

Committees: Corporate Projects Board Streets and Walkways Sub Committee <i>[for decision]</i> Projects Sub <i>[for decision]</i>	Dates: 30 September 2019 15 October 2019 16 October 2019
Subject: Crossrail Liverpool Street Urban Integration Unique Project Identifier: 11375	Gateway 4 Regular Issue Report
Report of: Director of the Built Environment Report Author: Daniel Laybourn	For Decision
<h1>PUBLIC</h1>	

1. Status update	<p>Project Description: In addition to the highway improvements under construction around the new Crossrail station entrance on Liverpool Street (referred to as Phase 1), the Phase 2 project seeks to both enhance the environment in the wider area and account for the passenger number uplift expected once Crossrail becomes operational in line with the City's Transport Strategy and draft Local Plan for the area. These proposals will also be required to accommodate for emerging and known adjacent private developments and Transport for London's aspirations for the nearby A10 corridor.</p> <p>RAG Status: Green (Green at last report to Committee on Phase 1)</p> <p>Risk Status: Low (Low at last report to committee on Phase 1)</p> <p>Total Estimated Cost of Project (excluding risk): £4.1m (£2.7m for the existing Crossrail Liverpool Street Urban Integration project (Phase 1) plus the £1.4m allocated to the wider area sub-project (Phase 2) in the '<i>Review of Projects within the Built Environment Directorate</i>' report (July 2019);</p> <p>Change in Total Estimated Cost of Project (excluding risk): +£1.4m (as above)</p> <p>Spend to Date: £0.917m (as of 29/8/19 on Phase 1)</p> <p>Costed Risk Provision Utilised: n/a</p> <p>Slippage: The on-going highway work for Phase 1 was recently subject to a five-month setback due to delays with Crossrail completing its own work, but this will not significantly affect that project outcomes. The wider area proposals (Phase 2) have been on hold.</p>
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<p>2. Requested decisions</p>	<p>Next Gateway: Gateway 3/4 - Options Appraisal (Regular)</p> <p>Requested Decisions:</p> <ol style="list-style-type: none"> 1. Note the next steps for Phase 2 of the Liverpool Street Crossrail Urban Integration Project; 2. Agree to the increases in scope, including three pedestrian junctions around the area and the inclusion of the northern arm of Finsbury Circus, as shown in Appendix 3 – Requested and Approved Areas of Scope; 3. Note the establishment of a new external working group to include Network Rail, Transport for London, British Land and other local stakeholders; 4. Note the with the current local development timescales, it could mean that delivery of this Phase 2 work may have to be staggered; 5. Note the new estimated cost of £4.1m for Phases 1 & 2, with Phase 1 being funded by Crossrail and Phase 2 from existing Section 106 funding as identified in the '<i>Review of Projects within the Built Environment Directorate</i>' report (July 2019); 6. Agree the allocation of £206,500 (excluding risk) from the Phase 2 agreed funding allocation to be utilised to reach the next gateway stage; 7. Agree to the Costed Risk Provision of £25,700 up to the next Gateway funded from the Phase 2 agreed funding allocation; and 8. To delegate to the Director of the Built Environment authority to approve budget adjustments above the existing authority within the project procedures, in consultation with the Chamberlains, between budget lines provided that these are within the total agreed allocation. 															
<p>3. Budget</p>	<table border="1" data-bbox="483 1395 1343 1989"> <thead> <tr> <th data-bbox="483 1395 726 1541">Item</th> <th data-bbox="726 1395 965 1541">Reason</th> <th data-bbox="965 1395 1144 1541">Funds/ Source of Funding</th> <th data-bbox="1144 1395 1343 1541">Cost (£)</th> </tr> </thead> <tbody> <tr> <td data-bbox="483 1541 726 1794">Planning and & Transportation Staff Fees</td> <td data-bbox="726 1541 965 1794">To enable City P&T staff to undertake the required work to the next Gateway.</td> <td data-bbox="965 1541 1144 1794">S106 Funding*</td> <td data-bbox="1144 1541 1343 1794">£105,000</td> </tr> <tr> <td data-bbox="483 1794 726 1989">Environmental Services (Highways) Staff fees</td> <td data-bbox="726 1794 965 1989">To enable Highways staff to undertake the required work</td> <td data-bbox="965 1794 1144 1989">S106 Funding*</td> <td data-bbox="1144 1794 1343 1989">£12,750</td> </tr> </tbody> </table>				Item	Reason	Funds/ Source of Funding	Cost (£)	Planning and & Transportation Staff Fees	To enable City P&T staff to undertake the required work to the next Gateway.	S106 Funding*	£105,000	Environmental Services (Highways) Staff fees	To enable Highways staff to undertake the required work	S106 Funding*	£12,750
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CPR (City Public Realm) Staff Fees	To enable City CPR staff to act as project partner to the next Gateway.	S106 Funding*	£4,250
Legal Staff Fees	A provisional sum for the City legal staff to undertake work if required.	S106 Funding*	£3,000
Fees**	(please see below for more details)	S106 Funding*	£81,500
Total			£206,500

