



Box Hill's Zig Zag Road Leads to Straight Ban on Antisocial Riding

29 March 2026



Motorcyclists near Box Hill are being targeted despite the “vast majority” who visit the Surrey beauty spot being “considerate people who behave respectfully”. A Public Spaces Protection Order is being introduced around the National Trust site following efforts from residents in Mickleham and Westhumble over what they said was excessive noise and acts of anti-social behaviour. Mole Valley District Council then carried out consultation on whether to make certain behaviour an offence within the defined area.

This includes, revving engines, keeping engines idling, speeding, stunts, driving in a convoy, exhaust popping or backfiring, racing, for sudden or rapid acceleration. The area covered includes the world famous Zig Zag road and the roundabout near Denbies wine estate.

The decision was taken by the council’s March executive committee after 603 people, 62 per cent of those who took part in the consultation, backed the measures – compared with 29 per cent who were against and nine per cent who were undecided. It will remain in place for three years unless renewed with the council estimating it will come into effect this summer once necessary signage is installed.

Councillor Caroline Joseph (Liberal Democrat: Fetcham) said: “The consultation revealed a polarised view about whether a PSPO should be introduced ranging from citing behaviour that it disrupts residents’ lives and threatening safety to viewing it as unenforceable and being harmful to local businesses and long-standing biker traditions. “Motorcycle riding at Boxhill and the surrounding area dates back to at least the 1920s from early racing and trials, and the Surrey Hills area remains a popular destination. “It is important to recognise that the vast majority of motorcyclists in this area are considerate people who behave respectfully.”

Bike groups are concerned it will impact their long-standing enjoyment of the area and groups. She added: “It’s not aimed at spoiling those traditions but it’s meant to encourage less antisocial behaviour by those who don’t respect the traditional activity of bikers in the area. “The purpose of the order is only to prohibit the behaviours that cause a public nuisance.” “The introduction of the PSPO will benefit visitors to the local area and those residents and businesses whose quality of life has been affected by vehicle noise all while not affecting responsible and considerate drivers and riders who use Mole Valley’s roads.” The council said it was open to extending the order’s coverage but would require further consultation – which would need to be done outside the upcoming election period.

Chris Caulfield LDRS

Zig Zag Road (image Google)

Surrey University designs new long-life battery

29 March 2026



A new battery design that could significantly extend the range of electric vehicles and the lifespan of portable electronics has been developed by researchers at the University of Surrey’s Advanced Technology Institute (ATI).

In a study published in ACS Applied Energy Materials, researchers introduce a novel lithium-ion battery anode that delivers some of the highest energy storage capacities reported for silicon-carbon nanotube systems, while maintaining stability over hundreds of charge cycles.

Lithium-ion batteries power much of modern technology – from smartphones and wearables to electric vehicles. Graphite, the most commonly used anode material, is stable but limited in the amount of energy it can store. Silicon, on

the other hand, offers far greater capacity, but it expands during charging, causing it to crack and degrade over time.

To overcome this, the research team developed a new “Vertically Integrated Silicon-Carbon Nanotube” (VISiCNT) structure. The design grows dense forests of carbon nanotubes directly onto copper foil and coats them with a thin layer of silicon, creating a flexible, conductive scaffold that can absorb expansion while maintaining performance.

The resulting anode can store a very large amount of energy for its weight. In laboratory tests, it stored more than 3500 milliampere-hours per gram – close to the maximum possible for silicon and far higher than the graphite (370 mAh/g) used in today’s batteries. It also demonstrated improved stability and performance over repeated charge cycles.

Dr Muhammad Ahmad, Research Fellow at the University of Surrey’s ATI and lead author of the study, said:

“There’s been a growing push for battery innovation, as many of today’s technologies are limited by how much energy batteries can store. Our VISiCNT design offers a practical route to harness silicon’s huge storage capability without sacrificing cycle life.

“This is a much-needed breakthrough, delivering very high capacity, fast charging and long-term durability, while bringing us closer to batteries that can power electric vehicles and everyday devices for much longer on a single charge.”

A key advantage of the new approach is that the carbon nanotubes are grown directly onto copper – the material already used in commercial batteries – using a scalable manufacturing process. This could make it easier to integrate the technology into existing industrial production lines.

