

# Sanity for the “mad mile”?

28 July 2023



Lower speed limits along a notorious “high risk” danger road, dubbed the “mad mile”, are to come into force from next year.

**Surrey County Council** has agreed to restrictions on the **A217 between Sutton and Banstead** in the new financial year after receiving a petition calling for greater safety measures.

The dual carriageway currently has a speed limit of 60mph which petition papers presented to the council said were “often abused” with cars even “racing” with “no heed to other road users”.

This, it said, “led to severe accidents on that stretch, most of which could have been avoided if there was an imposed limit of 40 mph.”

In March this year a woman died in hospital three weeks after a crash happened involving two cars along the A217. Both vehicles were travelling south from Belmont Rise roundabout towards the traffic lights at Fir Tree road.

Website crashmap shows the junctions at either end of the “mad mile” are particular hotspots.

The petition added: “There is no valid reason why this short stretch of road should allow a limit of 60 mph, when the rest of the A217 stretch has a limit of 40 mph.”

**Ram Nandula** who led the efforts, addressed the Tuesday, July 25, cabinet meeting. He said: “We’ve seen how dangerous the road is because of the change over from 40 to 60 and then back to 40 as people git the road they start racing with each other on both lanes. It’s a high risk road, and it’s not safe for pedestrians or cyclists.”

He added that the rest of the road was 40mph and changing this stretch would allow for “a smoother flow of traffic”.

The meeting was chaired by cabinet member for highways and community resilience, Councillor **Kevin Deanus**. He said: “Yes we agree and we will do it. We’ve looked at the number of collisions, there are collisions at either end. Partially due to people approaching too fast. There are crossing points and a 60 mph dual carriageway is not a nice place for a pedestrian to cross the road.”

He said that long term the council was minded to introduce a signalled crossing on the road and that speed data collected along the road backed up the need for tighter controls there.

The council understands the road “a history of collisions including some resulting in serious injury”. As for time frames, Cllr Deanus said that highways money had been budgeted for so the new measures would be introduced and evaluated in the 2023/24 financial year.

According to the county council, its road safety engineering team has already allocated its central road safety budget on schemes across the county with a history of collisions.

The official response to the petition read: “Therefore, we would be able to tackle this stretch with our central budget to implement a lower 40 mph speed limit in the following financial year starting in April 2024.

“Once implemented we will undertake similar speed surveys to check on the success of the scheme and compliance with the new speed limit. This will inform on the need for any additional measures to manage speeds successfully on this stretch.”

Mr Nandula said: “Thank you so much, I understand how important getting the budget is, and better late than never.”

Related report:

Time for us all to slow down?

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## New timetable for ticket office consultation

28 July 2023



Train operators are extending the time available to respond to a consultation reviewing “how tickets are sold” at stations by an extra five and a half weeks. It means passengers will now have until 1 September to complete the consultation, which they can do online on their local train company website or by visiting [www.transportfocus.org.uk](http://www.transportfocus.org.uk) or [Londontravelwatch.org.uk](http://Londontravelwatch.org.uk) Operator information about the consultation will be made available in accessible formats.

In increasing the time available, train operators are “listening to feedback and hope that more people will have the opportunity to have their say in to changes to how tickets are sold at stations”.

The **Rail Delivery Group** added: “Together with the extensive and on-going engagement with accessibility groups, as well as the independent passenger watchdogs scrutinising the proposals, the responses will shape final plans so that all passengers are supported as railway retailing is updated for the smartphone era. In addition to these proposals, the rail industry continues to roll out improvements to ticketing such as pay as you go and single leg pricing.”

“Although local plans vary, overall the proposals aim to bring staff out from behind ticket office windows to provide more support for customers buying tickets and navigating stations, as they move in to new, multi-skilled ‘customer host’ roles.

“An estimated 99% of all transactions made at ticket offices last year could be made online or on ticket vending machines (TVMs). Where needed, TVMs across the network will be upgraded to sell a greater range of tickets and in rare cases where customers are unable to buy the ticket they need at a station, they would be able to buy on their journey, at a ticket selling facility en-route or at their end destination. Across the network as a whole, many ticket retailing facilities will remain open at busy interchanges, smoothing the transition.



