

# the masterplan

## Transport Interchange

A new transport interchange, with passengers protected from the elements and 'real-time' service information, will provide seamless movement from trains, citywide buses and the car to fast and reliable public transport throughout CMK and beyond.

## Sports and Recreation

A new residential community and larger working population will require sporting and recreation facilities. Building on the presence of the Hockey Stadium, there is the potential to provide high quality sports and recreational facilities right in the City Centre.

## The City Spine – Midsummer Boulevard

Midsummer Boulevard will become a 'spine' through CMK - linking the Railway Station to Campbell Park with public transport and pedestrian priority. A new, high-quality CMK+ transport system along the Spine, will link all key destinations in CMK with the Transport Interchange at Station Square, and priority routes across Milton Keynes. A greater intensity of uses, ground floor activity and quality environment will draw pedestrians through the City Centre.

## Church Square

Commercial and residential development in existing surface parking areas, together with greater street-level pedestrian priority across Saxon Gate, will significantly reduce the severance of 'business' and 'destination' elements of the City Centre, and create a new setting for the City Church. Although a quieter area, Church Square will become a high-quality residential and business environment, supporting active ground floor uses and a wider range of activities in the church.

## Higher Education and Enterprise

Gradual transformation of the city blocks to the north of the shopping building will focus on creating an Enterprise and Knowledge Quarter. A new higher education institution could be based here, attracting research and knowledge industries to the City.

## New Parking Facilities

A ring of new multi-storey car parks will provide highly accessible and quality parking for a more dense and active CMK. Variable message signing will direct drivers to car parks close to their destination, and to locations where there are available spaces. Business district parking will be accessed directly from the grid roads. Shopping and entertainment parking will be close to existing and new facilities. CMK+ public transport will also reduce the need for car journeys within the City Centre.

## Creating a High Street

Midsummer Boulevard, east of Saxon Gate will become a High Street for CMK with pedestrian and public transport priority. The existing character of the Boulevard will change to become a street with active and lively public squares. Replacement of surface parking areas with new retailing and entertainment uses will create a 'walkable' street, encouraging pedestrians to explore the Heart of the City. The road bridge taking Secklow Gate over the shopping building will be removed to give new life to the market area.

## Park Northern Quarter

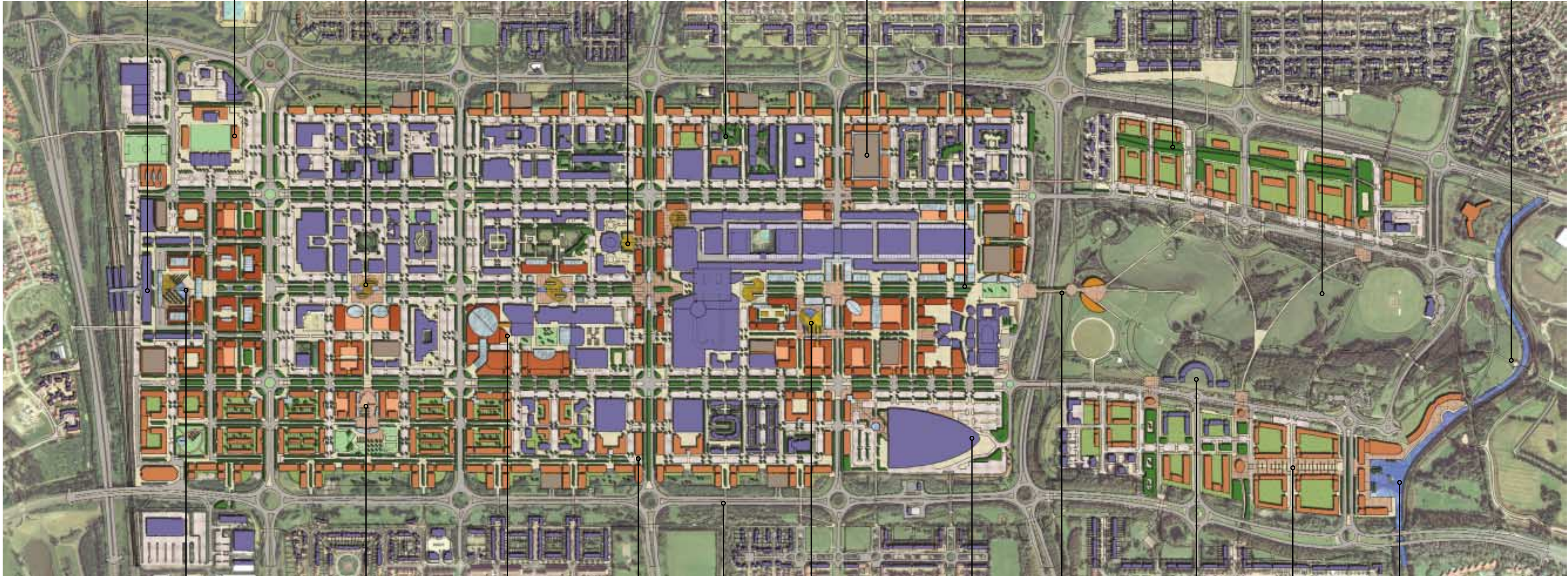
New homes and commercial buildings fronting onto Avebury Boulevard will create a new edge to the Park and also contain a hotel and community facilities. The quarter will focus on the east-west alignment of the prehistoric track and hedgerow of ancient Portway (that has more recently given its name to the H5 grid road).

