



# City of London Street Accessibility Tool Instructions for Use & Worked Examples

## Background

The City of London Street Accessibility Tool (CoLSAT) has been developed through in-depth qualitative research with disabled people across a wide spectrum of impairments.

The tool allows the modelling of the probable impact of a street design (whether already built or a proposed scheme) on disabled people in 13 segments, representing different needs profiles, based on their impairment(s) and mobility strategy.

It is envisaged that the tool can be used in conjunction with other tools focused on addressing the needs and comfort of people walking. This will

help the designer to work out how to make a street comfortable for, and usable by, people with diverse needs.

Where potential accessibility issues are highlighted the tool can help to identify design options with reduced negative impacts on the different segments of disabled people covered.

This is the second iteration of the tool and it is envisaged that it will be improved in the future through feedback from users and further and deeper engagement with people with protected characteristics.



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## Needs Profile Segments

There are 13.9 million disabled people in the UK and each one of them will have a slightly different combination of capabilities and preferences. We will never be able to find out exactly what each of them need from a street. So, even though it will always be an imperfect process, we must segment them by the traits that will most affect how they experience the street environment and what they need from it. The segmentation outlined below has been used during the research underpinning this tool, and has been developed by the authors across five participatory access research projects involving over 90 disabled individuals in multiple UK cities:

### Mobility impairment:



#### Electric wheelchair user (EWC)

A person who uses a motorised wheelchair (with differential steering and castors) as their primary mobility aid



#### Manual wheelchair user (MWC)

A person who uses a manually propelled wheelchair as their primary mobility aid



#### Mobility scooter user (MS)

A person who uses a mobility scooter (with steering column and single motor) as their primary mobility aid



#### Walking aid user (WA)

A person who uses one or more sticks, crutches, a walking frame or rollator



#### Person with a walking impairment (WI)

A person who does not use a mobility aid but experiences difficulty walking due to issues with toe clearance, joint pain, fatigue or other muscular skeletal or neurological conditions



#### Person who uses a cycle as their primary mobility aid (DC)

A disabled person who uses a trike, hand cycle or other type of cycle or e-cycle as their main mobility aid.

### Sensory Impairment:



#### Long cane user (LC)

A person who is registered blind or partially sighted who uses a long cane as their primary mobility aid



#### Guide dog user (GD)

A person who is registered blind or partially sighted who uses a guide as their primary mobility aid



#### Residual sight user (RS)

A person who is registered blind or partially sighted who uses no mobility aid and relies on their available vision



#### Deaf, deaf or hearing impairment (HI)

A member of the Deaf community or an individual with hearing loss who experiences challenges negotiating streets

### Neurodiversity:



#### Acquired neurological impairment (ANI)

A person who experiences lower cognitive functionality relative to the general population due to a brain injury or neurological disease such as dementia



#### Autism/Sensory-processing diversity (AT)

A person who processes sensory information in a manner that is sufficiently different to the general population to affect their experience of using streets



#### Developmental impairment (DI)

A person who experiences significantly different cognitive functionality relative to the general population and has done since childhood

## Using The Tool

The use of the tool is explained below with reference to worked examples on two City of London streets:

- 1) The section of London Wall between Moorgate and Aldersgate Street
- 2) Basinghall Street

### Step 1 - Divide the street into sections

The tool can be used to analyse a whole street or design for a street, either to identify where there are issues to address, or to help identify the most accessible design options. It can also be used to analyse smaller parts of the streetscape, such as individual junctions or crossing points where these are the targets of design or improvement work.

Where a whole street is being analysed it must first be broken into sections. These will typically be between approximately 100 m and 200 m in length and each section should cover only an area of the street with materially similar conditions - such as similar footway widths, materials and crossing treatments. Where these conditions change significantly between two adjacent areas of the street they should be treated as separate sections. It is important to consider junctions and crossings holistically so section boundaries should never be drawn in the middle of junctions.

- 1) The section of London Wall analysed is approximately 500m long and involves numerous changes of character so it is split into six sections.
- 2) Basinghall St is shorter and involves only one significant change of character so it is split into two sections.



## Step 2 - Survey each section

Much of the information needed can be determined from visual inspection but some aspects, such as footway widths, drop kerb and footway camber inclines as well as street furniture heights may require physical measurement. The presence and operation of tactile rotating cones, audible crossing signals, and pedestrian countdowns should also be checked and noted. These measurements along with full documentation of the street design and configuration as well as proximity to benches, bus stops, blue badge parking places, taxi access, accessible and changing places toilets, should be collected before using the CoLSAT.

