



**C257 Archaeology Central**  
**LIVERPOOL STREET**  
**SUMMARY REPORT**  
**Archaeological Excavation, Watching**  
**Briefs, and Buildings Recording**  
**Broadgate Ticket Hall Utilities Combined**  
**Report 2013 (XSM10)**

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# 1 Summary for London Archaeologist

## CITY OF LONDON

**Crossrail: Liverpool Street Worksite, EC2 TQ 3305 8161 MOLA** (Robert Hartle, Azizul Karim and Alison Telfer) excavation, watching briefs and standing building survey Mar 2012 – Oct 2013 Crossrail XSM10

Following work in 2012 (*LA 13*, supp.3 (2013) 95), a third phase of excavation shafts and watching briefs revealed waterlain deposits which, at the western side of the site, represent the pre-Roman Walbrook stream and, elsewhere, probably episodes of flooding from pre-Roman to early medieval times. Evidence was found for several phases of Roman activity, dating from the 2nd century. Two reused and horizontally laid timber gates were revealed at the edge of the channel, presumably to create a platform. These were overlain by flood deposits containing approximately 40 human skulls which appear to have been eroded from graves in the nearby established Roman cemetery. Further evidence was found of a minor east–west Roman road, observed previously in 2012, which crossed the silted up channel. South of the road and the east of the channel, Roman ditches, pits and dump layers represented activity in an area prone to flooding. The Roman sequence was overlain by marsh deposits containing medieval to early 16th-century finds, and sealed by consolidation for St Mary Bethlehem Hospital's burial ground (1568 - c 1720). A further 72 burials were recorded during this phase. Further stability for the 16th-century western boundary wall of the burial ground was provided by a group of elm piles running NNE to SSW and part of a 17th-century rebuild was evidenced by a parallel row of timber piles and remains of a brick and stone wall about 1m to the east. Previous fieldwork had revealed a large and rare assemblage of worked animal bone and ivory waste, and further worked bone offcuts were recovered during this phase. This material and other industrial waste such as glass slag could indicate the use of the area as a dump while the cemetery was still in use and after its closure. A building survey was completed on the old London Transport Broad Street ticket hall which was constructed in the 1910s as part of the Central Line extension scheme and was in use until the 1980s. Historic research was undertaken on the Queen Victoria tunnel, originally the Metropolitan Railway and Great Eastern Railway junction tunnel. Constructed in 1874 for temporary use, this 70m long curved double track tunnel was in regular use for less than six months. It was used by occasional freight, special and excursions trains until it was finally closed in 1907.

## Summary for Britannia

### CITY OF LONDON

**Crossrail: Liverpool Street Worksite, EC2M (TQ 3305 8161)** evaluation and watching briefs by Robert Hartle and Alison Telfer for Crossrail (XSM10)

Following work in 2012, a third phase of evaluation trenches and watching briefs carried out in Liverpool Street revealed natural terrace gravels overlain by waterlain deposits of alluvial clay interspersed with occasional bands of gravel. These are thought to represent episodes of flooding from the Walbrook stream that was present at the western side of the site, running north–south. Evidence was found for several phases of Roman activity, dating from the 2nd century. Two timber gates from this period had been laid at the water's edge, presumably to create a platform. The gates had been flooded by water that had also disturbed graves from the nearby established Roman cemetery, bringing numerous skulls downstream. Further remains of a minor east–west Roman road, seen previously in 2012, probably created a route across the silted up channel. To the south of the road and the east of the waterway, Roman ditches, pits and dump layers represent activity in what would have been a boggy area, prone to flooding from the channel. The Roman sequence was overlain by Moorfields Marsh.

## 2 Summary for Medieval Archaeology

### CITY OF LONDON

CROSSRAIL: LIVERPOOL STREET WORKSITE (TQ 3305 8161) Following previous work in 2012, a third phase of excavation trenches and watching briefs were undertaken by R Hartle and A Telfer (MOLA). Overlying an extra-mural Roman horizon were remains of the Moorfields Marsh, which appears to have formed after the late 3rd century AD, and contained a variety of medieval to early 16th-century finds. No medieval structures or cut features were found and all medieval finds were residual. **OASIS ID: molas1-166476**

## 3 Summary for Post Medieval Archaeology

### CITY OF LONDON

CROSSRAIL: LIVERPOOL STREET WORKSITE (TQ 3305 8161) Following previous work in 2012, a third phase of excavation shafts, watching briefs and a standing building survey undertaken by R Hartle, A Karim and A Telfer (MOLA) in Liverpool Street.

The Roman sequence was overlain by remains of the Moorfields Marsh, containing medieval to early 16th-century finds, which was sealed by consolidation for the Bethlehem Burial Ground (1568 to c 1720). A total of 72 in situ post-medieval burials were recorded during this phase, increasing the number of archaeologically excavated in situ burials on this site to 373. In addition to the consolidation dumps, a group of elm timber piles were recorded running NNE to SSW, providing further stability through the marshy ground for the 16th-century cemetery western boundary wall. About a metre to the east, a parallel row of timber piles and sections of a brick and stone wall were recorded as part of a 17th-century rebuild. Previous fieldwork has revealed a large and rare assemblage of post-medieval worked animal bone and ivory waste, as well as other industrial waste such as glass slag. Worked bone offcuts recovered during this latest phase of fieldwork has added to this assemblage, which could indicate the use of the site as a dump while the cemetery was still in use and continuation after it was closed. A level 2 standing building recording survey was completed at the old London Transport Broad Street Ticket Hall and historic research was also conducted on the Queen Victoria Tunnel (QVT), prior to loss. The underground ticket hall was constructed in the 1910s as part of the Central Line Extension scheme at Liverpool Street and was in use until the 1980s. The QVT, originally the Metropolitan Railway and Great Eastern Railway junction tunnel, was constructed in 1874 for temporary use and this 70m long curved double track tunnel was only in regular use for less than six months. It was used by occasional freight, special and excursions trains, until it was finally closed in 1907. **OASIS ID: molas1-166476, molas1-169196**