

Old trains rolled back into service

8 February 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A spokesperson for SWR said: “The Class 455 fleet of trains was withdrawn from our timetable at the end of 2025.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)

EEBC reports air quality milestone and revised carbon emissions figures

8 February 2026



Epsom & Ewell Borough Council’s Environment Committee has noted a series of climate and air quality updates, including the formal revocation of the Ewell High Street Air Quality Management Area (AQMA) and revised figures showing a reduction in the council’s own operational carbon emissions since 2019/20.

The update was presented to councillors on 20 January as part of the council’s second Climate Change Action Plan, which runs from 2025 to 2029 and sets out measures intended to support the council’s stated aim of reaching carbon neutrality by 2035.

According to the report, the AQMA covering Ewell High Street has now been revoked following sustained improvements

in nitrogen dioxide levels. The zone was originally designated in 2007 after pollution levels linked largely to road traffic exceeded national limits. The council acknowledged that while local measures played a role, wider national and regional factors, including vehicle fleet modernisation, also contributed to the improvement.

Alongside the air quality decision, the council reported a revision to its historical carbon emissions baseline after receiving more accurate electricity consumption data for Epsom Town Hall, Bourne Hall and Epsom Playhouse. Full-year data for 2019/20 and 2020/21 had previously been unavailable and earlier figures were based on estimates.

The revised baseline places council operational emissions in 2019/20 at 1,487 tonnes of CO₂ equivalent. For 2024/25, emissions are reported as 1,201 tonnes, representing a reduction of around 19 per cent over the period. Most subsequent years were unchanged by the revision, with the adjustments largely confined to the two earliest years.

The report also listed a number of property and energy efficiency measures undertaken in recent years, including replacement of windows at Bourne Hall, LED lighting upgrades at Epsom Playhouse, and the installation of a 177kWp solar photovoltaic system at the council's leisure centre. The council estimates that the leisure centre installation alone could save more than 30 tonnes of carbon emissions annually, based on partial-year data.

In addition, councillors were reminded of partnership schemes intended to support residents in reducing household emissions, including advice programmes and grant schemes for heating and energy upgrades.

Chair of the Environment Committee Councillor **Liz Frost** (RA Woodcote and Langley) said the Climate Change Action Plan was intended to guide long-term changes in how the council operates and delivers services, and highlighted the AQMA revocation as an example of sustained action producing measurable results.

The updated emissions data and air quality decisions form part of the council's annual monitoring of climate-related activity, which is reported back to councillors each year.

Sam Jones - Reporter



Related reports:

[The Mayor of Epsom and Ewell meets local climate volunteers](#)

[Surrey County Council's Climate Change Progress: Successes, Setbacks, and the Road Ahead](#)

[Epsom and Ewell adopts new Climate Action Plan](#)

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Epsom and Ewell lags Surrey's recycling front-runners, new tracker shows

8 February 2026



Surrey's self-assessment - and what sits behind it

A new "Surrey Waste Tracker" published by the Surrey Environment Partnership (SEP) claims Surrey is one of the best performing areas in England for recycling and low landfill. The tracker uses data for the 2023-24 year and compares Surrey County Council with 28 "similar" waste authorities across England.

SEP reports that 54.5% of Surrey's total household waste is recycled, reused or composted, placing Surrey joint second out of 29 comparable authorities. Surrey households produced around 445kg of rubbish per home, said to be eighth out of 29 and better than an England average of around 511kg. Just 0.2% of Surrey's household waste went to landfill, compared with an England average of 5.5%, and 85% of Surrey's waste is processed in the UK rather than exported.

The tracker does not spell out which 28 other authorities Surrey is being measured against, nor does it cite the exact national datasets used for those comparisons.

How independent national data stacks up

Provisional government waste statistics for 2023-24 show that, across England as a whole, the household recycling rate is around 44%. The same official release reports that 5.5% of local authority-collected waste in England was sent to landfill.

Taken together, these independent figures broadly support SEP's central message: Surrey's recycling rate is around ten percentage points higher than the England average, Surrey sends a much smaller share of its waste to landfill than the country as a whole, and Surrey households appear to be producing less residual rubbish than the average English household.

However, the 42.3% "England average" recycling figure quoted on the Surrey Waste Tracker is slightly lower than the 44% national rate reported by government, suggesting SEP may be using a different measure or earlier cut of the same data.

Where Epsom and Ewell sits in the Surrey league

The tracker also breaks down performance by each of Surrey's 11 district and borough councils, including Epsom and Ewell. For each area it publishes annual rubbish per household (in kg), the proportion of household waste recycled, reused or composted, and the proportion of recycling processed within the UK.

