

Objection/representation based on the following grounds:	LBE response
General support	Enfield Council has noted the comments from residents and stakeholders expressing their support for the Transport Strategy and specific interventions
Support for Controlled Parking Zones	
Support for 20mph limits	
Support for car clubs where they are used to reduce overall car ownership and use	
Support for car-free developments in well-connected areas	
Support for consideration of replacing car parks with new developments	
Support for delivering improvements for walking	
Support for delivering infrastructure for safe walking and cycling including Low Traffic Neighbourhoods and safe cycle routes	
Support for introducing safe cycling infrastructure	
Support for seeking funding for public transport improvements through S106 funding	
Support for sustainable movement of goods	
Support for the Council's work to engage schools through TfL's Travel for Life programme	
Support for walking and cycling provision to be prioritised through planning and new developments	
Support for delivering improvements for walking	
Suggestion that public transport should lead the way for sustainable transport	

Supportive of mode shift to active travel and alignment with the Healthy Streets approach	
Suggestion to ensure alignment with other strategies including from TfL and the Mayor of London	
Concern about negative impact on people's daily lives as a result of infrastructure changes to support active and sustainable travel	The Council has a commitment to enabling greater levels of active travel across the borough, in line with the Mayor's Transport Strategy and Climate Action Plan. In order to see long term behaviour change we are working to both provide the infrastructure to do so, along with education, training and resources. More information about the rationale for enabling more active and sustainable travel can be found in the documents mentioned above.
Concern that car parks will be replaced with new developments	This would only be considered where demand for these car parks is low, and there are suitable active and sustainable travel measures in place.
Concern that Low Traffic Neighbourhoods have had negative impacts including congestion and pollution	<p>There is an increasingly large body of evidence and research relating to LTNs which has been conducted by independent academics, as well as data collected by TfL and London boroughs. <a href="https://www.sustrans.org.uk/for-professionals/infrastructure/an-introductory-guide-to-low-traffic-neighbourhood-design/an-introductory-guide-to-low-traffic-neighbourhood-design-contents/design-guide/all/8-a-guide-to-the-evidence-around-low-traffic-neighbourhoods">https://www.sustrans.org.uk/for-professionals/infrastructure/an-introductory-guide-to-low-traffic-neighbourhood-design/an-introductory-guide-to-low-traffic-neighbourhood-design-contents/design-guide/all/8-a-guide-to-the-evidence-around-low-traffic-neighbourhoods</a></p> <p>Evidence to date consistently shows that LTNs are having a positive impact on the lives of people living and working in the area. Road casualties are reduced by half in LTNs, showing that they are making streets safer by lowering traffic levels. They also enable people to walk and cycle more, while reducing street crime in their areas at the same time. Impacts of LTNs should be monitored and schemes adjusted if necessary. Successful implementation will minimise disruption and provide the greatest opportunity to deliver their safety, environmental, community and health benefits.</p>
Concern that the Council did not effectively engage on or communicate the Transport Strategy to residents	The Transport Strategy is publicly available and was open to anyone to comment on during the engagement period. The engagement period ran at the same time as engagement on the Council's Local Plan. This period of engagement was held online. Due to the timing of the Mayoral election, we were unable to host in-person activities.

