

Draft for  
consultation

# Transport Strategy for Enfield

Travel  
your way

journeys  
& places



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Children walking with their bikes along one of Enfield's School Streets

Enfield people are making daily choices for a more vibrant, greener and healthier future.

Walk, cycle and use public transport to get to your local places today.



Walking the dog across a pedestrian crossing in Enfield Town

# Purpose of the Enfield Transport Strategy



# Purpose of the Enfield Transport Strategy

Good transport links and services enables people to go about their everyday lives and move between the places they need to. Transport planning is about creating connections between people and places, as well as ensuring these connections and facilities are accessible for everyone.

The Enfield Transport Strategy ['the Strategy'] aims to build on the borough's existing transport links and facilities, whilst providing the platform for future positive change through to 2041. The purpose of the Strategy is to steer transport planning and policies for the London Borough of Enfield and is aligned with the 2024 Local Plan although is an independent document.

Given its importance, transport needs to be planned and funded properly. The Strategy will enable us to do this. The Strategy has been developed through an understanding of the travel needs and aspirations of users and potential users, identifies opportunities and challenges, includes robust objectives, and creates a clear roadmap for how the



Using an adapted cycle in Bush Hill Park

vision can be delivered.

Transport projects can vary in range and scale from major road building schemes, junction improvements, and new railway stations through to local cycle schemes and upgrades to walking networks. It is important to ensure that projects are planned properly and link into the overall objective of helping people and goods connect better to where they need to go, safely and sustainably.

Enfield Council develops a programme of projects to be delivered each year, referred to as the Transport Programme. The Transport Programme will be developed annually in line with the Strategy and subsequent Action Plans.

The development of the Strategy has been led by the Journeys and Places programme within Enfield Council who will own the delivery of the vision, goals, and targets. The Strategy will be reviewed throughout its lifetime and updated accordingly.

The Framework sits alongside and complements the **Place Shaping Framework**, through which Journeys and Places will seek to enhance public spaces and the public realm in collaboration with the local community.

The photographs throughout this document are all taken from Enfield and highlight our progress.



Walking over Victoria Road from Pymmes Park

# The case for change



## An overview of transport in Enfield

The London Borough of Enfield covers 82.2 square kilometres [31.7 square miles] of London's northern suburbs. Traditionally, Enfield has combined leafy suburbs within easy reach of central London which is only 19.3km [12mi] away. The borough's public highway network comprises of approximately 68km [42.3mi] of principal roads, 37km [23mi] of Transport for London Road Network [TLRN], 51km [31.7mi] of non- principal classified roads and 466km [289.6mi] of unclassified roads. Enfield has good links to the M25 and A406 [London's North Circular Road]. These are supplemented by several A-roads that are key connectors in the Borough. Five train lines pass through the Borough, including the Piccadilly [Underground] Line.

Pre-pandemic data from Transport for London [TfL] shows the 2019 three-year average mode share for sustainable transport was 53% [walking at 28%, public transport at 24% and cycling at 1%], while data from 2017 shows 49% of trips originating in the borough were made by car. The most recent data from TfL, a one-year average for 2022, shows an increase in walking [33%] but a decrease in the use of public transport [15%] and an increase in cycling [2%], equating to a mode share of 50% for sustainable transport. Travel patterns have changed because of the Covid-19 pandemic, such as changes in how frequently people travel for work.

Enfield is not unusual amongst outer London boroughs for having a lower proportion of trips made by sustainable



Locking up a bike in Winchmore Hill

modes compared to inner London boroughs. Approximately half of trips made in the borough are less than two miles in length, a distance that could be walked or cycled by many people. The British Medical Association [BMA] posits a distance of five miles that can be 'easily' cycled. Equally, we recognise that many people need to use their cars to move around the borough and elsewhere, for example disabled people. Some residents may also rely on their car to travel to other areas of London or further afield where it may be challenging or time consuming to do so by using sustainable modes.

Almost one-third of Enfield households [31%] had no cars or vans in 2021. The proportion of households without access to a car or van was highest in the south and east of the borough, for example in Edmonton Green where 52.7% of households had no car or van. The number of vehicles registered to addresses in Enfield was approximately 138,500 in 2021, a slight decline since 2016 to approximately 141,500 registered vehicles [in line with general trends across London, however the number of plug-in vehicles, including electric and plug-in hybrid vehicles, increased twelve-fold between 2016 and 2021 to 2,456 vehicles, meaning access to the charging infrastructure for electric vehicles [EVs] is necessary to keep up with the rate of electric and hybrid vehicle ownership.

The geography of the borough presents challenges to high connectivity. Whilst parts of the Borough are well connected, there are issues with east/west orbital movements. All the train and Underground routes go north/south, and a significant proportion of the borough is rural in nature; for example the Lee Valley reservoirs to the east of the borough limit opportunities for cross-boundary movement to Waltham Forest, Redbridge and Epping which create bottle necks and congestion due to high volumes of both private car and public transport.

## Key challenges and considerations

There are many challenges and considerations for transport provision in Enfield to ensure it is effective, accessible and sustainable, including:

### Traffic congestion and efficient movement of people

Traffic congestion is a blight which affects economic productivity (as people cannot move efficiently around), people's health and the environment, as well as being a frustration for those caught up in it. The Strategy promotes the reduction of car dependency to help reduce traffic congestion.

### Climate change and air quality

Transport is a major source of carbon emissions and air pollutants. These emissions have a significant impact on the health of our community and the climate. It is therefore a key target of the Strategy to reduce current levels of congestion, and promote active (for example walking, wheeling, or cycling) and sustainable (for example bus or train) modes of travel.

### Connecting rural and urban communities

The London Borough of Enfield is made up of rural and urban areas, and there are significant differences in traffic congestion, public transport access and safe routes across the borough for active travel modes. We need to ensure that people can access reliable public transport services and high-quality active travel networks in a sustainable way as part of an approach to reduce car dependency and provide choice and support active lifestyles for all ages.

### Place making

Transport infrastructure can affect the quality of a place where it is either too car dominated or creates severance within communities. There is a need for transport planning to embrace place making principles to ensure that the right balance is achieved through ensuring the successful movement of goods and people but not at the expense of the quality of a place.

### Growth pressures

Local authorities are under significant pressure to deliver more housing and other forms of development. In turn, investment in transport infrastructure is required to ensure new properties and developments successfully connect and integrate with existing transport networks without exacerbating existing transport facilities.

### Social equity and inclusion

The council is committed to creating a fairer Enfield, creating a lifetime of opportunity for everyone in the borough. As low-cost modes of travel, walking, wheeling and cycling support equity and inclusivity in access to education, employment, and other opportunities in the borough and more widely.



Palmer's Green Station

The most deprived neighbourhoods are often disproportionately affected by the negative impacts of motor traffic while having the lowest levels of car ownership.

### Changes to society

The way we live and work is constantly evolving. Since the Covid-19 pandemic, we have seen more people working from home and at the same time new transport demands. For example, demands on accessibility of transport options, and being able to travel at different times of the day due to the demands of people to be connected and technological advancements such as delivery apps.

### Road danger

The number of people killed or seriously injured on roads in the borough has been static at around 120 people killed or seriously injured per annum between 2014 and 2019 according to TfL's figures. There was a reduction during the pandemic but the figure rose again in 2022 when 121 people were killed or seriously injured. The total accident rate including slight injuries, accounting for the borough's population size, is 3.4 individuals per 1,000 people, middling in comparison to other boroughs.

### Public health

We are now more aware of the implications of transport planning on mental and physical health than ever before. A significant portion of the NHS budget is spent on long-term conditions but many of these can be prevented or mitigated by physical activity. People who cycle for non-sporting purposes are four times more likely to meet physical activity guidelines than those who do not.

