

<p>Committees: Corporate Projects Board <i>[for information]</i></p> <p>Streets and Walkways Service Committee <i>[for decision]</i></p> <p>Projects Sub <i>[for decision]</i></p>	<p>Dates: 02 February 2022 15 February 2022 17 February 2022</p>
<p>Subject: Crossrail Liverpool Street Urban Integration (Phase 2)</p> <p>Unique Project Identifier: 11375</p>	<p>Gateway 3 Regular Issue Report</p>
<p>Report of: Executive Director Environment</p> <p>Report Author: Daniel Laybourn – City Transportation</p>	<p>For Decision</p>
<p>PUBLIC</p>	

<p>1. Status update</p>	<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 the first half of 2022 (<i>at the time of writing this report</i>).</p> <p>RAG Status: Amber (Amber 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): Approx. £1.64m (an increase of £155,000 from previous due to the requested inclusion of incomplete Crossrail Liverpool Street Phase 1 work)</p> <p>Funding Source: Section 106 funding and subject to Member approval, Crossrail Liverpool Street Phase 1 project (11375) funds to account for the requested inclusion of incomplete Phase 1 work.</p> <p>Spend to Date: £97,701 as of 14th January 2022.</p> <p>Costed Risk Provision Utilised: None.</p> <p>Slippage: Approx. 4 months slippage on planned reporting timeframes due to Phase 2 design work taking slightly longer than envisaged.</p>
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2. Requested decisions

Next Gateway: G3/4 Options Appraisal

Requested Decisions:

1. Note and approve the contents of this report;
2. Approve the transfer of the project management, oversight, funding and financial responsibilities of the incomplete works identified in the Crossrail Liverpool Street Phase 1 project (11375) Gateway 6 to this project for completion (*detailed in paragraph 4.8*);
3. To accommodate the previous recommendation, note and approve a £155,000 increase in the total estimated project cost to approx. £1.64m, as shown in **Appendix 2**. This funding is to be provided by the Crossrail Liverpool Street Phase 1 project;
4. Note and approve the updated 'Fees' budget expenditure description to include feasibility design work by third parties (*detailed in paragraph 5.3*);
5. Approve the updated costed risk register in **Appendix 3**, to be drawn down via delegation to Chief Officer. (*Overall CRP amount has not changed since last report*); and
6. Approve the removal of the temporary social distancing measures and associated Temporary Traffic Regulation Order from Old Broad Street between London Wall and Liverpool Street, previously implemented by the Covid-19 On Street Response.

Projects Sub-Committee only

7. Agree that the Corporate Programme Management Office, in consultation with the Chairman of the Project Sub Committee and Chief Officer as necessary, is to decide whether any project issues or decisions that falls within the remit of paragraph 45 of the 'City of London Project Procedure – Oct 2018' (Changes to Projects: General), as prescribed in **Appendix 4** of this report, is to be delegated to Chief Officer or escalated to committee(s); and
8. Delegate the authority to Chief Officer to approve an updated risk register at the appropriate time to reflect the Crossrail Liverpool Street Phase 1 project's incomplete construction tasks subject to the project not breaching its total available funding amount.

<p>3. Budget</p>	<p>Subject to the recommendations being approved in the Crossrail Urban Realm Improvements G6 report, this Phase 2 project for the Liverpool Street area would be required to complete the outstanding approved Phase 1 construction work. This is dependent on the completion of the development at 1-14 Liverpool Street. An estimated £155k has been calculated to deliver this work which would be transferred from the Crossrail Liverpool Street Phase 1 project to this project. This has been identified separately in the funding table in Appendix 2.</p> <p>Regarding the Phase 2 existing work streams, no further funding is requested to be approved to reach the next Gateway. However, it is requested to update the project's approved 'Fees' expenditure description to include feasibility design work by third parties. Reasoning for this can be found in subsequent sections of this report.</p> <p>Phase 2 is funded by Section 106 contributions as identified in the '<i>Review of Projects within the Built Environment Directorate</i>' report (July 2019). Details of this can be found in Appendix 2. This allocated funding acts as a budget gap within which the project is to be delivered. However, if future reports require additional funding to supplement this, this project will first look to utilise the underspend from the Crossrail Liverpool Street Phase 1 project. Further details on this would be included in those reports.</p>
<p>4. Issue description</p>	<ol style="list-style-type: none"> 1. Since the last report to committee in February 2021, officers have been investigating and implementing quick-win measures to improve the walking experience in preparation for the arrival of Crossrail while avoiding significant reconstruction and disruption to the local area. 2. This has included retiming traffic signals as part of the city-wide signal timing review with Transport for London (TfL). Both junctions at Old Broad Street and Blomfield Street with London Wall have been improved by reducing the overall length of the signal cycle time. This has been done without any significant impact on traffic flows and this approach maximises the pedestrian green time within each phase, offering more opportunities per hour for people to cross on the green person phases. 3. The two junctions operated by TfL within this project's scope, Bishopsgate junction with Wormwood Street/ Camomile Street and Bishopsgate junction with Liverpool Street, currently form part of their Bishopsgate corridor project and improvements to these are being considered as part of that. Officers from the City are working with TfL to maximise opportunities for pedestrian improvement.

