

<b>Committee(s)</b> Planning and Transportation Committee	<b>Date(s):</b> 15 December 2020
<b>Subject:</b> Report of Action Taken	<b>Public</b>
<b>Report of:</b> Town Clerk	<b>For Information</b>
<b>Report author:</b> Gemma Stokley, Town Clerk's Department	

### **Summary**

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

### **Recommendation:**

- That Members note the report.

### **Main Report**

1. Since the last formal meeting of the Committee, approval was given by the Town Clerk, in consultation with the Chair and Deputy Chairman, for the following decisions to be made under Standing Order Nos 41(a) and (b).:

### **Urgency Authority – Gateway 2 Report - Lindsey Street Bridge Strengthening [2 December 2020]**

2. This structure has undergone major structural modification as a result of the Crossrail Farringdon East Station escalator tunnel barrel which is now situated within a few metres of the bridge foundations at the closest points. Crossrail undertook compensation grouting around the escalator tunnel to improve the ground conditions and constructed a reinforced concrete raft slab under some of the arches so the bridge could be raised on jacks as a settlement prevention measure. This was a complex operation and is now completed on site. There are, however, some remaining issues that have been brought to the attention of Crossrail with respect to the work that they carried out which are not the subject of this report.
3. During the Crossrail works, it was confirmed that the structure is not a series of traditional backfilled masonry arches. In the structures current state, load from the jack-arch structure is transferred to the masonry arches by virtue of 'spinal' walls, also constructed of masonry under each of the jack-arch girders bearing on the spine walls and in turn these walls on to the main masonry arch. A diagrammatic representation of the elevation showing jack-arch girders above the new masonry arch in two of the spans is shown in Appendix 2.
4. As a consequence of the above, a bid for funding was made to Transport for London through the London Bridges Engineering Group (LoBEG) to allow a structural assessment to be commissioned along with intrusive investigations to

current highway standards. In 2018 funding was awarded by LoBEG and a structural assessment completed and reported in August 2019. The results of this assessment confirmed that the structure was not capable of carrying full Assessment Live Loading (ALL) to current standards, limited by the strength of the precast concrete planks to vehicles of gross weight 7.5 tonnes only. The structure has since been the subject of close visual inspection for any changes in condition. Both the highways division and Markets have been made aware of the current situation.

5. A further award of limited funding was granted by LoBEG, to commence an options study for strengthening in June 2020. A second award has now been granted by LoBEG in recent weeks to allow the City of London Corporation to continue with the current phase of the project and enable it to reach the next gateway.
6. However, the securing of this additional external funding in recent weeks means that the funds must be expended by the end of this current financial year. The financial year end is in just four months time and, accounting for the Christmas period too, consultants would need to be instructed to proceed with the project as soon as possible and in advance of the next scheduled Planning and Transportation Committee meeting on 15 December 2020.
7. The Town Clerk, in consultation with the Chair and Deputy Chairman of the Planning and Transportation Committee, therefore agreed that a budget of **£100,000**, (of which £70,000 has been secured from the London Bridges Engineering Group) is approved to reach the next Gateway, by supplementation from the On-Street Parking Reserve and also note the total project budget of **£2,500,000** (excluding risk).

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