Rail union, RMT hits back and declared today the consultation extension on the future of rail ticket offices is wholly inadequate and called for the whole “disastrous closure programme to be abandoned”.

Following mass campaigns by RMT, disabled and passenger groups, the train operators and their “paymasters in government have been forced to extend ticket office closure consultations until September 1.”

According to the RMT over 1,000 ticket offices are due to be closed with the loss of over 2,000 railway station staff.

RMT General Secretary **Mick Lynch** said: “Campaigning by our members on stations across the country alongside tenacious disabled peoples groups and passenger bodies has forced rail bosses and ministers to admit the original consultation was not fit for purpose and must be extended.

“Although our pressure has forced their hand, it is still a deeply flawed and a wholly inadequate consultation process which we are considering challenging legally in the courts.



“Our campaign to save ticket offices, protect our members jobs and look out for the best interests of all rail passengers will only intensify in the coming weeks.

“20,000 rail workers will walk out on 29 July in pursuit of a negotiated settlement on job security pay, conditions and saving ticket offices.”

Would you like to see ticket offices at Epsom, Ewell East, Ewell West and Stoneleigh stations closed? Write in your view to Epsom and Ewell Times.

Image: Epsom Railway Station ticket office today.

## Scrap on charges for DIY rubble waste

28 July 2023



The **Liberal Democrats** on **Surrey County Council** claim the Conservative administration have ignored their own Government's demand to stop charging local residents for bringing DIY waste to local tips.

In 2018, the Surrey Lib Dems used a motion to call on the County Council to “Listen to the Government and drop the DIY charges” and the Lib Dems are again calling on the Council to do just that.

Five years on from that motion Surrey County Council is continuing to charge householders who bring DIY waste to their local community recycling centre for disposal, even though the practice contravenes government policy.

A statement published by **DEFRA** last month clarified that there should be a distinction made between the waste generated by a householder undertaking minor works to maintain and enhance their property and that emanating from the professional construction of buildings, demolition etc.

Leader of Surrey Lib Dems, **Will Forster** said:

“I don't normally agree with a Conservative government, but for once it does seem to be on the side of normal residents. The Tory administration in Surrey decided to interpret the rules differently from some other waste authorities and will now have to admit they were wrong. It is quite clear that Surrey residents should not be subject to these charges, and it is unacceptable that the County Council is continuing to make them pay. It is a shame that they didn't listen to us back in 2018”



Epsom recycle centre.

A spokesperson for **Surrey County Council** responded to the **Epsom and Ewell Times**: “On 18th June the Government announced that it was proposing to change the law to require local authorities to accept small amounts of construction waste from ‘do it yourself’(DIY) activities, from householders, free of charge. Surrey County Council, like most of our neighbouring authorities currently make a charge for all rubble and plasterboard.

“As part of the announcement, the Government has set out the quantity of construction waste that will have to be accepted free of charge – up to two 50-litre rubble bags or one large item no larger than 2m X 0.75m x 0.7m per household at a maximum frequency of 4 visits over 4 weeks.

“Whilst it is as yet unclear as to when the Government intend to change the law to implement the policy change Surrey County Council’s Cabinet had already been reviewing the potential to change our policy around charging for DIY waste with the intention of introducing a free allowance for householders in line with the Government’s announcement.

“It is proposed to implement this change at the beginning of September this year.”

## RA and Green motion to improve Surrey’s “Green” motion

28 July 2023



It could soon be possible to take a “pleasant walk or cycle” along a Surrey road without being “slapped” in the face by “brambles or nettles”.

A motion calling on **Surrey County Council** to prioritise the maintenance of walking and cycling routes was passed with unanimous cross-party support – as long as the plans pass select committee.

Introducing the item at the Tuesday, July 11 full council meeting, was **Residents’ Association** and Independents Group leader Councillor **Catherine Powell**. She said: “The travel choices people make will be driven by how convenient, safe, easy, and enjoyable the options are. These choices will also impact on the individuals carbon footprint, and their health and wellbeing.”

