

# Appendix 6 - COLSAT Assessments SuDS

## Ludgate Broadway - Existing



**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  
**Step 3**  
Hover the cursor over the box next to each score to read quotes explaining how participants in the segment are affected by the feature



Crossing Point		EWC	MWC	MS	WA	WI	LC	GD	RS	HI	ANI	AT	DI	Comments
Crossing Type	Uncontrolled crossing < 6 m road width	3	3	4	3	3	3	3	3	3	3	3	2	~3m uncontrolled crossing at the Ludgate Broadway junction with Carter Lane, with no entry for motor vehicles via Carter Lane (except cycles). No protected space for cyclists throughout, noted that cyclists would bike directly along the Ludgate Broadway carriageway during the site visit. No tactile edge marking at the Ludgate Broadway junction with Carter Lane. Raised table present at this junction, making the carriageway and footway flush (sets).
Crosses Over	Carriageway (motor vehicles and cycles together)	3	3	3	3	3	3	3	3	3	3	3	4	
Edge Marking	No tactile edge marking	3	3	2	3	4	0	1	1	3	4	2	0	Note: CoL Standard Details 11 (SD 11) suggest max fall of 1:12, ideal fall of 1:20.
Tactile Paving Back Edge	Back edge 100mm from kerb edge	3	3	3	3	3	3	3	3	2	3	3	3	
Tactile Paving Colour	Tactile colour not as per guidance	3	3	3	3	3	3	3	3	2	3	3	3	
Tactile Paving Tonal Contrast	Tactile without significant contrast with surrounding 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	1	4	3	3	3	3	3	4	3	
Tactile Paving Stem Width	Tactile stem 800 mm width	3	3	3	2	3	3	3	3	4	4	3	3	
Island Type	No island	2	3	2	2	2	2	2	2	2	2	2	2	
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	3	3	3	3	3	3	3	2	3	4	
Kerb Drop Tactile	Kerb drop with tactile paving	3	2	3	4	1	3	3	3	3	3	4	3	
Signal (edge/seen man)	Far side signal	3	4	2	4	3	4	4	4	4	4	4	3	
Audible (hearing)	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	York Stone with gaps/bumps	2	2	2	2	1	2	2	2	1	2	3	3	York Stone along the majority of the footway along Ludgate Broadway along the western side, with asphalt paving along the footway on the eastern side. York Stone and asphalt paving is varying in colour. High contrast between York Stone and asphalt paved carriageway. Lower contrast between asphalt used on footway and carriageway. Single yellow lines present along all road edges with the exception of Carter Lane which changes into double yellow lines.
Pattern	Uniform paving colour	3	3	3	3	3	3	3	3	3	3	4	3	
Contrast with Road	Lower tonal contrast between paving and road	3	3	3	3	3	3	2	3	2	3	3	3	
Lines	Yellow/red/white lines at road edge	3	3	4	3	3	3	3	4	3	4	4	4	
Kerb														
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	Footway is flush with carriageway with a raised table at the Ludgate Broadway junction with Carter Lane (uncontrolled crossing point).
Kerb Type (moving alongside)	Delimiting kerb 100 mm to 150 mm	2	2	3	3	3	3	3	3	3	3	4	3	
Footway Width														
Width	Footway width < 1.5 m	1	1	2	1	1	1	2	1	1	0	1	1	~1.2m minimum footway width along both sides of Ludgate Broadway. ~1.8m between building line and bollard.
Unobstructed Width	Min unobstructed width < 1.5 m	1	1	1	1	1	2	0	1	1	1	1	1	
Street Furniture														
Position	Street furniture < 0.5 m from kerb	3	3	3	4	4	3	2	3	4	4	3	3	C3 bollards located along Ludgate Broadway. Multiple dockless bikes/bikes parked on Ludgate Broadway carriageway, adjacent to seating. C3 bollards along both sides of Ludgate Broadway, and temporary bollards adjacent to benches and planters on the eastern side of the Ludgate Broadway carriageway. Black C3 bollards contrast with York Stone and asphalt. Benches located directly along the eastern side of the Ludgate Broadway carriageway and footway.
Cafe Tables	Cafe tables without 'protection'	3	3	2	2	2	2	2	3	3	2	3	3	
Temporary Items	Temporary, obstructions, non chapter 8	2	2	3	2	3	1	2	2	2	2	2	2	
Street Furniture Height	Street furniture > 0.9 m height	3	3	3	3	4	3	3	3	3	3	3	3	
Contrast	High tonal contrast with paving	3	3	4	3	3	3	4	4	3	3	3	3	
Bench Spacing	Bench within 150 m	3	3	3	4	4	3	3	3	3	4	4	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 > 50 cm	3	3	3	3	1	3	3	3	3	3	3	3	
Bench Sensory Experience	No sensory experience	3	3	3	3	3	3	3	3	3	3	3	3	
Slopes														
Gradient (in direction of travel)	Gradient 1/20 to 1/50	3	3	3	3	3	3	3	3	3	3	3	3	Assumption based on site visit and google. Assumption based on site visit and google.
Camber (across footway)	Camber 1/20 to 1/50	3	2	3	3	3	3	3	3	3	3	3	3	
Vehicle Access														
Vehicle Crossover	No crossover	3	3	3	3	3	3	3	3	3	3	3	3	One disabled parking bay is present on Black Friars Lane, located approximately 140m from the Ludgate Broadway junction with Carter Lane. Two disabled parking bays are present on Playhouse Yard, located approximately 130m from the Ludgate Broadway junction with Carter Lane. See here for more details: <a href="https://www.mapping.cityoflondon.gov.uk/geocortex/mapping/?viewer=compass&amp;runworkflowbyid=Switch_Ia_yer_themes&amp;Layer=Themes&gt;Show%20me%20Blue%20Badge%20Bays%20Layers">https://www.mapping.cityoflondon.gov.uk/geocortex/mapping/?viewer=compass&amp;runworkflowbyid=Switch_Ia_yer_themes&amp;Layer=Themes&gt;Show%20me%20Blue%20Badge%20Bays%20Layers</a> Taxis are permitted to drop off on the single yellow lines along Ludgate Broadway.
Blue Badge Parking	Blue badge parking 100 m to 500 m away	3	3	3	2	2	3	3	3	3	3	2	1	
Taxi Drop Off Location	Taxi drop off within 10 m	4	4	3	4	4	4	4	4	4	4	4	4	
Taxi Drop Off Kerb	Taxi drop off kerb < 100 mm	1	2	3	3	3	3	3	3	3	3	2	2	
Dedicated Taxi Drop Off	Somewhere a taxi can stop safely	3	3	3	3	3	3	3	3	3	3	3	3	
Bus Stop Location	100 m to 250 m away	3	3	2	3	2	3	3	3	2	3	3	3	
Bus Stop Kerb Height	125 mm to 140 mm	3	4	3	4	4	3	3	3	3	4	3	3	
Bus Stop Type	Flag only	3	3	2	3	1	3	3	3	1	3	2	2	
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 the Manoj Coffee and Cuts which is located 15m (1-minute walk) away from the Ludgate Broadway junction with Carter Lane, found using the following tool: <a href="https://www.mapping.cityoflondon.gov.uk/geocortex/mapping/?viewer=compass&amp;runworkflowbyid=Switch_Ia_yer_themes&amp;Layer=Themes&gt;Show%20me%20Toilets%20Layers">https://www.mapping.cityoflondon.gov.uk/geocortex/mapping/?viewer=compass&amp;runworkflowbyid=Switch_Ia_yer_themes&amp;Layer=Themes&gt;Show%20me%20Toilets%20Layers</a> Changing Places toilets are available at the Tale Modern which is 850m (12-minute walk) away from the Ludgate Broadway junction with Carter Lane, found using the following tool: <a href="https://www.changing-places.org/find">https://www.changing-places.org/find</a>
Changing Places Toilets	More than 500 m away	3	3	3	3	3	3	3	3	3	3	3	1	

