



Will Epsom and Ewell be bailing out Spelthorne?

31 January 2025



"Significant weaknesses" in a council's financial records have been laid bare in a new report.

External auditors for Spelthorne Borough Council said they could not fully assess or complete the financial statements as there was inadequate record keeping. Many queries remained unanswered, said auditors, who reported they were unable to conclude on the 2023/2024 closing balances.

"Without complete and accurate information, the Council cannot have full confidence in the financial decisions reached," the report said. "The finance papers are detailed but, in our judgement, can be confusing to follow, contain contradictory information in the same paper and lack a clear narrative by way of explanation."

Spelthorne Council has not fully addressed the funding gaps and risks within its financial plan, according to the report. The latest outline budget for 2025/26 reported in December 2024 shows the council closing its £0.3m funding gap in 2025/26 but it has larger gaps of £3.5m and £5.4m predicted for the following consecutive financial years 2026/27 and 2027/28. The report said the council does not have agreed plans to address the budget gaps which amount to around 15-20 per cent of net revenue expenditure.

Although the council has a significant amount of investment properties for which it receives commercial rents, auditors found recording keeping for monitoring the key leases was "inadequate". The council had around £52m in commercial rents in 2023/24 but auditors could not be assured by the amount recognised and the cash received.

The "uncomfortable" report made for "stark reading" by both councillors and officers. Councillor Karen Howkins told members Spelthorne "is a council in crisis" at an Audit Committee council meeting on January 28.

Auditors raised concerns that the minimum revenue position (MRP) - the amount of money the council must put aside in its budget each year to ensure it can repay debt incurred for capital expenditure- is likely to have been played down significantly. But auditors said they did not have enough evidence to conclude this was the case.

Spelthorne Council is currently facing over £1bn debt from investing in shops and offices, including Elmsleigh Retail Centre in Staines. Paying this sum for the next 50 years, auditors stressed the council were not "effectively managing" the risk.

Auditors also highlighted issues around Spelthorne's accounts for purchasing three commercial properties including Carter Building, Thames Tower and Porter Building- worth £351m. The report reads that Spelthorne council only paid £297.9m for the properties and the total figure was 'grossed up' by £53.7m to include tax and added the debt to its balance sheet.

The first audit the council has received since 2017/18, auditors noted auditing requirements and have changes and standards have increased. The report also highlighted issues with council staff not having capacity or capability to carry out or send through the work required for the audit.

Officers said a training session will be provided for council staff and, in future, staff will be separated between those working on the audit and those working on the council's overall budget setting.

Several issues and weaknesses were identified during the audit and 16 recommendations have been put forward.

The report flagged "significant weaknesses" in governance arrangements and "extremely poor relationships" between some political groups is impacting the council's financial management. Auditors recommended the council "urgently" address the issue of trust and apparent "toxic culture" between members and officers.

An LGA Peer review in November 2022 concluded: "There is poor behaviour by some councillors towards each other and staff which is widely recognised as damaging the council's reputation. It is also affecting staff morale and the organisation's ability to retain and recruit staff." As of January 2025 there have been 10 complaints outstanding with the monitoring officer regarding councillor behaviour.

Image: Spelthorne Borough Council offices in Knowle Green, Staines. Credit: Emily Coady-Stemp

Surrey County tax increase vote

31 January 2025

Valuation band	Core precept	ASC precept	Overall precept
A	£1,039.83	£191.07	£1,230.90
B	£1,213.13	£222.92	£1,436.05
C	£1,386.44	£254.76	£1,641.20
D	£1,559.74	£286.61	£1,846.35
E	£1,906.35	£350.30	£2,256.65
F	£2,252.96	£413.99	£2,666.95
G	£2,599.57	£477.68	£3,077.25
H	£3,119.48	£573.22	£3,692.70

A council tax hike could be hitting Surrey as members take the first look at the county's budget. Residents could see a maximum increase of 4.99 per cent on council tax, meaning a rise of £1.69 a week for a Band D household.

The proposed increase, which would come into force from April, was agreed by the cabinet on January 28 and will be voted on at Surrey Council's budget meeting next week on 4 February.

"I absolutely recognise the pressure that any increase in council tax will put on households," said Tim Oliver OBE, Surrey County Council leader, at the cabinet meeting. But the leader added increasing council tax was important to "balance our budget and to ensure we can continue to deliver improved and increased services meeting the demand we know we will experience".

Surrey county council said there is a significant pressure on this year's budget due to the rising demand for services, like adult social care and children's home to school transport, combined with inflation and added national insurance contributions- which has resulted in a higher cost of delivery.

Council documents state that for the local authority to balance the books, it has to hike up council tax by the maximum 2.99 per cent, and increase the Adult Social Care Precept by 2 per cent. The final budget for 2025/26 proposes total funding of £1,264.1m, an increase of £55.7m from 2024/25.

Currently a Band D property pays £1,758.60 a year in council tax, but following the maximum increase in tax, residents could see themselves forking out almost



£88 extra. This would bring the total up to £1,846.35 a year. People living in Band H properties could have to cough up £3,692.70 a year for the county council.

This does not take into account other charges in a household's council tax bill, such as parish precepts, or the police and crime commissioner's precept. Surrey's Police and Crime Commissioner (PCC), Lisa Townsend, has heavily indicated she wants the precept to increase by roughly 4.3 per cent. A decision on the PCC's budget is also due on Monday February 3.

Council reports state the local authority "continues to see exponential increases in demand for services" particularly adult and children's social care as well as Home to School Travel Assistance. It adds that the demand for these services has resulted in a "need for further efficiencies", or cuts, within the services and increasing council tax to balance the books.

