

Committees: Planning & Transportation Committee <i>[for decision]</i> Projects Sub Committee <i>[for information]</i>	Dates: 05 January 2021 25 January 2021
Subject: City Streets: Transportation response to support Covid-19 recovery Unique Project Identifier: 12217	Gateway 5 Regular Issue Report
Report of: Director of the Built Environment Report Author: Leah Coburn – City Transportation	For Decision
<h1>PUBLIC</h1>	

1. Status update	Project Description: <p>This project implements temporary traffic management measures on City streets in response to Covid-19. These measures provide safer spaces for people walking and cycling, help facilitate social distancing and support businesses and City workers in their return to work.</p> <p>The City Corporation’s transport response focuses on achieving two main aims:</p> <ul style="list-style-type: none"> • Residents, workers and visitors are safe and feel comfortable travelling into and within the Square Mile, particularly when travelling on foot, by bike and on public transport. • City businesses are supported in their Covid-19 recovery and the City remains an attractive location for business. <p>The project primarily consists of on-street changes to provide additional space for people walking and cycling.</p> <p>These were initially laid out using temporary materials such as barriers. Over the last few months, the majority of these have been replaced with ‘temporary plus’ materials using plastic</p>
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wands and bolt down kerbs. A number of adjustments have been made in response to feedback received. On some streets interventions have also been removed or not installed as they are longer considered necessary given the current volumes of people in the City.

On-street changes are being delivered alongside other measures to support businesses, manage travel demand and encourage travel on foot, by cycle and on public transport.

When this programme was first approved, the intention was to bring a report to Committees in December reporting back on the monitoring of the interventions. It was anticipated that the need for social distancing would be reduced or no longer required towards the end of 2020. December would have therefore been an appropriate time to review whether to retain some of the temporary measures on a permanent or experimental basis.

The ability to monitor the impact of the temporary measures and seek feedback has been hampered by the ongoing pandemic and associated restrictions, which have reduced the volume of vehicles and people in the City. Some level of restrictions and the need for social distancing are expected to remain in place until at least spring 2021.

It is recommended that the programme of temporary measures currently on-street remain in place, with a further review and detailed monitoring report brought to March or April Committees. Amendments to measures at particular locations will continue to be made between Committees if necessary and appropriate.

RAG Status: Amber (Green at last report to Committee)

Risk Status: Medium (Medium at last report to Committee)

Total Estimated Cost of Project (excluding risk): £1-2M

Phase 1 - £116,500

Phase 2 - £932,244

Phase 3 - £568,500

Change in Total Estimated Cost of Project (excluding risk):
No change

Spend to Date: £1,301,216

Costed Risk Provision Utilised: N/A

Slippage: N/A

<p>2. Requested decisions</p>	<p>Next Gateway: Progress & Review Report – March 2021</p> <p>Requested Decisions:</p> <p>That Members:</p> <ol style="list-style-type: none"> 1. Note the changes made to the on-street interventions to those approved by Committees in May and June 2020 (As set out in Section 5). 2. Note the intention to change existing measures on Coleman Street and Cheapside (as detailed in Section 4) and that cha will be exercised under authority already delegated to the Director of the Built Environment to initiate a Temporary Traffic Order. 3. Approve retaining the programme of temporary changes that are currently on-street, with a further review in March 2021. 4. Note the budget update for Phases 1 & 2 and approve an increase of £28k and the adjustments to the Phase 3 budget as detailed in Section 3.
<p>3. Budget</p>	<p>Phases 1 and 2</p> <p>Expenditure to date on Phases 1 and 2 is £1,089,287. This exceeds the approved budget of £1,048,744 by £40,543. This is due to higher than expected staff costs. A detailed budget for Phases 1 and 2 will be brought to Committees in February once the final costs for fees and works are known.</p> <p>Phase 1 and 2 works are funded by the Department for Transport (£100k) and Transport for London’s Streetspace programme (£949k).</p> <p>Phase 3</p> <p>For the Phase 3 measures, a funding envelope of £650k to be drawn from central capital funding was approved by P&R in July 2020 as part of a Gateway 2-4 report on Covid-19 Transportation. Subsequently, the Chairman and Deputy Chairman of P&R approved a Gateway 5 report allocating £480k to deliver the first part of these Phase 3 measures, specifically the delivery of greening and seating across the Square Mile. A successful bid has been made to the Government’s High Street Fund and a grant of £30k has been awarded to the Corporation for the delivery of Phase 3 measures.</p>

Members are asked to approve a budget increase of £28k to cover the costs of installing queue management signage to support City businesses. This activity took place over the summer and given the urgency, was originally funded from DBE Local Risk in order to enable delivery while capital budgets were being finalised.

