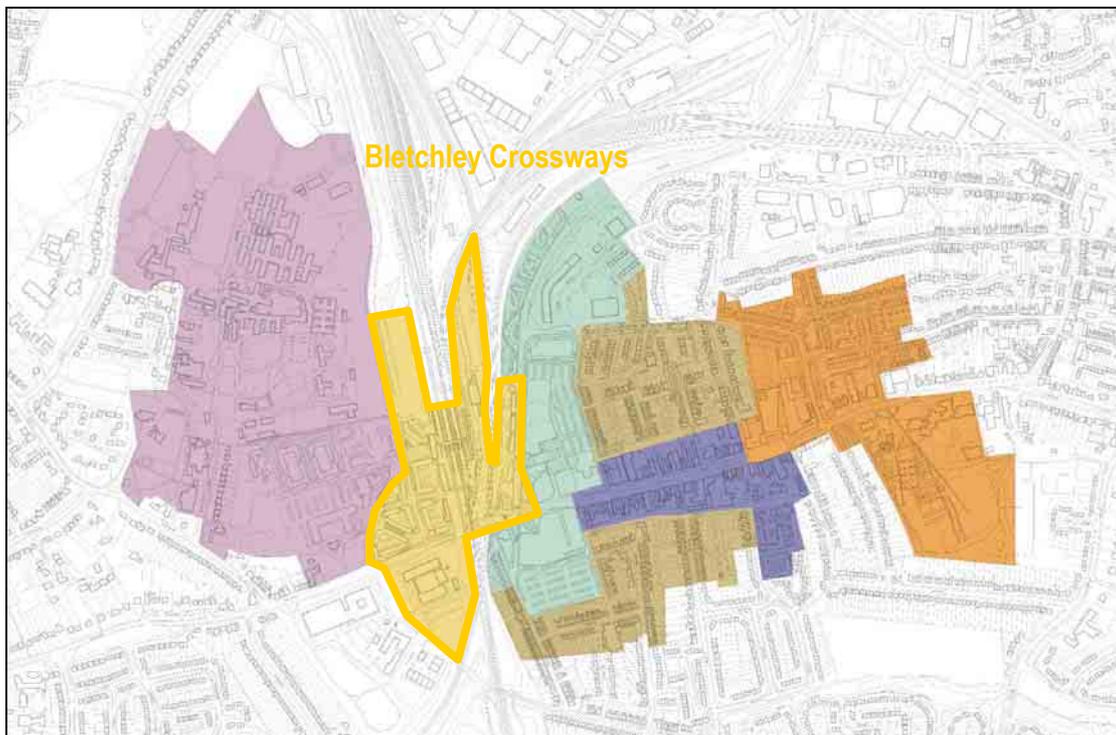


Bletchley Crossways

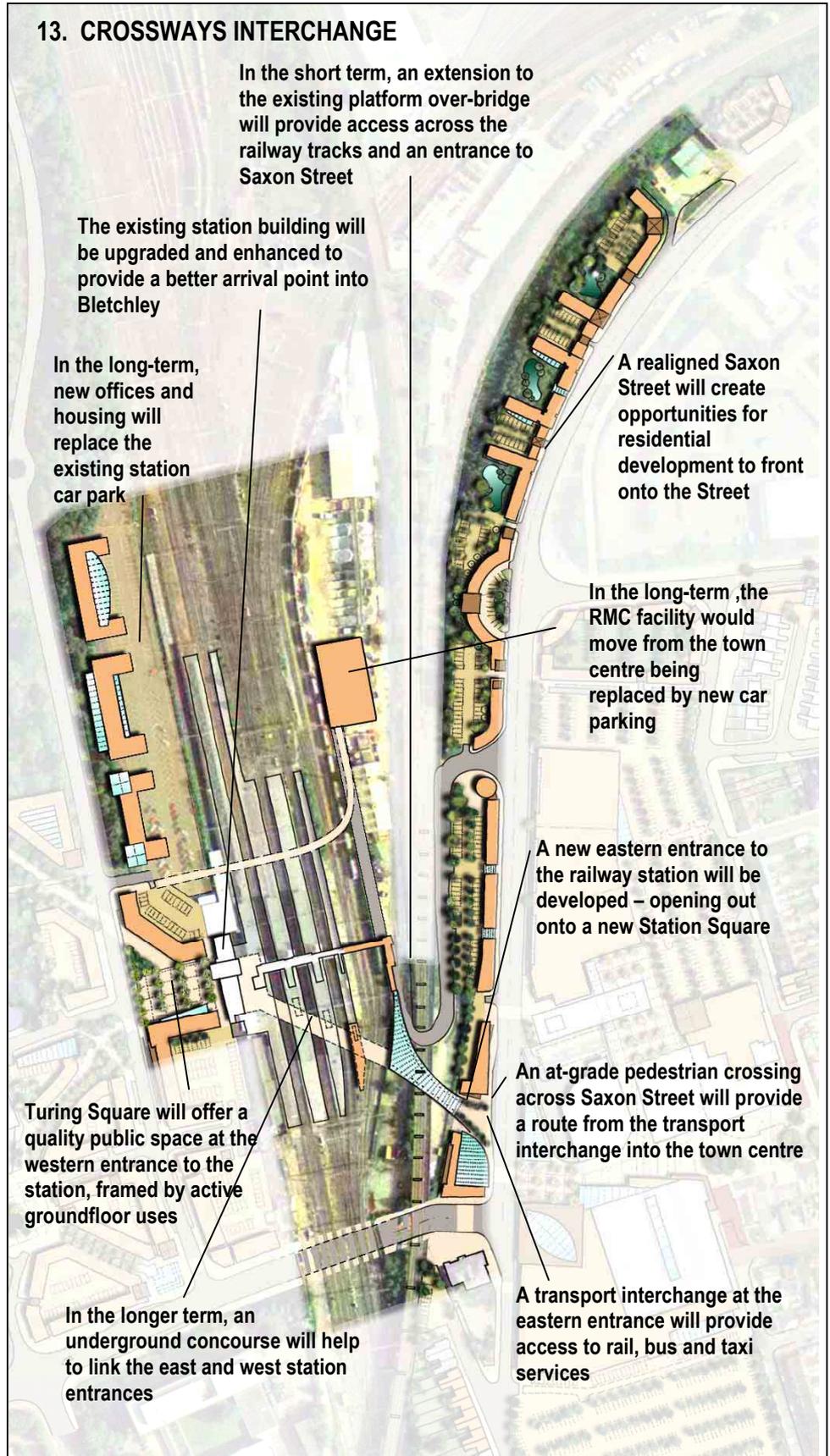
The **Bletchley Crossways** of Central Bletchley comprises:

- 13 Crossways Interchange
- 14 Buckingham Road Bridge
- 15 Western Gateway
- 16 Station Commercial

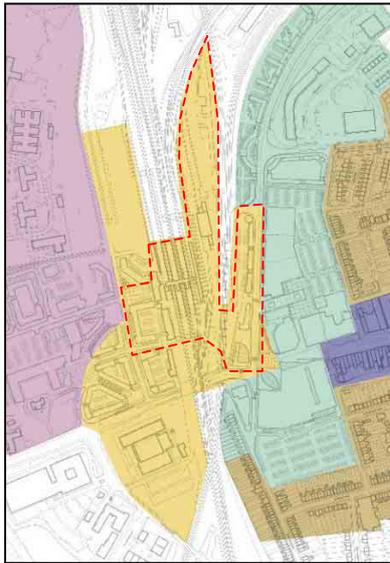


13. CROSSWAYS INTERCHANGE

CREATION OF EASTERN ACCESS TO RAILWAY STATION WITH TRANSPORT INTERCHANGE AND RESIDENTIAL DEVELOPMENT OPPORTUNITIES



Project Description



Bletchley Crossways



Central Bletchley is currently severed in two by the railway station and sidings, with little east-west connectivity. Buckingham Road Bridge forms the only primary link between east and west parts of Central Bletchley, and offers a hostile environment for pedestrians. This is a major problem as the railway station faces west, delivering visitors into West Bletchley rather than the town centre, so an illegible route faces visitors wanting to access the town centre.

The aim of this project will be to create a high quality station gateway that will be the main arrival point for people travelling into Bletchley by both bus and rail. The Gateway area will be focussed upon creating an eastern access to the railway station, delivering visitors into a high quality public square from which they can access either the town centre or the new public transport interchange. The existing western station access will be retained and enhanced also, with a public square entrance to mirror that on the eastern side.

