

## Enfield Healthy Streets – Facts and Figures

### Introduction

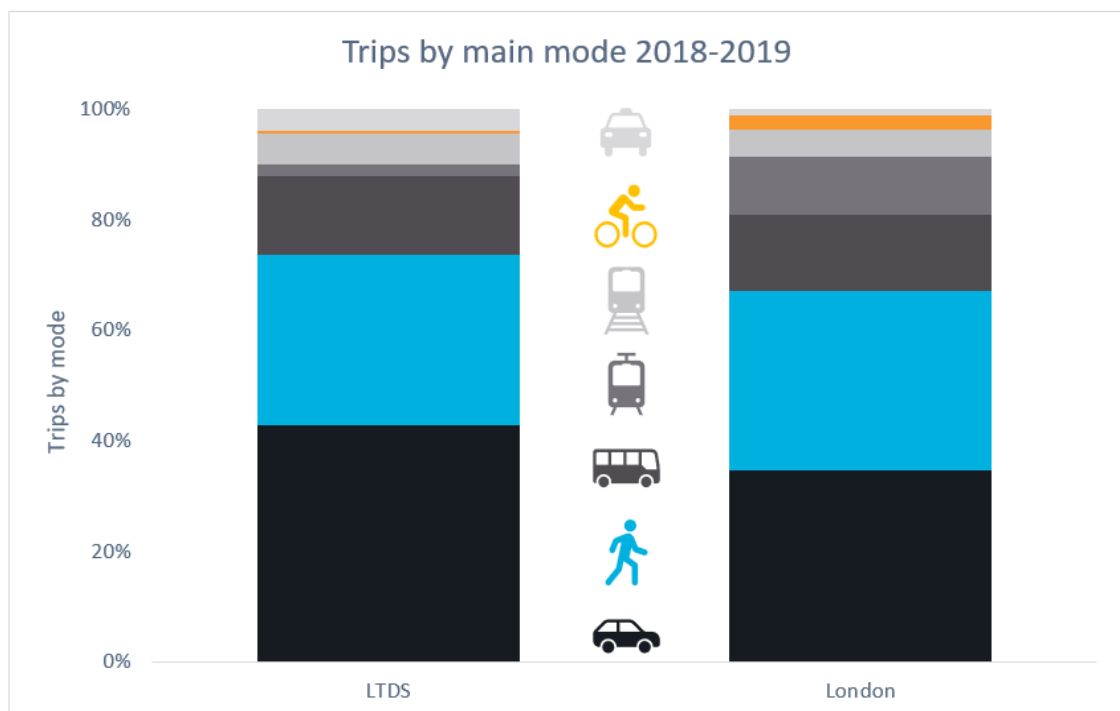
- 1.1 This annex provides additional information on existing travel behaviours in Enfield, supplementing the content with the Policy Framework for Healthy Streets in Enfield Cabinet Report.

### Current state of travel within Enfield

#### Mode share

- 1.2 Enfield's share of sustainable transport trips is amongst the lowest in London, with 31% trips walked, <1% cycled and 22% made on public transport. Correspondingly, the proportion of car trips exceeds the London average, with 48% trips made by private vehicles in Enfield, compared to 35% in London.