## Step 3 - Populate the tool

With this information the most appropriate option for each street characteristic in the tool can be selected. Where there is a variety of measurements, for example unobstructed level footway width and dropped kerb inclines, the worst case should be selected (for example the steepest dropped kerb or the narrowest level, unobstructed section of footway). If it is difficult to select the most appropriate option because the section includes areas with quite different street characteristics this may be an indication that the section should be divided into two and the two areas analysed separately.

Street characteristics covering elements like bus stops, toilets, blue badge parking and taxi access, which are not present within the section should be selected based on the nearest example of the feature.

Tactile Paving Colour	Tactile colour not as per guidance	3	3	3
Tactile Paving Tonal Contrast	Tactile without significant contrast with surrounding paving	3	4	3
Tactile Paving Stem Length	Tactile stem within 0.5 m of building line	3	3	3
Tactile Paving Stem Width	Tactile stem within 0.5 m of building line	3	3	3
Island Type	Tactile stem > 0.5 m from building line	4	3	4
Island depth	No tactile stem	3	4	3
Kerb drop slope		2	2	3
Kerb drop tactile	Kerb drop with tactile	3	3	3
Signal (red/green man)	Far side signal	3	4	2

Once fully populated, the tool will show a matrix of numbers and colours indicating the likely impact of the different street characteristics within that section on each of the 12 segments represented in the tool.

## Step 4 - Interpret the results

The scores for each segment for a particular feature can range between 0 and 4:

0 - Most people in this segment would be excluded by the street characteristic in the selected configuration.

1 - Some people in this segment may be able to negotiate the street characteristic in the selected configuration but it would significantly deplete their levels of confidence and energy, and they would be likely to give up on the journey if they had to negotiate it more than once or twice.

2 - Most people in this segment would be able to negotiate the street characteristic in the selected configuration, multiple times on a journey but they would not feel comfortable doing it.

3 - The street characteristic in the selected configuration does not impact most people in this segment either positively or negatively.

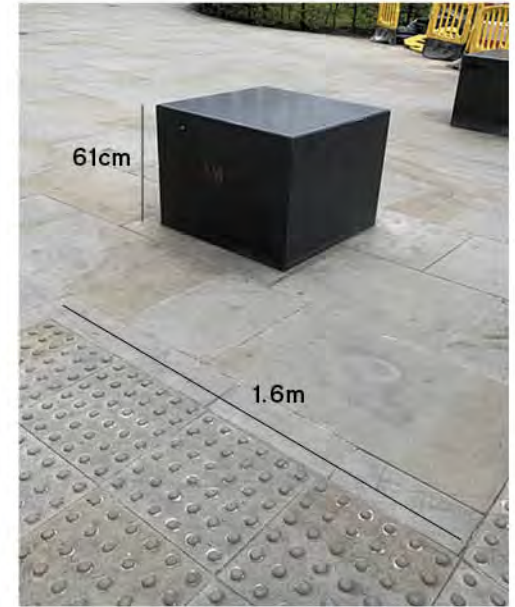
4 - The street characteristic in the selected configuration make most people in this segment feel more comfortable and confident than they typically do on central London streets.

Scores of 0 in any segment for any street characteristic represent severe accessibility issues which should be addressed as a priority. Configurations for the street characteristic that do not score 0 or 1, for any segments, represent design responses which are likely to improve accessibility, even if they reduce the score for some segments from 3 or 4 to 2.

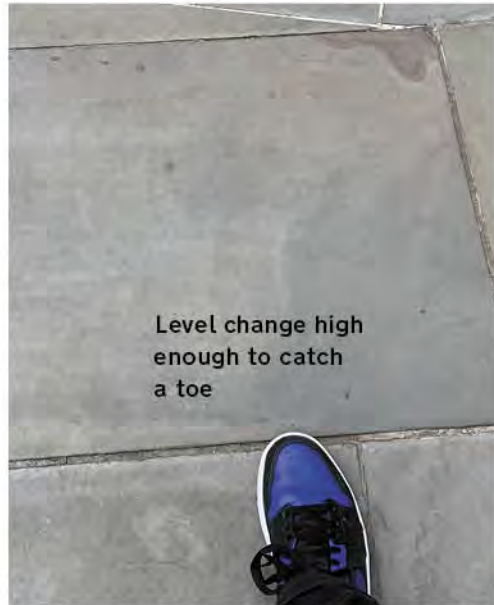
Scores of 1 in any segment for any characteristic still represent significant accessibility concerns and should also be addressed. As well as eliminating scores of 0 and 1, new schemes should ideally seek to minimise the number of street characteristics scoring of 2 and maximise those scoring 4.

