

Grants to save energy... time running out

28 January 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

Local Parking (enforcement) Wars

28 January 2023



An opinion piece from **Cllr Eber Kington**: This week SCC announced a seven-year contract worth £96.5 million, with private company Marston Holdings Ltd, for parking and traffic enforcement. In April, SCC will be centralising parking enforcement, a service which currently is managed by Surrey's Borough and District on behalf of the County.

Image: Cllr Eber Kington on patrol

The accompanying comments to the announcement, made by the Kevin Deanus, Cabinet member for Highways and Community Resilience, promise much. But residents need to be aware, SCC does not have a great track record when it comes to taking back decision making and centralising services previously provided by the Borough Council on behalf of the County.

When SCC took back the maintenance of highway verge trees the policy became one of no maintenance unless a

tree is diseased, dying or dead. And no longer will SCC automatically replace a tree lost to our urban streets. Instead, our residents have to pay £25 just to get a location looked at. £25 which is not refundable and, as often is the case, ends with the site being declared as unsuitable for a tree.

In April, SCC is also taking back the cutting of verges. The 6 to 8 seasonal cuts by the Borough Council, recognising seasonal weather conditions, will be reduced a standard county-wide cut of 4. Hardly an upgrade on what has gone before. And will SCC be pro-actively managing overhanging branches in our urban alleyways? My concern is that SCC does not even realise it's a job to be done.

And the abolition of Local Committees and centralisation of highway decisions. Now residents have no public meeting to ask questions of Highway Officers, petitions are determined at SCC's HQ in Reigate by council officials or a SCC Cabinet Member, and road safety schemes are decided by a Cabinet Member rather than local County Councillors.

So, what will this £96.5 million contract mean? Kevin Deanus, Cabinet member for Highways and Community Resilience, said: "The new contract will mean that Surrey County Council can more directly and consistently manage on street parking enforcement across the county, helping to tackle inconsiderate parking and make parking restrictions more effective."

We all want safe and considerate parking, and there has to be a penalty for those who do neither. But that £96.5 million contract has to be paid for somehow. Will we see parking meters introduced where currently there are 1 hour or 2 hour waiting limits? Will additional yellow lines, designed to push drivers into paid for parking spaces, be introduced. Will the new system be flexible enough to ensure that our local primary schools are visited regularly to manage dangerous parking and idling cars? And will Residents Parking Zone Permit charges go up once again.

Personally, I'm not sure that SCC's desire for consistency and effectiveness in parking enforcement also equates to fairness in delivery and a recognition of local needs, and it won't be just another way to make our residents pay.

County Councillor Eber Kington

Eber Kington is a former Mayor of Epsom and Ewell. He represents the Epsom and Ewell Borough Council Ward of Ewell Court Ward and on the County Council of Surrey he serves the ward of Ewell Court, Auriol & Cuddington.

Related stories from Epsom and Ewell Times:

[Private Public Parking Penalisers](#)

[A Greener Future in Partial Sight As Verges To Be Left Unmown](#)

Going potty about pot-holes?

28 January 2023



Who knew that 15th January was **National Pothole Day**? Earlier this month I drove around a bend in Woodcote Green Road in **Epsom** at night to be faced with a traffic cone placed a few feet into the road. Was that dangerous or was I lucky? The cone was placed in a large pothole and if the car had hit the pothole it might have been damaged. The Autocar website recently reported that a single pothole in Surrey had caused wheel and tyre damage to at least twelve cars on the evening of the 17th January. Whilst both the pothole that caused the damage to the 12 cars and the pothole in Woodcote Green Road were repaired by Surrey County Council, the surface on Woodcote Green Road leaves a lot to be desired and has done so for a number of years.

This incident reminded me of a report made to the Council via their pothole reporting web page in October of last year. It reported potholes and commented on the general poor state of the road surface of Woodcote Green Road that runs behind Epsom Hospital and is a route used by many cyclists. A reply was received. "We have visited the site and on closer inspection the problem does not need immediate work. We will continue to monitor and consider it when planning future works."



Cable exposed by pothole

Although Surrey County Council sends teams out to repair potholes they consider dangerous, the general surface of the road continues to deteriorate. On a stretch of Woodcote Green Road between Sunnybank and Pine Hill, about 450 metres long, more than 60 defects in the road surface are apparent. Some of these are no more than 2 cm wide and 10 cm long. One varied in width from a few centimetres to about 15cms, was 17 meters long and entirely in a cycle lane. Another was about a square meter in area and had cable exposed arising from and disappearing back into the road surface. Reporting a pothole shallower than 3cms or other road surface issues results in the message: "This issue is likely to be assessed as a low priority when inspected. We will probably wait to repair it as part of future improvement works."

Walking along the road it's noticeable that a number of defects are immediately adjacent to previous repairs, others are repairs that are beginning to break up and some are surfaces that have been reinstated after work by utilities and are sinking. Are the quality of repairs or reinstatements monitored and who is responsible for any substandard work?

It is also noticeable that when a team is sent out to repair a pothole, that is exactly what they do. There may be defects very close to the pothole being repaired but these are ignored. In wet and cold weather, even small holes in the road surface will fill with water, the water freezes and expands and the hole gets bigger. Would it not make sense, and maybe save money if once a team was on site they fixed not only the hole they were sent to fix but also other defects nearby?

The link to a map of planned improvements mentioned above indicates that no resurfacing work is planned for Woodcote Green Road. The map indicates that very little road resurfacing is planned for Epsom with only a little more in Ewell and Stoneleigh.

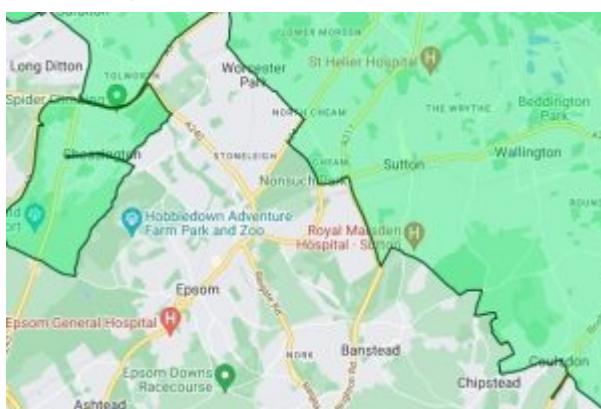
The wait goes on for better quality road surfaces in Epsom.

An Epsom and Ewell Times Special Correspondent.

