



the New Town travel guides




MILLION



KEYNES



INTERNATIONAL NEW TOWN INSTITUTE



the *New Town* travel guides
Milton Keynes

Colofon

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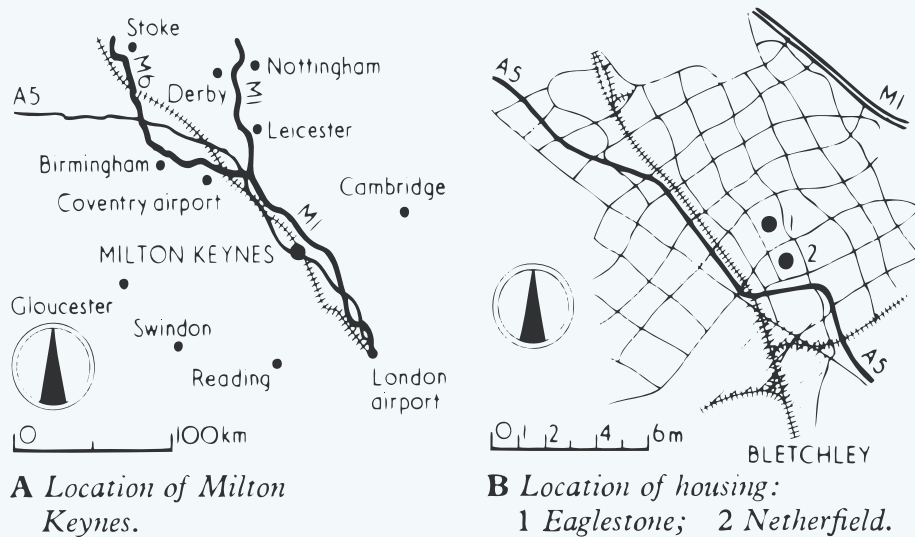
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Chapter 1: The story of Milton Keynes



Already before the Industrial Revolution, the lush hills of Buckinghamshire developed as a resting stop for merchants visiting London. The importance of this particular stop only grew when the Industrial Revolution started and new railroads were built to connect London and Birmingham. The villages in the hills, which had always profited from the larger cities in the area, became the planned area for the Second Generation New Town of Milton Keynes. The designated area was 9000 hectares and included the existing towns of Bletchley, Stony Stratford, Wolverton and New Bradwell, together with 13 villages and the brickfields to the south west of Bletchley. The New Town of Milton Keynes should accommodate a population of 150,000 Londoners over a period of 20 years and had a target population of 250,000 by the year 2000.

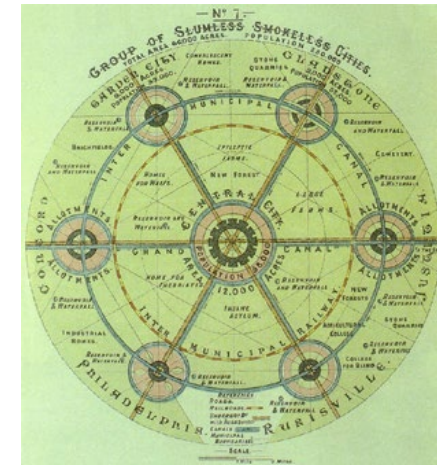
This chapter elaborates on Milton Keynes' history, from the invention of the Garden City Idea to the dissolution of the Milton Keynes Development Corporation. To tell the story in an orderly manner, five periods have been distinguished: Before Milton Keynes, The planning process of Milton Keynes (1965-1972), The first years of development (1972-1979), Expansion of Milton Keynes (1979-1992) and finally, Milton Keynes of today and tomorrow.

Before Milton Keynes

- 1898 Publication of 'To-Morrow: A Peaceful Path to Real Reform' by Ebenezer Howard
- 1903 Founding of the first Garden City: Letchworth
- 1939-'45 Second World War
- 1944 Establishment of the Abercrombie Plan for London
- 1946 Creation of the First New Town Act and first New Town: Stevenage

The term 'New Town' in UK often refers to towns built after World War II under the New Towns Act 1946. These towns were mostly influenced by the Garden City Movement of 1900 from Ebenezer Howard and Sir Patrick Geddes and the work of Raymond Unwin. Garden cities were intended to be planned, self-contained communities surrounded by 'greenbelts', containing proportionate areas of residences, industry and agriculture. Two garden cities were built using Howard's ideas: Letchworth Garden City and Welwyn Garden City. Howard's successor as chairman of the Garden City Association was Sir Frederic Osborn, who extended the movement to a regional planning ideology.

The concept was adopted again in England after the Second World War, when the large pressure on the housing stock, largely caused by a rapidly growing population, started to worry the government. The original concept was altered: the social model of the Garden City was transformed into a national planning model that could support the development of the welfare state. The New Towns Act was passed in 1946 as a crucial part of the Reconstruction of Britain after World War II.



Garden City concept by E. Howard

During the decades which followed, the British built 11 New Towns in order to relieve pressure on the old cities and town centres in England. The act was developed to house the large number of people whose homes had been bombed or destroyed during the war and to move parts of the population out of urban slums. Also the Abercrombie Plan for London (1944) was a crucial element; it envisaged moving a million and a half people from London to new and expanded towns. These cities are the now known as the 'First Generation New Towns'. Later on, many more 'Second-Generation' towns followed in order to tackle new social, urban issues.

However, for many reasons, the Conservative governments from 1951 to 1964 were less involved with the Town and Country Planning Association. Even though the government continued to invest in New Towns during that time, there was clearly a lack of coherent planning, causing the First New Towns Act to lose significance (Clapson, 2004).

Yet, later on, in the early 1960s, Buckinghamshire County Council had become aware of the pressure for development in the southern part of its area and was looking for the possibility of promoting a New Town: the North Bucks New Town (Milton Keynes did not yet occur at this time). The main focus was to divert this pressure to the northern part of the county. In the same period, a new city in North Buckinghamshire was first envisaged by the Buckinghamshire County Council to provide for overspill from the towns in the south of the county. This new city would also serve as part of the county's contribution towards the housing of London's overspill and the future population of south-east England as a whole.

Moreover, when a Labour government was elected in 1964, acquaintances between politicians and planners were renewed. To relieve London's congestion and overheated housing stock, they determined that a further generation of New Towns in the South East of England was required. In 1965, a year after the election, the Second New Towns Act was passed in the Parliament, enabling the planning of several New Towns, larger than the ones before. Milton Keynes was one of them.

The planning process of Milton Keynes (1965-1972)

- 1965 Second New Towns Act passed in Parliament
- 1967 9,000 hectares of North Buckinghamshire designated for a New Town in North Bucks
- 1967 Establishment of the Milton Keynes Development Corporation (MKDC) and appointment of planning consultancy firm of Llewelyn-Davies, Weeks, Forestier-Walker and Bor to draw up the plan for Milton Keynes.
- 1970 Milton Keynes Development Corporation published its two-volume 'Plan for Milton Keynes' (the Master Plan). First section of road system opened. 809 hectares of land acquired.



Masterplan by MKDC (1970)

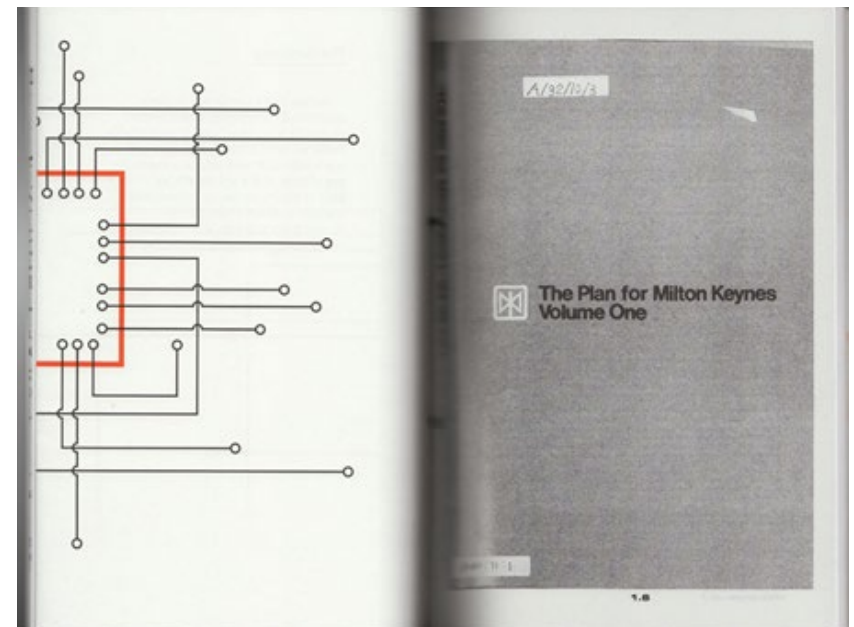
An inquiry, based on studies by both Richard Crossman and Wilson and Womersley, was held into the designation of the New Town in July 1966. On 23 January 1967 the Minister for Housing and Local Government, Richard Crossman, decided to designate about 9,000 hectares (22,000 acres), including the existing towns of Bletchley, Wolverton and Stony Stratford as a site for a New Town, and named it Milton Keynes, named after another small village in the area. At the time of decision making, the local population was approximately 40,000, most of which lived in Bletchley. Its original target population of 250,000 by the year 2000 made it the largest New Town to be planned at the time (Clapson, 2002).

Once the word was out, The Milton Keynes Development Corporation (MKDC) was established in 1967 by the Minister of Housing and Local Government, Richard

Crossman. The Corporation selected the planning consultants and their co-consultants, including Lord Llewelyn-Davies and Walter Bor. Professor Derek Walker was appointed the Chief Architect and Planner at the MKDC from 1970 to 1976.

The MKDC began the planning of Milton Keynes by identifying the goals which should guide the development of the new city. The early stages of the planning process were devoted to discussions with many of those concerned with the new city both locally and nationally. Patterns of life in the future were considered and possible ways of providing for the future were suggested. So far, two forces were important in bringing about the planning for Milton Keynes: the first one was a network of professionals at the Centre of Environmental Studies (CES), aimed to search for more effective solutions for urban regional problems, guided by Llewelyn-Davies. The second force was the New Towns Programme, which had originally started in 1946, but was revived in 1965: The Second New Towns Act (Clapson, 2004).

Example of first force mentioned above is the major influence of Melvin Webber (1920-2006), urban designer and theorist from the University of California, Berkeley. He used Los Angeles as a model for his interpretation of the changing nature of towns and cities in relation to technological advances, with the main focus of perceiving suburbanisation. Social and economic relationships would not be broken by the spatial spread of expanding towns. Quite the opposite: they would be held together by technology. The distance would be overcome by the car, instant communication and the sharing of information would be facilitated by the telephone, television and the computer. This vast belief in the endless opportunities which technology could offer gave rise to the idea of the 'community without propinquity', a community in which people did not necessarily have to live next to each other to be connected (Clapson, 2004).



Community without propinquity illustrated in The Plan for Milton Keynes, from Community without propinquity of Inheritance Projects

It was decided that, in the first stages, the construction costs of the new city would be divided between the MKDC, local and public authorities, and the private sector. The Corporation was bestowed legal rights to buy land, build houses, and develop factories, offices and shops, but was also charged with attracting 50% of the investment needed for establishing industry and commerce from the private sector. Also, the Corporation was to achieve 50% owner-occupation of all new houses. The local authorities would then be responsible for most of the major services, but the Corporation would contribute to the cost of certain services including drainage, roads, water supplies and recreational and social services.

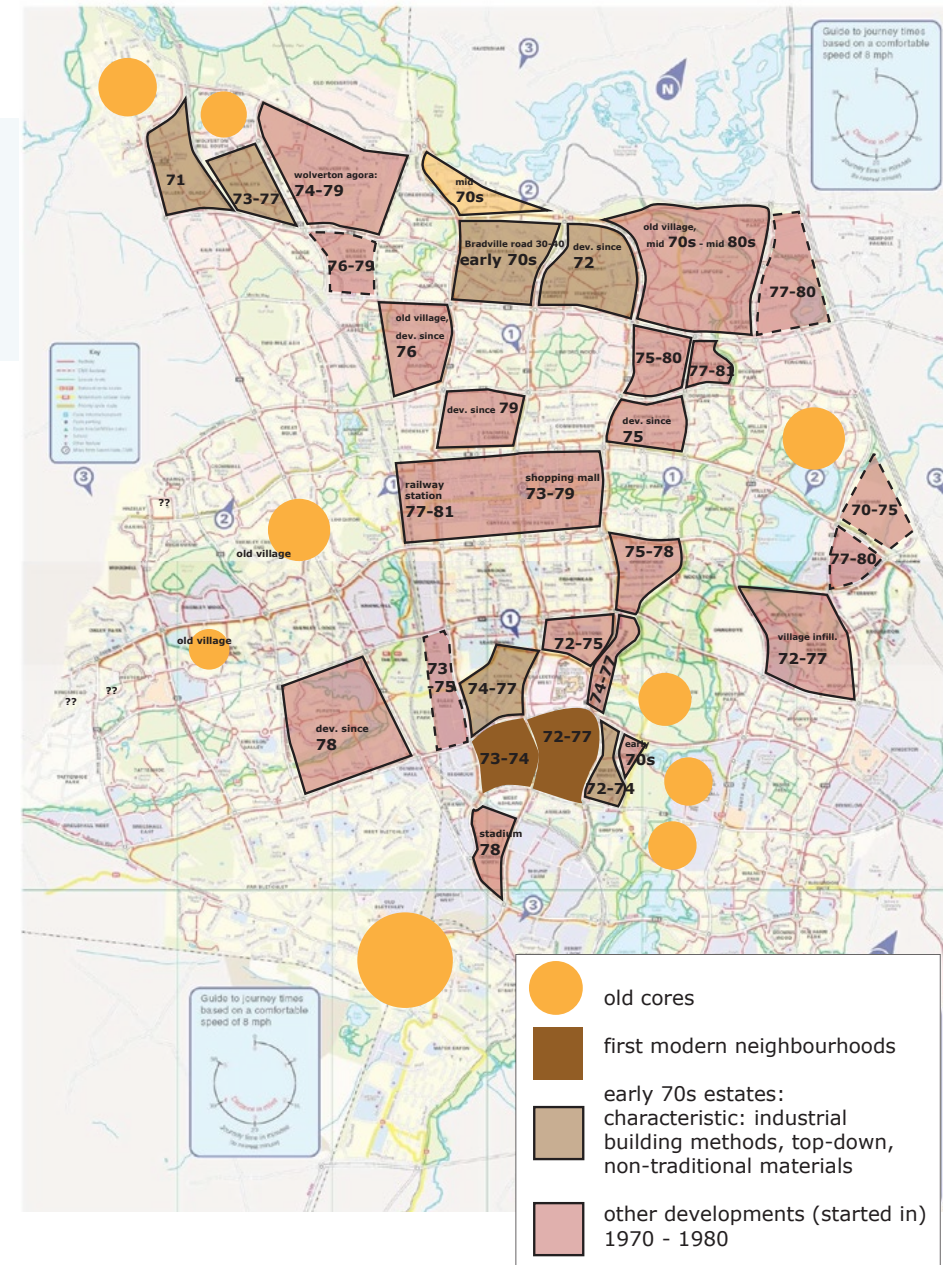
Furthermore, Crossman and Llewelyn-Davies together sought substantial funding from the Ford Foundation, an international organisation established by Henry Ford, based in New York, USA. The Foundation, which became interested in improving the quality of the British efforts to solve serious urban problems, granted the CES with financing. This, together with the major influence of Webber, made Milton Keynes somewhat of a product of an Anglo-American network (Clapson, 2004).

Then, in 1968, the consultants prepared an Interim Report in close collaboration with the MKDC, the County Council, the local authorities in the area and central government departments. The report would form the basis of further work by the consultants on the plan for Milton Keynes. It would also present detailed proposals for the first ten years of the growth of the new city. A synopsis of the Interim Report was delivered to every home within the boundaries of the New Town and to a number of communities located within the periphery. Exhibitions showing the proposals in the Interim Report were held, at which the Corporation and the consultants explained the proposals, answered questions and engaged in discussion with the people who came to attend. As a result of the response to the Interim Report, the Minister of Housing and Local Government promised to incorporate Bletchley, Wolverton and Stony Stratford in the plans in a way that preserved their individual sense of local community (Clapson, 2004).

The Master Plan, as mentioned earlier, was prepared by the consultants Llewelyn-Davies, Weeks, Forestier-Walker and Bor and finalised in March 1970. In the same year, the Milton Keynes Development Corporation published the Plan for Milton Keynes (the Master Plan), which obviously focused on the provision of basic services and infrastructure, but which was just as much guided by the idea of guaranteeing the six principles below:

- opportunity and freedom of choice
- easy movement and access, and good communications
- balance and variety
- an attractive city
- public awareness and participation
- efficient and imaginative use of resources.

The purpose of Milton Keynes, in short, was to provide houses and jobs for 70,000 newcomers by 1981. By the year 2000, the original target total population was meant to be 250,000, as mentioned earlier. In addition, the first section of road system was opened and further 809 hectares (2,000 acres) of land was acquired (Burrows, 1987).



The first years of development (1972-1979)

- 1971 First neighbourhoods were constructed
- 1972 Start development Netherfield

In 1968, the Milton Keynes Development Corporation started investing in the existing and new green spaces to convince the locals of the new city's future appeal. It remained difficult for the corporation to learn the opinion of the existing inhabitants of the designated area, because they hardly responded, but it was estimated that half of the existing population was positive about the development of Milton Keynes, because of the increase of shops, educational and public facilities and employment prospects.

The Milton Keynes development corporation tried to attract potential future inhabitants with a bombardment of advertisement. The new city was promoted in glossy magazines. It was advertised as a modern spacious housing alternative in the green fields as a welcome alternative to the overcrowded housing complexes in the old industrial cities, London in particular. Especially for those with limited opportunities to improve their accommodation in the city, Milton Keynes seemed an attractive alternative (Clapson, 2004).

In the 1970 plan the Development Corporation made a commitment to mixing housing types and thus mixing occupational groups. They also paid attention to the development of housing for the poorest, since there was a shortage of affordable housing in the existing cities. The first inhabitants were mostly from London, especially from the northern half and from the outer boroughs. The most important reasons for people to move to Milton Keynes were the availability of new houses of high quality and of secure employment. But before people were allowed to move, the head of the household was obliged to find a job in Milton Keynes. During the first years (until 1975) there was a system to apply for housing, called the New and Expanding Town Scheme. Any Londoner could register, all they needed to do was tell their housing conditions, provide a personal employment record and their working skills. They were then placed on a register for employers to consult. It was especially meant for unskilled workers (since skilled workers were supposed to use job centres), but this system largely unsuccessful, as it failed in facilitating unskilled workers and it was complex, bureaucratic and unpopular by both planners and politicians. In 1975 they changed their policy to assisted migration: the Direct Nomination Scheme. As Milton Keynes became more established, the migration became more self-sustaining (Clapson, 2004).

The first construction of the neighbourhoods started in 1971. The map on the previous page shows the first neighbourhoods that were built. Examples are Beanhill and Netherfield. During the early seventies, estates were built using industrial construction methods and with non-traditional materials. These neighbourhoods were planned on a large scale and top-down, but there was a lot of criticism on the modernist style, which clashed with the traditional taste of the locals. This aside, the modern building methods and materials did not always provide the expected quality. Therefore, in the mid-seventies, the Development Corporation consulted the residents about their preferences and adapted its ways accordingly.

The first school opened in 1974 and in 1975 the first office building was opened. The construction of the shopping centre started in 1974, together with an open dialogue between the MKDC and the locals on what the new city centre should look like. Though seemingly inviting to the public, these interviews and discussion evenings were in vain. In spite of the fact that locals clearly did not consider the modernist plans of their city's designers the best option, MKDC held on to this modernist style nonetheless (Clapson, 2004).

When the 1970s came to an end, the city started to get most of its important social-, infrastructural and leisure functions, which ranged from the railway station to a sports stadium. Even more important were the final touches to the shopping centre, which was inaugurated by Prime Minister Margaret Thatcher. This would be the start of Milton Keynes as a successful New Town.



Bird eye picture of model by Dixon Jones architects. Notice the large amount of open space, which is mainly grass.

Expansion of Milton Keynes (1979-1992)

- 1979 Prime Minister Margaret Thatcher opened the Shopping Mall & policy 'Right to Buy' passed the parliament
- 1982 Central Milton Keynes railway station officially opens
- 1991 About 78,400 new jobs have been created in the Borough since 1967, of which around 71,200 (91%) have been in the City.
- 1992 Milton Keynes Development Corporation wound up, replaced by Commission for New Towns



Margaret Thatcher beholds the results of her flagship policy, by PA

After Margaret Thatcher became Prime Minister in May 1979, the legislation to implement the Right to Buy was passed in the Housing Act 1980, which gave secure tenants of councils and some housing associations the legal right to buy at a discounted value, depending on how long they had been living in the house, with the proviso that if they sold their house before a minimum period had expired they would have to pay back a proportion of the discount. As a consequence, the housing market was dramatically stimulated. In 1978, there were 400 homes built, while in 1979, 2200 homes were built and in the next year, 2400 new homes were built.

The shopping centre was built between 1972 and 1979. The economic success of this central asset of Milton Keynes reveals in the consumerist habits of the city's residents: after it was opened in August 1980, the mall attracted 170,000 visitors each week and this number increased to 300,000 in 1981, with 120 shops. The retail spending per capita per annum was increased from 126-137 pounds in 1976 to 144-162 pounds in 1981. As a consequence of the development of Milton Keynes centre, Bletchley Brunel Centre gradually declined.

The Government dismissed the MKDC in 1992, transferring control to the Commission for New Towns (CNT) and then finally to English Partnerships which subsequently merged with the Housing Corporation to become the Homes and Communities Agency (HCA). Starting from then, design criteria in Milton Keynes became more similar to those being applied by the HCA across the country.