On those measures, **Epsom and Ewell** is a low performer within Surrey, but well behind the best-performing districts.

Recycling rate: Epsom and Ewell recycles, reuses or composts 52.1% of its household waste. This places it ninth out of the 11 Surrey districts and boroughs on the recycling measure, while Surrey Heath leads the county on 58.9%, with Guildford and Tandridge close behind.

Rubbish per household: Epsom and Ewell households produce 402.3kg of rubbish per year. That is better than Elmbridge and Spelthorne, but still ninth out of 11 when ranked from lowest to highest residual waste. Surrey Heath again tops this table with 341.2kg per household.

How much recycling stays in the UK: Only 63.7% of Epsom and Ewell's collected recycling is processed within the UK, the lowest share in Surrey. Several councils send a much higher proportion of recyclables to UK facilities, including Reigate and Banstead, Guildford and Tandridge.

Surrey district and borough waste league table, 2023-24

Based on the Surrey Waste Tracker's published data, the picture across the 11 local areas is as follows, ranked by recycling rate from highest to lowest:

Rank (recycling)	District / Borough	Rubbish per household (kg)	Proportion recycled / reused / composted (%)	Proportion of recycling processed in UK (%)
1	Surrey Heath	341.2	58.9	76.8
2	Guildford	347.5	57.9	84.6
3	Tandridge	361.5	57.8	84.2
4	Waverley	350.0	57.0	75.3
5	Mole Valley	362.1	56.4	72.2
6	Woking	348.1	56.4	73.1
7	Elmbridge	407.5	54.2	72.6
8	Reigate and Banstead	381.2	54.2	96.2
9	Epsom and Ewell	402.3	52.1	63.7
10	Runnymede	386.4	46.8	71.5
11	Spelthorne	439.3	44.5	70.7

On this reading, Epsom and Ewell recycles a larger share of its waste than the national average, but less than eight of its ten Surrey neighbours, produces more rubbish per household than most Surrey areas, and sends the smallest proportion

of its recycling to UK plants.

Who owns the Surrey Environment Partnership?

The Surrey Waste Tracker is published by the Surrey Environment Partnership, which is a partnership between Surrey County Council and the 11 district and borough councils. SEP is therefore not an external watchdog but a joint project of the councils whose performance it reports on.

The tracker draws on data that councils are legally required to report to central government through the WasteDataFlow system, which the government then uses to produce national statistics. However, it does not identify the 28 “similar areas” Surrey is compared with, nor the criteria for including them, and it does not explicitly reference the government publications from which national averages appear to be taken.

For residents in Epsom and Ewell, the Surrey Waste Tracker offers a useful snapshot of local performance within a strong-performing county, while also raising questions of transparency and comparability. The extent to which the borough can close the gap with Surrey’s recycling leaders, and keep more of its recycling treatment within the UK, is likely to remain a live policy issue for years ahead.

Sam Jones – Reporter



Image: Landfill site in UK by M J Richardson CC BY-SA 2.0

Since publication of the above report the Surrey Environmental Partnership has issued the following helpful clarification:

Unfortunately, there was an error in the number of authorities that we compared Surrey with. The report originally listed that there were 29 similar authorities, when in fact it was 27. This has now been amended on our website – Surrey Environment Partnership – Surrey Waste Tracker. The authorities that Surrey compares to are the other waste disposal authorities in England.

The article also mentions a discrepancy between the figure of 42.3% that we used for England’s recycling rate compared to the figure of 44.0%. Just to clarify that 44.0% is England’s recycling rate for the calendar year of 2023 whereas 42.3% is England’s recycling rate for 2023-24, which is the period that our report covers.

Finally, with regard to the source of the data, the source is Defra’s publicly available data, which can be found here – Local authority collected waste management – annual results – GOV.UK.

We have made a note to include the above level of detail in Surrey Waste Tracker reports from hereon.

Do you have the bottle for these cold nights?

8 February 2026



With the UK in the midst of a bitter cold snap, many of us are reaching for hot water bottles to help keep warm during the day and through the night.

While hot water bottles are an effective and affordable way to keep warm, in 2024 nearly 1,000 people were admitted to burn units in England and Wales following hot water bottle accidents.

Here, the team at Health and Safety training experts High Speed Training share some practical advice on how to use hot water bottles safely.

