enter into service Spring 2024.

Next up but one up the line Motspur Park will get a similar revamp and if cross-rail is ever built those trains will stop there.

Your Council Needs You - to bin your litter

17 March 2023



Epsom & Ewell Borough Council has launched an anti-littering campaign, aimed at reducing litter throughout the borough. The campaign will focus on hotspots including Epsom train station, Epsom and Ewell town centres, and the borough's parks.

The Council's team of Environmental Enforcement Officers, who work in partnership with Surrey Police, will patrol the borough on foot or in a marked council vehicle and may warn people at risk of being fined or issue a Fixed Penalty Notice of £100.

The latest virtual recruit to the Council's Environmental Enforcement team is the famous image of Lord Kitchener, created by British graphic artist Alfred Leete. Posters will be displayed around the borough and used on social media, instructing potential litterlouts to bin their litter or take it home - or risk a penalty fine.

Littering is a criminal offence under the Environmental Protection Act 1990 sections 87/88.

A Fixed Penalty Notice will be issued to any person who is witnessed littering, including:

- Throwing away food wrappers or uneaten food
- Dropping chewing gum
- Discarding cigarette butts

Councillor John Beckett, Chair of the Environment and Safe Communities Committee, said: "Dropping litter is an issue for several reasons. It can take years to degrade, causing harm to wildlife and habitats. Food which is discarded by people attracts vermin such as rats and feral pigeons.

"Research has also shown that people can feel less safe in areas that are littered. Poor levels of cleanliness have been found to be associated with an increase in social disorder and crime.

"Epsom & Ewell Borough Council is committed to reducing incidents of littering within the borough, to ensure that Epsom & Ewell is a pleasant place to live and to visit, that feels safe."

Surrey MPs oppose each other on drills in the hills

17 March 2023



Jeremy Hunt MP has said it is "disappointing" that plans to drill for oil and gas in Dunsfold have not been "formally shelved" altogether. The Chancellor of the Exchequer issued the statement after the High Court ruled the government-approved exploratory drilling in his South West Surrey constituency would go to Judicial Review.

The High Court ordered the review on the grounds that there was "inconsistency in decision-making" by Secretary of State **Michael Gove**, and that Dunsfold bordered the Surrey Hills Area of Outstanding Natural Beauty - where great weight should be placed on "conserving and enhancing landscape and scenic beauty".

Mr Hunt, who has campaigned against the planning application in Dunsfold before, said: "Despite the latest judicial review, it is again disappointing that plans for this potential gas exploration have not been formally shelved. The idea of drilling on this beautiful area continues to be inappropriate - what's more UKOG's data and mapping of the sub-surface is sparse, old and simply not detailed enough. I hope to meet with Protect Dunsfold again later this month to continue discussions."

The Conservative MP has form in the matter. In June 2022 he wrote that DLUHC's decision to overturn Surrey County Council's initial refusal was "bitterly disappointing and wrong both economically and environmentally".

He also wrote a letter to Housing Secretary **Michael Gove** that said the project had been strongly opposed by both county council and “the entire local community”, going as far as accusing DLUHC of “ignoring the strength of local opinion”.

After news of the judicial review broke, UK Oil & Gas (UKOG) issued a statement to the London Stock Exchange.

It said: “Mr **Justice Lane**, dismissed five of the opponent’s grounds seeking to reverse the Secretary of State’s grant of planning consent as being unarguable. Two remaining grounds were given leave to be argued at a further hearing at some time in the future, as yet unknown.”

It added that full planning and environmental consents remain in force.

Stephen Sanderson, UKOG’s chief executive, said: “The company’s legal team remains robustly confident that following the extensive Loxley public inquiry, the secretary of state’s decision to grant planning consent was thoroughly considered and entirely lawful. Consequently, we will continue to move our project ahead.”

Can you beat the ULEZ charge?

