Milton Keynes City Council

AECOM

DRAFT- JUNE 2023

AGORA REGENERATION: HIGHWAYS DESIGN

URBAN CONTEXT ANALYSIS & PUBLIC REALM CONCEPT DESIGN STUDY

Quality information

Prepared by	Check by	Approved by
Bob Marshall Graduate Landscape Architect	James Dee Principal Landscape Architect	Andy Blanchard Associate Director
Lucy Sykes Senior Consultant	Rick Chan Principal Engineer	

Revision History

Issue no.	Issue date	Details	Issued by	Position
2	29 June 2023	Draft Report	Rick Chan	Principal Engineer
1	22 June 2023	Draft report	Rick Chan	Principal Engineer
0	16 June 2023	Draft report	Rick Chan	Principal Engineer

CONTENTS

1. INTRODUCTION

Figure 01: Site area boundary for Wolverton Agora public realm enhancements

Located in the centre of Wolverton, the study area captures land along Church Street, Creed Street and Radcliffe Street. A short section along Buckingham Street is also included.

Planning permission for the regeneration of the Wolverton Agora site was granted in 2021. Milton Keynes City Council (MKCC) are leading in delivery of the Love Wolverton Scheme to bring significant improvements to the area including new homes, retail and community space, reinstatment of Radcliffe Street to reconnect the heart of Wolverton's public realm, and support a shift towards more sustainable travel modes by creating an active travel neighbourhood with a car-free streets and enhanced green infrastructure.

Alongside this, MKCC are also undertaking a series of public realm enhancements to in the vicinity of the Agora development site. These works will seek to deliver improvements to active and sustainable travel, highways improvement to ensure safer and more efficient vehicle movements, and greater wayfinding and green infrastructure. All of these will ensure the new development integrates well with the historic and urban context of Wolverton.

Church Street is a key commercial area with an array of independent retailers. Radcliffe Street and Creed Street form the primary access onto Church Street for visitors. Once reinstated, Radcliffe Street will also form a significant connection with The Square to the south and the main arterial Stratford Road in the north.

2. CHARACTER STUDY

Figure 02: View toward Buckingham Street from The Square.

2.1 CHARACTER STUDY

Wolverton has an industrial heritage, and was the first purpose built railway town in the UK. Developed in the 1830's by the London & Birmingham and London and North Western Railway Company, the unique and historic character of the railway setting strongly contributes to the urban context.

The entirety of the study area is located within the Wolverton Conservation Area, (designated in September 2001) which includes the buildings of the London and Birmingham Railway Company, the Victorian suburbs, the Grand Union Canal, and various recreation grounds and open spaces.

Church Street is a shopping street with a residential character. The surrounding area is largely defined by blocks of Victorian terraced housing arranged in gridded streets, although this breaks down to the east where larger blocks of industrial and commercial functions line the canal.

"Wolverton is characterised by its diverse mix of late nineteenth and early twentieth century terraced housing, industrial quarters, commercial areas and functional open spaces. There are active shopping and commercial frontages, busy with traffic and people, that contrast with the quieter residential streets and their distinctive, narrow, interconnecting back ways."

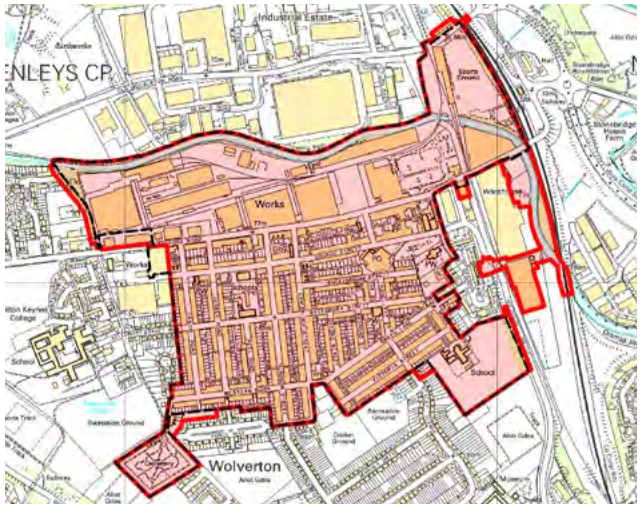


Figure 03: Wolverton Conservation Area (red boundary).

Figure 04: Historic view of Church Street.

Figure 05: The Wolverton Railway Works Paint Shop.

3. LOCAL CHARACTER

Figure 06: Traditional signage along one of the 'Little Streets'

3.1 LOCAL CHARACTER

There are various landmark buildings present along Church Street contributing to the local character of Wolverton, including:

- Wesley Methodist Church (Grade II Listed)
- Former St Georges Institute and Sunday School (Grade II Listed)
- The Church of St George the Martyr (Grade II* listed), located to the south of Church Street forming a key landmark building.

The Town Hall and Library are located along Creed Street, contributing to the sense of civic importance in this area.

The traditional heritage is reinforced through the consistent use of red brick and the preservation of the terraced urban structure on streets within and surrounding the study area. It has a hard surfaced street character.

The visual acknowledgement of the railway heritage is also observed in the fenestrations and detailing around the town.

Based upon a Victorian grid street pattern, the arrangement of terraced housing with continuous frontages and linear views was one of the many reasons that Wolverton received Conservation Area designation in 2001.

A series of 'Little Streets' strongly contribute to the vernacular of Wolverton and offer excellent opportunities for active travel whilst improving accessibility to services and facilities within the town centre as recognised in Objective 1 of the Wolverton Neighbourhood Plan.

Figure 07: Wolverton's pedestrianised 'Little Streets'.

Figure 08: Example of railway influenced detailing.

Figure 09: Use of red brick creating a distinct character

4. URBAN CONTEXT ANALYSIS

Figure 10: View east along Church Street showing the Grade II listed Wesley's Old Methodist Church and Kings Community Centre

4.1 PEDESTRIAN EXPERIENCE

Footway width along Church Street is consistent along the northern side where the shops and services are located, however build out opportunities are underutilised. The footway along the southern side of Church street is narrower. Creed Street is not served by a footway on its eastern side, limiting accessibility.

Narrow footways in combination with street clutter along Radcliffe Street, and bollards (along Buckingham Street) create some obstructions.

There is currently no cycle provision (cycle ways or cycle parking) within the site area.

The 'Little Streets' do however increase pedestrian permeability offering opportunities to connect the wider town centre and capitalise on the unique heritage.

Figure 11: Large pedestrian footways with build out areas offer potential to enhance the pedestrian experience.

Figure 12: An example of the currently underutilised active frontages.

Figure 13: Pedestrian permeability through a network of 'Little Streets'.

