

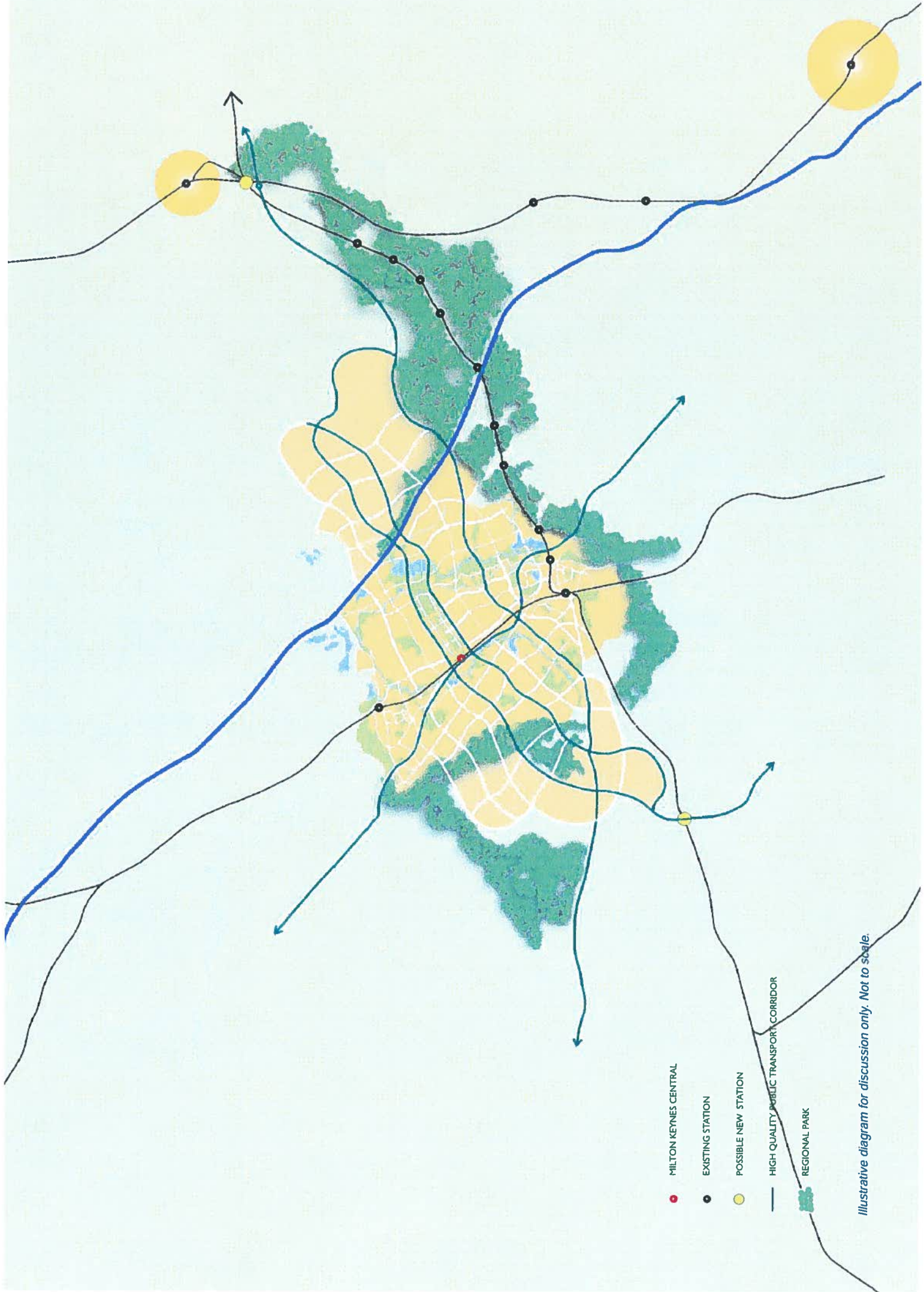
Greater



Milton Keynes



A paper for discussion



Illustrative diagram for discussion only. Not to scale.

GROWING THE GRID

More Milton Keynes

This would involve the peripheral extension of the City by adding further grid squares, broadly along the pattern already laid out. Bearing in mind the environmental constraints referred to earlier, this would almost certainly extend the City in an east-west direction.