### Funding



The Clean Air Route at St John and St James Church of England Primary School

Councils across the country are facing increasing financial pressures, whilst costs have increased due to the cost-of-living crisis which followed the Covid-19 pandemic. This means that the Council's ability to deliver transport improvements is significantly more limited than it was in the past. Schemes will need to be prioritised to maximise benefits within a reduced budget.

We will seek to address as many of these challenges and considerations as possible when prioritising and implementing the Transport Programme.

## Strategy and policy context

There are many policy documents and strategies, at local, regional, and national levels which form the context of the Transport



Strategy. It is important to follow policies and guidance set out in other policy documents, although the Strategy is the definitive document that guides transport policies for the London Borough of Enfield.

Some of the key documents that should be considered in conjunction with the Strategy include:

- [Enfield Council Plan](#) [LBE/Local]
- [Enfield Local Plan](#) [LBE/Local]
- [Enfield Climate Action Plan](#) [LBE/Local]
- [Enfield Air Quality Action Plan](#) [LBE/Local]
- [Enfield Blue and Green Strategy](#) [LBE/Local]
- [Enfield Joint Health and Wellbeing Strategy](#) [LBE/Local]
- [Enfield Housing and Growth Strategy](#)[LBE/Local]
- [The Mayor's Transport Strategy](#) [TfL/regional]
- [The London Plan](#) [TfL/Regional]
- [Gear change: a bold vision for cycling and walking](#)[DfT/National]
- [Net Zero Strategy: Build Back Greener](#) [DfT/National]
- [Decarbonising Transport: A Better Greener Britain](#) [DfT/National]
- [Inclusive Transport Strategy](#) [DfT/National]

We also use the [Healthy Streets Approach](#), with its 10 Healthy

Streets Indicators to guide the design and delivery of our projects.



Walking in Enfield Town

## The Council's role in delivering transport in Enfield

The delivery of projects which help achieve the benefits outlined within the Strategy cannot be achieved by the Council alone.

The Council is the highway authority for the borough. This means it is the responsible authority for the management of most roads and pavements within the borough and can deliver a variety of infrastructure schemes such as cycle routes, pedestrian crossings, bus priority and schemes to reduce traffic congestion. The roads which are not managed by the Council are the M25 (London Orbital Motorway), which is managed by National Highways, plus the A10 (Great Cambridge Road) and A406 (North Circular Road) which are managed by TfL.

However, the Council is not the transit authority. This means it does not manage or control public transport services. In London, buses are managed by TfL. Rail services in the borough are operated by TfL (London Underground and Overground routes), Greater Anglia (National Rail) and Great North Railways (National Rail), and the railway infrastructure is managed by Network Rail. The Council will continue to lobby for improvements to these operators, but decisions are not made by the Council.



Community engagement on The Green in Edmonton Green

There are three teams which will be key to

the delivery of the Strategy:

- The Journeys and Places team designs and delivers a range of active and sustainable transport and public realm improvement projects across Enfield.
- The Highways team is responsible for maintaining our roads, footways and other highways assets and leads on the Council's network management duty, which requires local traffic authorities to do all that is reasonably practicable to manage the network effectively to keep traffic moving.
- The Parking team is responsible for enforcement of parking and some traffic offences.



Build-A-Bike course at Ponders End Youth Centre

Where required, other internal teams across the Council will also help with the delivery of the Strategy.

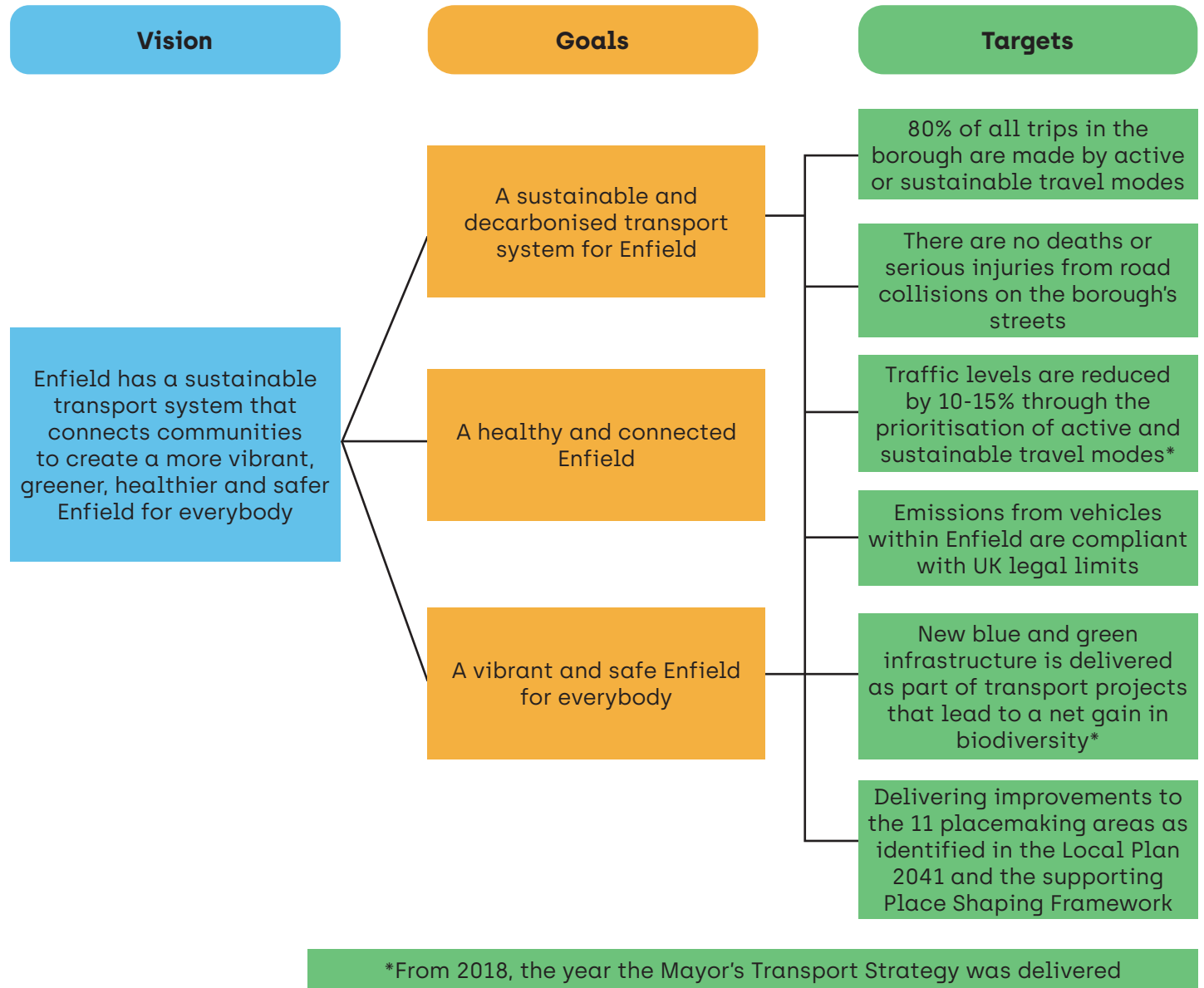
The Council gets an annual grant from TfL through the Local Implementation Plan. Other funding sources include larger developments i.e. (10 units and above, which are eligible for section 106 planning gain), and national and regional Government departments. Therefore, it is important to work with all potential funding agencies to maximise our ability to deliver our objectives.

# Our vision, goals and targets



The vision, goals and targets of the Enfield Transport Strategy provide a guiding framework to ensure projects are delivered using a holistic approach that places our residents at the centre. Through this vision we aim to align future infrastructure development with our overarching goals, fostering a coordinated and coherent transportation network. Figure 1 below shows the vision, goals and targets of the Strategy.

