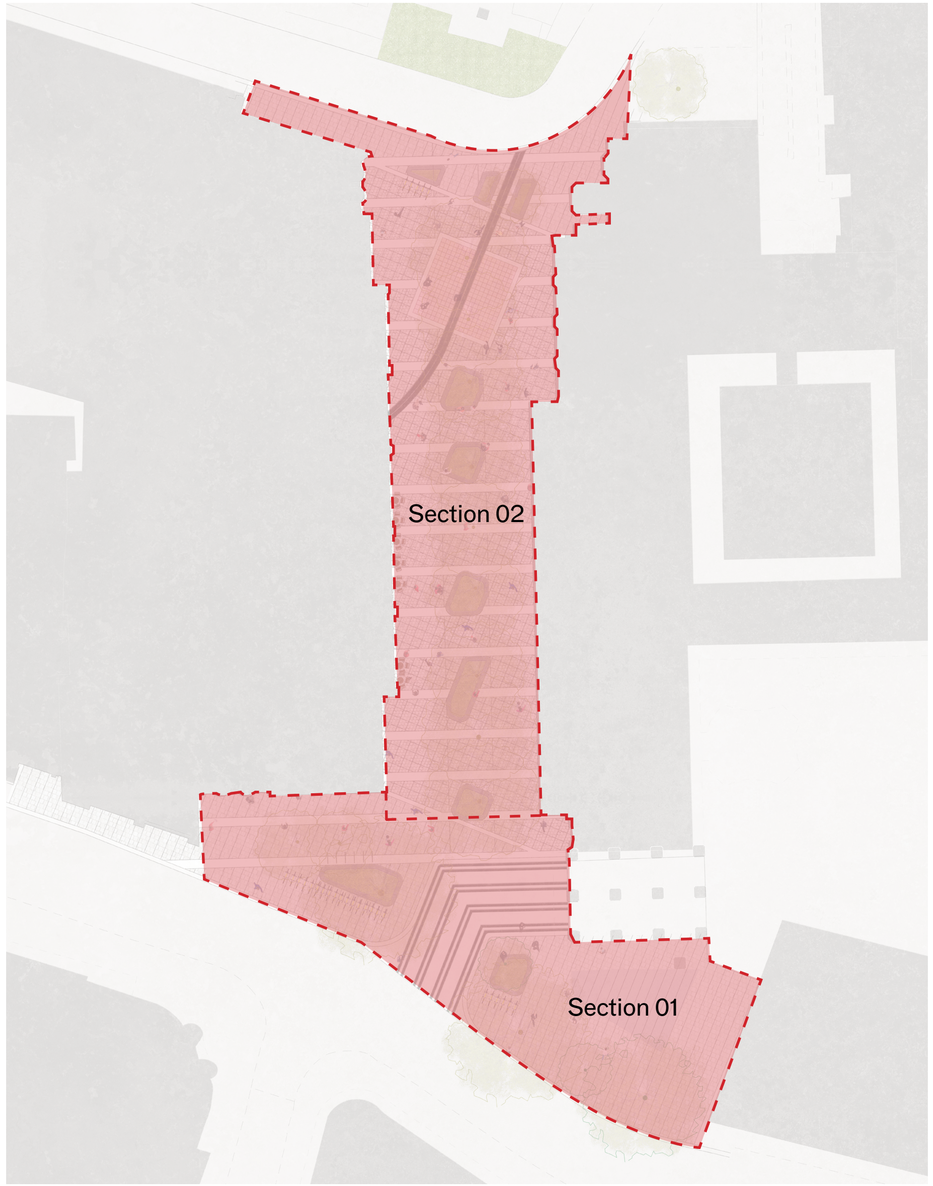
CoLSAT assessment



Aldermanb ry Sections

st n se t on assessment

City of London Street Accessibility Tool v2.2

Needs Segments:

															Comments
Crossing Point															
Crossing Type	Uncontrolled crossing > 8m road width	3	2	2	1	2	2	0	2	2	3	1	2	1	
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	3	1	2	3	3	3	3	4	
Tactie Paving Back Edge	Back edge offset from kerb edge	3	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	3	2	3	3	3	
Tactile Paving Tonal Contrast	Tactile without significant contrast with surounding paving	3	3	3	3	3	3	3	2	2	2	3	3	3	
Tactile Paving Stem Length	No tactile stem	3	4	3	3	4	3	1	2	3	3	3	3	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	2	3	2	2	2	3	
Island 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	3	
Signal (red/green man)	Far side signal	3	4	4	4	3	4	4	4	4	4	4	4	3	
Audible (beeping)	No Audible	3	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	3	2	3	3	2	
Tactile Rotating Cone	Rotating cone right side only	3	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	1	2	2	2	1	2	3	3	
Pattern	Pattern in paving	3	3	3	3	3	3	3	2	2	3	3	3	3	
Contrast with Road	Lower tonal contrast between paving and road	3	3	3	3	3	3	3	2	3	2	3	3	3	
Lines	No lines at road edge	3	3	3	3	3	3	3	2	2	2	2	2	2	
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 upstand 0 mm to 3 mm (undelineated)	3	4	2	2	2	3	0	1	3	3	2	2	1	
Footway Width															
Width	Footway width 1.5 m to 2 m	3	3	3	2	2	2	4	3	3	2	2	2	3	east footway is much wider.
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	3	4	4	3	3	2	3	4	4	3	3	benches and a large planter
Cafe Tables	No cafe tables	4	4	3	3	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	4	
Street Furniture Height	Street furniture < 0.9 m height	3	3	3	3	3	3	3	2	3	3	3	3	3	
Contrast	Low tonal contrast with paving	3	3	3	3	2	3	3	2	2	3	3	2	2	stainless steel cycle racks seem to have low tonal contrast with the footway.
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	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															
Gradient (in direction of travel)	Gradient 1/12 to 1/20	3	2	2	2	2	2	3	3	3	3	2	3	3	
Camber (across footway)	Camber < 1/50	3	4	3	4	3	3	3	3	3	3	4	3	4	
Vehicle Access															
Vehicle 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	
Taxi Drop Off Location	Taxi drop off within 10 m	4	4	4	4	4	3	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	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	250 m to 500 m away	3	1	1	2	1	3	2	3	3	1	1	3	3	bus stop on Cheapside o/s 1 New Change
Bus Stop Kerb Height	125 mm to 140 mm	3	4	3	4	4	3	3	3	3	3	4	3	3	bus stop on Cheapside o/s 1 New Change
Bus Stop Type	Shelter + perch seat	3	3	2	3	2	3	3	4	3	4	3	3	3	
Toilets															
Accessible Toilets	Within 100 m	4	4	3	4	4	4	3	3	4	4	4	3	3	
Changing Places Toilets	More than 500 m away	3	3	3	3	3	1	3	3	3	3	3	3	1	Barbican Centre

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t ons se t on assessment

City of London Street Accessibility Tool v2.2

Needs Segments:

															Comments
Crossing Point															
Crossing Type	Uncontrolled crossing 6 m to 8 m road width	3	3	2	3	3	3	2	2	2	3	2	3	2	This section has an uncontrolled crossing however the carriageway leads to the building's entrance and is not used frequently
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 (full width of flush area)	3	3	3	3	1	2	3	3	4	3	3	4	3	Tactile paving will be introduced
Tactile Paving Back Edge	Back edge offset from kerb edge	3	3	3	3	3	3	2	2	3	3	3	3	3	York Stone blister tactile paving will be used as suggested by City of London Public Realm ToolKit
Tactile Paving Colour	Tactile colour not as per guidance	3	3	3	3	3	3	3	3	3	2	3	3	3	
Tactile Paving Tonal Contrast	Tactile has significant contrast with surrounding paving	3	3	4	3	4	4	3	4	4	3	3	3	3	
Tactile Paving Stem Length	No tactile stem	3	4	3	3	4	3	1	2	3	3	3	3	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	2	3	2	2	2	3	
Island 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	3	
Signal (red/green man)	Far side signal	3	4	4	4	3	4	4	4	4	4	4	4	3	
Audible (beeping)	No Audible	3	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	3	2	3	3	2	
Tactile 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	Smooth surface and level York Stone throughout
Pattern	Uniform paving colour	3	3	3	3	3	3	3	3	3	3	3	4	3	York stone is used for the footways while Granite Setts are used for the carriageway , similar to the existing conditions of the section
Contrast with Road	Higher tonal contrast between paving and road	3	3	4	4	3	3	3	3	4	3	4	3	4	Higher tonal contrast between York Stone and
Lines	yellow/red/white lines at road edge	3	3	3	3	3	3	3	3	4	3	4	4	4	Granite Setts
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	flush kerb
Kerb Type (moving alongside)	Deliniating upstand 0 mm to 3 mm (undelineated)	3	4	2	2	2	3	0	1	3	3	2	2	1	flush kerb
Footway Width															
Width	Footway width > 5 m	4	4	4	4	3	4	2	3	3	4	4	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	3	4	4	3	3	2	3	4	4	3	3	
Cafe Tables	No cafe tables	4	4	3	3	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	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	3	2	2	3	3	2	2	
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	Granite benches with a maximum height of 45cm are situated in the section. They also act as planters for proposed trees
Bench Seat Height	Benches seat height 45 to 50 cm	3	3	3	4	3	3	3	3	3	4	3	3	3	Currently all the proposed benches are 45cm tall
Bench Sensory Experience	Good sensory experience (textures, planting, sound, colour)	3	3	3	3	3	4	3	3	3	4	3	4	3	There planters that act as benches, providing shade.
Slopes															
Gradient (in direction of travel)	Gradient < 1/50	3	4	3	4	3	4	3	3	4	3	4	3	3	In this section , the street is entirely level
Camber (across footway)	Camber < 1/50	3	4	3	4	3	3	3	3	3	3	4	3	4	There is minimal camber across the foorway and remains consistant throughout
Vehicle Access															
Vehicle Crossover	Crossover level	3	2	2	2	4	2	2	1	2	4	3	3	2	No changes to the existing conditions
Blue Badge Parking	Blue badge parking Within 100 m	4	3	3	3	3	4	3	3	3	3	3	3	3	No changes to the existing conditions
Taxi Drop Off Location	Taxi drop off within 10 m	4	4	4	4	4	3	4	4	4	4	4	4	4	No changes to the existing conditions
Taxi Drop Off Kerb	Taxi drop off kerb < 100 mm	1	2	3	3	3	3	3	3	3	3	2	3	2	No changes to the existing conditions
Dedicated Taxi Drop Off	Somewhere a taxi can stop safely	3	3	3	3	3	3	3	3	3	3	3	3	3	No changes to the existing conditions
Bus Stop Location	250 m to 500 m away	3	1	1	2	1	3	2	3	3	1	1	3	3	bus stop on Cheapside o/s 1 1 New Change
Bus Stop Kerb Height	125 mm to 140 mm	3	4	3	4	4	3	3	3	3	3	4	3	3	bus stop on Cheapside o/s 1 1 New Change
Bus Stop Type	Shelter + proper seat	3	3	3	3	4	3	3	4	3	4	3	3	4	No changes to the existing conditions
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	Within 500 m	3	4	3	3	3	4	3	3	3	3	3	4	4	

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Ross Atkin Associates

CITY OF LONDON

urban movement

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City of London Street Accessibility Tool v2.2

Needs Segments:

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	800 mm deep tactile paving edge marking (partial width)	3	3	3	3	3	3	1	2	3	3	3	3	4	
Tactie Paving Back Edge	Back edge offset from kerb edge	3	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	3	2	3	3	3	
Tactile Paving Tonal Contrast	Tactile without significant contrast with surounding paving	3	3	3	3	3	3	3	2	2	2	3	3	3	
Tactile Paving Stem Length	No tactile stem	3	4	3	3	4	3	1	2	3	3	3	3	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	2	3	2	2	2	3	
Island 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	3	
Signal (red/green man)	Far side signal	3	4	4	4	3	4	4	4	4	4	4	4	3	
Audible (beeping)	No Audible	3	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	3	2	3	3	2	
Tactile Rotating Cone	Rotating cone right side only	3	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	1	2	2	2	1	2	3	3	
Pattern	Pattern in paving	3	3	3	3	3	3	3	2	2	3	3	3	3	
Contrast with Road	Lower tonal contrast between paving and road	3	3	3	3	3	3	3	2	3	2	3	3	3	
Lines	No lines at road edge	3	3	3	3	3	3	3	2	2	2	2	2	2	
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 150 mm +	2	2	3	3	2	2	1	3	3	3	3	4	3	
Footway Width															
Width	Footway width 1.5 m to 2 m	3	3	3	2	2	2	4	3	3	2	2	2	3	east footway is much wider.
Unobstructed Width	Min unobstructed width < 1.5 m	1	1	1	1	2	0	2	0	1	1	1	1	1	
Street Furniture															
Position	Street furniture < 0.5 m from kerb	3	3	3	4	4	3	3	2	3	4	4	3	3	benches and a large planter
Cafe Tables	No cafe tables	4	4	3	3	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	4	
Street Furniture Height	Street furniture < 0.9 m height	3	3	3	3	3	3	3	2	3	3	3	3	3	
Contrast	Low tonal contrast with paving	3	3	3	3	2	3	3	2	2	3	3	2	2	stainless steel cycle racks seem to have low tonal contrast with the footway.
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	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															
Gradient (in direction of travel)	Gradient 1/12 to 1/20	3	2	2	2	2	2	3	3	3	3	2	3	3	
Camber (across footway)	Camber < 1/50	3	4	3	4	3	3	3	3	3	3	4	3	4	
Vehicle Access															
Vehicle 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	
Taxi Drop Off Location	Taxi drop off within 10 m	4	4	4	4	4	3	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	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	250 m to 500 m away	3	1	1	2	1	3	2	3	3	1	1	3	3	bus stop on Cheapside o/s 1 New Change
Bus Stop Kerb Height	125 mm to 140 mm	3	4	3	4	4	3	3	3	3	3	4	3	3	bus stop on Cheapside o/s 1 New Change
Bus Stop Type	Shelter + perch seat	3	3	2	3	2	3	3	4	3	4	3	3	3	
Toilets															
Accessible Toilets	Within 100 m	4	4	3	4	4	4	3	3	4	4	4	3	3	
Changing Places Toilets	More than 500 m away	3	3	3	3	3	1	3	3	3	3	3	3	1	Barbican Centre

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t on se t on assessment

City of London Street Accessibility Tool v2.2

Needs Segments:

															Comments
Crossing Point															
Crossing Type	Controlled crossing (any road width)	4	4	4	4	4	4	4	4	4	4	4	4	3	
															Vehicular access prohibited as section 02 is proposed to be fully pedestrianised so there is no kerb type for crossing over
~~Crosses Over~~	~~Cycle track only~~	~~2~~	~~2~~	~~2~~	~~2~~	~~3~~	~~3~~	~~1~~	~~3~~	~~2~~	~~1~~	~~2~~	~~2~~	~~2~~	
~~Edge Marking~~	~~No tactile edge marking~~	~~3~~	~~3~~	~~3~~	~~3~~	~~4~~	~~3~~	~~0~~	~~1~~	~~1~~	~~3~~	~~4~~	~~2~~	~~0~~	
Tactile Paving Back Edge	Back edge offset from kerb edge	~~3~~	~~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~~	~~3~~	~~2~~	~~3~~	~~3~~	~~3~~	
Tactile Paving Tonal Contrast	Tactile has significant contrast with surrounding paving	~~3~~	~~3~~	~~4~~	~~3~~	~~4~~	~~4~~	~~3~~	~~4~~	~~4~~	~~3~~	~~3~~	~~3~~	~~3~~	
~~Tactile Paving Stem Length~~	~~No tactile stem~~	~~3~~	~~4~~	~~3~~	~~3~~	~~4~~	~~3~~	~~1~~	~~2~~	~~3~~	~~3~~	~~3~~	~~3~~	~~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~~	~~2~~	~~3~~	~~2~~	~~2~~	~~2~~	~~3~~	
Island Depth	Island depth > 1.2 m	~~3~~	~~4~~	~~3~~	~~2~~	~~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~~	~~3~~	
															Vehicular access prohibited as section 02 is proposed to be fully pedestrianised so there is no kerb type for crossing over
~~Signal (red/green man)~~	~~No Signal (zebra)~~	~~2~~	~~3~~	~~3~~	~~2~~	~~3~~	~~3~~	~~3~~	~~3~~	~~3~~	~~3~~	~~3~~	~~3~~	~~2~~	
Audible (beeping)	No Audible	~~3~~	~~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~~	~~3~~	~~2~~	~~3~~	~~3~~	~~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 surface and level York Stone throughout with exception to Pink Granite forming a square and Silver Grey Granite strips
Surface Type	Smooth York Stone	3	3	3	3	4	2	4	4	3	3	4	3	3	Silver Grey Granite strips are present throughout section 02. Pink Granite is present in a form of a square close to the Love Lane junction
Pattern	Pattern in paving	3	3	3	3	3	3	3	2	2	3	3	3	3	
Contrast with Road	Higher tonal contrast between paving and road	3	3	4	4	3	3	3	3	4	3	4	3	4	Higher tonal contrast between York Stone and road surface on Love lane
Lines	Yellow/red/white lines at road edge	3	3	3	3	3	3	3	3	4	3	4	4	4	
Kerb															
															Vehicular access prohibited as section 02 is proposed to be fully pedestrianised so there is no kerb type for crossing over
~~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~~	Vehicular access prohibited as section 02 is proposed to be fully pedestrianised so there is no kerb type for crossing over
~~Kerb Type (moving alongside)~~	~~Delineating upstand 0 mm to 3 mm + 800 tactile paving~~	~~3~~	~~4~~	~~2~~	~~3~~	~~2~~	~~3~~	~~3~~	~~2~~	~~3~~	~~3~~	~~2~~	~~3~~	~~3~~	
Footway Width															
Width	Footway width > 5 m	4	4	4	4	3	4	2	3	3	4	4	4	4	The footway width varies between 5m and 15.8m
Unobstructed Width	Min unobstructed width > 1.5 m	3	3	3	3	3	3	4	3	3	4	3	3	3	The narrowest unobstructed footway is 1.7m
Street Furniture															
Position	Street furniture < 0.5 m from kerb	3	3	3	4	4	3	3	2	3	4	4	3	3	
Cafe Tables	Cafe tables without 'protection'	3	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	4	
Street Furniture Height	Street furniture < 0.9 m height	3	3	3	3	3	3	3	2	3	3	3	3	3	
Contrast	Low tonal contrast with paving	3	3	3	3	2	3	3	2	2	3	3	2	2	
Bench Spacing	Bench within 150 m	3	3	3	4	4	4	3	3	3	3	4	4	3	
															Additional stand alone benches, in material suggested by the City Public Realm ToolKit, are proposed to be installed where possible along the street.
Bench Design	Benches with arms + Backrests	3	3	3	4	4	3	3	3	4	4	4	3	3	Granite benches with a maximum height of 45cm are situated in this section, with stand alone benches also proposed to be introduced where possible. They also act as planters for proposed trees.
Bench Seat Height	Benches seat height 45 to 50 cm	3	3	3	4	3	3	3	3	3	4	3	3	3	Some benches/seating act as planters , providing shade. Different material could offer different sensory experience ot users. This will be desided in further design development.
Bench Sensory Experience	Good sensory experience (textures, planting, sound, colour)	3	3	3	3	3	4	3	3	3	4	3	4	3	
Slopes															
Gradient (in direction of travel)	Gradient 1/12 to 1/20	3	2	2	2	2	2	3	3	3	3	2	3	3	
Camber (across footway)	Camber < 1/50	3	4	3	4	3	3	3	3	3	3	4	3	4	There is minimal camber across the foorway and remains consistant throughout.
Vehicle Access															
															Vehicular access prohibited as section 02 is proposed
Vehicle Crossover	No crossover	3	3	3	3	3	4	3	3	3	3	3	3	3	to be fully pedestrianised
Blue Badge Parking	Blue badge parking Within 100 m	4	3	3	3	3	4	3	3	3	3	3	3	3	No changes to existing conditions
Taxi Drop Off Location	Taxi drop off within 10 m	4	4	4	4	4	3	4	4	4	4	4	4	4	No changes to existing conditions
Taxi Drop Off Kerb	Taxi drop off kerb < 100 mm	1	2	3	3	3	3	3	3	3	3	2	3	2	No changes to existing conditions
Dedicated Taxi Drop Off	Somewhere a taxi can stop safely	3	3	3	3	3	3	3	3	3	3	3	3	3	No changes to existing conditions
															Bus stop on Cheapside o/s 1 New Change, no change
Bus Stop Location	Within 100 m	3	4	3	4	3	3	4	3	4	3	4	3	3	from existing conditions
															Bus stop on Cheapside o/s 1 New Change, no change
Bus Stop Kerb Height	125 mm to 140 mm	3	4	3	4	4	3	3	3	3	3	4	3	3	from existing conditions
Bus Stop Type	Shelter + proper seat	3	3	3	3	4	3	3	4	3	4	3	3	4	No changes to existing conditions
Toilets															
Accessible Toilets	Within 100 m	4	4	3	4	4	4	3	3	4	4	4	3	3	No changes to existing conditions
Changing Places Toilets	More than 500 m away	3	3	3	3	3	1	3	3	3	3	3	3	1	Barbican Centre, no change from existing condition

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	Total number of 0:	0	0	0	0	0	0	1	0	0	0	0	0	0	1
	Total number of 1:	1	0	0	0	0	1	0	0	0	0	0	0	0	2

t on se t on assessment

City of London Street Accessibility Tool v2.2

Needs Segments:

Crossing Point														Comments
Crossing Type	Uncontrolled crossing < 6 m road width	3	3	3	3	3	3	3	3	3	3	3	3	2	Vehicular access prohibited as section 02 is proposed to be fully pedestrianised so there is no kerb type for crossing over
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 (full width of flush area)	3	3	3	3	1	2	3	3	4	3	3	4	3	
Tactie Paving Back Edge	Back edge offset from kerb edge	3	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	3	2	3	3	3	
Tactile Paving Tonal Contrast	Tactile without significant contrast with surrounding paving	3	3	3	3	3	3	3	2	2	2	3	3	3	
Tactile Paving Stem Length	No tactile stem	3	4	3	3	4	3	1	2	3	3	3	3	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	2	3	2	2	2	3	
Island 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	3	
Signal (red/green man)	No Signal (zebra)	2	3	3	2	3	3	3	3	3	3	3	3	2	Vehicular access prohibited as section 02 is proposed to be fully pedestrianised so there is no kerb type for crossing over
Audible (beeping)	No Audible	3	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	3	2	3	3	2	
Tactile 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	Smooth surface and level York Stone throughout with exception to Pink Granite forming a square and Silver Grey Granite strips
Pattern	Pattern in paving	3	3	3	3	3	3	3	2	2	3	3	3	3	Silver Grey Granite strips are present throughout section 02. Pink Granite is present in a form of a square close to the Love Lane junction
Contrast with Road	Higher tonal contrast between paving and road	3	3	4	4	3	3	3	3	4	3	4	3	4	Higher tonal contrast between York Stone and road surface on Love lane
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)	Crossing upstand 0 mm to 3 mm + 800 tactile paving	4	3	3	4	2	4	3	4	3	3	4	3	3	Flush kerb
Kerb Type (moving alongside)	Deliniating upstand 0 mm to 3 mm (undelineated)	3	4	2	2	2	3	0	1	3	3	2	2	1	Flush kerb
Footway Width															
Width	Footway width 2 m to 5 m	4	4	4	4	3	3	3	3	4	3	3	4	4	The footway width varies between 5m and 15.8m
Unobstructed Width	Min unobstructed width > 1.5 m	3	3	3	3	3	3	4	3	3	4	3	3	3	The narrowest unobstructed footway is 1.7m
Street Furniture															
Position	Street furniture < 0.5 m from kerb	3	3	3	4	4	3	3	2	3	4	4	3	3	
Cafe Tables	No cafe tables	4	4	3	3	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	4	
Street Furniture Height	Street furniture < 0.9 m height	3	3	3	3	3	3	3	2	3	3	3	3	3	
Contrast	Low tonal contrast with paving	3	3	3	3	2	3	3	2	2	3	3	2	2	
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	4	4	4	3	3	3	Additional stand alone benches, in material suggested by the City Public Realm ToolKit, are proposed to be installed where possible along the street.
Bench Seat Height	Benches seat height 45 to 50 cm	3	3	3	4	3	3	3	3	3	4	3	3	3	Granite benches with a maximum height of 45cm are situated in this section, with stand alone benches also proposed to be introduced where possible. They also act as planters for proposed trees.
Bench Sensory Experience	Good sensory experience (textures, planting, sound, colour)	3	3	3	3	3	4	3	3	3	4	3	4	3	Some benches/seating act as planters , providing shade. Different material could offer different sensory experience ot users. This will be desided in further design development.
Slopes															
Gradient (in direction of travel)	Gradient 1/12 to 1/20	3	2	2	2	2	2	3	3	3	3	2	3	3	
Camber (across footway)	Camber < 1/50	3	4	3	4	3	3	3	3	3	3	4	3	4	There is minimal camber across the foorway and remains consistant throughout.
Vehicle Access															
Vehicle Crossover	Crossover level	3	2	2	2	4	2	2	1	2	4	3	3	2	Vehicular access prohibited as section 02 is proposed to be fully pedestrianised
Blue Badge Parking	Blue badge parking Within 100 m	4	3	3	3	3	4	3	3	3	3	3	3	3	No changes to existing conditions
Taxi Drop Off Location	Taxi drop off within 10 m	4	4	4	4	4	3	4	4	4	4	4	4	4	No changes to existing conditions
Taxi Drop Off Kerb	Taxi drop off kerb < 100 mm	1	2	3	3	3	3	3	3	3	3	2	3	2	No changes to existing conditions
Dedicated Taxi Drop Off	Somewhere a taxi can stop safely	3	3	3	3	3	3	3	3	3	3	3	3	3	No changes to existing conditions
Bus Stop Location	Within 100 m	3	4	3	4	3	3	4	3	4	3	4	3	3	Bus stop on Cheapside o/s 1 New Change, no change from existing conditions
Bus Stop Kerb Height	125 mm to 140 mm	3	4	3	4	4	3	3	3	3	3	4	3	3	Bus stop on Cheapside o/s 1 New Change, no change from existing conditions
Bus Stop Type	Shelter + proper seat	3	3	3	3	4	3	3	4	3	4	3	3	4	No changes to existing conditions
Toilets															
Accessible Toilets	Within 100 m	4	4	3	4	4	4	3	3	4	4	4	3	3	No changes to existing conditions
Changing Places Toilets	More than 500 m away	3	3	3	3	3	1	3	3	3	3	3	3	1	Barbican Centre, no change from existing condition