Cllr Powell added: “We must make the most of the infrastructure we have already invested in, by proactively maintaining the surfaces, managing vegetation and prioritising the routes that people value most and use most. That will encourage others to use them too.”

The motion, she said, would “ensure our residents are not put off from walking, cycling, scooting because of overgrown paths, poorly repaired surfaces or just the plain absence of a map that shows the cut-throughs through an estate”.

The group hopes new and improved routes, in addition to the increased awareness from new maps – created with input from ramblers and cyclists – would reduce the dependence on driving as a default means of transport.

The motion was seconded by Cllr **Jonathan Essex**, leader of the **Green Party** group, who said it would ensure bus and cycle lanes, as well as pavements, were inspected more frequently.

He told the meeting it would “make it possible to do a pleasant walk or cycle without being slapped by brambles or nettles.”

The motion will go to the council’s highways select committee for approval following an amendment from Surrey County Council leader **Tim Oliver** who told the meeting decisions requiring policy and budget changes needed greater scrutiny and couldn’t be made on the hoof- but he supported it in principle.

The motion says that increasing cycling and walking is a key objective of the Council, and forms part of Surrey’s Community Vision for 2030 and Local Transport Plan.

All highways policies will be aligned with the council’s transport vision but, the motion said, more still needs to be done to develop plans to encourage walking and cycling.

As such the council has agreed, subject to agreement from the select committee, to update transport plans to support a higher priority grading on routes for local walking and cycling journeys, – particularly in areas of high employment, schools, hospitals, and leisure facilities.

It will also ensure walking and cycling routes are not blocked by overgrown plants and that highways inspection, for things such as potholes, are extended to left-behind signs, debris on pavements and cycleways and blocked drains.

Image: Cycle paths beside Christchurch Road Epsom (Google image).



# Thames Water among worst in country

28 July 2023



Standout levels of pollution and poor monitoring has left Thames Water languishing joint last among the country's "very disappointing" water and sewerage companies.

The damning verdict was delivered in a report by the **Environment Agency** which measured the performance of the nine companies operating in England.

It found that there were 2,026 "pollution incidents" from sewerage and water supply - up from 1,883 in 2021 leading to the EA's chair, **Alan Lovell** to describe the situation as "simply unacceptable". Worse, he said, was that early unconfirmed data for 2023 suggests there has been no improvement this year either.

The report, published July 12, found that for serious pollution incidents four companies performed significantly below target - and none more so than Anglian Water and **Thames water**.

In total there were 44 of the serious incidents - and 38 per cent of those were from Thames Water alone - its worst performance since 2013. Of the six worst polluting incidents, half were from Thames Water.

The beleaguered company, which has faced calls to be renationalised in recent weeks, also led the way in the number of category 3 incidents that caused minor impacts to air, with four.

For planned environmental improvement schemes, 99.5 per cent were completed as part of the Water Industry National Environment Programme however three companies failed to meet all requirements and Thames Water, with its red rating, performed the worst.

In 2019, regulators **Ofwat** set the prices water companies could charge and developed environmental programmes for each firm to follow.. Thames Water was the only one to have performed "significantly below target" due to 12 water-quality schemes not meeting requirements within planned deadlines.

The EA also expects water companies to report pollution to the body first as "without a rapid response, the impact of pollution can escalate and the opportunity for mitigation measures can be lost." The report said that Thames Water was one of four companies to fall below this target, the others being Anglian Water, South West Water, and Yorkshire.

According to the EA, water companies must also install monitoring devices on their storm overflows to capture how often and how long they are used. Thames Water again came last among the utility companies with 61.8 per cent coverage compared with market leader Severn Trent Water which had 99.6 per cent coverage.

Thames Water scored well for satisfactory sludge use and disposal, as well as for its compliance with permits to discharge treated wastewater.