Figure 14: Wolverton's town trails offer greater connectivity within the town centre.

4.2 GATEWAYS AND ARRIVALS

The study area contains a series of gateways which contribute to the sense of arrival.

- **Northern gateway:** Arriving from the north along Radcliffe Street, the gateway is spatially constrained and vehicle dominated.
- **Eastern gateway:** Approaching from Creed Street, the sense of arrival is undermined by the dominance of highway infrastructure. Green infrastructure helps to soften the space. Footways, where present, are narrow.
- **Western gateway:** Arriving along Church Street there is a change from residential to commercial character. More could be done to signify this transition.

Figure 15: View from the northern gateway, looking south along Radcliffe Street from the roundabout with Stratford Road.

Figure 16: View from the western gateway, looking east along Church Street from the roundabout with Radcliffe Street.

Figure 17: View from the eastern gateway, looking west along Church Street from the roundabout with Creed Street.

4.3 CROSSINGS

Most shops and services are located on the north side of Church Street; however the bus stop is located to the south. There are no formal crossing points to facilitate movement across Church Street.

Each junction is defined by a mini-roundabout, the quality and definition of which is well-worn.

Whilst there are no formalised nor signalised crossings in the site area, there are several locations of informal crossings with dropped kerb and tactile paving.

The side road crossings across the 'Little Streets' are supported with tactile paving. These are generally at grade.

Figure 18: Dropped kerb and tactile paving informal crossing across Church Street.

Figure 19: Tactile paving at Radcliffe Street.

Figure 20: An example of tactile paving in the site area.

Figure 21: An example of dropped kerbs and tactile paving within the site area.

4.4 GREEN INFRASTRUCTURE

The leafy eastern gateway provides a soft arrival onto Church Street in contrast with the hard streetscene which otherwise dominates. Creed Street also has a vegetated eastern edge which adds to the green infrastructure in this area.

Green infrastructure is otherwise limited, however there is evidence of planters, hanging baskets and pots being used by domestic and business properties, which helps to soften the streetscene and create a natural rhythm.

The green roof to the bus shelter is a positive contribution.

Figure 22: Area of vegetation at the eastern entrance to Church Street.

Figure 23: An example of commercial retailers greening the streets.

Figure 24: Private residential dwellings enhancing the street with greenery.

Figure 25: A green oasis on top of the bus shelter.

4.5 PUBLIC TRANSPORT

Church Street currently accommodates one bus stop (within a layby) and several on-carriageway bus waiting areas. All bus movement travels westwards only along Church Street. The bus stop is located to the south side of Church Street whilst most shops and services are located on the north side.

The carriageway can feel narrow and is reduced to functioning as one lane as vehicles are required to overtake waiting buses. The Wolverton Neighbourhood Plan notes the:

> **"...obvious conflict between wanting buses to serve the town and the benefit they can bring in terms of passengers using town centre shops, and the negative effect of noise and congestion."**

Figure 26: Bus layby bringing sustainable travel options to Wolverton.

Figure 27: Bus approaching from Creed Street.

Figure 28: Bus travelling from Church Street onto Radcliffe Street.

Figure 29: Bus travelling northbound along Radcliffe Street.

4.6 HIGHWAYS

Church Street, Radcliffe Street and Creed Street have a speed limit of 30mph.

On Church Street and Radcliffe Street there are no surface treatments to indicate arrival into this area. Surfacing treatment is present on Buckingham Street.

Road surfacing with in the study area is largely well-worn (with some remedial patching) and of a low quality, especially that of the existing road humps.

Figure 30: A well-worn road hump.

Figure 31: Build outs help to define parking bays.

Figure 32: Low quality, well-worn road surfacing and markings at the roundabout of Church Street and Radcliffe Street.

Figure 33: Bollards used to prevent vehicles from blocking the footway along Buckingham Street.

4.7 PARKING AND LOADING

Existing parking bays along Church Street, all located on the north side, can accommodate 22 nos. of private cars and are differentiated from the highway with distinctive Staffordshire Blue pavers in a herringbone design.

The build outs which frame the parking bays are generally underutilised, despite offering generous footway space.

Parking restrictions and roadside bollards serve to reduce vehicle stopping and congestion in an area of importance for bus access.

Electric vehicle (EV) charging points and dedicated car club parking are all positive initiatives.

Figure 34: High quality materials distinguish the loading and parking bays.

Figure 35: Differentiated surfacing treatment of the parking bays.

Figure 36: Parking bays along the north side of Church Street.

Figure 37: EV charging and dedicated car club parking spaces at Church Street.

5. SITE WIDE ANALYSIS

Figure 38: Church Street, as seen from the eastern gateway

5.1 INTRODUCTION

This section shows the identified opportunities for a number of themes across the site area, including:

- Highways
- Green infrastructure
- Wayfinding and Legibility

Each of these themes are supported with a spatial plan of opportunity areas, and a set of precedent images. These are shown in response to the proposed Agora development site.

The key opportunities are then summarised in a list.

