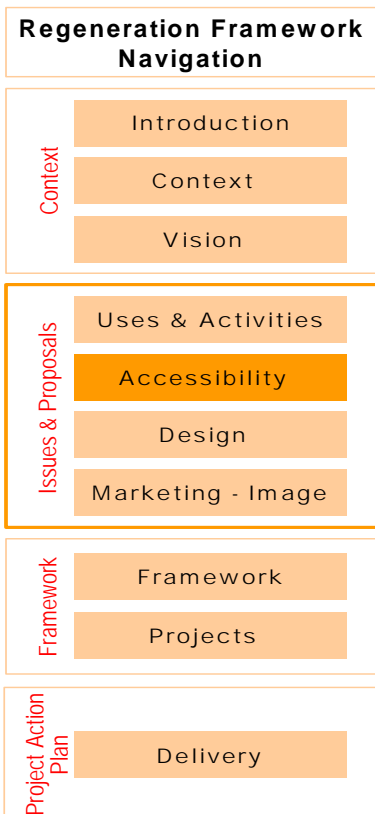


5. accessibility & movement

CONTEXT

Accessibility and movement issues affecting Central Bletchley have changed very little since the 1999 study:

- Pedestrian movement and cycle access is severely hampered by highly engineered road infrastructure, the railway lines, and through severance of Queensway by the Brunel Centre.
- Car access is still restricted by the congested double roundabout on Watling Street and Saxon Street junction. As the major access by road, this offers a very poor point of arrival to Bletchley.
- Whilst the railway station is on the main-line and enjoys an excellent service to London, the station and its environment have continued to decline. The station still projects a poor, down-at-heel image for the town that is at odds with its actual level of use. Access to the station by cycle and on foot is poor.
- The bus station, severed from the core retail area by Stephenson House, remains an unattractive and illegible arrival point into Bletchley when arriving by bus. It also has no relationship with the railway station entrance and there is no integration of transport modes.



The overwhelming challenge for the Regeneration Framework is to substantially reduce severance and domination of the car - to provide an integrated approach to accessibility and movement which increases the propensity of people to use, visit, invest in and work in Bletchley – because it offers an attractive, well serviced and convenient location, not as a location of last resort. This means integrating not only the systems, but also transport with other activities and uses.

Background to Accessibility and Movement Issues

Fundamentally, Bletchley is a place where people passed through – whether by canal, road or rail. It was *en route*, but less often a destination. Traditionally, Bletchley would have captured some passing trade and with the arrival of the railway became a major town in its own right. However, many of the major engineering interventions of the 1970s were extremely damaging to the urban form and environment in Bletchley. Some of these formed parts of the wider design ideal for Milton Keynes that aimed to separate pedestrians and vehicles and ease traffic flows. Illustrated in Figure 5.1, they included:

- construction of Saxon Street and Princes Way, severing the town centre from surrounding areas;
- locating the Brunel Centre in a way which severed Queensway at its western end; and
- construction of the high level railway viaduct and closure of the eastern access to the station.



East West Rail Link: Long-term proposals to reopen the line

In order to deliver the Milton Keynes Council Local Plan Policy for Bletchley to become the second centre within Milton Keynes, the major challenge is for the town to redefine itself as a trip attractor, rather than a place that people naturally flow through. There are two major transport initiatives planned that will help in this process:

- the **East-West Rail Link**, which will re-establish Bletchley's position on the strategic rail network
- Milton Keynes **Long Term Public Transport Vision Study**, from which proposals are emerging for a new high quality transit link to Central Milton Keynes.

In addition, a large proportion of the people visiting the proposed new stadium on the Denbigh North site are likely to arrive through Bletchley as a gateway.

However, it will be equally important that overall environmental improvements are made, to repair the mistakes of the mid twentieth century, so that people want to travel into Bletchley.

OVERVIEW OF THE 1999 STUDY ISSUES

The 1999 Study set out a number of strengths and weaknesses in terms of transport within the town of Bletchley as a whole.

