



Report Title	Transport Strategy and Place Shaping Framework
Report to	Cabinet
Date of Meeting	16 th October 2024
Cabinet Member	Transport and Waste - Cllr Rick Jewell
Executive Director / Director	Perry Scott – Executive Director for Environment and Communities Brett Leahy – Director of Planning and Growth
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Ward(s) affected	All
Key Decision Number	KD5794
Classification	Part 1 Public

Purpose of Report

1. The Transport Strategy is an update on previously published Transport Strategies and contains the Councils Transport Vision, Goals, Objectives, and subsequent transport policies for the upcoming years. An updated Transport Strategy was required to ensure the Councils Policies were following the Local Plan. The proposed final version of the Transport Strategy is contained in Appendix A.

Recommendations

- I. Approve the Transport Strategy
- II. Approve the Place Shaping Framework
- III. Delegate authority to the Programme Director for Places and Journeys to make minor amendments to the documents prior to publication.

Background and Options

Transport Strategy

2. The Transport Strategy is an update on previously published Transport Strategies and contains the Councils Transport Vision, Goals, Objectives, and subsequent transport policies for the upcoming years. An updated Transport Strategy was required to ensure the Councils Policies were following the Local Plan. The proposed final version of the Transport Strategy is contained in Appendix A.
3. The Transport Strategy is a framework strategy, which provides the high-level transport policies going forward. It will be accompanied in the future by action plans which cover specific topics and modes e.g. cycling, walking, freight, which will contain more specific detail on policies and potential projects (i.e. the 'what' and 'where') over a shorter (approximately 5 years) timescale. These Action plans will also be brought to Cabinet for approval, and the Place Shaping Framework (see below) is the first of these.
4. The strategy's vision, goals, objectives, and subsequent policies have been written to ensure compliance with National, Regional and existing local policies including the Council's Climate Change Action Plan and the Joint Health and Wellbeing Strategy.
5. The Transport Strategy contains sections which sets out the case for change, what the key challenges and constraints are. The Strategy also provides some indicative potential schemes to help illustrate how the policies could be implemented in different scenarios subject to engagement and/or consultation with residents and stakeholders, as well as the guiding principles that the Council will undertake to deliver Journeys and Places schemes.
6. The draft Transport Strategy was consulted upon alongside the Local Plan from 28th March to 20th May 2024. A dedicated Lets Talk page was set up, with a link from the Local Plan page, which allowed people to make specific comments on the Transport Strategy. In total 14 representations were received in this way. In addition, Transport for London provided a detailed letter to the Council detailing its response to the consultation. There were also a number of comments on transport topics to the Local Plan consultation, but these were specific to proposed developments rather than related to the Transport Strategy.
7. The Council's responses to the issues raised in the Transport Strategy consultation and a list of changes made since the consultation draft are in Appendix B.

Place Shaping Framework

8. Responding to the priorities and aspirations set-out by the Enfield Council Plan 2023-2026 and the Enfield Local Plan 2024-2041, the Place Shaping Framework sits alongside and complements the Enfield Transport Strategy. The proposed final version of the Place Shaping Framework is contained in Appendix C.

9. The Place Shaping Framework aligns to 11 placemaking areas outlined in the Enfield Local Plan 2024-2041 which have been identified as being able to accommodate the good growth needed to support Enfield in becoming more connected, more inclusive and more resilient. The 11 placemaking areas are:

- Enfield Town
- Southbury
- Edmonton Green
- Angel Edmonton
- Meridian Water
- Southgate
- New Southgate
- Palmers Green
- Rural Enfield
- Crews Hill
- Chase Park.

10. Using the Place Shaping Framework, combined with learnings from the council's Town Centre Action Plan programme, Place Plans will be developed for each of the 11 areas to support each placemaking vision and challenge.

11. In collaboration with local communities and partners, the Place Plans will outline how the council can steward good growth and nurture thriving places through the delivery of creative, innovative and impactful projects and programmes.

12. As like the Transport Strategy, a dedicated Lets Talk page was set up to allow consultation with stakeholders and residents. The Council's responses to the issues raised in the Place Shaping Strategy consultation and a list of changes made since the consultation draft are in Appendix D..

Preferred Option and Reasons For Preferred Option

13. The options available are as follows:

- a. Adopt the Transport Strategy and the Place Shaping Framework as appended (preferred option).
- b. Adopt the Transport Strategy and the Place Shaping Framework with minor changes as required.
- c. Not to adopt the Transport Strategy and the Place Shaping Framework but provide a clear steer on what significant changes are required.