Professor Ravi Silva, Principal Investigator and Director of the ATI, said:

“This work is an important step towards bringing CNT-silicon anodes out of the lab and into real-world manufacturing. We can grow carbon nanotube structures directly onto copper foil at speed and tailor the silicon layer for stability, meaning this approach could be integrated into existing battery production lines with minimal disruption. The technology has clear potential not just for electric vehicles, but also for grid storage and smaller batteries used in microelectronics.

“We are very proud to present yet another CNT technology following our initial research in delivering the world’s darkest material, VANTA-Black via the university spin-out Surrey NanoSystems Ltd., which is showing real-world impact of fundamental research funded by UKRI.”

As demand for energy storage grows, batteries will need to store more energy, charge faster and last longer to support the UK’s transition to Net Zero. The VISiCNT design offers a promising route to meeting these challenges and could be key to powering next-generation electric vehicles and phones.

Surrey University



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Ewell school goes safe streets ahead

29 March 2026



Danetree Primary School in Ewell is set to benefit from a School Street from May 2026, aimed at reducing air pollution and improving road safety during the busiest times of the day.

Danetree Road, Danetree Close, Oakhurst Road and a portion of Chessington Road will be open to pedestrians, cyclists and wheelers only between 8:00am and 9:00am and 2.30pm to 3.45pm, Monday to Friday during school term time. Exemptions will apply for residents, carers, school transport and blue badge holders accessing the school.

The move follows the successful rollout of the county’s first School Street at Farnham Heath End School in April 2025, where there has already been a 62 per cent reduction in cars entering and exiting the road. In the week before the scheme was introduced, 1,227 vehicles were recorded turning in or out of Bullers Road at school drop-off and pick-up

times, compared to 470 once the scheme was in place.

Potters Gate Church of England Primary School in Farnham was the second school to benefit from the School Streets programme.

Matt Furniss, Cabinet Member for Highways, Transport and Economic Growth, said: “By restricting motor vehicle access during peak times of the day, we can create safer, healthier and more pleasant environments for everyone walking, cycling and scooting to school. I’m delighted with the positive results we have already seen in Farnham and am pleased we are able to roll the scheme out further. School Streets are a key part of our overall programme to improve road safety, promote more sustainable school travel and reduce air pollution around schools. We’re investing £3m to improve road safety and encourage more walking, cycling and wheeling. We’re also continuing to deliver Feet First walking training and Bikeability cycling training to provide lifelong road safety skills for Surrey’s school children.”

For more information about School Streets in Surrey, visit the county council’s website.

Surrey County Council



Photo: Danetree Road. Danetree Road, West Ewell, just outside of Danetree Junior School Tony Grant. Licence details

New moped bays introduced to tackle pavement parking in Epsom High Street

29 March 2026



Epsom & Ewell Borough Council have established new moped-only parking spaces outside the Town Hall in a bid to combat pavement parking on Epsom High Street.

The issue of delivery riders mounting kerbs outside fast-food restaurants has been a cause of significant concern for residents and visitors in recent years. Vehicles blocking pavements create serious safety risks for pedestrians, particularly wheelchair users, those with visual impairments, and parents with prams and pushchairs.

The bays are the latest measure in the council’s multi-agency approach to the problem. Motions have been successfully passed at both Epsom & Ewell Borough Council and Surrey County Council calling for dedicated motorcycle parking at all new retail and takeaway developments, the introduction of “round-table” discussions with delivery apps such as Uber Eats and Deliveroo, and stronger enforcement of parking regulations.

The Epsom Business Improvement District (Go Epsom) is also working directly with restaurants and delivery riders to promote the use of these dedicated bays as a faster and legal alternative to pavement parking.

The local initiative coincides with a significant national policy shift. On 8 January 2026, the Department for Transport responded to a long-awaited consultation, announcing new powers for local authorities to tackle pavement parking more effectively.

Unlike the previous street-by-street approach, which was often slow and costly to implement, the new secondary legislation will allow councils to enforce against “unnecessary obstruction” more easily.

