

## Appendix B – Borough transport objectives

### Objective 1: Deliver Cycle Enfield and supporting measures which encourage more cycling and walking in the borough.

#### Context:

Enfield Council recognises that the borough has a particularly low cycle mode share and that there are real opportunities to increase the number of people cycling with great benefits to be gained.

In 2014 Enfield applied for additional funding from the Mayor's Mini-Holland fund. The Mini-Holland programme is part of the Mayor's Healthy Streets agenda to help Londoners use cars less and walk, cycle and use public transport more. It specifically addresses the demands of growth in outer London.

Enfield Council was one of three outer London boroughs awarded £30m. The Council identified a further £12m to support the project by aligning its LIP and other work programmes, securing third party contributions, and providing officer support and other benefits in kind. In total, £42m was therefore available to improve public health by delivering the Council's Cycle Enfield programme to transform cycling.

We have been delivering our works programme for the past 3 years and the following has been delivered:

- Construction of a high quality, segregated route along the A105 (Green Lanes) between Palmers Green and Enfield Town.
- Construction of the first sections of the A1010 South route between Ponders End and Park Road, with substantial completion scheduled for the end of 2018/19.
- Approval to undertake the detailed design of a scheme to continue the 4km (2.5mi) A1010 North segregated cycle route northward from Ponders End towards Bullsmoor Lane, with works scheduled to start in the summer of 2019/20.
- Approval to take detailed design of a scheme to radically improve Enfield Town centre, creating new cycle routes as well as pedestrian and public realm improvements.
- Construction of the quietway which connects the A105 and A1010 South major routes, along the Salmons Brook.
- The Quieter Neighbourhoods programme has been refocussed to follow the main road corridors, with flexibility where necessary to address local priorities. Engagement on the areas adjacent to the A105 corridor is underway, with schemes being implemented in the Wolves Lane, Connaught Gardens, Fernleigh Road and Fox Lane areas.

- Construction of cycle hubs at both Enfield Town and Edmonton Green and the rolling out of on-street cycle hangars.
- Developing an approach to dockless cycle hire including a trial.
- Organisation of events, activities and promotional campaigns to develop a borough-wide awareness of cycling, reinforced through a strong Cycle Enfield brand and an established website that forms the community focal point for the programme (including hosting engagement and consultation, activity & event booking, cycle parking requests, route planning and construction programme).

Enfield Council remains committed to the delivery of the strategy set out in our original Mini-Holland bid and summarised below. It is this comprehensive approach that will create the environment that enables cycling to become a realistic transport choice for all members of the diverse Enfield community.

**Major Schemes** – these form the backbone of the network, creating primary cycle routes that provide direct and convenient access to key locations. The routes along the A105, A1010 and in Enfield Town will incorporate both full and light segregation along their length. The east-west link between Enfield Town and Ponders End will incorporate elements of cycle track, light segregation and traffic calmed streets.

**Secondary Cycle Routes** – these routes serve to increase the density of the network, providing high quality secondary routes that connect to the primary routes.

**Quieter Neighbourhoods** – it is not feasible to provide direct access to a cycle route on every street. This initiative aims to create an environment that encourages more walking and cycling, creating residential streets that encourages people to connect to the secondary and primary cycle routes.

**Cycle Hubs** – these are proposed initially at the two major shopping centres in the borough, Enfield Town and Edmonton Green, providing key cycle parking facilities.

**Severance sites** – the A10 and A406 provide a barrier to active travel between the East and West of the borough. Improving the ability to cross these major roads will help provide a more cohesive network of routes.

**Supportive measures** – there are a range of additional measures including the delivery of behaviour change activities, provision of mini hubs and residential hangar cycle parking.

In addition to this ETP we intend to produce a series of associated Action Plans and guidance documents including a 'Cycling and Walking Strategy with Healthy Streets Action Plan'.

