

Committees: Corporate Projects Board <i>[for information]</i> Streets and Walkways Sub Committee <i>[for decision]</i> Projects Sub Committee <i>[for decision]</i>	Dates: 13 January 2021 18 February 2021 23 February 2021
Subject: Crossrail Liverpool Street Urban Integration (Phase 2) Unique Project Identifiers: 11375	Gateway 3 Regular Issue Report
Report of: Director of the Built Environment Report Author: Daniel Laybourn – City Transportation	For Decision
<h1>PUBLIC</h1>	

1. Status update	<p>Project Description: To explore design changes to the public realm across the wider Liverpool Street area to enhance the pedestrian environment. Changes will also facilitate the expected pedestrian uplift resulting from the opening of Crossrail in early 2022 (<i>at the time of writing this report</i>).</p> <p>RAG Status: Amber (Green at last report to Committee)</p> <p>Risk Status: Low (Low at last report to Committee)</p> <p>Total Estimated Cost of Project (excluding risk): £1.4m</p> <p>Spend to Date: £49,551</p> <p>Costed Risk Provision Utilised: none.</p> <p>Funding Source: Existing Section 106 funding as identified in the ‘<i>Review of Projects within the Built Environment Directorate</i>’ report (July 2019).</p> <p>The separate Liverpool Street Phase 1 Crossrail project due to be completed shortly was fully funded by Crossrail.</p>
2. Key points to note	<p>Next Gateway: Gateway 3/4 - Options Appraisal (Regular) (previously requested to revisit the gateway after the projects were restarted in October 2019).</p> <p>It is recommended that Members of the Streets and Walkways and Projects Sub Committee:</p>

	<ul style="list-style-type: none"> Note the recent delays incurred by the project, the reasons behind them and what the next steps are; and Note and approve the updated Costed Risk Register – Appendix 1 (overall CRP has not changed).
3. Reporting period	October 2019 to January 2021 inclusive.
4. Progress to date	<ol style="list-style-type: none"> Since the last report to Committee in October 2019, a large amount of data has been collected such as pedestrian counts, signal timings, taxi rank usage, bus frequency/usage and loading survey information. This is all pertinent to the area potentially affected by the Crossrail station entrance on Liverpool Street opening for passenger service. All data collected was pre-COVID-19 and is therefore still envisaged by Officers to be a relevant dataset for the Liverpool Street areas future usage patterns. Some of this data collection has been carried out in partnership with British Land, who are working on their own projects in the area which have similar aims to this project. As well as working closely with British Land, officers also established the external parties working group to act as a discussion forum for the area’s stakeholders. This group consists of British Land, Network Rail (NR), London Underground (LU) and Transport for London (TfL). This group has now met several times although the regularity of these meetings has been impacted by the reduced pace of work during 2020. Conversations with TfL about the future of the bus station in Sun Street Passage are ongoing. Using the data gathered, officers have been able to extrapolate the potential impact that the opening of Crossrail could have on the pedestrian comfort levels on the footways and formal crossing points moving away from the station. In summary, should Crossrail open and no changes are made to assist passenger dispersal into the wider area, there are several areas of concern. Old Broad Street already has poor pedestrian comfort levels and is forecast to worsen with increased volumes of pedestrians. Also, the eastern section of Liverpool Street towards Bishopsgate is forecast to become increasingly uncomfortable. Appendix 2 summarises the process undertaken to look at the likely impacts of various scenarios of Crossrail operating with expected passenger volumes on the local area. Three scenarios were looked at to gauge the impact and influence of change. The first scenario is ‘do nothing’ for comparison of undertaking some change. The second is ‘do something’ where footways are widened on some streets where the greatest pressure is likely to be. The third scenario is ‘do maximum’ where all motor traffic is removed

