

Committees: Streets & Walkways Sub-Committee (<i>for decision</i>) Projects & Procurement Sub-Committee (<i>for information</i>)	Dates: 04 February 2025 04 February 2025
Subject: Moorgate Crossrail Station Links – Ropemaker Street junction improvements Unique Project Identifier: 113781	Gateway 5: Authority to start work (Regular)
Report of: Executive Director Environment Report Author: George Wright, Transport and Public Realm, City Operations	For Decision
<h1 style="margin: 0;">PUBLIC</h1>	

1. Status Update	<p>Project Description:</p> <p>1.1 The Moorgate Crossrail Station Links (MCSL) project aims to improve the public realm across the wider Moorgate area, with a particular focus on improvements for people walking, wheeling and cycling. The project complements and builds on the works completed around the new station entrance as part of the Crossrail Phase 1 project. The project area of MCSL centres on:</p> <ul style="list-style-type: none"> • Improvements to Moorgate between the London Wall and Ropemaker Street junctions. • Public realm enhancements on the northern section of Moorfields and the Finsbury Circus Western Arm. <p>It is planned to be delivered in six distinct, but complementary phases shown in Appendix 2.</p> <p><u>1.2 Phase 1: Finsbury Circus Western Arm:</u> Work to create a high quality, pedestrianised space commenced in August 2024 and is expected to be complete in February 2025. Key features include extensive soft landscaping and new seating. The project is jointly funded from MCSL and the Cool Streets and Greening Programme.</p> <p><u>Phase 2: 101 Moorgate section 278 works:</u> Work commenced in November 2024 with completion programmed for May 2025. Key features include the widening of the pavement on Moorgate in front of the new development to approximately five metres, the re-opening of Keats Place and the introduction of a new signalised</p>
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pedestrian crossing on Moorgate between the development and Finsbury Circus.

Phase 3: London Wall/Moorgate relandscaping project: Work to improve accessibility to the oval area, new soft landscaping and seating. Work started in January 2025 and is expected to be complete in July 2025. The project is jointly funded from MCSL and the Cool Streets and Greening Programme.

Phase 4: Ropemaker Street/Moorgate/South Place/Finsbury Pavement junction: The focus of this report, phase 4 proposes improvements at this busy junction, including wider pavements, improved crossing facilities and measures designed to make the junction safer for people cycling through it (see section 4 for more details).

Phase 5: Moorgate: A concept design for Moorgate between the Ropemaker Street and London Wall junctions has been prepared. This proposes wider pavements on the west side of Moorgate (to complement the works at 101 Moorgate), improved north-south cycle lanes and changes to the northern arm of the junction at London Wall to make it safer for people cycling. The proposals have been costed and additional funding from OSPR will be required to complete this phase of work. This has been bid for and is awaiting a decision at the time writing.

Phase 6: Moorfields north: A concept design for Moorfields north has been prepared. This proposes a wider pavement on the east side of the street and tree planting where space permits. The proposals have been costed and additional funding either from CIL or OSPR will be required to complete this phase of work. There is also the prospect of a section 278 funding contribution from the development at 41 Moorfields.

1.3 Funding availability

A total of £2,903,370 funding is currently allocated to the MCSL project of which £1,250,574 has been approved by Members to help deliver Finsbury Circus Western Arm, 101 Moorgate, the London Wall/Moorgate relandscaping project and design development for phases 4-6.

This report seeks Member approval to drawdown a further £1,273,121 to deliver the improvements to the Moorgate/Ropemaker Street junction which is the next priority phase of the overall project. This leaves a balance of £379,675 available for phases 5 and 6.

RAG Status: Green (Amber at last report to Committee)

Risk Status: Low (Low at last report to committee)

Total Estimated Cost of Project (excluding risk): Cost range £2.9m (phases 1-3) up to £6.3m (all phases)

Change in Total Estimated Cost of Project (excluding risk): 0.

