

Committees:		Dates:	
Streets and Walkways Sub-Committee Projects Sub-Committee		26/02/19 22/03/19	
Subject: Crossrail Reinstatement Projects – Update Report		Progress Report Regular	Public
Report of: Director of the Built Environment Report Author: Jon Wallace: City Transportation			For Decision
<p style="text-align: center;"><u>Summary</u></p> <p>Dashboard</p> <ul style="list-style-type: none"> • Project Status: Green • Last Gateway: 5 • Estimated Final Cost: Farringdon East Reinstatement: £2.5m; Liverpool Street Reinstatement: £2.4m; Moorgate Reinstatement: £2.3m. All projects entirely funded by Crossrail Ltd. • Spend to date: Farringdon East: £1.7m; Liverpool Street: £0.4m; Moorgate: £0.8m. • Overall project risk: Green <p><u>Recommendations</u></p> <p>It is recommended that:</p> <ul style="list-style-type: none"> • Members note the current position with regards to the Highway reinstatement projects at each of the Crossrail Ticket Halls; and • Members authorise the inclusion of the fabrication and delivery of two pieces of public art into the existing projects at Liverpool Street and Moorgate, subject to the release of funds being approved by the Town Clerk in conjunction with the Chairman of the Policy and Resources Committee. 			

Main Report

1. Reporting period	1.1 May 2018 to January 2019 inclusive.
2. Progress to date	<p>Background</p> <p>2.1 City of London officers from the Department of the Built Environment have been working closely with Crossrail Ltd (CRL) to ensure that the reinstatement of highways surrounding the new Crossrail stations would reflect the City's design standards.</p> <p>2.2 It was recognised at an early stage in this process that the new Crossrail stations would become key gateways to the City,</p>

and that the urban realm surrounding each station was in need of significant upgrade as a result. Consequently, with our guidance, CRL developed high-quality urban realm proposals at each of the three Crossrail entrances.

2.3 In order to ensure that the quality of the build was completed to the standard that we expect, it was agreed that the City would take responsibility for the construction of each scheme. This was approved by Members in June 2017.

2.4 Whilst it is normally our preference to undertake detailed design in-house, owing to resourcing restrictions, the City was only able to undertake the detailed design for the Farringdon East scheme. It was agreed that CRL would complete the detailed design for Liverpool Street and Moorgate – with the final designs to be approved by the City. The design and construction of each scheme was due to complete in time for Elizabeth Line services commencing on 9 December 2018.

2.5 Although progress on Farringdon East proceeded in accordance with this target date, it became apparent that it would be extremely challenging to complete the other two schemes in time. This was primarily because CRL's construction programme was dropping behind schedule and they were unable to release areas of highway in order for construction to proceed. In addition, CRL were also delayed in completing their detailed designs.

2.6 In August 2018 CRL announced that they intended to delay the opening of the Elizabeth line until Autumn 2019 (exact date still to be confirmed).

Current Position

Farringdon East Reinstatement

2.7 The Farringdon East ticket hall forms part of the ground floor of the Farringdon East over site development, which is currently under construction. Whilst this building is under construction, the bulk of the footways surrounding the Station currently lie within the hoarding for the building. It will therefore not be possible to reinstate all of these footways until the over-site development has reached practical completion, which is currently estimated to be March 2020. However, certain areas of highway will be released in advance of March 2020, and we will take whatever opportunities we can to reinstate these areas (subject to us having confidence that the developer's activities are not going to damage the new footway areas). As a result, we hope to be able to reinstate the eastern footway on Lindsey Street later in 2019.

2.8 However, the initial phases of the scheme, which provide access into the station itself from Long Lane, have been completed in accordance with the original timetable (December 2018).

2.9 A construction phase diagram for Farringdon East is given in Appendix 4.

Liverpool Street Reinstatement

2.10 Like Farringdon East, the Liverpool Street reinstatement is also affected by third party construction activities. In this case, the neighbouring 100 Liverpool Street redevelopment will prevent the City from reinstating both the Eldon/Blomfield Street and the Old Broad Street sections of the scheme until at least January 2020.

2.11 The reinstatement of Old Broad Street is further complicated by two factors: i) Old Broad Street is the only entrance to Liverpool Street bus station; and ii) part of the proposed reinstatement area is on land owned by Network Rail. Initial discussions with both Transport for London and Network Rail have revealed that neither party has any in-principle objections to the reinstatement proposals, but further work needs to be undertaken to obtain formal approvals from both parties.

2.12 With regards to the central section of Liverpool Street west, CRL recently completed the detailed design to the City's satisfaction, and the City will commence reinstatement of the central section of Liverpool Street west in late February 2019. The bulk of the central section should be completed by August 2019, and so should be fully operational in time for the delayed opening of the Elizabeth line. Appendix 5 contains a construction phasing schedule for the central section of Liverpool St west.

2.13 Members should note that in advance of commencement in January 2019, the City carried out some initial enabling works on Blomfield Street. As part of these works, it has become apparent that a large number of utilities have been buried along the western footway on Blomfield Street. Utility companies have attempted to reduce the height of their services, but in many cases this has proved to be impossible. As a result, it has been necessary to slightly modify the approved scheme by extending the raised section of Eldon Street / Blomfield Street to cover the entire carriageway area at the junction of Liverpool Street and Blomfield Street. This change is expected to have a negligible impact upon the overall cost of the scheme (which, in any event, includes a contingency element to cover any such eventualities).

