City of London Street Accessibility Tool

Aldgate to Blackfriars Cycleway

The City of London Street Accessibility Tool (CoLSAT) enables street designers to easily identify how street features impact on the different needs of disabled people

The needs of different groups of disabled people can be contradictory; that improving accessibility for one group may decrease accessibility for another. CoLSAT identifies the trade-offs that may be needed to ensure no one is excluded from using the City's streets and provides the basis for engagement and discussion to maximise the benefits for all.

Current street conditions and Option 1 measures proposed on Queen Victoria Street and St Botolph Street have been assessed using CoLSAT. Queen Victoria Street has been split into three sections:

- Blackfriars Ct to College of Arms
- College of Arms to Bread Street
- Bread Street to Bucklersbury

The summary table below shows the red scoring results of each of the sections has significantly reduced between the current layout and the recommended Option 1.

		t layout ed categories	Proposed Number of re	•	Reduction in red categories						
	Scoring: 1	Scoring: 0	Scoring: 1	Scoring: 0	Scoring: 1	Scoring: 0					
QVS 1	23	7	5	0	18	7					
QVS 2	23	3	6	0	17	3					
QVS 3	16	1	8	0	7	1					
St Botolph St	9	5	4	0	6	5					

The CoLSAT results of each of the sections for the existing and proposed layouts are shown below.

Queen Victoria Street – Section 1: Existing Layout

C S S T	Step 1 Set each of the drop downs below to best describe the street characteristics for the section being analysed	Step 2 Review th	e results f	or each nee	eds segmen		e cursor ove	er the box ne		score to read	l quotes exp	laining how	participants	
v 1.2		EWC	MWC	<u>F</u>]	A A) MI	LC	GD	RS	R	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	
Crosses Over Edge Marking	Carriageway (motor vehicles and cycles together) No tactile edge marking	3	3	2	3	3	3	3	3	3	3	3	4	
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	3	3	3	3	3	3	3	3	2	3	3	3	
Tactile Paving Tonal Contrast Tactile Paving Stem Length	Tacile without significant contrast with surounding paving 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	
Kerb Drop Slope	Kerb drop > 1/6, 9.5 deg, 17% incline	1	1	3	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) Audible (beeping)	Far side signal No Audible	3	4	2	4	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	
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	
Pattern	Uniform paving colour	3	3	3	3	3	3	3 2	3	3	3	4	3	
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	
Lilles	yellow/rea/writte lifes at road edge	,	3		,	3	,	3	7	,	-	-	-	
Kerb														
Kerb Type (crossing over)	Crossing upstand 0 mm to 3 mm (undelineated) Deliniating upstand 0 mm to 3 mm (undelineated)	3	4	3	3	4	0	0	1 3	2	4	2	1	
Kerb Type (moving alongside)	Deliniating upstand o mini to 3 mini (underineated)	,	*	3	2	2	U		3	3	2	2		
Footway Width														
Width Unobstructed Width	Footway width 2 m to 5 m Min unobstructed width > 1.5 m	4	4	4	4	3	3	3	4	3	3	4	4	
Unobstructed 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	2	3	3	2	3	3	2	2	3	3	
Cafe Tables Temporary Items	Cafe tables without 'protection' No temporary obstructions	3	3	2	2	2	2	2	3	3	2	3	3	
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 Design	Bench > 400 m away Benches with backrests without arms	3	3	3	1 3	3	3	3	3	2	1	2	3	
Bench Seat Height	Benches multiple seat heights > 50 cm and < 45 cm	3	3	3	4	4	3	3	3	4	3	3	3	
	No sensory experience	3	3	3	3	3	3	3	3	3	3	3	3	
61														
Slopes 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	
													_	
Vehicle Access		.												
Vehicle Crossover Blue Badge Parking	Crossover dropped Blue badge parking Within 100 m	3	3	3	3	1	3	3	3	3	3	3	3	
Taxi Drop Off Location	Taxi drop off 10 m to 100 m away	3	3	2	3	3	3	1	3	4	3	3	3	
Taxi Drop Off Kerb	Taxi drop off kerb 100 mm to 150 mm	3	3	3	3	3	3	3	3	3	3	3	2	
Dedicated Taxi Drop Off Bus Stop Location	Dedicated taxi drop off point / taxi rank Within 100 m	3	3	4	4	4	3	3	4	3	4	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	Further than 500 m away	2	2	2	1	2	3	2	3	3	1	3	2	
Changing Places Toilets	More than 500 m away	3	3	3	3	3	3	3	3	3	3	3	1	
								A -						
	The City of London Street Accessibility Tool (CoLSAT) was developed						1						b.a	
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	Corporation.			ociates				TY						
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Queen Victoria Street – Section 2: Existing Layout