Councillor **Steven McCormick**, (RA Woodcote and Langley) Chair of the Planning Committee and a member of Surrey County Council’s Communities, Environment and Highways Select Committee, said:

“Pavements are for people, not for motorised shortcuts. We’ve heard from residents who have been forced into the road because the footway is entirely blocked. We are committed to making the High Street safe for everyone. The new moped bays that Epsom & Ewell have provided will mean there is no longer any excuse for this unacceptable and inconsiderate parking.”

“I also welcome the announcement of new powers from the Department for Transport. As soon as this national legislation is fully enacted, I will be pushing Surrey County Council to implement a new Traffic Regulation Order specifically designed to curb pavement parking across the borough.

“This TRO will provide the ‘teeth’ that enforcement officers have lacked, allowing them to issue civil penalties.”

Epsom and Ewell Borough Council



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Battle of the skies above Surrey

29 March 2026



Air pollution, noise, and climate change are three of the reasons Surrey Heath Borough Council is objecting to plans to increase weekend flights at Farnborough Airport. The business travel hub has a cap on weekends and is looking to increase that as part of a wider push to get to 50,000 annual flights. The airport has also seen an increase in demand despite only 2.6 people travelling per flight, the February planning committee heard.

The application, part of a neighbouring authority consultation, wants to increase weekend and bank holiday flights from its current limit of 8,900 to 13,500. As it stands there are about 30,000 flights using the airport, which sits 1.5km from the border of Surrey Heath, but it has a limit of 50,000 a year. If the application is approved by neighbouring Rushmoor Borough Council, airport chiefs expect it to reach its capacity by 2033. If it is rejected, that pushes the target date back to 2045.

Officers told the meeting: “The climate change manager has raised doubts about whether projections, which rely on the suggested level of uptake, are sufficiently robust. The council therefore raises objections on the noise, but also on the potential impact on air pollution, potential impact on biodiversity, potential impact on climate change, and that the economic benefits to this borough do not outweigh the harm.”

Councillor David Whitcroft (Liberal Democrat; Mytchett and Deepcut) said the airport was currently turning away weekend flights and felt the weekend slots would be used primarily for wealthy leisure travellers - with the borough paying for the impact. The meeting heard that about 70 per cent of aeroplanes landing at the airport come in over the borough, and that it misses out on any direct economic benefits. He said: “The current level is 8900, and that level has been met. So if this application were to go through, the weekend impact on residents particularly in Mytchett, Deepcut and Bisley would be immediate and dramatic. Weekend flights would go up by 50 per cent. Why does it need to go up on weekends for a business airport designed to relieve traffic from the bigger airports, because it has seen an increase in leisure travel. Should people be able to avoid what they consider to be the inconvenience of mass commercial flying in order to create noise and air pollution simply because they can afford it.”

The plans were universally objected to by all members. The final decision rests with Rushmoor Borough Council at a yet-to-be-set date.

Chris Caulfield LDRS Farnborough Airport (image SHBC)

Old trains rolled back into service

29 March 2026



Old style 1980s rolling stock that had been taken out of service to much fanfare, including a huge ticket-only retirement party, are still being used to cover shortages across South Western Railways services.

The train operator made a big song and dance about the retirement of its old iconic Class 455 trains, even charging £45 a ticket for its supposed last ever journey – with the money going to charity.

The LDRS understands old rolling stock is still being used to cover shortfall when the new trains are unable to get off the blocks, notably on the Hampton Court to Waterloo route.

In December last year some 9,000 enthusiasts tried to buy tickets for the 400 spaces on the celebrated final service from Waterloo. Demand was so high a second train was put on. The day was supposed to mark the last rides of the Class 455 as they were finally phased out and replaced with modern Class 701 Arterio – the ones with the odd half table ledges.

Thousands gathered to say their goodbyes to the ‘iconic’ SWR trains that have, and continue, to serve Surrey for decades. The ceremony for the ‘red train’ involved a nine-hour round trip from Waterloo across the SWR network.

South Western Railways celebrated with a story titled ‘Train enthusiasts bid farewell to iconic red trains after almost 43 years of service’ – except they are still in service. Among the passengers was social media train fan Francis Bourgeois.

