

The Hackney Flyover

Driving London Forward

The Hackney Flyover

Context and History

In 2008 the Olympic Delivery Authority (ODA) received a long-awaited feasibility study from their cost-consultants, Turner and Townsend Group. While the Olympic site development cost projections were considered within contingency, significant weaknesses were identified in the neighbouring London Boroughs' complimentary regeneration schemes.

Lower-than-forecast growth, and rapid land-value inflation had resulted in a number of proposed prerequisite, transformational schemes suffering budget-shortfalls and falling irretrievably behind schedule. While every confidence was voiced by Local Councils, the ODPM, GLA, EP and the LDA that Hackney and Tower Hamlets would achieve the desired renewal and investment within the medium term, Turner and Townsend concluded that this was not achievable within the time-scale of the 2012 strategic plan.

CABE commissioned Jacobs Babtie and Urban Initiatives to undertake an intensive period of research to investigate radical solutions to the problem. To avoid the possible blight that might be experienced by the regenerated areas of the Lea Valley that fell within the ODA Planning Area, it was necessary to consider offering a fast and high-quality transport corridor, which could offer perceptual and economic connections between the capital and its new sites. To relieve pressure on the deprived boroughs of East London, as well as to conform to the Olympic development timetable and to avoid potential embarrassment, it was agreed that contemporary road solutions could be explored which might replicate the parallel ambitions of the lauded public transport infrastructure expansion by safely and efficiently transporting visitors directly from the international amenities of central London to the prestigious new Olympic venues.

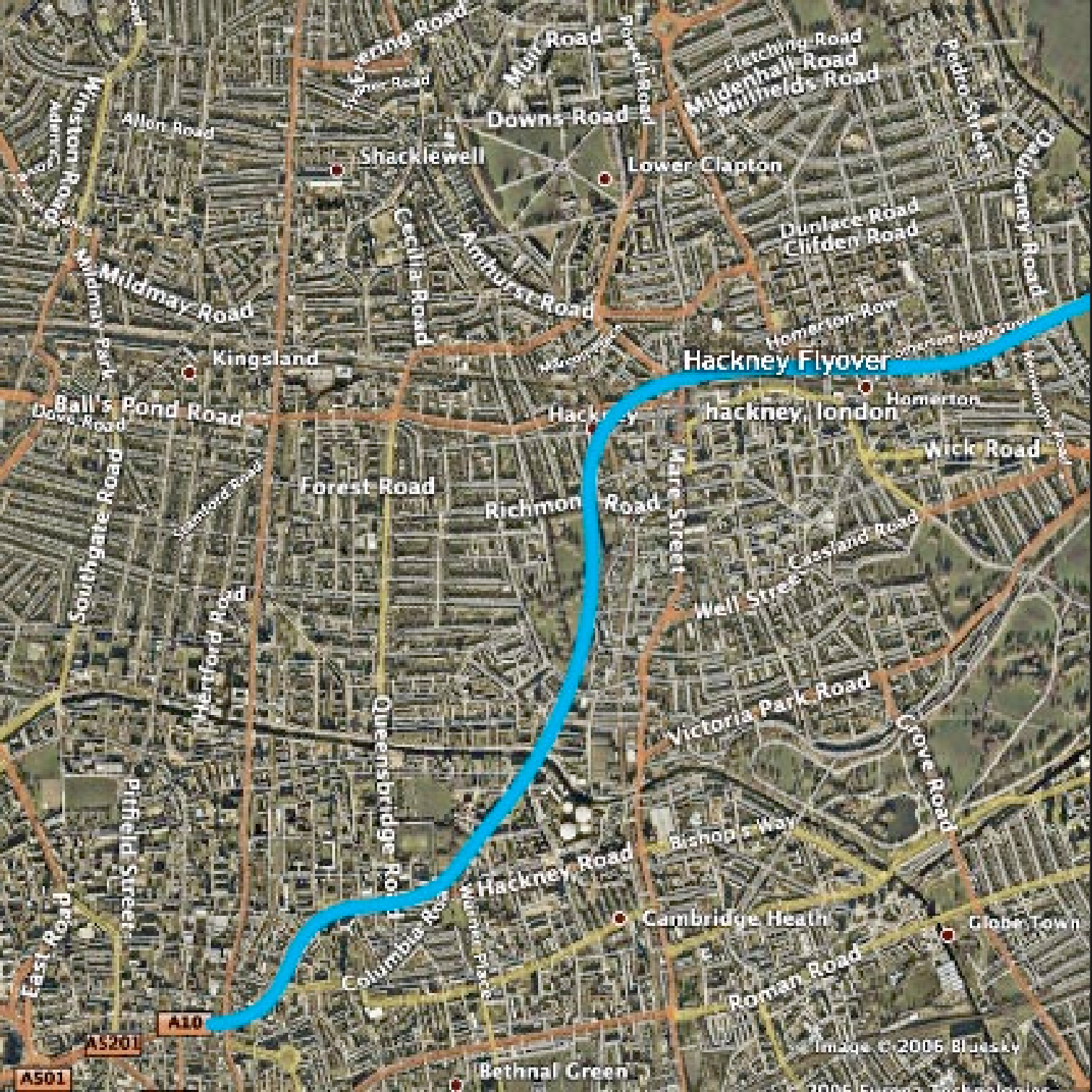
While public transport remains the government priority throughout major development within the South-East, the fragmented road structure and the poor amenity of the site's neighbouring East London boroughs were recognised as significant obstacles to investment, sustainability and international appreciation of the games.