# Ludgate Broadway - Proposed



## Step 1

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

v 1.2

## 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



Crossing Point		EWC	MWC	MS	WA	WI	LC	GD	RS	HI	ANI	AT	DI	Comments		
Crossing Type	Uncontrolled crossing < 6 m road width	3	3	4	3	3	3	3	3	3	3	3	3	2	No controlled or uncontrolled crossing along this section. No protected space for cyclists throughout. No controlled or uncontrolled crossing along this section.	
Crosses Over	Carriageway (motor vehicles and cycles together)	3	3	3	3	3	3	3	3	3	3	3	3	4		
Edge Marking	800 mm deep tactile paving edge marking (partial width)	3	3	3	3	3	1	2	3	3	3	3	3	4		
Tactile Paving Back Edge	Straight back edge	2	3	3	3	3	1	4	3	3	2	2	4	4		
Tactile 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	3		
Tactile Paving Tonal Contrast	Tactile without significant contrast with surrounding paving	3	3	3	3	3	3	2	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	3	3	3		
Tactile Paving Stem Width	Tactile stem 800 mm width	3	3	3	3	2	3	3	3	4	4	4	3	3		
Island Type	No island	2	3	2	2	2	2	2	3	2	2	2	2	3		
Island Depth	Island depth > 1.2 m	3	4	3	3	3	3	4	3	4	4	4	4	3		
Kerb Drop Slope	Kerb drop < 1/12, 4.7deg, 8% incline	3	3	3	3	3	3	3	3	3	2	3	4	4	No dropped kerbs.	
Kerb Drop Facies	Rear drop with tactile paving	3	2	3	4	1	3	3	3	3	3	3	4	3		
Signal (red/green man)	Far side signal	3	4	2	4	3	4	4	4	4	4	4	4	3		
Audible (beeping)	No Audible	3	3	2	2	3	2	3	2	3	2	3	3	1		
Count Down	No count down	2	3	3	3	3	3	3	3	2	3	3	3	2		
Tactile Rotating Cone	Rotating cone right side only	3	3	3	3	3	2	3	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	3		Scoutmoor York Stone Tactile Paving Slabs (400mm x 400mm x 63mm deep) laid on 50mm Iarsens fine bedding concrete placed along all footways. New scoutmoor York Stone Tactile Paving Slabs (400mm x 400mm x 63mm deep) laid on 50mm Iarsens fine bedding concrete placed along all footways. High contrast between York Stone and granite setts on carriageway. Uniform on both sides of footway. Single yellow lines present along all road edges with the exception of the eastern side of Ludgate Broadway adjacent to the SuDS and Carter Lane which changes into double yellow lines.
Pattern	Uniform paving colour	3	3	3	3	3	3	3	3	3	3	4	3	3		
Contrast with Road	Higher tonal contrast between paving and road	3	3	3	4	3	3	3	4	3	4	3	4	4		
Lines	Yellow/red/white lines at road edge	3	3	4	3	3	3	3	4	3	4	4	4	4		
Kerb																
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	3		
Kerb Type (moving alongside)	Delimiting upstand 0 mm to 3 mm (undelineated)	3	4	3	2	2	0	1	3	3	2	2	2	1		
Footway Width																
Width	Footway width < 1.5 m	1	1	2	1	1	2	1	1	1	0	1	1	1	-1.5m minimum footway width along both sides of Ludgate Broadway (pinch point adjacent to SuDS). This does go up to 1.6m and 2.23m further south, still adjacent to the SuDS. -1.5m as bollards have been removed in the proposed scheme.	
Unobstructed Width	Mn unobstructed width < 1.5 m	1	1	1	1	2	2	0	1	1	1	1	1	1		
Street Furniture																
Position	Street furniture < 0.5 m from kerb	3	3	3	4	4	3	2	3	4	4	3	3	3	Scheme proposes to remove existing bollards. Recommended that dedicated parking bays are explored to avoid obstructions from dockless bikes/scooters. Public seating proposed adjacent to the SuDS. Existing benches also located adjacent to cafes and restaurant on the eastern side of Ludgate Broadway. Proposed public seating adjacent to SuDS will have arms and backrests. Benches located adjacent to cafes and restaurant on the eastern side of Ludgate Broadway, do not have arms and backrests. Estimated. Located near to Ludgate Hill which is a major through route with high traffic flows and poor air quality. However, some improvements to the sensory experience with addition of seating, SuDS and associated planting which creates a barrier between the benches and the carriageway. Carriageway is narrowed also which reduces dominance of vehicles, improving the pedestrian experience.	