C S T
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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 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

City of London Street Accessibility Tool	characteristics for the section being analysed					in the seg	ment are a	nected by th	e leature							
v 1.2		I -		E1	250	P		400		NO.	440	\sim				
		EWC	O.T.	o o MS				- *	RS		ANI			lo		
		EWC	MWC	MS	WA	VVI	LC	GD	RS	н	ANI	AI	DI	Comments		
rossing Point																
Crossing Type	Controlled crossing (any road width)	4	4	4	4	4	4	4	4	4	4	4	3			
Crosses Over	Carriageway (motor vehicles and cycles together)	3	3	3	3	3	3	3	3	3	3	3	4			
Edge Marking Factie Paving Back Edge	800 mm deep tactile paving edge marking (full width of flush area)	3	3	3	3	1	3	3		2	3	4	3			
actie Paving Back Edge actie Paving Colour	Straight back edge Tactile colour not as per guidance	3	3	3	3	3	3	3	3	2	3	3	3			
	Tactile has significant contrast with surrounding paving	3	3	4	3	4	3	4	4	3	3	3	3			
actile Paving Stem Length	Tactile stem within 0.5 m of building line	3	3	3	3	1	4	3	3	3	3	4	3			
actile 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			
sland Depth	Island depth > 1.2 m	3	4	3	3	3	3	4	3	4	4	4	3			
Kerb Drop Slope	Kerb drop > 1/6, 9.5 deg, 17% incline	1	1		2	1	3	3	2	3	1	3	2			
Cerb 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)	Audible	3	3		4	3	4	4	4	4	4	4	4			
Count Down	No count down	2	3	3	3	3	3	3	3	2	3	3	2			
actile 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			
Pattern	Uniform paving colour	3	3		3	3	3	3	3	3	3	4	3	1		
Contrast with Road	Lower tonal contrast between paving and road	3	3	3	3	3	3	2	3	2	3	3	3			
ines	yellow/red/white lines at road edge	3	3	4	3	3	3	3	4	3	4	4	4			
Kerb																
(erb Type (crossing over)	Crossing upstand 0 mm to 3 mm (undelineated)	3	4	3	3	4.	0	0	1	2	4	2	1			
(erb Type (moving alongside)	Deliniating upstand 0 mm to 3 mm (undelineated)	3	4	3	2	2	0	1	3	3	2	2	1			
ootway Width																
Vidth	Footway width 2 m to 5 m	4	4	4	4	3	3	3	4	3	3	4	4			_
Jnobstructed Width	Min unobstructed width > 1.5 m	3	3	3	3	3	4	3	3	4	3	3	3			
P4 F 14																
Street Furniture Position	Street furniture > 0.5 m from kerb	3	3	2	3	2	2	- 2	2	2	2	3	3			
Cafe Tables	Cafe tables without 'protection'	3	3	2	2	2	2	2	3	3	2	3	3			
Temporary Items	No temporary obstructions	4	4		4	A	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	High tonal contrast with paving	3	3		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 without backrests or arms	3	3		2	1	3	3	2	2	3	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	Bad sensory experience (adjacent busy road, cold surface)	3	3	3	3	2	3	3	3	2	3	1	3			
21																
lopes 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			
fablala Assass																
Vehicle Access /ehicle Crossover	Creaning dramad	-	-	_	3		_		_	•	-	3	3			
/enicle Crossover Blue Badge Parking	Crossover dropped Blue badge parking 100 m to 500 m away	3	3	3	2	2	3	3	3	3	3	2	1	1		
Faxi Drop Off Location	Taxi drop off 10 m to 100 m away	3	3		3	3	3	1	3	4	3	3	3	1		
Taxi Drop Off Kerb	Taxi drop off kerb 100 mm to 150 mm	3	3	3	3	3	3	3	3	3	3	3	2	1		
Dedicated Taxi Drop Off	Somewhere a taxi can stop safely	3	3	3	3	3	3	3	3	3	3	3	3	1		
Bus Stop Location	Within 100 m	3	4	4	4	3	4	3	4	3	4	3	3	1		
Bus Stop Kerb Height	125 mm to 140 mm	3	4	3	4	4	3	3	3	3	4	3	3	1		
Bus Stop Type	Flag only	3	3	2	3	1	3	3	3	1	3	2	2			
Callata																
Toilets Accessible Toilets	Further than 500 m away	2	2	2	1	2	3	2	3	3	1	3	2			
Changing Places Toilets	More than 500 m away	3	3	3	3	3	3	3	3	3	3	3	1			
-	-															
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Published Sentember 2022	The City of London Street Accessibility Tool (CoLSAT) was developed by Rose Atkin Associates and Lidan Mayement for the City of London		Ro	5.5			42	30				u	rban			
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Queen Victoria Street - Section 3: Existing Layout

