

## **Appendix 10: Transforming Fleet Street CoLSAT (existing and proposed)**

### **CoLSAT Overview**

1. To aid in the development of the design, Officers undertook a CoLSAT assessment. The results of the assessment are shown below and include only an assessment for highway design Option 1.
2. The existing street's CoLSAT assessment score is poor, where 'severe' and 'significant' accessibility issues are present. Locations noted as having considerable issues include:
  - Chancery Lane junction: steep kerb at crossing and worn tactile paving, narrow footways at certain locations, and footway gradients are uneven at certain locations. The assessment notes that people with reduced mobility, people with visual impairments, people using mobility aids and people with neurological impairments may find using the junction uncomfortable and difficult to navigate.
  - Fetter Lane junction (west, north and east crossing): tactile paving depth, narrow footways at certain locations due to A-boards, and the location of blue badge parking and accessible toilets in relation to the junction. The assessment notes that people with reduced mobility, people with visual impairments, people using mobility aids and people with neurological impairments may find using the junction uncomfortable and difficult to navigate.
3. The current proposals are expected to increase the CoLSAT scores and address many of the challenges noted above. A full assessment of the developed scheme design will be included in the next Gateway report following the consultation feedback and the continued investigatory work.

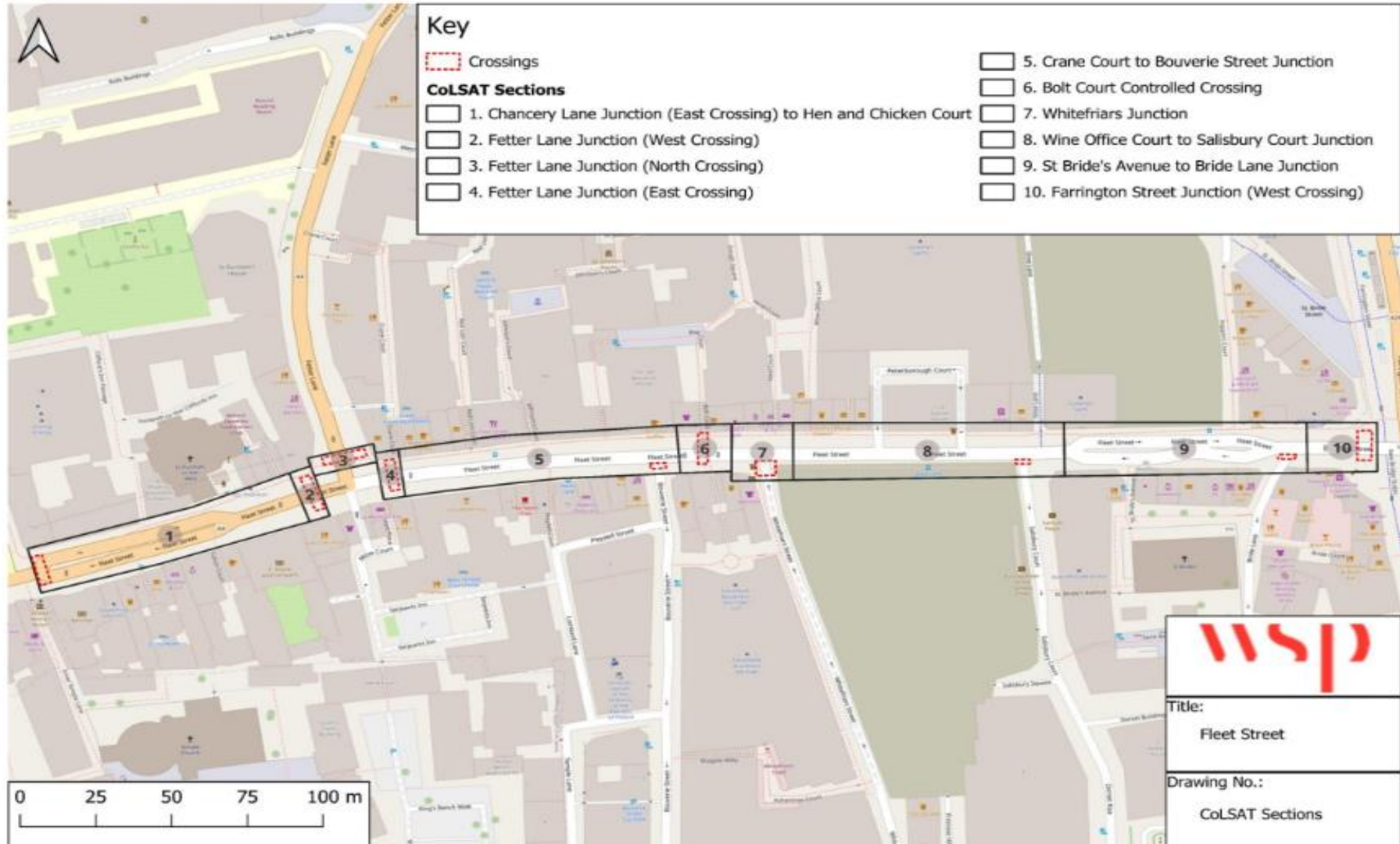


Figure 1: Transforming Fleet Street CoLSAT locations

## Existing

	Electric wheelchair user	Manual wheelchair user	Mobility scooter user	Walking aid user	Person with a walking impairment	Person with a cycle mobility aid	Long cane user	Guide dog user	Residual sight user	Deaf or hearing impairment	Acquired neurological impairment	Autism / sensory-processing diversity	Developmental impairment	Total
Severe Accessibility Issue (0)	0	0	0	0	0	2	0	0	0	0	0	0	0	2
Significant Accessibility Issue (1)	1	3	1	0	10	2	1	1	0	2	1	1	5	28

