

## FIELD END ROAD, BRIDLE ROAD, EASTCOTE – REQUEST FOR A PEDESTRIAN CROSSING

**Cabinet Member**

Councillor Keith Burrows

**Cabinet Portfolio**

Cabinet Member of Planning and Transportation

**Officer Contact**

Minaxshree Rana

**Papers with report**

Appendix A.

### HEADLINE INFORMATION

**Purpose of report**

To advise the Cabinet Member that a petition with 635 signatures has been received by the Council requesting for a pedestrian crossing at or near the junction of Field End Road and Bridle Road, Eastcote.

**Contribution to our plans and strategies**

- Transport Strategy
- Community Plan
- Local Implementation Plan

**Financial Cost**

There are none associated with this report.

**Relevant Policy Overview Committee**

Residents and Environmental Services

**Ward(s) affected**

Eastcote and East Ruislip

### RECOMMENDATION

**That the Cabinet Member:**

- 1. Discusses with the petitioners their request in detail;**
- 2. Subject to the above, asks officers to undertake a classified vehicle volume and speed count at a location agreed with petitioners to assist in the development of a suitable proposal;**
- 3. Asks Officers to undertake a feasibility study for the provision of one or more pedestrian crossing(s) on or near the junction of Field End Road with Bridle Road and report back.**
- 4. Subject to 3, asks officers as part of the above exercise to liaise with the Metropolitan Police Traffic Division in determining the underlying causes of recent road safety issues of concern in this section of Field End Road and Bridle Road and report back.**

## INFORMATION

### Reasons for recommendation

The petitioner's request can be discussed in more detail to assist a study to determine the feasibility for a crossing at this location

### Alternative options considered / risk management

None as the petitioner has made a specific request

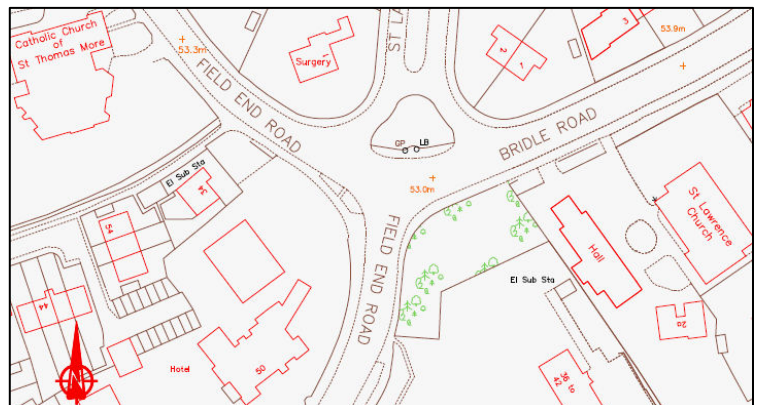
### Comments of Policy Overview Committee(s)

None at this stage

### Supporting Information

1. A petition with 635 signatures and organised by a local resident has been presented to the Council requesting for the installation of a pedestrian crossing on or near the junction

of Field End Road and Bridle Road, Eastcote. This location is indicated on Appendix A and operates as a mini roundabout. Field End Road and Bridle Road are in the Eastcote and East Ruislip ward. St. Lawrence Church is situated on the southeast side of Bridle Road and St. Thomas More church is located on the southwestern side of Field End Road. Bridle Road has a junction with Field End Road on its



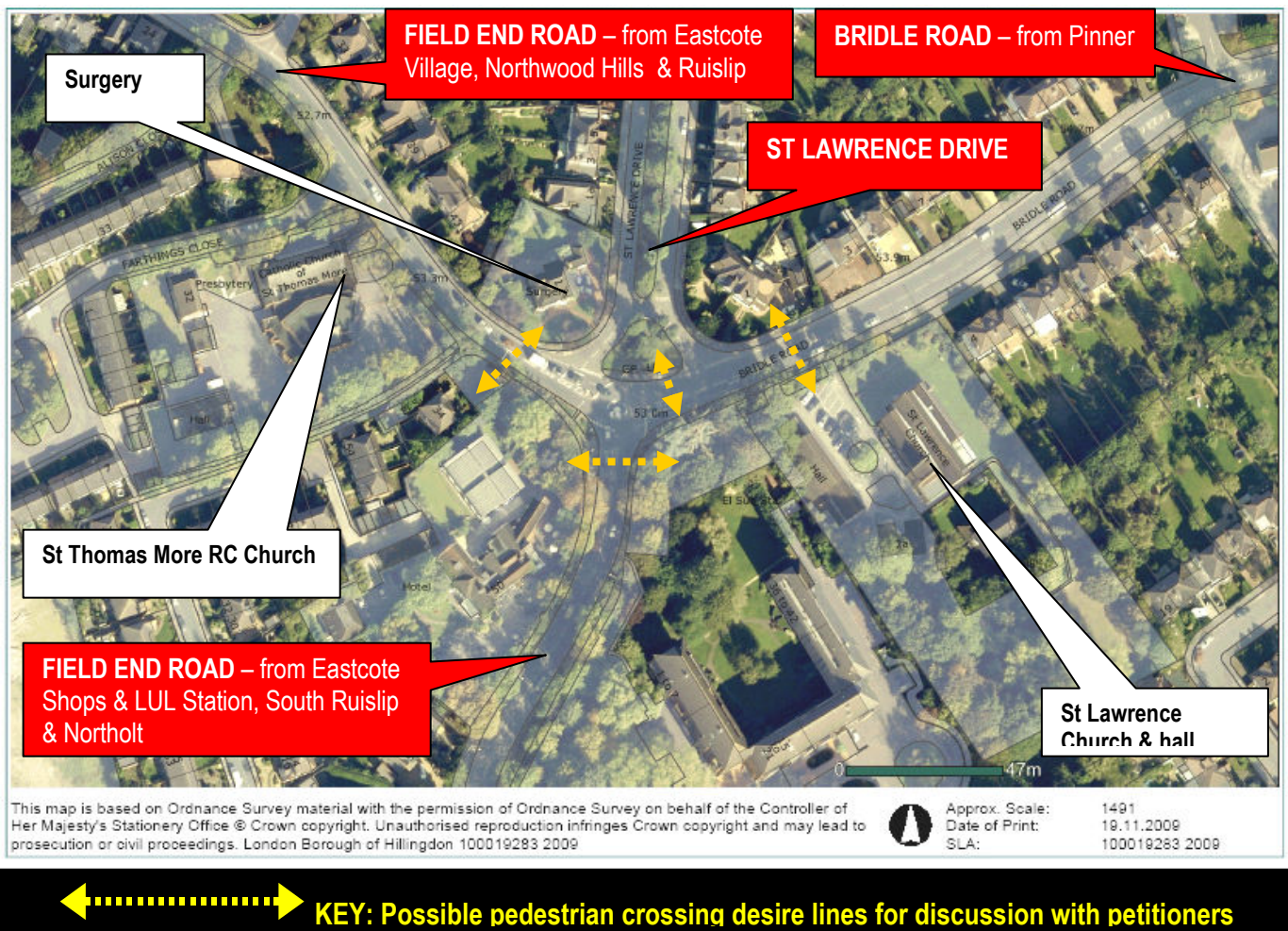
northwestern side as shown on Appendix A. Field End Road and Bridle Road are residential areas. The signatures are from residents from numerous streets in Eastcote.

