Appendix 7b

City of London Streets Accessibility Assessment



Moor Lane section 1 - existing layout



Temporary Items

No temporary obstructions

Step 1

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 b Hover the cursor over the box next to each score to read quotes explaining how participants in the segment are affected by the feature

v 1.2 o MWC Comments **Crossing Point** ~9.6m - uncontrolled crossing at Moor Lane junction Uncontrolled crossing > 8m road width Crossing Type with Fore Street. Carriageway level with footway. No protected space for cyclists. Mixed traffic. Note that there is shared use north of this section which merges Crosses Over Carriageway (motor vehicles and cycles together) 3 3 3 3 into mixed traffic. Partial width only. Some sections where the carriageway is flush with the footway does not have Edge Marking 800 mm deep tactile paving edge marking (partial width) 3 Tactie Paving Back Edge Straight back edge 3 3 3 Tactile colour as per guidance (red at contr. buff at uncontr.) **Tactie Paving Colour** 3 3 3 3 Factile paving colour does not contrast enough with Tactile Paving Tonal Contrast Tacile without significant contrast with surounding paving york stone paving. Tactile Paving Stem Width Tactile stem 800 mm width No island, however given there is an access restriction on Moor Lane Sat and Sun, as well as Monday to Friday 11pm - 7am (and bank holidays), it's likely that this route is low traffic. This is also an access road Island Type No island therefore counts will be lower. Kerb Drop Slope Kerb drop < 1/12, 4.7deg, 8% incline 3 3 3 No slope, flush. Signal (red/green man) Far side signal **Surface Material** Surface Type Smooth York Stone Good quality footway. Pattern Uniform paving colour Grey york stone isn't high contrasting against the grey Contrast with Road Lower tonal contrast between paving and road asphalt carriageway. Double yellow lines along this section, although slightly Lines Yellow/red/white lines at road edge faded. Kerb Type (crossing over) Crossing upstand 0 mm to 3 mm + 800 tactile paving Kerb Type (moving alongside) Deliniating kerb 100 mm to 150 mm Fore Street **Footway Width** ootways on Fore Street on approach to Moor Lane are ~2.6m. Width from building line on Moor Lane to Footway width > 5 m uncontrolled crossing is ~6m. Width Bollards and lamp columns are placed >1.5m apart. Given ample footway space adjacent to the uncontrolled crossing, street furniture does not cause Unobstructed Width Min unobstructed width > 1.5 m pinch points or clutter. Street Furniture Lamp columns located adjacent to building line. Position Street furniture < 1 m from building line Cafe Tables No cafe tables

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|---------------------------------|-----------------------------------------------------------------------------------------------------------------------------------------------------|---|-------------|---|---|---|------|----|---|---|---|---|-------------------|----------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|
| Street Furniture Height | Street furniture > 0.9 m height | 3 | 3 | 3 | 3 | 4 | 3 | 3 | 3 | 3 | 3 | 3 | 3 | Lamp columns, wayfinding signs and bollards all >0.9m. |
| g | | _ | | | - | | | | | - | - | _ | _ | Black bollards/lamp columns contrast with york stone |
| Contrast | High tonal contrast with paving | 3 | 3 | 4 | 3 | 3 | 3 | 4 | 4 | 3 | 3 | 3 | 3 | |
| | | | | | | | | | | | | | | Benches located within the Barbican Estate, |
| | | | | | | | | | | | | | | approximately 0.3 miles (480m) away. Additional seating is available at the Finsbury Circus Western |
| Bench Spacing | Bench > 400 m away | 3 | 3 | 3 | 1 | 0 | 3 | 3 | 2 | 2 | 1 | 2 | 3 | · |
| Bench Design | Benches with arms + Backrests | 3 | 3 | 4 | 4 | 4 | 3 | 3 | 4 | 4 | 4 | 3 | 3 | |
| Bench Seat Height | Benches seat height 45 to 50 cm | 3 | 3 | 3 | 4 | 3 | 3 | 3 | 3 | 4 | 3 | 3 | 3 | |
| | | | | | | | | | | | | | | Although located in the middle of the City, the seating within the Barbican Centre offers a relaxing, pleasant sensory experience (traffic free, planting, water). Finsbury Circus is located adjacent to Moorgate, which is a busy through routes and bus routes. Some greening is present within Finsbury Circus Gardens however. (Andrea, I've got for neutral here given that the Barbican centre offers a really nice sensory experience however outside of this, seating in the area is generally located adjacent to busy roads/where |
| Bench Sensory Experience | No sensory experience | 3 | 3 | 3 | 3 | 3 | 3 | 3 | 3 | 3 | 3 | 3 | 3 | |
| | | | | | | | | | | | | | | , |
| Slopes | | | | | | | | | | | | | | |
| Gradient (in direction of trave | | 3 | 4 | 4 | 4 | 3 | 3 | 3 | 4 | 3 | 4 | 3 | 3 | Assumption based on google. |
| Camber (across footway) | Camber < 1/50 | 3 | 4 | 3 | 4 | 3 | 3 | 3 | 3 | 3 | 4 | 3 | 4 | Assumption based on google. |
| Vehicle Access | | | | | | | | | | | | | | |
| Vehicle Crossover | No crossover | 3 | 3 | 3 | 3 | 3 | 3 | 3 | 3 | 3 | 3 | 3 | 3 | |
| | | | | | | | | | | | | | | Two disabled parking bays are present outside Salters' Hall on Fore Street, roughly 60m from the Moor Lane |
| Blue Badge Parking | Blue badge parking Within 100 m | 4 | 3 | 3 | 3 | 3 | 3 | 3 | 3 | 3 | 3 | 3 | 3 | |
| Blue Budge Fulling | Side Badge parking Wallin 100 III | | | Ü | | | | | | | | | Ü | Taxi rank is located 250m from Moor Lane junction with Fore Street (outside 28 Ropemaker Street). Taxis |
| Taxi Drop Off Location | Taxi drop off within 10 m | 4 | 1 | 3 | 4 | 4 | 1 | 4 | 4 | 1 | 1 | 4 | 1 | are also permitted to drop off on double yellow lines on Moor Lane. |
| Taxi Drop Off Kerb | Taxi drop off kerb > 150 mm | 4 | 4 | 3 | 3 | 2 | 3 | 3 | 3 | 3 | 4 | 3 | 4 | Low height kerb along length of bay. |
| Dedicated Taxi Drop Off | Dedicated taxi drop off point / taxi rank | 3 | 3 | 4 | 4 | 4 | 3 | 3 | 4 | 3 | 4 | 4 | 4 | |
| | | | | | | | | | | | | | | Bus stop located on London Wall is 145m from the |
| Bus Stop Location | 100 m to 250 m away | 3 | 3 | 2 | 3 | 2 | 3 | 3 | 3 | 2 | 3 | 3 | 3 | Moor Street junction with Fore Street. |
| Bus Stop Kerb Height | 125 mm to 140 mm | 3 | 4 | 3 | 4 | 4 | 3 | 3 | 3 | 3 | 4 | 3 | 3 | Note that the bus stop on the southern side of London |
| Bus Stop Type | Flag only | 3 | 3 | 2 | 3 | 1 | 3 | 3 | 3 | 1 | 3 | 2 | 2 | Wall has shelter and perch seat. |
| 1 71 | 3 , | | | | | | | | | | | | | |
| Toilets | | | | | | | | | | | | | | |
| | | | | | | | | | | | | | | Accessible toilets are available at El Vino Alban Gate |
| Accessible Toilets | 100 m to 500 m away | 3 | 3 | 3 | 3 | 2 | 3 | 3 | 4 | 3 | 3 | 3 | 4 | which is located 0.3 miles (480m) away. Changing Places toilets are available at the Barbican |
| | | | | | | | | | | | | | | Centre Beech Street, 480m (0.3 mile) from the Moor |
| | | | | | | | | | | | | | | Lane junction with Fore Street https://www.changing- |
| Changing Places Toilets | Within 500 m | 3 | 4 | 3 | 3 | 3 | 3 | 3 | 3 | 3 | 3 | 4 | 4 | places.org/find |
| | | | | | | | | | | | | | | |
| | | | | | | | | | | | | | | |
| | | | | | | | | | | | | | | |
| | | | | | | | | | | | | | | _ |
| Published September 2022 | The City of London Street Accessibility Tool (CoLSAT) was developed by Ross Atkin Associates and Urban Movement for the City of London Corporation. | r | Ross Atk | | | | CIT | | | | | Ü | irban novement | |
| | | | | | | | LOND | ON | | | | _ | | |
| | | | | | | | | | | | | | | 1 |

Moor Lane section 1 - proposed layout

Step 3



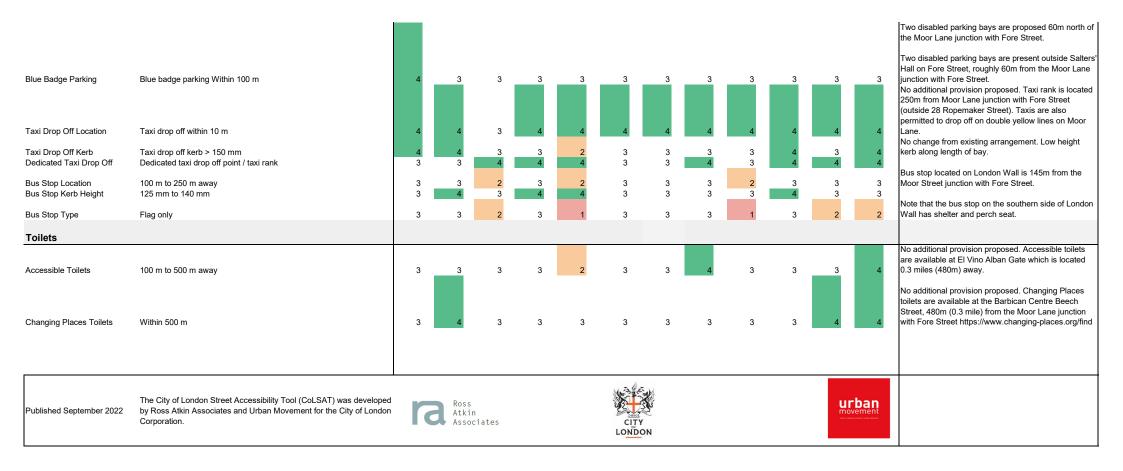
Step 1

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

Step 2

| v 1.2 | | . 0: | 01 | <u>F</u> i | A ⁷ FA | H | | | • | 8 | * | ∞ | | la . |
|---------------------------------------------------------------------------------------------|--------------------------------------------------------------------------------------------------------------------------------------------|-----------------------|-----------------------|-----------------------|-----------------------|-----------------------|-----------------------|-----------------------|-----------------------|-----------------------|-----------------------|-----------------------|-----------------------|--------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|
| Crossing Point | | EWC | MWC | MS | WA | WI | LC | GD | RS | HI | ANI | AT | DI | Comments |
| Crossing Type | Uncontrolled crossing > 8m road width | 3 | 2 | 3 | 1 | 2 | 0 | 2 | 2 | 3 | 1 | 2 | 1 | No change from existing arrangement. ~9.6m - uncontrolled crossing at Moor Lane junction with Fore Street. Carriageway level with footway. No change from existing arrangement. No protected space for cyclists. Mixed traffic. Note that there is shared use north of this section which merges into mixed traffic. Recommendation: consider implications |
| Crosses Over | Carriageway (motor vehicles and cycles together) | 3 | 3 | 3 | 3 | 3 | 3 | 3 | 3 | 3 | 3 | 3 | 4 | of shared use space for some vulnerable users. No change from existing arrangement. Partial width only. Some sections where the carriageway is flush with the footway does not have tactiles. Recommendation: consider tactiles across full width or the commendation consider the consideration consi |
| Edge Marking Tactie Paving Back Edge Tactie Paving Colour | 800 mm deep tactile paving edge marking (partial width) Straight back edge Tactile colour as per guidance (red at contr. buff at uncontr.) | 3 2 3 | 3 3 3 | 3 3 3 | 3 3 3 | 3 1 3 | 1 4 3 | 3 3 | 3 3 3 | 3 2 3 | 3 2 3 | 3 4 3 | 4 4 3 | flush kerb. No change from existing arrangement. No change from existing arrangement. No change from existing arrangement. Tactile paving colour does not contrast enough with york stone |
| Tactile Paving Tonal Contrast Tactile Paving Stem Length Tactile Paving Stem Width | Tacile without significant contrast with surounding paving Tactile stem within 0.5 m of building line Tactile stem 800 mm width | 3 3 | 3 3 | 3 3 | 3 3 | 3 1 2 | 3 4 3 | 2 3 3 | 2 3 3 | 2 3 4 | 3 3 4 | 3 4 3 | 3 3 | paving. |
| Island Type | No island | 2 | 3 | 2 | 2 | 2 | 2 | 2 | 3 | 2 | 2 | 2 | 3 | No change from existing arrangement. No island, however given there is an access restriction on Moor Lane Sat and Sun, as well as Monday to Friday 11pm 7am (and bank holidays), it's likely that this route is low traffic. Recommendation: could this route become access only, implementing a 24/hr filter rather than a timed restriction? This would reduce conflict between motor vehicles and cycles (this is a cycle route) and remove the need for shared use on the footway, improving road safety for pedestrians. |
| Island Depth Kerb Drop Slope | Island depth > 1.2 m Kerb drop < 1/12, 4.7deg, 8% incline | 3 | 3 | 3 | 3 | 3 | 3 3 | 3 | 3 | 3 | 2 | 3 | 4 | No slope, flush - assume this is the correct option for this? <1/12 |
| Kerb Drop Tactile Signal (red/green man) Audible (beeping) Count Down Tactile Rotating Cone | Kerb drop with tactile paving Far side signal No Audible No count down Rotating cone right side only | 3 3 3 2 3 | 2 4 3 3 3 | 3 2 2 3 3 | 4 4 2 3 3 | 1 3 3 3 3 | 3 4 2 3 2 | 3 4 3 3 3 | 3 4 2 3 3 | 3 4 3 2 3 | 3 4 2 3 3 | 4 4 3 3 3 | 3 3 1 2 3 | |
| Surface Material | | | | | | | | | | | | | | |
| Surface Type Pattern | Smooth York Stone Uniform paving colour | 3 | 3 | 3 | 3 | 3 | 3 | 3 | 3 | 3 | 3 | 3 4 | 3 | Footway's will be repaved. All grey. No change from existing arrangement. Grey york stone isn't high contrasting against the grey, asphalt |
| Contrast with Road Lines | Lower tonal contrast between paving and road Yellow/red/white lines at road edge | 3 3 | 3 3 | 3 | 3 | 3 | 3 | 3 | 3 4 | 2 | 3 | 3 | 3 4 | carriageway. Double yellow lines will be repainted. |
| Kerb | | | | | | | | | | | | | | Standard Dataile 44 (SD 44) suggest as a few lands and |
| Kerb Type (crossing over) Kerb Type (moving alongside) | Crossing upstand 0 mm to 3 mm + 800 tactile paving Deliniating kerb 100 mm to 150 mm | 4 2 | 3 2 | 4 3 | 4 | 2 3 | 3 | 4 3 | 3 | 3 | 4 3 | 3 4 | 3 3 | Standard Details 11 (SD 11) suggest granite kerbs will be used which will be flush with carriageway. Confirm with CoL. |