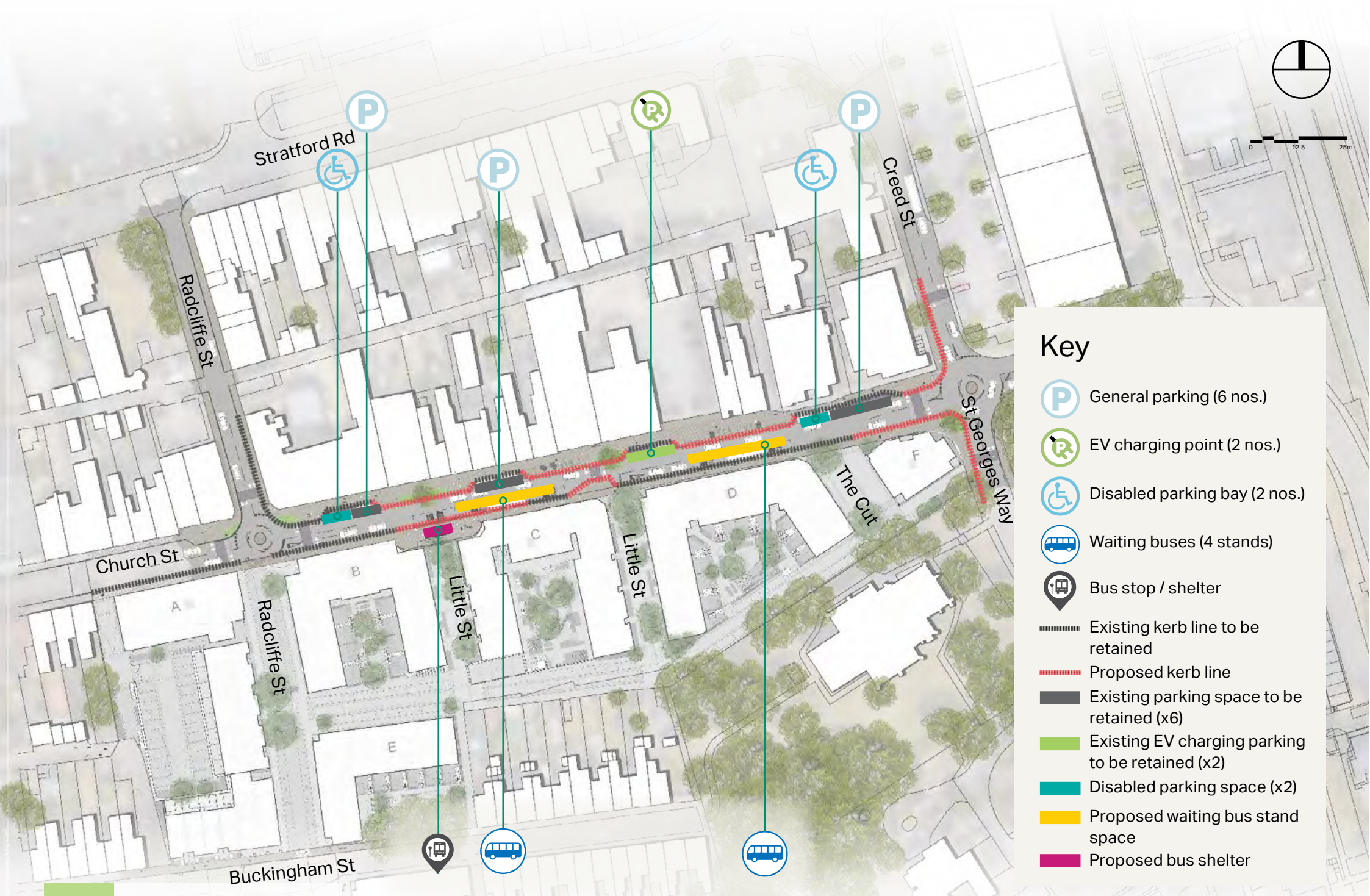


Figure 39: Site opportunities plan - Highways

5.2 KEY OPPORTUNITIES- HIGHWAYS

- Blended crossings over “Little Streets”
- Reallocating road space to create wider footways for pedestrian use, green infrastructure or street furniture
- Consideration of informal crossing points to improve pedestrian permeability
- Ensuring continued use of bus services and waiting areas
- Reducing the speed limit to 20mph to create a lower speed, pedestrian friendly environment
- Adopting surfacing treatments to create a stronger sense of arrival

Figure 40: An example of a blended crossing.

Figure 41: The use of differentiated surface treatment to demarcate a crossing point.

Figure 42: Reducing junction width can help to reduce traffic speeds.

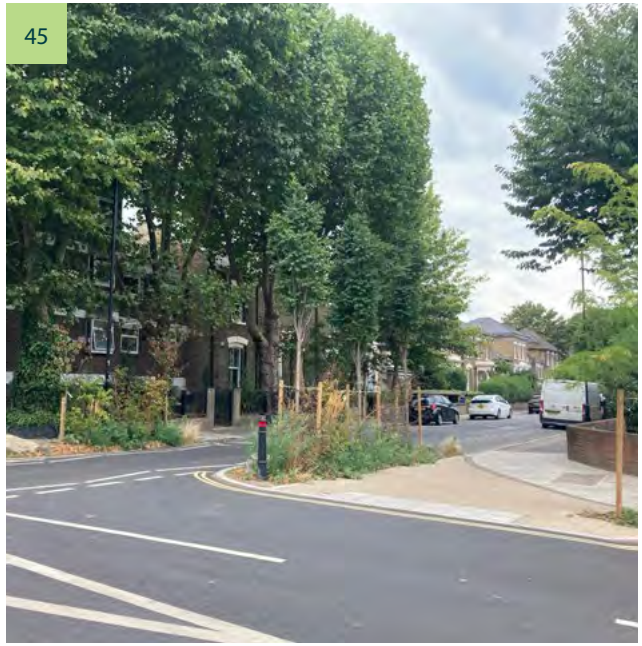
Figure 43: Build outs can form attractive features along the street.

Figure 44: Site opportunities plan - Green Infrastructure

5.3 KEY OPPORTUNITIES- GREEN INFRASTRUCTURE

- Maintain and strengthen green infrastructure where it exists
- Seek opportunities to incorporate greening and develop climate resilient streets by reallocating road space
- Use of vegetation can help to frame views and create a sense of rhythm

45



46

47

48

Figure 45: An example where street space has been reallocated for green infrastructure

Figure 46: Simple but effective timber planters along an active retail front

Figure 47: A rain garden through the centre of Sheffield city centre (Nigel Dunnett.com)

Figure 48: An example of modular seating and parklets that can be moved to create flexible spaces (Vestre.com)

Figure 49: Site opportunities plan - Wayfinding and Legibility

5.4 KEYOPPORTUNITIES-WAYFINDING AND LEGIBILITY

- Maintain, reinforce and enhance features which positively contribute to the streetscape
- Consider the use of wayfinding infrastructure to reinforce the local identity of the area and improve legibility
- Use of public art to strengthen the sense of place

50

51

52

Figure 50: Product specification image for a wayfinding board used by Milton Keynes City Council

Figure 51: An example of a Milton Keynes City Council wayfinding board in the conservation area of Broughton

