

Town Planning Committee (19.11.84)

Amenity Services Committee (28.11.84)

Public Services committee (4.12.84)

TP 128 /84-85

AS 179 /84-85

PS 170 /84-85

CONSTRUCTION OF CYCLE ROUTE ON CLAPHAM COMMON: REPORT OF JOINT URGENCY
SUB-COMMITTEE (15.10.84)

Report by DAL.

SUMMARY

This report seeks authority to commence the statutory procedure to construct this cycle route on Clapham Common, and deals with the question of restitution for the loss of this common land.

FOR INFORMATION

PRESENT: Town Planning Urgency Sub-Committee

Councillors MOORE J.D., NORWOOD and RICH.

Amenity Services Committee

Councillors BRIGHT and QUENAULT.

Public Services Committee

Councillors CROSSFIELD (Ms), JENKYNS (Miss) and NEWMAN.

Councillor NEWMAN in the Chair

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some time
Have been trying to
contact you...*

1. The Joint Urgency Sub-Committee considered proposals in respect of the proposed cycle route through Clapham Common as shown on drawing T/4954/2D. See report attached. The cycle route, which is 2 metres wide, runs from a point opposite Cedars Road across the Common to Windmill Drive and from Windmill Drive to a point opposite Narbonne Avenue. The route will be classified as public highway and will be for the use of cyclists only.

2. The Joint Urgency Sub-Committee noted that whilst there is no legal obligation for an exchange of land, action will be taken in due course to the appropriation of an area of land at Windmill Drive in restitution for this loss of common land instead of the transfer of £4,000, representing the value of the cycle route land. The area of land concerned has traffic implications to be investigated in association with the GLC and a further report submitted in due course.

3. The Joint Urgency Sub-Committee also noted that a formal decision was awaited from the GLC as to their funding of the construction of this cycle route. The Joint Committee was informed that the drawing number referred to in paragraph 8 of the report should read No. T/4954/2D and that the plan number in recommendation (1) to Amenity Urgency Sub-Committee should also be amended to read the same.

Policy Considerations

1. At its meeting on 21st June, 1983 the Public Services Committee (PS 21(a)) adopted a recommendation that the Greater London Council be requested to approve and fund the introduction of a route from Tooting Bec to Chelsea Bridge as detailed on drawings numbered T/4954/2; T/4954/3b and T/4954/4. That report also referred to the Council's general policy as to the provision of cycling routes.

Legal Considerations

2. Under Article 17 the Ministry of Housing and Local Government Provisional Order confirmation (Greater London Parks and Open Spaces) Act 1967, there is a procedure for providing this proposed public highway cycle route across open spaces such as Clapham Common. This involves obtaining the consent of the Secretary of State for the Environment after the Council has advertised the proposals for a 21 day objection period. The Public Services Committee are also required to transfer to the Amenity Services Committee an amount representing the value of this cycle route land. However, in view of the sensitive open space issues involved, it is considered prudent to deal in Paragraph 4 below with the problem of replacing the common land to be lost in establishing this cycle route.

3. The Cycle Tracks Act 1984 came into force on 12th September, 1984. This now amends the description of a 'cycle track' to mean a public highway only for non-motor assisted pedal cycles. Previously, it would also have been necessary for the GLC to make a Traffic Order, under Section 6 of the Road Traffic Regulations Act 1984 to exclude motor pedal cycles. It is proposed that the public will not have a right of way on foot over this cycle track.

Financial Considerations

4. The Borough Valuer has assessed the value of this cycle route land at £4,000.

5. The proposal for a £4,000 transfer between Public Services Committee and Amenity Services Committee does not affect the Council's expenditure overall. In view of the small annual cost of financing this transfer (approx £430) no formal exchange of estimates is proposed.

6. A formal decision is awaited from the GLC as to their funding of the construction of this cycle route.

7. Repair and maintenance costs of approximately £1,000 p.a. in the first 5 years, and £2,000 p.a. plus in subsequent years, can be met from the existing provision for highway maintenance (page 357 line 6 Public Services Revenue Estimates or its equivalent in future years).

Detailed Considerations

8. The proposals in respect of the proposed cycle route through Clapham Common are shown on drawing T/4954/2C. The cycle route, which is 2 metres wide, runs from a point opposite Cedars Road across the Common to Windmill Drive and from Windmill Drive to a point opposite Narbonne Avenue. The route will be classified as public highway and will be for the use of cyclists only.

It is proposed that the section of route across Clapham Common will form part of a longer route in due course.

9. Whilst there is no legal obligation for an exchange of land, it is recommended that consideration be given now, and action taken in due course, to the appropriation of an area of land at Windmill Drive in restitution for this loss of common land instead of the transfer of this £4,000.

10. The present preferred option is for an area of land at Windmill Drive, of appropriate size and value. However, this has traffic implications which require to be investigated in association with the GLC. A further report, following this investigation will be submitted in due course.

Planning Considerations

11. On 7th November, 1983 the Council gave itself deemed planning permission (under the "Regulation 4" procedure) for the construction of this cycle route in accordance with Plan T/4954/2A. The works of construction have to be undertaken in strict accordance with specifications to be agreed with the Director of Town Planning.

Other Considerations

12. There are no considerations relating to race relations, equal opportunities, accommodation or staff.

.. 'mad' track plan

PLANS to build a cycle path across the centre of Clapham Common have been slammed by Tory councillor David Moore.

He claims the route would run through the most populated part of the common, and cause injuries to small children, adults and dogs from racing bikes.

Coun Moore said the decision, made in secret at an emergency meeting of the three Lambeth council committees involved, was madness.

"It's smack across the middle of the common, only 20 yards from the bandstand," he said.

The half-mile route runs from Windmill Drive to Cedars Road, passing behind Ye Olde Windmill pub.

"Many cyclists will keep to a sedate 10mph, but the spectre of racing bicycles doing something like 30mph or a hoard of BMX youngsters must fill local residents with horror," he said.

Coun Moore said neither Lambeth nor Wandsworth residents had been consulted.

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