Tactile colour not as per guidance

Kerb Type (crossing over) Crossing upstand 0 mm to 3 mm + 800 tactile paving Kerb Type (moving alongside) Deliniating upstand 0 mm to 3 mm (undelineated)

S City of London Street Accessibility Tool v 1.2

Crossing Point Crossing Type

Tactie Paving Back Edge

Tactile Paving Stem Width

Tactie Paving Colour

Kerb Drop Slope Signal (red/green man)

Audible (beeping)

Tactile Rotating Cone

Surface Material Surface Type

Contrast with Road

Footway Width

Unobstructed Width

Street Furniture Position

Street Furniture Height

Cafe Tables

Contrast

Temporary Items

Bench Spacing

Bench Design

Bench Seat Height

Vehicle Access Vehicle Crossover

Blue Badge Parking Taxi Drop Off Location Taxi Drop Off Kerb

Bus Stop Location Bus Stop Kerb Height

Bus Stop Type

Toilets Accessible Toilets

Dedicated Taxi Drop Off

Changing Places Toilets

Bench Sensory Experience

Slopes
Gradient (in direction of travel) Gradient 1/20 to 1/50
Camber 1/20 to 1/50

Count Down

Pattern

Lines

Kerb

Crosses Over

Edge Marking

Step 2

Step 3

Controlled crossing (any road width) Controlled		Set each of the drop downs below to best describe the street characteristics for the section being analysed	Review th	ne results fo	or each nee	ds segment	b Hover the	cursor over ment are af	the box ne fected by th	xt to each so e feature	core to read	quotes exp	laining how	participants	
Controlled creating (stry note skitch) Controlled creating (stry note skitch) Controlled creating (stry note) (stry note skitch) Controlled creating (stry note) (-	<u>F1</u>	1 ^t A	H		**		8	*	∞	©	lo-marata.
Carriagosay (motor whickes and cysles bother) 3 3 3 3 3 3 3 3 3 3 3 3 3 3 3 3 3 3 3			EWC	MIVVC	IVIS	WA	VVI	LC	GD	N3	П	ANI	AI	DI	Comments
Uniform paving colour Lower tonal contrast between paving and road 3 3 3 3 3 3 3 3 3 3 3 3 3 3 3 3 3 3 3	st	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 within 0.5 m of building line Tactile stem 800 mm width No island Island depth > 1.2 m Kerb drop < 1/12, 4.7deg, 8% incline Kerb drop with tactile paving Far side signal Audible No count down	3 3 2 3 3 3 3 3 3 3 3 3 3 3 3 3 3 3 3 3	3 3 3 3 3 3 4 4 3 2 4 3 3	4 3 3 3 3 3 3 2 3 3 3 3 3 3 3 3 3 3	3 3 3 3 3 3 2 3 3 4 4 4 4 4	1 1 3 3 1 1 2 2 3 3 1 3 3 3 3 3 3 3 3 3	3 4 3 3 4 4 3 2 3 3 4 4 4 4 4 3 3	3 3 3 2 3 3 2 4 4 3	4 3 3 2 3 3 3 3 3 4 4 4	3 2 2 2 2 3 4 4 3 3 4 4 4 4 4 4 4	3 2 3 3 3 4 2 4 2 4 2 3	4 4 3 3 4 3 2 4 3 4 4 4 4 4 3	3 3 3 3 3 3 3 4 4 3 3	
Footway width 2 m to 5 m Min unobstructed width > 1.5 m Street furniture > 0.5 m from kerb Cafe tables without protection* 3 3 3 2 2 2 3 3 3 2 3 3 3 3 3 3 3 3 3 3		Uniform paving colour Lower tonal contrast between paving and road	3	3 3	3	3	3	3	2		2			3	
Min unobstructed width > 1.5 m	e)		3	3	3	2	2 2	3 0	1	3		2		3	
Cafe tables without protection' A			3	3	3	3		3 4		3			3		
Camber 1/20 to 1/50 3 2 3 3 3 3 3 3 3 3 3 3 3 3 3 3 3 3 3		Cafe tables without 'protection' No temporary obstructions Street furniture > 0.9 m height High tonal contrast with paving Bench between 150 m and 400 m away Benches without backrests or arms Benches seat height 45 to 50 cm	3 3 3 3 3 3	3 4 3 3 3 3 3	2 4 3 4 3 2 3	2 4 3 3 2 2 4	2 4 4 3 2 1	3 3 3 3 3 3	4 3 4 3 3 3 3	3 4 3 4 3 2 3	3 4 3 3 3 2 4	4 3 3 3 3 3 3	3 4 3 3 3 3	3 3 3 3 3 3	
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 10 m to 100 m away 3 3 3 2 3 3 3 3 3 3 3 3 3 3 3 3 3 3 3	el)														
		Blue badge parking 100 m to 500 m away Taxi drop off 10 m to 100 m away Taxi drop off kerb > 150 mm Dedicated taxi drop off point / taxi rank Within 100 m 125 mm to 140 mm	3 3 4 3 3 3	3 3 4 3 4 4	3 2 3 4 4	2	2 3 2 4	3 3 3 3 4 3	3 3 3 3 3	3 3 3 4 4 3	3 3 3 3 3	3 3 4 4 4 4	2 3 3 4 3 3	1 3 4 4 3 3	
						3	3					3		2	