Figure 52: Public art can help to enliven a space

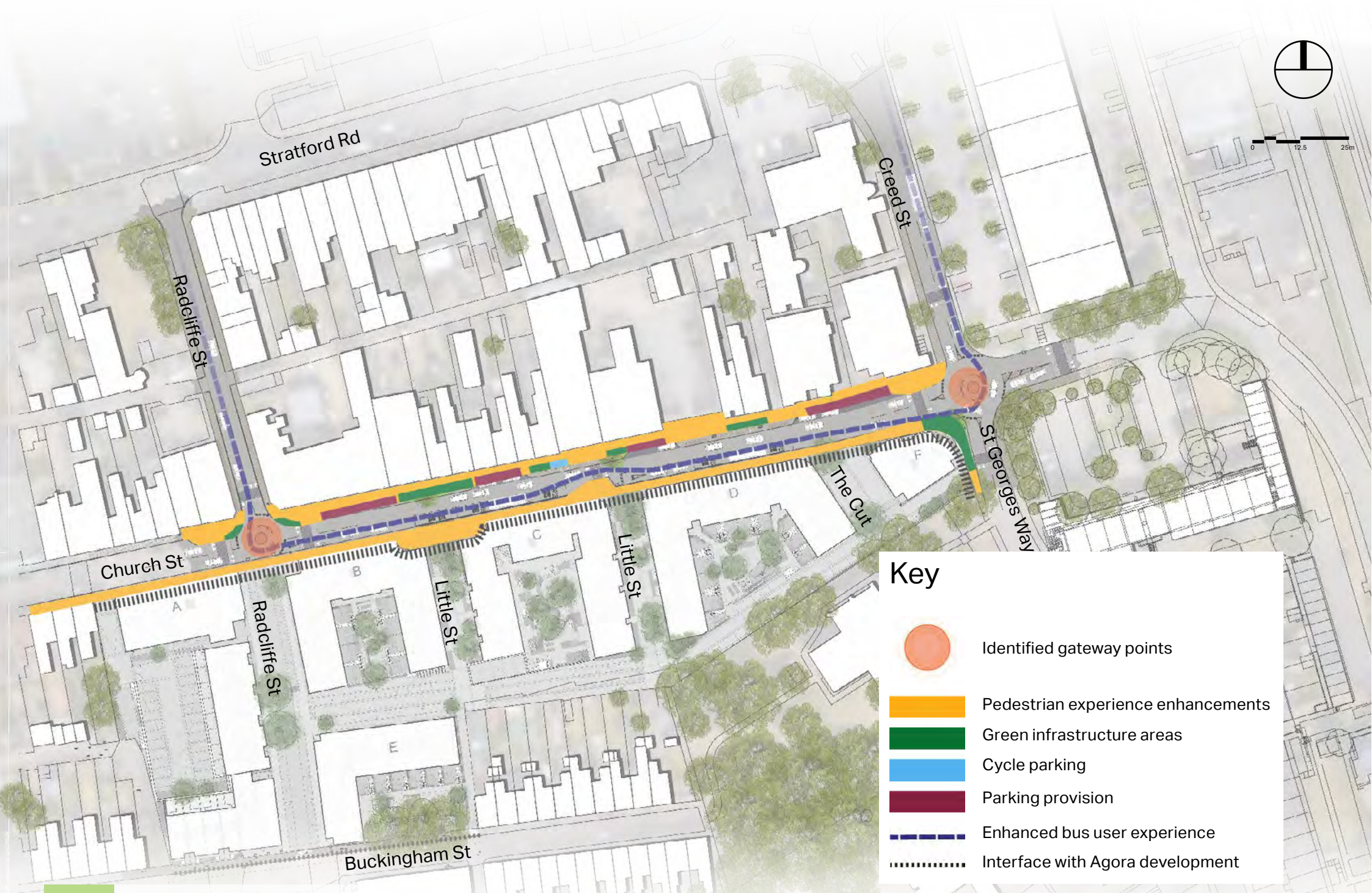


Figure 53: Site opportunities plan - Summary

5.5 SUMMARY OF KEY OPPORTUNITIES

- Widening of footway space to support pedestrian experience enhancement, including maximising pavement widths, minimising clutter, improved crossing opportunities and slower vehicle movements.
- Improvements to the attractiveness and legibility of the public realm to support pedestrian and cycle activity, especially at the identified gateway points.
- Consider ways to increase provision for active travel, such as cycle parking.
- Knit the Agora scheme into the existing Wolverton town centre fabric, whilst also reinforcing the areas heritage and identity.
- Support bus activity and mitigate impacts this may have on the functioning of Church Street for other users. Enhance the bus user experience and maintain the bus waiting and stopping needs.
- Review the provision of parking bays on the north side of Church Street to meet the strategy of the Wolverton neighbourhood plan transport strategy.
- Use green infrastructure to create more attractive and climate resilient streets.

6. STREET IMPROVEMENT MASTERPLAN

Figure 54: View of the Queen Victoria from Church Street

6.1 INTRODUCTION

This section introduces the proposed street improvement masterplan. The following pages show:

- Key Features
- Hard Landscape Material Palette
- Soft Landscape Palette
- Wayfinding Materials Palette
- Flexible Space

It also considers the various options for the proposals with differentiation between standard and advanced scheme delivery options.