Moorgate Reinstatement

2.14 Moorgate differs from the other two reinstatement schemes in that it is not, at the time of writing, impacted upon by any third-party development.

2.15 The Moorgate reinstatement involves the reinstatement of Moorfields, Moor Place and Moorgate. Of these three streets, both Moorfields and Moor Place are fully designed, and construction is underway on both streets.

2.16 However, the design of Moorgate itself has proven to be more problematic, owing to the presence of statutory utility apparatus very close to the carriageway surface. The utilities in question were originally moved by CRL from Moorfields into Moorgate in order to facilitate construction of the Crossrail station. Consequently, responsibility for resolving this problem lies entirely with CRL.

2.17 CRL have come up with a design solution to address this issue. However, we have yet to see confirmation from the statutory utility companies that they are happy with CRL's solution. Therefore, before formally signing off on CRL's design, the City is undertaking various investigations to confirm that the design fully mitigates these impacts. These investigations are due to be completed by spring 2019. In the event that our investigations reveal that the CRL design does not fully mitigate these impacts, the City will require CRL to pay any additional costs required to mitigate these impacts.

2.18 The reinstatement of Moorfields and Moor Place commenced in January 2019 and should complete in November 2019 (although some further reinstatement works will be necessary after this date). Again, this will ensure that the central section of the scheme will be complete in time for commencement of services on the Elizabeth line. Appendix 6 provides a construction phasing schedule for Moorfields and Moor Place.

Public Art Projects

2.19 The Crossrail Art Foundation is a charity set up by CRL and CoL. Its role is to bring internationally acclaimed artwork to the millions who will use the new Elizabeth Line. It is proposed that public artworks will be installed in the new public realm areas being created through the Liverpool Street and Moorgate Reinstatement projects.

2.20 The Artworks have been developed and selected through the Crossrail Art Programme, which is overseen by a Board of Trustees with City of London Corporation Membership. The City's Trustees are Sir Mark Boleat, Sir Michael Snyder and Jeremy Mayhew.

2.21 In November 2017, the Policy and Resources Committee agreed, in principle, to the City taking ownership and responsibility for maintenance of the artworks in the public realm at these stations. For practical reasons, including the demobilisation of Crossrail and anticipated closure of the Charity ahead of artwork delivery, it was agreed that the City should take on fabrication and delivery of these sculptures.

2.22 It is therefore proposed that Members authorise the inclusion of the fabrication and delivery of the artworks into the respective existing projects at Liverpool Street and Moorgate. This will enable the installation of the artworks to be fully programmed

within the overall public realm works, thereby minimising disruption and reducing costs. Whilst the project management duties will be fully incorporated, it is proposed that the budgets for delivering the artworks should remain distinct from the main project budgets given the different funding mechanisms.

Liverpool Street

2.23 The Liverpool Street artwork is illustrated in Appendix 7. The concept design for the artwork was approved by Culture, Heritage & Libraries Committee in May 2017. The budget for this artwork is currently being finalised and has yet to be approved by the Crossrail Art Programme Trustees Board.

2.24 As the fabrication process for the Liverpool Street artwork is complex, it is anticipated that it will not be possible to install the artwork until May 2020. However, it is currently proposed that the foundations for the sculptures should be installed as part of the reinstatement of Liverpool Street.

2.25 A total of eight foundations are required. Four of these foundations will be located on private land that forms part of the 100 Liverpool Street redevelopment site. The authority to install the foundations on private land is to be secured through a legal agreement between the City, British Land and Crossrail / Transport for London.

2.26 The funding for the Liverpool Street artwork – including fabrication and installation – will be fully provided by the Crossrail Art Foundation.

Moorgate

2.27 The Moorgate artwork is illustrated in Appendix 8. The concept design for the artwork was approved by Culture, Heritage & Libraries Committee in May 2018. The budget for this artwork was approved by the Crossrail Art Programme Trustees Board in October 2018.

2.28 The artwork consists of a single column structure, requiring a single foundation to be constructed on public highway. Discussions are already on-going to ensure that the foundation can be constructed in conjunction with the reinstatement works.

2.29 This artwork is also fully funded by the Crossrail Art Foundation; it is currently anticipated that the artwork will be installed in early 2020.

Finance – Reinstatement Projects

Farringdon East Reinstatement

Description	Approved Budget (£)	Expenditure (£)	Balance (£)
Env Servs Staff Costs	154,000	51,608	102,392
P&T Staff Costs	94,300	34,491	59,809
P&T Fees	42,000	39,878	2,122
Highway Construction	1,099,381	647,913	451,468
Security Bollards	310,000	304,448	5,553
Utilities	679,853	592,043	87,810
Works Contingency	128,132	-	128,132
TOTAL	2,507,666	1,670,380	837,286

2.30 In terms of expenditure, the Farringdon East project is on target, given that roughly one third of the project has been completed.

2.31 It should be noted that the entire security bollard line has been procured and installed, so very little additional expenditure is expected on this element of the project. It should also be noted that we have procured utilities diversion works for the entire project and not just the section that has been completed, so it is not anticipated that we will incur further cost on this element of the project. Finally, the Highway Construction expenditure figure includes some amount of advance purchasing for later phases of the project and so is in-line with what we would expect at this stage of the project.