In addition, to cover costs for the delivery Phase 3 measures approval is sought for a budget adjustment (from the budget of £480k approved in August 2020) between staff costs, fees and works. Greater efficiency and pace of delivery was achieved in this Phase of Covid-19 measures, with design work completed in-house by officers with detailed knowledge of the requirements rather than appointing a consultant. A budget adjustment between fees and staff costs is therefore proposed. Similarly, greater efficiency and pace will be achieved by consolidating all management of contractors and suppliers under the management of a single Corporation team. A budget adjustment between Highways and P&T staff costs is therefore proposed.

Table 1: Expenditure to Date - City Streets COVID-19 Ph 3 - 16800432

Description	Approved Budget (£)	Expenditure (£)	Balance (£)
Env Servs Staff Costs	18,500	1,205	17,295
Open Spaces Staff Costs	6,000	90	5,910
P&T Staff Costs	65,450	74,804	(9,354)
P&T Fees	35,500	1,095	34,405
Purchases	3,550	2,700	850
Env Servs Works	260,150	143,203	116,947
Open Spaces Works	30,350	22,106	8,244
TOTAL	419,500	245,204	174,296

Table 2 Revised Budget - City Streets COVID-19 Ph 3 - 16800432

Description	Approved Budget (£)	Adjustment (£) *	Revised Budget (£)
Env Servs Staff Costs	18,500	(12,000)	6,500
Open Spaces Staff Costs	6,000	0	6,000
P&T Staff Costs	65,450	53,000	118,450
P&T Fees	35,500	(25,500)	10,000
Purchases	3,550	0	3,550
Env Servs Works	260,150	15,000	275,150
Open Spaces Works	30,350	(2,500)	27,850
TOTAL	419,500	28,000	447,500

* Adjustment includes £28k additional funds for queue management

4. Issue Description

At the time of writing there is still a need to facilitate safe social distancing on the City's streets. This requirement is expected to continue until at least spring 2021.

Changes to the City's streets to enable safe social distancing were delivered in anticipation of and to facilitate a gradual return of workers to the City. This return has so far been relatively limited and fluctuates depending on the level of restrictions (currently Tier 3). While the current low number of people in the City limits the need for additional space, the timing and extent of a meaningful return to the workplace remains unclear.

The first stage of interventions was rolled out on street using temporary materials from mid-June 2020. These have recently been replaced with more robust materials including bolt down wands and kerbs and bus boarders. These have the advantage of requiring less maintenance and provide greater clarity to all street users.

Throughout the project we have listened to feedback from street users and, where appropriate and possible, amended the on-street changes in response to this. Details are set out in Section 5 below.

We have also reduced the scale of the changes on streets by removing some of the features that were considered to be

unnecessary given currently low volumes of pedestrians in the City.

We will continue to keep this under review and could reinstate measures if volumes of people walking and cycling increase while social distancing is still required. This would however need to come back to Committees for approval and additional City Corporation funding would be required to deliver these changes.

As part of the review process will amend the timed access restrictions on Coleman Street (currently Monday to Friday, 7am – 7pm). At this location all day restrictions are causing some challenges for servicing. Subject to approval, the timing will be amended to peak time closures only:

Monday to Friday

- 07.00-10.00
- 12.00-14.00
- 16.00-19.00

Following feedback about the impact of the diversion of buses from Cheapside we will amend the current cycle only point closure to allow bus access. Transport for London support this alteration as it removes the requirement for buses to travel along Queen St and turn right into Poultry. The planters and seating that were recently installed can be retained under this arrangement.

Both changes would be made under new temporary traffic orders using the powers already delegated to the Director of the Built Environment.

When the initial proposals were brought to Committees in May we anticipated the interventions would be in place until December 2020. At that time, we expected to be able to bring a report back to Members with extensive data monitoring and public consultation feedback to help determine if any of the interventions should be made permanent.

It is now likely that these interventions will need to remain in place until March 2021 at the earliest. This is due to the continued pandemic and the ongoing need for social distancing

It is recommended that the temporary measures currently deployed on-street are retained, with a review and report to Members in March/April 2021. This will ensure the safety of residents, workers and visitors while social distancing requirements remain in place. It will also help encourage and enable people to walk and cycle, including as an alternative to using public transport, as the gradual return to the workplace continues.