17 March 2023



Established in **Epsom** in 1904 **Wilsons** car dealership still keeps ahead with the times. LDRS reports on its efforts to stay ahead of ULEZ expansion to Epsom and Ewell’s London borders

A quick-thinking car dealership in Surrey is advertising ULEZ compliant cars to drivers looking to make the switch before the zone expands to the Surrey border later this year.

Wilsons Epsom car dealership, in Kiln Lane, has placed a huge advert emblazoned with “beat the ULEZ charge” and its marketing team said they have been thinking of going large as the expansion was “something that’s been in the news a lot lately”.

Last year, London mayor Sadiq Khan announced the expansion of the Ultra Low Emissions Zone (ULEZ) which would bring it right up to the county’s border with the capital in areas such as Epsom and Ewell, Elmbridge and Spelthorne from August 2023.

The scheme will slap motorists of most petrol cars registered with the DVLA before 2005 with a £12.50 daily charge to enter the ULEZ zone after August 29. Diesel cars must be much newer and will have had to have been registered after September 2015 to enter the zone free of charge.

Check your vehicle [HERE](#)

The car dealership told the LDRS : “It’s at the forefront of people’s minds and there is a lot of confusion still around with councils looking to challenge the expansion or to comply with the new zones.” they added: “The situation was still at an early stage given the zone is only scheduled to come into force in August. People who have got older vehicles are considering electric or hybrid. ULEZ directly impacts our business and we want to be helping all of our customers as much as possible. We have a large range of ULEZ complaint stock and we want to show that off to customers.”

According to the Mayor of London’s office, five million more Londoners will breathe cleaner air as a result of the zone expanding.

A scrappage scheme exists for Londoners, but those on the outside are currently unable to apply despite requests from Mr Khan to the Prime Minister to include Surrey residents.

Surrey County Council was one of five local authorities to announce a legal challenge to the scheme.

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[More on Epsom and Ewell and Surrey and ULEZ](#)

[Council’s last minute opposition to ULEZ extension.](#)

Surrey's get greener update

17 March 2023



Surrey County Council and the **Greener Futures Partnership** are on a mission to make Surrey carbon free and greener by 2050. Here are links to the latest updates from Surrey County Council:

Use the new Energy Advice Tool to help save money: [Find out more](#)

"I finally took the plunge and sold my car" Read Becky's story and also find out how you could win an e-bike. **[Read more](#)**

Seven tips to save £70. How being savvy with your food could save you money and play your part to reduce waste in Surrey. **[Read more](#)**

Celebrating World Wildlife Day. What we're doing to enhance and protect wildlife in Surrey as we tackle climate change. **[Read more](#)**

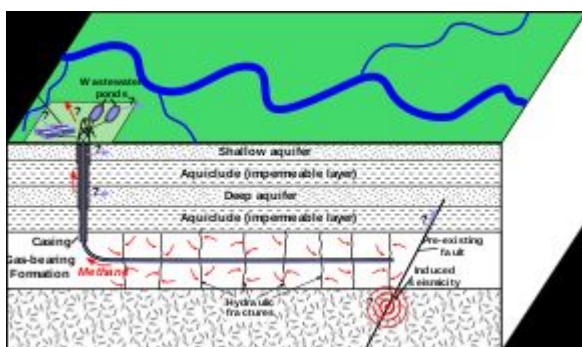
Growing verges wild for bees and flowers. Wondering why our grass is getting longer in some areas? **[Read more](#)**

M25 junction 10/A3 Wisley improvement scheme. National Highways traffic improvements which will include improvements for local habitats and safer journeys. **[Read more](#)**

Surrey County Council ask you to share this information with your friends and all are encouraged to **sign-up** to its bi-monthly newsletter.

Fractious Court case anticipated

17 March 2023



Anti-fracking campaigners are celebrating after the High Court granted a judicial review into the exploratory drilling of £123 million of oil near the **Surrey Hills Area of Outstanding Natural Beauty**.

