



C257 WORK PACKAGE ARCHAEOLOGY CENTRAL

Summary Report

Archaeological Excavation of Areas 1, 2, 3 and 5 Broadgate Ticket Hall (XSM10)

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This document has been reviewed by the following individual for coordination, compliance, integration and acceptance and is acceptable for transmission to the above stakeholder for the above stated purpose.

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1 Summary for London Archaeologist

CITY OF LONDON

Crossrail: Liverpool Street Worksite, EC2 TQ 3305 8161 MOLA (Portia Askew, Jessica Bryan, Andy Daykin, Cat Godsiffe, Robert Hartle, Timothy Johnston, Greg Laban, Serena Ranieri, Alison Telfer and Robert Tutt) excavations and watching brief July 2014 – Oct 2015 Crossrail XSM10

Following work in 2013 (*LA 14*, supp.1 (2014) 9–10), a fourth phase of fieldwork involved excavation across the central area of the site. This revealed waterlain clay and gravel deposits, representing episodes of flooding from the Walbrook, from pre-Roman times, with occasional episodes of rubbish dumping and consolidation. As before, evidence was found for Roman activity from the 2nd century AD onwards. The Roman road (observed previously in 2012 and 2013) was traced for c45m across the site, WNW–ESE. Four phases of roadside ditches were recorded on its southern side, one of the earliest of which contained disarticulated human bones: c25 skulls and a similar number of post-cranial bones. A human skull fragment was also recovered from truncated remains of one of the northern roadside ditches. It is likely that the majority of the bones originated from the known Roman burial grounds to the north and east. Running parallel with the road was a burial containing a decapitated supine skeleton with the skull placed between its legs. Further south, on a different alignment (NNE–SSW), were up to a further seven burials, including another two decapitated skeletons. Whether beheading was the cause of death, or was carried out subsequently, has yet to be ascertained. Around the right wrist of one skeleton was an iron ring. The western end of the road was truncated, but the southern roadside ditch exhibited a break, where north-south ditches and gravel layers may represent a roadside feature, such as a turning point or layby. The Roman sequence was overlain by remains of the Moorfields Marsh, which began forming from the late 3rd century onwards. Early on in its formation, two parallel lines of pits had been dug, apparently to serve as water-filled ‘tanks’, in connection with a medieval industrial process by the Walbrook. The marsh had continued to form after the pits had gone out of use. At the top of the marsh sequence were a number of horticultural features thought to be associated with the use of the site as a garden belonging to the St Mary Bethlehem Hospital. Cutting the marsh to the west was a large north–south ditch, dug to canalise the Walbrook in the late medieval period. A network of large boundary and drainage ditches was also associated with this phase. Overlying these features was consolidation for the Bedlam burial ground (1568–1739). A further 2973 burials were recorded (adding to 373 from previous work), including a mass pit containing up to 47 individuals. As previously, worked animal bone offcuts, including ivory waste, were recovered from burial ground deposits, suggesting that the area was used as a dump both while the burial ground was still in use and afterwards. Walls, drains and cess pits belonging to 17th- and 18th-century properties were also recorded, as well as foundations of Broad Street Station (1865) and the disused mid-late 19th-century brick sewer recorded previously.

2 Summary for Britannia

CITY OF LONDON

Crossrail: Liverpool Street Worksite, EC2M (TQ 3305 8161) excavation and watching brief by Portia Askew, Jessica Bryan, Andy Daykin, Catherine Godsiffe, Robert Hartle, Tim Johnston, Greg Laban, Serena Ranieri, Alison Telfer and Robert Tutt for Crossrail (XSM10)