| | | 1 | | | | | | | | | | | | |
|-------------------------------------------------------------|------------------------------------------------------------------------------------|-----|--------|-----|-----|-----|-----|-----|-----|-----|-----|-----|--------|----------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|
| Footway Width | | | | | | | | | | | | | | |
| Width Unobstructed Width | Footway width > 5 m Min unobstructed width > 1.5 m | 4 | 4 | 4 | 4 | 3 | 2 | 3 | 3 | 4 | 4 | 4 | 4 | Footways on Fore Street on approach to Moor Street are ~2.6m, which will be increased to accommodate the proposed sheffield cycle parking stands, leaving ~2.6m of unobstructed space for pedestrians. Width from building line to uncontrolled crossing is ~6m which will remain unchanged. No change from existing arrangement. Bollards and lamp columns are placed >1.5m apart. Given ample footway space adjacent to the uncontrolled crossing, street furniture does not cause pinch points or clutter. In addition to this, the footway widening will accommodate the new sheffield stands, maintaining ample space for pedestrians. |
| | Will unobstructed width > 1.5 m | 3 | 3 | 3 | 3 | 3 | 4 | 3 | 3 | 4 | 3 | 3 | 3 | ample space for pedestrians. |
| Street Furniture | | | | | | | | | | | | | | Lamp columns located adjacent to building line. |
| Position Cafe Tables Temporary Items | Street furniture < 1 m from building line No cafe tables No temporary obstructions | 1 4 | 2 4 | 4 | 3 | 3 | 4 | 3 | 1 3 | 3 | 1 4 | 3 | 2 4 | These will remain unchanged. |
| | | | 4 | | | • | 4 | -4 | 4 | 3 | 4 | 4 | 4 | Lamp columns, wayfinding signs and bollards all >0.9m. Recommendation: sheffield stands should also be >0.9m in height. It is also recommended that the type of cycle stands should be considered to include provision that can accommodate cargo bikes, tandems, tricycles, and side-by-side cycles. This could help to encourage users of all abilities to visit the site |
| Street Furniture Height | Street furniture > 0.9 m height | 3 | 3 | 3 | 3 | 4 | 3 | 3 | 3 | 3 | 3 | 3 | 3 | and surrounding area by bike. No change from existing arrangement. Black bollards/lamp columns contrast with york stone paving. Some of the bollards at the uncontrolled crossing have been retrofitted with bright colours, |
| Contrast | High tonal contrast with paving | 3 | 3 | 4 | 3 | 3 | 3 | 4 | 4 | 3 | 3 | 3 | 3 | improving their visibility further. |
| Bench Spacing Bench Design | Bench > 400 m away Benches with arms + Backrests | 3 3 | 3 3 | 3 4 | 1 4 | 0 4 | 3 3 | 3 3 | 2 4 | 2 4 | 1 4 | 2 3 | 3 3 | No proposals for additional seating. Recommendation: the addition of seating at the edge of the planters/and or rain gardens could also be considered to capitalise on the public realm improvements and shading associated with the greening. Benches located within the Barbican Estate, approximately 0.3 miles (480m) away. Additional seating is available at the Finsbury Circus Western Arm, also 480m away. |
| Bench Seat Height | Benches seat height 45 to 50 cm | 3 | 3 | 3 | 4 | 3 | 3 | 3 | 3 | 4 | 3 | 3 | 3 | Although located in the middle of the City, the seating within the Barbican Centre offers a relaxing, pleasant sensory experience (traffic free, planting, water). Finsbury Circus is located adjacent to Moorgate, which is a busy through routes and bus routes. Some greening is present within Finsbury Circus Gardens however. (Andrea, I've got for neutral here given that the Barbican centre offers a really nice sensory experience however outside of this, seating in the area is generally located adjacent to busy roads/where |
| Bench Sensory Experience | No sensory experience | 3 | 3 | 3 | 3 | 3 | 3 | 3 | 3 | 3 | 3 | 3 | 3 | there is high footfall) |
| Slopes | D 0 5 4 450 | | | | | | | | | | | | | |
| Gradient (in direction of travel Camber (across footway) | I) Gradient < 1/50 Camber < 1/50 | 3 | 4 | 3 | 4 | 3 | 3 | 3 | 3 | 3 | 4 | 3 | 3 | Assumption based on google. Assumption based on google. |
| Vehicle Access | | | | | | | | | | | | | | |
| Vehicle Crossover | No crossover | 3 | 3 | 3 | 3 | 3 | 3 | 3 | 3 | 3 | 3 | 3 | 3 | I I |



Moor Lane section 2 - existing layout



Temporary Items

No temporary obstructions

Step 1

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

Step 2 Step 3

| | onal dotonous for the section boning analysed | | | | | | | | | | | | | |
|-----------------------------|--------------------------------------------------------------|----------|-----|----|-----|----|----|----|----|----|-----|----|----|----------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|
| v 1.2 | | <u> </u> | 01 | Ėì | 1FA | H | | | • | 8 | ** | 00 | | |
| | | EWC | MWC | MS | WA | WI | LC | GD | RS | HI | ANI | AT | DI | Comments |
| Crossing Point | | | | | | | | | | | | | | |
| Crossing Type | Uncontrolled crossing < 6 m road width | 3 | 3 | 4 | 3 | 3 | 3 | 3 | 3 | 3 | 3 | 3 | 2 | ~2.9m - uncontrolled crossing along Moor Lane, north of Police box. Carriageway level with footway. No protected space for cyclists. Mixed traffic. This could be problematic as carriageway width decreases dramatically. Note that there is shared use along this section which could cause conflict between pedestrians and cyclists, particularly for more |
| Crosses Over | Carriageway (motor vehicles and cycles together) | 3 | 3 | 3 | 3 | 3 | 3 | 3 | 3 | 3 | 3 | 3 | 4 | vulnerable users. This is problematic given that the carriageway and |
| Edge Marking | No tactile edge marking | 3 | 3 | 2 | 3 | 1 | 0 | 1 | 1 | 3 | 1 | 2 | 0 | footway are flush along this section. |
| Tactie Paving Back Edge | Back edge offset from kerb edge | 3 | 3 | | 3 | 3 | 2 | 2 | 3 | 3 | 3 | 3 | 3 | lootway are hadri along the section. |
| Tactic Paving Colour | Tactile colour not as per guidance | 3 | 3 | 0 | 3 | 3 | 3 | 3 | 3 | 2 | 3 | 3 | 3 | |
| | t Tacile without significant contrast with surounding paving | 3 | 3 | 3 | 3 | 3 | 3 | 2 | 2 | 2 | 3 | 3 | 3 | |
| Tactile Paving Stem Length | Tactile stem within 0.5 m of building line | 3 | 3 | 3 | 3 | 1 | 4 | 3 | 3 | 3 | 3 | 4 | 3 | |
| Tactile Paving Stem Width | Tactile stem 800 mm width | 3 | 3 | 3 | 3 | 2 | 3 | 3 | 3 | 1 | 1 | 3 | 3 | |
| Island Type | No island | 2 | 3 | 2 | 2 | 2 | 2 | 2 | 3 | 2 | 2 | 2 | 3 | |
| Island Depth | Island depth > 1.2 m | 3 | 4 | 3 | 3 | 3 | 3 | 4 | 3 | 4 | 4 | 4 | 3 | |
| Kerb Drop Slope | Kerb drop < 1/12, 4.7deg, 8% incline | 3 | 3 | Ü | 3 | 3 | 3 | 3 | 3 | 3 | 2 | 3 | 4 | No slope, flush. |
| Kerb Drop Tactile | Kerb drop with tactile paving | 3 | 2 | 3 | 4 | 1 | 3 | 3 | 3 | 3 | 3 | 4 | 3 | 140 slope, ilusii. |
| Signal (red/green man) | Far side signal | 3 | 1 | 2 | 1 | 3 | 1 | 1 | 1 | 1 | 1 | 4 | 3 | |
| Audible (beeping) | No Audible | 3 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 3 | 1 | |
| Count Down | No count down | 2 | 3 | 2 | 3 | 3 | 2 | 3 | 2 | 2 | 2 | 3 | 2 | |
| Tactile Rotating Cone | | 3 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 3 | 2 | |
| ractile rectaining cone | Rotating cone right side only | 3 | J | J | 3 | J | | J | J | 3 | 3 | 3 | J | |
| Surface Material | | | | | | | | | | | | | | |
| Surface Type | Smooth York Stone | 3 | 3 | 3 | 3 | 4 | 4 | 4 | 3 | 3 | 4 | 3 | 3 | Good quality footway. |
| Pattern | Uniform paving colour | 3 | 3 | 3 | 3 | 3 | 3 | 3 | 3 | 3 | 3 | 4 | 3 | All grey. |
| | | _ | | _ | _ | _ | _ | | _ | | _ | | _ | Grey york stone isn't high contrasting against the grey |
| Contrast with Road | Lower tonal contrast between paving and road | 3 | 3 | 3 | 3 | 3 | 3 | 2 | 3 | 2 | 3 | 3 | 3 | asphalt carriageway. |
| | | | • | | | • | • | | | | | | | Double yellow lines along this section, although slightly |
| Lines | yellow/red/white lines at road edge | 3 | 3 | 4 | 3 | 3 | 3 | 3 | 4 | 3 | 4 | 4 | 4 | faded. |
| Kerb | | | | | | | | | | | | | | |
| Kerb Type (crossing over) | Crossing upstand 0 mm to 3 mm (undelineated) | 3 | 4 | 3 | 3 | 4 | 0 | 0 | 1 | 2 | 4 | 2 | 1 | Flush with no tactiles. |
| Kerb Type (moving alongside | e) Deliniating upstand 0 mm to 3 mm (undelineated) | 3 | 4 | 3 | 2 | 2 | 0 | 1 | 3 | 3 | 2 | 2 | 1 | Flush. |
| Factoria Middle | | | | | | | | | | | | | | |
| Footway Width | | | | | | | | | | | | | | 7.0 |
| Width | Footway width > 5 m | 4 | 4 | 4 | 4 | 3 | 2 | 3 | 3 | 4 | 4 | 4 | 4 | ~7.2m wide on western and eastern side. Footway narrows slightly on eastern side to ~4m (adjacent to the bollards). Obstructions include bollards, fire gate, CoL Police |
| | | | | | | | | | | | | | | box, and lamp columns. Bollards/lamp columns are placed ~1.5m away from one another. Space feels cluttered, 4 bollards and security gate post on wester footway, plus 2 bollards and security gate post on |
| Unobstructed Width | Min unobstructed width > 1.5 m | 3 | 3 | 3 | 3 | 3 | 4 | 3 | 3 | 4 | 3 | 3 | 3 | eastern side. |
| Street Furniture | | | | | | | | | | | | | | |
| Desition | Street furniture < 0.5 m from kerb | | 3 | 3 | 4 | | 3 | 2 | 3 | 4 | | 3 | 2 | Lamp columns located adjacent to building line and/or kerb. Security bollards places ~1.5m apart. |
| Position Cafe Tables | No cafe tables | 3 | 3 | 3 | 3 | 3 | 3 | 3 | 3 | 3 | 4 | 3 | 3 | nerb. Security bollarus places ~1.5m apart. |
| Cale Tables | NO cale tables | 4 | 4 | 4 | 3 | 3 | 4 | 3 | 3 | 3 | 4 | 3 | 4 | |

| Street Furniture Height | Street furniture > 0.9 m height | 3 | 3 | 3 | 3 | 4 | 3 | 3 | 3 | 3 | 3 | 3 | 3 | Lamp columns, gate, police box and bollards all >0.9m. Black bollards/lamp columns contrast with york stone |
|-------------------------------------------------------------------------|-----------------------------------------------------------------------------------------------------------------------------------------------------|-------|----------------------|-----|-----|-------------|-------------|-----|-----|-----|-------------|--------------------|-----------------|-----------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|
| Contrast | High tonal contrast with paving | 3 | 3 | 4 | 3 | 3 | 3 | 4 | 4 | 3 | 3 | 3 | 3 | paving. Some of the bollards have been retrofitted with bright colours, improving their visibility further. Benches located within the Barbican Estate, approximately 0.3 miles (480m) away. Additional |
| Bench Spacing Bench Design | Bench > 400 m away Benches with arms + Backrests | 3 | 3 | 3 4 | 1 4 | 0 4 | 3 3 3 | 3 | 2 4 | 2 4 | 1 4 | 2 | 3 | seating is available at the Finsbury Circus Western Arm, also 480m away. |
| Bench Seat Height | Benches seat height 45 to 50 cm | 3 | 3 | 3 | 4 | 3 | 3 | 3 | 3 | 4 | 3 | 3 | 3 | Although located in the middle of the City, the seating within the Barbican Centre offers a relaxing, pleasant sensory experience (traffic free, planting, water). Finsbury Circus is located adjacent to Moorgate, which is a busy through routes and bus routes. Some greening is present within Finsbury Circus Gardens however. (Andrea, I've gone for neutral here given that the Barbican centre offers a really nice sensory experience however outside of this, seating in the area is generally located adjacent to busy roads/where |
| Bench Sensory Experience Slopes | No sensory experience | 3 | 3 | 3 | 3 | 3 | 3 | 3 | 3 | 3 | 3 | 3 | 3 | there is high footfall) |
| Gradient (in direction of travel) Camber (across footway) |) Gradient < 1/50 Camber < 1/50 | 3 | 4 | 3 | 4 | 3 | 3 3 | 3 | 3 | 3 | 4 | 3 | 3 4 | Assumption based on google. Assumption based on google. |
| Vehicle Access | | | | | | | | | | | | | | |
| Vehicle Crossover | No crossover | 3 | 3 | 3 | 3 | 3 | 3 | 3 | 3 | 3 | 3 | 3 | 3 | |
| Blue Badge Parking | Blue badge parking Within 100 m | 4 | 3 | 3 | 3 | 3 | 3 | 3 | 3 | 3 | 3 | 3 | 3 | Two disabled parking bays are present outside Salters' Hall on Fore Street, roughly 70m from the Police box. Taxi rank is located ~320m from the Police box (taxi rank located outside 28 Ropemaker Street). Taxis are also permitted to drop off on double yellow lines on |
| Taxi Drop Off Location Taxi Drop Off Kerb Dedicated Taxi Drop Off | Taxi drop off within 10 m Taxi drop off kerb > 150 mm Dedicated taxi drop off point / taxi rank | 4 4 3 | 4 4 3 | 3 3 | 3 4 | 4 2 4 | 3 3 | 3 3 | 3 4 | 3 3 | 4 4 4 | 3 | 4 4 4 | Moor Lane. Low height kerb along length of bay. |
| Bus Stop Location Bus Stop Kerb Height | 100 m to 250 m away 125 mm to 140 mm | 3 | 3 | 2 | 3 | 2 | 3 | 3 | 3 3 | 2 | 3 | 3 | 3 3 | Bus stop located on London Wall is located 160m away from the Police box. |
| Bus Stop Type | Flag only | 3 | 3 | 2 | 3 | 1 | 3 | 3 | 3 | 1 | 3 | 2 | 2 | Note that the bus stop on the southern side of London Wall has shelter and perch seat. |
| Toilets | | | | | | | | | | | | | | |
| Accessible Toilets | 100 m to 500 m away | 3 | 3 | 3 | 3 | 2 | 3 | 3 | 4 | 3 | 3 | 3 | 4 | Accessible toilets are available at El Vino Alban Gate which is located 0.3 miles (480m) away. Changing Places toilets are available at the Barbican Centre Beech Street, 480m (0.3 mile) from the Moor |
| Changing Places Toilets | Within 500 m | 3 | 4 | 3 | 3 | 3 | 3 | 3 | 3 | 3 | 3 | 4 | 4 | Lane junction with Fore Street https://www.changing- places.org/find |
| Published September 2022 | The City of London Street Accessibility Tool (CoLSAT) was developed by Ross Atkin Associates and Urban Movement for the City of London Corporation. | r | Ross Atki Asso | | | | CITY | DN | | | | u mo vaca ra | rban ovement | |