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Aldgate – via Aldgate Square and St Botolph Street: Existing Layout

C S T Step 1
Set each of characterist

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

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		.0.	01	<u>-</u>	11/4			1	•	K	*	00		I-
		EWC	MWC	MS	WA	WI	LC	GD	RS	HI	ANI	AT	DI	Comments
rossing Point														
crossing Type	Uncontrolled crossing < 6 m road width	3	3	4	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	4	
dge Marking	No tactile edge marking	3	3	2	3	4	0	1	1	3	4	2	0	
actie Paving Back Edge	Straight back edge	2	3	3	3	1	4	3	3	2	2	4	4	
actie Paving Colour	Tactile colour not as per guidance	3	3	3	3	3	3	3	3	2	3	3	3	
actile Paving Tonal Contrast	Tactile has significant contrast with surrounding paving	3	3	4	3	4	3	4	4	3	3	3	3	
actile Paving Stem Length	Tactile stem within 0.5 m of building line	3	3	3	3	1	4	3	3	3	3	4	3	
actile 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	
sland Depth	Island depth > 1.2 m	3	4	3	3	3	3	4	3	4	4	4	3	
erb Drop Slope	Kerb drop 1/6, 9.5 deg, 17% to 1/12, 4.7deg, 8% incline	3	3		3	2	3	3	3	3	2	3	3	
erb Drop Tactile	Kerb drop without tactile paving	3	4	3	2	3	2	2	3	3	4	3	1	
ignal (red/green man)	Far side signal	3	4	2	4	3	4	4	4	4	4	4	3	
udible (beeping)	Audible	3	3	4	4	3	4	4	4	4	4	4	4	
ount Down	No count down	2	3	3	3	3	3	3	3	2	3	3	2	
actile Rotating Cone	Rotating cone right side only	3	3	3	3	3	2	3	3	3	3	3	3	
urface Material urface Type	Smooth York Stone	3	9	3	3		- 4	Λ	3	3	4	3	3	
attern	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	2	3	2	3	3	3	
ines	yellow/red/white lines at road edge	3	3		3	3	3	3	4	3	4	4	4	
	yonownood writte inter at road edge	,	3	4	3	3	3	3	-	3	-	-	-	
(erb														
erb Type (crossing over)	Crossing upstand 0 mm to 3 mm (undelineated)	3	4	3	3	4	0	0	1	2	4	2	1	
erb Type (moving alongside)	Deliniating upstand 0 mm to 3 mm (undelineated)	3	4	3	2	2	0	1	3	3	2	2	1	
ootway Width														
/idth	Footway width 2 m to 5 m	4	4	4	4	3	3	3	4	3	3	4	4	
nobstructed 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	
afe Tables	No cafe tables	4	1	4	3	3	4	3	3	3	1	3	1	
emporary Items	No temporary obstructions	4	4	4	4	4	4	4	4	4	4	4	4	
treet Furniture Height	Street furniture > 0.9 m height	3	3	3	3	4	3	3	3	3	3	3	3	
ontrast	Low tonal contrast with paving	3	3	3	3	2	3	2	2	3	3	2	2	
	Bench within 150 m	3	3	_	3	2	3	3	3	3	3	2	3	
Bench Spacing					4	4			3	3	4	4		
Bench Design	Benches with arms + Backrests	3	3	4	4	4	3	3	4	4	4	3	3	
ench Seat Height	Benches seat height 45 to 50 cm	3	3	3	4	3	3	3	3	4	3	3	3	
ench Sensory Experience	Good sensory experience (textures, planting, sound, colour)	3	3	3	3	3	3	3	3	4	3	4	3	
lopes														
radient (in direction of travel)		3	3	3	3	3	3	3	3	3	3	3	3	
amber (across footway)	Camber 1/20 to 1/50	3	2	3	3	3	3	3	3	3	3	3	3	
ehicle Access														
ehicle Crossover	Crossover level	3	2	3	2	4	2	1	2	4	3	3	2	
lue Badge Parking	Blue badge parking 100 m to 500 m away	3	3		2	2	3	3	3	3	3	2	1	
axi Drop Off Location	Taxi drop off within 10 m	4	4		4	4	4	4	4	4	4	4	4	
axi Drop Off Kerb	Taxi drop off kerb 100 mm to 150 mm	3	3		3	3	3	3	3	3	3	3	2	
edicated Taxi Drop Off	Somewhere a taxi can stop safely	3	3	3	3	3	3	3	3	3	3	3	3	
ius Stop Location	Within 100 m	3				3	4	3	4	3	4	3	3	
us Stop Kerb Height	125 mm to 140 mm	3	4	3	4	4	3	3	3	3	4	3	3	
us Stop Type	Shelter + perch seat	3	3	3	3	2	3	4	3	4	3	3	3	
oilets	Within 400 m			_			_	_				-	2	
ccessible Toilets hanging Places Toilets	Within 100 m Within 500 m	4	4	3	4	3	3	3	3	3	3	3	. 4	
nunging Flaces Tulicis	William 500 III		4	,	3	3	3	3	3	3	3	4	-	
								4						
	The City of London Street Accessibility Tool (CoLSAT) was developed	ped	Ros	5.5			*						rban	
ublished September 2022	by Ross Atkin Associates and Urban Movement for the City of Lon	don	At				35	73.5				m	ovement	

