

Wightman Road rail bridge replacement

Q. Why is the bridge being replaced?

The bridge has reached the end of its lifespan and requires replacement to bring it up to current standards. It is also necessary to raise the effective height of the bridge over the Gospel Oak to Barking line to allow for the electrification of this.

Q. Will the existing weight limit on the bridge be removed?

The weight limit on the bridge itself will no longer be in place but the overall 7.5 tonne weight restriction in the area will remain in place and enforcement of this will continue.

Q. When will the work begin?

The work will start on 1 March 2016. The road will not initially be closed but temporary traffic control (traffic lights) will be in use.

Q. When will the road be closed?

The road will be closed on 29 March 2016. It will remain closed until 31 August although every effort will be made to complete the work as soon as possible and re-open the road sooner.

Q. What are the diversion routes?

The signed diversion routes for through traffic are;

- To the east of Wightman Road via Green Lanes
- To the west of Wightman Road via Crouch Hill/Tottenham Lane

Q. What days and times will work take place on site?

The works will generally take place Monday to Friday during daylight hours although there will be some occasions when works will have to continue at night or at the weekends to fit in with railway closures/track possessions.

Q. Why aren't the works continuing twenty four hours a day or every weekend?

The majority of the works involve the use of noisy machinery of one type or another and even the quietest operatives make some noise. This, for the residents in immediate proximity to the works would be unbearable and could not be justified.

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Q. Will Wightman Road remain open for cyclists and pedestrians?

Yes the pedestrian routes will be unaffected, there will a temporary footbridge and all road closure points will be made passable for cyclists. Cyclists will be asked to dismount to use the temporary footbridge.

Q. How wide is the temporary footbridge?

It is 2 metres wide. Unfortunately it cannot be made wider to accommodate cyclists riding across it due to physical constraints on its width due to adjacent buildings/structures

Q. Will the road closure signage indicate the road is still open to cyclists?

Yes the signage will indicate the road is open to cyclists

Q. Will the work site be kept secure?

Yes there will be a security guard on site outside of operational hours and CCTV cameras in operation.

Q. What is being done to mitigate the effects on traffic?

- We have liaised with colleagues at Transport for London to assess how traffic signal timings on the wider road network can be altered to cope with displaced traffic.
- Advance warning signs will be placed on approaching routes to alert drivers. Information will be placed on Haringey's website and social media.
- The start of the road closure was altered to avoid clashing with the closure of Stroud Green Road in Islington and the overall duration of the road closure has been reduced by 28 days.
- Yellow box junctions will be installed along Green Lanes to ease entry/exit to/from ladder roads and assist traffic flow on Green Lanes itself.

Q. What communication will there be with residents/businesses going forward?

A specific webpage will be set up on Haringey's website for this scheme with monthly progress reports, contact details for queries and other information. A further drop in session is planned for 20 April 2016 and a letter drop, including the venue details, will be delivered to businesses and residents in early April. Further letter drops will be arranged throughout the project.

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- Q. What is the Traffic Marshal's role and when a customer is unhappy about an officer who should they contact?

The traffic marshal's role is to provide advice and guidance to motorists and ensure that essential access is maintained to businesses and properties within the road closure areas.

The traffic marshals are employed by contractors working on behalf of Network Rail and any complaints about them should be made to Network Rail.

- Q. Why can't the adjacent roads that are closed to traffic e.g. Hermitage Road and Vale Road be open to allow free flow of traffic?

This would displace traffic onto other residential streets that are neither designed nor suitable to carry significantly increased volumes of traffic.

- Q. Why can't all the roads be made two-way to traffic?

The majority of the ladder roads are narrow and heavily parked. To make them two-way would require the suspension of large areas of parking to allow for passing places. It would also be changing the existing entry and no entry arrangement over a wide area and in particular where ladder roads adjoin Green Lanes would cause a significant hazard for pedestrians used to the existing entry/no entry arrangements.