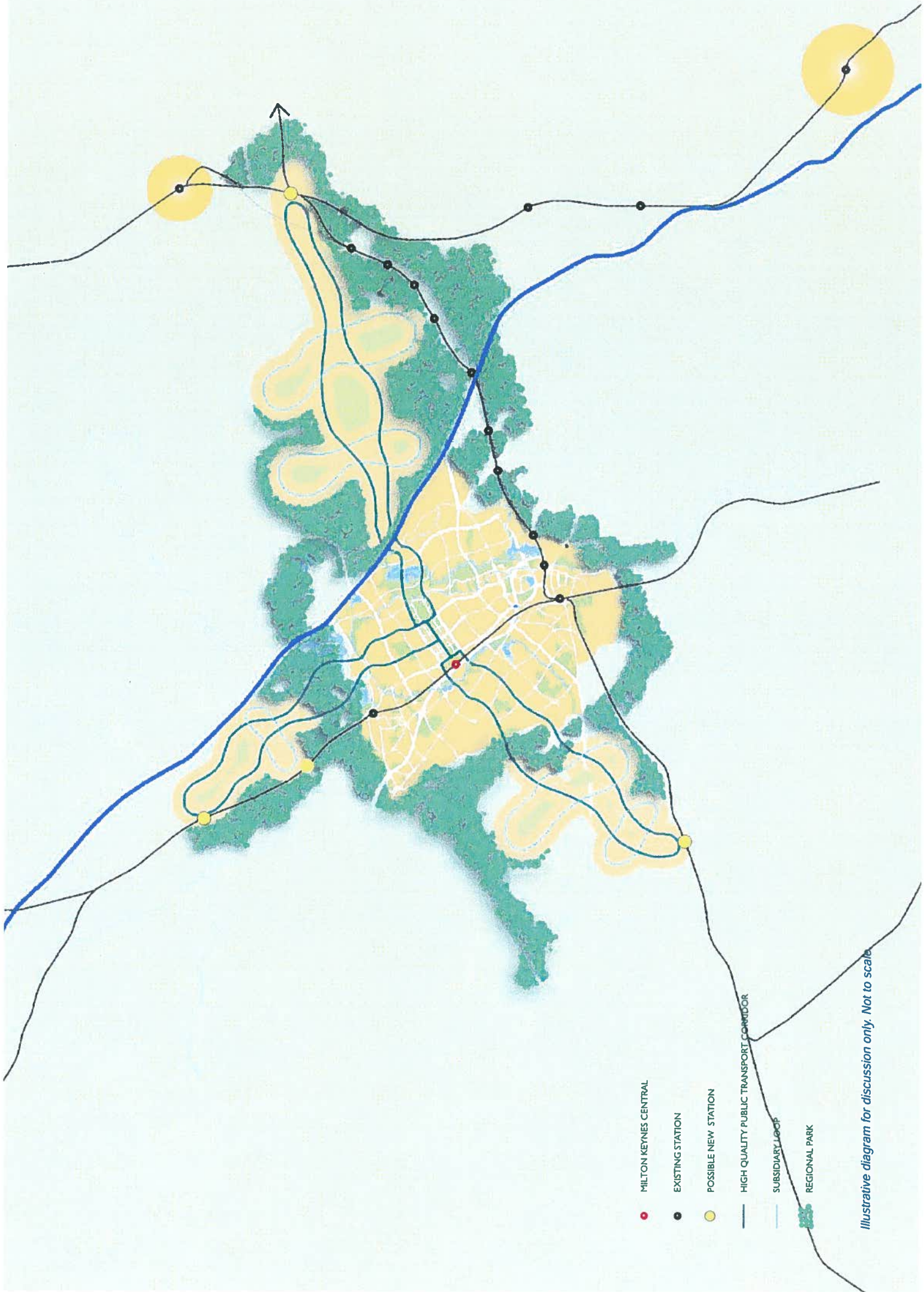
- Lessons learned from the implementation of the city to date can be readily adopted in the expansion areas

Disadvantages

Advantages

- The grid pattern has served Milton Keynes well in the past thirty years
- It has produced an attractive city largely congestion free
- The local areas defined by the grid squares have developed a local distinctiveness which is admired by inhabitants
- The grid has a huge built-in flexibility for change and this will be most important in the new millennium

- A grid with an even distribution of population is, inherently, difficult to serve by public transport
- Simple replication of the city road system would, undoubtedly, add to difficulties of navigation which people now experience in Milton Keynes.



- MILTON KEYNES CENTRAL
- EXISTING STATION
- POSSIBLE NEW STATION
- HIGH QUALITY PUBLIC TRANSPORT CORRIDOR
- SUBSIDIARY LOOP
- REGIONAL PARK

Illustrative diagram for discussion only. Not to scale

INTEGRATED TRANSPORT

A focus on rapid transport

This would focus growth along new public transport corridors, using either light rail or dedicated bus routes.

The new public transport routes would converge on Central Milton Keynes, the shopping and business area and the central railway station. At their east, west and northern "termini" there would be a major transport interchange at a new (heavy) rail station on either the proposed east west rail route, the west coast main line or the improved Midland Main Line. All new residential and commercial development would be located within a 400 metres walking distance of a public transport "node"; A double loop would serve each of the three expansion areas, supplemented by subsidiary loops as required. Areas outside of the immediate walking distances of public transport nodes would be allocated for

less sensitive uses such as playing fields, parks, play areas etc.

It is envisaged that the entire development area would be enveloped by a **Regional Park**. An example of a park of this scale is Sherwood Forest.