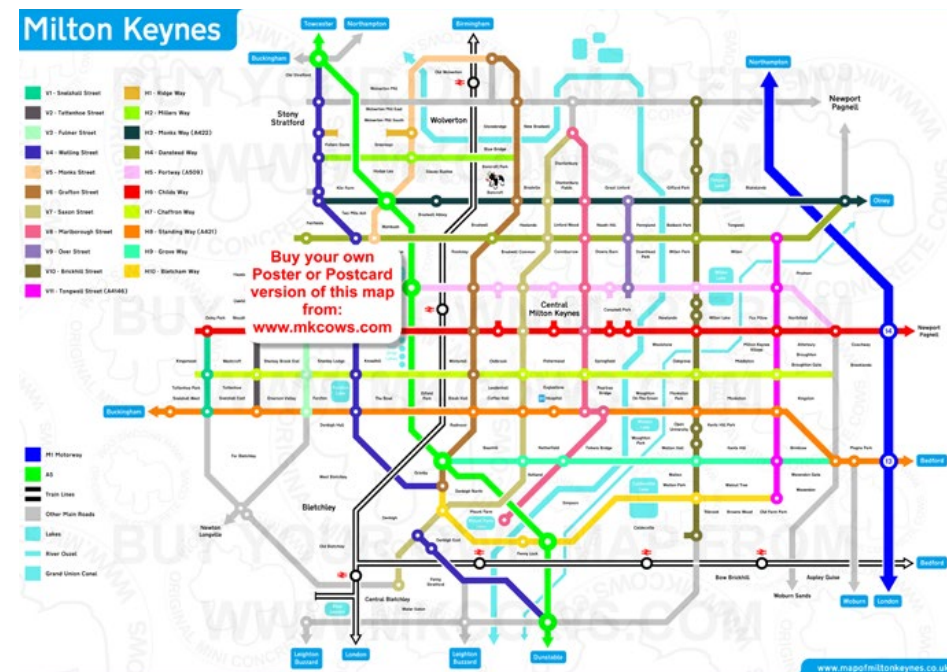
Milton Keynes of today and tomorrow

- 1997 Milton Keynes Council becomes a unitary authority.
- 1999 Commission for New Towns replaced by English Partnerships.

The Milton Keynes of today is regionally known for its shopping centre and locally for its huge central park. As one of the designated growth areas in the southeast of England, the council had a choice for growth through urban sprawl or growth through densification within the current city borders. The population exists mainly of middle-class households who vehemently protested against the new development of Milton Keynes, as they thought the city to be quite big enough as it was (Gossop, 2006).

In the original plans of the New Town Milton Keynes, both the car and public transport had a main role in the transportation system of the city. Right now the car has taken over as the main mode of transport, while the public transport has been reduced to following the grid and prioritizing the city centre instead of the connections in the whole city.

So while the New Town of Milton Keynes is still growing and developing, the internal strife and the external pressures have come to play a substantial role in the social dynamics of the city.



Milton Keynes transport for the future? Milton Keynes car-grid system projected as subway system

Chapter 2: The urban planning of Milton Keynes

About the Planners of Milton Keynes

Walter Bor

Walter George Bor was an Austrian born British urban planner and architect. He was part of the planning team that designed the Milton Keynes masterplan and he strongly advocated the notion of flexible planning. He recognized the need for cities to be more than just economic or social drivers but places where the community can prosper. Apart from Milton Keynes, Mr Bor was apart of numerous development in the United States of America, Canada, Columbia, Venezuela and Scotland. In addition to all this, he also wrote a book titled *The Making of Cities* and was elected President of the Royal Town Institute in the United Kingdom in the 1970's.



Walter Bor

John de Monchaux

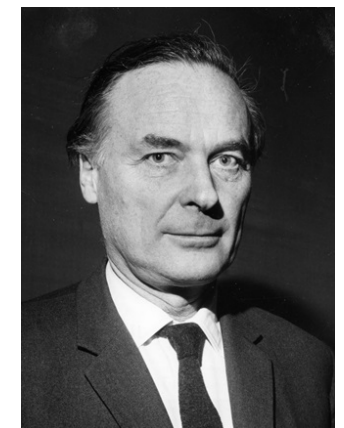
John de Monchaux was an Australian born urban planner and engineer. He was part of the planning team that designed the Milton Keynes master plan. Next to his position in the urban planning team, he was the dean of the School of Architecture and Planning at Massachusetts Institute of Technology during the 1980's and early 1990's. As an architect and planner, he has worked globally and gained a lifetime of experience from practice in America, Canada, Latin America, the UK, Australia and South East Asia. From these experiences, he seeks to demonstrate and promote that urban planning itself as a form of learning through the dialogue between constituencies and professionals which is self-evident in the development of Milton Keynes during the 1970's.



John de Monchaux (photo: Judith M. Daniels)

Richard Llewelyn-Davies

Richard Llewelyn-Davies was Professor of Architecture at The Bartlett, University College of London. During his career as a practising professional, the Barron had a planning practice called Llewelyn-Davies Weeks. It was well known for creating influential hospital designs and master planning companies in the UK. Major early commissions included the design Northwick Hospital and offices for newspaper *The Times*. His company continued to grow and eventually was commissioned to create the master plan the New Town of Milton Keynes.



Richard Llewelyn-Davies
(from RIBA)

Milton Keynes and the Metropolis

The classic image of the New Town, derived from the Greater London Plan 1944, was as an essentially 'statist' mechanism to facilitate the overspill of population from congested metropolitan areas onto green field sites containing only a modest degree of previous settlements. It provided the opportunity to create an entirely new urban structure. Yet, this image captures only part of the 'New Town Experience'. There were also New Towns designated to facilitate the large scale expansion of already large urban areas. These raised rather different planning and development questions. Their growth process also required more sensitive management, paying greater attention to established communities.



Fig 1.1: South England

Milton Keynes was designed to be a regional hub between Birmingham and London, located at the midpoint of the Oxford to Cambridge. Built with future growth in mind, MK is well connected to national strategic transport networks. About 20 million people live within a 90 minute journey from the city.

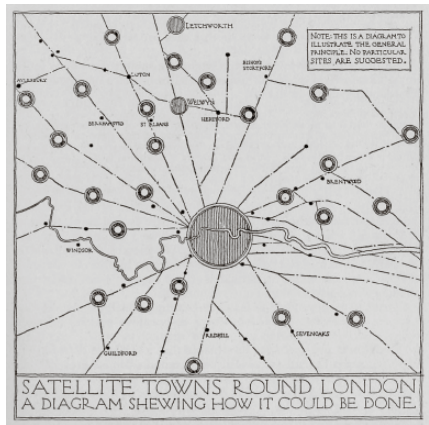


Fig 1.2: Satellite Town nearby London

In the 1960s, the British government decided that a second generation of New Towns in the South-East of England was needed to relieve housing congestion in London. In order to relieve pressure on housing in London in the light of the rapid population increase, the Parliament decided that several waves of 'New Towns' were to be built in the southeast of the country. Milton-Keynes was to be by far the largest and most ambitious of the scheme.

Beyond relieving the pressure on the existent urban areas, the development of New Towns was also meant to boost local economic activities outside of London's metropolitan area. New Towns were meant to integrate their rural surroundings in their design, providing a comfortable, open and green space for new inhabitants to work and live. Though developing such cities on a large scale was new and generally understood as incredibly modern, the British New Towns Programme was inspired by the plans of an idealist who had lived nearly a century earlier: Sir Ebenezer Howard.

Howard's plan of a self-sufficient city of 32 thousand people aimed to ease overpopulated cities and get their residents closer to nature. It was a beginning of a large process of deurbanisation of cities. However, what he proposed were self-reliant communities that would be able to function separately from a metropolis. Though the Twentieth Century saw a lot of New Towns built, a great number of them did not manage to successfully separate themselves from cities they were satellites of.

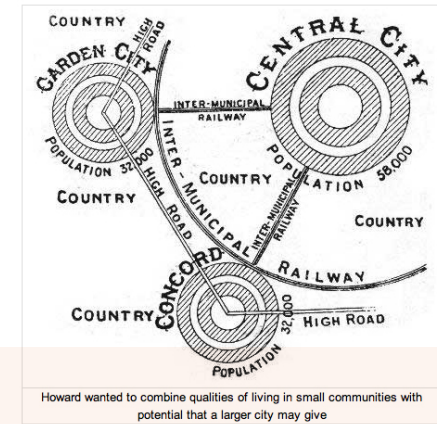


Fig 1.3: Howards Garden City

The New Town was seen as a utopian development: an attractive and prosperous home for city dwellers. Having dreamt up this glorious plan, the government's next task was to encourage people to move to the new cities, and Halas and Batchelor's good-humoured everyman Charley proved the perfect advocate. Tortuous, smog-blighted commutes from the suburbs to the city centre on overcrowded buses are a distant memory for Charley as he merrily cycles through his salubrious new neighbourhood, with its generous greenery and handy amenities.

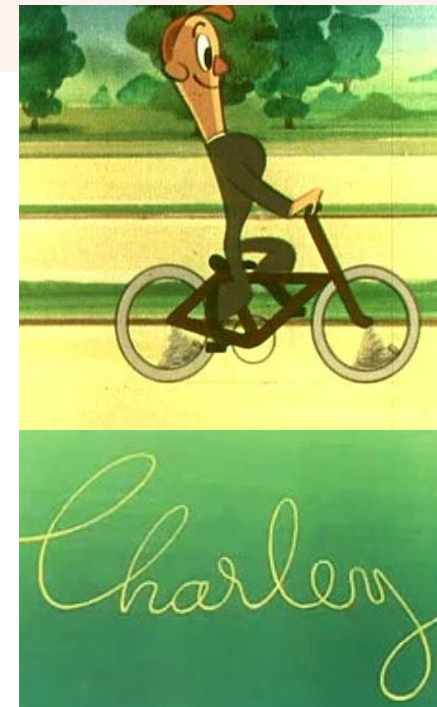


Fig 1.4: New Town Ad

Only thing Charley did not seem to have expected was that, more than 60 years later, many of these New Towns would find themselves in grave need of regeneration, while also overcrowding in cities would be once again high on the political agenda.

Milton Keynes and the Existing Settlements

Milton Keynes was planned on the basis of four midsize and 13 smaller settlements, amongst which are Blechley, Stony Stratford, Wolverton and New Bradwell. They are situated along the main roads and railways which run through the area. Smaller settlements follow the rural roads and rivers in between.

According to the plan of Milton Keynes, all existing development on the site is treated in a way that preserves the original identity and atmosphere. This is a smart strategy, because existing towns (with their employment areas and cultural centers) are activated and stimulated by the development of the New Town.

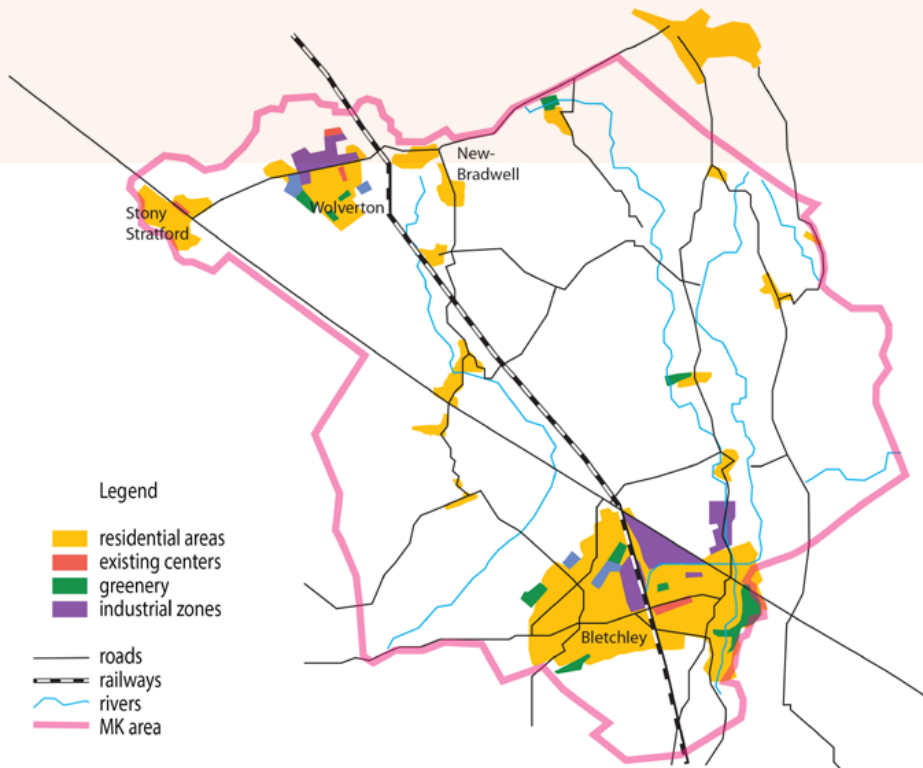


Fig 2.1: Designated site for Milton Keynes in 1969

These smaller villages became the material for Milton Keynes' urban fabric: their idyllic, rural situation made them perfect transition zones from urban areas to open space. They were more open than most residential areas and less structured, organized more around landscape. In contemporary Milton Keynes, they are the ideal connection between the new urban developments and the already existent villages, allowing these two building types to merge as one and providing plenty space for urban interactions.



Fig 2.2: Integration of New Town into the context



Fig 2.3: Existing settlements in the New Town

2.3 Density and Scale

It seems needless to say that Milton Keynes forms a balanced system of urban and green structures, which interestingly corresponds with old and new parts of the city. Shown fragments are marked on the map by red dots. Birdseye views show interesting interrelation between physical character of spaces, in terms of scale and density, and old/new parts.



Fig 2.4: Center of Stony Stafford

The most dense and small-scale districts are Stony Stafford and Wolverton, which are also the oldest towns on the site. Then, the residential development of the New Town in the 1960s reveals a lower density and larger scale, to be followed by the smaller old villages of Milton Keynes, which have large scale plots and buildings and low density because of their former rural character. This type of urban fabric tends to be so utterly green and free-planned, that in some parts they become part of green structures rather than urban areas. Finally, CMK district has been built on the largest scale and has the lowest density. All parts together form balanced system with good acupuncture of architectural and spatial attractions.



Fig 2.5: Residential area in Kent Hills neighborhood



Fig 2.6: Former village of Shentey Church End

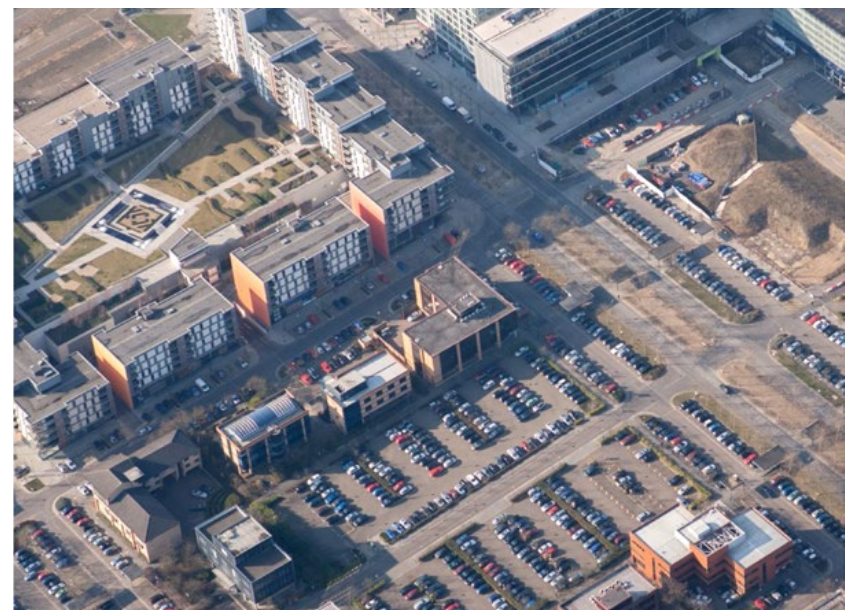


Fig 2.7: Fragment of Central Milton Keynes

2.4 The Master Plan of Milton Keynes

During the 1970s, the MK masterplan was developed by the Milton Keynes New Town Corporation planners Llewelyn-Davies, Weeks, Forestier-Walker and Bor. This Masterplan (see figure 3.4) was by no means designed as a step by step blueprint for the city's development. The planners understood that first generation New Towns were too detailed in their planning and many planned functions were already outdated before they were actually built. As result, the plan implemented a strategic framework that had a considerable amount of flexibility and was capable to respond to changing needs. It recognized the need to consider the structural elements of connection between transport systems and the arrangement of land uses together, and continues to be updated to this very day. The latest plan can be seen in figure 3.3.

Though the plan thus leaves room for adaptation, the basic structure is still held together by the following six goals mentioned earlier:

- ▣ Opportunity of freedom and choice
- ▣ Easy movement and access
- ▣ Balance and variety
- ▣ The creation of an attractive city
- ▣ Public awareness and participation
- ▣ Efficient and imaginative use of resources (www.rudi.net, 2014, p.4)

It is important to realize that these goals are to be understood as a reaction to the goals of the first generation New Towns, which was a direct translation of the goals of the welfare state. They envisioned a safe environment where every aspect of life was planned out for the people. This meant that your neighborhood dictated everything: from the choice of your kids' primary school to your choice of friends and lifestyle. In essence, the neighborhood principle dictated most life choices we generally like to make for ourselves,

This caused this system to be doomed to fail from the start. The growing mobility of the people proved to be contradictive to the neighbourhood concept. Therefore the goal for Milton Keynes, as a second generation New Town, was to liberate its residents and offer the freedom to make optimum use of the facilities, education, leisure, and more. This search for freedom can be seen not only in the precedents for the plan (like the main references such as the book Los angeles and the article Community without Propinquity), but also in the design principles used to reach the planners' six goals.

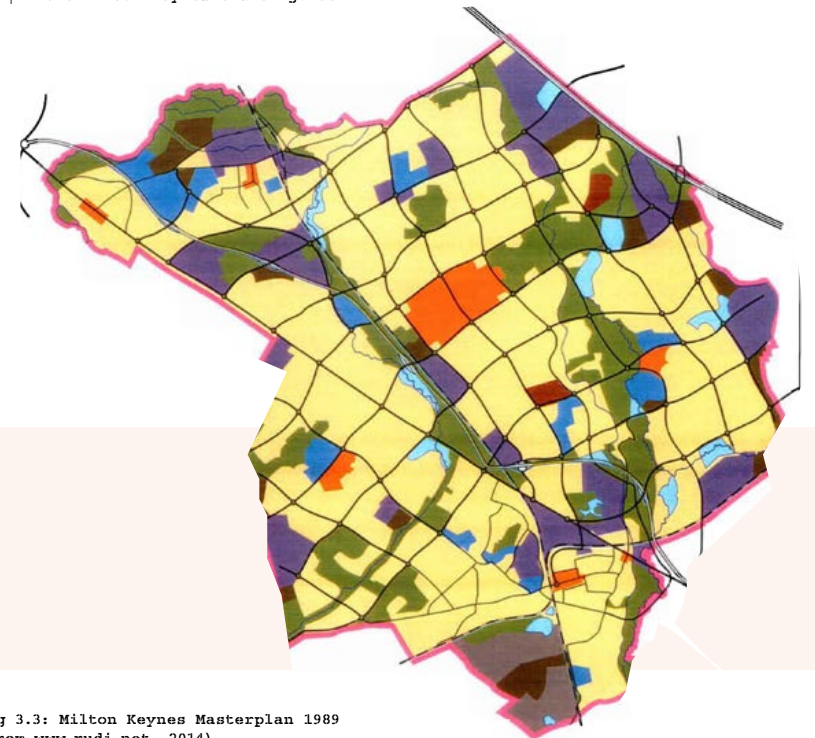


Fig 3.3: Milton Keynes Masterplan 1989 (from www.rudi.net, 2014)

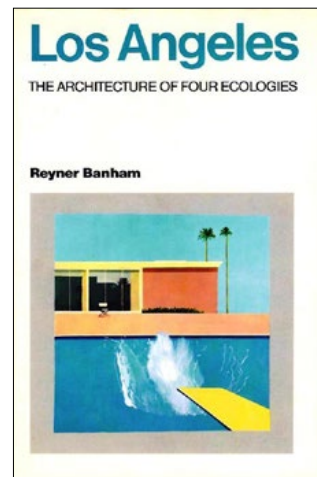


Fig 3.1: Los Angeles as inspiration (by Reyner Banham)



Fig 3.2: Community without propinquity as inspiration (by Melvin Webber)

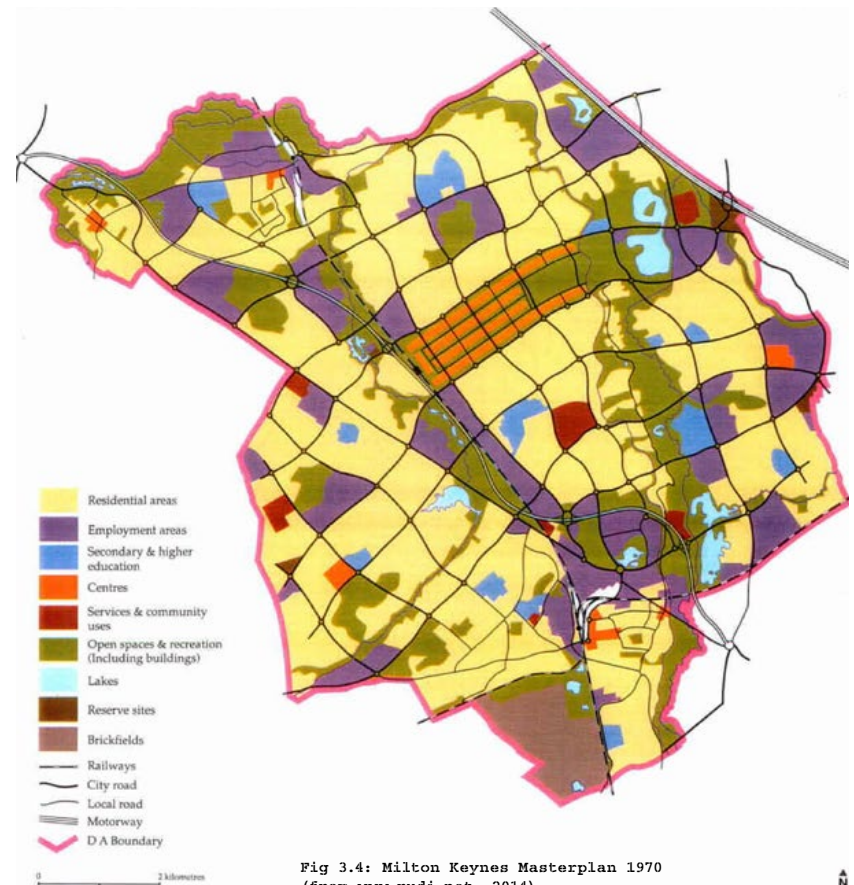


Fig 3.4: Milton Keynes Masterplan 1970 (from www.rudi.net, 2014)



2.4 Design principles

Milton Keynes' hierarchy of centres for public facilities has been designed (see figure 4) to provide a great variety of public facilities. Major shopping, leisure, and cultural facilities are concentrated in Central Milton Keynes, and at the district scale, the existing towns of Bletchley, Stony Stratford and Wolverton serve surrounding catchments. Next to this, new district centres were developed at Kingston in the east and Westcroft in the west.

The lowest scale centres are the local centres placed in the mid-point between two grid intersections. One local centre in each group of grid squares is usually more important and this one often contains the secondary school. The smaller local centres contain one or more facilities, but sometimes nothing more than a convenience store.

