

# **Cazenove Ward - Road Safety**

## **Previous schemes, improvements and interventions**

### **Historically**

- Windus area home zone/major traffic calming scheme
- Several school safety projects along Cazenove Road – working with Jubilee and Simon Marks schools
- Oldhill Street cycling and walking improvements – working with Tyssen School
- Northwold Road/Stoke Newington Common junction improvements

### **Last 4 years**

- Cycle parking facilities (on-street stands) in response to requests from businesses and residents
- Secure cycle parking hanger on Filey Avenue – resident led
- Stoke Newington Station forecourt improvements
- Bus stop accessibility improvements – Cazenove Road
- New bus stops on Cazenove Road for R393 – withdrawn at Consultation stage
- 20mph Zone – Northwold Road
- Footway reconstruction – Windus Road
- Various Waiting and Loading restrictions in response to local issues

### **Ongoing work**

- Road marking refreshment due to take place across the ward – end of March 14
- Northwold Road corridor study
- Cazenove Road – various works to accommodate buses whilst Thames Water works taking place in Stamford Hill/Northwold Road

## **Key outstanding local issues**

### **Cazenove Road -**

Recognised that there are number of concerns relating to road safety and traffic management in Cazenove Road. Council currently looking to identify funding to undertake a study of road to see what improvements could be made. If funding secured will commence after Thames Water works finish.

Needs to be acknowledged that it is a complex road with lots of competing demands, needs and views. Historically, some proposed changes/interventions have not been supported.

## **Kyverdale Road, Alkham Road, Osbaldeston Road – between Cazenove and Northwold**

Relatively narrow roads with high parking levels and two-way traffic movements. Concerns relating to opposing vehicles not being able to pass one another – leading to instances of conflict and aggressive driver behaviour. Perceived instances of speeding as drivers try to get from one end to the other as quickly as possible. Concerns that there is no space for loading/unloading (deliveries, etc)

### **Potential options;**

1. Make roads one-way

#### Potential benefits

- Would probably address issues relating to opposing vehicles not being able to pass one another and instances of aggressive driver behaviour

#### Potential disadvantages

- One-way roads generally have higher vehicle speeds as there is no opposing traffic
  - Can exacerbate rat-running through an area and needs to consider views of residents/businesses in all affected roads
  - Can result in increased traffic on some roads as they are the only option for vehicles travelling in a particular direction
  - Can be subject to abuse, which can lead to greater safety problems as users are not expecting traffic in “wrong” direction
  - Not good for cyclists as reduce route choice and permeability – would need to accommodate two-way cycling
  - Will not address concerns over lack of space for loading/unloading
  - Reduced accessibility for some residents, Council Services (waste collections) and Emergency Services
2. Provide small lengths of waiting restriction (yellow lines) at intermittent locations along roads

#### Potential benefits

- Provides spaces for vehicles to pull over to allow opposing vehicles to pass
- Provides locations where loading/unloading is permitted
- Does not affect local accessibility as road maintained two-way. Reduces likelihood of traffic patterns changing
- Unlikely to increase instances of speeding
- Relatively light touch approach

### Potential disadvantages

- Some reduction in parking provision for residents in an area where it is recognised that there is high parking demand. Estimated reduction would be in the region of 10 metres (2 car spaces) every 60 metres or so along affected roads.
- There is no guarantee that it will completely stop all instances of conflict or driver aggression as it relies on drivers informally giving way to one another at passing locations
- As this area is not part of a CPZ then Enforcement Officers are generally in the area less frequently and so more difficult to address instances of abuse – restrictions can however be targeted for periods of short term intensive enforcement

### 3. Road closures

#### Potential benefits

- Removes all through traffic on roads, except cycles, significantly reducing likelihood of conflict and reducing speeds
- Creates more pleasant environment for residents
- May reduce parking pressure – but this is unclear

#### Potential disadvantages

- Reduction in accessibility for residents, deliveries and servicing.
- Locations for vehicles to turn around need to be identified – may not be possible and would require some localised reduction in parking at closure location
- Impact on adjacent roads and wider area needs to be fully assessed and considered

### **Next Steps**

Need consensus of opinion from majority of residents that problems exist and warrants investigating further. Cannot justify committing resources and funding to investigation if only a very small number of residents are requesting changes

If sufficient demand then the Council can commit to undertaking traffic surveys on affected roads early in 2014/15 financial year to capture accurate picture of traffic volume and speeds on roads in the area. Council will also undertake desk top accident study and undertake site observations. The Council will use this information to better understand the magnitude of any problems, and the potential impacts of the various options above