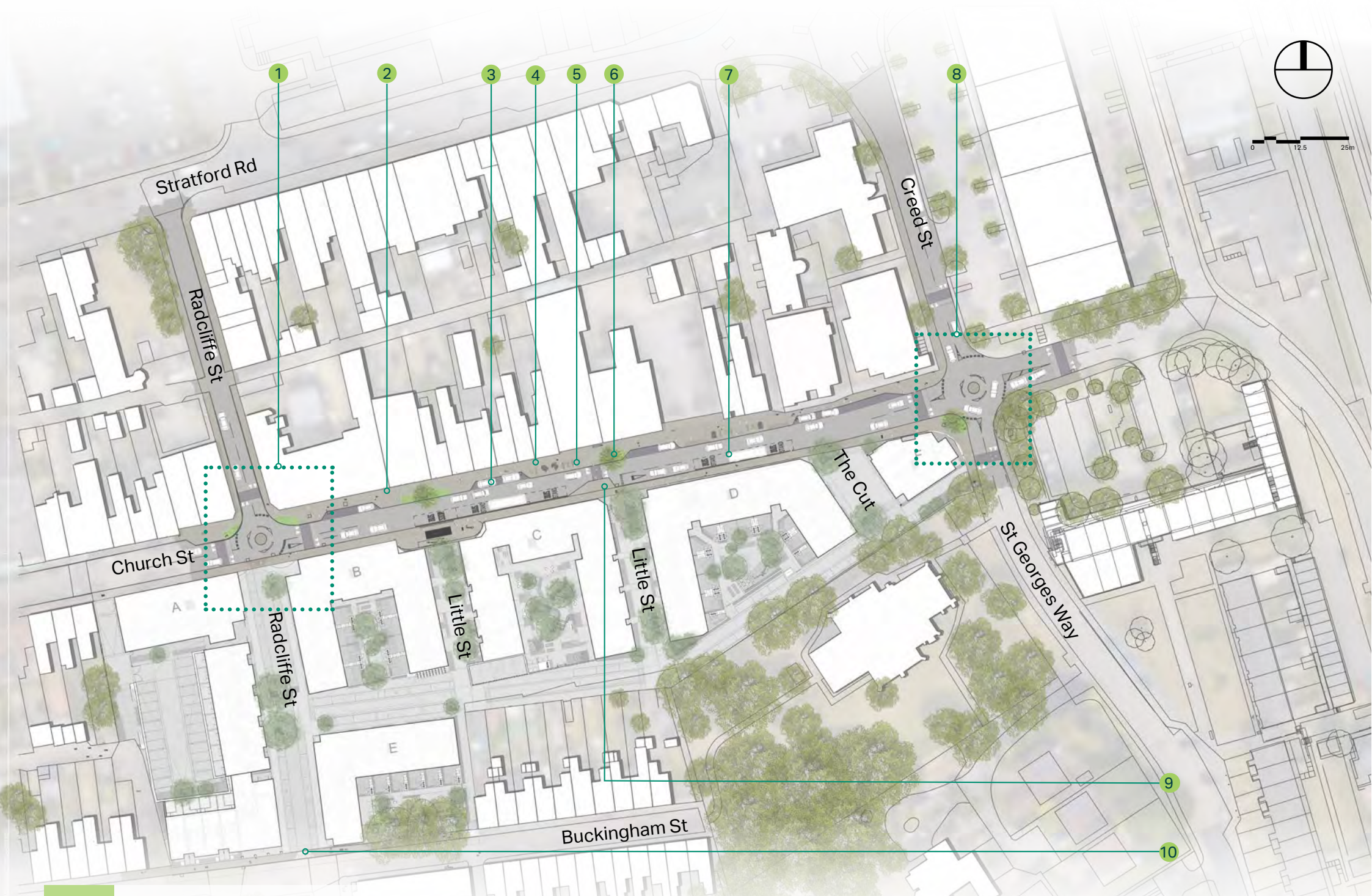


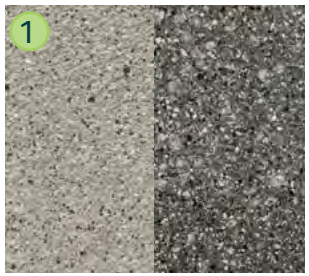
Figure 55: Street improvements masterplan

6.2 STREET IMPROVEMENT MASTERPLAN- KEY FEATURES

1. Western gateway marks the arrival point to Church Street from Radcliffe Street. Rain gardens planting frame views of the proposed north/south Agora streetscape creating strong connections to the surrounding neighbourhood.
2. Consistent approach of hard landscape materials using a limited but robust palette throughout Radcliffe Street, Church Street, Creed Street and Buckingham Street, with clear demarcation of pedestrian and traffic movement.
3. Provision of 10 parking bays, including electric charging points along the northern side of Church Street demarcated with blue concrete pavers to match the existing parking bays.
4. The widening of the northern pavement along Church Street, allowing for increased pedestrian movement and access to the shops.
5. Flexible spaces to the north of Church Street, between parking bays and trees in planting beds, can potentially be used for cafe 'spill-out' dining, temporary art installations and informal community facilities.
6. Trees in planting beds will contribute to the sustainable drainage of Church Street, break-up the expanses of hard material and provide focal points to the north of Little Street.
7. Bus-stand to southern side of Church Street, located to maintain vehicular traffic movement whilst not restricting pedestrian footpath space.
8. Realigned kerbs and proposed multi-stem tree in planting create a pedestrian focussed eastern gateway to Church Street, from Creed Street and St. Georges Way.
9. The provision of a new central crossing point will help to improve pedestrian permeability and connectivity.
10. Replacement paving to integrate the Agora scheme to Buckingham Street and The Square.

Figure 56: Street improvements masterplan - Hard landscape proposals

6.3 HARD LANDSCAPE MATERIAL PALETTE

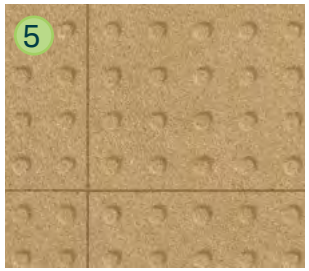


Footpaths and blended crossings - 400 x 400 mm. Pre-cast concrete Saxon / Argent paving flag. Colour: Natural / Charcoal

Parking bays & pedestrian crossing points - 200 x 100 mm. Staffordshire concrete pavers to match existing Church Street parking bays. Colour: Blue.

Vehicular approaches to blended crossings & roundabout inlays - 160 & 240 x 160 mm. Tegular concrete paver. Colour: Pennant Grey.

Carriageway & ramps to pedestrian crossing points - Hot-rolled asphalt surfacing with pre-coated chipping rolled in. Colour: Black.



Tactile Paving - 400 x 400 mm. Pre-cast concrete blister paving flags. Colour: Buff.

Figure 57: Street improvements masterplan - Hard landscape proposals continued

6.4 HARD LANDSCAPE MATERIAL PALETTE (CONTINUED)

1. Proposed 2 loading/unloading spaces
2. Retained 1+1 (disabled) parking spaces
3. Retained 2 parking spaces
4. Retained 2 EV charging spaces (1 is a car club)
5. Re-arrangement of the existing 4 bus-stands for waiting buses
6. Retained 3+1 (disabled) parking spaces
7. Retained bus-stop to serve the local community
8. Trueform 'gullwing' bus shelter

Kerbs to carriageway & parking bays - Granite Conservation kerb. Laid with 100mm upstand. Colour: Silver / Grey.

Edge kerb to ramps and 'blended crossing'- Granite Conservation edging kerb. Laid flush. Colour: Silver / Grey.

Dropper kerb to transition between raised and flush kerbs - Granite Conservation dropper kerb. Colour: Silver / Grey.

Access kerb to bus stops - Granite Conservation access kerb. Laid with 220mm upstand. Colour: Silver / Grey.

Figure 58: Street improvements masterplan - Soft landscape proposals

6.5 SOFT LANDSCAPE PALETTE

Church St, focal point trees
Tilia cordata 'Greenspire'
10m high x 5m wide after 25 years.

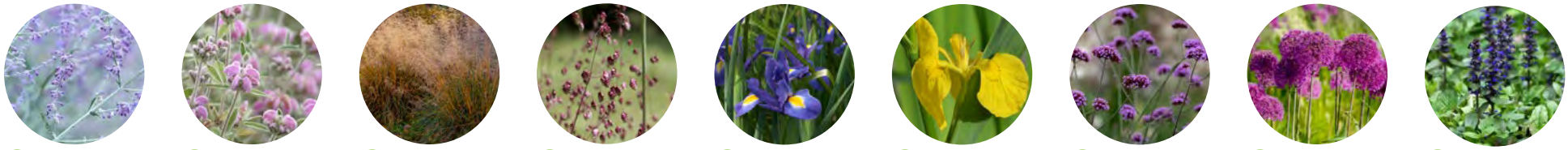
Creed St, gateway trees - *Carpinus betulus* 'Frans Fontaine'
9m high x 2.5m wide after 25 years.