Liverpool Street Reinstatement

Description	Approved Budget (£)	Expenditure (£)	Balance (£)
Env Servs Staff Costs	166,660	42,102	124,558
P&T Staff Costs	143,128	58,105	85,023
P&T Fees	52,000	2,581	49,419
Highway Construction	1,176,705	299,790	876,915
Utilities	720,000	34,895	685,105
Works Contingency	176,505	-	176,505
TOTAL	2,434,998	437,473	1,997,525

2.32 As is to be expected, comparatively little of the construction stage budget has been committed so far, given that only enabling works have been completed at this stage. However, given the impending start of the works programme, a number of orders have been placed to enable works to commence at the end of February.

2.33 It should be noted that the staff budgets included in this table are, higher than might be expected as they include time spent over the last several months advising CRL's design team on

detailed design issues (costs incurred by the City through scheme design were fully re-charged to CRL).

Moorgate Reinstatement

Description	Approved Budget (£)	Expenditure (£)	Balance (£)
Env Servs Staff Costs	203,500	72,581	130,919
P&T Staff Costs	186,160	57,351	128,809
P&T Fees	138,317	55,912	82,405
Highway Construction	1,134,793	527,227	607,566
Utilities	455,000	118,493	336,507
Works Contingency	152,007	-	152,007
TOTAL	2,269,777	831,564	1,438,213

2.34 As with Liverpool Street, the bulk of the construction budget remains uncommitted, as the construction phase has only recently commenced.

2.35 Also as with Liverpool Street, the staff budgets include staff time spent over the months last providing design advice to CRL (costs which were re-charged to CRL).

Finance – Artwork Projects

2.36 The Crossrail Arts Foundation (CAF) was jointly set-up by CRL and the City. 50% of funding for all artworks has been funded by a £3.5m commitment from the City. The release of CAF funds for the artworks at Broadgate and Moorgate, is predicated on the completion of legal agreements and a commuted sum for the artworks maintenance. These will be subject to approval of the Town Clerk in consultation with the Chairman and Deputy Chairman of Policy and Resources.

2.37 On receipt of this approval, the art works fabrication and delivery will be progressed as part of the wider Crossrail reinstatement gateway approvals, although the costs will be kept distinct due to the separate funding stream. A commuted sum will be set aside for future maintenance.

2.38 It should be noted that the Crossrail projects will only be responsible for the Fabrication and Delivery phases of the artwork projects.

Liverpool Street Artwork

2.39 Officers are working closely with CRL and Victoria Miro Gallery to agree a final scope and cost for the artwork at Liverpool Street. As such, it is not possible to provide a full costing for the Fabrication and Installation costs at the moment. Officers will submit an update report setting out the final costings when these have been agreed.

Moorgate Artwork

2.40 The design of the Conrad Shawcross artwork at Moorgate is well advanced, and the planning application for this artwork has recently been approved. It is anticipated that approval by the Town Clerk in conjunction with the Chairman and Deputy Chairman of Policy and Resources to release the funds for the fabrication and installation stages is imminent. On release of funds, it is proposed that the budget should be set up accordingly:

Description	Balance
Works (Artist)	£356,246
Works (Riney)	£12,577
Staff	£30,000
Contingency	£29,357
TOTAL	£428,180

Communications

2.41 The Crossrail reinstatement projects are unusual in that they are taking place in areas that have already been construction sites for many years. Indeed, much of our work will take place in areas that have been hoarded off for many years.

2.42 As a consequence, our communications activity is primarily focussed upon areas of work which are outside the Crossrail hoarding. Construction in these areas tends to have very local impacts, felt over a relatively short time period. In these instances, our preferred means of communication is to undertake localised letter-drops, followed up by personal visits by the project manager if any specific concerns are raised.

Risks and Issues

1. Fixed budget

2.43 The budgets on each of the schemes are fixed. CRL has paid to the City a lump sum to cover the costs of each project. Clearly some degree of risk arises from this approach, as we are unable to seek additional funding from Crossrail in the event of budget overrun. However, this risk has been partly mitigated by including agreed contingency elements in all the project budgets. In the event that an overrun looks imminent, the City has also some freedom to change the scope of the project to reduce costs.

2. Delays to Elizabeth Line opening

2.44 As outlined above, the risk associated with working on a fixed budget had been assessed, and various mitigating actions identified. However, what had not been anticipated was the delayed opening of the Elizabeth Line.

2.45 This delay brings potential risks to the City. The principal concern is that CRL's delays could delay the City's reinstatement programme, which could result in additional staff and materials costs – although it should be noted that the contingency elements

discussed above already include an allowance to cover increases in materials costs.

2.46 Officers are mitigating this delay by pushing ahead with the reinstatement programmes with a view to delivering as much as possible in the first half of 2019. Staff engaged on the projects will then be scaled back to a minimum whilst the remaining reinstatement areas are delivered, alongside the public art projects.

3. Third Party Developments

2.47 It is possible that third party developments may prevent certain elements of the Liverpool Street and Moorgate projects from being delivered for a very long period. Both sites are surrounded by a number of developments that are either already in construction or are anticipated to commence construction over the next year.

2.48 The City will seek to complete as much of the reinstatement schemes as we physically can, working around the various constraints imposed upon us. To that end, we are currently working with various developers to coordinate works programmes as much as possible.

Finsbury Circus

2.49 The Finsbury Circus reinstatement is being managed by the Open Spaces department, and reports to the Open Spaces and City Gardens Committee.

