

Wightman Road rail bridge replacement briefing

To update the Cabinet Member for Environment on the closure of Wightman Road for the replacement of the road over rail bridge at Alroy Road.

Background

The bridge in Wightman Road passes over the Gospel Oak to Barking (GOB) train line and as such it is required by Network Rail to have the capacity to carry loads up to 24 tonnes. Since a load assessment report in 2005 reduced the load bearing capacity rating to 17 tonnes. Haringey have been trying to obtain funding for the necessary strengthening work.

In 2014 Transport for London confirmed funding for the strengthening work subject to the usual criteria being met, one of which was that the new structure should have the capacity to carry loads up to 40 tonnes. It is also necessary to raise the soffit height of the bridge to accommodate the electrification of the GOB line and by timing these works to occur concurrently it prevents an additional period of disruption to the transport network.

The actual construction of the new bridge will be undertaken by Network Rail (and their contractors) under an agreement with Haringey.

The first works on site will begin on the 1 March but the road will not actually be closed until the 29 March. This ensures that there is no conflict with the current closure of Stroud Green Road for railway station works and also coincides with the school term holiday. Originally Network Rail proposed a complete closure of Wightman Road for 6 months beginning on the 1 March but after discussion and work programme alterations this has been reduced to 5 months.

Community engagement

Neither the works themselves nor the powers being used to close roads or alter traffic restrictions are subject to any legal requirement for statutory consultation as these are all temporary arrangements. However, after discussions with Cllr McNamara the following community engagement activities were/will be undertaken;

- 16 December – Public meeting with representatives of community groups
- Safety presentations by Network Rail at local schools
- Mid January – letter drop to all properties to Harringay, St Anns, Stroud Green and Seven Sisters wards
- Late January – letters distributed to local businesses inviting them to a meeting to discuss their concerns.
- Early February – door step visits to businesses adjacent to bridge by Network Rail.
- Mid February - Engagement with local businesses
- 17 February – Public drop in session at St Pauls Church, Wightman Road. Feedback cards distributed here to allow resident to provide opinions/suggestions on works and traffic management.
- 29 February – Safety presentations to local schools by Network Rail
- Early March – meeting with business representatives
- 20 April 2016 – Public drop in session at St Pauls Church, Wightman Road

A specific webpage is being constructed on Haringey's website regarding these works. This will contain;

- FAQs
- Monthly progress updates
- Photo montage of finished bridge
- Link to Network Rail website
- Video footage/time lapse images of a similar bridge construction project

Traffic Management

Wightman Road is designated as a classified road and carries a significant volume of vehicular traffic. From survey data gathered in January 2016, two way traffic flows peak at around 15,000 vehicles per day adjacent to the bridge itself.

Options

There is no option other than to close Wightman Road for the actual bridge replacement works. There are however options as to exactly where the first physical closure should be placed while still maintaining access for residents, businesses and emergency services. The options explored and presented to community representatives in December 2015 were;

Option A - Close Wightman Road at the work site only.

Option B - Close Wightman Road at the work site and close all downward ladder roads to prevent exit to Green Lanes.

Option C - Close Wightman Road at the junction with Turnpike Lane and intersperse further closures along Wightman Road to inhibit its use as a route to avoid traffic on Green Lanes. Also use signage and traffic marshals to allow access to businesses and properties as far south as Hampden Road only (due to the concentration of business premises and Hornsey rail depot) with all other access to Wightman Road being via upward ladder roads.

Currently we are still analysing the feedback from residents, however we believe there is support for Option C (see Appendix A).

Impacts

There will obviously be a significant impact on Green Lanes and other north/south routes. It is also inevitable that without some form of control there would be an increased numbers of vehicles using ladder roads to either gain access to Green Lanes or avoid traffic congestion on it. Recent experience has demonstrated the absolute necessity of protecting residential streets from large increases in traffic with the resultant detrimental effects on resident's quality of life.