Strengths:

- General MK catchment and accessibility
- Rail station close to centre
- Bus access
- Potential access to wider catchment
- Proximity to wider MK road system and motorway
- Car access into Queensway



Queensway: Bletchley benefits from easy car access into the heart of the town centre

Weaknesses:

- Many shoppers come by car
- High levels of vehicle movements through central area – many non-essential
- Station-town centre link inadequate
- Buses pick up not always in the best places
- Cycling provision poor
- Pedestrian routes not well linked
- Road system around central area is sub-optimal
- Main pedestrian routes width constrained
- Likely need for new rail crossing to allow more development and downgrade Saxon Street
- In order to address some of these issues, a range of transport related proposals were put forward. These included:
 - Downgrade of Saxon Street with increased priority given to public transport
 - New western access to the station

- New road link across the railway between Sherwood Drive and Grafton Street – the 'Bletchley Link'
- Improved access to West Denbigh



West Denbigh: Need to enhance access

The Regeneration Framework addresses these issues in light of changes in the past four years to propose transport, access and movement projects which will contribute to an improvement in both the accessibility and environmental quality of Central Bletchley. In a number of cases, the proposals are related to specific projects and site development opportunities that will contribute to the delivery of an integrated and cohesive town centre and help with delivery funding.

The strategy and proposals for Bletchley outlined in this report take on board latest national and local government policies, which promote more sustainable means of transport to the motor car. These are as outlined in Planning Policy Guidance Note 13 and Milton Keynes Council's 'Local Transport Plan 2001/02-2005/06'. However, the overall strategy also takes account of the need for regeneration of the town in the short term, which is likely to rely to a certain extent on improvements to access by car, with the substantive improvements to public transport coming on line in the medium to long term.

WALKING AND CYCLING

Bletchley town centre is of a walkable and cycleable scale. Figure 5.2 showing a 'crows fly' transect, demonstrates that the whole Framework Area can be covered from the town centre within a 5 and 10 minute walk and a 5 minute cycle.

Figure 5.2 also shows the existing Redways in the vicinity of Bletchley town centre. These form part of the Redway network of shared pedestrian and cycle routes that run across the whole of the Milton Keynes area. The only link from this network into Bletchley town centre runs alongside Saxon Street. This limited provision is recognised as a problem in the Milton Keynes Local Transport Plan (LTP).



Buckingham Road: Offers the only real east west pedestrian movement

Figure 5.3 illustrates the major issues affecting pedestrians and cyclists in Bletchley town centre that are addressed in the Framework:

- The dominance of highway and railway infrastructure with barriers for pedestrian and cyclists who wish to travel between the key town centre facilities highlighted. The severance between West Bletchley and the town centre is particularly severe.
- In the vicinity of the town centre there are only two routes under the railway; Buckingham Road Bridge to the west and the tunnel to the east of Saxon Street to the north. Both have poor environments for pedestrians and cyclists. Due to the width of the railway, the potential for new improved links across the tracks is limited and so the Framework has to focus on improvements to the existing areas.
- The Saxon Street and Princes Way highway corridors are car-dominated environments with overly wide carriageways which encourage high traffic speeds. They also lack adjacent, frontage development that would contribute to a level of supervision and security for users.



Introduction of Bletchley Redways to improve cycle accessibility

- The poor quality of the pedestrian access to the rail and bus station is recognised as a major issue in the Milton Keynes LTP. The two stations are important gateways to Bletchley and will become increasingly important as the use of these modes of transport increases. Both will provide important access points for the predicted large volumes of people that will travel to events at the proposed StadiumMK.
- Poor entry points into the town centre retail core from the southern end of Saxon Street, the main approach to the town centre from the rail station and from West Bletchley. Originally, a subway from Chandos Place provided a link into the town centre although this has subsequently been closed. The link is now provided via a narrow set of steps and through a narrow gap between the Brunel Centre and the new Wilkinson building. Also, visual links into the town centre are poor, being severed by the Brunel Centre.

Figure 5.4 shows the proposed package of improvements to the pedestrian and cyclist networks within Bletchley town centre which aim to tackle the current underlying problems:

- **Downgrading** of Saxon Street and Princes Way;
- Definition of a **Redway network** for Bletchley – the Bletchley Redways;
- Definition of **pedestrian/cycle improvement corridors** on the streets into the town centre;
- Provision of an **eastern access to the station** and potentially the creation of a new pedestrian route from West Bletchley to the town centre across the railway station;
- Improvements to **links under the railway bridges** over Saxon Street and Buckingham Road;
- Reconfiguration or redevelopment of the **Brunel Centre** to allow a more generous access and visual links for pedestrians and cyclists approaching from the west; and
- Increased and **improved provision of cycle stands** in the town centre core.