Dr Richard Anderson, Head of Learning and Development at High Speed Training, said: “Hot water bottles are a fantastic way to beat the chill, and with energy costs remaining a concern, they are more popular than ever. However, like any household item that uses high heat, they aren’t without risk.”

Check the age

It is recommended that hot water bottles are replaced every two years. The rubber used in their construction can deteriorate over time, making bottles more likely to split or leak.

You can check when a hot water bottle was made by looking for a flower-shaped symbol, known as a ‘daisy wheel’, embossed onto the neck or body of the bottle. The number in the centre shows the year of manufacture, while the twelve surrounding segments represent the months of the year. The number of segments with dots indicates the month the bottle was made.

For example, if the symbol has 25 in the middle and dots in the first six segments, the bottle was manufactured in June 2025. If a segment contains more than one dot, the number of dots in the final filled segment shows which week of the month the bottle was produced.

How to fill and use your hot water bottle safely

Dr Anderson added: “Before filling a hot water bottle, always check it for visible damage or signs of wear and tear. Avoid filling the bottle with boiling water, as this can weaken the internal seams. Allow the water to cool slightly before filling.

“It’s also advisable to only fill the bottle to around two-thirds full. Expel any remaining air before tightening the stopper securely.”

He also advised always using a cover on a hot water bottle to reduce the risk of contact burns, and never sitting or lying on one, as this increases the likelihood of the bottle failing. “When not in use, empty the bottle completely and store it with the stopper removed in a cool, dry place, such as a cupboard.”

Copy provided by High Speed Training

Problem Pavement Parking Powers Promised

8 February 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

Epsom waste site plans refused after years of noise and disruption complaints

8 February 2026



Plans to retrospectively approve changes at a controversial waste and recycling site near Epsom have been refused, following years of complaints from residents about noise, dust and early-morning lorry movements.

Surrey County Council's planning committee voted to reject the application for land at the Chalk Pit on College Road, where skip hire firm Skip It Epsom Ltd operates, at a meeting on December 17.

Residents speaking at the meeting and objecting to the scheme online slammed the plans. They described how the site had been "destroying their lives" and making it a misery with constant noise, intruding on their home life and impacting nearby schools. Locals complained that site has not been built according to its planning permission.

The application was not for a brand-new site, but to regularise changes that had already been made to buildings and operations at the former waste transfer station, which was granted permission in 2023 to become a materials recycling facility.

However, councillors were told the development had not been built as approved and crucially, a required drainage system was never installed.

The operator wanted permission to change several conditions attached to the original approval, including:

- Buildings being built on a different footprint and with altered materials
- A new entrance and staircase
- Moving noisy waste-sorting machinery into a different building
- Changes to HGV parking and electric vehicle charging points

Officers described most of these changes as relatively minor and, on their own, acceptable even though the site sits in the Green Belt.

So why was it rejected? The refusal came down to one major issue: drainage. Councillors heard that the surface water drainage scheme approved in 2023 had never been installed, and that new assessments now showed a much larger soakaway was needed.

But part of the required drainage system would sit outside the application site, meaning it could not legally be approved or enforced through this planning application.

As a result, officers said an essential planning condition could no longer be met or reimposed, leaving the council with no option but to recommend refusal.

Local residents spoke passionately against the application at the meeting, describing years of disruption since operations ramped up in 2020.

Bernie Muir, local councillor for Epsom, told the committee that the site had been "destroying lives for five years". She said: "People can't use their gardens, open windows or work from home [...] There are serious mental health impacts from the constant noise."

More than 170 objections were submitted overall. Residents complained of:

- Banging, clanging and crashing from skips being dropped
- Heavy lorries arriving as early as 5.30am
- Dust, light pollution and breaches of operating hours
- Noise carrying across the landscape due to the bowl-shaped chalk pit

Fiona, who lives around 350 metres from the site, said she had no problems for years after moving to the area until operations changed. "On some days the noise I experience in my garden is banging, clanging and repetitive crashing," she said.

She also raised concerns about drainage, saying the site sits near a protected groundwater zone and the chalk geology is highly porous. "This is an unfixable flaw," said John Beckett, an Epsom and Ewell borough council member.

Residents' groups also argued that moving noisy machinery and changing the building entrance had directed sound towards homes that were never properly assessed in earlier reports.

Speaking for the applicant, a representative said she was aware of concerns but claimed the developer had not been invited to some of the multi-agency meetings.

Cllr Tim Hall said he was “surprised” by the claim, given the number of meetings held with residents, agencies and council officers over five years.