2.50 The latest indicative date for surrendering Finsbury Circus Garden is no earlier than July 2019, but a firm date is still awaited. In addition to the obvious knock-on impact this has to the start of reinstatement works, site surveys need to be undertaken to assess the precise location of the Metropolitan Line tunnel and old Post Office tunnels to see how these might impact on the replacement building design and location.

2.51 Other assessments, such as ground contamination checks, also need to take place. Crossrail's occupation precludes these being undertaken as the site is currently banded in concrete, meaning that any further detailed design work would be at risk.

2.52 Whilst there have been no public complaints about the lack of access to the garden during Crossrail's occupation, this is likely to change when it is clear that Crossrail has left the site. At that time messaging around the project timeline will be key in order to help manage stakeholder expectations.

2.53 Members should note that following a recent resolution from the Open Spaces and City Gardens Committee, a report will be submitted to the Streets and Walkways Sub-Committee in Spring 2019 reviewing the potential permanent closure to motorised traffic of the western arm of Finsbury Circus.

3. Next steps	3.1 A further update report will follow in six months' time.
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Appendices

Appendix 1	Cover Sheet - Crossrail Farringdon East Urban Integration
Appendix 2	Cover Sheet - Crossrail Liverpool Street Urban Integration
Appendix 3	Cover Sheet - Crossrail Moorgate Urban Integration
Appendix 4	Construction Phasing Plan – Farringdon East
Appendix 5	Construction Phasing Plan – Liverpool Street
Appendix 6	Construction Phasing Plan – Moorgate
Appendix 7	Liverpool Street Artwork
Appendix 8	Moorgate Artwork

Contact

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Project Coversheet

[1] Ownership

Unique Project Identifier: 10993 **Report Date:** 26/02/19 & 18/03/19
Core Project Name: Crossrail Farringdon East Urban Integration
Programme Affiliation (if applicable): Crossrail Urban Integration Projects
Project Manager: Jon Wallace
Next Gateway to be passed: G7

[2] Project Brief

Project Mission statement: To reinstate and enhance the highway areas surrounding the new Crossrail Ticket Hall at Farringdon East.

Definition of need: The new Crossrail stations will create important new gateways to the City. Crossrail Ltd have provided funding for the City to reinstate and enhance the highway areas surrounding the new stations.

Key measures of success:

- | |
|---|
| 1) Key highway improvements completed in time for opening of the Elizabeth Line |
| 2) Improved pedestrian experience in the vicinity of the stations |
| 3) Improved pedestrian comfort levels |
| 4) Improved pedestrian safety |

[3] Highlights

Finance:

Total anticipated cost to deliver [£]: 2.5 million

Total anticipated on-going commitment post-delivery [£]: None, other than routine highway maintenance.

Programme Affiliation [£]: 7.2 million (when combined with the other Crossrail Reinstatement projects)

[A] Budget Approved to Date*	[B] New Financial Requests	[C] New Budget Total (Post approval)
£2.5m	N/A	£2.5m
[D] Previous Total Estimated Cost of Project	[E] New Total Estimated Cost of Project	[F] Variance in Total Estimated Cost of Project (since last report)
£2.5m	£2.5m	£0
[G] Spend to Date	[H] Anticipated future budget requests	
£1.7m	None	

Headline Financial changes:

Since 'Project Proposal' (G2) report:



Since 'Options Appraisal and Design' (G3-4) report:

▶		
▶	Since 'Authority to start Work' (G5) report:	
Project Status: Overall RAG rating: Green Previous RAG rating: Green		
[4] Member Decisions and Delegated Authority		
None		
[5] Narrative and change		
Date and type of last report: Gateway 5 (Delegated) April 2018 Key headline updates and change since last report. <i>Construction underway</i>		
Headline Scope/Design changes, reasons why, impact of change:		
Since 'Project Proposal' (G2) report: No change		
Since 'Options Appraisal and Design' (G3-4 report): No change		
Since 'Authority to Start Work' (G5) report: N/A		
Timetable and Milestones: Expected timeframe for the project delivery: Completion June 2020 Milestones: These need to be re-set depending upon the outcome of the current report. (Milestones taken from the gateway 3 report in December 2015)		
1) Gateway 5 – April 2018		
2) Construction start – July 2018		
3) Construction completion June 2020		
Are we on track for this stage of the project against the plan/major milestones? Yes		
Are we on track for completing the project against the expected timeframe for project delivery? Yes		
Risks and Issues Top 3 risks:		
<i>Risk description</i>	<i>Fixed budget project</i>	
<i>Risk description</i>	<i>Project unexpectedly delayed by third party developer activity (i.e. delays other than those already programmed)</i>	
<i>Risk description</i>	<i>N/A</i>	
Top 3 issues realised		
<i>Issue Description</i>	<i>Impact and action taken</i>	<i>Realised Cost</i>
Delays to Elizabeth Line opening	The delayed opening of the Elizabeth line was unexpected. However, the City is completing the projects to our originally proposed programme, so do not expect to incur additional costs.	

<p>Has this project generated public or media impact and response which the City of London has needed to manage or is managing?</p> <p>Whilst the Crossrail project has generated considerable media interest, the highway reinstatement projects have not. This is largely because the City's works are being done in areas still hoarded off with Crossrail hoarding; hence the public are largely unaware of our involvement.</p>		

Project Coversheet

[1] Ownership

Unique Project Identifier: 11375 **Report Date:** 26/02/19 & 18/03/19
Core Project Name: Crossrail Liverpool Street Urban Integration
Programme Affiliation (if applicable): Crossrail Urban Integration Projects
Project Manager: Jon Wallace
Next Gateway to be passed: G7

[2] Project Brief

Project Mission statement: To reinstate and enhance the highway areas surrounding the new Crossrail Ticket Hall at Liverpool Street.