Is your road potted with potholes? Are you going potty about these potholes? Send us photos of your potted street. Epsom and Ewell Times admin@epsomandewelltimes.com

ULEZ will come to Epsom and Ewell borders

28 January 2023



London has an air quality problem. That's why the Ultra Low Emission Zone (ULEZ) is expanding across all London boroughs from 29 August 2023 to help clear London's air.

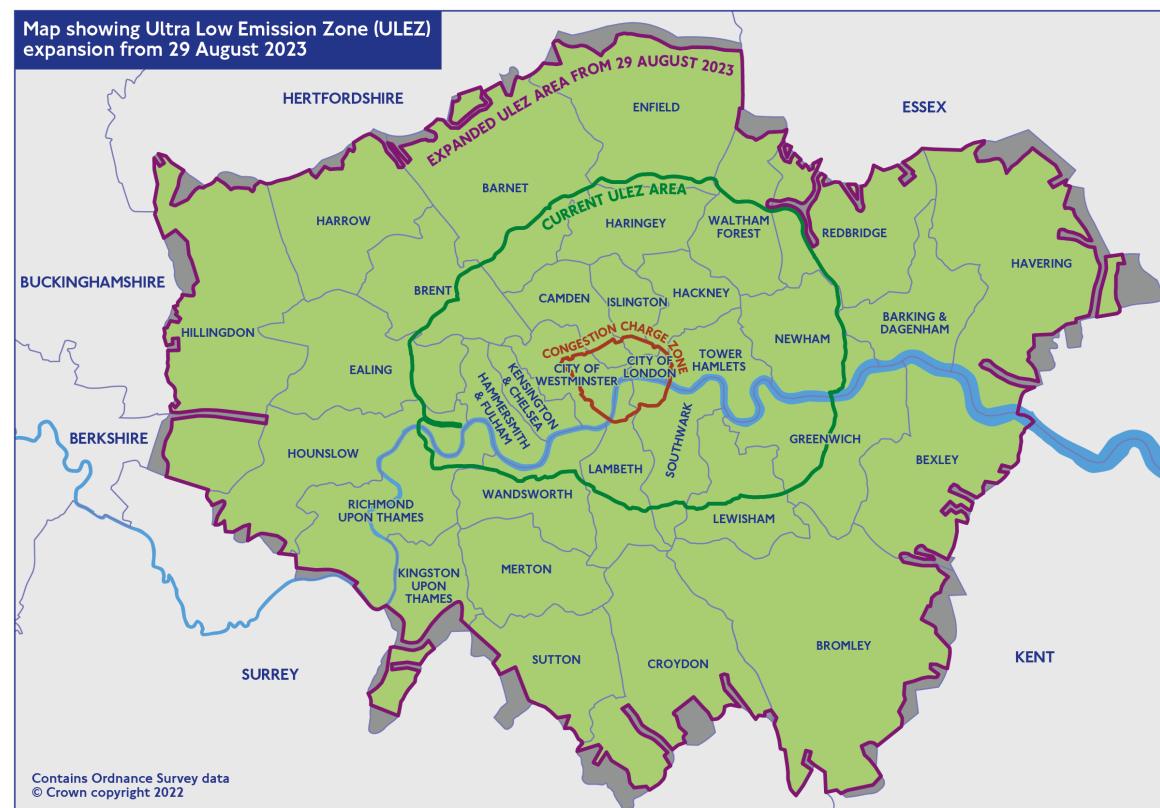
Poor air quality is not just a central London problem. In fact, the greatest number of deaths related to air pollution occur in outer London areas.

The ULEZ has already made a significant difference, helping to reduce harmful nitrogen dioxide pollution by nearly half in central London. But we need to act now to help give the five million Londoners in outer boroughs clearer air to breathe too.

Cars, motorcycles, vans and other specialist vehicles (up to and including 3.5 tonnes) and minibuses (up to and including 5 tonnes) will need to meet the ULEZ emissions standards or pay a daily charge of £12.50 when driving within the zone, including the expanded area from 29 August.

More than four out of five vehicles already meet the standards. But, if you drive a petrol vehicle over 16 years old or a diesel vehicle over 6 years old, you need to check in case you're affected. Use our simple online vehicle checker.

Any money received from the scheme is reinvested into running and improving London's transport network, such as expanding bus routes in outer London.



Transport for London 19.01.2023



Council's last minute opposition to ULEZ extension.

Young tree advocates sought

28 January 2023



The creators of Epsom's **Centenary Wood** at **Langley Vale** will award youth projects to tackle climate change.

Young people across the UK have been given an exciting opportunity to win funding to help tackle climate change as part of a ground-breaking initiative from the **Woodland Trust**. The **Youth Innovation Competition** offers young people the chance to secure part of a £20,000 prize to support their own environmental projects.

The competition comes against the backdrop of an alarming Met Office announcement that 2022 was the warmest year in the UK on record, highlighting the desperate need for climate change action.

Nine individuals or small groups (aged between 16-25) will win up to £5,000 project funding each, along with mentorship from leading industry experts to deliver projects which directly fight the climate crises.

The projects will need to fit into three categories: inspire, protect and create. This could include anything from tree planting projects and championing ancient trees to innovative ideas that aid farming and the protection of UK rivers and wildlife.

Woodland Trust chief executive **Dr Darren Moorcroft** said: "Young people can often feel very anxious and helpless about climate change but want the opportunity to make a difference. We know trees are one of our best defences against the climate crisis – and getting more trees in the ground is vital if we are to see a positive future for people and wildlife.

"As the UK's largest woodland conservation charity, who has been planting and protecting trees and woods for more than 50 years, we are perfectly placed to provide this opportunity. The next generation will inherit the impacts of climate change, so it is crucial they are given the chance to bring their energy and innovation to the fight in tackling it now."

The top 18 applications will be invited to take part in workshops that will teach them how to professionally pitch their project idea and the finalist will go on to present their environmental innovations to a panel of celebrity judges and experts.

Grace Howourth, Head of Youth Re-imagined at the Woodland Trust said: "We need more young people to become advocates for woods and trees and we are excited to be able to open this opportunity to help fund important projects which will directly address the climate and nature crisis. You don't have to be from an experienced environmental or conservation background or have academic qualifications to enter, as we are looking for people from all backgrounds and walks of life to enter with a great idea that can impact woods, wildlife and people."

Applications are now open and will close on 7th February 2023 at 4pm.

For more information on how to apply, please visit www.woodlandtrust.org.uk or email youth@woodlandtrust.org.uk.