<p>Concern that the survey was not accessible as it required people to login.</p>	<p>We do ask that people register with the Let's Talk Enfield site so that they have an account. By signing up and providing some demographic information, you are helping us better understand who we are hearing from and the views of particular groups in the community. This period of engagement was held online. Due to the timing of the Mayoral election, we were unable to host in-person activities.</p>
<p>Concern that reduced parking provision will negatively impact people's daily lives and the local economy</p>	<p>Approximately half of vehicle trips in the Borough are under 2 miles. The British Medical Association (BMA) posits a distance of five miles that can be 'easily' cycled. These short journeys by private motor vehicles contribute to the traffic congestion in the Borough, impacting on essential journeys which need to be undertaken by a motorised vehicle. It is not the intention to restrict this.</p> <p>There is also evidence that people who walk or cycle to high streets spend more time and money there than those who travel by car because they visit more regularly. Businesses also overestimate their customer's car use (Walking and cycling: the economic benefits (tfl.gov.uk)), therefore, walking and cycling provision can benefit local economies.</p> <p>The Council seeks to balance the use of carriageway space for parked vehicles with other uses that improve safety, the public realm and reduce traffic congestion.</p>
<p>Concern that Controlled Parking Zones will negatively impact vulnerable people who will not be able to use their cars, or will force them to give up their cars</p>	<p>The Council believes that residents should receive priority for parking on their street over commuters and visitors to nearby amenities. Blue badge holders are permitted to park in pay to park and residents permit only bays for an unlimited time. The Council also offers a brown badge scheme for over 70s which allow parking in designated bays in the Borough.</p>
<p>Concern that the Transport Strategy suggests positive actions and goals that are disconnected from what is currently being and will be delivered, for example increasing the price of cycle hangar memberships</p>	<p>The Transport Strategy outlines the vision for the borough's transport system and access up to 2030. We have ambitious targets and plans that are in line with policies and strategies such as the Mayor's Transport Strategy and the Council's Climate Action Plan. These targets reflect the urgency of the climate emergency and need for improvements to way we travel across the borough to keep up with population growth and environmental needs. The Strategy will be the basis for plans developed and delivered.</p> <p>Regarding the cost of cycle hangar memberships, the Council remains committed to providing more secure cycle parking and we will work with providers to try and keep costs as low as possible. Unprecedented pressure on Council finances mean that we have had to make the difficult, but fair, decision to pass on this charge to those using the cycle hangars.</p>

People need cars, vans, lorries and other vehicles for work and leisure purposes.	The Council aims to encourage active and sustainable journeys by walking, wheeling, cycling and public transport, particularly for short journeys in the borough. We understand that people need their cars or other types of vehicles to move around for work and leisure. This will always be the case and will be maintained. However, if we are to see positive change in air quality, congestion levels, health and wellbeing, and road safety, it is essential that people travel behaviours incorporate active and sustainable modes. Transport projects will consider the impacts on all modes as part of their design and implementation.
Support for lobbying for increasing train frequencies and number of services	The Council agrees that increasing public transport capacity would be a good thing, and the Transport Strategy reflects this. More detail on how this could be accomplished will be contained in the forthcoming Action Plans. However, the Council does not operate public transport services, therefore, we can only lobby operators for improved services.
Support for working with TfL and other stakeholders to improve and make public transport more accessible particularly through providing step-free access across the network	The Council does not manage or operate the stations, which is the responsibility of network Rail and the train operating company, or London Underground.  The Council will continue to lobby for improvements to stations to make them step free wherever possible. It should be noted, however, that some stations in the Borough are very difficult and expensive to make step free.  More detail on the Council's proposals will be provided in the forthcoming Action Plans.
Request for more information on the delivery of the Transport Strategy	More detail on the delivery of the Transport Strategy will be contained in the forthcoming Action plans.
Suggestion for a train route from Cheshunt or Enfield Town to Stratford via South Tottenham	The suggestion has been passed to TfL.
Suggestion that active travel is considered as part of every infrastructure project delivered	Projects follow design guidance and go through a design review process to try and reduce or eliminate issues or errors. Projects are delivered based on policies such as the Mayor's Transport Strategy and the Climate Action Plan. Throughout the design process, active travel will be considered.
Suggestion that more car hire companies operate in Enfield to support car clubs	This is a policy within the Strategy.
Suggestion that TfL include routes to areas outside of London in their London transport map e.g. Moorgate to Hertford train line	The TfL maps include reference to where lines travel to. Any further suggestions should be raised with TfL.

