

West Bletchley On-Street Parking Study

Milton Keynes City Council

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Quality information

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1.

Introduction

1. Introduction

1.1 Study background

- 1.1.1 AECOM has been appointed by Milton Keynes City Council (MKCC) to develop a West Bletchley On-Street Parking Study. The aim of the study is to gather evidence to better understand parking provision and usage in the area.
- 1.1.2 The study is concerned with on street parking in the present day and covers an area within West Bletchley parish, as defined in Figure 1-1.

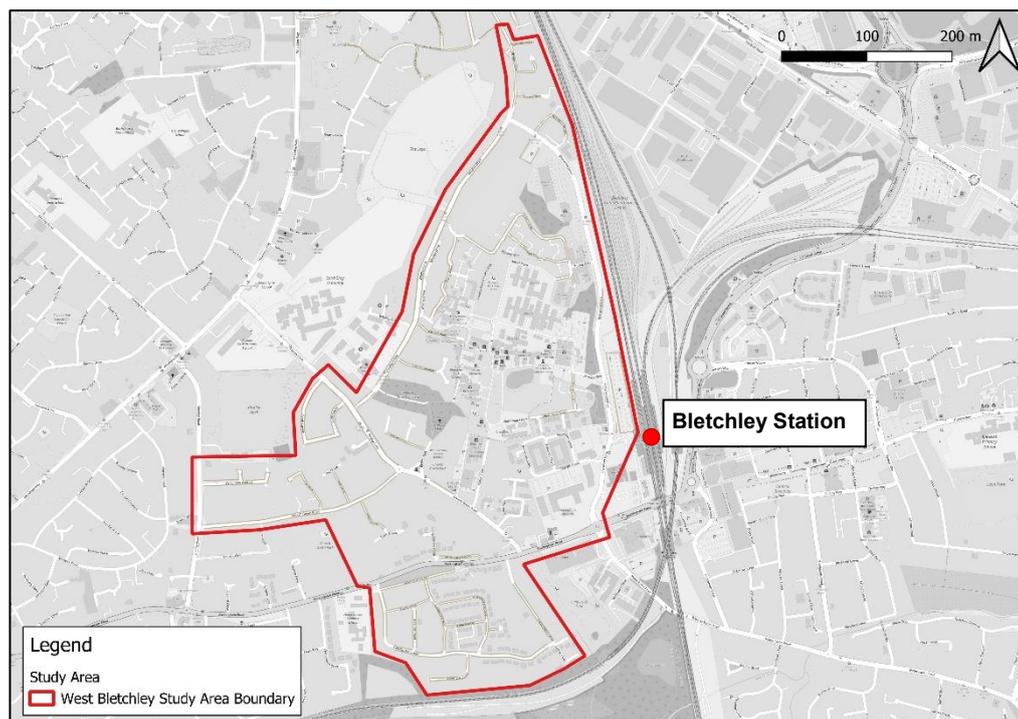


Figure 1-1: Study Area

- 1.1.3 The parking study primarily focuses upon on-street parking and seeks to establish existing volumes and locations of on-street parking and the extent to which local trip attractors are potentially impacting on residential amenity and parking availability in the area.
- 1.1.4 The study also includes Bletchley Train Station car park, which is operated by Saba UK for London Northwestern Railway/West Midlands Trains and comprises 521 bays which are subject to a tariff.
- 1.1.5 Privately owned car parks associated with business premises including shops are not covered within the scope of this study as it is assumed they have restrictions on who can use them.
- 1.1.6 This study also explores the availability of local car parking in the wider area, specifically looking at how the study area may be impacted by events and fixtures at MK Dons Stadium which is located approximately 1.6km to the north-east.
- 1.1.7 The findings from this study are intended to inform MKCC in discussion with West Bletchley Council on the current situation with on-street parking, including areas which may require further investigation and mitigation.