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.

Project

Name of checker

Andrea Moravicova

Contact email address

andrea.moravicova@cityoflondon.gov.uk

Name of street

Aldermanbury

Postcode of street

EC2V

Name of street at start junction

Gresham Street

Name of street at end junction

Love Lane

Date of check

01-Apr-25

Responsible Highway Authority

City of London Corporation

Start scoring →

Scoring

	Metrics	Score				How to measure this?	Existing layout	Notes	Proposed layout	Notes
		3	2	1	0					
1	**Motorised vehicle speed**	When motorised traffic is travelling at its fastest the majority of vehicles are travelling below 20 mph	When motorised traffic is travelling at its fastest the majority of vehicles are travelling 20-25mph	When motorised traffic is travelling at its fastest the majority of vehicles are travelling 25-30mph	When motorised traffic is travelling at its fastest the majority of vehicles are travelling at 30 mph+	info	**2**	**Metric 1 scores 2. The short stretch of the street and substantially utilised parking facilities along the west kerbine are likely to minimise speeding.**	**2**	**Metric 1 scores 2. Option 1 proposes to close the majority of the street to vehicular traffic. Access to Guildhall Yard requires vehicles to slow down whn turning from main road and stop at the barriers, which is likely to minimise speeding.**
2	**Volume of motorised traffic**	There are 199 or fewer vehicles in the peak hour (both directions)	There are 200-499 vehicles in the peak hour (both directions)	There are 500-999 vehicles in the peak hour (both directions)	There are more than 1000 vehicles in the peak hour (both directions)	info	**3**	**Metric 2 scores 3. There are less than 199 motorised vehicles using Aldermanbury. Assessed on 15.08.2024 9am - 10am.**	**3**	**under Option 1 the volume of vehicles on Aldermanbury will be reduced, as only access to Guildhall Yard will be permitted.**
3	**Mix of vehicles**	No large vehicles use the street	The proportion of large vehicles is less than 2% of motorised traffic in the peak hour	The proportion of large vehicles is 2-5% of motorised traffic in the peak hour	The proportion of large vehicles is greater than 5% of motorised traffic in the peak hour	info	**0**	**Metric 3 scores 0. The proposertion of large vehicles at the time of assessemnt (15.08.2024 9am-10am) was just over 33%**	**3**	**In Option 1 vehicular traffic is remoed from Aldermanbury b/w access to Guildhall Yard and Love La. Controlled access to Guildhall Yrd is likely to ensure a low number of vehicles in the part of the street b/w Gresham St and Guildhall Yrd.**
4	**Cycle safety at junctions**	Assessing the poorest performing junction for cycle safety, 80% or more of all movements are assessed as green under the Junction Assessment Tool (LTN 1/20)	Assessing the poorest performing junction for cycle safety, 50-79% of all movements are assessed as green under the JAT	Assessing the poorest performing junction for cycle safety, there are no red scores under the JAT	A red score under the JAT has been found on one or more of the movements at any of the junctions on the street	info	**2**	**Metric 4 scores 2. Junction of Aldermanbury and Love Lane was a part of the assessment area. Two out of 4 potential movements was assessed as green.**	**3**	**Metric 4 scores 3. Closing Aldermanbury south of Love Lane to vehicles means otwo movements available to cycles are assessed as green.**
5	**Ease of crossing side roads**	The weakest side road has a narrow, tight junction geometry such that a turning motorised vehicle must slow down to less than 10 mph and raised table/continuous footway at the entrance	The weakest side road has a narrow, tight junction geometry such that a turning motorised vehicle must slow down to less than 10 mph but instead of a raised table at the entrance it has dropped kerbs	The weakest side road has dropped kerbs and these are on the desire line or a raised table/continuous footway	The weakest side road is missing at least 1 dropped kerb or dropped kerbs are not on the desire line	info	**3**	**Metric 5 scores 3. The access to Guildhall yard is only occasionally used, and has a raised table and a tight junction geometry.**	**3**	**same as existing arranegments.**
6	**Ease of crossing between junctions**	See table for scoring crossing facilities between junctions	See table for scoring crossing facilities between junctions	See table for scoring crossing facilities between junctions	See table for scoring crossing facilities between junctions	info	**3**	**the length of the street that is within the assessment area is less than 100m.**	**3**	

7	**Priority of crossing at junctions**	See table for scoring junctions	See table for scoring junctions	See table for scoring junctions	See table for scoring junctions	info	**0**	**crossing facility / level crossing missing at the north section of Aldermanbury.**	**3**	**level crossing is proposed to be installes at all junctions around the development, including Love Lane, which is a part of this assessment.**
8	**Navigation of crossings for people with visual impairments**	At the weakest crossing there is tactile paving on both sides of the crossing, it has the correct design and correct materials	At the weakest crossing there is tactile paving on both sides of the crossing, it has the correct design but incorrect materials	At the weakest crossing there is tactile paving on both sides of the crossing but it is made from the wrong materials or is an incorrect design	At the weakest crossing there is no tactile paving on at least one side of the crossing	info	**0**	**Metric 8 scores 0. Tactile paving is missing at the dropped kerbs on the north side of the assessed area.**	**2**	**Tactile crossing to the City of London standard is proposed to be installed at the proposed junction.**
9	**Quality of the footway surface**	At the weakest point on the street there is a smooth, non-slip surface	At the weakest point on the street there are a few minor defects	At the weakest point on the street there are many minor defects	At the weakest point on the street there is at least one major defect (a level difference of 15mm or more)	info	**1**	**Metric 9 scores 1. There are many minor defects on both footways of the assessed area of the street.**	**3**	
10	**Space for walking**	At peak times for pedestrians and the narrowest point: There is 2m or more clear width for walking in quiet locations (flows of <600 pedestrians an hour) OR There is 2.5m or more clear width for walking in moderately busy locations (flows of 600-1200 pedestrians an hour) OR There is 3m or more in busy locations (flows of >1200 pedestrians an hour)	At peak times for pedestrians and the narrowest point: There is 2-2.5m clear width for walking in moderately busy locations (flows of 600-1200 pedestrians an hour) OR There is 2.5-3m clear width for walking in busy locations (flows of >1200 pedestrians an hour)	At peak times for pedestrians and the narrowest point: There is 1.5-2m clear width for walking in quiet or moderate locations (flows of <1200 pedestrians an hour) OR There is 2-2.5m clear width for walking in busy locations (flows of >1200 pedestrians an hour)	Regardless of the peak pedestrian flow, at the narrowest point there is less than 1.5m clear width for walking	info	**1**	**Metric 10 scores 1. The usable width of the west footway in Aldermanbury is between 15. and 2m at its narowest points.**	**3**	**For Option 1 metric 10 scores 3. Option 1 proposes to close the majority of the street south of Love Lane to vIn ehicular traffic, allowing people walking and wheeling move freely. In location where vehicles are permitted the minimum unobstructed width for walking in quiet areas is at least 2m, and in busy areas at least 3m.**
11	**Quality of the carriageway surface**	At the weakest point on the street there is an even and smooth, skid resistant surface	At the weakest point on the street there are a few minor defects	At the weakest point on the street there are many minor defects	At the weakest point on the street there is at least one major defect (a level difference of 20mm or more)	info	**1**	**Metric 11 scores 1. There are many minor defects along the full length , including wobbly sets at the raised crossing at the southern end of the assessed area.**	**3**	**Metric 11 scores 3. It is proposed that access road to Guildhall Yard and the carriageway at the junction of ladermanbury and Love Lane will be resurfaced.**
12	**Space for cycling**	At the weakest point the cycle lanes and tracks provided exceed desirable minimum widths In locations where on-carriageway cycling is appropriate: at no point is the lane 3.2-3.9m wide and at the weakest point, traffic lanes exceed desirable minimum widths	At the weakest point the cycle lanes and tracks provided meet desirable minimum widths In locations where on-carriageway cycling is appropriate: at no point is the lane 3.2-3.9m wide and at the weakest point, traffic lanes meet desirable minimum widths	At the weakest point the cycle lanes and tracks provided do meet absolute minimum widths at constraints but do not meet desirable minimum widths In locations where on-carriageway cycling is appropriate: at no point is the lane 3.2-3.9m wide and at the weakest point, traffic lanes do meet absolute minimum widths but do not meet desirable minimum widths	At the weakest point the cycle lanes and tracks provided do not meet absolute minimum widths In locations where on-carriageway cycling is appropriate: at the weakest point, traffic lane does not meet absolute minimum widths or traffic lane is 3.2-3.9m wide	info	**0**	**Metric 12 scores 0. At the narrowest point of the street the usable width of carriageway is approximately 3.25m wide.**	**0**	

