Appendix 7 King William Street - Nicholas Lane to Bank junction and crossing KWS (Existing

Set each of the drop downs below to best describe the street characteristics for the section being analysed

Step 2 Step 3

Review the results for each needs segment t Hover the cursor over the box next to each score to read quotes explaining how participants in the segment are affected by the feature

| Description   Content      | v 1.2                                 |   | -0:<br>-0: | O1   | <u>Fi</u> | 1 <sup>t</sup> A | H    |      |      | •    | 8    | **   | $\infty$ |      | lo .                   |
|--|---------------------------------------|---|------------|------|-----------|------------------|------|------|------|------|------|------|----------|------|------------------------|
| Series Type Of Controlled course; - fine road with Course; |                                       |   | EWC        | MWC  | MS        | WA               | WI   | LC   | GD   | RS   | н    | ANI  | AT       | DI   | Comments               |
| State Charle    Contragency (motor inferior and report (motor with the and report with the and report (motor with the and report with the and report (motor with the and report with the and report with the and report (motor with the and report with t |                                       |   |            |      |           |                  |      |      |      |      |      |      |          |      |                        |
| State Charle    Contragency (motor inferior and report (motor with the and report with the and report (motor with the and report with the and report (motor with the and report with the and report with the and report (motor with the and report with t | rossing Type                          | Uncontrolled crossing > 8m road width                     | 3          | 2    | 3         | 1                | 2    | 0    | 2    | 2    | 3    | 1    |          | 1    | Crossing over KWS      |
| sel lakeful members of the property of the pro | rosses Over                           | Carriageway (motor vehicles and cycles together)          | 3          | 3    | 3         | 3                | 3    | 3    | 3    | 3    | 3    | 3    | 3        | 4    |                        |
| See Parties (Basic Cape)  The Company of Face  | dge Marking                           |   | 3          |      |           | 3                | 4    |      | 1    | 1    | 3    | 4    |          | 0    |                        |
| Trace Market Part  | ago Mariang<br>actic Revine Book Edea |   |            | 2    | 2         | 2                | - 1  | 4    | 2    | 2    | 2    | 2    | 4        | 4    |                        |
| Self-Person Brown Contract State for surficient contract ethics in surrounding person of type in the person Brown State  | actie Favilig Back Euge               |   |            | 3    | 3         | 3                | 1    | 4    | 3    | 3    | _    | _    | 4        | 4    |                        |
| size Parties (Parties Services Action 1997)  The Control of Parties Action 1997    The Control of Parties Ac |                                       |   | 3          | 3    | 3         | 3                | 3    | 3    | 3    | 3    | 2    | 3    | 3        | 3    |                        |
| Tester Purpose (plane) Week   Tester and different water   Tester   Tester  | actile Paving Tonal Contrast          | Tactile has significant contrast with surrounding paving  | 3          | 3    | 4         | 3                | 4    | 3    | 4    | 4    | 3    | 3    | 3        | 3    |                        |
| The Period Biol Wildow In State and Storm well and Storm welland well and Storm well and Storm well and Storm well and Storm w | actile Paving Stem Length             | No tactile stem   | #N/A       | #N/A | #N/A      | #N/A             | #N/A | #N/A | #N/A | #N/A | #N/A | #N/A | #N/A     | #N/A |                        |
| The Mode of the Property of the Control of the Cont |                                       |   | 3          | 3    | 3         | 3                | 2    | 3    | 3    | 3    | Δ.   | 4    | 3        | 3    |                        |
| No fine Service Method (12 m)  Received Method (12 m)  |                                       |   | 0          | 2    | 2         | 2                | 2    | 0    | 2    | 2    |      | 2    | 2        | 2    |                        |
| The Deep Silipe  |                                       |   |            |      | 2         |                  |      |      |      | 3    |      | 2    |          | -    |                        |
| The Drop Totals  Not Dr |                                       |   |            | -    | 3         |                  |      |      |      | 3    |      | 3    |          | 0    |                        |
| The Drop Totals  Not Dr | erb Drop Slope                        | Kerb drop 1/6, 9.5 deg, 17% to 1/12, 4.7deg, 8% incline   | 3          | 3    |           | 3                | 2    | 3    | 3    | 3    | 3    | 2    | 3        | 3    |                        |