Mitigation

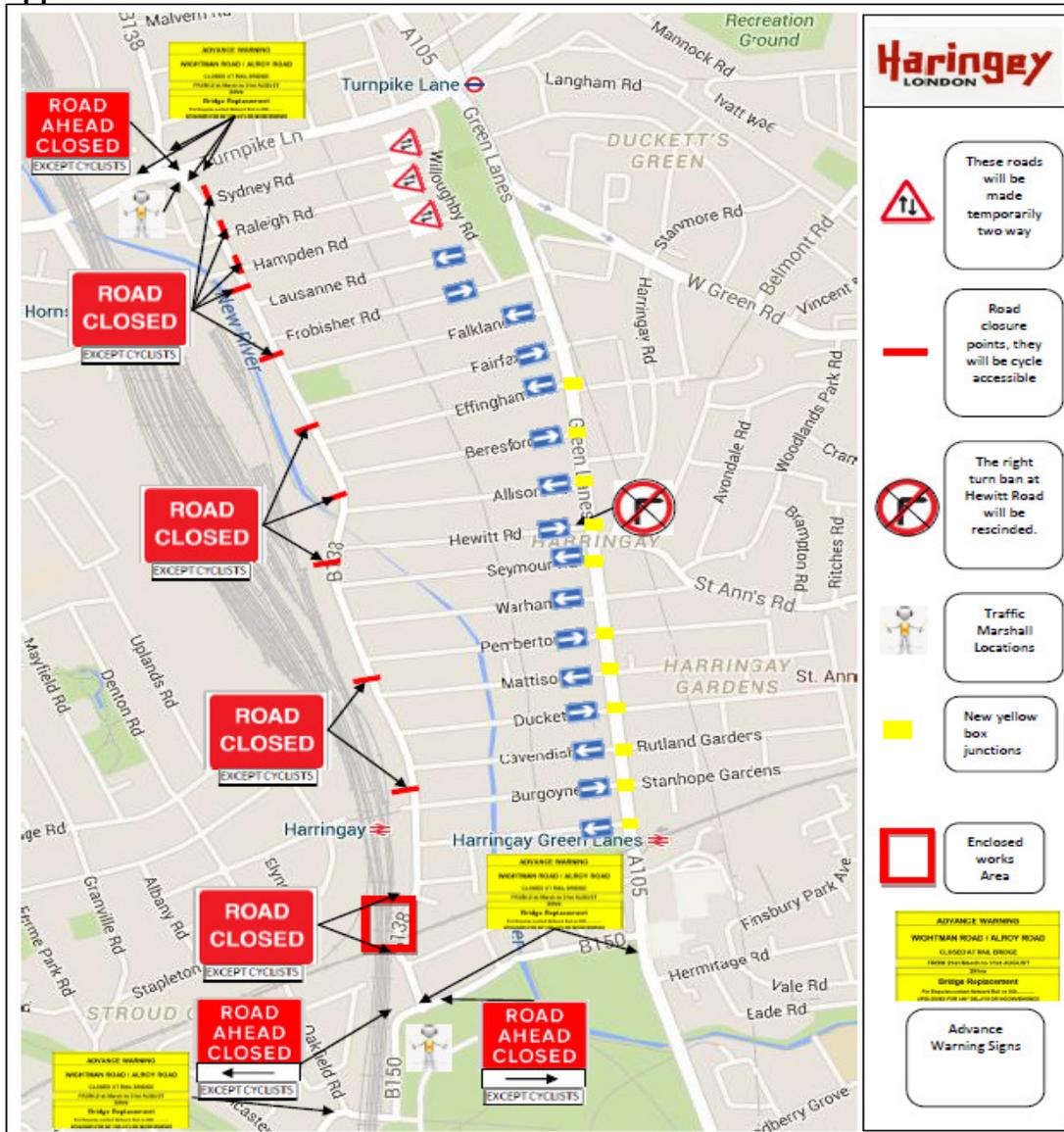
We have used existing and recently gathered traffic data to provide an insight into the likely displacement of traffic (an example of this is at appendix B) and shared this with colleagues at Transport for London. This will enable them to consider how traffic signal timings on the wider road network can be altered to accommodate these additional vehicle movements. We have also used this information to devise further traffic management arrangements designed to protect (use of cameras) entirely residential streets from overuse, such as Oakfield and Lancaster Roads as shown in Appendix C. Other actions taken to mitigate the impacts are;

- Advance Warning Signs - placed on approaching routes as far south as Archway Gyratory and to the north as far as the A10/The Roundway (Appendix D)
- Corporate Twitter and road works web pages
- Information on London works and Elgin public road works information websites
- Liaison with TfL (Network Impact Management)
- Temporary yellow box junctions on Green Lanes at ladder road junctions.
- Road works restricted on diversion routes and surrounding streets*