Definition of need: The new Crossrail stations will create important new gateways to the City. Crossrail Ltd have provided funding for the City to reinstate and enhance the highway areas surrounding the new stations.

Key measures of success:

- | |
|---|
| 1) Key highway improvements completed in time for opening of the Elizabeth Line |
| 2) Improved pedestrian experience in the vicinity of the station |
| 3) Improved pedestrian comfort levels |
| 4) Improved pedestrian safety |

[3] Highlights

Finance:

Total anticipated cost to deliver [£]: 2.4 million

Total anticipated on-going commitment post-delivery [£]: None, other than routine highway maintenance. Any exceptional items, such as security measures and artwork, will be maintained via commuted sums paid by Crossrail Ltd.

Programme Affiliation [£]: 7.2 million (when combined with the other Crossrail Reinstatement projects)

[A] Budget Approved to Date*	[B] New Financial Requests	[C] New Budget Total (Post approval)
£2.4m	N/A	£2.4m
[D] Previous Total Estimated Cost of Project	[E] New Total Estimated Cost of Project	[F] Variance in Total Estimated Cost of Project (since last report)
£2.4m	£2.4m	£0
[G] Spend to Date	[H] Anticipated future budget requests	
£0.4m	Budget increase will be required when new artwork cost has been agreed.	

Headline Financial changes:

Since 'Project Proposal' (G2) report:



Since 'Options Appraisal and Design' (G3-4) report:



Since 'Authority to start Work' (G5) report:



Project Status:

Overall RAG rating: Green

Previous RAG rating: Green

[4] Member Decisions and Delegated Authority

None

[5] Narrative and change

Date and type of last report:

Gateway 5 (Delegated) June 2018

Key headline updates and change since last report.

Construction about to commence

Headline Scope/Design changes, reasons why, impact of change:

Since 'Project Proposal' (G2) report:

No change

Since 'Options Appraisal and Design' (G3-4 report):

No change

Since 'Authority to Start Work' (G5) report:

Scope increase to incorporate fabrication and delivery of artwork

Timetable and Milestones:

Expected timeframe for the project delivery: The central section of the project will be completed by Autumn 2019. Delivery of the rest of the project will be dependent upon local developer activity.

Milestones: These need to be re-set depending upon the outcome of the current report. (Milestones taken from the gateway 3 report in December 2015)

1) Gateway 5 – June 2018

2) Construction start – late February 2019

3) Construction completion – Autumn 2019 for central sections.

Are we on track for this stage of the project against the plan/major milestones? Yes

Are we on track for completing the project against the expected timeframe for project delivery? Yes

Risks and Issues

Top 3 risks:

<i>Risk description</i>	<i>Fixed budget project</i>
<i>Risk description</i>	<i>Project unexpectedly delayed by third party developer activity (i.e. delays other than those already programmed)</i>
<i>Risk description</i>	<i>N/A</i>

Top 3 issues realised

<i>Issue Description</i>	<i>Impact and action taken</i>	<i>Realised Cost</i>
Delays to Elizabeth Line opening	The delayed opening of the Elizabeth line was unexpected. However, the City is completing the projects to our	

	originally proposed programme, so do not expect to incur additional costs.	

Has this project generated public or media impact and response which the City of London has needed to manage or is managing?

Whilst the Crossrail project has generated considerable media interest, the highway reinstatement projects have not. This is largely because the City's works are being done in areas still hoarded off with Crossrail hoarding; hence the public are largely unaware of our involvement.

Project Coversheet

[1] Ownership

Unique Project Identifier: 113781 **Report Date:** 26/02/19 & 18/03/19
Core Project Name: Crossrail Moorgate Urban Integration
Programme Affiliation (if applicable): Crossrail Urban Integration Projects
Project Manager: Jon Wallace
Next Gateway to be passed: G7

[2] Project Brief

Project Mission statement: To reinstate and enhance the highway areas surrounding the new Crossrail Ticket Hall at Moorgate / Moorfields.

Definition of need: The new Crossrail stations will create important new gateways to the City. Crossrail Ltd have provided funding for the City to reinstate and enhance the highway areas surrounding the new stations.

Key measures of success:

- | |
|---|
| 1) Key highway improvements completed in time for opening of the Elizabeth Line |
| 2) Improved pedestrian experience in the vicinity of the station |
| 3) Improved pedestrian comfort levels |
| 4) Improved pedestrian safety |

[3] Highlights

Finance:

Total anticipated cost to deliver [£]: 2.4 million

Total anticipated on-going commitment post-delivery [£]: None, other than routine highway maintenance. Any exceptional items, such as security measures and artwork, will be maintained via commuted sums paid by Crossrail Ltd.

Programme Affiliation [£]: 7.2 million (when combined with the other Crossrail Reinstatement projects)

[A] Budget Approved to Date*	[B] New Financial Requests	[C] New Budget Total (Post approval)
£2.3m	N/A	£2.3m
[D] Previous Total Estimated Cost of Project	[E] New Total Estimated Cost of Project	[F] Variance in Total Estimated Cost of Project (since last report)
£2.3m	£2.7m	£428,180
[G] Spend to Date	[H] Anticipated future budget requests	
£0.8m		

Headline Financial changes:

Since 'Project Proposal' (G2) report:



Since 'Options Appraisal and Design' (G3-4) report:



Since 'Authority to start Work' (G5) report:

£428,180 increase to cover cost of artwork.