Cafe Tables	Cafe tables without 'protection'	3	3	2	2	2	2	2	3	3	2	3	3	3		
Temporary Items	No temporary obstructions	4	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	3	3	2	3	3	3	3	3	3		
Contrast	High tonal contrast with paving	3	3	4	3	3	3	4	4	3	3	3	3	3		
Bench Spacing	Bench within 150 m	3	3	3	4	4	3	3	3	3	4	4	4	3		
Bench Design	Benches with arms + Backrests	3	3	4	4	4	3	3	4	4	4	3	3	3		
Bench Seat Height	Benches seat height 45 to 50 cm	3	3	3	4	3	3	3	3	4	3	3	3	3		
Bench Sensory Experience	Good sensory experience (textures, planting, sound, colour)	3	3	3	3	3	3	3	3	4	3	4	3	3		
Slopes																
Gradient (in direction of travel)	Gradient < 1/50	3	4	4	4	3	3	3	4	3	4	3	3	3		
Camber (across footway)	Camber < 1/50	3	4	3	4	3	3	3	3	3	4	3	4	4		
Vehicle Access																
Vehicle Crossover	No crossover	3	3	3	3	3	3	3	3	3	3	3	3	3	One disabled parking bay is present on Black Friars Lane, located approximately 140m from the Ludgate Broadway junction with Carter Lane. Two disabled parking bays are present on Playhouse Yard, located approximately 130m from the Ludgate Broadway junction with Carter Lane. See here for more details: <a href="https://www.mapping.cityoflondon.gov.uk/geocortex/mapping/?viewer=compass&amp;runworkflowbyid=Switch_Ia_yer_themes&amp;LayerTheme=Show%20me%20Blue%20Badge%20Bays%20layers">https://www.mapping.cityoflondon.gov.uk/geocortex/mapping/?viewer=compass&amp;runworkflowbyid=Switch_Ia_yer_themes&amp;LayerTheme=Show%20me%20Blue%20Badge%20Bays%20layers</a> Taxis are permitted to drop off on the single yellow lines along Ludgate Broadway, single yellow lines retained in proposal. Nearest bus stop is located on Ludgate Hill (140m / 4-minute walk) from the Ludgate Broadway junction with Carter Lane.	
Blue Badge Parking	Blue badge parking 100 m to 500 m away	3	3	3	2	2	3	3	3	3	3	2	1	1		
Taxi Drop Off Location	Taxi drop off within 10 m	4	4	3	4	4	4	4	4	4	4	4	4	4		
Taxi Drop Off Kerb	Taxi drop off kerb < 100 mm	1	2	3	3	3	3	3	3	3	2	3	2	2		
Dedicated Taxi Drop Off	Somewhere a taxi can stop safely	3	3	3	3	3	3	3	3	3	3	3	3	3		
Bus Stop Location	100 m to 250 m away	3	3	2	3	2	3	3	3	2	3	3	3	3		
Bus Stop Kerb Height	125 mm to 140 mm	3	4	3	4	4	3	3	3	3	3	3	3	3		
Bus Stop Type	Flag only	3	3	2	3	1	3	3	3	1	3	2	2	2		
Toilets																
Accessible Toilets	100 m to 500 m away	3	3	3	3	2	3	3	4	3	3	3	4	4		Accessible toilets are available at the Mancj Coffee and Cuts which is located 15m (1-minute walk) away from the Ludgate Broadway junction with Carter Lane, found using the following tool: <a href="https://www.mapping.cityoflondon.gov.uk/geocortex/mapping/?viewer=compass&amp;runworkflowbyid=Switch_Ia_yer_themes&amp;LayerTheme=Show%20me%20Toilets%20layers">https://www.mapping.cityoflondon.gov.uk/geocortex/mapping/?viewer=compass&amp;runworkflowbyid=Switch_Ia_yer_themes&amp;LayerTheme=Show%20me%20Toilets%20layers</a> Changing Places toilets are available at the Tate Modern which is 850m (12-minute walk) away from the Ludgate Broadway junction with Carter Lane, found using the following tool: <a href="https://www.changing-places.org/tn">https://www.changing-places.org/tn</a>
Changing Places Toilets	More than 500 m away	3	3	3	3	3	3	3	3	3	3	3	1	1		

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The City of London Street Accessibility Tool (CoLSAT) was developed by Ross Atkin Associates and Urban Movement for the City of London Corporation.



