

Project Coversheet

[1] Ownership & Status

UPI: 121867

Core Project Name: Moorgate Crossrail Station Links (Phase 2)

Programme Affiliation (if applicable): Crossrail Urban Integration Projects

Project Manager: George Wright

Definition of need: Crossrail is to be operational by 2022 and will result in a significant increase in pedestrians to the area. New developments, located close to the station, will further place pressure on the existing highway network in terms of increased footfall and vehicle movements. The Moorgate Crossrail station links project (MSCL) will seek to create an enhanced pedestrian and cycling environment, bring together key stakeholders to ensure highway designs are appropriate and improve safety at key junctions.

Increased numbers of pedestrians moving to and from the new Crossrail station and other developments in the area, require improved footways and crossing facilities in order to disperse safely. There is also an expected increase in cycling activity along Moorgate which needs to be considered.

Key measures of success:

- 1) Improved pedestrian and cyclist environment, which allows for enhanced connectivity and accessibility throughout the wider area and, in particular, to Crossrail.
- 2) Reduction in the likelihood and severity of collisions between motor vehicles and pedestrians and cyclists by way of improved junction designs.
- 3) Improved pedestrian comfort levels on footway and crossing areas.

Expected timeframe for the project delivery: The intention of MCSL (Phase 2) was to introduce improvements prior to the opening of the station. However, the work has experienced significant delays. Options are currently being prepared and will be taken to Committee during 2023.

Key Milestones: Pedestrian and cycle improvements introduced to better accommodate the expected increases in footfall after the opening of Moorgate Crossrail station (2023/24/25).

Are we on track for completing the project against the expected timeframe for project delivery? No.

Has this project generated public or media impact and response which the City of London has needed to manage or is managing? No.

[2] Finance and Costed Risk

Headline Financial, Scope and Design Changes:

'Project Proposal' G2 report (as approved by SWC and PSC 11/13):

Previously combined with the Phase 1 work and, therefore, difficult to disaggregate.

G3 Under Urgency Report (as approved by SWC and PSC 2/09/14):

- Total Estimated Cost: £2m - £3.5m
- Spend to date: £20,513
- Resources to reach next Gateway: £380,000
- Costed Risk Against the Project: n/a
- Estimated Programme Dates: 2018 (for Crossrail station completion)

Scope/Design Change and Impact: Enhanced development of public realm improvements around the Moorfields/Moorgate entrance of the Crossrail station, including additional funding for these improvements.

G4 Issues Report (as approved by PSC 19/07/19 and SWC 22/07/19):

- Total Estimated Cost: £3.6 million (Phase 1 and 2)
- Resources to reach next Gateway: £182,952 (Phase 2)
- Spend to date: £1,092,026 (Phase 1)
- Costed Risk Against the Project: n/a
- CRP Requested: n/a
- CRP Drawn Down: n/a
- Estimated Programme Dates: 2020/early 2021 (for Crossrail station completion)

Scope/Design Change and Impact: To return to a Gateway 3/4 from the existing Gateway 4 position, as well as extend the project area by including the Finsbury Circus western arm.

Total anticipated on-going commitment post-delivery [£]: Routine highway maintenance is expected.

Programme Affiliation [£]: n/a

Gateway 3 Issues Report (SWC 08/07/21 and PSC 28/07/21):

- Total Estimated Cost: £3.88m (£2.5m for Phase 1 reinstatement works and £1.4m for MCSL Phase 2 works)
- Resources to reach next Gateway: None requested, as there is adequate resource within the existing budget
- Spend to date: £1.2m for Phase 1. £85k for Phase 2.
- Costed Risk Against the Project: £25,700
- CRP Requested: n/a
- CRP Drawn Down: n/a
- Estimated Programme Dates: The Moorgate Crossrail station is currently expected to open in 2022.

Scope/Design Change and Impact: Members approved the revised approach to meeting overall project objectives, including agreement to the identified way forward at the Moorgate/Ropemaker Street junction and to agree to allow for further exploration of pedestrian enhancements along the Moorgate corridor and at the Moorgate/London Wall junction.

Gateway 3 Issue Report (SWC, PSC Delegated) March 22:

- Total Estimated Cost: £1.7m for MCSL Phase 2 works (phase 1 project closed).
- Resources to reach next Gateway: Phase 2: £232,952. Phase 2A: 80,000.

- Spend to date: £140k for Phase 2/2A.
- Costed Risk Against the Project: £25,700
- CRP Requested: n/a
- CRP Drawn Down: n/a
- Estimated Programme Dates: Design development/options appraisal: Sept 21-Sept 2022. Construction 2022/23 for improvement works at the Ropemaker Street junction; 2023/24 and into early 2024/25 for the Moorgate corridor works which will include 101 Moorgate work between April and June 2025. It is intended to bring a G3/4 options report detailing more specific proposals/dates for the whole MCSL project to Committee in Autumn 2022.

Scope/Design Change and Impact: Incorporation of 101 Moorgate s278 works into MCSL phase 2 project and extension of project completion to June 2025.

Gateway 3 Issue Report (SWC, OPP) March 23:

- Total Estimated Cost: £6.3m for MCSL Phase 2 works (phase 1 project closed).
- Resources to reach next Gateway: Phase 2: £520,827. Phase 2A: 80,000.
- Spend to date: £263k for Phase 2/2A.
- Costed Risk Against the Project: £48,500
- CRP Requested: n/a
- CRP Drawn Down: n/a
- Estimated Programme Dates: Design development/options appraisal (Ropemaker St): Sept 21-April 2023. Construction 2023/24 for improvement works at the Ropemaker Street junction; 2024/25 for the Moorgate corridor works which will include 101 Moorgate work between April and June 2025. It is intended to bring a G3/4 options report detailing more specific proposals/dates for the whole MCSL project to Committee in Autumn 2023.

Scope/Design Change and Impact: Increase in overall cost estimates as designs have evolved and been assessed.