

Committees: Streets and Walkways Sub Committee <i>for decision</i> Projects Sub <i>for decision</i>	Dates: 01 December 2020 17 December 2020
Subject: West Smithfield Area Public Realm and Transportation Project Unique Project Identifier: PV Project ID: 11956	Gateway 3: Outline Options Appraisal (Complex)
Report of: Director of the Built Environment	For Decision

1. Status update	<p>Project Description: To provide new public spaces and improved environment in West Smithfield in line with the planned implementation of Culture Mile, the City Transportation Strategy, the opening of Crossrail stations in Farringdon and Farringdon East and the anticipated major increase number of visitors in the area. This project incorporates the development of the Smithfield Healthy Streets Plan.</p> <p>RAG Status: Green (last report: green)</p> <p>Risk Status: Low (last report: green)</p> <p>Total Estimated Cost of Project (excluding risk): £12m</p> <p>Change in Total Estimated Cost of Project (excluding risk): No change. An estimated cost of £12m was given in the Project Prioritisation process. No estimated cost was given in the Gateway 1/2 report and the later Issue Report.</p> <p>Spend to Date: £580,014</p> <p>Costed Risk Provision Utilised: 0</p> <p>Funding Source: OSPR</p> <p>Slippage: none</p> <p>Project Update:</p> <ol style="list-style-type: none"> Following the G1/2 report approved in October 2017, an Issue Report was approved by Streets and Walkways Sub, Projects Sub, and Policy and Resources Committees in June 2019. The report approved funding and the recommendation to move to the next stage of the project (Gateway 3). This included appointing a consultant team to produce a draft Concept Design and vision for the public realm in the project
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area, and initiating required transport studies as part of the implementation of the Transportation Strategy (see plans in **Appendix 2**).

2. In addition, in light of the important context of the proposed Museum of London relocation and the Markets Co-location Programme (MCP), the Issue Report included an agreement for the project to work in a coordinated approach with the Museum of London transformation team and the MCP team in developing a Concept Design for the whole Smithfield area.
3. Resource Allocation Sub Committee has also approved central funding for the key project dependency elements of this project via the Capital Funding Review process.
4. Since the last report, the following progress has been made:
 - a) An OJEU procurement process was undertaken to appoint a consultant design team for the design of the public realm. This concluded in December 2019 and the team commenced work in January 2020.
 - b) An extensive baseline report was produced including: detailed transport surveys and analysis such as ANPR surveys, junction counts and kerbside studies; topographic and radar surveys; land use surveys; heritage and conservation information; public realm, greening and public art information; visitor surveys, events and engagement data.
 - c) In line with the City's Transport Strategy, the Healthy Streets Approach is being used to inform the design of streets and public spaces in the area. A series of Healthy Streets baseline information was gathered. In addition to the traffic surveys set out above, this included: 'Healthy Streets Check for Designers' surveys and analysis for the project area; 'Mystery Shopper' surveys for the project area; environmental data including air quality; and an accessibility study. Each part of Smithfield project area has been given a 'Healthy Streets Indicator' rating, which will be used as a baseline for future design. The aim for the public realm design is to ensure that each area significantly improves its Healthy Streets score.
 - d) Transport studies have been used as the basis for a proposed transport phasing. The phasing sets out a series of transport changes over time and includes a potential approach to the site in which the Museum is able to open whilst the meat market is still in operation. These proposals are subject to testing, modelling and engagement which will be undertaken in the next stage of the project.

e) Engagement with a wide range of key stakeholders has been undertaken throughout the design process to enable the consultant team to understand key opportunities and constraints. The engagement was undertaken through workshops and one to one meetings with key stakeholders including representatives from Culture Mile, the Charterhouse, Haberdasher's Company, local resident representative, cultural institutions, Transport for London, Bart's Hospital, Bart's Heritage and Smithfield Market as well as internal City departments and the City Police. In particular, a series of 'interfaces' workshops and discussions between the design teams from the public realm, the Museum of London and the MCP projects have taken place to ensure that these three projects are aligned.

f) The project is now at Gateway 3 stage, with a draft Concept Design and vision statement in place. The Concept Design is drafted to RIBA Stage 2. The draft vision statement is:

"Create a unified field where Smithfield's multiple histories and contemporary cultures intermingle. Smithfield will be a place for all Londoners."