	<p>Spend to Date: £274,172</p> <p>Costed Risk Provision Utilised: 0</p> <p>Slippage: Phase 4 slippage of over 12 months due to delays in securing permissions from London Borough of Islington (junction sits partly in the neighbouring borough).</p>												
<p>2. Next steps and requested decisions</p>	<p>Next Gateway: Gateway 6: phases 1, 2 and 3.</p> <p>Next Steps (phase 4):</p> <ol style="list-style-type: none"> 1. Undertake statutory consultation for Traffic Management Orders. 2. Finalise detailed construction design including traffic signals design. 3. Construction phase <p>Requested Decisions:</p> <p>That Members of Streets & Walkways sub-committee:</p> <ol style="list-style-type: none"> 1. Approve the General Arrangement design shown in Appendix 3 and authorise construction. 2. Approve the virement of funds between the various phases of the MCSL programme as necessary. 3. Approve a budget of £1,198,701 (excluding risk) for phase 4 of MCSL to reach the next Gateway. This excludes the £439,327 already approved for developing the programme. 4. Approve a costed risk provision of £74,420 for this phase. 5. Authorise undertaking the statutory consultation on the Traffic Management Orders to facilitate the works and, subject to no or minor objections, for the Director of City Operations to make the Orders, as per normal delegation. 												
<p>3. Budget</p>	<p>The funding this phase of the project comes from funding from the original Moorgate Crossrail project underspend and various Section 106 contributions (appendix 4 has detailed information).</p> <table border="1" data-bbox="512 1512 1374 1951"> <thead> <tr> <th data-bbox="512 1512 746 1693">Item</th> <th data-bbox="746 1512 1026 1693">Reason</th> <th data-bbox="1026 1512 1185 1693">Funds/ Source of Funding</th> <th data-bbox="1185 1512 1374 1693">Cost (£)</th> </tr> </thead> <tbody> <tr> <td data-bbox="512 1693 746 1839">Staff costs: highways</td> <td data-bbox="746 1693 1026 1839">Site supervision, snagging, utility liaison</td> <td data-bbox="1026 1693 1185 1839">S106/ Crossrail</td> <td data-bbox="1185 1693 1374 1839">80,000</td> </tr> <tr> <td data-bbox="512 1839 746 1951">Staff costs: Transport</td> <td data-bbox="746 1839 1026 1951">Project management</td> <td data-bbox="1026 1839 1185 1951">S106/ Crossrail</td> <td data-bbox="1185 1839 1374 1951">42,000</td> </tr> </tbody> </table>	Item	Reason	Funds/ Source of Funding	Cost (£)	Staff costs: highways	Site supervision, snagging, utility liaison	S106/ Crossrail	80,000	Staff costs: Transport	Project management	S106/ Crossrail	42,000
Item	Reason	Funds/ Source of Funding	Cost (£)										
Staff costs: highways	Site supervision, snagging, utility liaison	S106/ Crossrail	80,000										
Staff costs: Transport	Project management	S106/ Crossrail	42,000										

	Utilities	Infrastructure changes	S106/ Crossrail	198,000
	Fees	Traffic Orders, TfL signals, Legal costs	S106/ Crossrail	28,000
	Works	Highways construction	S106/ Crossrail	700,971
	Works	TfL traffic signals	S106/ Crossrail	125,000
	Works	Soft landscaping	S106/ Crossrail	6,130
	Committed sum	Soft landscaping	S106/ Crossrail	18,600
	Total			1,198,701

Transport and Public Realm staff allocation

Approximately 380 hours of Transportation officer costs including liaison with key stakeholders, project management and all reporting.

Highways staff allocation

Approximately 730 hours of Highways officer costs associated with liaison with utility companies, site supervision of main highway works, snagging and completion of Health & Safety file.

Costed Risk Provision requested for this Gateway: £74,420 (see Risk Register appendix 5 for more information).