Draft proposals show the Adult social care budget has been increased by £18.7m and the Children, Families and Lifelong Learning budget (which includes home to school transport) has gone up by £19.2m. However, the county council is also making 'efficiency savings' or cuts to the departments, £33m and £12.6m respectively.

The increase in council tax comes after the new government announced a rise in both the National Living Wage and in Employer's National Insurance Contributions. Not only will this increase the county council's own wage bill, it may impact its suppliers and potentially lead to increased costs all round. Compensation funding for local councils was not confirmed in the provisional Local Government Financial Settlement, leaving Surrey with some uncertainty.

Speaking to the cabinet, Cllr Oliver said the council has seen "higher levels of inflation than predicted", an increase in national insurance contributions and national living wage, as well as the cost of borrowing for capital investment has continued to rise as interest rates remain high. The council leader also pointed out the increased demand for services, particularly mental health, and pressures on the health system.

"We have achieved financial stability and we are not in the same position as many other authorities across the country," said Cllr Oliver. "We have not asked the government for extra financial support and we are not proposing to seek a referendum on increasing our council tax above the permitted 4.99 per cent."

Heathrow expansion reaction

31 January 2025



Heathrow has been given the go ahead to press forward with plans for third runway that will bring in hundreds of thousands of extra flights to the West London airport every year, the Chancellor has announced - but questions remain about how deliverable the project will be.

The airport has long pressed for a third runway. The plans in the past have involved demolishing the mediaeval village of Harmondsworth and its neighbours Sipson and Harlington.

Feasibility studies have also been carried out about re-routing the M25 through a tunnel under the new northern runway and the enormous infrastructure project is supposed to be built while the country meets its environmental targets.

Heathrow has welcomed the Chancellor's announcement today that the Government is backing a third runway - and would be inviting proposals to be brought forward by the summer.

The government has already tightened legal pathways against any plans, cutting the number of appeals allowed from three down to just one.

Opponents, including the London Mayor's office, MPs and campaign groups however, argue a third runway won't bring in hoped-for economic benefits but will raise "serious environmental and health concerns".

The Mayor of London, Sadiq Khan, said: "I remain opposed to a new runway at Heathrow Airport because of the severe impact it will have on noise, air pollution and meeting our climate change targets.

"I will scrutinise carefully any new proposals that now come forward from Heathrow, including the impact it will have on people living in the area and the huge knock-on effects for our transport infrastructure.

"Despite the progress that's been made in the aviation sector to make it more sustainable, I'm simply not convinced that you can have hundreds of thousands of additional flights at Heathrow every year without a hugely damaging impact on our environment."

Stanwell Moor is the Surrey village at the end of Heathrow's southern runway.

Residents there have grown used to jet engines flying overhead. So much so, that some regard the noise made from incoming planes a respite compared with the roar when taking off.

The Stanwell Moor Residents' Association, in a statement published on its website, said: "What is different this time is that easterly alteration planning application will go ahead regardless of the airport expansion and would lead to more flights over our village; and secondly, the Government are likely to reform planning to speed up the approval for expansion.

"We will be ready to represent the village with a list of demands that put residents first."

The Government said it would issue a full assessment of any expansion plans through the Airports National Policy Statement.

It said the project must represent value for money and that it, plus any associated service transport costs, will be financed through private funding to "ensure that a third runway is delivered in line with our legal, environmental and climate objectives."

Paul Beckford, policy director at the HACAN clearskies group said: "The announcement today will disappoint the thousands of residents whose communities will be destroyed by a third runway and the millions who will be exposed to increases in noise and air pollution.

"Labour have set four tests that any airport expansion must pass in order to be approved and we believe that Heathrow's current plans are simply not compatible with those tests.

"The Government believes that it can achieve both growth and meet its climate targets but this decision puts both of those ambitions at risk.

"Expanding the UK's largest emitter of carbon in a forlorn hope of increasing GDP at some point in the future without a credible plan to deliver zero emission aviation is a folly of the highest order."

The Liberal Democrats issued a statement from its MPs saying the third runway would jeopardise the UK's climate commitments and will have a significant negative impact on local communities and human health.

The hundreds of thousands of extra flights to-and-from Heathrow, they said, will increase the risk of health conditions including heart disease, strokes and mental health issues.

MP for Esher and Walton Monica Harding said: "A third runway at Heathrow would have a profound impact on our climate, health, and communities. With a lack of clarity on the economic benefits and costs to the taxpayer, along with serious environmental and health concerns, the Government must urgently address these questions."

Others, such as the Chartered Institute of Logistics and Transport UK were quick to praise the announcement but cautioned the importance of prioritising



environmental concerns.

Its chairperson, Paul Le Blond, said "Any expansion strategy must prioritise public transport integration, leveraging existing transport hubs and accommodating new rail links.

"The development should include modernised terminals and new gateway facilities for both the northern and southern perimeters. Crucially, all environmental impacts—including noise, local air quality, and greenhouse gas emissions—must remain within statutory limits.

"Whilst the expansion would be privately funded through passenger and shipping revenues, government support through policy frameworks and strategic rail investment will be essential to unlock private sector investment."