1.2 Methodology

1.2.1 The study has been developed across a series of tasks which are summarised in the following figure.

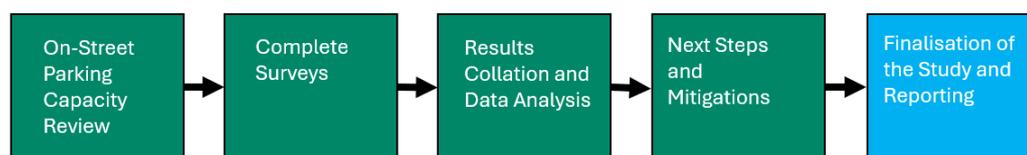


Figure 1-2: Main Study Tasks

- 1.2.2 The basis of the study has been to establish the current use of car parking in West Bletchley, primarily on-street parking in residential areas. Off-street parking (specifically Bletchley Train Station car park) is also of interest in order to gain a broader picture of car parking availability and usage in the area.
- 1.2.3 Alongside this, it is important to understand the controls and restrictions which are already in place, as well as payment tariffs (where relevant), and consider the influence on how residential streets and off-street car parks are being used.
- 1.2.4 Through site visits, the requirement is for the study to confirm the location and nature of parking issues that are experienced today, consider whether this could be related to where people are choosing to park in relation to local trip attractors (for example the station, MK College, schools etc), for how long vehicles remain parked and if it appears existing parking restrictions are being ignored.
- 1.2.5 Chapter 2 provides a brief local area context including trip attractors which may generate demand for on-street parking in the study area.
- 1.2.6 Local policies and strategies related to parking and broader transport and spatial planning have been reviewed to provide a broader context to assessing current issues and future opportunities. This is summarised in Chapter 3.
- 1.2.7 Chapter 4 provides a brief overview of key developments planned in the area which could influence on-street parking in the future.
- 1.2.8 An audit of current car parking supply is provided in Chapters 5 and 6.
- 1.2.9 Surveys of residential streets have been conducted to gather data and observations of car parking demand throughout the day. This is discussed in Chapter 7.
- 1.2.10 A summary of key issues and consideration of potential mitigation is provided in Chapter 8.

2.

Local Area Context

2. Local Area Context

2.1 West Bletchley

- 2.1.1 Bletchley is of Victorian heritage and has been subsumed into the city of Milton Keynes. It has its own distinctive Town Centre which is located outside of the study area on the eastern side of the West Coast Main Line.
- 2.1.2 The parish of West Bletchley covers the area of the town located on the western side of the West Coast Main Line and bounded to the north by A421 Standing Way and to the south by the East West Rail (Varsity) line.
- 2.1.3 Bletchley railway station is located on the eastern edge of the study area, with the only means of accessing the station being located on the western side of the station, off Sherwood Drive, therefore facing away from the town centre.
- 2.1.4 The station has its own car park which customers have to pay to use (a separate smaller car park is reserved for station staff). The station is expected to facilitate an increase in passenger movements once East West Rail services commence operation between Milton Keynes and Oxford later in 2025.
- 2.1.5 To the west and north of the railway station are Milton Keynes College and Bletchley Park which attract a lot of students and visitors respectively. There are also commercial premises in the local area, particularly on Water Eaton Road and the northern end of Sherwood Drive, as well as at the CEMEX aggregate facility on the opposite side of the railway; Wilton Hall (events/wedding venue) on Wilton Avenue; a driving test centre on Church Green Road; and several schools including Holne Chase Primary School located off Buckingham Road and White Spire School and Rickley Park Primary School on Rickley Lane.
- 2.1.6 MKCC and West Bletchley Town Council have indicated that streets surrounding the station, college and Bletchley Park are attractive for on-street parking and that this can potentially cause disruption to local residents at certain times of the day and week.
- 2.1.7 Whilst some of the local trip attractors have on-site parking facilities, there is potential that demand exceeds the capacity of the car parks (or there are restrictions on who is able to use the car parks), therefore displacing demand for parking onto surrounding roads.
- 2.1.8 Rail passengers may have a preference to park for free on a local street rather than to pay to use the station's car park.

3.

