Healthy Streets Score

Name of street

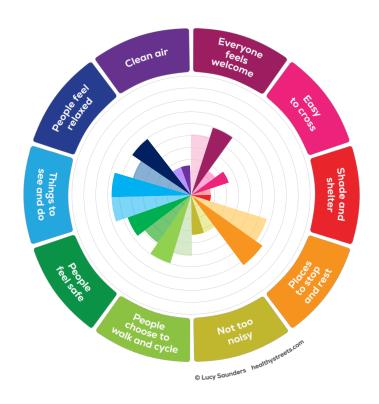
London Wall

Name of street at start junction

Coleman Street

Name of street at end junction

Wood Street



	Existing Layout Score	Proposed Option 2 Score
Healthy Streets Score	43	48
Everyone feels welcome	51	60
Easy to cross	25	33
Shade and shelter	17	17
Places to stop and rest	67	73
Not too noisy	33	33
People choose to walk and cycle	51	60
People feel safe	49	56
Things to see and do	67	67
People feel relaxed	51	60
Clean air	25	25

City of London Accessibility Tool - London Wall assessment

CoLSAT Summary Re	sults Table. L	ondon Wall im	provements			
		res* – severe ility issue	significant	scores**- accessibility ues		
	Before	After	Before	After		
Electric Wheelchair user	0	0	0	0		
Manual Wheelchair user	0	0	1	0		
Mobility Scooter user	2	0	1	1		
Walking Aid user	0	0	1	0		
Person with a walking impairment	0	0	3	1		
Person who uses cycle as their primary mobility aid	0	0	4	2		
Long cane user	1	0	2	2		
Guide Dog user	0	0	3	1		
Residual Sight user	0	0	0	0		
Deaf or Hearing impairment	0	0	0	0		
Acquired neurological impairment	0	0	1	0		
Autism/Sensory-processing diversity	0	0	1	0		
Developmental Impairment	0	0	5	2		
Total	3	0	22	9		

^{*} This score means most people in this segment would be excluded by the street characteristic in the selected configuration.

^{**} This score means some people in this segment may be able to negotiate the street characteristic in the selected configuration, but it would significantly deplete their levels of confidence and energy, and they would be likely to give up on the journey if they had to negotiate it more than once or twice.