13	**Public seating**	Assessing the full length of the street, the longest distance between public seats is less than 100m	Assessing the full length of the street, the longest distance between public seats is 100m to 199m	Assessing the full length of the street, the longest distance between public seats is 200m to 500m	Assessing the full length of the street, the longest distance between public seats is more than 500m	info	**3**	**Metric 13 scores 3. There are a number of seating opportunities along the assessed area of the street.**	**3**	**Metric 13 scores 3. There are a number of seating opportunities along the assessed area of the street, and it is proposed to increase the seating.**
14	**Cycle parking**	Assessing the full length of the street, cycle parking exceeds demand and has step-free access	Assessing the full length of the street, cycle parking exceeds demand	Assessing the full length of the street, cycle parking meets demand	Assessing the full length of the street, cycle parking does not meet demand	info	**0**	**double parking of bicycles; no step-free access to the bicycle parking area**	**0**	**the numbers of cycle parking facilities are unlikely to increase**
15	**Trees**	Assessing the full length of the street, there are trees along the full length of both sides of the street	Assessing the full length of the street, there are trees along at least 50% of the full length of both sides of the street	Assessing the full length of the street, there are trees on this street but less than 50% of the full length of both sides of the street has tree planting	Assessing the full length of the street, there are no trees on the street	info	**2**	**Metric 15 scores 2. There are mature trees at the east side of the street that provide suficient shade along the street section being assessed. The height of the buildings also help with providing shade.**	**2**	**Metric 15 scores 2. There are mature trees at the east side of the street that provide shade along the street section being assessed. It is proposed ot increase the number of trees where possible / appropriate.**
16	**Green infrastructure**	Assessing the full length of the street, at least three green infrastructure features on the full length of the street	Assessing the full length of the street, two green infrastructure features on the full length of the street	Assessing the full length of the street, only 1 green infrastructure feature on the full length of the street	Assessing the full length of the street, there is no green infrastructure in the public realm	info	**2**	**Metric 16 scores 2. There are two substantial green infrastructure features along the assessment area.**	**3**	**Option 1 proposes to introduce low level planting and some new planters in the project area.**
17	**Lighting**	Assessing the full length of the street, street lighting provides continuous lighting of all the footway on both sides of the street	Assessing the full length of the street, street lighting provides intermittent lighting of the footway on both sides of the street	Assessing the full length of the street, street lighting provides intermittent lighting of the footway on one side of the street	Assessing the full length of the street, there is no street lighting over the footways on this street	info	**3**	**Metric 17 scores 3. Good appropriate lighting is provided throughout the assessment area.**	**3**	
18	**Reducing convenience of driving short journeys**	Assessing the street as a whole there is no through-movement for private motorised traffic at all times	Assessing the street as a whole there is no through-movement for private motorised traffic at certain times	Assessing the street as a whole, there are no restrictions on through movement for private motorised traffic but there are parking restrictions.	Assessing the street as a whole, there are no restrictions on through movement for private motorised traffic and there are no parking restrictions	info	**1**	**Metric 18 scores 1. Although there is a provision of parking bays in Aldermanbury, the parking is restricted to four hours with no return within one hour.**	**3**	**Metric 18 scores 3. Option 1 proposes to close the street to through traffic at all times.**
					Are there any bus services running on this street? Yes/No		**No**		**No**	
19	**Bus stops**	Assessing the weakest bus stop, there is sufficient waiting space based on peak patronage that is clear of the walking space, the bus stop has seating, rain and sun protection for 50% of peak customers, step free access (and safe crossing of any cycle paths to access the stop)	Assessing the weakest bus stop, there is sufficient waiting space based on average patronage that is clear of the walking space, the bus stop has seating, rain and sun protection for at least 4 customers, step free access (and safe crossing of any cycle paths to access the stop)	Assessing the weakest bus stop, the bus stop has seating and rain and sun protection for at least 4 customers	Assessing the weakest bus stop, the bus stop does not have seating and rain and sun protection for at least 4 customers	info				

Healthy Streets Score

Name of street

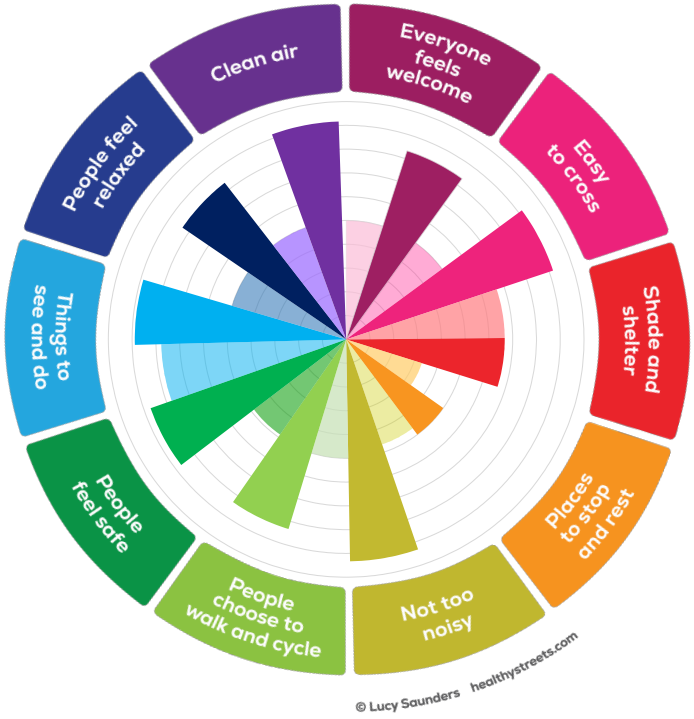
Aldermanbury

Name of street at start junction

Gresham Street

Name of street at end junction

Love Lane



	Existing Layout Score	Proposed Layout Score
Healthy Streets Score	52	82
Everyone feels welcome	50	83
Easy to cross	50	92
Shade and shelter	67	67
Places to stop and rest	33	50
Not too noisy	47	93
People choose to walk and cycle	50	83
People feel safe	49	87
Things to see and do	78	89
People feel relaxed	50	83
Clean air	50	92

Project

Name of checker	Contact email address
Andrea Moravicova	**andrea.moravicova@cityoflondon.gov.uk**
Name of street	Postcode of street
Aldermanbury Option 4	**EC2V**
Name of street at start junction	Name of street at end junction
Gresham Street	**Love Lane**
Date of check	Responsible Highway Authority
01-Apr-25	**City of London Corporation**