| The Continue of Management (Continue of Management (Co |                                       |   | 3          | 4    | 3         | 2                | 3    | 2    | 2    | 3    | 3    | 4    | 3        | 1    |                        |
| ## Comment Com |                                       |   |            |      |           | 2                |      |      |      |      |      | 2    | 2        | 2    |                        |
| Uniform   Count own   4   3   3   4   4   3   3   4   4   3   3  |                                       | NO Signal (Zebra)   |            |      | 4         |                  | 0    | 3    |      | 3    | 0    | 3    | 3        | _    |                        |
| ## Comment   Com |                                       |   | 3          | 0    | 4         | 4                | 3    | 4    |      | 4    | -    | 4    | 4        | 4    |                        |
| ### Unit Stree with apare humps   Uniform powing colors   Uniform powing color | ount Down                             | Count down  | 4          | 3    | 3         | 4                | 4    | 3    | 3    | 3    | 4    | 4    | 4        | 4    |                        |
| ### Unit Stree with apare humps   Uniform powing colors   Uniform powing color | ctile Rotating Cone                   | Rotating cone right + left side                           | 3          | 3    | 3         | 3                | 3    | 4    | 4    | 4    | 3    | 3    | 3        | 3    |                        |
| Triple Proper Vork Stone with pagesburnes   2   2   2   2   3   3   3   3   3   3  |                                       |   |            |      |           |                  |      |      |      |      |      |      |          |      |                        |
| Interest   Continue    |                                       |   |            |      |           |                  |      |      |      |      |      |      |          |      |                        |
| Intest with Road   Lower fonal contrast between paving and road   3   3   3   3   3   3   3   3   3  |                                       |   |            |      |           |                  | 1    |      |      |      | 1    | 2    |          | -    |                        |
| Intrast with Road   Lover fonal contrast between paving and road   3   3   3   3   3   3   3   3   3   | ittern                                | Uniform paving colour                                     | 3          | 3    | 3         | 3                | 3    | 3    | 3    | 3    | 3    | 3    | 4        | 3    |                        |
| ses yellow/red/white lines at road edge 3 3 4 3 3 4 4 4 4 4 4 4 4 4 4 4 4 4 4  |                                       |   |            |      |           |                  |      | 3    |      |      |      |      | 3        |      |                        |
| The five (crossing over)  10 Type (crossing over)  10 Type (crossing over)  11 Type (crossing over)  12 Type (crossing over)  13 Type (crossing over)  13 Type (crossing over)  14 Type (crossing over)  15 Type (crossing ov |                                       |   |            |      | 4         |                  |      |      | 2    | 4    |      | 4    | 4        | 1    |                        |
| th Type (crossing ower) Crossing keep 50 mm to 100 mm  | 100                                   | yenow/reu/write illies at road edge                       | 3          | 3    | 4         | 3                | 3    | 3    | 3    | 4    | 3    | 4    | 4        | 4    |                        |
| th Type (crossing ower) Crossing keep 50 mm to 100 mm  | erb                                   |   |            |      |           |                  |      |      |      |      |      |      |          |      |                        |
| 16 Type (moving alongside)   Delimitating karb 50 mm to 100 mm   3   3   3   3   3   3   3   3   3   |                                       | Crossing kerb 50 mm to 100 mm                             | 0          | .0   | n         | 2                | . 3  | 2    | 3    | 1    | 2    | 2    | 3        | 0    | Crossing over KWS      |
| Street Furniture   Street furn   |                                       |   | 3          |      | 3         |                  |      |      | 3    | 3    |      | 3    | 4        | 3    | g                      |
| Street Furniture   Street furn   |                                       |   |            |      |           |                  |      |      |      |      |      |      |          |      |                        |
| Treet Furniture  stion  Street furniture < 0.5 m from kerb  Street |                                       | F   |            |      |           |                  |      |      |      |      |      |      |          |      |                        |
