

<p>Committees: Corporate Projects Board Projects Sub (Policy and Resources) Committee Port Health and Environmental Services Committee</p>	<p>Dates: 29 August 2019 20 September 2019 24 Sept 2019</p>
<p>Subject: Moor Lane Ultra Low Emission Vehicle only pilot (Low Emission Neighbourhood project)</p> <p>Unique Project Identifier: 12007</p>	<p>Light Progress Report</p>
<p>Report of: Director of Markets and Consumer Protection</p> <p>Report Author: Ruth Calderwood</p>	<p>For Decision</p>

<p>1. Status update</p>	<p>Project Description: <i>To pilot an ultra-low emission vehicle street in Moor Lane to improve local air quality. This would act as a precursor to a more impactful air quality improvement traffic management scheme in Beech Street</i></p> <p>RAG Status: N/A</p> <p>Risk Status: N/A</p> <p>Total Estimated Cost of Project (excluding risk): capped at £150,000</p> <p>Spend to Date: £ 58,986.04 air quality grant from the Mayor of London. This has already been spent on a feasibility study, project management, awareness raising and consultation. The expenditure was approved under Gateway 1 and 2.</p> <p>Costed Risk Provision Utilised: N/A</p>
<p>2. Key points to note</p>	<p>Key Points:</p> <p>The proposal to pilot an ultra- low emission vehicle (ULEV) street in Moor Lane has been superseded by accelerated proposals to introduce a 2-way zero emission street in Beech Street.</p> <p>A Gateway 4/5 report for the Beech Street zero emission street will be brought to committees in autumn 2019. The report will include a request to reallocate the remaining funding that was awarded by the Mayor of London for the Moor Lane ULEV pilot.</p>

	<p>The reallocation of the £91,000 unspent balance of funding has been approved by the Greater London Authority (GLA). The GLA awarded the grant to the City Corporation as part of a Low Emission Neighbourhood programme.</p> <p>Recommendations:</p> <ol style="list-style-type: none"> 1. That the Moor Lane ULEV pilot project be closed and superseded by the Beech Street Transport and Public Realm Improvement project. UPI 10847 2. Note the expenditure of £58,986.04. £19,000 was spent on the feasibility study, which will inform Beech Street; £490.04 on materials for the consultation, which is abortive. The remainder was spent on the Department of Built Environment Project Management costs, some of the work undertaken for this project by the Project Manager will inform Beech Street 3. The remaining funding from the Mayor of London (£91,000) is reallocated to the Beech Street zero emission project. This would be subject to committee approval of a Gateway 4/5 report, due Autumn 2019.
<p>3. Reporting period</p>	<p><i>July 2018 – June 2019</i></p>
<p>4. Progress to date</p>	<ol style="list-style-type: none"> 1. In July 2016 the Mayor of London awarded the City of London Corporation £990,000 over three years to implement a Low Emission Neighbourhood (LEN). The funding was designed to support a range of pilot measures to improve air quality locally. The most cost-effective measures could then be rolled out more widely. 2. One of the pilot schemes in the LEN area was to introduce an ultra-low emission vehicle (ULEV) access only restriction at the southern section of Moor Lane in April 2019. The pilot was to act as a forerunner to a more impactful air quality improvement scheme in Beech Street. Learnings from the small-scale pilot were to be applied to a Beech Street scheme, which would be implemented at a later date. 3. A Gateway 1 and 2 project proposal was presented to Corporate Projects Board and Projects Sub (Policy and Resources) Committee in May /June 2018. This was for approval to undertake a feasibility study, consultation and awareness raising campaign. The intention was for the work to follow a light approval route, with the next report being Gateway 5 for officer approval only. Following this, work would commence to purchase and install cameras and implement the scheme by April 2019.

	<p>4. Public consultation was held during November 2018. Details of the responses to the consultation were presented to Port Health and Environmental Services and Streets and Walkways Committees in January 2019. The report requested approval to postpone the scheme, given the consultation comments received. Street and Walkways Committee requested a further report with greater detail on the pilot scheme before agreeing to make a traffic order. One specific comment made was that, as the original purpose of the funding from the Mayor of London was to remove traffic from Beech Street, the funding should be returned or rerouted to the Beech Street project if this could not be delivered.</p> <p>5. Proposals to accelerate air quality improvements in Beech Street have been subsequently approved. Specifically, approval has been given to introduce a two-way zero emission street in Beech Street as an interim scheme. This is part of the wider programme of delivering a high-quality public realm.</p> <p>6. As the plans for improving air quality in Beech Street have been accelerated, it is considered that the small-scale pilot in Moor Lane is no longer required. The intention is, therefore, to close this project and reallocate the remaining funding from the Mayor of London (£91,000) to the interim 2-way zero emission street in Beech Street.</p> <p>7. This reallocation of funding has been approved by the Greater London Authority. A Gateway 4/5 report for the Beech Street zero emission street will be brought to committees in autumn 2019. This will include a request to reallocate the remaining funding.</p>
<p>5. Next steps</p>	<p>1. Project superseded by Beech Street Transport and Public Realm Improvements, UPI 10847</p> <p>2. A Gateway 4/5 report for the Beech Street zero emission street will be brought to committees in autumn 2019. This will include a request to reallocate the remaining funding.</p>

Appendices

<p>Appendix 1</p>	<p>Project Coversheet</p>
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Contact

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