The applicant’s agent defended the criticism by describing the chalk pit as a “very busy site” and it is difficult to keep all the workers across the procedures to keep the doors closed and noise down. She also said the early starts referred to residents were “alleged breaches on the site” and the noise could be coming from elsewhere nearby.

Some councillors acknowledged residents’ frustrations, while others pointed out the site has long been industrial. Cllr Ernest Mallett MBE said: “At the end of the day, people bought houses next to an industrial site.” But others felt the problems went beyond normal industrial impact.

The refusal does not shut the site down but it does mean the unauthorised changes cannot be approved. To move forward, the operator would need to submit a new full planning application, including a drainage solution that can be properly assessed and enforced.

Emily Dalton LDRS

Related reports:

A question of Chalk Pit noise and dust

Chalk Pit action – a tale of two committees

Chalk Pit debate deferred by late abatement

Will the dust ever settle on Chalk Pit conflict?

“Heat and Dust” epic in Epsom

The Mayor of Epsom and Ewell meets local climate volunteers

8 February 2026



The Mayor of Epsom & Ewell, **Cllr Robert Leach**, met with members of the Epsom and Ewell Climate Action Network (EECAN) to hear about the community projects they are mobilising over the next six months, including the borough’s first Library of Things. EECAN, which was marking its first anniversary, was founded by residents concerned about the environmental and social impacts of climate change and has grown steadily into an active network of volunteers leading initiatives that encourage climate-friendly actions, build resilience and support sustainable choices across the borough.

The volunteers explained that the Library of Things will allow residents to borrow items such as DIY tools, gardening equipment, sewing machines, pressure washers and even party or camping gear. For many households, the cost of purchasing these items outright can be prohibitive, and for others it simply isn’t necessary when the item might only be used once or twice a year. EECAN believes the scheme could help cut waste, save families money and encourage the communal sharing of resources.

The project is currently in the planning stage, with the group sourcing donated items and recruiting volunteers ahead of a planned launch in April 2026. During the meeting, Cllr Leach expressed strong support for EECAN’s work, welcomed its potential benefits for local residents, and even signed up as an early supporter while taking an interest in how the project might expand once established.

Past and ongoing EECAN initiatives include November’s successful Bike Amnesty event, which collected around 70 bikes for the Surrey Bike Bank to refurbish and redistribute, and regular Climate Conversations held on the second and fourth Monday of each month. Both projects have attracted increasing interest from residents wanting to learn more about sustainable living and community-driven solutions.

EECAN founder and chair William Ward spoke about the group’s longer-term ambitions, which include expanding outreach, increasing visibility across the borough and eventually achieving official charity registration. Becoming a registered charity would help them access currently unavailable funding streams and deliver larger, more stable projects. In just 12 months the group has grown from seven to 50 volunteers and from two to eight trustees, who are now preparing their application to the Charity Commission.

The meeting concluded with cake-cutting and a discussion about strengthening links between EECAN and the council. The Mayor encouraged the group to continue raising awareness of their activities and said he would share their projects

with fellow councillors when appropriate. Volunteers said they hoped the meeting would lead to deeper collaboration and stronger recognition of grassroots environmental initiatives within local decision-making.

As EECAN prepares for a busy six months, the group says it remains committed to promoting practical, affordable and community-led climate action. Residents interested in getting involved or joining the paid Heat Champion team can visit <https://www.eecan.org/home> or email eeClimateActionNetwork@gmail.com. Sign up for the free Home Energy Advice service here: <https://www.zerocarbonguildford.org/energy-surveys>

Written by:

Jen Din, from The Epsom Edit (www.theepsomedit.co.uk)

Related report:

Epsom and Ewell Climate Action Network launches with community events and initiatives

Surrey to get new recycling centre

8 February 2026



Bin lorries rumbling through Wentworth, Virginia Water and Chertsey could become a much more common occurrence after plans for a massive recycling plant on former green belt land just south of the Surrey towns was approved. The Kitsmead Lane site in Longcross will be capable of processing up to 100,000 tonnes of recycling each year – with 164 rubbish vehicle ‘movements’ every day. Most would be the bin lorries carrying recycling to and from the plant with the rest articulated lorries transporting the sorted waste off site.

Once built it would take recycling from the north and west of Surrey. Currently this gets shipped out to Kent, with a small amount dealt with in Leatherhead. The new facility will therefore mean fewer long journeys out of the county, but an intensification in lorries around the site. To minimise the impact, Surrey County Council’s planning committee has called for a transport plan to be drawn up, but admitted it would be difficult to actually enforce it. Officers told the Wednesday, November 26, meeting: “Understandably, there still have been concerns about the potential for this to add further vehicles through some of the more sensitive locations. To that end we are also recommending, as part of the travel-plan condition, more details on the exact routes that will be used and what measures are in place to minimise movements through sensitive places.”