**Relevant Policies,
Studies and
Guidance**

3. Relevant Policies, Studies, and Guidance

3.1 Local Policies and Strategies Context

- 3.1.1 It is important to take account of current policies and strategies at a national and local level, as well as general guidance and best practice documents.
- 3.1.2 The policy review was undertaken to help establish the current context and framework for assessing and making recommendations related to car parking, although most guidance relates to the provision of off-street car parks, as opposed to the supply and management of on-street parking facilities.
- 3.1.3 The policy review has considered a range of documents including Plan:MK (MKCC's current Local Plan); Bletchley and Fenny Stratford Town Investment Plan; Milton Keynes Parking Standards Supplementary Planning Document; and West Bletchley Neighbourhood Plan
- 3.1.4 The West Bletchley Neighbourhood Plan outlines how MKCC owns and is responsible for the maintenance of several parking courts in the local area and that they have brought forward redevelopment proposals for sites in Berwick Drive, Kenilworth Drive and Whaddon Way. The Plan highlights the importance of maintaining existing parking provision so as not to force residents to park in alternative locations. It also states that where possible, car parking to serve existing residents should include electric vehicle charging points.
- 3.1.5 Reference is also made to the Bletchley Park Trust and its plans for continued conservation and development of the park, including suitable parking. It also highlights the Bletchley Station Quarter as an important gateway for Bletchley. This includes public realm and parking improvements.
- 3.1.6 It is anticipated that developments across Bletchley, in particular those in the town centre and around the station, will have an influence on parking supply and demand, including potentially a consolidation of some car parking facilities, and an increase in electric vehicle charge points, alongside a range of sustainable transport improvements. This could potentially have a knock-on effect on West Bletchley, including particularly usage of the station car park and on on-street parking demand (this is discussed further in the next chapter).

3.2 National Car Parking Standards and Guidance

- 3.2.1 National guidance documents have also been considered, although guidance relating to on-street parking is limited compared against off-street car parks.
- 3.2.2 The Manual for Streets underscores that parking provision should reflect local factors, such as car ownership, off-street alternatives, traffic conditions, and street layout and recommends using road markings or surface changes to promote orderly parking.
- 3.2.3 Whilst the remainder of the guidance mainly relates to off-street parking, it shows the importance of prioritising safety and crime prevention through design, as well as outlining recommendations for integrating robust physical security features as part of new car parks or parking improvements.
- 3.2.4 The documents consider the future landscape of parking, pinpointing crucial areas for intervention such as real-time data utilisation, the integration of shared mobility

solutions, expansion of electric vehicle charging infrastructure, and advocating a holistic approach to transport and accessibility planning.

3.2.5 The guidelines also consider the role that parking should play in urban development and wider frameworks for the revitalisation of town and city centres. There is also a particular focus on enhancing the provision of disabled parking spaces, which aligns with the overarching goal of fostering inclusive and secure parking spaces.

3.2.6 Furthermore, the documents anticipate and accommodate the growing prevalence of electric vehicles, offering valuable insights into the installation of public charge points, such as considerations for optimal positioning, the potential impact on driver behaviour, and the role of parking policies in incentivising electric vehicle adoption.

3.3 Parking Enforcement

3.3.1 MKCC provides parking regulations and guidance on obstructive parking, double yellow lines, and enforcement in its website and in two published mini guides: the *Parking Enforcement Mini Guide* and the *Mini Guide to Verges, Lines and Kerbs*.

3.3.2 The council's guidance advises the following (but not limited to):

- Most roads are public highways, meaning anyone may park on them as long as they are not blocking a driveway or parking with a wheel over a dropped kerb.
- It is legal for a vehicle to be parked on the highway in front of a house; there is no automatic right to park in that space.
- MKCC may issue fines if a vehicle is in violation of legal parking restrictions, which are indicated by road markings and signage (e.g., double yellow lines).
- Thames Valley Police has the authority to issue fines or remove vehicles that are causing an obstruction and present an immediate danger to the public.
- Parking a vehicle (excluding HGVs over 7.5 tonnes) on a grass verge is not illegal unless it causes an obstruction or there is a Traffic Regulation Order (TRO) in place.
- In some areas where verge parking has led to road safety concerns, various types of verge protection have been installed by the council such as bollards. Further information is available in the *Mini Guide to Verges, Lines and Kerbs*.
- Placing items on the grass verge to prevent parking or vehicle access is not permitted, as it constitutes an obstruction on the highway.

4.

**Planned
developments and
potential
implications for
parking supply and
demand**

4. Planned developments and potential implications for parking supply and demand

- 4.1.1 A series of developments are planned which are linked to an overarching strategy of regeneration of Bletchley Town Centre, alongside some significant transport infrastructure projects, all of which could have implications for transport mode choice and the supply and demand for car parking in the future.
- 4.1.2 This section of the report briefly summarises the broad development context as established in MKCC's current local development plan, Plan:MK, and the more detailed policies and emerging proposals for Bletchley.
- 4.1.3 Reference is then made to key infrastructure projects and proposals: East West Rail, redevelopment of the former Police and Fire Station sites on Sherwood Drive, MKCC's proposal for a Mass Rapid Transit system; emerging proposals for changing the layout of Saxon Street and the council's Local Cycling and Walking Infrastructure Plan which sets out plans for making improvements to facilities for people walking, wheeling and cycling across Bletchley.

