

Current transport provision in Central Milton Keynes is focused on car use and suffers from limited public transport provision. Making CMK more public transport friendly involves making significant changes to the transport infrastructure. Current issues and proposed solutions are summarised below.

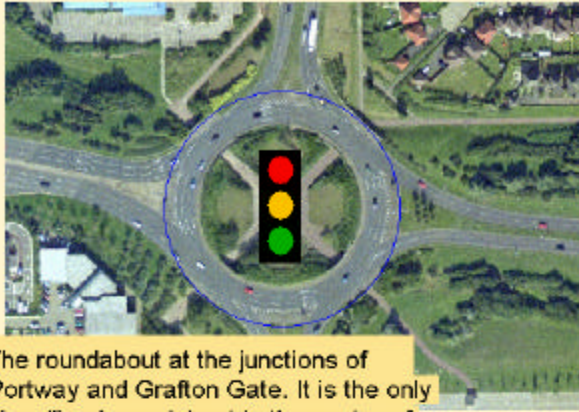
CURRENT PUBLIC TRANSPORT ISSUES IN CENTRAL MILTON KEYNES

- Midsummer Boulevard is the central transport corridor in Central Milton Keynes, extending from the Central Railway Station to Campbell Park. Although bus lanes are in operation there, the route is dominated by cars, taxis and goods vehicles. It is not adapted for pedestrian and cycle use.
- Midsummer Boulevard and a small section of Avebury Boulevard are the only sections of the CMK road network with operational bus lanes. None of the other roads are fitted with bus priority measures.
- Although the majority of bus services within CMK travel along Midsummer Boulevard, the road has no clear bus interchange points. Lower Ninth Street is currently the only point in the centre that can be used for bus interchange. However, its layout and location make that difficult.
- Midsummer Place connects the main shopping areas of CMK. The building is located on Midsummer Boulevard, dividing the road into two halves. Although enabling pedestrians to move safely and freely between the shops, the building prevents traffic from travelling along the full length of Midsummer Boulevard, making the vehicle journey longer and more difficult.
- Roundabouts are the most common junctions in CMK. The roundabout system facilitates and speeds up car movement but impedes bus travel.
- Station Square is an undeveloped area outside the railway station. At present the area is used for car parking, taxis and buses. There is a lot of scope for further development of the Square.

PROPOSED CHANGES TO THE ROAD NETWORK IN CENTRAL MILTON KEYNES

- Traffic along Midsummer Boulevard will be divided into corridors. A cycle route and a pedestrian promenade will run along the centre of the Boulevard, with a bus only route on one side and a car and van only route on the other.
- The Bus Priority Route will be in operation along Midsummer Boulevard and Marlborough Gate. Bus only access routes at both ends of Marlborough Gate will connect it with Marlborough Street.
- Bus lanes will complement the Bus Priority Route and facilitate bus travel across CMK. New bus lanes should be introduced along Childs Way, Portway and approaches to main junctions.
- Two designated interchange points will be available on Midsummer Boulevard. Each will consist of several adjacent bus bays, where all buses will call, enabling passengers to change quickly and easily between routes.
- One of the two interchange spots will operate a 'rendez-vous' system where all buses will run at timed intervals, arriving at the interchange point all at once thus minimising waiting times for passengers.
- Midsummer Boulevard should be opened up to public transport in order to enable bus travel along the central transport corridor of CMK. This would involve allowing buses to travel through Midsummer Place.
- Roundabout junctions slow down bus travel. Converting roundabouts to standard four-way junctions would greatly improve public transport in CMK. Junction signalisation should also be introduced.
- Station Square redevelopment would involve reducing the area used by cars and taxis to a system of pick-up and drop-off only. A new bus only area will dominate the square. and will be complimented by a range of services.

CENTRAL MILTON KEYNES AT PRESENT



The roundabout at the junctions of Portway and Grafton Gate. It is the only signalled roundabout in the centre of Milton Keynes.