Concluding, the report read: "The sector as a whole needs to improve in order to achieve and sustain expected levels of regulatory and environmental performance. The majority of water companies are not meeting basic environmental requirements. Although we have acknowledged some improvements, these results cannot be taken in isolation. They are set against the backdrop of poor and inconsistent results over recent years.

"We are concerned that some companies will not or cannot change. Anglian Water and Thames Water repeatedly dominate serious incident numbers." It added: "These water companies in particular need to make radical changes now, but all water companies have areas to improve."

A spokesperson for Thames Water said: "Protecting the environment is fundamental to what we do and we recognise our performance in preventing pollutions is still not good enough. We're committed to turning this around and our shareholders have approved additional funding into the business so we can improve outcomes for customers, leakage and river health.

"Alongside implementing our pollution reduction plan to deliver these changes, we have plans to upgrade over 250 of our sewage treatment works and are striving every day to reduce the discharge of untreated sewage into our rivers. This is a key part of our River Health Action Plan to radically improve our position in order to protect and improve the environment, as we strive to eliminate all incidents in the future."

The company has also announced that shareholders agreed to provide an additional £750m to "further improve operational performance and financial resilience".

Related reports:

Local sewage uploaded

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## Surrey’s triple contribution towards net zero

28 July 2023



The **University of Surrey** is playing a role in three new national energy research centres which will boost knowledge, create innovative green technologies and reduce demand for energy to achieve greener, cleaner domestic, industrial and transport energy systems.

Academics at Surrey will help fairly reduce the energy used in the UK, develop hydrogen and ammonia as alternative fuels, and boost bioenergy production.

Professor **Jin Xuan**, Associate Dean (Research and Innovation) in the Faculty of Engineering and Physical Sciences, said:

“There’s no single route to net zero so at the University of Surrey we’re involved with a wide range of interdisciplinary projects to find a portfolio of sustainable solutions. This latest funding shows we’re at the forefront of creating a sustainable future for everyone.”

UK Research and Innovation (UKRI) has today announced a £53 million investment in six research centres which will lead innovation towards a fully sustainable energy sector. Surrey is involved with half of them:

A new national **Energy Demand Research Centre**. Reducing energy use could help meet half of the required reductions we need to reach net zero emissions by 2050 and the University of Surrey is helping ensure that disadvantaged people aren’t left behind as the UK’s energy demands are reduced. The project is being led by **Dr Lirong Liu** who will use AI to create models to help communities make scientifically informed decisions.

Dr Lirong Liu said: “Our new optimisation model will incorporate multiple objectives to balance society’s many needs so we can maximise equity while minimising cost and greenhouse gases. To achieve this, we need to understand technology, economics, environment and behaviour and to recognise different parts of society. It’s not just about technological developments, but also about creating a better, more equitable world.”

The **Hub for Research Challenges in Hydrogen and Alternative Liquid Fuels**, known as the UK-HyRES Hydrogen Hub. **Dr Qiong Cai**, a research leader in sustainable energy and materials, is working with industrial and academic partners to identify how we can decarbonise transportation and heavy industry by using green hydrogen and hydrogen-based, low-carbon liquid fuels, such as ammonia.

Dr Qiong Cai said: “Hydrogen and alternative liquid fuels, through combustion, can provide clean heat and power sources for decarbonizing heavy industry, aviation, maritime, and haulage sectors that are difficult to decarbonize using electric batteries. We’re developing durable and low-cost catalysts to promote ammonia combustion and to enable zero-emission of hydrogen and ammonia combustion. Together with industry partners and academic collaborators, we’ll develop innovative solutions that are safe, acceptable, and environmentally and economically sustainable.”

The **Supergen Bioenergy Hub**. Surrey’s **Dr Michael Short**, one of the technical project leads, will work on the rapid digitalisation of bioenergy, creating a collection of open-source models for enhanced decision-making across the biowaste sector. This will be informed by his work using artificial intelligence to boost biogas production in anaerobic digestors.

Dr Michael Short said: “We can make so much more of bioenergy, particularly if we can develop better predictive models of the complex reactions in bioenergy systems. If we can increase digitalisation and leverage advances in AI and optimisation, we can have more efficient sustainable energy generation from renewable sources, as well as improved energy security and boosted profits for the companies involved.”