| Fig.      |                                       |   |            |      | 4         | 4                |      | 3    |      | 4    |      |      | 4        |      |                        |
| silion   Street furniture < 0.5 m from kerb   3 3 3 4 4 3 3 2 2 3 3 4 4 3 3 3 4 4 5 3 3 3 4 4 5 3 3 3 4 4 5 3 3 3 4 4 5 3 3 3 4 4 5 3 3 3 4 4 5 3 3 3 4 4 5 3 3 3 4 4 5 3 3 3 4 4 5 3 3 3 4 4 5 3 3 3 4 4 5 3 3 3 4 4 5 3 3 3 4 4 5 3 4 4 5 4 4 5 4 5  | nobstructed width                     | min unobstructed width > 1.5 m                            | 3          | 3    | 3         | 3                | 3    | 4    | 3    | 3    | 4    | 3    | 3        | 3    |                        |
| Fee Tables   No cafe    | treet Furniture                       |   |            |      |           |                  |      |      |      |      |      |      |          |      |                        |
| Fe Tables   No cafe tables   4   | osition                               | Street furniture < 0.5 m from kerb                        | 3          | 3    | 3         | 4                | 4    | 3    | 2    | 3    | 4    | 4    | 3        | 3    |                        |
| Importance   No temporary obstructions   4   |                                       |   | 1          | 4    | 4         | 3                | 3    | 4    | 3    | 3    | 3    | 4    | 3        | 1    |                        |
| Street furniture   1.5   Street furniture      |                                       |   | -          |      |           |                  | 3    | 7    |      |      |      | 7    |          |      |                        |
| Intest High tonal contrest with paving Bench with 150 m 3 3 3 4 4 3 3 3 3 4 4 4 3 3 3 3 3 4 4 4 3 3 3 3 3 4 4 4 3 3 3 3 3 4 4 4 3 3 3 3 3 4 4 4 4 3 3 3 3 3 4 4 4 4 3 3 3 3 3 4 4 4 4 3 3 3 3 3 4 4 4 4 3 3 3 3 3 3 4 4 4 4 3 3 3 3 3 3 4 4 4 4 3 3 3 3 3 3 4 4 3 3 3 3 3 3 4 4 4 3 3 3 3 3 3 4 4 3 3 3 3 3 3 4 4 3 3 3 3 3 3 4 4 3 3 3 3 3 3 4 4 3 3 3 3 3 3 4 4 3 3 3 3 3 3 4 4 3 3 3 3 3 3 4 4 3 3 3 3 3 3 4 4 3 3 3 3 3 3 4 4 3 3 3 3 3 3 4 4 3 3 3 3 3 3 4 4 3 3 3 3 3 3 4 4 3 3 3 3 3 3 4 4 3 3 3 3 3 3 4 4 3 3 3 3 3 3 4 4 3 3 3 3 3 3 4 4 3 3 3 3 3 3 4 4 3 3 3 3 3 3 3 4 4 3 3 3 3 3 3 3 4 4 3 3 3 3 3 3 3 4 4 3 3 3 3 3 3 3 4 4 3 3 3 3 3 3 3 4 4 3 3 3 3 3 3 3 4 4 3 3 3 3 3 3 3 4 4 3 3 3 3 3 3 3 4 4 3 3 4 4 3 3 4 4 3 3 4 4 3 3 4 4 3 4  |                                       |   | •          |      |           |                  | 4    | 4    |      |      |      | 4    |          |      |                        |
| Design   Bench within 150 m   3   3   3   4   4   3   3   3   3   3  | reet Furniture Height                 | Street furniture > 0.9 m height                           | 3          | 3    | 3         | 3                | 4    | 3    | 3    | 3    | 3    | 3    | 3        | 3    |                        |
| Design   Bench within 150 m   3   3   3   4   4   3   3   3   3   3  | ontrast                               | High tonal contrast with paying                           | 3          | 3    | 4         | 3                | 3    | 3    | 4    | 4    | 3    | 3    | 3        | 3    |                        |
| Design   Benches without backrests or arms   3   3   2   2   1   3   3   2   2   3   3   3   3   3   3   |                                       | Panch within 150 m  | 2          |      |           |                  | 4    | 2    |      |      |      | 4    |          |      | Outside Reval Evelopee |
| Description of Season (Agree) Bad senson (Agree) Ba | enciropacing                          |   | 3          |      | 3         | 4                | 4    | 3    | 3    |      |      | 4    | -        |      | Outside Royal Exchange |
| popes  adient (in direction of travel)   |                                       |   | 3          |      | 2         | 2                |      | 3    | 3    | 2    |      |      |          |      |                        |
| South   Combon   Co   | ench Seat Height                      | Benches seat height 45 to 50 cm                           |            | 3    | 3         | 4                | 3    | 3    |      | 3    | 4    | 3    | 3        | 3    |                        |
| adient (in direction of travel) Gradient 1/20 to 1/50  3 3 3 3 3 3 3 3 3 3 3 3 3 3 3 3 3 3 3   | ench Sensory Experience               | Bad sensory experience (adjacent busy road, cold surface) | 3          | 3    | 3         | 3                | 2    | 3    | 3    | 3    | 2    | 3    | 1        | 3    |                        |
| adient (in direction of travel) Gradient 1/20 to 1/50  3 3 3 3 3 3 3 3 3 3 3 3 3 3 3 3 3 3 3   |                                       |   |            |      |           |                  |      |      |      |      |      |      |          |      |                        |
| ## Caross footway) Camber < 1/50   |                                       |   |            |      |           |                  |      |      |      |      |      |      |          |      |                        |