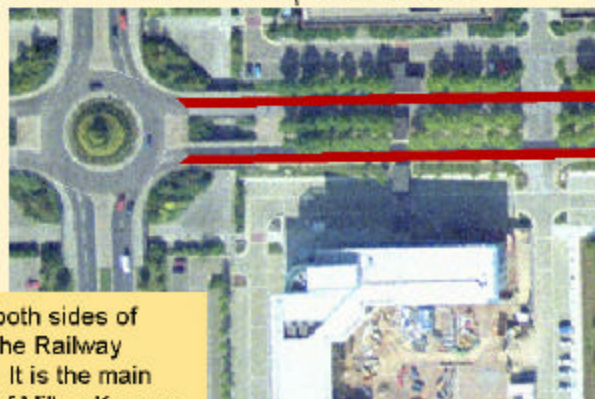
Midsummer Place links the key shopping areas in Central Milton Keynes. The building is located on Midsummer Boulevard, separating it into two sections, thus preventing through traffic flow.



Station Square is an open area immediately outside the Milton Keynes Central Railway Station.



The key interchange zone in Central Milton Keynes is served by most bus routes in the area and runs along Lower Ninth Street between Midsummer and Avebury Boulevards.



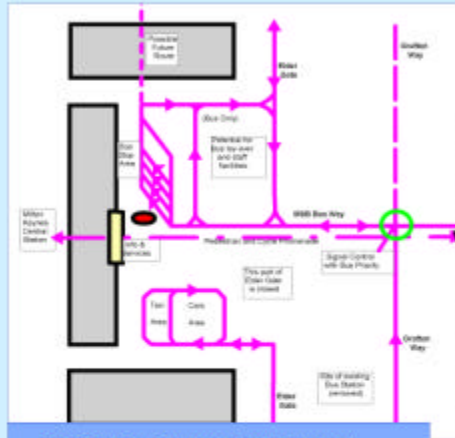
The bus lane extends along both sides of Midsummer Boulevard from the Railway Station to Midsummer Place. It is the main bus lane in the central area of Milton Keynes.



Midsummer Boulevard is the central transport route in Central Milton Keynes especially convenient for local car and bus traffic.

FABER MAUNSELL

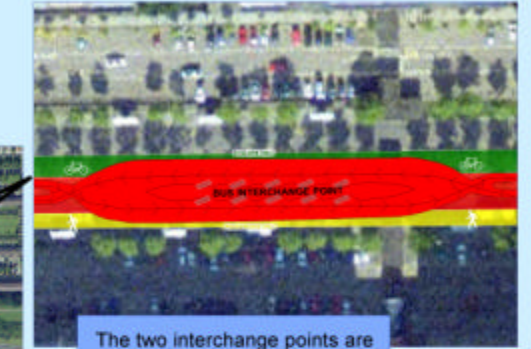
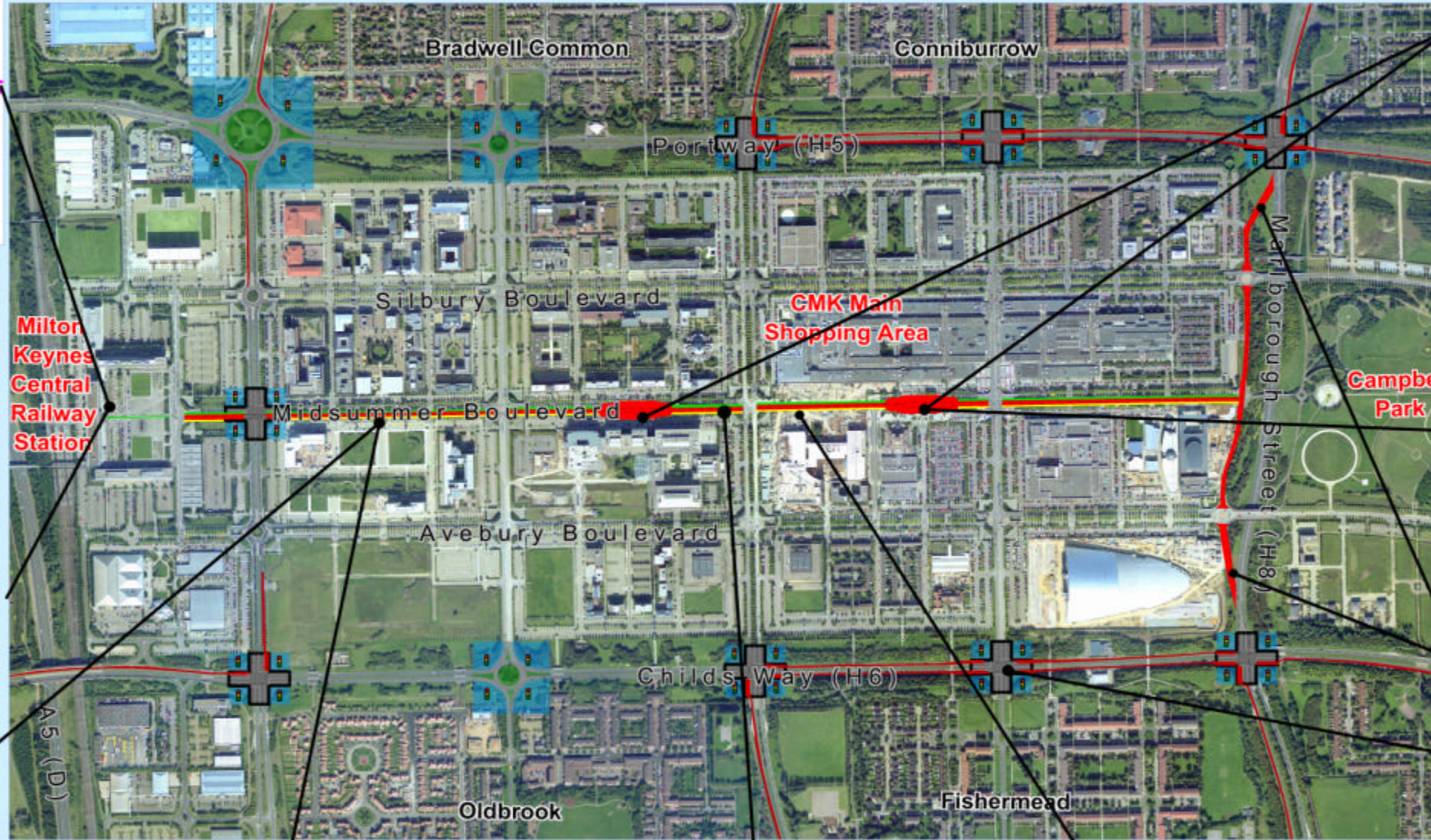
PROPOSED CHANGES TO CENTRAL MILTON KEYNES