City of London Street Accessibility Tool v2.2	Needs Segments:	12		F)]	A P	0%		*	•	8	*	∞	©	
Crossing Point														Comments
Crossing Type Crosses Over Edge Marking Tactie Paving Back Edge Tactie Paving Colour	Uncontrolled crossing > 8m 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	3 3 3 3	2 3 3 3 3	3	1 2 3 3 3 1 3 3 3 3	2 3 2 3 3	3 3 2 3	2 3 3 2 3	2 3 4 3 3	3 3 3 3	1 3 3 3 3	3 4 3 3	1 4 3 3 3	
Tactile Paving Tonal Contrast	Tactile without significant contrast with surounding paving No tactile stem	3	3	3	3 3 3 4	3	3	2	2 3	2 3	3	3	3	
Tactile Paving Stem Width Island Type	Tactile stem 800 mm width Island with tactile	3 4	3		2 4 2	3	3 4	3 4	3 4	4 3	4 3	3 4	3	
Island Depth Kerb Drop Slope Kerb Drop Tactile	Island depth < 1.2 m Kerb drop 1/6, 9.5 deg, 17% to 1/12, 4.7deg, 8% incline Kerb drop with tactile paving	2 3 3	2 3 2	3	3 3 2 1 1	1 4 3	3 3 3	2 3 3	3 3 3	2 3 3	3 2 3	3 3 4	3 3 3	
Signal (red/green man) Audible (beeping) Count Down	Far side signal No Audible No count down	3 3 2	4 3 3	3 3	4 3 2 3 3 3	4 3 3	4 2 3	4 3 3	4 2 3	4 3 2	4 2 3	4 3 3	3 1 2	
Tactile Rotating Cone	Rotating cone right side only	3	3	3	3 3	3	2	3	3	3	3	3	3	
Surface Material	Smooth Vark Stone	2	2	2) 4	2	4	4	3	2	4	2	3	
Surface Type Pattern Contrast with Road Lines	Smooth York Stone Uniform paving colour Higher tonal contrast between paving and road yellow/red/white lines at road edge	3 3 3 3	3 3 3	3	3 3 4 3 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 4 4	
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	2	3	3 :	4 2 3 3	3	3	3	3	3	3	3	3 3	
Footway Width														
Width Unobstructed Width	Footway width 2 m to 5 m Min unobstructed width > 1.5 m	3	3	3	3 3	3 3	3	3 3	3	3 4	3 3	3	3	
Street Furniture														
Position Cafe Tables	Street furniture > 0.5 m from kerb No cafe tables	3	3		3 3	2	2	3 3	3	2	2	3	3	
Temporary Items Street Furniture Height	Temporary, obstructions, Chapter 8 Street furniture > 0.9 m height	2 3	1 3	2	2 2	2	1 3	1 3	2	2	2 3	1 3	1 3	
Contrast	High tonal contrast with paving	3	3	4	3 3	4	3	4	4	3	3	3	3	
Bench Spacing Bench Design	Bench within 150 m Benches with arms + Backrests	3	3	3		3	3 3	3	3	3	4	3	3	
Bench Seat Height Bench Sensory Experience	Benches seat height 45 to 50 cm No sensory experience	3	3	3	3 3	3	3	3	3	3	3	3 3	3	
Slopes														
Gradient (in direction of travel) Camber (across footway)	Gradient < 1/50 Camber 1/20 to 1/50	3	2	3	3 3	1	3 3	3	3	3 3	3	3	3	
Vehicle Access														
Vehicle Crossover Blue Badge Parking Taxi Drop Off Location	Crossover level Blue badge parking 100 m to 500 m away Taxi drop off 100 m to 250 m away	3 3 3	2 3 2	3 :	2 4 2 2 2 1	2 2 3	2 3 3	1 3 1	2 3 2	4 3 2	3 3 2	3 2 2	2 1 2	
Taxi Drop Off Kerb Dedicated Taxi Drop Off Bus Stop Location	Taxi drop off kerb > 150 mm Somewhere a taxi can stop safely 100 m to 250 m away	3 3	3 3	3	3 2 3 3 3 2	3 3 3	3 3 3	3 3 3	3 3 3	3 3 2	3 3	3 3 3	4 3 3	
Bus Stop Kerb Height Bus Stop Type	100 m to 250 m away 125 mm to 140 mm Shelter + perch seat	3 3	3	3	4 4 3 2	3 3	3 3	3	3	3	4	3 3	3 3	
Toilets											_			
Accessible Toilets Changing Places Toilets	100 m to 500 m away More than 500 m away	3 3	3	-	3 2	3	3	3	3	3	3	3	1	
Published June 2024	The City of London Street Accessibility Tool (CoLSAT) was developed by Ross Atkin Associates and Urban Movement for the City of London Corporation with the generous assistance of 41 disabled individuals who participated in research interviews.	r		ss kin sociate:		L	CITY	Š				urba moveme	n ent	1

