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## **SOUTHGATE GREEN WARD FORUM**

**Tuesday, 18th November, 2014 at 7.00 pm in the Bowes Primary  
School, Bowes Road, New Southgate, London, N11 2HL**

**Membership:**

co : Daniel Anderson, Alessandro Georgiou and Claire Stewart (Labour Group Whip)

### **AGENDA – PART 1**

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- 2. HANDOUTS** (Pages 3 - 10)

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**Southgate Green WARD FORUM**  
**Tuesday 18<sup>th</sup> November 2014**



**Bowes Primary School, Bowes Road, New Southgate N11 2HL**  
**7.15pm-8.45pm**

**In attendance:**

Cllr Alessandro Georgiou (Chair), Cllr Daniel Anderson; Cllr Claire Stewart and Cllr Bambos Charalambous (Associate Cabinet Member for Enfield West)

**AGENDA**

1. Welcome
2. Apologies for absence
3. Minutes of the last meeting and matters arising
4. Police update (PS Perry LaFrenais)
5. Ritz Parade/Arnos Grove Station western car park
  - Discussion on the redevelopment options within the context of the North Circular Area Action Plan, and New Southgate Masterplan. Led by Neeru Kareer, Senior Planning Officer, LBE.
6. Updates
  - Locking of park gates
  - Ultra low emission zones
  - Flytipping/street cleansing
  - TfL issues – Footbridge; Milton Grove/A406 Telford Road
7. Any other business
8. Date and venue of the next meeting:
  - Tuesday 13<sup>th</sup> January, 7.15pm;
  - The Penridge Suite, 470 Bowes Road, London N11 1NL

**Ward Councillor contact details:**

Cllr Daniel Anderson (**Labour**) 020 8379 2842

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Cllr Alessandro Georgiou (**Conservative**) 020 8379 2849

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Cllr Claire Stewart (**Labour**) 020 8379 2852

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**Associate Cabinet Member for Enfield West contact details:**

Cllr Bambos Charalambous (**Labour**) 020 8379 2653

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<b>Meeting:</b>	Mayor's Question Time
<b>Date:</b>	Wednesday, 22 October 2014
<b>Reference:</b>	Question 2014/3864

## Main question

**Joanne McCartney**

I have repeatedly raised the issue of the closure of the Wilmer Way/Bowes Road footbridge stairs which are currently taped up due to a structural fault. In March, TfL informed me that the stairs on the footbridge were closed due to a structural failure of pin joints at these locations and investigations were being carried out to establish the cause of the failure, and to remedy the problem as quickly as possible. However, further to that email TfL responded in June to inform me that the footbridge was still accessible via the ramps at present with no indication of when the fault with the stairs would be resolved. This is causing a lot of difficulties for my local constituents and there are great concerns that local school children are not using the footbridge since the stairs are out of action, and are crossing the extremely busy road. Do you think that this is an adequate response and what action will be taken to ensure the fault with the footbridge is rectified as soon as possible before there is an accident? Please provide me with details and timelines for the necessary repairs so that I can inform my local residents.

## The Mayor

A design solution is currently being developed that will resolve the issue. Until then the only safe option is to keep the stairs closed. TfL intends to be able to lift the restriction by April 2015.

At Wilmer Way there is a pedestrian crossing facility less than 50 metres away. The footbridge remains open and is still accessible via the ramps, which remain open. TfL visited the footbridge recently at the end of a school day and observed pedestrians using both the footbridge and the pedestrian crossing.

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# Assets, Regeneration and Growth Committee

12 November 2014



<b>Title</b>	<b>Depot relocation project</b>
<b>Report of</b>	Deputy Chief Operating Officer
<b>Wards</b>	All
<b>Status</b>	Public
<b>Enclosures</b>	Appendix A – options appraisal
<b>Officer Contact Details</b>	John Hooton, Deputy Chief Operating Officer, 020 8359 2460, <a href="mailto:john.hooton@barnet.gov.uk">john.hooton@barnet.gov.uk</a>

## Summary

The Council is committed to vacate the Mill Hill Depot site by December 2016. The plan had been to relocate the depot to Pinkham Way and combine the site with the North London Waste Authority to facilitate future waste plans across North London. It has not been possible to reach a common agreement on Pinkham Way proposals, and due to the upcoming date for the vacation of the Mill Hill site, an alternative plan is required.

The Council has undertaken a detailed site search, feasibility studies and taken legal and planning advice on these sites. An options appraisal has been undertaken. The two preferred sites are:

- Lupa House, Borehamwood, and
- Abbots Depot, Oakleigh Road South.

