

Committees:	Dates:	Item no.
Audit and Risk Committee	29 May 2018	
Subject: Crossrail Reinstatement Projects: <ul style="list-style-type: none"> - Farringdon East - Liverpool Street - Moorgate 	Gateway 6 Progress Report	Public
Report of: Director of the Built Environment		For Information
<p style="text-align: center;"><u>Summary</u></p> <p><u>Dashboard</u></p> <ul style="list-style-type: none"> - Project status: Amber. - Timeline: Detailed Design / Construction - Projected Construction Costs: combined value circa £7.6M - Spend to Date (reinstatement projects only): £131K - Overall Project Risk: Amber. <p>Elizabeth Line services will commence operation in the City in December 2018. Initially only services from Paddington to Abbey Wood will operate; May 2019 will see the addition of services running from Paddington to Shenfield via Liverpool Street. In December the full route will be operational, with routes running direct to Heathrow Airport.</p> <p>City of London officers have been working closely with Crossrail Ltd (CRL) to ensure that the highways immediately surrounding the new Crossrail ticket halls in the City will be fit for purpose in time for Crossrail's official opening. This report:</p> <ul style="list-style-type: none"> • sets out the work that has been undertaken to date; • explains the processes that are currently underway to ensure that the highway reinstatement takes place in a timely fashion, and to a level of quality that is appropriate for the City and which will meet the need to address the safety of those leaving the new station exits; • sets out the challenges created by the abundance of developer-related activity in the vicinity of the new ticket halls; and • sets out the City's aspirations for further environmental / safety improvements in the wider areas surrounding the three ticket halls. <p><i>It is recommended that:</i></p> <ul style="list-style-type: none"> • <i>Members note the contents of this report</i> 		

Main Report

1. Reporting period	1.1 Autumn 2014 to Spring 2018 inclusive.
2. Progress to date	<p>Background</p> <p>Under the terms of the Crossrail Act (2008), Crossrail Ltd (CRL) is obliged to reinstate those highways which have been damaged as a direct result of their works. As such, in Autumn 2014 CRL opened a dialogue with City officers, to ensure that any reinstatement designs developed by CRL were consistent with standard City approaches and finishes. Whilst CRL were responsible for the design and construction of the reinstatement schemes, they were keen to obtain City input as ultimately the City would be responsible for the on-going maintenance of these streets.</p> <p>City Officers worked closely with CRL to ensure that the proposed designs were appropriate for the City. In each case, the designs that were developed considered pedestrian safety and significantly improved the pedestrian environment by reallocating volumes of carriageway space to footway and, where possible, improving pedestrian crossing facilities.</p> <p>In April 2016, CRL staged successful public consultation exercises on each of the three schemes. All three schemes have received Gateway 4 approval from the Streets and Walkways Sub-Committee, and from the Projects Sub-Committee. The three reinstatement schemes are shown on Figures 1 to 3.</p> <p>In parallel with our work advising CRL, City officers also commissioned separate streams of work looking at:</p> <ul style="list-style-type: none"> - The levels of pedestrian movement likely to be generated at each new ticket hall; and - The wider areas surrounding each of the ticket halls, both in terms of their design and their ability to accommodate the levels of pedestrian movement likely to be generated by the Elizabeth Line. <p>Based upon these additional workstreams, the City has developed outline proposals for the wider areas outside of the areas of Crossrail reinstatement.</p> <p>Current Position</p> <p><i>i) Third Party Development Implications</i></p> <p>As the designs at each location progressed, it became clear in each case that it would not be possible to fully reinstate the highways surrounding the new ticket halls in time for the commencement of Elizabeth Line services in December 2018. Each ticket hall has some form of development taking place either directly above the ticket hall, or immediately adjacent to the building.</p> <p>The implications of the above were that:</p>

- i) As CRL ceases to exist as an entity when the Elizabeth Line opens, this means that CRL would not be in a position to undertake much of the reinstatement. Thus, it was decided that it would be preferable for the City to undertake the entire reinstatement on CRL's behalf, using our highway term contractor (JB Riney). This decision was approved by Members of the Policy and Resources Committee, the Streets and Walkways Sub-Committee and the Projects Sub-Committee in summer 2017.
- ii) It is critical that some form of interim scheme is designed and built at each location which does not compromise the entire reinstatement scheme, but still allows for safe pedestrian access to each of the ticket halls.

The following actions are being taken in response to these factors:

- i) The City and CRL are working closely together on the detailed design at each site to ensure that an acceptable level of reinstatement is undertaken by December 2018 to allow passengers to safely access the ticket halls;
- ii) Where a building redevelopment project is already underway (such as the over-site development at Farringdon East, or 100 Liverpool Street (Broadgate), officers are in regular communication with the respective developer to ensure that their construction activities are planned and phased in such a way as to avoid obstructing safe access to the ticket hall; and
- iii) Where a building development project is still in planning, officers are regularly monitoring the progress of the respective planning applications and have undertaken preliminary discussions with the respective developers to brief them on the potential implications when they wish to commence construction.