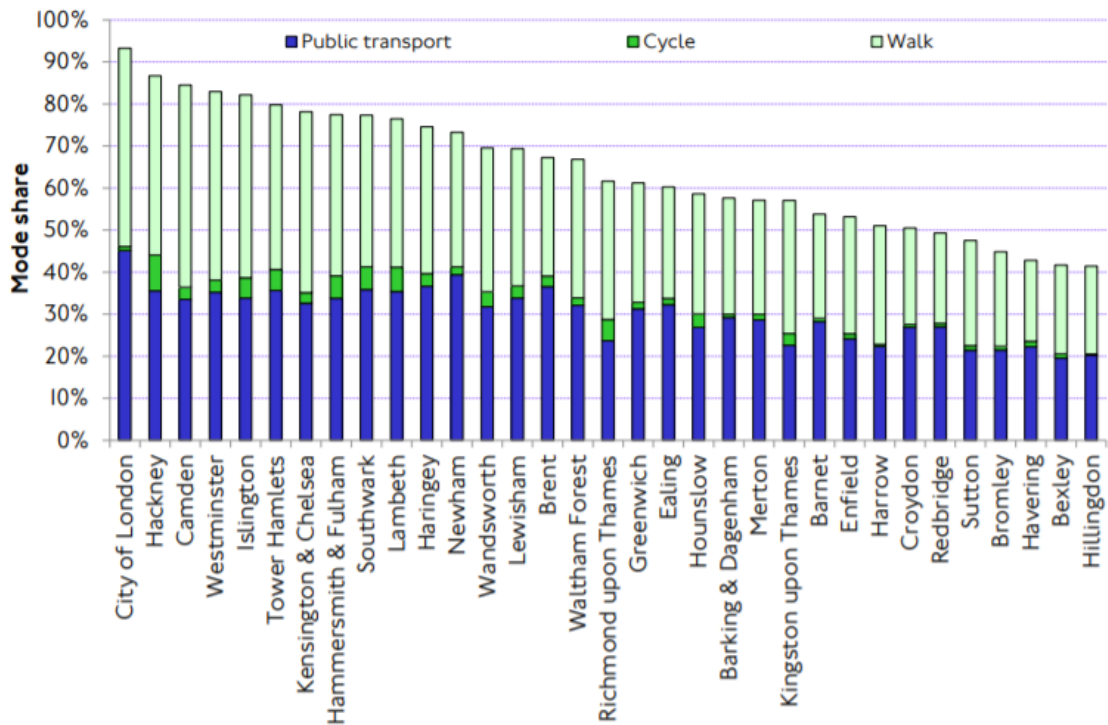
Figure 1: Trips by main mode<sup>1</sup>



- 1.3 Compared to other London boroughs, Enfield currently ranks in the bottom ten of the 33 boroughs for travel by sustainable modes. When considering only Outer London boroughs, Enfield's mode split tends to be comparable to the average.

<sup>1</sup> TfL (2019) *London Transport Demand Survey 2018-2019*

Figure 2: Share of trips made by sustainable modes of transport, 2016-17 – 2017-18<sup>2</sup>