Surrey gets cycling boost from Government

28 January 2023



Out of a central Government pot of £32.9 million Surrey County Council has won £863,000 for new and improved cycling and walking facilities. With at least 80 or so County or equivalent local authorities in England, Surrey has got a decent share.

The investment will see more cycle and walking routes being created across the county, cycle training expanded to include adults, business groups and children who aren't in education, and the development of 'Liveable neighbourhoods'. Liveable neighbourhoods are areas that are improved to be more people-centred with infrastructure and schemes such as

20mph zones that make it easier and safer to walk and cycle.

Cycle maps will also be produced for key routes around the county as well as personalised travel plans for organisations to lessen the need to travel by car.

Matt Furniss, Cabinet Member for Transport, Infrastructure and Growth said, “We’re delighted that the government has awarded us this funding so we can continue to transform how residents and visitors travel around our county and give them the confidence to walk and cycle safely.

“With 41% of Surrey’s carbon emissions coming from transport, choosing to travel more sustainably will also mean we can all play our part to become a net zero county by 2050.

“This funding will complement a range of other schemes we’ve already implemented to improve walking and cycling facilities across Surrey. These include active travel schemes on the A23 in Redhill and Park Road in Stanwell, local cycling and walking plans in Woking, Reigate and Banstead, Spelthorne, Runnymede, Elmbridge, Mole Valley and Waverley, as well as a £50m investment to improve bus services and help grow user numbers.”

Surrey County Council was awarded £863,224.00 from Active Travel England’s Capability and Ambition fund which helps councils to develop better designed walking and cycling schemes.

For more details about active travel in Surrey see www.surreycc.gov.uk/activejourneys.

HM Government states: “Local councils will benefit from skills training and a boost to green jobs thanks to a £32.9 million scheme launched 2 January 2023, which will enable them to develop thousands of well thought-through local walking and cycling schemes, co-created by the communities that will use them.”

Womens’ safety is a concern: “The measures aim to get more people of all groups walking and cycling and help to address the barriers that exist. Surveys show the number one issue putting women off cycling is how safe they feel on the roads with 79% of women supporting more protected cycle lanes being built. Safety will therefore be the major focus for the new designs and routes.”

National Active Travel Commissioner, **Chris Boardman**, said: “If we want to enable hundreds of thousands more people to walk, wheel and cycle for everyday trips then we need to deliver high-quality schemes that make it feel easy, fun and safe.”

Xavier Brice, Chief Executive Officer of Sustrans, the charity that makes it easier for people to walk, wheel and cycle, said: “Sustrans is pleased to see this investment in training and community engagement which will ultimately lead to high-quality infrastructure developments across England that help people choose to use their cars less.”

Surrey farmer piping-mad with Esso

28 January 2023



The destruction of farmland and countryside caused by a Heathrow Airport fuel pipeline would ‘make HS2 look like a picnic in the park’, an angry farmer has claimed. Farmer **Colin Rayner** has vented his frustration after fuel company Esso “wrecked” his farmland. Contractors came to Mr Rayner’s farm, in Laleham, Surrey, in October to dig up and replace part of the existing 90km fuel pipeline.

The pipeline, which has been in place since 1972, stretches from Southampton to Heathrow Airport but because inspection and maintenance are increasing, Esso decided to replace it. However, this major work requires contractors to go to several landlords and farmers’ land. Esso reportedly must agree to several conditions to avoid damage to their land, the countryside, and to wildlife, and to restore the land once finished.

Mr Rayner accused Esso of “empty promises” after “wrecking” and leaving “horrendous damage” at his farm when their contractors turned up in October. Speaking to the Local Democracy Reporting Service, Mr Rayner said: “It’s all rather upsetting. They just wrecked our farm and they come along and make lots of promises. We had a meeting with them [Esso], and they made lots of promises, and nothing ever happened since and the damage they are doing to the countryside would make HS2 look like a picnic in the park.”

Mr Rayner also claimed other farmers have experienced the same and when he raised his issues to Esso, he was reportedly met with silence. He added: “As farmers, we tried to accommodate Esso and Heathrow Airport but what is the point of us working with them if they just come a long and make lots of empty promises and then just damage and wreck the countryside.” Some of the damage Mr Rayner outlined was Esso blocking his drainage system with water from the “mud bath” the contractors caused. Security is also something Mr Rayner is concerned about, saying not enough has been done to deter trespasser or flytipping.

Project executive of the Southampton to London pipeline project **Tim Sunderland** said: “The project is replacing an existing aviation fuel pipeline that has been in place since 1972. It currently carries the equivalent of 100 road tankers of fuel every day. Without the replacement pipeline, the fuel would need to be transported by truck on local roads. Periods of extreme wet weather experienced at the end of 2022 have made construction challenging.

“We have met with the tenant and their land agent and acknowledge that our contractor could have done a better job in this area. We regret the concern this has caused. Following our meeting we have implemented the agreed actions as recorded by the tenant’s agent. We will be reinstating the land on a like-for-like basis, in compliance with the legal agreement we have with the landowner.”

Heathrow Airport declined to comment.

[Ed. adds – there is also an aviation fuel pipeline that branches off from Walton on Thames to Gatwick that runs through Epsom.]

Rail strikes to prolong home-working?

28 January 2023



Due to the planned national strikes **Epsom and Ewell** rail customers are urged only to travel if absolutely necessary from Tuesday 3 to Sunday 8 January 2023. From Tuesday 3 to Sunday 8 January, strike action will see a severely reduced service between 07:15 and 18:30, on a limited number of routes, for customers who have to travel. Sunday 8 January will also be impacted by the strike; first trains across the SWR network will start from around 07:30 and are likely to be very busy.

The strikes impact both lines that serve the rail stations in the Borough of Epsom and Ewell. SWR – Epsom, Ewell West and Stoneleigh (and Worcester Park) on the Waterloo line and Southern services for Epsom and Ewell East on the Victoria and London Bridge lines.