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## Briefing note: Ultra Low Emission Zone

### Why?

London is amongst the worst countries in Europe for air pollution. In response the Mayor for London is considering the introduction of an Ultra-Low Emissions Zone (ULEZ), which will require vehicles entering the zone to comply with strict emission standards.

The ULEZ will be delivered in response to policies and objectives contained within the Mayor's Transport Strategy, the Mayor's Air Quality Strategy and Delivering London's Energy Future in order to:

- Reduce air pollutants from public transport;
- Reduce CO<sub>2</sub> emissions from road transport;
- Promote sustainable travel;
- Stimulate the low emissions vehicle market

The EC has started the first stage of a legal process against the UK Government for not meeting NO<sub>2</sub> limit values because the UK Supreme Court noted compliance with EU standards will only be achieved by 2025 in London, 15 years after the original deadline.

### Key Questions

#### What area will the zone cover?

- TfL are proposing that it will operate within the current Congestion Charging Zone (CCZ). This is because Central London is predicted to remain an Air Quality Focus Area beyond 2020 and the greatest amount of public exposure and highest amount of roadside activity occurs in this area.
- In addition, the CCZ is already established with camera enforcement etc.

#### What time will it operate?

- 24/7

### What vehicles will be affected?

- All motorised vehicles that are below Euro 6/VI standard for NOx emissions
- Economic impact and compliance will be considered in detail
- Potential exemptions, mitigations and incentives to be considered but kept to a minimum

### What is Ultra Low/Near Zero?

- Under Euro 6/VI standard, emissions from cars and other vehicles intended to be used for transport will be capped at 80 mg/km (an additional reduction of more than 50% compared to the Euro 5 standard). Combined emissions of hydrocarbons and nitrogen oxides from diesel vehicles will also be reduced. These will be capped at, for example, 170 mg/km for cars and other vehicles intended to be used for transport
- The Euro 6 standard will come into force on 1 September 2014 for the approval of vehicles, and from 1 January 2015 for the registration and sale of new types of cars; therefore by 2020, the time the ULEZ is anticipated to come in to effect, motorists with vehicles older than this will be subject to paying a premium for driving in the zone, it is not clear if this will be a flat rate payment or a fee depending on the standard of vehicle. Approximately 55% of HGVs and 40% of cars on the road will be Euro 6/VI in 2020.
- It is anticipated that by introducing an ULEZ people will be encouraged to purchase "Near Zero" emission vehicles. Although there will be a number of vehicle available in 2020, it needs to be asked if they will be affordable?
- Older petrol cars and vans (Euro 4) emit the same NOx as the new Euro 6 diesel standard. This means a switch to either will achieve the same savings.

### Will it help Enfield?

- TfL's modelling work suggests that the proposed ULEZ will reduce NOx levels in Enfield by 9% in 2020 compared to the situation without ULEZ. However, the benefit of ULEZ reduces in 2025 as more vehicles will be compliant with the relevant emissions standards in any event.

## Proposals for TfL Services

### Buses

- All double decker TfL buses operating in central London will be low carbon (e.g. hybrid technology (TfL buses currently responsible for 28% of road transport NOx emissions in central London)
- All single decker TfL buses will be zero emission (at tailpipe) subject to feasibility

### Taxis

- TfL to consider a reduction in the rolling age limit to encourage the uptake of zero emissions capable taxis and how they will operate (taxis are currently responsible for 18% of transport NOx emissions in central London)

### Private Hire Vehicles

- TfL to consider a reduction in the rolling age limit. All newly licensed PHVs will need to be zero emissions capable from 2018 (currently responsible for 3% of road transport NOx emissions in central London)

### HGVs and coaches (inc. non-TfL buses)

- Amend the LEZ to include Euro VI emissions requirement for all HGVs and coaches entering central London (HGVs and non-TfL buses currently responsible for 25% of road transport NOx emissions in central London)

### Light Vehicles (cars, vans and motorcycles)

- Introduce a Euro 6 (diesel-2015) and Euro 4 (petrol-2005) emissions requirement for cars and vans (cars and vans are currently responsible for about 25% of road transport NOx emissions in central London)
- Introduce a Euro 3 requirement for motorcycle and other category L vehicles (came into effect in 2006)

## Next Steps

- Consultation on ULEZ proposals until 9 January 2015. Subject to the outcome of the consultation, TfL is hoping to have a scheme order in place by 2015, giving users five years notice before 2020.

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