

13 Movement and Connectivity

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INTRODUCTION

13.1 Appropriate transport infrastructure is fundamental to development in Enfield, to support growth, relieve pressure on Enfield’s transport network and reduce the impact of travel whilst maintaining freedom and ability to move at will. Transport profoundly impacts the lives of our residents. Often, individuals face choices when it comes to transport, including whether to walk, cycle, use public transport, or use a private car. However, these choices may be limited by various factors such as travel conditions, personal preferences, inadequate investments or other local circumstances. Transport is not only a driver and a maker of economic development but also acts as catalyst, connecting individuals and communities, facilitating access to job opportunities and enabling businesses to connect to goods and markets, both within London and the wider sub-regional marketplace.

13.2 Enfield is committed to meeting the Mayor of London’s Transport Strategy objectives, aimed at creating a transport network that improves the health and wellbeing of all Londoners. London is committed to achieving an 80% mode share for active and sustainable travel by 2041, with the additional goal to have zero road deaths by the same year. To achieve these targets, a

significant shift towards walking, cycling and public transport use is needed over the next 20 years. Development will be expected to contribute to these aims by enhancing local active and public transport networks, as well as minimising the need to travel through good design and location.

13.3 The policy objectives contained in the ELP align with those found in Enfield’s Transport Strategy published alongside it. More detail on transport policies can be found in the Transport Strategy. These policies also form part of the Borough’s response to the climate emergency, serving as a means to significantly reduce greenhouse gas emissions and address issues related to poor air quality and noise pollution.



Cycle Enfield opening of Edmonton Green cycle hub

STRATEGIC POLICY

T1 : PROMOTING A SUSTAINABLE AND DECARBONISED TRANSPORT SYSTEM

Part 1: Ensuring access to a fully connected sustainable transport network

1. New and planned transport investment will be required to support the levels of planned transport growth within the Borough over the plan period, as well as significantly increase the proportion of journeys via walking, cycling and public transport.
2. New development will safeguard existing land and buildings where necessary to facilitate active travel (walking and cycling), public transport or related support functions and future access to future infrastructure projects including the line of the potential Crossrail 2 route;
3. Development will be expected to deliver improvements to the sustainable transport network, promote sustainable modes of travel, reduce severance and barriers to sustainable modes and improve road safety. Planning applications should include Construction Logistics Plans, Travel Plans and Delivery Service Plans to detail how the impact of road based transport will be mitigated and maximising the use of sustainable modes.
4. Development should actively seek to reduce traffic where possible, particularly on residential roads) and promote the safety of the transport network.

5. The Council will promote the sustainable movement of goods and materials while minimising their movement of goods and materials by road, by:
 - a. encouraging the use of canal, rail and bicycle transport, where possible;
 - b. protecting existing facilities for waterborne and rail freight traffic; and
 - c. promoting the provision and use of freight consolidation facilities.
6. Developments likely to generate significant movement of goods or materials by road both during construction and operation, will be expected to:
 - a. prioritise the use of Transport for London Road Network or other major roads to minimise the impact of freight movement
 - b. provide accommodation for goods vehicles on site
 - c. submit Construction Management Plans, Delivery and Servicing Management Plans and Transport Assessments where appropriate, while contributing towards their subsequent monitoring.

Part 2: Increasing all active travel opportunities

Walking

7. Walking is an important mode of travel for short journeys. Developments should promote walking and active travel in the Borough by improving the pedestrian environment, this includes Developments should promote walking in the Borough by improving the pedestrian environment, this includes:
 - a. safely connecting to the existing pedestrian network
 - b. enhancing the pedestrian environment by providing high quality footpaths and pavements meeting the prescribed width guidelines for the expected number of people, contributing to a high quality public realm
 - c. making improvements to the pedestrian environment by including the provision of safe road crossings, seating areas, signage and landscaping that facilitate safe and pleasant walking experiences, ensuring permeability and adequate lighting
 - d. Assisting individuals with mobility impairments and supporting vulnerable road users where appropriate
 - e. Contributing to the establishment of bridges and water crossings where appropriate.