**Strategy**

**LIP objective supports**

<b>MTS outcome</b>	<ul style="list-style-type: none"> <li>✓ London's streets will be healthy and more Londoners will travel actively</li> <li>✓ London's streets will be safe and secure</li> <li>✓ London's streets will be used more efficiently &amp; have less traffic on them</li> <li>✓ London's streets will be clean and green</li> <li>✓ Active, efficient and sustainable travel will be the best option in new developments</li> </ul>
<b>SRTP challenges in every sub-region</b>	<ul style="list-style-type: none"> <li>✓ Improve air quality to meet and exceed legal requirements and ensure health benefits for Londoners</li> <li>✓ Transform the role of cycling and walking in the sub-region</li> <li>✓ Meet CO<sup>2</sup> targets</li> </ul>
<b>SRTP North London-specific challenges</b>	<ul style="list-style-type: none"> <li>✓ Facilitate and respond to growth, especially in Brent Cross/Cricklewood and the Upper Lee Valley</li> <li>✓ Relieve crowding on the public transport network</li> <li>✓ Manage highway congestion and make more efficient use of the road network</li> <li>✓ Enhance connectivity and the attractiveness of orbital public transport</li> <li>✓ Improve access to key locations and jobs and services</li> </ul>
<b>Enfield's Corporate Priorities (Enfield Council Corporate Plan 2018)</b>	<ul style="list-style-type: none"> <li>✓ Drive investment in rail, roads and cycling infrastructure to improve connectivity and support economic development.</li> <li>✓ Support residents to take more responsibility and play a greater role in developing active and safe communities.</li> <li>✓ Work with residents to reduce inequality across the borough and build settled communities.</li> <li>✓ Build measures into all our strategies and projects that will help improve people's health.</li> <li>✓ Protect and enhance the local environment, green spaces, parks and play areas and ensure that they are safe, well used and enjoyed.</li> </ul>
<b>Local Priorities</b>	<ul style="list-style-type: none"> <li>✓ Making active travel the natural choice, particularly for those trips less than 2km in length</li> <li>✓ Making more school trips safe, sustainable and healthy</li> <li>✓ Reducing the impact of private vehicles on our streets</li> </ul>

**Objective 2: Promote safe, active and sustainable transport to and from schools.**

**Context:**

For many years Enfield Council has worked with local schools and other bodies to reduce reliance on the car and to promote the healthier alternatives of walking and cycling, also promoting the use of the public transport. There are 94 schools in the borough, 70 primary schools and 24 secondary schools generating significant levels of car based journeys at the start and end of the school day (the school run).

Nationally children's independent travel has declined over recent decades. This is partly due to legitimate parental concerns over road danger as motor

traffic is a primary cause of serious injuries and deaths among children. However, limiting children's independent travel impacts on their development and their mental and physical health, including their ability to maintain a healthy weight.

Obesity in childhood is a cause for concern to the Council. Data from Public Health England's annual National Child Measurement Programme for the school year 2015/16 estimate that in Enfield, 23.9% of Reception age children and 41% of Year 6 children are either overweight or obese. For Year 6 children, Enfield's prevalence of overweight or obesity is the sixth highest of all London boroughs.

Pedestrians and cyclists are vulnerable road users (VRUs) and have been identified as a key target group for road safety interventions. TfL analysis of collision and casualty data shows that pedestrians within the 0 - 11 and 12 - 19 age group are at high risk of being injured on London's Streets. Whereas for cyclists, risk is highest for the 12 - 19 age group. By targeting road safety interventions towards these groups at greatest risk, Enfield aims to achieve the greatest casualty reduction benefits.

The Council recognises that a holistic approach of further intervention is required. Transport improvements to support more healthy lifestyles concentrated on steps to encourage walking and cycling or the use of public transport as a mode of travel particularly to school are required to improve children's health and the environment around schools and further afield.

Enfield Council is seeking to foster increased joint working and the sharing of best practice ideas between schools as it looks to tackle the school run.