* Please see **Appendix 4 – Section 106 Funding Breakdown** for more details.

** A PT3/ PT4 has not been included with this report as these are usually reserved for tenders greater than £100,000.

Planning and Transportation Staff Fees

It has been estimated that 1050 hours will be required to account for the work to be undertaken by a Project Manager, Principal Project Manager and Project Director to reach the next Gateway. This includes stakeholder communication and liaison, including with Transport for London, Crossrail and surrounding developers and occupiers.

Environmental Services (Highways) Staff Fees

128 hours of a Project Engineer's time has been estimated to input into the project and allow for the development of early design options up to the next Gateway.

CPR (City Public Realm) Staff Fees

42 hours has been allocated so that a representative from the City Public Realm team can input into the project and allow for the development of early urban design options up to the next Gateway.

Legal Staff Fees

A provisional sum of £3,000 has been included within this request to allow for the input of the City's legal team should it be required up to the next Gateway.

	<p><u>Fees</u> £81,500 is requested for, but not limited to, the following tasks that are to be undertaken by external consultants and are required to reach the next Gateway:</p> <ul style="list-style-type: none"> • Topographical and Ground Penetrating Radar Surveys • Pedestrian Surveys • Taxi/ Private Hire Surveys • Loading Surveys • Traffic Computer Modelling • Transport for London (acting as an external consultant to the project) <p>For ease of budgetary monitoring, a new sub-project code is be allocated to Phase 2 under the existing overall project. This will ensure a clear delineator between the Phase 1 work around the new station entrance and the new wider area project. The funding mechanisms for Phase 2 is different and is made up of existing S106 contributions for the £1.4m agreed funding allocation mentioned in this report, with any potential funding increases coming from future S106 and S278 contributions. No central funding is intended to be sought for this project.</p> <p>Costed Risk Provision requested for this Gateway: £25,700, as detailed in Appendix 2 – Risk Register.</p>
<p>4. Issue description</p>	<p><u>Introduction</u></p> <ol style="list-style-type: none"> 1. The new Liverpool Street Crossrail station is currently expected to open in late 2020/ early 2021. The City already has a scheme under construction in the immediate area around the station entrance on Liverpool Street to accommodate this (Phase 1). A wider area beyond this has been identified as needing improvement to accommodate the safe movement of people travelling to and from the station area from other parts of the City (Phase 2). 2. The Phase 1 work has been the focus of the City's effort to date to ensure the immediate area is delivered on time for the opening of the operational railway to ensure passengers can safely access the new station. Therefore, the work on the wider area (Phase 2) was paused to ensure the developing designs remain relevant in an area that continues to have significant development activity and growth. 3. By resuming the Phase 2 design, it will focus on the onward travel experience from the new station, ensuring the main links to other areas of the City are safe and comfortable. The project is also aligned with the objectives set in the Corporate Plan, as shown below, and those in the City's Transport Strategy and draft Local plan for the area.

Phase 2 Project Objectives	Corporate Plan Aim	Corporate Plan Outcome	Corporate Plan High-level activity
Improve the pedestrian and cyclist environment to provide for enhanced accessibility and connectivity	Contribute to a flourishing society	1 – People are safe and feel safe.	C – Protect consumers and users of buildings, streets and public spaces.
Reduce collisions between motor vehicles and pedestrians and cyclists through improved junction design	Contribute to a flourishing society	1 – People are safe and feel safe.	C – Protect consumers and users of buildings, streets and public spaces.
Improve pedestrian comfort levels on the footways and crossings	Shape outstanding environments	9 – We are digitally and physically well-connected and responsive	D – Improve the experience of arriving in and moving through our spaces.

4. When Crossrail opens, a significant increase in the number of pedestrians in the area around the station is expected. Therefore, if no changes are made to at least some of the wider area in the short term by the time it opens, pedestrian comfort levels and permeability on the City's highways are likely to deteriorate, especially during peak times. Of particular concern are the formal pedestrian crossings in the area which may not be able to accommodate the expected increases in pedestrians.

