4. Public Realm and Place Making

Public Realm and Place Making

Place making will play an important role in the future growth of this area and public realm improvements must go beyond the physical necessities and capture peoples imagination, strengthen identity and foster inspiring and unique places cherished by people who live and work in Hackney.

The following section sets out public realm principles to support place making and details two Public Realm Case Studies, which set out guidance for future public realm improvements. The Public Realm Case Studies build upon the objectives in the Masterplan Public Realm Strategy and Principles set out earlier in this document.

Masterplan Public Realm Principles.

All new development will be required to make a positive contribution to the quality of the public realm, including:

1. Champion local public space provision: Foster and define a variety of well-proportioned public spaces that encourage a wide range of uses – support places to meet, places to dwell, places to move through – in public streets, squares and gardens.

2. Celebrate local place and character: Respect heritage assets - existing structures, surfaces and treatments should be integrated and celebrated. Maintain unique identities of streets and spaces and promote local landmarks. Invite people to explore spaces and emphasise important arrivals/gateways to the area with key markers in beautiful and playful signage. Include spaces for display at entry points which can change with input for local artists.

3. Provide opportunities for a dynamic events programme and active spaces: Public streets and spaces should be designed to facilitate a diverse range of public performances and activities, so we can enjoy lively and safe streets. Provide equipment for playful events and spaces that support for locals who want to initiate activities.

4. Encourage a diverse range of play opportunities with access to safe and imaginative play and embedded sporting equipment: Promote use of natural play that inspires, excites and entertains young people whilst challenging appropriate ages groups. Provide spaces to host sporting equipment for local people to stay health and active.

5. Create legible and permeable street patterns: The layout of the proposed development should plug into the existing street layout, with appropriate routes and junctions connecting the site with the context.


Public Realm Case Studies are put forward for Bohemia Place and Hackney Central Overground Station. It is envisaged that Bohemia Place will become a key pedestrian route supported by active commercial frontage, which will connect the emerging Hackney Walk development and beyond to the heart of the Town Centre and Hackney Central London Overground Station. It is considered that improvements to Bohemia Place presents an opportunity to shape a special place unique to Hackney Central that will unlock the heart of the town centre and stick together the Clapton Bus Garage site and the Tesco
4.1 Public Realm Case Studies

Bohemia Place

1. Hackney New Square
2. Bohemia Arcade
3. Walled Garden
4. Bohemia Yard

1. Old Town Hall
2. St Augustines Tower
3. St John’s Church Gardens
4. Railway Arches

Figure 84. Character Areas

Figure 85. Heritage Assets

- Workshops / maker spaces
- Residential mixed with convenience
- Independent retail
- Anchor tenants
- Cultural spaces

Marking entrance points to character areas

- Soft edges mark change of surface
- Arrival landmarks to areas
- Travel underneath arches denotes change in character

Figure 86. Indicative/Potential Use Classes

Figure 87. Thresholds

Figure 88. Movement and Connection
4.1 Public Realm Case Studies

Bohemia Place

1. Planned public realm improvements to the Narrow Way and Amhurst Road / Mare Street Junction, creating a pedestrian and cycle-friendly environment.
2. St Augustine's Tower, in St John at Hackney Churchyard Gardens
3. A new Cultural offer (Old Town Hall)
4. Upper Square (Old Square) entry to St John at Hackney Churchyard Gardens
5. Hackney New Square
6. New Pavilion building
7. Bohemia Arcade
8. Walled Garden
9. Bohemia Yard
10. Historic wall feature wall retained
11. Pop-up programming space
12. Stepped planting
13. Residential gardens
14. Vehicle access to underground parking
15. Small plaza opposite St John at Hackney Churchyard Gardens
16. Change in paving announces arrival into St John at Hackney Churchyard Gardens
## 4.1 Public Realm Case Studies

### Bohemia Place

**Site 1. Scale Comparison of Public Spaces**

<table>
<thead>
<tr>
<th>Proposed</th>
<th>Example Spaces</th>
</tr>
</thead>
<tbody>
<tr>
<td></td>
<td></td>
</tr>
<tr>
<td>1. Hackney New Square</td>
<td>Gillet Square, Hackney</td>
</tr>
<tr>
<td>2. Bohemia Arcade</td>
<td>Carnaby Street, Soho</td>
</tr>
<tr>
<td>3. Walled Garden</td>
<td>Victory Parade. Olympic Village</td>
</tr>
<tr>
<td>4. Bohemia Yard</td>
<td>Pullen Yard, Southwark</td>
</tr>
</tbody>
</table>