Moor Lane section 2 - proposed layout



Footway Width

Step 1

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

Step 2 Step 3

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|----------------------------------------------------------------------------------------------------------------------------------------------------------|-----------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|----------------------------|----------------------------|-----------------------|----------------------------|----------------------------|----------------------------|----------------------------|----------------------------|----------------------------|-----------------------|----------------------------|-----------------------|---------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|
| | | EWC | MWC | MS | WA | WI | LC | GD | RS | н | ANI | AT | DI | Comments |
| Crossing Point | | | | | | | | | | | | | | |
| Orossing rount | | | | | | | | | | | | | | No change from existing arrangement. ~2.9m - |
| Crossing Type | Uncontrolled crossing < 6 m road width | 3 | 3 | 4 | 3 | 3 | 3 | 3 | 3 | 3 | 3 | 3 | 2 | uncontrolled crossing along Moor Lane, north of Police box. Carriageway level with footway. No change from existing arrangement. No protected space for cyclists. Mixed traffic. This could be problematic as carriageway width decreases dramatically. Note that there is shared use along this section which could cause conflict between pedestrians and cyclists, particularly for more vulnerable users. Recommendation: consider implications of shared use space for some vulnerable |
| Crosses Over | Carriageway (motor vehicles and cycles together) | 3 | 3 | 3 | 3 | 3 | 3 | 3 | 3 | 3 | 3 | 3 | 4 | users. No change from existing arrangement. This is problematic given that the carriageway and footway |
| Edge Marking | No tactile edge marking | 3 | 3 | 2 | 3 | 4 | 0 | 1 | 1 | 3 | 4 | 2 | 0 | are flush along this section. |
| Tactie Paving Back Edge Tactie Paving Colour Tactile Paving Tonal Contrast Tactile Paving Stem Length Tactile Paving Stem Width Island Type Island Depth | Back edge offset from kerb edge Tactile colour not as per guidance Tacile without significant contrast with surounding paving Tactile stem within 0.5 m of building line Tactile stem 800 mm width No island Island depth > 1.2 m | 3 3 3 3 3 2 | 3 3 3 3 3 | 3 3 3 3 2 | 3 3 3 3 2 | 3 3 1 2 2 | 2 3 3 4 3 2 | 2 3 2 3 3 2 | 3 3 2 3 3 3 | 3 2 2 3 4 2 | 3 3 3 4 2 | 3 3 3 4 3 2 | 3 3 3 3 3 | |
| Island Depth | isianu depun > 1.2 m | 3 | - | J | 3 | 3 | 3 | 4 | J | 4 | 4 | 7 | 3 | Flush? So assume this falls within this category. CoL |
| Kerb Drop Slope Kerb Drop Tactile Signal (red/green man) Audible (beeping) Count Down Tactile Rotating Cone | Kerb drop < 1/12, 4.7deg, 8% incline Kerb drop with tactile paving Far side signal No Audible No count down Rotating cone right side only | 3 3 3 3 2 3 | 3 2 4 3 3 3 | 3 2 2 3 3 | 3 4 4 2 3 3 | 3 1 3 3 3 3 | 3 3 4 2 3 2 | 3 3 4 3 3 3 | 3 3 4 2 3 3 | 3 3 4 3 2 3 | 3 4 2 3 3 | 3 4 4 3 3 3 | 3 3 1 2 3 | to confirm. |
| Surface Material | | | | | | | | | | | | | | |
| Surface Type Pattern | Smooth York Stone Uniform paving colour | 3 3 | 3 | 3 | 3 | 3 | 3 | 3 | 3 | 3 | 3 | 3 4 | 3 | Footway's will be repaved. All grey. No change from existing arrangement. Grey york stone isn't high contrasting against the grey, asphalt |
| Contrast with Road | Lower tonal contrast between paving and road | 3 | 3 | 3 | 3 | 3 | 3 | 2 | 3 | 2 | 3 | 3 | 3 | carriageway. |
| Lines | yellow/red/white lines at road edge | 3 | 3 | 4 | 3 | 3 | 3 | 3 | 4 | 3 | 4 | 4 | 4 | Double yellow lines will be repainted along this section. |
| Kerb Type (crossing over) | Crossing upstand 0 mm to 3 mm (undelineated) | 3 | 4 | 3 | 3 | 4 | Ω | 0 | 1 | 2 | 4 | 2 | 1 | No change from existing arrangement. Flush. |
| | Deliniating upstand 0 mm to 3 mm (undelineated) | 3 | 4 | 3 | 2 | 2 | 0 | 1 | 3 | 3 | 2 | 2 | 1 | No change from existing arrangement. Flush. |

| | | | | | | | | | | | | | | Footway widths on western will reduce due to implementation of the planters/rain gardens: |
|----------------------------------------|---------------------------------------------------|---|--------|----|---|---|--------|--------|--------|---|---|----|--------|--------------------------------------------------------------------------------------------------------------------------------------------------------------------------|
| | | | | | | | | | | | | | | Large rain garden (north): 1.9m to the west, 1.7m to the east |
| | | | | | | | | | | | | | | Smaller rain garden (south): 1.8m to the west, 1.9m to the east |
| | | | | | | | | | | | | | | ((Footway on eastern side remains unchanged with |
| Width | Footway width 1.5 m to 2 m | 3 | 3 | 3 | 2 | 2 | 4 | 3 | 3 | 2 | 2 | 2 | 3 | proposals = ~7.2m wide eastern side at it's widest, and ~4m at it's narrowest (adjacent to the bollards)) Majority of the street furniture along this section will |
| | | | | | | | | | | | | | | remain unchanged with the proposals. Obstructions include bollards, fire gate, and lamp columns. |
| | | | | | | | | | | | | | | Bollards/lamp columns are placed ~1.5m away from one another. Space feels cluttered, 4 bollards and |
| | | | | | | | | | | | | | | security gate post on western footway, plus 2 bollards and security gate post on eastern side. |
| | | | | | | | | | | | | | | Recommendation: Consider the type of tree species, selecting those with minimal leaf shedding to avoid a slippery footway. Two rain gardens are also being |
| | | | | | | | | | | | | | | proposed in this section. Recommendation: Ensure sufficient width is maintained on both sides to ensure |
| Unobstructed Width | Min unobstructed width > 1.5 m | 3 | 3 | 3 | 3 | 3 | 4 | 3 | 3 | 4 | 3 | 3 | 3 | accessibility (2m preferred, 1.5m minimum) |
| Street Furniture | | | | | | | | | | | | | | |
| | | | | | | | | | | | | | | Lamp columns located adjacent to building line and/or kerb. Security bollards places ~1.5m apart. New tress |
| Position Cafe Tables | Street furniture < 0.5 m from kerb No cafe tables | 3 | 3 | 3 | 3 | 3 | 3 | 2 | 3 3 | 3 | 4 | 3 | 3 | will be located close to the kerb. |
| Temporary Items | No temporary obstructions | 4 | 4 | 4 | 4 | 4 | 4 | 4 | 4 | 4 | 4 | 4 | 4 | Lamp columns, gate, tree and bollards all >0.9m. CoL |
| Street Furniture Height | Street furniture > 0.9 m height | 3 | 3 | 3 | 3 | 4 | 3 | 3 | 3 | 3 | 3 | 3 | 3 | to confirm height of rain gardens - assume these are >0.9m |
| Officer Furniture Fleight | otteet tallitate > 0.5 iii noight | 3 | 3 | 3 | 3 | | 3 | | | 3 | 3 | 3 | 3 | Majority of these features will remain unchanged. Bollards are being retained. Black bollards/lamp |
| | | | | | | | | | | | | | | columns contrast with york stone paving. Some of the |
| Ocatanat | High Association with a section | 3 | 3 | | 0 | 3 | 3 | | | 0 | 0 | 0 | 0 | bollards have been retrofitted with bright colours, improving their visibility further. Recommendation: |
| Contrast | High tonal contrast with paving | 3 | 3 | 4 | 3 | 3 | 3 | 4 | 4 | 3 | 3 | 3 | 3 | ensure rain gardens/planters contrast with paving. No proposals for additional seating. Recommendation: |
| | | | | | | | | | | | | | | the addition of seating at the edge of the rain gardens could also be considered to capitalise on the public |
| | | | | | | | | | | | | | | realm improvements and shading asscociated with the greening. Benches located within the Barbican Estate, |
| | | | | | | | | | | | | | | approximately 0.3 miles (480m) away. Additional seating is available at the Finsbury Circus Western |
| Bench Spacing Bench Design | Bench > 400 m away Benches with arms + Backrests | 3 | 3 3 | 3 | 4 | 0 | 3 3 | 3 3 | 2 | 4 | 4 | 3 | 3 3 | Arm, also 480m away. |
| Bench Seat Height | Benches seat height 45 to 50 cm | 3 | 3 | 3 | 4 | 3 | 3 | 3 | 3 | 4 | 3 | 3 | 3 | Although located in the middle of the City, the seating |
| | | | | | | | | | | | | | | within the Barbican Centre offers a relaxing, pleasant sensory experience (traffic free, planting, water). |
| | | | | | | | | | | | | | | Finsbury Circus is located adjacent to Moorgate, which is a busy through routes and bus routes. Some |
| | | | | | | | | | | | | | | greening is present within Finsbury Circus Gardens however. (Andrea, I've got for neutral here given that |
| | | | | | | | | | | | | | | the Barbican centre offers a really nice sensory experience however outside of this, seating in the area |
| Bench Sensory Experience | No sensory experience | 3 | 3 | 3 | 3 | 3 | 3 | 3 | 3 | 3 | 3 | 3 | 3 | is generally located adjacent to busy roads/where there is high footfall) |
| | | | Ū | Ŭ. | | | J | | | | Ü | J. | 3 | , |
| Slopes Gradient (in direction of trave | el) Gradient < 1/50 | 3 | 4 | 4 | 4 | 3 | 3 | 3 | 4 | 3 | 4 | 3 | 3 | Assumption based on google. |
| , | , | - | | | | - | - | - | | - | | - | , | , , , , , , , , , , , , , , , , , , , , |

Moor Lane section 3 - existing layout



Bench Seat Height

Benches seat height 45 to 50 cm

Step 1

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

Step 2 Step 3

| City of Colidon Street Accessibility foot | characteristics for the section being analysed | | | | | tile segii | ient are ane | cled by life | leature | | | | | |
|-------------------------------------------|---------------------------------------------------------------------------|-----|-----|------------|----------|------------|--------------|--------------|---------|----|-----|----|----|---------------------------------------------------------------------------------------------------------|
| v 1.2 | | F | | <u>F</u> į | 150 | P | | | | 2 | • | 00 | | |
| | | EWC | MWC | MS | WA | WI | LC | GD | RS | HI | ANI | AT | DI | Comments |
| Crossing Point | | | | | | | | | | | | | | |
| or cooming it can't | | | | | | | | | | | | | | ~8.7m - uncontrolled crossing at the resident car parl |
| Crossing Type | Uncontrolled crossing > 8m road width | 3 | 2 | 3 | 1 | 2 | 0 | 2 | 2 | 3 | 1 | 2 | 1 | access road junction with Moor Lane. |
| Crosses Over Edge Marking | Carriageway (motor vehicles and cycles together) No tactile edge marking | 3 3 | 3 | 3 | 3 | 3 | 3 | 3 | 3 | 3 | 3 | 3 | 4 | No protected space for cyclists. Mixed traffic. No tactile edge marking on either side of the footway. |
| Tactie Paving Back Edge | Back edge offset from kerb edge | 3 | 3 | 3 | 3 | 3 | 2 | 2 | 3 | 3 | 3 | 3 | 3 | The tactile edge marking on clarer side of the lootway |
| Tactie Paving Colour | Tactile colour not as per guidance | 3 | 3 | 3 | 3 | 3 | 3 | 3 | 3 | 2 | 3 | 3 | 3 | |
| | Tacile without significant contrast with surounding paving | 3 | 3 | 3 | 3 | 3 | 3 | 2 | 2 | 2 | 3 | 3 | 3 | |
| Tactile Paving Stem Length | Tactile stem within 0.5 m of building line | 3 | 3 | 3 | 3 | 1 | 4 | 3 | 3 | 3 | 3 | 4 | 3 | |
| Tactile Paving Stem Width | Tactile stem 800 mm width | 3 | 3 | 3 | 3 | 2 | 3 | 3 | 3 | 4 | 4 | 3 | 3 | |
| | | | | | | | | | | | | | | No island although, because this is an access road, |
| Island Type | No island | 2 | 3 | 2 | 2 | 2 | 2 | 2 | 3 | 2 | 2 | 2 | 3 | the vehicle numbers are likely to be low. |
| sland Depth | Island depth > 1.2 m | 3 | 4 | 3 | 3 | 3 | 3 | 4 | 3 | 4 | 4 | 4 | 3 | N |
| Kerb Drop Slope | Kerb drop < 1/12, 4.7deg, 8% incline | 3 | 3 | | 3 | 3 | 3 | 3 | 3 | 3 | 2 | 3 | 4 | Note: CoL Standard Details 11 (SD 11) suggest max fall of 1:12, ideal fall of 1:20. Confirm with CoL. |
| Kerb Drop Slope Kerb Drop Tactile | Kerb drop with tactile paving | 3 | 2 | 3 | <i>A</i> | 1 | 3 | 3 | 3 | 3 | 3 | 4 | 3 | lali of 1.12, ideal fall of 1.20. Commit with Col. |
| Signal (red/green man) | Far side signal | 3 | 4 | 2 | 4 | 3 | 4 | 4 | 4 | 4 | 4 | 4 | 3 | |
| Audible (beeping) | No Audible | 3 | 3 | 2 | 2 | 3 | 2 | 3 | 2 | 3 | 2 | 3 | 1 | |
| Count Down | No count down | 2 | 3 | 3 | 3 | 3 | 3 | 3 | 3 | 2 | 3 | 3 | 2 | |
| Tactile Rotating Cone | Rotating cone right side only | 3 | 3 | 3 | 3 | 3 | 2 | 3 | 3 | 3 | 3 | 3 | 3 | |
| Surface Material | | | | | | | | | | | | | | |
| Surface Type | Smooth York Stone | 3 | 3 | 3 | 3 | 4 | 4 | 4 | 3 | 3 | 4 | 3 | 3 | Good quality footway. |
| Pattern | Uniform paving colour | 3 | | | 3 | 3 | 3 | 3 | 3 | 3 | 3 | 4 | 3 | All grey. |
| | | | | | | | | | | | | | | Grey york stone isn't high contrasting against the gre |
| Contrast with Road | Lower tonal contrast between paving and road | 3 | 3 | 3 | 3 | 3 | 3 | 2 | 3 | 2 | 3 | 3 | 3 | asphalt carriageway. Double yellow lines along this section, although sligh |
| ines | yellow/red/white lines at road edge | 3 | 3 | 4 | 3 | 3 | 3 | 3 | 4 | 3 | 4 | 4 | 4 | faded in some places. |
| Kerb | | | | | | | | | | | | | | |
| Kerb Type (crossing over) | Crossing upstand 0 mm to 3 mm (undelineated) | 3 | 4 | 3 | 3 | 4 | 0 | 0 | 1 | 2 | 4 | 2 | 1 | Flush no tactiles. |
| Kerb Type (moving alongside) |) Deliniating kerb 100 mm to 150 mm | 2 | 2 | 3 | 3 | 3 | 3 | 3 | 3 | 3 | 3 | 4 | 3 | |
| ootway Width | | | | | | | | | | | | | | |
| Vidth | Footway width > 5 m | 4 | 4 | 4 | 4 | 3 | 2 | 3 | 3 | 4 | 4 | 4 | 4 | ~6.7m south of the access road. |
| Jnobstructed Width | Min unobstructed width > 1.5 m | 3 | 3 | 3 | 3 | 3 | 4 | 3 | 3 | 4 | 3 | 3 | 3 | |
| Street Furniture | | | | | | | | | | | | | | |
| Position | Street furniture < 0.5 m from kerb | 3 | 3 | 3 | 4 | 4 | 3 | 2 | 3 | 4 | 4 | 3 | 3 | |
| Cafe Tables | No cafe tables | 4 | 4 | 4 | 3 | 3 | 4 | 3 | 3 | 3 | 4 | 3 | 4 | |
| Temporary Items | No temporary obstructions | 4 | 4 | 4 | 4 | 4 | 4 | 4 | 4 | 4 | 4 | 4 | 4 | |
| Street Furniture Height | Street furniture > 0.9 m height | 3 | 3 | 3 | 3 | 4 | 3 | 3 | 3 | 3 | 3 | 3 | 3 | Bollards more than >0.9m. |
| 0 | | _ | _ | | _ | _ | _ | | | _ | _ | - | | Black bollards/lamp columns contrast with york stone |
| Contrast | High tonal contrast with paving | 3 | 3 | 4 | 3 | 3 | 3 | 4 | 4 | 3 | 3 | 3 | 3 | paving. |
| | | | | | | | | | | | | | | Benches located within the Barbican Estate, approximately 0.3 miles (480m) away. Additional |
| | | | | | | | | | | | | | | seating is available at the Finsbury Circus Western |
| Bench Spacing | Bench > 400 m away | 3 | 3 | 3 | 1 | 0 | 3 | 3 | 2 | 2 | 1 | 2 | 3 | Arm, also 480m away. |
| Bench Design | Benches with arms + Backrests | 3 | 3 | 4 | 4 | 4 | 3 | 3 | 4 | 4 | 4 | 3 | 3 | |
| | | | | | | | | | | | | | | |

| Bench Sensory Experience | No sensory experience | 3 | 3 | 3 | 3 | 3 | 3 | 3 | 3 | 3 | 3 | 3 | 3 | Although located in the middle of the City, the seating within the Barbican Centre offers a relaxing, pleasant sensory experience (traffic free, planting, water). Finsbury Circus is located adjacent to Moorgate, which is a busy through routes and bus routes. Some greening is present within Finsbury Circus Gardens however. (Andrea, I've got for neutral here given that the Barbican centre offers a really nice sensory experience however outside of this, seating in the area is generally located adjacent to busy roads/where there is high footfall) |
|-------------------------------------------------------------------|-----------------------------------------------------------------------------------------------------------------------------------------------------|-------|----------------------|-------------|-----|-------------|--------|-----|-----|-------------|-------------|-----|-------------------|----------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|
| Slopes | | | | | | | | | | | | | | |
| Gradient (in direction of travel) Camber (across footway) | Gradient < 1/50 Camber < 1/50 | 3 | 4 | 3 | 4 | 3 | 3 3 | 3 | 3 | 3 3 | 4 | 3 | 3 4 | Assumption based on google. Assumption based on google. |
| Vehicle Access | | | | | | | | | | | | | | |
| Vehicle Crossover Blue Badge Parking | Crossover level Blue badge parking Within 100 m | 4 | 3 | 3 | 3 | 3 | 3 | 3 | 3 | 3 | 3 | 3 | 3 | Two disabled parking bays are present outside Salters' Hall on Fore Street, roughly 90m from the access road. Taxi rank is located ~320m from the access road (taxi rank located outside 28 Ropemaker Street). Taxis also |
| Taxi Drop Off Location Taxi Drop Off Kerb Dedicated Taxi Drop Off | Taxi drop off within 10 m Taxi drop off Kerb > 150 mm Dedicated taxi drop off point / taxi rank | 4 4 3 | 4 4 3 | 3 3 4 | 3 4 | 4 2 4 | 3 3 | 3 3 | 3 4 | 4 3 3 | 4 4 4 | 3 4 | 4 4 4 | permitted to drop off on double yellow lines on Moor Lane. Low height kerb along length of bay. |
| Bus Stop Location Bus Stop Kerb Height | 100 m to 250 m away 125 mm to 140 mm | 3 | 3 4 | 2 3 | 3 | 2 4 | 3 | 3 | 3 | 2 | 3 | 3 | 3 | Bus stop located on London Wall is located 170m away from the access road. |
| Bus Stop Type | Flag only | 3 | 3 | 2 | 3 | 1 | 3 | 3 | 3 | 1 | 3 | 2 | 2 | Note that the bus stop on the southern side of London Wall has shelter and perch seat. |
| Toilets | | | | | | | | | | | | | | |
| Accessible Toilets | 100 m to 500 m away | 3 | 3 | 3 | 3 | 2 | 3 | 3 | 4 | 3 | 3 | 3 | 4 | Accessible toilets are available at El Vino Alban Gate which is located 0.3 miles (480m) away. Changing Places toilets are available at the Barbican Centre Beech Street, 0.3 miles (480m) away from the |
| Changing Places Toilets | Within 500 m | 3 | 4 | 3 | 3 | 3 | 3 | 3 | 3 | 3 | 3 | 4 | 4 | Moor Lane junction with Fore Street https://www.changing-places.org/find |
| Published September 2022 | The City of London Street Accessibility Tool (CoLSAT) was developed by Ross Atkin Associates and Urban Movement for the City of London Corporation. | r | Ross Atki Asso | | | | CITY | | | | | Ü | irban lovement | |