The **UK Oil and Gas (UKOG)** was refused planning permission to search for fossil fuels at Loxley Well in Dunsfold in December 2020 by Surrey County Council's planning committee.

But UKOG, which describes itself as an energy company focused on oil and gas exploration, appealed in June 2022 after a public inquiry. It was granted permission by the Department of Levelling Up, Housing and Communities, led by Surrey Heath **MP Michael Gove**.

Almost immediately, **Waverley Borough Council** challenged the appeal decision in the High Court with £13,000 set aside for the legal challenge. Yesterday, the High Court ruled the matter would be examined again – by Judicial Review.

Responding to the court decision was **Frack Free Surrey**. They said: "We are delighted by the news. Allowing exploration for fossil gas during a climate emergency, and in an Area of Outstanding Natural Beauty, was an appalling decision by the government. We need to rapidly wean ourselves off gas, not look for more of it. It will be good to hear the arguments tested in the High Court."

The legal challenge has been supported by the **Goodwill Law Project**. The group's director, **Jo Maugham**, said: "No Secretary of State who cared about the natural environment, or climate change, would have ignored the wishes of local people to grant planning permission for a huge new fracking project next to an Area of Outstanding Natural Beauty. We are pleased the High Court has given **Protect Dunsfold**, who we are supporting, permission to bring a judicial review

challenge to a decision made under Michael Gove.”

According to lawyers, the Protect Dunsfold campaign succeeded for two reasons. The first was the “inconsistency in decision-making” by Secretary of State Michael Gove, who gave the Dunsfold drilling site the go-ahead on the same day he refused permission for a comparable site.

The second is that Dunsfold sits on the edge of an Area of Outstanding Natural Beauty and there should be great weight to “conserving and enhancing landscape and scenic beauty”.

Jeremy Hunt, now Chancellor and whose constituency covers Dunsfold, has previously campaigned against the drilling site going ahead. He was approached for comment.

UK Oil and Gas (UKOG) and DLUHC were approached for comment.

Paul Follows, leader of Waverley Borough Council has been approached for comment.

No date has been set for the review.

Will Me'lud halt ULEZ expansion to Epsom borders?

17 March 2023



A coalition of five councils has today (Thursday 16 February) launched a Judicial Review to challenge Transport for London (TfL) and the Mayor of London's decision to expand the Ultra Low Emission Zone (ULEZ) to outer London boroughs.

The London boroughs of Bexley, Bromley, Harrow and Hillingdon and Surrey County Council have brought legal action following TfL's announcement in November 2022 that it would push on with proposals to expand the scheme in August 2023 despite strong opposition from across outer London and beyond including concerns over how it is being delivered.

The coalition will challenge the expansion in the High Court on five grounds:

1. Failure to comply with relevant statutory requirements
2. Unlawful failure to consider expected compliance rates in outer London
3. The proposed scrappage scheme was not consulted upon
4. Failure to carry out any cost benefit analysis
5. Inadequate consultation and/or apparent predetermination arising from the conduct of the consultation

Cllr Tim Oliver, Leader of Surrey County Council, said: “We are committed to delivering a greener future, but it must be done in a practical and sustainable way. We are dismayed at the lack of discussion or consideration given to these proposals by the Mayor of London. The impact on many Surrey residents and businesses will be significant and we will not stand by and watch that happen with no mitigations offered from the Mayor.

“To date, our requests for due consideration to be given to these mitigations have not been acknowledged, let alone acted upon. It's disappointing that we, along with other local authorities, have to resort to legal proceedings to try and bring the Mayor of London to the table, but we have no choice but to do so.”

Cllr Ian Edwards, Leader of Hillingdon Council, said: “Our position has remained unchanged from when TfL's plans were first mooted – ULEZ is the wrong solution in outer London as it will have negligible or nil impact on air quality but will cause significant social and economic harm to our residents. We shared this view in our response to the TfL consultation last summer and we've said it since when the plans were confirmed in November. Now, we'll say it in the courts.