5. This report presents the draft Concept Design, along with a vision statement that sets the overall strategic direction of the project moving forwards. This is summarised in **Appendix 3** and will be subject to revisions over the next few months as the design is developed and engagement continues. However, it sets a strategic direction for the next stages of design and gives a clear set of ambitions for the public realm. These range from new greening and planted garden areas; new civic spaces; a lighting strategy; new informal cultural and performance spaces; new bridge connections into the Rotunda Garden; applying the Healthy Streets Approach; and a security approach for the area. The Concept Design and vision are expressed by an indicative spatial plan (**Appendix 3**). The full extent to which the ambitions set out in the Concept Design can be delivered will depend on further development of the options (as given later in this report); via transport modelling, testing and engagement.
6. In June 2020, the Planning and Transportation Committee resolved to approve the Museum of London planning application subject to the prior completion of a S106 agreement and judicial review. When suitable, the Smithfield public realm team will be working with the Museum and planning colleagues to formalise a S278 agreement that secures the highway works necessary to support the development within the framework of the public realm Concept Design.

7. Since January 2020, the MCP in collaboration with Studio Egret West architects, has developed an architectural concept design for the Grade II* East and West market buildings and associated Grade II Rotunda, should the Meat Market move. The public realm project has contributed to this process through providing public realm design and transport options. The MCP will submit a Private Bill to Parliament in November 2021 relating to the co-location of the wholesale food markets (Billingsgate, New Spitalfields and Smithfield) and the future of Smithfield if this relocation were to take place. The MCP therefore continues to be a crucial dependency for the public realm in Smithfield. The MCP is reporting to Policy and Resources Committee in December 2020 to set out the work to complete a Concept Design for the reimagined meat market site.
8. The City has recently approved a Climate Action Strategy. The Smithfield public realm project is an opportunity for local climate action and includes as a project objective that '*The public realm is designed to be a leading exemplar for sustainable design*'. This will be undertaken through additional new greening and resilient planting; use of circular economy principles; and introduction of climate resilience measures including Sustainable Drainage Systems (SuDS), water management measures, heat resilient surfaces and shading.
9. The Smithfield public realm project will deliver public realm and transportation changes across the project area, with different parts of the project delivered at different times. The timing of implementation will align with the major building projects, most notably of the Museum and Meat Market developments.
10. It is therefore, proposed to split the next stage of design development for the public realm into two areas. The design for these areas will be developed at different times as follows: (the plan of the areas and a proposed timetable for implementation in **Appendix 2**)
 - Area 1 includes the streets surrounding the proposed future Museum of London, the south streets and Long Lane. The design will be developed following approval of this report to align with the building projects in this area, which are currently underway. As part of this work, the design will respond to transport options that meet the needs of the Museum whilst simultaneously allowing for the Meat Market operation to continue.
 - Area 2 includes the streets surrounding the Meat Market buildings and Rotunda Gardens. The design will