City of London Street Accessibility Tool v2.2	Needs Segments:	F.0:	O 1	Ėį	1FA	H	ં		*	•	8	*	∞		
Crossing Point															Comments
Crossing Type Crosses Over Crosses Over Edge Marking Tactie Paving Back Edge Tactie Paving Colour Tactile Paving Tonal Contrast Tactile Paving Stem Length Tactile Paving Stem Width Island Type Island Depth Kerb Drop Slope	Uncontrolled crossing 6 m to 8 m road width Carriageway (motor vehicles and cycles together) 800 mm deep tactile paving edge marking (partial width) Back edge offset from kerb edge Tactile colour not as per guidance Tactile without significant contrast with surounding paving No tactile stem Tactile stem 800 mm width No island Island depth > 1.2 m Kerb drop < 1/1/2, 4.7deg, 8% incline	3 3 3 3 3 3 3 3 3 3	3 3 3 3 3 4 3 4 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 3 3 4 2 2 3	3 3 3 3 3 3 3 3 3	2 3 1 2 3 3 1 3 2 3	2 3 2 2 3 2 2 3 2 4 3	2 3 3 3 3 2 3 3 3 3	3 3 3 3 2 2 2 3 4 2 4 2 4	2 3 3 3 3 3 4 2 4	3 3 3 3 3 3 3 2 4	2 4 4 3 3 3 3 3 3 4	
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 4 3 3 3	4 4 2 3 3	1 3 3 3 3	3 4 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 Contrast with Road Lines	Smooth York Stone Pattern in paving Higher tonal contrast between paving and road yellow/red/white lines at road edge	3 3 3 3	3 3 3	3 3 4 3	3 3 4 3	3 3 3	3 3 3	3 3 3	2 3 3	3 2 4 4	3 3 3	4 3 4 4	3 3 3	3 3 4 4	
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	2	3 2	3	3	3	3	3	3	3	3	3	3 4	3	
Footway Width															
Width Unobstructed Width	Footway width 2 m to 5 m Min unobstructed width > 1.5 m	3	3	3	3	3	3	4	3	3	4	3	3	3	
Street Furniture Position Cafe Tables Temporary Items Street Furniture Height Contrast Bench Spacing Bench Design Bench Seat Height Bench Sensoy Experience	Street furniture > 0.5 m from kerb No cafe tables No temporary obstructions Street furniture > 0.9 m height High tonal contrast with paving Bench within 150 m Benches with arms + Backrests Benches seat height 45 to 50 cm No sensory experience	3 4 4 3 3 3 3 3 3	3 4 4 3 3 3 3 3 3	2 3 4 3 4 3 3 3 3	3 3 4 3 3 4 4 4 4	3 3 4 4 3 4 4 3 3	2 3 4 3 4 4 3 3 3	2 4 4 3 3 3 3 3 3	3 4 3 4 3 3 3 3	3 3 4 3 4 3 4 3	2 3 4 3 3 3 4 4 4	2 4 4 3 3 4 4 4 3	3 3 4 3 3 4 3 3	3 4 4 3 3 3 3 3 3	
Slopes	но запасту ехрепенос	J	J	J	J		J	Ü	J	Ü	Ü	J	J	Ü	
Gradient (in direction of travel) Camber (across footway)	Gradient < 1/50 Camber 1/20 to 1/50	3	2	1	3	3	1	3	3	3	3	3	3	3	The City's standard Camber across footway is 1/40; but the officers will explore posibilities to
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 Type	Crossover level Blue badge parking Within 100 m Taxi drop off within 10 m Taxi drop off kerb 100 mm to 150 mm Somewhere a taxi can stop safely 100 m to 250 m away < 125 mm Shelter + proper seat	3 4 4 3 3 3 2 3	2 3 4 3 3 3 2 3	2 3 4 3 3 3 3 3	2 3 4 3 3 3 3 3	4 3 4 3 3 2 2 4	2 4 3 3 3 3 3 3 3	2 3 4 3 3 3 3 3	1 3 4 3 3 3 3 4	2 3 4 3 3 3 3 3	4 3 4 3 3 2 3 4	3 3 4 3 3 3 3 3	3 3 4 3 3 3 3 3	2 3 4 2 3 3 3 4	
Toilets															
Accessible Toilets Changing Places Toilets	100 m to 500 m away More than 500 m away	3	3	3	3	3	3	3	3	3	3	3	3	1	
Published June 2024	The City of London Street Accessibility Tool (CoLSAT) was developed by Ross Alkin Associates and Urban Movement for the City of London Corporation with the generous assistance of 41 disabled individuals who participated in research interviews.	r	A	oss tkin ssocia	tes			CITY	1			L m	ırba	n nt	

