



**SURREY COUNTY COUNCIL'S
LOCAL COMMITTEE
IN EPSOM AND EWELL**

**AMIS AVENUE EXPERIMENTAL ROAD
CLOSURE –
ANALYSIS OF CONSULTATION**

4 JUNE 2007

KEY ISSUE:

To feedback the results of a consultation exercise following the implementation of an experimental road closure in Amis Avenue, Ewell.

SUMMARY:

The closing of Amis Avenue to vehicular traffic was considered at this Committee on 23rd January 2006. Local residents had expressed concern regarding through traffic and the effect of it on the local area and following a consultation exercise, this Committee agreed to install an experimental closure. It was also agreed that the views of the community would be sought after 6 months. This consultation has now taken place and the members working group has met to consider the results. This report gives feedback on the analysis of the consultation and recommends a way forward.

OFFICER RECOMMENDATIONS:

The Committee is asked to agree

(i) that a permanent Traffic Regulation Order for the closure of Amis Avenue is made upon the expiry of the current Experimental Traffic Order.

(ii) that members note the additional minor measures that will go ahead to complement the current measures on site.

1.0 INTRODUCTION and BACKGROUND

1.1 At its meeting on 23 January 2006, the Epsom and Ewell Local Committee considered a proposal to install an experimental closure in Amis Avenue at its junction with Gatley Avenue. The experiment was agreed and the measures were put in place in September 2006. In March 2007 a consultation exercise was carried out in the vicinity of Amis Avenue and a members working group meeting was held on 26th April 2007 to consider the results that are analysed below.

2.0 ANALYSIS AND COMMENTARY

2.1 Consultation letters were delivered to all households in the following roads:

Amis Avenue
Derek Avenue
Derek Close
Devon Way
Gatley Avenue
Iris Road
Ruxley Close
Ruxley Mews
Stanton Close

2.2 Letters were delivered to 464 properties in total. 305 responses were returned which represents a 66% response rate. This is considered to be a very high rate of response. Out of this 66%, 72% (221 respondents) wished for the closure to remain in place. The remainder (28% or 85 respondents) wished for the closure to be removed.

2.3 For comparison purposes, an analysis has been carried out with respect to views of residents to the east of the closure and to the west of the closure. This is set out below.

2.4 East of the closure:

- 212 letters delivered
- 117 responses returned (55%)
- 52% of respondents (61) wished for the closure to remain.
- 48% of respondents (56) wished for the closure to be removed.

2.5 West of the closure:

- 252 letters delivered
- 188 responses returned (75%)
- 85% of respondents (160) wished for the closure to remain.
- 15% of respondents (28) wished for the closure to be removed.

- 2.6 Given the high level of response, the working group are confident that good representation from the community exists. The responses show that there is a clear majority of residents who wish for the closure to remain in place. With this in mind, the members working group are keen to ensure the closure is made permanent.
- 2.7 In order to make the closure permanent, following the expiry of the experimental traffic regulation order, some further measures are considered to be required. These will discourage parking across dropped kerbs etc at the point of the actual closure. Measures are likely to include informal hatching, access protection markings and keep clear markings, as shown in **Annexe 1**. Longer term, Members may be minded to introduce waiting restrictions once a further parking review is undertaken within the Borough.

3.0 CONSULTATIONS

- 3.1 Local District and County Members; have been consulted, having formed part of the Working Group. The Emergency Services were consulted as part of the statutory consultation process.

4.0 FINANCIAL IMPLICATIONS

- 4.1 It is estimated that the cost of making the Traffic Regulation Order permanent will be approximately £5,000. The Local County Councillor has agreed to meet this cost from her personal Members allowance.

5.0 ENVIRONMENTAL IMPLICATIONS

- 5.1 There are no significant environmental implications.

6.0 CRIME & DISORDER IMPLICATIONS

- 6.1 There are no significant crime and disorder implications.

7.0 EQUALITIES IMPLICATIONS

- 7.1 There are no significant equalities implications.

CONCLUSION AND REASONS FOR RECOMMENDATIONS

The consultation exercise has shown that overall residents are of the opinion that the closure should be made permanent. The working group, following the analysis of the consultation exercise, are keen to retain the closure as the majority of the community are in favour of this.

The County Council cannot condone the use of totally inappropriate residential roads to manage congestion on its higher priority traffic network such as Chessington Road or Ruxley Lane and as such, the making of a permanent Traffic Regulation Order is considered to be an appropriate way forward.

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BACKGROUND PAPERS: Previous Committee Reports