<b>Strategy</b>	<b>LIP objective supports</b>
<b>MTS outcome</b>	<ul style="list-style-type: none"> <li>✓ London's streets will be healthy and more Londoners will travel actively</li> <li>✓ London's streets will be safe and secure</li> <li>✓ London's streets will be used more efficiently &amp; have less traffic on them</li> <li>✓ London's streets will be clean and green</li> <li>✓ Journeys by public transport will be pleasant, fast and reliable</li> </ul>
<b>SRTP challenges in every sub-region</b>	<ul style="list-style-type: none"> <li>✓ Improve air quality to meet and exceed legal requirements and ensure health benefits for Londoners</li> <li>✓ Transform the role of cycling and walking in the sub-region</li> <li>✓ Meet CO<sup>2</sup> targets</li> </ul>
<b>SRTP North London-specific challenges</b>	<ul style="list-style-type: none"> <li>✓ Manage highway congestion and make more efficient use of the road network</li> </ul>
<b>Enfield's Corporate Priorities (Enfield)</b>	<ul style="list-style-type: none"> <li>✓ Drive investment in rail, roads and cycling infrastructure to improve connectivity and support economic development.</li> <li>✓ Support residents to take more responsibility and play a greater role in developing active and safe communities.</li> </ul>

<b>Council Corporate Plan 2018)</b>	<ul style="list-style-type: none"> <li>✓ Work with residents to reduce inequality across the borough and build settled communities.</li> <li>✓ Build measures into all our strategies and projects that will help improve people's health.</li> <li>✓ Enable people to reach their potential through access to high quality schools and learning; and create more opportunities for training and employment.</li> </ul>
<b>Local Priorities</b>	<ul style="list-style-type: none"> <li>✓ Making active travel the natural choice, particularly for those trips less than 2km in length</li> <li>✓ Making more school trips safe, sustainable and healthy</li> <li>✓ Reducing the impact of private vehicles on our streets</li> </ul>

**Objective 3: Monitor air quality and develop and deliver interventions which address local issues.**

**Context:**

Enfield has areas that exceed government objectives for nitrogen dioxide and PM<sub>10</sub> at busy roadside locations. As a result, we have declared the entire borough an air quality management area and are working towards meeting the government objectives.

In 2016, general motorised traffic on London's roads grew by 1.6%, with this growth largely focused on outer London where there is still available road capacity and where the public transport offer is less comprehensive. This again highlights the challenge ahead in improving air quality and achieving the Mayor's target for the active, efficient and sustainable mode share.

The only real way of reducing pollution from traffic is to reduce vehicle trips and improve the vehicle fleet to the most environmentally-friendly vehicles available. As well as modal shift, measures to reduce the number of vehicle trips include increasing the use of car clubs and car sharing.

The Council has an Air Quality Action Plan (AQAP) which sets-out the steps we are taking to improve air quality, the action plan is reviewed on a regular basis to ensure it is accurate and up-to-date.

We monitor, review and assess air quality in Enfield for pollutants known to damage health. Enfield Council is committed to reducing emissions, not just through the improvement measures set out in the AQAP and LIP, a very concerted effort is being applied across the Council's services with external partners right across the borough which will induce modal shift away from cars and reduce the need to travel.

The Mayor is developing an ambitious programme to enable London to be brought into compliance with European Union limit values at the earliest possible opportunity, with an ultra-low emission zone (ULEZ) due to be brought into operation in central London from April 2019. The Council supports the extension of the ULEZ to cover the whole of Enfield rather than just the section south of the North Circular Road. Despite them still

contributing to vehicle trips and collisions, we will also support the uptake of electric vehicles, focusing on rapid and fast charging points in strategic locations.