“We believe Sadiq Khan's decision to impose this scheme on outer London boroughs is unlawful – his spending nearly £260 million of public money without any cost benefit analysis. Hillingdon, and the other coalition local authorities wouldn't dream of making decisions in this fashion.

“The predominant effect of ULEZ expansion will be to financially cripple already struggling households, further isolate the elderly and harm our local economy with negligible or no improvement to air quality. Investment in improved transport links – on a par with those in areas within the existing ULEZ – is the better way to reduce car use in Hillingdon.”

Cllr Baroness O'Neill of Bexley OBE, Leader of the London Borough of Bexley, said: “We have been clear from the start that we believe air quality is important but that ULEZ is the wrong solution. By wanting to expand ULEZ to outer London boroughs it appears that the Mayor's message is you can pollute as long as you can afford the £12.50.

“We believe he should give the monies that he has allocated to ULEZ to the boroughs who actually understand outer London and the transport connectivity problems our residents face to come up with innovative solutions that will deliver better, more practical results.

“We are also very concerned about the mental wellbeing of our residents who we know are already anxious about the installation of ULEZ and the very real prospect that they won’t be able to use their cars to get to work, visit relatives and friends, shop or attend health appointments.

“We are standing up for our residents who have given us a clear message of what they think of his plan.”

Cllr Colin Smith, Leader of Bromley Council, said: “We have been sounding the alarm about Mayor Khan’s attempted tax raid on the outer ‘London’ suburbs for many months now. The fundamental truth as to his true intention is now increasingly plain for all to see.

“In Bromley, this socially regressive tax directly threatens jobs, the viability and availability of small businesses, and causing significant damage to vital care networks, as well as creating a completely avoidable spike in the cost of living locally, at a time when some households are already struggling to make ends meet.

“To attempt to do all of this under cover of a false health scare over air quality, when the Mayor’s own research confirms that Bromley has the second cleanest air in London, also, that extending ULEZ to the boundaries of the M25 will make no discernible difference to air quality locally, is frankly unforgivable.

“The upset, pain and anxiety this has caused locally is immense, which is why, even at this late stage, I once again call on the Mayor to withdraw this spiteful proposal.”

The five grounds and a summary of each:

1.Failure to comply with relevant statutory requirements

Schedule 23 to the Greater London Authority Act 1999 governs the making of “charging schemes.” The Mayor decided to extend ULEZ by varying the existing scheme (which applies to inner London). Although Schedule 23 does permit a charging scheme to be varied, the proposed changes are so wide ranging that they amount to a whole new charging scheme which cannot be introduced by way of a variation. In addition, Schedule 23 contains procedural safeguards in the making of a charging scheme which have not been followed by the Mayor.

2. Unlawful failure to consider expected compliance rates in outer London

The Mayor’s failure to provide any meaningful information as to how he expects an instant 91 per cent compliance rate was unfair, and specifically, the Mayor did not respond to Hillingdon’s consultation response that the compliance assumptions “were not fit for purpose.” In addition, the consultation documents were unclear and confusing and prevented consultees from making proper responses.

3. The proposed scrappage scheme was not consulted upon

In making his decision to extend ULEZ the Mayor committed to a scrappage scheme costing £110 million. Details of the scrappage scheme only become available following his decision and were not subject to prior consultation. In particular, the Mayor’s decision to only offer the scrappage scheme to those residing in London was not consulted upon, although this was highlighted in the consultation response from Surrey County Council. Given the importance of the scrappage scheme to the Mayor’s decision, a consultation on the scrappage scheme should have taken place.

4. Failure to carry out any cost benefit analysis

Treasury Guidance recommends a cost benefit analysis where a policy decision requires the use of “significant new” public money. No such analysis was undertaken by the Mayor and no explanation given as to why one was inappropriate. Given that the implementation cost is estimated at £160 million and that the Mayor has introduced a separate £110 million scrappage scheme, and that the expansion is expected to generate a net operating surplus of £200 million in the first full year of operation, his decision clearly involves “significant new” public money.