Moor Lane section 3 - proposed layout



Temporary Items

No temporary obstructions

Step 1

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

Step 2

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

Step 3

| v 1.2 | | F | | Fi | 1FA | F | | | • | 8 | | ∞ | | |
|-----------------------------------------------------------|----------------------------------------------------------------------------------------------------|-----|-----|-----|-----|--------|--------|--------|--------|----------|-----|----------|--------|---------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|
| | | EWC | MWC | MS | WA | WI | LC | GD | RS | HI | ANI | AT | DI | Comments |
| Crossing Point | | | | | | | | | | | | | | |
| Crossing Type | Uncontrolled crossing > 8m road width | 3 | 2 | 3 | 1 | 2 | 0 | 2 | 2 | 3 | 1 | 2 | 1 | No change from existing arrangement. ~8.7m - uncontrolled crossing at the resident car park access road junction with Moor Lane. No change from existing arrangement. No protected |
| Crosses Over | Carriageway (motor vehicles and cycles together) | 3 | 3 | 3 | 3 | 3 | 3 | 3 | 3 | 3 | 3 | 3 | 4 | space for cyclists. Mixed traffic. See Standard Details 10 (SD 10). Tactile paving proposed at this junction. This will enable crossing/kerb detection. Recommendation: Arrangement will need to be consdidered to ensure |
| Edge Marking Tactie Paving Back Edge | 800 mm deep tactile paving edge marking (full width of flush area) Back edge offset from kerb edge | 3 | 3 | 3 | 3 | 3 | 3 | 3 | 3 | 3 3 | 3 | 3 | 3 | correct and safe direction of travel. |
| Tactie Paving Colour | Tactile colour as per guidance (red at contr. buff at uncontr.) | 3 | 3 | 3 | 3 | 3 | 3 | 3 | 3 | 3 | 3 | 3 | 3 | |
| Tactile Paving Tonal Contrast | | 3 | 3 | 3 | 3 | 3 | 3 | 2 | 2 | 2 | 3 | 3 | 3 | Proposed tactile paving colour does not contrast enough with york stone paving. |
| Tactile Paving Stem Length Tactile Paving Stem Width | Tactile stem within 0.5 m of building line Tactile stem 800 mm width | 3 | 3 | 3 | 3 | 1 | 4 | 3 | 3 | 3 | 3 | 4 | 3 | |
| | | 3 | | 3 | | 2 | | 3 | | | | | 3 | No change from existing arrangement. No island although, because this is an access road, the vehicle |
| Island Type Island Depth | No island Island depth > 1.2 m | 2 | 3 | 2 | 2 | 2 | 2 | 2 | 3 | 2 | 2 | 4 | 3 | numbers are likely to be low. |
| Island Depth | isianu depin > 1.2 m | 3 | 4 | 3 | 3 | 3 | 3 | 4 | 3 | 4 | 4 | 4 | 3 | Standard Details 11 (SD 11) suggest max fall of 1:12 |
| Kerb Drop Slope | Kerb drop < 1/12, 4.7deg, 8% incline | 3 | 3 | | 3 | 3 | 3 | 3 | 3 | 3 | 2 | 3 | 4 | ideal fall of 1:20. Confirm with CoL. |
| Kerb Drop Tactile Signal (red/green man) | Kerb drop with tactile paving Far side signal | 3 | 2 | 3 | 4 | 1 3 | 3 | 3 | 3 | 3 | 3 | 4 | 3 | |
| Audible (beeping) | No Audible | 3 | 3 | 2 | 2 | 3 | 2 | 3 | 2 | 3 | 2 | 3 | 1 | |
| Count Down | No count down | 2 | 3 | 3 | 3 | 3 | 3 | 3 | 3 | 2 | 3 | 3 | 2 | |
| Tactile Rotating Cone | Rotating cone right side only | 3 | 3 | 3 | 3 | 3 | 2 | 3 | 3 | 3 | 3 | 3 | 3 | |
| Surface Material | | | | | | | | | | | | | | |
| Surface Type | Smooth York Stone | 3 | 3 | 3 | 3 | 4 | 4 | 4 | 3 | 3 | 4 | 3 | 3 | Footway's will be repaved. |
| Pattern | Uniform paving colour | 3 | 3 | 3 | 3 | 3 | 3 | 3 | 3 | 3 | 3 | 4 | 3 | All grey. No change from existing arrangement. Grey york stone isn't high contrasting against the grey, asphalt |
| Contrast with Road | Lower tonal contrast between paving and road | 3 | 3 | 3 | 3 | 3 | 3 | 2 | 3 | 2 | 3 | 3 | 3 | carriageway. |
| Lines | yellow/red/white lines at road edge | 3 | 3 | 4 | 3 | 3 | 3 | 3 | 4 | 3 | 4 | 4 | 4 | Double yellow lines will be repainted along this section. |
| Kerb | Ç | | | | | | | | | | | | | |
| Reib | | | | | | | | | | | | | | Standard Details 11 (SD 11) suggest granite kerbs wi |
| Kerb Type (crossing over) Kerb Type (moving alongside) | Crossing upstand 0 mm to 3 mm + 800 tactile paving Deliniating kerb 100 mm to 150 mm | 4 2 | 3 2 | 4 3 | 4 3 | 2 | 3 3 | 4 3 | 3 3 | 3 3 | 4 3 | 3 | 3 3 | be used which will be flush with carriageway. Confirm with CoL. |
| Footway Width | | | | | | | | | | | | | | |
| Width Unobstructed Width | Footway width > 5 m Min unobstructed width > 1.5 m | 4 3 | 4 3 | 4 3 | 4 | 3 3 | 2 4 | 3 3 | 3 3 | 4 4 | 4 3 | 4 3 | 4 | No change from existing arrangement. ~6.7m south of the access road. |
| Street Furniture | | | | | | | | | | | | | | |
| Position | Street furniture < 0.5 m from kerb | 3 | 3 | 3 | 4 | 4 | 3 | 2 | 3 | 4 | 4 | 3 | 3 | |
| Cafe Tables | No cafe tables | 4 | 4 | 4 | 3 | 3 | 4 | 3 | 3 | 3 | 4 | 3 | 4 | |

| Street Furniture Height Contrast | Street furniture > 0.9 m height High tonal contrast with paving | 3 | 3 | 3 | 3 | 3 | 3 | 3 | 3 | 3 | 3 | 3 | 3 | No change from existing arrangement. Bollards more than >0.9m. No change from existing arrangement. Black bollards/lamp columns contrast with york stone paving. |
|-------------------------------------------------------------------------|-------------------------------------------------------------------------------------------------------|-------------|-------------|-------------|-------------|-------|-------------|-------------|-------------|-------------|-------|--------------------|-------------|-------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|
| Bench Spacing Bench Design Bench Seat Height | Bench > 400 m away Benches with arms + Backrests Benches seat height 45 to 50 cm | 3 3 3 | 3 3 3 | 3 4 3 | 1 4 4 | 0 4 3 | 3 3 3 | 3 3 3 | 2 4 3 | 2 4 4 | 1 4 3 | 2 3 3 | 3 3 3 | No proposals for additional seating. Recommendation: the addition of seating at the edge of the planters/and or rain gardens could also be considered to capitalise on the public realm improvements and shading associated with the greening. Benches located within the Barbican Estate, approximately 0.3 miles (480m) away. Additional seating is available at the Finsbury Circus Western Arm, also 480m away. Although located in the middle of the City, the seating within the Barbican Centre offers a relaxing, pleasant sensory experience (traffic free, planting, water). Finsbury Circus is located adjacent to Moorgate, which is a busy through routes and bus routes. Some greening is present within Finsbury Circus Gardens |
| Bench Sensory Experience | No sensory experience | 3 | 3 | 3 | 3 | 3 | 3 | 3 | 3 | 3 | 3 | 3 | 3 | however. |
| Slopes Gradient (in direction of travel |) Gradient < 1/50 | 3 | 1 | 1 | 1 | 2 | 2 | 3 | 1 | 3 | 1 | 3 | 3 | Assumption based on google. |
| Camber (across footway) | Camber < 1/50 | 3 | 4 | 3 | 4 | 3 | 3 3 | 3 | 3 | 3 | 4 | 3 | 4 | Assumption based on google. Assumption based on google. |
| Vehicle Access | | | | | | | | | | | | | | |
| Vehicle Crossover | Crossover level | 3 | 2 | 3 | 2 | 4 | 2 | 1 | 2 | 4 | 3 | 3 | 2 | No change from existing arrangement |
| Blue Badge Parking | Blue badge parking Within 100 m | 4 | 3 | 3 | 3 | 3 | 3 | 3 | 3 | 3 | 3 | 3 | 3 | Two disabled parking bays are proposed ~10m north of the access road. Two disabled parking bays are present outside Salters' Hall on Fore Street, roughly 70m from the Police box. Taxi rank is located ~320m from the Police box (taxi rank located outside 28 Ropemaker Street). Taxis are |
| Taxi Drop Off Location Taxi Drop Off Kerb Dedicated Taxi Drop Off | Taxi drop off within 10 m Taxi drop off Kerb > 150 mm Dedicated taxi drop off point / taxi rank | 4 4 3 | 4 4 3 | 3 3 4 | 4 3 4 | 4 2 4 | 4 3 3 | 4 3 3 | 4 3 4 | 4 3 3 | 4 4 4 | 4 3 4 | 4 4 4 | also permitted to drop off on double yellow lines on Moor Lane. Low height kerb along length of bay. |
| Bus Stop Location Bus Stop Kerb Height | 100 m to 250 m away 125 mm to 140 mm | 3 | 3 | 2 3 | 3 4 | 2 4 | 3 | 3 3 | 3 | 2 3 | 3 | 3 3 | 3 3 | Bus stop located on London Wall is located 160m away from the Police box. |
| Bus Stop Type | Flag only | 3 | 3 | 2 | 3 | 1 | 3 | 3 | 3 | 1 | 3 | 2 | 2 | Note that the bus stop on the southern side of London Wall has shelter and perch seat. |
| Toilets | | | | | | | | | | | | | | |
| Accessible Toilets | 100 m to 500 m away | 3 | 3 | 3 | 3 | 2 | 3 | 3 | 4 | 3 | 3 | 3 | 4 | Accessible toilets are available at El Vino Alban Gate which is located 0.3 miles (480m) away. Changing Places toilets are available at the Barbican Centre Beech Street, 0.3 miles (480m) away from the Moor Lane junction with Fore Street |
| Changing Places Toilets | Within 500 m | 3 | 4 | 3 | 3 | 3 | 3 | 3 | 3 | 3 | 3 | 4 | 4 | https://www.changing-places.org/find |

Moor Lane section 4 - existing layout



Step 1

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

Step 2

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

Step 3

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|----------------------------------------------------------------------------------------------------------------------------------------------------------|----------------------------------------------------------------------------------------------------------------------|---------------------------------|----------------------------|----------------------------|----------------------------|---------------------------------|---------------------------------|---------------------------------|---------------------------------|---------------------------------|----------------------------|----------------------------|----------------------------|-------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|
| | | EWC | MWC | MS | WA | WI | LC | GD | RS | HI | ANI | AT | DI | Comments |
| Crossing Point | | - | | | | | | | | | | | | Construction to the second of |
| Crossing Type Crosses Over | Uncontrolled crossing < 6 m road width Carriageway (motor vehicles and cycles together) | 3 3 | 3 3 | | 3 3 | 3 3 | 3 3 | 3 3 | 3 3 | 3 | 3 3 | 3 3 | 2 4 | ~5m - uncontrolled crossing at the access road on the eastern side. ~4.5m at uncontrolled crossing along Union Street. Estimated ~3.5m at the 21 Moorfields access roads. |
| Edge Marking | No tactile edge marking | 3 | 3 | 2 | 3 | 4 | 0 | 1 | 1 | 3 | 4 | 2 | 0 | No tactile edge marking on either side of the footway |
| Tactie Paving Back Edge Tactie Paving Colour Tactile Paving Tonal Contrast Tactile Paving Stem Length Tactile Paving Stem Width Island Type Island Depth | Back edge offset from kerb edge Tactile colour not as per guidance | 3 3 3 3 3 2 2 | 3 3 3 3 3 4 | 3 3 3 3 2 3 | 3 3 3 3 2 3 | 3 3 3 1 2 2 3 | 2 3 3 4 3 2 3 | 2 3 2 3 3 2 4 | 3 3 2 3 3 3 3 | 3 2 2 3 4 2 4 | 3 3 3 4 2 4 | 3 3 4 3 2 4 | 3 3 3 3 3 3 | Dropped kerbs are lacking on the access roads |
| Kerb Drop Slope Kerb Drop Tactile | Kerb drop 1/6, 9.5 deg, 17% to 1/12, 4.7deg, 8% incline Kerb drop without tactile paving | 3 | 3 | 3 | 3 2 | 2 | 3 2 | 3 2 | 3 3 | 3 | 2 4 | 3 | 3 | outside 21 Moorfields. |
| Signal (red/green man) Audible (beeping) | Far side signal No Audible | 3 | 4 | 2 | 4 2 | 3 | 4 2 | 4 | 4 2 | 4 | 4 2 | 4 | 3 | |
| Count Down Tactile Rotating Cone | No count down Rotating cone right side only | 2 3 | 3 | 3 | 3 | 3 | 3 2 | 3 | 3 | 2 3 | 3 | 3 | 2 3 | |
| Surface Material | | | | | | | | | | | | | | |
| Surface Type | Smooth York Stone | 3 | 3 | 3 | 3 | 4 | 4 | 4 | 3 | 3 | 4 | 3 | 3 | Good quality footway. Patterned setts are used on the vehicle crossover at the southern access road. Asphalt used at the other |
| Pattern | Pattern in paving | 3 | 3 | 3 | 3 | 3 | 3 | 2 | 2 | 3 | 3 | 3 | 3 | access roads. |
| Contrast with Road | Lower tonal contrast between paving and road | 3 | 3 | 3 | 3 | 3 | 3 | 2 | 3 | 2 | 3 | 3 | 3 | Grey york stone isn't high contrasting against the gre asphalt carriageway. Double yellow lines along this section, although fade in some places. Motor vehicle parking along eastern |
| Lines | yellow/red/white lines at road edge | 3 | 3 | 4 | 3 | 3 | 3 | 3 | 4 | 3 | 4 | 4 | 4 | section. |
| Kerb | | | | | | | | | | | | | | Note that some of the access roads outside of 21 |
| Kerb Type (crossing over) Kerb Type (moving alongside) | Crossing kerb 100 mm to 150 mm) Deliniating kerb 100 mm to 150 mm | 0 2 | 0 2 | 0 | 2 | 2 3 | 2 3 | 3 | 1 3 | 2 3 | 2 | 3 | 0 | Moorfields do not have dropped kerbs along some sections. |
| Footway Width | | | | | | | | | | | | | | |
| Width Unobstructed Width | Footway width 2 m to 5 m Min unobstructed width > 1.5 m | 4 3 | 4 | 4 3 | 4 3 | 3 3 | 3 | 3 | 4 3 | 3 4 | 3 3 | 4 3 | 4 3 | ~4m south of the access road. Estimated width outside 21 Moorfields ~3-3.5m. |
| Street Furniture | | | | | | | | | | | | | | |
| Position Cafe Tables Temporary Items Street Furniture Height | Street furniture < 0.5 m from kerb No cafe tables No temporary obstructions Street furniture > 0.9 m height | 3 4 4 3 | 3 4 4 3 | 3 4 4 3 | 3 4 3 | 4 3 4 4 | 3 4 4 3 | 3 4 3 | 3 3 4 3 | 4 3 4 3 | 4 4 3 | 3 3 4 3 | 3 4 4 3 | Bollards more than >0.9m. |
| Contrast | High tonal contrast with paving | 3 | 3 | 4 | 3 | 3 | 3 | 4 | 4 | 3 | 3 | 3 | 3 | Black bollards contrast with york stone paving/carriageway. Benches located within the Barbican Estate, approximately 0.3 miles (480m) away. Additional seating is available at the Finsbury Circus Western |
| Bench Spacing Bench Design Bench Seat Height | Bench > 400 m away Benches with arms + Backrests Benches seat height 45 to 50 cm | 3 3 3 | 3 3 3 | 3 4 3 | 1 4 4 | 0 4 3 | 3 3 3 | 3 3 3 | 2 4 3 | 2 4 4 | 1 4 3 | 2 3 3 | 3 3 3 | Arm, also 480m away. |