- **Exmouth Market, Clerkenwell**
- **Leadenhall Market, City London**
- **Carnaby Street**
- **Granary Square, Kings Cross**
- **Hoxton Square**
- **Pullen Yard Illfe Yard, Southwark**
- **Portland Works**
4.1 Public Realm Case Studies

Bohemia Place

Figure 90. Public Realm Structure
4.1 Public Realm Case Studies

Bohemia Place

Character Area 1: Hackney New Square

An open square in a highly prominent location for gathering large groups of people.

Description:
One of a series of inter-linking pedestrian spaces in Hackney dedicated to ‘hosting’ activities and programmed events. The new square will unlock pedestrian movement from the civic centre to emergent development sites to the east; connecting to it Hackney Central Overground Station, the Narrow Way and the historic spaces of St. John at Hackney Churchyard Garden. The existing Old Square to St. John at Hackney Churchyard Garden (Upper Square) is integrated with the new (lower) square, by removing the boundary wall to edge - increasing surveillance and ownership of public squares.

Uses:
A privately managed open space which encourages people to gather in, hosting events and use for performances. Daily informal gatherings of local workers at lunch time, school children and parents and daily shoppers. An entertainment space, hosting larger programmed activities and events at evenings and weekends.

Pavilion Building:
A two-storey building which defines the edge to new civic square and has active frontages at ground floor. Programmatically the pavilion could include a tourist information point, cafe, restaurant and cultural spaces at ground floor; with beautiful signage/wayfinding material at higher level to promote local activities and events. Could also potentially facilitate and manage relocated public toilets from the Old Square, provide storage for market traders stalls, or be used as a temporary stage.

Speed and movement:
A gathering space which holds people for longer periods of time in activities, events and celebrations.

Public Realm Activators:
A dedicated ‘hosting zone’ which clearly indicate where temporary use opportunities can be programmed, including stage structure and dedicated performance spaces where people are invited to perform. Potential square is to incorporate plug-in points for market traders and live music/performances, with stepped seating to perimeter for informal seating.

Example Programmatic Opportunities
Weekly: local food producers market, buskers, live music, street dancers, meetings and processions.
Monthly: an antiques fair, traders and business expo, film festivals
Yearly: Christmas fair

Figure 91. Plan of Hackney New Square
Textures and Materials Palette

Highly durable pavers for high pedestrian use. Inter-laid with special characters and historic pavers to mark out perimeter to square and set out of focal zones eg. Place markers for trader stalls, temporary stage. Incorporate mix of colour and playful tactic pavers to showcase local identity.

Textured relief paving, Barcalona, by Gaudi

Basalt paving between Lava Stones, Spain

Plaza San Martin, Cordoba, Argentina

The Praçado Toural Square, Portugal. Applied historic plan to paving surfaces
4.1 Public Realm Case Studies
Bohemia Place

Character Area 2: Bohemia Arcade

Intimate scale ‘everyday’ pedestrian street, incorporating places to pause and visit

Description:
A vibrant, lively street with strong local identity and character reflected by the mix of commercial uses. Active street frontages which invites people to explore inside, open threshold between commercial units and public realm for adjacent activity space.

Uses:
Designed for everyone; Bohemia Arcade could accommodate a variety of commercial (retail / workspace / leisure) uses, with resting areas (seating.) A connecting route from Hackney New Square to Bohemia Yard.

Speed and movement:
A visiting space for people to move through, with moments to stop and pause on street furniture and interactive feature elements to engage with.

Public Realm Activators:
Active street frontages supporting the everyday commercial and craft based activities, inviting people in to explore. Long benches and civic resting points for groups of people to gather on. Community planters, grow boxes alongside seating, and picnic benches for celebrations. ‘Focal Opportunities’ within public realm create spaces for display which can change

Figure 93. Plan of Bohemia Arcade
4.1 Public Realm Case Studies
Bohemia Place

Textures and Materials Palette

Textures and surface treatment to accentuate local character identity. Highly durable standard granite setts for high pedestrian use. Decorative special setts to mark areas for trader stalls and temporary use activity along shopping street.

