

# Project Coversheet

## [1] Ownership

**Unique Project Identifier:** 11377

**Core Project Name:** Museum of London Gyratory (to be renamed St. Paul's Gyratory Transformation)

**Programme Affiliation** Culture Mile

**Project Manager:** Kristian Turner

**Next Gateway to be passed:** G3

## [2] Project Brief

**Project Mission statement:** To transform the streets and public spaces of the gyratory to improve road safety and access between transport hubs and Culture Mile.F

**Definition of need:** The project is identified in the Cheapside and Guildhall Area Enhancement Strategy as a key project to deliver. The entire gyratory area is traffic dominated and uninviting, causing significant severance for pedestrians between St. Paul's and the Museum of London. The project was initiated in advance of the area strategy when an initial scoping study was undertaken through the Local Improvement Plan (LIP), and this study was used to identify areas of opportunity for the Area Strategy.

**Key measures of success:**

- 1) Reduction in total casualties working toward Vision Zero
- 2) Protection of buildings and public spaces
- 3) Attain statutory TMA approvals
- 4) Improved pedestrian comfort levels
- 5) Improvement of the public realm
- 6) Improve air quality by reducing NOx levels

## [3] Highlights

**Finance:**

**Total anticipated cost to deliver [£]:** 21-30 million

**Total anticipated on-going commitment post-delivery [£]:** (TBC once a specific option is chosen post Gateway 4.)

**Programme Affiliation [£]:** Culture Mile.

[A] Budget Approved to Date*	[B] New Financial Requests	[C] New Budget Total (Post approval)
£680,442	£245,579	£926,021
[D] Previous Total Estimated Cost of Project at G2 (2014)	[E] New Total Estimated Cost of Project at Issues Report 2019	[F] Variance in Total Estimated Cost of Project (since last report)
£13-£17 million	£21-30 million	£8-13 million <small>*due to evolving scope and benchmarking see main report</small>
[G] Spend to Date	[H] Anticipated future budget requests	
£357,148	Up to ~£16M-£29M	

**Headline Financial changes:****Since 'Project Proposal' (G2) report:**

▼ £680,442 approved at G2 Issues Report  
£357,148 spent to date

**Since 'Options Appraisal and Design' (G3-4) report:**

◀▶ N/A

**Since 'Authority to start Work' (G5) report:**

▲◀▶▼ N/A

**Project Status:**

**Overall RAG rating:** Amber

**Previous RAG rating:** Amber

**[4] Member Decisions and Delegated Authority**

N/A

**[5] Narrative and change****Date and type of last report:**

Issues report – 27/02/18 S&W, 14/03/18 PS

**Key headline updates and change since last report.**

Following some earlier design and traffic modelling works around investigating a ground floor entrance for the MoL at its current site, the project can now begin to move forward as there is now clarity on the traffic requirements of other large nearby projects.

**Headline Scope/Design changes, reasons why, impact of change:****Since 'Project Proposal' (G2) report:**

Increase in scope of traffic modelling due to other large nearby projects  
Change at the MoL/Bastion House site requires concept designs of new public space options

**Since 'Options Appraisal and Design' (G3-4 report):**

N/A

**Since 'Authority to Start Work' (G5) report:**

N/A

**Timetable and Milestones:**

**Expected timeframe for the project delivery:** Constructed by 2021 (Original milestone)

**Milestones:**

- 1) Gateway 3 – late 2019/early 2020
- 2) Gateway 4 – 2021/22
- 3) Gateway 5 – 2023/24

**Are we on track for this stage of the project against the plan/major milestones? No**

The original Gateway 2 Report outlined seeking TfL Major Projects funding up to 2021/22, even the first phase of delivery will not meet this timeline. However, this is for a variety of reasons detailed in the main report.

**Are we on track for completing the project against the expected timeframe for project delivery? No, see above****Risks and Issues****Top 3 risks:**

<i>Risk description</i>	<i>The traffic implications of the proposed changes for the wider gyratory are such that the project objectives cannot be met.</i>
<i>Risk description</i>	<i>The delay to bus services mean that the project is not supported by Transport for London</i>
<i>Risk description</i>	<i>The impact of the traffic changes are such that the Strategic Traffic Authority does not grant approval for changes on the Strategic Road Network.</i>

**Top 3 issues realised**

<i>Issue Description</i>	<i>Impact and action taken</i>	<i>Realised Cost</i>
Other projects	The number of other projects in proximity that reduce network capacity means that the approach to traffic modelling must be undertaken at a more strategic level than the City transport team have ever approached a corporate project.	
LMS	The design must take into account the marshalling areas and route of the Lord Mayor's Show.	
	A change at the Rotunda from a roundabout to a junction has significant impacts on network resilience, as a location to turn around vehicles and diversion routes, and as a way for access to Wood Street and Fore Street at weekends.	

**Has this project generated public or media impact and response which the City of London has needed to manage or is managing?**

There is a significant amount of media interest in the relocation of the Museum of London and what development could take place at the Rotunda. Also the sale of the BT site on Newgate Street.