

Committee: Streets & Walkways Sub-Committee	Date: 8 October 2019
Subject: Report of Action Taken	Public
Report of: Town Clerk	For Information
Report author: Joseph Anstee, Town Clerk's Department	

Summary

This report advises Members of action taken by the Town Clerk since the last meeting of the Committee, in consultation with the Chairman and Deputy Chairman, in accordance with Standing Order Nos. 41(a) and 41(b). This action related to:

CROSSRAIL LIVERPOOL STREET URBAN INTEGRATION

Recommendation

Members are asked to note the report.

Main report

1. The Crossrail urban realm reinstatement project is currently in the construction stage. Part of the approved design involved raising a section of carriageway on Old Broad Street to footway level. This section is at the junction of Old Broad Street with Liverpool Street; directly outside the bus station at Liverpool Street.
2. Shortly after the project was originally approved, officers learned that a 20-metre section of the proposed works happened to be on private land, the private land being the entrance to the bus station. This section of land is owned by Network Rail (NR) but is leased by TfL Buses. This was not initially viewed as a problem, because as the City was proposing to carry out the Works on behalf of Crossrail Limited (CRL), it was assumed that the Works were "scheduled works" for the purposes of the Crossrail Act 2008 and would be able to be completed using the powers under that Act. However, CRL have recently advised the City that the section of private land lies outside of the areas relevant to the "scheduled works" for the purposes of the Crossrail Act and therefore, CRL's powers did not apply to the Works.
3. Officers were at an advanced stage of securing NR's formal approval for the City to undertake the Works, and had also received approval from TfL Buses, who are the tenant of the relevant section of land. It was therefore recommended that subject to receiving formal approval from NR, Members authorise officers to implement the Works.
4. Because Old Broad Street is the only entrance to the bus station, any works which required the closure of Old Broad Street would require closure of the bus station. However, as the bus station was currently closed to enable works at the

adjacent 100 Liverpool Street development this created the ideal opportunity to undertake this work without causing further disruption to bus passengers.

5. The issue relating to the land not being public highway only recently came to light. There was a window of opportunity for the City of London Corporation to undertake the works and build the ramp, utilising the closure of the bus garage until the 13th October, for the development at 100 Liverpool St. All parties (Network Rail, London Buses, 100 Liverpool St developers) agreed this was the least disruptive approach. The works on non-public land were programmed to start on the 20th September, with the next meetings of the Projects Sub-Committee and Streets and Walkways Sub-Committee not until the 20th September and 15th October respectively. Authority was therefore sought under urgency procedures.

Action Taken

The Town Clerk in consultation with the relevant Chairmen/Deputy Chairmen approved:

1. Approve Option 3 - that the City undertakes the Works on the private land in reliance on powers under the City of London (Various Powers) Act 1952, to be fully funded by Crossrail;
2. Agree that the City enters into the necessary legal agreements with the landowner (Network Rail) in order to secure these works; and
3. Agree that the agreement signed with Crossrail in June 2018 (The Urban Realm Agreement) will be varied to reflect that the Corporation will be exercising its powers under the City of London (Various Powers) Act 1952 to undertake a portion of the agreed works on private land.

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