Cycling

8. Developments should promote cycling in the Borough and ensure a safe and accessible environment for cyclists, complying to the appropriate guidance, such as LTN 1/20 or its successor. This includes:
 - a. Safely connecting to the existing cycle network. All developments should be situated within 400 metres of a safe cycle route, as per the MTS target, or provide new cycle connections to the network.
 - b. Providing for or making contributions towards connected, high quality, convenient and safe cycle routes within and beyond the development site, in line or exceeding LTN 1/20. These routes should be permeable and well lit, incorporating green chains and links as set out on the Policies Map.
 - c. Providing accessible, secure cycle parking facilities, as outlined within the London Plan. Cycle parking should be secure, well-lit, clearly sign-posted, and situated in convenient locations, including proximity to stations, main entrances and public spaces. Provision should also be made for visitors and hire bikes/ scooters within the development. In areas well-served by cycling infrastructure, higher levels of provision may also be required, considering the size and location of the development.

- d. providing high quality facilities that promote cycling, including changing rooms, showers, dryers and lockers.
- e. contributing towards the establishment of bridges and water crossings for cycle use where appropriate.

Public Transport is a viable option for everyone

9. Development should provide public transport infrastructure to safeguard and promote the provision of public transport in the Borough by:
 - a. contributing towards improvements to bus network infrastructure, including improved access to bus stops, shelters, passenger seating, waiting areas, signage, and timetable information
 - b. improving accessibility to public transport through improved interchange between different modes of transport, such as the provision of safe and secure cycle parking at stations, along with ensuring step-free access.
10. Development should contribute to safeguard and promote the provision of public transport in the Borough by:
 - a. contributing to the delivery of improved and new public transport services where development is proposed in areas of low public transport accessibility, particularly in rural areas.

- b. Supporting the delivery of improved and new public transport services in areas where the demand generated by the development is likely to exceed existing capacity of bus services.
- c. in major developments, contributions may also be sought towards the improvement of other forms of public transport, where appropriate. This includes:
 - i. the implementation of four-tracking of the West Anglia mainline (between Tottenham Hale and Broxbourne) to increase the frequency of train services to eight trains per hour
 - ii. upgrades to the Piccadilly Line
 - iii. increasing the frequency of rail services to at least four trains an hour during peak hours and three trains an hour during off-peak hours on the Enfield Town/Cheshunt services to and from London Liverpool Street
 - iv. Safeguarding space to deliver future improvements to Bus, Underground, Overground and National Rail networks, including potential future routes like Crossrail 2.

DEVELOPMENT MANAGEMENT POLICY

T2: FORMING A HEALTHY AND CONNECTED ENFIELD

Part 1: Active Travel and Mobility is part of a healthy lifestyle

1. Development will be expected to:
 - a. improve walking access and routes to local services, including schools and retail locations, by incorporating new safe, effective and efficient routes, networks and streets designed in accordance with regional and local guidance and standards. This includes adhering to the healthy streets' indicators set out in Transport for London's guidance.
 - b. actively promote road safety and contribute to creating safer cycling and pedestrian movement around town centres, transport nodes and quieter neighbourhoods. This includes implementing traffic-calming measures within residential areas and the wider pedestrian environment, where necessary.

Part 2: Open spaces are green, multi-functional and accessible

2. Development will be expected to support the healthy streets approach by:

- a. prioritising measures that encourage a substantial shift from private car journeys to active transport modes, with a particular emphasis on increasing cycling and walking, especially but not limited to, journeys under 2 kilometres. This should also include enhancing access to public transport and creating high-quality public realm.
- b. creating or contributing to the creation of quieter neighbourhoods throughout the Borough, through the removal of road traffic and prioritising active travel measures over car journeys. Streets or other selected locations should also include new pedestrian crossings and 20 mph speed limits and zones, where appropriate, and where suitable require contributions towards creating well-connected, high quality, convenient and safe network of cycling and walking routes to local destinations.