Queen Victoria Street – Section 1: Proposed Layout

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

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		I=	01	<u>F</u> i	1FA	F			•	8	*	∞		
		EWC	MWC	MS	WA	WI	LC	GD	RS	HI	ANI	AT	DI	Comments
Crossing Point														
Crossing Type Crosses Over Edge Marking Tactie Paving Back Edge Tactie Paving Bolur Tactile Paving Olour Tactile Paving Tonal Contrast Tactile Paving Stem Length Tactile Paving Stem Width	Controlled crossing (any road width) Carriageway (motor vehicles and cycles together) 800 mm deep tactile paving edge marking (full width of flush area) Back edge offset from kerb edge Tactile colour not as per guidance Tactile evaluer of the province of the surrounding paving Tactile stem 800 mm width Island without tactile	3 3 3 3 3 3 3	3 3 3 3 3 3 3 3	3 4 3 3 3 3 3 3	3 3 3 3 3 3 3 3	4 3 1 3 3 3 4 2	3 3 2 3 3 2 3 3	3 3 2 3 2 3 3 3	3 4 3 3 2 3 3 4	4 3 3 3 2 2 2 3 4	4 3 3 3 3 3 3 4	4 3 4 3 3 3 4 3	3 3 3 3 3 3 3	
Island Depth	Island depth < 1.2 m	2	2	3	3	3	3	2	3	2	3	3	3	
Kerb Drop Slope Kerb Drop Tactile Signal (red/green man) Audible (beeping) Count Down Tactile Rotating Cone	Kerb drop 1/6, 9.5 deg, 17% to 1/12, 4.7deg, 8% incline Kerb drop with tactile paving Far side signal Audible Count down Rotating cone right side only	3 3 3 3 4 3	3 2 4 3 3 3	3 2 4 3 3	3 4 4 4 4 3	2 1 3 3 4 3	3 3 4 4 3 2	3 3 4 4 3 3	3 3 4 4 3 3	3 3 4 4 4 4 3	2 3 4 4 4 3	3 4 4 4 4 3	3 3 3 4 4 3	
Surface Material														
Surface Type Pattern Contrast with Road Lines	Smooth York Stone Uniform paving colour Higher fonal contrast between paving and road Yellow/red/white lines at road edge	3 3 3 3	3 3 3 3	3 3 3 4	3 3 4 3	3 3 3	3 3 3	3 3 3	3 3 4 4	3 3 3 3	3 4 4	3 4 3 4	3 3 4 4	
Kerb														
Kerb Type (crossing over)	Crossing Upstand 0 mm to 3 mm + 800 tactile paving Deliniating kerb 50 mm to 100 mm	3	3	3	3	3	3	3	3	3	3	3	3	
Footway Width														
Width	Footway width 2 m to 5 m	4	4	4	4	3	3	3	4	3	3	4	4	
Unobstructed 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	2	2	2		A	2	2	2	- 4	- 4	2	2	
Cafe Tables Temporary Items Street Furniture Height Contrast Bench Spacing Bench Design Bench Seat Height Bench Sensory Experience	No cafe tables No temporary obstructions Street furniture > 0.9 m height Low tonal contrast with paving Bench within 150 m Benches with arms + Backrests Benches mittiglie seat heights > 50 cm and < 45 cm No sensory experience	3 3 3 3 3 3 3	4 4 3 3 3 3 3 3 3 3	4 4 3 3 3 3 4 3 3	3 4 3 3 4 4 4 4 3	3 4 4 2 2 4 4 4 3	4 4 3 3 3 3 3 3 3 3	3 4 3 2 3 3 3 3 3	3 4 3 2 3 4 3 3	3 4 3 3 3 4 4 4 3	3 3 4 4 3 3	3 4 3 2 4 3 3 3 3	3 3 3 3 3	
Slopes														
Gradient (in direction of travel) Camber (across footway)	Gradient 1/12 to 1/20 Camber 1/20 to 1/50	3	2 2	3	3	3	3	3	3	3	3	3	3	
Vehicle Access														
Vehicle Crossover Blue Badge Parking Taxi Drop Off Location Taxi Drop Off Kerb Dedicated Taxi Drop Off Bus Stop Location Bus Stop Kerb Height Bus Stop Kerb Height	Crossover dropped Blue badge parking Within 100 m Taxi drop off 10 m to 100 m away Taxi drop off kerls < 100 mm Dedicated taxi drop off point / taxi rank Within 100 m 125 mm to 140 mm Shelter + perch seat	3 4 3 1 3 3 3 3	3 3 3 2 3 4 4 4	3 3 2 3 4 4 4 3 3	3 3 3 3 4 4 4 4	1 3 3 3 4 3 4 2	3 3 3 3 3 4 3 3	3 3 1 3 3 3 3	3 3 3 3 4 4 3 3	3 3 4 3 3 3 3 4	2 3 3 2 4 4 4 3	3 3 3 3 4 3 3 3	3 3 3 2 4 3 3 3	
Toilets														
Accessible Toilets Changing Places Toilets	100 m to 500 m away Within 500 m	3 3	3 4	3 3	3 3	2 3	3 3	3 3	3	3 3	3	3 4	4	
Published September 2022	The City of London Street Accessibility Tool (CoLSAT) was develope by Ross Alkin Associates and Urban Movement for the City of Londo Corporation.		a Ros Atk Ass	s in ociates			CI						rban overnent	