The national advice is always to consult in advance of your journey the online rail service journey planner

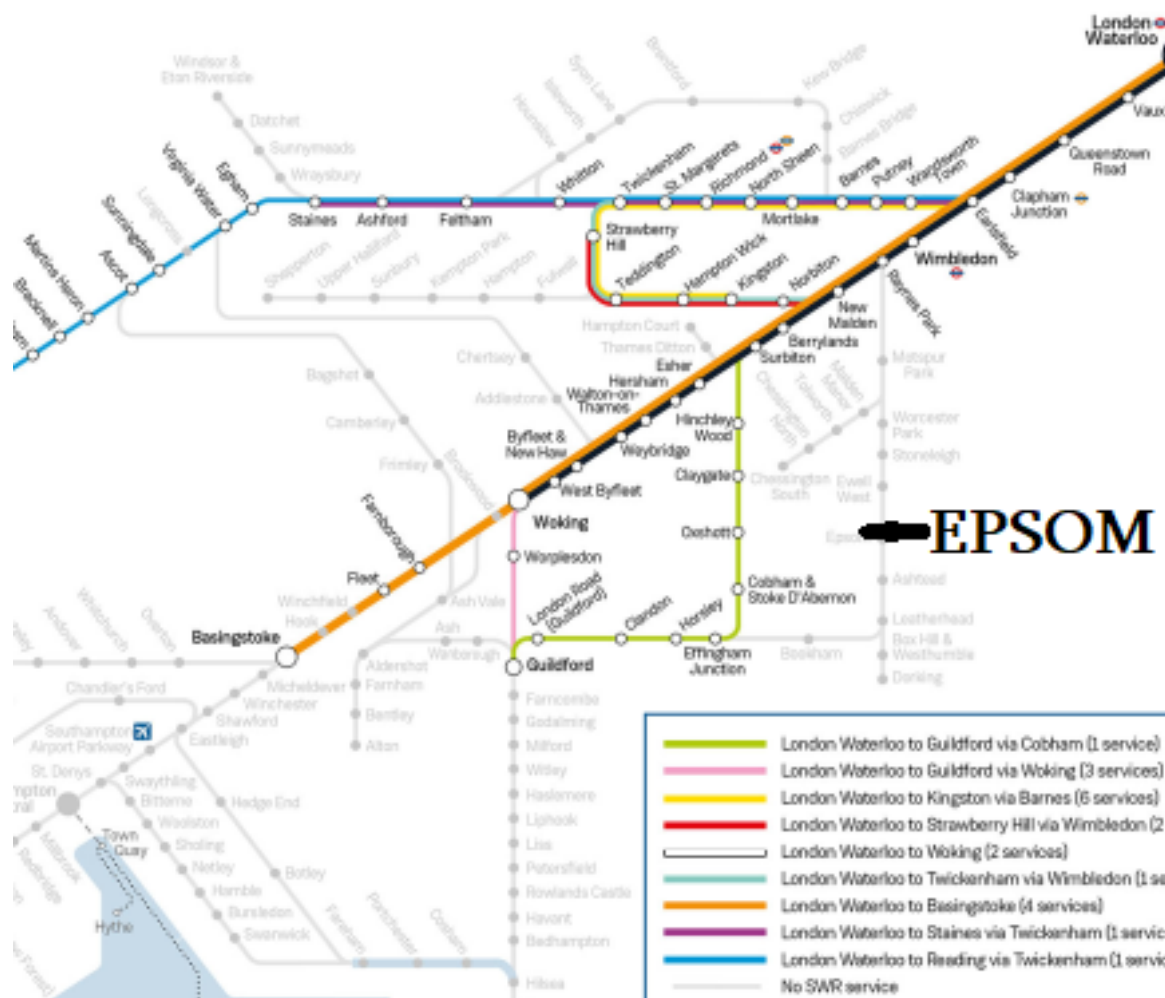
<https://www.nationalrail.co.uk/>

Epsom and Ewell miss out on New Year transport

28 January 2023



South Western Railways will run 21 extra services between midnight and 3.15am on New Years Day but none down our line. You could get to Oxshott. Not closer. Southern trains are no better with all services out of Victoria rescheduled to depart from London Bridge. Last train 23:45 (you’ll miss the fireworks) – but you’ll need to double-check that on the day.



South Western Railways late night New Year services on the coloured lines.

Tube services will run all night on most lines and that means you could get the Northern Line to Morden and the last 293 bus to Epsom is still scheduled to depart at 00:25. The tube journey takes 30 minutes - so you'll still miss the fireworks.

There are night-buses throughout the night that could take you to Wimbledon, Morden, Raynes Park and Kingston and the closest to Epsom and Ewell being the 93 from Putney Bridge to North Cheam. But threats of strikes may effect journeys and you must check on the day to avoid being stranded.

If you know of any other alternatives to get back to Epsom and Ewell leaving London after midnight do let us know.

Two petition river pollution correction

28 January 2023



Epsom and Ewell Times refers to our reports:

River “Bogsmill” blights Borough 30 June 2022

and

Local sewage uploaded 12 December 2022

In the second report we stated the first “Labour” sponsored petition had expired. Epsom and Ewell Times apologises to Mark Todd and the local Labour Party. The petition raised by them on change.org is still live. The link may have been temporarily broken when we checked on 12th December 2022. The link to that petition is [HERE](#). The second report provides a link to a more general petition to tackle river pollution nationwide raised by Liberal Democrats.

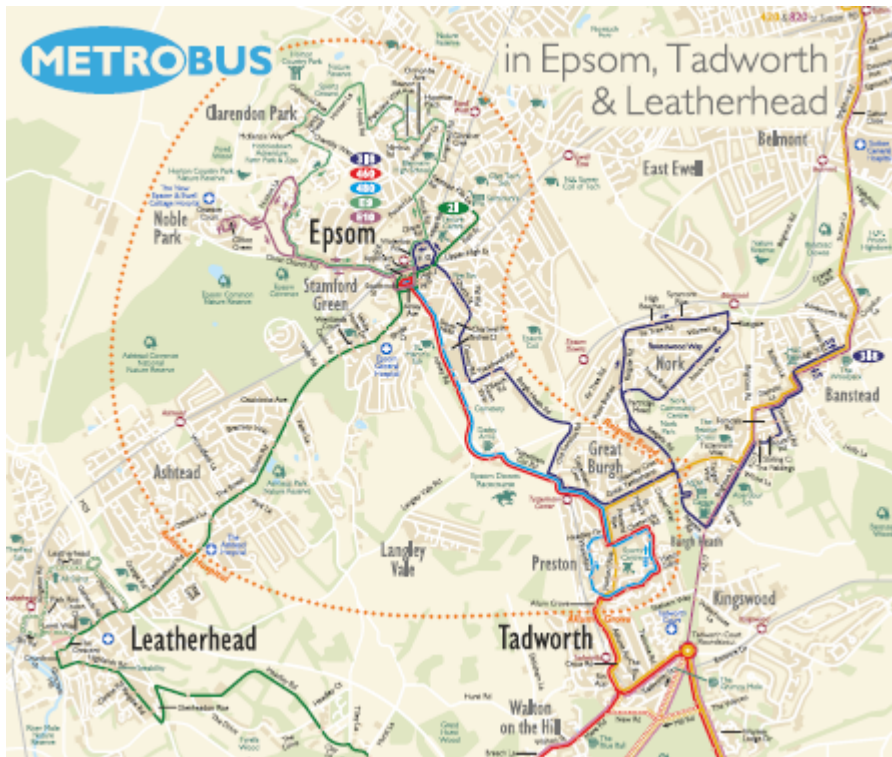
Epsom and Ewell Times will always publish justified corrections when we are in error.