South Western trains said the December ‘farewell’ event was to celebrate the life of the Class 455, first introduced in the 1980s ahead of their removal from timetabled services and that it was always planned to keep some of them back as a contingency.

A spokesperson for SWR said: “The Class 455 fleet of trains was withdrawn from our timetable at the end of 2025. A small number were retained for resilience purposes, to cover any eventuality that may affect the trains we use on our suburban network.”

Chris Caulfield LDRS

The 17.54 from Hampton Court to London Waterloo on Thursday January 29 was the old retired train brought back into service (LDRS)

Problem Pavement Parking Powers Promised

29 March 2026



The Government has announced plans to give councils across England new legal powers to tackle pavement parking, following years of concern from disability groups, parents, and local campaigners about blocked pavements forcing people into the road.

In a statement issued on 8 January, the Department for Transport said the changes are intended to make it easier for local authorities to restrict pavement parking across wider areas, rather than relying on street-by-street restrictions that can be slow and complex to introduce.

The Department said blocked pavements create serious barriers for wheelchair users, parents with pushchairs, blind or partially sighted people, and older residents, limiting independence and making everyday journeys less safe. Ministers say the new approach will allow councils to act where pavement parking causes the greatest local problems, while retaining flexibility where limited pavement parking may still be considered acceptable.

Local Transport Minister Lilian Greenwood said clear pavements are essential for people to move around safely and independently, and that councils will be given the power to “crack down on problem pavement parking” while taking account of local conditions. National organisations including Guide Dogs and the RAC welcomed the announcement, calling for consistent enforcement and proportionate use of the new powers.

Surrey County Council: details awaited

Responding to questions from Epsom and Ewell Times, Surrey County Council said it welcomed the announcement but stressed that it is too early to comment on how it might operate in practice.

A Surrey County Council spokesperson said the authority is “looking forward to finding out more about new powers allowing local authorities to tackle antisocial pavement parking,” but added that further detail is needed on what exactly is proposed and what the powers will entail once introduced. The council said it would be happy to revisit the issue once more information is shared by the Department for Transport.

The Government has said that guidance on how councils should use the new powers will be published later in 2026.

Local MP claims campaign success

The announcement was welcomed by Epsom and Ewell MP **Helen Maguire**, who described it as a significant step forward following sustained local and parliamentary campaigning.

Ms Maguire said she had raised pavement parking repeatedly in Parliament, including through a Westminster Hall debate, an Early Day Motion, written questions to ministers, and local campaigning with residents. She said pavement parking makes streets unsafe and inaccessible, and that no one should be forced into the road when walking to school or the shops.

Following the announcement, the Minister for Local Transport wrote directly to Ms Maguire, thanking her for her advocacy and citing her work in highlighting the challenges caused by pavement parking.

What powers already exist?

At present, pavement parking outside London is not subject to a general nationwide ban. Enforcement relies on a patchwork of existing powers, which can be limited or difficult to apply.

Yellow line parking restrictions, for example, apply from the centre of the carriageway to the highway boundary, which usually includes the pavement. However, these restrictions only apply during the signed controlled hours and do not always prevent vehicles from mounting the pavement if enforcement is not prioritised.

Councils can also act where a vehicle causes an obstruction of the highway, an offence under existing road traffic legislation. In practice, enforcement is often reserved for cases where access is completely blocked, such as preventing wheelchair passage or emergency access. This can leave many partially obstructed pavements unaddressed.

Local authorities may also introduce specific Traffic Regulation Orders banning pavement parking on individual streets or sections of road, but this process can be time-consuming, requires consultation and signage, and is rarely applied borough-wide.

The Government has said the new powers are intended to move away from this piecemeal approach, allowing councils to introduce area-wide pavement parking restrictions more easily, while still permitting exemptions where pavements are wide enough and pedestrian access is not compromised.

What happens next?

The Department for Transport says further guidance will be published later this year, setting out how councils can use the new powers in a proportionate and locally appropriate way. Until then, councils such as Surrey County Council say they are unable to comment on how enforcement might change on the ground.

For residents in Epsom and Ewell, the announcement signals political momentum on an issue that has generated long-standing concern, particularly with food delivery mopeds in the Epsom High Street area, but any practical change to enforcement will depend on the detail of the legislation and how quickly local authorities choose to act once the new framework is in place.