# Pilgrim Street - Existing



**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  
**Step 3**  
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

Crossing Point		EWC	MWC	MS	WA	WI	LC	GD	RS	HI	ANI	AT	DI	Comments
Crossing Type	Uncontrolled crossing 6 m to 8 m road width	3	3	3	3	3	2	2	2	3	2	3	2	Uncontrolled crossing at the Pilgrim Street junction with Pageantmaster Court is approximately 9m. No protected space for cyclists throughout. Contraflow cycle facility starts on Pilgrim Street at the junction with Ludgate Broadway (no protection). No tactile paving present at the Pilgrim Street junction with Pageantmaster Court.
Crosses Over	Carriageway (motor vehicles and cycles together)	3	3	3	3	3	3	3	3	3	3	3	4	
Edge Marking	No tactile edge marking	3	3	2	3	3	4	0	1	1	3	4	2	0
Tactile Paving Back Edge	Back edge offset from kerb edge	3	3	3	3	3	2	2	3	3	3	3	3	3
Tactile Paving Colour	Tactile colour not as per guidance	3	3	3	3	3	3	3	3	3	3	3	3	3
Tactile Paving Tonal Contrast	Tactile without significant contrast with surrounding paving	3	3	3	3	3	3	2	2	3	3	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	3	4	3
Tactile Paving Stem Width	Tactile stem 800 mm width	3	3	3	3	2	3	3	3	3	4	4	3	3
Island Type	No island	2	3	2	2	2	2	2	3	2	2	2	2	3
Island Depth	Island depth > 1.2 m	3	4	3	3	3	3	4	3	4	4	4	4	5
Kerb Drop Slope	Kerb drop > 1/6, 9.5 deg, 17% incline	1	1		2	1	3	3	2	3	1	3	2	
Kerb Drop Tactile	Kerb drop without tactile paving	3	4	3	2	3	2	2	3	3	4	3	1	
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	3	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	York Stone with gaps/bumps	2	2	2	2	1	2	2	2	1	2	3	3	York Stone along the majority of the footway along Pilgrim Street within the section, with the york stone changing to asphalt paving on the eastern side of Pilgrim Street. Some variation given asphalt and York Stone are used. York Stone footway has a high contrast with asphalt carriageway paving, however the asphalt footway on the eastern side of Pilgrim Street has a lower contrast with the asphalt carriageway paving. Single yellow lines at road edge.
Pattern	Uniform paving colour	3	3	3	3	3	3	3	3	3	3	4	3	
Contrast with Road Lines	Higher tonal contrast between paving and road Yellow/red/white lines at road edge	3	3	3	4	3	3	3	4	3	4	3	4	
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	Dropped kerb at the Pilgrim Street junction with Pageantmaster Court (no tactile paving).
Kerb Type (moving alongside)	Delimiting kerb 100 mm to 150 mm	2	2	3	3	3	3	3	3	3	3	4	3	
Footway Width														
Width	Footway width < 1.5 m	1	1	2	1	1	1	2	1	1	0	1	1	-2m footway width along Pilgrim Street and Pageantmaster Court.
Unobstructed Width	Min unobstructed width < 1.5 m	1	1	1	1	2	2	0	1	1	1	1	1	~1.6m between building line and bollard.
Street Furniture														
Position	Street furniture < 0.5 m from kerb	3	3	3	4	4	3	2	3	4	4	3	3	C3 bollards at the Pilgrim Street junction with Pageantmaster Court junction approximately 0.5m away from kerb.
Cafe Tables	No cafe tables	4	4	4	4	3	4	3	3	3	4	4	4	
Temporary Items	Temporary obstructions, non chapter 8	2	2	3	2	3	1	2	2	2	2	2	2	Dockless bikeshare bike left on Pageantmaster Court footway, thus narrowing footway. C3 bollards along Pageantmaster Court and Pilgrim Street > 0.9m in height. Black C3 bollards contrast with York Stone paving. Benches located along Ludgate Broadway approximately 35m (1-minute walk) from the Pilgrim Street junction with Pageantmaster Court.
Street Furniture Height	Street furniture > 0.9 m height	3	3	3	3	4	3	3	3	3	3	3	3	
Contrast	High tonal contrast with paving	3	3	4	3	3	3	4	4	3	3	3	3	Three benches on the Ludgate Broadway carriageway, three individual moveable timber seats without backing, and an additional three backless benches along the footway adjacent to the restaurants.
Bench Spacing	Bench within 150 m	3	3	3	4	4	3	3	3	3	4	4	3	
Bench Design	Benches with arms + Backrests	3	3	4	4	4	3	3	4	4	4	4	3	
Bench Seat Height	Benches seat height > 50 cm	3	3	3	3	1	3	3	3	3	3	3	3	Located near to Ludgate Hill which is a major through route with high traffic flows and poor air quality. In addition to this the benches are located within the carriageway boundary, although it is important to note that the number of vehicles (vpl) using Ludgate Broadway is likely to be minimal.
Bench Sensory Experience	No sensory experience	3	3	3	3	3	3	3	3	3	3	3	3	
Slopes														
Gradient (in direction of travel)	Gradient 1/20 to 1/50	3	3	3	3	3	3	3	3	3	3	3	3	Assumption based on site visit and google.
Camber (across footway)	Camber 1/20 to 1/50	3	2	3	3	3	3	3	3	3	3	3	3	Assumption based on site visit and google.
Vehicle Access														
Vehicle Crossover	No crossover	3	3	3	3	3	3	3	3	3	3	3	3	One disabled parking bay is present on Black Friars Lane, located approximately 100m from the Pilgrim Street junction with Pageantmaster Court. Two disabled parking bays are present on Playhouse Yard, located approximately 180m from the Pilgrim Street junction with Pageantmaster Court. See here for more details: <a href="https://www.mapping.london.gov.uk/geocortwim/spacing/?viewer=compass&amp;runworkflowsbyid=Switch_Ia_yer_themes&amp;LayerTheme=Show%20the%20Blue%20Badge%20Bays%20layers">https://www.mapping.london.gov.uk/geocortwim/spacing/?viewer=compass&amp;runworkflowsbyid=Switch_Ia_yer_themes&amp;LayerTheme=Show%20the%20Blue%20Badge%20Bays%20layers</a> Taxis are permitted to drop off on the single yellow lines along Pilgrim Street.
Blue Badge Parking	Blue badge parking 100 m to 500 m away	3	3	3	2	2	3	3	3	3	3	2	1	
Taxi Drop Off Location	Taxi drop off within 10 m	4	4	3	4	4	4	4	4	4	4	4	4	
Taxi Drop Off Kerb	Taxi drop off kerb < 100 mm	1	2	3	3	3	3	3	3	3	2	3	2	
Dedicated Taxi Drop Off	Somewhere a taxi can stop safely	3	3	3	3	3	3	3	3	3	3	3	3	Nearest bus stop is located on Ludgate Hill (120m / 2-minute walk) from the Pilgrim Street junction with Pageantmaster Court.
Bus Stop Location	100 m to 250 m away	3	3	2	3	2	3	3	3	2	3	3	3	
Bus Stop Kerb Height	125 mm to 140 mm	3	3	3	4	4	3	3	3	3	3	3	3	
Bus Stop Type	Flag only	3	3	2	3	1	3	3	3	1	3	2	2	
Toilets														
Accessible Toilets	100 m to 500 m away	3	3	3	2	3	3	4	3	3	3	3	4	Accessible toilets are available at the Mincey Coffee and Oats which is located 33m (1-minute walk) away from the Pilgrim Street junction with Pageantmaster Court, found using the following tool: <a href="https://www.mapping.london.gov.uk/geocortwim/spacing/?viewer=compass&amp;runworkflowsbyid=Switch_Ia_yer_themes&amp;LayerTheme=Show%20the%20Toilets%20layers">https://www.mapping.london.gov.uk/geocortwim/spacing/?viewer=compass&amp;runworkflowsbyid=Switch_Ia_yer_themes&amp;LayerTheme=Show%20the%20Toilets%20layers</a> Changing Places toilets are available at the Tate Modern which is 1.0km (14-minute walk) away from the Pilgrim Street junction with Pageantmaster Court, found using the following tool: <a href="https://www.changing-places.org/nd">https://www.changing-places.org/nd</a>
Changing Places Toilets	More than 500 m away	3	3	3	3	3	3	3	3	3	3	3	1	

