

<b>Committees:</b> Streets and Walkways Sub ( <i>for decision</i> ) Operational Property Projects Sub ( <i>for decision</i> )	<b>Dates:</b> 7 March 2023 6 March 2023
<b>Subject:</b> Moorgate Crossrail Station Links  <b>Unique Project Identifier:</b> PV Project ID –121867	<b>Gateway 3</b> Regular <b>Issue Report</b>
<b>Report of:</b> Executive Director Environment <b>Report Author:</b> George Wright; City Operations	<b>For Decision</b>
<h1>PUBLIC</h1>	

<b>1. Status update</b>	<p><b>Project Description:</b></p> <p>The Moorgate Crossrail Station Links (MCSL) project is developing designs for the public realm across the wider Moorgate area to improve the environment for people walking and cycling. The project complements and builds on the works completed around the station entrances under the Crossrail Phase 1 project. The project area of MCSL centres on:</p> <ul style="list-style-type: none"> <li>• Improvements to the Moorgate corridor between London Wall and Ropemaker Street, with improvements to pedestrian crossings at key junctions.</li> <li>• Public realm enhancements on the northern section of Moorfields and on the western arm of Finsbury Circus.</li> </ul> <p>Members have, to date, approved funding for £1,819,795 for MCSL, plus the option to utilise an additional £1,239,871 from the Moorgate Crossrail phase 1 project underspend when required, making a total of £3,059,666. Whilst the existing funding for the project will deliver certain packages of work identified for the area, it will not deliver all of them. Additional funding would need to be allocated to complete improvements to the whole area. Design and evaluation can continue all the packages of work to ensure a robust feasibility and cost estimate is achieved for their delivery; subject to a future funding bid for OSPR or CIL being successful. At this stage we are asking Members to agree to the drawdown of existing funds to continue the design work on the first elements of work to be delivered and to allow progress on the feasibility of the other work packages.</p>
-------------------------	--

	<p>This report provides Members with an update on progress with each element of the project, the issues encountered and proposed next steps.</p> <p><b>RAG Status:</b> Amber (Amber at last Committee)</p> <p><b>Risk Status:</b> Medium (Medium at last report to Committee).</p> <p><b>Total Estimated Cost of Project (excluding risk):</b> Cost range £3.1m (part of the area) to £6.3m (whole area)</p> <p><b>Change in Total Estimated Cost of Project (excluding risk):</b> Up to £3.2m if the whole area improvement is progressed.</p> <p><b>Spend to Date:</b> £218,265</p> <p><b>Costed Risk Provision Utilised:</b> N/A</p> <p><b>Funding sources:</b> Approved: Crossrail, Section 106 and Section 278 (details in Appendix 2). Potential future bid for OSPR/CIL to deliver the projects across the whole area.</p> <p><b>Slippage:</b> Proposals to improve the Ropemaker Street junction are delayed until 2023/24 due to delays in TfL traffic modelling approvals and signals design.</p>
<p><b>2. Requested decisions</b></p>	<p><b>Next Gateway:</b> Gateway 5: Finsbury Circus Western Arm; Gateway 3/4/5: Ropemaker Street; Gateway 3 Moorfields North/Moorgate corridor/London Wall junction.</p> <p><b>Requested Decisions:</b></p> <ol style="list-style-type: none"> <li>1. Note the progress made on the various elements of the project;</li> <li>2. Note the revised timescales for Ropemaker Street junction improvements;</li> <li>3. Approve the drawdown of £256,375 from the already agreed and secured funding allocation of £1,819,795 to continue the design development and assessment of each element of the project;</li> <li>4. Approve a revised current project budget of £569,327 (including risk) as set out in appendix 2, table 2;</li> <li>5. Approve the risk register in appendix 3 with the requested costed risk provision of £48,500, which is to be drawn down via delegation to Executive Director Environment;</li> <li>6. Note the revised cost estimate of £430,022 for the 101 Moorgate Section 278 works, increasing the overall budget estimate by £30,022;</li> <li>7. Note the intention to make further funding requests of an estimated £3.2 million to either the OSPR or CIL to progress elements of the work outlined below and that this is reliant on further detailed work regarding feasibility.</li> </ol>

<p><b>3. Budget</b></p>	<p>As at 31/1/23, the project had spent £218,265 from an approved budget of £312,952. The budget for the additional drawdown is shown in the table below:</p> <table border="1" data-bbox="528 333 1441 990"> <thead> <tr> <th>Item</th> <th>Reason</th> <th>Funding source</th> <th>Cost</th> </tr> </thead> <tbody> <tr> <td>Staff time (Policy &amp; Projects)</td> <td>Project management</td> <td>S106</td> <td>£42,500</td> </tr> <tr> <td>Staff time (Highways)</td> <td>Design development</td> <td>S106</td> <td>£60,375</td> </tr> <tr> <td>Fees</td> <td>Surveys/utility enquiries/traffic modelling</td> <td>S106</td> <td>£105,000</td> </tr> <tr> <td>Costed Risk</td> <td></td> <td>S106</td> <td>£48,500</td> </tr> <tr> <td><b>Total</b></td> <td></td> <td></td> <td><b>£256,375</b></td> </tr> </tbody> </table> <p>Staff costs represent an additional 420 hours of staff time for project management and an additional 525 hours for further design and evaluation of the different elements of the projects between April 2023 and March 2024.</p> <p><b>Costed Risk Provision requested for this Gateway: £48,500</b></p> <p>See Appendix 2 for more detailed financial information.</p>	Item	Reason	Funding source	Cost	Staff time (Policy & Projects)	Project management	S106	£42,500	Staff time (Highways)	Design development	S106	£60,375	Fees	Surveys/utility enquiries/traffic modelling	S106	£105,000	Costed Risk		S106	£48,500	<b>Total</b>			<b>£256,375</b>
Item	Reason	Funding source	Cost																						
Staff time (Policy & Projects)	Project management	S106	£42,500																						
Staff time (Highways)	Design development	S106	£60,375																						
Fees	Surveys/utility enquiries/traffic modelling	S106	£105,000																						
Costed Risk		S106	£48,500																						
<b>Total</b>			<b>£256,375</b>																						
<p><b>4. Issue description</b></p>	<p>Since the last report to Members in March 2022, the project has made slow and steady progress, and the following updates/issues are brought to Members attention.</p> <p><b><u>Scheme development delays</u></b></p> <p><b>Finsbury Circus western arm</b></p> <p>An enhancement proposal for Finsbury Circus was put on hold in January 2022 due to the erection of hoarding/pit lane within the project area to accommodate the refurbishment works at 84 Moorgate. A positive outcome of this delay has been involvement of the Cool Streets and Greening Programme, leading to the preparation of a more ambitious soft landscaping proposal for the western arm. A Gateway five report for this element of the work will be prepared in coming months, with an estimated start date of autumn 2023 (subject to the site being</p>																								

