

APPENDIX B

TOWN CENTRE PROJECT PANEL

28 SEPTEMBER 2004

Chair: * Councillor Burchell

Councillors: * D Ashton * O'Dell
* Miss Lyne * Stephenson (1)
* C Mote

* Denotes Member present
(1) Denote category of Reserve Member

PART I - RECOMMENDATIONS

RECOMMENDATION 1 - Public Realm Proposals for Clarendon Road/Harrow Town Centre Public Realm Strategy

The Panel received a presentation on the Public Realm proposals for Clarendon Road in the private session of the meeting from Alsop Architect, consultants appointed by the Council to oversee its preparation in this process.

The Panel also considered a confidential report of the Director of Strategic Planning which partly addressed the Public Realm proposals for Clarendon Road. The remainder of the report covered matters relating to

- the funding of the Public Realm Strategy
- a complementary traffic management scheme and street scene improvements for both College and Clarendon Roads.

Public Realm Proposals for Clarendon Road

The presentation from Alsop Architects set out the objectives of the Public Realm Strategy and the bespoke approach to improvements to Clarendon Road, which would help transform the area in its vicinity and establish Clarendon Road as a safe and welcoming north/south route. The Panel was informed how this could be achieved and advised of the outline costs of the measures proposed.

The Panel noted the presentation from Alsop Architect and requested that additional information on the proposal(s), as set out below, be provided to the Panel:

- the precise costs
- a detailed breakdown of the costs
- the maintenance costs, including man-hours required, for the proposed 'Hanging Gardens' and other associated costs such as lighting.

In addition, the Panel requested that research ought to be carried out to ascertain the demand for market stalls proposed as part of the overall proposals for Clarendon Road.

The Panel noted that, in addition to the issues raised above, a number of other issues set out in the officer report needed to be clarified, and noted that a further report would be presented to its next meeting.

Complementary Traffic Management and Street Scene Improvements for College and Clarendon Roads

The Panel also discussed, at length, the traffic management and street scene improvements proposed for both College Road and Clarendon Road. The Panel noted

- that the improvements would be funded by a grant from Transport for London (TfL)
- the rationale behind these improvements
- that the proposals would involve the removal of guardrails in some areas.

The pros and cons of removing the guard rail were discussed. It was noted that the proposal included a number of safety advantages, for example re-siting the crossing onto the main desire line, widening and raising the crossing.

Members were assured that consultations with key stakeholders had taken place and that discussions with frontagers had also taken place.

The Panel noted that, if approved, work in College Road would start in the current financial year 2004/05 and in Clarendon Road during 2005/06. It was planned that the work would commence during the 'quiet' trading months (January – March) in order to minimise disruption.

The Panel was advised that the proposals would improve the environment and help reduce the speed of traffic and increase safety for pedestrians. Members were advised that the proposed works were considered to be a good investment even if some of the proposed works had to be revised at a later stage as part of the overall proposals for Harrow Town Centre. Moreover, these measures would signal the Council's commitment to deliver on its vision for Harrow Town Centre.

A Member asked for the sight line between buses and the taxi rank to be checked following which the Panel

The Panel, having noted the presentation from Alsop Architect on the Public Realm proposals for Clarendon Road and that there were issues outstanding which needed to be resolved before taking a decision to proceed with the proposals for Clarendon Road,

Resolved TO RECOMMEND: (To Cabinet)

(1) That the highway proposals set out in paragraphs 8.3 and 8.4 of the Director of Strategic Planning's report, as shown in Appendices 1 to 4, be agreed;

(2) that officers be authorised to:

- (a) take all necessary steps under Section 6 of the Road Traffic Regulation Act 1984 to:
 - (i) remove loading restrictions on the north side of College Road over a length of 10 metres outside of No. 66 (Hygeia House) as shown in Appendix 3 of the report of the Director of Strategic Planning;
 - (ii) extend the time of the loading restrictions in Clarendon Road to 'no loading at any time' between its southerly junction with Kymberley Road/College Road and the exit to the multi storey car park as shown in Appendix 4 of the report of the Director of Strategic Planning;
 - (iii) introduce a loading bay at the northerly junction of Clarendon Road and Kymberley Road (at the north west corner of Kings House) as shown in Appendix 4 of the report of the Director of Strategic Planning;

the details of which be delegated to officers and subject to any formal objections to the traffic order;

- (b) take all necessary steps under Section 23 of the Road Traffic Regulation Act 1984 to:
 - (i) relocate the pelican crossing in College Road by Harrow-on-the-Hill Station approximately 10 metres to the west and widen the crossing to 8 metres as shown in Appendices 1, 2 and 3 of the report of the Director of Strategic Planning;

- (ii) relocate the pelican crossing on Greenhill Way by No. 58 approximately 15 metres to the east as shown in Appendix 4 of the report of the Director of Strategic Planning;

the details of which be delegated to officers;

- (c) take all necessary steps under Section 6 of the Road Traffic Regulation Act 1984 or instruct Transport for London under the London Hackney Carriages Act 1850 to:

- (i) reduce the capacity of the taxi rank in College Road by Harrow on the Hill station from 3 to 2 taxis;

- (ii) introduce a new taxi rank on the south side of College Road outside of No. 51 (former post office);

as shown in Appendices 1 and 3 of the report of the Director of Strategic Planning, the details of which be delegated to officers and subject to any formal objections to the traffic order.

[REASON: To improve the pedestrian environment within Harrow Town Centre].