

<b>Date</b>	<b>Action</b>	<b>Officer responsible</b>	<b>To be completed/ progressed to next stage</b>	<b>Notes/Progress to date</b>
<p>15 October 2020  1 December 2021  18 February 2021  08 July 2021  10 Sep 2021  15 Feb 2022  03 May 2022  31 May 2022  05 July 2022</p>	<p><b><u>Dockless Vehicles</u></b>  To keep the Sub Committee informed of activities to manage the use of dockless cycles and e-scooters in the Square Mile and any related issues.</p>	<p>Executive Director,  Environment</p>	<p>April 2021  Sep 2021  Dec 2021  Feb 2022  Sep 2022</p>	<p>Lime and HumanForest were given approval to operate dockless bike schemes in the City. A procurement exercise to select operators for rental e-scooters was concluded and three operators were selected. The e-scooter trail launched on 05 July, Lime is operating dockless cycles, and HumanForest began operating in early September 2021. Operators to be reminded of expectations around appropriate use, and to be encouraged to sign up to the Equal Pavements Pledge. The TfL scheme has been extended to November 2022. Further reports on proposed developments in legislation were expected to be submitted to the Planning &amp; Transportation Committee.</p> <p>Vehicles were being left in the wrong places, and operators were being engaged with on the matter. The Department for Transport (DfT) has confirmed that all authorities with e-scooter trials may apply to extend their trials until May 2024. Transport for London has confirmed the Pan-London E-Scooter Trial Term will be extended for a further 18 months in line with the DfT extension. A report has been submitted for decision to the Planning and Transportation Committee on 1 November requesting permission to extend the City of London's participation in the pan-London e-scooter trial.</p> <p>We are aware of significant issues regarding dockless bike operations in the Square Mile particularly with bikes left outside of designated parking areas. Officers have met with our currently approved operators, Lime and HumanForest, to discuss parking compliance</p>

				<p>and develop compliance improvement plans. Above the existing charges and fines they levy against users who park or behave inappropriately dockless bike scheme operators have committed to introducing AI-supported end-of-ride parking photo recognition and fining, increased staff presence in the City and improving the effectiveness of their warning, fining and banning processes as well as general communications with users.</p> <p>Additional compliance improvement and review meetings have been planned to inform a report for this Committee to be submitted in January 2023. Recommendations on the approval statuses of our currently approved operators and our dockless bike operations policy will be included in this report.</p>
<p><b>3 December 2019</b>  <b>25 February 2020</b>  <b>7 July 2020</b>  <b>15 October 2020</b>  <b>1 December 2021</b>  <b>18 February 2021</b>  <b>08 July 2021</b>  <b>10 Sep 2021</b>  <b>15 Feb 2022</b>  <b>31 May 2022</b>  <b>05 July 2022</b></p>	<p><b><u>Beech Street Transport and Public Realm Improvements</u></b>  The project will address air quality issues by reducing traffic that pass through the tunnel. At the same time, it aims to deliver a vibrant street with a high-quality public realm at the centre of the Culture Mile, which will also provide the opportunity to realise property outcomes.</p>	<p>Executive  Director  Environment</p>	<p>May 2022</p>	<p>At the meeting of Streets and Walkways on 3rd May officers informed Members of the public consultation timescales for Beech Street and the delay at the request of Islington to defer the public consultation until after local elections. Members will recall that officers meet regularly with their Islington counterparts, data on the experiment has been shared and Islington have shared feedback on the Fortune Street experiment. In these meetings Islington's position has been that the management of the Fortune Street traffic restriction was impractical and this was conveyed to Members on 3rd May. Whilst Islington had expressed a preference that the issues on Beech Street are dealt with through a joint area wide approach, i.e. over the medium term, City officers</p>

			Sep 2022	<p>explained the December decision of City Members to consult on the Beech Street zero emission scheme as a permanent measure to address the air quality issues. We deferred our consultation at Islington's request until after local elections, but in a recent meeting Islington's Director of Climate Change and Transport expressed his view that the public consultation on Beech Street did not have Islington's support. Arrangements are being made for City Members to meet with Islington's Executive Member for Climate Change and Transport. Officers do not believe it is possible to proceed without Islington's support. There remains a significant risk that consultation cannot begin until after the summer. In terms of the current situation on Beech Street, Page 211 surveys show that over 80% of the traffic has returned to Beech Street and 70%+ on Golden Lane. On Beech Street, nitrogen dioxide levels have increased to the edge of the legal limits of 40 mg, these vary with seasonal conditions and reflect other changes in background NO2 from across London where many variables affect air quality</p> <p>Discussions with LBI are ongoing.</p>
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