Gatwick to get 2nd runway?

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

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

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

Jonathan Essex, Surrey County Councillor (Redhill East, Green Party) urged inspectors to listen to the Government's climate scientists and told the LDRS: "This is a big deal. This blows Horse Hill out of the ground and it will make a bigger impact locally. This expansion will mean 100,000 extra flights and a million tonnes of extra carbon. If you accept you need to deal with climate change and we need to do it now, you need to stop expanding airports."

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

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

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

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

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

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

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

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

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

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

Image: Mike McBey - Gatwick Airport CC BY 2.0

We are the greenest?

Epsom and Ewell is the greenest local authority in the UK, according to most recent data. Industries located in the borough produced 5 kilotons of carbon dioxide per year in 2020, a Utility Bidder report has shown.

The report also showed the most polluting businesses in the UK to be those in the electricity, gas, steam, and air conditioning supply industries which produce almost 81,000 ktCO2e of greenhouse gas emissions per year. This is followed by the manufacturing and transport and storage industries.

Neath Port Talbot had the most greenhouse gas emissions with 6,356 kt of CO2. Located in South Wales, it is a key producer of steel and tinplate.

East Renfrewshire had the second lowest emissions with 5.5 ktCO2e and The Orkney Islands was third with 8 ktCO2e of greenhouse gas emissions.

The report drew on data from the Department for Business, Energy & Industrial Strategy and the Office for National Statistics. The report does not include data for consumer expenditure.

Epsom and Ewell Borough Council say on their website: "Under the Pollution Prevention and Control Act 1999, certain industries require a permit to operate. This permit contains various conditions in order to minimise the emissions of pollutants to the air. Our Environmental Health service carries out periodic inspections to make sure these industries are compliant with the conditions of their permit."

ULEZ court challenge begins

The coalition of councils opposed to expansion of the ULEZ to outer London is optimistic of success on the first day of its legal challenge.

Representatives from the five councils - Bexley, Bromley, Harrow, Hillingdon and Surrey - met on the steps of the High Court in central London on Tuesday 4 July, ahead of the opening day of the Judicial Review the coalition has brought against TfL and the Mayor of London, over planned expansion of the ULEZ to outer London.

The coalition's case will be argued on three grounds:

- Failure to follow statutory procedure Schedule 23 Greater London Authority Act 1999
- Unlawful and unfair consultation regarding expected compliance rates in outer London
- Unlawfulness regarding scrappage scheme, including failing to consider a buffer zone, irrationality and inadequate consultation.

Through the new proposals, anyone driving a non-compliant vehicle in the expanded zone after the scheduled start date on Tuesday 29 August, would stand to be charged £12.50 per day – whether the journey is a 30-mile commute, or a short trip for essential groceries.

Matt Furniss, Cabinet Member for Transport, Infrastructure and Growth at Surrey County Council, said: "I'm pleased that our hearing begins today, as we continue to highlight the significant financial and social impacts expansion of the ULEZ scheme would have on many of our residents and businesses.

"However, it is very disappointing that it has had to come to this. Our concerns have never been addressed by The Mayor, forcing these legal proceedings in order to have the voice of our residents heard.

"We remain committed to delivering a greener future, but it must be done in a practical and sustainable way. We will now await the findings of the High Court."

The hearing is scheduled to last for two days, with a ruling from the judge expected to follow at an unconfirmed date but expected ahead of the courts break for summer on 28 July.

Related Reports:

ULEZ driving old cars to Epsom market

Challenge to ULEZ gaining grounds

Many Surrey motorists will be paying the ULEZ charge.

ULEZ Court battle looming

Under 21s Surrey bus travel at 50%

Young people aged 20 and under are now entitled to 50% off all bus journeys across Surrey.

A new 'LINK' card has been developed by Surrey County Council which can be shown on any bus in Surrey to qualify for the discount on all single and return journeys. Applications can be made at **www.surreycc.gov.uk/surreylink**.

Journeys should start and/or end in Surrey and people in the qualifying age group must live in the county.