*this inhibition on road works that would disrupt traffic may have an impact on the delivery of some elements of our Highway Works Plan

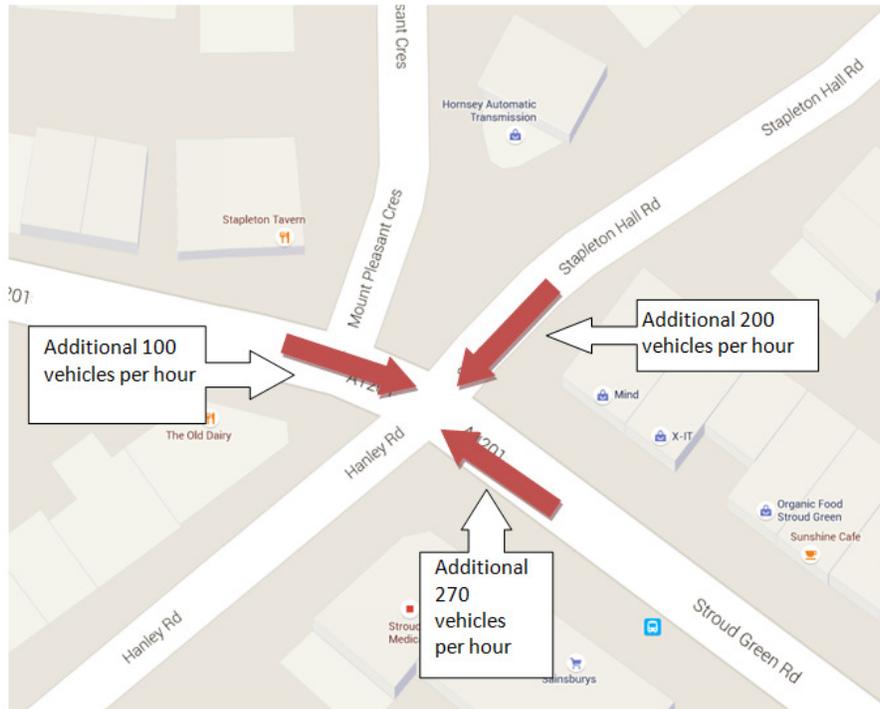
While every effort has been made to foresee all eventualities it is possible that issues will arise requiring alteration to or additional actions to manage traffic flows. The dedicated webpage will include contact relevant details for residents to report issues and there will also be monitoring of traffic flows.