**Figure 1: The vision, goals and targets of the Enfield Transport Strategy**

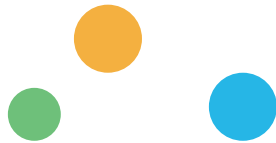


# Expected benefits

The Council has undertaken an analysis of the Strategy to identify potential benefits that arise from the Transport Strategy. This will help us define the high-level outcomes and benefits expected from the Strategy and will better ensure that these benefits are realised and prioritised in the development of the Transport Programme (an annual list of schemes to be delivered). By linking the outcomes back to the vision, goals and targets, as well as identifying the indicators for each benefit, we are also able to better understand the impacts of the Strategy by tracking and monitoring from a consistent baseline.

**Figure 2: Benefits analysis of the Transport Strategy**

Benefits	Indicators							
<i>What the benefits to passengers, society, the environment and the wider economy are</i>	<i>How we will measure the benefits</i>							
Enhanced accessibility to destinations	Improved transport hub locations	Improved public transport service frequency	Improve public transport travel times	Improve active transport travel times	Better interchanges	Increase in safe bike parking facilities	Affordable public transport	Improved accessibility at stations, stops and onboard transport
Safe communities for everyone	Fewer fatalities and incidents recorded	Improved lighting	Improved security and surveillance	Better lighting around stations	Improved signage and real-time information	Clean and well-maintained transport facilities	Trained station staff	Increased active travel
Shift towards preferred modes	More public transport trips	Sustainable trips mode share	Bus journeys reliable	Rail and tube journeys are not overly congested	Reduced car dependency	Reduced car ownership		
Healthy lifestyles	Increased walking and cycling trips	Improved air quality	Reduced noise levels	Reduced levels obesity and health conditions	Active travel is the natural choice			
Advanced technology and digital platforms	Accessible EV charging infrastructure across the borough	Increased number of EVs across the borough	Shared mobility is integrated into the transport network	Real time information supports public & active transport options	Mobility as a Service (MaaS) inc. car clubs			
Employment opportunities	Greater responsibility over transport choices	More affordable transport fares	Increased direct employment in the borough	Improved access to jobs outside of the borough	Better access to employment opportunities for all			
Boost to local economy	Safer and more appealing streets	Thriving local businesses	Economic benefit from health and wellbeing					
Decarbonisation and improved air quality	Reduced CO2 emission from road transport	Reduced NOx emissions from road transport	Reduced PM10 and PM2.5 emissions from road transport	Improved health benefits	Falling car ownership and use	Less road freight transport during peak times	Trips to school are safe and sustainable	
Green infrastructure enhancement	Better streets due to less congestion	Enhanced access to local green spaces, parks and play areas						
Policy alignment	Projects receive adequate funding and can be delivered more quickly							



# Transport policies



The policies in this section support this strategy's Vision, Goals and Targets by providing the broad policy framework upon which a series of Action Plans and Sub-Strategies (for example, Walking Plan, Cycling Plan, Place Plans, Developer's Guidance) which will provide specific detail on policies, networks and potential projects to be included in the Transport Programme.

## Improving the walking and cycling network

### Crossings, footways, and cycleways

We will build a network of high quality walking and cycling infrastructure, enabling people of all ages and abilities to walk, wheel and cycle safely and conveniently.

Enhancements to our walking and cycling network include safe, segregated cycle routes on busier roads and routes through quieter neighbourhoods, modal filters, safety improvements to junctions, expanding cycle parking provision, upgrading pedestrian, and cycling crossings, and improving wayfinding. To make the most efficient use of limited road space, we will reallocate space to create dedicated cycling infrastructure and to improve the pedestrian environment.

### Cycle parking

We will build high quality, secure cycle parking in locations where it is needed, including town centres, stations and public transport interchanges, schools, hospitals, and residential areas where there is currently limited or no opportunities to park bicycles securely.

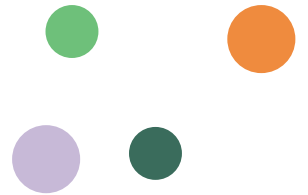
This will include introducing more secure cycle hubs (a place where various cycle facilities come together, such as cycle parking, cycle repair services, cycling information, and sometimes include lockers or showers), accessible by key to members of each hub at key public transport hubs across the borough.



Secure cycle parking in a bike hangar



Edmonton Green Cycle Hub adjacent to the station



## Making prosperous town centres with placemaking

### Town centres

Enfield's Local Plan 2041 identifies the hierarchy of the borough's town centres, high streets and shopping parades:

- Major town centre (1) – Enfield Town
- District centres (4) – Angel Edmonton, Edmonton Green, Southgate, Palmers Green
- Large local centres (16)
- Small local centres (11)
- Local parades (34).

We will create accessible and walkable environments in our town centres, making it easier for people to walk, wheel, cycle or use public transport to access their local centre for shopping, leisure, and services. We will do this through enhancements to the public realm, in line with the Healthy Streets indicators.

Where possible, we will incorporate features such as Sustainable Urban Drainage Systems (SUDS) and tree planting, contributing towards climate resilience in the borough in line with the Borough's Climate Action Plan.

Encouraging people to spend time and money in our high streets in turn supports the local economy and makes the borough attractive to inward investment.

### Placemaking

Placemaking means creating places and focuses on transforming public spaces to strengthen the connections between people and these places. Placemaking is a process centred on people and their needs, aspirations, desires, and visions, which relies strongly on community participation. The Local Plan sets out the eleven principal placemaking Areas.

We will produce, update, and implement Place Plans (within the Place Shaping Strategy) for each of the placemaking areas to help support the respective Placemaking Visions outlined in the Local Plan.

### Scooter and cycle hire

The Council intends to join the London-wide scooter and cycle hire scheme (due in 2025), which will make cycles available at designated hire points throughout Enfield. The scheme will enable residents and visitors to hire a bike for short periods and aims to provide an additional transport choice for local journeys. The fleet will comprise electric scooters and e-bikes to appeal to as wide an audience as possible.

### Blue and green infrastructure

We will identify opportunities for increased blue and green infrastructure such as planting, Sustainable Drainage Systems (SuDS) and urban greening in all transport schemes to help mitigate the impacts of flooding, air pollution and climate change, whilst providing an improved public realm, shade and shelter in line with the aspirations set out in the Blue and Green Strategy.





## Improving neighbourhoods

### Quieter Neighbourhoods

Our Quieter Neighbourhoods projects aim to reduce the volume and speed of motor traffic on residential streets to make streets safer and more attractive for people to walk and cycle. This also contributes to the development of neighbourhoods in the borough where all essential goods and services are obtainable within a short walk or cycle from all residences. Quieter Neighbourhoods may include measures to limit through-traffic on certain streets such as “modal filters” or weight and freight restrictions, and the creation new public spaces. They may also increase the number of residential roads with a 20-mph speed limit, and active travel modes will be prioritised. Cameras and other interventions will be considered to enforce some of these measures if necessary to maintain direct access for the emergency services.

We will implement quieter neighbourhoods where appropriate, in consultation with local residents and stakeholders.

### School Streets

School Streets aim to improve road safety and reduce air pollution outside of schools and encourage more children and parents or carers to walk, scoot or cycle to and from school. School Streets are timed road closures outside the school gates, however they can also be supported by enhancements to the public realm outside of schools such as widening footways, introducing planting and the installation of public art.

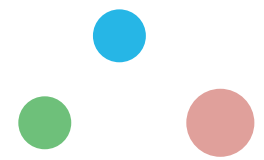
We will introduce school streets at schools where possible. However, school streets cannot be introduced on main roads or bus routes.