| Bench Sensory Experience | No sensory experience | 3 | 3 | 3 | 3 | 3 | 3 | 3 | 3 | 3 | 3 | 3 | 3 | Although located in the middle of the City, the seating within the Barbican Centre offers a relaxing, pleasant sensory experience (traffic free, planting, water). Finsbury Circus is located adjacent to Moorgate, which is a busy through routes and bus routes. Some greening is present within Finsbury Circus Gardens however. (Andrea, I've got for neutral here given that the Barbican centre offers a really nice sensory experience however outside of this, seating in the area is generally located adjacent to busy roads/where there is high footfall) |
|--------------------------------------------------------------|-----------------------------------------------------------------------------------------------------------------------------------------------------|--------|--------------------------------------------|---|-----|--------|--------|--------|---|--------|---|--------|---|----------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|
| Slopes | | | | | | | | | | | | | | |
| Gradient (in direction of travel) Camber (across footway) | Gradient < 1/50 Camber < 1/50 | 3 3 | 4 | 3 | 4 4 | 3 3 | 3 3 | 3 3 | 3 | 3 3 | 4 | 3 3 | 3 | Assumption based on google. Assumption based on google. |
| Vehicle Access | | | | | | | | | | | | | | |
| Vehicle Crossover Blue Badge Parking | Crossover level Blue badge parking Within 100 m | 4 | 3 | 3 | 3 | 3 | 3 | 3 | 3 | 3 | 3 | 3 | 3 | Two disabled parking bays are present outside Salters' Hall on Fore Street, roughly 90m from the access road. |
| Taxi Drop Off Location | Taxi drop off within 10 m | 4 | 4 | 3 | 4 | 4 | 4 | 4 | 4 | 4 | 4 | 4 | 4 | Taxi rank is located ~320m from the access road (taxi rank located outside 28 Ropemaker Street). Taxis also permitted to drop off on double yellow lines on Moor Lane. |
| Taxi Drop Off Kerb Dedicated Taxi Drop Off | Taxi drop off Kerb > 150 mm Dedicated taxi drop off point / taxi rank | 3 | 3 | 3 | 3 | 2 4 | 3 | 3 | 3 | 3 | 4 | 3 | 4 | Low height kerb along length of bay. Bus stop located on London Wall is located 170m |
| Bus Stop Location Bus Stop Kerb Height | 100 m to 250 m away 125 mm to 140 mm | 3 | 3 | 3 | 3 | 2 4 | 3 3 | 3 | 3 | 3 | 3 | 3 | 3 | away from the access road. Note that the bus stop on the southern side of London |
| Bus Stop Type | Flag only | 3 | 3 | 2 | 3 | 1 | 3 | 3 | 3 | 1 | 3 | 2 | 2 | Wall has shelter and perch seat. |
| Toilets | | | | | | | | | | | | | | |
| Accessible Toilets | 100 m to 500 m away | 3 | 3 | 3 | 3 | 2 | 3 | 3 | 4 | 3 | 3 | 3 | 4 | Accessible toilets are available at El Vino Alban Gate which is located 0.3 miles (480m) away. Changing Places toilets are available at the Barbican Centre Beech Street, 0.3 miles (480m) away from the |
| Changing Places Toilets | Within 500 m | 3 | 4 | 3 | 3 | 3 | 3 | 3 | 3 | 3 | 3 | 4 | 4 | Moor Lane junction with Fore Street https://www.changing-places.org/find |
| | | | | | | | | | | | | | | |
| Published September 2022 | The City of London Street Accessibility Tool (CoLSAT) was developed by Ross Atkin Associates and Urban Movement for the City of London Corporation. | r | Ross Atkin Associates CITY LONDON | | | | | | | | | | | |

Moor Lane section 4 - proposed layout



Step 1

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

Step 2

Step 3

| City of London Street Accessibility Tool | ondon Street Accessibility Tool characteristics for the section being analysed in the segment are affected by the feature | | | | | | | | | | | | | |
|--------------------------------------------------------|---------------------------------------------------------------------------------------------------------------------------|-----|--------|----------|--------|----------|----|----|-----|-----|-----|----------|--------|------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|
| v 1.2 | | EWC | MWC | L) MS | AT A |) Wi | LC | GD | RS | R | ANI | AT | DI | Comments |
| Crossing Point | | | | | | | | | | | | | | |
| | | | | | | | | | | | | | | ~5m - uncontrolled crossing at the access road on the |
| Crossing Type | Uncontrolled crossing < 6 m road width | 3 | 3 | 4 | 3 | 3 | 3 | 3 | 3 | 3 | 3 | 3 | 2 | eastern side, plus a new access road. New Union Street will be opened up again. CoL to confirm widths. |
| Crosses Over | Carriageway (motor vehicles and cycles together) | 3 | 3 | 3 | 3 | 3 | 3 | 3 | 3 | 3 | 3 | 3 | 4 | Proposals include no tactile paving on either side of the footway. This applies for the two access roads and New Union Street. Recommendation: ensure appropriate tactiles, and positioning of tactiles are in place to assist with direction of travel. This is particularly important at the new access road where |
| Edge Marking | No tactile edge marking | 3 | 3 | 2 | 3 | 4 | 0 | 1 | 1 | 3 | 4 | 2 | 0 | the junction has a curved edge. |
| Tactie Paving Back Edge Tactie Paving Colour | Back edge offset from kerb edge Tactile colour not as per guidance | 3 | 3 | 3 | 3 | 3 | 2 | 2 | 3 | 3 2 | 3 | 3 | 3 | |
| | Tacile without significant contrast with surounding paving | 3 | 3 | 3 | 3 | 3 | 3 | 2 | 2 | 2 | 3 | 3 | 3 | |
| Tactile Paving Stem Length | Tactile stem within 0.5 m of building line | 3 | 3 | 3 | 3 | 1 | 4 | 3 | 3 | 3 | 3 | 4 | 3 | |
| Tactile Paving Stem Width | Tactile stem 800 mm width | 3 | 3 | 3 | 3 | 2 | 3 | 3 | 3 | 4 | 4 | 3 | 3 | |
| Island Type Island Depth | No island Island depth > 1.2 m | 2 | 3 | 2 | 2 | 2 | 2 | 2 | 3 | 2 | 2 | 2 | 3 | |
| · | | | 3 | 3 | | 3 | 3 | 3 | 3 | 3 | 2 | 3 | | Existing access road is flush. Recommendation to ensure that kerbs are either flush or in keeping with CoLs Standard Details. |
| Kerb Drop Slope Kerb Drop Tactile | Kerb drop < 1/12, 4.7deg, 8% incline Kerb drop with tactile paving | 3 | 2 | 3 | 3 | 3 | 3 | 3 | 3 | 3 | 3 | 3 | 3 | COLS Standard Details. |
| Signal (red/green man) | Far side signal | 3 | 4 | 2 | 4 | 3 | 4 | 4 | 4 | 4 | 4 | 4 | 3 | |
| Audible (beeping) | No Audible | 3 | 3 | 2 | 2 | 3 | 2 | 3 | 2 | 3 | 2 | 3 | 1 | |
| Count Down | No count down | 2 | 3 | 3 | 3 | 3 | 3 | 3 | 3 | 2 | 3 | 3 | 2 | |
| Tactile Rotating Cone | Rotating cone right side only | 3 | 3 | 3 | 3 | 3 | 2 | 3 | 3 | 3 | 3 | 3 | 3 | |
| Surface Material | | | | | | | | | | | | | | Facture to will be reasoned (majority of the facture of |
| Surface Type Pattern | Smooth York Stone Pattern in paving | 3 | 3 3 | 3 3 | 3 3 | 3 | 3 | 2 | 3 2 | 3 | 3 | 3 3 | 3 3 | Footway's will be repaved (majority of the footways are located within the hoarding boundary at present) All grey. No change from existing arrangement. Proposed grey |
| Contrast with Road | Lower tonal contrast between paving and road | 3 | 3 | 3 | 3 | 3 | 3 | 2 | 3 | 2 | 3 | 3 | 3 | york stone isn't high contrasting against the grey, asphalt carriageway. New double yellow lines will be painted along length of |
| | | | | | | | | | | | | | | 21 Moorfields (bar where disabled parking bays are |
| Lines | yellow/red/white lines at road edge | 3 | 3 | 4 | 3 | 3 | 3 | 3 | 4 | 3 | 4 | 4 | 4 | located). |
| Kerb | | | | | | | | | | | | | | |
| Kerb Type (crossing over) Kerb Type (moving alongside) | Crossing upstand 0 mm to 3 mm (undelineated) Deliniating kerb 100 mm to 150 mm | 3 2 | 4 2 | 3 3 | 3 | 4 3 | 0 | 0 | 1 3 | 2 3 | 4 3 | 2 4 | 1 3 | Standard Details 11 (SD 11) suggest granite kerbs will be used which will be flush with carriageway. Confirm with CoL. No existing proposals for tactile paving therefore undelineated. |
| Footway Width | | | | | | | | | | | | | | |
| Width | Footway width > 5 m | 4 | 4 | 4 | 4 | 3 | 2 | 3 | 3 | 4 | 4 | 4 | 4 | Proposals see the eastern footway along 21 Moorfields widened to approximately 5.6m in the south and 4.5m in the north in order to accommodate the proposed bollards. New street furniture including bollards, planters and trees are being proposed along this section which has the potential to make the space feel cluttered. |
| Unobstructed Width | Min unobstructed width > 1.5 m | 3 | 3 | 3 | 3 | 3 | 4 | 3 | 3 | 4 | 3 | 3 | 3 | Recommendation: Ensure sufficient width is maintained between/adjacent to bollards, planters and trees to ensure accessibility (2m preferred, 1.5m minimum). Also consider the type of tree species, selecting those with minimal leaf shedding to avoid a slippery footway. |

| Street Furniture | | | | | | | | | | | | | | |
|-------------------------------------------------------------|-----------------------------------------------------------------------------------------------------------------------------------------------------|------------------------|----------------------|---|---|---|--------|--------|--------|--------|---|--------|------------------|--------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|
| Position | Street furniture < 0.5 m from kerb | 3 | 3 | 3 | 4 | 4 | 3 | 2 | 3 | 4 | 4 | 3 | 3 | |
| Cafe Tables Temporary Items | No cafe tables No temporary obstructions | 4 | 4 | 4 | 3 | 3 | 4 | 3 | 3 | 3 | 4 | 3 | 4 | |
| Street Furniture Height | Street furniture > 0.9 m height | 3 | 3 | 3 | 3 | 4 | 3 | 3 | 3 | 3 | 3 | 3 | 3 | Bollards and trees are all >0.9m. CoL to confirm height of planters - assume these are >0.9m |
| Contrast | High tonal contrast with paving | 3 | 3 | 4 | 3 | 3 | 3 | 4 | 4 | 3 | 3 | 3 | 3 | TBC - Recommendation: ensure planters contrast and new bollards with paving. |
| | | | | | | | | | | | | | | Benches located within the Barbican Estate, approximately 0.3 miles (480m) away. Additional seating is available at the Finsbury Circus Western |
| Bench Spacing | Bench > 400 m away | 3 | 3 | 3 | 1 | 0 | 3 | 3 | 2 | 2 | 1 | 2 | 3 | Arm, also 480m away. |
| Bench Design Bench Seat Height | Benches with arms + Backrests Benches seat height 45 to 50 cm | 3 3 | 3 | 3 | 4 | 3 | 3 3 | 3 3 | 3 | 4 | 3 | 3 | 3 3 | |
| · | | | | | | | | | | | | | | No proposals for additional seating. Recommendation: the addition of seating at the edge of the rain gardens could also be considered to capitalise on the public realm improvements and shading associated with the greening. Benches located within the Barbican Estate, approximately 0.3 miles (480m) away. Additional seating is available at the Finsbury Circus Western |
| Bench Sensory Experience | No sensory experience | 3 | 3 | 3 | 3 | 3 | 3 | 3 | 3 | 3 | 3 | 3 | 3 | Arm, also 480m away. |
| Slopes | | | | | | | | | | | | | | |
| Gradient (in direction of travel Camber (across footway) |) Gradient < 1/50 Camber < 1/50 | 3 | 4 | 4 | 4 | 3 | 3 | 3 | 3 | 3 | 4 | 3 | 3 | Assumption based on google. Assumption based on google. |
| Vehicle Access | Calliber 1 1700 | | | J | | | | | | Ü | | - U | | A todamphon Sassa Sir googis. |
| Vehicle Crossover | Crossover level | 3 | 2 | 3 | 2 | 4 | 2 | 1 | 2 | 4 | 3 | 3 | 2 | |
| | | | | | | | | | | | | | | Two disabled parking bays are proposed ~10m north of the access road. Two disabled parking bays are present outside |
| Blue Badge Parking | Blue badge parking Within 100 m | 4 | 3 | 3 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 3 | Salters' Hall on Fore Street, roughly 90m from the access road. |
| Blue Bauge Faiking | Blue bauge parking within 100 m | 4 | 3 | 3 | 3 | 3 | 3 | 3 | 3 | 3 | 3 | 3 | 3 | Taxi rank is located ~320m from the access road (taxi rank located outside 28 Ropemaker Street). Taxis also |
| Taxi Drop Off Location | Taxi drop off within 10 m | 4 | 4 | 3 | 4 | 4 | 4 | 4 | 4 | 4 | 4 | 4 | 4 | permitted to drop off on double yellow lines on Moor Lane. |
| Taxi Drop Off Kerb Dedicated Taxi Drop Off | Taxi drop off Kerb > 150 mm Dedicated taxi drop off point / taxi rank | 3 | 3 | 3 | 3 | 2 | 3 | 3 | 3 | 3 3 | 4 | 3 | 4 | Low height kerb along length of bay. |
| · | | | | - | - | - | | | - | | - | - | - | Bus stop located on London Wall is located 170m |
| Bus Stop Location Bus Stop Kerb Height | 100 m to 250 m away 125 mm to 140 mm | 3 3 | 3 | 3 | 3 | 4 | 3 3 | 3 3 | 3 3 | 3 | 3 | 3 | 3 | away from the access road. |
| Bus Stop Type | Flag only | 3 | 3 | 2 | 3 | 1 | 3 | 3 | 3 | 1 | 3 | 2 | 2 | Note that the bus stop on the southern side of London Wall has shelter and perch seat. |
| Toilets | | | | | | | | | | | | | | |
| | 400 4 500 | | 3 | 3 | 3 | | 3 | 3 | | 3 | 3 | 3 | | Accessible toilets are available at El Vino Alban Gate |
| Accessible Toilets | 100 m to 500 m away | 3 | 3 | 3 | 3 | | 3 | 3 | 4 | 3 | 3 | 3 | 4 | which is located 0.3 miles (480m) away. Changing Places toilets are available at the Barbican Centre Beech Street, 0.3 miles (480m) away from the |
| Changing Places Toilets | Within 500 m | 3 | 4 | 3 | 3 | 3 | 3 | 3 | 3 | 3 | 3 | 4 | 4 | Moor Lane junction with Fore Street https://www.changing-places.org/find |
| | | | | | | | | | | | | | | |
| | | | | | | | | | | | | | | |
| Published September 2022 | The City of London Street Accessibility Tool (CoLSAT) was developed by Ross Atkin Associates and Urban Movement for the City of London Corporation. | r | Ross Atki Asso | n | | | | | | | | u m | Irban ovement | |
| | | Associates CITY LONDON | | | | | | | | | | | | |