Strategy	LIP objective supports
<b>MTS outcome</b>	<ul style="list-style-type: none"> <li>✓ London's streets will be healthy and more Londoners will travel actively</li> <li>✓ London's streets will be used more efficiently &amp; have less traffic on them</li> <li>✓ London's streets will be clean and green</li> <li>✓ The public transport network will meet the needs of a growing London</li> <li>✓ Journeys by public transport will be pleasant, fast and reliable</li> <li>✓ Active, efficient and sustainable travel will be the best option in new developments</li> </ul>
<b>SRTP challenges in every sub-region</b>	<ul style="list-style-type: none"> <li>✓ Improve air quality to meet and exceed legal requirements and ensure health benefits for Londoners</li> <li>✓ Transform the role of cycling and walking in the sub-region</li> <li>✓ Meet CO<sup>2</sup> targets</li> </ul>
<b>SRTP North London-specific challenges</b>	<ul style="list-style-type: none"> <li>✓ Manage highway congestion and make more efficient use of the road network</li> </ul>
<b>Enfield's Corporate Priorities (Enfield Council Corporate Plan 2018)</b>	<ul style="list-style-type: none"> <li>✓ Drive investment in rail, roads and cycling infrastructure to improve connectivity and support economic development.</li> <li>✓ Support residents to take more responsibility and play a greater role in developing active and safe communities.</li> <li>✓ Work with residents to reduce inequality across the borough and build settled communities.</li> <li>✓ Build measures into all our strategies and projects that will help improve people's health.</li> <li>✓ Protect and enhance the local environment, green spaces, parks and play areas and ensure that they are safe, well used and enjoyed.</li> </ul>
<b>Local Priorities</b>	<ul style="list-style-type: none"> <li>✓ Making active travel the natural choice, particularly for those trips less than 2km in length</li> <li>✓ Making more school trips safe, sustainable and healthy</li> <li>✓ Reducing the impact of private vehicles on our streets</li> <li>✓ Making the public transport network more accessible and the natural choice for longer trips</li> </ul>

**Objective 4: Manage growing demand for on-street parking.**

**Context:**

Demand for travel is increasing as the numbers of residents in Enfield increases. As summarised in section 4.1 (Population and demographics) of this report there has been a population increase in recent years and this is predicted to continue. It is estimated that the projected population increase in

Enfield will generate additional parking pressure and intensify the parking stress currently experienced. This needs to be effectively managed as there is simply not enough road space to safely and efficiently accommodate everyone who wishes to park or drive in Enfield today or in the future.

The Council must make complex choices about the allocation and management of on-street parking space. In making these choices, the Council must weigh up and balance the needs of different groups and on occasion, take actions that some groups do not support. The Council has a duty to promote equality for people with a disability. In terms of transport, the Council will continue to identify and act on the need for on-street disabled parking spaces.

The Council's overall aim is to focus on mode shift and traffic reduction, making things better for the majority of people whilst minimising inconvenience to others.

In addition to this TP we intend to produce a series of associated Action Plans and guidance documents including a 'Parking Strategy and / or Action Plan'.

<b>Strategy</b>	<b>LIP objective supports</b>
<b>MTS outcome</b>	<ul style="list-style-type: none"> <li>✓ London's streets will be healthy and more Londoners will travel actively</li> <li>✓ London's streets will be safe and secure</li> <li>✓ London's streets will be used more efficiently &amp; have less traffic on them</li> <li>✓ London's streets will be clean and green</li> <li>✓ Journeys by public transport will be pleasant, fast and reliable</li> <li>✓ Active, efficient and sustainable travel will be the best option in new developments</li> </ul>
<b>SRTP challenges in every sub-region</b>	<ul style="list-style-type: none"> <li>✓ Improve air quality to meet and exceed legal requirements and ensure health benefits for Londoners</li> <li>✓ Transform the role of cycling and walking in the sub-region</li> <li>✓ Meet CO<sup>2</sup> targets</li> </ul>
<b>SRTP North London-specific challenges</b>	<ul style="list-style-type: none"> <li>✓ Manage highway congestion and make more efficient use of the road network</li> <li>✓ Improve access to key locations and jobs and services</li> </ul>
<b>Enfield's Corporate Priorities (Enfield Council Corporate Plan 2018)</b>	<ul style="list-style-type: none"> <li>✓ Drive investment in rail, roads and cycling infrastructure to improve connectivity and support economic development.</li> <li>✓ Support residents to take more responsibility and play a greater role in developing active and safe communities.</li> <li>✓ Work with residents to reduce inequality across the borough and build settled communities.</li> <li>✓ Build measures into all our strategies and projects that will help improve people's health.</li> <li>✓ Protect and enhance the local environment, green spaces, parks and play areas and ensure that they are safe, well used and enjoyed.</li> </ul>