Improved provision of cycle stands to encourage cycle travel into town centre

Specific pedestrian and cycle related improvements are as follows:

Downgrading of Saxon Street and Princes Way

The key aims are to reduce the dominance of traffic on these routes by providing frontage developments that will help to provide surveillance. This assists in transforming these routes from car dominated ‘grid roads’ to streets within the town centre.

Bletchley Redway Network

The Milton Keynes Redway Network provides segregated pedestrian and cycle routes, mostly away from the traffic routes. Due to the nature of the exiting streets and built fabric in Bletchley, it would not be possible to create a network of this type.

However, there is a need to define within the town a framework of routes that can form the basis of a signing and mapping strategy for pedestrians and cyclists and provide links between the key facilities in the town centre and surrounding areas, including the town schools. Once defined the Bletchley



Cyclist and pedestrian priority measures

Redway Network can also form the basis of a package of pedestrian and cycle improvement measures, such as locating pedestrian/cycle crossings on core routes and the provision of cycle lanes (where feasible). Figure 5.4 shows an initial layout for this network within the vicinity of the town centre.

Pedestrian/Cycle Improvement Corridors

These are mainly focussed on the streets within the residential regeneration area on the periphery of the town centre core, as highlighted in Figure 5.4. The improvements of these routes would focus on environmental improvements, including improved surfacing, traffic calming and rationalising parking arrangements to ease the flows of pedestrians and cyclists to create a safer environment. On some streets a 'Home Zone' approach may be appropriate, where priority is given to pedestrians and cyclists, and speeds are limited to 10mph using street furniture, the arrangement of car parking and planting.



Cycle lanes along main highway routes

Improved Access to the Station

The provision of an eastern access and route through the station would substantially improve access for pedestrians. The primary aim is to provide a more direct link for passengers travelling to and from the town centre and to provide a more integrated interchange with bus routes. Details of the proposed approach to creating a new eastern access are addressed under the rail project below.

RAIL

Bletchley is located on the West Coast Main Line and the Bletchley and Bedford line (Figure 5.5). The town benefits from a rail station in the heart of the town centre, only two minutes walk from Queensway. It is served by four trains an hour to London and one service per hour to Bedford. There are also direct services to Northampton and Birmingham, and connecting services from Milton Keynes Central to Wales, Northern England and Scotland.

The former importance of Bletchley as a rail interchange can be traced in the station layout. It used to be the first stop outside London for express trains, and was also the interchange with the east-west railway between Oxford and East Anglia. The main station entrance was previously located on the east side, and had a more meaningful connection with the town centre – as illustrated in Figure 5.6.