Sam Jones - Reporter



Image: Delivery moped on pavement in Epsom

Related reports:

Pavement Parking: Epsom & Ewell MP Speaks Out

Leatherhead ruined recycling road repair

29 March 2026



A crumbling, pothole-ridden road that has been the source of countless insurance claims could be given a new lease of life. The North Leatherhead Access Road leading into the Surrey County Council recycling centre off Randalls Road has been slowly destroyed by years of heavy goods vehicles entering and leaving the site. Now, Mole Valley District Council has agreed to spend £60,000 to begin the process of repairing the heavily rutted road. The task is made more complicated as the road is co-owned by Surrey County Council and Thames Water, and it is hoped the initial work, from an overall £300,000 budget, will determine not just what needs to be done, but who pays for it.

Presenting the item to the November meeting of Mole Valley District's cabinet was **Councillor Keira Vyvyan-Robinson**. She said: "Anybody who uses the recycling centre on a regular basis will be very familiar with the problems that road has. Obviously, it is heavily used by very heavy vehicles and over a period of time that heavy use has resulted in a lot of problems with the carriageway, with rutting in the verges and the channel blocks. That has resulted in increased insurance claims and also increased complaints. In February 2024, it was agreed that we would allocate just over £300,000 in order to improve that road. It is a complicated project because Mole Valley District Council owns about half of the road, the majority of the balance of it is the responsibility of Surrey County Council and Thames Water, so it's necessary to liaise with them and reach agreements with them over the work that needs to be carried out. This budget is to start the full design and to get the proper costing, because at the moment it's a provisional figure of about 300,000. The drawdown will enable us to finalise that, submit the planning application and reach the legal agreement with Thames Water and Surrey County Council over how much they will contribute towards the costs. For anybody who uses it, it's quite plain that we can't do nothing, as it's such a detrimental situation at the moment and it will only get worse if we don't."

Cllr Gerry Sevenoaks, Independent member for Ashted Park and chair of the council's scrutiny committee, said: "As a user of that road I know it very well. It's dangerous, especially if you are going down there and two refuse carts are coming the other way. I say 'let's get on with it'."

Cllr Caroline Joseph (Liberal Democrat, Fetcham) added: "There is a huge strength of feeling locally. It's such a small thing but it makes such a huge difference to people. If we can get this moving it will be a very positive thing to Leatherhead, Fetcham, Bookham, Ashted, everyone locally."

Chris Caulfield LDRS

Image: North Leatherhead Access Road (image Google)

Epsom Station joins app helping visually impaired bus users

29 March 2026



Epsom Station has become one of eight new locations added to a Surrey County Council (SCC) scheme that uses an innovative app to help blind and partially sighted people travel more independently by bus and rail.

Seeing the way through technology

The **Aira Explorer** app connects users by video call to a trained visual interpreter who, using the smartphone's camera, can describe surroundings, read timetables, or guide the traveller safely between a bus stop and nearby rail station. The service is free to use at designated Surrey locations thanks to SCC's allocation from the Government's Bus Service Improvement Fund.

Initially launched in June 2025 at Guildford, Redhill, Staines and Woking bus stations, the trial has now expanded to cover bus stops and interchanges serving Caterham, Dorking, Oxted, Leatherhead, Reigate, Horley, and **Epsom Station and**

Clocktower.

Support for independent travel

Matt Furniss, Cabinet Member for Highways, Transport and Economic Growth at Surrey County Council, said: “We’re keen to make bus travel accessible for everyone and hope this expansion will support people to travel confidently and independently. We’ve expanded this trial to cover more bus stops and rail interchanges to create better and joined-up journeys for people who are visually impaired.”

He added that the initiative forms part of a wider programme of investment in the county’s bus services, including £6.3 million for ultra-low and zero-emission community transport minibuses, £9 million in bus priority measures to keep services punctual, and £1.4 million to improve passenger information at bus stops.

Backing from rail and disability organisations

Carl Martin, Accessibility Lead at Govia Thameslink Railway, welcomed the expansion:

“We’re really pleased to see the expansion of Aira to further bus stops, as it’s a vital step in making multimodal journeys more seamless for blind and visually impaired customers.”