Start scoring →

Scoring

	Metrics	Score				How to measure this?	Existing layout	Notes	Proposed layout	Notes
		3	2	1	0					
1	**Motorised vehicle speed**	When motorised traffic is travelling at its fastest the majority of vehicles are travelling below 20 mph	When motorised traffic is travelling at its fastest the majority of vehicles are travelling 20-25mph	When motorised traffic is travelling at its fastest the majority of vehicles are travelling 25-30mph	When motorised traffic is travelling at its fastest the majority of vehicles are travelling at 30 mph+	info	**2**	**Metric 1 scores 2. The short stretch of the street and substantially utilised parking facilities along the west kerbine are likely to minimise speeding.**	**2**	**Metric 1 scores 2. Option 4 proposes to reduce carriageway width which is likely to minimise speed along this short stretch of street.**
2	**Volume of motorised traffic**	There are 199 or fewer vehicles in the peak hour (both directions)	There are 200-499 vehicles in the peak hour (both directions)	There are 500-999 vehicles in the peak hour (both directions)	There are more than 1000 vehicles in the peak hour (both directions)	info	**3**	**Metric 2 scores 3. There are less than 199 motorised vehicles using Aldermanbury. Assessed on 15.08.2024 9am - 10am.**	**3**	**Metric 2 scores 3. It is expected that the volumes of traffic remain at current levels or will slightly decrease due to removal of parking provisions from this street.**
3	**Mix of vehicles**	No large vehicles use the street	The proportion of large vehicles is less than 2% of motorised traffic in the peak hour	The proportion of large vehicles is 2-5% of motorised traffic in the peak hour	The proportion of large vehicles is greater than 5% of motorised traffic in the peak hour	info	**0**	**Metric 3 scores 0. The proportion of large vehicles at the time of assessemnt (15.08.2024 9am-10am) was just over 33%**	**0**	**It is likely that although the overall number of vehicles in Aldermanbury will decrease, the proportion of large vehicles either stay the same or increases.**
4	**Cycle safety at junctions**	Assessing the poorest performing junction for cycle safety, 80% or more of all movements are assessed as green under the Junction Assessment Tool (LTN 1/20)	Assessing the poorest performing junction for cycle safety, 50-79% of all movements are assessed as green under the JAT	Assessing the poorest performing junction for cycle safety, there are no red scores under the JAT	A red score under the JAT has been found on one or more of the movements at any of the junctions on the street	info	**2**	**Metric 4 scores 2. Junction of Aldermanbury and Love Lane was a part of the assessment area. Two out of 4 potential movements was assessed as green.**	**2**	**Metric 4 scores 2. Aldermanbury will have the same working for through traffic as existing, therefore this score remains the same. 2 out of 4 potential movements was assessed green.**
5	**Ease of crossing side roads**	The weakest side road has a narrow, tight junction geometry such that a turning motorised vehicle must slow down to less than 10 mph and raised table/continuous footway at the entrance	The weakest side road has a narrow, tight junction geometry such that a turning motorised vehicle must slow down to less than 10 mph but instead of a raised table at the entrance it has dropped kerbs	The weakest side road has dropped kerbs and these are on the desire line or a raised table/continuous footway	The weakest side road is missing at least 1 dropped kerb or dropped kerbs are not on the desire line	info	**3**	**Metric 5 scores 3. The access to Guildhall yard is only occasionally used, and has a raised table and a tight junction geometry.**	**3**	**same as existing arranegments.**
6	**Ease of crossing between junctions**	See table for scoring crossing facilities between junctions	See table for scoring crossing facilities between junctions	See table for scoring crossing facilities between junctions	See table for scoring crossing facilities between junctions	info	**3**	**the length of the street that is within the assessment area is less than 100m.**	**3**	**same as existing arranegments.**
7	**Priority of crossing at junctions**	See table for scoring junctions	See table for scoring junctions	See table for scoring junctions	See table for scoring junctions	info	**0**	**crossing facility / level crossing missing at the north section of Aldermanbury.**	**3**	**level crossing is proposed to be installes at all junctions around the development, including Love Lane, which is a part of this assessment.**

8	**Navigation of crossings for people with visual impairments**	At the weakest crossing there is tactile paving on both sides of the crossing, it has the correct design and correct materials	At the weakest crossing there is tactile paving on both sides of the crossing, it has the correct design but incorrect materials	At the weakest crossing there is tactile paving on both sides of the crossing but it is made from the wrong materials or is an incorrect design	At the weakest crossing there is no tactile paving on at least one side of the crossing	info	0	**Metric 8 scores 0. Tactile paving is missing at the dropped kerbs on the north side of the assessed area.**	2	**Tactile crossing to the City of London standard is proposed to be installed at the proposed junction.**
9	**Quality of the footway surface**	At the weakest point on the street there is a smooth, non-slip surface	At the weakest point on the street there are a few minor defects	At the weakest point on the street there are many minor defects	At the weakest point on the street there is at least one major defect (a level difference of 15mm or more)	info	1	**Metric 9 scores 1. There are many minor defects on both footways of the assessed area of the street.**	3	**Metric 9 scores 3. The footways within the assessment area will be repaved.**
10	**Space for walking**	At peak times for pedestrians and the narrowest point: There is 2m or more clear width for walking in quiet locations (flows of <600 pedestrians an hour) OR There is 2.5m or more clear width for walking in moderately busy locations (flows of 600-1200 pedestrians an hour) OR There is 3m or more in busy locations (flows of >1200 pedestrians an hour)	At peak times for pedestrians and the narrowest point: There is 2-2.5m clear width for walking in moderately busy locations (flows of 600-1200 pedestrians an hour) OR There is 2.5-3m clear width for walking in busy locations (flows of >1200 pedestrians an hour)	At peak times for pedestrians and the narrowest point: There is 1.5-2m clear width for walking in quiet or moderate locations (flows of <1200 pedestrians an hour) OR There is 2-2.5m clear width for walking in busy locations (flows of >1200 pedestrians an hour)	Regardless of the peak pedestrian flow, at the narrowest point there is less than 1.5m clear width for walking	info	1	**Metric 10 scores 1. The usable width of the west footway in Aldermanbury is between 15. and 2m at its narowest points.**	3	**Metric 10 scores 3. Option proposes to widen the footways, with minimum unobstructed width for walking in quiet areas is at least 2m, and in busy areas at least 3m.**
11	**Quality of the carriageway surface**	At the weakest point on the street there is an even and smooth, skid resistant surface	At the weakest point on the street there are a few minor defects	At the weakest point on the street there are many minor defects	At the weakest point on the street there is at least one major defect (a level difference of 20mm or more)	info	1	**Metric 11 scores 1. There are many minor defects along the full length , including wobbly sets at the raised crossing at the southern end of the assessed area.**	3	**Metric 11 scores 3. It is proposed that access road to Guildhall Yard and the carriageway at the junction of ladermanbury and Love Lane will be resurfaced.**
12	**Space for cycling**	At the weakest point the cycle lanes and tracks provided exceed desirable minimum widths In locations where on-carriageway cycling is appropriate: at no point is the lane 3.2-3.9m wide and at the weakest point, traffic lanes exceed desirable minimum widths	At the weakest point the cycle lanes and tracks provided meet desirable minimum widths In locations where on-carriageway cycling is appropriate: at no point is the lane 3.2-3.9m wide and at the weakest point, traffic lanes meet desirable minimum widths	At the weakest point the cycle lanes and tracks provided do meet absolute minimum widths at constraints but do not meet desirable minimum widths In locations where on-carriageway cycling is appropriate: at no point is the lane 3.2-3.9m wide and at the weakest point, traffic lanes do meet absolute minimum widths but do not meet desirable minimum widths	At the weakest point the cycle lanes and tracks provided do not meet absolute minimum widths In locations where on-carriageway cycling is appropriate: at the weakest point, traffic lane does not meet absolute minimum widths or traffic lane is 3.2-3.9m wide	info	0	**Metric 12 scores 0. At the narrowest point of the street the usable width of carriageway is approximately 3.25m wide.**	0	**Metric 12 scored 0. The narrowest width of the usable garriageway**
13	**Public seating**	Assessing the full length of the street, the longest distance between public seats is less than 100m	Assessing the full length of the street, the longest distance between public seats is 100m to 199m	Assessing the full length of the street, the longest distance between public seats is 200m to 500m	Assessing the full length of the street, the longest distance between public seats is more than 500m	info	3	**Metric 13 scores 3. There are a number of seating opportunities along the assessed area of the street.**	3	**Metric 13 scores 3. There are a number of seating opportunities along the assessed area of the street, and it is proposed to increase the seating.**
14	**Cycle parking**	Assessing the full length of the street, cycle parking exceeds demand and has step-free access	Assessing the full length of the street, cycle parking exceeds demand	Assessing the full length of the street, cycle parking meets demand	Assessing the full length of the street, cycle parking does not meet demand	info	0	**double parking of bicycles; no step-free access to the bicycle parking area**	0	**the number of cycle parking facilities is unlikely to increase**