14. The reason for option a being the preferred option is that both documents have undertaken public consultation with no significant issues being raised on either.

Relevance to Council Plans and Strategies

15. The Transport Strategy contains a section specifically on the Strategy and Policy context which covers this area. The policies within the Strategy were written with other existing and emerging Plans and Strategies in mind, and relevant officers were invited to review and comment on the Transport Strategy to ensure compliance.
16. In addition, the policies within this document will need transposing into other Plans and Strategies. Previous liaison with officers has already started this process, but assuming the Transport Strategy is adopted, further work will be required to ensure compliance across the Council.
17. The Place Shaping Framework aligns closely to the priorities and aspirations set-out by the Enfield Council Plan 2023-2026 and the Enfield Local Plan 2024-2041. It's development has been informed by the current Economic Development Strategy, Culture Connects Strategy as well as learnings from the borough-wide Town Centre Action Plan Programme.
18. Should the Place Shaping Framework be adopted, the development its respective Place Plans will consider other council-wide strategies and policies.

Financial Implications

19. The publication of the Transport Strategy or the Place Shaping Framework have no financial implications. However, the implementation of the policies and proposals contained within the Strategy and the Framework will require considerable investment.
20. The majority of Journeys and Places funding comes from external grants (e.g. from Transport for London), although additional funding is often obtained from bids to funders as appropriate and section 106. The annual Journeys and Places programme is subject to an annual report to committee for approval, and this report sets out funding sources for the year. Occasionally some projects would require funding from Council capital, however, these are subject to Committee reports on an individual basis.
21. Some of the schemes that could be implemented can produce revenue through enforcement or advertising. Where this is the case, this is also set out in the annual Journeys and Places programme report.
22. Since the Transport Strategy and Place Shaping Framework are high-level policies and do not contain the necessary level of detail, no VAT comments can be provided. However, once the individual action plans containing more detailed information on the policies and potential projects are developed, the VAT implications can then be identified.

Legal Implications

23. Council has now published and consulted upon the Local Plan 2041 and also invited residents to provide comments the Enfield Transport Strategy which is a linked document.
24. Under the Transport Act 2000 section 108 each local transport authority must:-
- “develop policies for the promotion and encouragement of safe, integrated, efficient and economic transport ... to, from and within their area, and
 - carry out their functions so as to implement those policies.
25. There are no further specific legal implications. Where relevant these will be considered in future reports on individual schemes.

Equalities Implications

26. Equalities and Inclusion is a very important element of the Transport Strategy's policies and potential schemes which may follow, and the Place Shaping Framework.
27. Following full consideration by Officers, An EqIA has been created to accompany both documents. This is attached in appendix E.

Environmental and Climate Change Implications

28. The publication of the Transport Strategy or the Place Shaping Framework have no environmental implications. However, the implementation of the policies and proposals contained within the Strategy and the Framework will potentially have significant positive impact on the environment and climate change.
29. The strategy recognises that transport is a major source of carbon emissions and air pollutants, therefore, one of the goals of the strategy is to have a sustainable and decarbonised transport system, with some of the targets specifically aiming to reduce motorised traffic and improve conditions for sustainable and active modes.

Public Health Implications

30. It is considered that there are no direct Public Health implications on this Transport Strategy or the Place Shaping Framework.
31. However, it is recognised that some of the schemes that may arise from these documents may do. By improving infrastructure and undertaking behavioural change activities that encourage active travel and/or reduce traffic-based emissions (e.g. NO_x and particulates), then the strategy could have an indirect positive impact on public health.

Crime and Disorder Implications

32. It is considered that there are no direct Crime and Disorder implications on this Transport Strategy or the Place Shaping Framework.

33. However, it is recognised that some of the schemes that may arise from these documents may do. The issues will, therefore, be considered on a case-by-case basis in the design stages of each scheme. Where necessary, schemes are reviewed by the relevant Council officers and/or the Police.

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Appendices

- A – Transport Strategy (final version)
- B - Transport Strategy consultation responses and list of changes to Consultation Draft
- C – Place Shaping Framework (final version)
- D – Place Shaping Framework consultation responses and list of changes to Consultation Draft
- E – Transport Strategy and Placeshaping Framework EqIA