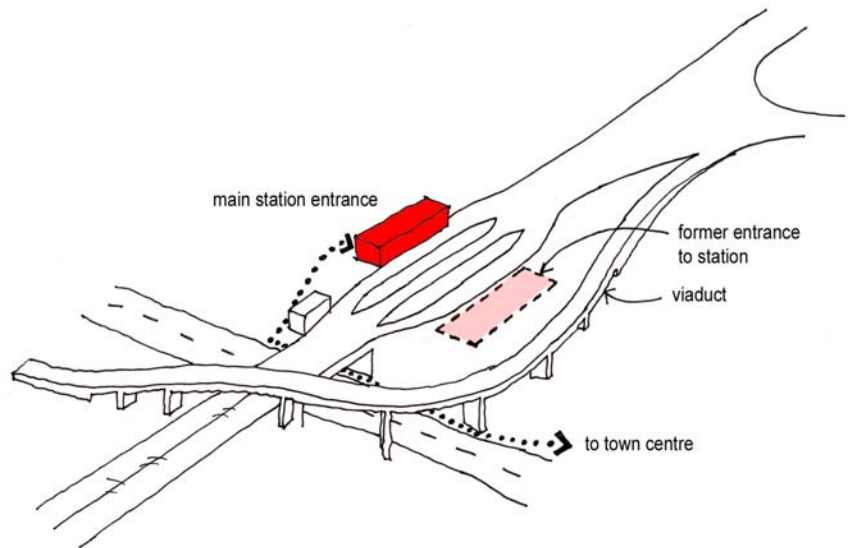


Figure 5.6 Arrangement of Bletchley Station

However, with growth of the new city, Central Milton Keynes replaced Bletchley as the principal stop for express trains outside London. The east-west link was largely closed, leaving only a local service from Bletchley to Bedford. Today only two platforms are used for through services and one for the Bedford trains. In 1958, a viaduct was constructed which cut off the eastern station entrance from the town, causing the main station entrance to be moved to the west side. There is now an unsatisfactory pedestrian route from the station underneath the railway bridge and into the town centre. The route lacks clarity and is not signposted.

Improvements to the station are currently underway. New lifts are being built to improve access to the platforms, and Network Rail is considering re-opening a currently unused platform on the eastern side of the station for the Bedford trains. This would reduce pressure on the West Coast Main Line (WCML).

The WCML itself is currently being upgraded for use by high speed trains. The project will also increase use of sidings to the north of the station for maintenance trains. There is a possibility that the upgrade may result in a reduction of services to Bletchley, as existing slower trains will not be permitted to use the high speed tracks, although Network Rail are unable to confirm this at this time.

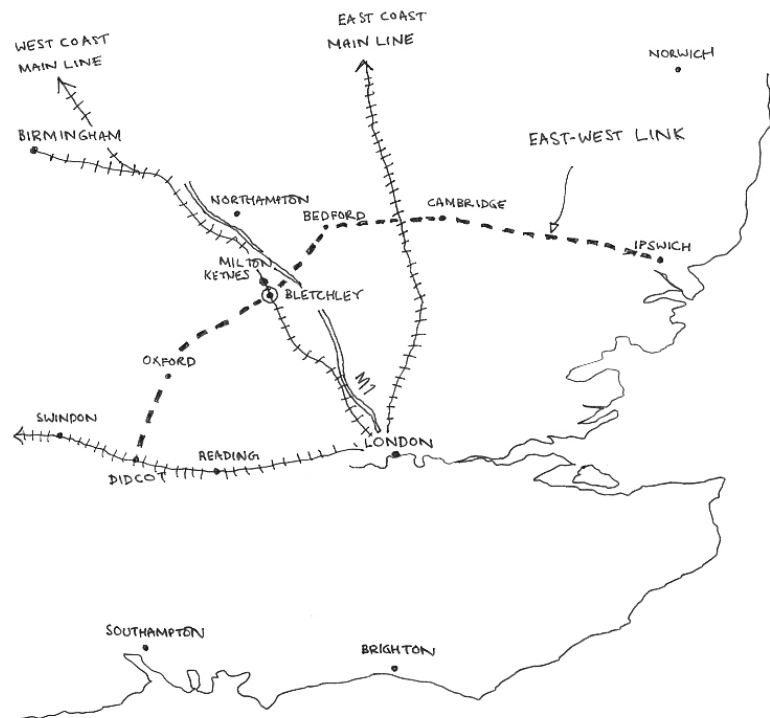


Figure 5.7 Strategic Rail Proposals Centred on Bletchley

There is a proposal to re-open the former East-West Link which would be a great improvement to rail services from Bletchley and consolidate its position as an interchange point on the rail network, as shown in Figure 5.7. The East-West Rail Consortium, who are the promoter of this project, was set up in 1995 by Ipswich Borough Council. It is supported by regional development agencies and local authorities along the route, including Milton Keynes Council. At the time of writing, no funding has been secured from the SRA, and Network Rail have indicated that the project is unlikely to happen in the short or medium term. However, the project was supported by the recent South Midlands Multi Modal Study.

The additional rail and passenger traffic at Bletchley, and the need to build new platforms on the high level viaduct, would provide an opportunity for the consideration of a wider redevelopment of the station to improve the immediate urban environment. Network Rail have indicated that this type of project would be of interest to them and, as a quasi public body, they would support the wider regeneration benefits that this would bring.