Part 3: Making transport choices which positively impact health and wellbeing

3. The Council will limit the availability of parking by:

- a. utilising the London Plan parking standards as the maximum permitted but may consider further reductions in car parking provision based on local considerations. This could include limiting on-site parking spaces designated for disabled people where necessary, and/or essential operational or servicing needs only
 - b. prohibiting the issue of on-street or on-site parking permits in connection with new developments, and use legal agreements to ensure that future occupants are aware that they are not entitled to on-street parking permits;
 - c. considering the redevelopment of existing car parks for alternative uses
 - d. resisting the development of boundary treatments and gardens to provide vehicle crossovers and on-site parking
 - e. strongly favouring off-street parking, loading and servicing solutions to ensure that development requirements do not create a barrier or introduce conflicts with active travel.
4. Complementary measures which reduce parking demand, such as car clubs, and supporting integrated and well-designed walking and cycling routes (giving support to any retrofitting proposals) will be supported.
 5. Provision of Electric Vehicle Charging Points should comply with the London Plan, with the possibility of seeking contributions towards on-street EVCPs.

DEVELOPMENT MANAGEMENT POLICY

T3: CONSTRUCTING A VIBRANT AND SAFE ENFIELD FOR EVERYONE

Part 1: Neighbourhoods are compact and mixed use

1. Development that are well connected by public transport and have active travel opportunities should be designed as car-free or offer a very low level of parking provision which are appropriate to the proposed use of the development, in line with the standards set out within the London Plan.
2. Developments should have well-connected, high quality, convenient and safe active travel routes both within and extending beyond the development site. These routes should be easily navigable and safe, permeable and well lit.

Part 2: Achieving 20 minute accessibility to destinations and services

3. A Transport Assessment should identify key local services, including shopping, education, healthcare, and greenspaces, within a 20-minute Active Travel Zone from the development site. The Transport Assessment should consider how these services will be accessible by walking and cycling, while also identifying any barriers and proposing potential mitigation measures.

4. Larger developments should contain all key local services to further reduce the need for travel on existing, often congested networks. It is expected that active and sustainable mode infrastructure and services should be in-situ prior to the occupation of these developments.
5. Developments should have minimal impact on existing transport networks, particularly residential neighbourhoods. Where Transport Assessments indicate the potential for additional traffic, appropriate mitigation measures will be actively sought.

Part 3: Feeling of safety on the Borough's roads

6. Developments will be expected to:
 - a. be well-connected, high quality, convenient, effective, efficient and safe active travel routes within and beyond the development site, that are easy and safe to use (i.e. permeable and well lit)

- b. promote road safety and safer cycling and pedestrian movement around town centres and transport nodes and quieter neighbourhoods, and traffic-calming measures within residential areas and the wider pedestrian environment
- c. ensure safe connections to existing transport networks and making improvements to the pedestrian environment, including the provision of safe road crossings.



Cycle lane A105 guided rides

EXPLANATION

- 13.4 To achieve equality of access to opportunities for Enfield’s residents and facilitate growth in an effective, efficient and sustainable way, an effective, resilient and safe transport network is necessary. The integration of land use and transport is an important consideration, both at the strategic Borough-wide and when planning individual site levels. A fully connected sustainable transport system involves connecting multiple modes of transport. For example, integrating active travel with public transport provides an attractive alternative to using cars. By combining public transport up with active travel options, we can encourage people to use active travel as part of their first and last mile journeys. The provision of segregated bike lanes, bike route signage, safe and secure bike parking facilities, as well as office amenities like showers and changing facilities, along with bike rental schemes, can help to encourage more people to take the bike as part of their journey.
- 13.5 Enfield is not unusual among outer London boroughs for having a lower proportion of trips made by sustainable modes compared to inner London boroughs. However, approximately half of trips are shorter than two miles in length, a distance that could be covered on foot or by bicycle. Some residents may rely on cars for trips outside of

Greater London or to destinations in other parts of outer London that may be time consuming or challenging to make by sustainable modes. Additionally, almost one third of Enfield households (31%) had no cars or vans in 2021, with the highest proportion of households in the south and eastern parts of the Borough such as Edmonton Green, where 52.7% of households lacked access to a car or van. This means that we have to take a broad view of transport to ensure that is equitable for all.