[Epsom and Ewell Times adds: the Surrey link discount card cannot be used on London Transport buses that many young Epsom and Ewell residents use, even for journeys entirely within Surrey. So, the 293 and the 406 and 418 etc are excluded. However, those who are 16 and 17 years old can apply for London Transport's own Transport for London's 16 plus Oyster photocard. The Oyster card will allow Surrey students to pay-as-you-go at half the adult single fare. For further details, contact 0845 300 7000 or visit the Transport for London website. And for young student train commuters you can apply for the National Railcard 16 to 17 Saver, it allows students 50% off single, return and season tickets.]

Matt Furniss, Cabinet Member for Transport, Infrastructure and Growth at Surrey County Council said, "I'm delighted that we can now offer half price bus travel to all our young people here in Surrey.

"We know that cost can be a barrier to people using public transport so we hope this significant discount will make bus travel a more viable option, whilst also reducing car journeys across the county.

"This new scheme is part of our significant investment in bus travel and our efforts to encourage more people to use Surrey's buses. We're investing in making our buses greener including £32.3m for more ultra-low and zero emission buses and £6.3m for more ultra-low and zero emission community transport minibuses. A further £9m is being invested in bus priority measures to ensure buses turn up on time, and £1.4m in improving information for passengers at bus stops."

Simon Rowland, Chief Executive Officer for White Bus said, "I am very pleased that Surrey County Council, supported by the Enhanced Partnership Board, is launching this fantastic initiative to promote bus usage amongst the under 20s. This is a scheme that all operators and stakeholders will embrace as a key driver of passenger growth.

"It is the under 20s that are the next generation of bus users, and with the new LINK passes providing heavily discounted travel, we hope that travelling by bus will be the first choice of transport for this cohort."

More information is available at www.surreycc.gov.uk/surreylink

Time for us all to slow down?

A default 20mph speed limit could be coming to Surrey's towns and villages. Surrey County Council is developing a new speed limit policy with the aim of making streets safer and tackling climate change.

The proposed changes will a work on a presumption that most 30mph roads in urban and village settings will be reduced to 20mph.

There are on average nearly 30 deaths on Surrey's roads each year, and a new road safety strategy will not only work to bring that number down, but also fit in with council objectives around liveable and "healthy" streets.

A meeting of the county council's communities, environment and highways select committee on Wednesday (July 5) will look at the plans, which officers have been working on since the beginning of the year.

Council documents show that 95 per cent of pedestrians hit by cars at 20mph survive, dropping to around half at 30mph and to 5 per cent at 40mph. They also say that in 2021, 24 people were killed and 647 were seriously injured on Surrey's roads.

A bid brought to council in 2022 to make the default speed limit 20mph in town centres and residential areas was rejected by county councillors.

The council's cabinet member for highways and community resilience asked officers at the start of 2023 to come up with a new policy with "a clear ambition" for "more appropriate" speed limits town centres, residential areas, village centres and outside schools.

It comes as the council also considers adopting a "Vision Zero" approach, following the principle that "it is neither inevitable nor acceptable that anyone should be killed or seriously injured when travelling".

The approach is being brought in by councils across the UK including in London, Kent, Essex, Cambridgeshire and Devon and started in Sweden in the 1990s.

A Local Transport Plan adopted by the council in July 2022 sets out plans for changes to the transport network in Surrey up to 2032 and after. Part of that plan include introduction of 20mph limits using just signs, rather than "self-enforcing" zones which would include physical traffic calming measures like speed humps.

The plans said: "There is a presumption that most existing 30mph limits will be reduced to 20mph, however, this is not appropriate for all roads." There would still, for example, be 30mph "buffers" on the approach to towns and villages, for safe transition into and out of the 20mph limits.

Documents also said a 20mph zone would not be appropriate and higher limits would be kept where the number of pedestrians and cyclists using the road was low and would still be even with lower speeds, and where there were no need for pedestrians and cyclists to mix with motor traffic. This could include where there were segregated cycle paths, crossing points or no need for people to cross the road.

Streets likely to see speed limit reductions are those where "vulnerable road users and vehicles are expected to mix in a frequent and planned manner" including residential streets, and places where people go for shopping, leisure, socialising, business or health.

A reduction to 20mph limits also fits in with the council's plans to create "healthy streets", a scheme which prompted a councillor to pen a break-up letter from a street to a car earlier this year.

Organisations that have called for greater use of 20mph limits include the **General Assembly of the United Nations**, The World Health Organisation and The National Institute for Health and Care Excellence.