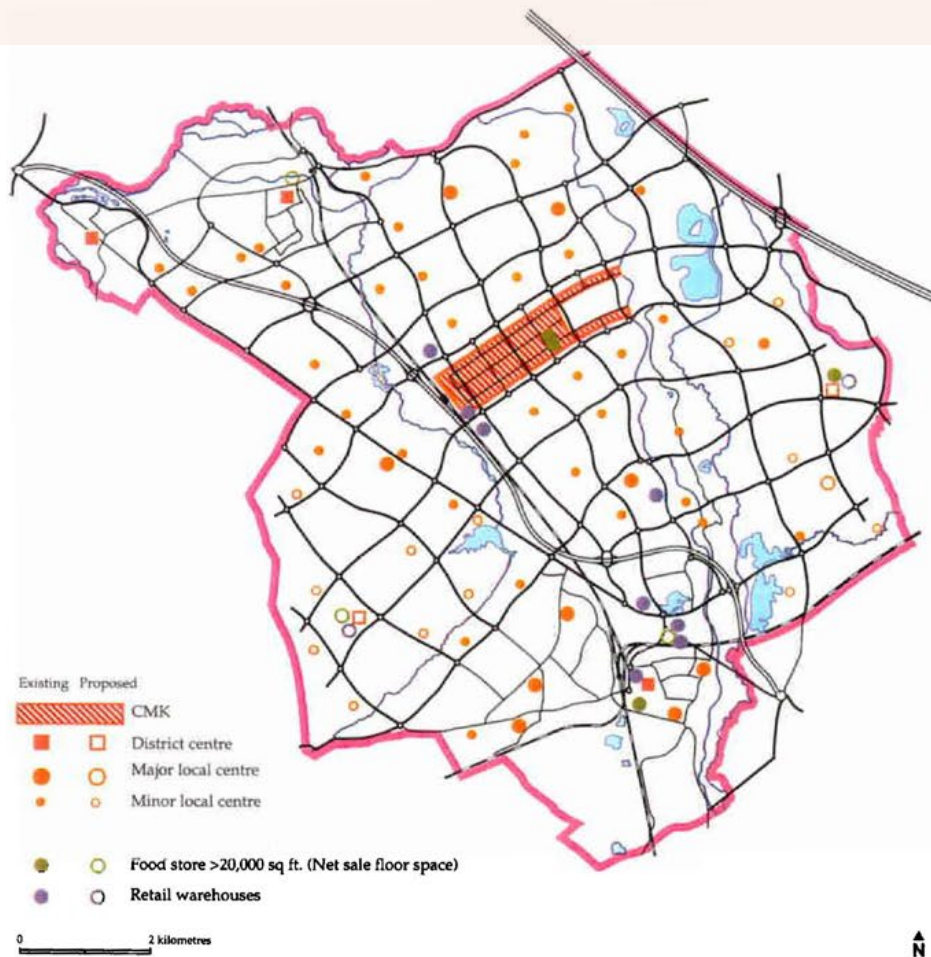


Fig 4.1: Centres in Milton Keynes, from (www.rudi.net, 2014)

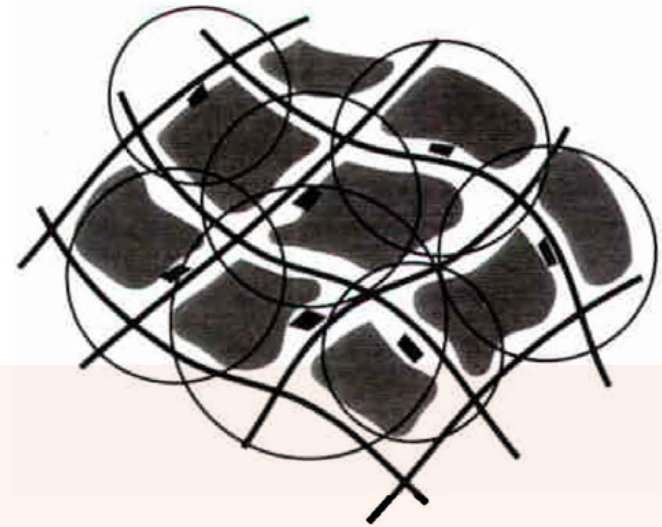


Fig 4.2: Overlapping catchments (from www.rudi.net, 2014)

Overlapping Catchments

One of Milton Keynes' structural principles - the principle of freedom and choice - is directly addressed in the actual grid squares of the city. Residents were not meant to have homes that were grouped as discrete, inward looking neighbourhood units, but as overlapping catchment areas. Thus no area would be exclusive or self-contained and citizens were able to choose in which type of neighborhood they wanted to live.

In the master plan, residential areas were therefore not filled with pre-defined housing units. Only certain guidelines (see figure 6) were given to developers who received great freedom to develop 'their' part of the grid in a very different way. Without the firm guidelines and with the stimulation to take full advantage of the possibilities a great variety and choice in layout could be formed in the city.

The openness and choice possibilities of the grid squares are emphasised by another structural principle: The "activity centres", which house each neighborhood's local facilities are not placed in the heart of the grid square (or the neighbourhood), but on the spots where main pedestrian routes crossed the mid-point of each length of a city road. (see Figure 5). This way, every type of public facility is well accessible for anyone around.



Fig 4.3: Guidelines for dwellings on the edge of the park from www.rudi.net, 2014

Traffic and Infrastructure

As may be clear by now, the city planners of Milton Keynes had many, many dreams, but most of all they aimed to create a city that embodied the notion of freedom. One way of developing this freedom was by providing a high level of flexibility. The planners noted that previous New Towns had not been flexible enough to provide for future growth, and thus they aimed to provide a dearly needed flexible urban framework. Roads were chosen as basis for this flexibility because car transport was seen as the transport of the future.

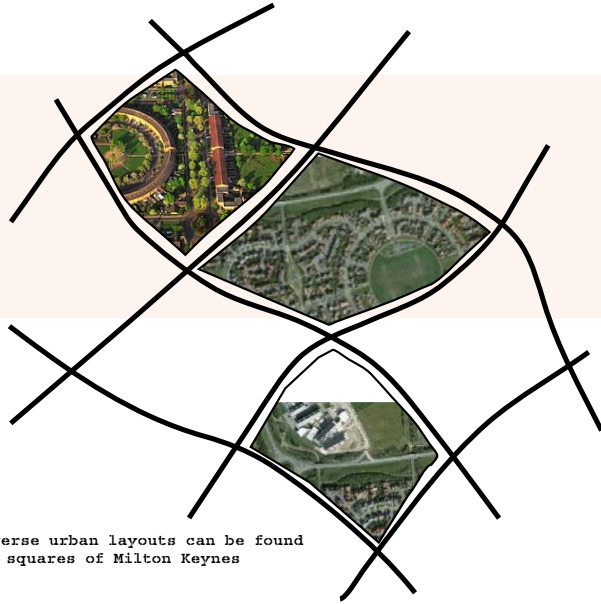


Fig 3.5: Diverse urban layouts can be found in the grid squares of Milton Keynes

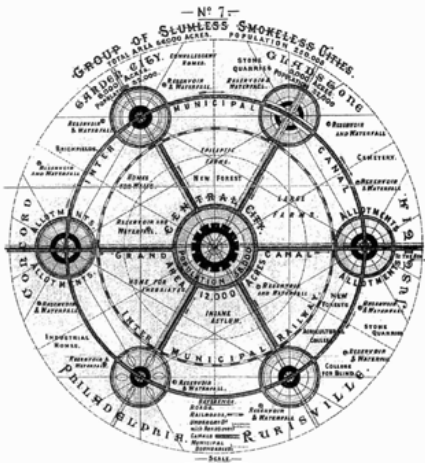


Fig 4.4: Ebenezer Howard Garden City

After doing some research, however, it turned out that Howard's star-shaped Garden City (fig 4.4) led to heavy traffic congestion in the city centre. Therefore, they abandoned Howards structure in favor of a one kilometre square grid. These grid roads are logically named. The roads in a east-west direction were named with the letter H-which stands for horizontal- and are numbered from the west (department of planning of Milton Keynes, p.9). The roads running in the North-South direction are named with a V (vertical) and are numbered from the North (see fig.2).

In order to isolate the noise and air pollution, all central roads are lined with a thick green roadsides, separating car traffic from residential areas and making sure that residents could enjoy a thoroughly green neighborhood.

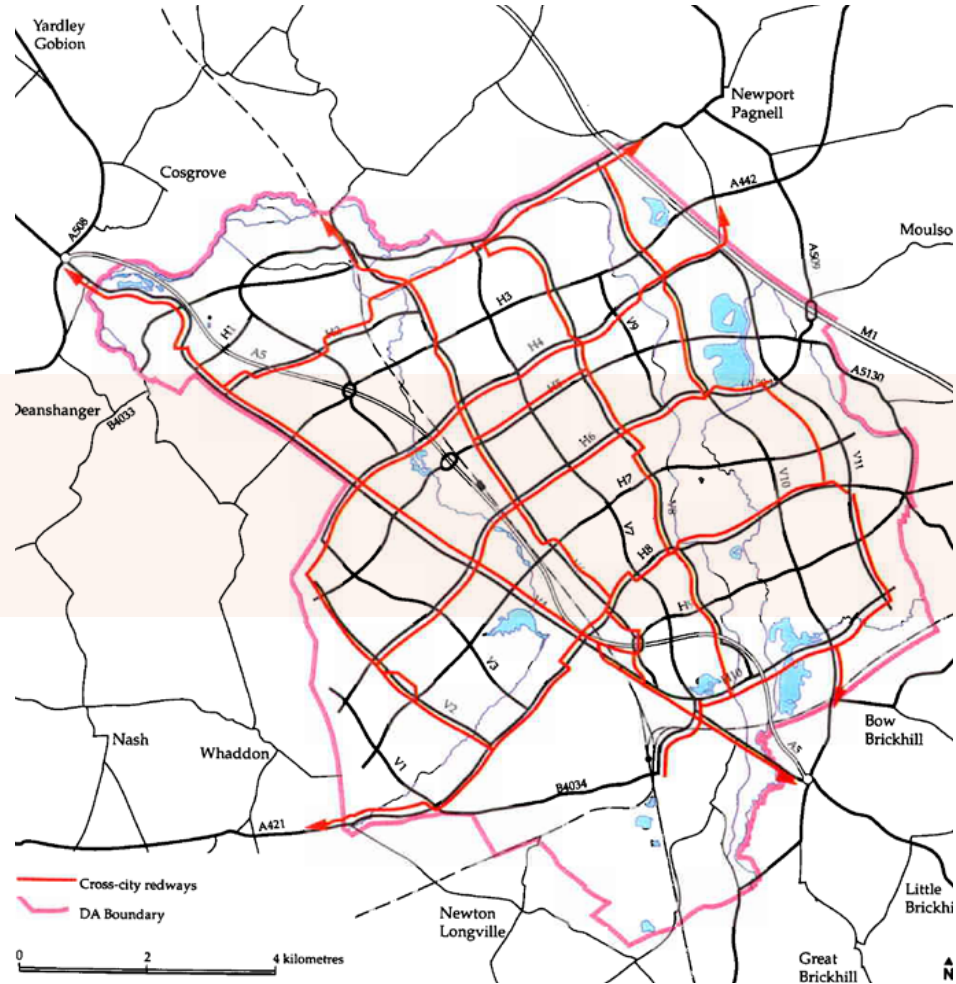


Fig 4.5: City roads and cross city redways



Fig 4.6: redway from eye level



The safety and mobility of the pedestrians was one of the key elements in developing Milton Keynes. As result, pedestrian routes were segregated from the grid roads. The pedestrian routes crossed the grid road by bridges or underpass (department of planning of Milton Keynes, p.7). This way the car traffic can flow while pedestrians can safely cross the road.

Though certainly paved with good intentions, the grid roads are nowadays being criticized for three main reasons: “(1) grid roads are overscaled; (2) grid road landscape is monotonous and (3) roundabouts in series are unpleasant”. On top of this, the latest addition to the road network, the ‘redway’ bicycle lanes have been questioned due to lacking safety. All in all, it shows that the work in Milton Keynes is never truly finished.

2.5 Landscape, Parks & Open Space

The parkland and green spaces contribute significantly to the guiding principle of an attractive city. With over 2000 hectares of parkland and green spaces, no single resident of the city can ever be further than 800 metres away from a green space.

The green areas are generally organized into three different scales; Linear Parks, District Parks and Local Open Spaces. The various scales caters for the different need and requirements for the resident in Milton Keynes. Some parks overlap with each other to create an extensive and lushious landscape system. The urban park landscape of Milton Keynes was largely designed by the late landscape architect Peter Youngman. His contribution was crucial to the city’s development. The design originally was based on a straightforward grid system until Youngman surveyed the land and convinced officials that the parks should follow a more natural landscape design. This gives the parks and overall city design a more distinctive and natural appeal compared to the proposed original design.

The Linear Parks (Fig 5.1)

Linear parks were designated concurrently to the Great Ouse rivers streams which cut through Milton Keynes. The parks are an important and major structuring element of the New Town. It acts as a buffer zone for flooding, a natural reserve in between the surrounding urban development and creates recreational and natural links between the various environments in the city.

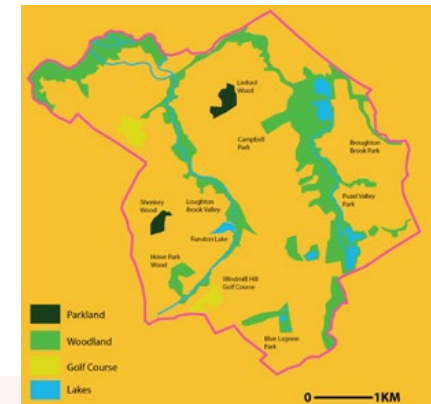


Fig 5.1: The Linear Parks

The District Parks (Fig 5.2)

District parks were intended to act as conventional urban parks with an immediate catchment of 15,000 residents. The parks are linked into the Linear parks system by redways, equestrians and leisures routes. Parks such as Woughton are located within the linear park to provide a wider variety of active and passive programming which is frequently used by the community.



Fig 5.2: The District Parks

Local Open Spaces (Fig 5.3)

Local open spaces were created to provide quick and easy access to recreational spaces within residential areas (www.rudi.net, 2014). These spaces are often used to provide room for children’s playgrounds and sport playing fields. Each neighborhood has at least one accessible open space which is located nearby city road corridors and the numerous cycling and pedestrian pathways. This has allowed easy access for families and older aged children to have quick access to public recreational space.



Fig 5.3: Local Open Spaces

An underlining policy of the landscape, parks and open space system is the 'setting, string and beads' concept which was introduced into the development of Milton Keynes (ldoxplc.com, 2014).

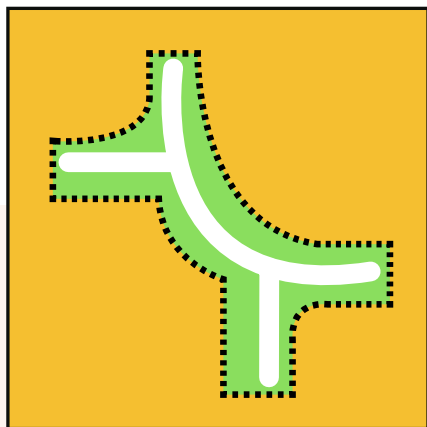


Fig 5.6: Setting

'Settings' (Fig 5.6) were intended to incorporate historic villages and landscape features into the park system.

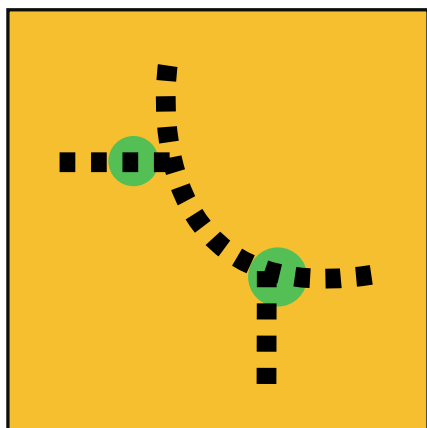


Fig 5.7: Strings

'Strings' (Fig 5.7) of landscape to make the linear parks interconnected with each other.

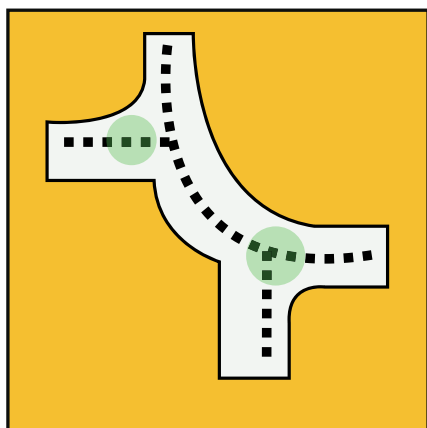


Fig 5.8: Beads

'Beads' (Fig 5.8) of public space were located within the system to give residents the opportunity linger in the parks.

2.6 Freedom in the Participation Society

Before the 1970s, the main emphasis of planning and the politics behind it, nationally, was on a welfare system. The first generation New Towns were designed on the basis of the neighbourhood principle which leads to small (repetitive) clusters that together would form a neighborhood, which together form a city part etc. In short, these were cities in which all the activities, use and life were already planned out for its residents.

Soon, this welfare-oriented type of planning was heavily criticized. In Milton Keynes, the lifestyles of its residents was not to be dictated, but facilitated. In the plan, it was envisioned that Milton Keynes was to be "a community of active citizens", which actively participated in the provision of its own services and which would grab the opportunities presented by the new city. The plan provided for the need of a close-knit web of community services at all levels and aimed for "a network of opportunities which must be available to, and understood by, the residents of Milton Keynes" to accomplish this participating society.

The Milton Keynes Development Corporation's primary role was therefore not only to provide services and organize the construction of the city, but also to co-operate with and encourage the "individuals, groups, organisations, companies and statutory bodies" who provide them. The Corporation has therefore solely encouraged and co-ordinated the provision of community services and not provided them. The Development Corporation of Milton Keynes has stimulated this in three ways:

1. Provision of community services

A meeting place was provided for every 3,600 residents. These meeting places were meant to be key points for local community activities in residential areas. Furthermore, it was deemed important that wherever possible, the management of these meeting places could be handed over to independent organisations of local residents as soon as possible. The meeting places are located in the centre of their catchments, usually at local centres.

2. Aiding neighbourhood development

One of the Corporation's tasks has been to inform newcomers about the city, the services it provides and new development proposals at hand, as well as to help residents to make best use of their new environment. Each new grid square had been provided with a community house that served as a temporary meeting place and base for a Neighborhood Workers until the permanent meeting place had been erected.

3. Spreading information

Each new resident of Milton Keynes received a package of information about local facilities and services. The Corporation started the spreading of a Community Newsletter, which was later on taken over by a committee of residents.



Fig 6.1 local newspaper

2.7 Plan vs Reality

Quite a few of the original (well-designed) plans for Milton Keynes have been altered or executed differently than planned. These changes have led to several challenges nowadays, of which perhaps the most obvious ones are changes in the grid and the housing development.

A. The Grid

The grid which was chosen as the primary structure of urban development was a reaction against the prior centralized models. This was a model that should have protected Milton Keynes against city centre congestion and offered freedom of local service centres and mobility to its residents, but that was not exactly what happened. Eventually, the implementation of the grid has been slightly changed in favour of the car, causing major changes in the urban layout and therefore the principles at the foundation of Milton Keynes. The most important change was the Corporation's decision to re-design the main grid to operate without an urban speed limit - thus at speeds of 60-70 mph (95-110 km/h). This altered the urban lay out as follows:

- ▮ Traffic lights were replaced with roundabouts at most crossroads. (see Fig 7.1)
- ▮ Neither cars nor buses could be allowed to pull to the side of the main roads and stop. Instead they would have to leave by slip roads and stop within the grid-squares, causing bus routes to become longer and circuitous. (see Fig 7.2)
- ▮ Profiles for main roads were greatly enlarged to fit the acceleration and deceleration lanes and to separate built-up areas from the (now much noisier) roads.
- ▮ As another measure against noise, a lot of earth mounding and massive planting was added along the grid roads.

These changes in the grid road system implied that the changes in the overall layout of the grid were just as necessary. The original idea had been that the local facilities and thus "the centre" of the grid square would be placed on the main grid road at the mid-point between crossroads, but this could no longer be the case. Due to the implications of the heightened speed limit, several things happened:

- ▮ Local shopping and service centres were pushed away from the grid road, becoming embedded in the edges, or even in the middle, of the grid square. Retailers could no longer expect significant passers-by, and few enjoyed visibility from the main roads. (see Fig 7.3)
- ▮ The interior of the grid square became the typical design unit; most squares had just one design team, one developer, one name. The practical grain of the city was thus not the bead on the string but the island lying within the grid of high-speed roads (see figure 7.4).

Of all traffic on the grid road system, at least one third was expected to be public transport. In practice, however, this is not at all the case: it turned out that a properly functioning public transport system was a lot more expensive than calculated, causing the residents of Milton Keynes to become increasingly dependent on their own cars, leading to a vicious cycle of a need for cars, a need for roads, and more changes to the grid structure.

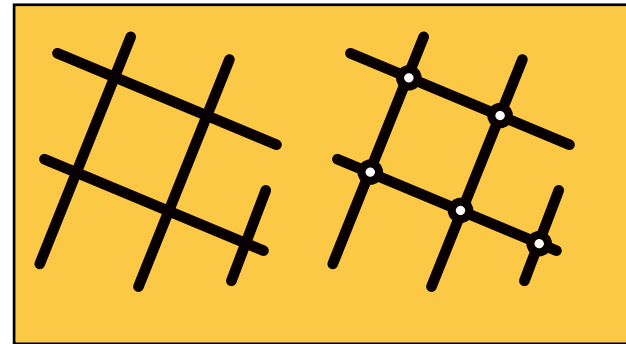


Fig 7.1: Traffic lights were replaced with roundabouts at most crossroads.