Clare Burgess, Chief Executive of Sensory Services by Sight for Surrey, called the scheme “great news” for people living with sight or combined sight and hearing loss:

“Travelling alone when you have a sensory impairment can be a daunting prospect, but having the Aira Explorer App at your fingertips makes independent travel so much easier and less stressful.”

Nikki Roberts, Chief Executive of the Surrey Coalition of Disabled People, said:

“It’s fantastic news that the Aira app coverage has now been extended to twelve locations in Surrey. The app will provide our visually impaired members the support they need to feel much more confident when travelling independently.”

A national first for Surrey

When the project began in summer 2025, Surrey County Council became the first local authority in the UK to introduce the app for bus users. It followed the success of a similar partnership between Aira.io and Govia Thameslink Railway to help visually impaired rail passengers navigate station environments.

The trial was originally launched to coincide with Better Transport Week, celebrating initiatives that help connect communities and improve access to public transport.

Ben Curtis from Campaign for Better Transport said at the time:

“Good public transport networks help connect us to the people we love, the things we need and the places that matter. The new Aira app will help ensure that everyone can access and use the county’s buses, building a fairer future for everyone.”

Making travel more inclusive

The Aira Explorer scheme represents one part of Surrey County Council’s wider drive to make sustainable travel options more inclusive and reliable. For residents in Epsom and across the county, it means greater independence, safer journeys, and a more connected community.

More information about the service is available on Surrey County Council’s website.

Sam Jones - Reporter



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[Bus station app for visually impaired first in Surrey](#)

Heathrow expansion - what it may mean for Epsom

29 March 2026



The Government has launched a review of the Airports National Policy Statement (ANPS), which sets out the policy framework for major airport expansion. The key points:

- Aiming for faster progress than the previous ANPS, the Government intends a draft for consultation by summer 2026 and to reach a final planning decision on a third runway within the current Parliament.
- Expansion of Heathrow is being promoted as a boost to UK economic growth, international connectivity and competitiveness — specifically positioning Heathrow as Britain’s only global hub airport.
- The review will test any proposed scheme against four criteria: climate change, noise, air quality and contribution to economic growth.
- The Government says it will ask for formal advice from the Climate Change Committee (CCC) to ensure alignment with the UK’s net-zero commitments.
- Financing must be purely private, with no taxpayer cost, and transport access improvements must be covered by the promoters.
- Two promoters remain under consideration: Heathrow Airport Limited and the Arora Group; one will be selected by end November to proceed.
- The Government also flagged wider infrastructure and planning reforms (via the upcoming Planning & Infrastructure Bill) and the establishment of a new UK Airspace Design Service to modernise airspace in the London region.

Transport Secretary Heidi Alexander said the Government is “backing the builders, not blockers”, and Chancellor Rachel Reeves added that after decades of false starts, “we are backing the builders to get Heathrow’s third runway built, creating thousands of jobs, boosting growth ...”

Why this matters for Epsom & Ewell

Our borough is already directly affected by aircraft using the London hub airports, and the proposed expansion of Heathrow would likely increase the scale and intensity of that impact.

Flight paths and heights: The borough is within one of the “design envelopes” identified by Heathrow Airport Limited in its previous airspace consultation, meaning more frequent overflights at lower altitudes. Currently some aircraft arrive or depart over the borough at heights of 7,000 to 22,000 ft, averaging around 12,000 ft. Under the proposed expansion there could be flights as low as 3,000 ft and up to 47 arrivals per hour over the area.

Noise and air-quality concerns: The borough’s geography — dense housing, many schools, and a declared Air Quality Management Area — means that increased aircraft at lower altitudes could raise noise, traffic and pollution burdens. The council previously warned of a possible four- to five-fold increase in noise levels in some scenarios.

Community and amenity risk: Residential areas, schools such as North East Surrey College of Technology, and leisure or nature sites like Epsom Common and Horton Country Park could experience greater disturbance.

Airspace redesign: The Government’s plan to modernise UK airspace may change how routes are drawn. This could either reduce or shift impacts on particular communities, but consultation with affected areas such as Epsom & Ewell will be essential.