5. Inadequate consultation and/or apparent predetermination arising from the conduct of the consultation

The consultation exercise contained 15 questions with drop-down answers, only one of which sought to address the question of whether the expansion should go ahead. In addition, following disclosure by the Greater London Authority (GLA) of background consultation information to the GLA Conservatives, it appears that a number of “organised responses” were excluded by TfL particularly those which opposed the expansion. This took place during the consultation and the way in which this happened suggests that the Mayor had predetermination.

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Epsom rail crossing fatal accident lessons

17 March 2023



In the afternoon of 21st April 2022, a pedestrian was struck and fatally injured by an out-of-service passenger train at Lady Howard footpath and bridleway crossing on Epsom Common. The pedestrian, who was walking on the crossing with a dog and pushing a wheeled trolley bag, started to cross the railway tracks shortly after a train had passed. She was struck by a second train, which was travelling in the opposite direction to the first. The driver of the train involved in the accident sounded the train's horn on seeing the pedestrian on the crossing. The pedestrian responded by hurrying forwards towards the exit of the crossing, but was unable to get clear of the path of the train in time to avoid being struck.



The **Rail Accident Investigation Board** (RAIB) carried out an investigation and has just issued its report and findings.

The investigation found that the pedestrian was apparently unaware that the second train was approaching when she made the decision to cross; there is no evidence that she was aware of it and/or had misjudged the time available to cross. This was because, although the pedestrian looked twice in the direction of the second train before starting to cross, the front of this second train was hidden behind the first train, which was moving away on the line nearest to her. RAIB also found it was possible that the pedestrian did not perceive the risk arising from the possibility that the first train was hiding another approaching train.

A probable underlying factor was that Network Rail had not provided any effective additional risk mitigation at the crossing, despite having previously deemed the risk to users to be unacceptable. Network Rail had planned to install miniature stop lights at the crossing, but complexities with the technology required at this location meant that this solution was not ready for implementation before the accident occurred. There is little evidence that Network Rail considered effective options to mitigate the risk on an interim basis while this solution was progressed, although they fitted additional warning signs for users and a camera to monitor crossing use.

Recommendations

As a result of this investigation, RAIB has made two recommendations, both to Network Rail. The first is intended to address the risk to pedestrians at crossings of this type arising from a second approaching train being hidden from view by another train. The second recommendation concerns the implementation of appropriate interim risk mitigations at level crossings that are awaiting long-term solutions.

Surrey County Council sets 23/24 budget

17 March 2023



A councillor who visited rural India paused his tour to take photos of the roads because they were “in better condition than Surrey’s”. The Labour group leader on Surrey County Council said he visited the state of Karnataka last month and on a visit to a village school, stopped to take a photo of the road.

Councillor **Robert Evans** (Labour, Stanwell and Stanwell Moor) told a meeting of the council on Tuesday (February 7) that his host had asked him what was wrong with the roads there. He told the meeting he had replied: “Nothing, to the contrary. I just wanted photographic evidence that the road surfaces here in rural India are better than in many parts of Surrey.”

Cllr Evans also said his Stanwell residents asked him why roads in what he called the “forgotten part of Surrey” were worse than in other parts of the county. He told the meeting: “I actually tell them they’re not, they are pretty bad everywhere.”

In the meeting, councillors voted through the authority’s budget for 2023/24, though without the support of the opposition. The county council’s share of council tax will increase by 2.99 per cent from April, which means an increase of 94p per week, or £48.69 per year on the average band D property.

This is less than the 4.99 per cent which the government says councils can increase council tax by without a referendum, though Slough, Thurrock and Croydon councils were this week given permission to raise council tax by 10 and 15 per cent to help pay off huge borrowing costs.