# Pilgrim Street - Proposed



**Step 1**  
Set each of the drop downs below to best describe the street characteristics for the section being analysed

v 1.2

**Step 2**  
Review the results for each needs segment b  
**Step 3**  
Hover the cursor over the box next to each score to read quotes explaining how participants in the segment are affected by the feature



Crossing Point		EWC	MWC	MS	WA	WI	LC	GD	RS	HI	ANI	AT	DI	Comments
Crossing Type	Uncontrolled crossing 6 m to 8 m road width	3	3	3	3	3	2	2	2	3	2	3	2	Uncontrolled crossing at the Pilgrim Street junction with Pageantmaster Court is approximately 8m. The proposed uncontrolled crossing at the northern end of Ludgate Broadway is roughly 6m also. No protected space for cyclists throughout. Contraflow cycle facility will be retained, which starts on Pilgrim Street at the junction with Ludgate Broadway (no protection). No cycle infrastructure proposed as part of these works.
Crosses Over	Carriageway (motor vehicles and cycles together)	3	3	3	3	3	3	3	3	3	3	3	4	Tactile edge markings provided along both sides of Pilgrim Street uncontrolled junction with Pageantmaster Court, and at the northern end of Ludgate Broadway. This entire section will be a raised table (flush carriageway and footway) therefore the tactile only cover a small section of the flush area - this can be a significant issue for those who are visually impaired as they're unable to detect where the footway stops and where the carriageway begins.
Edge Marking	800 mm deep tactile paving edge marking (partial width)	3	3	3	3	3	3	3	3	3	3	3	3	Buff Scoutmoor York Stone paving at uncontrolled crossing.
Tactile Paving Back Edge	Straight back edge	2	3	3	3	3	1	2	3	3	2	3	4	
Tactile 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	Tactile without significant contrast with surrounding paving	3	3	3	3	3	3	2	2	3	2	3	3	
Tactile Paving Stem Length	Tactile stem within 0.5 m of building line	3	3	3	3	3	1	4	3	3	3	3	3	
Tactile Paving Stem Width	Tactile stem 800 mm width	3	3	3	3	3	2	3	3	3	4	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	1	4	3	
Kerb Drop Slope	Kerb drop < 1/12, 4.7deg, 8% incline	3	3	3	3	3	3	3	3	3	3	3	3	Entire section is flush.
Kerb Drop Tactile	Kerb drop without tactile paving	3	4	3	2	3	2	2	3	3	1	3	3	
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	
<b>Surface Material</b>														
Surface Type	Smooth York Stone	3	3	3	3	3	4	4	4	3	3	4	3	Scoutmoor York Stone Tactile Paving Slabs (400mm x 400mm x 63mm deep) laid on 50mm larsens fine bedding concrete placed along all footways.
Pattern	Uniform paving colour	3	3	3	3	3	3	3	3	3	3	4	3	New Scoutmoor York Stone Tactile Paving Slabs (400mm x 400mm x 63mm deep) laid on 50mm larsens fine bedding concrete placed along all footways.
Contrast with Road	Higher tonal contrast between paving and road	3	3	3	4	3	3	3	4	3	4	3	4	High contrast between York Stone and granite sets on carriageway. Uniform on both sides of footway. Double yellow lines are proposed to replace the existing single yellow line markings. Double kerb lips proposed also.
Lines	Yellow/red/white lines at road edge	3	3	4	3	3	3	3	4	3	4	4	4	
<b>Kerb</b>														
Kerb Type (crossing over)	Crossing upstand 0 mm to 3 mm + 800 tactile paving	4	3	4	4	4	2	3	4	3	3	4	3	Raised granite table is proposed on Pilgrim Street means footway and carriageway will be flush.
Kerb Type (moving alongside)	Delimiting upstand 0 mm to 3 mm (undelineated)	3	4	3	2	2	0	1	3	3	2	2	1	
<b>Footway Width</b>														
Width	Footway width < 1.5 m	1	1	2	1	1	1	2	1	1	0	1	1	~2m footway width along Pilgrim Street and Pageantmaster Court.
Unobstructed Width	Min unobstructed width < 1.5 m	1	1	1	1	2	2	0	1	1	1	1	1	~2m footway width along Pilgrim Street and Pageantmaster Court as bollards have been removed in the proposed scheme.
<b>Street Furniture</b>														