Sight lines leading out of the plant are also poor, the meeting heard, so the speed limit along Kitsmead Lane would be reduced to 30mph. It’s the first new waste recycling plant application approved by Surrey in the last quarter century, due in part to its long-term relationship with Suez. Kitsmead will sort and separate co-mingled recycling collected from residents’ household bins and become the county’s second recycling plant – with Leatherhead being the other.

In 2026, Surrey County Council and the 11 boroughs and districts will be dissolved and reformed into two huge authorities for the entire region. The new site is expected to take waste from across the two new councils, East and West Surrey, although this has not been formally agreed. The plans were voted through unanimously after hearing the former green belt site was now classified as grey field – and had been designated in the Surrey Waste Plan. Runnymede Borough Council raised concerns over the size of the building and the impact on nearby residents. Its views were echoed in the 21 letters of objection from residents who were worried about the increased traffic, both in volume and scale.

Chris Caulfield LDRS

Former landfill site in Trumps Farm, Kitsmead Lane, Longcross (image Google)

Leatherhead ruined recycling road repair

8 February 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'."

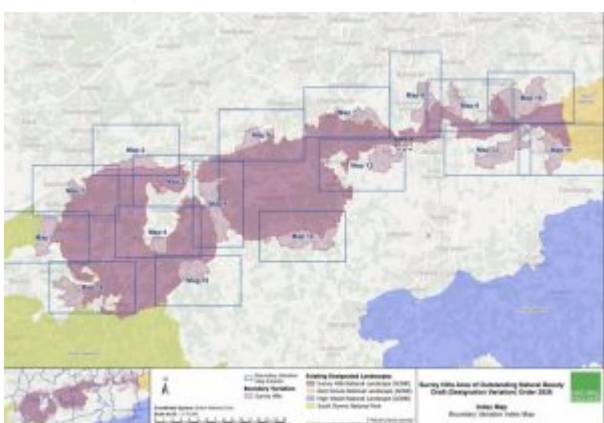
Cllr Caroline Joseph (Liberal Democrat, Fetcham) added: "There is a huge strength of feeling locally. It's such a small thing but it makes such a huge difference to people. If we can get this moving it will be a very positive thing to Leatherhead, Fetcham, Bookham, Ashted, everyone locally."

Chris Caulfield LDRS

Image: North Leatherhead Access Road (image Google)

Surrey Hills expansion

8 February 2026



The Surrey Hills could be expanded for the first time since it was first designated as an area of outstanding natural beauty almost 70 years ago.

The Surrey Hills National Landscape boundary has remained the same since it was first introduced in 1958 but throughout that time there have been calls locally to reconsider increasing the beauty spot's borders.

Some of the land that lies next to the Surrey Hills is currently classed as Areas of Great Landscape Value by councils to recognise its value at a county level.

Now, Natural England is exploring whether to formally include 129 square kilometres of these areas into the Surrey Hills National Landscape following a series of consultations on the proposed extensions.

The first took place in 2023 with 1,518 people taking part, a second held in 2024 received over 375 responses. Natural England's report read: "The evidence provided through the first consultation process presented strong arguments to include additional land in the Surrey Hills."

“Following the decision to add further land to the proposal a second round of consultation was required in accordance with our duties under the Countryside and Rights of Way Act 2000.

“The second consultation was launched with stakeholders invited to provide a response on the changes to our proposals, including further additions, minor deletions and new land in East Hampshire. We received over 375 responses to the second consultation, the vast majority of which were supportive of the proposals.”

The final review period, which the public can take part in, runs until January 14, 2026. The prime purpose of the designation is to conserve and enhance the natural and scenic beauty although it understands that the Surrey Hills is not a museum, and development may need to take place.

“A fundamental role of the local planning authorities is to ensure that the very features that make the Surrey Hills special and worthy of its designation are protected. This is achieved by strict development plan policies and through the vigilant exercise of development management powers.

“ The Surrey Hills Management Plan seeks to ensure that both are applied in a consistent manner across the National Landscape. Development proposals should take into account any Landscape Character Assessments for the locality and the Surrey Hills publication”, the Surrey Hills National Landscape website reads.