	<p>This will also provide an opportunity for further monitoring and consultation.</p> <p>Depending on the progress of the pandemic it is possible that there will be events on the Highway scheduled in April 2021. The Events team have commented that the retention of these measures may add additional work and costs onto event organisers if they must remove and reinstate the temporary plus measures. The impact of this is being investigated and will be reported back in March.</p> <p>Staff costs</p> <p>As stated in the last update report (September 2020) there were significantly more staff costs expended during the completion of the work. Staff costs forecast were not sufficient for the level of detail that was required to design and deliver the proposals, the level of collaboration required across the department and with external partners such as Transport for London, or the level of internal reporting.</p> <p>We will also be incurring additional costs due to the increased duration of the works being in place. Although part of this has been balanced out by reduced costs on construction of approximately £90K. The final invoices are being submitted for this work and we expect budgets will be finalised in time for February committees.</p> <p>Additional Staff Cost is required for Phase 3 due to design works done internally instead of appointing external design consultants. This approach allowed for a more efficient and faster delivery of the design work. Fees budget has been reduced accordingly. Additional staff cost is also required due to the increased duration of the delivery of the project and additional engagement required with local businesses and boundary borough.</p>
<p>5. Progress to date</p>	<p><u>Phases 1 & 2</u></p> <p>Phases 1 and 2 were substantially completed in November. This includes the replacement of most of the interventions with 'temporary plus' materials. This took longer than anticipated with supply chain issues and longer time to finalise designs due to remote working and limitations around officers being able to undertake site visits.</p> <p>Several alterations and amendments to the layouts have been made and are detailed in the table below:</p>

Location	Amendments/Additions
Chancery Lane	All barriers/footway widening removed. Access restriction remains.
Holborn Viaduct and Newgate Street	All measures currently deferred due to utility works and are unlikely to go ahead.
Charterhouse Square/Carthusian Street	Temporary measures not installed. Existing one-way eastbound to remain. Proceeding with School Street.
Moorfields, South Place, Eldon Street, Blomfield Street and London Wall	All measures including the access restriction removed or not implemented.
Liverpool Street	All temporary barriers removed. Access restriction remains.
Outwich Street and Houndsditch	All measures removed.
Northern side of Camomile Street between Bishopsgate and Outwich Street	Barriers on the north side removed.
Leadenhall Street	All barriers except those used for the bus and cycle restriction have been removed.
Lime Street	Access restriction extension removed. Existing access restriction extended from "Mon – Fri 8am – 6pm" plate to "Mon – Fri 7am – 7pm"
Eastcheap & Great Tower Street	All measures removed or not implemented.
Aldgate & Aldgate Highway Street	All measures removed or not implemented.
Jewry Street, Crutched Friars & Coppers Row	All measures removed or not implemented. Pedestrian priority & 15mph on Coopers Row remain.
Gresham Street – north side between Guildhall Yard and Basinghall Street	Barriers on the northern side removed and layout amended to accommodate loading bay. Barriers removed and two way working to be reinstated (at conclusion of utility works).
Cannon Street by Queen Street	Loading bay reinstated.

Threadneedle Street	Loading bay by Finch Lane to be added.
Lothbury	Barriers amended to aid access into the Bank of England.
Old Jewry	Motorcycle parking bay removed
Ludgate Hill by Old Bailey	Loading bay added.
Various locations	Amendments made to suit site conditions including construction works and bus stops.
Various access restrictions	Amended in several locations to allow Open Spaces team access
Various Temp+ locations	Amendments made/being made (such as to areas of footway widening, cycle lanes, etc) to accommodate Temp+ measures throughout

At a limited number of locations enforcement of the restriction is now taking place using the mobile camera enforcement unit.

Phase 3: Seating and Greening Elements

Phase 3 aims to deliver additional temporary seating and greening to create an attractive environment for residents, workers and visitors, and provide amenities for users of food and beverage businesses. The main elements and benefits of this are to:

- Provide facilities and space for users of food and beverage businesses. This will also support businesses in adapting to social distancing requirements by providing outdoor seating space
- Provide additional greening and seating for those who visit, work and live in the City to enjoy. Greening interventions will also contribute to reducing the impact of climate change and support the wider aims of the Covid-19 transport response strategy
- Facilitate the use of public spaces in a safe manner
- Implement temporary measures to test the viability of long-term public realm improvements

A delegated Gateway 5 report on this phase of work was approved in August 2020 and funding subsequently granted from the City's Central Fund.