Following work in 2013, a fourth phase of field investigation involved excavation across the central part of the site, with work on the largest area undertaken as shift-work between February and September 2015. The fieldwork revealed waterlain clay and gravel deposits, particularly substantial towards the western side of the site towards the Walbrook stream and representing episodes of flooding from pre-Roman times. As before, evidence was found for several phases of Roman activity, dating from the 2nd century. The Roman road (observed previously in 2012 and 2013) crossing the silted up Walbrook channel, was traced for a total of 45m across the site. It was between 8 and 9m wide, later widened to 10–11m. At least four phases of roadside ditches were recorded on the southern side of the road; one of the earliest contained disarticulated human bones, including c25 skulls and a similar number of post-cranial bones. A skull fragment was also recovered from truncated remains of one of the northern roadside ditches. It is likely that the bone originated from the known Roman burial grounds to the north and east. Running parallel with the road and ditches was a burial containing a decapitated supine skeleton with the skull placed between its legs. Further south, but on a different alignment (NNE–SSW) were up to a further seven burials, mostly severely truncated, including another two decapitation burials. Whether beheading occurred before or after death for any of these individuals has yet to be ascertained. Around the right wrist of one of these skeletons was an iron ring. This group appears to have been buried in line with the Walbrook to the west. The western end of the road was truncated, but the southern roadside ditch exhibited a break, where N-S ditches and gravel layers may represent a roadside feature, such as a turning point or layby. The Roman sequence was overlain by marsh deposits, thought to have formed from the late 3rd century AD.

3 Summary for Medieval Archaeology

CITY OF LONDON

CROSSRAIL: LIVERPOOL STREET WORKSITE (TQ 3305 8161) Following previous work in 2013, a fourth phase of excavation and a watching brief were undertaken by P Askew, J Bryan, A Daykin, C Godsiffe, R Hartle, T Johnston, G Laban, S Ranieri, A Telfer and R Tutt (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 has contained a variety of medieval to early 16th-century finds. Early on in the formation of the marsh, two parallel lines of pitting had been dug, apparently to serve as water-filled 'tanks', in connection with a medieval industrial process by the Walbrook. The marsh

had continued to form after the pits had gone out of use. At the top of this sequence were a number of horticultural features, achievable as a result of a general phase of water management in the area that included the canalisation of the Walbrook stream in the late medieval period.

4 Summary for Post Medieval Archaeology

CITY OF LONDON

CROSSRAIL: LIVERPOOL STREET WORKSITE (TQ 3305 8161) Following previous work in 2013, a fourth phase of excavation and a watching brief were undertaken by P Askew, J Bryan, A Daykin, C Godsiffe, R Hartle, T Johnston, G Laban, S Ranieri, A Telfer and R Tutt (MOLA) in Liverpool Street. At the top of the Moorfields Marsh sequence were a number of horticultural features thought to be associated with the use of the site as a garden belonging to the St Mary Bethlehem Hospital. Cutting the marsh to the west was a large N–S ditch, dug to canalise the Walbrook in the late medieval period. A sizable assemblage of 16th-century domestic items was collected from the backfill of this feature. Overlying these features was consolidation for the St Mary Bethlehem Hospital's burial ground (1568–1739). A further 2973 burials were recorded during this phase (adding to 373 from previous work), including a mass pit containing up to 47 individuals, the vast majority buried in coffins. A number of gravestones were also recovered during the fieldwork, although these had either been incorporated in later brickwork or else appeared in modern backfill. Previous fieldwork had revealed a large and rare assemblage of worked animal bone and ivory waste within the burial ground deposits, and further worked bone offcuts were recovered during this phase. This material and other industrial waste, such as glass slag, indicates the use of the area as a dump while the cemetery was still in use, as well as after its closure. Walls belonging to 17th- and 18th-century buildings were also recorded, as well as drains and cess pits belonging to Broker Row and Broad Street Buildings, both established before the final burials were interred. Foundations belonging to Broad Street Station (1865) had also survived. The disused mid-late 19th-century brick sewer recorded previously, running E to W, was seen again, tunnelled through Roman archaeology and early marsh deposits. In all of the trenches, modern make up and ground surfaces completed the sequence.