The district and borough councils in Surrey, as well as the Police and Crime Commissioner, will also add their shares to the bills that will be paid by residents. Surrey’s £1.1billion budget, which includes spending of more than £400m on adult social care and £249m on children, families and lifelong learning was described as a “good and fair” budget by the council’s leader.

Cllr **Oliver** (Conservative, Weybridge) pointed to the council’s “ambitious” capital programme which included highways maintenance as well as low emission buses, flood alleviation measures, independent living facilities for the elderly and more accommodation in the county for looked after children.

A cabinet meeting last week heard that more government funding was needed in Surrey for repairs on the county’s 3,000 miles of roads. The Liberal Democrat group leader called on the council to spend money the council had in reserves rather than “cutting spending on roads and services for vulnerable people”. Cllr **Will Forster** (Woking South) said Surrey’s roads were “completely falling apart”. He pointed to a highways budget that he claimed would be less than £30m by 2024/25, compared to nearly £70m in the 2023/24 budget. He said: “That is not acceptable. Our residents would find that appalling.”

But another councillor said it would be “bonkers” to spend the council’s savings on road repairs or other projects.

Cllr **Edward Hawkins** (Conservative, Heatherside and Parkside) said he supported the budget and looking to the situation in the Ukraine, Turkey and Syria, that it was important not to spend money that had been put aside.

He told the meeting: “It’s bonkers to spend the money that you put aside for a rainy day, when we really don’t know what’s coming around the corner.”

The meeting opened with a minute’s silence for the dog walker who was killed in Caterham in January, the Epsom College head and her family who were found dead on Sunday (February 5) as well as those affected by earthquakes in Turkey and Syria.

Related Reports:

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

Surrey County Council proposes 2023/24 budget

Going potty about pot-holes?

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

17 March 2023



The state of Surrey's roads is "no fault of the county council" its cabinet has heard, as councillors vowed to put more pressure on central government for highways funding. In what the council's leader called "pothole season", the problems facing the repair of the county's roads were set out at a meeting of the authority's cabinet on Tuesday (January 31).

Approving the budget for the next year, ahead of full council voting on it, cabinet agreed a 2.99 per cent increase to the authority's council tax share, or 94p per week for residents. This will be alongside any increases to come from Surrey's 11 districts and boroughs and a proposed £15 increase per year for the Police and Crime Commissioner.

Cabinet members agreed a final budget for the council in 2023/24 of £1.1billion, an increase of £61.4m from 2022/23. The council tax increase will be made up of a 0.99 per cent increase in the core council tax and a 2 per cent increase in portion that is spend on adult social care.

In terms of the budget for roads in Surrey in 2023/24, the meeting heard that the budget was being set in the context of "hyper-inflation", seeing an increase in the cost of bitumen of nearly 30 per cent over the past year.

Councillor **John O'Reilly** (Conservative, Hersham), chairman of the communities, environment and highways select committee, pointed to three central government cabinet ministers being Conservative MPs, including the chancellor Jeremy Hunt, the MP for South West Surrey.

He said he hoped a central government review into highways funding was carried out earlier than next year, adding: "The state of our roads, through no fault of this council, do require not just pothole filling but resurfacing." Cllr O'Reilly told the meeting: "I'm sure we'll put as much of our influence as we possibly can on central government to address these issues of funding for highways, particularly potholes."

Speaking before the meeting, Cllr **Tim Oliver** (Conservative, Weybridge), the council's leader, said despite seeing more traffic than other areas, the county council got the same level of funding from central government. He said the potholes were a national problem, made worse at this time of year by the freezing weather in what he called "pothole season". But he added that additional investment from the council had paid off and led to fewer potholes, with 32,000 being filled last year compared to 75,000 the year before.

He told the LDRS: "We need the government to give us some one-off money for potholes."

Council will meet to approve the budget in full on Tuesday (February 7).

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[Going potty about pot-holes?](#)

[Surrey County Council proposes 2023/24 budget](#)

[Senior local Councillor slams Surrey's budget consultation](#)

A sign of no signs to come on ULEZ?