The opposing case

Environmental and local campaigners have long voiced opposition to expansion.

Climate and emissions: Groups such as Friends of the Earth argue that expanding a major hub airport is incompatible with the UK’s net-zero goals, warning it would lock-in high carbon infrastructure and increase air and noise pollution.

Noise and community disruption: CPRE Surrey has said that the borough could experience up to 47 additional flights per hour at just 3,000 ft, and that such a change would be “unacceptable”.

Consultation concerns: Epsom & Ewell Borough Council has criticised the information provided by Heathrow Airport Limited for lacking clarity around flight numbers, heights, and environmental impacts.

Financial and strategic risks: Critics also question whether the economic case for expansion remains strong in a changed post-pandemic aviation environment, and whether cost burdens such as community compensation and infrastructure upgrades have been fully addressed.

Current status

The Government review of the ANPS is underway, with a public consultation on the draft expected in summer 2026. One

of the two promoter schemes will be selected by end November.

For Epsom & Ewell, the exact flight-paths and altitude projections are not yet finalised, and detailed new routes are unlikely to be confirmed until around 2027. Airspace modernisation may alter or mitigate local impacts.

What to watch

Residents and councillors should track:

- Future flight path proposals and altitude models over the borough.
- Noise, air-quality and health impact data once new routes are known.
- Community consultation opportunities.
- Any noise-respite or mitigation measures offered.
- The outcome of financial and planning reviews.

In conclusion

The DfT's announcement marks a major step toward the possibility of a third runway at Heathrow. For Epsom & Ewell it raises serious local questions — more frequent aircraft, lower flights, and possible increases in noise and pollution balanced against potential economic benefits.

Sam Jones - Reporter



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[Chance for Epsom and Ewell's say on Heathrow flights](#)

[Heathrow shown with a third runway over the M25 \(image Heathrow\)](#)

Pavement Parking: Epsom & Ewell MP Speaks Out

29 March 2026



3rd September Helen Maguire, Liberal Democrat MP for Epsom & Ewell, spotlighted in a Parliament debate a pressing local frustration: pavement parking.

A Daily Struggle on Our Footpaths

Maguire painted a vivid picture of everyday life here in Epsom & Ewell—where pavements are meant to be safe, shared spaces, but too often become obstacles.

According to Guide Dogs UK, four out of five blind or partially sighted people report difficulty walking on pavements at least once a week, and 95% have been forced onto the road because vehicles encroach even slightly. For wheelchair and mobility scooter users, this alarming figure leaps to 99%. Even parents aren't spared: 87% say they've had to step into the road, and 80% would walk their children to school more often if pavements weren't blocked.

Maguire also revealed a telling local anecdote: on one evening alone, a constituent counted 23 mopeds and motorbikes cluttering a pavement, forcing people into traffic and weaving in and out unpredictably. It's these small moments that undermine our sense of safety—and, by extension, our freedom.

The Patchwork of Laws

Here's the head-scratcher: pavement parking is banned in London (for fifty years) and across Scotland unless your council specifically says otherwise. But elsewhere in England, the rule is reversed: it's allowed unless a Traffic Regulation Order (TRO) is put in place—a long, expensive local process.

Driving onto pavements is already illegal under Section 72 of the Highways Act 1835—but, as Helen pointed out, few

people even know the finer points of the law. One survey found just 5% of drivers understand all aspects.

A Consultation Left Hanging—and Growing Frustration

It's now nearly five years since the government ran a consultation titled *Pavement parking: options for change*, which closed in November 2020. It proposed everything from simplifying the TRO process to introducing a national default ban—but still, there's been no government response or action. Helen called on ministers to act before the consultation's fifth anniversary rolls around this autumn.

Lessons from Closer to Home—and Farther Afield

London and Scotland show what's possible: clearer rules, better enforcement, safer walking spaces. In Scotland, since the Transport Act 2019 came into force, councils have issued thousands of fines—raising almost £1 million in the process, with Edinburgh alone accounting for around £441,000, and showing that civil enforcement works.

Meanwhile, in England, research from Guide Dogs underscores the human cost—injuries, forced urban detours, isolation—and Living Streets found that 65% of drivers admitted to pavement parking, while 43% had done so in the past six months.