## Proposed

	Electric wheelchair user	Manual wheelchair user	Mobility scooter user	Walking aid user	Person with a walking impairment	Person with a cycle mobility aid	Long cane user	Guide dog user	Residual sight user	Deaf or hearing impairment	Acquired neurological impairment	Autism / sensory-processing diversity	Developmental impairment	Total
Severe Accessibility Issue (0)	0	0	0	0	0	1	0	0	0	0	0	0	0	1
Significant Accessibility Issue (1)	0	1	1	0	7	2	1	0	0	0	0	0	4	16

In the proposed layout, tactile paving at the controlled crossing is expected to be upgraded, however, it will not be red in colour, as recommended by the DfT's 'Guidance on the Use of Tactile Paving Surfaces'. As a result, the contrast between the tactile paving and surrounding materials will be reduced, limiting its effectiveness in improving safety and legibility for users with hearing impairments.

The proposed tactiles, with a 1200mm-wide stem positioned within 0.5m of the building line, may create difficulties for people with walking impairments, as they often find smooth paving surfaces more comfortable.

Kerb gradients are expected to comply with accessibility standards, reducing barriers for those with limited mobility.

The design includes resurfaced and widened footways, which will improve comfort and accessibility for all users. The resurfacing will also remove existing unevenness and reduce excessive crossfall, improving stability for users with mobility aids and developmental impairments.

The severe accessibility issue relates to the excessive camber across the footway. Based on the proposed drawings, it is unclear whether the footway gradients will be adjusted to address the issue, and the levels have been assumed based on the existing layout.

Blue badge parking is not expected to change, and the closest one is still 200m away on Whitefriars Street. The distance can be challenging for people with developmental impairments. The bus stop is expected to be upgraded to include a shelter and seating, which will be more accessible for users with walking and/or hearing and/ or developmental impairments.

Accessible toilets are 20m from the section at Ye Olde Cock Tavern. Changing place toilets are 1.5k away at Great Ormond Street Hospital, a problem for people with a cycle mobility aid or developmental impairments.