Moor Lane section 5 - existing layout



Step

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 theover the cursor over the box next to each score to read quotes explaining how participants in the segment are affected by the feature

| ¥ 1.2 | | .0. | O 1. | 5 | ΊΤΑ | | | | | X | 74 | ∞ | | |
|--------------------------------------------------------------------|-----------------------------------------------------------------------------------------------|-----|-------------|----|-----|----|----|-------|----|----|-----|----------|----|-----------------------------------------------------------------------------------------------------------|
| | | EWC | MWC | MS | WA | WI | LC | GD | RS | HI | ANI | AT | DI | Comments |
| Crossing Point | | | | | | | | | | | | | | |
| Crossing Type | Uncontrolled crossing < 6 m road width | 3 | 3 | 4 | 3 | 3 | 3 | 3 | 3 | 3 | 3 | 3 | 2 | ~3.7m - uncontrolled crossing at the access road on the western side. |
| Crossing Type Crosses Over | Carriageway (motor vehicles and cycles together) | 3 | 3 | | 3 | 3 | 3 | 3 | 3 | 3 | 3 | 3 | 4 | the western side. |
| Edge Marking | No tactile edge marking | 3 | 3 | 2 | 3 | 4 | 0 | 1 | 1 | 3 | 4 | 2 | 0 | No tactile edge marking on either side of the footwa |
| Tactie Paving Back Edge | Back edge offset from kerb edge | 3 | 3 | 3 | 3 | 3 | 2 | 2 | 3 | 3 | 3 | 3 | 3 | |
| Tactile Paving Colour | Tactile colour not as per guidance Tacile without significant contrast with surounding paving | 3 | 3 | 3 | 3 | 3 | 3 | 3 | 3 | 2 | 3 | 3 | 3 | |
| Tactile Paving Stem Length | Tactile stem within 0.5 m of building line | 3 | 3 | 3 | 3 | 1 | 4 | 3 | 3 | 3 | 3 | 4 | 3 | |
| Tactile Paving Stem Width | Tactile stem 800 mm width | 3 | 3 | 3 | 3 | 2 | 3 | 3 | 3 | 4 | 4 | 3 | 3 | |
| sland Type | No island | 2 | 3 | 2 | 2 | 2 | 2 | 2 | 3 | 2 | 2 | 2 | 3 | |
| Island Depth | Island depth > 1.2 m | 3 | 4 | 3 | 3 | 3 | 3 | 4 | 3 | 4 | 4 | 4 | 3 | Note: CoL Standard Details 11 (SD 11) suggest max |
| Kerb Drop Slope | Kerb drop < 1/12, 4.7deg, 8% incline | 3 | 3 | | 3 | 3 | 3 | 3 | 3 | 3 | 2 | 3 | 4 | fall of 1:12, ideal fall of 1:20. Confirm with CoL. |
| Kerb Drop Tactile | Kerb drop with tactile paving | 3 | 2 | 3 | 4 | 1 | 3 | 3 | 3 | 3 | 3 | 4 | 3 | idii or 1172, idodi idii or 1120. Commi wan Coz. |
| Signal (red/green man) | Far side signal | 3 | 4 | 2 | 4 | 3 | 4 | 4 | 4 | 4 | 4 | 4 | 3 | |
| Audible (beeping) | No Audible | 3 | 3 | 2 | 2 | 3 | 2 | 3 | 2 | 3 | 2 | 3 | 1 | |
| Count Down Tactile Rotating Cone | No count down Rotating cone right side only | 2 | 3 | 3 | 3 | 3 | 3 | 3 | 3 | 2 | 3 | 3 | 2 | |
| ractile Notating Cone | Rotating cone right side only | 3 | J | 3 | 3 | 3 | | | | 3 | | 3 | J | |
| Surface Material | | | | | | | | | | | | | | |
| Surface Type | Asphalt | 4 | 4 | 3 | 4 | 4 | 4 | 2 | 4 | 4 | 4 | 3 | 3 | Not the best quality, bumpy in some sections. |
| Pattern | Uniform paving colour | 3 | 3 | 3 | 3 | 3 | 3 | 3 | 3 | 3 | 3 | 4 | 3 | Asphalt isn't high contrasting against the grey, aspha |
| Contrast with Road | Lower tonal contrast between paving and road | 3 | 3 | 3 | 3 | 3 | 3 | 2 | 3 | 2 | 3 | 3 | 3 | carriageway. |
| Contrast with read | Lower tonar contract between paving and road | | · | | Ü | J | Ü | _ | | _ | | | | Double yellow lines along this section, although fade |
| Lines | yellow/red/white lines at road edge | 3 | 3 | 4 | 3 | 3 | 3 | 3 | 4 | 3 | 4 | 4 | 4 | in some places. |
| Kerb | | | | | | | | | | | | | | |
| Kerb Type (crossing over) | Crossing upstand 0 mm to 3 mm (undelineated) | 3 | 4 | 3 | 3 | 4 | 0 | 0 | 1 | 2 | 4 | 2 | 1 | Flush no tactiles. |
| Kerb Type (moving alongside) | | 2 | 2 | 3 | 3 | 3 | 3 | 3 | 3 | 3 | 3 | 4 | 3 | |
| | | | | | | | | | | | | | | |
| Footway Width Width | F | | | | | | | | | | | | | |
| Unobstructed Width | Footway width 2 m to 5 m Min unobstructed width > 1.5 m | 3 | 3 | 3 | 3 | 3 | 4 | 3 | 3 | 3 | 3 | 3 | 3 | ~3.5m south of the access road. |
| Onobstructed Width | Will unobstructed width > 1.5 III | 3 | J | 3 | 3 | 3 | - | 3 | 3 | - | 3 | 3 | 3 | |
| Street Furniture | | | | | | | | | | | | | | |
| Position | Street furniture < 1 m from building line | 1 | 2 | 2 | 2 | 2 | 2 | 2 | 1 | 1 | 1 | 2 | 2 | |
| Cafe Tables | No cafe tables | 4 | 4 | 4 | 3 | 3 | 4 | 3 | 3 | 3 | 4 | 3 | 4 | |
| Temporary Items Street Furniture Height | No temporary obstructions Street furniture > 0.9 m height | 3 | 3 | 3 | 3 | 4 | 3 | 3 | 4 | 3 | 3 | 3 | 3 | Lamp columns >0.9m. |
| otreet i diffiture rieignt | otreet turniture > 0.9 in neight | 3 | 3 | 3 | 3 | - | 3 | 3 | 3 | 3 | 3 | 3 | 3 | Lamp columns are less contrasting with asphalt that |
| Contrast | Low tonal contrast with paving | 3 | 3 | 3 | 3 | 2 | 3 | 2 | 2 | 3 | 3 | 2 | 2 | the york stone paving. |
| | | | | | | | | | | | | | | Benches located within the Barbican Estate, |
| | | | | | | | | | | | | | | approximately 0.3 miles (480m) away. Additional seating is available at the Finsbury Circus Western |
| Bench Spacing | Bench > 400 m away | 3 | 3 | 3 | 1 | 0 | 3 | 3 | 2 | 2 | 1 | 2 | 3 | Arm, also 480m away. |
| Bench Design | Benches with arms + Backrests | 3 | | | 4 | 4 | 3 | 3 | 4 | 4 | 4 | 3 | 3 | 74m, also 400m away. |
| Bench Seat Height | Benches seat height 45 to 50 cm | 3 | 3 | 3 | 4 | 3 | 3 | 3 | 3 | 4 | 3 | 3 | 3 | |
| | | | | | | | | | | | | | | Although located in the middle of the City, the seating |
| | | | | | | | | | | | | | | within the Barbican Centre offers a relaxing, pleasan sensory experience (traffic free, planting, water). |
| | | | | | | | | | | | | | | |
| | | | | | | | | | | | | | | Finsbury Circus is located adjacent to Moorgate, |
| | | | | | | | | | | | | | | |
| | | | | | | | | | | | | | | which is a busy through routes and bus routes. Som greening is present within Finsbury Circus Gardens |
| Bench Sensory Experience | No sensory experience | 3 | 3 | 3 | 3 | 3 | 3 | 3 | 3 | 3 | 3 | 3 | 3 | which is a busy through routes and bus routes. Some |
| | No sensory experience | 3 | 3 | 3 | 3 | 3 | 3 | 3 | 3 | 3 | 3 | 3 | 3 | which is a busy through routes and bus routes. Som- greening is present within Finsbury Circus Gardens |
| Bench Sensory Experience Slopes Gradient (in direction of travel) | | 3 | 3 | 3 | 3 | 3 | 3 | 3 3 3 | 3 | 3 | 3 | 3 | 3 | which is a busy through routes and bus routes. Some greening is present within Finsbury Circus Gardens |

| Vehicle Access | | | | | | | | | | | | | | |
|----------------------------------------|---------------------------------------------------------------------------------|---|----|----------|---|---|--------------|--------|--------|---|---|---|---------|-----------------------------------------------------------------------------------------------|
| Vehicle Crossover | Crossover level | 3 | 2 | 3 | 2 | 4 | 2 | 1 | 2 | 4 | 3 | 3 | 2 | |
| | | | | | | | | | | | | | | Two disabled parking bays are present outside |
| 5. 5. 5.: | B) | | | 3 | | | | | | | | | | Salters' Hall on Fore Street, roughly 150m from the |
| Blue Badge Parking | Blue badge parking 100 m to 500 m away | 3 | 3 | 3 | 2 | 2 | 3 | 3 | 3 | 3 | 3 | 2 | 1 | access road. Taxi rank is located ~320m from the access road (tax |
| | | | | | | | | | | | | | | rank located outside 28 Ropemaker Street). Taxis also |
| | | | | | | | | | | | | | | permitted to drop off on double yellow lines on Moor |
| Taxi Drop Off Location | Taxi drop off within 10 m | 4 | 4 | 3 | 4 | 4 | 4 | 4 | 4 | 4 | 4 | 4 | 4 | Lane. |
| Taxi Drop Off Kerb | Taxi drop off Kerb > 150 mm | 4 | 4 | 3 | 3 | 2 | 3 | 3 | 3 | 3 | 4 | 3 | 4 | Low height kerb along length of bay. |
| Dedicated Taxi Drop Off | Dedicated taxi drop off point / taxi rank | 3 | 3 | 4 | 4 | 4 | 3 | 3 | 4 | 3 | 4 | 4 | 4 | |
| Due Oten Leasting | 400 t 050 | 3 | • | 0 | • | 0 | • | • | • | 0 | 3 | • | • | Bus stop located on London Wall is located 210m |
| Bus Stop Location Bus Stop Kerb Height | 100 m to 250 m away 125 mm to 140 mm | 3 | 3 | 2 | 3 | | 3 | 3 3 | 3 3 | 2 | 3 | 3 | 3 | away from the access road. |
| bus otop Kerb Height | 123 11111 to 140 111111 | 3 | - | 3 | - | _ | 3 | 3 | 3 | 3 | - | 3 | 3 | Note that the bus stop on the southern side of London |
| Bus Stop Type | Flag only | 3 | 3 | 2 | 3 | 1 | 3 | 3 | 3 | 1 | 3 | 2 | 2 | Wall has shelter and perch seat. |
| Toilets | | | | | | | | | | | | | | |
| | | | | 3 | | | | | | | | | | Accessible toilets are available at El Vino Alban Gate |
| Accessible Toilets | 100 m to 500 m away | 3 | 3 | 3 | 3 | 2 | 3 | 3 | 4 | 3 | 3 | 3 | 4 | which is located 0.3 miles (480m) away. Changing Places toilets are available at the Barbican |
| | | | | | | | | | | | | | | Centre Beech Street, 0.3 miles (480m) away from the |
| | | | | | | | | | | | | | | Moor Lane junction with Fore Street |
| Changing Places Toilets | Within 500 m | 3 | 4 | 3 | 3 | 3 | 3 | 3 | 3 | 3 | 3 | 4 | 4 | https://www.changing-places.org/find |
| | | | | | | | | | | | | | | |
| | | | | | | | | | | | | | | |
| | | | | | | | | | | | | | | |
| | | | | | | | | | | | | | | |
| | | | | | | | MARIA | E all | | | | | | |
| | The City of London Street Accessibility Tool (CoLSAT) was developed | | Ro | | | | | E S | | | | u | rban | |
| Published September 2022 | by Ross Atkin Associates and Urban Movement for the City of London Corporation. | | | kin. | | | Danie Dillic | 2002 | | | | m | ovement | |
| | Corporation. | | As | sociates | | | LONE | | | | | | | |
| | | | | | | | LONL | ON | | | | | | · |