While meeting documents show that not all drivers would stick to a new 20mph limit, such schemes should result in an overall reduction in mean average speeds.

Since publication of this story on 29.06.2023, Surrey County Council has said 30.06.2023, the report has been withdrawn from the agenda for "further work to be undertaken".

Image: Backspace289 Public Domain

Surrey's worst road to be improved

A £1.8million scheme to improve a Surrey A-road branded "one of the worst in the country" has moved to its next stage. Councillors at **Surrey County Council**'s cabinet highlighted the "frightening statistics" on the A25 between Dorking and Reigate, which saw 70 collisions resulting in injury between 2017 and 2022.

The stretch of road, just over files miles long, has been named by **The Road Safety Foundation** as one of the worst A roads in England for the number of fatal and serious injuries per vehicle kilometre travelled.

Thanks to a £1.8 million grant from the **Department for Transport**, Surrey County Council's cabinet agreed at a meeting on Tuesday (June 27) to progress works and make changes to the road to reduce the risk of collisions resulting in injury.

The decision means work will begin on the next phase of projects as part of the **Surrey Infrastructure Plan** for road improvements across the county. The projects will now have a full business case developed and reported to the council's Capital Programme Panel before they formally start.

From 2017 to the end of November 2022 there were 70 collisions on the road, one of them a fatality and 22 resulting in serious injuries. Meeting documents show there were 26 (37 per cent) involving injury to motorcyclists and 17 (24 per cent) where pedal cyclists were injured.

The reasons given for this were the nearby Rykas Café and Box Hill, both popular spots for those on two wheels, and that the road was the main east to west route through Surrey.

Cabinet member for transport, infrastructure and growth, Councillor **Matt Furniss** (Conservative, Shalford) told the meeting the risk of collisions was "significantly high" on this route. He said as well as reducing the risk of collisions, there could be segregated

cycle lanes and other active travel measures introduced.

Cabinet member for highways and community resilience, Cllr **Kevin Deanus** (Conservative, Waverley Eastern Villages), said the "frightening" figures about injuries on the road reiterated the "absolute need" for the project.

While Cllr **Rebecca Paul** (Conservative, Tadworth, Walton & Kingswood), the council's deputy cabinet member for levelling up, said it was "key" that local residents were engaged and consulted with to make sure there was community support for any changes made.

ULEZ driving old cars to Epsom market

Epsom has the highest number of second-hand cars for sale per 10,000 people, followed by Winsford and Preston. Hatchbacks are the most common type of second-hand car, accounting for 38% of all listings. The Ford Fiesta, VW Golf and the Ford Focus are the most common second-hand car models.

New research reveals the UK towns and cities with the highest number of second-hand cars for sale.

The research, commissioned by car finance refund experts Undisclosed.co.uk, looked at more than 400,000 used car listings from AutoTrader, in order to find the areas of the UK with the highest number of second-hand cars per 10,000 people.

With The Mayor of London's Ultra Low Emission Zone expanding to **Epsom and Ewell**'s London Borough borders with Sutton and Kingston many local residents are changing cars to avoid the charge.

Comfortably in first place, with 549 second-hand cars listings per 10,000 residents, is Epsom. The Surrey town sits at the top of the list, cementing itself as the second-hand car capital of the UK. The data shows that there are 1,729 second-hand cars for sale in Epsom.

With 498 second-hand cars for sale per 10,000 residents, Winsford is close behind in second place. The data shows that the Cheshire town boasts 1,699 second-hand cars for sale.

In third place, is the Lancashire city of Preston, with 348 second-hand cars for sale per 10,000 residents. The first city to appear on the list, Preston has a total of 3,955 second-hand cars for sale.

Fourth place belongs to Peterborough, with 318 second-hand cars for sale per 10,000 residents, and ranking in fifth place with 294 is Stirling.

The remainder of the top ten features Wakefield in sixth place (253), Oldham in seventh place (236), Canterbury in eighth place (234), Blackburn in ninth (231).

Rounding off the list in tenth place is Stafford, with 227 second-hand cars listings per 10,000 residents.

Hatchbacks were found to be the most common type of used car, accounting for 38% of all listings (164,910 listings), while SUVs were the second most popular, accounting for 33% of listings (143,842 listings).