Implementation of greening measures started in October in priority locations to respond to demand from businesses on

Middlesex Street, Cheapside, Chancery Lane and Cursitor Street. Measures were also delivered in West Smithfield, Ludgate Broadway, Creechurch Lane and Philpot Lane. Installation of the parklets will commence in December and will be completed by January on Coleman Street, Creechurch Lane and Chancery Lane.

Work on delivering this phase has been delayed due to the time taken to secure the Central Funding and lengthy procurement processes.

Local businesses were informed of the interventions by letter and updates are available on the dedicated page on the City website. Monitoring and stakeholder engagement on this initiative will continue, along with Phases 1 & 2, to gather feedback on the street changes from the local users.

The design solutions considered for each site (parklets, street furniture, tables and chairs, and planters) offer a degree of flexibility which will allow for adjustments to be made on-site if required. The choice of materials, street furniture and planting are of high quality with low maintenance costs envisaged.

The locations for the interventions have been rationalised to reflect the site conditions, carriageway space, safety and demand. Detailed information on the locations currently being considered can be found in **Appendix 2**. Additional sites could be considered if there is public demand, depending on the availability of adequate locations and funding.

Cycle Parking

A Gateway 5 report to commence work and seek authority for the traffic orders was approved by delegated authority in September 2020.

270 temporary cycle parking spaces and 150 dockless hire bike spaces have been installed on-street. Off-street temporary cycle parking proposals will provide up to 182 cycle parking spaces in London Wall, Smithfield and Minories City car parks. The on-street provision uses 31 on-street car parking /motorcycle bays.

This is lower than the original proposal to reallocate 81 pay and display spaces. The amount of temporary cycle parking has been reduced due to practical issues limiting locations, which became apparent at detailed design stage and reflects the limited return of people to the City. The more limited use of pay and display bays means that the possible reduction of parking income is up to £128,650 rather than the original estimate of £336,000 of lost revenue.

The on-street cycle parking was completed in November 2020 and it is expected that the off-street cycle parking will be completed by the end of December 2020. The usage of the temporary cycle parking will be monitored to assess which sites would benefit from being made permanent.

We have been working with the City of London Police to reduce the risk of cycle theft, which unfortunately has increased during the Covid-19 period. The inclusion of better facilities within our car parks is welcomed as they have 24-hour security. We have also jointly funded additional security cycle marking with the police, with 144 bikes marked since September. CoLP have also been successful in prosecuting several cycle thieves in the same period

School Street

The Gateway 5 report for a School Street on Charterhouse Street / Square and Carthusian Street was approved by the Streets & Walkways Sub Committee on 1 December 2020.

The scheme will operate using a timed road closure at school start and finish times and will be implemented with an Experimental Traffic Order.

The start of the scheme has been delayed due to the time taken to obtain agreement from the London Borough of Islington and the second national Covid-19 lockdown delaying data collection and engagement. Development work is now progressing, and the scheme is expected to be in place from late January 2021.

Public Consultation Feedback

Feedback from the public on the transport recovery measures is being obtained through an online map-based consultation platform. Respondents can provide feedback on streets where temporary changes have been implemented by answering questions on how well specific measures for each street are working. Respondents can also state if they would support any measures being retained long term.

As of 14 December, 383 respondents had left feedback on the platform for at least one street. The average respondent provided feedback for seven streets.

The low response rate is reflective of the lower than anticipated return of workers to the City as a result of Covid-19 restrictions. Assuming that the current measures are retained until Spring and that the numbers of people returning to the City increases,

there will be further promotion of the survey to try and increase the response rate.

One quarter (95) of respondents who provided feedback stated that they live in the City, while 89% (341) stated they usually work in the City. This shows that there is an imbalance in the sample compared to the pre-pandemic daytime population of the City.

The most selected form of travel (both to/from and around the City) was taxi or private hire vehicle driver, selected by 42.3% of respondents (162). This is closely followed by walking (41.8% of respondents – 160 responses). Rail or underground (37.9%/145 of respondents) and taxi or private hire vehicle passenger (32.6%/125 of respondents) were the next largest choice for form of travel. Cyclists have made up 16% of all respondents (61). Respondents were able to select multiple modes of travel.