## Campbell Park

As one of the best European Park designs of the 20th century the aim is to make Campbell Park far more accessible and better used by the people of Milton Keynes. New north-south links will improve connections across the Park. Temporary public art events, activities for families, better signage and art walks through the Park are proposed.

## Link to Willen

A refurbished bridge across the Grand Union Canal will enhance access for residents, workers and walkers to Willen Lake.



## Station Square Gateway

With 225km/h trains serving Milton Keynes Central from 2002, Station Square will become more important as a gateway to the city. A new commercial district for high profile businesses and urban living will develop. Distinctive architecture will define a new Station Square. The new Transport Interchange, together with hotels, restaurants and shopping facilities will make the new square lively in the day and evening.

## Sustainable Residential Quarter

The currently undeveloped areas to the south of the City Centre offer the opportunity of adding a significant new community to CMK. Supporting an ultimate population of c.3,000 people, businesses and community facilities, this area will be closely linked to Midsummer Boulevard with access to CMK+ public transport. There will be a mix of urban apartments and townhouses offering homes for those who want a more 'urban' lifestyle - including accommodation for the young, elderly and for key workers. A neighbourhood centre will offer local facilities for residents and workers in CMK.

## The Central Business District

The role of the existing business area will be reinforced with improved public transport right at its heart. The Business Hub will focus on a new Exhibition and Conference facility, with hotels, short-term office and living accommodation and state of the art ICT facilities. The aim will be to improve CMK as a location for a diverse range of businesses.

## Gateways

Key Gateways at the main road entrances to CMK will be punctuated with distinctive landmark buildings. The Gateway 'portals' will provide a real sense of arrival in the city centre.

## Improved Gridsquare Access

Poor quality routes to the central residential gridsquares of Oldbrook, Fishermead, Conniburrow and Bradwell Common dissuade people from walking to and from CMK. New development on the car parks of North Row and South Row, with building frontages right up to the bridges and underpasses, together with enhanced lighting and surfacing, will make the routes feel shorter and safer.

## Civic Pride at the Heart of the City

The Heart of the City will mix shopping, art and entertainment at street level with living and working space above. Sheltered streets, squares and arcades will encourage walking. The focus will be a new Civic Square - which provides a lively, highly accessible setting for a Civic and Community Hub: a place for open government, lifelong learning, training, information and communication. Performance spaces, the creative use of water and public art are all possible in the new Heart of Milton Keynes.

## Xscape

Integration of Xscape with the rest of CMK is a priority, enabling improved walking access and active uses for the extensive parking areas that surround the building.

## A Major New Entrance to Campbell Park

A new bridge, wider and without underpasses, will link the tranquillity of Campbell Park to the busy City Centre. A striking new cultural development will define the view from Midsummer Boulevard and entice visitors into the Park. Taller, distinctive development to the rear of the shopping building - featuring hotels, restaurants and homes - will define a new skyline and offer unrivalled views over the park.

## Campbell Heights

The new residential development of Campbell Heights will become a landmark in the Park. The urban living concept will be taken forward in other CMK and Park developments.

## Park Southern Quarter

South of the Park there will be a mixed residential development with a new neighbourhood community focus. The orientation of development will maximize views across the Park. Pedestrian links will be strengthened linking to Canalside and into CMK.

## Canalside

A new destination for leisure and recreation will mix homes, offices and live-work space. Canalside will be built around a new basin and marina. Moorings for owners and holidaymakers with cafés and restaurants will draw additional tourism into Milton Keynes and provide a new focus for local people during the day and evening. An extension of the CMK+ high quality public transport system would link this area directly with the facilities of CMK.