Healthy Streets Score

Name of street

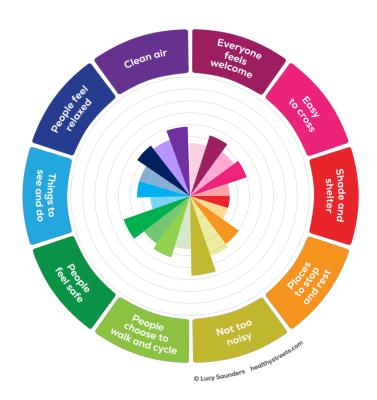
Basinghall Street

Name of street at start junction

Aldermanbury Square

Name of street at end junction

Basinghall Avenue



	Existing Layout Score	Proposed Layout Score
Healthy Streets Score	43	52
Everyone feels welcome	44	54
Easy to cross	46	50
Shade and shelter	33	33
Places to stop and rest	33	50
Not too noisy	53	67
People choose to walk and cycle	44	54
People feel safe	49	59
Things to see and do	33	44
People feel relaxed	44	54
Clean air	50	58

CoLSAT Summary Re	sults Table. Ba	asinghall Stree	et improveme	nts		
		es* – severe ility issue	significant	scores**- accessibility ues		
	Before	After	Before	After		
Electric Wheelchair user	1	0	1	0		
Manual Wheelchair user	1	0	2	0		
Mobility Scooter user	2	0	2	1		
Walking Aid user	0	0	1	0		
Person with a walking impairment	0	0	1	1		
Person who uses cycle as their primary mobility aid	2	0	4	2		
Long cane user	1	0	2	2		
Guide Dog user	1	0	3	1		
Residual Sight user	0	0	3	0		
Deaf or Hearing impairment	0	0	2	0		
Acquired neurological impairment	0	0	1	0		
Autism/Sensory-processing diversity	0	0	2	0		
Developmental Impairment	2	0	5	2		
Total	10	0	29	9		

^{*} This score means most people in this segment would be excluded by the street characteristic in the selected configuration.

^{**} This score means some people in this segment may be able to negotiate the street characteristic in the selected configuration, but it would significantly deplete their levels of confidence and energy, and they would be likely to give up on the journey if they had to negotiate it more than once or twice.