Figure 94. Bohemia Arcade Street Section A, West End

Figure 95. Bohemia Arcade Street Section B, East End
4.1 Public Realm Case Studies
Bohemia Place

Character Area 3: Walled Garden

A generous green space for growing activities and socialising, linked to St John at Hackney Churchyard Gardens

Description:
Densely planted gardens mimicking tranquil nature of St. John at Hackney Churchyard Gardens. Sloped and stepped planted surface from higher Churchyard level to Bohemia Arcade and Yards below. A quality ‘green’ pause space for the community and adjacent residential community above.

Uses:
A local gathering and tending space, incorporating growing and greening activities for the wider community and immediate residential community to enhance the areas identity.

Speed and movement:
A gathering destination space which holds people for longer periods of time in community activities.

Public Realm Activators:
Community and resident greening tools, planters and growing boxes. Places to sit and rest within nature, picnic benches and communal seating for local gatherings. Hosted meeting places to perimeter in front of restaurant/ cafe space. Birdboxes high up to encourage biodiversity and support local bird species.

Figure 96. Plan of Walled Garden
4.1 Public Realm Case Studies

Bohemia Place

Textures and Materials Palette

Figure 97. Section of Walled Garden

Community Planters
Wayward Plants

Union Street Orchard,
Wayward Plants

Stepped planted surface
Aarhus University, Demark

Stepped planted surface, Aarhus University,
Demark

Barking Town Square (muf architecture/art)

Charlotte Garden, Copenhagen (SLA)
4.1 Public Realm Case Studies
Bohemia Place

Character Area 4: Bohemia Yard

A creative maker yard and sociable workspace, that celebrates local creativity

Description: A flexible and multipurpose yard that could be used by workshop/commercial unit tenants. Workspaces sited around the yard have active frontages which reflect the making nature of the users, have full height openings building a direct relationship onto the yard space.

Uses: Workshops and yard space used daily by artisans, makers and creative businesses & small traders; hosts weekend markets and ‘maker events.’

Speed and movement: Yard doubles as a daily informal workspace and maker yard. A gathering destination space hosting makers and community activities.

Activators and movement: Active workspace frontages to workspaces inviting people to explore. Stone benches and seating in groups and high outdoor worktable/bench to encourage collaborative working between tenants. Picnic benches for community eating. A ‘Plinth’ to display local artists work, helping to celebrate creativity in the area. Cycle parking provision for community and local businesses and cycle repair stations with pump and tools for community use.

Materials Palette: Rough uneven hard paving, granite and historic special sets for heavy use.

Figure 98. Plan of Bohemia Yard
4.1 Public Realm Case Studies
Bohemia Place

Figure 99. Bohemia Yard, Section A, East End

Figure 100. Bohemia Yard, Section B, West End

Iliffe Yard, Pullens Estate, Walworth, Southwark

Pullens Yard, Walworth, Southwark

Pullens Yard, Walworth, Southwark
4.2 Public Realm Case Studies
Hackney Central Overground Station

**Welcoming arrival point to Hackney that builds on the local identity of the area.**

**Description:**
New public arrival area to Hackney Central Station, located off Amhurst Road. Well marked and visible pedestrian route to the station entrance and public realm clearly pronounced from Amhurst Road. The public realm is movement-focused and provides, easy, efficient and enjoyable movement for users, within a space which is uncluttered, with minimal furniture.

**Uses:**
Arrival and departure point for transport services. High volume of pedestrian movement.

**Speed and movement:**
A through-route which holds people for brief periods of time.

**Public Realm Activators:**
Public ‘welcoming’ signage, visible from the station arrival point at high level to help reinforce the character of Hackney. Creative and playful wayfinding giving clear directions to areas of interest in Hackney. Places to sit and rest. Cycle parking provision and cycle repair stations with pump and tools for community use. Bollards to vehicle access route, raised and lowered between designated times. Local amenities, cafe/ workshop help activate the public realm.

