

Healthy Streets Score

Name of street

Leadenhall St

Name of street at start junction

Bishopsgate/ Gracechurch St

Name of street at end junction

Aldgate High Street



	Existing Layout Score	Proposed Layout Score
Healthy Streets Score	25	48
Everyone feels welcome	26	53
Easy to cross	46	54
Shade and shelter	0	17
Places to stop and rest	7	40
Not too noisy	33	60
People choose to walk and cycle	26	53
People feel safe	36	56
Things to see and do	11	44
People feel relaxed	26	53
Clean air	42	50

Leadenhall Street - CoLSAT assessment of existing street
3 October 2024

City of London Street
Accessibility Tool v2.2

Needs Segments:



Crossing Point		Comments															
Crossing Type	Controlled crossing (any road width)	4	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	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	3	4		
Tactile Paving Back Edge	Straight back edge	2	3	3	3	1	3	4	3	3	2	2	4	4			
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 without significant contrast with surrounding paving	3	3	3	3	3	3	3	2	2	2	3	3	3			
Tactile Paving Stem Length	Tactile stem > 0.5 m from building line	3	3	3	3	4	3	2	3	3	3	3	4	3			
Tactile Paving Stem Width	Tactile stem 800 mm width	3	3	3	3	2	3	3	3	3	4	4	3	3			
Island Type	No island	2	3	2	2	2	2	2	3	2	2	2	3				
Island Depth	Island depth > 1.2 m	3	4	3	3	3	3	4	3	4	4	4	3				
Kerb Drop Slope	Kerb drop 1/6, 9.5 deg, 17% to 1/12, 4.7deg, 8% incline	3	3	3	3	2	1	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	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	Count down	4	3	4	4	4	4	3	3	3	4	4	4	4			
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	Uniform paving colour	3	3	3	3	3	3	3	3	3	3	3	4	3			
Contrast with Road	Higher tonal contrast between paving and road	3	3	4	4	3	3	3	3	4	3	4	3	4			
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			
Kerb Type (moving alongside)	Delimiting kerb 100 mm to 150 mm	2	2	3	3	3	3	3	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			
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			
Cafe Tables	No cafe tables	4	4	3	3	3	3	4	3	3	3	4	3	4			
Temporary Items	Temporary, obstructions, Chapter 8	2	1	2	2	2	2	1	1	2	2	2	1	1			
Street Furniture Height	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 between 150 m and 400 m away	3	3	3	2	2	3	3	3	3	3	3	3	3			
Bench Design	Benches without backrests or arms	3	3	3	2	1	1	3	3	2	2	3	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	Bad sensory experience (adjacent busy road, cold surface)	3	3	3	3	2	3	3	3	3	2	3	1	3			
Slopes																	
Gradient (in direction of travel)	Gradient < 1/50	3	4	3	4	3	4	3	3	4	3	4	3	3			
Camber (across footway)	Camber 1/20 to 1/50	3	2	1	3	3	1	3	3	3	3	3	3	3			
Vehicle Access																	
Vehicle Crossover	No crossover	3	3	3	3	3	4	3	3	3	3	3	3	3			
Blue Badge Parking	Blue badge parking 100 m to 500 m away	3	3	3	2	2	2	3	3	3	3	3	2	1			
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 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 to 140 mm	3	4	3	4	4	3	3	3	3	3	4	3	3			
Bus Stop Type	Flag only	3	3	3	3	1	3	3	3	3	1	3	2	2			
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			

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.



Leadenhall Street - CoLSAT assessment of proposed design
3 October 2024

City of London Street
Accessibility Tool v2.2

Needs Segments:



Crossing Point		4	4	4	4	4	4	4	4	4	4	4	4	3	Comments
Crossing Type	Controlled crossing (any road width)	3	3	3	3	3	3	3	3	3	3	3	3	4	
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	
Tactile Paving Back Edge	Straight back edge	2	3	3	3	1	3	4	3	3	2	2	4	4	
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 without significant contrast with surrounding paving	3	3	3	3	3	3	2	2	2	2	3	3	3	
Tactile Paving Stem Length	Tactile stem > 0.5 m from building line	3	3	3	3	4	3	2	3	3	3	3	4	3	
Tactile Paving Stem Width	Tactile stem 800 mm width	3	3	3	3	2	3	3	3	3	4	4	3	3	
Island Type	No island	2	3	2	2	2	2	2	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 1/6, 9.5 deg, 17% to 1/12, 4.7deg, 8% incline	3	3	3	3	2	1	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	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	2	3	3	2	3	2	3	2	3	2	1	
Count Down	Count down	4	3	4	4	4	4	3	3	3	4	4	4	4	
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	
Pattern	Uniform paving colour	3	3	3	3	3	3	3	3	3	3	3	4	3	
Contrast with Road	Higher tonal contrast between paving and road	3	3	4	4	3	3	3	3	4	3	4	3	4	
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	
Kerb Type (moving alongside)	Delimiting kerb 100 mm to 150 mm	2	2	3	3	3	3	3	3	3	3	3	4	3	
Footway Width															
Width	Footway width 2 m to 5 m	4	4	4	4	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	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	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															

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.