Project Status:

Overall RAG rating: Green

Previous RAG rating: Green

[4] Member Decisions and Delegated Authority

None

[5] Narrative and change

Date and type of last report:

Gateway 5 (Delegated) July 2018

Key headline updates and change since last report.

Construction underway.

Headline Scope/Design changes, reasons why, impact of change:

Since 'Project Proposal' (G2) report:

No change

Since 'Options Appraisal and Design' (G3-4 report):

No change

Since 'Authority to Start Work' (G5) report:

Project scope to be extended to incorporate fabrication and deliver of artwork.

Timetable and Milestones:

Expected timeframe for the project delivery: The central section of the project will be completed by Autumn 2019. Delivery of the rest of the project will be dependent upon local developer activity.

Milestones: These need to be re-set depending upon the outcome of the current report. (Milestones taken from the gateway 3 report in December 2015)

1) Gateway 5 – July 2018

2) Construction start – early February 2019

3) Construction completion – Autumn 2019 for central sections.

Are we on track for this stage of the project against the plan/major milestones? Yes

Are we on track for completing the project against the expected timeframe for project delivery? Yes

Risks and Issues

Top 3 risks:

<i>Risk description</i>	<i>Fixed budget project</i>
<i>Risk description</i>	<i>Project unexpectedly delayed by third party developer activity (i.e. delays other than those already programmed)</i>
<i>Risk description</i>	<i>N/A</i>

Top 3 issues realised

Issue Description	Impact and action taken	Realised Cost
Delays to Elizabeth Line opening	The delayed opening of the Elizabeth line was unexpected. However, the City is completing the projects to our	

	originally proposed programme, so do not expect to incur additional costs.	

Has this project generated public or media impact and response which the City of London has needed to manage or is managing?

Whilst the Crossrail project has generated considerable media interest, the highway reinstatement projects have not. This is largely because the City's works are being done in areas still hoarded off with Crossrail hoarding; hence the public are largely unaware of our involvement.



Key

- Phase area boundary
- New york stone paving
- New three colour granite setts
- New yorkstone blister tactile paving
- New security C3 bollard
- New Legible London monolith wayfinder with security bollard core
- New balisha beacon post with security mounting
- New standard balisha beacon post
- New granite kerb
- Ramp in carriageway

Note -

This phasing plan assumes funding is transferred by the end of March to allow for orders to be raised and procurement to take place to allow these dates to be achieved


Rev No.	Date	Description	By
D	07/11/18	Phase E dates updated	BB
C	30/05/18	Phase D amended following meetings with utility companies	BB
B	09/03/18	Dates revised based on funding being agreed and transferred for end of March 18	BB
A	05/12/17	Dates revised following CRL request	BB

Revision
PROJECT:
CROSSRAIL FARRINGTON EAST

TITLE:
CONSTRUCTION PHASING MINIMUM WORKS AREA

CLIENT:

**HIGHWAY DESIGN
AND CONSTRUCTION**

**CITY OF LONDON**

DEPARTMENT OF THE CITY ENGINEER
PO BOX 270
GUILDHALL
LONDON
EC2P 2EJ
TEL: 020 7606 3030

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Date:	NOV 17		
Designed by:	BB		
Checked by:	BM		
Scale & Drawing Size:	1:250@A1		
Revision:	D	Drawing No:	100/CFE/CP

- Notes**
- All work to be in accordance with City of London Highway Construction Specification.
 - All dimensions to be checked by setting out measurement prior to the commencement of works or ordering of materials.
 - Contractor to verify station co-ordinates before setting out commences on Site. Any discrepancies to be reported to the Engineer.
 - Do not scale from this drawing.
 - This drawing to be read in conjunction with other drawings from the same construction pack
 - Details of the drainage layout may change upon excavation depending on density of services in the carriageway.
 - All signs & road markings to be in accordance with The Traffic Signs Regulations and General Directions 2016
 - Access to businesses to be maintained at all times
 - The contractor will be held responsible for any damage to private assets.
 - Underground services and structures are present - No mechanical plant to be used until radar information and CAT scans have been consulted and underground services marked on the site surface
 - All traffic management to be undertaken in accordance with the traffic signs manual chapter 8

Start date controlled by OSD release of areas. Estimated Start date August/September 2019. Estimated Duration 6 to 8 months