	<p>commence at a later date, once the potential future functions of the meat market are better understood.</p> <p>11. The report presents a series of options for Area 1 that will be explored as part of the next stage of the design (Developed Design stage - RIBA Stage 3) and will be reported to Members for decision in the next Gateway 4 report. This stage will also include further engagement and transport modelling. Details on these next steps are given in the “Next steps and requested decisions” section below.</p>
<p>2. Next steps and requested decisions</p>	<p>Next Gateway: Gateway 4: Detailed Options Appraisal</p> <p>Next Steps:</p> <p>The below next steps are to be undertaken simultaneously in the next 12 months:</p> <ol style="list-style-type: none"> 1. Undertake Developed Design (equivalent of RIBA Stage 3) for public realm in Area 1 of the project area (see Plans in Appendix 2). The developed design stage will include: <ul style="list-style-type: none"> - setting out a strategy for the approach to historic environment, including a ‘Statement of Significance’ for the public realm; - further reflection and refinement of the draft Concept Design via further stakeholder engagement ; - detailed design relating to street layout (in conjunction with transport work) ; - public realm design including potential surface materials, planters and planting schemes, Sustainable Urban Drainage (SUDs) measures, infrastructure, lighting, and cultural amenity ; and - ensuring public realm and street layout meet the project outcome to ensure that the Healthy Streets Indicators for the area improve. 2. Continue transportation work to support public realm proposals, including: <ul style="list-style-type: none"> - continued work to develop the phasing of transportation changes across the full project area in more detail, where possible in view of the current Covid-19 situation and its impact on traffic ; - Consideration of the impact on each option on: the wider network and possible traffic re-assignment, accessibility, safety, journey times, junction capacity and re-design, and local access issues; - transport modelling; - Engagement with local businesses, and other organisations such as Bart’s Hospital to understand further servicing and access requirements in the area ;

- Engagement with Transport for London ; and
- Possible trials including temporary closures to support the activity of local businesses.

3. Continue local stakeholder engagement on public realm proposals, including:

- transport and servicing-related engagement as well as discussions with local residents to understand local aspirations;
- engagement through Culture Mile team and the Artist in Residence ;
- Engagement may include testing and trials such as temporary road closures to support local cultural and business activity, and 'meanwhile' projects; and
- The project's Stakeholder Working Party will continue meeting.

4. Contribute to S278 discussions with the Museum of London in relation to the delivery of the public realm around the new Museum at Smithfield.

5. Contribute to S278 discussions with the developers of 1-12 Long Lane in relation to the delivery of the public realm around this site.

Requested Decisions:

That Members:

1. Endorse the attached RIBA Stage 2 draft Concept Design and vision statement for the West Smithfield area;
2. Agree to progress the Developed Design (to RIBA Stage 3) for Area 1, engagement and supporting work as set out in this report;
3. Agree to further develop Options 1-3 presented in this report, associated with transport and public realm changes in Area 1, for Member decision on a preferred option at Gateway 4;
4. Agree that the Museum of London S278 works be incorporated into the design and delivery of Area 1;
5. That additional budget of £565,014 is approved to reach the next Gateway;
6. That £134,986 underspent from the current budget allocation is carried forward to be used on this next stage of the project;
7. Note that a report to initiate a developed design for Area 2 will be brought to Committee once greater certainty is available on uses and timing of the redevelopment of the Central Markets buildings;

8. Note the revised project budget of £1,280,014 (excluding risk);
9. Note the total estimated cost of the project at £12m (excluding risk).

3. Resource requirements to reach next Gateway

Finance tables

Table 1: Spend to Date			
Description	Approved Budget (£)	Expenditure (£)	Balance (£)
Open Spaces Staff Costs	8,600	8,600	-
P&T Staff Costs	208,650	233,817	(25,167)
P&T Fees	497,750	337,597	160,153
TOTAL	715,000	580,014	134,986

The above table shows that there is currently a project underspend of £134,986. That sum relates to transport modelling work and design fees which could not progress due to the uncertainty caused by Covid-19 and its impact on the transport network. This report recommends allocating this funding as part of the budget for the work to reach Gateway 4 so the work can then be undertaken.