Plan:MK

- 4.1.4 The City Council is currently preparing a new City Plan, which will cover the period to 2050 and which, once adopted, will replace Plan:MK.
- 4.1.5 Plan:MK sets out general policies that apply to West Bletchley. It also includes site-specific policies, such as Policy SD16 (Central Bletchley Prospectus Area), which covers parts of the parish. This includes the former police and fire station sites on Sherwood Drive, as well as housing allocations at Chepstow Drive and Berwick Drive.
- 4.1.6 The Station Quarter Opportunity Area is complex and will involve several owners and interested stakeholders in bringing forward the redevelopment. It is a key part of the wider Central Bletchley regeneration plan, focusing on revitalising the area around Bletchley railway station. It includes proposals for a new eastern entrance to the station and improvements to pedestrian and cycle links.

Bletchley and Fenny Stratford Town Deal

- 4.1.7 In March 2020, the government announced the approval of a £22.7mn investment plan for Bletchley and Fenny Stratford from the £3.6bn Towns Fund. The Towns Fund aims to improve the economic sustainability of towns with a focus on creating jobs, supporting town centres, boosting businesses and connecting people to where they live and work. The funding will support the delivery of a number of key projects that will help to bring major improvements to the Bletchley and Fenny Stratford area over the coming years.
- 4.1.8 This includes the development of the former Bletchley Fire Station on Sherwood Drive. Located next to Bletchley railway station, the site is being redeveloped with a focus on creating a vibrant, residential-led mixed-use area that also includes commercial spaces. The project is designed to boost regeneration in the town, take

advantage of the improved connectivity offered by the East-West Rail, and enhance the overall quality of the surrounding environment.

4.2 Infrastructure Projects

East West Rail (EWR) – under construction

- 4.2.1 EWR will provide new rail services from Milton Keynes Central to Oxford via Bletchley, Winslow and Bicester. Marston Vale stopping services will continue to operate between Bletchley and Bedford while additional faster services will eventually link Bedford and Oxford via Bletchley. There is also potential for services linking to Aylesbury. Further into the future, there is potential for services to extend beyond Bedford to Cambridge.
- 4.2.2 The opening of the EWR route later in 2025 will make Bletchley an important interchange station and more of a focal point for accessing rail services in multiple directions.
- 4.2.3 Proposals are also being developed for a new eastern entrance to the station, adjacent to the EWR platforms, facing onto Saxon Street and the town centre.
- 4.2.4 There could be potential implications of EWR on car parking at the station and the wider West Bletchley area. Whilst passenger throughput at Bletchley station is expected to increase, some passengers will be transferring between trains and therefore will not be entering or exiting the station. However, the availability of additional rail services operating to a wider range of destinations will increase the attractiveness of the station and this is expected to generate additional passengers entering and exiting the station. The Environmental Statement for EWR estimates an additional 1,785 daily passengers using the station in 2031¹.
- 4.2.5 The availability of free off-street parking will be attracting some rail users as an alternative to paying for parking at the station's own car park.
- 4.2.6 The proposed eastern entrance to the station could increase the attractiveness of rail passengers using town centre car parks, as the walk time to access the station will be reduced. The availability of free car parking will have a significant influence, especially when compared against a daily parking tariff at the station of around £7.00.

Other Projects

- 4.2.7 The Central Bletchley Urban Design Framework defines the overall aim for Saxon Street (south of Princes Way) which is to deliver a human-scale street that better supports pedestrians and their movement between the existing train station, the proposed new eastern entrance to the railway station and Queensway. Proposals involve reducing Saxon Street to a single lane in each direction and a new bus station on the western side between a new eastern entrance to the station and Princes.
- 4.2.8 The implications on car parking are not immediately clear, although the proposals are aimed at improving the attractiveness of alternatives to the car. They are also linked to planned redevelopment of the existing bus station and adjacent car parks which will have an influence on the supply of car parking in the town centre. This could potentially have a knock-on effect on on-street parking in West Bletchley. Whilst visitors to the town centre are likely to be more attracted to the convenience of parking for free in the town centre's car parks, there could also be rail passengers who are using the free town centre car parks who may need to seek

¹ East West Rail Environmental Statement Volume 3 Chapter 14 Appendix 14.1 Transport Assessment Tables 12.2 and 12.3.

alternatives in the future if the supply and management of parking facilities in the town centre substantially changes.