<b>Local Priorities</b>	<ul style="list-style-type: none"> <li>✓ Making active travel the natural choice, particularly for those trips less than 2km in length</li> <li>✓ Making more school trips safe, sustainable and healthy</li> <li>✓ Reducing the impact of private vehicles on our streets</li> </ul>
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**Objective 5: Focus on and improve priority locations making them safer for vulnerable road users.**

<b>Context:</b>	
<p>Enfield Council is continually looking to reduce the numbers of road traffic casualties that occur on the road network within the borough. We will continue to work with TfL and other partners to improve road safety delivery through the targeting of investment. As can be seen from section 4.4 (Road traffic casualties) of this report, we have done a good job in recent years of reducing the number of KSI casualties that occur within the borough. Table 4.7 shows the number of casualties that have occurred in Enfield over a ten year period during the years 2007 – 2016. In 2007 there were 97 people killed or seriously injured on roads in Enfield. Ten years later in 2016 that number was down 25% to 73 people KSI on roads in Enfield.</p> <p>Minimising road danger is a fundamental part of our TP and is required in order to create streets where everyone feels safe to walk, cycle and use public transport. Action must and will be taken to address speed/speeding, unsafe behaviour, vehicles and infrastructure.</p> <p>The Mayor’s Transport Strategy enshrines the ambition of Vision Zero where ultimately no one is killed or seriously injured on London’s roads. The Mayor’s aim is for no one to be killed in or by a London bus by 2030, and for all deaths and serious injuries from road collisions to be eliminated from London’s streets by 2041.</p> <p>Physical transport projects are the subject of a safety audit to ensure that potential new risks are eliminated as far as practicable and existing risks reduced. In addition, the Council has several ongoing programmes which are specifically aimed at identifying the location and causes of road traffic accidents and implementing measures to reduce their frequency and severity.</p> <p>It is envisaged that the activities covered by these programmes will continue into this delivery planning period and for the life of this LIP. However, as the number of casualties is successfully reduced, it is increasingly difficult to identify common causal factors which are susceptible to relatively simple engineering remedies. Therefore, the Council will continue to review the effectiveness of these programmes and as part of our borough programme of investment, will work to produce a new road safety Action Plan (Vision Zero Action Plan) that will look at how we can best target the resources we have available to reduce road danger, implementing Vision Zero.</p>	
<b>Strategy</b>	<b>LIP objective supports</b>
<b>MTS</b>	✓ London’s streets will be healthy and more Londoners will



<b>outcome</b>	<ul style="list-style-type: none"> <li>travel actively</li> <li>✓ London's streets will be safe and secure</li> <li>✓ London's streets will be used more efficiently &amp; have less traffic on them</li> <li>✓ Public transport will be safe, affordable and accessible to all</li> </ul>
<b>SRTP challenges in every sub-region</b>	<ul style="list-style-type: none"> <li>✓ Transform the role of cycling and walking in the sub-region</li> </ul>
<b>SRTP North London-specific challenges</b>	<ul style="list-style-type: none"> <li>✓ Manage highway congestion and make more efficient use of the road network</li> </ul>
<b>Enfield's Corporate Priorities (Enfield Council Corporate Plan 2018)</b>	<ul style="list-style-type: none"> <li>✓ Drive investment in rail, roads and cycling infrastructure to improve connectivity and support economic development.</li> <li>✓ Support residents to take more responsibility and play a greater role in developing active and safe communities.</li> <li>✓ Work with residents to reduce inequality across the borough and build settled communities.</li> <li>✓ Build measures into all our strategies and projects that will help improve people's health.</li> </ul>
<b>Local Priorities</b>	<ul style="list-style-type: none"> <li>✓ Making active travel the natural choice, particularly for those trips less than 2km in length</li> <li>✓ Making more school trips safe, sustainable and healthy</li> <li>✓ Reducing the impact of private vehicles on our streets</li> </ul>

**Objective 6: Improve local reliability of and accessibility to the public transport network.**

**Context:**

The borough is highly dependent on the public transport network. 43% of our employed residents travel to work by public transport.