### Reducing speeds

It has been proven that lower speed limits reduce the frequency and severity of road collisions. Therefore, we will continue to introduce 20 mph speed limits in areas where people live, work or play. This means that all residential roads, plus other roads where necessary within the borough will be made 20 mph.



School Streets make it safer for children to get to school



## Informing and inspiring people about active travel

### Behaviour change

Alongside infrastructure to encourage more people to walk and cycle, we will support and encourage people to make more sustainable daily journeys by providing resources, activities, motivation, and community support. We will do this through a programme of events, engagement with young people, schools and community groups, and marketing sustainable travel. In addition, we will work with communities to further develop and shape future ideas and projects that support walking and cycling through community engagement and consultation.

Examples of some current and past events that have been delivered as part of the Journeys and Places programme include second-hand bike markets, group rides, free cycle repairs (Dr Bike), try-a-bike sessions and the All Ability Cycling Club.

### School travel and engagement

The Journeys and Places programme delivers [TfL's Travel for Life](#) scheme in schools across the borough. Travel for Life recognises the work schools are doing to enable and encourage active travel. The scheme facilitates the creation, monitoring and implementation of school travel plans which set out the initiatives they will deliver to encourage people to travel by walking, wheeling, scooting, cycling and other forms of active travel for journeys to school. The objective is to embed active and sustainable travel behaviours into young people that will last a lifetime.

### Informing

We will speak up about how changes to the way people travel can benefit their lives, the lives of those of the wider community, and the planet. We will promote the benefits of walking, cycling and other forms of sustainable travel alongside how people can give walking or cycling a go using our services and infrastructure. By informing and inspiring people of all ages and abilities across Enfield, we aim to enable them to confidently choose to make sustainable daily journeys. A strong identity online through the Journeys and Places website and social media channels as well as on-street promotion will be used to share the benefits of walking and cycling to the local economy, public health, and climate change.

### Engagement

We will engage with the Enfield community to encourage people to switch their shorter journeys from car to active or sustainable travel modes. Community engagement enables us to make better decisions resulting in better project outcomes. It enables us to build and strengthen relationships with individuals and groups. It also facilitates the sharing of knowledge between the Council and community.

Traditionally, young people are underrepresented in engagement and consultation processes. We seek to improve the representation of young people in Journeys and engagement processes by collaborating with school communities and other places where young people are, such as youth centres, from the initial stages of scheme development through to implementation in line with the Council's Youth Participation Policy .

# Enabling effective management of kerbside space including parking and electric vehicle charging

## Kerbside space

The kerbside is the space at the edge of a road, next to the footway (i.e. at the kerb). The management of kerbside space affects everyone who spends time on our streets. The kerbside belongs to everyone, and it can serve a variety of uses, including parking, delivery, active travel and measures that respond to the effects of climate change.

The adjacent footway space can sometimes have an interaction with kerbside space, such as, for example, when of electric vehicle charge points (EVCPs) are placed on the footway adjacent to a dedicated EV parking bay.

## On-street parking

We will implement Controlled Parking Zones (CPZs) where necessary to deal with parking issues and to make our highways safer. CPZs help to prevent all-day commuter parking, improve access for emergency service and refuse vehicles, and reduce inconsiderate and indiscriminate parking, thereby improving parking conditions for the local community.

We will implement parking restrictions in locations where access and safety can be compromised, for example at road junctions and near schools.

We will support businesses by enabling on-street parking and loading where possible, especially in town centres. We will review and implement parking schemes to maximise benefits.

## Off-street parking

We will provide off-street parking to support town centres. However, preference for space will be given to sustainable modes. Where there is low demand or can be accommodated on-street, consideration will be given to disposing or part-disposing of car parks for development.

Car parks are priced to encourage short-stay rather than long-stay (commuter) parking. Consideration may be given to adding variations based on the pollution level of the vehicle.

## Electric vehicle charging

We will work with partners to develop and deliver a comprehensive network of EVCPs which responds to diverse needs, including freight, taxis, local residential charging and car clubs.

Where feasible, we will seek to put all EV infrastructure in the carriageway and car parks to minimise the impact on pedestrians, particularly disabled people.

## Car clubs

Car clubs are short-term car rental services that allow members access to locally parked cars and pay by the minute, hour, or day.

We will investigate car clubs with a view to implementing a low pollution but financially viable solution. Car clubs can be beneficial where public transport availability is high and parking availability is low.

## Supporting better public transport

### Accessibility

We will make our streets and public transport interchanges more accessible and inclusive to ensure boarding public transport vehicles is as simple as possible.

We will work with TfL and Network Rail to improve step-free access (SFA) and install upgrades to stations including new station entrances for Underground, Overground and mainline stations within the borough to improve accessibility.

### Public transport infrastructure

Working with TfL, we will deliver bus priority improvements where needed across the borough and consider the impacts on public transport when designing future projects.

We will work with TfL on delivering the necessary infrastructure to support Low Emission Bus Zones and the electrification of the bus fleet.

### Service enhancements

We will lobby TfL to ensure that they maintain a bus service that provides a satisfactory level of frequency and accessibility to our residents (including at locations of new development), recognising the role of buses as the most flexible part of our public transport system that doesn't require significant, costly, or time-consuming new infrastructure to be delivered.

We will lobby train operators to maintain or improve frequency levels and high-quality stations to the benefit of our residents and visitors.

We will use Public Transport Accessibility Levels (PTAL), the level of deprivation and percentage of elderly people and disabled people living in each area as indicators to help prioritise locations for investment.

We will lobby and support TfL in the delivery of large-scale public transport schemes in the borough to provide the necessary increases in capacity that enable residents and visitors to move in and around the borough.



People travelling by bus in Enfield Town



Bus travelling along Ponders End High Street

## Making freight and deliveries more efficient and effective

### Freight movement and deliveries

Commercial vehicles are very high emitters of carbon pollution and is responsible for approximately one third of all road transport emissions, despite being only around 12% of the overall fleet.

We will provide an efficient network and kerb-side space and will prioritise sustainable the movements of goods. This will ensure the efficient movement of essential freight while minimising wider impacts such as congestion and carbon emissions.

We will develop an Enfield specific Freight Action Plan (to complement the TfL [Freight and servicing action plan](#)) and implement measures to mitigate the impacts of freight movements in the borough, recognising Enfield's status as the workshop of London.

We will work with businesses to encourage retiming of deliveries outside of peak periods through waiting and loading reviews and interventions such as vehicle restrictions.

We will support businesses and organisations across the borough to use cargo bikes for deliveries of goods and services and promote the benefits such as reduced cost of deliveries and that they are a low carbon delivery option.

### Consolidation

We will work with others including town centre stakeholders, hospitals, and education establishments to identify opportunities to increase freight consolidation both for deliveries and removing waste.

We will investigate opportunities with partner organisations and groups for last mile deliveries by cycle freight, including the use of e-bikes and implementing dedicated cargo-bike loading and unloading space where feasible.

We will work with organisations to install collection points to reduce the need for additional and unnecessary delivery mileage.



Local Enfield business owner making deliveries by cargo bike

## Enabling good transport connections through development

### Building a sustainable and decarbonised transport system for Enfield

New developments in the borough should ensure they:

- Encourage the use of sustainable and active travel modes.
- Connect and enhance the walking and cycling networks in the borough.
- Connect and enhance the public transport network in the borough.
- Conform to vehicle and cycle parking standards within the London Plan (including provision of EVCPs) including that parking and loading is off-street and avoids blocking active travel routes. Parking permits to existing Controlled Parking Zones (CPZs) will not be permitted for residents of new developments.
- Help address road safety issues in the borough through good design within the development and by funding mitigation measures.
- Are compact and have access to key services within a 20-minute walk or cycle.

