



**SURREY**

**SURREY COUNTY COUNCIL  
LOCAL COMMITTEE EPSOM & EWELL  
20 June 2016**

**PUBLIC QUESTIONS AND STATEMENTS**

**Question 1 – Cllr Neil Dallen**

**Re: Station Approach – access for taxis**

Some time ago (years) I requested that taxis should be allowed to 'U' turn at the bottom of Station Approach. They need to do so to join the taxi rank once they have dropped passengers at the railway station entrance.

I was told that this sign is allowed in London (I have seen pictures of the sign) but needed permission from the Department of Transport for a 'new' sign if it was to be allowed in Surrey.

Was permission ever requested?

If so, what is the progress?

If not, can SCC please seek permission?

**Officer Response:**

The only signs that are allowed on the Public Highway must comply with the Traffic Signs Regulations and General Directions, which is a statutory instrument. The no U turn sign used in conjunction with a supplementary plate reading 'except for taxis' is a non standard sign and therefore requires special approval from the Department for Transport (DfT).

Before requesting permission to use the sign from the DfT there has to be support for it's operation. SCCs Traffic Systems Team has considered the manoeuvre and concluded that it would be dangerous. There would need to be a separate 'All Red' stage to accommodate it. This would certainly increase delays at the junction which already suffers from long delays on Waterloo Road in the busy times. There is also an issue with how the U turn stage would be demanded.

You cannot use loop detectors so transponders would possibly have to be used but this would bring up issues with taxis that are fitted or not with the transponders. If the transponders were not working or damaged taxis would possibly still make the U turn thinking it was safe, but it would put other road users at risk. Other non-taxi vehicles, or mini cabs, may see the taxis doing it and copy, even if there are signs saying taxis only. Pedestrians who choose not to wait for the Green Man would not be expecting a vehicle to do the manoeuvre.

For these reasons it would not be supported by SCC.

**Question 2 – Cllr Martin Olney**  
**Re: Commuter parking**

I have made several attempts at finding a solution to commuter parking in Wheelers Lane. There has not been a resolution to this problem and it is getting worse. Commuters now park on both sides of the road all the way up Wheelers Lane. A resident of Lewin Road recently contacted me and asked what could be done about commuter parking in his street. Parklawn and Eastdean Avenues are also over run by commuter parking. To complete the invasion of the conservation area by commuters they also park the length of Stamford Green Road.

In my previous questions I made the point that commuter parking only inconveniences the few people that remain at home during the day. There are several groups of vulnerable people in that number. However, there would not be enough support for a CPZ. The use of yellow lines would inconvenience the residents. We have no alternative other than to park on the road as few of the homes have off road space.

What is the Local Committee doing to mitigate the inconvenience, all be it to a small group of residents, of commuter parking? Is there a solution that doesn't expect local residents to pay for the privilege of parking somewhere close to their property? Is it possible to have a pay and display, or similar, scheme throughout the residential part of Stamford Green Conservation Area. Could this be constructed so that residents are exempt from parking charges that commuters pay?

**Officer Response:**

The only way of providing assured parking for residents is by introducing a residents' permit scheme, which does come with a cost. This still however is limited to the available on street space and if the number of residents' vehicles exceeds the amount of on street space, then there would obviously be a shortfall and some residents may still have difficulty parking.

In a residents permit scheme, residents are paying for the privilege of sole use of a particular section of the public highway, which usually anybody is entitled to park on - the costs cover administration (which includes issuance of permits), maintenance and enforcement.

A pay and display system would also require some kind of residents' permit to show that the residents are exempt - again, this would come with a similar cost.

There are no solutions whereby we can reduce the amount and type of on street parking without having to introduce some kind of restriction, whether it be yellow lines or permits.