**Figure 2: Chancery Lane Junction (east crossing) to Hen and Chicken Court (existing and proposed)**

## Existing

	Electric wheelchair user	Manual wheelchair user	Mobility scooter user	Walking aid user	Person with a walking impairment	Person with a cycle mobility aid	Long cane user	Guide dog user	Residual sight user	Deaf or hearing impairment	Acquired neurological impairment	Autism / sensory-processing diversity	Developmental impairment	Total
Severe Accessibility Issue (0)	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Significant Accessibility Issue (1)	0	0	0	0	7	3	0	0	0	2	0	0	3	15

## Proposed

	Electric wheelchair user	Manual wheelchair user	Mobility scooter user	Walking aid user	Person with a walking impairment	Person with a cycle mobility aid	Long cane user	Guide dog user	Residual sight user	Deaf or hearing impairment	Acquired neurological impairment	Autism / sensory-processing diversity	Developmental impairment	Total
Severe Accessibility Issue (0)	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Significant Accessibility Issue (1)	0	0	0	0	5	2	0	0	0	0	0	0	3	10

In the proposed layout, tactile paving at the controlled crossing is expected to be upgraded, however, it will not be red in colour, as recommended by the DfT's 'Guidance on the Use of Tactile Paving Surfaces'. As a result, the contrast between the tactile paving and surrounding materials will be reduced, limiting its effectiveness in improving safety and legibility for users with hearing impairments.

The proposed tactiles, with a 1200mm-wide stem positioned within 0.5m of the building line, may create difficulties for people with walking impairments, as they often find smoother surfaces easier to navigate.

Kerb gradients are also expected to be adjusted to meet accessibility standards, reducing barriers for users of adapted cycles and other mobility aids.

The proposed design includes resurfaced footways, which will remove existing unevenness and improve comfort for wheelchair users, and those with mobility or developmental impairments.

The extended footway widths will be suitable for accommodating pedestrians of all mobility levels and allow two wheelchair users to pass each other comfortably. Benches are located within 150m in Johnson's Court, with additional seating along the scheme extents.

The bus stop is expected to be upgraded to include a shelter and seating, which will be more accessible for users with walking and/or hearing and/or developmental impairments.

The nearest Blue badge parking will continue to be 150m away on Whitefriars Street. The distance can be challenging for people with developmental impairments. Double yellow lines on Fleet Street and additional loading pads will permit taxi drop-off, and there is a taxi rank 300m away.

Accessible toilets are 50m from the crossing at Ye Olde Cock Tavern. Changing place toilets are 1.6k away at Great Ormand Street Hospital, which continues to pose challenges for people with a cycle mobility aid or developmental impairments.

Figure 3: Fetter Lane Junction, west crossing (existing and proposed)



## Existing

	Electric wheelchair user	Manual wheelchair user	Mobility scooter user	Walking aid user	Person with a walking impairment	Person with a cycle mobility aid	Long cane user	Guide dog user	Residual sight user	Deaf or hearing impairment	Acquired neurological impairment	Autism / sensory-processing diversity	Developmental impairment	Total
Severe Accessibility Issue (0)	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Significant Accessibility Issue (1)	0	0	0	0	7	3	0	0	0	2	0	0	3	15

## Proposed

	Electric wheelchair user	Manual wheelchair user	Mobility scooter user	Walking aid user	Person with a walking impairment	Person with a cycle mobility aid	Long cane user	Guide dog user	Residual sight user	Deaf or hearing impairment	Acquired neurological impairment	Autism / sensory-processing diversity	Developmental impairment	Total
Severe Accessibility Issue (0)	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Significant Accessibility Issue (1)	0	0	0	0	4	2	0	0	0	0	0	0	3	9

In the proposed layout, tactile paving at the controlled crossing is expected to be upgraded, however, it will not be red in colour, as recommended by the DfT's 'Guidance on the Use of Tactile Paving Surfaces'. As a result, the contrast between the tactile paving and surrounding materials will be reduced, limiting its effectiveness in improving safety and legibility for users with hearing impairments.