Note: The policies in this table are a summary of Policies T1, T2 and T3 contained within the Local Plan but should also be considered alongside the Council's Developer Guidance.



Cycling at Angel Walk

# Delivering the strategy



# Delivering the strategy

There are many ways we use land for journeys and places that make up the Enfield where people live, work, travel around and enjoy. These have been categorised into six elements:

- Neighbourhoods
- Corridors
- Town Centres
- Parks and open spaces
- Employment hubs
- New developments.

Following the delivery of the Transport Strategy, these will shape the practical and deliverable solutions to meet the needs of the real world and how we use our streets and public spaces in our everyday lives.

These six elements of the borough are shown in Figure X below. Enfield is a dynamic borough with many places for people to interact, pathways for movement, nature to blossom and business to thrive. These six elements naturally interact and overlap with each other, for example parks are typically located within neighbourhoods, adjacent to or within town centres and often accessed by corridors.

The development of projects in the borough will be subject to design guidelines and technical considerations (for example road width), plus engagement and consultation with the local community. The following section describes these six elements and provides examples of projects that may be explored when delivering this strategy.



**Figure 3: Illustrative example of the six elements that make up the London Borough of Enfield**





## Neighbourhoods

Neighbourhoods are primarily residential areas and are where most of Enfield's population reside.

The aim for our work in neighbourhoods is to create a more enjoyable and liveable environment. The focus will be on shaping the neighbourhood around people, with an emphasis on transforming streets into spaces that promote good health and wellbeing. This could involve reducing traffic volumes and vehicle speeds in residential areas to improve the safety for people walking and cycling, and encourage active and sustainable transport as the preferred modes of transportation.

Examples of projects that may be delivered for neighbourhoods include:

- School Streets
- Quieter Neighbourhoods including bus priority
- 20 mph speed limits
- Cycleways and cycle parking
- Sustainable uses of the kerbside including parklets and car clubs
- Parking schemes
- Cycle and scooter hire
- Electric vehicle charging points.



**Figure 4: Illustrative example of a neighbourhood in Enfield**

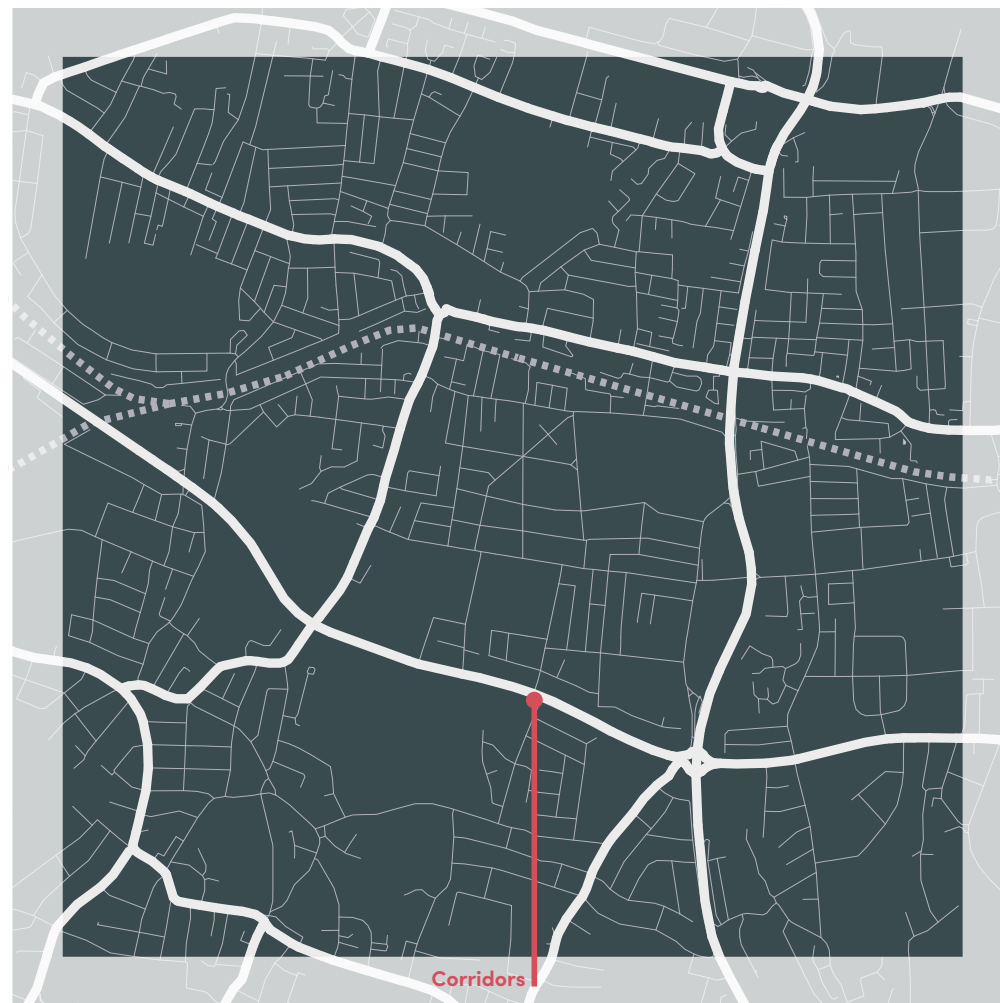
## Corridors

Corridors are the primary movement passages through Enfield and carry most of the borough's traffic. In terms of their function they are primarily focused on movement, however there is overlap with Enfield's town centres where corridors can take on more of a place function and serve as locations for retail and employment. A significant number of people live on or very near corridors.

The corridors within Enfield have been identified based on LBE's street classifications. Any main roads or connector roads have been identified as a corridor. Therefore, corridors are primarily A-roads and B-roads, and include some roads that are part of the Strategic Road Network.

Examples of projects that may be delivered along corridors include:

- Cycleways including protected spaces for cycle traffic on main roads
- Improved controlled crossings for walking, wheeling, and cycling
- 20 mph speed limits
- Cycle parking and other sustainable uses of the kerbside
- Bus shelters with real time information and accessible bus stops
- Cycle and scooter hire
- Bus priority
- Reducing road danger
- Projects to reduce the Borough's carbon footprint from transport.



**Figure 5: Illustrative example of a corridor in Enfield**

## Town centres

Town centres are primary destinations for travel and contain a rich mix of amenities and activities. It is crucial to ensure that town centres are well-connected so that residents can access their local centres and the range of amenities they offer. Enfield benefits from five major and district town centres in the borough:

- Enfield Town
- Edmonton Green
- Angel Edmonton
- Palmers Green
- Southgate.

Enfield Town fulfils the role of the major town centre in the borough and contains the highest concentration of retail, leisure, and employment destinations. The other four centres also provide a wide range of facilities and cater for the needs of residents locally.