Position	Street furniture < 0.5 m from kerb	3	3	3	4	4	3	2	3	4	4	3	3	Scheme proposes to remove existing bollards, retaining some at the junctions only.
Cafe Tables	No cafe tables	4	4	4	3	3	4	3	3	3	4	3	4	Recommended that dedicated parking bays are explored to avoid obstructions from dockless bikes/scooters.
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	3	3	2	3	3	3	3	3	
Contrast	High tonal contrast with paving	3	3	4	3	3	3	4	4	3	3	3	3	Benches located adjacent to cafés and restaurant on the eastern side of Ludgate Broadway.
Bench Spacing	Bench within 150 m	3	3	4	4	4	3	3	3	3	4	4	4	Benches located adjacent to cafés and restaurant on the eastern side of Ludgate Broadway.
Bench Design	Benches with arms + Backrests	3	3	4	4	4	3	3	3	4	4	4	3	
Bench Seat Height	Benches seat height 45 to 50 cm	3	3	3	4	4	3	3	3	3	4	3	3	Located near to Ludgate Hill which is a major through route with high traffic flows and poor air quality. However, some improvements to the sensory experience with addition of SUDs and associated planting which creates a barrier between the benches and the carriageway. Carriageway is narrowed also which reduces dominance of vehicles, improving the pedestrian experience.
Bench Sensory Experience	Good sensory experience (textures, planting, sound, colour)	3	3	3	3	3	3	3	3	3	4	3	4	
<b>Slopes</b>														
Gradient (in direction of travel)	Gradient 1/20 to 1/50	3	3	3	3	3	3	3	3	3	3	3	3	
Camber (across footway)	Camber 1/20 to 1/50	3	2	3	3	3	3	3	3	3	3	3	3	
<b>Vehicle Access</b>														
Vehicle Crossover	No crossover	3	3	3	3	3	3	3	3	3	3	3	3	One disabled parking bay is present on Black Friars Lane, located approximately 190m from the Pilgrim Street junction with Pageantmaster Court. Two disabled parking bays are present on Playhouse Yard, located approximately 180m from the Pilgrim Street junction with Pageantmaster Court. See here for more details: <a href="https://www.mapping.cityoflondon.gov.uk/geocortex/mapping/?viewer=compass&amp;runworkflowbyid=Switch_Layer_themes&amp;LayerTheme=Show%20the%20Blue%20Badge%20Bays%20layers">https://www.mapping.cityoflondon.gov.uk/geocortex/mapping/?viewer=compass&amp;runworkflowbyid=Switch_Layer_themes&amp;LayerTheme=Show%20the%20Blue%20Badge%20Bays%20layers</a>
Blue Badge Parking	Blue badge parking 100 m to 500 m away	3	3	3	2	2	3	3	3	3	3	2	1	Taxis are permitted to drop off on the single yellow lines along Pilgrim Street which are being retained as part of the proposed scheme.
Taxi Drop Off Location	Taxi drop off within 10 m	4	4	3	4	4	4	4	4	4	4	4	4	
Taxi Drop Off Kerb	Taxi drop off kerb < 100 mm	1	2	3	3	3	3	3	3	3	2	3	2	
Dedicated Taxi Drop Off	Somewhere a taxi can stop safely	3	3	3	3	3	3	3	3	3	3	3	3	Nearest bus stop is located on Ludgate Hill (120m / 2-minute walk) from the Pilgrim Street junction with Pageantmaster Court.
Bus Stop Location	100 m to 250 m away	3	3	2	3	2	3	3	3	2	3	3	3	
Bus Stop Kerb Height	125 mm to 140 mm	3	4	3	4	4	3	3	3	3	4	3	3	
Bus Stop Type	Flag only	3	3	2	3	4	3	3	3	1	3	2	2	
<b>Toilets</b>														
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 the Manoj Coffee and Cuts which is located 33m (1-minute walk) away from the Pilgrim Street junction with Pageantmaster Court, found using the following tool: <a href="https://www.mapping.cityoflondon.gov.uk/geocortex/mapping/?viewer=compass&amp;runworkflowbyid=Switch_Layer_themes&amp;LayerTheme=Show%20the%20Toilets%20layers">https://www.mapping.cityoflondon.gov.uk/geocortex/mapping/?viewer=compass&amp;runworkflowbyid=Switch_Layer_themes&amp;LayerTheme=Show%20the%20Toilets%20layers</a>
Changing Places Toilets	More than 500 m away	3	3	3	3	3	3	3	3	3	3	3	1	Changing Places toilets are available at the Tate Modern which is 1.0km (14-minute walk) away from the Pilgrim Street junction with Pageantmaster Court, found using the following tool: <a href="https://www.changing-places.org/find">https://www.changing-places.org/find</a>