The table below shows the breakdown of consultation respondent by mode, in comparison to the % of surveyed movements in both 2019 and 2020 traffic surveys. It should be noted that the figures for traffic surveys displayed below are for sites on which changes have been made in 2020 and where data for both years is available. Consultation respondents are also able to select more than one mode of travel.

Mode of travel	% of consultation responses	% of traffic count in Nov 2019	% of traffic count in Oct 2020
Bus	25%	2%	5%
Car	21%	7%	11%
Cycle	16%	5%	13%
Motorcycle	10%	1%	2%
Not applicable / other	4%	0%	0%
Rail or underground	38%	Not counted	Not counted
River	1%	Not counted	Not counted
Taxi or private hire vehicle driver	42%	4%	7%
Taxi or private hire vehicle passenger	33%		
Van	5%	3%	8%
Walk	42%	78%	55%

38 of the 383 respondents provided feedback on behalf of organisations. This included taxi representative groups, resident's estate groups, and some City building operators.

The consultation portal was set up to allow a detailed feedback on each of the interventions. This means that respondents can comment on an individual element of a scheme or comment on several, or all the interventions, as they wish. This approach is best suited to analysis of a particular scheme. However, given the relatively low response to date and the fact that the consultation is still underway, a more strategic approach to analysis has been undertaken. This provides an overview of the general 'feeling' of the responses to date.

Based on responses to the question 'Would you support any of these measures being retained long term?':

- 85% of responses said 'No',
- 11% said 'Yes', and
- 4% said 'Yes, with changes'.

It should be noted that this question is asked in relation to each individual change within each scheme, so there could be five changes in a location and the respondent could say yes or no to one or all of those five changes. The above percentages show an aggregate position of all these individual responses.

Respondents were asked to provide qualitative feedback in three free text questions, the most popular points are summarised below.

Detail on what is working well:

- Environment
- Pedestrian space
- Reduced pollution

Detail on what is not working well:

- Increased traffic & congestion
- Access
- Increased pollution

Although the measures have been in place for six months, the number of City Workers and visitors able to experience the interventions and provide feedback has been limited.

For most of this time, workers have been told by the Government to 'work from home if you can do so'. This guidance has been adhered to as the volume of people traveling into the City has not been greater than 25% of the pre-pandemic levels. 'Higher' volumes generally occur Tuesday to Thursday. Currently, across the City vehicle volumes are at 50-60% of their pre-pandemic levels, whilst pedestrians are at only 25%. This is considered to be the main

reason why vehicular modes are over-represented in the consultation response rates.

The consultation overview above is representative of respondents who are most likely to have experienced some negative consequence of the interventions being in place. For example, increased journey times or less direct routes at certain times of the day.

We have had responses from some businesses that their ability to service and receive deliveries to their businesses has been made more difficult by the walking and cycling measures. In many cases we have been able to adapt these on street or provide information about routing and timed closures.

With a number of businesses not being open yet, it is also difficult to understand fully the impact of the interventions on them and their workers and visitors. While it is expected that some businesses may find servicing and deliveries impacted by some of the interventions, we also expect that their workers and visitors may have positive experiences for journeys to and from work, particularly if they walk or cycle all or some of their journey.

It is for these reasons that it is suggested that the feedback to date should be noted but is not yet sufficient to inform decisions on whether the measures should be retained.

If the measures are retained until March, then there will be an opportunity to collect further feedback. This will enable us to understand opinions across a wider range of businesses, workers and visitors.

Monitoring – General volumes in the City

Vehicle, cyclist and pedestrian counts were undertaken at 27 City sites for one day in early September 2020 and one day in early October 2020. Of these 27 sites, 20 had undergone one or more traffic management changes as part of the transport recovery programme. 11 of the 20 sites have historic data available for comparison.

At these 11 sites, vehicle volumes were down 42% on average, cyclist volumes down 13% and pedestrian volumes down 78%, when comparing the average of September and October 2020 surveys to 2019 data.

Cycling Volumes

Given the magnitude of change in the overall City activity levels and the suppressed number of people walking in the City, the degree of impact on cycling numbers is relatively minor.

In some of the locations where cycling provisions have been made, a corresponding increase in cycling numbers has been observed. For example, on Cannon Street, where a westbound cycle lane has been introduced, cycling volumes have increased by 110% in the westbound direction across a 24-hour period compared to 2019 data.