17 March 2023



Surrey councillors say they could stop TfL (Transport for London) putting signs on the county's roads ahead of the planned ULEZ (Ultra Low Emissions Zone) expansion. **Surrey County Council's** leader said the authority would "stand its corner" on the expansion "blindly going ahead" as he called for more conversation between the London Mayor's office and the authority.

The ULEZ sees drivers of certain cars charged £12.50 per day to enter it, and is currently in place in central London where Transport for London (TfL) claims there has been a reduction in nitrogen dioxide pollution by nearly half.

The zone is set to cover all of greater London from August, meaning it will border Surrey in council areas such as Elmbridge, **Epsom and Ewell**, and Spelthorne.

But Councillor **Matt Furniss** (Conservative, Shalford), the county council's cabinet member for transport, infrastructure and growth, told a cabinet meeting on Tuesday (January 31) that TfL would need a legal agreement with the council to put anything on the county's roads.

Cllr Furniss said he had written to the Mayor of London and TfL, setting out the council's "absolute disappointment" that the plan would go ahead without "meaningful conversation" on how Surrey residents would be affected. He said he had told officers to stop any discussions on the location of signs on the county's roads until "a grown up conversation has happened between the two authorities on mitigating the disruption and the financial cost to Surrey residents."

The council's leader, Cllr **Tim Oliver** (Conservative, Weybridge), said "any conversation would be a good start" claiming there had been "no dialogue at all". He told the meeting: "We do have the legal opportunity to prevent the Mayor of London putting signage on our highways and we will forcefully make that point to them. We will stand our corner on this."

Surrey's councils were given the chance to respond to a consultation on the ULEZ expansion in 2022, with Elmbridge, Tandridge and Spelthorne, among others, submitting responses. They called variously for a delay to the expansion, an expansion of the scrappage scheme offered to London residents to include Surrey car owners and the expansion of the zone 6 Oyster card zone.

Cllr Furniss said the county council had put forward ten points to TfL that should be considered if the scheme were to go ahead. These included exemptions for taxis and key workers, corridors to NHS facilities near the border and extensions to public transport into Surrey, among others.

The expansion is due to come into place from August 29 this year.

Related reports:

[ULEZ will come to Epsom and Ewell borders](#)

[Yet more on ULEZ....](#)

[More on Epsom and Ewell and Surrey and ULEZ](#)

[Council's last minute opposition to ULEZ extension.](#)

Gladiator light-man on demand bus

17 March 2023



It's not every day you meet an Emmy award winner on a bus in rural Surrey. And it's not every day the said Emmy award winner would be driving that bus either. But that's what passengers in the north of Mole Valley may find if they book one of the on-demand, electric buses that have been running in the area since last year.

Tim Hall worked in TV for 40 years, including on the iconic **Gladiators** early in his career, and told the LDRS he took home Emmys for his work as a lighting director on Olympic ceremonies in Russia and Rio. Having done his last job in early 2022, he found himself in retirement, at the end of his working life and thinking: "Is this it?" He came out of retirement to drive the buses, which launched in June last year.

The LDRS* took a trip on the bus, where passengers, both regular and new, praised the service for being reliable and good value, and for the care and attention shown by the drivers as well.

*(Epsom and Ewell Times news partner the BBC Local Democracy Reporting Service)

As well as more than £600,000 of central government funding for better rural transport links in Surrey, the county council has put in more than £200,000 to the Mole Valley service, and hopes to expand the scheme further. Tim admitted there is often a lot of chat to be had on the buses. "You can start a conversation off and before you know it you have been excluded from it," he said.

The buses can be booked on an app, via a website or on the phone, and have no fixed route. Would-be passengers can check the availability at the time they want to travel, and can book in advance or on the day, a minimum of half an hour ahead. The service is also part of the capped bus fares scheme, meaning that until the end of March all journeys will cost £2, though those over five miles would normally cost £3.

