

# ST ANDREWS ROAD/CHURCHILL ROAD, UXBRIDGE - PETITION REQUESTING CHANGE TO THE JUNCTION AT ST ANDREWS ROAD AND CHURCHILL ROAD TO A MINI-ROUNDBABOUT

<b>Cabinet Member(s)</b>	Councillor Jonathan Bianco
<b>Cabinet Portfolio(s)</b>	Cabinet Member for Property, Highways and Transport
<b>Officer Contact(s)</b>	Dr. Alan Tilly – Place Directorate
<b>Papers with report</b>	Appendix A

## HEADLINES

<b>Summary</b>	To inform the Cabinet Member that a petition has been received asking Hillingdon Council to change the junction at St Andrews Road and Churchill Road to a mini-roundabout.
<b>Putting our Residents First</b>	This report supports the Council objective of <i>Our People</i> . The request can be considered as part of the Council's annual programme of road safety initiatives.
<b>Financial Cost</b>	There are no direct financial implications associated with the recommendations to this report.
<b>Relevant Select Committee</b>	Property, Highways and Transport Select Committee
<b>Relevant Ward</b>	Hillingdon West

## RECOMMENDATIONS

That the Cabinet Member for Property, Highways and Transport:

1. Meets and discusses with petitioners their request to makes changes at the junction at St Andrews Road and Churchill Road.
2. Notes that dialogue is already under way with the developer of the St Andrews Park site to seek ways of improving the road layout at this location.
3. Notes that the topographic constraints unfortunately mean that the creation of a viable mini roundabout as helpfully suggested may not be feasible; and,
4. Asks officers to consider the testimony of the petitioners and their ward councillors and ensure that this is used to inform the design of appropriate measures aimed at ameliorating their concerns.

## Reasons for recommendations

The Petition Hearing will provide a valuable opportunity to hear directly from the petitioners of their concerns and suggestions.

## Alternative options considered / risk management

None at this stage.

## Select Committee comments

None at this stage.

## SUPPORTING INFORMATION

1. An e-Petition mainly signed by residents living in the Hillingdon West area, has been submitted to the Council under the following heading:

*“We the undersigned petition Hillingdon Council to change the junction at St Andrews Road and Church Road to a mini-roundabout”.*

In an accompanying statement the lead petitioner has helpfully supplied the following supplementary information.

*“Currently, the junction has Churchill Road yield to St Andrews Road. This is unexpected for drivers and often leads to unsafe scenarios. Rather than yielding, the drivers heading from St. Andrew's Road down to Churchill Road assume they have right of way. This could be easily resolved by changing it to a mini roundabout”.*

2. The St Andrews Road/ Churchill Road junction is situated within the former RAF Uxbridge base, that is now being redeveloped for housing and has been renamed ‘St. Andrews Park’. The junction is situated approximately 140m along St Andrew Road south of the Park Road/ Chippendale Way roundabout, as shown on the attached plan. St Andrews Road provides access to the John Locke Academy and the new Dowding Park. At the far end there is a barrier with entry restricted to permit holding residents only; beyond this barrier, St Andrews Road leads to the ‘Battle of Britain Bunker Museum’ and Vine Lane. Churchill Road serves as the main spine road through the St Andrews Park estate, providing access to residential properties and at its far southern end, intersects at the signalised junction of A4020 Uxbridge Road/ The Green Way. Churchill Road has a north/ south alignment.
3. At the junction of St Andrews Road/Churchill Road, St Andrew Road bends almost at a right angle to the east, Churchill Road connect with St Andrews Road exactly where the road bends. Whilst traffic on St Andrews Road has priority, because St Andrews Road and Churchill Road are aligned in almost a straight line, it can tend to give drivers the impression that vehicles moving north/ south between St Andrews Road and Churchill Road have the priority.
4. The St Andrew Park developers, St. Modwen have recently undertaken a road safety audit at the junction which highlighted the following issues.

- Drivers from Chippendale Way Roundabout drive straight over the junction, without stopping at speed into Churchill Road.
  - Drivers from Churchill Road, drive straight over the junction to Chippendale Way Roundabout at speed, without stopping or looking to the right for oncoming traffic
  - Lack of clear pedestrian routing/crossing point
  - Generally, the speeds are in excess of 20mph, particularly at the junction. The speed survey undertaken evidenced speeds of 24mph for the 85<sup>th</sup> percentile.
  - The junction is excessively wide and does not lend itself well to the proposed priority arrangement due to the width and lack of separation / alignment to force drivers to slow and give way before turning.
5. The Cabinet Member will be aware that the so-called 85<sup>th</sup> percentile is the speed at or below which eight five percent of traffic surveyed was found to be travelling, and this is a statistical tool used widely for assessment of the degree of severity of an alleged speeding problem. An 85<sup>th</sup> percentile speed of 24mph is not considered especially high in such circumstances as those prevailing in this case.
  6. In response to the above bullet points, officers have met with the developers to discuss the layout design of the junction and in particular to establish whether and if so how it should be redesigned. Concept designs for the junction are in the process of being prepared; however it is not yet possible to deliver works on site, as land immediately to the west of the junction, known as 'Town Centre West', is still under construction. When these works are complete there will be a new access to basement parking just a few metres away from the St Andrew Road/ Churchill Road junction itself.
  7. The work completed to date suggests that St Andrews Road should still have priority, but it is already evident that work is needed to make drivers aware that vehicles moving between St Andrews Road and Churchill Road and vice versa must stop and give way. One of the initial concepts considered was the installation of a mini-roundabout, broadly as residents suggest, but the granting of planning permission to build 'Town Centre West' with the new access to basement parking meant that a mini-roundabout would not be a viable option. Instead, the measures being considered are other ways to raise drivers' awareness that St Andrews Road traffic has priority, which may include physical deflections to partially remove the straight alignment of St Andrews Road/ Churchill Road and calm the speed of traffic, entry treatments from St Andrews Road into Churchill Road including build-outs, new and more road markings and new and more road signs. These measures will be shared with the Cabinet Member when developed to a satisfactory degree.
  8. In the meantime, local residents that use the junction on a daily basis clearly have unrivalled insight into how the junction operates and problems that may arise. Based on their experience they will have ideas of their own regarding how the junction could be improved even if as already noted, a mini-roundabout is not feasible. Meeting with petitioners provides an excellent opportunity to discuss their own ideas ultimately allowing the junction to be revised into a design that addresses all of their concerns and gains their support.

## **Financial Implications**

There are no direct financial implications associated with the recommendations to this report.

## **RESIDENT BENEFIT & CONSULTATION**

**The benefit or impact upon Hillingdon residents, service users and communities?**

To allow the Cabinet Member to consider the petitioners' request.

**Consultation carried out or required**

None at this stage.

## **CORPORATE CONSIDERATIONS**

**Corporate Finance**

Corporate Finance has reviewed the recommendations to this report and concurs with the financial implications as set out above.

**Legal**

Legal Services confirm that there are no specific legal implications arising from this report.

**Infrastructure / Asset Management**

None at this stage.

**Comments from other relevant service areas**

None at this stage.

## **BACKGROUND PAPERS**

Petition received.

## **TITLE OF ANY APPENDICES**

Appendix A - Location plan