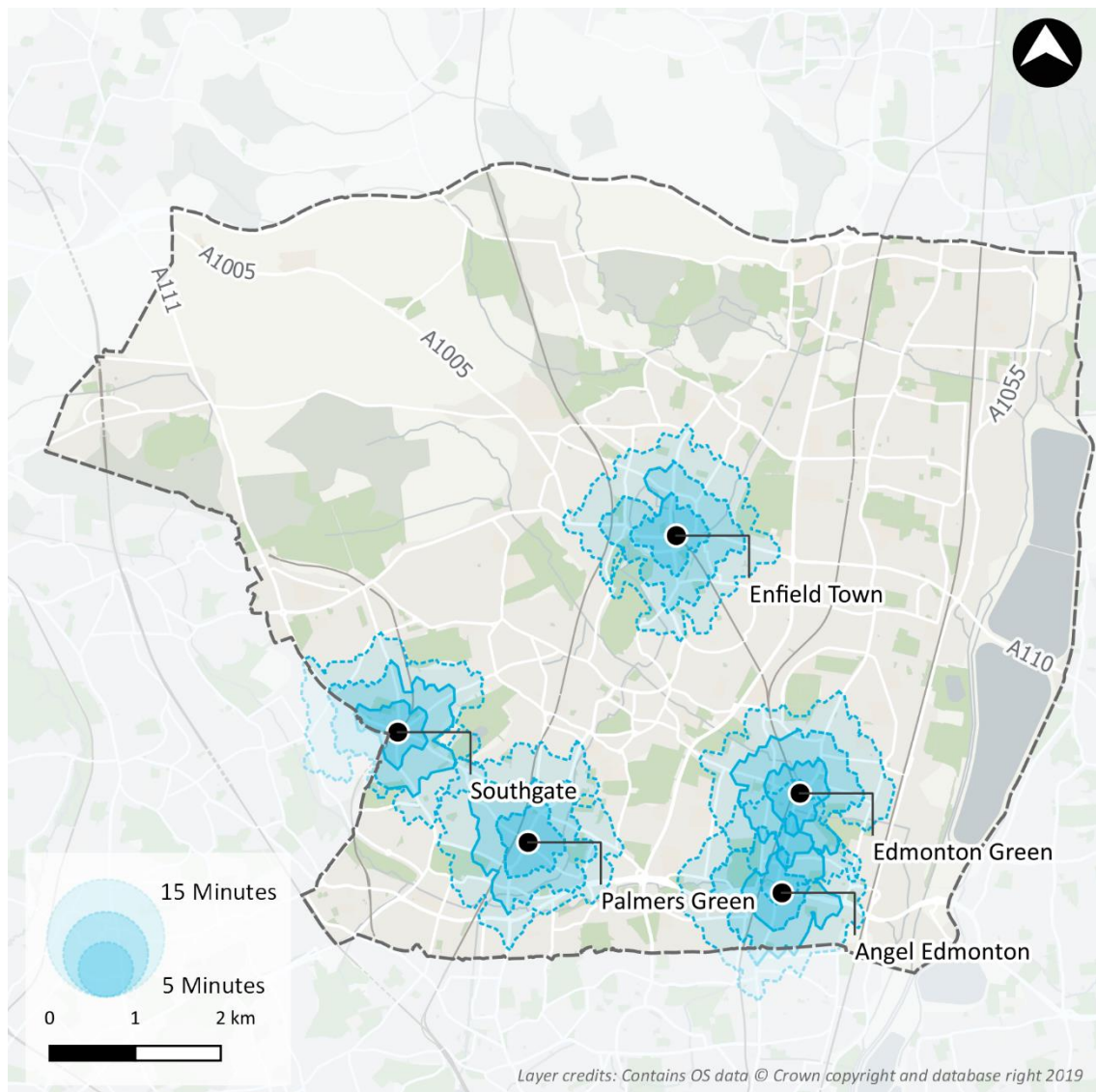
### Walking and cycling

- 1.4 The 2016 Analysis of Walking Potential conducted by TfL indicates that the majority of trips in Enfield are below 5km and could be cycled; over one in ten car trips are shorter than 1km – meaning they could be walked in less than ten minutes<sup>3</sup>. These findings highlight that Enfield is within the top five Boroughs in terms of potentially walkable trips.
- 1.5 Figure 3 shows areas accessible within a 5, 10- and 15-minute walk from Enfield’s town centres – a 5-minute walk covers a distance of approximately 500m, while a 15-minute walk can cover a distance of up to a mile.

<sup>2</sup> Transport for London (2019) *Travel in London Report 12* (<http://content.tfl.gov.uk/travel-in-london-report-12.pdf>)

<sup>3</sup> Transport for London (2017) *Analysis of Walking Potential*

Figure 3: Town Centre Walking Catchments – 5, 10 and 15 Minutes

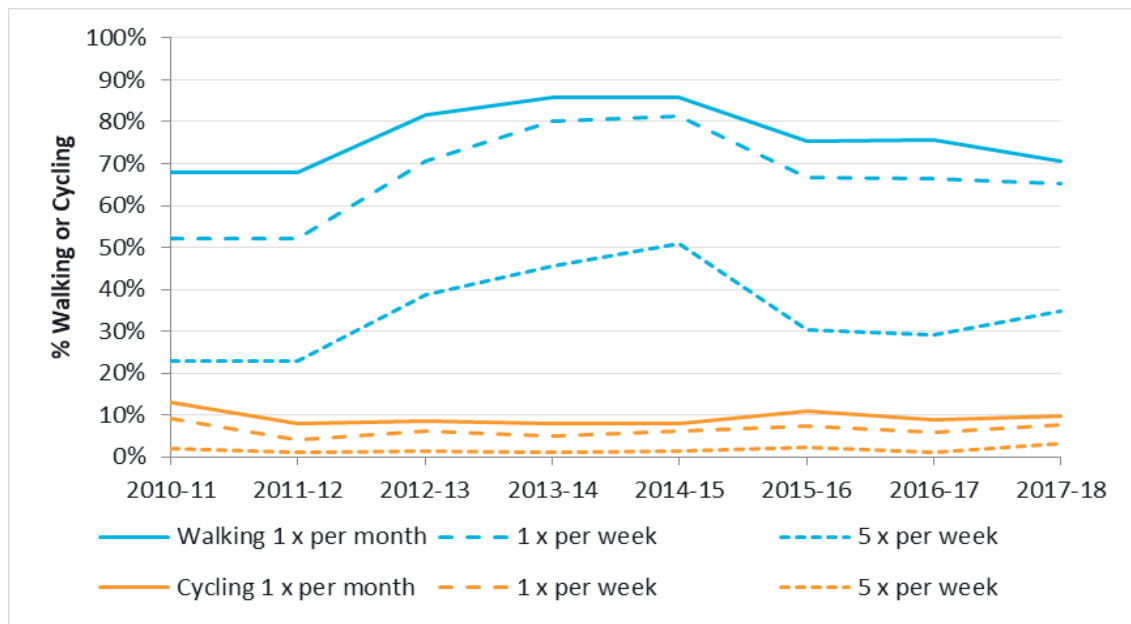


1.6 Figure 4 shows the percentage of Enfield’s residents who said they walked or cycled once or five times a week/month<sup>4</sup>. On average, the share of people walking and cycling in Enfield has been relatively stable throughout the last decade. The percent of people walking has decreased slightly in the recent years – with as many as 30% of Enfield’s residents estimated not to have walked for 10 minutes within a month<sup>5</sup>.