The proposed tactiles, with a 1200mm-wide stem positioned within 0.5m of the building line, may create difficulties for people with walking impairments, as they often find smoother surfaces easier to navigate.

The proposed design includes resurfaced and widened footways, improving comfort, stability, and accessibility for users with mobility or developmental impairments. The new surfacing will eliminate unevenness, and kerb gradients are expected to comply with accessibility standards, removing barriers for those using adapted cycles and mobility aids.

The bus stop is expected to be upgraded to include a shelter and seating, which will be more accessible for users with walking and/or hearing and/ or developmental impairments.

Blue badge parking is not expected to change, which is 150m away on Whitefriars Street. The distance can be challenging for people with developmental impairments. Double yellow lines on Fleet Street and additional loading pads will permit taxi drop-off, and there is a taxi rank 300m away. Benches are located Johnson's Court, 150m away, with additional seating proposed throughout the scheme extents.

Accessible toilets are 50m from the crossing at Ye Olde Cock Tavern. Changing place toilets are 1.6k away at Great Ormand Street Hospital, which continues to pose challenges for people with a cycle mobility aid or developmental impairments.

**Figure 4: Fetter Lane Junction, north crossing (existing and proposed)**

## Existing

	Electric wheelchair user	Manual wheelchair user	Mobility scooter user	Walking aid user	Person with a walking impairment	Person with a cycle mobility aid	Long cane user	Guide dog user	Residual sight user	Deaf or hearing impairment	Acquired neurological impairment	Autism / sensory-processing diversity	Developmental impairment	Total
Severe Accessibility Issue (0)	0	0	0	0	0	2	0	0	0	0	0	0	0	2
Significant Accessibility Issue (1)	1	3	1	0	9	2	1	1	0	2	1	1	5	27

## Proposed

	Electric wheelchair user	Manual wheelchair user	Mobility scooter user	Walking aid user	Person with a walking impairment	Person with a cycle mobility aid	Long cane user	Guide dog user	Residual sight user	Deaf or hearing impairment	Acquired neurological impairment	Autism / sensory-processing diversity	Developmental impairment	Total
Severe Accessibility Issue (0)	0	0	0	0	0	1	0	0	0	0	0	0	0	1
Significant Accessibility Issue (1)	0	1	1	0	6	2	0	0	0	0	0	0	4	14

In the proposed layout, tactile paving at the controlled crossing is expected to be upgraded, however, it will not be red in colour, as recommended by the DfT's 'Guidance on the Use of Tactile Paving Surfaces'. As a result, the contrast between the tactile paving and surrounding materials will be reduced, limiting its effectiveness in improving safety and legibility for users with hearing impairments.

The proposed tactiles, with a 1200mm-wide stem positioned within 0.5m of the building line, may create difficulties for people with walking impairments, as they often find smoother surfaces easier to navigate.

The proposed design includes resurfaced and widened footways, improving comfort, stability, and accessibility for users with mobility or developmental impairments. The new surfacing will eliminate unevenness, and kerb gradients are expected to comply with accessibility standards, removing barriers for those using adapted cycles and mobility aids.

The severe accessibility issue relates to the excessive camber across the footway. Based on the proposed drawings, it is unclear whether the footway gradients will be adjusted to address the issue and the levels have been assumed based on the existing layout.

Blue badge parking is not expected to change, which is 150m away on Whitefriars Street. The distance can be challenging for people with developmental impairments.

The bus stop is expected to be upgraded to include a shelter and seating, which will be more accessible for users with walking and/or hearing and/or developmental impairments.

Accessible toilets are 50m from the crossing at Ye Olde Cock Tavern. Changing place toilets are 1.6k away at Great Ormand Street Hospital, which continues to pose challenges for people with a cycle mobility aid or developmental impairments.