2. The petition states that;

*“There is no designated safe road crossing for pedestrians in the vicinity of the road junction at Field End Road and Bridle Road. In view of increased traffic and various activities at both St. Lawrence and St. Thomas More churches, we feel that this has now become a priority.”*

3. Both roads carry high volumes of traffic and the junction operates at capacity during peak periods. Although the junction on plan has four arms, the northern one has little traffic and the predominant movements are between Field End Road, west and south and Bridle Road. There are no formal pedestrian crossings in the proximity of the junction but there are central refuges on the approaches of Field End Road and Bridle Road. In general there is little pedestrian activity at this location.
4. It would appear that a key reason for the request for the pedestrian crossing is a result of increased traffic at this junction by visitors to both churches mentioned above.

5. To be able to understand the petitioners request and if these are suggestions for the optimum location for a crossing to provide the most assistance to pedestrians, it is recommended the Cabinet Member discusses in detail the petition request. Following this, the Cabinet Member may consider asking officers to undertake a feasibility study at the identified location. This will include pedestrian and traffic counts. The results can be reported back together with possible sources of funding.
6. Feedback has been received from ward councilors as follows: *'The area in question has no designated crossing facilities, the nearest being in the middle of the Eastcote shopping centre, about 1/2 mile further south. I believe that [petitioners] requested crossings over two arms of this busy four arm junction. Two crossings are certainly required in the interests of road safety and to allay the fears of local residents and councilors. The first arm of the crossing should be located in Bridle Road, as close to the junction with St Lawrence Drive as possible. The second arm should be installed in the northern section of Field End Road (also known as Chapel Hill), between the junction with St Lawrence Drive and the vehicle entrance to St Thomas Moore Church. These crossings will allow pedestrians to cross these busy junctions in safety and will have the added effect of slowing the speed of the traffic approaching and exiting from the mini roundabout.'*
7. These comments, together with the information from petitioners at the meeting, may be used to inform the development of suitable proposals.



## **Accident Analysis**

8. The police accident data for the junction Field End Road and Bridle Road (based on a 50 metre radius and for a period 3 years ending June 2009) shows that there has been one accident which occurred at the junction of Bridle Road and Lawrence Drive. The accident occurred when a refuse truck collided with a pedestrian whilst performing a right turn at the roundabout.
9. Officers are aware of recent reported incidents including a number of what appear to have been high-speed and/or loss-of-control vehicle accidents which are of concern. The data associated with these incidents takes some time to feature in the official statistic referred to above, but residents have highlighted these as an issue of concern. Officers are liaising with their counterparts in the Metropolitan Police to establish to what extent the underlying causes are driver behaviour as well as, possibly, the physical layout of the road.

## **Financial Implications**

There are none associated with the recommendations of this report. The feasibility study can be carried out with in house resources and if the provision of a pedestrian crossing is subsequently recommended, a suitable funding source would need to be identified at that stage.

## **EFFECT ON RESIDENTS, SERVICE USERS & COMMUNITIES**

### **What will be the effect of the recommendation?**

It will allow further detailed work to be carried out in order to determine the feasibility of the petitioner's request.

### **Consultation Carried Out or Required**

Consultation can be carried out subject to further recommendations that may result from the feasibility study.

## **CORPORATE IMPLICATIONS**

### **Corporate Finance**

### **Legal**

There are no special legal implications for this report.

Should there be further recommendations, following the conclusion of the feasibility study and liaising with the Police Traffic Division as part of recommendations 2 and 3 above, then the relevant statutory provisions will have to be identified and considered.

## **BACKGROUND PAPERS**

Petition received, dated 9 July 2009  
ACCSTMap – Accident Analysis System  
Streetfile