Survey information, tool results and commentary are presented for London Wall and Basinghall Street on the following pages.





London Wall  
Section 1



# Comments

# London Wall Section 1 Results

Tactile paving could be added to the dropped kerbs on the island

The kerb drop with a 1/5 slope on the North side of the crossing could be replaced with a shallower one, or the crossing could be raised

Audible crossing signals could be added

Paving slabs could be relaid or replaced or a different material could be used

Seating blocks on the North side of the crossing could be relocated

Provide easily accessible information on accessible toilets in the community scheme

City of London Street  
Accessibility Tool v2.1

Needs Segments:



### Crossing Point

Crossing Type	Controlled crossing (any road width)	4	4	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	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	4	3
Tactile Paving Back Edge	Straight back edge	2	3	3	3	1	3	4	3	3	2	2	2	4	4	4
Tactile Paving Colour	Tactile colour not as per guidance	3	3	3	3	3	3	3	3	3	2	3	3	3	3	3
Tactile Paving Tonal Contrast	Tactile without significant contrast with surrounding paving	3	3	3	3	3	3	3	2	2	2	2	3	3	3	3
Tactile Paving Stem Length	Tactile stem within 0.5 m of building line	3	3	3	3	1	3	4	3	3	3	3	4	3	3	3
Tactile Paving Stem Width	Tactile stem 1200 mm width	3	2	3	3	1	3	4	4	3	3	3	3	4	3	3
Island Type	Island without tactile	4	4	4	3	4	4	2	2	4	3	4	3	4	3	1
Island Depth	Island depth > 1.2 m	3	4	3	3	3	3	3	4	3	4	4	4	4	3	3
Kerb Drop Slope	Kerb drop > 1/6, 9.5 deg, 17% incline	1	1	2	1	0	3	3	2	3	1	1	3	2	2	2
Kerb Drop Tactile	Kerb drop without tactile paving	3	4	3	2	3	3	2	2	3	3	4	3	4	3	1
Signal (red/green man)	Far side signal	3	4	4	4	3	4	4	4	4	4	4	4	4	4	3
Audible (beeping)	No Audible	3	3	3	3	3	3	2	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	3	2	2
Tactile Rotating Cone	Rotating cone right + left side	3	3	3	3	3	3	4	4	4	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	3
Pattern	Uniform paving colour	3	3	3	3	3	3	3	3	3	3	3	4	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	3
Lines	Yellow/red/white lines at road edge	3	3	3	3	3	3	3	3	4	3	4	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 < 1 m from building line	1	2	2	2	2	1	2	2	1	1	1	2	2
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	2	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	3	4	4
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 < 1/50	3	4	3	4	3	3	3	3	3	3	4	3	4