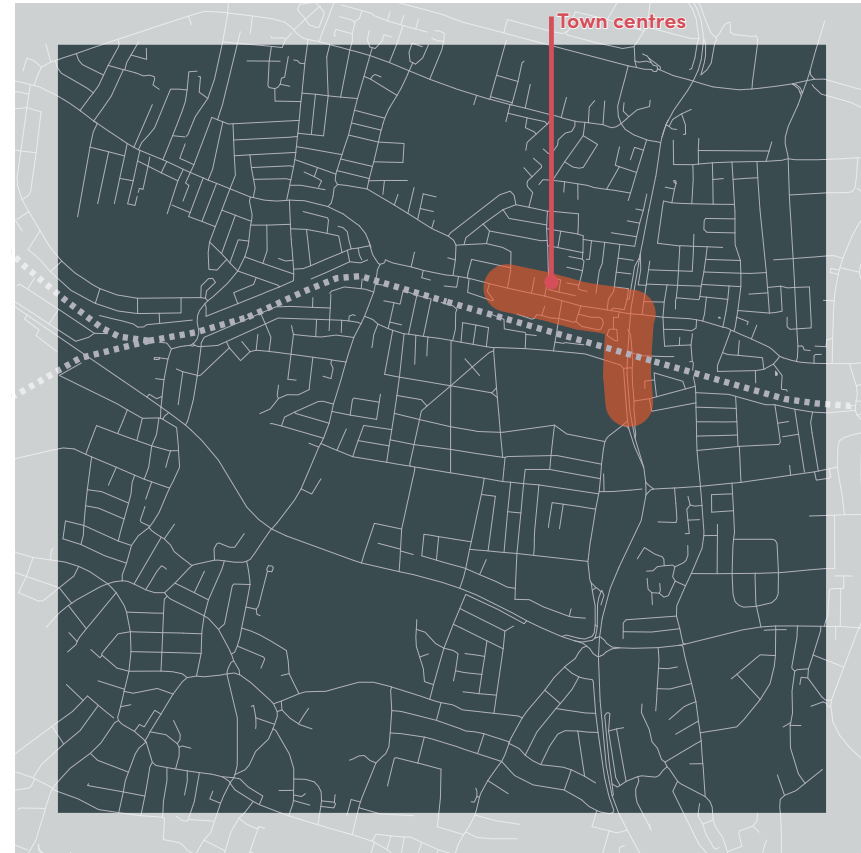
All five town centres are connected to the rest of the borough via multiple bus services as well as by rail: Enfield Town, Edmonton Green and Angel Edmonton by London Overground services, Palmers Green by National Rail services and Southgate by the London Underground.

Enfield has developed Action Plans for each of its town centres and the policies outlined within the Strategy have been developed to complement these action plans and contribute to the vitality of Enfield's town centres.

Examples of projects that may be delivered for town centres include:

- Public realm improvements and placemaking projects
- Cycle parking including space for cargo bikes
- 20 mph speed limits

Figure 6: Illustrative example of a town centre in Enfield



- Cycleways and connections to a borough-wide cycle network
- Sustainable uses of the kerbside
- Bus shelters with real time information and accessible bus stops
- Cycle and scooter hire
- Parking schemes
- Reducing, re-timing and increasing the use of sustainable vehicles for deliveries and commercial operations.

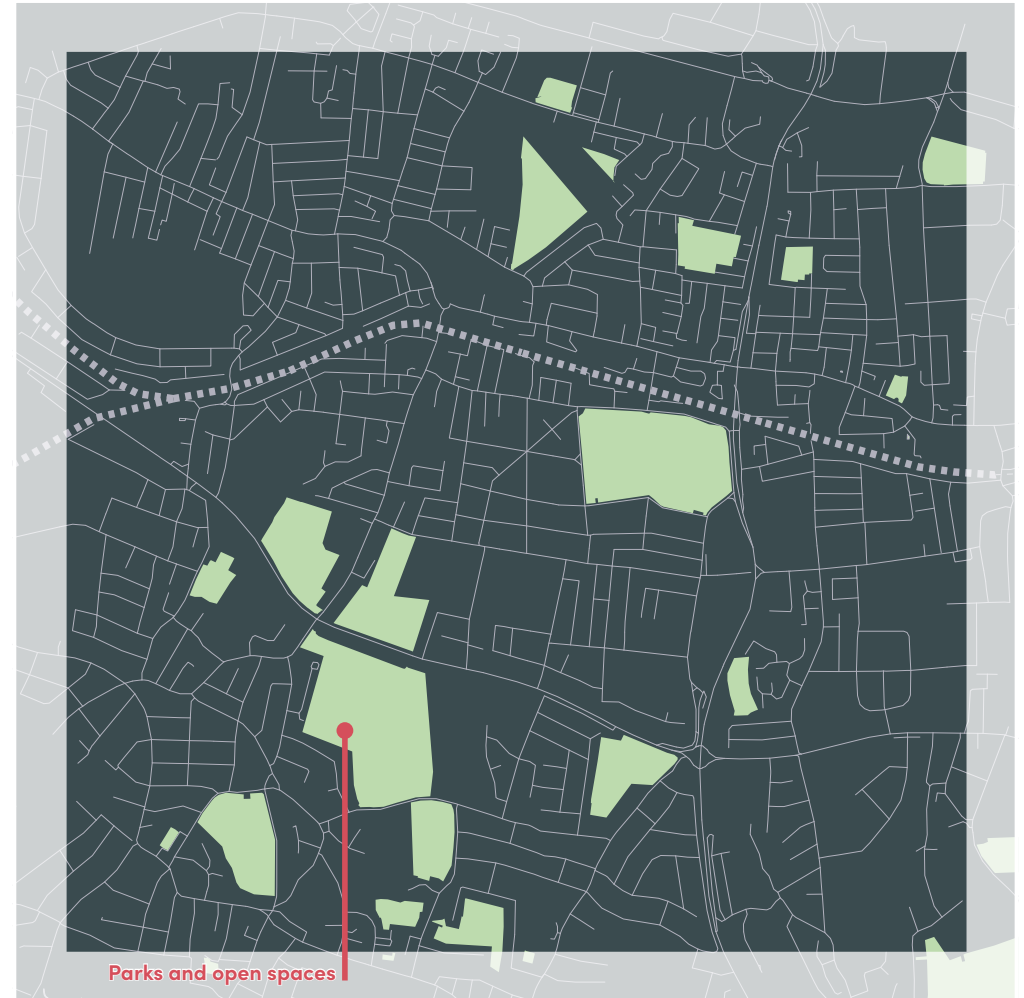
## Parks and open spaces

Parks and open spaces cover over 900 hectares of the borough. Enfield benefits from a number of parks ranging from large parks on the edge of the borough such as Trent Park, to local parks and greenspaces within neighbourhoods, such as Pymmes Park. As well as designated parks, residents of Enfield also have access to several trails, towpaths, and green routes, particularly in the more rural areas in the north of the borough. This includes the London Outer Orbital Path (LOOP), National Cycle Network (NCN) Route 12, the Green Loop, and the Lea Valley Walk.

As well as being popular destinations, parks and open spaces play a vital role in enabling growth of the walking and cycling network in the borough. Parks can provide traffic-free cycling connections, for example Pymmes Park which hosts a section of NCN Route 1 and therefore provides a strategic connection for cycling.

Examples of projects that may be delivered for parks and open spaces include:

- Improved wayfinding for walking and cycling
- Greenways and other connections to a borough-wide walking and/or cycling networks
- Cycle parking
- Blue and green infrastructure as part of the delivery of other schemes.