Table 2: Resources Required to reach the next Gateway			
Description	Approved Budget (£)	Resources Required to reach next Gateway (£)	Revised Budget (£)
Open Spaces Staff Costs	8,600	10,000	18,600
P&T Staff Costs	208,650	195,167	403,817
Env Servs Staff Costs	-	40,000	40,000
P&T Fees	497,750	319,847	817,597
TOTAL	715,000	565,014	1,280,014

The staff costs given above account for approximately 1,000 hours of project manager support and supervision and up to 600 hours of City transportation input on the developing designs. They also include contributions from Open Spaces and Highways

staff. These maximum hours are based on taking forward three options to Gateway 4.

Table 3: Funding Strategy	
Funding Source	Amount (£)
TC Central Risk Budget	90,000
MCP Recharge	80,000
OSPR	1,110,014
TOTAL	1,280,014

4. Overview of project options

This report proposes 3 options for environmental enhancements for Area 1. It is proposed that all three options are developed at the next stage and presented to Members as a detailed options appraisal at Gateway 4. A summary of the options is as follows: (please refer to the Option Plans in **Appendix 4**)

Option 1 delivers ‘access only changes’: through-traffic is removed from West Smithfield. Local access and servicing functions remain as they currently stand. This also includes some network changes to the adjacent streets within the project area and some limited public realm improvement if possible. Additional cycling provision and promotion of active travel to be incorporated in line with Healthy Streets measures.

Option 2 delivers ‘timed street closures’: through-traffic from West Smithfield and some other roads in the project area are removed. Timed servicing and access will also be introduced. Some network changes in adjacent streets and greater opportunities to enhance pedestrian priority and public spaces exist. Additional cycling provision and promotion of active travel to be incorporated in line with Healthy Streets measures.

Option 3 delivers ‘timed street closures plus pedestrianisation’: through-traffic from the project area removed. Timed servicing and access will be introduced. Parts of West Smithfield will be pedestrianised, including the area in front of the Museum of London entrance. Vehicle movement in some streets will be rerouted to allow for areas of pedestrianisation. Greatest opportunity for the creation and enhancement of pedestrian space and public spaces in support of an enhanced visitor arrival and experience in the area. Additional cycling provision and promotion of active travel to be incorporated in line with Healthy Streets measures.

5. Risk

A summary of the risk register ‘Key Risks’ is given below (see also High Level Risk Register in **Appendix 6**):

	<i>Risk 1: Funding</i>	<i>Description</i>	<i>The sources of project funding and the release of funds is not agreed in time to progress the project.</i>
		<i>Mitigation</i>	<i>Project funding confirmed via committee reports in good time.</i>
	<i>Risk 2: Partnership/ Timing</i>	<i>Description</i>	<i>There are many different project dependencies and elements to be phased. There is a risk that these elements may not be complete in a time that is appropriate for the dependencies e.g. the Museum of London opening. There is a risk that the public realm project may have to be updated if the dependency projects are cancelled</i>
		<i>Mitigation</i>	<i>Commission key work, e.g. transportation studies and Concept Design, in a timely manner, and develop the project in a phased approach to meet the different timing requirements. Close working with dependency project teams to understand programmes and risks relating to their work</i>
	<i>Risk 3: Complexity/ Partnerships</i>	<i>Description</i>	<i>Decision-making processes delayed due to the complexity of the project.</i>
		<i>Mitigation</i>	<i>Set up robust governance for the project and a clear communication strategy.</i>
	<i>Risk 4: Reputation/ Objections</i>	<i>Description</i>	<i>The project may recommend changes which may create some opposition from groups (i.e. measures to reduce traffic that include road closures).</i>
		<i>Mitigation</i>	<i>Stakeholder engagement will be thorough to understand where this risk may occur and plan accordingly; and key messages setting out the rationale for change will be drafted.</i>
	<i>Risk 5: Scope (Environmental)</i>	<i>Description</i>	<i>The scope of the project is scaled back, for example due to the feasibility of transport changes, which would mean that the project does not deliver the impact required to meet the goals in the Transport Strategy and the Climate Action Strategy, nor the ambitions of Culture Mile</i>
		<i>Mitigation</i>	<i>Public Realm consultants are preparing design options that meet the ambitious scope of the project</i>
Costed Risk Provision Utilised at Last Gateway: n/a			