City of London Street Accessibility Tool v2.2	Needs Segments:	[- [-	Ò1.	£ì	1fa	P) હે C			•	8	*	∞	•	
Crossing Point															Comments
Crossing Type Crosses Over Edge Marking	Uncontrolled crossing 6 m to 8 m road width Carriageway (motor vehicles and cycles together) No tactile edge marking	3 3 3	3 3 3	2 3 3	3 3 3	3 3 4	3 3 3	3	2 3	3	3 3 3	3	3 3 2	2 4 0	
Tactie Paving Back Edge Tactie Paving Colour	Back edge offset from kerb edge Tactile colour not as per guidance	3	3	3	3	3	3	2 3	2	3	3 2	3	3	3 3	
	Tactile without significant contrast with surrounding paving No tactile stem Tactile stem 800 mm width	3 3 3	3 4 3	3 3	3	3 4 2	3	3 1 3	2 2 3	3	2 3 4	3	3	3 3	
Island Type Island Depth	No island Island depth > 1.2 m	2	3 4	2	2	2	2	2	2	3	2	2	2	3	
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 Far side signal	3 3 3	3 4 4	3	3 2 4	3	3 4	2	3 2 4	3 3 4	3 3 4	2 4 4	3 3 4	3 1 3	
Signal (red/green man) Audible (beeping) Count Down	rai side signai No Audible No count down	3	3	3	2	3	3	2	3	2	3 2	2	3	1 2	
Tactile Rotating Cone	Rotating cone right side only	3	3	3	3	3	3	2	3	3	3	3	3	3	
Surface Material	Verk Stone with gang/humps	2	2	2	2	1	1	2	2	2	4	2	2	2	
Surface Type Pattern Contrast with Road	York Stone with gaps/bumps Pattern in paving Lower tonal contrast between paving and road	3 3	3	3 3	3 3	3 3	3	3	2 2 2	2 2 3	3 2	3 3	3 3 3	3 3 3	
Lines	yellow/red/white lines at road edge	3	3	3	3	3	3	3	3	4	3	4	4	4	
Kerb															
Kerb Type (crossing over) Kerb Type (moving alongside)	Crossing kerb 100 mm to 150 mm Deliniating kerb 100 mm to 150 mm	2	2	3	3	3	3	3	3	3	3	3	3 4	3	
Footway Width	Footway width 1.5 m to 2 m	2	2	2	2	2	2		2	2	2	2	2	2	
Wiath Unobstructed Width	Min unobstructed width < 1.5 m	1	1	1	1	2 2	0	2	0	1	1	1	1	1	
Street Furniture															
Position Cafe Tables	Street furniture > 0.5 m from kerb No cafe tables	3	3	2	3 3	3	3	2	3	3	2	2	3	3	
Temporary Items Street Furniture Height Contrast	Temporary, obstructions, Chapter 8 Street furniture > 0.9 m height High tonal contrast with paving	3 3	1 3 3	2 3 4	3 3	2 4 3	3 4	3 3	1 3 4	3	3 3	3	3 3	1 3 3	
Bench Spacing Bench Design	nign tonal contrast with paving Bench within 150 m Benches with arms + Backrests	3 3	3	3	4 4	4	4 4 3	3	3	3 4	3	4	4	3 3	
Bench Seat Height Bench Sensory Experience	Benches seat height 45 to 50 cm No sensory experience	3	3	3	3	3	3	3	3	3	3	3	3	3	
Slopes															
Gradient (in direction of travel) Camber (across footway)	Gradient < 1/50 Camber 1/20 to 1/50	3	2	1	3	3	1	3	3	3	3	3	3	3	
Vehicle Access Vehicle Crossover	Crossover level	3	2	2	2	4	2	2	1	2	4	3	3	2	
venicle Crossover Blue Badge Parking Taxi Drop Off Location	Crossover levei Blue badge parking Within 100 m Taxi drop off within 10 m	4	3	3	3	3 4	4 3	3	3	3	3	3	3 4	3	
Taxi Drop Off Kerb Dedicated Taxi Drop Off	Taxi drop off kerb > 150 mm Somewhere a taxi can stop safely	3	3	0	3	2	3	3	3 3	3	3 3	3	3	3	
Bus Stop Location Bus Stop Kerb Height	100 m to 250 m away 125 mm to 140 mm	3	3	3	3 4	2	3	3	3	3	2	3	3	3	
Bus Stop Type	Shelter + perch seat	3	3	2	3	2	3	3	4	3	4	3	3	3	
Toilets Accessible Toilets	100 m to 500 m away	3	3	3	3	2	3	3	3	4	3	3	3	4	
Changing Places Toilets	More than 500 m away	3	3	3	3	3	1	3	3	3	3	3	3	1	
Published June 2024	The City of London Street Accessibility Tool (CoLSAT) was developed by Ross Atkin Associates and Urban Movement for the City of London Corporation with the generous assistance of 41 disabled individuals who participated in research interviews.	r		Ross Atkin Associa	ates			CITY	;				urba noveme	n ent	