Related reports:

"Blocks away" from airport expansions

Surrey village to suffer a lot more Heathrow flights

Chance for Epsom and Ewell's say on Heathrow flights

Parliament's sting in the tail for Epsom and Ewell WASPIs lamented by local MP

31 January 2025



Helen Maguire, the Liberal Democrat MP for Epsom & Ewell, has expressed her disappointment after a parliamentary vote on compensating WASPI (Women Against State Pension Inequality) claimants failed to gain cross-party support. Maguire, who voted in favour of the bill, said she was "proud" to back the proposal, which sought to address what she described as a "gross injustice" affecting thousands of women in the constituency and across the UK.

The bill was introduced following an independent report that concluded that many women born in the 1950s had suffered an injustice due to a failure by successive governments to properly inform them of changes to the state pension age. However, the measure failed to secure enough support in Parliament, with Conservative and Labour MPs voting against it or abstaining.

What is the WASPI Campaign?

The WASPI campaign was formed in 2015 to highlight the plight of women born in the 1950s who were affected by changes to the state pension age. Prior to reforms enacted by the Pensions Acts of 1995 and 2011, women in the UK could retire at 60, while men retired at 65. The government decided to equalise the pension age for men and women, eventually raising it to 66 for both. However, many women argue they were not adequately informed about these changes in time to make necessary financial adjustments.

The Parliamentary and Health Service Ombudsman (PHSO) found that the Department for Work and Pensions (DWP) failed to communicate the pension changes properly, leading to significant hardship for many women who had planned their retirements based on the previous system.

Local Impact and Political Response

According to data from the House of Commons Library, 5,420 women in Epsom & Ewell are believed to have been affected by these pension changes. Many have reported financial distress, as they were forced to continue working or adjust to an unexpected delay in receiving their pensions.

Speaking after the vote, Maguire criticised both Labour and Conservative MPs for failing to back the compensation plan. "For years, senior Labour representatives and even the Prime Minister himself pledged to deliver fair compensation to those impacted by changes these women had no control over. They made a conscious political choice to break that promise and ignore the findings of the independent watchdog," she said.

"For Conservative and Labour MPs to fail to back these women is an immense disappointment. All they are asking for is fairness," Maguire continued. "I, alongside my fellow Liberal Democrat MPs, will continue to stand up for the WASPI women at every turn and keep fighting until they get the justice that they deserve."

The Wider Debate

The issue of state pension reform has been contentious for years, with successive governments arguing that the changes were necessary to ensure the long-term sustainability of the pension system. The government has so far resisted calls for direct compensation, citing fiscal constraints, but campaigners argue that the lack of proper notification has left many women financially disadvantaged through no fault of their own.

The failure of the bill to progress means that WASPI women and their supporters will need to continue pressing their case in Parliament and beyond. With growing political pressure and the findings of the PHSO still pending further action, the fight for compensation is likely to remain a key issue in the coming months.

For now, Maguire has pledged to keep up the pressure, but with the major parties unwilling to back compensation at this stage, it remains to be seen whether justice will be delivered for the thousands of affected women in Epsom & Ewell and beyond.

Heritage at the heart of Epsom and Ewell

31 January 2025



The Licensing and Planning Policy Committee (LPPC) of Epsom & Ewell Borough Council convened on January 23rd, to address several key issues, including the



annual Heritage Champion's statement, fees and charges for 2025/26, budget estimates, and an urgent decision regarding the local development scheme. The meeting, held at the Epsom Town Hall and broadcast online, saw a full agenda with a number of significant decisions taken.

Heritage Champion's Report Praised

A highlight of the evening was the presentation of the Heritage Champion's annual statement by Councillor **Kim Spickett** (RA Cuddington). This was the first such statement that Committee Chair, Councillor **Peter O'Donovan** (RA Ewell Court), could recall seeing. Councillor Spickett, unfortunately, was not present at the meeting due to a prior engagement at the Epsom Playhouse (The Band of the Scots Guard: Gala Concert staged by Cllr **Dr Graham Jones** MBE RA Cuddington, for the Mayor's charities), but her report was met with high praise from committee members.

Councillor **Phil Neale** (RA Cuddington) lauded the "enthusiasm and the depth of the research" in her report, adding that "it really does show... that there is such a deep heritage in Epsom". Councillor **Julie Morris** (LibDem College) echoed this sentiment, saying "ditto that" and praised Councillor Spickett for her work in trying to trace the culverts in the area. Councillor O'Donovan also acknowledged the work done, noting "it is a remarkable work and it shows you what I think, really, what a champion should be providing". The committee unanimously resolved to receive and note the annual statement of the Heritage Councillor Champion.

The Heritage Champion's report detailed a number of local heritage projects. Some examples include:

- **St. Martin of Tours Church:** Councillor Spickett detailed a fact-finding mission related to the car park, noting issues of ownership, access permissions, and the involvement of English Heritage and the Church of England. She also highlighted a musket ball lodged in the old wall, masonry around the steps and a red granite edging under the tarmac. Her report also focused on how non-permeable areas in town displace water and cause surface flooding, a problem she has experience of with the South East Rivers' Trust.
- **D-Day 80 Commemoration:** Councillor Spickett was tasked with designing a badge for the Girl Guides and Scouts to commemorate D-Day. She also provided research material for a reading at the ceremony, which was a letter home from Captain Gerald Ritchie.
- **Mysterious Streams and Tunnels:** Councillor Spickett discussed her interest in the borough's hidden history, including the industrial past of the Pound Lane/Kiln Lane area. She made reference to the brickworks that sprang up all over the borough.
- **The Hogsmill River:** Councillor Spickett detailed a project that aimed to raise awareness of the importance of a clean river. This involved the creation of an information lectern at the Hogsmill Tavern, with funds from a Surrey County Council grant.
- **Old Barn in Woodcote Ward:** Councillor Spickett has been investigating an old barn, with the help of local photographer, Richard, noting a need for its sympathetic restoration.
- **Shadbold Park** Councillor Spickett has worked with officers to develop a heritage and natural history information board.
- **Park Wall to the Durdans** Councillor Spickett has met with Councillor Liz Frost to look at a listed clunch wall which is covered in graffiti.
- **Royal Connections at Durdans** Councillor Spickett has detailed connections to the Royal Family and scientists who have stayed at the Durdans.