Epsom bus fares being capped at £2

28 January 2023



Epsom's main bus operator Metrobus joins nine other bus operators across the county in signing up to the Department for Transport's £2 bus fare cap scheme announced 19 December 2022. The Epsom buses include numbers 318, 460, 480 and the E9 and 10.



From 1 January to 31 March 2023, a single bus journey will cost no more than £2 on selected routes across Surrey, helping people to save money and use their car less. With an average single local bus ticket costing £2.80, passengers are expected to save almost a third of the ticket price per journey.

Operators taking part so far are:

- Compass operating in Cranleigh, Dorking, Godalming, Guildford, Redhill and Reigate
- Stagecoach operating in Camberley, Farnham, Guildford, Haslemere, Hindhead, Woking
- Metrobus operating in Banstead, Caterham, Epsom, Horley, Leatherhead, Lingfield, Redhill and Reigate
- Falcon operating in Addlestone, Byfleet, Chertsey, Cobham, Epsom, Esher, Leatherhead, Molesey, Sheerwater, Staines, Walton, Weybridge and Woking
- Waverley Hoppa operating in Godalming and Guildford
- Thames Valley Bus operating in Camberley
- Surrey Connect (Mole Valley DDRT) operating in Leatherhead and Dorking
- East Surrey Rural Transport Partnership operating in Tandridge
- First operating in Staines and Egham
- Southdown operating in Caterham, Horley, Lingfield Oxted, Redhill and Reigate

Matthew Furniss, Cabinet Member for Transport, Infrastructure and Growth said: "We welcome this scheme which will help our residents to take the bus at a significantly reduced price, at a time when many are facing pressures from the rising cost of living.

"The bus industry is also facing a challenging time, resulting from the drop in passenger numbers and rising costs following the COVID-19 pandemic, so we hope that this scheme will also encourage new and old passengers to get back on the bus.

"We are currently investing £50m to improve bus services and grow patronage. This will see more zero emission buses, more real time passenger information and more measures to help buses run to time. When this £2 flat fare scheme ends, we will introduce a half fare scheme for young people aged 20 and under to further encourage bus usage.

"With transport accounting for 41% of carbon emissions in Surrey, it is hoped that cheaper bus travel will also lessen the need to travel by car for some journeys."

POSTED BY SCC · DECEMBER 20, 2022

Tunnel vision for Surrey's A3?

28 January 2023



Guildford's MP says it is time to tunnel the A3 under Guildford to help with traffic. **Angela Richardson** said "short-term sticking plasters" were not enough to help with the pollution outside the town, claiming the road is the most polluted in the strategic road network.

Speaking at Prime Minister's Questions on Wednesday (December 14) the Conservative MP said it was time to "think big", following the green light being given to the Solent free port this month. The development could lead to more traffic on the A3, with Ms Richardson highlighting the point where it narrows through Guildford as very polluted. She said "short-term sticking plasters" like nine-metre high air pollution barriers would further entrench divisions in Guildford and were not acceptable to her or to her constituents.

The MP said: "It is time to think big, it's time to think long term. It's time to tunnel the A3 under Guildford."

In response, the **Prime Minister** thanked the MP for her question, recognising it was an issue she had "long-championed". He said **National Highways** were "developing a range of solutions" for the A3 through Guildford and that the Department for Transport would consider the case.

Guildford councillors have been considering a congestion charge as one way to reduce traffic and pollution in the town, which is due to see major redevelopment in the coming years.

It has been met with concerns it could impact on businesses in the town and "discriminate" against those who can't afford to upgrade their cars.

Related report:

County Town to charge congestion?