Improvements to Links Under the Railway

Figure 5.8 illustrates the crossing under Buckingham Road for pedestrians.

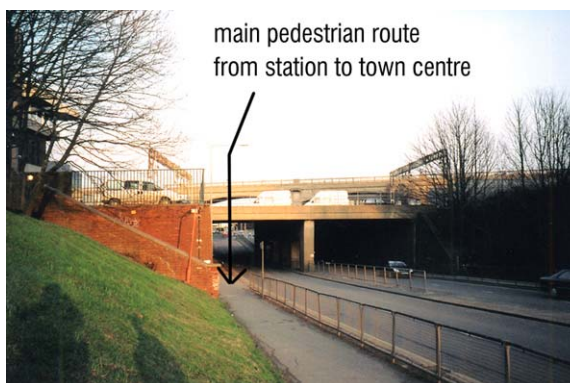


Figure 5.8 Pedestrian and Road Crossing Under Buckingham Road

The key aim of this solution is to provide additional space for these users and to raise them above the level of the carriageway, both to reduce the need for the pedestrians and cyclists to travel up and then down through the link and also to reduce the dominance of vehicles to pedestrians. In parallel to developing the adjacent sites to improve surveillance, improved lighting is proposed to give a better feeling of security.

The current route to north Bletchley uses a tunnel to the east of Saxon Street. This lacks supervision and the aim should be to relocate this route to the Saxon Street corridor. A similar design approach to that taken on Buckingham Road should be taken.

Station Redevelopment Proposals

Following the Collaborative Design Workshop, the consultant team has considered ideas for a range of improvements to the station. The scale of any project is largely dependent on the building of the East-West Link and whether Network Rail pursue any development opportunities. As part of any improvements, the access route to the northern depot and maintenance access to the viaduct must be maintained.

The ideas for the station have focussed on two important transport and urban design objectives:

1. To **reconnect** the town centre and station.
2. To create a **safe, high quality pedestrian link** between the town centre and Bletchley Park to the west.

The three dimensional complexity of the site is the most challenging aspect of any redevelopment. The WCML runs along a terrace formed from the hill which slopes gently up towards Bletchley Park in the west. From Saxon Street, the road sinks down into an underpass to go under the railway. The adjacent viaduct climbs to the south before crossing the WCML at high level.

Links across the station for pedestrians and passengers must be located over or under the railway tracks. At present, a footbridge allows passengers to reach all the platforms – as illustrated in Figure 5.9.



existing entrance to station

Figure 5.9 Existing Access to Station

New platforms for the East-West Link will be needed, and it is intended to create an eastern entrance to the station. One option is to maintain high level pedestrian links between platforms as illustrated in Figure 5.10.

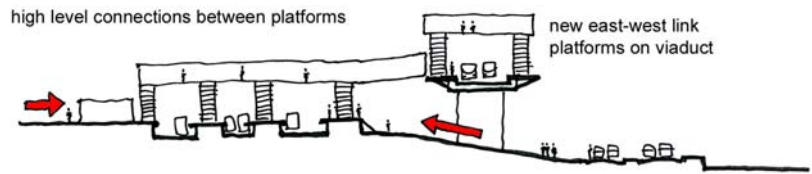


Figure 5.10 High Level Access with Eastern Entrance

However, it was considered at the Collaborative Design Workshop that creating a low-level route underneath the platforms would be preferable, as it would create an easy and direct public through route. This 'concourse' would make an important contribution to the wider urban design objectives of the regeneration project, linking the proposed Bletchley Park developments and Milton Keynes College with Bletchley's retail centre – as shown in Figure 5.11.

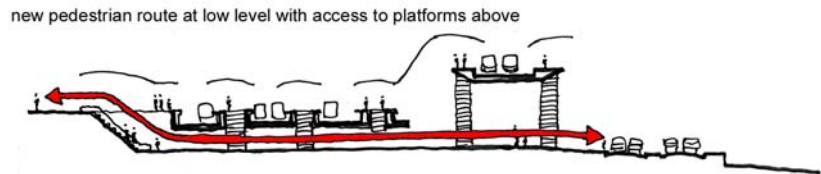


Figure 5.11 Concourse with Eastern Entrance

This pedestrian movement system is used successfully in many stations around the world. A critical design consideration will be to open up the route to as much natural daylight as possible, as shown in Figure 5.12 below.