<sup>4</sup> For walking, the methodology changed in 2015-2016, including reducing the minimum eligibility time for walking from 30 to 10 minutes per day. Cycling trips of any length and duration were included.

<sup>5</sup> Department for Transport (2020) *Walking and Cycling by Borough* (available at <https://www.gov.uk/government/collections/walking-and-cycling-statistics>)

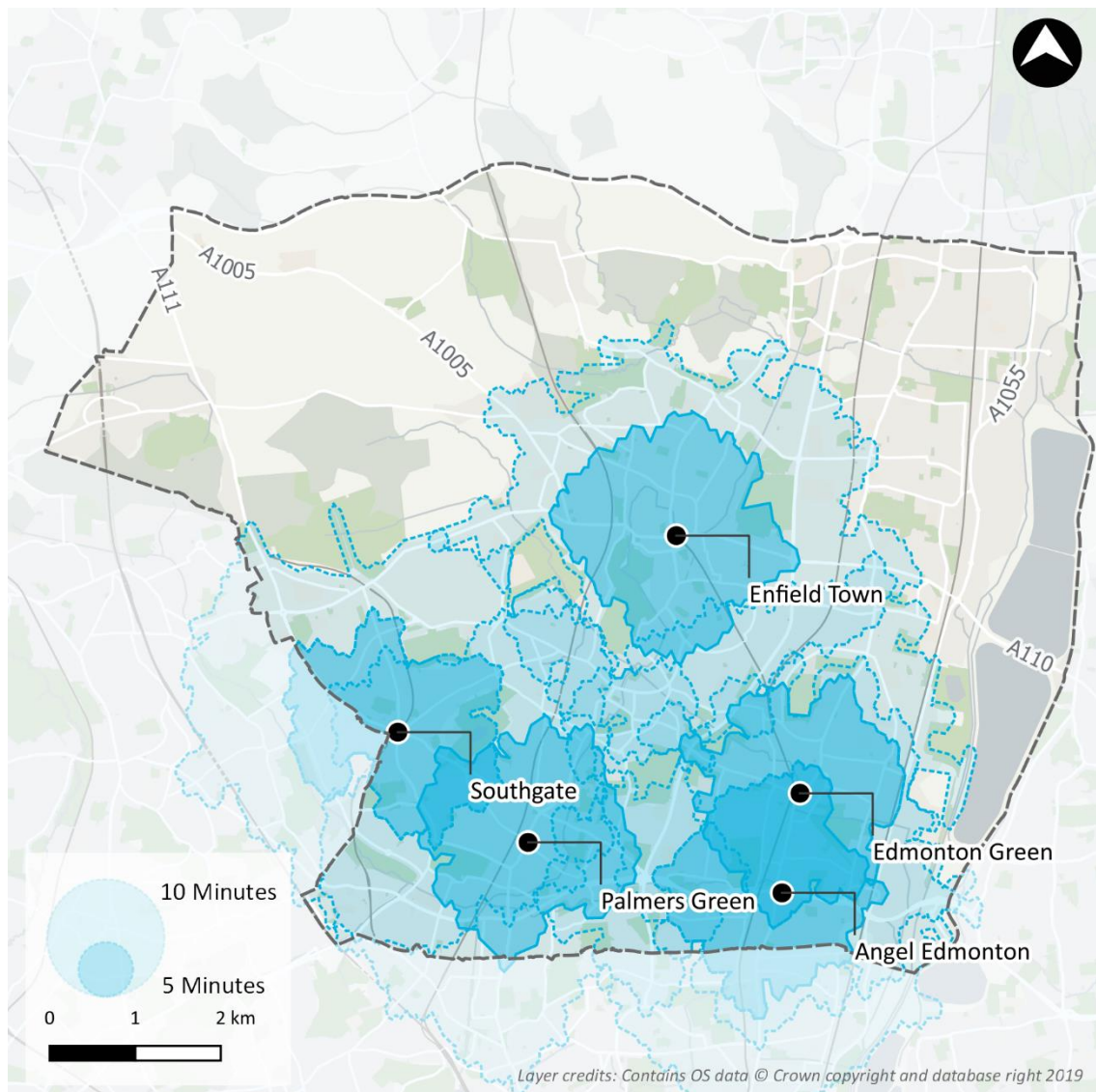
Figure 4: Walking and cycling rates in Enfield