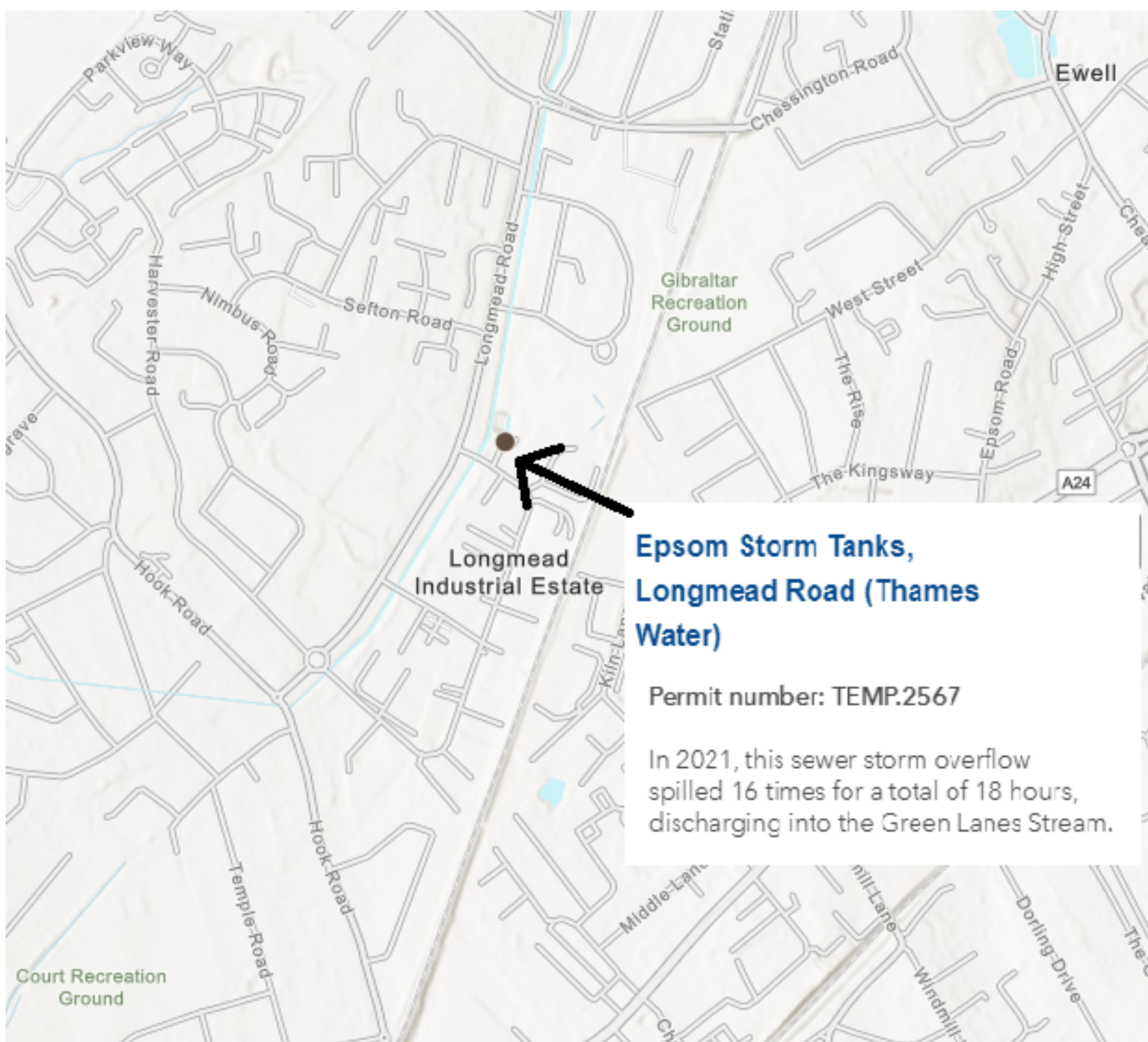
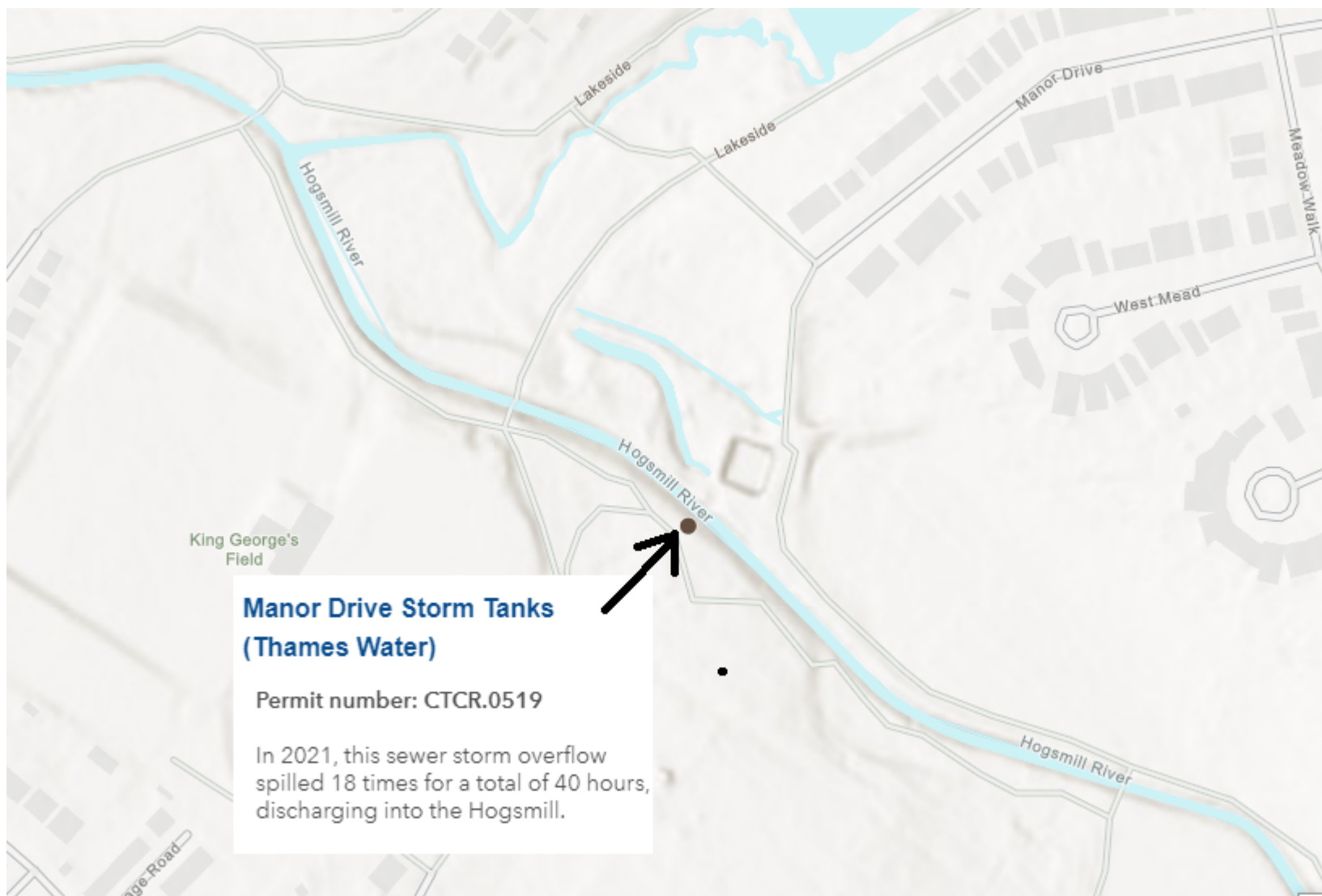
Image- south entrance A3 tunnel at Hindhead. Martinvl cc

Local sewage uploaded

28 January 2023



Epsom and Ewell's **Hogsmill River** and **Green Lanes Stream** feature in the latest sewage report. The Rivers Trust undertake a review of the health of the nations rivers. Recent publication of the statistics for 2021 has prompted a petition to reduce sewage discharges. The main local water supplier is Thames Water. A company that reportedly has not issued dividends to shareholders other than holding companies for several years. The company's earnings before interest, taxes, depreciation and amortisation are about 50% of its approximate £2 billion annual revenue. Yet, in July it awarded its chief executive £727,000 of a reported £3.1 million "golden hello" on top of her £2 million annual salary. The announcement came shortly after a damning report from the Environment Agency about the failure of water companies to stop sewage entering our rivers and waterways.



