

Response to Call in for A1010 North

The following sets out a response to the reasons for call in for KD 4902 (Approval of Cycle Enfield Proposals for the A1010 North).

Reason 1

The report refers to a review of bus boarders being carried out by Transport for London (a controversial part of the existing cycle network) but makes no reference to the recent Parliamentary Inquiry that concluded that shared space had become a major issue for a very large number of disabled people. The former Housing Minister (Kit Malthouse) has asked local authorities designing new schemes involving shared space, such as bus boarders, to pause such schemes to consider how they could be adapted to enhance accessibility.

Reason 1 Response:

Item 6 of the table introduced at para 5.7 provides specific reference to recent DfT guidance on shared space and explains how features such as bus boarders are not included in the request to pause design. As the report explains, since the original guidance, DfT have issued a clarification note on this issue, a copy of which is attached.

Reason 2

The report simply states that Ringway Jacobs have been appointed to carry out the construction works involved. Given the delays and cost overruns that occurred on the A105 cycle lane works under the same contractor, it seems surprising that a proper procurement process has not been undertaken for the A1010 works.

Reason 2 Response:

Para 4.2 of the report notes that the main works will be delivered by Ringway Jacobs via the London Highways Alliance Contract. The London Highways Alliance Contract (LoHAC) has been developed as a joint initiative between TfL and London's boroughs, to deliver a reliable, reputable and cost-effective highways service across the Capital. The A1010 North Cycle Enfield project would be the third major Cycle Enfield project delivered via this contract, enabling the ongoing development of good practice and continuity of experience to meet the specific construction requirements of the project.

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