	<p>from Old Broad Street and Liverpool Street providing the maximum available space for pedestrian movement.</p> <ol style="list-style-type: none"> 7. It should be noted that the City's Transport Strategy aspires to all City streets achieving a 'B+' pedestrian comfort score, or higher. In the appendix where B+ or higher is achieved these locations are highlighted in green. 8. This desktop exercise determined that the difference in level of benefits gained between the 'do something' scenario (widening some footways) and the 'do maximum' scenario (closing some streets to motor vehicles) was not sufficiently large enough to warrant the likely disruption to bus services, loading and relocation of the taxi rank. Therefore, subsequent work has been focused at looking at the potential for widening footways and making changes to enhance pedestrian crossing times. 9. Whilst this data analysis work was concluding in March 2020, discussions were on-going with TfL's pedestrian and traffic modelling team to see how these tools could support the work already undertaken. 10. A piece of work was undertaken by TfL and has initially looked at what easily-implementable 'quick-win' changes could be made at the formal signalised crossings. This work looks at the parameters of time and space and whether sufficient pedestrian comfort can be gained by relatively minor modifications. Generally, these 'quick-wins' would be signal timing changes providing more time for pedestrians to cross. 11. However, this piece of work has taken longer to conclude due to the COVID-19 pandemic. In summary, the project was essentially paused whilst resources at TfL and the City were diverted to COVID-19 response efforts. This resulted in an approx. 6-month delay to progress on this project. 12. Work recommenced in September 2020 with TfL. The pedestrian modelling work they undertook determined some minor improvements could be made to some of the formal pedestrian crossings surrounding Liverpool St station. These changes could provide improved pedestrian comfort levels at these locations whilst any longer-term schemes are considered. Some of the crossing points in the project area are on Transport for London's Road Network (TLRN), and Officers will need to work with TfL for them to bring forward amendments to these locations. However, the piece of work encompasses both so that consistent approach across the locations is applied. 13. The outcome of this work is being progressed to set out a 'quick wins' programme. There could be some other small and tangible changes that could also be made at the same time, such as road signing and lining changes. If so, officers are considering trialling these, alongside any signal timing amendments, in collaboration with TfL. This will be detailed
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	<p>in the next gateway report to Members. On this basis, the project's costed risk register has been updated to include some provision for very minor on-street work to help support any trials.</p> <p><u>COVID-19 Transportation response</u></p> <p>14. City Transportation's COVID-19 response includes temporary measures on Old Broad Street. The temporary measures have the same primary aim as this project which is provide people walking with more space. Currently, temporary footway widening has been installed on Old Broad Street between Liverpool Street and London Wall. This is being monitored separately and this project should provide useful insights into how the street operates with reduced carriageway space and wider footways.</p> <p>15. The 6-month delay is thought unlikely to impact on the overall project's ability to deliver the initial on-street changes required to accommodate the expected arrival of Crossrail at Liverpool Street in early 2022, and officers are liaising with Crossrail over their timetable. The delay also hasn't led to any additional funding being required. The opportunity to trial wider footways and reduced carriageway width on Old Broad street is an option that was likely to have been proposed by this project. Having this work undertaken as part of the COVID Transport response will help to reduce the delays on this project.</p>
<p>5. Next steps</p>	<p>1. With work now progressing, the next step will be to present a Gateway 4 report to committee. The Gateway report will encompass the proposed changes to improve the pedestrian experience which will not require significant reconstruction, such as signal timing changes and possible investigation of the introduction of some banned turns. The report will also set out for those areas where bigger change is needed and what the next steps for these locations are.</p> <p>2. It is envisaged that the Gateway report will be submitted to the relevant committees either just before or after 2021 summer recess. However, this will be dependent upon any continuing impacts of the pandemic influencing the ability to complete this work.</p>

Appendices

Appendix 1	Crossrail Liverpool Street Urban Integration Risk Register
Appendix 2	Crossrail Liverpool Street Urban Integration Footway and Formal Crossing Pedestrian Comfort Level Scenarios
Appendix 3	Crossrail Liverpool Street Urban Integration Project Coversheet

Contact

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