The draft Order 2026 relates to an area of approximately 129 square kilometres in the counties of Surrey, Hampshire and Greater London in and around:

- Wey Valley, Farnham (in Waverley Borough Council)
- Hog’s Back (in Guildford Borough Council)
- Binscombe Hills (in Guildford Borough Council)
- Wey Valley (in Waverley and Guildford Borough Councils)
- Enton Hills (in Waverley Borough Council)
- Cranleigh Waters (in Waverley and Guildford Borough Councils)
- Hatchlands and East Clandon (in Guildford Borough Council)
- Headley Hills (in Mole Valley District Council)
- Chipstead Valleys (in Reigate and Banstead Borough Council)
- Happy Valley (in Tandridge District Council and London Borough of Croydon)
- Caterham Woods (in Tandridge District Council)
- Woldingham Valleys (in Tandridge District Council and London Borough of Bromley)
- Limpsfield (in Tandridge District Council)
- Godstone Hills (in Tandridge District Council)
- Betchworth Hills and Mole Valley (in Reigate and Banstead Borough Council and Mole Valley District Council)
- Ockley Low Weald (in Waverley Borough Council and Mole Valley District Council)
- Dunsfold Low Weald (in Waverley Borough Council)
- Whitemoor Vale (in East Hampshire District Council)
- Ludshott and Bramshott Comms (in East Hampshire District Council)
- Dockenfield Hills (in Waverly Borough Council and East Hampshire District Council)
- Minor boundary refinements (various)

Copies of the draft Orders and maps are also available for download online from <https://www.gov.uk/government/publications/surrey-hills-area-of-outstanding-natural-beauty-boundary-variation>.

Chris Caulfield LDRS

Graphic: Surrey Hills (image Natural England)

Epsom and Ewell Climate Action Network launches with community events and initiatives

8 February 2026



A new community movement is taking shape in the borough with the launch of the Epsom and Ewell Climate Action Network (eeCAN) – a local volunteer group working to empower residents through inclusive projects that build resilience to climate change.

EECAN's mission is simple but ambitious: to help communities adapt and thrive in a changing world. Its projects focus on practical solutions, awareness-raising, and supporting climate-friendly policies. Everything the network offers at the moment is totally free and open to all, ensuring that everyone can take part in building a more sustainable, climate-resilient Epsom and Ewell. Users of the services will be given the opportunity to make any donations they feel they can afford if they want to help the charity do even more for their community.

“Epsom and Ewell Climate Action Network has grown so much in the last 12 months as a result of the energy and commitment of volunteers wanting to help their local communities reduce Climate risks while saving money” says William Ward the Chair and co-founder of the group.

Epsom and Ewell Library of Things

Launching to the public in spring next year, this innovative “Library of Things” will allow residents to borrow items instead of buying them, reducing waste and promoting sharing. From carpet cleaners and wallpaper steamers to pressure washers and gazebos, residents will be able to borrow tools and equipment for free, thanks to donated items. Donations of nearly new equipment are now being sought. Those able to help are asked to contact eeClimateActionNetwork@gmail.com or visit <https://eecanlibraryofthings.myturn.com/library>.

eeCAN is developing this initiative in partnership with Surrey County Council Library Services (for front of counter service) and with Epsom & Ewell Borough Council, in association with The Epsom Repair Café, who ensure that all electrical items are safe to use.

Bike Amnesty - Saturday 22 November 2025

Got a bike you no longer use? Donate it! Between 9am and 5pm at Epsom Methodist Church, Scout Hall, Ashley Road KT18 5AQ, residents can drop off unwanted bicycles to be refurbished and passed on to people who need them.

The scheme helps promote active, low-carbon travel while supporting those who might not otherwise afford a bike. Just turn up with your spare bikes. This free service is provided in partnership with Surrey County Council's “Active Surrey” team.

Contact: eeClimateActionNetwork@gmail.com

Climate Conversations - every 2nd and 4th Monday of the month

eeCAN also runs regular Climate Conversations at Birchgrove Lower Mill, Kingston Road, Ewell KT17 2DQ, from 10:30am to 12:30pm. These informal gatherings give residents a friendly space to learn, share experiences, and explore all aspects of climate change together.

One participant said, “I often feel so motivated after one of our meetings!”

The upcoming session on Monday 24 November will feature Dr Kristine Damberg, online presenting “*What can we eat for human and planetary health*”, a talk exploring how our food choices affect both personal wellbeing and the planet.