Phase A
01/06/18 - 30/06/18

Phase B
01/07/18 - 17/08/18

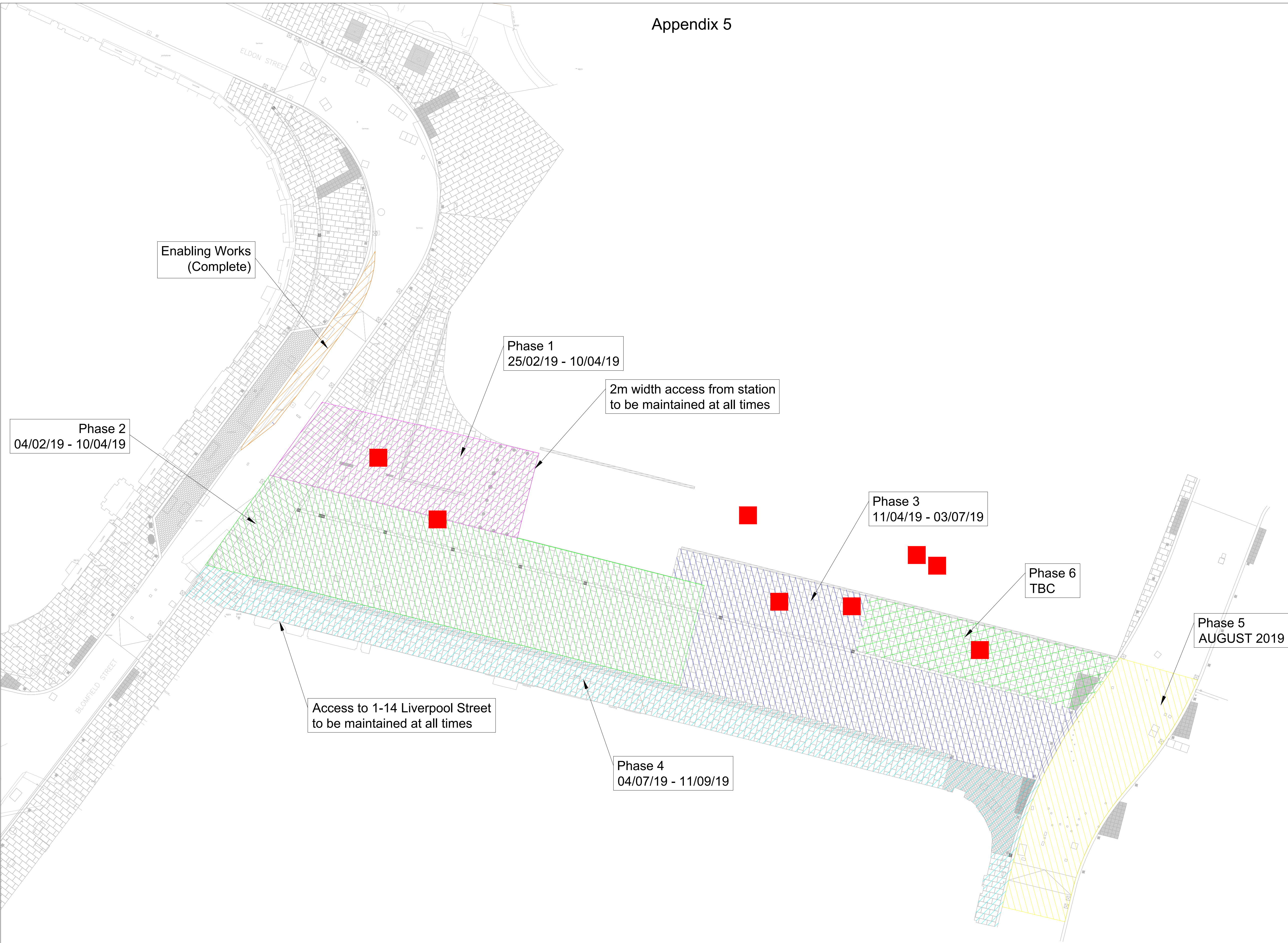
Phase C
20/08/18 - 05/10/18

Phase D
Works undertaken over weekends during phases B and C

Phase E
Weekends only 23/11/18 - 10/12/18

Phase A
01/06/18 - 30/06/18

Appendix 5



- NOTES**
1. NO INFORMATION TO BE SCALED FROM THIS DRAWING.
 2. YORKSTONE PAVING TO BE LAID PERPENDICULAR TO ADJACENT KERB.
 3. WORKS SHALL COMPLY WITH THE CURRENT CITY OF LONDON SPECIFICATION FOR HIGHWAY WORKS.
 4. ALL HARD MATERIAL BROKEN OUT UNDER THE CONTRACT IS TO BE DISPOSED OF TO CONTRACTOR'S TIP.
 5. RE-USE OF ANY EXISTING ROAD SIGNS AND OTHER STREET FURNITURE IS AT THE CITY OF LONDON DISCRETION.
 6. ACCESS TO BUSINESS TO BE MAINTAINED AT ALL TIMES.
 7. THE CONTRACTOR WILL BE HELD RESPONSIBLE FOR ANY DAMAGE CAUSED TO PRIVATE HIGHWAYS AND PRIVATELY OWNED STREET FURNITURE.
 8. THIS DRAWING SUPERCEDES PREVIOUS CONSTRUCTION PHASING PLAN: XRAIL/LPS/CPO.