Appendix A

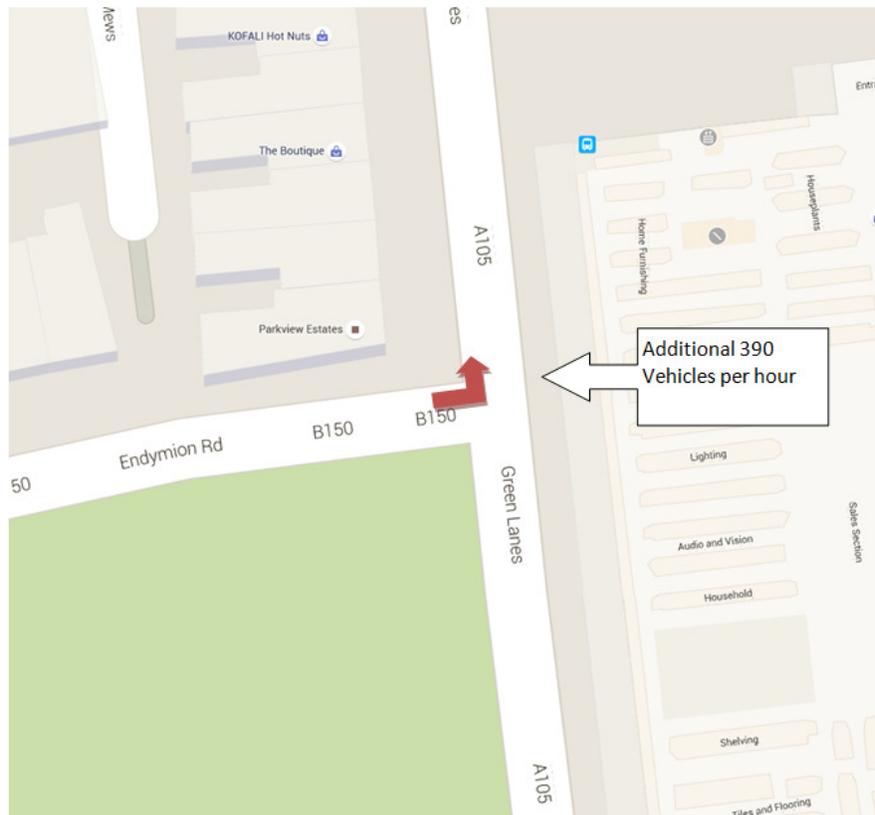


Appendix B

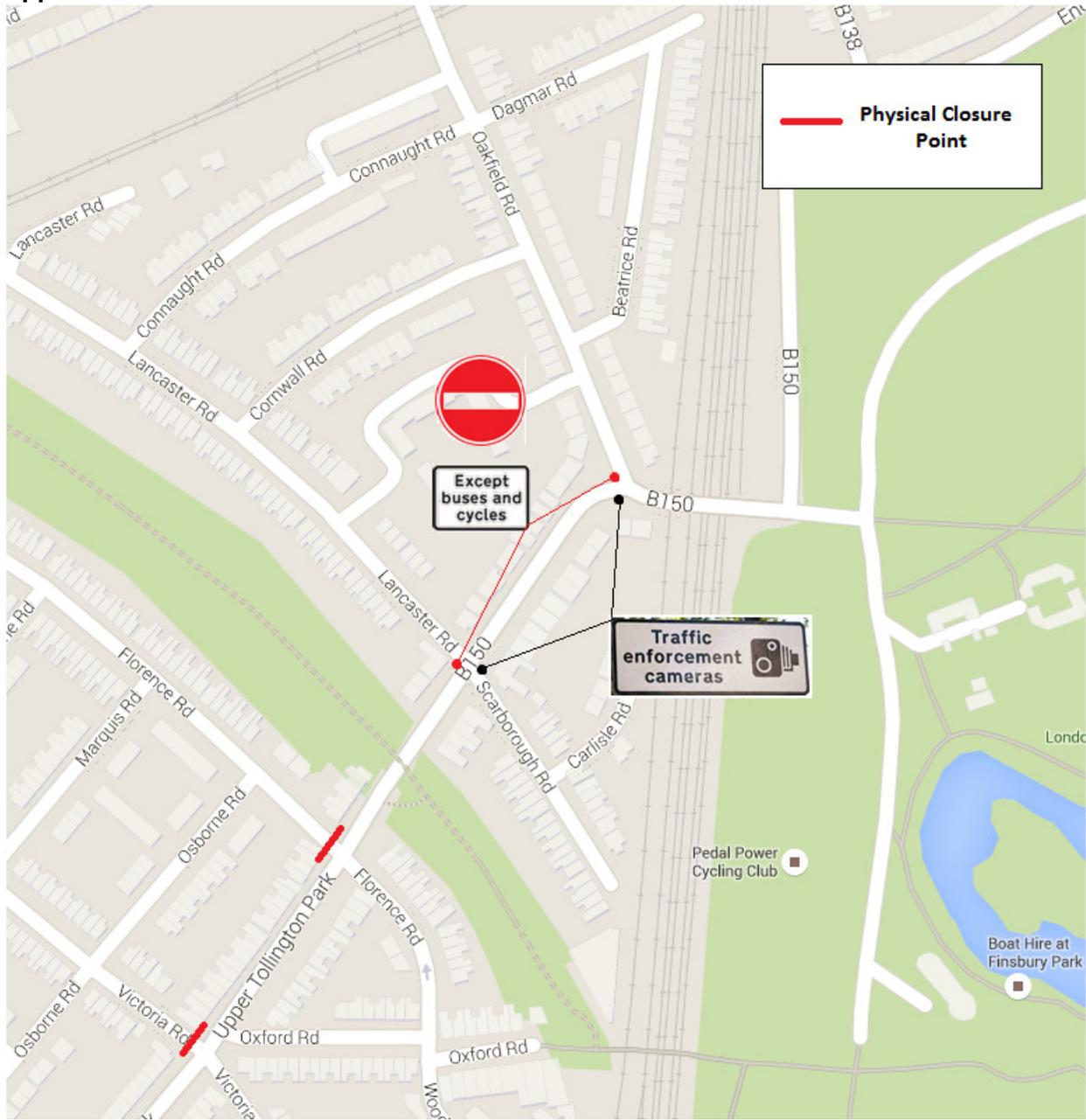
PM Peak



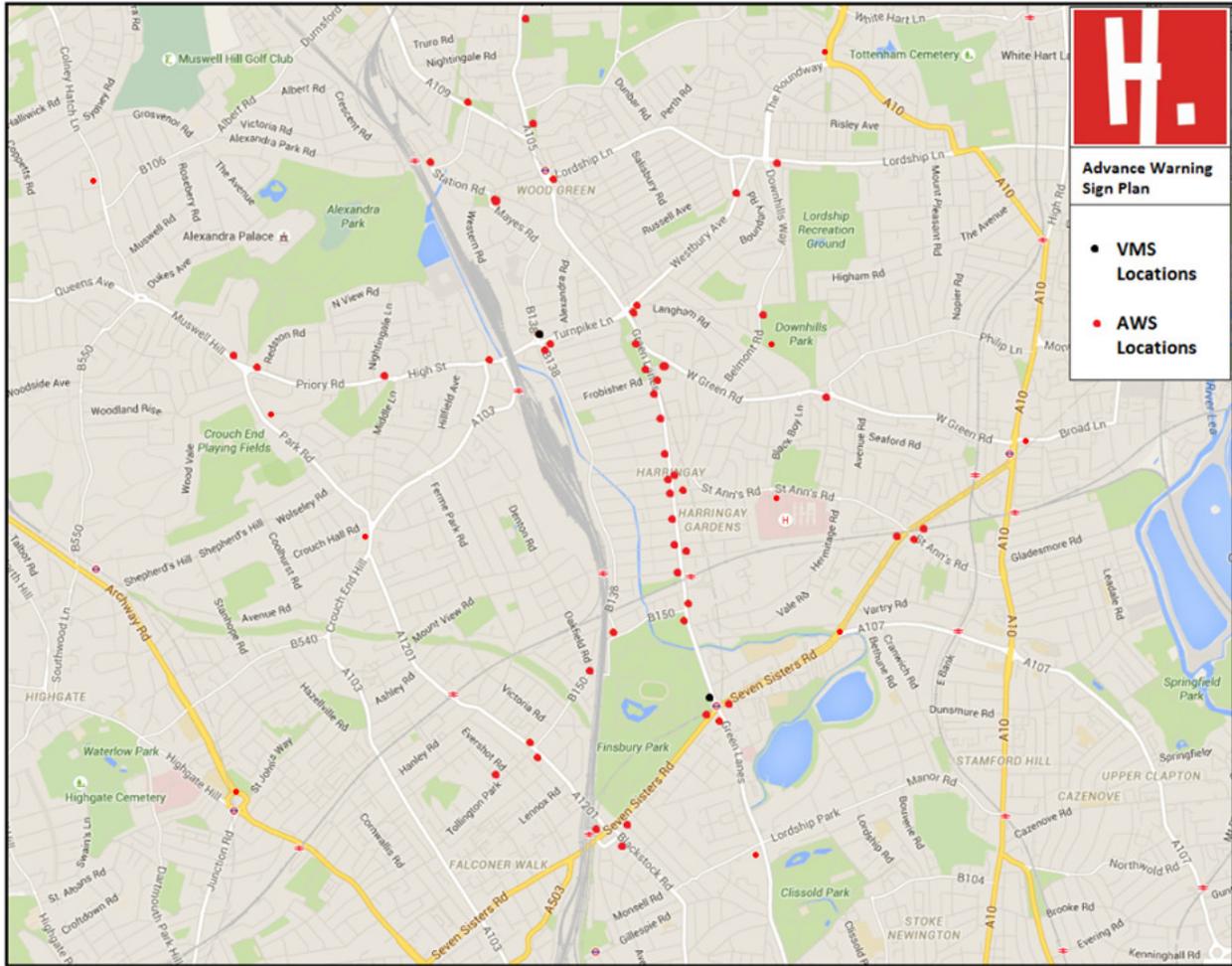
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Appendix C



Appendix D



VMS – Electronic Variable Message Signs



AWS – Advance Warning Signs