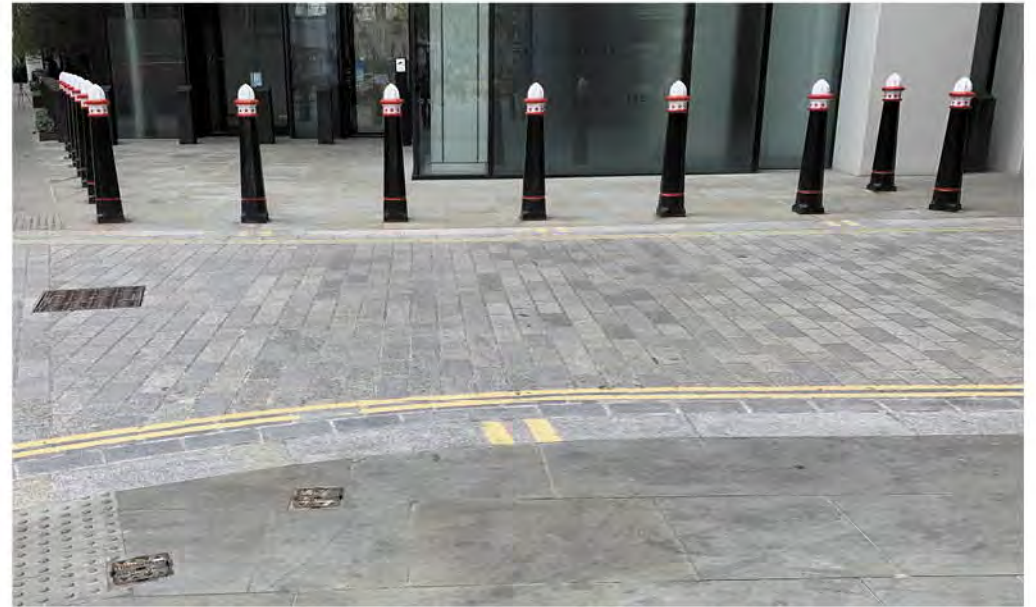
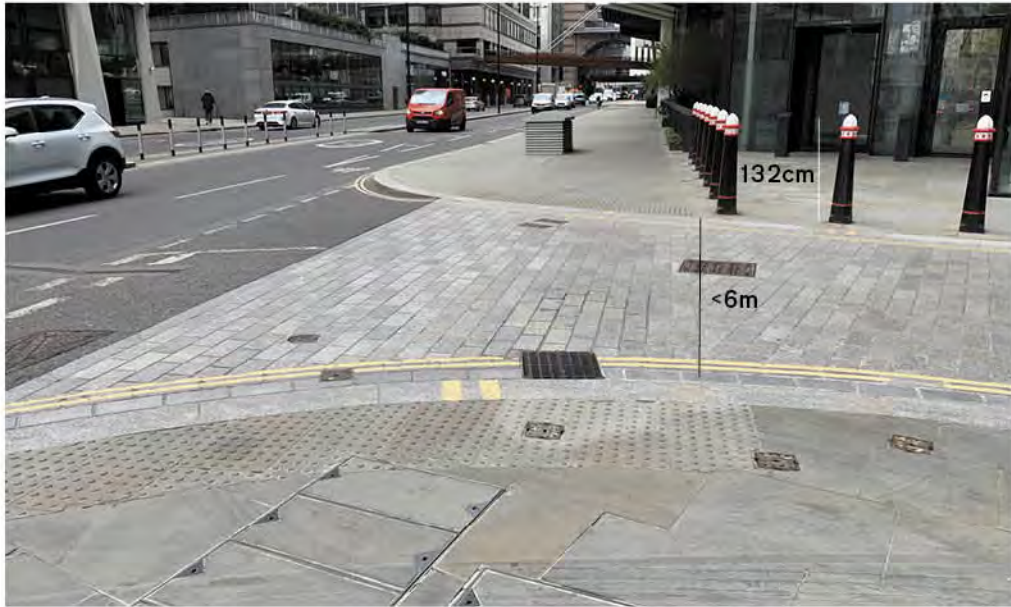
### Vehicle Access

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 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	Within 100 m	3	4	3	4	3	3	4	3	4	3	4	3	3
Bus Stop Kerb Height	125 mm to 140 mm	3	4	3	4	3	3	3	3	3	4	3	4	3
Bus Stop Type	Shelter + perch seat	3	3	2	3	2	3	3	4	3	4	3	3	3