15	**Trees**	Assessing the full length of the street, there are trees along the full length of both sides of the street	Assessing the full length of the street, there are trees along at least 50% of the full length of both sides of the street	Assessing the full length of the street, there are trees on this street but less than 50% of the full length of both sides of the street has tree planting	Assessing the full length of the street, there are no trees on the street	info	**2**	**Metric 15 scores 2. There are mature trees at the east side of the street that provide suficient shade along the street section being assessed. The height of the buildings also help with providing shade.**	**2**	**Metric 15 scores 2. There are mature trees at the east side of the street that provide shade along the street section being assessed. It is proposed to increase the number of trees where possible and appropriate.**
16	**Green infrastructure**	Assessing the full length of the street, at least three green infrastructure features on the full length of the street	Assessing the full length of the street, two green infrastructure features on the full length of the street	Assessing the full length of the street, only 1 green infrastructure feature on the full length of the street	Assessing the full length of the street, there is no green infrastructure in the public realm	info	**2**	**Metric 16 scores 2. There are two substantial green infrastructure features along the assessment area.**	**3**	**Metric 16 scores 3. Option 4 proposes to introduce additional small green infrastructures, such as small planter or ground-level planting areas, to the street.**
17	**Lighting**	Assessing the full length of the street, street lighting provides continuous lighting of all the footway on both sides of the street	Assessing the full length of the street, street lighting provides intermittent lighting of the footway on both sides of the street	Assessing the full length of the street, street lighting provides intermittent lighting of the footway on one side of the street	Assessing the full length of the street, there is no street lighting over the footways on this street	info	**3**	**Metric 17 scores 3. Good appropriate lighting is provided throughout the assessment area.**	**3**	**Metric 17 scores 3. The lighting is expected to remain good, providing continuous lighting of all footway areas.**
18	**Reducing convenience of driving short journeys**	Assessing the street as a whole there is no through-movement for private motorised traffic at all times	Assessing the street as a whole there is no through-movement for private motorised traffic at certain times	Assessing the street as a whole, there are no restrictions on through movement for private motorised traffic but there are parking restrictions.	Assessing the street as a whole, there are no restrictions on through movement for private motorised traffic and there are no parking restrictions	info	**1**	**Metric 18 scores 1. Although there is a provision of parking bays in Aldermanbury, the parking is restricted to four hours with no return within one hour.**	**1**	**Metric 18 scores 1. Although Option 4 proposes to close the street to through traffic at all times.**
					Are there any bus services running on this street? Yes/No		**No**		**No**	
19	**Bus stops**	Assessing the weakest bus stop, there is sufficient waiting space based on peak patronage that is clear of the walking space, the bus stop has seating, rain and sun protection for 50% of peak customers, step free access (and safe crossing of any cycle paths to access the stop)	Assessing the weakest bus stop, there is sufficient waiting space based on average patronage that is clear of the walking space, the bus stop has seating, rain and sun protection for at least 4 customers, step free access (and safe crossing of any cycle paths to access the stop)	Assessing the weakest bus stop, the bus stop has seating and rain and sun protection for at least 4 customers	Assessing the weakest bus stop, the bus stop does not have seating and rain and sun protection for at least 4 customers	info				

Healthy Streets Score

Name of street

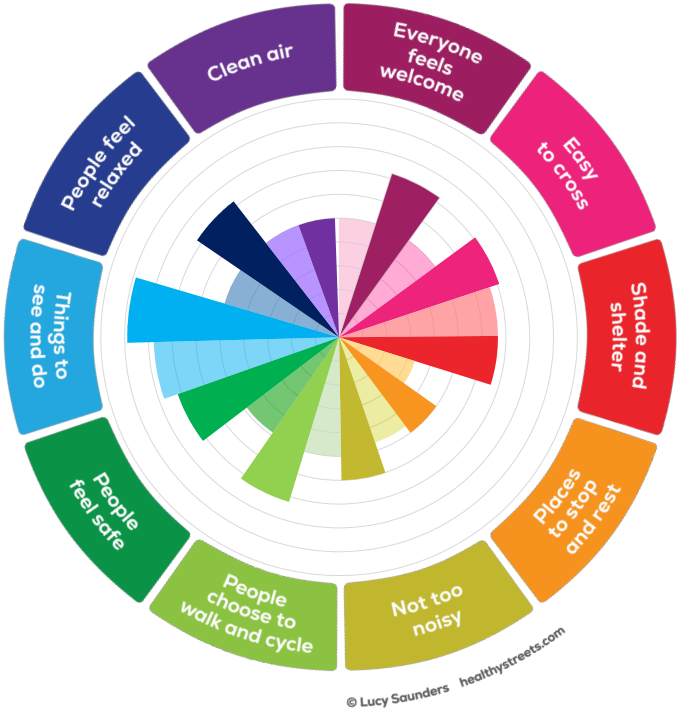
Aldermanbury

Name of street at start junction

Gresham Street

Name of street at end junction

Love Lane



	Existing Layout Score	Proposed Layout Score
Healthy Streets Score	52	67
Everyone feels welcome	50	72
Easy to cross	50	71
Shade and shelter	67	67
Places to stop and rest	33	50
Not too noisy	47	60
People choose to walk and cycle	50	72
People feel safe	49	72
Things to see and do	78	89
People feel relaxed	50	72
Clean air	50	50

TEST OF RELEVANCE: EQUALITY ANALYSIS (EA)

The screening process of using the Test of Relevance template aims to assist in determining whether a full Equality Analysis (EA) is required. The EA template and guidance plus information on the Equality Act and the Public Sector Equality Duty (PSED) can be found on City of London Intranet at: Equality and Inclusion

Introduction

The Public Sector Equality Duty (PSED) is set out in the Equality Act 2010 (s.149). This requires public authorities, in the exercise of their functions, to have statutory 'due regard' to the need to:

- Eliminate discrimination, harassment and victimisation
- Advance equality of opportunity between people who share a protected characteristic and those who do not, and
- Foster good relations between people who share a protected characteristic and those who do not.

The characteristics protected by the Equality Act 2010 are:

- Age
- Disability
- Gender reassignment
- Marriage and civil partnership
- Pregnancy and maternity
- Race
- Religion or belief
- Sexual orientation

It is also Corporation policy to give voluntary (non-statutory) 'due regard' to the impact upon Social Mobility

What is due regard?

- Statutorily, it involves considering the aims of the duty in a way that is proportionate to the issue at hand.
- Ensuring that real consideration is given to the aims and the impact of policies with rigour and with an open mind in such a way that it influences the final decision.
- Due regard should be given before and during policy formation and when a decision is taken including cross cutting ones as the impact can be cumulative.

The general equality duty does not specify how public authorities should analyse the effect of their business activities on different groups of people. However, case law has established that equality analysis is an important way public authorities can demonstrate that they are meeting the requirements.

Even in cases where it is considered that there are no implications of proposed policy and decision making on the PSED it is good practice to record the reasons why and to include these in reports to committees where decisions are being taken.

It is also good practice to consider the duty in relation to current policies, services and procedures, even if there is no plan to change them.

The Corporation has also adopted a voluntary (non-statutory) due regard of the impact upon social mobility issues. This should be considered generally and, more specifically, against the aims/objectives in the Social Mobility Strategy, 2018-28.

How to demonstrate compliance

Case law has established the following principles apply to the PSED:

- **Knowledge** – the need to be aware of the requirements of the Equality Duty with a conscious approach and state of mind.
- **Sufficient Information** – must be made available to the decision maker.
- **Timeliness** – the Duty must be complied with before and at the time that a particular policy is under consideration or decision is taken not after it has been taken.
- **Real consideration** – consideration must form an integral part of the decision making process. It is not a matter of box-ticking; it must be exercised in substance, with rigour and with an open mind in such a way that it influences the final decision.
- **Sufficient Information** - The decision maker must consider what information he or she has and what further information may be needed in order to give proper consideration to the Equality Duty
- **No delegation** - public bodies are responsible for ensuring that any third parties which exercise functions on their behalf are capable of complying with the Equality Duty, are required to comply with it, and that they do so in practice. It is a duty that cannot be delegated.
- **Review** – the duty is continuing applying when a policy is developed and decided upon, but also when it is implemented and reviewed.

However, there is no requirement to:

- Produce equality analysis or an equality impact assessment
- Indiscriminately collect diversity date where equalities issues are not significant
- Publish lengthy documents to show compliance
- Treat everyone the same. Rather, it requires public bodies to think about people's different needs and how these can be met
- Make services homogeneous or to try to remove or ignore differences between people.