A key component of this project will be achieving an east – west link across the railway tracks. In the short term, it is envisaged that this can be achieved by extending the existing elevated footbridge to provide access onto the western sidings. This pedestrian link via the footbridge will be extended to provide a route underneath the East West railway line with steps used to address the level change leading down to Saxon Street.

The longer term aspiration to achieve east-west links through the station is to develop a low-level concourse that runs underneath the platforms, with entrances from the two public squares. The concourse will provide access up onto the platforms via stairs and lifts.

Associated with the new eastern station access will be a high quality transport interchange, which will form the nucleus of the town’s transport system, offering easy onward links into Bletchley and the wider Milton Keynes area. The Interchange will help to integrate north-south and potentially east-west rail services with the local public transport system and taxi service.

Framing the transport interchange and Station Square to the north will be residential development, extending along the western side of Saxon Street.

Rationale

Station Gateway will create a real sense of arrival and departure for people travelling to and from Bletchley. The design will create a landmark facility that is both distinctive and functional, and will help to demonstrate the high standards that Bletchley is achieving in its transformation.

The new eastern entrance to the station will greatly enhance east – west connectivity, providing an alternative pedestrian route to that offered by the Buckingham Road Bridge crossing. The new entrance will also help to deliver visitors into the heart of the town centre, with Queensway becoming the natural destination for people arriving by train or bus.

The town centre will benefit from increased patronage as people ‘kill time’ whilst waiting for a connecting journey be it either waiting for a bus or train journey.

The developments fronting Saxon Street will offer residential opportunities for people wanting to live within a town centre environment, within close proximity to a transport interchange. Importantly, these developments will provide much needed value through land sales that can help to fund the extensive engineering works needed to deliver the longer-term groundfloor concourse.

Timescale

This is a priority project Regeneration Catalyst

The complexity of delivering the quality station gateway that Bletchley needs will require a phased delivery programme. The two forms of east – west station links proposed offer solutions that can be delivered now and in the future when there is certainty regarding the reopening of the East West railway line.

The first phase to create the eastern access point to the station should be progressed immediately and must be in place before the Stadium MK is opened.

The longer term component of the project to develop an underground concourse, connecting the two sides of Central Bletchley, will only come forward once the East West Rail Link has been reopened.

Regeneration Partners

Network Rail – as landowner and station operator will assist with financing the short and long-term elements of the project, as well as overseeing the maintenance and management of the new facilities.

Milton Keynes Council – as Highways Authority the Council will be integral to achieving the realignment of Saxon Street. They will also play a key role in scoping the transport Interchange facility, working closely with the existing public transport operators.

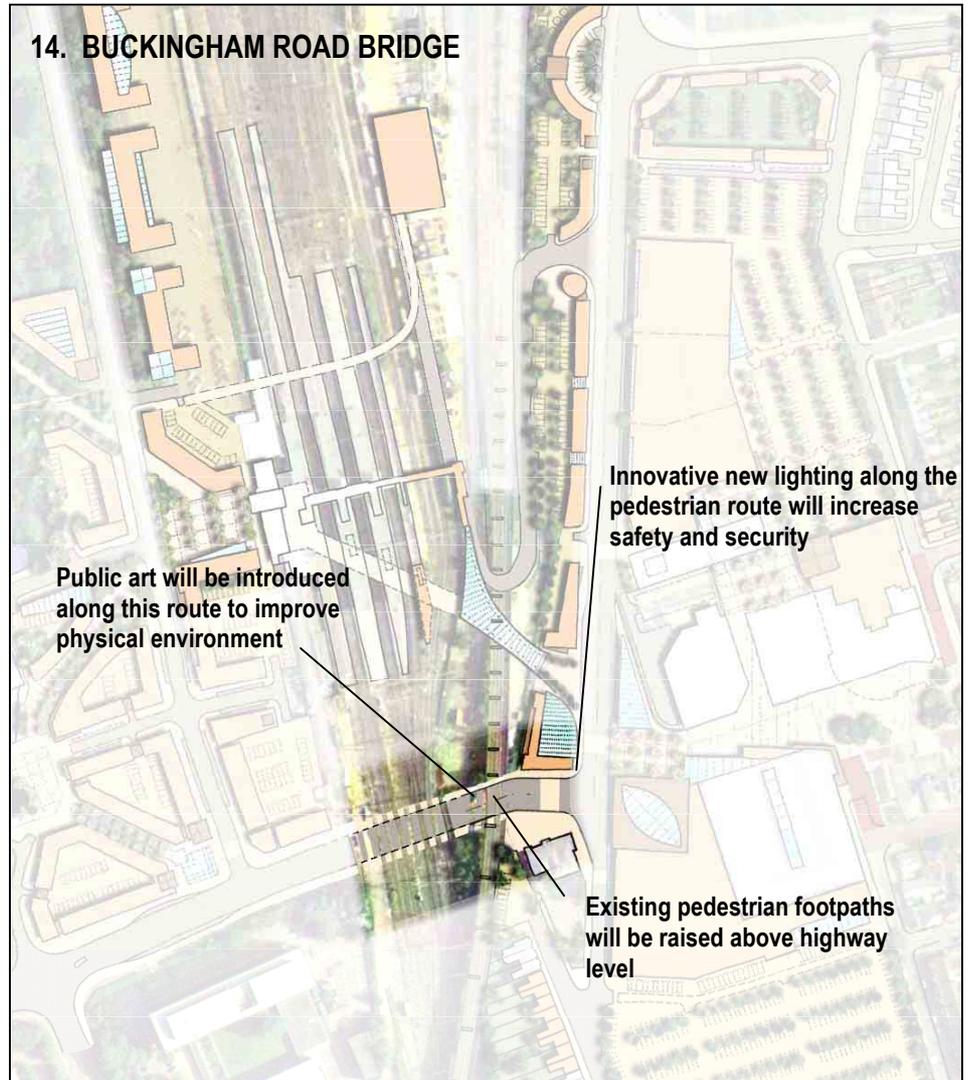
English Partnerships – will provide land assembly support.

Public Transport Operators – will assist in scoping the design requirements for the Transport interchange facility.

Stadium Mk consortium – potentially assist with funding contributions for the early phase initiatives.

14. BUCKINGHAM ROAD BRIDGE

IMPROVEMENTS TO PEDESTRIAN AND CYCLE ENVIRONMENTS UNDER BUCKINGHAM ROAD BRIDGE



Project Description

The pedestrian and cycle route under Buckingham Road Bridge, providing the main east west link connecting the two halves of the town, offers an extremely poor and intimidating environment for users. The lack of active frontages and therefore surveillance along the approach to the bridge, combined with the poor lighting heightens the sense of isolation for users, raising concerns over safety.

The aim is to improve the pedestrian and cycle routes under the bridge to create a safe environment that allows usage throughout the day and into the evening. Initial treatments will involve improving the level and quality of street lighting, and incorporating public art to 'brighten' the environment, improving the sense of security.



In the longer term, as new development fronts the approaches to the bridge providing much needed passive surveillance, the aim will be to raise the pedestrian and cycle routes above the carriageway – separating pedestrians from vehicle traffic and providing a more at-grade route to aid legibility.

Rationale

Addressing safety concerns associated with crossing beneath the Buckingham Road Bridge will increase the numbers of pedestrians moving east west, particularly movements between the town centre and the railway station and Bletchley Park area. This will increase the potential for the town centre to capture spend from users of the new developments taking place on the western side of the railway station and will also increase the ease with which existing residents can travel across the town.

Timescale

**This is a priority project
Regeneration Catalyst**

The early street lighting and public art treatments along the route should be undertaken immediately.