Rank	Place	Second-hand cars for sale per 10,000 residents
1.	Epsom	549
2.	Winsford	498
3.	Preston	346
4.	Peterborough	318
5.	Stirling	294
6.	Wakefield	253
7	Oldham	236
8.	Canterbury	234
9.	Blackburn	231
10.	Stafford	227

A spokesperson for Undisclosed.co.uk commented on the findings, saying:

"This research offers valuable insight into the areas of the UK which see a disproportionately high number people trying to sell off their vehicles. The more saturated the second hand car market is in a given area, the more tricky is to be to sell, with many potential buyers being less willing to travel further afield in order to secure a slightly better deal."

Related reports:

Can you beat the ULEZ charge?

Challenge to ULEZ gaining grounds

Many Surrey motorists will be paying the ULEZ charge.

Surrey Council's ULEZ talks ongoing with TfL $\,$

Image: Wilsons car dealers in Kiln Lane Epsom. One of the country's largest second-hand forecourts.

Stretching Epsom taxi ULEZ exemption

Epsom and Ewell Borough Council's **Licensing and Planning Policy Committee** decided Thursday 15th June to put out to public consultation a change to licensing requirements for taxis seeking operating licences from the Council. The change will require applicants' vehicles to meet the ULEZ charge exemption criteria as set by the Mayor of London for the ULEZ zone. That zone is due to be expanded to Epsom and Ewell's London Borough borders (i.e., the boroughs of Sutton and Kingston) on 31st August ths year.

Cllr **Julie Morris** (LibDem College) welcomed any measure that pursued the Council's climate change agenda but was concerned on the devastating impact the requirement may have on some drivers. She gave as an example a driver near retirement who could not afford to change his vehicle. Is there discretion she asked?

An officer said all policies had to have some discretion or legal challenges could be made. However, he did not address the example given but mentioned the large Cadillac limousine he had seen recently. The Mayor of London's ULEZ policy has some exceptions to cater for such special party cab-hires.

Cllr **Steven McCormick** (RA Woodcote and Langley) in the chair stated that the draft policy would be open to amendment in the light of responses to the consultation and the matter would be returning for decision by the committee on a future occasion.

Related reports:

Emissions a taxing issue for Council

Kerbing car pollution trial in Surrey

On Thursday 15 June, **Clean Air Day**, Surrey County Council is launching the trial of two domestic kerbside electric vehicle (EV) charging solutions for Surrey residents who do not have access to off-street parking. The trial, one of the first in the UK, will allow residents to choose from two options - either cable gullies or a Trojan AON charger. Both connect to the residents' domestic energy supply, to allow home charging for EVs without the need for a driveway.

Both options are being introduced as part of a trial, with limited numbers of each available. The trial will be used to assess effectiveness and popularity, combined with feedback from residents who participate. To find out more and to register for the trial, residents can visit this **webpage**.

The two products being trialled are cable gullies and Trojan AON chargers. Cable gullies are channels installed in the pavement that can be used to safely trail an EV charging cable, and AON chargers are installed on the pavement near the kerb with a cable laid underneath the pavement connecting it directly to a property's own electrical supply.

Councillor Matt Furniss, Surrey County Council Cabinet Member for Infrastructure and Transport said: "Many Surrey residents have written to us in the last year with interest in new and innovative ways to charge electric vehicles from their home. I am delighted to be able to offer these two new kerbside charging products to our residents. I look forward to seeing the outcomes of this trial and hope this could provide another charging solution for residents and allow more people to switch to electric vehicles."

In Surrey, almost half of our emissions come from transport, and about half of that is from private vehicles. So, reducing the emissions from the way we travel about – whether that's by walking or cycling more, using public transport or switching to an electric car – can help to drastically reduce our carbon footprint. Electric vehicles produce no exhaust emissions, so are much cleaner than petrol or diesel cars. Approximately 40% of households in Surrey do not have access to a driveway at home, so innovative solutions are needed to encourage more people to switch to EVs.

The installation and maintenance of the cable gullies will be managed by Surrey County Council.

The AON chargers have been developed by Trojan Energy and Surrey County Council will license Trojan Energy to install, maintain and operate AON chargers on Surrey's highways.