Figure 5: Fetter Lane Junction, east crossing (existing and proposed)

## Existing

	Electric wheelchair user	Manual wheelchair user	Mobility scooter user	Walking aid user	Person with a walking impairment	Person with a cycle mobility aid	Long cane user	Guide dog user	Residual sight user	Deaf or hearing impairment	Acquired neurological impairment	Autism / sensory-processing diversity	Developmental impairment	Total
Severe Accessibility Issue (0)	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Significant Accessibility Issue (1)	0	1	0	0	4	2	1	1	0	2	0	1	2	14

## Proposed

	Electric wheelchair user	Manual wheelchair user	Mobility scooter user	Walking aid user	Person with a walking impairment	Person with a cycle mobility aid	Long cane user	Guide dog user	Residual sight user	Deaf or hearing impairment	Acquired neurological impairment	Autism / sensory-processing diversity	Developmental impairment	Total
Severe Accessibility Issue (0)	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Significant Accessibility Issue (1)	0	0	0	0	2	1	1	0	0	0	0	0	1	5

In the proposed layout, tactile paving at the uncontrolled crossing is expected to be upgraded, however, it will not be buff in accordance with the DfT's 'Guidance on the Use of Tactile Paving Surfaces'. As a result, the contrast between the tactile paving and surrounding materials will be reduced, limiting its effectiveness in improving safety and legibility for users with hearing impairments.

The proposed design includes resurfaced and widened footways, improving comfort, stability, and accessibility for users with mobility or developmental impairments. The new surfacing will eliminate unevenness, and kerb gradients are expected to comply with accessibility standards, removing barriers for those using adapted cycles and mobility aids. Temporary obstructions including roadworks are also expected to be removed.

Tactiles are expected to cover the full width of the flush area and may therefore pose some discomfort for users with walking impairments, who generally find smoother surfaces easier to navigate.

The existing footway has a gradient and camber of 0 degrees. It is expected that the proposed design will have the same levels, which are appropriate for people with different mobility levels.

Blue badge parking is not expected to change, which is 50m away on Whitefriars Street. The bus stop is expected to be upgraded to include a shelter and seating, which will be more accessible for users with walking and/or hearing and/or developmental impairments.

Accessible toilets are 175m from the section at Ye Olde Cock Tavern. Changing place toilets are 1k away at Tate Modern, Bankside, which continues to pose challenges for people with a cycle mobility aid or developmental impairments.

Figure 6: Crane Court to Bouverie Street Junction (existing and proposed)



## Existing

	Electric wheelchair user	Manual wheelchair user	Mobility scooter user	Walking aid user	Person with a walking impairment	Person with a cycle mobility aid	Long cane user	Guide dog user	Residual sight user	Deaf or hearing impairment	Acquired neurological impairment	Autism / sensory-processing diversity	Developmental impairment	Total
Severe Accessibility Issue (0)	0	0	0	0	0	0	2	1	0	0	0	0	1	4
Significant Accessibility Issue (1)	0	0	0	0	3	2	2	2	2	2	0	0	3	16

## Proposed

	Electric wheelchair user	Manual wheelchair user	Mobility scooter user	Walking aid user	Person with a walking impairment	Person with a cycle mobility aid	Long cane user	Guide dog user	Residual sight user	Deaf or hearing impairment	Acquired neurological impairment	Autism / sensory-processing diversity	Developmental impairment	Total
Severe Accessibility Issue (0)	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Significant Accessibility Issue (1)	0	0	0	0	4	1	0	1	0	0	0	0	2	8

All construction hoarding from the Salisbury Square development is expected to be removed and the controlled crossing will be in use. The tactile paving at the controlled crossing is expected to be upgraded, however, it will not be red in colour, as recommended by the DfT's 'Guidance on the Use of Tactile Paving Surfaces'. As a result, the contrast between the tactile paving and surrounding materials will be reduced, limiting its effectiveness in improving safety and legibility for users with hearing impairments.

Tactiles are expected to be installed at all crossing points with appropriate stem. This will improve accessibility for people with long cane and/or developmental impairments. It may however pose some discomfort for users with walking impairments, who generally find smoother surfaces easier to navigate.