Advantages

- Focuses all activity on central Milton Keynes
- Very sustainable in that it delivers a high quality of public transport service close to front doors
- Access to open space areas and the countryside is excellent
- It provides a development closely integrated with new and proposed regional railways
- The scheme incorporates a new regional park for this sector of the

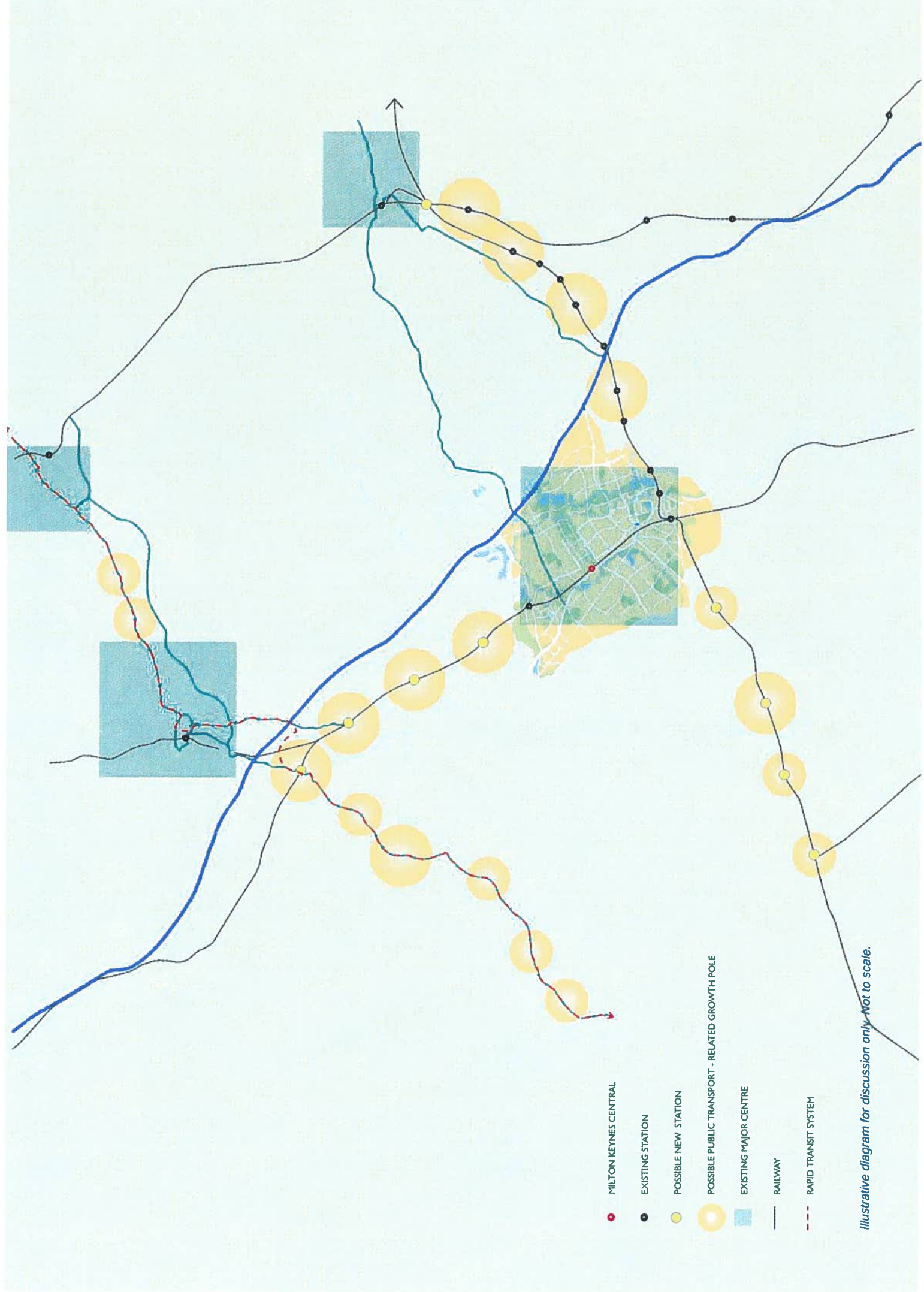
southeast region

- If implemented, certain key public transport routes within the existing built up area would be much enhanced

- The opportunity would be created to produce a very distinctive (and sustainable) built form which would be attractive and contrast with the established areas of Milton Keynes

Disadvantages:

- Trips between the extremities of the expanded settlement would have to be via the centre, introducing the risk of congestion here.



Illustrative diagram for discussion only. Not to scale.



SOCIABLE CITY REGION

A focus on rapid transport

Taking forward the ideas of Professor Sir Peter Hall and Colin Ward ⁵ this focuses most new growth of Milton Keynes, Bedford and Northampton in the triangle in the form of a series of development nodes along high quality public transport corridors.

- Each settlement could take on a distinct “flavour” or specialism within the sub region
- Access from the new settlements to the open countryside is good

Disadvantages

- The transportation system within each corridor would comprise either existing (heavy) rail routes, possible LRT (light rail) and high quality bus routes, or a mix of these modes of transportation.
- There is a distinct lack of a central place or community focus to the sociable city region
 - Car and heavy goods transportation between settlement nodes is likely to be confined to narrow, and therefore congested, corridors
 - Consequently, access between, say, diagonally opposed settlements is poor

Advantages

- Reinforces the existing transportation system in the sub region and it's vitality
- Creates virtually discrete settlements