High Street rain garden - linear rain garden for surface water mitigation

Rain garden - corner shaped rain garden for surface water mitigation

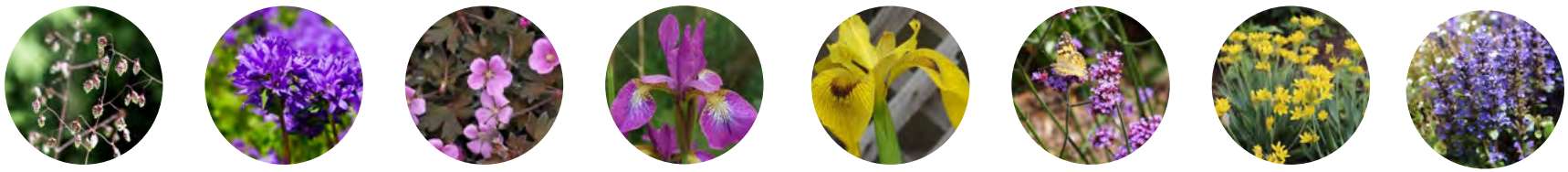
Mixed herbaceous and evergreen planting - An example of a town centre rain garden (Nigel Dunnett).

Rain garden planting pallete - *taller height option*



1 2 3 4 5 6 7 8 9

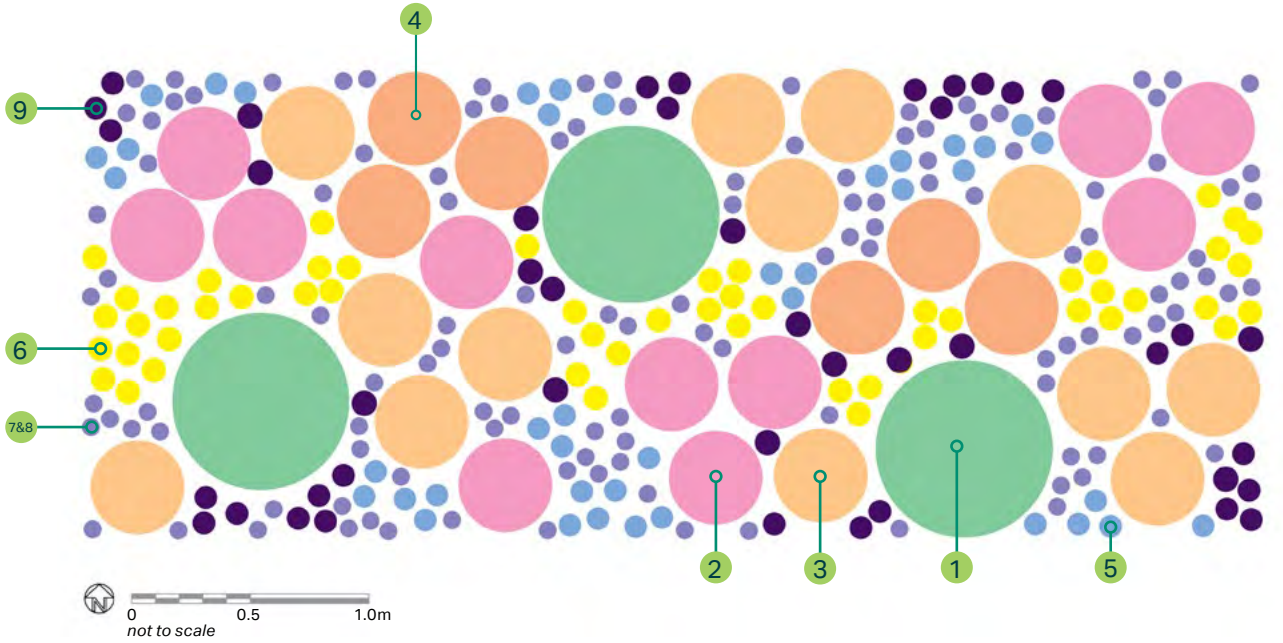
Rain garden planting pallete - *lower height option*



1 2 3 4 5 6 7 8

Rain garden - *taller height option for linear street areas creating additional interest*

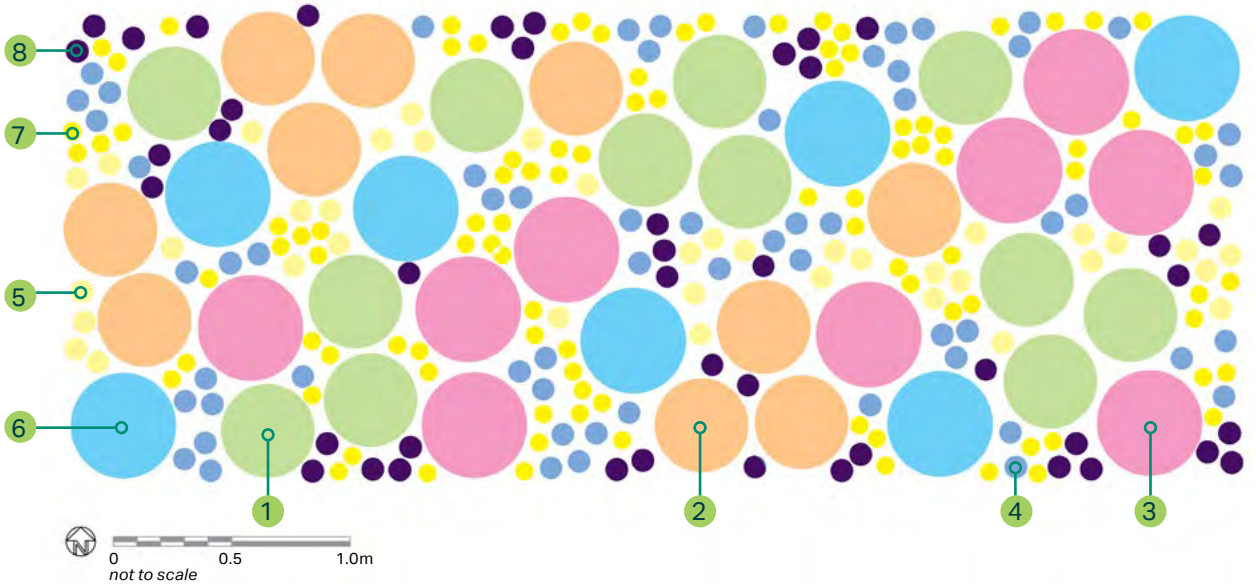
Assuming an area of 5m x 3m.