The key points about demonstrating compliance with the duty are to:

- Collate sufficient evidence to determine whether changes being considered will have a potential impact on different groups
- Ensure decision makers are aware of the analysis that has been undertaken and what conclusions have been reached on the possible implications
- Keep adequate records of the full decision making process

Test of Relevance screening

The Test of relevance screening is a short exercise that involves looking at the overall proposal and deciding if it is relevant to the PSED.

Note: If the proposal is of a significant nature and it is apparent from the outset that a full equality analysis will be required, then it is not necessary to complete the Test of Relevance screening template and the full equality analysis must be completed.

The questions in the Test of Relevance Screening Template to help decide if the proposal is equality relevant and whether a detailed equality analysis is required. The key question is whether the proposal is likely to be relevant to any of the protected characteristics.

Quite often, the answer may not be so obvious and service-user or provider information will need to be considered to make a preliminary judgment. For example, in considering licensing arrangements, the location of the premises in question and the demographics of the area could affect whether section 149 considerations come into play.

There is no one size fits all approach but the screening process is designed to help fully consider the circumstances.

What to do

In general, the following questions all feed into whether an equality analysis is required:

- How many people is the proposal likely to affect?
- How significant is its impact?
- Does it relate to an area where there are known inequalities?

At this initial screening stage, the point is to try to assess obvious negative or positive impact.

If a negative/adverse impact has been identified (actual or potential) during completion of the screening tool, a full equality analysis must be undertaken.

If no negative / adverse impacts arising from the proposal it is not necessary to undertake a full equality analysis.

On completion of the Test of Relevance screening, officers should:

- Ensure they have fully completed and the Director has signed off the Test of Relevance Screening Template.
- Store the screening template safely so that it can be retrieved if for example, Members request to see it, or there is a freedom of information request or there is a legal challenge.
- If the outcome of the Test of Relevance Screening identifies no or minimal impact refer to it in the Implications section of the report and include references to it in the Background Papers when reporting to the Committee or other decision making process.

1. **Proposal / Project Title:** 65 Gresham Street (Aldermanbury Square)

2. **Brief summary (include main aims, proposed outcomes, recommendations / decisions sought):**

Improvements to the public realm area in the vicinity of a new development at 2 Aldermanbury Square.

The scope is defined within the associated Section 106 agreement and includes, but is not limited to, improvements to areas of public highway related to the refurbishment of 65 Gresham Street, including Aldermanbury, Love Lane, Wood Street and Gresham Street, to mitigate the impacts as a result of the new development. There is also an opportunity to deliver new public space and / or a pedestrian priority street in Aldermanbury. The proposals also include moving on-street parking facilities to neighbouring streets. The project is to be fully funded by the developer by entering into a Section 278 agreement.

The project aims to:

1. Pedestrian priority and public realm improvements on Aldermanbury, between Gresham Street and Love Lane, subject to affordability and deliverability criteria.
2. Integration of the ground floor uses of the development with the surrounding public highway.
3. Improved walking and cycling conditions to streets in the vicinity of the development.

3. **Considering the equality aims (eliminate unlawful discrimination; advance equality of opportunity; foster good relations), indicate for each protected group whether there may be a positive impact, negative (adverse) impact or no impact arising from the proposal:**

Protected Characteristic (Equality Group)	**Positive Impact**	**Negative Impact**	**No Impact**	**Briefly explain your answer. Consider evidence, data and any consultation.**
Age	☐	☐	☐	Option 1 design proposes to close the street to vehicular traffic, renew the surfaces and raised the section of current carriageway to footway level, and provide raised tables tops at junctions. These changes are likely to benefit older and younger people and children.

				Option 2 design (same as above but allows cycle access within the are closed to motor vehicles through dedicated cycle lane) will likely benefit older people, younger people and children to walk, wheel through the area, although some conflict with people cycling could potentially occure due to this option proposing a cycle route through pedestrianised area. Option 3 design proposes to introduce a time closure of Aldermanbury during the day-time hours, renew the surfaces and raise the carriageway to footway level. These changes are likely to benefit older and younger people and children, however, some benefits may be reduced during the times the road is open to vehicles. It is also acknowledged, that the Options 1, 2 and 3 could potentially impede people with this protected characteristic, as they are more likely to be reliant on using motor vehicle as a mobility aid. This is because closing Aldermanbury to vehicles could potentially increase the travel time and its cost. It should, however, be noted that Aldermanbury currently operates one way northbound, so only northbound movement will be affected. Option 4 will bring benefits to people walking and wheeling by providing level crossing at junctions and widening the west footway in Aldermanbury. Proposal to move on-street parking facilities to neighbouring streets could also potentially impede people who rely on using motor vehicles as a mobility aid, however, the full parking provision is proposed to be relocated nearby, with potential for introducing additional blue badge parking bays to the north of proposed closure area.
Disability	☐	☐	☐	People with mobility impairment will likely benefit from either pedestrianisation of the area or wider pavements in Aldermanbury, renewed surface and level pedestrian crossings in all options. People with vision impairment are also expected to benefit from the same level surface and clear demarcation of changes between road and pavement. It is acknowledged, that the Options 1, 2 and 3 may potentially to impede people with mobility impairment, as they are more likely to be reliant on using motor vehicle as a mobility aid. This is because closing Aldermanbury to vehicles could potentially increase the travel time and its

				cost. It should, however, be noted that Aldermanbury currently operates one way northbound, so only northbound movement will be affected. Proposal to move on-street parking facilities to neighbouring streets could also potentially impede people who rely on using motor vehicles as a mobility aid, however, the full parking provision is proposed to be relocated nearby, with potential for introducing additional blue badge parking bays to the north of proposed closure area.
Gender Reassignment	☐	☐	☒	No evidence of impact to gender reassignment was discovered during this exercise.
Marriage and Civil Partnership	☐	☐	☒	No evidence of impact to gender reassignment was discovered during this exercise.
Pregnancy and Maternity	☐	☐	☐	Level crossing points, clearly demarcated infrastructure, widened footways, and renewed surfaces are also likely to benefit people with this protected characteristic. However, it is acknowledged, that the Options 1, 2 and 3 may potentially to impede people with mobility impairment, as they are more likely to be reliant on using motor vehicle as a mobility aid. This is because closing Aldermanbury to vehicles could potentially increase the travel time and its cost. It should, however, be noted that Aldermanbury currently operates one way northbound, so only northbound movement will be affected. Proposal to move on-street parking facilities to neighbouring streets could also potentially impede people who rely on using motor vehicles as a mobility aid, however, the full parking provision is proposed to be relocated nearby, with potential for introducing additional blue badge parking bays to the north of proposed closure area.
Race	☐	☐	☒	No evidence of impact to gender reassignment was discovered during this exercise.
Religion or Belief	☐	☐	☒	No evidence of impact to gender reassignment was discovered during this exercise.
Sex (i.e. gender)	☐	☐	☒	No evidence of impact to gender reassignment was discovered during this exercise.

Sexual Orientation	☐	☐	☒	No evidence of impact to gender reassignment was discovered during this exercise.

4. **Are there any potential social mobility or wider issues?** Please check appropriate box	**Yes**	**No**	**Briefly explain your answer:**
	☒	☒	This project is looking to improve the quality and function of the local public realm for people walking and wheeling. All proposed Options can bring a positive change to the public realm for people with protected characteristics, albeit to a varying extent.

5. **There are no negative / adverse impact(s)**

Some negative impact could be experienced by people with protected characteristics of age, disability and pregnancy and maternity, who are likely to use motor vehicles as a mobility aid.

6. **Are there positive impacts of the proposal on any equality groups or Social Mobility?** It is envisaged that the proposals will encourage active travel. It is expected that all people with protected characteristics will benefit from raising the carriageway to the footway level and narrowing the space motor vehicle space to improve the environment and ease of active movement in the area for people walking, wheeling and cycling.

7. **As a result of this screening, is a full EA necessary?** Please check appropriate box	**Yes**	**No**	**Briefly explain your answer:**
	☒	☐	Yes, at this stage. The proposed changes seem to have positive or neutral impact on people with protective characteristics who use active mode of transport. However, closing the street to motor vehicles may impede people with protected characteristics of age, disability and pregnancy and maternity, who are more likely to use motor vehicles as a mobility aid due to potential increase in journey times and associated costs.

The option recommended for implementation will be re-assessed prior to Gateway 5.

8. **Name of Lead Officer:** Andrea Moravicova	**Job title:** Project Manager	**Date of completion:** 02/04/2025

Signed off by Department Director:	**Name:**	**Date:**