What It Means for Epsom & Ewell

For our residents—those with visual impairments, mobility challenges, parents with prams—the pavement should be a path to independence, not a blockade.

Maguire's plea is clear: she wants a national default ban on pavement parking—one that gives the police and councils clarity, hones enforcement, and safeguards community spaces.

What Could Come Next?

- A national ban as the starting point, with councils able to allow exceptions where needed.
- Proper powers for civil enforcement—think PCNs—not just confusing laws in dusty books.
- A public campaign: educating drivers, building understanding, reducing dangerous impromptu parking.
- Local upgrades to pavements: smoother, wider, safer—so more of us feel confident walking around Epsom & Ewell.

Related report:

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[Deliveroo drivers outside McDonalds Epsom](#)

Mole Valley spending plans

29 March 2026



How £11m for rail, transport, school, health and recreation upgrades will be spent in Mole Valley has been laid out. The district council has approved spending plans for community infrastructure money collected from developers since 2016 – with almost half expected to go on cycling and walking schemes. Community Infrastructure Levy (CIL) is paid as part of the planning process to help offset the impact of the growing number of homes in the borough. Councillor Bradley Nelson, cabinet member for planning, said: “The local plan was adopted in 2024 so the time has come to focus on the £11m of strategic CIL which could rise to £34m given the local plan growth.” He said the projects should be ones “the council thinks are necessary and achievable to help support development growth.”

“The programme commits investment for vital infrastructure such as health provision in Ashted, Bookham, and a health hub in Leatherhead. Early years provision in Ashted and Dorking would be targeted for funding as well as train station improvements in Dorking which we hope will lead to wider improvements and help the district as a whole, as well as investment in the district parks.” The council has been working with Surrey County Council over transport, education, early years provision and flood defence, Surrey Heartlands Integrated Care Partnership, Great Western Railway, Network Rail, the Football Foundation, and its own parks and open spaces team to get an up-to-date picture of the suitable projects.

It has earmarked two transport projects to upgrade rail infrastructure on the North Downs Line at the stations in Dorking. These projects, the Tuesday July 22 cabinet papers read, will complement planned improvements on the line, such as battery-electric trains, and increase the number of people using this sustainable transport mode. Deepdene Station will be upgraded as a priority and a lift installed, acting as a major contribution towards “realising the potential of the district’s east-west travel connections, supporting growth and promoting sustainable development”. School capacity issues requiring funding in Hookwood could also be addressed, as well as the expansion of the SEND school on Woodland in Leatherhead.

Surrey County Council’s early years team has identified two potential projects, one in Ashted and one in Dorking, while football pitches at Ashcombe Secondary School in Dorking and the other at the Brockham Big Field could be upgraded to modern standards. There would also be financial support for the resurfacing of the sand-dressed pitch at Therfield Secondary School in Leatherhead to allow the installation of a new 3G football pitch “without losing a vital resource for hockey.”

Cllr Keira Vyvyan-Robinson (Liberal Democrats: Leatherhead North) said: “We all know just how much residents are concerned about the amount of development that comes and their biggest concern is where does the infrastructure come. It often seems that it’s a bit of a chicken and egg because the CIL comes from development, and without development you don’t get CIL - and therefore you don’t get infrastructure. For a long time we’ve been in the position where we’ve been telling residents we have to build these homes and we have to build these sites - and there hasn’t been anything to show - so it is really welcome to say ‘this is how we meet the infrastructure demands’. She added: “We can provide the funding, but we are dependent on the railway companies, the GP surgeries, the schools, to make those bids and to ask for the funding. But the development will pay for it and hopefully they will all come together at the same time.”

Estimated CIL Contributions by Infrastructure Category

- **Transport - Active Travel** - £11,555,000
- **Transport - Passenger Transport** - £3,450,000
- **Well Being - Health - Primary Care** - £2,350,000
- **Well Being - Open Space and Public Realm** - £3,859,000
- **Well Being - Sports Facilities** - £771,000
- **Education - SEND** - £870,000
- **Education - Early Years** - £300,000
- **Flood Defence - Nature Flood Management** - £95,000