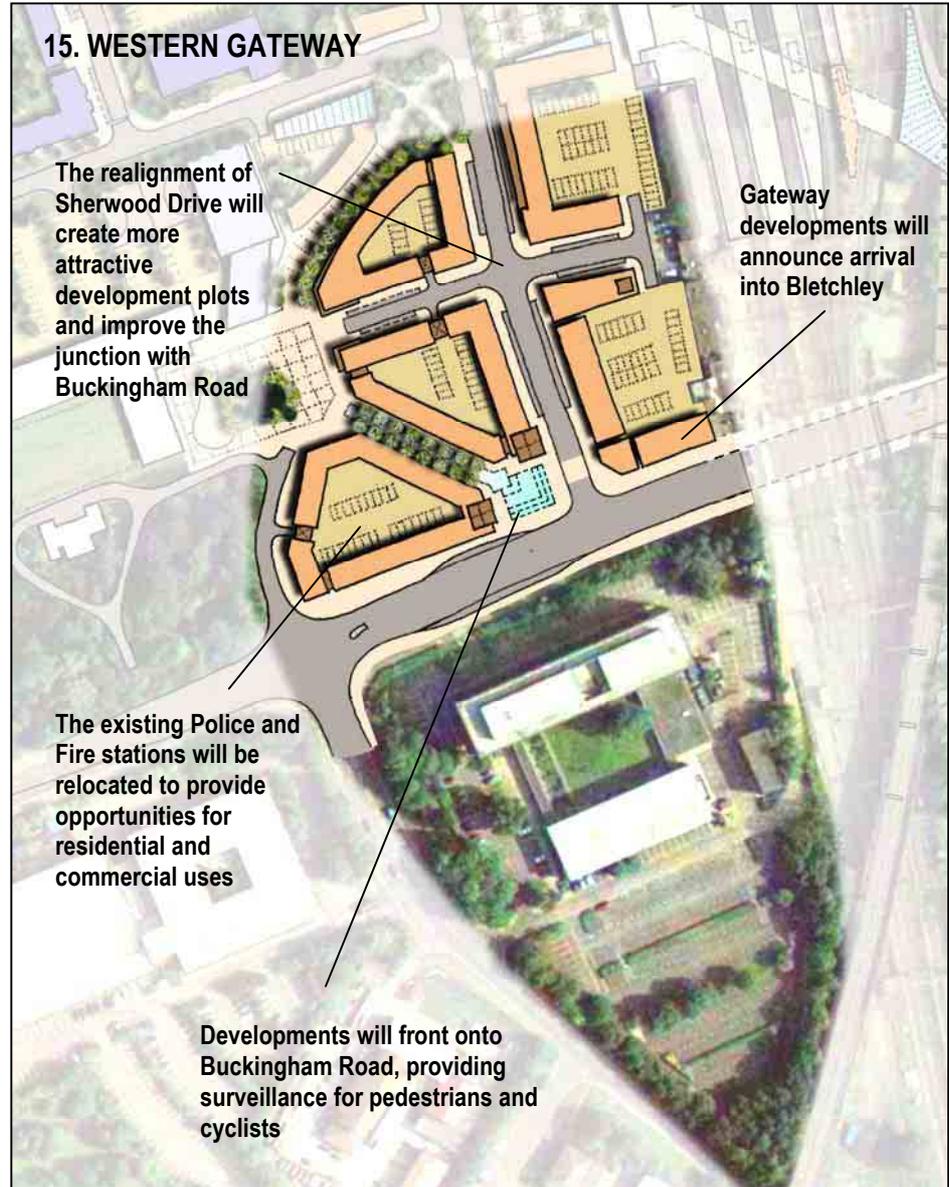
The longer term priority to raise the pedestrian route above the carriageway will require extensive engineering works that will affect the operating capacity of Buckingham Road. For this reason, this project should only be undertaken once a wider traffic assessment study has been undertaken.

Regeneration Partners

Milton Keynes Council – undertake streetscape, lighting and public art improvements to the existing environment. The Council will also project manage the construction works required to raise the pedestrian route above the carriageway.

15. WESTERN GATEWAY

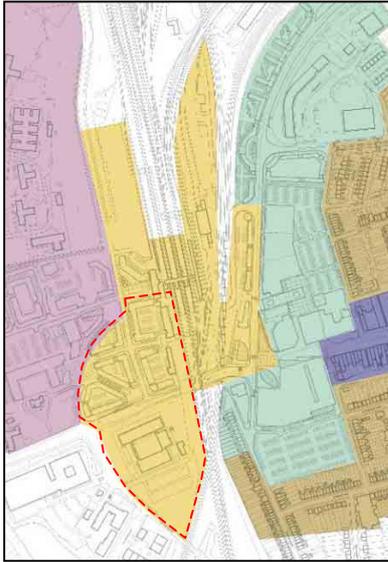
GATEWAY DEVELOPMENT COMPRISING RESIDENTIAL AND COMMERCIAL USES



Project Descriptions

The existing access into Bletchley along Buckingham Road offers a visually poor approach into Bletchley, with visitors only aware that they are in Bletchley when they pass under Buckingham Road bridge and are confronted by the Brunel Centre. The NTL building and Police Station on Sherwood Drive do little to create a sense of arrival within Bletchley, with neither building aiding legibility.

The aim of this project is to create a series of new developments that will help to define a distinctive Gateway into Bletchley, with development blocks framing the approach along Buckingham Road. On the former Police and Fire station sites, commercial and residential uses will prevail. The existing Police and Fire Stations are not closing nor leaving Bletchley, but may



Bletchley Crossways

relocate to a central location. Commercial development will focus on attracting occupiers requiring good rail access to London and a unique environment, offering the prestigious Bletchley Park to the north and a revitalised town centre to the east. The residential development will primarily offer urban apartments, building on the proximity to the railway and potentially forging links with the new Milton Keynes College development. The residential element will help to broaden to the town centre living offer in Bletchley, providing high quality living space at the heart of the town's transport network.

These developments will help to frame the new Turing Square, a quality public square forming the western arrival point into the station. The square will be of an innovative layout with quality street furniture to create an identifiable meeting place that will act as a focus for the transport, residential and commercial uses around. It will be animated by groundfloor uses, including cafes and restaurants to encourage activity both during the day and into the evening, supporting passive surveillance for evening travellers.

The redevelopment of the emergency service buildings will allow for the realignment of Sherwood Drive, changing the nature and location of the Sherwood Drive / Buckingham Road junction.

Rationale

Redevelopment of the existing buildings combined with the road realignment will greatly enhance the western gateway into Central Bletchley. It will help to create a quality arrival and departure point on the western side of the railway station, a space in which visitors will feel comfortable both passing through and spending time within.

New development with active groundfloor frontages fronting onto Buckingham Road will increase activity and surveillance, making the pedestrian and cycle route from the west and under the railway bridge more attractive and safe – thus contributing to the reduction of impacts of severance caused by the railway and highway infrastructure.

Timescale

The elements of this project can be delivered in a phased approach. The redevelopment of the emergency service buildings whilst only coming forward in the medium term can start immediately, with the relocation of both the Police and Fire service achievable by early 2006.