| ## Stop Location Within 100 m to 500 m away within 100 m away and a a a a a a a a a a a a a a a a a a   |                                       |   |            |      | 3         | 3                |      | 3    | 3    |      |      |      |          |      |                        |
| hicle Crossover   Crossover dropped   3   3   3   3   3   3   3   3   3  | amper (across footway)                | Camper < 1/50   | 3          | 4    | 3         | 4                | 3    | 3    | 3    | 3    | 3    | 4    | 3        | 4    |                        |
| hicle Crossover   Crossover dropped   3   3   3   3   3   3   3   3   3  | phicle Access                         |   |            |      |           |                  |      |      |      |      |      |      |          |      |                        |
| Be Badge Parking   |                                       | Crossover dropped   | 3          | 3    | 3         | 3                | 1    | 3    | 3    | 3    | 3    | 2    | 3        | 3    | side roads             |
| xi Drop Off Location   |                                       | Plus hadas parking 100 m to 500 m away                    |            |      |           |                  | 1    |      |      |      |      |      |          | 1    |                        |
| xi Drop Off Kerb   |                                       |   | 3          |      |           |                  | 2    | 3    |      | 3    | 3    | 3    |          | 1    |                        |
| dicated Taxi Drop Off Somewhere a taxi can stop safely 3 3 3 3 3 3 3 3 3 3 3 3 3 3 3 3 3 3 3   |                                       |   | 4          |      |           |                  | 4    | 4    |      | 4    | 4    | 4    |          | 4    |                        |
| dicated Taxi Drop Off Somewhere a taxi can stop safely 3 3 3 3 3 3 3 3 3 3 3 3 3 3 3 3 3 3 3   | xi Drop Off Kerb                      | Taxi drop off kerb 100 mm to 150 mm                       | 3          | 3    | 3         | 3                | 3    | 3    | 3    | 3    | 3    | 3    | 3        | 2    |                        |
| S Stop Location Within 100 m   |                                       |   | 3          |      | 3         |                  | 3    | 3    |      | 3    | 3    | 3    | 3        |      |                        |
| s Stop Kerb Height   |                                       |   |            |      |           |                  |      | 4    |      |      |      | 4    |          | -    |                        |
| S Stop Type Flag only 3 3 2 3 1 3 3 2 2 3 1 3 2 2 3 1 3 2 2 3 1 3 2 2 3 1 3 3 2 2 3 3 1 3 3 2 2 3 3 3 3  |                                       |   |            | 4    | 4         | 4                |      | 4    |      |      |      | 4    |          |      |                        |
| silets         2         3         3         3         3         3         4         3         3         3         4         Cannon St station           anging Places Toilets         More than 500 m away         3  |                                       |   |            |      | 3         |                  | 2    |      |      | 3    | 3    |      |          |      |                        |
| Pessible Toilets 100 m to 500 m away 3 3 3 3 2 3 3 4 3 3 3 4 Cannon St station anging Places Toilets More than 500 m away 3 3 3 3 3 3 3 3 3 3 3 3 3 3 3 3 3 3 3  | s Stop Type                           | Flag only   | 3          | 3    | 2         | 3                | 1    | 3    | 3    | 3    | 1    | 3    | 2        | 2    |                        |
| cessible Toilets   |                                       |   |            |      |           |                  |      |      |      |      |      |      |          |      |                        |
| anging Places Toilets More than 500 m away 3 3 3 3 3 3 3 3 3 3 1   |                                       |   |            |      |           |                  |      |      |      |      |      |      |          |      |                        |
|  |                                       |   |            |      |           |                  |      | 3    | 3    | 4    |      |      |          | 4    | Cannon St station      |
|  | anging Places Toilets                 | More than 500 m away                                      | 3          | 3    | 3         | 3                | 3    | 3    | 3    | 3    | 3    | 3    | 3        | 1    |                        |
|  |                                       |   |            |      |           |                  |      |      |      |      |      |      |          |      |                        |
|  |                                       |   |            |      |           |                  |      | 1    |      |      |      |      |          |      |                        |

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