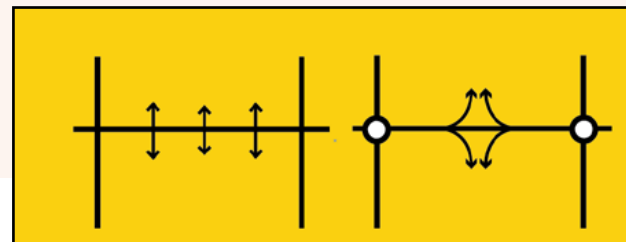


Fig 7.2: No stops along the road

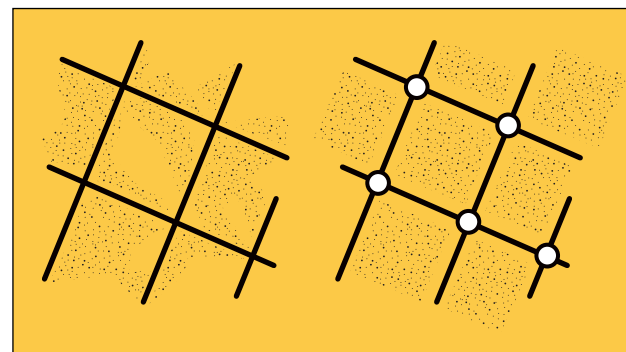


Fig 7.3: Local service centres pushed away from grid road

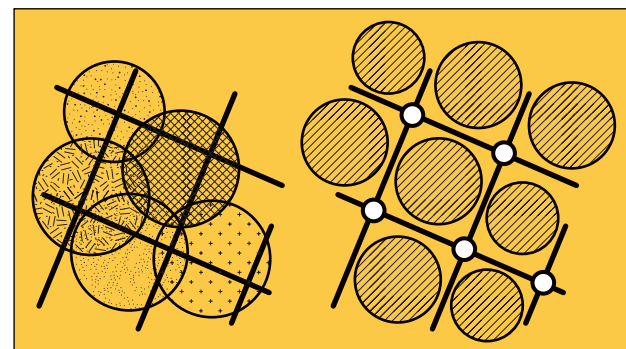


Fig 7.4: From overlapping catchment to island

The public transport that actually is present is very poor. Some areas have no coverage, or only a few times a day, making a car an absolute necessity to enjoy Milton Keynes' freedoms. That certainly shows in the statistics: 88% of traffic is car traffic. Not only (visually) congesting Central Milton Keynes but also making Milton Keynes one of the most unsustainable cities in the world, when talking about transport.

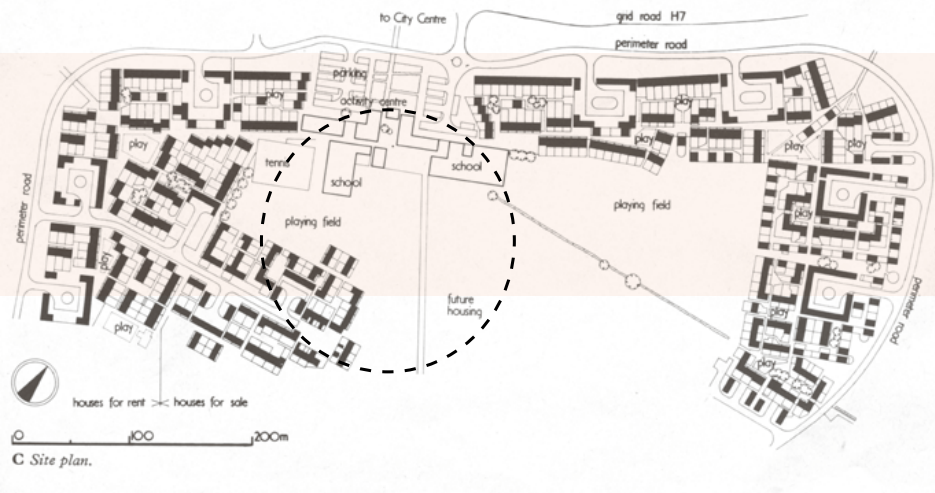


Fig 7.5: Local center as planned (top), Local center in the middle of the grid-square (bottom) (top image from: www.iqbalaalam.wordpress.com, 2014)

B. Market Intervention

Also in terms of housing, the original plan of Milton Keynes has gone through quite some devastating developments. Margaret Thatcher's policy on housing ('The Right to Buy') led to an increased involvement of private capital and the reduction in state intervention in housing. This policy change was clearly reflected in Corporation policy and pressured the local government to sell off social housing complexes to residents.

Some of these areas flourished after they were sold to their tenants. The sale made the tenants take control over the development of their living environment. Exactly as the scheme was intended to do. However some of the areas did not follow the intentions of the scheme. Not all tenants were able to afford their social homes, which resulted in poor maintenance these houses and deprivation of complete neighborhoods. These deprived areas can be found even adjacent to flourishing areas, for example in the case of Fishermead (deprived) and Springfield (flourishing).



Fig 7.6: Fishermead (left) and Springfield (right).

Future of Milton Keynes

As discussed in the previous paragraphs, Milton Keynes deals with certain challenges that find their origin in the execution of the urban plan. Only some of those problems are acknowledged and have found a prominent place in the future strategies for Milton Keynes, together with the future decisions concerning the development of the city.

In January 2004, Deputy Prime Minister John Prescott announced the United Kingdom government's Expansion plans for Milton Keynes. It was proposed that the population of Milton Keynes had to double in the coming 20 years. He appointed English Partnerships (in the form of the Milton Keynes Partnership) to do so, taking planning controls away from Milton Keynes Borough Council.

The Milton Keynes investment plan was published in 2010 and includes the plan to build 28,000 new homes. Of course this raises questions on how to deal with the expansion of the city. The city was designed to be expandable by expanding the grid, but this new planned expansions are no longer based on the grid square, but rather on large scale, mixed use, higher density developments which are meant to be made accessible by public transport, rather than by car usage. The first steps towards this renewed, more sustainable model, based on public transport than private car usage, have already been taken: the Hub is the first development which functions according to this new planning principle.

Future Goals of Milton Keynes

The recent documents concerning the future planning for Milton Keynes are mainly focused on the following goals:

- World Class Milton Keynes – The aim is to increase the national and international status of Milton Keynes through a focus on issues such as, a dynamic economy, thriving communities and a safe and high quality environment.
- Living in Milton Keynes – Ensuring that Milton Keynes remains an attractive place to live for existing and new residents. (This ambition entails not only the extension plans but also the regeneration plans.)
- Working in Milton Keynes – Continuing to attract people, jobs and industries to Milton Keynes to improve the strength and resilience of the local economy and also to improve the skills and opportunities of all people in Milton Keynes to find employment.
- Visiting Milton Keynes – The aim is to make Milton Keynes a main visitor destination with a safe and efficient transport system which is accessible regionally, nationally and internationally.
- Cleaner, greener, safer and healthier Milton Keynes – the aim is to improve residents' health and well-being, reduce health inequalities, reduce crime and disorder, improve the range and quality of housing and to enhance open green spaces in order to improve the quality of life in Milton Keynes.

Propositions for Future Plans

The core Strategy (Milton Keynes Council, 2010) identifies a number of “drivers of change” to reach the growth targets. These drivers of change influence both local planning policy and the infrastructure requirements as set out in the strategies for development of Milton Keynes (see figure 5+6). The key drivers of change (which are included in the budget of the investment plan) are the following (Milton Keynes council, 2013):

- Regional role - Milton Keynes should continue to develop as a major regional centre through development of retail, employment, residential and commercial uses in the city centre.
- Regionally important sports facilities - promoting active lifestyles through the provision of top quality sport facilities and the encouragement of sport at all levels, including national and international events.
- Transport network - the core bus network requires rethinking and upgrading, with focus on high quality services. There is also need to improve road and rail network.
- Delivery of infrastructure to accommodate for growth - main infrastructure (such as roads and schools) should be in place before growth developments are completed.
- Jobs growth - a continuation of the current growth level of at least 1.5 additional jobs for each new home built is required.
- Sustainable Communities - high quality neighbourhoods, homes and facilities should be created for an increasingly diverse (in both age and ethnicity) population.
- Community Building - the addressing of social exclusion factors, health inequalities, and the promotion of quality of life is necessary.
- Climate change - it is important to tackle climate change on a local scale through a variety of interventions such as; high standards of energy efficient design and construction; renewable energy concepts; efficient use of scarce resources and effective public transport and other low carbon travel options.
- Housing growth in Milton Keynes - the need to house the emerging generation of Milton Keynes residents requires growth over the next several years (28,000 new dwellings).
- Skills and educational standards - the levels of skills and education in the local working population needs to be improved. This will enable all residents to access jobs and to attract new high-value firms to the area and ensure a prosperous economy.
- Green infrastructure - the multi-purpose green infrastructure network present in the existing plan should be extended into any main new development areas to continue the leisure and water management benefits (one of Milton Keynes main benefits).
- Regeneration - It is imperative to address the pockets of deprivation across the Borough and improve the life chances and conditions in the most deprived areas.

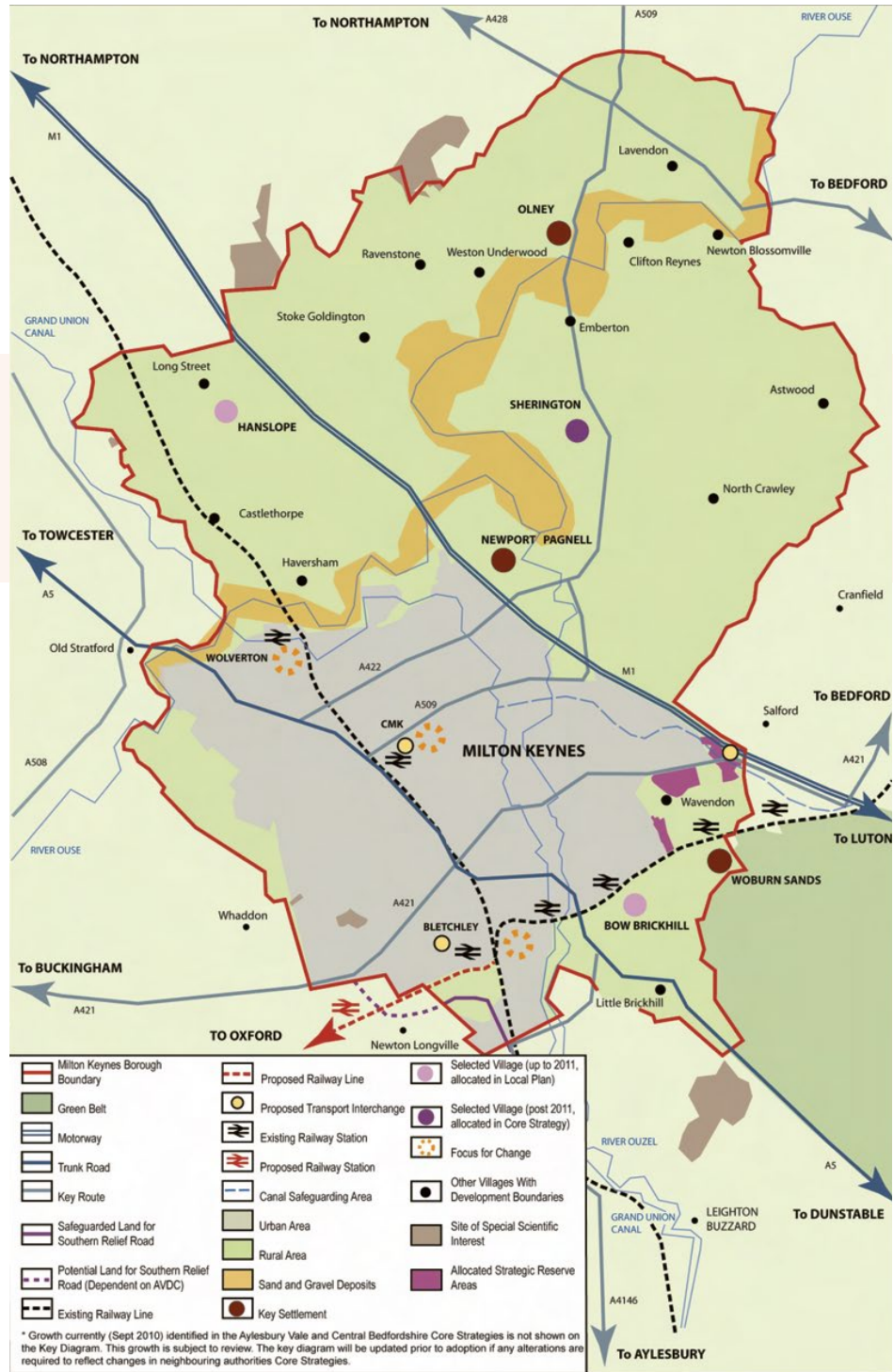


Fig 8.1: Development strategy and areas of change, from: Milton Keynes Council, 2010

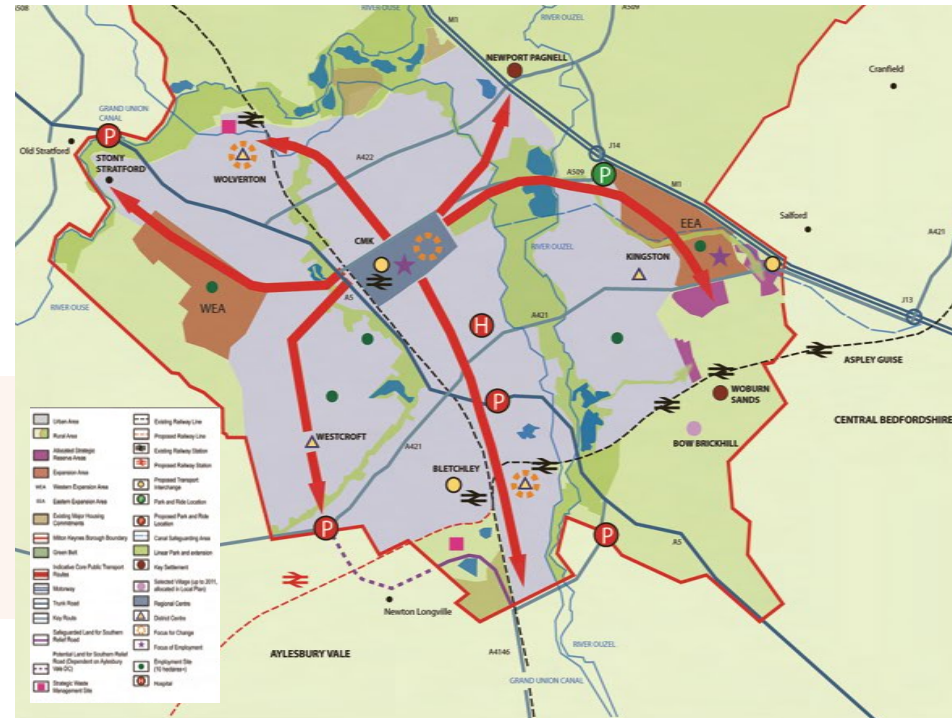
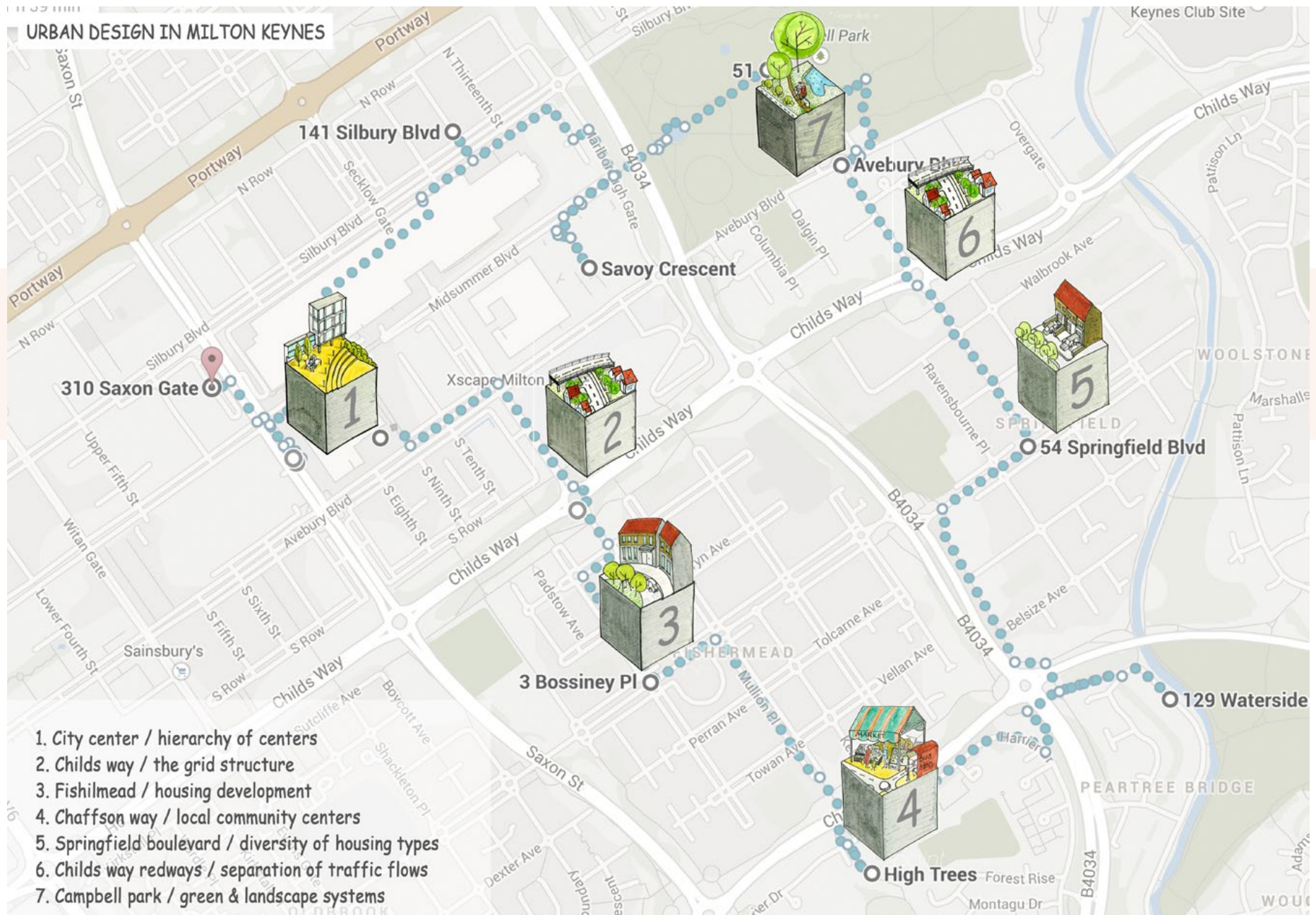


Fig 8.2: Development strategy and areas of change, from: Milton Keynes Council, 2010



Urbanism Walking Tour

1. City Center

Shopping Center of Milton Keynes

The City Center of Milton Keynes was an exception to the general principle of dispersed land uses. CMK (Central Milton Keynes) is located close to the geographical centre of the city and is the social, cultural and commercial heart of the city.



Shopping Center of Milton Keynes



Central Library of Milton Keynes



Cross road of Childs Way

2. Childs Way

The Grid Structure

In the design of the grid structure of Milton Keynes, designers have tried to create maximum safety roads which separate people and vehicles completely, but which also could have faster connections between different places.



Fishermead, residential area



Fishermead, residential area

3. Fishermead

Housing development

Residential developments occupy about 41% of the total area of the city including associated local facilities. The master plan deliberately avoided firm guidelines on street layout or patterns of development in residential areas. As a result, the city has a great variety of residential layouts, though also that fact remains disputable. In theory, the planners built different types of houses according to the varied needs and incomes of the residents. In the reality of Fishermead, however, all houses look alike: traditional and English.

4. Chaffson way

This is a local community center, which fully lives up to the original planning desires: it is positioned in such a way which makes it perfectly well accessible for both cars and pedestrians from all sides.



Local community center



Residential area

5. Springfield boulevard

Diversity of housing types

In the overall planning of Milton Keynes, the overriding aims for residential areas are high environmental quality, variety and a sense of place. That is visible in this area, where all houses are different and meant to provide for higher-income citizens.



Childs way redways

6. Childs Way Redways

Separation of traffic flows

While walking through the city, you can feel the different heights and width of different roads and bridges. This particular road truly allows you to experience the strict separation of traffic types.

7. Campbell Park

Green & landscape systems

Following the Garden City structure there are a lot of green areas in the city. Campbell Park is one of these green hearts and hosts many of Milton Keynes' major festivals and events. It offers an imaginative mix of formal gardens, ponds, artificial forests and open fields, making it an ideal spot to watch the seasons change.



Campbell Park

This chapter analyzes the broadly typologies of buildings in Milton Keynes, according to their relation to the original planning theory on which the city is founded. They have been separated into three categories: the typical, the a-typical and parasites.

The 'typical' category contains buildings which have been designed to be easily repeated throughout the masterplan;

The 'a-typical' buildings were built according to the masterplan, but are unique in their urban setting and have not been copied;

The so-called 'parasite' constructions were built after the 'original' Milton Keynes, according to the initial master plan, was finished and are no part of the original master plan.

Chapter 3: Evolving architecture in a British New Town




The buildings of this very first, 'typical' category were and still are an essential component to convey the masterplan's core values. They appear throughout the city and are largely based on modernist ideals of architecture.

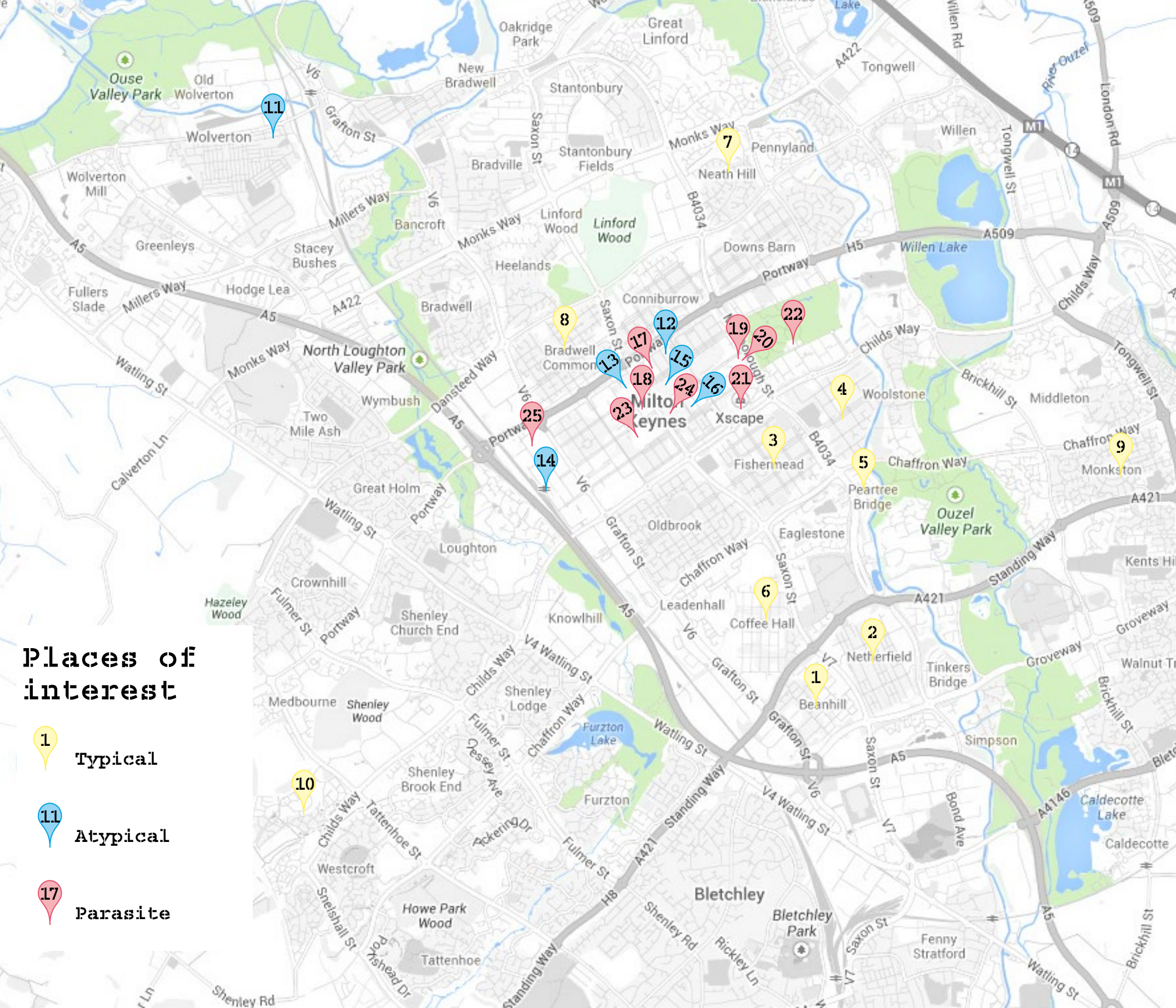
The second category of unique architectural structures are equally affected by modernism, but generally a lot larger and with more grandeur.