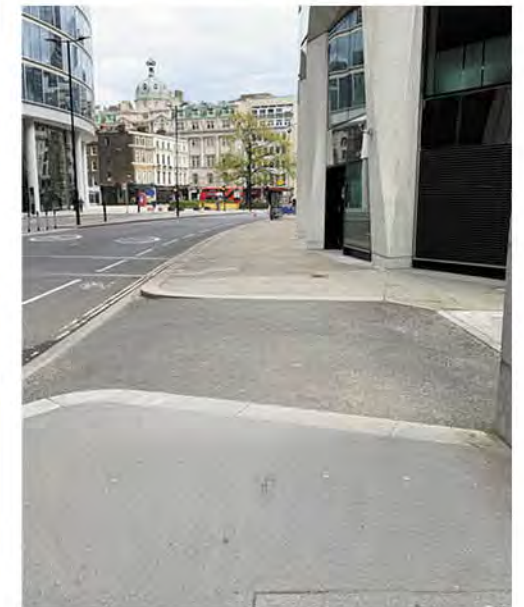
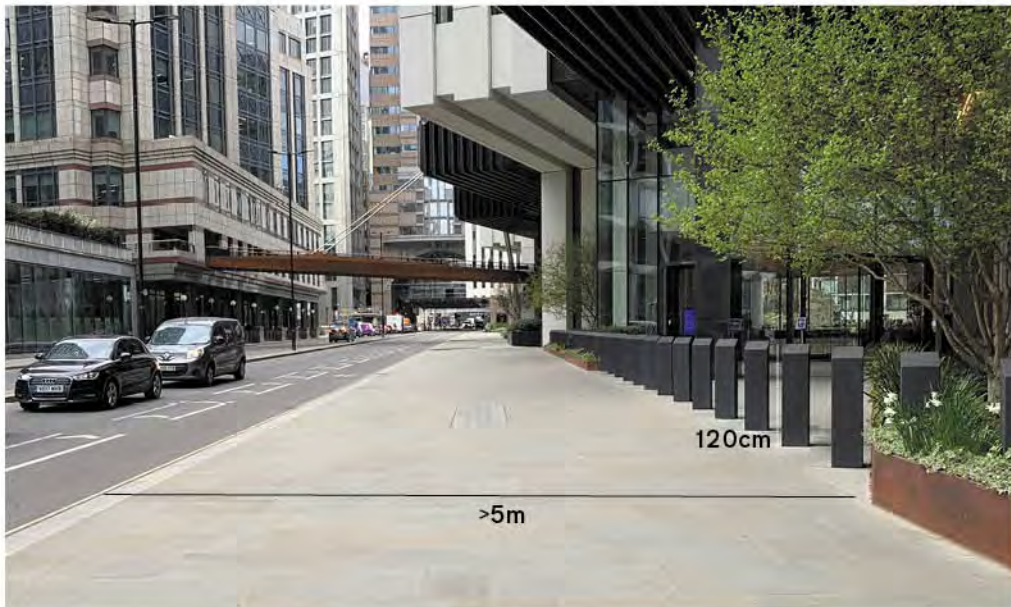
### Toilets

Accessible Toilets	Further than 500 m away	2	2	2	1	2	1	3	2	3	3	1	3	2
Changing Places Toilets	More than 500 m away	3	3	3	3	3	1	3	3	3	3	3	3	1





## London Wall Section 2





# Comments

# London Wall Section 2 Results

City of London Street  
Accessibility Tool v2.1

Needs Segments:



### Crossing Point

Crossing Type	Uncontrolled crossing < 6 m road width	3	3	3	3	3	3	3	3	3	3	3	3	3	3	2
Crosses Over	Carriageway (motor vehicles and cycles together)	3	3	3	3	3	3	3	3	3	3	3	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	3	4
Tactile Paving Back Edge	Back edge offset from kerb edge	3	3	3	3	3	3	2	2	3	3	3	3	3	3	3
Tactile Paving Colour	Tactile colour as per guidance (red at contr. buff at uncontr.)	3	3	3	3	3	3	3	3	3	3	3	3	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	3	3
Tactile Paving Stem Length	Tactile stem within 0.5 m of building line	3	3	3	3	1	3	4	3	3	3	3	3	4	3	3
Tactile Paving Stem Width	Tactile stem 1200 mm width	3	2	3	3	1	3	4	4	3	3	3	3	4	3	3
Island Type	Island without tactile	4	4	4	3	4	4	2	2	4	3	4	3	1		
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	3	4
Kerb Drop Tactile	Kerb drop without tactile paving	3	4	3	2	3	3	2	2	3	3	4	3	1		
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 + left side	3	3	3	3	3	3	4	4	4	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	3	4	3	
Contrast with Road	Lower tonal contrast between paving and road	3	3	3	3	3	3	3	2	3	2	3	3	3	3	
Lines	Yellow/red/white lines at road edge	3	3	3	3	3	3	3	3	4	3	4	4	4	4	

### Kerb

Kerb Type (crossing over)	Crossing upstand 0 mm to 3 mm (undelineated)	3	4	3	3	4	4	0	0	1	2	4	2	1		
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	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	3	4	4		
Bench Design	Benches with arms + Backrests	3	3	3	4	4	3	3	3	4	4	4	3	3		
Bench Seat Height	Benches multiple seat heights > 50 cm and < 45 cm	3	3	3	4	4	4	3	3	3	4	3	3	3		
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 < 1/50	3	4	3	4	3	4	3	3	4	3	4	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 to 150 mm	3	3	3	3	3	3	3	3	3	3	3	3	3		
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	Within 100 m	3	4	3	4	3	3	4	3	4	3	4	3	3		
Bus Stop Kerb Height	125 mm to 140 mm	3	4	3	4	4	3	3	3	3	3	4	3	3		
Bus Stop Type	Shelter + perch seat	3	3	2	3	2	3	3	4	3	4	3	3	3		