Fees and Charges for 2025/26 Approved The committee then moved to discuss and approve the fees and charges for the upcoming financial year. A council officer explained that pre-application advice and planning performance agreement fees would remain at the 2024/25 level. However, planning application fees, which are set nationally, are expected to increase by the Retail Price Index (RPI) from April 2025. Many general licensing fees were set to increase by 6%, whilst taxi licensing fees would mostly remain unchanged due to a rise in operators, except for Hackney Carriage and Private Hire drivers whose fees would increase by 3% and 7%, respectively, and missed appointments without notice rising by 7.7%.

Councillor **Robert Leach** (RA Nonsuch) raised a question about some of the licensing fees, wondering "do we really have all these things going on? I mean, I'm not aware how many zoos do we have". A council officer clarified that there was one zoo. Councillor Phil Neale also asked about additional charges for retrospective planning applications. A council officer clarified that these are set nationally and not included in local fees. The committee resolved to agree on the fees and charges for 2025/26 as set out in the appendices.

Budget Estimates for 2025/26 The committee also reviewed the budget estimates for licensing and planning policy services for the next financial year. A council officer reported that the second quarter outturn for 2024/25 showed no net variance against the budget. The base net budget for 2025/26 is set at £1.279 million, compared to £1.237 million for 2024/25. An additional £94,000 is expected in revenue, which will be used to fund additional staff and a new software system.

Councillor **Clive Woodbridge** (RA Ewell Village) asked whether expenditures relating to the local plan were included in the budget. A council officer clarified that these costs are funded from reserves and strategy resources, but the costs of staff working on the local plan were included within the planning policy section of the budget. The committee resolved to recommend the 2025/26 service estimates for approval at the full council budget meeting in February.

Urgent Decision on Local Development Scheme

Finally, the committee noted an urgent decision made by the Director of Environment, Housing, and Regeneration regarding the Local Development Scheme. A council officer explained that the scheme needed to be updated to align with a new government timetable. This required moving the consultation period to December and the submission to March, rather than the previously scheduled dates of January and May. The committee resolved to note the urgent decision and the reasons for it.

The meeting concluded with the committee having made important decisions regarding the borough's planning and licensing policies, demonstrating their commitment to the efficient operation of local governance.

Related report:

Heritage at Risk: Epsom Town Centre Conservation Area Faces Challenges

Image: A spoof Epsom and Ewell Times report contained in Cllr Spickett's Heritage Report. Click [HERE](#) to see her full report within the "Reports Pack" presented to the LPPC councillors. We are taking no action for the unauthorised breach of copyright of our logo!

Sutton and Epsom rugby away win

31 January 2025



SIDCUP 24 SUTTON & EPSOM RFC 34. Saturday 25th January. Crescent Farm has produced a bounteous harvest this season with a maximum crop yield of 35 points from a magnificent seven wins. In addition, last season's visit by Sutton and Epsom was seen by many levelheaded observers as the nadir of that campaign. Originally planned for January 18th, before the intervention of Jack Frost, this fixture came with the usual proviso of a rescheduled match: Who is available? In a quality encounter, Sutton and Epsom, playing their best rugby of the season, inflicted the first home defeat of the season on Sidcup by 34-24.



The Black & Whites welcomed back Messrs Johnson & Lennie to the front row union but were bereft of the veteran Munford and Number 8 Rob Hegarty who had scored a hat trick against Old Tiffinians the previous Saturday. Job 1:21 springs to mind. The hosts kicked off in glorious sunshine on a windless afternoon. S&E were swiftly into their stride opening their account after a few minutes. Freddy Bunting kicked a penalty to the 22 where Ewan McTaggart obliged with clean lineout ball. A dominant carry by Josh Glanville set up the backs and slick passing resulted in a Gareth O'Brien dummy and a try. Captain Bunting converted from the flank for 7-0. Sutton now demonstrated vastly improved kicking from hand with the highlight being a sublime 50-22 from Tom Lennard. Sidcup have conceded the least points by any club in the league this season so excellent defence was expected. A second try was denied but they came back for a penalty that Freddy Bunting nonchalantly converted for 10-0.

The home team hit back with multiple phases and great intent. Deep in the Sutton 22 they had a free ball and looked to cross the whitewash. It was the turn of the Surrey men to defend valiantly and the Kent team to have the consolation of a penalty. Josh Twyford obliged to trail by 3-10. It had been a thrilling start but the best was still to come. On the quarter hour Sutton produced their try of the season. The forwards carried with pace and conviction with Sam Lennie and Josh Glanville making gains. The ball was then passed along the backs with pace and precision to exploit an overlap, and winger Finlay Scott ran in untouched from near halfway. Freddy Bunting's conversion extended the advantage to 17-3 at the end of an inspired first quarter.

Sidcup fought hard to get back into the game but not only was S&E tackling first rate but also the coverage of the host's kicking game was most efficient. Another penalty gave Freddy Bunting the chance to put the Crescent Farm team into the corner. The lineout was secured but all momentum appeared to have dissipated, and the drive was halted. Sutton lost yards and were recycling the ball on the 22 when Number 9 Laurence Wise dummied at the ruck and made a clean break. Ben Tame's fine support run was rewarded with his try under the posts. A simple conversion added to the burgeoning Bunting account for the season for 24-3 on the half hour.