Active Travel

- 13.6 Increasing active travel, i.e. cycling and walking, can help tackle some of the most challenging issues we face as a Borough; improving air quality, combatting climate change, improving physical and mental health and wellbeing, addressing inequalities and tackling congestion on our roads. To achieve this, we need to tackle the main barriers by building better quality infrastructure, making streets better for everyone, and we need to make sure people feel safe and confident cycling from an early age as children who walk, cycle or scoot to school from an early age have more road sense and an improved ability to travel independently and safely.
- 13.7 The Council is committed to increasing cycling and walking. Through our

‘Journeys and Places’ programme, the Council is delivering schemes to support cycling and walking Borough-wide. The A10 and A406 are the two busiest roads and the two biggest physical barriers (particularly between the east and west) to cycling within the Borough. It is recognised that there is a heavy reliance on cars to make local trips and there are currently limited alternative travel options with lower density of public transport provision. Enfield is one of five Outer London boroughs identified as having the greatest number of potentially cyclable trips, with nearly 80% of car trips in Enfield considered as being of cyclable length.

- 13.8 The Council wants to develop a safe, connected, high quality active travel network. Developments will need to provide safe connections to this and where necessary, land will be safeguarded to assist in the provision of the network.

Public Transport

- 13.9 Public transport options, such as trains and buses, have a significantly lower carbon footprint per passenger when compared to individual cars. Encouraging the use of public transport for longer journeys can lead to a collective reduction in carbon emissions, alleviation of traffic congestion, and an improvement to air quality. Moreover, investing in efficient public transport infrastructure to meet the needs of current and future residents not only enhances accessibility and reduces the reliance on private cars, but also fosters a sense of community.

13.10 However, there is an unequal distribution of transport resources in the Borough, particularly in relation to access to public transport and orbital movements. While the Borough has access to the various public transport networks such as the Piccadilly Line, Overground, National Rail, buses, and active travel networks, there are disparities in their availability.

13.11 Furthermore, although Crossrail 2 has the potential to unlock development opportunities in the eastern part of the Borough, the project is currently on pause. The Borough is actively working with key stakeholders including the GLA, TfL and Network Rail along with landowners and development industry partners to deliver new and improved transport infrastructure to support changing demands of residents, businesses and visitors. These improvements involve the safeguarding of land, sites, buildings, space and associated infrastructure required to facilitate the construction and safe operation of Enfield's future transport network.

Road Safety and Healthy Streets

13.12 Everyone should benefit from safe and convenient access to public transport, local services, community facilities, education, training and employment opportunities. These aspects collectively contribute to making neighbourhoods

and streets in Enfield safer, greener and less polluted, more legible and accessible for all residents.

13.13 The healthy streets approach aims to bring about a significant step-change away from car usage to more sustainable transport modes such as walking, cycling and public transport. Developers are expected to use the indicators of the healthy streets approach set out in the Transport for London's healthy streets toolkit, to demonstrate how their scheme, including the main access points, will positively interface with the street and help improve the amenity of the area. Proposals should be prioritising the needs for pedestrians, cyclists and public transport over private vehicles. In some cases, financial contributions may be required to mitigate the impact of development on the surrounding streets. Implementing measures that prioritise safe pedestrian and cycling movements, as well as reducing the adverse effects of vehicles such as speed reduction, safer street designs, vehicle safety enhancements, and educational programs to promote safe behaviour, is crucial to achieving the Mayor of London's objectives for modal shift and zero targets vision.