Local developments and stakeholders

5. Private developments neighbouring the Phase 2 area have progressed through planning and construction in the last few years, with more likely in the coming years. Their construction timescales, which run through to 2022 and beyond, means that delivery of any Phase 2 work may have to be staggered to accommodate this.
6. Some of the local stakeholders in the area have strong aspirations for the local public realm and are keen to be involved with the City's development of the public highway, both functionally and in terms of developing a sense of place. It is proposed to set up a working party, to include British Land, Network Rail and various elements of TfL to work through some of the aspirations and options available for the Phase 2 area and how we can work together to

deliver a seamless look and feel across the various land ownerships.

7. Furthermore, Transport for London (TfL) are developing improvements for the A10 corridor (Gracechurch Street and Bishopsgate within the City) under their Safer Junctions workstream. The Liverpool Street/Bishopsgate junction is not one of the identified junctions, but the City will need to work with TfL to improve this junction to improve the pedestrian crossing movement towards the eastern cluster. This will need to be consistent with TfL's designs for their other nearby junctions.
8. Now is an opportune time to resume the Phase 2 work setting a vision or a framework for the future, which may have to be delivered in phases to fit within the various development timescales in the area.

Phase 2 – Area of Scope

9. We seek to increase the scope of the Phase 2 area to ensure the pedestrian crossings of London Wall and Bishopsgate are included in the investigations, as shown in **Appendix 3 – Requested and Approved Areas of Scope**. Also, we seek to include the northern carriageway of Finsbury Circus within the scope of this project, which is separate to the scope of the Crossrail Moorgate project. If the need should arise to consider changes on this carriageway to link with the Finsbury Circus reinstatement project by Open Spaces and the City Surveyor, this will be covered by this project scope.

Funding

10. For Phase 2, £1.4m of existing Section 106 funding was agreed to be allocated to Crossrail Liverpool St as part of the '*Review of Projects within the Built Environment Directorate*' report in July 2019. It is requested that this money is allocated to Phase 2 to investigate, design and build the necessary changes in the wider Liverpool Street area. There may be further S106 or S278 contributions as more developments come online, which could potentially be used to deliver further enhancement of the area over time. Should nearby private developments not proceed as planned, Phase 2 would need to still proceed to account for the changes being brought to the area by Crossrail.
11. An allocation of £232,200 (inclusive of costed risk provision and funded from the £1.4 million agreed funding allocation) is requested to reach the next reporting gateway, which is proposed to go back to a Gateway 3/4. This will provide for further investigation into:
 - What area-wide design changes are required to facilitate onward movements from the Phase 2 area out into the wider City, including improving comfort levels for users;

	<ul style="list-style-type: none"> • How to improve the safety of vulnerable road users across the area; • The suitability of the junction designs at the Wormwood Street/ Old Broad Street, London Wall/ Blomfield Street and (TfL-managed) Bishopsgate / Liverpool Street; • What the local servicing needs are and how they can be accommodated in any proposed changes; and • What place-making measures could be undertaken as part of the proposed changes.
5. Options	<ol style="list-style-type: none"> 1. Officers are recommending resuming the work on Phase 2 of the Liverpool Street Crossrail Urban Integration Project; working with the local stakeholders to develop cohesive and agreeable plans for the future of the area; and to widen the scope of the wider area slightly to ensure safe transition across key junctions for people travelling to and from the station area. It may need to be accepted that the delivery of this plan may take some time due to the timescale of the local developments. However, this project should look to agree a framework to set the vision for the function, look and feel of the areas included within the scope of Phase 2. 2. The alternative is to take a more piecemeal approach to design and develop smaller areas as each development is delivered. It is felt that this will lead to a lack of cohesion of the look and feel, and a missed opportunity to work purposefully with willing local stakeholders.

Appendices

Appendix 1	Project Coversheet
Appendix 2	Risk Register
Appendix 3	Requested and Approved Areas of Scope
Appendix 4	Section 106 Funding Breakdown (as per the 'Review of Projects within the Built Environment Directorate' report, Streets & Walkways Sub (Planning and Transportation) Committee. 22 nd July 2019)

Background Papers

<ul style="list-style-type: none"> • 'Review of Projects within the Built Environment Directorate' report, Streets & Walkways Sub (Planning and Transportation) Committee. 22nd July 2019)
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