**Figure 7: Illustrative example of parks and open spaces in Enfield**

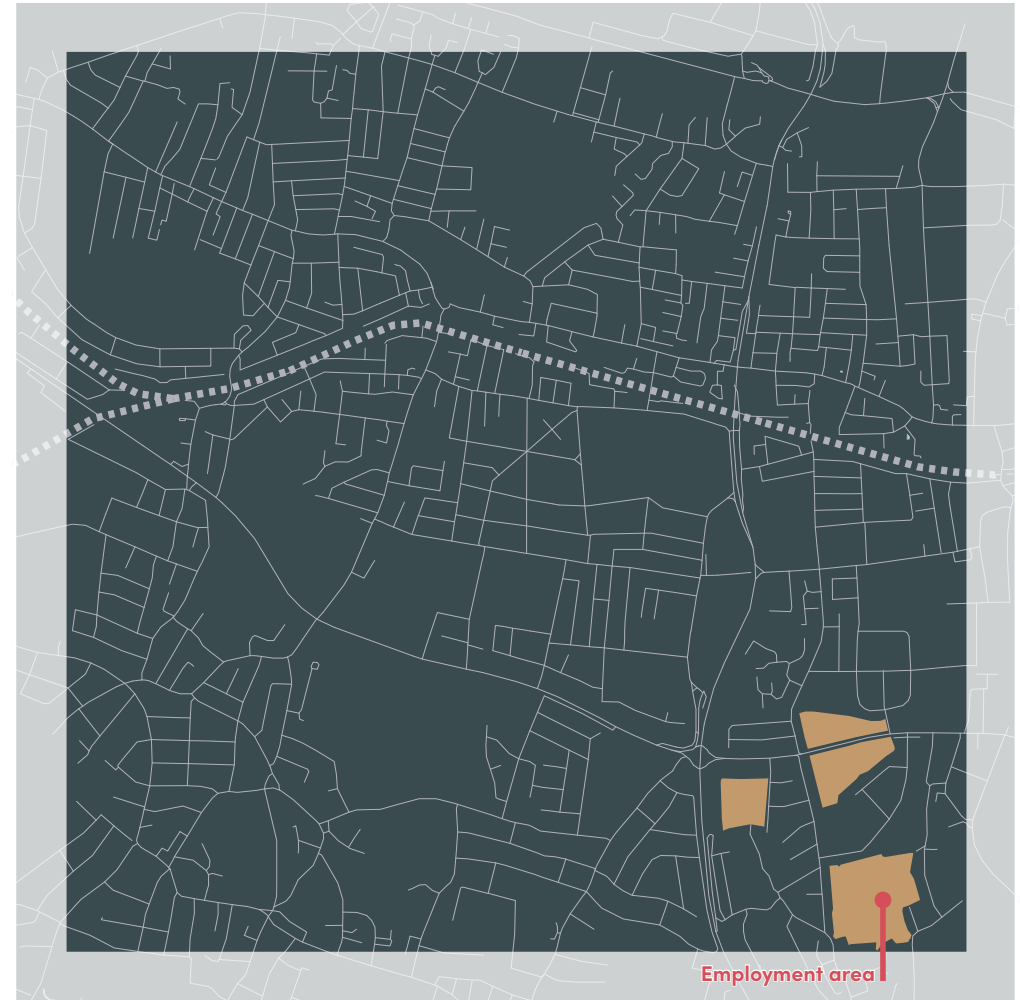
## Employment hubs

There are several areas in Enfield that are hubs for employment. However, we know that residents of Enfield are employed across most of the borough and beyond, and some residents work from home and do not regularly travel to a workplace.

Enfield has over 400 hectares of industrial land. The majority of this land is in the eastern corridor and much of it is classified as being a Strategic Industrial Location (SIL), which are designated areas to ensure London provides a sufficient number of quality sites, to meet the needs of industrial and related sectors. Within this eastern corridor there are also other types of employment spaces, including business parks such as Meridian Business Park, making it a key generator of trips in the borough. Improving access to employment space also has economic benefits and can help address socio-economic deprivation.

Examples of projects that may be delivered for employment hubs include:

- Cycle parking including space for cargo bikes
- 20 mph speed limits
- Cycleways and connections to a borough-wide cycle network
- Cycle and scooter hire
- Parking schemes
- Reducing, re-timing and increasing the use of sustainable vehicles for deliveries and commercial operations
- Sustainable travel plans



**Figure 8: Illustrative example of employment hubs in Enfield**

## New developments

This element focuses on future development sites in the borough, with a particular focus on the larger sites that will generate a higher number of trips. Although the focus is on these sites, the recommendations outlined for this element should also apply to all new development sites in the borough.

Examples of projects that may be delivered for new developments include:

- Cycle parking including space for cargo bikes
- 20 mph speed limits
- Cycleways and connections to a borough-wide cycle network
- Sustainable uses of the kerbside
- Cycle and scooter hire
- Sustainable travel plans
- Car clubs and electric vehicle charging points
- No access to existing residential parking zones.



Figure 9: Illustrative example of a new development in Enfield





## Guiding principles

There are several key principles that guide how the Council will approach transport projects that are delivered as part of the strategy.

### We proactively engage the community in the development of projects

In delivering projects and activities as part of the Transport Programme, we work proactively to be inclusive, seeking timely input from residents and stakeholders. We work to make each engagement opportunity fit for purpose and accessible to people with different needs and seek to hear the voices of those often underrepresented in community engagement processes.



Engaging on projects through art

Community engagement is undertaken in various formats in line with the Council's engagement plan and best practise. Depending upon the size and nature of the scheme, this can involve workshops in community halls or other public spaces, online mapping and feedback exercises, and design workshops, both in-person or virtually. We seek to engage people across so that we have representation from all **protected characteristic** groups as defined in the Equality Act 2010. We deliver specific engagement activities tailored to groups of people who are at risk of being excluded or underrepresented, such as younger, older, disabled people and people from ethnic minority groups.

Community engagement and consultation takes place at various times throughout the lifecycle of individual projects. By engaging communities throughout the lifecycle of projects, we aim to deliver better projects and outcomes for Enfield.

The nature and size of a particular project informs the most appropriate approach to community engagement and consultation. The level of engagement and consultation will be scaled depending upon the size and nature of the project. Some projects lend themselves to an experimental approach, enabling residents to experience the project in practice before providing feedback, while on other projects we engage the community and deliver statutory consultation processes prior to implementation, some minor projects may only have statutory consultation. Major projects will have a published Communications, Engagement and Consultation Plan, plus they will have Equality Impact Assessments (EqIAs) are produced and published for each project. EqIAs will allow us to consider how major project might impact on each protected characteristic and help us to identify groups we particularly want to hear from in our consultation and engagement activities.

### We are evidence-led and transparent in our rationale for projects

There is an ever-growing body of evidence about the impacts of investment in sustainable travel infrastructure and measures to encourage travel behaviour change. This evidence comes from a range of practitioner and academic sources



People walking and cycling along Fox Lane bridge

and is based on projects in London, the UK and internationally. We continuously review this evidence and adapt and evolve as necessary.

We monitor the impacts of our own projects in terms of the effects they have on how people travel and on people's attitudes to travel. We collect data about how people travel around the borough and ask for people's views on the projects we have delivered and how they make decisions about the journeys they make. The data we collect enables us to evaluate what we deliver and helps to shape the projects we deliver in the future.

As part of the development of each major project we publish the following key documents:

- Project rationale
- Communications, engagement and consultation plan
- Monitoring plan
- Equalities plan and accompanying EQIA.

We share the project-specific evidence base upon which council decision making is based. We publish summaries of the findings from community engagement and consultation opportunities, and analysis of data collected as part of the development and delivery of the project.

### We apply consistent standards of design

Good design is at the heart of making our transport infrastructure inclusive and accessible to a wide range of people and ages. Our transport infrastructure needs to be safe, convenient, and intuitive for people to use irrespective of their previous experience.

We use the most up to date guidance and standards for every job we design and implement to ensure our projects are of consistently excellent quality across the borough. When designing larger projects, we adopt a holistic approach using the Healthy Streets Approach to improve streets across the 10 Healthy Streets Indicators shown below (Figure 10), and consider the impacts on blue and green infrastructure.