- 1.7 Although walking is not the only available form of exercise, it is one of the most accessible and a likely indicator of the overall level of physical activity – as outlined in Enfield’s Joint Health and Wellbeing Strategy 2020-2023, a significant proportion of Enfield’s residents do not meet the 150 minutes of weekly activity recommended by the NHS.
- 1.8 The Mayor’s Transport Strategy includes an objective for every Londoner to undertake a healthy level of activity each day through travel, measured by 70% of Londoners doing at least 20 minutes of active travel each day, only 31.7% of Enfield’s residents walk regularly, i.e. at least three days per week<sup>6</sup>.
- 1.9 Enfield has a relatively large proportion of journeys that are potentially cyclable, with as many as 80% of car trips estimated to be of cyclable length. The 2016 TfL’s Analysis of Cycling Potential confirmed that Enfield is within the top five London boroughs in terms of cycling potential. The analysis suggested that an additional 315,000 trips could be cycled daily – with over 250,000 trips made currently by private vehicles.
- 1.10 Figure 5 shows areas accessible within a 5- and 10-minute cycle from Enfield’s town centres. It can be seen that almost the entirety of Enfield can be traversed within a 20-minute cycle

<sup>6</sup> Enfield Council (2019) Healthy Streets (available at <https://new.enfield.gov.uk/healthandwellbeing/topics/healthy-streets/>)

Figure 5: Town Centre Cycling Catchments – 5 and 10 Minutes



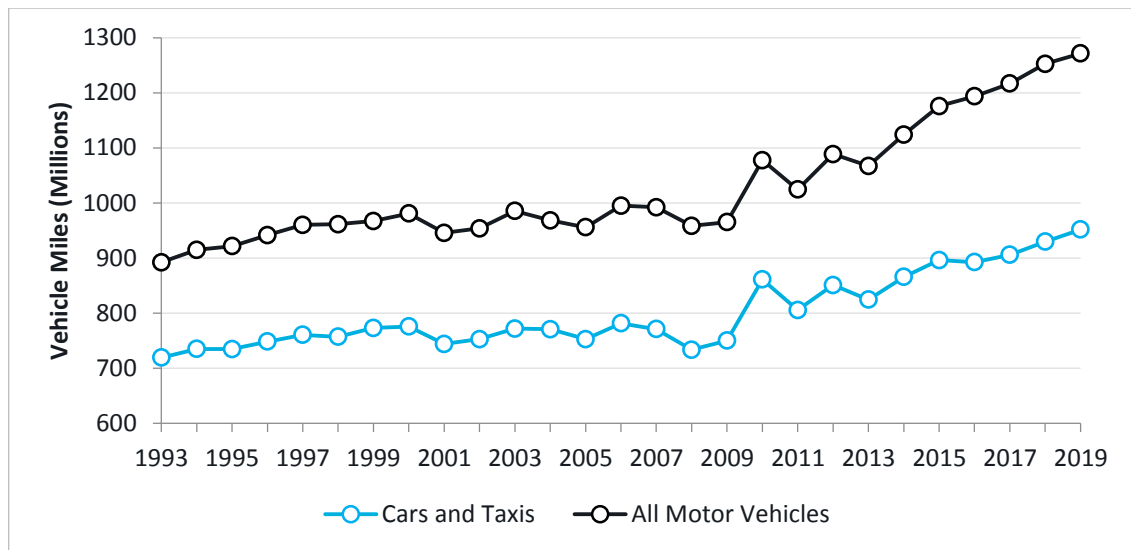
- 1.11 Despite the high potential for cycling, the uptake in cycle journeys has been relatively slow, rising from 0.7% in 2009/10 – 2011/12 to 2% in 2014/15 to 2016/17. In the same period, only between 8% and 13% of Enfield’s residents said that they cycled at least once per month, with less than 3% cycling regularly.