Queen Victoria Street – Section 2: Proposed Layout

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

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

City of London Street Accessibility Tool	characteristics for the section being analysed					in the seg	gment are at	nected by tr	ne reature					
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			\odot_1	-	ΊΤΑ	\Box		120	•	N.	74			
		EWC	MWC	MS	WA	WI	LC	GD	RS	HI	ANI	AT	DI	Comments
Crossing Point														
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	4	3	
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	
Tactie Paving Back Edge	Back edge offset from kerb edge	3	3	3	3	3	2	2	3	3	3	3	3	
Tactie Paving Colour	Tactile colour not as per guidance	3	3	3	3	3	3	3	3	2	3	3	3	
Tactile Paving Tonal Contrast	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 without tactile Island depth < 1.2 m	4 2	4	4	3	4	2	2	4	3	4	3	1	
Island Depth Kerb Drop Slope	Kerb drop 1/6, 9.5 deg, 17% to 1/12, 4.7deg, 8% incline	3	3	3	3	2	3	3	3	3	2	3	3	
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		4	3	4	4	4	4	4	4	3	
Audible (beeping)	Audible	3	3	2 4	4	3	4	4	4	4	4	4	4	
Count Down	Count down	4	3	3	4	4	3	3	3	4	4	4	4	
Tactile Rotating Cone	Rotating cone right side only	3	3	3	3	3	2	3	3	3	3	3	3	
Surface Material														
Surface Material Surface Type	Smooth York Stone	3	2	3	3				3	3		2	2	
Pattern	Uniform paving colour	3	3	3	3	3	3	3	3	3	3	4	3	
Contrast with Road	Higher tonal contrast between paving and road	3	3	3	4	3	3	3	4	3	4	3	4	
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	
Kerb Type (moving alongside)	Deliniating kerb 50 mm to 100 mm	3	3	3	3	3	3	3	3	3	3	4	3	
Footway Width														
Width	Footway width 2 m to 5 m	A	A	A	A	2	2	3	A	2	3		A	
Unobstructed Width	Min unobstructed width > 1.5 m	3	3	3	3	3	4	3	3	4	3	3	3	
Onoboli dolog Widii	min anosociated matrix 1.5 m										· ·			
Street Furniture														
Position	Street furniture < 0.5 m from kerb	3	3	3	4	4	3	2	3	4	4	3	3	
Cafe Tables	Cafe tables without 'protection'	3	3	2	2	2	2	2	3	3	2	3	3	
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 between 150 m and 400 m away	3	3	3	2 2	2	3	3	3	3	3	3	3	
Bench Design Bench Seat Height	Benches without backrests or arms Benches multiple seat heights > 50 cm and < 45 cm	3	3	2		4	3	3	2	2	3	3	3	
Bench Sensory Experience	No sensory experience	3	3	3	3	3	3	3	3	3	3	3	3	
Danish Canada, Espainance	The content of the co													
Slopes														
Gradient (in direction of travel)		3	4	4	4	3	3	3	4	3	4	3	3	
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	Crossover dropped	3	3	3	3	1	3	3	3	3	2	3	3	
Blue Badge Parking Taxi Drop Off Location	Blue badge parking Within 100 m Taxi drop off 10 m to 100 m away	3	3	3	3	3	3	3	3	3	3	3	3	
Taxi Drop Off Kerb	Taxi drop off kerb 100 mm to 150 mm	3	3	3	3	3	3	3	3	3	3	3	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	Within 100 m	3	4	4	4	3	4	3	4	3	4	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	Shelter + perch seat	3	3	3	3	2	3	4	3	4	3	3	3	
T - 11 - 4 -														
Toilets Accessible Toilets	Within 100 m			_		_		_	-				-	
Changing Places Toilets	Within 500 m	3	4	3	3	3	3	3	3	3	3	3	3	
Changing Flaces Tollets	Widili 300 III	,	•	3	3	3	3	3	3	3	3	-	**	
							Marin S	20						
	The City of London Street Accessibility Tool (CoLSAT) was develope		Ros	S				300				U	rban	
Published September 2022	by Ross Atkin Associates and Urban Movement for the City of Londo	n /	Atk	in			Sell Se	4				m	ovement	
	Corporation.		Ass	ociates			LON	OON						
I							LONI	ON						