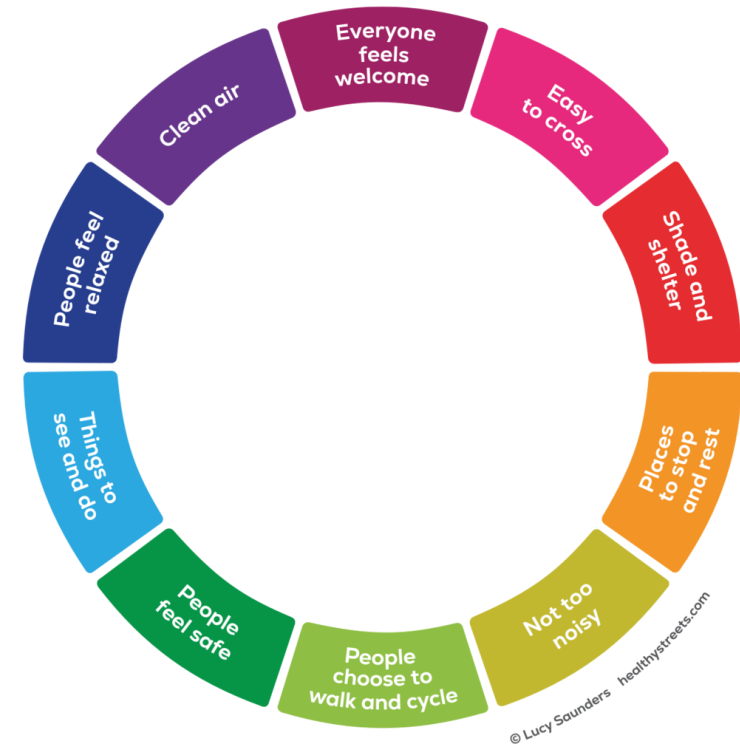


Figure 10: The 10 Healthy Streets Indicators



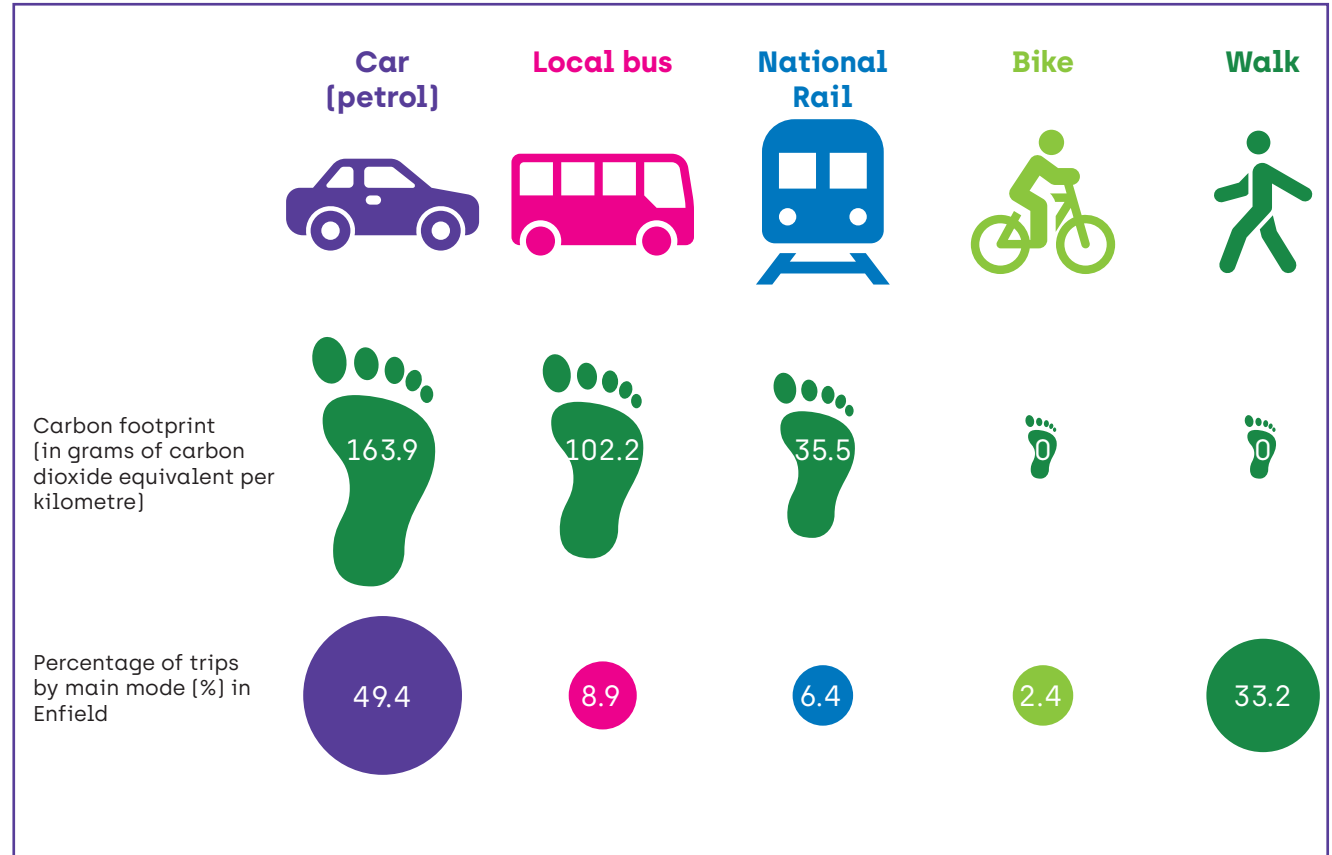


### We consider the needs of all road users

The Strategy considers the full range of transport options and recognises that for some people and for certain journeys there may not be a viable alternative to a car. We aim to balance these competing needs when developing and delivering projects. Road space is finite and the impacts on all road users of reallocating space to walking and cycling will be considered.

Access to homes, businesses, jobs, education, shops, services, and leisure is vital to the socio-economic health of the borough. The Transport Programme will help people to reach these by low cost and sustainable modes. The Transport Programme will recognise that some people may need additional support and may be affected differently by the projects delivered. Walking and cycling infrastructure have suffered from under-investment for decades, and this needs to be rectified. This does not mean that we will not be undertaking projects that will make improvements for motor vehicles, but they will be less of a priority.

Priority will be given to active and sustainable projects which help with our targets on mode share and carbon reduction. Larger vehicles tend to have a higher carbon footprint, but public transport vehicles can carry more passengers. Figure 11 below shows the impact of vehicles on carbon emissions per passenger kilometre.



**Figure 11: The carbon footprint and percentage of trips made of various modes in Enfield**

Data source: <https://www.statista.com/statistics/1233337/carbon-footprint-of-travel-per-kilometer-by-mode-of-transport-uk/>



## **We are working towards reducing the carbon footprint of transport in the borough**

This transport strategy aims to significantly reduce the carbon emissions from transport across the borough as part of the response to the declared climate emergency. The Council aims to become a carbon neutral organisation by 2030 and a carbon neutral borough by 2040. As well as enabling more sustainable journeys, the Council also needs to consider the carbon footprint of project implementation. Therefore, the Transport Programme will make efforts to capture the carbon impact of project delivery and by working with industry seek to continually reduce the footprint of project delivery.

## **We seek to understand the impact of the projects we deliver**

We are committed to understanding the impact of the transport projects we deliver, and to using learning from our work to help shape the future development of the programme.

Evaluation of projects will include process, impact, and value for money evaluation. Process evaluation supports continuous improvement by capturing lessons learned as projects are implemented. Impact evaluation will show whether activities are achieving the aims and objectives of the Strategy. We evaluate whether the project is delivering value for money by maximising the benefits of the Transport Programme.



Electric vehicle charging point

# Stay engaged with transport in Enfield

Find out more and stay engaged in transport in Enfield by visiting the [Enfield Council's Website](#). Here you will be able to find:

- Action Plans and Guidance
- Updates on strategic monitoring
- Updates on the Transport Programme and projects
- Information on consultation and engagement opportunities

To find out more about projects we will be delivering as part of the Transport Programme see:

- [Let's Talk Enfield](#)
- [Journeys and Places Website](#)



Children learning to cycle