4. Decluttering Old Broad Street of redundant signage to improve the streetscape is substantially complete. Several of the signs that were removed had been found to negatively impact both pedestrian comfort levels and accessibility assessment scores. Their removal will have delivered quick and quantifiable benefits in some key locations, such as on the western footway at the junction with London Wall.
5. Currently on Old Broad Street (North) there are temporarily widened footways installed as part of the Covid Transportation response. These are constructed using plastic wands & kerbs in the carriageway only, with no physical footway build out. To help assess the future viability of making this permanent whilst further investigation into a longer-term vision for the area is undertaken, a waiting and loading survey took place in July 2021. Over 300 letters were sent out to local businesses inviting them to complete the survey. When it closed, approx. 12% of those invited had responded to the survey. The responses supported previous analysis of waiting and loading activities that found in the project area, there are generally low levels of servicing but servicing activity is reasonably constant throughout the day.
6. A concept design was developed to make the current temporary street layout permanent but with some tweaks to better tie in the widening of the pavement at both ends of the street and to physically widen the footway. However, during the design process it became apparent that there were utility services that would require diversion. Further investigation has determined that making the pavement widening on Old Broad Street permanent would cost in the region of £500,000, inclusive of costed risk.
7. The resultant cost per Sq.M of footway is more than double that of previous projects at Aldgate Square and Stonecutter Street (adjusted for inflation). Whilst there are benefits to people walking by widening the pavements on Old Broad Street, it is not believed that this is a cost effective or value for money approach. Furthermore, it is understood by officers that there are likely to be future developments on the eastern side of Old Broad Street (North) that would likely disrupt any footway improvements implemented in the short term.

Outstanding work from Phase 1

8. As noted in the G6 Crossrail Liverpool Street Phase 1 report, it has not been possible to complete the approved work due to on-going private development at

	<p>1-14 Liverpool Street. This development is currently occupying the public highways that require completing under the phase 1 work. As this occupation is expected to last approximately two years, officers are recommending, via the Gateway 6 report on this agenda, that the Phase 1 project be closed and the remaining phase 1 work, which is relatively small scale, along with the required funding, be transferred to this phase 2 project to complete. The extent of the Phase 1 works is detailed in Appendix 5.</p>
<p>5. Recommended Next Steps</p>	<ol style="list-style-type: none"> 1. Officers do not recommend proceeding with making the temporary footway extension on Old Broad Street (North) permanent at this time as this represents poor value for money, and instead recommend removing the temporary social distancing measures currently there due to the likely gap between now and when improvements could be made. Despite the arrival of Crossrail before mid-2022, it is expected that the number of people using old Broad Street will, for the time being, be lower than pre-pandemic levels. While the pavements are likely to be relatively busy, an extension to eastern footway in Old Broad Street (North) is not considered to be essential at this time. 2. Officers are also recommending that longer-term pedestrian improvements are explored. These would bring potential improvements to Old Broad Street into a larger set of highway improvements in the local area, improving value for money and minimising disruption during construction. Wider improvements would include the London Wall/ Old Broad Street junction to address low pedestrian comfort levels. 3. This work remains within scope of the original project. In order to undertake this work, officers request the existing Fees expenditure description is amended to include feasibility design work by third parties intended to be undertaken using the Transportation Framework contract. The work to be undertaken would require specialist highways design and modelling expertise. Existing approved budgets are thought sufficient to fund this proposed work. 4. This work is expected to take approximately six months. The next report is expected to be received in Autumn 2022. <p><u>Outstanding work from Phase 1</u></p> <ol style="list-style-type: none"> 5. Regarding the incomplete Phase 1 work, officers are recommending that its approved construction commitments, required funds, and associated

	<p>management responsibilities are transferred to this Phase 2 project so that the Phase 1 project can be closed. There is likely to be a two-year gap between now and when the outstanding work can be completed in early 2024. This delay and expected increase in construction costs has been factored into the value of the works being transferred. As this work is already approved, officers will include updates within subsequent Phase 2 reports on when the work is going to commence.</p> <p>6. It is requested that an updated risk register to accommodate the completion of the Phase 1 construction work at the appropriate time is to be delegated to the Executive Director as a 'light' route project. This is likely to be a relatively minor costed risk provision.</p>
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Appendices

Appendix 1	Project Coversheet
Appendix 2	Financial Information
Appendix 3	Risk Register
Appendix 4	Paragraph 45 of the 'City of London Project Procedure – Oct 2018' (Changes to Projects: General)
Appendix 5	Liverpool Street Area Phase Scope Map

Contact

Report Author	Daniel Laybourn
Email Address	Daniel.laybourn@cityoflondon.gov.uk
Telephone Number	0207 332 3041