13.14 The feeling of safety experienced by people when travelling on the Borough's roads and streets not only

safeguards their physical well-being but also significantly enhances their overall quality of life. A sense of safety encourages people to engage in active travel, such as walking and cycling, which leads to improved physical health. Furthermore, a safe environment fosters a vibrant and connected community, as residents are more inclined to interact and participate in local activities. In essence, creating safe roads and streets within the Borough is an essential requirement for promoting healthier and happier communities, enhancing economic vitality, and strengthening social cohesion.

13.15 High-quality public spaces play a fundamental role in the integrated approach to land use and transportation. By enhancing the public realm and creating well-connected, greener, and safer places and streets, we can encourage a higher proportion of trips via walking, cycling, and public transport. This, in turn, has the potential to generate improved health outcomes for the community.

Reducing the Need to Travel

13.16 Vehicles like cars, vans, and lorries are significant contributors to air pollution, which leads to approximately 4,000 deaths in London every year. Additionally, carbon emissions from fossil fuels play a substantial role in climate change. In Enfield, 40% of carbon emissions are attributed to the movement of people

and goods, with three-quarters of these emissions stemming from road transport. Furthermore, air pollution disproportionately affects the most economically disadvantaged communities. Residents with lower incomes in London are more likely to reside in areas heavily impacted by air pollution, despite being less likely to own a car.

13.17 Maintaining current levels and the high proportion of journeys made by private vehicles is neither efficient nor sustainable. Enfield is faced with the challenge of transitioning from private vehicles to more sustainable transportation methods, such as cycling and walking. This challenge is further complicated by the existing network's constraints and the more spacious and less densely populated land use. Many of Enfield's streets are already heavily congested, and the road network has limited capacity to accommodate additional vehicles. In response, we aim to achieve a more efficient and effective utilisation of land and road space through the promotion of walking, cycling, and public transport.

13.18 This policy seeks to create places where essential daily services, such as work, shopping, education, healthcare, and leisure activities, are reachable within a 20-minute walk or bike ride from home. By bringing neighbourhoods closer

together, this approach reduces the reliance on cars, leading to improved air quality and decreased carbon emissions.

13.19 Mixed-use development fosters inclusive and interconnected communities where residents can access a wide range of services, including housing, dining options, services, cultural facilities, parks, and more. This connectivity also reduces the need for private vehicles, making public transport, walking, and cycling more attractive. By reducing the dependency on private vehicles, mixed-use development can flourish, providing spaces for parks and pathways that encourage community interactions that would be challenging to achieve in a car-dominated design.

Parking, Deliveries and Servicing

13.20 Historically, substantial portions of road space have been designated for stationary vehicles. While this may have been deemed acceptable in the past, achieving the desired active travel networks requires a shift in this approach. Parked vehicles not only contribute to traffic congestion but can also create road safety hazards. Therefore, there are benefits for all modes of transportation if these parked vehicles are accommodated off-street. Simultaneously, it is acknowledged that parking provision can be a vital consideration for maintaining the

vibrancy of town centres and ensuring access to services, which development must also address. Limiting parking opportunities within the Borough can reduce car ownership and usage while enhancing the appeal of an area for local walking and cycling.

13.21 The number of vehicles registered to addresses in Enfield has exhibited a slight decline since 2016. However, the number of plug-in vehicles, including electric and plug-in hybrid vehicles, has increased twelve-fold between 2016 and 2021. While this increase is substantial, plug-in vehicles still constitute a relatively small proportion of the overall number of registered vehicles in the Borough.

13.22 Freight vehicles, owing to their size, have a more significant impact on transport emissions than cars. Reducing the volume of freight vehicles on the road or substantially mitigating their emissions should be considered a top priority. Roads deemed most suitable for use by freight vehicles include those in the Transport for London Road Network and others designated as Major Roads. Therefore, efforts should be made to route freight vehicles to minimise their use of local and residential roads. Additionally, opportunities for freight consolidation and cycle deliveries should be explored where feasible.