### Toilets

Accessible Toilets	100 m to 500 m away	3	3	3	3	2	3	3	3	4	3	3	3	4		
Changing Places Toilets	More than 500 m away	3	3	3	3	3	1	3	3	3	3	3	3	3		

Street characteristics related to the island are greyed out because an uncontrolled crossing of < 6m has been selected

Tactile paving should be used to fully demarcate between the footway and carriageway along the level area, or a level change should be introduced



### London Wall Section 3





# Comments

## London Wall Section 3 Results

City of London Street  
Accessibility Tool v2.1

Needs Segments:



### 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
Crosses Over	Carriageway (motor vehicles and cycles together)	3	3	3	3	3	3	3	3	3	3	3	3	4
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 onset from kerb edge	3	3	3	3	3	3	2	2	3	3	3	3	3
Tactile Paving Colour	Tactile colour as per guidance (red at contr. buff at uncontr.)	3	3	3	3	3	3	3	3	3	3	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 within 0.5 m of building line	3	3	3	3	1	3	4	3	3	3	3	4	3
Tactile Paving Stem Width	Tactile stem 1200 mm width	3	2	3	3	1	3	4	4	3	3	3	4	3
Island Type	Island without tactile	4	4	4	3	4	4	2	2	4	3	4	4	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	3	2	3	4
Kerb Drop Tactile	Kerb drop without tactile paving	3	4	3	2	3	3	2	2	3	3	4	3	1
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 + left side	3	3	3	3	3	3	4	4	4	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 (undelineated)	3	4	3	3	4	4	0	0	1	2	4	2	1
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	3	3	3	3	3	3	4	3	3	4	3	3	3

### Street Furniture

Position	Street furniture < 1 m from building line	1	2	2	2	2	1	2	2	1	1	1	2	2
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 multiple seat heights > 50 cm and < 45 cm	3	3	3	4	4	4	3	3	3	4	3	3	3
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 < 1/50	3	4	3	4	3	4	3	3	4	3	4	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	No crossover	3	3	3	3	3	4	3	3	3	3	3	3	3
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 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	Shelter + perch seat	3	3	2	3	2	3	3	4	3	4	3	3	3

### Toilets

Accessible Toilets	100 m to 500 m away	3	3	3	3	2	3	3	3	4	3	3	3	4
Changing Places Toilets	More than 500 m away	3	3	3	3	3	1	3	3	3	3	3	3	1

Tactile paving should be used to demarcate between the footway and carriageway at the dropped kerbs on the side road crossing

Map totem could be re-sited to a more suitable position



## London Wall Section 4





# Comments

# London Wall Section 4 Results

City of London Street  
Accessibility Tool v2.1

Needs Segments:



### Crossing Point

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	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 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	2	3	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 within 0.5 m of building line	3	3	3	3	1	3	4	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	Island with tactile	4	3	4	4	2	4	4	4	4	3	3	4	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% incline	1	1	2	1	0	3	3	2	3	1	3	2	2
Kerb Drop Tactile	Kerb drop without tactile paving	3	4	3	2	3	3	2	2	3	3	4	3	1
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
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	No street furniture	4	4	4	2	3	3	4	3	4	4	3	4	4
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	4	3	4	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	4	3	3	3	4	4	4	3
Bench Seat Height	Benches multiple seat heights > 50 cm and < 45 cm	3	3	3	4	4	4	3	3	3	4	3	3	3
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 < 1/50	3	4	3	4	3	4	3	3	4	3	4	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	No crossover	3	3	3	3	3	4	3	3	3	3	3	3	3
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 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	Shelter + perch seat	3	3	2	3	2	3	3	4	3	4	3	3	3

### Toilets

Accessible Toilets	100 m to 500 m away	3	3	3	3	2	3	3	3	4	3	3	3	4
Changing Places Toilets	More than 500 m away	3	3	3	3	3	1	3	3	3	3	3	3	1

The kerb drop with a steeper than 1/6 slope at the South East side of the junction could be replaced with a shallower one, or the carriageway could be raised

The level area at the top of the dropped kerb on the North East side of the junction is only 1.4m wide. It could be widened by raising the level of the carriageway (to fully remove the dropped kerb or reduce its depth) or the footway could be widened.