**Materials Palette:**

1. Vehicle passage
2. Existing service entrance
3. Vehicle access to service yard and underneath parking
4. Cafe/ Workspace opening onto public space
4.2 Public Realm Case Studies
Hackney Central Overground Station

Figure 103. Hackney Central, Section A, North End to Station Place
Figure 104. Hackney Central, Section B, South End to Station Place
Figure 105. Hackney Central, Section C
Opportunity for Public Realm Improvement

The access to Hackney Central station is currently via a narrow ramp from the corner of Mare Street and Amhurst road. The station itself is not visible from street level and the former ticket hall has been converted to a bar/restaurant. The pavement on the corner of Mare Street and Amhurst road is very narrow and the space in front of the former ticket hall is occupied by a kiosk. This means that the station entrance and exit are frequently congested. Arriving passengers do not have a space to orient themselves and find their bearings whilst departing passengers are not naturally guided towards the station. This public realm intervention aims to ease congestion at the station entrance and also make the station intuitively accessible from the town centre. It is a long term aspiration to reinstate the former ticket hall on Mare Street as the station entrance.

This public realm improvement requires the coordination of proposals for the Iceland site on 333-337 Mare Street as well as the former ticket hall. It also requires further engineering feasibility work to ascertain the structural possibilities of achieving a wider through-route under the railway.

1. Reconfigure ground floor of existing building to create a wider pavement by realigning the commercial glazed facade. The upper floor facade can be retained as existing.

2. Open railway arches to create additional space for pedestrians (subject to further engineering feasibility work)

3. Reinstate the former ticket hall for Hackney Central station (long term aspiration)

4. Create a new station square with raised table crossing to Narrow Way

Figure 106. Station Square
4.4 Public Realm Case Studies
Mare Street/Amhurst Road/Narrow Way

Opportunity for Public Realm Improvement

The junction of the Narrow Way, Amhurst road and Mare Street is a key point of confluence within the Town Centre. Not only do bus, vehicle, pedestrian and cycle routes converge here, it is also the knuckle where different characters and components of Hackney Central’s Town Centre meet: the transport node of the station and bus stops, the high streets of Mare street and the Narrow Way, the tranquil open space of St John at Hackney Churchyard Gardens and the bustle of workspaces in Bohemia Place. Therefore this part of the Town Centre needs to play a clear role of tying the different activities together and providing a legible arrival space. The following interventions contribute to the quality of this central space:

1. Bring back building line of the M&S site to allow view of St John at Hackney Churchyard Gardens on exit from station
2. Place artwork or pavilion as a point of reference at confluence of key views
3. Extend market square and civic space in front of Old Town Hall and St Augustine’s Tower including opening up arches towards the south of the railway
4. Activate facades and frame square
5. Activate railway arches to frame view down the Narrow Way

Figure 107. Station Square Plan
Part D Delivery Strategy

5.1 Introduction

This section of the Masterplan sets out how the Masterplan Vision and Strategic Objectives can be delivered. The Phasing Strategy identifies indicative timeframes for when the Opportunity Sites could be delivered as well as how. The Implementation Plan highlights key projects from the Masterplan and sets out how and when they could be delivered, including through identifying their delivery mechanism / funding source. A framework for monitoring the Masterplan is also set out.

5.2 Delivery Mechanisms

The Phasing Strategy and Implementation Plans in Sections 3.0 and 4.0 set out how the Masterplan may be delivered. There are a number of delivery mechanisms for the Hackney Central Masterplan, including progressing committed development, Council-led development and partnership working. An overview of these mechanisms is set out below:

Progressing committed developments

There have been many changes in Hackney Central in recent years. A number of previously identified opportunity sites and public realm improvements have already been implemented, and a number of projects are underway. The Council is committed to progressing the following committed projects, and to working with landowners, developers and other public sector bodies to ensure their delivery:

- Narrow Way public realm improvements, which will involving resurfacing of the pavement, new lighting system, new cycle parking and trees; and
- Former Great Eastern Building, which will involve redevelopment of the site to provide 114sq.m of commercial (workspace / retail) floorspace and 14 shared ownership, and four market sale residential units.

Council-led development

The Council has a number of landholdings within the Masterplan area, of which some has been identified for redevelopment, or to be use to facilitate the delivery of some of Strategic Objectives. The Council is committed to bring its sites forward in a timely manner and will, if appropriate, enter into joint ventures, or other such arrangements to facilitate this.

Partnership working

The success in delivering the Masterplan Vision and Strategic Objectives will rely on effective partnership working. Given that some of the Opportunity Sites identified in the Masterplan are not in Council ownership, it is not possible for the Council to deliver the Masterplan single-handedly.