The Trojan AON charger differs from the cable gullies in that it can be shared across more than one local household to reduce the cost to residents. Both trials will involve a cost to residents.

Ian Mackenzie, Trojan Energy CEO, said: "At Trojan Energy, we understand the importance of accessibility and convenience when it comes to EV charging. That's why we're delighted to be part of this trial bringing innovative solutions to Surrey residents. Our home-connected Trojan AON makes EV charging fully accessible to residents who don't have off-street parking, helping everyone benefit from the transition to EV."

The trials are expected to run for a minimum of three years, with 30 cable gullies and 50 AON chargers being installed in the first year. A new quota will be agreed for the following years and if the trial is deemed successful, the limit on numbers will be removed. The aim of the trial is to understand whether there is demand for this type of charging method and whether this provides a good solution for residents without private parking. Several factors will be monitored throughout, including how easily the charge points are maintained and whether there is demand for continued use from Surrey residents.

Site selection for the cable gullies will take place in two stages. An initial survey will need to be completed to register interest and share location details. If the site is suitable, the electric vehicle team at Surrey County Council will contact applicants for a more detailed assessment.

Site selection for the AON chargers will be determined by Trojan Energy.

Related reports:

Let's go Electric Epsom and Ewell Council driving forward with electric chargers Surrey lands largest EV charging contract in UK

Mayor's electrifying car decision

Surrey's do-re-me for solar to do

Surrey residents can boost local renewable energy generation, cut carbon emissions and save on their energy bills with a new community led initiative to install solar panels for less.

As part of a group-buying scheme, residents are now able to come together to invest in renewables for solar panels and battery storage, confident in the knowledge that they are paying the right price for a high-quality installation from pre-approved installers.

This innovative scheme builds on six years of a highly successful Solar Together programme run across the UK. To date Solar Together has delivered over 17,000 installations and over 350,000 tonnes of avoided lifetime carbon emissions.

Surrey residents can join the group-buying scheme which offers solar panels with optional battery storage and EV charge points, as well as retrofit battery storage for residents who have already invested in solar panels and are looking to get more from the renewable energy they generate as well as increase their independence from the grid.

It is free to register and there is no obligation to go ahead with an installation. Surrey County Council is working in partnership with all district and boroughs, independent experts iChoosr, to make the transition to clean energy as cost effective and hasslefree as possible.

Marisa Heath, Surrey County Council Cabinet Member for Environment said: "Our target is to be carbon net zero as a county by 2050, and to achieve this we all need to make changes and play our part. There is lots that residents and the county council can do and are already doing, but installing solar panels will make a huge difference.

"I am pleased we are working with iChoosr on the Solar Together scheme to support our residents to install solar panels, by giving them the reassurance they are doing so in a cost effective way. We know that the cost of living plays a huge part in this, but I would urge those who are able to invest in solar panels, to really consider getting involved in the scheme."

How does it work?

- Householders can register online to become part of the group for free and without obligation.
- Pre-approved UK solar PV suppliers participate in a reverse auction. They are able to offer competitive pricing as the volume and geographic concentration makes it possible for them to realise greater efficiencies, which they pass on with lower prices for installations.
- After the auction, registered households will be emailed a personal recommendation which is specific to the details they submitted in their registration.
- If they choose to accept their recommendation, the specifics of their installation will be confirmed with a technical survey after which a date can be set for the installation of their solar PV system.
- Telephone and email helpdesks are on-hand throughout the whole process which, together with information sessions, will allow households to make an informed decision in a safe and hassle-free environment.

Marie-Louise Abretti, iChoosr UK Solar Manager added: "With energy prices continuing to increase, residents of Surrey are looking for opportunities to reduce their carbon emissions, save on energy bills and increase their independence from the grid. The Solar Together group-buying scheme offers a straightforward way to make an informed decision and to access a competitive offer from a trusted, vetted provider."

iChoosr has a strong track record of delivering group purchase schemes for local authorities. It has worked with 210 UK local authorities on its collective energy switching schemes. Furthermore, in 2018 UK councils, in collaboration with iChoosr, initiated their collective purchase schemes for solar PV systems. iChoosr's schemes have been delivered in partnership with local authorities in five countries. Over 116 schemes led to 157,000 residents installing solar PV systems.

Find out more and register your interest at **solartogether.co.uk/surrey**.