Suggestion that the Council engages with the community and listens to their suggestions.	As projects are delivered, the community will be engaged throughout the design process and where relevant, in any statutory consultation on draft Traffic Orders. Communications and Engagement Plans will be published on the Let's Talk Enfield project pages.
Suggestion that the Strategy identifies an ambitious sustainable mode share target	The Transport Strategy contains the mode share target of 80% active and sustainable modes by 2030.
Suggestion that the Strategy is overseen by a senior board of officers including rail representatives	This is the role of the Portfolio Holder rather than officers, and this mechanism is already in place.
Suggestion that the Strategy mention gender inclusive design and respond to related strategies	More detail on how this could be accomplished will be contained in the forthcoming Action Plans.
Suggestion that the Transport Strategy is communicated clearly to community members throughout its life	We will be working to communicate the plans outlined in the Transport Strategy alongside the Local Plan and Place Shaping Framework, and following implementation plans to residents through a variety of channels. We will aim to communicate to residents in a way that is easy to understand and informs them of opportunities and proposals local to them.
Suggestion to be more definitive where possible throughout the Strategy	The purpose of the Transport Strategy is to provide a vision and high-level targets. More detail will be included in the forthcoming Action Plans.
Suggestion to include a map of existing and planned walking and cycling infrastructure	The cycle network plan will be in the forthcoming Cycling Action Plan.
Suggestion to incorporate public transport provision into planning obligations	This is a policy within the Transport Strategy
Suggestion to introduce bike share into the borough	The Council would support a coordinated scheme to manage dockless rental e-bikes and e-scooters across London. A rental scheme would enable Enfield's residents and visitors to hire e-bikes and e-scooters for short periods and would provide an additional transport choice for local journeys.  This is reflected in the wording of the Transport Strategy.
Suggestion to make monitoring data available to the public	The Council has included both project and strategic monitoring in its project management toolkit for transport projects to ensure that measurement is included within the project lifecycle to be able to identify benefits.
Suggestion to make targets more specific rather than have a range (e.g. 10-15%)	The targets align with those in TfL's Mayor's Transport Strategy. It is, therefore, felt that the range is appropriate.

Suggestion to introduce more bus lanes	The Council works with TfL to identify bus priority measures for implementation. More detail on how this could be accomplished will be contained in the forthcoming Action Plans.
Suggestion to include reference to Superloop 11	The strategy is a framework document, so does not go into detail on specific schemes. The policy within the strategy is to improve all public transport where required.
Suggestion to improve bus connections from east to west	The Council agrees that increasing public transport capacity would be a good thing, and the Transport Strategy reflects this. More detail on how this could be accomplished will be contained in the forthcoming Action Plans. However, the Council does not operate public transport services, therefore, we can only lobby operators for improved services.
Suggestion to disallow motorcycles from travelling in bus lanes	Enfield does allow motorcycles access to some bus lanes, where the dimensions of the carriageway make it safe and suitable to do so. Each bus lane is, therefore, considered on a case-by-case basis.
Suggestion to deliver more infrastructure for safe walking and cycling including Low Traffic Neighbourhoods and protected cycle lanes	The Council agrees that protected cycle lanes and LTNs would support achieving the objective and targets set out in the Transport Strategy, and the Transport Strategy reflects this. More detail on how this could be accomplished will be contained in the forthcoming Action Plans.
Suggestion to prioritise walking and cycling in plans for kerbside management, car parking and electric vehicles	Space in our High Streets is limited and there are a significant number of demands on it. The Council needs to balance these demands, whilst considering the wider transport, economic and environmental impacts. More detail on this will be provided in a Kerbside management Plan and the Parking Plan. The Council will be producing a kerbside hierarchy, which will indicate a preference for sustainable modes as part of our more detailed action plans.
Suggestion to incorporate parking provision into new developments	This is not a policy of the Transport Strategy but the London Plan
Suggestion to deliver more electric vehicle charging points	The Council has a programme to implement a network of Electric Vehicle Charging Points across the Borough starting in 2024/25.