The number of people cycling has remained relatively stable despite the overall reduction of workers in the City, this suggests that a larger percentage of people are choosing to travel by cycle during the pandemic. It could be reasonable to expect that there will be a substantive increase in cycle numbers as people return to work in the City.

Vehicle Volumes

In terms of the observed vehicle volume decreases, changes are likely attributable to both a general reduction in City activity levels, due to Covid-19 restrictions, as well as the on-street measures (where targeted changes have been made to reduce traffic levels).

Across a 24-hour period there have been observed decreases in traffic at all 11 of the sites where on-street changes were made, but also at 3 further sites where no changes were made. Survey sites include key distributor roads such as London Wall, Cannon Street and Queen Victoria Street. This indicates that, to date, traffic reassignment as a result of the on-street measures has been managed within existing capacity. It should be noted that Bishopsgate / Gracechurch Street has not been surveyed.

City of London Police ANPR (automatic number plate recognition) data has also observed a decrease in vehicle volumes in comparison to 2019, and the latest data available (for week commencing 14th December), showed vehicle volumes at just 19% of 2019 levels. It should be noted that count sites are different to those used for traffic surveys.

Pedestrian Volumes

In terms of pedestrian volumes, the City has three key datasets to draw upon, the first is the survey data as outlined above, the second is 'gateline' data (entries at City of London tube stations), and the third is anonymised and aggregated O2

mobile data which counts the number of people (by mobile signal) in the City compared with pre-pandemic levels. The table below shows the change observed in each of these datasets for the 6 October compared to pre-pandemic volumes.

Dataset	Date of collection	Percentage Change
Pedestrian counts at 14 locations across the City	6 October 2020	-78%
Tube station entries at City of London stations	Week commencing 5 October	-78%
O2 mobile people movement data	6 October 2020	-72%

These low volumes mean that on-street measures are not being as well used by people walking as they are by users of other modes. It is also likely to account for the under-representation of walking as a main mode within the consultation responses.

It should be noted that between the first survey on 9 September and the second survey on 6 October 2020 there was an announcement that people should again work from home where possible. The impact of this announcement is suspected to account for the observed reduced pedestrian levels by 6% and cyclist levels by 17% between the two counts. There was no change to vehicle volumes.

Impact of the second national restrictions.

In terms of quantifying the impact of the second national restrictions on City activity levels, the latest data received from Transport for London indicates that tube station entries in the City of London reduced to 46,663 per day during week commencing 9th November, down from 81,382 per day during the week commencing 21st September (when there was a lower level of localised restrictions); a decrease of 42%. When compared to the 2019 data, the week commencing 9 November showed that tube entries were on average down 88%.

Air Quality

We assess the impact of any traffic management scheme by measuring Nitrogen Dioxide (NOx). Overall, within the City levels of NOx have reduced significantly since March 2020. Although in recent months concentrations have started to increase slightly, they are still low overall.

We receive data from two sites in the City on a daily basis - Upper Thames Street and Beech Street. As Beech Street has a 'Zero Emission' experimental restriction in place which was implemented in March, it is not representative of other streets in the City. On Upper Thames Street, the average concentration of nitrogen dioxide in September 2020 was 40 mg/m³, this compares to 69 mg/m³ in September 2019. In August 2020 the concentration was 41 mg/m³.

Of the 36 sites where changes have been made under this programme. 21 sites have a diffusion tube located on, or close to them. When comparing the average diffusion tube reading from 01/04/2020 – 01/09/2020 (latest data point available), to the average of period 01/01/2019 – 01/03/2020, there has been a reduction of 38% in NO₂ levels. It should be noted that not all sites where changes have been implemented have a locally located diffusion tube and emerging readings are provisional at this stage.

Equalities Considerations

Equalities Assessments were undertaken on all the phases of the proposals and reported with the Gateway 5 approval. We are continuing to liaise with the City of London Access Group and Transport for All on the proposals. Due to the potential impact on blind and partially sighted people, the RNIB were consulted during the early stages of the Temporary plus design process and deployment. The meetings with the RNIB confirmed that they were content with the methodology and products being used. We will be undertaking a final view with the RNIB on site now that the roll out of Temporary plus measures has been completed.

Appendices

Appendix 1	Update on Phase 1 & 2 work
Appendix 2	Phase 3 site interventions

Contact

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