The proposed design includes resurfaced and widened footways, improving comfort, stability, and accessibility for users with mobility or developmental impairments. The new surfacing will eliminate unevenness, and kerb gradients are expected to comply with accessibility standards, removing barriers for those using adapted cycles and mobility aids.

Chairs and benches with arms and backrests are 90m away in Gough Square, with additional seating proposed on the southern side of the crossing, benefitting all users regardless of mobility level.

Blue badge parking is not expected to change, which is 30m away on Whitefriars Street. The bus stop is expected to be upgraded to include a shelter and seating, which will be more accessible for users with walking and/or hearing and/or developmental impairments.

Accessible toilets are 200m from the crossing at Ye Olde Cock Tavern. Changing place toilets are 1k away at Tate Modern, Bankside, which continues to pose challenges for people with a cycle mobility aid or developmental impairments.

**Figure 7: Bolt Court Controlled Crossing (existing and proposed)**



## Existing

	Electric wheelchair user	Manual wheelchair user	Mobility scooter user	Walking aid user	Person with a walking impairment	Person with a cycle mobility aid	Long cane user	Guide dog user	Residual sight user	Deaf or hearing impairment	Acquired neurological impairment	Autism / sensory-processing diversity	Developmental impairment	Total
Severe Accessibility Issue (0)	0	0	0	0	0	0	1	0	0	0	0	0	0	1
Significant Accessibility Issue (1)	0	1	0	1	2	1	2	1	0	1	1	1	3	14

## Proposed

	Electric wheelchair user	Manual wheelchair user	Mobility scooter user	Walking aid user	Person with a walking impairment	Person with a cycle mobility aid	Long cane user	Guide dog user	Residual sight user	Deaf or hearing impairment	Acquired neurological impairment	Autism / sensory-processing diversity	Developmental impairment	Total
Severe Accessibility Issue (0)	0	0	0	0	0	0	1	0	0	0	0	0	0	1
Significant Accessibility Issue (1)	0	0	0	1	2	1	0	0	0	0	1	0	2	7

In the proposed layout, tactile paving at the uncontrolled crossing is expected to be upgraded, however, it will not be buff in accordance with the DfT's 'Guidance on the Use of Tactile Paving Surfaces'. As a result, the contrast between the tactile paving and surrounding materials will be reduced, limiting its effectiveness in improving safety and legibility for users with hearing impairments. Despite the footway buildouts, the crossing is expected to be between 7-9m wide, with no accurate measurements being shown on the proposed plans. The width continues to pose a road safety issue for different Needs Segments, especially walking aid users, long cane users, and people with neurological / developmental impairments.

Tactiles are expected to be installed at all crossing points with appropriate stem. This will improve accessibility for people with long cane and/or developmental impairments. It may however pose some discomfort for users with walking impairments, who generally find smoother surfaces easier to navigate.

The proposed design includes resurfaced and widened footways, improving comfort, stability, and accessibility for users with mobility or developmental impairments. The new surfacing will eliminate unevenness, and kerb gradients are expected to comply with accessibility standards, removing barriers for those using adapted cycles and mobility aids.

The existing footway has a gradient of 2 degrees and camber of 0 degrees. It is expected that the proposed design will have the same levels, which are appropriate for people with different mobility levels.

Chairs and benches with arms and backrests are 100m away in Gough Square, with additional seating proposed on the western side of the junction, benefitting all users regardless of mobility level.

Blue badge parking is not expected to change, which is 30m away on Whitefriars Street. The bus stop is expected to be upgraded to include a shelter and seating, which will be more accessible for users with walking and/or hearing and/or developmental impairments.

Accessible toilets are 215m from the crossing at Ye Olde Cock Tavern. Changing place toilets are 1k away at Tate Modern, Bankside, which continues to pose challenges for people with a cycle mobility aid or developmental impairments.