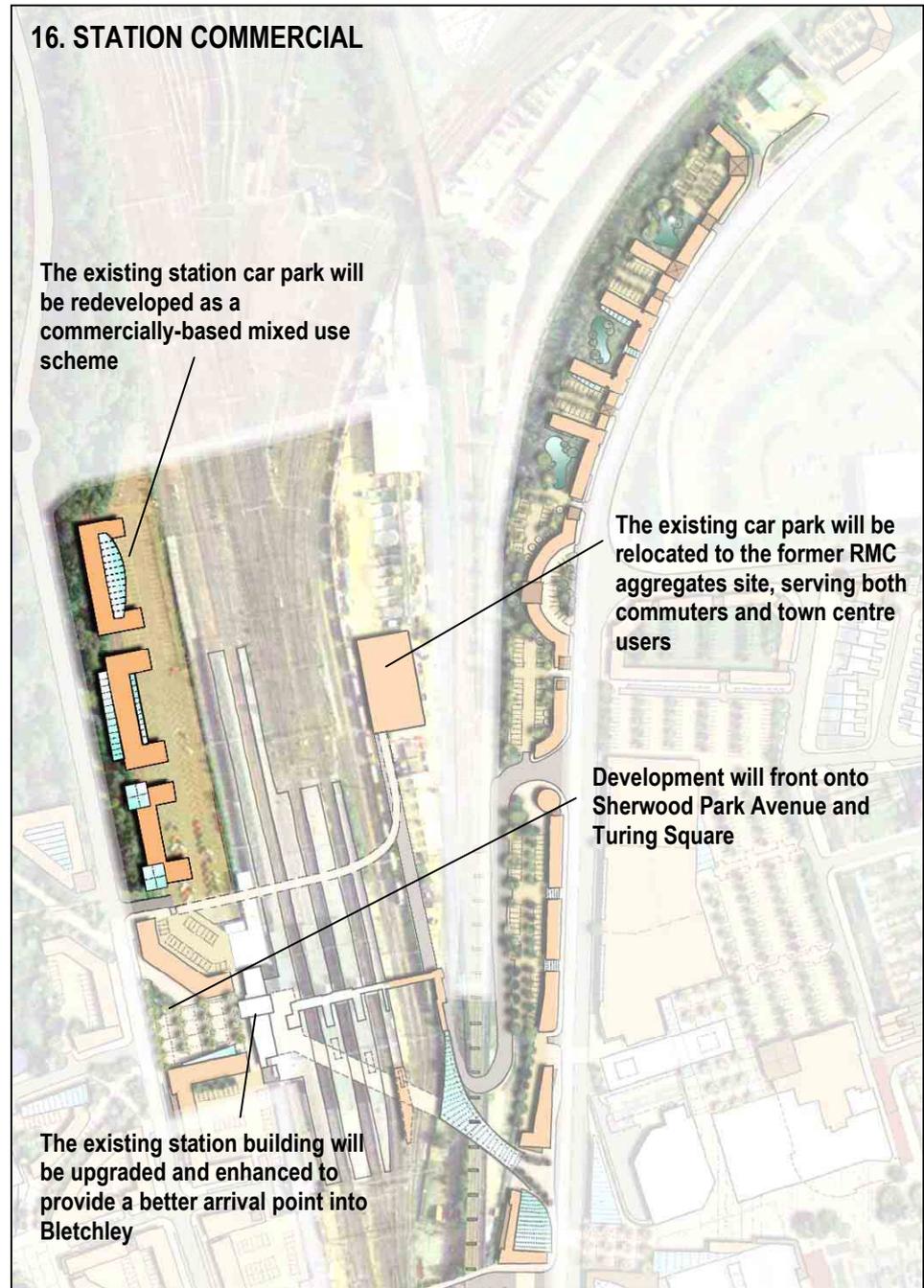
Regeneration Partners

English Partnerships – project lead through its role in leading the site assembly exercise. Potential to relocate existing uses onto land already in English Partnerships' ownership

Milton Keynes Council – as Highways Authority, the Council will play a key role in the realignment of Sherwood Drive

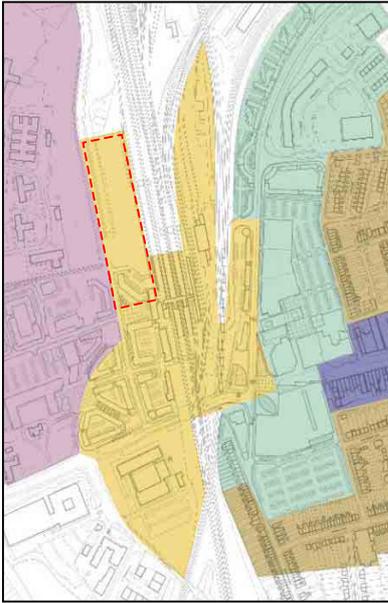
16. STATION COMMERCIAL

DEVELOPMENT OF COMMERCIALYBASED MIXED USE SCHEME AT STATION CAR PARK



Project Description

The existing entrance to the railway station offers a poor and illegible arrival and departure point, with visitors greeted by the rear servicing areas of the Police and Fire stations and the station car park. This creates a poor first impression for visitors. This project seeks to improve the sense of arrival for rail passengers through the development of a commercially based mixed-use scheme on the site of the existing station car park.



Bletchley Crossways

As the railway station is upgraded and the east west pedestrian links across the station are improved, there will be an opportunity to relocate the existing station car park over to the RMC aggregates site to create a development plot for a commercially based mixed use scheme. The development will front onto Sherwood Park Avenue and will frame the station arrival point. Its scale and form will respect the boulevard nature of Sherwood Park Avenue.

A new high quality car park will be developed on the RMC aggregates site that will serve commuters and town centre visitors, with pedestrian access from both sides of the station. As part of this car park development, the aggregates yard will be relocated to an appropriate out of town location.

Rationale

The development of a commercially based scheme will maximise the use of land around the railway station, helping to strengthen the station environment as an active mixed-use destination. It will add to the station setting, providing space for those occupiers who will benefit most from being at the heart of the town's transport network. The development, fronting onto Sherwood Park Avenue, will provide passive surveillance and increase safety of pedestrians and cyclists travelling along the road and to the station.

The developments will create value that can be used to fund the much needed station improvements and the relocation of the aggregates yard.

The relocation of the aggregates yard will help to rid the town of the negative visual and traffic impacts associated with the operation of the yard.

Timescale

The development of the commercially based mixed-use scheme will be dependent upon the relocation of the aggregates yard and the replacement of the car parking facilities. In turn, the development of the replacement car park will require an east west pedestrian link across the station to be developed.

Regeneration Partners

Network Rail – as landowner and station operator

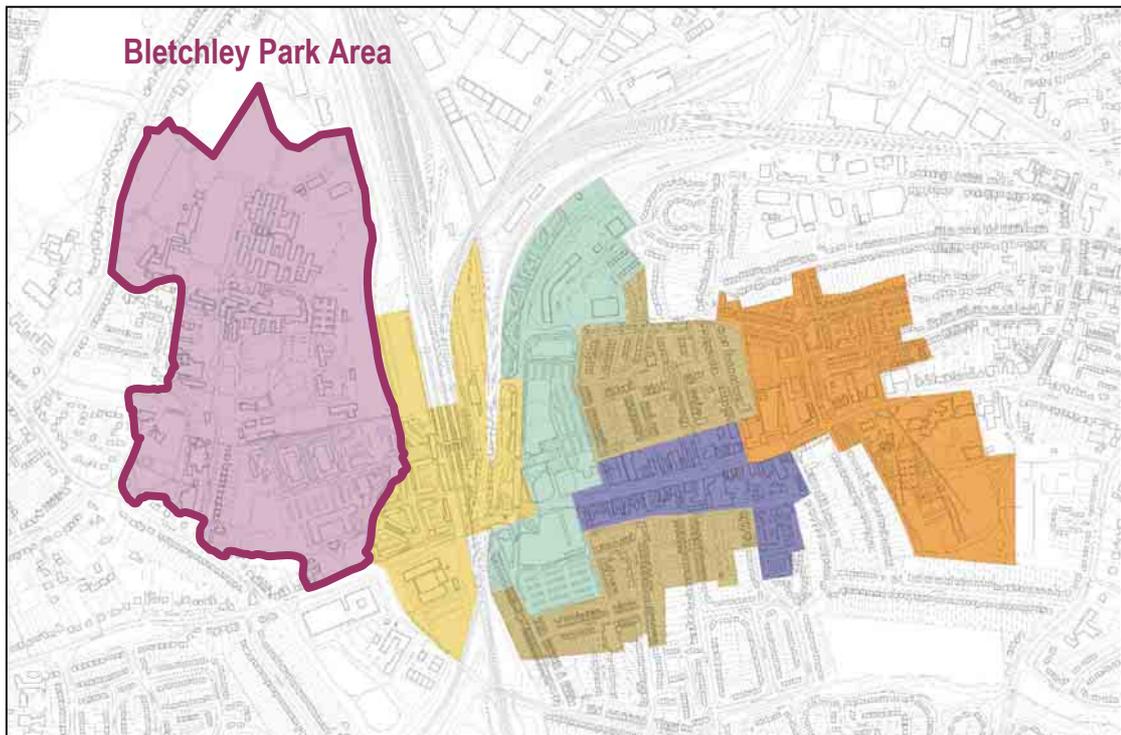
English Partnerships – will provide land assembly support