	Latin name	Common name	Eventual height (m)	Eventual spread (m)	Plant type	Soil	Aspect	Flowering period	Quantity per rain garden	Notes	Maintenance notes
1	*Pervovskia 'blue spire'*	Sage 'blue spire'	1.0 – 1.5m	0.5 – 1.0m	Deciduous shrub	Well-drained	Full sun	Late summer to autumn	3	Drought tolerant	pruning in early to mid-spring to keep growth in check
2	*Phlomis italica*	Balearic Island sage	0.5–1.0 m	0.5–1.0 m	Evergreen shrub	Well-drained	Full sun	Summer	11	Good for pollinators	low maintenance needing little or no regular pruning.
3	*Molinia caerulea*	Indian grass	0.5–1.0 m	0.5–1.0 m	Deciduous grass	Moist but well drained	Full sun		13	UK native, Drought tolerant	Cut down dead foliage and old flowered stems, just before growth commences in spring
4	*Briza media*	Common quaking grass	0.9 m	0.3 m	Semi-evergreen grass	Fertile, moist, well drained soil	Full sun or partial shade	May - June	6	UK native, Drought tolerant	Cut back tatty-looking foliage in spring
5	*Iris siberica*	Siberian iris	1.0 – 1.5 m	0.1–0.5 metres	rhizomatous herbaceous perennial	Moist but well–drained	Full sun or partial shade	Summer	41	Good for pollinators	Dividerhizomes from midsummer to early autumn
6	*Iris pseudocorus*	Yellow iris	1.0 – 1.5 m	1.0 – 1.5 m	herbaceous perennial	Poorly drained	Full sun or partial shade	Summer	52	Good for pollinators	Divide rhizomes from midsummer to early autumn
7	*Verbena bonariensis*	tall verbena	1.5–2.5 m	0.1–0.5 m	herbaceous perennial	Moist but well–drained, Well–drained	Full sun	Summer - autumn	124	Good for pollinators	Cut down in spring as new growth emerges from the base; deadhead after flowering if seed is not required
8	*Allium giganteum*	Giant onion	1–1.5 metres	0.1–0.5 metres	Perennial bulb	Moist but well–drained, Well–drained	Full sun	Summer	124	Good for pollinators	A low maintenance perennial
9	*Ajuga reptans*	Bugleherb	0.1 - 0.5m	0.5 - 1.0m	stoloniferous perennial	Moist but well–drained, Poorly drained	Partial shade	Spring - Summer	43	Good for pollinators	Low maintenance ground cover plant helps reduce weeds

Rain garden - *low height option to ensure unimpeded visual splays at roundabout*

Assuming an area of 5m x 3m.

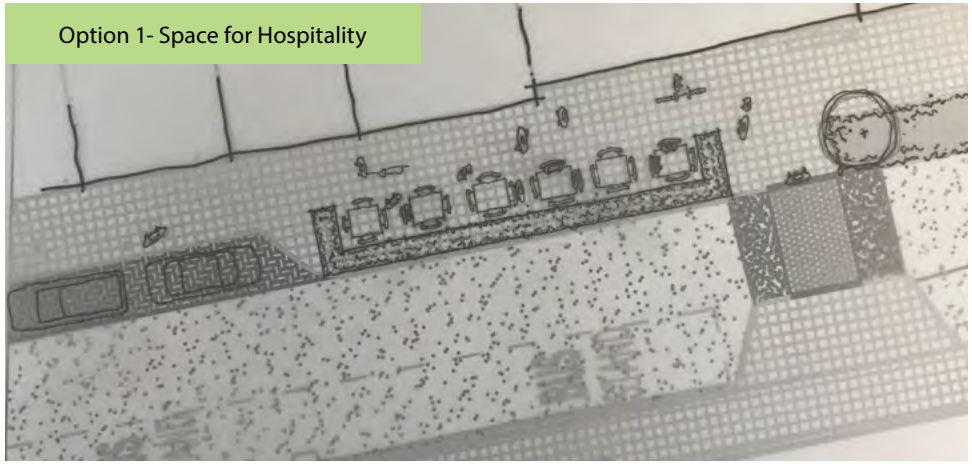


	Latin name	Common name	Eventual height (m)	Eventual spread (m)	Plant type	Soil	Aspect	Flowering period	Quantity per rain garden	Notes	Maintenance notes
1	*Briza media*	Common quaking grass	0.9 m	0.3 m	Semi-evergreen grass	Fertile, moist, well drained soil	Full sun or partial shade	Summer	12	UK native, Drought tolerant	Cut back tatty-looking foliage in spring
2	*Campanula glomerata*	clustered bellflower	0.1 - 0.5m	0.5 - 1.0m	rhizomatous perennial	Moist but well–drained	Full sun or partial shade	Summer	10	UK native	Cut back after flowering to prevent self-seeding and to encourage a second flush of flowers
3	*Geranium 'Bob's Blunder'*	Geranium	0.1 - 0.5m	0.1 - 0.5m	herbaceous perennial	Moist but well–drained, Well–drained	Full sun or partial shade	Spring - Autumn	9	Good for pollinators	Remove flowered stems and cut back old leaves to encourage the production of fresh leaves and flowers
4	*Iris siberica 'Sparkling Rose'*	Siberian iris	0.5 - 0.7m	0.1–0.5 metres	rhizomatous herbaceous perennial	Moist but well–drained	Full sun or partial shade	Summer	61	Good for pollinators	Divide rhizomes from midsummer to early autumn
5	*Iris pseudocorus 'Roy Davidson'*	Yellow iris	0.5 – 1.0 m	0.1 – 0.5 m	herbaceous perennial	Moist but well–drained, Poorly drained	Full sun or partial shade	Summer	39	Good for pollinators	Divide rhizomes from midsummer to early autumn
6	*Verbena bonariensis* 'Lollipop'	verbena	0.1 – 0.6 m	0.1–0.6 m	herbaceous perennial	Moist but well–drained, Well–drained	Full sun	Summer - Autumn	7	Good for pollinators	A compact form of Verbena bonariensis. Cut down in spring as new growth emerges from the base; deadhead after flowering if seed is not required
7	*Allium Moly*	Giant onion	1.0 – 1.5 m	0.1–0.5 metres	Perennial bulb	Moist but well–drained, Well–drained	Full sun or partial shade	Summer	100	Good for pollinators	A low growing allium. A low maintenance perennial
8	*Ajuga reptans*	Bugleherb	0.1 - 0.5m	0.5 - 1.0m	stoloniferous perennial	Moist but well–drained, Poorly drained	Partial shade	Spring - Summer	43	Good for pollinators	Low maintenance ground cover plant helps reduce weeds