The Station Square redevelopment includes building a new bus interchange area and a car/taxi pick-up/drop-off zone. A pedestrian and cycle route will start at Station Square and continue for the full length of Midsummer Boulevard.



More bus lanes should be introduced in Central Milton Keynes, especially at approaches to junctions and along the busiest public transport corridors.

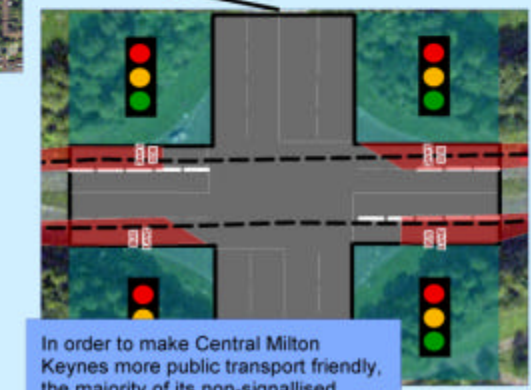


The two interchange points are sections along Midsummer Boulevard where bus bays are grouped together enabling passengers to easily change between services.



The 'Rendez vous' interchange point is so called as bus services will be synchronised, calling at the interchange point at once. This will facilitate and speed up the interchange process for passengers.

A new bus only road at the north and south ends of Marlborough Gate would facilitate bus movements between Marlborough Street and the eastern end of Midsummer Boulevard.



In order to make Central Milton Keynes more public transport friendly, the majority of its non-signalised roundabout junctions should be converted to signalised four-way junctions.



Apart from a bus priority route and car only route, the Midsummer Boulevard will have a designated cycle route, and a pedestrianised promenade.



Traffic along Midsummer Boulevard will be divided into four corridors. There will be separate routes for buses, cyclists and pedestrians. All other traffic (cars, vans, taxis, motorcycles etc.) will travel along a 'car only' route.

Midsummer Place should be opened up, enabling buses to serve the full length of Midsummer Boulevard.