Moor Lane section 5 - proposed layout



Step 1

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

Step 2 Step 3

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|------------------------------------------------------|-------------------------------------------------------------------------------------------------|----------|-----|------------|------------------|-----|----|----|----|--------|-----|----------|----|--------------------------------------------------------------------------------------------------------------|
| | | EWC | MWC | MS | WA | WI | LC | GD | RS | HI | ANI | AT | DI | Comments |
| Crossing Point | | | | | | | | | | | | | | |
| | | | | | | | | | | | | | | No change from existing arrangement. ~3.7m - |
| Crossing Type | Uncontrolled crossing < 6 m road width | 3 | 3 | 4 | 3 | 3 | 3 | 3 | 3 | 3 | 3 | 3 | 2 | uncontrolled crossing at the access road on the western side. |
| Crosses Over | Carriageway (motor vehicles and cycles together) | 3 | 3 | | 3 | 3 | 3 | 3 | 3 | 3 | 3 | 3 | 4 | |
| | | | | | | | | | | | | | | Tactile paving proposed at access road. Recommendation: consider tactiles across full width of |
| Edge Marking | 800 mm deep tactile paving edge marking (full width of flush area) | 3 | 3 | 4 | 3 | 1 | 3 | 3 | 4 | 3 | 3 | 4 | 3 | flush kerb. |
| Tactie Paving Back Edge Tactie Paving Colour | Back edge offset from kerb edge Tactile colour as per guidance (red at contr. buff at uncontr.) | 3 | 3 | | 3 | 3 | 2 | 2 | 3 | 3 3 | 3 | 3 | 3 | |
| ractie Paving Colour | ractile colour as per guidance (red at contr. buil at uncontr.) | 3 | 3 | 3 | 3 | 3 | 3 | 3 | 3 | 3 | 3 | 3 | 3 | Tactile paving colour does not contrast enough with |
| Tactile Paving Tonal Contrast | | 3 | 3 | 3 | 3 | 3 | 3 | 2 | 2 | 2 | 3 | 3 | 3 | york stone paving. |
| Tactile Paving Stem Length Tactile Paving Stem Width | Tactile stem within 0.5 m of building line Tactile stem 800 mm width | 3 | 3 | 3 | 3 | 1 2 | 4 | 3 | 3 | 3 4 | 3 | 4 | 3 | |
| Island Type | No island | 2 | 3 | 2 | 2 | 2 | 2 | 2 | 3 | 2 | 2 | 2 | 3 | |
| Island Depth | Island depth > 1.2 m | 3 | 4 | 3 | 3 | 3 | 3 | 4 | 3 | 4 | 4 | 4 | 3 | Note: Cal. Standard Dataile 11 (SD 11) august may |
| Kerb Drop Slope | Kerb drop < 1/12, 4.7deg, 8% incline | 3 | 3 | | 3 | 3 | 3 | 3 | 3 | 3 | 2 | 3 | 4 | Note: CoL Standard Details 11 (SD 11) suggest max fall of 1:12, ideal fall of 1:20. Confirm with CoL. |
| Kerb Drop Tactile | Kerb drop with tactile paving | 3 | 2 | 3 | 4 | 1 | 3 | 3 | 3 | 3 | 3 | 4 | 3 | |
| Signal (red/green man) Audible (beeping) | Far side signal No Audible | 3 | 4 | 2 | 4 2 | 3 | 4 | 4 | 4 | 4 | 4 | 4 | 3 | |
| Count Down | No count down | 2 | 3 | 3 | 3 | 3 | 3 | 3 | 3 | 2 | 3 | 3 | 2 | 1 |
| Tactile Rotating Cone | Rotating cone right side only | 3 | 3 | 3 | 3 | 3 | 2 | 3 | 3 | 3 | 3 | 3 | 3 | |
| Surface Material | | | | | | | | | | | | | | |
| Surface Type | Asphalt | 4 | 4 | 3 | 4 | 4 | 4 | 2 | 4 | 4 | 4 | 3 | 3 | Footway's will be repaved. |
| Pattern | Uniform paving colour | 3 | 3 | 3 | 3 | 3 | 3 | 3 | 3 | 3 | 3 | 4 | 3 | All grey. Upgrade from asphalt to york stone, however grey |
| | | | | | | | | | | | | | | york stone isn't high contrasting against the asphalt |
| Contrast with Road Lines | Lower tonal contrast between paving and road yellow/red/white lines at road edge | 3 | 3 | 3 | 3 | 3 | 3 | 2 | 3 | 2 | 3 | 3 | 3 | carriageway. Double yellow lines will be repainted. |
| Lilles | yellow/red/writte liftes at road edge | 3 | 3 | 4 | 3 | 3 | 3 | 3 | 4 | 3 | 4 | 4 | 4 | Double yellow liftes will be repairted. |
| Kerb | | | | | | | | | | | | | | |
| | | | | | | | | | | | | | | Standard Details 11 (SD 11) suggest granite kerbs will be used which will be flush with carriageway. Confirm |
| Kerb Type (crossing over) | Crossing upstand 0 mm to 3 mm + 800 tactile paving | 4 | 3 | 4 | 4 | 2 | 3 | 4 | 3 | 3 | 4 | 3 | 3 | with CoL. |
| Kerb Type (moving alongside) | Deliniating kerb 100 mm to 150 mm | 2 | 2 | 3 | 3 | 3 | 3 | 3 | 3 | 3 | 3 | 4 | 3 | |
| Footway Width | | | | | | | | | | | | | | |
| | | | | | | | | | | | | | | Footways on along this section will be increased to |
| | | | | | | | | | | | | | | between 5.6m towards the north, and 4.2m towards the south. This widening will help to accommodate the |
| | | | | | | | | | | | | | | proposed planters, whilst leaving >2m of unobstructed |
| Width | Footway width 2 m to 5 m | 4 | 4 | 4 | 4 | 3 | 3 | 3 | 4 | 3 | 3 | 4 | 4 | footway. |
| Unobstructed Width | Min unobstructed width > 1.5 m | 3 | 3 | 3 | 3 | 3 | 4 | 3 | 3 | 4 | 3 | 3 | 3 | see above. |
| Street Furniture | | | | | | | | | | | | | | |
| Position Cofe Tables | Street furniture < 1 m from building line | 1 | 2 | 2 | 2 | 2 | 2 | 2 | 1 | 1 | 1 | 2 | 2 | |
| Cafe Tables Temporary Items | No cafe tables No temporary obstructions | 4 | 4 | 4 | 3 | 3 | 4 | 4 | 3 | 3 | 4 | 3 | 4 | |
| | | | | | | | | | | | | | | Lamp columns >0.9m. Assumption that planters will be |
| Street Furniture Height | Street furniture > 0.9 m height | 3 | 3 | 3 | 3 | 4 | 3 | 3 | 3 | 3 | 3 | 3 | 3 | >0.9cm. CoL to confirm. |

| Contrast | Low tonal contrast with paving | 3 | 3 | 3 | 3 | 2 | 3 | 2 | 2 | 3 | 3 | 2 | 2 | Lamp columns are less contrasting with asphalt than the york stone paving. Recommendation: ensure that planters are contrasting enough with footway. No proposals for additional seating. Recommendation: the addition of seating at the edge of the planters/and |
|-------------------------------------------------------------|-----------------------------------------------------------------------------------------------------------------------------------------------------|-------------|--------------------|--------|-----|--------|-------------|-------------|--------|--------|-------|-------------|-------------------|----------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|
| Bench Spacing Bench Design Bench Seat Height | Bench > 400 m away Benches with arms + Backrests Benches seat height 45 to 50 cm | 3 3 3 | 3 3 | 3 4 | 1 4 | 0 4 | 3 3 3 | 3 3 3 | 2 4 3 | 2 4 | 1 4 3 | 2 3 3 | 3 3 3 | or rain gardens could also be considered to capitalise on the public realm improvements and shading asscociated with the greening. Benches located within the Barbican Estate, approximately 0.3 miles (480m) away. Additional seating is available at the Finsbury Circus Western Arm, also 480m away. |
| Bench Seat Height | Benches seat neight 45 to 50 cm | 3 | 3 | 3 | 4 | 3 | 3 | 3 | 3 | 4 | 3 | 3 | 3 | Although located in the middle of the City, the seating within the Barbican Centre offers a relaxing, pleasant sensory experience (traffic free, planting, water). Finsbury Circus is located adjacent to Moorgate, which is a busy through routes and bus routes. Some greening is present within Finsbury Circus Gardens |
| Bench Sensory Experience | No sensory experience | 3 | 3 | 3 | 3 | 3 | 3 | 3 | 3 | 3 | 3 | 3 | 3 | however. |
| Slopes | | | | | | | | | | | | | | |
| Gradient (in direction of travel Camber (across footway) |) Gradient < 1/50 Camber < 1/50 | 3 3 | 4 | 3 | 4 | 3 3 | 3 3 | 3 3 | 3 | 3 3 | 4 | 3 | 3 | Assumption based on google. Assumption based on google. |
| , | | | | | | | | | | | | | | |
| Vehicle Access Vehicle Crossover | Crossover level | 3 | 2 | 3 | 2 | 4 | 2 | 1 | 2 | 4 | 3 | 3 | 2 | |
| | | | | | | | | | | | | | | Two disabled parking bays are proposed 50m south from the access road. Two disabled parking bays are present outside Salters' Hall on Fore Street, roughly 150m from the access |
| Blue Badge Parking | Blue badge parking Within 100 m | 4 | 3 | 3 | 3 | 3 | 3 | 3 | 3 | 3 | 3 | 3 | 3 | road. Taxi rank is located ~320m from the access road (taxi rank located outside 28 Ropemaker Street). Taxis also permitted to drop off on double yellow lines on Moor |
| Taxi Drop Off Location Taxi Drop Off Kerb | Taxi drop off within 10 m Taxi drop off Kerb > 150 mm | 4 | 4 | 3 3 | 3 | 4 2 | 3 | 3 | 3 | 3 | 4 | 3 | 4 | Lane. Low height kerb along length of bay. |
| Dedicated Taxi Drop Off | Dedicated taxi drop off point / taxi rank | 3 | 3 | 4 | 4 | 4 | 3 | 3 | 4 | 3 | 4 | 4 | 4 | Bus stop located on London Wall is located 210m |
| Bus Stop Location Bus Stop Kerb Height | 100 m to 250 m away 125 mm to 140 mm | 3 | 3 | 2 | 3 | 2 | 3 3 | 3 3 | 3 3 | 2 | 3 | 3 | 3 | away from the access road. |
| | | · | 3 | 0 | - | | | 3 | 3 | | 3 | | 2 | Note that the bus stop on the southern side of London |
| Bus Stop Type | Flag only | 3 | 3 | 2 | 3 | 1 | 3 | 3 | 3 | 1 | 3 | 2 | 2 | Wall has shelter and perch seat. |
| Toilets | | | | | | | | | | | | | | A conscibile to ilete and provide the of FLV in a Albert Code |
| Accessible Toilets | 100 m to 500 m away | 3 | 3 | 3 | 3 | 2 | 3 | 3 | 4 | 3 | 3 | 3 | 4 | Accessible toilets are available at El Vino Alban Gate which is located 0.3 miles (480m) away. Changing Places toilets are available at the Barbican Centre Beech Street, 0.3 miles (480m) away from the Moor Lane junction with Fore Street |
| Changing Places Toilets | Within 500 m | 3 | 4 | 3 | 3 | 3 | 3 | 3 | 3 | 3 | 3 | 4 | 4 | https://www.changing-places.org/find |
| | | | | | | | V. Ade | ₹.M | | | | | | |
| Published September 2022 | The City of London Street Accessibility Tool (CoLSAT) was developed by Ross Atkin Associates and Urban Movement for the City of London Corporation. | | Ros: Atk Ass | | | | CITY | | | | | , in | irban novement | |

Moor Lane section 6 - existing layout



Step 1

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

Step 2

Step 3

| characteristics for the section being analysed | | | | | iii tile seg | illelit ale al | rected by th | ie ieature | | | | | |
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| | <u> </u> | O 1. | <u>F</u> i | 150 | F | | | | 8 | ** | ∞ | | |
| | EWC | MWC | MS | WA | WI | LC | GD | RS | HI | ANI | AT | DI | Comments |
| | | | | | | | | | | | | | |
| Controlled crossing (any road width) Carriageway (motor vehicles and cycles together) 800 mm deep tactile paving edge marking (full width of flush area) Straight back edge | 4 3 3 2 | 4 3 3 3 3 | 4 3 4 3 | 4 3 3 3 3 | 4 3 1 1 | 4 3 3 4 | 4 3 3 3 3 | 4 3 4 3 | 4 3 3 2 | 4 3 3 2 | 4 3 4 4 | 3 4 3 4 | Zebra crossing (note that there is also an access road within this section which is ~12m, with no island. Unlikely to be high volume of traffic) |
| Tactile colour not as per guidance Tacile without significant contrast with surounding paving Tactile stem > 0.5 m from building line Tactile stem 1200 mm width | 3 3 3 | 3 3 3 | 3 3 3 3 | 3 3 3 | 3 3 4 | 3 3 2 4 | 3 2 3 | 3 2 3 3 | 2 2 3 | 3 3 3 | 3 3 4 4 | 3 3 3 3 | Should be red? 3 x 400m paving in width |
| No island | 2 | 3 | 2 | 2 | 2 | 2 | 2 | 3 | 2 | 2 | 2 | 3 | o x 100m pannig in maan |
| Kerb drop < 1/12, 4.7deg, 8% incline Kerb drop with tactile paving | 3 | 3 2 | 3 | 3 4 | 3 | 3 | 3 | 3 | 3 | 2 | 3 4 | 4 | Note: CoL Standard Details 11 (SD 11) suggest max fall of 1:12, ideal fall of 1:20. Confirm with CoL. |
| No Signal (zebra) | 2 | 3 | 4 | 2 | 3 | 3 | 3 | 3 | 3 | 3 | 3 | 2 | |
| No count down | 2 | 3 | 3 | 3 | 3 | 3 | 3 | 3 | 2 | 3 | 3 | 2 | |
| , totaling some right state only | | | | | | _ | | | | | | | |
| Smooth York Stone | 3 | 3 | 3 | 3 | 4 | 4 | 4 | 3 | 3 | 4 | 3 | 3 | Good quality footway. |
| Uniform paving colour | 3 | 3 | 3 | 3 | 3 | 3 | 3 | 3 | | 3 | 4 | 3 | All grey. Grey york stone isn't high contrasting against the grey, |
| Lower tonal contrast between paving and road | 3 | 3 | 3 | 3 | 3 | 3 | 2 | 3 | 2 | 3 | 3 | 3 | asphalt carriageway. Double yellow lines along this section, although |
| yellow/red/white lines at road edge | 3 | 3 | 4 | 3 | 3 | 3 | 3 | 4 | 3 | 4 | 4 | 4 | slightly faded. Whit zig zags on approach to the zebra crossing. |
| | | | | | | | | | | | | | |
| Crossing upstand 0 mm to 3 mm + 800 tactile paving Deliniating kerb 100 mm to 150 mm | 4 2 | 3 2 | 3 | 3 | 3 | 3 3 | 3 | 3 3 | 3 3 | 3 | 3 | 3 3 | Flush with tactiles. |
| | | | | | | | | | | | | | |
| Footway width > 5 m | 4 | 4 | 4 | 4 | 3 | 2 | 3 | 3 | 4 | 4 | 4 | 4 | Footways north of the access road are ~6.8m. Width from building line to the controlled crossing (zebra) is ~9.3m. |
| Minus ababased width a 4.5 m | | | 2 | 2 | • | | 2 | 2 | | 2 | 2 | 2 | Although footway widths are >5m in this section, the large planters narrow the widths in some places to ~3.2m. |
| Min unobstructed width > 1.5 m | 3 | 3 | 3 | 3 | 3 | 4 | 3 | 3 | 4 | 3 | 3 | 3 | ~3.2111. |
| | | | | | | | | | | | | | Lamp columns and cycle parking located adjacent to |
| Street furniture < 1 m from building line No cafe tables No temporary obstructions | 4 | 4 | 4 | 3 | 3 | 4 | 3 | 3 | 3 | 1 4 | 3 | 4 | building line. Planters >1m from building line. |
| The temporary obstructions | | | 4 | - | | - | - | - | - | - | - | - | Lamp columns, wayfinding signs and planters all >0.9m. Sheffield stands are slightly smaller than |
| Street furniture > 0.9 m height | 3 | 3 | 3 | 3 | 4 | 3 | 3 | 3 | 3 | 3 | 3 | 3 | >0.9m (~0.8m) Planters and sheffield stands are silver/grey, which are not too dissimilar to the paving (low contrast). |
| Low tonal contrast with paving | 3 | 3 | 3 | 3 | 2 | 3 | 2 | 2 | 3 | 3 | 2 | 2 | Lamp columns and wayfinding signs are black so contrast well. Benches located within the Barbican Estate, |
| | | | | | _ | | | | | | | | approximately 0.3 miles (480m) away. Additional |
| | Controlled crossing (any road width) Carriageway (motor vehicles and cycles together) 800 mm deep tactile paving edge marking (full width of flush area) Straight back edge Tactile colour not as per guidance Tactile without significant contrast with surounding paving Tactile stem > 0.5 m from building line Tactile stem 1200 mm width No island Island depth > 1.2 m Kerb drop < 1/12, 4.7deg, 8% incline Kerb drop < 1/12, 4.7deg, 8% incline Kerb drop with tactile paving No Signal (zebra) No Audible No count down Rotating cone right side only Smooth York Stone Uniform paving colour Lower tonal contrast between paving and road yellow/red/white lines at road edge Crossing upstand 0 mm to 3 mm + 800 tactile paving Deliniating kerb 100 mm to 150 mm Footway width > 5 m Min unobstructed width > 1.5 m Street furniture < 1 m from building line No cafe tables No temporary obstructions Street furniture > 0.9 m height | Controlled crossing (any road width) Carriageway (motor vehicles and cycles together) 300 mm deep tactile paving edge marking (full width of flush area) Straight back edge Tactile colour not as per guidance Tacile without significant contrast with surounding paving Tactile stem > 0.5 m from building line 3 Tactile stem 1200 mm width 3 No island Island depth > 1.2 m Kerb drop < 1/12, 4.7deg, 8% incline Kerb drop with tactile paving No Signal (zebra) No Audible No count down Rotating cone right side only Smooth York Stone Uniform paving colour Lower tonal contrast between paving and road 3 Street furniture < 1 m from building line No cafe tables No temporary obstructions Street furniture > 0.9 m height 3 Street furniture > 0.9 m height 3 Street furniture > 0.9 m height 3 Street furniture > 0.9 m height 3 Street furniture > 0.9 m height | Controlled crossing (any road width) Carriageway (motor vehicles and cycles together) 300 mm deep tactile paving edge marking (full width of flush area) Straight back edge Tacile colour not as per guidance Tacile without significant contrast with surounding paving Tacile stem > 0.5 m from building line Tactile stem > 0.5 m from building line Tactile stem 1200 mm width Step drop with tactile paving No Signal (zebra) No Audible No count down Rotating cone right side only Smooth York Stone Uniform paving colour Lower tonal contrast between paving and road Torossing upstand 0 mm to 3 mm + 800 tactile paving Pooltway width > 5 m Min unobstructed width > 1.5 m Street furniture < 1 m from building line To a 3 Street furniture < 1 m from building line 1 | Controlled crossing (any road width) Carriageway (motor vehicles and cycles together) 800 mm deep tactile paving edge marking (full width of flush area) 812 a 3 a 3 a 3 83 Tactile colour not as per guidance 9 a 3 a 3 a 3 83 Tactile stem 1200 mm width 9 a 3 a 3 a 3 8 a 3 a 3 8 a 3 a 3 8 a 3 a 3 8 a 3 a 3 8 a 3 a 3 8 a 3 a 3 8 a 3 a 3 8 a 3 a 3 8 a 3 a 3 8 a 3 a 3 8 a 3 a 3 8 a 3 a 3 8 a 3 a 3 8 a 3 a 3 8 a 3 a 3 8 a 3 a 3 8 a 3 a 3 8 a 3 a 3 8 a 3 a 3 8 a 3 a 3 8 a 3 a 3 8 a 3 a 3 8 a 3 a 3 8 a 3 a 3 8 a 3 a 3 8 a 3 a 3 8 a 3 a 3 8 a 3 a 3 8 a 3 a 3 8 a 3 a 3 8 a 3 a 3 8 a 3 a 3 8 a 3 a 3 8 a 3 a 3 8 a 3 a 3 8 a 3 a 3 8 a 3 a 3 8 a 3 a 3 8 a 3 a 3 8 a 3 a 3 8 a 3 a 3 8 a 3 a 3 8 a 3 a 3 8 a 3 a 3 8 a 3 a 3 8 a 3 a 3 8 a 3 a 3 8 a 3 a 3 8 a 3 a 3 8 a 3 a 3 8 a 3 a 3 8 a 3 a 3 8 a 3 a 3 8 a 3 a 3 8 a 3 8 a 3 a 3 8 a 3 8 a 3 a 3 8 a 3 8 a 3 8 a 3 8 a 3 8 a 3 8 a 3 8 a 3 8 a 3 8 a 3 8 a 3 8 a 3 8 a 3 8 a 3 8 a 3 8 a 3 8 a 3 8 a 3 8 a 3 8 a 3 8 a 3 8 a 3 8 a 3 8 a 3 8 a 3 8 a 3 8 a 3 8 a 3 8 a 3 8 a 3 8 a 3 8 a 3 8 a 3 8 a 3 8 a 3 8 a 3 8 a 3 8 a 3 8 a 3 8 a 3 8 a 3 8 a 3 8 a 3 8 a 3 8 a 3 8 a 3 8 a 3 8 a 3 8 a 3 8 a 3 8 a 3 8 a 3 8 a 3 8 a 3 8 a 3 8 a 3 8 a 3 8 a 3 8 a 3 8 a 3 8 a 3 8 a 3 8 a 3 8 a 3 8 a 3 8 a 3 8 a 3 8 a 3 8 a 3 8 a 3 8 a 3 8 a 3 8 a 3 8 a 3 8 a 3 8 a 3 8 a 3 8 a 3 8 a 3 8 a 3 8 a 3 8 a 3 8 a 3 8 a 3 8 a 3 8 a 3 8 a 3 8 a 3 8 a 3 8 a 3 8 a 3 8 a 3 8 a 3 8 a 3 8 a 3 8 a 3 8 a 3 8 a 3 8 a 3 8 a 3 8 a 3 8 a 3 8 a 3 8 a 3 8 a 3 8 a 3 8 a 3 8 a 3 8 a 3 8 a 3 8 a 3 8 a 3 8 a 3 8 a 3 8 a 3 8 a 3 8 a 3 8 a 3 8 a 3 8 a 3 8 a 3 8 a 3 8 a 3 8 a 3 8 a 3 8 a 3 8 a 3 8 a 3 8 a 3 8 a 3 8 a 3 8 a 3 8 a 3 8 a 3 8 a 3 8 a 3 8 a 3 8 a 3 8 a 3 8 a 3 8 a 3 8 a 3 8 a 3 8 a 3 8 a 3 8 a 3 8 a 3 8 a 3 8 a 3 8 a 3 8 a 3 8 a 3 8 a 3 8 a 3 8 a 3 8 a 3 8 a 3 8 a 3 8 a 3 8 a 3 8 a 3 8 a 3 8 a 3 8 a 3 8 a 3 8 a 3 8 a 3 8 a 3 8 a 3 8 a 3 8 a 3 8 a 3 8 a 3 8 a 3 8 a 3 8 a 3 8 a 3 8 a 3 8 a 3 8 a 3 8 a 3 8 a 3 8 a 3 8 a 3 8 a 3 8 a 3 8 a 3 8 a 3 8 a 3 8 a 3 8 a 3 8 a 3 8 a 3 8 a 3 8 a 3 8 a 3 8 a 3 8 a 3 8 a 3 8 a 3 8 a 3 8 a 3 8 a | Controlled crossing (any road width) | Controlled crossing (any road width) | Controlled crossing (any road width) | EWC WWC WS WA WI LC GO | EWC WWC MS WA WI LC GD RS Controlled crossing (any road width) Add 4 4 4 4 4 4 4 4 4 4 4 4 4 4 4 4 4 4 | EWC MWC MS WA WI LC GD RS HI | Controlled crossing (any road width) Carrispleavy (molor vehicles and cycles together) Carrispleavy (molor vehicles together) Carrispleavy (molo | February February | Controlled coeing (any read width) Co. Co. |