RMC Aggregates – as relocated tenant will have a key role in relocation exercise

Bletchley Park Area

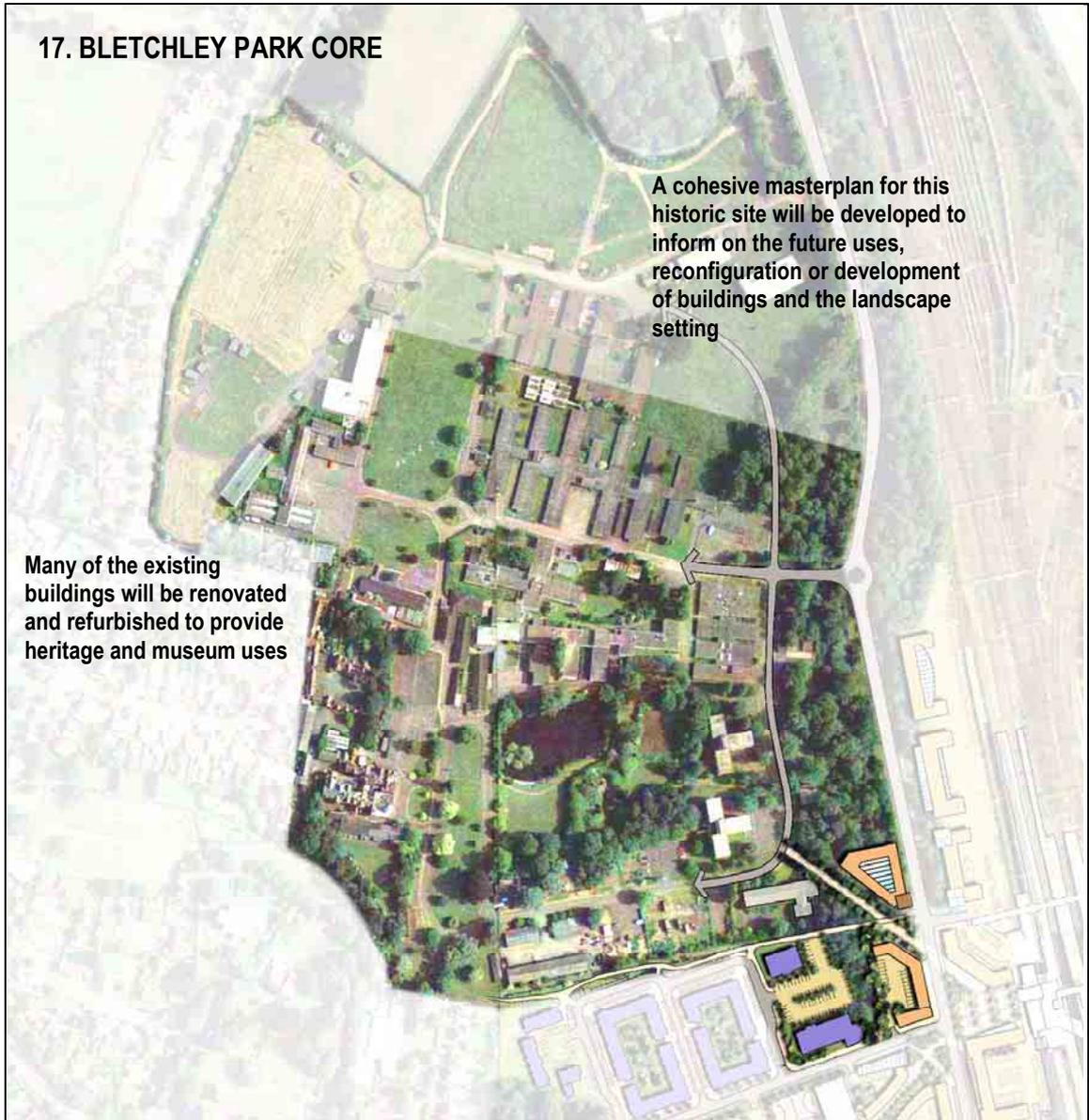
The **Bletchley Park area** of Central Bletchley comprises:

- 17 Bletchley Park Core
- 18 Bletchley Park Knowledge and Innovation
- 19 Milton Keynes College
- 20 Park Living
- 21 Bletchley Park Avenue



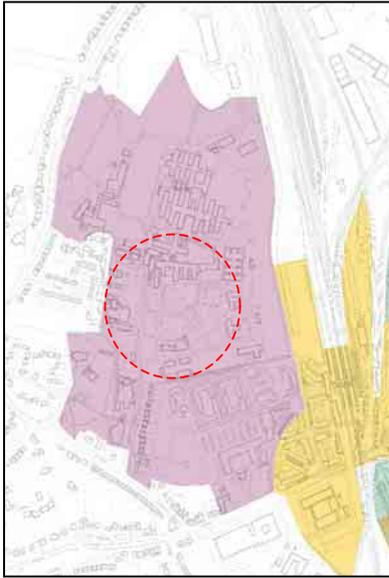
17. BLETCHLEY PARK CORE

REFURBISHMENT OF CORE BUILDINGS AND LANDSCAPE FOR MUSEUM, HERITAGE AND RELATED USES



Project Description

This project aims to sympathetically refurbish some of the Park's existing vacant historic buildings to offer museum and heritage uses that help to illustrate the park's rich wartime history. Existing buildings could also be refurbished to provide innovation and business uses. Other buildings with less historic interest could also be adopted or redeveloped to assist in creating a new community in the heart of the Park focussed on celebrating the innovation and pioneering work of the past, and developing new technologies for the future.



Bletchley Park Area

However, much of the focus in the core of the Park will be to reposition and interpret the buildings and landscape setting to enable the current and future generations to understand the role of the Park in the Second World War, but more importantly to understand the relationship between this pioneering work and modern computer and communications technologies.

Rationale

Developing museum and heritage uses within the existing built fabric will help to consolidate the Park's role for both visitors and those with an academic or research interest in Bletchley Park. It is also a valuable resource for local people. Improving the environment will raise recognition and the profile of both the Park and Bletchley to a national scale. As well as increasing revenue for the Park's Trust through increased visitor footfall, Central Bletchley should also benefit as 'day trippers' visit the Park and then move on into Central Bletchley, bringing with them added spend.

Timescale

This is a priority project Regeneration Catalyst

The heritage at Bletchley Park and the surrounding area, together with the opportunity of creating business and living opportunities focussed on innovation and new technologies, is a major 'asset' to Bletchley and, arguably, is the town's most marketable facet.

However, it is clear that to progress regeneration and renewal at the Park a cohesive Masterplan is required, based on research by English Heritage of the value of the historic fabric, to understand how change can be implemented whilst not adversely affecting the internationally important heritage assets. Any cohesive plan should be informed by a formal Conservation Management Plan that is a necessary pre-requisite to any significant, renovation, development or redevelopment at Bletchley Park.

The preparation of this cohesive masterplan should be initiated as soon as possible to unlock the dormant potential of the Park to support regeneration in Bletchley and the wider area.

Regeneration Partners

Bletchley Park Trust – owners and Park 'guardians'

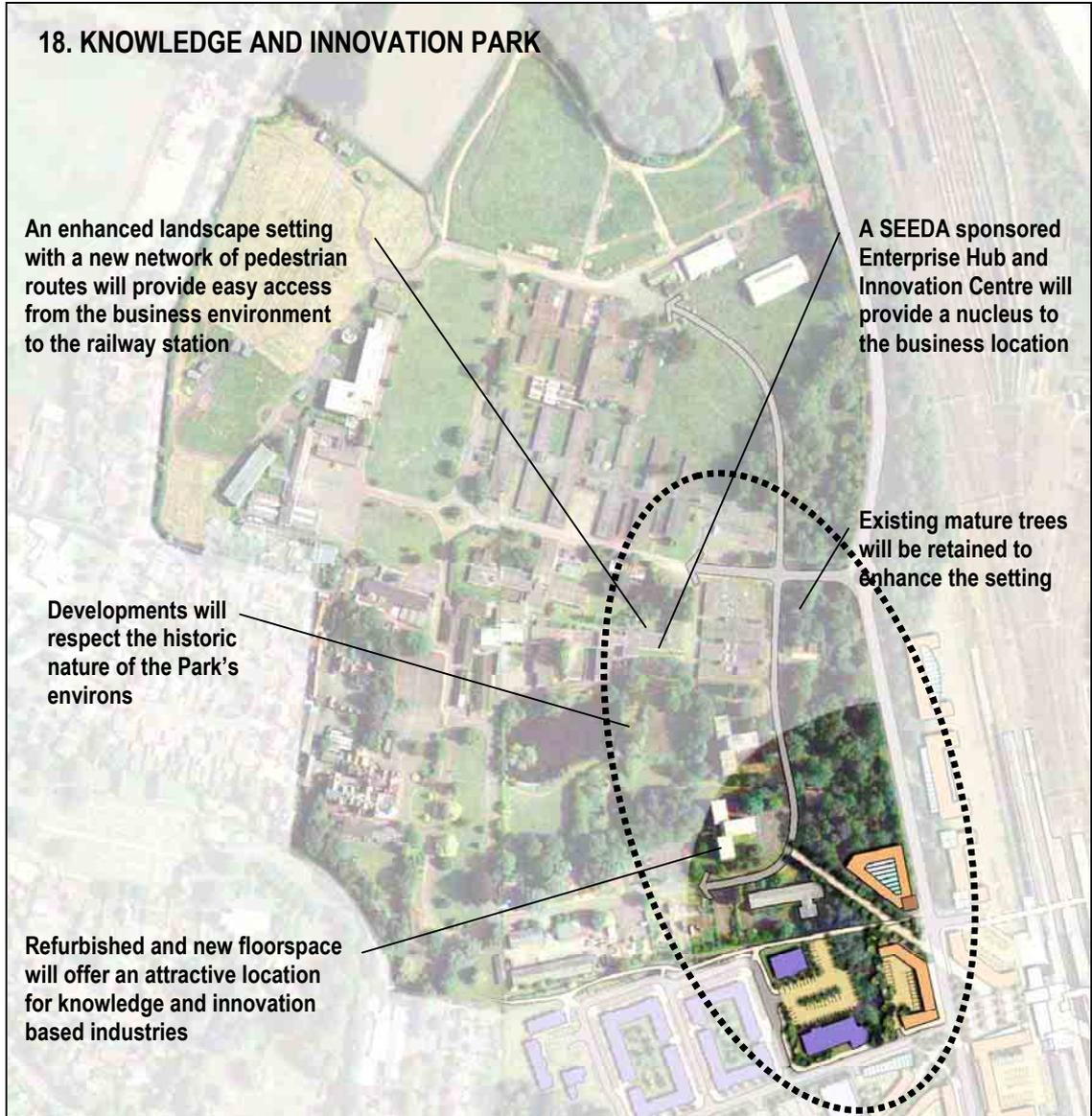
SEEDA / English Partnerships – will assist in preparation of the masterplan which will then inform if any land assembly support or infrastructure will be required