Anyone can join in using this link: <https://meet2.organise.earth/rooms/95o-iug-ems-2p6/join>

Living Rivers Exhibition - April to May 2026

Looking ahead, eeCAN will host a *Living Rivers Art Exhibition* at the Ebbisham Centre, Epsom KT19, in association with The Royal Marsden. Running from 22 April (Earth Day) to 22 May 2026, the free exhibition will celebrate the beauty and importance of rivers and waterways.

Inspired by writer Robert Macfarlane's question “*Is a river alive?*”, the exhibition will showcase artwork from local schools, community groups, and individuals.

Submissions (A4 max-sized drawings or paintings) are invited by 27 March 2026, with eeCAN volunteers offering to collect (and return) artworks directly from schools and art groups. Groups will be invited to see their work on display and participate in nature-themed activities.

Email eeClimateActionNetwork@gmail.com for participation details.

A community coming together

From swapping tools and donating bikes to sharing climate ideas and artistic expression, eeCAN's initiatives reflect a spirit of cooperation, creativity, and care for the environment.

Its organisers believe that by taking small, collective steps, Epsom and Ewell can make a big difference — helping local people live more sustainably while building resilience for the future.

For more information, contact eeClimateActionNetwork@gmail.com or follow eeCAN's activities through their upcoming community channels.

Sam Jones – Reporter



Epsom & Ewell Borough Council Green Guide

8 February 2026



Epsom & Ewell Borough Council is proud to launch its Green Your Home Guide to help residents take simple, everyday actions to contribute to a healthier environment and help combat climate change. The guide offers practical advice and tips for making small changes that collectively make a big difference.

The initiative empowers individuals and households to take ownership of their environmental impact through easy-to-follow steps. From reducing waste and conserving energy to choosing sustainable transport and supporting biodiversity, the guide highlights how everyone can play a part.

The Green Your Home Guide is being rolled out as part of Epsom & Ewell Borough Council's Climate Change Action Plan 2025-2029, which has already helped reduce the council's operational emissions by 16% since 2019/2020. This is part of the council's commitment to becoming carbon neutral by 2035.

Councillor Liz Frost, Chair of the Environment Committee, said:

"This guide is about showing people they don't need to make radical changes to their lives to make a difference. Simple, ongoing changes—whether building on existing efforts or starting something new - can have a meaningful, long-term impact. From making homes more energy efficient, to planning wildlife-friendly gardens, and investing in systems that reduce reliance on fossil fuels, every step counts. We want residents to feel confident and motivated to take action, and we hope the guide supports their decision-making along the way."

The Council's Green Your Home Guide is available here - [Green Your Home Guide | Epsom and Ewell Borough Council](#)

More information about the Council's Climate Change Action Plan 2025-2029 can be found here - [Climate Change | Epsom and Ewell Borough Council](#)

About Epsom & Ewell Borough Council's (EEBC) Green Your Home Guide

The council's Green Your Home Guide explains a number of ways residents can improve their property and garden, helping homes work with nature and reduce their household carbon footprint. Topics include: Insulate to end heat waste; generate green energy with renewable technology; let it drain with permeable driveways; go ahead, go electric; lights out to help nocturnal wildlife; mind the gap to save hedgehogs; give nature a home; save our streams with water butts; turn scraps to soil by composting; turf for earth; wild your garden with diverse, native landscaping; plants for bees; plants for butterflies; plants for birds; plant for the planet: plant new trees and keep existing ones. [Green Your Home Guide | Epsom and Ewell Borough Council](#)

About EEBC's Climate Change Action Plan including progress so far

In 2020, the council's first Climate Change Action Plan (2020-2024) was developed, setting an ambitious target of becoming carbon neutral by the year 2035. It set out plans to implement a range of measures to reduce the council's own emissions as well as promoting good practice throughout the borough. The council has since adopted its second Climate

Change Action Plan 2025-2029. The plan is a living document which will be reviewed and updated over time. Climate Change | Epsom and Ewell Borough Council

About EEBC Biodiversity Action Plan 2020-2030

The council's local Biodiversity Action Plan is a long-term plan aimed at protecting, maintaining and, where possible, enhancing biodiversity at a local level, taking into account both local, regional, national and sometimes international priorities. Epsom and Ewell Borough Council – Biodiversity

Epsom and Ewell Borough Council



Epsom Station joins app helping visually impaired bus users

8 February 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



Related reports:

Bus station app for visually impaired first in Surrey

Free trees for Epsom and Ewell residents

8 February 2026



Surrey residents are being invited to collect free trees later this month, as part of Surrey County Council’s drive to plant 1.2 million trees by 2030 – one for every resident.