There was no easing off from the visitors. Playing with a high tempo combining powerful carrying from the pack and astute kicking from the backs, the hosts were forced to defend in their 22. With normal time nearly complete, winger Matt Symonds picked up a loose ball near touch as Sidcup tried to break out. The ball arrived at the Brobdingnagian lock Ewan McTaggart who strode towards glory only to be denied by courageous cover. Despite two 5-metre penalties under the posts, and Sidcup being reduced to 14 when Ben Ibrahim saw yellow for an additional 10-minute siesta, the visitors failed to extend their lead. S&E had replaced their front row in its entirety as Gibson, Hilton and Howes came off the bench, but despite these fresh legs the first period ended with no further addition to the scoreboard that read 24-3 to Sutton and Epsom.

Winning at home has not only become a habit but it is the norm for Sidcup this term. Sutton may have excelled in the first half with a comfortable lead at the break but all those present were expecting the hosts to raise their game. Still with the numerical advantage, the second half began where the first had left off with the Black & Whites besieging the home line after the Bunting restart was dropped on the 22 gifting S&E a scrum. Sweeping attacks, superb defence and the usual penalty kicked to the corner. However, there was variety as Sutton erred with an accidental offside followed by a Sidcup infringement on their put-in and culminating with S&E giving away a penalty at the ruck when in prime position. Would the visitors rue their failure to secure the fourth try either side of the break?

In the third quarter, Sutton and Epsom were forced into demonstrating their defensive qualities. They were assisted by a lack of discipline by the hosts. After a 5-metre lineout had been neutered, Sidcup had the consolation of a scrum under the posts. Not only did they concede a penalty but in addition a quizzical comment saw them retreat ten metres more a second time. The cacodoxy in rugby is to argue with the referee. The second 10-metre forced march for Sidcup hinted at an outbreak of logorrhoea from a certain quarter and Mr Pedro Diogo would not tolerate the dissentient voices. Finally, the hosts made their possession, territory, and pressure count. The popular combination of a penalty, kick to the corner and the catch & drive try. Replacement Harry Large was the beneficiary of the fine forward effort. The reliable boot of Josh Twyford added the extras and optimism swept through Crescent Farm as their team trailed 10-24.

Sutton reintroduced Lennie and Johnson for Howes and Hilton. The gains from the Sidcup goal were quickly negated by another penalty which gave Freddy Bunting the opportunity to extend the lead to 27-10. From the restart the Rugby Lane men tried to run it out of their 22 but knocked on. From the scrum the hosts took full advantage as the forwards carried deep into the 22 before centre Sam Leek's astute line of running saw him touchdown by the uprights. Josh Twyford made it 27-17 and the comeback was on. Ewan McTaggart then received a yellow card at the restart and suddenly the game took on an entirely new complexion. An emboldened Sidcup threw everything at the visitors and looked favourites to add another quick score. However, credit to the character of this current S&E vintage. They rallied, scrapped for every ball and were defensively dogged.

The decisive blow came with ten minutes to go and the Black & Whites still with 14. A loose ball was picked up by prop Dan Johnson. There is no more popular sight in rugby than a prop forward on the charge. This was a classic with an impressively high knee-lift he set off like a Highland warrior eager to decapitate an Englishman and bearing an expression of deranged ferocity as he covered the 40 metres to score unchallenged under the posts for a memorable first try for Sutton. Freddy Bunting chipped over the easiest of conversions for a 34-17 lead and a bonus point.

Returning to their full complement, the Black & Whites doubled down defensively and looked to control territory. A penalty was kicked to the 22 was followed by a fine grubber by Tom Lennard and the hosts were stuck deep in their own half. The game entered time added on and the deficit was too great but credit to Sidcup as they kept pressing. The Crescent Farm crowd were rewarded when their team scored their third try of the afternoon. A penalty was kicked into the corner and from the ideal platform of the 5-metre lineout they crossed the whitewash. Josh Twyford being presented with the close-range try after the hard yards from the forwards. He added the conversion for 24-34. There was just time for one more play but there was to be no further addition to the scoreboard and Sutton recorded a notable scalp winning away 34-24.

Without doubt, this was the performance of the season that has included fine wins over the table toppers at Rugby Lane on three separate occasions. It was a wonderful team effort from 1 to 18 with the forwards providing quality ball and the backs playing with a fluency not previously seen. Laurence Wise at 9 had an exceptional game for a man with only a handful of caps. The kicking game was unrecognisable from recent times, the defence was back to its high standards but it was the tempo and continuity that really caught the eye. It needed a performance of this nature to defeat a Sidcup XV that has made Crescent Farm a fortress this season.

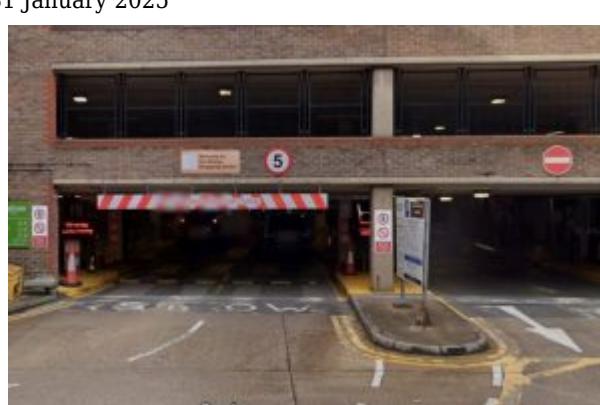
Next week, the Sutton charabanc heads to Medway who will be looking to redress the balance. They arrived at Rugby Lane in October in pole position and returned with a 28-24 defeat.