English Heritage – recently completed a study, which sought to establish the historic function of the Park. Results of study and detailed knowledge of historic issues will be key in the preparing cohesive masterplan

Milton Keynes Council – as local planning authority

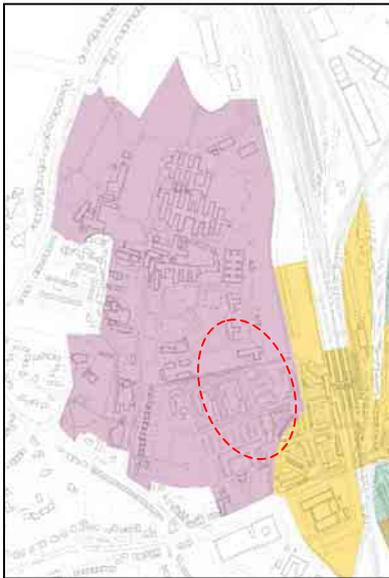
18. BLETCHLEY PARK KNOWLEDGE AND INNOVATION

DEVELOPMENT OF INNOVATION, OFFICE AND RESEARCH USES



Project Description

In the area between the railway station and the core of the Park, there is potential to create an alternative mixed business and living environment with good access both by road and rail, proximity to town centre facilities and importantly, access to the landscape setting and heritage assets of Bletchley Park. The mixed-use business community will be anchored by the SEEDA sponsored Enterprise Hub, providing facilities and services to enable small indigenous business to grow and expand.



Bletchley Park Area

Rationale

The development of office and research facilities set within the prestigious Bletchley Park environs will provide Bletchley with a high quality business destination. This distinctive employment offer will help to identify Bletchley Park, strengthening the Park's brand as a location based on innovation and knowledge. The nature of the facilities and their environment will attract investors/employers that require alternative locations to those currently found in Central Milton Keynes or elsewhere in the new city, and will provide the opportunity for Bletchley to attract quality knowledge-based employment, diversifying the town's employment base.

The SEEDA sponsored Enterprise Hub and the refurbished buildings offering innovation and business uses (in the 'core' of the park) will help to establish an innovation theme within Bletchley Park. This innovation theme will help to strengthen the Park's links with its past pioneering activities that were undertaken on site during and post World War II, adding to the overall atmosphere.

Developing this part of the Park will improve the sense of arrival for visitors arriving at the railway station, providing a formal edge to Park. Development will also provide pedestrian and visual links into the Park area. Which are so important in opening up this 'hidden' area to a wider public.

Timescale

The SEEDA sponsored Enterprise Hub is expected to be fully operational by 2004.

The development of this Park community will firstly require the cohesive masterplan based on a Conservation Management Plan, to be completed so that any decisions regarding demolition, conversion or development or new build will be supported by detailed heritage analysis.

Regeneration Partners

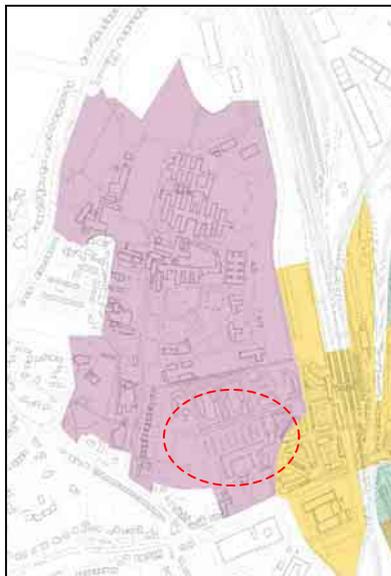
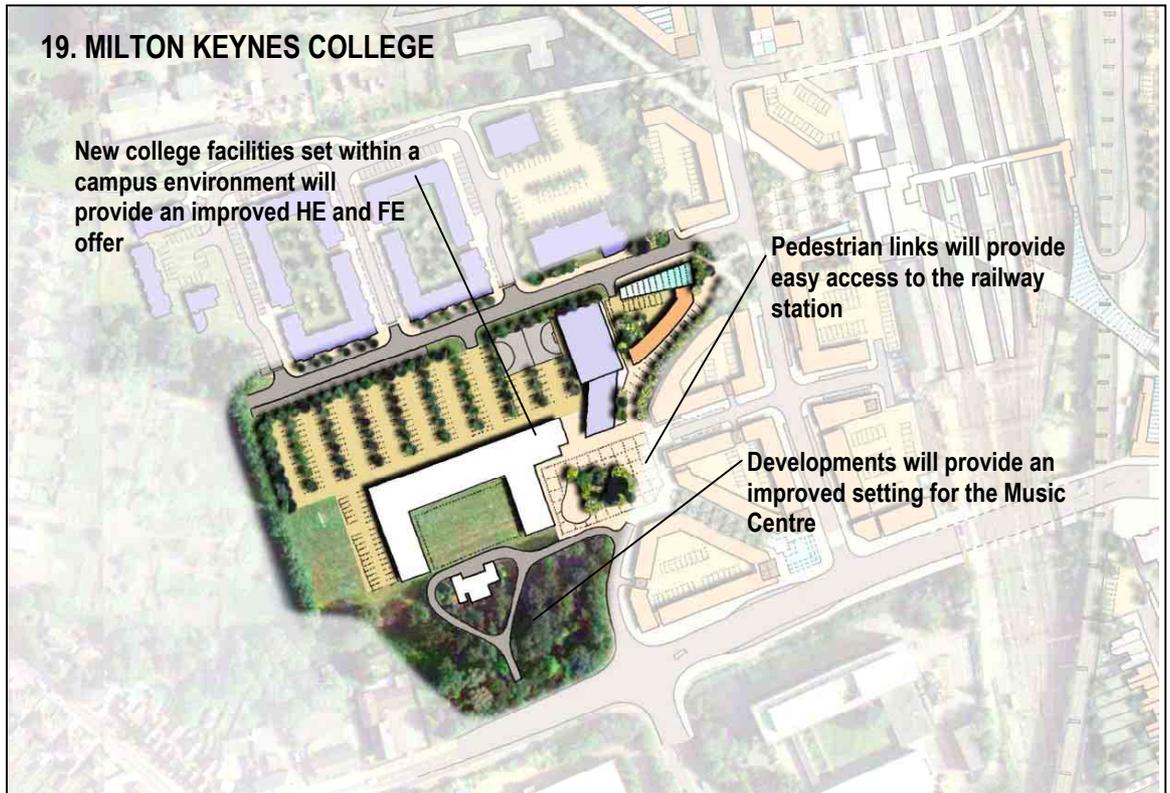
Bletchley Park Trust – owners and Park 'guardians'

SEEDA / English Partnerships – contributor to the delivery of the masterplan followed by potential land assembly role

English Heritage – assessment of potential land assets and inform upon the nature and scale of future development

Milton Keynes Council – as local planning authority

19. MILTON KEYNES COLLEGE



Bletchley Park Area

Project Description

Milton Keynes College has consolidated its campus at Bletchley and invested in new buildings and facilities. The release of land for residential and business uses has provided valuable funding to support redevelopment but also has begun to create a new residential community in the Bletchley Park area with a close relationship to the railway station and good access to town centre facilities.