Figure 8: Whitefriars Junction (existing and proposed)

## Existing

	Electric wheelchair user	Manual wheelchair user	Mobility scooter user	Walking aid user	Person with a walking impairment	Person with a cycle mobility aid	Long cane user	Guide dog user	Residual sight user	Deaf or hearing impairment	Acquired neurological impairment	Autism / sensory-processing diversity	Developmental impairment	Total
Severe Accessibility Issue (0)	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Significant Accessibility Issue (1)	1	1	0	0	4	2	2	1	0	2	0	1	2	16

## Proposed

	Electric wheelchair user	Manual wheelchair user	Mobility scooter user	Walking aid user	Person with a walking impairment	Person with a cycle mobility aid	Long cane user	Guide dog user	Residual sight user	Deaf or hearing impairment	Acquired neurological impairment	Autism / sensory-processing diversity	Developmental impairment	Total
Severe Accessibility Issue (0)	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Significant Accessibility Issue (1)	1	0	0	0	4	1	0	1	0	0	0	0	2	9

A new controlled crossing is proposed on Fleet Street, east of Salisbury Court. The tactile paving however will not be red in colour, as recommended by the DfT's 'Guidance on the Use of Tactile Paving Surfaces'. As a result, the contrast between the tactile paving and surrounding materials will be reduced, limiting its effectiveness in improving safety and legibility for users with hearing impairments.

Tactiles are expected to be installed at the new controlled crossing with a 1200mm-wide stem positioned within 0.5m of the building line. This will improve accessibility for people with long cane and/or developmental impairments. It may however pose some discomfort for users with walking impairments, who generally find smoother surfaces easier to navigate.

The proposed design includes resurfaced and widened footways, improving comfort, stability, and accessibility for users with mobility or developmental impairments. The new surfacing will eliminate unevenness, and kerb gradients are expected to comply with accessibility standards, removing barriers for those using adapted cycles and mobility aids. Temporary obstructions including roadworks are also expected to be removed.

The existing footway has a 1-degree gradient and camber of 0 degrees. It is expected that the proposed design will have the same levels, which are appropriate for people with different mobility levels.

Blue badge parking is not expected to change, which is 90m away on Whitefriars Street. The bus stop is expected to be upgraded to include a shelter and seating, which will be more accessible for users with walking and/or hearing and/or developmental impairments.

Accessible toilets are 300m from the crossing at Ye Olde Cock Tavern. Changing place toilets are 1k away at Tate Modern, Bankside, which continues to pose challenges for people with a cycle mobility aid or developmental impairments.

Chairs and benches with arms and backrests are 100m away at St Bride's Church, with additional seating proposed along the scheme extents, benefitting all users regardless of mobility level.

Figure 9: Wine Office Court to Salisbury Court Junction (existing and proposed)



## Existing

	Electric wheelchair user	Manual wheelchair user	Mobility scooter user	Walking aid user	Person with a walking impairment	Person with a cycle mobility aid	Long cane user	Guide dog user	Residual sight user	Deaf or hearing impairment	Acquired neurological impairment	Autism / sensory-processing diversity	Developmental impairment	Total
Severe Accessibility Issue (0)	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Significant Accessibility Issue (1)	0	1	1	0	3	4	1	1	0	1	0	1	3	16

## Proposed

	Electric wheelchair user	Manual wheelchair user	Mobility scooter user	Walking aid user	Person with a walking impairment	Person with a cycle mobility aid	Long cane user	Guide dog user	Residual sight user	Deaf or hearing impairment	Acquired neurological impairment	Autism / sensory-processing diversity	Developmental impairment	Total
Severe Accessibility Issue (0)	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Significant Accessibility Issue (1)	0	0	1	0	2	3	0	0	0	0	0	0	2	8

In the proposed layout, tactile paving at the uncontrolled crossing is expected to be upgraded, however, it will not be buff in accordance with the DfT's 'Guidance on the Use of Tactile Paving Surfaces'. As a result, the contrast between the tactile paving and surrounding materials will be reduced, limiting its effectiveness in improving safety and legibility for users with hearing impairments.