The adopted scheme was the subject of extensive consultation and resulted from the assessment of the three options presented by consultants. 'Enhanced Infrastructure', 'Underpass' and 'Elevated Highway'. To summarise: Modelling of existing infrastructure (with enhancements) concluded that the capacity and intuitive navigation required could not be achieved. The Underpass option received favourable responses from many agencies, but at detailed design stage was proved impractical due to environmental factors, including the high water table within Hackney and the disruption to existing services. The Elevated Highway was adopted with the proviso that it would be reviewed after a period of fifteen years and the decommissioning schedule would be considered if the affected boroughs were assessed to have achieved their required economic and infrastructure targets.

This ambitious scheme is now under development and the 'East London Elevated Expressway' (also known as 'The Hackney Flyover') is due for completion by Summer, 2011.

In Spring 2007, artist David Cotterrell was appointed to join the design team for this project with the support of Arts Council England and CABE.





Shacklewell

Lower Clapton

Kingsland

Hackney Flyover

Ball's Pond Road

Hackney

hackney, london

Wick Road

Forest Road

Richmond Road

Victoria Park Road

Hackney Road

Cambridge Heath

Globe Town

Bethnal Green

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A501



Proposed route of East London Elevated Expressway. Starting from the regenerated Shoreditch High Street in the West and concluding at the 'Olympic Village Coach Park' at the North-East entrance of the Olympic Development Agency Planning Area.

Overall elevated journey distance: 3.46 miles.
Overall elevated journey time: 7.5 minutes.

Base Image courtesy, google imaging. Layout plan © ODA



The Hackney Flyover

Explanation and Artangel Jerwood Open Proposal

The Hackney Flyover is a proposed artwork taking the form of a fictional development which has an 'imbedded' artist attached to the project. Manifested through hoardings, a visitor's centre (or temporary exhibition), consultation documents, housing plans and various architect's models, the scheme's rationale is to expose decisions taken in the Masterplanning process. Those who live and/or work within areas of potential or imminent regeneration are not always privy to the machinations of centralised government or the quangos, developers and architects whose decisions will affect their lives. While the Hackney Flyover will never be built, evidence of its supporting piers would be apparent at one or more locations along the artist's proposed route.

The Hackney Flyover is proposed as the result of many of Cotterrell's recent commissions and projects. He spent four months in Shanghai during 2005/2006, researching the rapid development of the city and the effects on traffic levels, street-life and living spaces. Between 2004 and 2005, Cotterrell was Arts Council England's appointed Artist-in-Residence with the Masterplanning committee involved in the development of a 35-year masterplan for Ashford City Centre. He has worked on similar schemes in Birmingham, Bristol, Hull and Sunderland, and has entered into debate with architects and planners in China and the UK about the validity of macro-planning solutions to economic and social problems. The experience of working with and for the people who can and do transform lives and environments has led to this proposal.