DRAFT

A	07/02/19	Programme updated	RR
Rev No.	Date	Description	By
Revision			

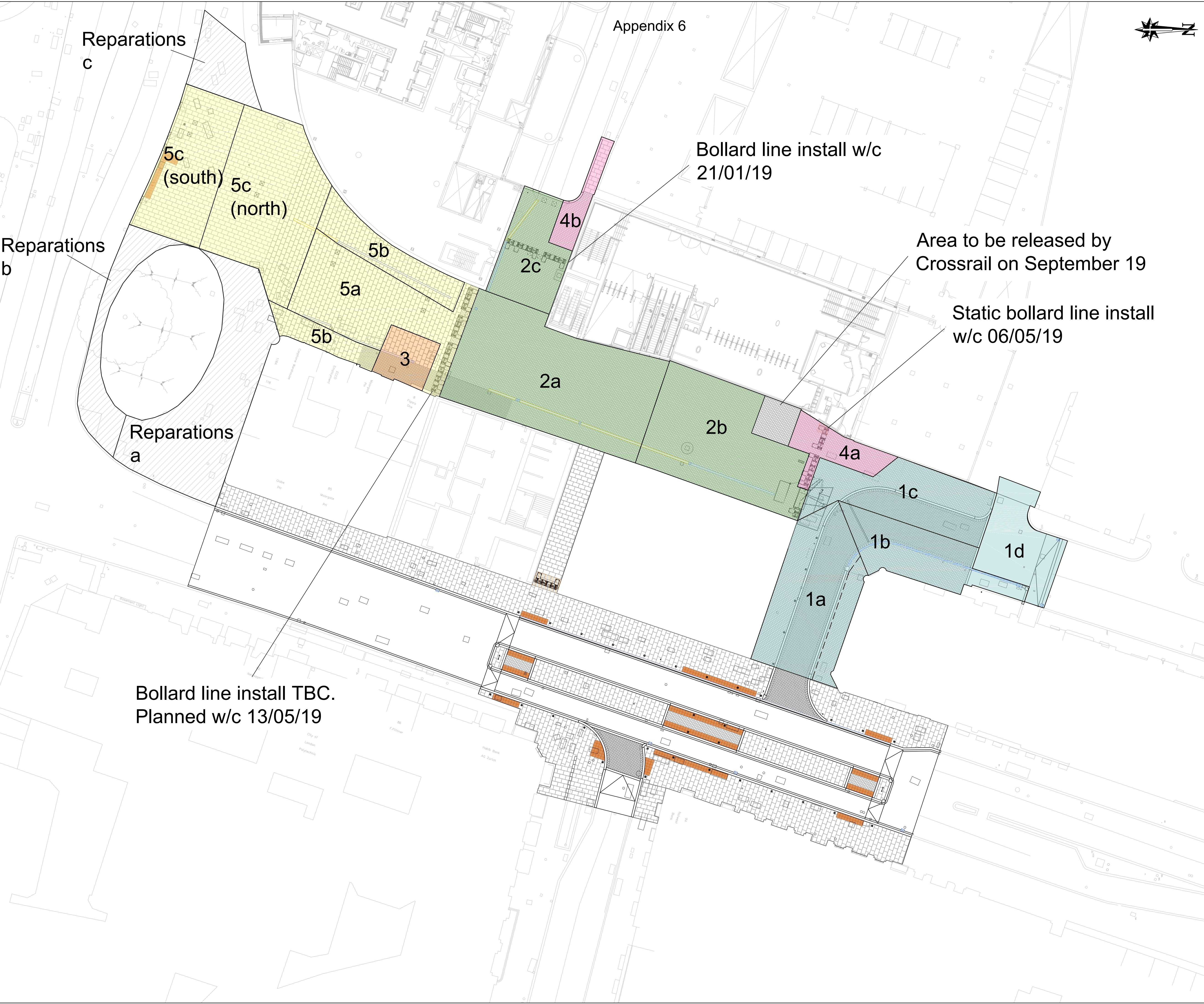
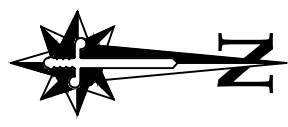
PROJECT:
**CROSSRAIL
LIVERPOOL STREET**

TITLE:
CONSTRUCTION PHASING

CLIENT:
**HIGHWAY DESIGN
AND CONSTRUCTION**
DEPARTMENT OF THE BUILT ENVIRONMENT
PO BOX 270
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LONDON
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Date: 07/02/2019	
Designed by: RR	
Checked by: JF	
Scale & Drawing Size: 1:200@A1	
Revision: A	Drawing No: 100/16100283/CPO/01



Current Phase Dates (as of 07/11/18)

Phase	Current Dates
2c	07/01/19-22/02/19
2a	07/01/19-15/02/19
1a	01/02/19-04/04/19
2b	25/02/19-19/04/19
1b	05/04/19-30/05/19
4a	22/04/19-11/05/19
4b	22/04/19-03/05/19
1c	31/05/19-15/07/19
5a	31/05/19-11/07/19
5b (wkds only)	12/07/19-22/08/19
5b (wkds only)	12/07/19-22/08/19
3	12/07/19-22/08/19
1d	16/07/19-09/08/19
5c (n)	23/08/19-26/09/19
5c (s)	27/09/19-31/10/19
Reparations a	01/11/19-28/11/19
Reparations b	29/11/19-19/12/19
Reparations c	20/12/19-20/01/20

Phases ordered by start date

G	08/02/19	Impact of late start in Phase 1 carried through	BB
F	11/01/19	Phase 2 order restored to original	BB
E	02/01/19	Phase 2 order changed in line with revised site access and phase 1 boundaries amended	BB
D	05/12/18	Bollard line install dates and associated phase boundaries updated	BB
C	16/11/18	Area to be handed over by Crossrail in September added to plan	BB
B	07/11/18	Phase dates added based on current Riney programme	BB
A	04/10/18	Phases split following programming meeting	BB
Rev No.	Date	Description	By

Revision

PROJECT:

CROSSRAIL MOORGATE

TITLE:

INITIAL PHASING AND DURATIONS

CLIENT:

HIGHWAY DESIGN AND CONSTRUCTION

DEPARTMENT OF THE BUILT ENVIRONMENT
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Date:	09/03/18	
Designed by:	BB	
Checked by:		

Scale & Drawing Size:	NTS	Revision:	G	Drawing No:	100/CMR/CP
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