Currently, the new development has little relationship with the Park or other development areas to the west of the Railway and to maximise the potential of the Park area, the College area should be considered as part of a cohesive Park area plan.

Rationale

This College development will help to consolidate the Further Education offer within Bletchley, strengthening the knowledge theme of the Bletchley Park area. In the longer term, partnerships between the College and the Bletchley Park occupiers could ensure a synergy in knowledge transfer, with students and enterprise working together.

Timescale

Much of the redevelopment of the College site has now been completed or is planned. Drawing this and new opportunities of the Regeneration Framework together as part of a cohesive Park area plan is important to release the potential of Bletchley Park area and its relationship with the town centre.

Regeneration Partners

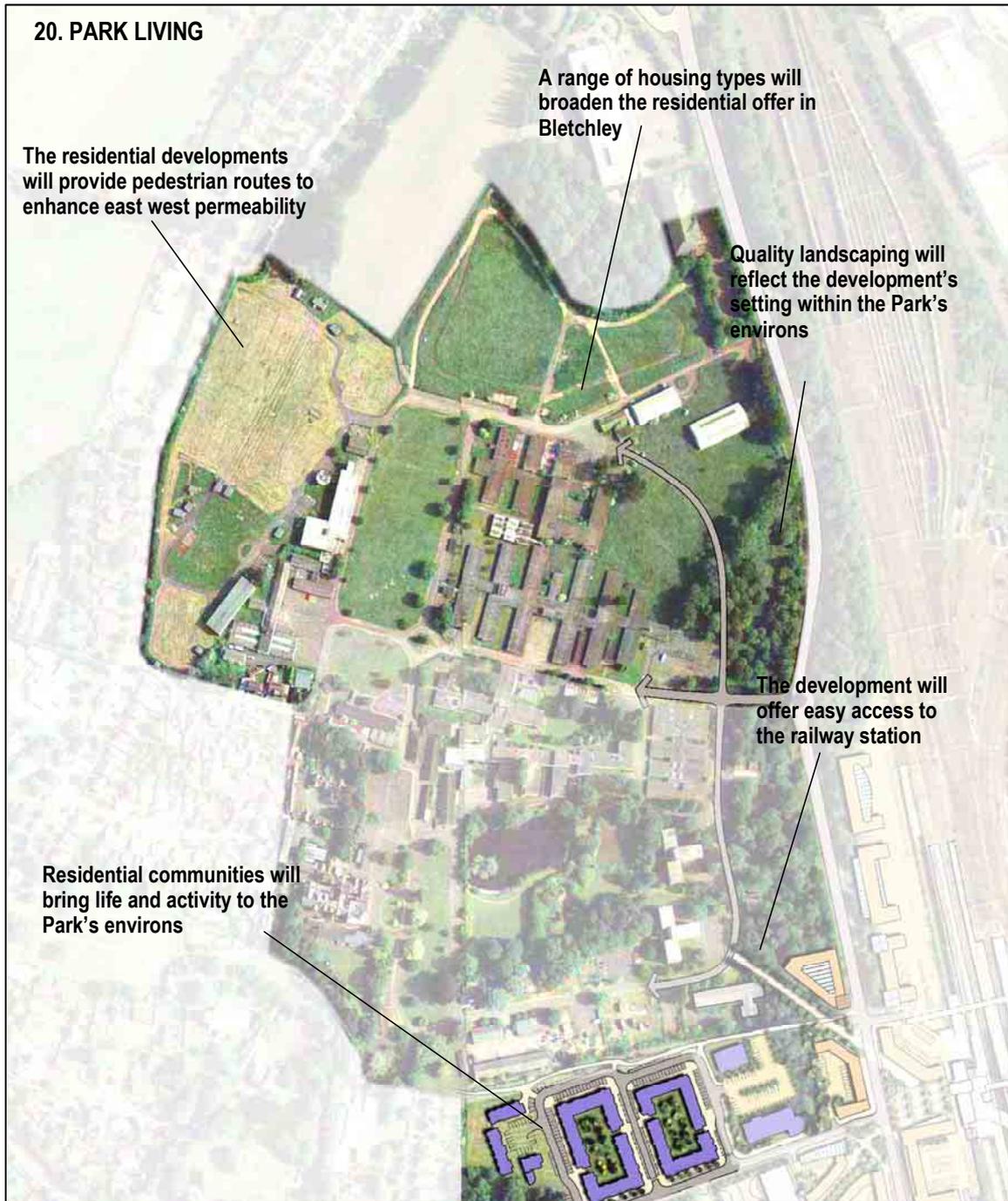
Milton Keynes College – project lead as owner and operator of education facilities. The aim is that the college would contribute to the wider area Masterplan for the Bletchley Park Area

SEEDA / English Partnerships – potential land assembly or facilitation role.

Milton Keynes Council – as local planning authority

20. PARK LIVING

DEVELOPMENT OF RESIDENTIAL PARK COMMUNITIES



Project Description

This project aims to develop residential communities within the Bletchley Park area, through the development of quality park living opportunities that respect the Park setting. The developments will provide key services and facilities that can benefit the wider Park communities.



Bletchley Park Area

Rationale

The residential development in the northern part of the Park and to the south of the Park Core will provide a distinctive living quarter to much of the new housing proposed elsewhere in Central Bletchley – and create a new living community in the park, making this an active place once more.

However, the quality of development is extremely important. The holistic value in the core of the Park and elements of the landscape setting are key components, which will need to be addressed with the proposals worked up together with a cohesive plan for the Park area. The predominantly residential developments will need to come forward in a way that positively supports the renewal of the park as a business and living community in Central Bletchley.

Timescale

This is a priority project Regeneration Catalyst

Bringing forward Park Living is an important first step in the cohesive plan for the Bletchley Park area. Proposals have been put forward by the owners of the northern site and on-going negotiations have been taking place between Milton Keynes Council Planning Department and the developers. It is expected that a decision on the planning application will be made in early 2004.

The masterplan that comes forward for the Park will need to ensure that residential development is incorporated into the wider plan, strengthening links between all parts of the Park. Where there are opportunities to influence the design of the northern development and provide greater linkages with the rest of the Park, with West Bletchley and the town centre, then these should be maximised.

Regeneration Partners

Landowners of northern site

Milton Keynes Council – as planning authority, the Council will need to ensure that any planning applications that come forward for residential development in the Park environs do not detract from its rich history and character

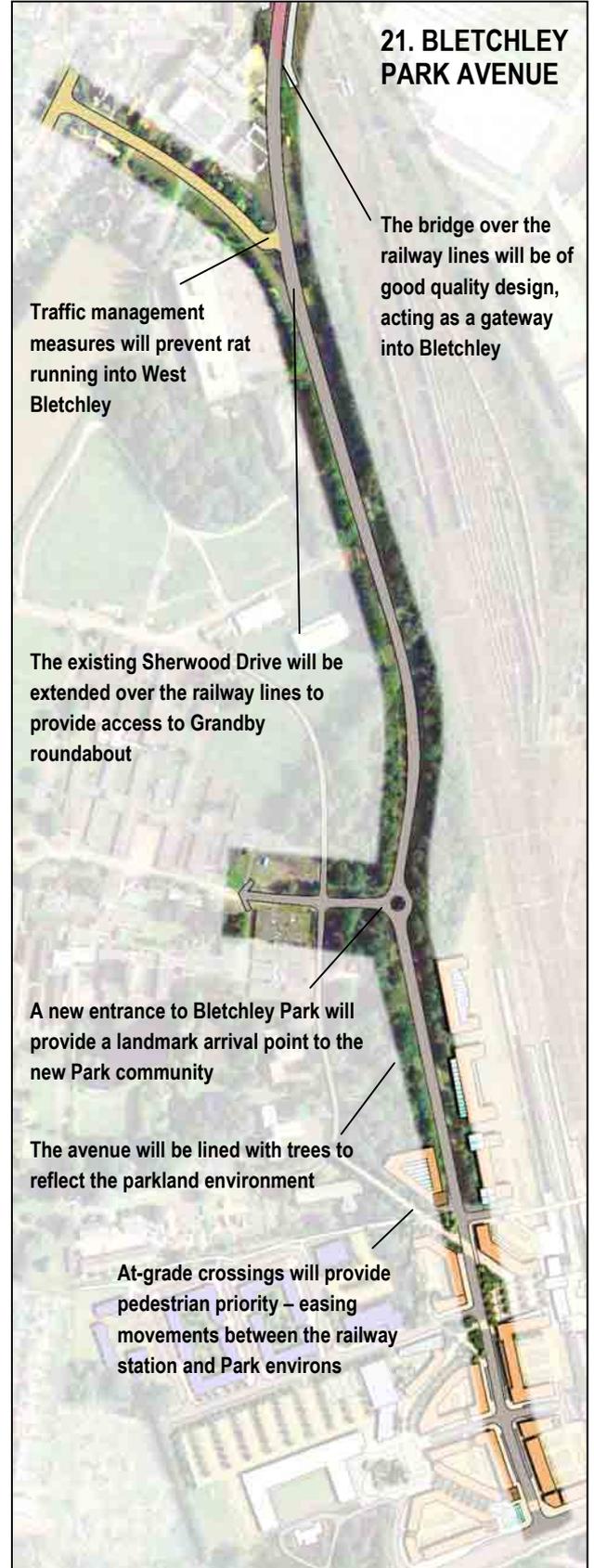
Milton Keynes College – to ensure linkages between the College and core of the site

