

# Non-strategic Traffic and Highway improvement

Appendix	17-18_Q3_LPA_023
Location	Camberwell Grove bridge
Proposal	Reopening of road following bridge strengthening works
Community council	Camberwell, Peckham and Nunhead
Ward(s) affected	Brunswick Park, South Camberwell, The Lane

## Non-strategic Traffic and Highway improvement

A non-strategic traffic and highway improvement is a small project where the council proposes to modify the existing Highway layout. This may include changes to waiting and loading restrictions, traffic calming, improved crossing facilities etc.

Under Part 3D of the council's constitution, the Cabinet Member is responsible for Transport Issues: To decide to implement a traffic and highway improvement project, subject to statutory consultation.

## Background / Request

- Camberwell Grove bridge has been closed to motor traffic under a temporary traffic order since October 2016 following a failing of a comprehensive load assessment
- The council held an informal consultation from 9 to 30 October to hear the views of affected residents and stakeholders before taking a final decision on reopening the bridge

## Location



Camberwell Grove bridge, near the junction with McNeil Road.

## Investigation and conclusions

- 4750 leaflets were distributed within the consultation area, signposting to an online questionnaire (available in hardcopy format on request).
- The online consultation on the Southwark Council website ran from 9 October until 30 October 2017. Responses were accepted from anywhere, the respondent did not have to be resident in the area that received leaflets (shown on map above in blue outline). People were invited to respond to two questions:
  1. Which is your preferred option for Camberwell Grove Bridge?  
Option 1: Re-open bridge to alternating one-way traffic for small motor vehicles  
Option 2: Keep the bridge closed to motor traffic
  2. Do you have any comments?
- A total of 1888 responses were received via the questionnaire and email. 1641 of the questionnaire responses were identified as being within the leafletted area representing a 35% success rate, which is much higher than the typical 5-15% response rate to highways projects.
- Overall, including email responses, 73% of all respondents were opposed to keeping Camberwell Grove bridge closed. Within the consultation area this figure was 75% (based on questionnaire responses).
- The Metropolitan Police had no objections to either option.
- We received a number of responses from organisations. All three organisations that submitted a response (Southwark Cyclists, Southwark Living Streets, and Camberwell Grove Traffic Campaign) were in favour of retaining the bridge closure. The Green Party response was also in favour of keeping the bridge closed.
- It is noticeable that support for retaining a closure was strongest in the immediate vicinity whereas further away, and particularly on the diversion route, there was much more support for reopening the bridge.
- Comments from many residents in the whole area, as well as various organisations, highlighted the need for a holistic study to address the area-wide traffic issues as opposed to dealing with one road in isolation.
- Camberwell Grove carries cycle quietway 7 but the diversion route on Lyndhurst Way carries the proposed Southwark Spine route.
- Any repair to reopen the bridge to more than one way operation for small vehicles has been discounted on grounds of cost

## Feedback from Community Council- Peckham and Nunhead

Referral date (if applicable)	N/A
Referred by	N/A
Community Council date	13/11/2017
Comments	The CC unanimously agreed to support the reopening of the bridge at the earliest possible opportunity

## Feedback from Community Council

Referral date (if applicable)	N/A
Referred by	N/A
Community Council date	14/11/2017
Comments	CCC noted the results of the consultation and the officer recommendations'

### Recommendation

That, following repair work by Network Rail, the bridge should be reopened to one way alternating motor traffic less than 3T in weight, physically enforced by a width restriction at 6'6".

This proposal is subject to Traffic Management Order (TMO) statutory consultation. A TMO is the legal mechanism the council as traffic authority uses to control aspects of the way that the highway is used. They provide the legal backing to signs and road markings used on the highway and allow them to be enforceable.

### Next steps

Should this non-strategic Traffic and Highway improvement proposal be approved, then arrangements will be made to carryout statutory consultation.

Following the statutory consultation period, the council will make arrangements to implement the measures subject to the results of that consultation.

Should objections be received during the statutory consultation period, these will be presented to the Cabinet Member for determination.

### Audit trail

<b>Reference</b>	1718Q3-023
<b>Report author</b>	TA/JL
<b>Ward members notified</b>	14/11/2017
<b>Referral</b>	N/A