The final category of MK architecture does not find its origins in the modernist ideals of the masterplan, but in the decades after which the masterplan was complete and executed. These are the buildings that facilitate the consumerism-oriented lifestyles of today.



Places of interest

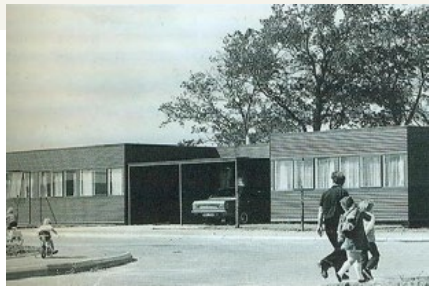
-  Typical
-  Atypical
-  Parasite





TYPICAL

Norman Foster



Metal boxes without the later added roofs.



The original plan

01 BEANHILL

Residential neighborhood, 1973-75

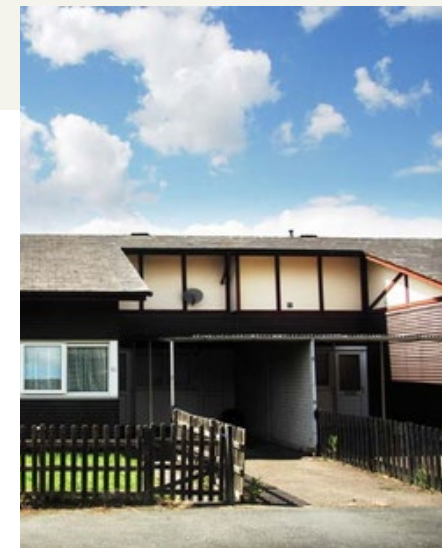
The construction of the district of Beanhill started in 1973, with the aim to realize a low-rise low density housing complex of bungalow units.

The project, designed by Norman Foster in his younger years, was heavily affected by a chronic lack of materials due to strikes in the brick industry, and was therefore subdivided in two styles, corresponding with two different construction phases: buildings from the first phase, when bricks were not readily available, were characterized by a timber frame with a black corrugated metal cladding, the second phase (completed in 1975) brought forth brick bungalows - which were built according to plan.

The layout of the overall neighborhood conveys the feeling of a suburban Californian neighbourhood, achieving somehow the LA aspirations behind the project. The pitched roofs were added later on, when residents started to complain about leakages and poor heat isolation.



Left page above: the sloped roofs have been added to make the building look more like regular houses. Right page above: current situation.



The newly added roofs



Colorfull windows and seventies colors



TYPICAL
Sixon, Jones,
Gold, Cross

02 NETHERFIELD
Residential neighborhood, 1972-77

One of the oldest residential district, Netherfield was conceived in 1971 by the team of architects Dixon, Jones, Gold and Cross. Sharing the modernist essence that informs the central district, the neighbourhood consists of several identical rows of parallel terraced houses which maintain the same roof level despite the different heterogenic characteristics of the rolling farmland of the district, therefore delivering three-story houses or one-story apartments in the same line or even in the same building.

Also here, the 1972 strikes in the brick industry affected the architects' plans: they were forced to use prefabricated panels, which delivered a modern though monotonous appearance. This, in combination with the linear strips of windows and flat roofs, cause Netherfield to be generally known as an unwelcoming environment which the residents themselves try to improve by painting their houses in different colours of adding pitched roofs on top of their homes.



Parking in front of the houses.



Slow traffic passages.



Left page above: typical Netherfield street. Right page above: lay-out of Netherfield.



Three story housing.



Two story housing and steps to enter the house.



TYPICAL
Milton Keynes Development Corporation

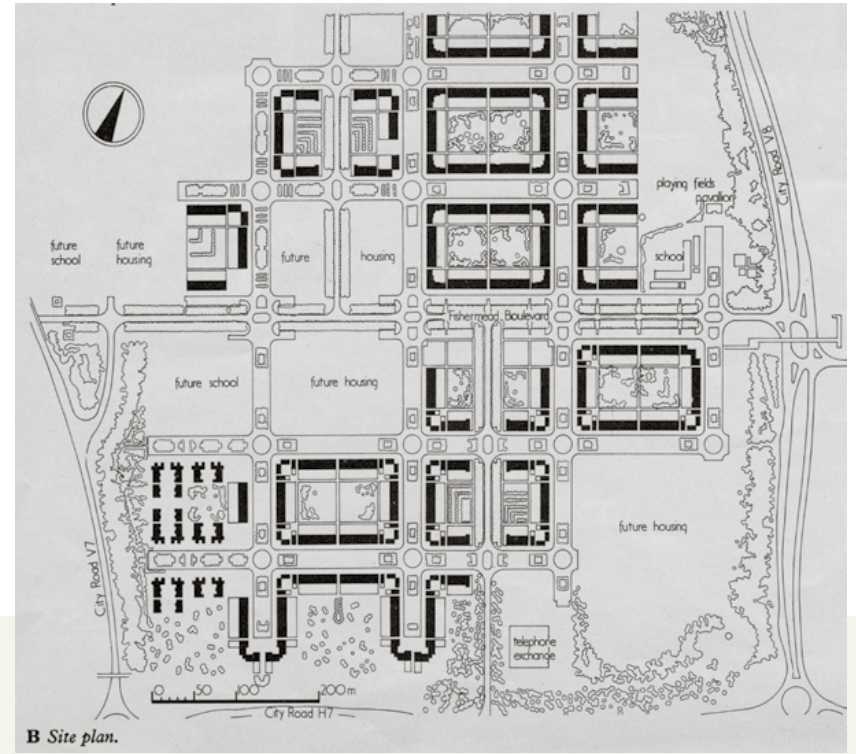


Original and current situation of the housing

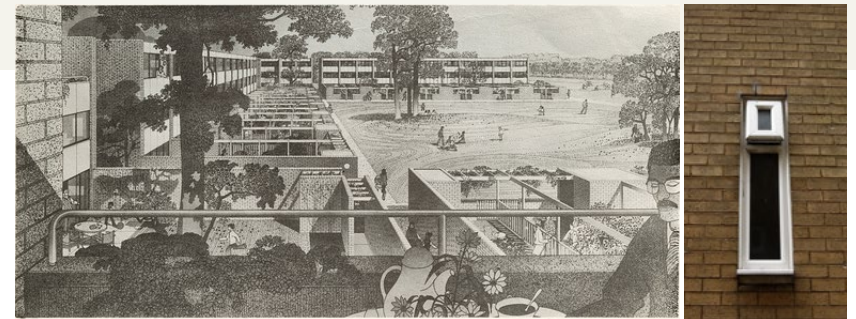
03 FISHERMEAD
Residential neighborhood, 1975

Fishermead achieves the title of densest neighbourhood in Milton Keynes as it hosts more than 200 persons/acre. The model is based on a three-story perimeter block composed of terraced middle-class family housings, enclosing semi-private gardens directly accessible from the private courtyards of the surrounding dwellings.

The constructions are realised in bricks and plastic claddings and linear strips of PVC windows alongside the flat roofs give a strong sense of unity and continuity. Only the corners are left empty, in order to provide spaces for community functions, such as shops, organization centres, fast food stalls, fostering a cohesive feeling of communal living. In practice, however, it has turned out that these empty corners are not always used as was presumed at the time of planning.



B Site plan.
Left page above: playing with the dog. Right page above: original lay-out of Fishermead



Typical corner intended for meeting and shops



Crescents play a big role in social architecture



TYPICAL
Milton Keynes Development Corporation

04 SPRINGFIELD
Residential neighborhood, 1975-1978

As one of the seven neighborhoods developed in the Central Residential Area, Springfield takes a unique place on the south side of Campbell Park. Being built on a hill, the terrace housing in the north gets a more detached look as it goes up the hill in steps. Because of this, the houses obtain a more individual character. The red brick and white window frames refer to the English vernacular, making this neighborhood very much loved by her inhabitants. Other factors which contribute to this are lower density and fewer immigrants.

The bigger detached houses in the southern part of the neighborhood are unique for the Central Area Housing development.

Sheltered housing for elderly is a unique typology which can be found primarily in this neighborhood. Although the dwellers are not super enthusiastic about visitors, a quick peek in the courtyards can be quite interesting.



Shelterd housing courtyard



Typical corner in Spingfield



Left page above: typical street. Right page above: sheltered housing and the primary school.



Facades protected by a wall to the street



Typical corner in Spingfield



Stepped terrace housing



TYPICAL
Milton Keynes Development Corporation



Impression of the original situation



Safety equipment at the canal

05 PEAR TREE BRIDGE
Residential neighborhood, 1974

Pear Tree Bridge housing is a neighborhood defined by the bridge over the Grand Union Canal. Interesting about this development is the fact that the facades follow the meander of the canal, breaking with the typical grid structure of Milton Keynes. The three-story terrace houses along the canal are the oldest of the neighborhood and their thin steel balconies symbolize the ambitions to use the newest/high tech materials back in the day. The combination with the red brick the facades creates a fusion of old and new building techniques.

In the 1980s, the city developed a marina in the south of the neighborhood. Go there these days, and you will find a hotel, pub and a restaurant, as well as moorings for over 100 boats. On your way you will pass the enormous dinosaur by Bill Billings which often gets repainted by local artists.



*Left page above: meander of the housing.
Right page above: Japanese garden with a closed carport*



Typical drive-in



Bill Billings dinosaur in Superman outfit



Church of our Lady

TYPICAL

Architect: MKDC
 Population: 2,092
 Density: 34.4 pph
 Owned: 36% Rented: 56%

**06 COFFEE HALL**

1972 - 1977

In comparison to other MK experimental neighborhoods, Coffee Hall demonstrates little originality in terms of street layout. The original streets arrange housing along a N-S axis within 80x100m regular blocks. This waffle-like grid is surrounded by a green belt and connected to the main grid at its corners, by extending the flanking streets. Three peculiarly aligned roads cut through the grid diagonally as if scratched by a cat's paw, but it is unclear how this design feature was decided upon. The community center is located in the center of the grid, tucked away from the main grid.

Of most interest is the Church of our Lady building erected by D. Walker & P. Barker, in cooperation with MKDC architects. Rather than solely being inspired by it, this building is an eerily precise copy of Le Corbusier's Villa Savoye in Poissy. The one story pitched-roof row houses are set back significantly from the street, and front yards are entirely fenced, completely rejecting any interaction with public space. It is as if the front yard became a back yard.

**07 NEATH HILL**

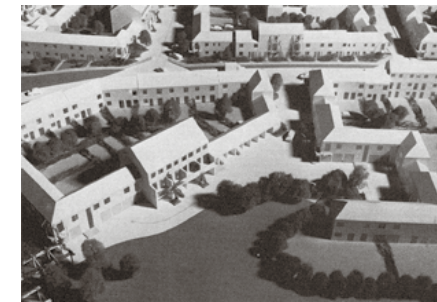
1974 - 1976

The street layout of Neath Hill is starkly different from its surrounding districts (such as Fishermead). It consists of two or three primary streets curved in a kind of mollusk-like shape, which connects residential pods to the main grid. Arterial projections from the primary streets allow relatively private access to row housing and detached housing in well landscaped housing pods. The curved streets twist housing around a central semi-private green area and around the Brooksward School. Here we see an example of a well-functioning commercial/community centrality which has been realized at the edge of the main grid between Neath Hill and Pennyland.

The typical brick houses are linked by shared garages, and collectively outline a housing pod and enclosing a collection of private back yards. The odd shape of the blocks bend property boundaries. Of particular interest is the commercial center which features a typical New Town central clock tower overlooking a beautifully landscaped underpass.

TYPICAL

Architect: MKDC
 Population: 1,948
 Density: 36.7 pph
 Owned: 68% Rented: 26%



**TYPICAL**

Architect: MKDC
 Population: 3,030
 Density: 43.8 pph
 Owned: 72% Rented: 18%



Summerfield School

08 BRADWELL COMMON

1972 - 1977

The street organization and block sizes of Bradwell Common resembles those of Springfield, and are part of the six swatches that flank the CBD. A single NE-SW boulevard links Bradwell Common with Conniburrow and Downs Barn, while there is just one road access point to the CBD through a heavy green buffer between the two. Three pedestrian paths provide additional links. A variety of housing typologies can be found among varying sub-block shapes, but most are detached homes. Inner courtyards and private gardens can both be found. Bradwell's commercial centrality is nested within the grid and accessed by Bradwell Common Boulevard.

Housing along Bradwell Common Boulevard feature brick colors, scales, and shapes that allude to a Tuscan sensibility. Several of the houses (around Coleshill Place), once were part of the 1981 Home World Exhibition and include a variety of experimental forms by a variety of architects. These homes were designed to demonstrate new building technologies and possible lifestyles.

**09 MONKSTON**

2001

Monkston is a geometric swatch completely carpeted by detached residential housing, arranged around a monumental central park and buffered by a recreational green space. Interestingly, while the circular green is equidistant from both ends of the swatch, the curvilinear streets of the west are distinctively different than the rectilinear streets of the east flank. A central boulevard links both flanks to the central green, and low permeability into sub-blocks increases residential privacy. The central green includes sporting facilities and the school has been located nearby to the west.

Monkston features the typical brick house but at a larger scale, probably as a response to market demands for larger floor planes. The facades have some traditional features.

TYPICAL

Population: 2,145
 Density: 29.4 pph
 Owned: 81% Rented: 13%





TYPICAL

Architect: Rogers Stirk & Harbor

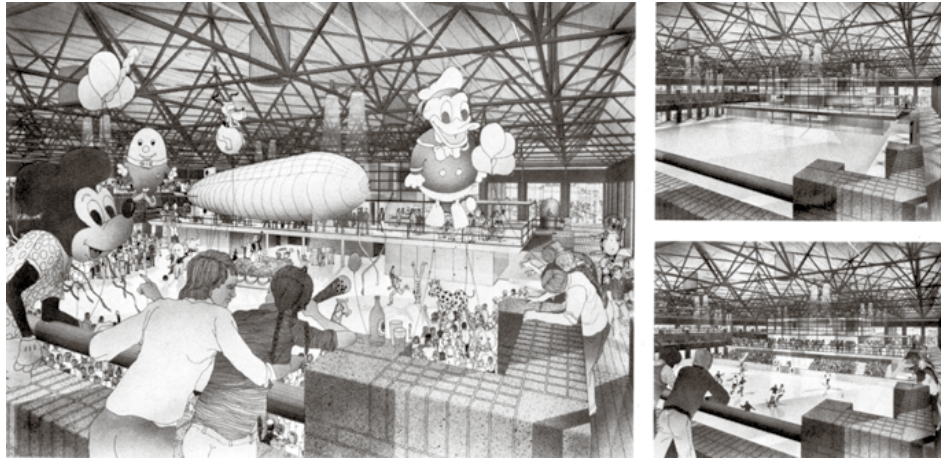
10 OXLEY PARK

2004

This new development on the western flank of Milton Keynes is not actually enclosed by the main grid and can thus be found in a suburban area close to the rural edge. The street layout follows that of the adjacent swatches (Westcroft, Shenley Brook End and Medbourne), and like New Bradwell displays curvilinear streets creating irregular block shapes. Its centrality is not yet apparent, but might emerge along the east, facing Milton Keynes.

The housing block stands out for its experimental 'sustainable' row housing and detached housing with generous private yards that look out onto the rural landscape.





Visions for the Agora as multifunctions covered space. Eventually it has only been used two years for this purpose .

ATYPICAL

Milton Keynes Development Corporation
34-41 Church St, Wolverton,
Milton Keynes MK12 5LG

II WOLVERTON AGORA

agora center, 1974-79

Wolverton Agora was build as a multi-functional building for leisure, entertainment and business activity. This central meeting point for commercial, social and sports activities had to be flexible in its usage. The large open space (120 square feet) with a two story balcony on all sides of the hall contributed to that idea. The roof is spanned with a heavy steel lattice girder frame and was constructed at ground level, and later on lifted on to the building, after which the facade was erected.

The square hall with shops and offices on four sides was named the Wolverton Agora and from 1979 onwards, the Wolverton Agora was used as planned for a few years but never really became a financial success.

These days, the building accommodates a supermarket, some little shops, the Post Office and a roller skating venue. There are, however, rumors saying that the Agora might be torn down.



Current use as a supermarket



Agora entrance



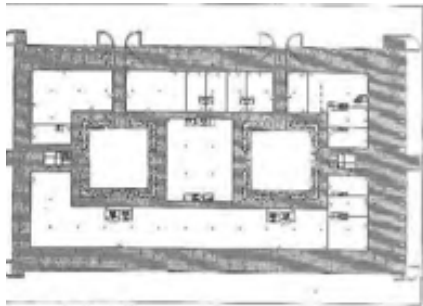
Entrance

ATYPICAL

Milton Keynes Development Corporation
662 Silbury Blvd, Milton Keynes MK9 3AZ



Innercourt



Floor plan

12 LLOYDS COURT OFFICE

multifunctional office building, 1975

Lloyds Court Office Building was developed between 1972 and 1974 to accommodate a wide range of commercial activities, offices and service trades. This mix of uses within an office block makes Lloyds Court unique in Central Milton Keynes.

The Lloyds Court Office Building opened in 1975 and was the first office building in Central Milton Keynes. Lloyds Court is a two-story detached building, built around an inner courtyard, and is constructed with in situ reinforced concrete columns on a 9,6 square meter bay, supported by coffered concrete floors. The building is clad in grey Cornish granite with black aluminium window frames and clear glazing. Lloyds Court offers a range of office and retail uses.



Aerial view of the building

13 NORFOLK AND ASHTON HOUSE

two office buildings

This development entails the realisation of two office buildings in the central area of Milton Keynes. The buildings are two elongated structures, which run parallel to each other. Once again, their architecture is characterized by a modernist language that marks many original buildings of Milton Keynes: the light grey, aluminium curtain wall grid (1,5m x 1,2m) is glazed with mirroring glass panels.

The formal rigidity of the buildings is softened by the landscape area designed on the Western side of the complex.



Entrance on Silbury blvd.

ATYPICAL

Silbury Blvd, Milton Keynes MK9 2AH



Artwork in front of the building



Interior where the oldest part (right) meets the newer lower part (right).

ATYPICAL

Milton Keynes Development Corporation
775 Avebury Blvd, Milton Keynes MK9 3BB



Outside the mall

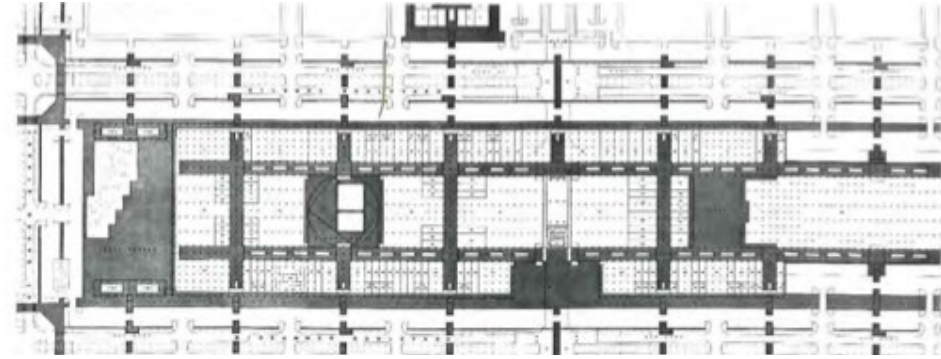


14 SHOPPING MALL CMK

multifunctional office building, 1979

The shopping centre is located in Central Milton Keynes and represents the physical and ideological core of the new town. The construction began in 1973 and was finished in 1979, when Margaret Thatcher officially opened the building. The mall consists of two parallel, naturally-lit arcades, which lead to an array of shops and two large public spaces; a covered civic square (Middleton Hall) and an open-air recreational square (Oak Court).

The building, with its steel-frame structure and glazed elevations, recalls a minimal, modernist language, which seems to celebrate the consumerist lifestyle promoted by the welfare state. The quality of the architectural project, characterised by keen attention for the detail and the conspicuous presence of vegetation and light, earned the shopping centre the “grade II listing”.



Sections and floorplans



Interior greens and benches



Courtyard with fountains and terraces.



Vision for the interior with trees, inflatables and more.





ATYPICAL
302 Elder Gate, Milton Keynes
Buckinghamshire MK9 1LA,



Aerial view of the station.



Exterior which once was the set for
Superman IV.

15 CENTRAL STATION 1982

Milton Keynes' Central Station is located in the south-eastern side of the centre and is in operation since 1982, substituting Bletchey as main city station. It has a total of seven platform and also accommodates various commercial activities and restaurants. The station overlooks a square that is also the terminus for many coachways and the hangout of the local skateboarding crowd. The architectural language of the station building entails a mirroring – glazed, elongated facade, which once again recalls the modernist language that Milton Keynes' planners used to convey messages of modernity and technological progress.



Protesting and the aerial view.

16 THE POINT entertainment complex, 1985

The Point was opened in 1985, and that was something big at the time: this entertainment complex included UK's first multiplex cinema (10 screen) with seating for over 2000 people, as well as restaurants and a club. Architecturally speaking, the basic structure of the building is not much more than a plain block. The supporting struts (external steel beams) were originally edged in red neon, designed in the shape of a red neon-lit pyramid.