4. Design summary	<p>Background</p> <p>4.1 The Moorgate/Ropemaker Street/South Place/Finsbury Pavement junction lies on the boundary between the City of London and the London Borough of Islington. The junction is characterised by wide carriageways, sub-standard crossing facilities and narrow pavements - particularly on the south side of Ropemaker Street and South Place and the west side of Moorgate - resulting in poor pedestrian comfort levels.</p> <p>Design development</p> <p>4.2 A considerable amount of design and evaluation work has been undertaken to develop the recommended proposal. As Moorgate sits on the Strategic Road Network, Transport for</p>
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London (TfL) required detailed traffic modelling to be undertaken prior to approving any design changes.

4.3 Key features of the proposed design are:

- Wider pavements on Ropemaker Street (south side), South Place (south side) and Moorgate (west side).
- Removal of traffic islands on South Place and Moorgate.
- A cycle gate with early release for people cycling south on Finsbury Pavement.
- Early traffic signal release for cyclists on Moorgate, Ropemaker Street and South Place.
- A banned left-turn for northbound traffic from Moorgate to Ropemaker Street to allow the green man crossing on Ropemaker Street to run in multiple stages.
- Tree planting, new seating and cycle parking on South Place (south side).

4.4 During design development, an option with diagonal pedestrian crossings on all four corners of the junction was evaluated. However, following traffic modelling the southeast to northwest diagonal crossing had to be removed as its inclusion was putting the junction over capacity which was unacceptable to TfL. The principal pedestrian desire line is southwest to northeast from Moorgate westside towards Marks & Spencer on Finsbury Pavement and this movement is included in the design approved by TfL.

4.5 Officers assessed the feasibility of raising the whole junction so that it was flush with the pavement and step-free. However, this was not progressed due to concerns about vehicles overrunning the pavement unless bollards were introduced. Compliant dropped kerbs and correct tactile paving will provide a significant improvement from the current environment.

The north eastern (M&S) side of the junction has a very high kerb due to high basements in this area, as well as guard railing. The only way to rectify this would be through extensive alterations to the carriageway and this ruled out due to cost. Liaison is on-going with LB Islington regarding the removal of the guard railing.

4.6 The design has been developed to tie-in the walking and cycling proposals that have been developed for the section of Moorgate between this junction and the London Wall junction. This includes modifications to the Police checkpoint in the centre of the road to provide an increased in space for people who walk and cycle; changes that have been agreed with the City of London Police.

Engagement

4.7 The project proposals were taken to consultation as part of the Liverpool Street Healthy Streets Plan and the majority of feedback received was positive. They have also been included in the

Barbican, Bunhill and Golden Lane Healthy Streets Plan and have also received positive feedback.

The project is supported by the London Borough of Islington and has received TMAN approval from Transport for London.

Assessment of proposals

4.7 City of London Accessibility Tool (CoLSAT)

The design has been evaluated using CoLSAT and is expected to deliver positive benefits for various groups of disabled people. Key accessibility features of the design include improved pavement conditions and more accessible crossings. The design proposals remove several potential barriers to travel and represent a positive step towards creating a more accessible urban environment, reflecting the City of London’s policy and statutory commitments to improving accessibility and quality of life for all residents and visitors.

4.8 CoLSAT has identified some negative impacts (scores of 1) that it has not been possible to resolve. These are due to taxis not being able to safely stop within 10m of the junction, the use of tactile paving and the impact of traffic noise.

CoLSAT Summary Results Table				
	Total 0 scores* – severe accessibility issue		Total 1 scores** - significant accessibility issues	
	Before	After	Before	After
Electric Wheelchair user				
Manual Wheelchair user				
Mobility Scooter user			1	
Walking Aid user				
Person with a walking impairment			3	1
Person who uses a cycle as their primary mobility			3	
Long cane user				
Guide Dog user			1	1
Residual Sight user				
Deaf or Hearing impairment			1	
Acquired neurological impairment				
Autism/Sensory-processing diversity			1	1
Developmental Impairment				
Total	0	0	10	3

* This score means most people in this segment would be excluded by the street characteristic in the selected configuration.