21. BLETCHLEY PARK AVENUE

CONSTRUCTION OF NEW ROAD BRIDGE ACROSS THE RAILWAY TO ACCESS BLETCHLEY PARK AREA PLUS THE RE-ALIGNMENT OF THE SOUTHERN END OF SHERWOOD DRIVE



Bletchley Park Area



21. BLETCHLEY PARK AVENUE

Traffic management measures will prevent rat running into West Bletchley

The bridge over the railway lines will be of good quality design, acting as a gateway into Bletchley

The existing Sherwood Drive will be extended over the railway lines to provide access to Grandby roundabout

A new entrance to Bletchley Park will provide a landmark arrival point to the new Park community

The avenue will be lined with trees to reflect the parkland environment

At-grade crossings will provide pedestrian priority – easing movements between the railway station and Park environs

Project Description

Bletchley suffers as a result of the severance caused by the major railway lines running across the town and the number of road crossings for pedestrians, cycles and vehicles is limited. As part of the regeneration framework for Central Bletchley, development schemes are proposed in the town centre core on the eastern side of the railway and also a significant development is anticipated for the Bletchley Park area on the western side. These developments will generate additional traffic and require improvements to the highway network.

Bletchley Park Avenue is a grouping of highway-related projects, which sits within the Regeneration Framework and assists in providing a high level of accessibility in the Central Bletchley area.

The proposed Bletchley Link over the West Coast Main Line between Denbigh Road and Sherwood Drive, being promoted by Milton Keynes Council, will provide improved access to serve redevelopment of the Bletchley Park area. In conjunction with this, alternatives to Sherwood Drive and other parallel routes through West Bletchley should be made to avoid the Link being used as a town centre by-pass.

The redevelopment of the Police Station and Fire Station sites provide an opportunity to re-align the southern end of Sherwood Drive. This will allow a more satisfactory junction arrangement with Buckingham Road with the aim of improving this gateway to Bletchley town centre and Bletchley Park itself.

Together these improvements will create a new link along the western edge of the railway termed "Bletchley Park Avenue".

Rationale

The regeneration strategy for Bletchley Town Centre identifies a number of sites for redevelopment to replace existing facilities, but also to provide new facilities. The aim will be that the numbers of people travelling to and from these sites will increase to bring increased vitality and spending into the town centre. The implication of this is that traffic in the town will also increase.

The redevelopment sites are focussed in two key areas:

- Around the retail core to the east of the railway; and
- In the grounds of Bletchley Park, and adjacent to the railway station and at the southern end of Sherwood Drive to the west of the railway.

The quantity of development that can be accommodated on these sites would be limited by both the capacity of the existing highway network (focused on the single bridge link at Buckingham Road) and the negative environmental impacts resulting from additional traffic, particularly on the residential streets of West Bletchley. However, the quantity, quality and distribution of development must also be sufficient to support and sustain the regeneration of Bletchley, to make efficient use of urban land assets and to meet the aspirations of this Framework. This applies in particular to the Bletchley Park area, which has latent potential to support regeneration and requires new development and access to secure its long-term future.

It is likely that a large proportion of the traffic to and from the redevelopment sites will be travelling via the strategic road network (the A5) to the north of Bletchley town centre. This applies to traffic from outside and within the Milton Keynes area. The limiting factors on the capacity of the highway links from the north to the identified redevelopment sites in Bletchley are:

- the limited number of crossing points of the railway;
- the capacity of Saxon Street (which is currently high but limited under the Buckingham Road Bridge);
- capacity problems at both the Saxon Street/Watling Street and Buckingham Road/Sherwood Drive/Water Eaton Road junctions; and
- for the areas west of the railway, the negative environmental impacts of bringing traffic to the central area via Whaddon Way and Whalley Drive.

Figure 9.1 summarises in broad terms the capacity issues relating to how the existing highway network could serve the redevelopment sites located in the different sectors of Bletchley defined by the railway.

The diagram identifies that:

- Links from the north to the sites within east Bletchley are good;
- Links from the north to the sites within west Bletchley (Bletchley Park area) are poor (due to the need for traffic to pass along sections of Whaddon Way and Whalley Drive); and
- Links between east and west Bletchley are poor (due to capacity issues at the Buckingham Road/Sherwood Drive/Water Eaton Road junction).

In summary, this broad analysis suggests that the existing highway capacity to serve the sites around the retail core is good. However, the capacity to serve the regeneration and renewal of areas to the west, and between the two parts of the town is poor and improvements to the highway network will be needed to enhance the highway capacity to meet these needs.

There are two potential options to provide additional capacity to provide access to the Bletchley Park area:

- Utilise any spare capacity on Saxon Street between north and east Bletchley and improve capacity between east and west Bletchley through improvements to the Buckingham Road/Sherwood Drive/Water Eaton Road junction; or
- Provide a new road bridge link over the railway from the north into west Bletchley (the Bletchley Link).

This regeneration strategy supports the latter approach for the following reasons:

- The level of spare capacity on Saxon Street is such that it is likely the redevelopment potential of the identified sites would be limited;
- The Bletchley Link will provide the most direct link to the areas west of the railway and Bletchley Park area from the strategic road network;
- The Link offers the potential to have a reduced level of traffic flow on Saxon Street, reducing the severance impacts of traffic in the town centre; and

- A reduction in traffic flow on Saxon Street will also enhance the proposed environmental improvements to Saxon Street and facilitate the proposed improvements to public transport, which include the potential allocation of two of the four existing lanes on Saxon Street for bus only operation.

During the course of the consultation completed during the development of the Regeneration Framework, local residents have raised concerns about the risk of additional traffic being drawn through the residential streets in West Bletchley to the Bletchley Link. This issue must be addressed through the traffic management regime implemented in parallel with the link and it is suggested that a signalised junction be provided at the junction of Whalley Drive, Sherwood Drive and the Link. This will allow the amounts of traffic making this movement to be closely controlled. In addition, enhancement of the traffic calming measures on Whalley Drive would also be appropriate.

Re-alignment of Sherwood Drive at the southern end will allow improved form of development for the Police Station and Fire Station sites. This will allow the existing double roundabout to be resolved to two separate junctions that will provide a clearer layout for people approaching the town centre and the potential for an increase in highway capacity to reduce delay at this point. The choice of traffic management for these junctions will need to be defined during the design process. However, traffic signals in conjunction with the signalised junction at the northern end of Sherwood Drive and new signalised junctions on Saxon Street could form part of a wider traffic management system in Bletchley, preventing this from becoming a route to 'rat run' through West Bletchley.

Timescale

An outline programme provided by the Council has indicated an approximate 4-year programme for completion of the link. This should also be brought forward to facilitate implementation of the Regeneration Framework and the timescale needs to accommodate this as part of the cohesive plan for the Bletchley Park area.

The realignment of Sherwood Drive will commence once the Emergency Services are relocated, which is expected to be around 2006.

Regeneration Partners

Milton Keynes Council – as Highways Authority, the Council will lead the scoping, design and construction of the bridge link

English Partnerships / SEEDA – will provide land assembly support