made available by 84 Moorgate contractor; delays have been encountered).

### **Ropemaker Street junction**

A considerable amount of design and evaluation work has been undertaken on options to improve the Ropemaker Street/Moorgate/South Place/Finsbury Pavement junction for people who walk and cycle. The options include wider footways, improved cycle routes through the junction and potentially diagonal pedestrian crossings. Proposals have needed to be modelled to assess the impacts on the wider highway network and bus journey times. A delay in securing various TfL approvals has added several months onto the programme last reported to Members. Approval is also required from the London Borough of Islington due to the impacts on their highway network and liaison with them is ongoing. Discussions with City of London Police regarding the future of the checkpoint on Moorgate have taken many months and this has delayed firming up the potential highway layout to the south of the junction.

Should all approvals be secured, a Gateway 3/4/5 report will be prepared for spring/summer, with an estimated start date of autumn 2023.

### Design development

#### **Moorfields north**

A working group representing local landowners with an interest in improving Moorfields north has met on several occasions since the last Committee report. The group includes the developers of 20 and 22 Ropemaker, Linklaters' new headquarters which, whilst sitting just outside the City's boundary, faces onto Moorfields. The street is an important thoroughfare adjacent to the new Elizabeth Line entrance under 21 Moorfields, the new Deutsche Bank HQ. The landowner group has produced its own concept design proposals for the street and the scale of ambition is high.

It is proposed that the working group continues to meet to further develop and test the evolving design. This will help to provide a more robust construction cost range and inform a funding bid to either the OSPR or CIL. The working group is keen to progress swiftly as the new buildings in the area near completion and the major occupiers move in.

#### **Moorgate corridor and London Wall junction**

Since the last Committee report, the Section 278 Agreement for 101 Moorgate has been signed and the scope of works agreed with the developer: resulting in a modest increase in the estimated construction cost. These works will be incorporated into the evolving design for the Moorgate corridor between the Ropemaker Street and London Wall junctions.

As indicated above, discussions with the City Police regarding their requirements for a checkpoint on Moorgate have been lengthy. It is hoped this matter can be concluded in the first half of 2023 so designs can be further progressed.

A positive dialogue is ongoing with TfL regarding the constraints and opportunities at the Moorgate/London Wall junction. Clarity on the future vehicular access arrangements in Bishopsgate and Beech Street is expected this year. This will help determine the impact on this junction and inform design development. The concept designs are looking to remove the central islands on Moorgate and London Wall west of the junction to free up highway space for pedestrians and/or cyclists.

The evolving design for the corridor shows a signalised pedestrian crossing close to the Finsbury Circus junction which should divert some pedestrians away from the two main junctions to the north and south. Officers will continue to work with TfL to model the impact of this crossing and ensure it is coordinated with the other junctions to minimise vehicular disruption.

Based on the conceptual proposals, it is estimated that the works to enhance the Moorgate corridor and the London Wall junction - and deliver a high quality scheme for people who walk and cycle - will exceed the current budget available. This element of the project would therefore also be subject to a future funding bid to either the OSPR or CIL.

#### Overall cost estimates/funding shortfall

The MCSL project covers a large area, leading to different elements of work being progressed at differing timescales. The last twelve months has enabled design development for each element of the project and this, in turn, has informed the preparation of updated cost estimates. Significant improvements could be delivered across the whole project area, but it has become clear that additional funding will be required to deliver this.

Further design development and assessment over coming months will inform the preparation of a more robust cost estimate and feasibility of these work packages and it is currently envisaged that an options report will be brought to Members in late 2023 for the Moorgate corridor, the London Wall junction and Moorfields north.

If the proposed future funding bids outlined in this report are unsuccessful, or a reduced level of funding is secured, the completed design development work could be a lost cost. In this event, the project team would review each element of the project, undertake value engineering where applicable and/or

	determine prioritisation of funding available across the schemes that could be delivered.
<b>5. Options</b>	1. The preferred option is for Members to approve the drawdown of existing funds to enable further scheme development of the various elements of the project in order to further progress, assess and test the evolving designs for each element of the project.

### Appendices

<b>Appendix 1</b>	Cover sheet
<b>Appendix 2</b>	Financial information
<b>Appendix 3</b>	Risk Register

### Contact

<b>Report Author</b>	George Wright
<b>Email Address</b>	<a href="mailto:George.Wright@cityoflondon.gov.uk">George.Wright@cityoflondon.gov.uk</a>
<b>Telephone Number</b>	07802 378812