



**SURREY COUNTY COUNCIL
LOCAL COMMITTEE IN EPSOM & EWELL
24 June 2019**

MEMBER QUESTIONS

**Question 2: Cllr Neil Dallen
Re: Taxi Rank, Epsom High Street**

Can the white diagonal lines at the East end of the taxi rank in the High Street be removed to make an additional taxi space?

Officer Response:

The decision to relocate the former Clocktower Hackney Carriage Rank to the northern High Street footway o/s 112-122 allowed for a like for like provision of a formal 4 bay taxi rank. This location included sufficient headway space to pull out into the running lane and utilised the layby area formally designated as a Bus Stand. These works formed part of the Epsom Plan E Highway Improvement works funded through the Coast to Capital Local Enterprise Partnership allocations, which have now been completed.

It would be feasible to increase the number of taxi rank bays from 4 to 5 by removing the white hatchings and redesigning the position of the currently marked bays, but this would require a Road Safety Audit, to ensure that the front taxi bay had sufficient visibility of the Traffic Signals and sufficient headway space to pull out into the running lane.

A Local Authority can appoint areas on-street and private land as taxi ranks under Section 63 of the Local Government (Miscellaneous Provisions) Act 1976. In order to extend the new rank from 4 bays to 5 bays requires the following process for approval as undertaken to relocate the taxi rank:

1. the Local Authority must obtain the permission of the Highway Authority via the Local Committee;
2. give notice to the Police;
3. publish a public advertisement in local newspaper and take account of any objections / representations received within 28 days of publication;
4. Seek approval through Epsom & Ewell Borough Council's (EEBC) Environment Committee, before the stand can be extended.

If the Borough Council were to pursue the extension of the taxi rank from 4 to 5 bays then this could be delivered through the proposed High Street Northern Footways Improvements funded by EEBC, subject to the necessary approvals being obtained as stated above.

**Question 3: Cllr Neil Dallen
Re: Spread Eagle junction traffic lights**

The Spread Eagle traffic lights have a few problems relating to vehicles being 'recognised'.

ITEM 9

The Waterloo road approach does not recognise vehicles if they stop about 5ft away from the stop line.

The High Street from the clock tower right hand lane also does not recognise vehicles if they stop about 5ft away from the stop line.

I am probably going to be told that vehicles should stop at the stop line BUT the problem with the right hand turn is that the stop line is about 5 ft further forward than the two lanes going straight ahead and cars all stop in line.

I have often seen this happen and have told the driver to move forward and this solves the problem.

How do we resolve both issues?

Officer Response:

Works to improve the Spread Eagle junction have now been completed including the introduction of the traffic signal controlled right turn from High Street (W) into Ashley Road, but no change to the Waterloo Rd approach. Other works have included the introduction of additional street lighting and resurfacing. SCC's Traffic Systems Team have been consulted and some adjustments have already been implemented to increase the sensitivity of the vehicle detection loops at the junction including detecting bicycle's and these will continued to be monitored as part of the ongoing validation of the town centre's Urban Traffic Control system following the Plan E Highway Improvements works to change the town centre layout, however the completion of this is still hampered due to on-going works in the High Street and other utilities work in the town centre.

Following the completion of the works, a Road Safety Audit (RSA) Stage 3 Post Construction Stage has been arranged to review the works and ensure that the design has been properly translated into the scheme as constructed and that no inherent road safety defect has been incorporated into the works and will include the correct positioning of vehicles on approach to the junction as part of this audit process.

As part of the 'snagging process' any adjustments to the junction raised by the RSA Stage 3 will be implemented and if the issue of the vehicle detection is raised them consideration of some temporary signs directing drivers to position to the stop-line, may be implemented if deemed appropriate

However, it should be noted that there are many junction layouts both locally and county-wide that includes staggered stop-lines, it is down to drivers to note the changes to the new road layout and follow the prescribed signs and lines including the relocation of solid white stop-lines.