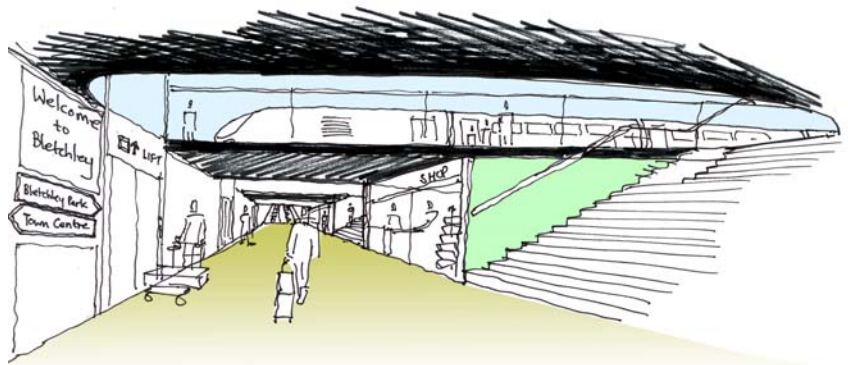


Figure 5.12 Sketch of Future Station Concourse

The proposals for station redevelopment would also create the potential for new commercial and residential development around the station, reducing the isolation and severance. This will require relocation of the existing station car park to the current aggregates yard site.

Stage One Station Development - Creating the Eastern Entrance

However, building this low-level route is likely to be a long-term project with a high capital outlay, and is also likely to be related to new station developments and the construction of the east-west link.

In the short term it is important to establish the eastern entrance to the station as a catalytic project to access the retail heart of the town centre and to establish travel patterns prior to and following the opening of the StadiumMK.

With regrading work to provide access to street level, extension of the existing station footbridge and introduction of a new lift and ticketing facilities, a first stage eastern access could be provided in the early years of the Framework delivery. This would be associated with key elements of public realm improvements and new residential and mixed-use developments. Together with the reconfiguration of bus services on to Saxon Street (described below), this will create a new arrival point to Central Bletchley.

PUBLIC TRANSPORT - BUSES

Although Milton Keynes has a high level of car ownership, this is not reflected in ownership patterns for many of the Central Bletchley communities. Consequently, buses are an extremely important element of an inclusive transport network for people travelling into and around the town. Figure 5.13 shows the existing bus routes that serve Bletchley town centre. These provide a good coverage of the Milton Keynes area. Although frequencies on individual corridors are low, the routing has been co-ordinated by Milton Keynes Council such that the frequencies are increased on the key desire lines, such as the route into central Milton Keynes which is now defined as a Quality Bus Route.



Bletchley will be served by the improved public transport network proposed within the Public Transport Study

Bus Facilities in Central Bletchley

The existing bus station in Bletchley is located on the eastern side of Saxon Street between the two roundabouts. The general environment, level of

security of this facility and connections with the retail core, are poor. Links to the rail station to allow public transport integration are indirect.

The 'Milton Keynes Long Term Public Transport Vision Study' is looking at options to provide an improved public transport network serving the whole of the Milton Keynes area. The study is appraising the viability of two core public transport routes; a north-south route, which will pass through Bletchley town centre, and an east-west link. The two routes will converge in Central Milton Keynes. The sub-regional growth study also identified this route and also suggests that development should be intensified along its route.

The north-south route would run along Saxon Street into Central Bletchley and would be likely to involve dedicating two of the four lanes in Saxon Street to the public transport route with associated reduction in capacity for normal traffic.

This future proposal is taken into the Regeneration Framework where Saxon Street is redesigned to create a boulevard with bus priority and interchange facilities set outside a new eastern entrance to the railway station.



Quality bus stops provide shelter from the elements – improving user experience

Bus System

The Vision Study is considering the type of system that might be appropriate to serve these corridors, be they conventional buses or some form of light transit system. The study has indicated that the viability of a high quality public transport route on the north-south route would depend to some extent on an increase in the density of development both within Bletchley and along the route to Bletchley.