A total of 4,000 native trees will be given away at community recycling centres (CRCs) around the county, including Leatherhead – the nearest collection point for Epsom and Ewell.

The giveaway will run from 9am to 4pm on **Friday 28 November, Saturday 29 November, and Monday 1 December** at seven CRCs: Chertsey, Cranleigh, Dorking, Earlswood, Leatherhead, Shepperton and Witley.

The closest to Epsom and Ewell is Randalls Road, Leatherhead, KT22 0BA. Tel: 01372 375 479

Each visitor can collect one free small or medium-sized native tree, such as crab apple or hazel, along with aftercare guidance. Trees should be planted within seven days of collection.

To manage demand and avoid disappointment, advance booking is essential. Residents can reserve a date and location online through Surrey County Council’s website.

Marisa Heath, Surrey County Council Cabinet Member for Environment, said: “Our tree giveaways are always popular events, so it’s really important that anyone wishing to attend books in advance. By collecting a free tree, you will be helping us with our ambition to facilitate the planting of 1.2 million trees, one for every resident by 2030. Since our pledge in 2019, 768,332 trees have been planted and we couldn’t have done this without the ongoing support from schools, communities, businesses and residents, and of course the volunteers who have helped with the planting itself.”

She added: “Planting a tree in your garden not only helps us tackle the impact of climate change and improve biodiversity, but you will be part of a Surrey legacy.”

Trees help ease the effects of climate change by storing carbon, preventing flooding, and improving air quality and biodiversity. The county council’s Tree Strategy aims to ensure the “right tree is planted in the right place” and that

young trees are properly cared for as they establish.

For more information or to book a collection slot, visit the Surrey County Council website or email trees@surreycc.gov.uk.

Sam Jones - Reporter



Image: License: CC0 Public Domain

Heathrow expansion - what it may mean for Epsom

8 February 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



Related reports:

[Heathrow expansion reaction](#)

[Surrey village to suffer a lot more Heathrow flights](#)

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

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

Epsom Downs leftovers

8 February 2026



Heaps of leftover racing dirt and old equipment have been abandoned on Epsom Downs, prompting criticism of the “weed-infested eyesores”.

Epsom Civic Society has raised the alarm over soil heaps and discarded equipment left on the beauty spot. The group

claims that in some cases, the rubbish has been dumped on the Downs out of convenience rather than necessity.

The most recent example, at the junction of the path at the top Ebbisham Lane and the lower gallop track, was supposed to be removed a year ago after a new horse slipway was completed.

But it is still there, according to the society, and now adorned with discarded plastic rails.

"It's difficult to say that these are just there because they're needed for operational reasons," said Nick Lock, from the civic society at a Epsom and Walton Downs Consultative Committee meeting at Epsom and Ewell Borough Council on October 13. He said: "They're just there for convenience of not taking it somewhere else."

Other spoil piles have been spotted at the 7th Furlong car park, behind the Derby Start of the main racecourse and near the bottom of Six Mile Hill.

The materials vary from soil and chippings to old water containers and tractor equipment. All this contributed to a cluttered, unsightly scene on what should be a natural scenic area, the civil society claims.

The Downs Conservators, who manage the site, say the area is a working environment for racehorse training, and some spoil heaps are awaiting future projects.

Cllr Steven McCormick told the Epsom and Walton Downs committee meeting he will go around the site with the Jockey club and identify the mounds to see what they are there for or not there for.

But Cllr McCormick added there is a "balance" between the council's responsibility in protecting the Down's natural beauty and the function of the site as a working training ground. He added the council would also have to find a budget to move the spoils as it will cost money and resources.

Some progress has been made, the committee acknowledged. A large pile from resurfacing the bottom nine-furlong gallop was removed following Civil Society pressure, and most reported flytipped material has also been cleared.

But Mr Lock said more needs to be done. "It still does look quite a mess up there," he told the committee. "It seems a bit of a shame if you're sitting looking at the nice view from the grandstand and the grounds and the downs and you're sitting next to all these piles of rubbish."

Nigel Whybrow from the Training Grounds Management Board confirmed that current materials in the car park are earmarked for planned projects, and redundant equipment will be removed over the winter with some hoped to end up in a museum.

For now, the Civic Society is urging the Conservators to adopt a clear policy: reusable spoils should be stored neatly in designated areas, and all other material should be removed from the Downs promptly.

Emily Dalton LDRS

Image: Dumping of material on the Downs. (Credit: Epsom Civil Society/ Epsom and Ewell Borough Council documents)