In May 2012, the building's owners announced proposals to demolish the building and replace it with a shopping centre or another hub for retail-related activities. Despite of the 'Save the Point campaign', 6th March 2014 it was announced that Milton Keynes council had voted in favour of demolishing the Point and the attached Multiplex Cinema.

ATYPICAL Neil Tibbatts 602 Midsummer Blvd, Milton Keynes MK9 3NB



The point from it's most dramatic angle.



In the media.



PARASITES

Refurbished by Demco
555 Silbury blvd.,
Centre Milton Keynes, MK9 3HL

17 CENTRAL LIBRARY

1970s, refurbished in 2012

The Milton Keynes central library was built during the 1970s. The entrance of the library is connected to the canopies in the street. The low and dark entrance followed by an atrium flooded with natural light is the only hint that the building was built nearly 50 years ago. Recently, the insides of the building have been redone by Demco, which has created a new fresh, modern and welcoming interior with bright sofa's and stools match the brand colors of the Milton Keynes Library Group. These colors reappear on the facade as well. Demco worked together with Milton Keynes Council to make sure that the book displays, modern bistro tables and chairs, the RFID self issue units, IT areas and children's furnishings complement the Milton Keynes look.



Entrance.



Arcade.



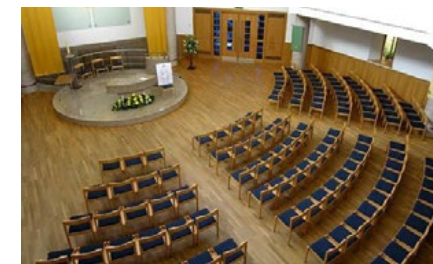
18 CHURCH OF CHRIST THE CORNERSTONE

ecumenical church, 1985

The Church of Christ the Cornerstone was the first ecumenical city centre church in the United Kingdom. The building is 31 meters high while the cross rises a further 5,5 meters. The Dome is 20 meter in diameter and nearly 12 meters high. The building is situated on a raised plinth, the dome is finished in lead, the floors are oak and the roof rests on marble columns. The church stands out for its cascade of water over a granite wall in the baptistry., and the fact that, unlike in most traditional churches, the altar faces the South instead of the East. Principally (and obviously), the church is a place of worship, but next to this, it is also a centre for concerts, recitals, exhibitions and drama in Milton Keynes. The building houses a chapel, the Cornerstone Café, a shop and rentable rooms.

PARASITES

Iain Smith
300 Saxon Gate, Milton Keynes



Interior.



The dome in city landscape.



Every once in a while the exterior of the gallery gets a new artwork painted on.

PARASITES

Blonski-Heard, Kut Nadiadi and Robert Doe. Extension by 6a
900 Midsummer Boulevard,
Central Milton Keynes, mk9 3qa

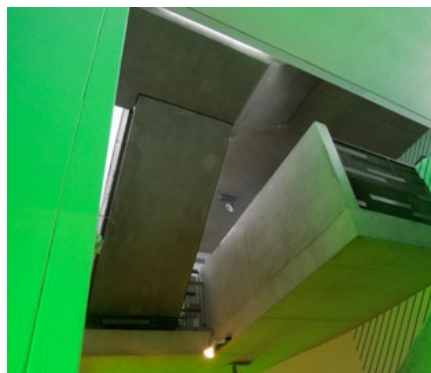
19 MK GALLERY

art gallery, 1991

The Milton Keynes Art Gallery was developed together with the theatre. The gallery is open all year round, displaying small exhibitions and hosting related films. Milton Keynes has the largest collection of publicly sited artworks in the country. In the gallery, which is free to visit, one can find information on all art in Milton Keynes. The bookshop in the gallery sells a selection of books on art and Milton Keynes. The postmodern interior makes it a very distinct building. The facade of the building is largely closed and functions as a canvas for artists who get to paint the exterior every once in a while. Currently the city is planning an extension of the gallery, which will be designed by six different architects and will double the current 300 square meters of the gallery.



Entrance of the gallery painted as a mouth.



The postmodern interior with green lighting



© Kevin Billington

20 MILTON KEYNES THEATRE

theatre, 1999

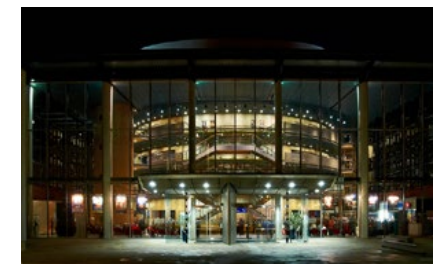
Milton Keynes Theatre also includes an entertainment centre and together this entertainment area serves the complete region of Milton Keynes. The theatre only was built in 1999, after a 25 year campaign to get a new theater built. The theatre design employed the latest construction techniques, using some of the most technically advanced equipment available. The auditorium has been carefully designed to accommodate various shows: the ceiling can be lowered or raised depending on the scale of the production. The seating can also be moved around within the auditorium to vary the capacity from between 900 and 1400 seats. Consequently, the theatre accommodates a wide range of productions, from large-scale musicals, to smaller, more intimate dramas.

PARASITES

Blonski-Heard, Kut Nadiadi and Robert Doe
500 Marlborough Gate,
Buckinghamshire MK9 3NZ



The gallery.



Skyline of the theater



PARASITES

Faulknerbrowns architects
602 Marlborough Gate, Milton Keynes MK9
3XS, United Kingdom



The skidome from the bottom.



The skidome by night over the vast parkinglot.

21 XSCAPE

indoor ski + entertainment center, 2002

44 Meters high, Xscape is the second tallest building in Milton Keynes. It is located in the North-western side of the centre and includes an indoor snow sport centre, a multi-screen cinema, a health fitness and many other facilities. It was developed by the X-Leisure company according to Faulknerbrowns architects' project, and realised in 2002. Xscape is characterised by a highly iconic shape which makes it recognizable from many sides of the city; the glazed facade is marked by two funnel-like stairs.



22 THE CRESCENT

residential building, 1999

The crescent is clearly an example of parasite architecture in Milton Keynes that did not really work out as planned. Located next to Campbell Park, it unfortunately invades the peace that the park provides. Its formal expression is a rather odd hybrid between a gated community and a crescent. The building contradicts the welcoming feeling a crescent has historically always allowed by putting up a wall and not allowing its concave space interact with the public realm. One could state that the building is meant to be associated with the Royal Crescent of Bath or the Kernow Crescent, but unfortunately, the only thing this Crescent really relates to is an uneventful mixture of all of the buildings mentioned above.

PARASITES



The new crescent



Fountain and the terraces.

PARASITES

Glen Howells architects
Avebury Blvd,
Milton Keynes MK9 2EB



The outside of the HUB.



The complex.

23 THE HUB

new multifunctional area, 2006

The Hub is a recent development in the southern part of Milton Keynes' centre, realised in order to comply with Milton Keynes densification program. Designed by Glen Howells Architects, following Rick Mather Architects' master plan, it was built in 2006. The complex can be found adjacent to Midsummer Boulevard and combines residential buildings with offices and hotels, all organised around a central square; the architectural language is mainly characterized by monochrome glass and steel elevation. The peculiarity of the Hub lies in the height of the buildings – up to fourteen stories – which clashes with Milton Keynes' original “no building is larger than the highest tree” principle. The square is nowadays one of the most lively spots in town thanks to the bars and restaurants which fill up the plinth of the complex.



Interior shopping street.

24 MIDSUMMER PLACE

extension shopping center, 2000

Midsummer Place is an extension of the modernist central shopping centre towards South, but it is owned and managed independently. In fact, the planning of this piece of architecture required that the new mall should not be physically connected with the main one. The building, designed by GMW architects and completed in 2000, covers part of Midsummer Boulevard. The old and the new mall are connected through the use of an “equally modern language”, the architect says. The main feature of the design is a vast hall defined by a waved roof, which is perforated by skylights and supported by eight columns; the facades towards the boulevard are completely made of glass. The Oak Court serves as a gathering space and as an open-air exhibition space for works of art, such as the well-known concrete cows realised by Canadian artist Liz Leyh.

PARASITES

GMW architects
67 Midsummer Blvd,
Milton Keynes, MK9 3GB



The dead tree surrounded by the original MK: cows.



Western facade of Midsummer Place.



Exterior.

PARASITES

GMW architects
Avebury Blvd, Milton Keynes MK9 2EB



Sunshading the external structure.



The Quadrant under construction.

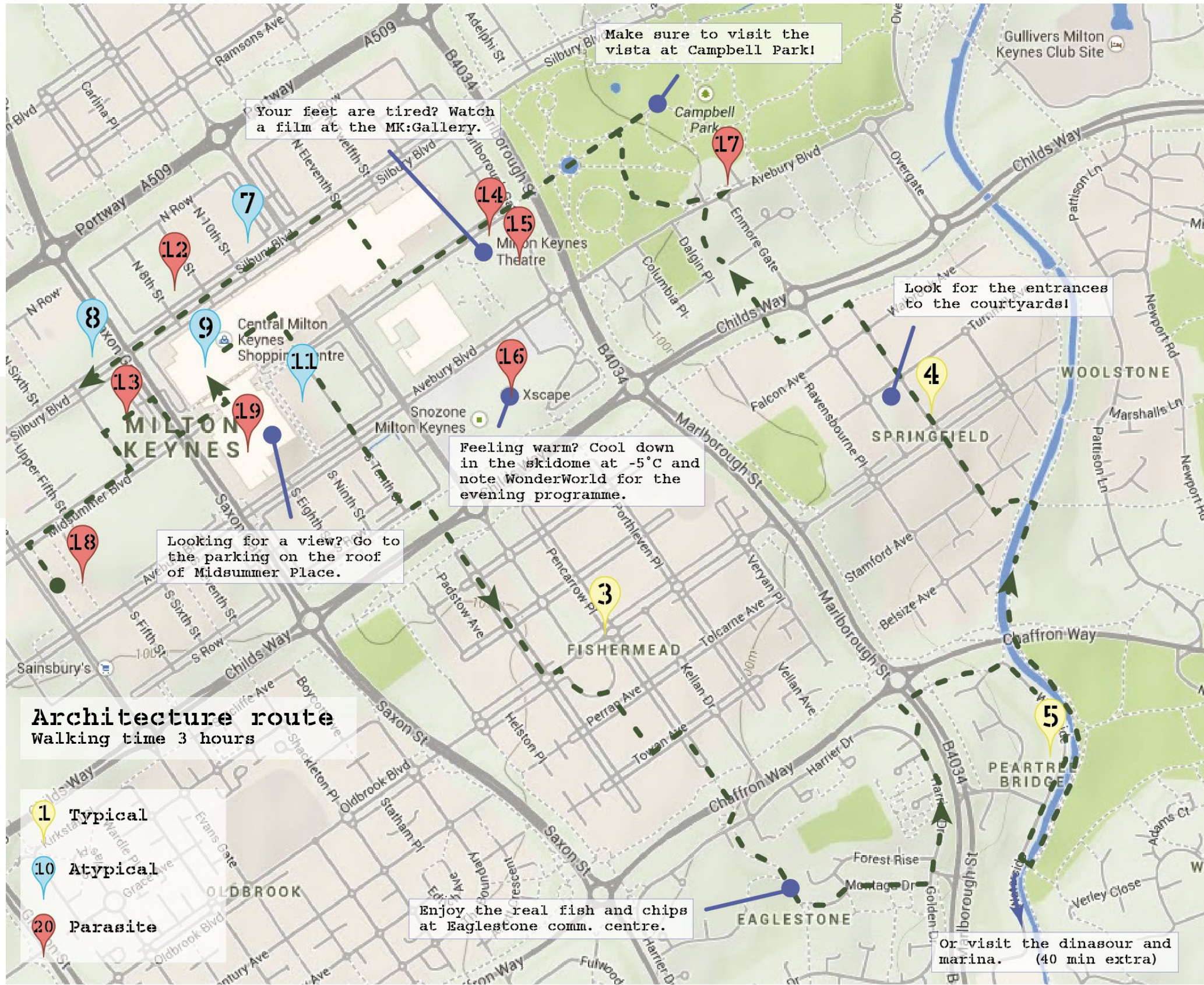
25 THE QUADRANT:MK

office building, 2012

The Quadrant: MK is the new office building designed by GMW architects for the Network Rail and was completed in 2012. The design aimed to create a stimulating working environment within a highly efficient and low-energy building. It comprises a large atrium that connects four main blocks, each of them having facilities at the ground floor and three levels office space above. Inner and outer atriums are located in every block and accommodate different kind of meeting and lounge functions. Sustainability goals are pursued on the one hand by building with environmentally friendly materials, on the other hand through the application of rainwater harvesting and a 'living roof'.

On Milton Keynes Architecture

The overview on Milton Keynes' architecture allows for a nice overview of the evolution of the city since it left the drawing tables in the 1970s: ranging from the original buildings, which aimed to convey the ideals of a consumerist society through modernist architectural language and technological spectacle, to the more recent additions, which are the fruits of the different mentalities and eclectic languages proliferating in the city as we speak. This wide variety shows how also the urban space of new towns can obtain a sense of place and identity, as long as it is given the time to develop itself, creating unique spaces and places in the urban fabric.



Your feet are tired? Watch a film at the MK:Gallery.

Make sure to visit the vista at Campbell Park!

Look for the entrances to the courtyards!

Feeling warm? Cool down in the skidome at -5°C and note WonderWorld for the evening programme.

Looking for a view? Go to the parking on the roof of Midsummer Place.

Architecture route
Walking time 3 hours

- 1 Typical
- 10 Atypical
- 20 Parasite

Enjoy the real fish and chips at Eaglestone comm. centre.

Or visit the dinosaur and marina. (40 min extra)

What can anyone visiting Milton Keynes expect when it comes to places to go and things to do? As a New Town, many of Milton Keynes' facilities were meticulously planned already in an early stage. As part of the second wave of New Towns, the lessons learnt from the life of the previous New Towns could be incorporated in the design of the town. Following the American concept of planning, the town had commerce at its centre. The shopping mall was literally the beating heart of the town.

From much visited central functions to the neighbourhood level, you can notice that the facilities of Milton Keynes were divided, both in terms of distance and ways to get there. A number of principles and priorities were leading in this division. The separation of functions is clearly visible in the city plan. The centre of Milton Keynes was to be a "business and shopping district that supplemented the local centres in the grid squares". On top of that, the city was to create an environment in which learning and commerce would complement one another.

Chapter 4: Use & Attractions in Milton Keynes

These ambitions certainly make MK stand out as a New Town. To use the words of Derrek Walker, the driving force behind the development of the city: "In Milton Keynes the priority is the development of indigenous activity and the instigation of as rich a variety of local involvement as possible. This aim does not preclude importing promotions from outside the city, which are usually co-sponsored by the Borough Council and the Development Corporation." (The Architecture and Planning of Milton Keynes, 1981)

Already in the first design phases of Milton Keynes, the planners were very keen on integrating sports and leisure activities in their design. In fact, at the time of development, these two were often seen as closely connected to each other or even the same. The designers kept their word: in the parks of Milton Keynes you will notice these green areas are not all about lazing about in the grass, but that the lawn is often part of a playing field for soccer, cricket, or any other popular sport.

The parks of Milton Keynes were formed by embedding the pre-existing landscape into the city. The two major streams formed the basis for so-called line parks. When you visit these parks after office hours, you will encounter many enthusiastic runners, cyclists and yogi. Public green was a dominant feature along the roads and therefore got even more space in the fields deemed unfit for building. Even more so, it sought to bring the English landscape to the heart of the city in the form of Campbell Park, which maintained its typical English topography which you can stroll into directly from the theatre district.



Milton Keynes by night



Milton Keynes shopping mall

The cultural facilities of Milton Keynes were less obvious in the first plans. These features only gained attention in the planning process later on, and often, the newly planned facilities clashed with the facilities of already existing village centres in the area that were integrated in the grid of the city plan.

As Milton Keynes developed, the process of urban planning was increasingly characterized by parts of it not being carried out and re-evaluated to make place for functions that were thought to be missing. This is a process that has been ongoing for the past two-and-a-half decades. Additions to the original grid were made to supplement the leisure and cultural functions. These additions differed in style and type from the original plans and desired urban atmospheres.

The early 2000s were the time when the shopping and business districts were dramatically enlarged. This was often done by redeveloping spaces which were, until then, used as car-parks. The latest developments brought forth parasite additions to the original structures, breaking with the original grid and traditional low-rise character, and well as with the strict separation of functions. Current developments include new residences combined with hotels and offices on top of shops, and a sports facility combined with bars and stores. The original Milton Keynes planning is continuously adapted to support greater liveability for the residents of not only Milton Keynes itself, but also in the wider region.

Facilities & Services

The original thoughts about the planning of the Milton Keynes city centre have been well documented. The centre would provide the main social, commercial and symbolic focus of the city and form a district centre on its own. The planning goals of the designers focused on creation of public space, green space, legibility and the provision of peace in an urbanized area. The designers strongly believed that this modern and different approach to a centre would be the perfect solution for all urban problems that had appeared in existing cities so far and assumed their design would also be functional in the long run. This is where the designers have turned out to be horribly wrong: as the centre is not as easily adaptable as other parts of the town, most public facilities in the centre are unable to develop or expand due to a lack of space. This has serious implications for the distribution of services and facilities in the city: large institutions, such as the hospital and the Open University (which would be expected in the city centre) are located elsewhere in order to give them space to grow and change.

The District

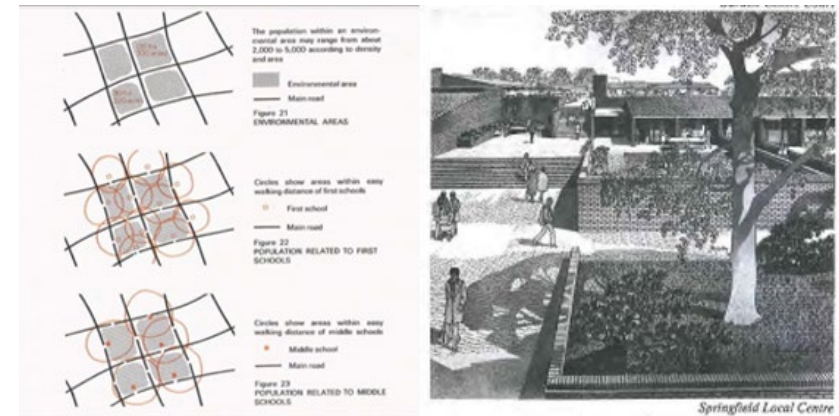
Milton Keynes itself (and thus also its spreading of facilities) is largely founded on the idea of 'districts'. The district and its functions are very much based on the Garden City model. Within one district there is one centre with a variety of facilities, ranging from a pharmacy to shops and religious institutes. Commerce and services are located on or close to the main roads, housing and employment opportunities are clustered around the most accessible spots in the district. This means that, wherever you are in Milton Keynes, your nearest service cluster is always close by. However, if you want to visit a different food shop, a different school or this one particular squash court you may need to carry on to the next one.



The multifunctional hall in Wolverton for culture, sports and events. The left image shows the promotional drawing.(p90) The right image shows its current use as a supermarket.(lecture W Vanstiphout)

Nonetheless, basic facilities are never too far away, which matches the Milton Keynes urban planning principle of choice and freedom: the spatial features of your neighborhood would never affect your own choices in a too severe way.

The traditional district centres such as those of Bletchley and Wolverton, cater for the weekly convenience shopping needs of the district they are situated in. These district centers have a regeneration assignment. The district centres of Kingston



and Westcroft are more recent developments, where controlled expansion and diversification is taking place as we speak.

Districts like these are divided in neighbourhoods with facilities on their street corners. Here you used to find pubs, bakeries and groceries, but also in Milton Keynes - just like in the rest of England - the latter two have often been replaced by larger supermarkets. The town centres, Newport Pagnell, Olney, Stony Stratford and Woburn Sands continue to function primarily as local shopping destinations catering for daily or specialist shopping needs.

Recent additions

Though these districts were created in the 1970s, their development continues up to today. Already in 1979 the brownfield areas of Milton Keynes' former bricks factories have been transformed into an amphitheatre used for performances and festivals. Since the 1990s, the area has a permanent stage and it is used for events.

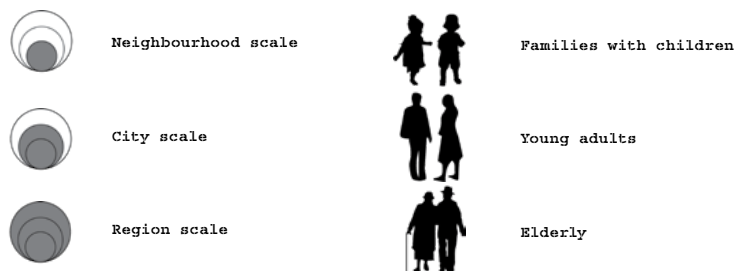
Over the past ten years, all of the facilities have been built in between the railway track and the A5, east of old Bletchley. Latest additions to the New Town include the MK stadium, a shopping park, an IKEA and other large-scale facilities. These new developments create a new centre on the edge of Milton Keynes, making Milton Keynes a polycentric city. This development doesn't truly match the original planning ideals, since - if one would be following the original guidelines - such functions would be placed in the city centre, but it works nonetheless.



Q2 architects made the masterplan for the Stadium environment, with a ASDA and a IKEA. The right image shows the stadium, opened in 2007. As you can see on both the masterplan and the image, all facilities are completely car-oriented.

The most recent additions to the city centre of Milton Keynes are the Xscape and the Hub. Both constructions increase the density of the centre and add to the leisure facilities in the centre. The Xscape functions like an indoor ski facility, skydive and a casino you'd nowadays expect along the edges of a city. The Hub aims to create lively cityscape by mixing functions in a high density environment.

Where to go.. and who you'll meet:



For tourists



Shopping Mall

The shopping mall is a true paradise for shopaholics. It houses shops in all different categories and hosts almost all British and international brands. The shopping mall has been extended twice over time, but the extensions fit very well in the original concept.



Xscape

The Xscape offers a lot of opportunities for an active day, despite the English weather. It hosts leisure activities like indoor skiing and a skydive simulator. The indoor ski hall hosts a 170 m long piste, with 2 poma lifts. The skydiving facility is one of the first indoor skydive facilities ever built. It has won some records for the longest skydive. Both the indoor ski and the skydive offer an observation deck for viewing.



Xscape

Next to the sport activities, the Xscape offers a lot of extreme sports shops like Protest and Billabong. As it combines extreme sports with a casino, as well as

several restaurants and clubs, the Xscape offers inhabitants and visitors a variety of entertainment under one roof.



Theatre district, MK theatre

The MK theatre offers a wide range of American Broadway shows and performances. The variety of the shows fits the inhabitants of Milton Keynes. The shows are easy to watch and therefore very accessible for the locals.