Queen Victoria Street - Section 3: Proposed Layout

s T OLA

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

v 1.2 RS **Crossing Point** Crossing Type Controlled crossing (any road width) Carriageway (motor vehicles and cycles together) Crosses Over 800 mm deep tactile paving edge marking (full width of flush area) Edge Marking Tactie Paving Back Edge Back edge offset from kerb edge Tactile colour not as per guidance Tactie Paving Colour Tactile Paving Tonal Contrast Tacile without significant contrast with surounding paving Tactile stem within 0.5 m of building line Tactile Paving Stem Length Tactile Paving Stem Width Tactile stem 800 mm width Kerb Drop Slope Kerb drop 1/6, 9.5 deg, 17% to 1/12, 4.7deg, 8% incline Kerb Drop Tactile Kerb drop with tactile paving Signal (red/green man) Far side signal Audible (beeping) Audible Count Down Tactile Rotating Cone Count down Rotating cone right side only **Surface Material** Smooth York Stone Surface Type Pattern Uniform paving colour Contrast with Road Higher tonal contrast between paving and road Lines Yellow/red/white lines at road edge Kerb Kerb Type (crossing over) Crossing Upstand 0 mm to 3 mm + 800 tactile paving Kerb Type (moving alongside) Deliniating kerb 50 mm to 100 mm **Footway Width** Width Footway width 2 m to 5 m Unobstructed Width Min unobstructed width > 1.5 m Street Furniture Street furniture < 0.5 m from kerb Position Cafe Tables Cafe tables without 'protection' Temporary Items No temporary obstructions Street Furniture Height Street furniture > 0.9 m height Contrast Low tonal contrast with paving Bench Spacing Bench between 150 m and 400 m away Bench Design Benches without backrests or arms Bench Seat Height Benches multiple seat heights > 50 cm and < 45 cm Bench Sensory Experience No sensory experience Slopes
Gradient (in direction of travel) Gradient < 1/50 Camber (across footway) Camber 1/20 to 1/50 Vehicle Access Vehicle Crossover Crossover dropped Blue Badge Parking Blue badge parking Within 100 m Taxi Drop Off Location Taxi drop off 10 m to 100 m away Taxi Drop Off Kerb Taxi drop off kerb 100 mm to 150 mm Dedicated Taxi Drop Off Somewhere a taxi can stop safely Bus Stop Location Bus Stop Kerb Height Within 100 m 125 mm to 140 mm Flag only Bus Stop Type Toilets Accessible Toilets Within 100 m Changing Places Toilets Within 500 m The City of London Street Accessibility Tool (CoLSAT) was developed

