

HILLINGDON HILL - PETITION REQUESTING SPEEDING MEASURES AND NAMING OF CROSSING

Cabinet Member	Councillor Keith Burrows
Cabinet Portfolio	Cabinet Member for Planning, Transportation and Recycling
Officer Contact	Danielle Watson Planning, Environment, Education and Community Services
Papers with report	Appendix A

HEADLINE INFORMATION

Purpose of report	To advise the Cabinet Member that a petition has been received from residents requesting speeding measures and a request to name the crossing on Hillingdon Hill.
Contribution to our plans and strategies	The request can be considered as part of the Council's Road Safety Programme.
Financial Cost	There are none associated with the recommendations to this report.
Relevant Policy Overview Committee	Residents and Environmental Services
Wards affected	Brunel and Uxbridge North

RECOMMENDATION

That the Cabinet Member;

1. Meets with petitioners and discusses in detail their request for speeding measures on Hillingdon Hill and their request to name the crossing after Lisa Clubb.
2. Considers the request for naming the controlled crossing on Hillingdon Hill, which could take form of a suitable plaque dedicated to the memory of Lisa Clubb.
3. Subject to the outcome of the discussions with petitioners asks officers to investigate any feasible measures identified as part of the Council's Road Safety Programme.
4. Instructs officers to liaise with Transport for London with regard to the case for safety cameras in the vicinity and report back to the Cabinet Member.

INFORMATION

Reasons for recommendation

To allow the Cabinet Member an opportunity to discuss concerns with petitioners.

Alternative options considered

These can be identified from the discussions with petitioners.

Comments of Policy Overview Committee(s)

None at this stage.

Supporting Information

1. An online petition with 766 signatures has been received from the family of Lisa Clubb and residents living or working in the Hillingdon Borough under the following heading:

“We the undersigned petition the Council to name the crossing on Hillingdon Hill after a much loved sister, daughter and mother, Lisa Clubb, who was tragically knocked down on the Hillingdon Hill crossing on 25th August 2011. We are also asking for speeding measures on Hillingdon Hill travelling eastbound to prevent further accidents.

There are other crossings in the borough named after people involved in tragic accidents and we believe they act as a serving reminder to others whilst speed cameras deter potential accidents.”

2. Hillingdon Hill, the A4020, is a principal distributor road in the borough running through Hillingdon/Uxbridge, eastwards towards Hayes, westwards toward Uxbridge. The road is a 40mph dual carriageway with residential properties fronting it on either side. The location is indicated on Appendix A attached to this report.

3. On 25th August 2011, a 29 year old local resident, Lisa Clubb, was involved in a fatal accident on the Hillingdon Hill crossing. The details are largely subject to ongoing legal investigation and therefore it would not be appropriate or advisable to consider in detail many aspects of the circumstances in a public document such as this report, in order to avoid the risk of prejudicing any ongoing investigations and possible legal proceedings.

4. Petitioners have made a request to name the crossing after Lisa Clubb in her memory and have pointed out that there are others in the borough named after people involved in tragic accidents and feel that these provide a potent warning message to others. The crossing itself is used daily by local residents and students of nearby Bishopshalt School. It is therefore recommended that the Cabinet Member considers the request which, subject to his approval, could take the form of a plaque to be installed in the memory of Lisa Clubb at the crossing located on Hillingdon Hill.

5. The Cabinet Member will note that the petitioners have referred to a ‘speed camera’. The Cabinet Member will be aware that these are generally known as ‘safety cameras’ and are outside the jurisdiction of the Council, being the responsibility within Greater London of the ‘London Safety Camera Partnership’ (LSCP) which is a body jointly managed by TfL, the Metropolitan Police, London Councils and Her Majesty’s Courts. In the past year, there has been a moratorium on the installation of any new safety cameras in Greater London, although existing ones are still maintained and operated. Whilst the Council can make representations to the LSCP for new cameras and furthermore may make financial contributions towards funding them, the LSCP have strict criteria which they apply before considering any new sites. It is

recommended that the Cabinet Member instructs Officers to liaise with Transport for London with regard to the case for safety cameras in the vicinity.

6. It is therefore suggested the Cabinet Member discusses with petitioners their concerns with speeding traffic and endeavours to determine options that Officers could further investigate as part of the Road Safety Programme.

Financial Implications

There are none associated with the recommendations in this report. Any measures that are subsequently approved by the Council would require funding from the Road Safety Programme. At this stage, the estimated cost for these measures is unknown

EFFECT ON RESIDENTS, SERVICE USERS & COMMUNITIES

What will be the effect of the recommendation?

To allow the Cabinet Member to discuss in detail with petitioners their concerns regarding speeding and road safety on Hillingdon Hill.

Consultation Carried Out or Required

None at this stage

CORPORATE IMPLICATIONS

Corporate Finance

None at this stage

Corporate Property and Construction

There are no property or construction implications at this stage.

Legal

In relation to recommendations 1 and 3, at this stage there are no special legal implications for the proposed actions outlined above. In regards to recommendation 3, following the feasibility study, should there be a decision that formal parking and traffic controls are to be considered then the relevant statutory provisions will have to be identified and followed.

In relation to recommendation 4, the report author has rightly pointed out that the installation of safety cameras which monitor speed of vehicles are outside the jurisdiction of the Council. The responsibility for such safety devices lies with the LSCP, TfL, London Metropolitan Police, London Councils and Her Majesty's Courts

Whilst the Council can seek to make representations for new installation, the responsible bodies will consider the matter against their own statutory guidelines.

In all cases, there must be a full consideration of all representations arising, including those which do not accord with the officer recommendation. The decision maker must be satisfied that responses from the public are conscientiously taken into account.

BACKGROUND PAPERS

Online petition ending 30th November 2011