Mother and daughter Beryl and Alison Wood had booked the bus from Cobham Sainsbury's, one of the extra places passengers can travel to outside of the designated area, back to Beryl's Bookham home with their shopping. It was Beryl's first time using the service, which she described as "wonderful" but Alison said she uses the bus a few times a month, whether for visiting her mum or for other reasons.

Alison said the drivers always made sure passengers got on and off safely, including helping with their shopping, which was particularly important for elderly people or those who are less mobile. She added: “You feel like you’re being taken care of. [The drivers make] sure that you’re out of the bus safely.”

Other out-of-area stops that passengers can travel to include Effingham Junction station and the Dorking stations, as well as Cobham’s Waitrose and Epsom hospital. Tim said the bus was very important to the people who use it, especially for those with reduced mobility as well as those using wheelchairs or other aids to get around. He added: “[Walking] more than 100 yards is too much for them. This is great. We pull up right outside their front door.”

[Ed: Do you think Epsom and Ewell needs these on-demand bus services? Let us know at admin@epsomandewelltimes.com.]

Surrey Council stretches Epsom & Ewell Council resources

17 March 2023



At Thursday 26th January meeting of the Strategy and Resources Committee of Epsom and Ewell Borough Council eagle-eyed financial expert Cllr **David Gulland** (Lib Dem, College Ward) spotted a loss of £250,000 in the borough council’s on-street parking income.

A council officer explained that , although highways are Surrey County Council’s (SCC) responsibility, they had previously contracted Epsom & Ewell Borough Council (EEBC) to do the enforcement of on-street parking. EEBC already had their own enforcement officers managing the off-street carparks, so economies of scale could be realised by doing them both together. EEBC used to collect nearly £400K from on-street parking permits and enforcement notices.

But now SCC has unilaterally decided to end that contract and put it back out to a private sector contractor, so EEBC can no longer benefit from the on-street parking income or the economies of scale. Officers are doing all they can to reduce the cost and minimise the loss of income, he insisted.

Cllr Gulland was unimpressed with SCC’s actions. “I think we should note that for possible action at county council election time,” he suggested.

Related Stories:

[Local Parking \(enforcement\) Wars opinion piece by Cllr Eber Kington](#)

[Private Public Parking Penalisers Surrey County Council privatises parking enforcement](#)

Grants to save energy.... time running out

17 March 2023



Surrey residents have just three weeks left to apply for a grant to help make their home warmer and more energy efficient, ahead of applications closing on Friday 17 February 2023.

People living in hard to heat homes and on lower incomes, could receive grants between £10,000 and £25,000 to improve insulation and install renewable technology - helping to save energy, reduce emissions and combat rising energy prices. Improvement measures include loft insulation, cavity and external wall insulation, underfloor insulation, and renewables, such as solar electricity panels.

Residents can check if they are eligible by visiting the Action Surrey website - www.actionsurrey.org, or by calling them on 0800 783 2503.

Marisa Heath, (Englefield Green, Conservative) Cabinet Member for Environment at Surrey County Council said:
“We know this is a challenging time for many and we’re really pleased to be offering this funding to our residents who need our support the most.

“Improving the energy efficiency of homes in Surrey will also help us achieve our goal to be a net zero county by 2050. “I encourage residents to check if they are eligible as soon as possible.”

So far, over £1.5m has been allocated across the county to fully fund over 250 energy efficiency improvements. Funding has been awarded through central Government to Surrey County Council, leading on behalf of the local authorities across the county. The project will be delivered and managed by Action Surrey - an energy efficiency advice service set up in partnership with all Surrey local authorities.

Keep up to date on progress towards our target of making Surrey net zero by 2050 and find out what you can do to help. Sign up to our Greener Matters newsletter to get updates here: Our climate change newsletter - Surrey County Council (surreycc.gov.uk)

Surrey County Council news service