Images and data courtesy the Rivers Trust

Thames Water stated that the spillages from the Longmead arose due to a faulty sensor.

The Rivers Trust provide things you can do to maintain healthy rivers. [CLICK HERE](#) to its website.

The Rivers Trust is a registered charity and an umbrella organisation of 65 member trusts. The member trust for our area is The South-East River Trust

Related stories in the Epsom and Ewell Times:

River “Bogsmill” blights Borough

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

[Original: A local Labour Party promoted petition on the Hogsmill reported by us in June 2022 has expired. The local Liberal Democrats are promoting a new petition for general application on river pollution nationwide.]

CORRECTION 22/12/2022: Epsom and Ewell Times apologises to Mark Todd and the local Labour Party. The petition raised by them on change.org is still live. The link may have been temporarily broken when we checked on 12th December 2022. The link to that petition is [HERE](#).

Council elastic on plastic?

28 January 2023



In March 2019 Epsom and Ewell Council agreed to phase out its use of single-use plastics. How is it getting along? Judge for yourself from the reply of Councillor **John Beckett** (Residents Association – Auriol Ward) to a progress report demanded by Councillor **Julie Morris** (Liberal Democrat – College Ward) at the Council meeting 6th December.

The Chairman of the Environment and Safe Communities Committee reported:

“Since adopting the Single use Plastics Policy as part of the Climate Change Action Plan, the Council has been working to support the reduction in the use of single use plastics within its own operations and across the Borough. We have utilised our communications channels and public events to improve awareness and to support wider behaviour change of our residents and businesses. We installed refillable water stations in 6 of our parks and opens spaces and in our Market place, to encourage use of reusable water bottles,. We have also supported all non-food stall and dry food greengrocers at Epsom Market to stop using single use plastic carrier bags, run a reusable Tote bag giveaway event, and committed to making the Market place Single use Plastic free by April 2024.

We have also reviewed the Council’s own operations to understand where we can reduce single use plastics. We have removed all plastic cups from our operational buildings, encouraging staff to use reusable bottles and cups. We replaced the depot’s old container-based water cooler with a plumbed-in version. We have also introduced segregated office recycling bins to enable improved recycling of plastics in our buildings.

We have stopped buying plastic-based refreshment supplies where possible but where it hasn’t been possible to find a viable alternative, we are unfortunately having to continue to use that option. This does not mean that we will just accept the products but will continue to look at alternative options now and in the future.

As the Climate Change Action Plan is a living document and with changes to industry constantly evolving, we will continue to review our operations for further opportunities to reduce the need for Single use Plastics. This work will also involve partnership working with Surrey County Council, through the Surrey Environment Partnership, to support the delivery of the Single-use Plastics Strategy for the whole of Surrey.

Regarding the small milk pots which are currently used at the hot drink’s machines in the members room, council chamber and committee rooms, alternative options are being looked at with the intention for these to be discussed at the January Climate Change Working Group meeting. After an initial conversation with the councils recycling officer, it is believed that the material used in the pods might be the same as yogurt pots and the solution might be as simple as removing the foil lid and having a separate container for these to be recycled at these locations.

Whilst we acknowledge it wasn’t called an audit a review has taken place of Single use Plastic use and subsequent action taken as highlighted in this reply. Since then, the issue of SuP and the 5 pledges have been incorporated into the climate change action plan and will continue to be picked up through delivery of the plan. These actions are also now robustly supported by incorporating SuP consideration into all our procurement processes. The climate change action plan has member

oversight and officer resource attributed to secure its delivery and continuous review.”

Mole Patrol captures pollution

28 January 2023



River Wey and River Mole fail to meet acceptable criteria for four out of five pollutants monitored in new report.

In one of the largest national people-powered scientific studies of its kind six different pollutants – nitrate, nitrite, phosphate, total coliform, pH, heavy metals – have been monitored across 48 sites in England and Scotland. At a national level, **all sites but one (98%) failed to meet acceptable criteria for at least one of five pollutants monitored, while over half, 52%, of sites failed on three or more parameters**, according to Planet Patrol’s *What Lies Beneath Report 2022*.

Image: River Mole near Box Hill Dorking. Credit: Johan J.Ingles-Le Nobel

River Wey near Sutton Green and River Mole near Dorking were amongst the worst for water quality, both failing to meet acceptable levels of nitrate, phosphate, total coliform and pH levels. River Dart in Devon is the only site tested to pass across five parameters.

The report highlights the devastating outlook of the state of UK waterways and urgently warns the Government and polluting industries to take transformative action to reverse the destruction of our freshwater environments.

The *What Lies Beneath Report 2022* is one of the biggest datasets yet, with 57 citizen volunteers having conducted 1,229 water quality readings and 1,178 metal concentration readings.

Additional insights from the report include:

- Nearly half, 46%, of sites showed unacceptable levels of nitrates
- 69% of sites failed to meet acceptable concentration of phosphate
- Over 90% of sites tested positive for total coliform bacteria
- **Over a quarter, 26%, of sites failed to meet recommended PH range due to high levels of acidity.**

The causes of these pollutants are many and go beyond sewage contamination. From growing urban development to farming practices, increased diversity of chemicals and pharmaceuticals used by society, and pollution pressure from transport, addressing the UK’s invisible water quality crisis needs a whole systems approach.

The launch of this report follows the latest data from the Department for Environment, Food and Rural Affairs (Defra), which shows that no progress has been made on a key water pollution pledge made four years ago to ensure that 75% of rivers and other bodies of water achieve a “good” ecological status by 2027. The figure remained at 16% in 2021, unchanged since 2017. In response to the Environment Agency’s plans to ‘amend’ this target, Planet Patrol has launched a petition calling on the Rt Hon Secretary of State for Environment, Food and Rural Affairs, Thérèse Coffey, to reject plans to weaken the legislation.

Lizzie Carr MBE, founder of Planet Patrol, says: “Through our growing community of citizen scientists we’ve started to uncover what lies beneath to highlight a stark reality: the widespread, poor condition of our freshwater environments. The results have been disturbing and distressing but only by building evidence to illustrate the true scale and extent of a problem, can it be accurately understood, communicated and acted upon.

“We urge the Government to honour its pledge to ensure that 75% of rivers and other bodies of water achieve a good ecological status by 2027. This target is both a major driver of public and private investment into cleaning up our waterways and a vital tool to hold industries with permits to pollute – which include much more than just water companies – to account over water pollution.”