Tactiles are expected to be installed at all crossing points with appropriate stem, covering the full width of the crossing. This will improve accessibility for people with long cane and/or developmental impairments. It may however pose some discomfort for users with walking impairments, who generally find smoother surfaces easier to navigate.

The proposed design includes resurfaced and widened footways, improving comfort, stability, and accessibility for users with mobility or developmental impairments. The new surfacing will eliminate unevenness, and kerb gradients are expected to comply with accessibility standards, removing barriers for those using adapted cycles and mobility aids. Temporary obstructions including roadworks are also expected to be removed.

The existing footway has gradient and camber of 2 degrees. It is expected that the proposed design will have the same levels, which can make footways uncomfortable and unstable for people with mobility aids, however it does meet the DfT desirable minimum.

Chairs and benches with arms and backrests are 100m away at St Bride's Church, with additional seating proposed along the scheme extents, benefitting all users regardless of mobility level.

Blue badge parking is not expected to change, which is 150m away on Whitefriars Street. Double yellow lines on Fleet Street and additional loading pads will permit taxi drop-off. The bus stop, Ludgate Circus, has shelter and seating, and is expected to have appropriate kerb heights suitable for different mobility levels.

Accessible toilets are 250m from the section at Pret a Manager, Farringdon. Changing place toilets are 1k away at Tate Modern, Bankside, which continues to pose challenges for people with a cycle mobility aid or developmental impairments.

Figure 10: St Bride's Avenue to Bride Lane Junction (existing and proposed)



## Existing

	Electric wheelchair user	Manual wheelchair user	Mobility scooter user	Walking aid user	Person with a walking impairment	Person with a cycle mobility aid	Long cane user	Guide dog user	Residual sight user	Deaf or hearing impairment	Acquired neurological impairment	Autism / sensory-processing diversity	Developmental impairment	Total
Severe Accessibility Issue (0)	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Significant Accessibility Issue (1)	1	1	0	0	3	2	1	1	0	1	0	1	4	15

## Proposed

	Electric wheelchair user	Manual wheelchair user	Mobility scooter user	Walking aid user	Person with a walking impairment	Person with a cycle mobility aid	Long cane user	Guide dog user	Residual sight user	Deaf or hearing impairment	Acquired neurological impairment	Autism / sensory-processing diversity	Developmental impairment	Total
Severe Accessibility Issue (0)	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Significant Accessibility Issue (1)	1	0	0	0	4	1	0	0	0	0	0	0	3	9

In the proposed layout, tactile paving at the controlled crossing is expected to be upgraded, however, it will not be red in colour, as recommended by the DfT's 'Guidance on the Use of Tactile Paving Surfaces'. As a result, the contrast between the tactile paving and surrounding materials will be reduced, limiting its effectiveness in improving safety and legibility for users with hearing impairments.

The proposed tactuals, with a 1200mm-wide stem positioned within 0.5m of the building line, may create difficulties for people with walking impairments, as they often find smoother surfaces easier to navigate.

The proposed design includes resurfaced and widened footways, improving comfort, stability, and accessibility for users with mobility or developmental impairments. The new surfacing will eliminate unevenness, and kerb gradients are expected to comply with accessibility standards, removing barriers for those using adapted cycles and mobility aids.

Temporary obstructions, including roadworks, are expected to be removed, making the space more accessible and comfortable for those with mobility aids and/or developmental impairments.

The nearest Blue badge parking continues to be 215m away on Whitefriars Street. The distance can be challenging for people with developmental impairments. Double yellow lines on Fleet Street and additional loading pads will permit taxi drop-off. The bus stop, Ludgate Circus, has shelter and seating, and is expected to have appropriate kerb heights suitable for different mobility levels.

Accessible toilets are 200m from the section at Pret a Manger, Farringdon. Changing place toilets are 1k away at Tate Modern, Bankside, which continues to pose challenges for people with a cycle mobility aid or developmental impairments.

**Figure 11: Farringdon Street Junction, west crossing (existing and proposed)**