It is worth noting that the redevelopment of the 100 Liverpool Street is particularly disruptive, as it will require a one-year closure of the bus station at Liverpool Street. This has wide implications, as it will require bus services to re-route via Moorgate (thus preventing any works from taking place on Moorgate). It will also require some bus stand facilities to be provided in Finsbury Circus, thus preventing works from taking place there.

ii) Legal Position

CRL is legally bound to ensure that the public can safely access the new ticket halls – it is unable to open any station until it can be safely accessed.

The City, in conjunction with CRL, is ensuring that this legal obligation is met. In recognition of the constraints placed by the third-party developments at each site, the City is agreeing a "Minimum Urban Realm Scheme" at each site, this scheme being the minimum amount of urban realm reinstatement which is required for each ticket hall to open.

	<p>The City will be entering into legal agreements with CRL which will commit us to delivering these minimum works by December 2018 (subject to Crossrail removing their hoarding from these sections of highway in a timely fashion).</p> <p>iii) Reinstatement Schemes vs Wider Area Schemes</p> <p>Whilst CRL has legal obligations in the areas close to the ticket hall entrances (the Reinstatement Schemes), it has no legal obligations relating to the wider highway network in the City. Instead, the legal responsibilities for these highways rest with the City of London as part of our statutory duties as Highway Authority (although in some instances, such as Bishopsgate, that responsibility is shared with Transport for London).</p> <p>Officers have undertaken some investigation/design of these wider areas. The furthest advanced (in design terms) is Moorfields north, for which a concept design has been developed.</p> <p>Studies of pedestrian movements generated by each ticket hall have also been undertaken, and potential footway capacity problems have been identified at the following locations:</p> <ul style="list-style-type: none"> - Moorgate at its junction with London Wall; - Moorgate at its junction with Ropemaker Street; - Bishopsgate at its junction with Liverpool Street; and - Bishopsgate at its junction with Wormwood Street. <p>Some work has been undertaken on these wider area schemes – however, further funding will be needed to investigate these junctions further.</p>
<p>3. Next steps</p>	<p>A series of workstreams are required in order to deliver the reinstatement projects, with the following actions required for each scheme in order for the City to commence works:</p> <ul style="list-style-type: none"> - Production of detailed design; - Re-estimation of costs; - Completion of Urban Realm Agreement; - Schedule 7 approval (i.e. formal agreement of what condition the highway should be left in when CRL formally hand it back to the City for us to commence the reinstatement works); and - Delegated Authority to commence works. <p>Many of these actions sit with CRL; thus, our ability to deliver the reinstatement schemes on-time will partly depend upon the performance of CRL and its contractors. Officers will ensure that this uncertainty is reflected in the Urban Realm Agreement, such that the City is suitably protected in the event that the reinstatement schemes are unduly delayed through factors attributed to CRL. Current progress on each of the workstreams above is shown in Appendix 1.</p> <p>Members should note that having reviewed current progress as set out in Appendix 1, and taking into account the impacts of third party</p>

	<p>development proposals, it is considered that it will only be possible to deliver the 'Minimum Urban Realm Scheme' at each site in time for the Crossrail stations opening in December 2018. Figures 4 to 6 illustrate the areas that we would expect to have reinstated by December 2018.</p> <p>The work currently underway will ensure that Crossrail can open on time, and that pedestrians will be able to access Elizabeth line services safely. However, it is recognised that as more Elizabeth line services run, and as the Elizabeth line reaches capacity, the additional passengers will place increasing strain upon City streets both in the vicinity of the station accesses, and in the wider area. Studies undertaken to date suggest that the impact of this increase in passengers will make City streets more uncomfortable, but not necessarily unsafe overall. However, these studies also point to the potential for footway crowding issues around pedestrian crossings, or where significant street furniture is present. When combined with the impact of addition movements generated by new building developments, there is a danger that some streets could become less safe for pedestrians.</p> <p>In recognition of this, officers are proposing to:</p> <ul style="list-style-type: none"> • review the findings of past and present studies, projects, strategies and models in the vicinity of the stations to identify our best understanding of present and proposed pedestrian infrastructure in the wider areas surrounding the stations. This review will particularly focus upon areas where pedestrian safety may be compromised by significant increases in pedestrian movement; • assess new development proposals in these areas to understand how they may contribute towards increased pedestrian movement; and • based upon the above, set out a programme of activity which will identify potential future safety issues in the area, and allow us to set out a series of studies/projects to address these potential issues.
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Appendices

Appendix 1	Progress Update

Contact

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