Gulliver's Land theme park

Gulliver's caters especially for children, offering them over 70 attractions. Part of these are rides and part of these are shows.



Milton Keynes Museum

The museum gives you all the insights in the development of railway town Wolverton and the Milton Keynes New Town. The museum is located near a farm, telling the story of a farm in the countryside, quickly becoming part of these two towns.



The National Bowl

The National Bowl is an outdoor music and events arena with a capacity of 65,000 people. Scenes from the performance of The Swedish House Mafia in the national bowl were shot in the music video for their final single, "Don't you worry child".

Where locals go



Cinema 'The Point'

This cinema was the first multi-screen cinema in the world. Recently, however, the municipality decided to demolish this cinema in the near future.



The Theatre District, Bars and Pubs

The theatre district offers the most vibrant nightlife of Milton Keynes. The district is less monofunctional than other zones, thanks to the combination of restaurants, lunch bars, cinemas, and more.



District centre

In most of Milton Keynes' district centres one will find a primary school, a pub, community centre and several small shops. Two examples near the city centre are Bradwell Common and Eaglestone district centre. The layout of Eaglestone has not deviated at all from the original plans: it is accessible for pedestrians, cars cannot drive through. It is positioned on the border of Eaglestone district, but it's not visible from the main road. In Bradwell, things have gone a bit different: the master plans have not been executed precisely and the district centre is positioned in the centre of the district. It shows, however, that the master plan is not the only road to success: Bradwell has a lovely district centre.



Cinema 'The Point'



Eaglestone district centre

Education

For the first planners of Milton Keynes, education was an important point for realizing some key aspirations. The primary schools are still the organizing factor in Milton Keynes. They are mostly located near local centres, where they were intended to serve both as schools and community centres. In contrast to schools in most other New Towns, Milton Keynes' schools are located in the middle of the grid, making sure they are equally accessible from all directions, to give children and their parents the opportunity to choose their primary school without being constrained by a matter of distance. This means that children from different neighbourhoods are free to go to the same primary school.

Milton Keynes' secondary schools are a completely different story. These are much larger and are often combined with recreation and community facilities. Due to this combination of facilities, these kind of 'campus schools' remind of American high school campuses.

And also after high school, you don't necessarily have to leave Milton Keynes for your further education: the New Town also is the home to the Milton Keynes College and the University Centre. The College has three campuses on Chaffron Way, in Bletchley and at the University Campus Milton Keynes.

In 2008 the University Centre Milton Keynes was opened. Nowadays it's called University Campus Milton Keynes (UCMK) and it is managed by the University of

Bedfordshire. The UCMK was established in order to prevent a so called 'brain drain', aiming to prevent young professionals in Milton Keynes heading out to other parts of the UK to go to University. To make this mission a successful one, the local regeneration agency, the Milton Keynes Partnership, has invested £7.3m to create a new higher education institute in the centre of the business district. These 7.3 million pounds will hopefully be enough to make the first step towards Milton Keynes: the independent university city.



Summerfield School Bradwell Common



University Campus Milton Keynes

The headquarters of the Open University are located at Walton Hall Milton Keynes. The Open University is the largest university in the UK and it functions as a long distance and research university. It has several regional offices and examination centres in each of its thirteen regions around the United Kingdom, as well as in most other European countries.

Other kinds of education

In addition to the general school system and universities, Milton Keynes also has a Safety Centre. Here, schools and other children's associations can take interactive safety education classes in the so-called 'Hazard Alley'. This is the very first interactive centre where children aged 6-12 can experience 12 hazardous scenarios in perfect safety.

Another educational organization is the Milton Keynes City Discovery Centre, which is an educational organization that holds an extensive archive about Milton Keynes. It is a research centre and offers an educational program to schools, universities and professionals.

Businesses

Milton Keynes' geographical position, located right in between Birmingham, Oxford, London and Cambridge, in combination with the wide availability of cheap land, ready for development, makes it a popular spot for businesses to have their headquarters. It has attracted major business to the area and it encourages reinvestment and long term expansion for companies already there. Milton Keynes is one of three expansion areas in the South East where significant commercial and population growth is desirable. The city has the largest amount of businesses and startups in the UK and

these offices and workshops have a continuous growth rate of 13.5%, where the national average is only 5.3%.

The Hub

Milton Keynes business hub is located in the western part of the city centre of Milton Keynes. The offices in this area are mostly focused on the financial sector, banking, software, organizational, communication and scientific jobs. The Hub is Milton Keynes' most successful new development, providing a variety of not only offices but also other facilities like hotels, restaurants and apartments. Milton Keynes is already the home of some of the world's most successful companies and this has certainly set the bar high: Milton Keynes wants to keep the employment rate up and create 1.5 jobs for every new dwelling in the city. With that in mind, there cannot be enough flourishing offices in town.

As we speak, Milton Keynes has more jobs than residents with the appropriate skills and knowledge for these jobs, making it a popular commuter destination. In 2008, 53.000 commuters per day travelled to work in Milton Keynes and 18.000 residents commuted out of Milton Keynes to work in surrounding areas.

Public Spaces & Parks

The public spaces of Milton Keynes vary from parks, civic spaces, to outdoor sports facilities, to playgrounds, local meeting places and amenity green spaces.

Civic spaces are mainly to be found in the centre of Milton Keynes. Here you will find the main urban facilities and most inhabitants of Milton Keynes themselves, as this is the most popular meeting place in town. It is a typical example of an urban area in which the design of the streets, boulevards and spaces between buildings was deemed as important as the buildings themselves. The urban squares are related to important public buildings, such as the train station and the shopping centre. The train station square is the starting point of a boulevard and creates a gateway to the centre of the town. The shopping centre used to be the most important public space of the central area, as it combined retail with space for community events, varying from exhibitions to sports and political meetings. Other outdoor events were held elsewhere at different venues in town, with the major ones at Milton Keynes Bowl and Campbell Park.

On a more local scale, each residential gridsquare has shops, meeting places and outdoor recreational places. The meeting places often function as activity centres where local community activities take place. In every neighborhood, you will find fixed playgrounds for children and four additional play areas in each gridsquare. This all aside, each neighborhood is sure to provide plenty of green space to balance out the built environment.

Don't Miss:

Milton Keynes Shopping Centre, 1970s

Just one floor on streetlevel, spread over one km, this mall is very well accessible for everyone - also for those who are restricted in their mobility. The glass facade creates an open and bright space and the inner courtyard, on the 'Queen's court', you will find various restaurants and terraces. This is the place where people take a break from their shopping sessions or grab something to eat or drink. As the building was not only meant for shopping, but also as a community centre, the Middleton Hall provides the space for larger events and activities.

The Hub, 2004

The Hub is Milton Keynes' latest large scale development and is part of the city's densification plan. its high rise combines offices with housing and retail spaces and in the middle of the building complex, there is the piazza, an open air pedestrian only public space, surrounded by restaurants, cafes and their terraces. In summer, this space is used for many events.

Central Station Square, redeveloped in 2011

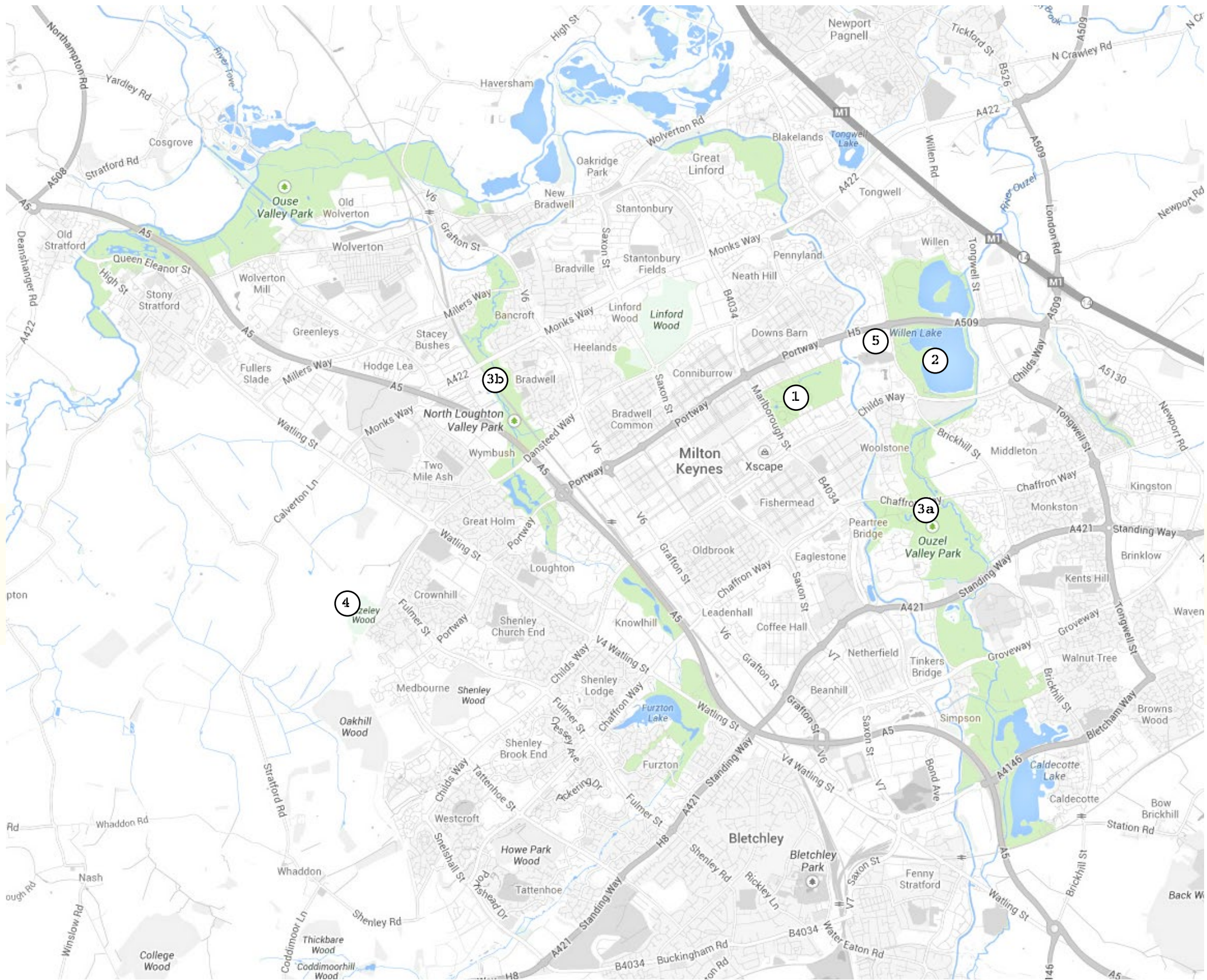
The square has been recently redeveloped into a more pedestrian-friendly place. It is meant to be the gateway of Milton Keynes to the rest of the world, providing safe transport interchange and high spatial quality. Both buses and taxis have their separate parking spots here, but the main part of the square is designed for pedestrians.



The Hub



Central Station square



Public Spaces & Parks

As stated before Milton Keynes is very green. The line parks run throughout the city and most of them are maintained by the Milton Keynes Parks Trust. The following parks are the most remarkable and all of them can be found on the map on the previous page.



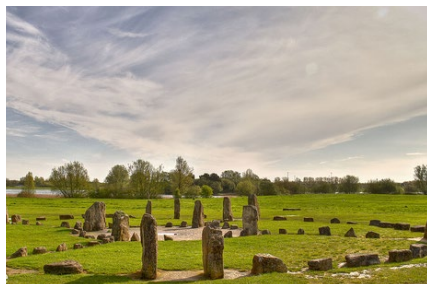
Open-air venue Campbell Park



Sculpture of MK Art trail



Peace Pagoda



Medicine wheel

1 Campbell Park

This is the 'central park' of Milton Keynes that hosts most of major festivals and events such as May Day festival, Open air film festival and MK Annual Fireworks display. It is named after Lord 'Jock' Campbell of Eskan - one of the founders of MK, whose memorial is located in the park itself, saying 'If you seek his memorial look around'. Campbell park offers a diverse programme. It is a part of MK Art trail, having around 9 sculptures and land art works. It has also a very busy cricket pitch hosting competitive matches, as well as an orienteering course, good spots for kite-flying and slopes for sledging in winter. Besides the dense programme, it is still a great city park for strolling and enjoying the designed gardens, pastures, woodlands, wildlife and vistas into the countryside.

2 Willen Lake North

Willen Lake North is a quiet recreation area suitable for strolls, jogging, fishing and enjoying the bird population. It is famous for the first Peace Pagoda built in the western world. It also serves as a commemoration place of victims of war designed with 1000 cherry trees. Nearby the pagoda one can visit Japanese gardens with a Buddhist temple and the Medicine wheel that refers to Native American culture and spirituality. This is also place for various events i.e., Hiroshima Day and Peace Pagoda anniversary.

2 Willen Lake South

This is the busiest park in the region (1 million visitors per year). It provides various active sports activities - water-skiing, windsurfing, sailing, paddlesports, adventurous aerial extreme and golf. Willen lake's cable-tow was installed already in the 1970s, was among the first ones in the world. Currently WakeMK is one of the largest wakeboarding and waterskiing facilities in the UK. Around the lake a Trim Trail for joggers with exercise stations has been created. A grassroots initiated 5km timed parkrun takes place every week there. The park also has a miniature railway for kids and a Dragon Boat festival in June.



Water skiing on Willen Lake



Extreme Park

3a Ouzel Valley Park

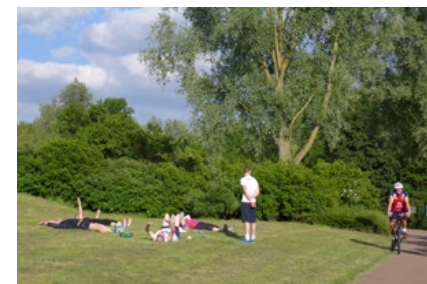
One can enjoy having a nice stroll, biking, jogging, fishing or horseback riding along the river Ouzel that runs through the park. It offers diverse vistas over pastures, medieval remains as well as shaded places under the trees. In some places it meets Grand Union canal where to enjoy a pleasant boat ride. For more active people, Regiment Fitness® can offer an intensive fitness routine in the park by instructors who have previously served Royal Navy. In case you get hungry, you can grab an apple in the Community Orchard.



River Ouzel

3b North Loughton Valley Park

This park also offers long vistas over meadows and pastures as well as shaded places under the trees. In North Loughton valley park one can visit ancient Roman villa and Bradwell mill. LODGE LAKE is a part of the valley park. Here one can enjoy jogging and cycling and for extra activities try the trim trail with exercise stations around the lake. After visiting the park one can drop by Concrete Cow Brewery and get a refreshing sip of artisanal beer.



Training in the park



Hazeley Wood

4 Hazeley Wood

This is the newest park in the city and is still in development. It was planted by MK Development Corporation in 1991 on a former wheat field and it is a part of the linear park system. The park is characterized by trees of equal height organized in a grid with large open spaces that split the monotonous woods. It is managed by volunteers of Parks Trust - a charity organization. It is rich in wildlife and is actively studied by amateur MK natural history society. In Hazeley wood one can enjoy walking, cycling, having a family picnic or watching wildlife. The park is home to MK's field archery club that offer regular training of the sport.



Tree Cathedral

5 Tree Cathedral

This is one of the city's land art projects that was designed by landscape architect Neil Higson in 1986 on the exact layout of Norwich cathedral. Various characteristic tree species represent different parts of the cathedral and colourful spring flowers imitate shadows of stained glass. It also adds to the MK's pagan heritage as it is aligned by a ley line that continues throughout the city, along Midsummer Boulevard and ends at Central train station. Cathedral is used for private events, a pet blessing service and is available for scattering of ashes. On daily basis it is great for having a stroll and popular for kids as there is a lot of space to run around and hide behind trees and mounds.



Tree Cathedral

Heritage Cycle Trails

Milton Keynes has four Heritage Cycle Trails that allow visitors to take in a different view of the city. Milton Keynes has a system of redways which extend nearly 300kms around the city's parks, lakes and rivers. The Heritage Cycle Trails all start from Willen Lake but can be joined at any point on the route. They explore some of the interesting outdoor areas that Milton Keynes has to offer including pretty villages, sculptures, historic buildings and loads more.

Culture & Religion

Milton Keynes is based on the thought of Webber (1963) that community is more based on interest and taste rather than on being close to each other. The planners already were aware of the importance of not only facilitating the hardware, but also to invest in the people themselves in order to generate community. Therefore, the city plan did not only consider meeting places, but also their uses.

Culture

All kind of cultural facilities were planned in order to generate indigenous activity (Walker, 1981). The first concert in the biggest music venue of Milton Keynes, the Stables, was already in 1970 (Stables, 2014). The National Bowl of Milton Keynes, offering place for 65,000 visitors also facilitated a larger region than only the city had its first concert in 1979 (The National Bowl, 2014).



National Bowl, Walker 1981



Bradwell Common Community Centre

Community centres

Community centres are the meeting places where community building could take place. They were positioned in each neighbourhood, nearby other local facilities.

These buildings are used for all kinds of activities, varying from religious to sports, for various target groups, from children to elderly. 42 of them are still owned by the Milton Keynes Council and managed by local volunteers with the support by Leisure Facilities Team. The activities are organised by local community groups and organisations and they are occasionally used for parties and meetings (MKC Leisure Services Team, 2014). As the community is organized rather by fields of shared interest than location; one might find their activity of interest in another neighbourhood, resulting in children being dropped off by their karate lesson in a small community centre by car.

Besides these planned community centres, some other phenomena on community building takes place in the shape of community gardens. This use of unused land, that can be seen as a trend not only in Milton Keynes, can be found in Wolverton and Fishermead. Wolverton's Secret Garden, in 1999 initiated by the Secret Garden Society, is worth a visit. This garden is located on a terrain where in 1960's 4 houses of former Railway Works managers were demolished. It is used by the community, not only to enjoy the nice environment, but also occasionally for concerts, for example by the local big band (Wolverton Secret Garden Society, 2014).



Fishermead Community garden



Concrete Cows at the shopping centre

Art

As part of the culture in order to create community Milton Keynes development corporation attracted artists to life in the city for an ambitious public art programme. As a result all kind of art statues can be found around the city centre (MKC Arts Team, 2012). However the most well known art piece of Milton Keynes are the concrete cows.

The artists in residences role was to involve the community in creative activities (Walker, 1981).

The Cows is made by one of these artists; the canadian-born Liz Leyh and were created in 1978 in participation with the local community. Over the years the cows became a symbol for Milton Keynes, and can be found in all kind of souvenirs and logo's of local organisations. The public has made them their own through painting them in different outlooks, such as skeletons during halloween. The original cows can be found in the city centre in the Midsummer Place, however replicas can be found in the field. (MK Museum, 2014)

As the artist of the cows might never intended to create the symbol for Milton Keynes this nicely illustrates how New Towns need to development history, traditions and symbols (Vanstiphout, 2014).

Workshops

Besides community centres, workshops were one of the other meeting places planned for Milton Keynes, mainly with children as their target group. Milton Keynes arts centre, an independent arts and education charity established in 1974, currently still exists and is still located at the site of Great Linford, a 17th century barn, and has a second accommodation at Galley Hill. (Milton Keynes Art Centre, 2014).

Contemporary versions of the workshops appeared more recently, especially targeting the young. One of these places is the Creed Streets Art Centre, including a small theatre, offering space for all kind of art performances, including exhibitions in Wolverton (Creedstreet, 2014). Another spot where different create events can be found is The Buszy, based in the former bus station next to the central station. It is initiated by the community interest company Make a difference, offers performances, a skate park and legal external graffiti walls. (MKC Arts Team, 2012)

Religion

One important role in the making of new communities was religion (Mkdc, 1970). Various churches can be found all over Milton Keynes for various groups of religions. Some churches worth a visit are the ones that existed before the New Town, such as St. Lawrence in Bradwell or All Saints in Loughton. Both are situated in an environment that does not feel like a city. The latter was even used for advertising the countryside aspect of Milton Keynes.

Some churches were built within the plan, however the church in the city centre is a different case. The Local Ecumenical Partnership for the City Centre, set up in 1979, had services in the Middleton Hall of the shopping centre, later on the library was used, before moving in the new built church of christ the cornerstone in 1991. This building is used, not only for religious causes, but also congress and concerts, in order to pay for the maintenance. (Cornerstone, 2014)



The Buszy, former bus station

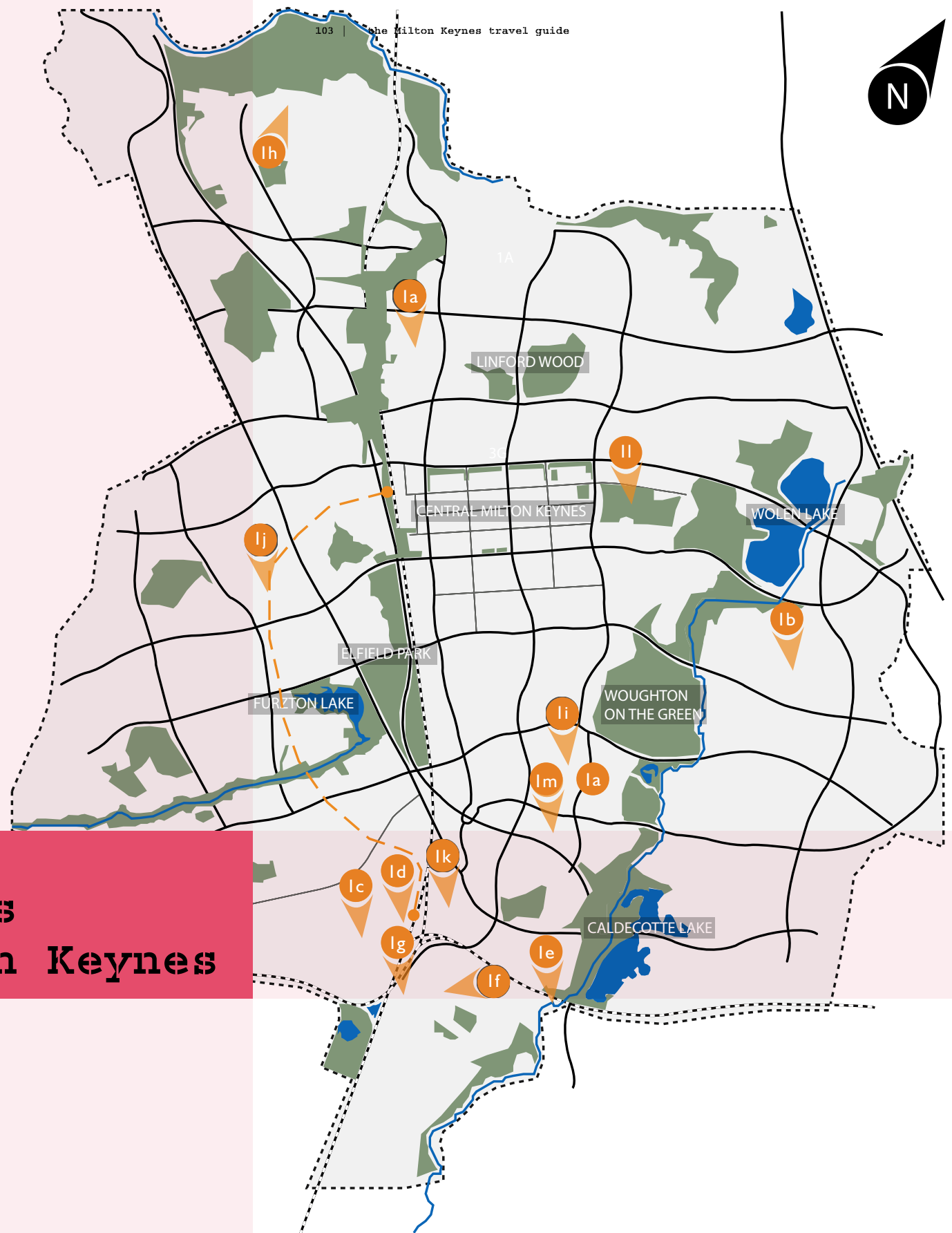


St Lawrence Church, Andrew Tatlow



Route 1: A view on Milton Keynes through the ages

For people interested in the urban development of the New Town Milton Keynes, walking around anywhere would be already enough of a tour, since the history of the town can be experienced in nearly every piece of urban fabric. But since Milton Keynes has been built with the car in mind as the main mode of transportation, endless repetitions of the same type of suburban neighbors await the unprepared visitor. To prevent such an experience, this guide offers a tour past all architectonic and historical highlights of Milton Keynes, derived from the periods discerned in chapter I. For every period of time a main attraction has been chosen, while enthusiastic visitors can explore the other options as well.