| Bench Sensory Experience | No sensory experience | 3 | 3 | 3 | 3 | 3 | 3 | 3 | 3 | 3 | 3 | 3 | 3 | Although located in the middle of the City, the seating within the Barbican Centre offers a relaxing, pleasant sensory experience (traffic free, planting, water). Finsbury Circus is located adjacent to Moorgate, which is a busy through routes and bus routes. Some greening is present within Finsbury Circus Gardens however. |
|-------------------------------------------------------------------------|-------------------------------------------------------------------------------------------------------|-------|-------------|-------------|-------------|--------|--------|--------------|-------------|--------|-------------|-------------|-------------|-------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|
| Slopes | | | | | | | | | | | | | | |
| Gradient (in direction of travel Camber (across footway) |) Gradient < 1/50 Camber < 1/50 | 3 | 4 4 | 3 | 4 4 | 3 3 | 3 3 | 3 | 3 | 3 3 | 4 | 3 | 3 4 | Assumption based on google. Assumption based on google. |
| Vehicle Access | | | | | | | | | | | | | | |
| Vehicle Crossover Blue Badge Parking | Crossover level Blue badge parking 100 m to 500 m away | 3 | 3 | 3 | 2 | 2 | 3 | 3 | 3 | 3 | 3 | 2 | 1 | Two disabled parking bays are present outside Salters' Hall on Fore Street, roughly 200m from the zebra crossing. Taxi rank is located 160m from the zebra crossing |
| Taxi Drop Off Location Taxi Drop Off Kerb Dedicated Taxi Drop Off | Taxi drop off within 10 m Taxi drop off kerb > 150 mm Dedicated taxi drop off point / taxi rank | 4 4 3 | 4 4 3 | 3 3 4 | 4 3 4 | 4 2 4 | 3 3 | 4 3 3 | 4 3 4 | 3 3 | 4 4 4 | 4 3 4 | 4 4 4 | (outside 28 Ropemaker Street). Taxis are also permitted to drop off on double yellow lines on Moor Lane. Low height kerb along length of bay. Bus stop located on London Wall is ~320m from the zebra crossing (south). Another bus stop, located on |
| Bus Stop Location Bus Stop Kerb Height | 250 m to 500 m away 125 mm to 140 mm | 3 | 1 4 | 0 | 2 4 | 1 4 | 2 3 | 3 | 3 | 1 3 | 1 4 | 3 3 | 3 | Chiswell Street, is also located ~320m from the zebra crossing (north). |
| Bus Stop Type | Flag only | 3 | 3 | 2 | 3 | 1 | 3 | 3 | 3 | 1 | 3 | 2 | 2 | Both the London Wall and Chiswell Street bus stops are flag only. Note that the bus stop on the southern side of London Wall has shelter and perch seat. |
| Toilets | | | | | | | | | | | | | | |
| Accessible Toilets | 100 m to 500 m away | 3 | 3 | 3 | 3 | 2 | 3 | 3 | 4 | 3 | 3 | 3 | 4 | Accessible toilets are available at El Vino Alban Gate which is located 0.3 miles (480m) away. Changing Places toilets are available at the Barbican Centre Beech Street, 480m (0.3 mile) from the Moor |
| Changing Places Toilets | Within 500 m | 3 | 4 | 3 | 3 | 3 | 3 | 3 | 3 | 3 | 3 | 4 | 4 | Lane junction with Fore Street https://www.changing- places.org/find |
| | The City of London Street Accessibility Tool (CoLSAT) was developed | | Do | | | | | | | | | | rhan | |
| Published September 2022 | by Ross Alkin Associates and Urban Movement for the City of London Corporation. | | | | | | | | | | | | | |



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

Step 2

Step 3

| City of London Street Accessibility Tool | Characteristics for the section being analysed | | | | | iii tilo oo | gillolli ale a | nected by th | ic icatare | | | | | |
|-------------------------------------------------------------|-------------------------------------------------------------------------------------------------------|----------|-------------|-----------|--------|-------------|----------------|--------------|------------|--------|--------|-----|--------|---------------------------------------------------------------------------------------------------------|
| v 1.2 | | <u> </u> | <u>0</u> 1. | <u>Fi</u> | 1FA | Þ | | | • | 8 | ** | 00 | | |
| | | EWC | MWC | MS | WA | WI | LC | GD | RS | HI | ANI | AT | DI | Comments |
| Crossing Point | | | | | | | | | | | | | | |
| | | | | | | | | | | | | | | No change from existing arrangement. Zebra crossing (note that there is also an access road within this |
| | | | | | | | | | | | | | | section which is ~12m, with no island. Unlikely to be |
| Crossing Type Crosses Over | Controlled crossing (any road width) Carriageway (motor vehicles and cycles together) | 3 | 3 | 3 | 3 | 3 | 3 | 3 | 3 | 3 | 3 | 3 | 3 | high volume of traffic) |
| Edge Marking | 800 mm deep tactile paving edge marking (full width of flush area) | 3 | 3 | 4 | 3 | 1 | 3 | 3 | 4 | 3 | 3 | 4 | 3 | Proposals include providing appropriate tactiles at the access road. |
| Tactie Paving Back Edge | Straight back edge | 2 | 3 | 3 | 3 | 1 | 4 | 3 | 3 | 2 | 2 | 4 | 4 | Should this be red at the controlled crossing i.e. |
| Tactie Paving Colour | Tactile colour not as per guidance | 3 | 3 | 3 | 3 | 3 | 3 | 3 | 3 | 2 | 3 | 3 | 3 | zebra? No change from existing arrangement. |
| T D . T | | | • | | • | • | | 2 | | 2 | • | | | Recommendation: tactiles at controlled crossing |
| Tactile Paving Tonal Contrast Tactile Paving Stem Length | Tacile without significant contrast with surounding paving Tactile stem > 0.5 m from building line | 3 | 3 | 3 3 | 3 3 | 3 | 3 | 3 | 3 | 3 | 3 3 | 3 | 3 3 | should be red. No change from existing arrangement. |
| Tactile Paving Stem Width | Tactile stem 1200 mm width | 3 | 2 | 3 | 3 | 1 | 4 | 4 | 3 | 3 | 3 | 4 | 3 | No change from existing arrangement. 3 x 400m paving in width |
| Island Type Island Depth | No island Island depth > 1.2 m | 2 | 3 | 2 | 2 | 2 | 2 | 2 | 3 | 2 | 2 | 2 4 | 3 | |
| Kerb Drop Slope | Kerb drop < 1/12, 4.7deg, 8% incline | 3 | 3 | | 3 | 3 | 3 | 3 | 3 | 3 | 2 | 3 | 4 | Note: CoL Standard Details 11 (SD 11) suggest max fall of 1:12, ideal fall of 1:20. Confirm with CoL. |
| Kerb Drop Tactile | Kerb drop with tactile paving | 3 | 2 | 3 | 4 | 1 | 3 | 3 | 3 | 3 | 3 | 4 | 3 | lail of 1.12, ideal fail of 1.20. Commit with Col. |
| Signal (red/green man) Audible (beeping) | No Signal (zebra) No Audible | 3 | 3 | 4 | 2 | 3 | 3 | 3 | 3 | 3 | 3 | 3 | 2 | |
| Count Down | No count down | 2 | 3 | 3 | 3 | 3 | 3 | 3 | 3 | 2 | 3 | 3 | 2 | |
| Tactile Rotating Cone | Rotating cone right side only | 3 | 3 | 3 | 3 | 3 | 2 | 3 | 3 | 3 | 3 | 3 | 3 | |
| Surface Material | | | | | | | | | | | | | | |
| Surface Type Pattern | Smooth York Stone Uniform paving colour | 3 | 3 | 3 | 3 | 3 | 3 | 3 | 3 | 3 3 | 3 | 4 | 3 3 | Footway's will be repaved. All grey. |
| | • | | | | | | | | | | | | | No change from existing arrangement. Grey york stone isn't high contrasting against the grey, asphalt |
| Contrast with Road | Lower tonal contrast between paving and road | 3 | 3 | 3 | 3 | 3 | 3 | 2 | 3 | 2 | 3 | 3 | 3 | carriageway. |
| | | | | | | | | | | | | | | Double yellow lines will be repainted along this section. Recommendation: review white zig zags on |
| Lines | yellow/red/white lines at road edge | 3 | 3 | 4 | 3 | 3 | 3 | 3 | 4 | 3 | 4 | 4 | 4 | approach to zebra crossing. |
| Kerb | | | | | | | | | | | | | | |
| Kerb Type (crossing over) Kerb Type (moving alongside) | Crossing upstand 0 mm to 3 mm + 800 tactile paving Deliniating kerb 100 mm to 150 mm | 4 2 | 3 | 3 | 3 | 3 | 3 | 3 | 3 | 3 | 3 | 3 | 3 3 | No change from existing arrangement. Flush. |
| Footway Width | ū | | | | | | | | | | | | | |
| FOOtway Width | | | | | | | | | | | | | | Footway widths on western side likely to reduce due to |
| Width | Footway width > 5 m | 4 | 4 | 4 | 4 | 3 | 2 | 3 | 3 | 4 | 4 | 4 | 4 | implementation of the planters/rain gardens and cycle parking - CoL to confirm widths. |
| Unobstructed Width | Min unobstructed width > 1.5 m | 3 | 3 | 3 | 3 | 3 | 4 | 3 | 3 | 4 | 3 | 3 | 3 | CoL to confirm widths. |
| Street Furniture | | | | | | | | | | | | | | |
| | | | | | | | | | | | | | | Lamp columns and cycle parking located adjacent to building line. Planters >1m from building line (TBC |
| Position | Street furniture < 1 m from building line | 1 | 2 | 2 | 2 | 2 | 2 | 2 | 1 | 1 | 1 | 2 | 2 | CoL). |
| Cafe Tables Temporary Items | No cafe tables No temporary obstructions | 4 | 4 | 4 | 3 | 3 | 4 | 3 | 3 | 3 | 4 | 3 | 4 | |
| remperary nome | no temperary escriterions | | | | | • | | | • | • | | | | Lamp columns and wayfinding signs all >0.9m. |
| | | | | | | | | | | | | | | Sheffield stands are slightly smaller than >0.9m (~0.8m). CoL to confirm height of planters (almost |
| Street Furniture Height | Street furniture > 0.9 m height | 3 | 3 | 3 | 3 | 4 | 3 | 3 | 3 | 3 | 3 | 3 | 3 | certainly >0.9m) |
| | | | | | | | | | | | | | | Lamp columns and wayfinding signs are black so contrast well - these will be retained. |
| Contrast | Low tonal contrast with paving | 3 | 3 | 3 | 3 | 2 | 3 | 2 | 2 | 3 | 3 | 2 | 2 | Recommendation: ensure rain gardens/planters and sheffield stands contrast with paving. |
| Contrast | Low tonal contrast with paving | 1 3 | 3 | 3 | 3 | 2 | 3 | | 2 | 3 | 3 | | 2 | onomora stantas contrast with paving. |

| niddle of the City, the seating re offers a relaxing, pleasant fic free, planting, water). d adjacent to Moorgate, routes and bus routes. Some n Finsbury Circus Gardens |
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| |
| oogle. |
| oogle. |
| |
| ys are proposed ~90m south |
| ys are present outside eet, roughly 200m from the |
| n from the zebra crossing Street). Taxis are also double yellow lines on Moor ngth of bay. |
| don Wall is ~320m from the Another bus stop, located on ocated ~320m from the zebra |
| d Chiswell Street bus stops |
| ne bus stop on the southern shelter and perch seat. |
| |
| ailable at El Vino Alban Gate s (480m) away. are available at the Barbican 0m (0.3 mile) from the Moor |
| Street https://www.changing- |
| |
| 1 |
| th is: |