** This score means 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.

	<p>4.9 This junction improvement scheme is not suitable for a Healthy Streets Design Check Assessment. The revised design for the junction will be included in the assessment for the wider Moorgate corridor scheme between Ropemaker Street and London Wall and will make a positive contribution to improving the Healthy Streets Score.</p>
5. Delivery team	<ol style="list-style-type: none"> 1. Transport and public realm – project management 2. Highways – detailed design and supervision 3. FM Conway – construction
6. Programme and key dates	<p>February-May 25: Detailed design. June-August 25: Mobilise contractors September 25-July 26: Construction. Winter 2026: Gateway 6 report (this phase)</p>
7. Risks	<p>The key risks relate to unforeseen cost increases if the estimates are found to be inaccurate or incomplete. This could be connected to unforeseen technical engineering issues connected to the highway and/or utility works.</p> <p>For more detailed information, see Risk Register (Appendix 5).</p>
8. Success criteria	<p>Reduced crossing distances for people walking and wheeling. Increase in amount of time available for people to cross. Safer facilities for people cycling and travelling through the junction. Improved pedestrian comfort levels.</p>
9. Progress reporting	<p>Updates on Project Vision (or subsequent reporting tool) with any issues requiring a decision being dealt with in an Issue Report.</p>
10. Legal and equality	<p>10.1 In exercising functions as traffic authority, the City Corporation are required to comply with the duty in Section 122 of the Road Traffic Regulation Act 1984 which requires the traffic authority in exercising its functions, to secure the expeditious, convenient, and safe movement of vehicular and other traffic (including pedestrians), so far as practicable having regard to:</p> <ol style="list-style-type: none"> (a) the desirability of securing and maintaining reasonable access to premises (b) the effect of amenities of any locality (c) national air quality strategy

(d) public service vehicles

(e) any other relevant matters

10.2 The City Corporation also have a network management duty as the local traffic authority to secure the expeditious movement of traffic and in performing that duty may take any action which the City Corporation consider will contribute to securing the more efficient use of the road network or the avoidance, elimination or reduction of road congestion or other disruption to the movement of traffic (S.16 Traffic Management Act 2004).

Regard has also to be had to the relevant statutory guidance.

10.3 Under Section 8 of the Highways Act 1980, local highway authorities can enter into agreements with each other to allow one highway authority to carry out works to the highway of another authority. As part of the Ropemaker Street/Moorgate/South Place/Finsbury Pavement junction sits within the London Borough of Islington (LBI), the City will need to enter an agreement with LBI prior to works commencing. Authority for entering into this agreement will be dealt with through current delegated authority processes.

10.4 Under Section 149 of the Equality Act 2010 the public sector equality duty requires public authorities to have due regard to the need to:

- Eliminate unlawful discrimination, harassment and victimisation
- Advance equality of opportunity and
- Foster good relations between those who share a protected characteristic (i.e. race, sex, disability, age, sexual orientation, religion or belief, pregnancy or maternity, marriage or civil partnership and gender reassignment) and those who do not.

10.5 An Equality Analysis Test of Relevance template has been completed and this has determined that a full Equality Analysis is not required for this project.

10.6 The CoLSAT assessment concludes that overall the project proposals are expected to deliver positive benefits for various groups of disabled people.

10.7 In conclusion, the project proposals represent a positive step towards creating a more inclusive and accessible urban environment, reflecting the City of London's policy and statutory

	commitment to improving accessibility and quality of life for all residents and visitors.
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Appendices

Appendix 1	Project Coversheet
Appendix 2	MCSL project overview
Appendix 3	General Arrangement of proposed design
Appendix 4	Funding summary
Appendix 5	Risk register
Appendix 6	Equality Analysis Test of Relevance

Background papers

CoLSAT Assessment

Contact

Report Author	George Wright
Email Address	george.wright@cityoflondon.gov.uk
Telephone Number	07802 378812