Chapter 5: Walking routes through Milton Keynes



1a. Before Milton Keynes: Bradwell Old Centre

First mentioned in the Domesday Book of 1086, - the medieval national property register of England - the village of Bradwell is one of the oldest surviving centres in Milton Keynes. The ancient structure of the village has been absorbed by the grid of Milton Keynes, but a few historical elements still remain, such as the chapel of the ancient Bradwell Abbey.



1b. All Saints Church, Loughton

The existence of this church was first recorded in 1219. Today it is still in use as a church and community centre, right in the middle of old Milton Keynes. Open on Sundays.

1c. Bletchley Park

A symbol for the victory of the allies in the Second World War and a modern museum of cryptography. In this mansion, which officially didn't exist during the Second World War, the codes of the Axis powers were deciphered. The mansion is famous for being the home of the first programmable computer and the site of the deciphering of the Enigma code.



1d

1d. Bletchley Box

This monument in front of the station, heading towards Bletchley Park, is decorated with a representation of Bletchley just after the industrial revolution, but before the growth of the town.



1e

1e. Fenny Stratford train station

Built in 1846, now part of the Marston Vale Line connecting Bletchley and Bedford. Grade II listed building.

1f. Developing Milton Keynes: High street Bletchley

The London overspill after the Second World War, which necessitated the building of New Towns in a ring around the city, was responsible for an expansion of Bletchley, before the development of Milton Keynes. The village of Bletchley grew to a bustling town with a thriving High Street, renamed the Queensway. The centre of Bletchley stayed the main shopping area of the Milton Keynes, until the Central Milton Keynes Shopping Centre was built and announced the beginning of the end of Queensway.





Ig. Shopping Centre Bletchley

The development of the Bletchley Brunel Shopping Centre marked the heydays of Bletchley as a shopping destination. However, what once thrived is now deprived: the success of the new shopping centre has clearly had its effects on the Brunel, in the worst way possible.

Ih. Wolverton

One of the original villages, which experienced exponential growth during the industrial revolution and which has lately grown due to the large influx of immigrants, primarily from South-Asia.



Ii. The first years of development: Netherfield

One of the first realized neighbourhoods of Milton Keynes. Instead of the traditional brick housing, prefabricated homes have been built. The architects of the neighbourhood wished for a straight line of the roofs in the hilly landscape. In practice this meant that the houses at the foot of the hill are three storeys high, while the houses on top of the hill are one storey high. With recent renovations, proposed and built by the borough, pitched roofs have been added to the original housing. See how both work (or not) and how inhabitants remodel their environment.

Ij. Expansion of Milton Keynes: Bustour

To experience Milton Keynes and its extensive suburban neighbourhoods to the max, the city can best be seen by bus. The small electric buses drive through the centre of Milton Keynes, to the city's outskirts to make their final stop at the centre of Bletchley. Watch endless suburbia with its rose bushes, recurrent cul-de-sacs, crescents and large parks.

Take bus 7 to Bletchley from Railway Station MK, platform Z1



Ik. Milton Keynes of today and tomorrow: New shopping centre Bletchley

With the decline of the Bletchley Shopping Centre, Bletchley had to reinvent itself. It did by becoming the homebase of various super stores, such as IKEA, Walmart, Asda and Tesco. For everything you just might have forgotten at home during your stay in Milton Keynes!



Il. Viewpoint

On this particular spot, you can find the oldest inhabited part of Milton Keynes. It is assumed that people first set foot here in the pre-history. These days, it still is a beautiful spot: the panorama provides a geological backdrop of the modern Milton Keynes.

Im. Ashland

This is a newer part of Milton Keynes, which does not fully comply to the original planning principles: once a greyhound track, this neighborhood is now one with higher density than average, but with less public space than elsewhere in Milton Keynes.

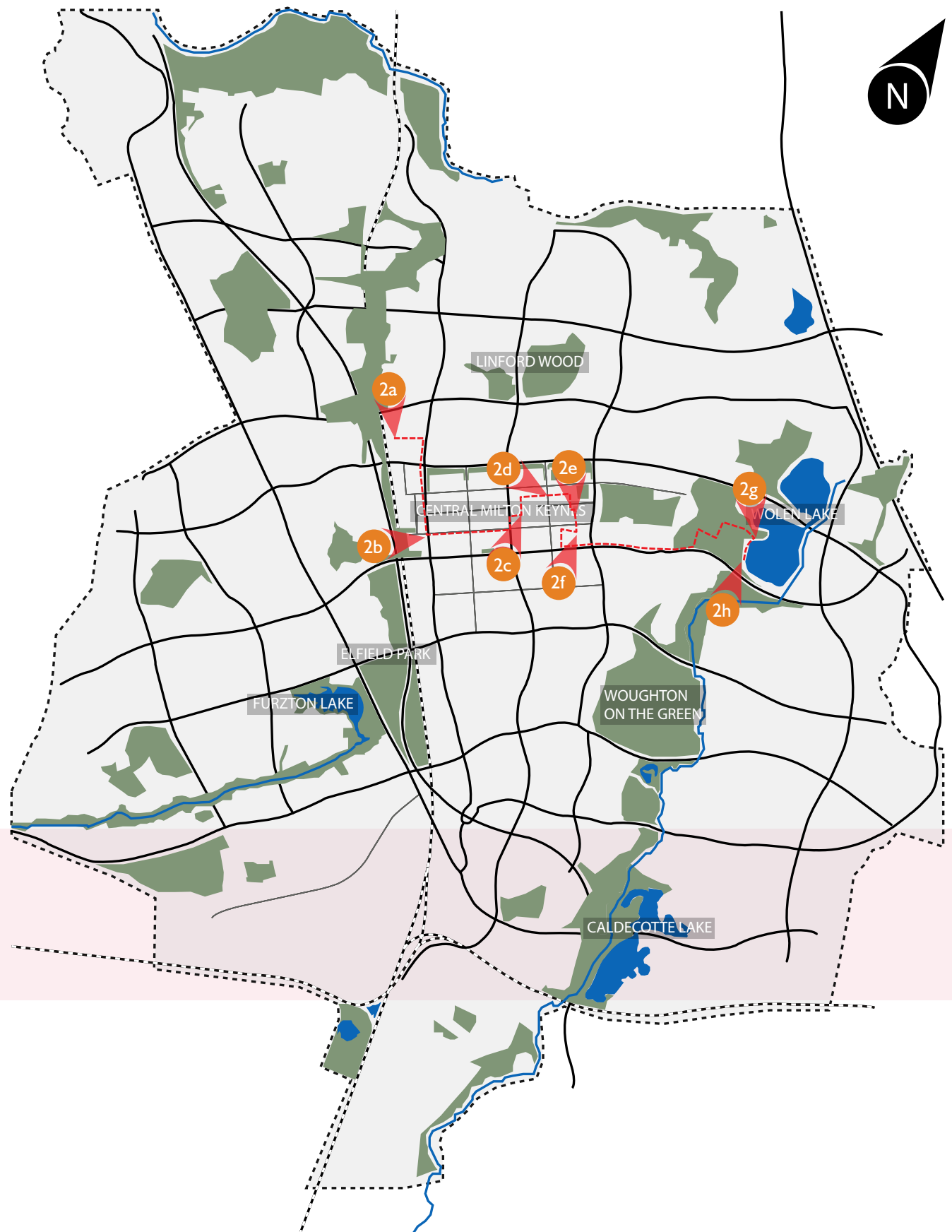


Tours: Use and Attractions

On the following pages, you can find several tours through Milton Keynes: a youngster, a family and a tour for elderly visitors. Each tour reveals a different aspect of the city and will guide you through a diversity of indoor and outdoor places. The youngster and elderly routes are best to accomplish walking or biking, while family route covers a larger area and therefore it is more suitable for a cycling tour or a small car trip.

Route 2: Youngster Tour

Starting from Daytona Milton Keynes





2a. Daytona Milton Keynes

Daytona Milton Keynes is the ultimate outdoor karting venue, boasting two exceptional race tracks complemented by excellent hospitality & conferencing facilities in the centre of Milton Keynes.



2b. The Buszy

The Buszy is located in CMK former busstation. The venue hosts a wide variety of activities and events designed to engage the wider community in new and innovative ways. From gigs to performances, to sports tournaments, to skate jams, from being in the audience to volunteering. It can all happen at the Buszy



2c. Odeon Cinema

Odeon is one of the cinemas in Milton Keynes and is located in the pyramid shaped building close to the shopping mall.



2d. Shopping centre

Milton Keynes is famous for its shopping and is one of the major retail areas in the region. The different kinds of shops, markets and superstores in the mall make this a place you cannot miss in Milton Keynes.

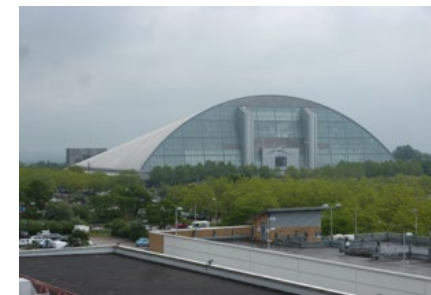
2e. Theatre District

The Theatre District is a place where you can eat, drink and have fun. It offers a varied selection of bars and restaurants where you can have a nice lunch, grab dinner before going to a theatre show or party all night long.



2f. Xscape

Xscape is the ultimate entertainment location in Milton Keynes. It offers a combination of extreme sports, leisure activities, restaurants, shops and bars.



Here you'll find an indoor ski hall, a skydive simulator, bowling alley and a trek and hike wall. When this is a bit too extreme, you can always go and try your luck and go to the casino or have a drink in one of the bars and restaurants.

2g. Aerial Extreme

This open air climbing park is guaranteed to provide you an adrenaline rush. Climb to great heights and tackle all kinds of obstacles!



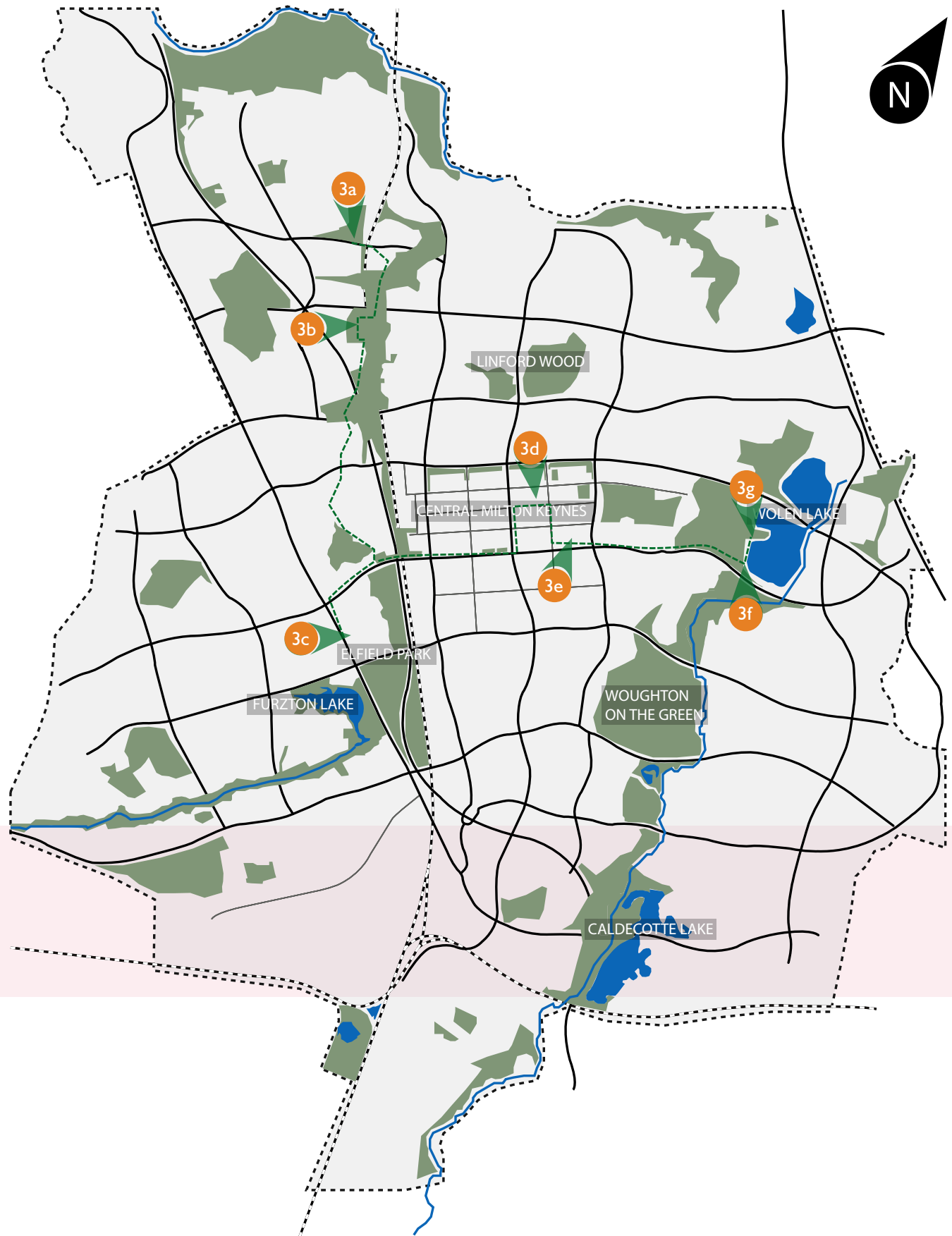
2h. Wake MK

At Willen Lake you can test your waterski or wakeboard skills. You are going over the lake by a cable.



Route 3: Family tour

Starting from Milton Keynes Museum





3a. Milton Keynes Museum

Located in the outskirts of Wolverton, the Milton Keynes museum is built early in the Victorian era as a model farm. The collection is focused on the history of Milton Keynes and the set up is very child-friendly. The museum covers all aspects of village life of several centuries back and explains how people lived, farmed, worked and moved around in the nineteenth century.



3b. Milton Keynes City Discovery Centre

Milton Keynes City Discovery Centre informs people about the different aspects of Milton Keynes history, about geography and city planning, but also about the city's heritage, from the Roman and medieval periods, to the new town from the 1960s. For the children there are various events, exhibitions, workshops and guided walks.



3c. Shopping Mall - Pirate Adventure Golf

In the middle of the Central Milton Keynes Shopping Mall you can find the Pirate Adventure Golf located at Queen's Court. This court offers a variety of choice in restaurants and cafes, so parents can have themselves a relaxing lunch or coffee while the kids can run around and play.

3d. 360 Play

This is a four-story-high indoor activity centre where children can live their wildest dreams, playing around in the playframes and Lego area. Once everyone is tired and hungry, a pizzeria and a supermarket are only few floors down.



3e. Xscape - Hollywood Bowl

Besides the active sport activities hosted in the Xscape, there is also UK's largest bowling operator. This bowling alley attracts people of all ages. The Hollywood Bowl offers a range of packages to suit any occasion and also caters to groups and families.



3f. Willen lake // Campbell park

Right next to the Milton Keynes city centre there is the lakeside Campbell Park. This park offers outdoor activities like windsurfing, sailing, canoeing, water-skiing, wakeboarding, cycling fishing and a miniature railway. Who is in need of a break can always go to the kiosk for some icecream or to the lakeside restaurant for a burger and fries.



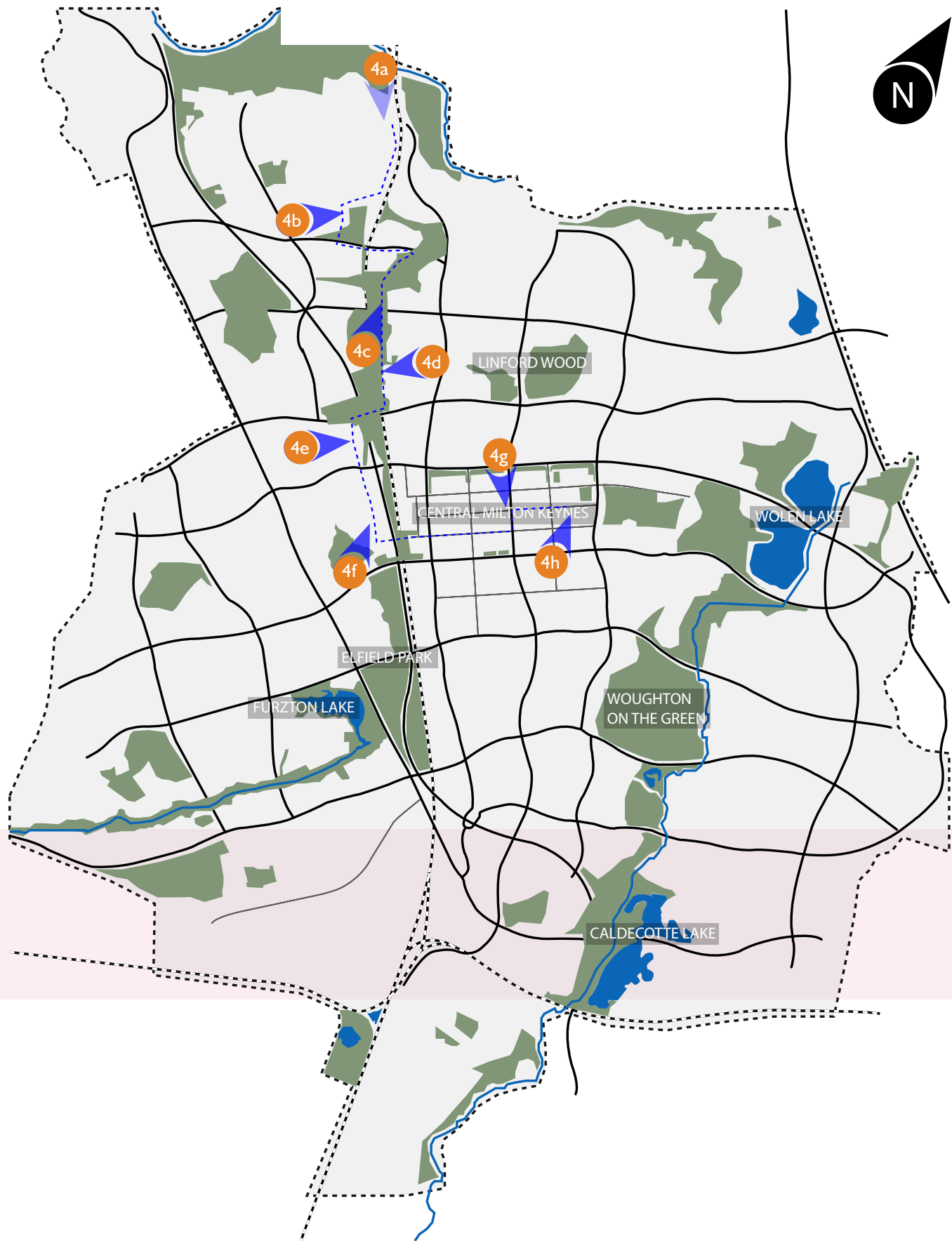
3g. Gulliver's land

Built in 1999, this is one of the three theme parks opened by Gulliver's. Gulliver's land is a theme park that caters especially to younger children. The park is split into seven sections with different themes.



Route 4: Elderly tour

Starting from the train station Wolverton,
Milton Keynes.





4a. Wolverton's Secret Garden

A community-initiated garden set in nice surroundings next to the Grand Union canal.



4b. Bancroft Roman Villa

Bancroft houses the ruins of an ancient Roman Villa, excavated in the 1970s and 1980s. The ruins are still open to public and some of the original geometric mosaics of this villa are on display in the city centre shopping mall.



4c. Concrete Cows

These cows, once designed by Liz Leyh, an 'artist in residence' in the late 1970s, have become the symbol of Milton Keynes. Some of them can be found in the shopping mall, but the ones of here have been placed in their 'natural habitat': the green meadows surrounding Milton Keynes.



4d. Bradwell Village and St. Lawrence Church

This old Bradwell village includes the Victoria Inn to have lunch, and the beautiful setted Medieval St. Lawrence Church.

4e. North Loughton Valley Park and Lodge Lake

Enjoy the green side of Milton Keynes while strolling through the Loughton Valley Park and go and cast a line at the side of Lodge Lake.



4f. All Saints Church, Loughton

Hidden between houses and green lies the medieval All Saints Church, used to promote the countryside of Milton Keynes in the earliest days of the historical village.



4g. Public art tour

All around the city centre of Milton Keynes, one can find various art sculptures. Feel free to follow the Art Guide (MK Arts Team, 2012) to explore their meaning and aesthetic qualities.



4h. Theatre district

Visit the Art Gallery with changing exhibitions, have dinner at the many nice restaurants and close your day with a theatre performance.



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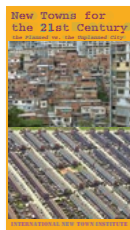
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