# St Andrew's Hill - Existing



**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

**Step 3**  
Hover the cursor over the box next to each score to read quotes explaining how participants in the segment are affected by the feature



		EWC	MWC	MS	WA	WI	LC	GD	RS	HI	ANI	AT	DI	Comments
<b>Crossing Point</b>														
Crossing Type	Uncontrolled crossing < 6 m road width	3	3	4	3	3	3	3	3	3	3	3	3	2
Crosses Over	Carriageway (motor vehicles and cycles together)	3	3	3	3	3	3	3	3	3	3	3	3	4
Edge Marking	No tactile edge marking	3	3	2	3	4	0	1	1	3	4	2	0	0
Tactile Paving Back Edge	Back edge offset from kerb edge	3	3	3	3	3	2	2	3	3	3	3	3	3
Tactile Paving Colour	Tactile colour not as per guidance	3	3	3	3	3	3	3	3	3	3	3	3	3
Tactile Paving Tonal Contrast	Tactile without significant contrast with surrounding paving	3	3	3	3	3	3	2	2	2	3	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	3
Tactile Paving Stem Width	Tactile stem 800 mm width	3	3	3	3	2	3	3	3	4	4	4	3	3
Island Type	No island	2	3	2	2	2	2	3	2	2	2	2	3	3
Island Depth	Island depth > 1.2 m	3	4	3	3	3	4	3	4	3	4	4	4	3
Kerb Drop Slope	Kerb drop < 1/12, 4.7deg, 8% incline	3	3	3	3	3	3	3	3	3	2	3	4	4
Kerb Drop Tactile	Kerb drop with tactile paving	3	2	3	4	1	3	3	3	3	3	4	3	3
Signal (red/green man)	Far side signal	3	4	2	4	3	4	4	4	4	4	4	4	3
Audible (beeping)	No Audible	3	3	2	3	3	2	3	2	3	2	3	3	1
Count Down	No count down	2	3	3	3	3	3	3	3	2	3	3	3	2
Tactile Rotating Cone	Rotating cone right side only	3	3	3	3	3	2	3	3	3	3	3	3	3
<b>Surface Material</b>														
Surface Type	Smooth York Stone	3	3	3	3	4	4	4	3	3	4	3	3	3
Pattern	Uniform paving colour	3	3	3	3	3	3	3	3	3	3	4	3	3
Contrast with Road	Lower tonal contrast between paving and road	3	3	3	3	3	3	2	3	2	3	3	3	3
Lines	yellow/red/white lines at road edge	3	3	4	3	3	3	3	4	3	4	4	4	4
<b>Kerb</b>														
Kerb Type (crossing over)	Crossing upstand 0 mm to 3 mm (undelineated)	3	4	3	3	4	0	0	1	2	4	2	1	1
Kerb Type (moving alongside)	Delineating upstand 0 mm to 3 mm (undelineated)	3	4	3	2	2	0	1	3	3	2	2	1	1
<b>Footway Width</b>														
Width	Footway width < 1.5 m	1	1	2	1	1	1	2	1	1	0	1	1	1
Unobstructed Width	Min unobstructed width < 1.5 m	1	1	1	1	2	2	0	1	1	1	1	1	1
<b>Street Furniture</b>														
Position	Street furniture > 0.5 m from kerb	3	3	2	3	3	2	3	3	2	2	3	3	3
Cafe Tables	No cafe tables	4	4	4	3	3	4	3	3	3	4	3	4	4
Temporary Items	No temporary obstructions	4	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	3
Contrast	Low tonal contrast with paving	3	3	3	3	2	3	2	3	3	3	2	2	2
Bench Spacing	Bench between 150 m and 400 m away	3	3	3	2	2	3	3	3	3	3	3	3	3
Bench Design	Benches with arms + Backrests	3	3	4	4	4	3	3	4	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	3
Bench Sensory Experience	Good sensory experience (textures, planting, sound, colour)	3	3	3	3	3	3	3	3	4	3	4	3	3
<b>Slopes</b>														
Gradient (in direction of travel)	Gradient < 1/50	3	4	4	4	3	3	3	4	3	4	3	3	3
Camber (across footway)	Camber < 1/50	3	4	3	4	3	3	3	3	3	4	3	4	3
<b>Vehicle Access</b>														
Vehicle Crossover	No crossover	3	3	3	3	3	3	3	3	3	3	3	3	3
Blue Badge Parking	Blue badge parking 100 m to 500 m away	3	3	3	2	2	3	3	3	3	3	2	1	1
Taxi Drop Off Location	Taxi drop off within 10 m	4	4	3	4	4	4	4	4	4	4	4	4	4
Taxi Drop Off Kerb	Taxi drop off kerb < 100 mm	1	2	3	3	3	3	3	3	3	2	3	2	2
Dedicated Taxi Drop Off	Dedicated taxi drop off point / taxi rank	3	3	4	4	4	3	3	4	3	4	4	4	4
Bus Stop Location	Within 100 m	3	4	4	3	3	4	3	4	3	4	3	3	3
Bus Stop Kerb Height	< 125 mm	2	2	3	3	3	3	3	3	3	3	3	3	3
Bus Stop Type	Flag only	3	3	2	3	1	3	3	3	1	3	2	2	2
<b>Toilets</b>														
Accessible Toilets	Within 100 m	4	4	3	4	4	3	3	4	4	4	4	3	3
Changing Places Toilets	More than 500 m away	3	3	3	3	3	3	3	3	3	3	3	3	1