Katherine Ingram – Surrey University

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## Gatwick to get 2nd runway?

28 July 2023



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.

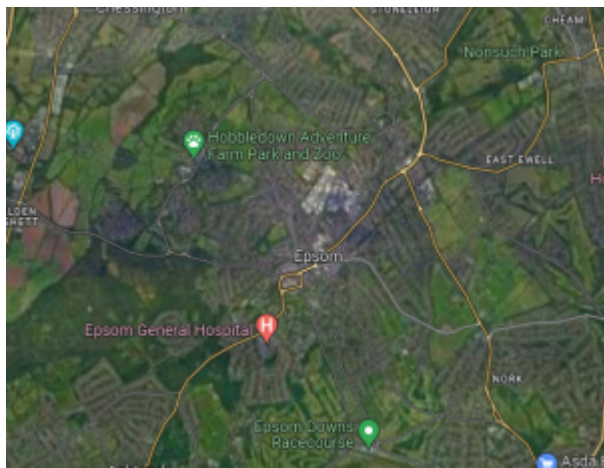
Image: Mike McBey - Gatwick Airport CC BY 2.0

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## We are the greenest?

28 July 2023





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 ktCO<sub>2</sub>e 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 CO<sub>2</sub>. Located in South Wales, it is a key producer of steel and tinplate.

East Renfrewshire had the second lowest emissions with 5.5 ktCO<sub>2</sub>e and The Orkney Islands was third with 8 ktCO<sub>2</sub>e 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

28 July 2023



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%

28 July 2023



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](http://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](http://www.surreycc.gov.uk/surreylink)

## Time for us all to slow down?

28 July 2023



**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 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.

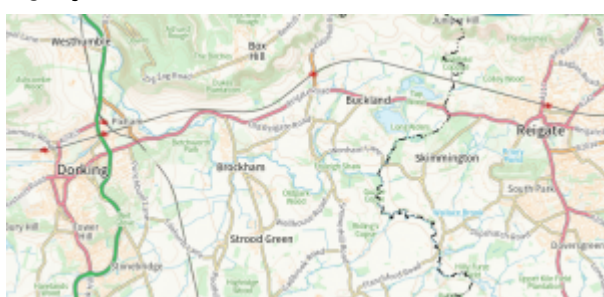
While meeting documents show that not all drivers would stick to a new 20mph limit, such schemes should result in an overall reduction in mean average speeds.

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

28 July 2023



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 five 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

28 July 2023



**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

28 July 2023



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.

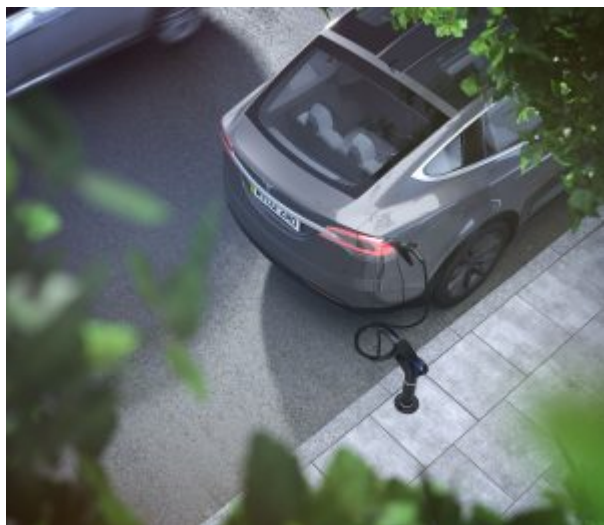
Cllr **Steven McCormick** (RA Woodcote and Langley) in the chair stated that the draft policy would be open to amendment in the light of responses to the consultation and the matter would be returning for decision by the committee on a future occasion.

Related reports:

[Emissions a taxing issue for Council](#)

# Kerbing car pollution trial in Surrey

28 July 2023



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

28 July 2023



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 hassle-free 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](https://solartogether.co.uk/surrey).