The realignment of Saxon Street would accommodate development along its length thus activating the street, creating natural surveillance but also providing potential added patronage and viability to the future priority transport corridor.

Service Routing

The routing of buses from Bletchley town centre to the residential areas of Bletchley has not been considered as part of the Vision Study. In order to allow maximum flexibility for routes in the future, the Regeneration Framework strategy presented in this document allows all routes from the southern end of Saxon Street to have a service running down them – see Figure 5.14.

An important longer term aim of the Framework is the re-opening of the western end of Queensway following the reconfiguration or redevelopment of the Brunel Centre for pedestrians and potentially bus-only traffic. This would assist in providing more direct services through Bletchley and better services to key public facilities along Queensway.

ROADS

Figure 5.15 shows the existing strategic road network in and around Bletchley. Essentially, Bletchley town centre is served via B4034, a loop road running between the A5 and A421, the primary roads through south Milton Keynes. Figure 5.16 shows the 1999 traffic flow information for the town centre roads.

Although in the medium to long term, the aim will be for the town centre to be served by more sustainable forms of transport than the car, in the short term the regeneration aims are likely to rely on good road access.

The main highway approach to the town centre from the strategic road network is Saxon Street. This links from the A5 trunk road in to north Bletchley. The road is dual carriageway with few access points from adjacent streets and uses. It has a 70mph speed limit commencing immediately to the north of the town centre. The junctions on this road with the town centre access streets are very large roundabouts.

From Saxon Street, Princes Way provides access to the key town centre car parks. This is a wide single carriageway road with large verges. As noted earlier in this report, the nature of Saxon Street and Princes Way is that of rural roads rather than urban streets. They are both overly wide for the traffic volumes that they carry and lack frontage development.

Buckingham Road provides the link into the town centre from the west. This is a multi-purpose, single carriageway road that also provides access to residential areas in West Bletchley. Access to the town centre from the south and east is via the network of residential and more minor streets.

Problems of congestion during peak time are evident at the Saxon Street/Watling Street and Buckingham Road/Sherwood Drive/Water Eaton Road junctions. These junctions are both unsatisfactory double roundabout arrangements, which cause confusion for drivers who have not visited the town before. Together with the railway over-bridges on Saxon Street and Buckingham Road, these form poor gateways to the town centre.



Saxon Street: Overly wide roads appear rural in nature

The key issues relating to highway access to the town centre are as follows (See also Figure 5.17):

- Nature of **Saxon Street and Princes Way** being that of rural 'by-pass' roads and not streets characteristic of a town centre;
- Lack of **signage** to town centre car parking;
- Poor **gateways through the tunnels** under the railway; and
- **Congestion** at the junctions at the entries to the town centre.

Many of these issues also relate to other transport modes and solutions suggested under these headings. However, the key highways related proposals are as follows:

Downgrade of Saxon Street and Princes Way

As noted above, both of these roads are of a rural nature and are overly wide to serve the volumes traffic that they carry. The aim of downgrading these roads will be to create urban streets. This will focus around reducing the carriageway widths, providing frontage development and improving facilities for pedestrians and cyclists.

The downgrading of Saxon Street is described in more detail elsewhere in this report.



Legible signposts will play an important role allowing pedestrians and vehicles to move freely through the town

Improved Signposting

A comprehensive review of signposting within and around Bletchley is required. This needs to consider:

- The approaches from outside the town;
- Routes to town centre car parks; and
- Routes to facilities provided across the town.

Improved Gateways

Earlier in the report we have outlined the improvements that need to be made to the tunnels under the railways for pedestrians and cyclists. These will contribute to the improvement to these areas for those arriving in Bletchley by car. Consideration also needs to be given to long range views to the bridges over the roads and potential simple aesthetic improvements, such as paint/colour.

Congestion at the double roundabouts on the approaches to the town is also a key gateway problem. Improvements to the traffic management at these junctions, such as signalisation, would contribute to reduction in congestion and produce an improved highway layout around which a better gateway could be formed.

Bletchley Park Avenue

As with the pedestrian and cycle access within the town, to a certain extent the highway network suffers from the severance caused by the railways. A new road crossing over the railways is proposed from north Bletchley to provide access to development in West Bletchley.