Sutton and Epsom: O'Brien, Symonds, Bibby, Bunting ©, Scott, Lennard, Wise, Johnson, Lennie, Boaden, Glanville, McTaggart, Rea, Jones & Tame. Replacements: Hilton, Gibson & Howes.

Sidcup: Ellison, Sheridan, Leek, McMahon, Keeley, Twyford, Ibrahim, Conlon, Fordham, Carmen, Epps, Evans, Williams, Healey & West. Replacements: Gibbons, Large & Masters.

Epsom and Ewell car parking fees on new levels

31 January 2025



Epsom and Ewell Council Approves Changes to Car Parking Fees and Policies for 2025/26

In a meeting of the Environment Committee on 21 January 2025, councillors approved a series of changes to car parking fees and policies across the borough. The measures aim to address financial targets, enhance service provision, and offer new concessions for cultural activities. After detailed discussions, the committee voted to adopt the proposals, with amendments led by Councillor **Julie Morris** (LibDem, College).



Fee and Permit Adjustments

The committee voted (6 for, 1 against, 1 abstaining) to implement proposed changes to car park fees and permit prices for the 2025/26 financial year. Notable adjustments include:

- A 10% increase in parking fees at the Ashley Centre for up to 3 hours, rising from £5.00 to £5.50.
- Revisions to parking permits for residents and businesses.

Councillor Morris expressed concern about the annual increases in parking charges, stating, "We cannot be doing this year on year." She urged the council to explore alternative ways to balance the budget without consistently raising costs for residents. In response, Councillor **Liz Frost** (RA, Woodcote and Langley), Chair of the Committee, emphasized that not all charges were increasing, highlighting the reduction in evening parking fees under the new flat rate structure.

Special Concessions for Performers and Shoppers

Councillor Morris successfully secured amendments to the proposed concessions for Epsom Playhouse performers, crew, and technical teams. The adopted recommendation ensures these concessions align with current practice and take effect immediately. She also pushed for a defined timeframe for the Christmas parking concessions, resulting in the committee's agreement to offer discounted festive parking for the next two years.

The committee unanimously approved:

1. **Concessionary parking rates** for Playhouse-affiliated individuals, effective immediately.
2. The continuation of **discounted Christmas parking offers** for the next two years, aimed at boosting local shopping and economic activity during the festive period.

Simplified Evening Parking

The committee agreed to standardize evening parking charges across the borough. From Monday to Saturday, a flat rate will now apply:

- £5.00 for major car parks like the Ashley Centre.
- £2.50 for smaller facilities such as Dorset House and Stoneleigh Parade.

This change simplifies parking for residents and visitors, with some charges lower than before.

Implementation and Public Engagement

The Head of Housing & Community was authorized to implement the changes and address any public representations. Feedback from residents and businesses will be reviewed by the committee in March 2025.

Decision Breakdown

The resolutions were approved with varying levels of support:

- The fee and permit adjustments passed with six votes in favor, one against, and one abstention.
- Concessionary parking rates for Playhouse performers and Christmas offers were unanimously adopted.
- The Head of Housing & Community's authority to implement the changes was approved with five votes in favor, one against, and two abstentions.

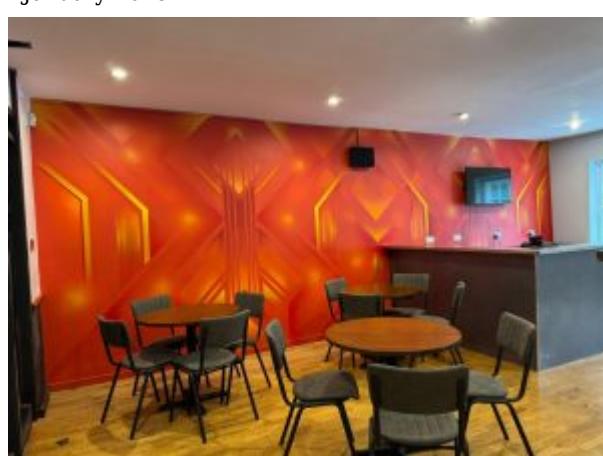
Next Steps

The updated fees and concessions will take effect on 1 April 2025. Residents are encouraged to familiarize themselves with the changes and provide feedback to the council.

Councillors will continue to monitor the impact of the changes, balancing the need for sustainable revenue with affordability and accessibility for the community. The committee will revisit the parking policies in March 2025 to review public input and adjust as needed.

New artwork takes centre stage at Epsom Playhouse

31 January 2025



During January two new murals were completed at Epsom Playhouse. The murals are part of a series of vibrant public art installations across the borough. Championing the 40-year history of Epsom Playhouse, the large-scale mural in the theatre's foyer showcases the variety and breadth of creative people who have contributed to the fabric of Epsom Playhouse's history over the last four decades. The second mural and new photographic exhibition in the downstairs bar celebrates famed British Jazz singer and a trailblazing performer, Evelyn Dove. Championing the roaring 1920s and the Art Deco period, the large-scale installation reflects the era that Dove was at the peak of her performing career.