#### Motor traffic

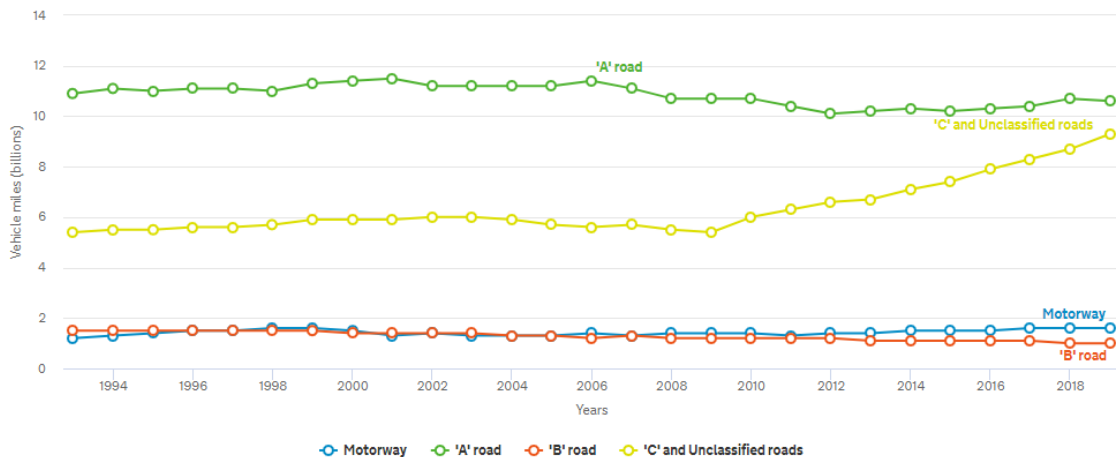
- 1.12 Annual motor traffic has been increasing in the recent decades, with faster growth experienced since early 2010s. Between 2008 and 2019, the number of miles driven on Enfield's roads increased by 313,000,000<sup>7</sup> - an equivalent of travelling over 650 times to and from the Moon.

<sup>7</sup> Department for Transport (2020) *Estimated motor vehicle traffic* (<https://roadtraffic.dft.gov.uk/local-authorities>)

Figure 6: Annual motor vehicle traffic in Enfield



1.13 Road traffic data for London, published by the Department for Transport, shows in aggregate how the volume of traffic carried by different types of road has increased over time. Figure 7 is taken from DfT’s road traffic statistics website and shows that the while the level of traffic on ‘main roads’ – A and B roads and motorways – has remained relatively constant since the 1990s, the volume of traffic using ‘minor roads’ – C roads – has increased substantially since the late 2000s.



Source: <https://roadtraffic.dft.gov.uk/regions/6>, accessed February 2021

- 1.14 Increasing motor traffic coincides with an increasing population. Between 2001 and 2011 Enfield gained almost 40,000 residents, rising to a total of 313,000 people. The population was expected to reach 351,000 in 2021, with a further increase to 415,000 by 2041<sup>8</sup>. Continued growth in population is expected to cause further strain on the road and public transport network, if the modal split trends remain.
- 1.15 However, despite the population growth and increased traffic, the number of cars registered in the borough has been relatively stable. DfT’s statistics on the number of licenced vehicles

<sup>8</sup> GLA (2017) *GLA Population Projections (Central Trend-Based Projection Age Range Creator 2016)*

indicate that since 2004, there was an increase of less than 9,000 cars, and an overall increase of less than 13,000 motor vehicles. The number of registered vehicles in the borough in 2019 was approximately 120,000<sup>9</sup>. Data from the 2018-19 London Travel Demand Survey undertaken each year by TfL indicates that 66% of households in the borough have access to at least one car (similar to data from the 2011 Census which showed 67.5%).

### **Future challenges**

- 1.16 The Covid-19 pandemic caused significant changes to transport characteristics – with residents often travelling less and on shorter distances, with many switching from public transport to private cars, walking and cycling. While limited data is available on Covid-19 mode shares, the Travel in London Report 13 highlights that compared to a 2019 baseline, walking, cycling and car travel have increased by respectively circa 15%, 5% and 8% across London. Simultaneously, rail and bus journeys have decreased by between 4% and 8%<sup>10</sup>.
- 1.17 Once the Covid-19 pandemic comes to an end, Enfield's travel demand is expected to recover, although demand is estimated to be 27% lower compared to 2016 in the short term, as people return gradually to offices and feel more confident to frequent public spaces. This expectation is in line with forecasts for other Outer London Boroughs, which have historically experienced higher volumes of car traffic, compared to Inner London.

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<sup>9</sup> DfT (2020) *Number of Licensed Vehicles by Type* (available at: <https://data.london.gov.uk/dataset/licensed-vehicles-type-0>)

<sup>10</sup> Transport for London (2020) *Travel in London Report 13*