As well as rejecting plans to amend this pledge, Planet Patrol, the environmental non-profit, is highlighting four other key policy recommendations:

- DEFRA to bring forward the enforcement date for the increase in Variable Monetary Penalties for polluting water companies to 1st February 2023
- DEFRA to strengthen the effectiveness of the Storm Overflows Discharge Reduction Plan (SODRP) – specifically, reduce the maximum achievement date on all SODRP targets to 2035 versus 2050, and prohibit water companies from increasing water bills to fund the critical infrastructure investment required
- The Environmental Agency to accelerate the speed at which citizen science is integrated into formal data collection activities for developing evidenced-based policies

- Use funds raised from the increase in Variable Monetary Penalties for polluting water companies to increase the criminal prosecution rates of those who damage water quality.

Dr Thomas Stanton, a freshwater scientist from Loughborough University who analysed the data, says: “UK waterways are vulnerable to a number of societal pressures, including pollution, water abstraction, and modifications to river courses. But they are also compromised by weak policy and legislation. Despite its political greenwashing, the environment continues to be an issue that the UK government does not take seriously. Nature is in crisis, but current efforts to fully understand the extent of this are shackled by politicians whose short-sighted priorities lie elsewhere, and who fail to recognise the significance of environmental action today for the lives of those who will outlive their political tenure.”

Read the full report here: <https://planetpatrol.co/water-quality-report/>

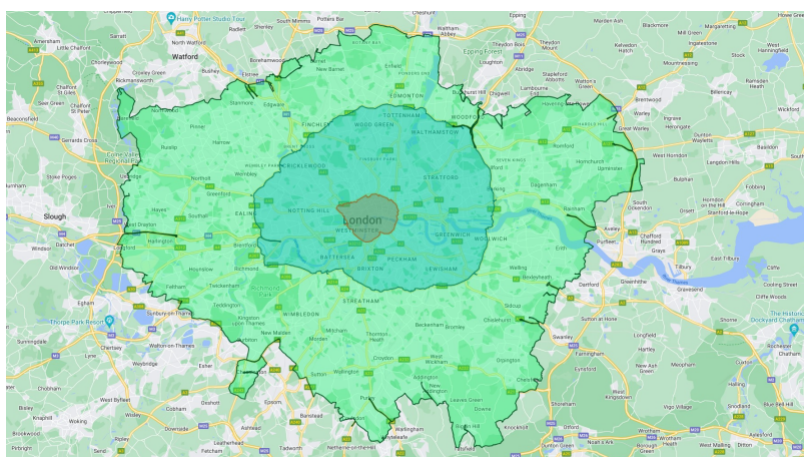
Will Epsom think on the same lines?

28 January 2023



Trams into Surrey have been raised as one “very possible solution” to improving public transport with the expansion of the capital’s **Ultra Low Emission Zone (ULEZ)**. The zone’s expansion was confirmed on Friday (November 25), and Elmbridge councillors had discussed the matter with a Transport for London (TfL) representative the previous evening at an overview and scrutiny meeting.

Councillors raised issues around public transport in the borough, saying it was not as good as that in greater London, and asking what could be done to improve it so people were less reliant on their cars. The ULEZ will be expanded from August 2023 to cover the area currently in the Low Emission Zone boundary. It will mean the zone, where drivers in non-compliant cars pay £12.50 per day if they enter it, will come up to the border with Surrey.



Speaking before the decision had been announced, Elmbridge Councillor **Graham Woolgar** (The Walton Society, Walton Central) said the question of better public transport in Elmbridge was “one of money”. He said it was unlikely the county council would find more money to improve buses in Elmbridge, and TfL would not help either because the area is outside London.

He asked **Iain Killingbeck**, community partnerships lead – west, for TfL: “There wouldn’t be any prospect of public transport being improved, would you agree with that?” Mr Killingbeck said he did not accept that, though TfL’s responsibility was for transport in the capital. He said getting people out of their cars, especially on shorter journeys, and promoting walking and cycling was what TfL encouraged. He added: “That’s what we do at TfL, that’s what we’re all about. So we can help to collaborate, partner and work with you, but we don’t have the responsibility for the county or for this area.”

According to the Mayor’s office, the existing ULEZ has reduced roadside pollution levels by 44 per cent in central London and 20 per cent in inner London.

Speaking after the meeting, the county council’s leader, **Cllr Tim Oliver** (Conservative, Weybridge) pointed to the authority’s £50million investment in electric buses and the same amount in hydrogen buses in the county. There is also an on-demand electric bus service operating in some parts of Surrey including Tandridge and Mole Valley, and due to be rolled out to other areas.

Cllr Oliver told the LDRS: “We will invest whatever we possibly can. I’m a big believer that we are never going to get people out of their cars if there isn’t a good alternative public transport system.” He said the county council had “put the message across” to the London Mayor about the impact the expansion would have on Surrey residents, including in areas such as East Molesey where drivers will be charged if they cross Hampton Court Bridge towards Bushy Park.

The county council, as well as borough and district councils, responded to a consultation that ran over the summer on the

plans, highlighting issues such as scrappage schemes, health appointments and requesting to delay the expansion. Cllr Oliver said: “We’ve done everything we possibly can to say: ‘You can’t do this, it’s not fair on our residents.’”

In Thursday’s Elmbridge meeting, Long Ditton Councillor **Jez Langham** (Liberal Democrat) explained his ward bordered London and agreed public transport needed to be better for residents. He pointed to the success of **trams** in cities such as Sheffield and Manchester, as well as in Wimbledon, though he mentioned the Croydon tram crash of 2016 in which seven people died. Cllr Langham said: “Nonetheless it is a successful line, and given the lack of tubes around, it would seem to be a very possible solution.”

Mr Killingbeck said trams were “relatively affordable” but that there wouldn’t be the option of getting a tram line in place before the August 2023 expansion. He added: “I accept, we need to strengthen public transport.”

Cllr Oliver said trams could work in more urban areas of Surrey such as Guildford or Woking, but believed the on-demand buses were better for many of the more rural parts of the county. He added: “[Trams would be] a major infrastructural investment and if the government were to put some funding behind that, then I’m quite sure we would look at it.”

The Mayor of London, **Sadiq Khan**, said: “Expanding the ULEZ London-wide has not been an easy decision. The easy thing for me would have been to kick the can down the road. But in the end, public health comes before political expediency. We have too often seen measures delayed around the world to tackle air pollution and the climate crisis because it’s viewed as being too hard or politically inconvenient. But there’s no time to waste when people’s lives are on the line and we are facing a climate crisis.”