The latest murals were created in collaboration with residents. Epsom & Ewell Borough Council, and specialists in community art Positive Arts, consulted with residents during the Christmas lights switch on in the Ashley Centre in Epsom, at Bourne Hall in Ewell and members of Girlguiding Division Epsom also kindly shared their thoughts on the design of the main foyer mural.

Both murals have been fully funded via the Arts, Culture and Heritage UKSPF 2024/25 allocation and contribute to the council's overall vision for curating art projects that build pride with local community stakeholders, nurture creative talent and raise the profile of our borough's rich heritage.

The murals are the last in a series that have been painted across the borough.

So far, working with Positive Arts and community groups, Epsom & Ewell Borough Council has created the following murals:

Upper High Street, Epsom - with GLF Schools

Alleyway behind Epsom Square - with Members of Girlguiding Epsom Division

Between Miles Road and Stones Road, Epsom - with GLF Schools



Near Clandon Close, Stoneleigh - with We Power On

Epsom Playhouse opened in 1984 as part of the development of The Ashley Centre and since opening has hosted a wide and varied programme of events featuring both professional and community productions.

The murals form part of improvement works taking place at Epsom Playhouse using an allocation of monies from the UK Shared Prosperity Fund. Improvements include a redesigned lower bar and a new bottle bar, clad in stainless steel. The upper bar has also been refurbished with new LED lighting and redesigned to create a larger space. There is also a new mezzanine floor, and a new platform lift has been installed to improve accessibility.

Commenting on the newly installed artworks, Councillor **Clive Woodbridge** (RA Ewell Village), Chair of the Community and Wellbeing Committee said,

"These new murals use a vibrant palette of colours, and I am sure will draw plenty of interest from residents, who'll be impressed to see how this much-loved community venue has been revived!"

The foyer mural illustrates visually how important regional theatres are in bringing arts and creativity to local areas for the benefit of local communities"

The refurbishment of Epsom Playhouse also supports Epsom & Ewell Borough Council's new Arts, Culture and Heritage Strategy which outlines its commitment to nurturing creative talent and to creating a thriving and inclusive creative and cultural outreach programme within the borough.

Related reports:

[Epsom Playhouse £1.50 per ticket fee from 1st April](#)

[Epsom Playhouse gets a 40 year uplift](#)

[A blast celebrates 40 years past of Epsom Playhouse](#)

[Our Star shines on Epsom Playhouse](#)

[Image: Epsom Playhouse bar mural](#)

"Blocks away" from airport expansions

31 January 2025



So called "blockers" to major transport projects will be cleared in a move that looks set to curb challenges to Heathrow and Gatwick Airport expansions, the Government has announced.

The Prime Minister wants to curtail legal challenges to major decisions in what the Government describes as "unarguable cases" they say can cause "years of delay and hundreds of millions of cost to projects that have been approved by democratically elected ministers."

Instead, the legal system will be overhauled with campaigners given just one attempt at a legal challenge for "cynical cases lodged purely to cause delay rather than three". It comes after reports the chancellor Rachel Reeves said she was prepared to face down critics of plans to expand Heathrow Airport and Gatwick - arguing economic growth outweighed other concerns.

The Government has said this would balance the need for ongoing access to justice against what it describes as a "challenge culture" where small pressure groups obstruct decisions taken in the national interest. Prime Minister Keir Starmer said: "For too long, blockers have had the upper hand in legal challenges - using our court processes to frustrate growth. We're putting an end to this challenge culture by taking on the NIMBYs and a broken system that has slowed down our progress as a nation. This is the government's Plan for Change in action - taking the brakes off Britain by reforming the planning system so it is pro-growth and pro-infrastructure. The current first attempt, known as the paper permission stage, will be scrapped.

"Primary legislation will be changed so that where a judge in an oral hearing at the High Court deems the case Totally Without Merit, it will not be possible to ask the Court of Appeal to reconsider. To ensure ongoing access to justice, a request to appeal second attempt will be allowed for other cases."

What the airports say

Heathrow has said it would wait until formal plans before commenting but that it strongly believed in its "vital role for the UK economy" and its long-held belief that expanding capacity at the UK's hub airport was critical for economic growth.

A Heathrow spokesperson said: "Heathrow is the best-connected airport in the world. That competitive advantage for UK plc already enables over £200bn of British trade annually. But growing the economy means adding capacity at the UK's hub airport which is full. That's why we're planning to unlock capacity by improving and upgrading our existing infrastructure, while also looking at potential options to deliver a third runway at Heathrow in line with strict tests on carbon, noise and air quality."

Stewart Wingate, CEO of London Gatwick said: "We can be a major part of the Government's drive for growth. We are already contributing over £5.5billion to the UK economy and supporting over 76,000 jobs, but unless we can access greater airport capacity the UK will miss out on opportunities to enhance global connectivity and unlock further opportunities for trade, tourism and job creation. Bringing our Northern Runway into routine use, through a £2.2 billion privately financed, shovel-ready investment will create 14,000 jobs and generate £1 billion a year in economic benefits."

"The project, which is due for government approval early next year, could be operational by the end of the decade. We have put forward a strong and compelling case focused around making best use of our existing infrastructure, minimising noise and environmental impacts and meeting the four 'tests' for airport expansion set by Labour."

The average legal challenge takes about 18 months to resolve and more than half of all major infrastructure decisions were taken to court.

Campaigners will not rest

Paul Beckford, the chairperson of the HACAN clearskies campaign group challenges the notion that expanding the airport would bring the craved-for growth.

He says that at best it could bring in £3.3bn over 60 years and that 75 per cent of passengers using a third runway would likely be transfer passengers "who contribute nothing to the economy". He also said that Heathrow expansion would not be in a vacuum and instead "suck growth" from the regions.