# St Andrew's Hill - Proposed



## Step 1

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

v 1.2

## 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



Comments

		EWC	MWC	MS	WA	WI	LC	GD	RS	HI	ANI	AT	DI	Comments	
<b>Crossing Point</b>															
Crossing Type	Uncontrolled crossing < 6 m road width	3	3	4	3	3	3	3	3	3	3	3	3	2	Crossing point at modal filter is less than 6m. Mixed traffic. Shared use within the filtered section. Remains unchanged from existing. Cycle facility lacks delineation with the footway within the shared use section.
Crosses Over	Carriageway (motor vehicles and cycles together)	3	3	3	3	3	3	3	3	3	3	3	3	4	
Edge Marking	No tactile edge marking	3	3	2	3	4	0	1	1	3	4	2	0		
Tactile 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	3	3	3	3	3	3	3	3	2	3	3	3		
Tactile Paving Tonal Contrast	Tactile without significant contrast with surrounding paving	3	3	3	3	3	2	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	4	4	3		
Tactile Paving Stem Width	Tactile stem 500 mm width	3	3	3	3	2	3	3	3	4	4	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	3	3	3	3	3	3	3	2	3	4		
Kerb Drop Tactile	Kerb drop with tactile paving	3	2	3	4	1	3	3	3	3	3	4	3		
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		
<b>Surface Material</b>															
Surface Type	Smooth York Stone	3	3	3	3	4	4	4	3	3	4	3	3	Proposals to repave some sections to smooth York Stone. Uniform - all York Stone. Single and double yellow lines.	
Pattern	Uniform paving colour	3	3	3	3	3	3	3	3	3	3	4	3		
Contrast with Road	Lower tonal contrast between paving and road	3	3	3	3	3	3	2	3	2	3	3	3		
Lines	yellow/red/white lines at road edge	3	3	4	3	3	3	3	4	3	4	4	4		
<b>Kerb</b>															
Kerb Type (crossing over)	Crossing upstand 0 mm to 3 mm (undelineated)	3	4	3	3	4	0	0	1	1	2	4	2	Shared use is all one level, no delineation between cycle facility and the footway. Largely unchanged from existing. As above.	
Kerb Type (moving alongside)	Delineating upstand 0 mm to 3 mm (undelineated)	3	4	3	3	4	0	0	1	1	3	2	1		
<b>Footway Width</b>															
Width	Footway width < 1.5 m	1	1	1	2	1	1	1	2	1	1	0	1	The minimum width is less than 1.5m Sections of footway are obstructed with either bollards or lamp columns. Two additional bollards proposed at the northern end of the extended shared use, adjacent to the planter.	
Unobstructed Width	Min unobstructed width < 1.5 m	1	1	1	1	2	2	0	1	1	1	1	1		
<b>Street Furniture</b>															
Position	Street furniture > 0.5 m from kerb	3	3	2	3	3	2	3	3	2	2	3	3	Remains unchanged from existing - no tables proposed. Bollards >0.9m in height. Black bollards contrast with york stone paving. Seating proposed as part of the design. Type and numbers to be confirmed. As above. Good sensory experience expected due to this being a no through route for motorised traffic. Seating is adjacent to a tree and new planter also.	
Cafe Tables	No cafe tables	4	4	4	3	3	4	3	3	3	4	4	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		
Contrast	Low tonal contrast with paving	3	3	3	3	2	3	2	2	3	3	2	2		
Bench Spacing	Bench within 150 m	3	3	3	4	4	3	3	3	3	4	4	3		
Bench Design	Benches with arms + Backrests	3	3	4	4	4	3	3	3	4	4	4	3		
Bench Seat Height	Benches seat height 45 to 50 cm	3	3	3	4	3	3	3	3	4	3	3	3		
Bench Sensory Experience	Good sensory experience (textures, planting, sound, colour)	3	3	3	3	3	3	3	3	4	3	4	3		
<b>Slopes</b>															
Gradient (in direction of travel)	Gradient < 1/50	3	4	4	4	3	3	3	4	3	4	3	3		
Camber (across footway)	Camber < 1/50	3	4	3	4	3	3	3	3	3	4	3	4		
<b>Vehicle Access</b>															
Vehicle Crossover	No crossover	3	3	3	3	3	3	3	3	3	3	3	3	Blue Badge parking on Queen Victoria Street, Knightbridge Crescent, Blackfriars Lane, Playhouse Yard. Taxis permitted to drop off on the double yellow/single yellows on St Andrew's Hill. Taxi rank southeast of St Andrew's Hill on Queen Victoria Street also. As above. On Queen Victoria St.	
Blue Badge Parking	Blue badge parking 100 m to 500 m away	3	3	3	2	2	3	3	3	3	3	2	1		
Taxi Drop Off Location	Taxi drop off within 10 m	4	4	3	4	4	4	4	4	4	4	4	4		
Taxi Drop Off Kerb	Taxi drop off kerb < 100 mm	1	2	3	3	3	3	3	3	3	2	3	2		
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 Location	Within 100 m	3	4	4	4	3	4	3	4	3	4	3	3		
Bus Stop Kerb Height	< 125 mm	2	2	3	3	2	3	3	3	3	3	3	3		
Bus Stop Type	Flag only	3	3	2	3	1	3	3	3	1	3	2	2		
<b>Toilets</b>															
Accessible Toilets	Within 100 m	4	4	3	4	4	3	3	4	4	4	3	3	Accessible toilet in The Rising Sun pub on Carter Lane. The nearest Changing Places toilets are in Tate Modern	
Changing Places Toilets	More than 500 m away	3	3	3	3	3	3	3	3	3	3	3	1		

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