City of London Street Accessibility Tool v2.2	Needs Segments:	1 -	O 1	Fi	1FA	H	O %			•	8	*	∞		
Crossing Point															Comments
Crossing Type	Uncontrolled crossing 6 m to 8 m road width	3	3	2	3	3	3	2	2	2	3	2	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 Factie Paving Back Edge	800 mm deep tactile paving edge marking (partial width) Back edge offset from kerb edge	3	3	3	3	3	3 3	1 2	2	3	3	3	3	3	
actie Paving Back Edge actie Paving Colour	Tactile colour not as per guidance	3	3	3	3	3	3	3	3	3	2	3	3	3	
	Tactile without significant contrast with surounding paving	3	3	3	3	3	3	3	2	2	2	3	3	3	
actile Paving Stem Length	No tactile stem	3	4	3	3	4	3	1	2	3	3	3	3	3	
actile Paving Stem Width	Tactile stem 800 mm width	3	3	3	3	2	3	3	3	3	4	4	3	3	
sland Type	No island	2	3	2	2	2	2	2	2	3	2	2	2	3	
sland Depth	Island depth > 1.2 m	3	4	3	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	3	4		
Signal (red/green man) Audible (beeping)	Far side signal No Audible	3	3	3	2	3	4	2	3	2	4	2	3	3	
Count Down	No count down	2	3	3	3	3	3	3	3	3	2	3	3	2	
Factile Rotating Cone	Rotating cone right side only	3	3	3	3	3	3	2	3	3	3	3	3	3	
Surface Material															
Surface Type	Smooth York Stone	3	3	3	3	4	2	4	4	3	3	4	3	3	
Pattern	Pattern in paving	3	3	3	3	3	3	3	2	2	3	3	3	3	
Contrast with Road Lines	Higher tonal contrast between paving and road yellow/red/white lines at road edge	3	3	3	3	3 3	3	3	3	4	3	4 4	3	4	
Kerb															
Kerb Type (crossing over)	Crossing Upstand 0 mm to 3 mm + 800 tactile paving	4	3	3	4	2	4	3	4	3	3	4	3	3	
Kerb Type (moving alongside)	Deliniating kerb 100 mm to 150 mm	2	2	3	3	3	3	3	3	3	3	3	4	3	
Footway Width															
Vidth	Footway width 2 m to 5 m	4	4	4	3	3	3	3	3	4	3	3	4	4	
Unobstructed Width	Min unobstructed width > 1.5 m	3	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	2	3	3	2	2	3	3	
Cafe Tables	No cafe tables	4	4	3	3	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	3	3	3	3	3	3	
Contrast	High tonal contrast with paving	3	3	4	3	3	4	3	4	4	3	3	3	3	
Bench Spacing	Bench within 150 m	3	3	3	4	4	4	3	3	3	3	4	4	3	
Bench Design	Benches with arms + Backrests	3	3	3	4	4	3	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	3	4	3	3	3	
Bench Sensory Experience	No sensory experience	3	3	3	3	3	3	3	3	3	3	3	3	3	
Slopes		1													
Gradient (in direction of travel)	Gradient < 1/50	3	4	3	4	3	4	3	3	4	3	4	3	3	The City's standard Camber across footway is 1/40
Camber (across footway)	Camber 1/20 to 1/50	3	2	1	3	3	1	3	3	3	3	3	3	3	but the officers will explore posibilities to
Vehicle Access															
/ehicle Crossover	Crossover level	3	2	2	2	4	2	2	1	2	4	3	3	2	
Blue Badge Parking	Blue badge parking Within 100 m	4	3	3	3	3	4	3	3	3	3	3	3	3	
Γaxi Drop Off Location Γaxi Drop Off Kerb	Taxi drop off within 10 m Taxi drop off kerb 100 mm to 150 mm	3	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	3	
Bus Stop Location	100 m to 250 m away	3	3	3	3	2	3	3	3	3	2	3	3	3	
Bus Stop Kerb Height	< 125 mm	2	2	3	3	2	3	3	3	3	3	3	3	3	
Bus Stop Type	Shelter + proper seat	3	3	3	3	4	3	3	4	3	4	3	3	4	
Toilets															
Accessible Toilets	100 m to 500 m away	3	3	3	3	2	3	3	3	4	3	3	3	4	
Changing Places Toilets	More than 500 m away	3	3	3	3	3	1	3	3	3	3	3	3	1	
	The City of London Street Accessibility Tool (CoLSAT) was						Ne								
Published June 2024	developed by Ross Atkin Associates and Urban Movement for the			Ross Atkin			V.	300				,	ırba	n l	
upilaticu dulic 2024	City of London Corporation with the generous assistance of 41			Associa	ites		<i>5</i>	CITY							
	disabled individuals who participated in research interviews.							NDON							
												_			