	Change in Costed Risk: n/a
6. Procurement approach	<i>The City Procurement regulations will be followed for all procurement during the project.</i>

Appendices

Appendix 1	Project Coversheet
Appendix 2	Plans – Project Area and Phasing Plan
Appendix 3	Draft Concept Design - Summary
Appendix 4	Options
Appendix 5	Programme
Appendix 6	Risk Register

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Options Appraisal Matrix

<i>Option Summary</i>	<i>Option 1</i>	<i>Option 2</i>	<i>Option 3</i>
<p>1. Brief description of option</p>	<p><u>Access Only Changes:</u></p> <p>In Option 1 through traffic is removed from West Smithfield. Local access and servicing function remain as it currently stands. Some network changes in adjacent streets. Some limited public realm improvement is possible. Additional cycling provision and promotion of active travel to be incorporated in line with Healthy Streets measures.</p> <p>Please note: Options relate to Area 1 only</p>	<p><u>Timed street closures:</u></p> <p>Option 2 removes through traffic from West Smithfield and some other roads in the project area. It also introduces timed servicing and access. Some network changes in adjacent streets and greater opportunities to enhance pedestrian priority and public spaces. Additional cycling provision and promotion of active travel to be incorporated in line with Healthy Streets measures.</p> <p>Please note: Options relate to Area 1 only</p>	<p><u>Timed street closures plus pedestrianisation:</u></p> <p>Option 3 removes through traffic from the project area. Timed servicing and access will be introduced. Parts of West Smithfield will be pedestrianised, including the area in front of the Museum of London. Vehicle movement in some streets will be rerouted to allow for areas of pedestrianisation. Greatest opportunity for the creation and enhancement of pedestrian space and public spaces in support of an enhanced visitor arrival and experience in the area. Additional cycling provision and promotion of active travel to be incorporated in line with Healthy Streets measures.</p> <p>Access for residents, hospital visitors and staff, bus routes, and</p>

<i>Option Summary</i>	<i>Option 1</i>	<i>Option 2</i>	<i>Option 3</i>
			other key points of access into the area will be maintained. Please note: Options relate to Area 1 only
Scope and exclusions	In Option 1 public realm enhancements will be based on gaining additional space from narrowing carriageways where possible.	In Option 2 some additional public realm can be planned with raised carriageway in the streets where timed servicing is introduced.	In Option 3 more significant public realm can be planned to enhance the area and deliver the aims of Culture Mile and a Healthy Streets approach to transport measures.
Project Planning			
3. Programme and key dates	Area 1 developed design complete end of 2021. Transportation modelling undertaken through 2021. Gateway 4a to be presented to Members at the end of 2021; with a separate Gateways 4b and 4c to follow.	As in Option 1	As in Option 1

Option Summary	Option 1	Option 2	Option 3
	<p>Area 1 detailed design and construction package to commence early 2022.</p> <p>Construction to be phased based on transportation requirements and construction works for local building projects.</p> <p>Completion of Area 1: 2024</p>		
4. Risk implications	<p>Overall project option risk: Medium</p> <p>1. Funding: The sources of project funding and the release of funds is not agreed in time to progress the project</p> <p>2. Timing: There are many different project dependencies and elements to be phased. There is a risk that these elements may not be complete in a time that is appropriate for the dependencies e.g. the Museum of London opening.</p>	<p>Overall project option risk: Low</p> <p>Risks 1-4 as in Option 1</p>	<p>Overall project option risk: Low</p> <p>Risks 1-4 as in Option 1</p>