The Council is committed to continuing to work with landowners, developers and other public sector bodies to bring forward Opportunity Sites for redevelopment, and to deliver other key projects identified in Masterplan. Some Opportunity Sites, such as Clapton Bus Garage and Andrews Road Site, will require more partnership working than others. The Council will continue to work closely with the GLA, TfL and Arriva in order ensure that the relocation of the bus garage, to release the site for mixed development and public realm improvements. The Council will continue to work closely with TfL, Network Rail, Tesco Plc, Hackney Walk, University Arts London and Lidl GmBh to deliver shared aspirations.

Essential to the success of delivering the Masterplan Vision and Strategic Objectives will be continued engagement with local residents and community groups. The Masterplan has been prepared in accordance with the Council’s Statement of Community Involvement and ongoing public participation, in relation to opportunity sites, will continue as part of the Development Management process, as and when planning applications are submitted.
5.3 Phasing Strategy

The Phasing Strategy set out in this document identifies time periods for when the identified Opportunity Sites could be delivered. The Phasing Strategy identified here is indicative. Several factors, such as economic conditions, funding and ownership, could affect the timescales and feasibility of delivering development on Opportunity Sites identified in the Masterplan. The timescales identified here should be used to guide growth in the area. Specific details relating to the delivery of each stage should be carried out prior to entering each of the phases.

The timescales for delivering the Masterplan Vision and Strategic Objectives, and the assumptions made when producing this Phasing Strategy, are set out below:

Short Term – 2017 to 2021, assuming:
• Land is in sole ownership or all landowners are aligned.
• Funding sources have been identified and are available.

Medium Term – 2022 to 2027, assuming:
• Funding sources may not have been full identified.
• Public sector bodies may need to utilise their resources to bring forward sites.

### Short Term - 2017 to 2021

<table>
<thead>
<tr>
<th>Opportunity Site</th>
<th>Site Address</th>
<th>Ownership</th>
<th>Implementation</th>
</tr>
</thead>
<tbody>
<tr>
<td>Tesco</td>
<td>55 Morning Lane, E9 6ND</td>
<td>Private</td>
<td>Privately owned site with potential for mixed use development. LBH to work with Tesco to ensure the re-provision of a food retailer (as part of a mix of commercial and residential development) and to secure the creation of key pedestrian routes through the site. Phased approach to redeveloping the car park portion of the site, whilst keeping the existing store operational throughout construction, could mitigate the impact of closing the store and the associated loss of jobs during this period. Work with Network Rail to implement active frontages along the arches, including to establish key pedestrian routes through the site.</td>
</tr>
<tr>
<td>Marks and Spencer’s</td>
<td>339-357 Mare Street, / 6-18 Amhurst Road, E8 1HY</td>
<td>Private, various</td>
<td>Much of the site (M&amp;S portion) is owned by one individual landowner. Corner buildings have several individual leaseholders. Part refurbishment, part redevelopment of this site will be subject to an agreement with all landowners.</td>
</tr>
<tr>
<td>Iceland</td>
<td>333-337 Mare Street, E8 1HY and 231-237 Graham Road, E8 1PE</td>
<td>London Borough of Hackney</td>
<td>LBH to use the site to consider the introduction of new uses on the upper floors of the Iceland portion of the site. LBH to continue to work with TfL to explore potential of utilising Graham Road portion of the site to create a potential station access point with commercial development.</td>
</tr>
<tr>
<td>Florfield Road Depot</td>
<td>6-15 Florfield Road, E8 1DT / 17 Reading Lane, E8 1HH</td>
<td>London Borough of Hackney</td>
<td>LBH to continue work on the relocation of the Hackney Housing depot and existing Council facilities located on site to free the site for redevelopment. LBH to produce options and preferred strategy for delivery.</td>
</tr>
<tr>
<td>London College of Fashion</td>
<td>182 Mare Street, E8 3RE</td>
<td>Private</td>
<td>LBH to continue to work with University Arts London and Lidl, to explore the potential for comprehensive development of the sites, as well as individual site delivery.</td>
</tr>
<tr>
<td>Lidl</td>
<td>27-37 Well Street, E9 7QX</td>
<td>Private</td>
<td>LBH to continue to work with Lidl and University Arts London, to explore the potential for comprehensive development of the sites, as well as individual site delivery.</td>
</tr>
<tr>
<td>51-61 Mare Street</td>
<td>51-61 Mare Street, E8 4RG</td>
<td>London Borough of Hackney</td>
<td>LBH to carry out further detailed feasibility work to facilitate the relocation of Hackney Housing depot facilities to be accommodated in the existing building at 51–61 Mare Street and to inform which development option is taken forward.</td>
</tr>
</tbody>
</table>