Published September 2022

by Ross Atkin Associates and Urban Movement for the City of London



Atkin



Aldgate – via Aldgate Square and St Botolph Street: Proposed Layout

C S T

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

Gity of London Street Accessibility Tool	characteristics for the section being analysed					in the segr	ment are ar	lected by the	e leature					
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V 1.2		.0.	\odot 1	E	<u> </u>	\mathbf{P}		-20	•		949	∞		
				0 0	$\Pi \cap \Pi$	/ 1	•			9				
		EWC	MWC	MS	WA	WI	LC	GD	RS	HI	ANI	AT	DI	Comments
Crossing Point														
	Harrier and a service of Contract of the	1 2	-	-		-		-		-		-	2	
Crossing Type	Uncontrolled crossing < 6 m road width	3	3	4	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	4	
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	
Factie Paving Back Edge	Straight back edge	2	3	3	3	1	4	3	3	2	2	4	4	
Factie Paving Colour	Tactile colour not as per guidance	3	3	3	3	3	3	3	3	2 2	3	3	3	
						3		3				_		
	Tactile has significant contrast with surrounding paving	3	3	4	3	4	3	4	4	3	3	3	3	
Factile Paving Stem Length	Tactile stem within 0.5 m of building line	3	3	3	3	1	4	3	3	3	3	4	3	
Factile Paving Stem Width	Tactile stem 800 mm width	3	2	2	2	2	2	2	2	A	A	2	2	
	racule stem ood min widur	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	
sland Depth	Island depth > 1.2 m	3	4	3	3	3	3	4	3	4	4	4	3	
(erb Drop Slope	Kerb drop < 1/12, 4.7deg, 8% incline	3	3		3	3	3	3	3	3	2	3	4	
Kerb Drop Tactile	Kerb drop with tactile paving	3	2	2	4	1	3	3	3	3	3	4	3	
		3		3								*	3	4
Signal (red/green man)	Far side signal	3	4	2	4	3	4	4	4	4	4	4	3	
Audible (beeping)	Audible	3	3	4	4	3	4	4	4	4	4	4	4	
Count Down	No count down	2	3	3	3	3	3	2	3	2	2	3	2	
Factile Rotating Cone		_		0	0		0		0	_	0		2	
actile Rotating Cone	Rotating cone right side only	3	3	3	3	3		3	3	3	3	3	3	
Same and Manager														
Surface Material														4
Surface Type	Smooth York Stone	3	3	3	3	4	4	4	3	3	4	3	3	
Pattern	Uniform paving colour	3	3	3	3	3	3	3	3	3	3	4	3	1
Contrast with Road	Lower tonal contrast between paving and road	3	3		3	3	3	2	3	2	3	3	3	1
		3	3		3	3	3	3	4	3	4	4	4	
ines	yellow/red/white lines at road edge	3	3	4	3	3	3	3	4	3	4	4	4	
Kerb														
	0													
(erb Type (crossing over)	Crossing upstand 0 mm to 3 mm + 800 tactile paving	3	3	4	4	2	3	4	3	3	4	3	3	
(end Type (moving alongside)	Deliniating upstand 0 mm to 3 mm + 800 tactile paving	3	4	3	3	2	3	2	3	3	2	3	3	
Footway Width														
Vidth	Footway width 2 m to 5 m	4	4	4	4	3	3	3	4	3	3	4	4	
Unobstructed 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	2	2	A		2	2	2	A	A	2	2	+
					-	-		-		-	7			
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	
				_							_	0		
Contrast	Low tonal contrast with paving	3	3	3	3		3	2	2	3	3		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	4	4	4	3	3	
Bench Seat Height	Benches seat height 45 to 50 cm	3	3	3	A	3	3	3	3	1	3	3	3	
bendi Seat Height					-				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	
Slopes														
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	
Vehicle Access														
Vehicle Crossover	Crossover level	2	2	3	2		2	- 1	2		3	3	2	
		3	2		2		2		2	4			2	1
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	1
Taxi Drop Off Kerb	Taxi drop off kerb 100 mm to 150 mm	3	3	3	3	3	3	3	3	3	3	3	2	1
Dedicated Taxi Drop Off	Somewhere a taxi can stop safely	3	3	3	3	3	3	3	3	3	3	3	3	1
					_	3	4				_			1
Bus Stop Location	Within 100 m	3	4	4	4	3		3	4	3	4	3	3	
Bus Stop Kerb Height	125 mm to 140 mm	3	4	3	4	4	3	3	3	3	4	3	3	1
Bus Stop Type	Shelter + perch seat	3	3	3	3	2	3	4	3	4	3	3	3	
Γoilets														
Accessible Toilets	Within 100 m	4	A	3	4	4	3	3	4	4	4	3	3	-
Changing Places Toilets	Within 500 m	3	4	2	2	3	3	3	3	3	3	4	4	
snanging Flaces Tollets	WIGHT 300 III	1 3	4	3	3	3	3	3	3	3	3	4	4	
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ublished September 2022	by Ross Atkin Associates and Urban Movement for the City of Londo						300	13.5				m	ovement	
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