## London Wall Section 5





# Comments

# London Wall Section 5 Results

City of London Street  
Accessibility Tool v2.1

Needs Segments:



### Crossing Point

Crossing Type	Uncontrolled crossing < 6 m road width	3	3	3	3	3	3	3	3	3	3	3	3	3	2
Crosses Over	Carriageway (motor vehicles and cycles together)	3	3	3	3	3	3	3	3	3	3	3	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	3
Tactile Paving Back Edge	Straight back edge	2	3	3	3	1	3	4	3	3	2	2	4	4	4
Tactile Paving Colour	Tactile colour not as per guidance	3	3	3	3	3	3	3	3	3	2	3	3	3	3
Tactile Paving Tonal Contrast	Tactile without significant contrast with surrounding paving	3	3	3	3	3	3	3	2	2	2	2	3	3	3
Tactile Paving Stem Length	Tactile stem within 0.5 m of building line	3	3	3	3	1	3	4	3	3	3	3	4	3	3
Tactile Paving Stem Width	Tactile stem 800 mm width	3	3	3	3	2	3	3	3	3	4	4	3	3	3
Island Type	Island with tactile	4	3	4	4	2	4	4	4	4	3	3	4	3	3
Island Depth	Island depth > 1.2 m	3	4	3	3	3	3	3	4	3	4	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	3
Kerb Drop Tactile	Kerb drop without tactile paving	3	4	3	2	3	3	2	2	3	3	4	3	1	1
Signal (red/green man)	Far side signal	3	4	4	4	3	4	4	4	4	4	4	4	3	3
Audible (beeping)	No Audible	3	3	3	2	3	3	2	3	2	3	2	3	1	1
Count Down	No count down	2	3	3	3	3	3	3	3	3	2	3	3	2	2
Tactile Rotating Cone	Rotating cone right side only	3	3	3	3	3	3	2	3	3	3	3	3	3	3

Tactile paving should be added to the dropped kerbs

### Surface Material

Surface Type	York Stone with gaps/bumps	2	2	2	2	1	1	2	2	2	1	2	3	3	3
Pattern	Uniform paving colour	3	3	3	3	3	3	3	3	3	3	3	4	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	3
Lines	Yellow/red/white lines at road edge	3	3	3	3	3	3	3	3	4	3	4	4	4	4

Paving slabs could be relaid or replaced or a different material could be used

### 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	3
Kerb Type (moving alongside)	Delimiting upstand 0 mm to 3 mm (undelineated)	3	4	2	2	2	3	0	1	3	3	2	2	1	1

Tactile paving should be used to demarcate between the footway and carriageway along the full width of the level area, or a level change should be introduced away from the crossing area

### Footway Width

Width	Footway width 2 m to 5 m	4	4	4	4	3	3	3	3	4	3	3	4	4	4
Unobstructed Width	Min unobstructed width > 1.5 m	3	3	3	3	3	3	4	3	3	4	3	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	3
Cafe Tables	No cafe tables	4	4	3	3	3	3	4	3	3	3	4	3	4	4
Temporary Items	No temporary obstructions	4	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	3
Contrast	Low tonal contrast with paving	3	3	3	3	2	3	3	2	2	3	3	2	2	2
Bench Spacing	Bench within 150 m	3	3	3	4	4	4	3	3	3	3	4	4	3	3
Bench Design	Benches with backrests without arms	3	3	3	3	3	3	3	3	3	4	3	3	3	3
Bench Seat Height	Benches seat height < 45 cm	3	3	3	2	1	2	3	3	3	3	2	3	3	3
Bench Sensory Experience	Good sensory experience (textures, planting, sound, colour)	3	3	3	3	3	4	3	3	3	4	3	4	3	3

One of the benches could be replaced with one with a higher seat height or the bench itself could be raised

### Slopes

Gradient (in direction of travel)	Gradient < 1/50	3	4	3	4	3	4	3	3	4	3	4	3	3	3
Camber (across footway)	Camber < 1/50	3	4	3	4	3	3	3	3	3	3	4	3	4	4

### Vehicle Access

Vehicle Crossover	No crossover	3	3	3	3	3	4	3	3	3	3	3	3	3	3
Blue Badge Parking	Blue badge parking Within 100 m	4	3	3	3	3	4	3	3	3	3	3	3	3	3
Taxi Drop Off Location	Taxi drop off within 10 m	4	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	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	3
Bus Stop Location	Within 100 m	3	4	3	4	3	3	4	3	4	3	4	3	3	3
Bus Stop Kerb Height	125 mm to 140 mm	3	4	3	4	3	3	4	3	3	3	4	3	3	3
Bus Stop Type	Shelter + perch seat	3	3	2	3	2	3	3	4	3	4	3	3	3	3

Shelters with seats could be added at the bus stops or benches could be installed adjacent to the bus stops