<i>Option Summary</i>	<i>Option 1</i>	<i>Option 2</i>	<i>Option 3</i>
	<p>3. Complexity Decision-making processes delayed due to the complexity of the project</p> <p>4. Objections: The project may recommend changes which may create some opposition from groups (i.e. measures to reduce traffic that include road closures).</p> <p>5. Scope In Option 1 there is a risk that the scope of the project is scaled back, which would mean that the project does not deliver the impact required to meet the goals in the Transport Strategy and the Climate Action Strategy, nor the ambitions of Culture Mile.</p>		
5. Stakeholders and consultees	<p>1. Ward Members</p> <p>2. Internal departments: including Town Clerks; Open Spaces; Markets; Planning; City Transportation; Culture Mile staff; City Surveyors</p>	As with Option 1	As with Option 1

<i>Option Summary</i>	<i>Option 1</i>	<i>Option 2</i>	<i>Option 3</i>
	<p>3. Teams from the key project dependencies: Museum of London and Markets Co-location Programme</p> <p>4. External stakeholders including: resident representatives; TfL; London Borough of Islington officers; Bart's Hospital; Smithfield Market; local businesses; Culture Mile Network members</p>		
<p>6. Benefits of option</p>	<ul style="list-style-type: none"> - Through traffic removed from West Smithfield, which will improve air quality and improve safety - Some limited public realm improvement is possible 	<ul style="list-style-type: none"> - Through traffic removed from West Smithfield, which will improve air quality and improve safety - Greater opportunities to enhance pedestrian priority and public spaces - Some ability to redesign streets to meet 'Healthy Streets' criteria 	<ul style="list-style-type: none"> - Through traffic removed from West Smithfield, which will improve air quality and improve safety - Parts of West Smithfield will be pedestrianised, including the area in front of the Museum of London entrance - Streets throughout the area redesigned to meet 'Healthy Streets' criteria - Enhancement of pedestrian space and public spaces in support

<i>Option Summary</i>	<i>Option 1</i>	<i>Option 2</i>	<i>Option 3</i>
			<p>of an enhanced visitor arrival and experience in the area</p> <ul style="list-style-type: none"> - Opportunities to include greening and implement climate action measures - Larger capacity created to accommodate Culture Mile and other cultural activities and new visitors arriving from Crossrail
7. Disbenefits of option	<ul style="list-style-type: none"> - Limited ability to create additional space for pedestrians - Limited ability to meet aspirations for the Museum of London relocation, the MCP project and Culture Mile - Fewer opportunities for Healthy Streets design - Fewer opportunities for greening and other public realm enhancements supporting cultural activities 	<ul style="list-style-type: none"> - Limited ability to meet aspirations for the Museum of London relocation, the MCP project and Culture Mile - Fewer opportunities for greening and other public realm enhancements supporting cultural activities 	n/a
Resource Implications			

Option Summary	Option 1	Option 2	Option 3
8. Total estimated cost	Options at this stage have not been fully costed. Cost implications of the options will be presented at Gateway 4. The budget for the works is currently estimated at £12m, and the project will remain within this budget.	Options at this stage have not been fully costed. Cost implications of the options will be presented at Gateway 4. The budget for the works is currently estimated at £12m, and the project will remain within this budget.	Options at this stage have not been fully costed. Cost implications of the options will be presented at Gateway 4. The budget for the works is currently estimated at £12m, and the project will remain within this budget.
9. Funding strategy	Eligible sources for this project include CIL; OSPR; and, where appropriate, S278 or S106 funding relating to the local area.	Eligible sources for this project include CIL; OSPR; and, where appropriate, S278 or S106 funding relating to the local area.	Eligible sources for this project include CIL; OSPR; and, where appropriate, S278 or S106 funding relating to the local area.
10. Investment appraisal	n/a	n/a	n/a
11. Estimated capital value/return	n/a	n/a	n/a
12. Ongoing revenue implications	With improvements to public realm and streets in Smithfield, surface materials will be carefully chosen to be long-lasting and durable, and therefore	With improvements to public realm and streets in Smithfield, surface materials will be carefully chosen to be long-lasting and durable, and	With improvements to public realm and streets in Smithfield, surface materials will be carefully chosen to be long-lasting and durable, and therefore maintenance savings should be possible.