This project is described elsewhere in this report, along with the other associated regenerative benefits that it will bring for the town.

PARKING

Figure 5.18 shows the existing car parking locations in Bletchley town centre. This includes the public car parks operated by Milton Keynes Council and the private car park owned and operated by the owners of the Brunel Centre. These car parks are free. The car parks are supplemented by private areas behind the buildings in Queensway, which probably provide long stay parking for employees in the town centre businesses, and it is also likely that the residential streets around the retail core accommodate some town centre car parking. On-street car parking bays within Queensway provides very convenient access to the town centre shops and in this way contributes positively to the overall viability of the town centre.

Survey information about the occupancy and use of the car parks is limited, with available information included in Figure 5.18. The information is limited to one weekday survey of occupancy during February 2002 for the Milton Keynes Council Car Parks and general management survey information for the Brunel Centre car park. The information suggests that the car parks are well used with occupancy figures ranging from around 50-80% for peripheral car parks and around 70-110% occupancy for central car parks. There is no information about different types of car parking use, such as long and short stay car parking, or the number of spaces in the Princes Way car parks that are being used by visitors to the leisure centre.



Parking along Queensway is seen as a key benefit to Bletchley's offer

It is understood through consultation with local residents that the existing rail station car park is over-subscribed and this leads to Sherwood Drive being used for overflow car parking.

Parking Strategy

Given that car parking in Central Milton Keynes is now charged and that there is free parking at other district centres, the car parking strategy for Bletchley town centre will be fundamental to the overall aim of this study to regenerate the retail core in the town.

The first stage of developing a strategy will be to carry out further survey work to gain a full understanding of how the car parks in Bletchley are being used. Only then can a full strategy start to be defined. It is understood that a Car Parking and Signing Review for Bletchley is programmed to be completed by Milton Keynes Council during the 2003/04 financial year, which would form the basis of this work. This work will aid decision making on the future management of parking.

Parking Locations

Figure 5.19 shows the proposed future locations for car parking and includes an indicative strategy to re-designate the car parks in Bletchley to provide short stay car parking in the most convenient locations around the retail core, which will act to improve the accessibility of the town centre to shoppers.

Long stay car parking, for employees in the town centre, has been indicated in the peripheral car parks, which will help to deter use of the car for journeys to work.

Also indicated in Figure 5.20 is a circulation loop that will allow people visiting the town centre to proceed through the different car parks whilst they search for a space. This could form the basis of the signing strategy for vehicles approaching the town centre.

Although the aim should not be to encourage access by car, in order to achieve regeneration of Bletchley town centre, it is likely that in the short term the numbers of car parking spaces will need to increase. Potential areas for expansion of parking facilities in the town centre include:

- parking associated with redevelopment of the leisure centre;
- the servicing road to the south of Queensway; and
- by changing the parking arrangement on Queensway (as part of wider streetscape measures) to provide parallel car parking.



Attractive multi-storey car parking

Initially, the car parking for new facilities should be provided pro-rata with the change in use and increase in the size of facilities based on the recently adopted Milton Keynes Council Car Parking Standards. However, with an improved understanding of types of usage of existing car parks at different times of the day (to come from the proposed survey work and strategy), shared use of car parking between different facilities should be considered to avoid over-supply.

In line with the LTP strategy for the older district centres in the Milton Keynes area it is recommended that charges for car parking should not be made in the short term. They should, however, be phased in over the medium to long

term as the improved town centre becomes established and alternative, sustainable transport networks develop allow the town centre to be accessed by alternative means to the car.

SERVICING

The existing servicing and delivery access for the retail units in Bletchley town centre is via Queensway and narrow lanes to the rear. The units on the western side of the Brunel Centre are accessed via a slip lane from Saxon Street.

Servicing Routing

Figure 5.21 shows the proposed serving routing. This largely maintains the current arrangement and the diagram also demonstrates how Queensway might be closed to servicing vehicles in order that special events can be held in this street.

In order to improve the approaches to the town centre for pedestrians, an environmental improvement strategy for the lanes behind the units fronting Queensway should be pursued as part of wider works to regeneration of the commercial core.