### Toilets

Accessible Toilets	100 m to 500 m away	3	3	3	3	2	3	3	3	4	3	3	3	3	4
Changing Places Toilets	More than 500 m away	3	3	3	3	3	1	3	3	3	3	3	3	3	1



## London Wall Section 6





# Comments

# London Wall Section 6 Results

City of London Street  
Accessibility Tool v2.1

Needs Segments:



### Crossing Point

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	4
Edge Marking	No tactile edge marking	3	3	3	3	4	3	0	1	1	3	4	2	0
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 within 0.5 m of building line	3	3	3	3	1	3	4	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	Island with tactile	4	3	4	4	2	4	4	4	4	3	3	4	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	3	2	3	4
Kerb Drop Tactile	Kerb drop without tactile paving	3	4	3	2	3	3	2	2	3	3	4	3	1
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

Tactile paving should be added at the North side of the crossing

### 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	2	2	3	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
Lines	Yellow/red/white lines at road edge	3	3	3	3	3	3	3	3	4	3	4	4	4

Paving slabs could be relaid or replaced or a different material could be used

### 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	No street furniture	4	4	4	2	3	3	4	3	4	4	3	4	4
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 backrests without arms	3	3	3	3	3	3	3	3	3	4	3	3	3
Bench Seat Height	Benches seat height < 45 cm	3	3	3	2	1	2	3	3	3	3	2	3	3
Bench Sensory Experience	Good sensory experience (textures, planting, sound, colour)	3	3	3	3	3	4	3	3	3	4	3	4	3

One of the benches in St Olav Garden could be replaced with one with a higher seat height or the bench itself could be raised.

### 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 < 1/50	3	4	3	4	3	3	3	3	3	3	4	3	4

### 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 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 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	Within 100 m	3	4	3	4	3	3	4	3	4	3	4	3	3
Bus Stop Kerb Height	125 mm to 140 mm	3	4	3	4	4	3	3	3	3	3	4	3	3
Bus Stop Type	Shelter + perch seat	3	3	2	3	2	3	3	4	3	4	3	3	3

Shelters with seats could be added at the bus stops or benches could be installed adjacent to the bus stops

### Toilets

Accessible Toilets	100 m to 500 m away	3	3	3	3	2	3	3	3	4	3	3	3	4
Changing Places Toilets	More than 500 m away	3	3	3	3	3	1	3	3	3	3	3	3	1





## Basinghall St Section 1





# Comments

# Basinghall St Section 1 Results

City of London Street Accessibility Tool v2.1

Needs Segments:



Crossing Point																
Crossing Type	Uncontrolled crossing < 6 m road width	3	3	3	3	3	3	3	3	3	3	3	3	3	3	2
Crosses Over	Carriageway (motor vehicles and cycles together)	3	3	3	3	3	3	3	3	3	3	3	3	3	3	4
Edge Marking	No tactile edge marking	3	3	3	3	4	3	0	1	1	3	4	2	0		
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 within 0.5 m of building line	3	3	3	3	1	3	4	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	Island with tactile	4	3	4	4	2	4	4	4	4	3	3	4	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 without tactile paving	3	4	3	2	3	3	2	2	3	3	4	3	1		
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																
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	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 (undelineated)	3	4	3	3	4	4	0	0	1	2	4	2	1		
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	3	3	3	3	3	3	4	3	3	4	3	3	3		
Street Furniture																
Position	Street furniture < 1 m from building line	1	2	2	2	2	1	2	2	1	1	1	2	2		
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	Benches within 150 m	3	3	3	4	4	4	3	3	3	3	4	4	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	No sensory experience	3	3	3	3	3	3	3	3	3	3	3	3	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 < 1/50	3	4	3	4	3	3	3	3	3	3	4	3	4		
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 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 to 150 mm	3	3	3	3	3	3	3	3	3	3	3	3	3		
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	Shelter + perch seat	3	3	2	3	2	3	3	4	3	4	3	3	3		
Toilets																
Accessible Toilets	100 m to 500 m away	3	3	3	3	2	3	3	3	4	3	3	3	4		
Changing Places Toilets	More than 500 m away	3	3	3	3	3	1	3	3	3	3	3	3	3		

Tactile paving should be added at the dropped kerbs

Paving slabs could be relaid or replaced or a different material could be used

Columns could be re-sited closer to kerb edge and map totem to a less obstructive position

Provide easily accessible information on accessible toilets in the community scheme Basinghall St



Basinghall St  
Section 2