Option Summary	Option 1	Option 2	Option 3
	maintenance savings should be possible.	therefore maintenance savings should be possible.	In option 3 additional planting and SUDs measures are proposed, which may bring additional maintenance costs. These will be costed and enhancements to maintenance budgets planned.
13. Affordability	Works will be planned to come within budget, with scope changes proposed if required.	Works will be planned to come within budget, with scope changes proposed if required.	Works will be planned to come within budget, with scope changes proposed if required.
14. Legal implications	In developing proposals which require traffic management measures, the City Corporation must comply with its traffic management duties to secure the expeditious, convenient and safe movement of traffic having regard to effect on amenities (S.122 Road Traffic Regulation Act 1984) and to secure the efficient use of the road network avoiding congestion and disruption (S.16 Traffic Management Act 2004).	As Option 1	As Option 1

<i>Option Summary</i>	<i>Option 1</i>	<i>Option 2</i>	<i>Option 3</i>
	<p>Regard should also be had to relevant statutory guidance.</p> <p>Traffic modelling will ensure efficient and convenient vehicular movements can be appropriately managed when delivering the proposals.</p> <p>When making decisions, the City Corporation must have due regard to the need to eliminate unlawful conduct under the Equality Act 2010, the need to advance equality of opportunity and the need to foster good relations between persons who share a protected characteristic and those who do not (the public sector equality duty). It is noted that an equality impact assessment will be carried out ahead of Gateway 4.</p>		
15. Corporate property implications	None	None	None

Option Summary	Option 1	Option 2	Option 3
16. Traffic implications	In Option 1 through traffic is removed from West Smithfield. Local access and servicing function remains as it currently stands. Some network changes in adjacent streets. Some limited public realm improvement is possible.	Option 2 removes through traffic from West Smithfield and some other roads in the project area. It also introduces timed servicing and access. Some network changes in adjacent streets and greater opportunities to enhance pedestrian priority and public spaces.	Option 3 removes through traffic from the project area. Timed servicing and access will be introduced. Parts of West Smithfield will be pedestrianised, including the area in front of the Museum of London. Vehicle movement in some streets will be rerouted to allow for areas of pedestrianisation. Greatest opportunity for the creation and enhancement of pedestrian space and public spaces in support of an enhanced visitor arrival and experience in the area. Access for residents, hospital visitors and staff, bus routes, and other key points of access into the area will be maintained.
17. Sustainability and energy implications	All Options reduce through traffic and therefore local emissions from vehicles	All Options reduce through traffic and therefore local emissions from vehicles Option 2 also includes opportunities to enhance pedestrian priority and public	All Options reduce through traffic and therefore local emissions from vehicles Option 3 also includes enhanced pedestrian priority and public spaces, redesigning streets to

Option Summary	Option 1	Option 2	Option 3
		spaces, and some ability to redesign streets to meet 'Healthy Streets' criteria	meet 'Healthy Streets' criteria, and significant opportunities to include greening and implement climate action measures (e.g. SUDs).
18. IS implications	n/a	n/a	n/a
19. Equality Impact Assessment	An Equality Impact Assessment will be undertaken ahead of Gateway 4.	An Equality Impact Assessment will be undertaken ahead of Gateway 4.	An Equality Impact Assessment will be undertaken ahead of Gateway 4.
20. Data Protection Impact Assessment	n/a	n/a	n/a
21. Recommendation	It is recommended that work on the three options continue and then presented in further detail to Members at Gateway 4	It is recommended that work on the three options continue and then presented in further detail to Members at Gateway 4	It is recommended that work on the three options continue and then presented in further detail to Members at Gateway 4