At a local level Enfield will work with the bus operator and TfL to improve the reliability of services operating in Enfield.

Improving the accessibility of the public transport system is critical to delivering a better transport experience for all of our residents, including disabled people and growing numbers of older people. We aim to improve accessibility to the public transport network for all people and recognise that improvements are especially needed to enable people whose mobility is impaired for any reason to also be able to easily access the public transport network. The Council has a duty to promote equality for people with a disability. In terms of public transport, the Council will continue to engage with all residents when preparing schemes.

We will work closely with TfL to identify and implement more Bus Priority measures within the borough. We will also:

- Continue to improve access to bus services by ensuring that buses can approach the kerb closely enough to use their access ramps
- Work to improve or adapt conditions in the footway, and to ensure unobstructed level access to bus stops as our work programmes progress
- Work with the rail industry to co-ordinate improved access in the highway with improved access within the railway estate, for example when lifts or ramps are provided at stations

Prioritising schemes to deliver a higher level of bus stop accessibility at key locations, such as major transport interchanges and key health and education hubs.

The aim being to increase the attractiveness of the public transport network, encouraging greater use of the public transport system through improving reliability and accessibility.

<b>Strategy</b>	<b>LIP objective supports</b>
<b>MTS outcome</b>	<ul style="list-style-type: none"> <li>✓ London's streets will be healthy and more Londoners will travel actively</li> <li>✓ London's streets will be safe and secure</li> <li>✓ London's streets will be used more efficiently &amp; have less traffic on them</li> <li>✓ London's streets will be clean and green</li> <li>✓ Active, efficient and sustainable travel will be the best option in new developments</li> </ul>
<b>SRTP challenges in every sub-region</b>	<ul style="list-style-type: none"> <li>✓ Improve air quality to meet and exceed legal requirements and ensure health benefits for Londoners</li> <li>✓ Meet CO<sup>2</sup> targets</li> </ul>
<b>SRTP North London-specific challenges</b>	<ul style="list-style-type: none"> <li>✓ Manage highway congestion and make more efficient use of the road network</li> <li>✓ Enhance connectivity and the attractiveness of orbital public transport</li> <li>✓ Improve access to key locations and jobs and services</li> </ul>
<b>Enfield's Corporate Priorities (Enfield Council Corporate Plan 2018)</b>	<ul style="list-style-type: none"> <li>✓ Drive investment in rail, roads and cycling infrastructure to improve connectivity and support economic development.</li> <li>✓ Support residents to take more responsibility and play a greater role in developing active and safe communities.</li> <li>✓ Work with residents to reduce inequality across the borough and build settled communities.</li> <li>✓ Build measures into all our strategies and projects that will help improve people's health.</li> </ul>
<b>Local Priorities</b>	<ul style="list-style-type: none"> <li>✓ Reducing the impact of private vehicles on our streets</li> <li>✓ Making the public transport network more accessible and the natural choice for longer trips</li> </ul>

**Objective 7: Maintain and improve the transport network in Enfield including developing potential interventions.**

**Context:**

The condition of Enfield's roads and pavements has been consistently identified by residents as a particularly important issue, and their maintenance continues to be a priority for the Council.

Everyone who travels in Enfield is affected by the condition of the highway network at some stage of their journey.

Enfield Council is the highway authority with responsibility for maintenance of most of the public highway within the borough. The exceptions are some roads and footways within private estates or parks, the M25 is maintained by Highways England and the A406 North Circular Road and A10 are both the responsibility of TfL.

We regularly inspect and maintain public roads and pavements in the borough. We also ask that resident or visitors to the borough report problems if they encounter something that is dangerous and may cause an accident.