Figure 59: Street improvements masterplan - Flexible space

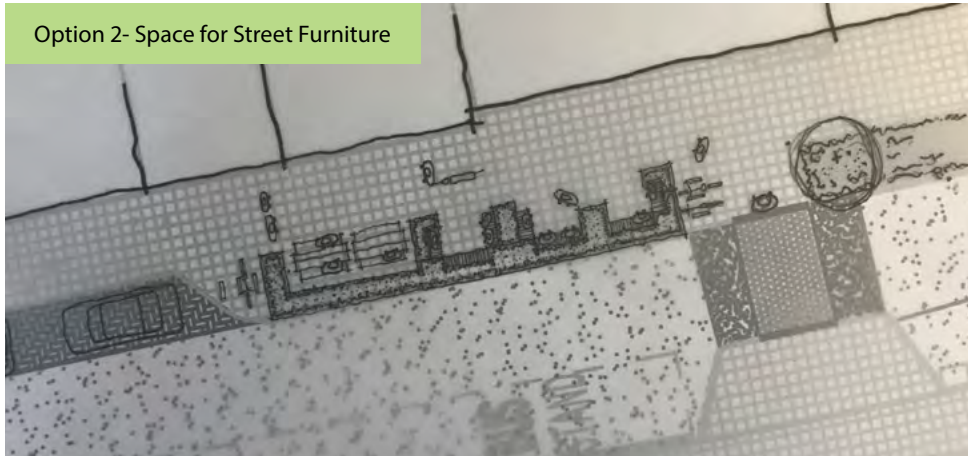
6.6 FLEXIBLE SPACE

Option 1- Space for Hospitality



The space could be used for hospitality purposes, such as outdoor dining. Refer to page 45 for sketch visual.

Option 2- Space for Street Furniture



The space could be used to provide additional street furniture such as planting, cycle parking or rest spaces. Refer to page 45 for sketch visual.

7. VISUALS

Figure 60: Northern side of Church Street, looking towards western gateway

Figure 61: Sketch visual of eastern gateway Church Street improvements

Figure 62: Sketch visual of western gateway Church Street improvements

Figure 63: Sketch visual of flexible space options on Church Street

8. PRECEDENT STUDIES

Figure 64: Mosaic flooring on the Square, near Buckingham Street

8.1 STAMFORD NEW ROAD, ALTRINCHAM

Stamford New Road, Altrincham is an example of a town centre where materiality and highway reallocation has enhanced the pedestrian experience.

The road layout and use of materials integrates a variety of functional needs within the space, including:

- Maintaining two-way vehicle movement;
- Bus access;
- The carriageway is not raised;
- The space maintains on-street parking and loading;
- Informal pedestrian crossings; and
- An increased provision of harmonised street furniture, cycle parking.

The street width is approximately 13 m.

Figure 65: A north easterly view along Stamford New Road showing the new street layout and materials.

8.2 FISHERGATE, PRESTON

Church Street is part of the Fishergate shopping area with the town centre at Preston. The new highway layout enables a combination of restricted parking / loading areas, two-way, one-way and 'Buses, Cycles and Taxis Only' restrictions through the use of differentiated surfacing and integrated bays and pedestrian build out spaces. The area also has some sections of bus lane camera enforcement, and time restricted authorised vehicle access.

Fishergate is the primary retail core / Town Centre High Street for Preston and integrates the historic buildings creating an enhanced visitor experience.

Figure 66: A south westerly view along Church Street, Preston showing the parking and loading areas and differentiated surfacing.

8.3 ELDER WAY, CHESTERFIELD

Elder Way, Chesterfield has benefitted from public realm enhancements opening up the area combining an easily accessible space for pedestrians, buses, and those requiring vehicle access. The highway layout, street furniture and use of kerbs and differentiated surfacing leads to the following benefits mirroring the needs of Wolverton:

- Clear and safe bus access;
- A shared elevation carriageway creating a mixed use space;
- Maintained on-street parking and loading areas;
- Informal pedestrian crossings; and
- An increased provision of street furniture, cycle parking, green infrastructure.
- The street width is approximately 13 m- 14 m.

Figure 67: Cycle parking and street trees creating an inviting space

Figure 68: Surface differentiation for wayfinding.

The following copyright and permissions are applicable to the following figures within the document:

Figures:	
1, 65	All imagery reproduced courtesy of Bing © 2023 copyright © Microsoft Corporation,.
3	Image reproduced from the Wolverton Town Centre Neighbourhood Development Plan 2015 – 2025 prepared by the Wolverton Town Centre Nighbourhood Plan Steering Committee.
4, 5,	All imagery reproduced courtesy of the Milton Keynes City Archives "Living archive MK" https://www.livingarchive.org.uk.
46, Page 37 (1-9, 1-8)	Original images courtesy of Adobe Stock © 2023.
47, Page 37	Imagery reproduced courtesy of Nigel Dunnett (nigeldunnett.com).
50	Image reproduced from the Wolverton Public Realm Design Manual prepared by the Milton Keynes Council.
48 Page 41	Imagery reproduced courtesy of Vestre (vestre.com).
Page 33	Imagery reproduced courtesy of Marshalls (marshalls.co.uk).
Page 33	Imagery reproduced courtesy of Ketley Brick (ketley-brick.co.uk).
Page 33	Imagery reproduced courtesy of P Keenan Quarries (pkeenanquarries.com/).
Page 35	Imagery reproduced courtesy of CED Stone (cedstone.co.uk).
Page 35	Imagery reproduced courtesy of Bruns Pflanzen-Export GmbH & Co.KG (online.bruns.de/).
Page 37	Imagery reproduced courtesy of Van Der Berk Nurseries (www.vdberk.com/).
All other photos and drawings are	Reproduced courtesy of AECOM © 2023 AECOM Infrastructure & Environment UK Limited.

About AECOM

AECOM is the world's trusted infrastructure consulting firm, delivering professional services throughout the project lifecycle — from planning, design and engineering to program and construction management. On projects spanning transportation, buildings, water, new energy and the environment, our public- and private-sector clients trust us to solve their most complex challenges. Our teams are driven by a common purpose to deliver a better world through our unrivaled technical expertise and innovation, a culture of equity, diversity and inclusion, and a commitment to environmental, social and governance priorities. AECOM is a *Fortune 500* firm and its Professional Services business had revenue of $13.2 billion in fiscal year 2020. See how we are delivering sustainable legacies for generations to come at aecom.com and @AECOM.

aecom.com

Milton Keynes City Council