Government's own figures show that a third runway at Heathrow would suck growth from the regions, citing Department for Transport Aviation Forecasts that suggested "expansion at Heathrow would see 170,000 fewer flights per year from regional airports than if expansion does not take place".

Mr Beckford said: "Local communities around Heathrow represent nearly a third of all people across Europe exposed to levels of aircraft noise that harms their health. If Heathrow were to expand the Government would expose over two million people to increases in noise pollution in spite of a deepening evidence base of



the negative health impacts, particularly at night. Such expansion would increase the emissions of the country's single largest source of carbon by around 9million tonnes per annum, which is incompatible with the UK's climate targets.

"It would be a failure of duty for any Government to put the health of their citizens at risk in the forlorn hope of generating growth when we know that the business case is marginal at best and 75 per cent of passengers using any third runway would contribute nothing to the UK economy."

Sally Pavey, who chair the CAGNE group that opposes expansion of Gatwick airport call the government's decision a disgrace that ignored public opinion in order to build a new runway by stealth. She said: "If this story is true it opens the door to us communities concerned about the decline in our wellbeing to benefit the shareholders of Gatwick Airport. Any airport expansion shows a lack of understanding and priority placed by this government towards global warming and yet we see the signs constantly on the news of flooding, fires and rising temperatures.

"Aviation is one of the biggest polluters this planet suffers and yet a new runway would add extra carbon a year plus greenhouse gases, and there are no true decarbonising factors that will reduce this as with more planes comes more CO2 and noise. CAGNE has been at the forefront of opposing this new runway due to the lack of infrastructure, lack of workers, decline in air quality and unbelievable increase in noise as Gatwick would be as big as Heathrow today.

"Gatwick already has serious issues with noise and yet we were not allowed to include the modernisation of airspace that Gatwick is reliant upon to reach its economic growth goals with two runway operation. This is just one of the reasons we will be legally challenging a decision to allow a new runway at Gatwick. We have already started to fundraise to legally challenge a decision to allow two runway operations as there were so many flaws in the evidence provided by Gatwick at the DCO hearings, this news story, if factual, is just another reason to challenge a new runway decision."

Surrey Uni making self-driving cars safer

31 January 2025



With self-driving cars expected to hit British roads next year (2026), a new motion forecasting framework developed by the University of Surrey and Fudan University, China, promises to make autonomous cars both safer and smarter.

Researchers have combined their expertise to create RealMotion – a novel training system that seamlessly integrates historical and real-time scene data with contextual and time-based information, paving the way for more efficient and reliable autonomous vehicle technology.

Dr Xiatian Zhu, senior lecturer at the Centre for Vision, Speech and Signal Processing and the Institute for People-Centred AI at the University of Surrey and co-author of the study, said:

"Driverless cars are no longer a futuristic dream. Robotaxis are already operating in parts of the USA and China, and self-driving vehicles are expected to be on UK roads as early as next year. However, the real question on everyone's mind is: how safe are they?"

"While AI operates differently from human drivers, there are still challenges to overcome. That's why we developed RealMotion – to equip the algorithm with not only real-time data but also the ability to integrate historical context in space and time, enabling more accurate and reliable decision-making for safer autonomous navigation."

Existing motion forecasting methods typically process each driving scene independently, overlooking the interconnected nature of past and present contexts in continuous driving scenarios. This limitation hinders the ability to accurately predict the behaviours of surrounding vehicles, pedestrians and other agents in ever-changing environments.

In contrast, RealMotion creates a clearer understanding of different driving scenes. Integrating past and present data enhances the prediction of future movements, addressing the inherent complexity of forecasting multiple agents' movements.

Extensive experiments conducted using the Argoverse dataset, a leading benchmark in autonomous driving research, highlight RealMotion's accuracy and performance. Compared to other AI models, the framework achieved an 8.60% improvement in Final Displacement Error (FDE) – which is the distance between the predicted final destination and the true final destination. It also demonstrated significant reductions in computational latency, making it highly suitable for real-time applications.

Professor Adrian Hilton, Director of the Surrey Institute for People-Centred AI, said:

"With self-driving cars reaching British roads imminently, ensuring people's safety is paramount. The development of RealMotion by Dr Zhu and his team offers a significant advance on existing methods. By equipping autonomous vehicles to perceive their surroundings in real-time, and also leverage historical context to make informed decisions, RealMotion paves the way for safer and more intelligent navigation of our roads."

While researchers encountered some limitations, the team plans to continue its research to further improve RealMotion's capabilities and overcome any challenges. The framework has the potential to play a critical role in shaping the next generation of autonomous vehicles, ensuring safer and more intelligent navigation systems for the future.

About the Surrey Institute for People-Centred AI (PAI)

Taking a different approach to much AI activity in the UK, the Surrey Institute for People-Centred AI puts the needs of individuals and society at the very heart of everything it does: we believe that the starting point for AI should be people rather than technology.

This people-centred approach drives our research and enables us to design AI technologies and systems that are ethical, responsible, and inclusive. The pan-University Institute brings together Surrey's core AI-related expertise in vision, speech and signal processing, computer science, and mathematics, with its domain expertise across engineering and physical sciences, human and animal health, law and regulation, business, finance and the arts and social sciences. With this distinctive approach, PAI builds on Surrey's track record of collaboration with industry, the public sector, government and other relevant institutions to develop solutions to shared challenges.

Image: Waymo self-driving vehicle. Credit Grendelkhan CC by SA 4