Problems such as:

- broken or loose paving stones
- damaged manhole covers
- potholes
- severe cracking
- uneven surfaces

The Council has several on-going programmes which aim to protect our transport assets and keep them available for safe and convenient use by the public. Individual projects are prioritised based on need and best practice.

The Council's Highway Infrastructure Asset Management Plan (HIAMP) explains our highway maintenance processes and procedures, policy and strategy for the period 2015 to 2020. The HIAMP ensure that the limited resources available can be used most effectively to keep our assets in a good state of repair and safe. The Highway Maintenance Plan provides information on routine, reactive and planned maintenance.

There is approximately 68km of principal roads and over 340 bridges and other structures in the borough. In previous LIP funding allocations, funding support has been provided for principal road maintenance and bridge assessment and strengthening, however, the mayor through TfL has reduced this funding in the short term while they identify a new, long-term funding stream to support this important work. TfL has advised that they will work with London boroughs, through the London Technical Advisors Group (LoTAG), to agree a fair and transparent approach for allocating emergency funds.

In the short-term there is no specific funding for principal road maintenance and bridge assessment and strengthening. Given the flexible nature of the

Local Transport Fund, we plan on using this funding in the interim to put towards principal road maintenance and bridge assessment and strengthening. Routine maintenance is essential and it is hoped that TfL will act swiftly to identify a new funding stream to support this work.

We will continue our ongoing programmes of carriageway, footway and street lighting maintenance; enforcement activities to deal with unauthorised signs, highway obstructions and graffiti, as resources permit.

The Council will continue its programme of decluttering aimed at rationalising street furniture and signs in our town centres and local shopping parades.

In terms of personal security, we intend to continue our established street lighting programme and deliver many schemes to improve lighting.

Improving the quality of the road network, including the footways, is critical to ensuring the highway network in Enfield is safe, efficient and conducive to smoothing traffic flows.

By maintaining the transport network, we will be supporting objectives contained in the MTS, North London Sub Regional Transport Plan and Enfield's Corporate and local priorities.

<b>Strategy</b>	<b>LIP objective supports</b>
<b>MTS outcome</b>	<ul style="list-style-type: none"> <li>✓ London's streets will be healthy and more Londoners will travel actively</li> <li>✓ London's streets will be safe and secure</li> <li>✓ London's streets will be used more efficiently &amp; have less traffic on them</li> <li>✓ London's streets will be clean and green</li> <li>✓ Journeys by public transport will be pleasant, fast and reliable</li> </ul>
<b>SRTP challenges in every sub-region</b>	<ul style="list-style-type: none"> <li>✓ Improve air quality to meet and exceed legal requirements and ensure health benefits for Londoners</li> <li>✓ Transform the role of cycling and walking in the sub-region</li> <li>✓ Meet CO<sup>2</sup> targets</li> </ul>
<b>SRTP North London-specific challenges</b>	<ul style="list-style-type: none"> <li>✓ Manage highway congestion and make more efficient use of the road network</li> <li>✓ Enhance connectivity and the attractiveness of orbital public transport</li> <li>✓ Improve access to key locations and jobs and services</li> </ul>
<b>Enfield's Corporate Priorities (Enfield Council Corporate Plan 2018)</b>	<ul style="list-style-type: none"> <li>✓ Drive investment in rail, roads and cycling infrastructure to improve connectivity and support economic development.</li> <li>✓ Support residents to take more responsibility and play a greater role in developing active and safe communities.</li> <li>✓ Work with residents to reduce inequality across the borough and build settled communities.</li> <li>✓ Build measures into all our strategies and projects that will help improve people's health.</li> </ul>
<b>Local</b>	<ul style="list-style-type: none"> <li>✓ Making active travel the natural choice, particularly for</li> </ul>

<b>Priorities</b>	those trips less than 2km in length ✓ Making more school trips safe, sustainable and healthy ✓ Reducing the impact of private vehicles on our streets ✓ Maintaining our assets for the benefit of the public
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