### Medium Term - 2022 to 2026

<table>
<thead>
<tr>
<th>Opportunity Site</th>
<th>Site Address</th>
<th>Ownership</th>
<th>Implementation</th>
</tr>
</thead>
<tbody>
<tr>
<td>Andrews Road Depot</td>
<td>43 Andrews Road, E8 4RL</td>
<td>London Borough of Hackney</td>
<td>LBH to execute the relocation of the car pound to the new location. Continue to work with TfL and the GLA to ascertain the need for this site in order to create a larger bus garage. The delivery of this site will be in association with consideration of the potential relocation of the Clapton Bus Garage.</td>
</tr>
<tr>
<td>Clapton Bus Garage</td>
<td>Bohemia Place / Mare Street, London, E8 1DU</td>
<td>Private</td>
<td>Continue to work with TfL, the GLA and Arriva to bring about the potential relocation of the bus garage (without compromising TfL’s ongoing bus operations), and to work with landowner on bringing forward the site for mixed use development and public realm improvements, including new pedestrian routes.</td>
</tr>
</tbody>
</table>
The Masterplan identifies a series of public realm improvements which need to be carried out in line with the phasing strategy for the Opportunity Sites, in order to maximise regeneration benefits and ensure that the Masterplan Vision and Objectives can be fully realised.

The table below outlines a number of projects, sets out who could deliver those projects, and identifies possible funding sources. Some of the public realm improvements have allocated funding sources whilst the majority do not. For projects which do not have allocated funding, high level cost assessments have been carried out. The projects can be categorised as:

- **Low** – e.g. simple projects, minimal changes.
- **Medium** – e.g. local infrastructure improvements.
- **High** – e.g. major infrastructure improvements.

There are several different delivery mechanisms that could be used to implement the projects below, including:

- Section 106 Agreements;
- Mayoral Community Infrastructure Levy; and
- Partnership working (with both private and public sectors, including land owners).

