

Wightman Road Closure Meeting

16th December 2015

Following confirmation of plans by Network Rail to proceed in March with the reconstruction of the bridge over the railway lines on Wightman Road, by the junction of Alroy Road.

The Cabinet Member for Environment requested that a meeting be held between stakeholders groups for the Haringey area and representatives of National Rail and officers from the traffic management team of Haringey London.

Introduction by the Councilor Stuart McNamara, Cabinet Member for Environment.

Councillor McNamara took the opportunity to reassure residents of the Haringey area that whilst this necessary work is being undertaken the council is in no doubt of the disruption that will be caused to local residents and business.

This meeting was the very start of a process of engagement designed to minimise the negative affects of the works and for the Haringey as the highway authority to best manage the traffic system locally and in the wider diversion area during the construction of the new bridge.

[Presentation by Claire Lynch \(Network Rail\)](#)

By clicking the link above you can view the presentation given by Claire Lynch on the works that are planned at the bridge.

Presentation by Tony Casale, Network Manager for Haringey Council

By clicking the link above you can view the presentation given by Tony Casale on the preliminary options being considered for traffic management during the works. It was made clear that these are very much in the draft stage and will evolve through this ongoing engagement with stakeholders in the area.

[Presentation by Peter Body, Group Manager of Haringey Sustainable Transport](#)

To close the meeting Peter body gave a brief presentation on the progress of the Green Lanes Area review and how it will possibly tie in with the temporary closure, this can be viewed by clicking the link above.

Questions and Answers

Throughout the meeting a number of pertinent question were raised by attendees and whilst brief answers were provided, in no particular order below we have compiled the points raised and given a fuller response.

Will the temporary pedestrian access bridge allow for cycles to be ridden over it? If not could this be provided for?

Due to safety and the width restriction of the bridge cycles will not be allowed to be ridden over the pedestrian bridge and cyclists will have to dismount

What will the working hours be for the site?

Working hours for the site will be 07:30 – 18:00 daily, apart from possession and critical works which will be 24hr working.

Why is the new bridge to have such a large weight capacity? Is this part of future plans to allow HGV's to use Whightman Road?

Section BD21 of the Design Manual for Road and Bridges stipulates that the carrying capacity of the bridge shall normally be assessed relative to the loading possible from any convoy of vehicles of up to 40/44 tonnes gross vehicle weight.

Whilst the structure will have the capacity to bear loads of up to 40 tonnes (in accordance with EU requirements) there are no plans to remove the current vehicle weight restriction of 7.5 tonnes in the area. We will also continue with CCTV enforcement of this restriction although we may look to relocate the device being used to improve the efficiency of this enforcement.

Could parking on Green Lanes be removed or restricted to improve the flow of traffic during the closure?

This will be considered as an option but may be limited to extending the operational hours of the existing bus lane.

Will the information regarding diversions be fed into satellite navigation providers?

we are looking to achieve this and also to somehow include information on the road closure on Google Maps

If gating is changed on signal junctions, will this make it more difficult for pedestrians to cross Green Lanes?

The gating of traffic described in the meeting relates to the control of traffic entering the overall area along the Green Lanes/High Road N22 corridor and should not adversely affect any pedestrian crossing provision at signalised junctions.

What will be the effect on the over ground train service from Barking/Dagenham?

Our project in Wightman Rd will not have effect to the service as our works are within agreed planned possessions.

Would colour/materials of the Parapet and Palisades be up for discussion?

With regards colour this has not been agreed and can still open.

Could Green Lanes have a tidal traffic lane?

This does not unfortunately appear to be practical due to the road widths and the impact on traffic of implementing the necessary traffic management controls themselves.

Will there be monitoring of the effectiveness of traffic management during the closure and the ability to adjust if problems become apparent?

Yes there will be monitoring and adjustments made if necessary and practicable.

What enforcement will be in place to ensure that drivers comply with the temporary restrictions?

Where any temporary restrictions are placed, such as no entries, CCTV enforcement will be used if practicable.

What traffic data will be collected before and after the closure for the Green Lanes Study?

Speed and volumes surveys will be undertaken for all roads within the study area as well as some principal roads in close proximity to the study area to determine traffic volumes/ speeds and routing within the study area.

How will this closure affect the short and long term initiatives that may come out of the Green Lanes Area Study?

As part of the study, the consultant will be required to assess the impacts of the Wightman Road Closure on traffic distribution within the study area. Short and long term proposals may be influenced by the outcome of this assessment.

The next steps

Following this initial meeting Network Rails will organize drop-in centres in February 2016 and again in April 2016 after the works have started.

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