### Public Realm, Open Space, Transport

<table>
<thead>
<tr>
<th>Project</th>
<th>Action</th>
<th>Phasing</th>
<th>Lead, Partners Partners</th>
<th>Funding Source</th>
<th>Cost</th>
</tr>
</thead>
<tbody>
<tr>
<td>Narrow Way Improvements</td>
<td>Implement agreed improvements to the Narrow Way, which include new paving, new lighting system, seating, cycle parking and tree planting.</td>
<td>Short Term</td>
<td>LBH</td>
<td>LBH</td>
<td>High</td>
</tr>
<tr>
<td>New pedestrian routes – St John at Hackney/Clapton Bus Garage/Tesco</td>
<td>Create a new pedestrian route connecting St John at Hackney Churchyard, through Clapton Bus Garage site, through the railway arches at Bohemia Place, through the Tesco on to Morning Lane.</td>
<td>Short Term</td>
<td>LBH</td>
<td>LBH, TfL, S106</td>
<td>Medium</td>
</tr>
<tr>
<td>New pedestrian route – Bohemia Place</td>
<td>Improve Bohemia Place to make for a pleasant pedestrian route.</td>
<td>Short Term</td>
<td>LBH</td>
<td>LBH, TfL, S106</td>
<td>Medium</td>
</tr>
<tr>
<td>New pedestrian route – Reading Lane/Richmond Road</td>
<td>Create a new pedestrian route connecting Reading Lane to Richmond, alongside railway arches at the Florfield Road site.</td>
<td>Short Term</td>
<td>LBH</td>
<td>LBH, TfL, S106</td>
<td>Medium</td>
</tr>
<tr>
<td>Improve transport infrastructure</td>
<td>Overground Work with TfL, Network Rail and Crossrail 2 to deliver station improvements (including on Feasibility Study to identify optimal transport infrastructure improvements)</td>
<td>Short Term</td>
<td>TfL, Network Rail, Crossrail 2, LBH</td>
<td>TfL, LBH</td>
<td>High</td>
</tr>
<tr>
<td>Improve transport infrastructure</td>
<td>Crossrail 2 – Eastern Branch Work with TfL and Crossrail 2 and other Borough’s to make a case for optimal transport infrastructure improvements around Crossrail 2 and the potential Eastern Branch.</td>
<td>Short Term</td>
<td>TfL, Crossrail 2, LBH</td>
<td>TfL, LBH</td>
<td>Low</td>
</tr>
<tr>
<td>Junction improvements – Mare Street/Well Street</td>
<td>Improve crossing points for pedestrian and cycle priority and introduce traffic calming measures.</td>
<td>Short Term</td>
<td>LBH, TfL</td>
<td>LBH, TfL</td>
<td>Medium</td>
</tr>
<tr>
<td>Junction improvements – Mare Street/Amhurst Road</td>
<td>Improve crossing points for pedestrian and cycle priority and introduce traffic calming measures.</td>
<td>Short Term</td>
<td>LBH, TfL</td>
<td>LBH, TfL</td>
<td>Medium</td>
</tr>
<tr>
<td>Project</td>
<td>Action</td>
<td>Phasing</td>
<td>Lead, Partners Partners</td>
<td>Funding Source</td>
<td>Cost</td>
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</tr>
<tr>
<td>Junction improvements – Amhurst Road / Dalston Lane</td>
<td>• Improve crossing points for pedestrian and cycle priority and introduce traffic calming measures.</td>
<td>Short Term</td>
<td>LBH, TfL</td>
<td>LBH, TfL</td>
<td>Medium</td>
</tr>
<tr>
<td>Junction improvements – Lower Clapton Road / Urswick Road</td>
<td>• Improve crossing points for pedestrian and cycle priority and introduce traffic calming measures.</td>
<td>Short Term</td>
<td>LBH, TfL</td>
<td>LBH, TfL</td>
<td>High</td>
</tr>
<tr>
<td>Enlarged public square</td>
<td>• Create an enlarged public square which maximises the views to St John at Hackney Churchyard and can be used as a hosting space.</td>
<td>Medium Term</td>
<td>LBH, landowners</td>
<td>Landowners, LBH, S106</td>
<td>Medium</td>
</tr>
<tr>
<td>Potential Closure of Bush Road</td>
<td>• Should Bush Road be closed to facilitate the relocation of the Clapton Bus Station to Ash Grove, submit an application to the Secretary of State for the closure of Bush Road. This is to be carried out as part of works to reconfigure Ash Grove bus garage.</td>
<td>Medium Term</td>
<td>LBH, TfL</td>
<td>LBH, TfL</td>
<td>Low</td>
</tr>
<tr>
<td>Expansion of Mayor’s Cycle Hire Scheme</td>
<td>• Work with the GLA/TfL to support the expansion of Mayor’s Cycle Hire Scheme.</td>
<td>Short Term</td>
<td>LBH, GLA, TfL</td>
<td>GLA, TfL</td>
<td>Medium</td>
</tr>
<tr>
<td>Legible London Wayfinding</td>
<td>• Work with the GLA to support the implementation of Legible London Wayfinding.</td>
<td>Short Term</td>
<td>LBH, GLA, TfL</td>
<td>GLA, TfL</td>
<td>Medium</td>
</tr>
<tr>
<td>Morning Lane – Greenery / widening</td>
<td>• Work with TfL and owners of 55 Morning Lane to seek public realm improvements to Morning Lane, including widening and street planting. Implement CCTV to improve safety and security.</td>
<td>Short Term</td>
<td>LBH, GLA, TfL</td>
<td>GLA, TfL</td>
<td>Low</td>
</tr>
<tr>
<td>Public Realm Improvements along Andrews Road to Broadway Market (including on towpath along The Regent’s Canal)</td>
<td>• Working with TfL to implement public realm improvements along Andrews Road to Broadway Market (including on towpath along The Regent’s Canal).</td>
<td>Medium Term</td>
<td>LBH, TfL</td>
<td>LBH, TfL</td>
<td>Medium</td>
</tr>
<tr>
<td>Junction improvements – Dalston Lane / Top of the Narrow Way</td>
<td>• Improve crossing points for pedestrian and cycle priority and introduce traffic calming measures.</td>
<td>Short Term</td>
<td>LBH, TfL</td>
<td>LBH, TfL</td>
<td>Medium</td>
</tr>
</tbody>
</table>

**Heritage and Townscape**

Conservation Area Review | • Ongoing strategic review of Conservation Areas across the Borough to identify work programmes. | Medium Term | LBH | LBH | Low |