- 4.2.9 MKCC has ambitious plans to deliver a modern mass rapid transit (MRT) system. The project is currently at an early stage of development but is expected to include a network of high quality, prioritised routes across the city for high quality, rubber-tired tram vehicles, including dedicated lanes or roads free of general traffic. It is not planned to route through the study area, but could result in changes to local bus services which serve West Bletchley.
- 4.2.10 The Milton Keynes Local Cycling and Walking Infrastructure Plan (LCWIP) outlines proposals to enhance active travel networks in the city. Schemes put forward in Bletchley aim to address missing links in the active travel network, including connections along Sherwood Drive, Whaddon Way, Rickley Lane and Church Green Road. Depending on roadspace requirements, these schemes could have an influence on the availability of on-street parking spaces.

5.

Current Parking Supply

5. Current Parking Supply

5.1 On-Street Parking in West Bletchley

- 5.1.1 This section considers the local car parking supply within West Bletchley, outlining key details and characteristics of the parking availability in the study area.
- 5.1.2 For this study, all roads within approximately 1km of Bletchley Station have been considered, including the Station car park. Following discussions with MKCC and West Bletchley Council, the list of roads to be included in the study has been refined and grouped into four main zones - North, South, East and West - as shown below in Figure 5-1.

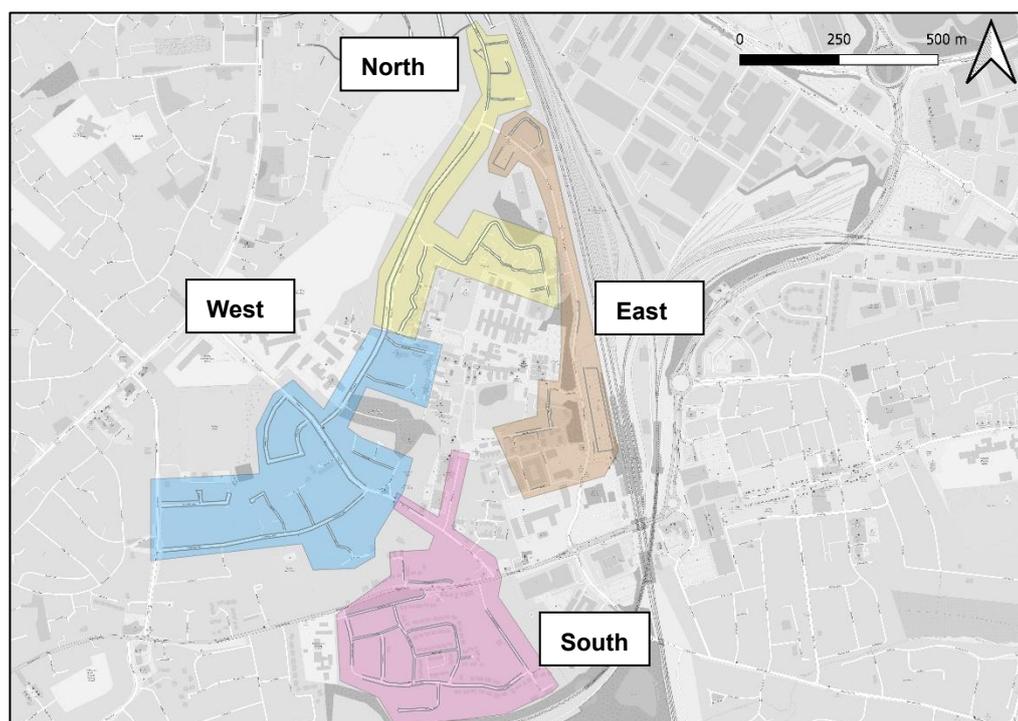


Figure 5-1: Weekday Survey Study Area and survey zones

- 5.1.3 Figure 5-2 shows the estimated walking time (minutes) from/to Bletchley Station. All four zones are within approximately 18 minutes' walk from the station, with the East zone closest (under 12 minutes' walk), followed by the North zone (up to 16 minutes) followed by the South and West zones, which are up to 18 minutes' walk away.

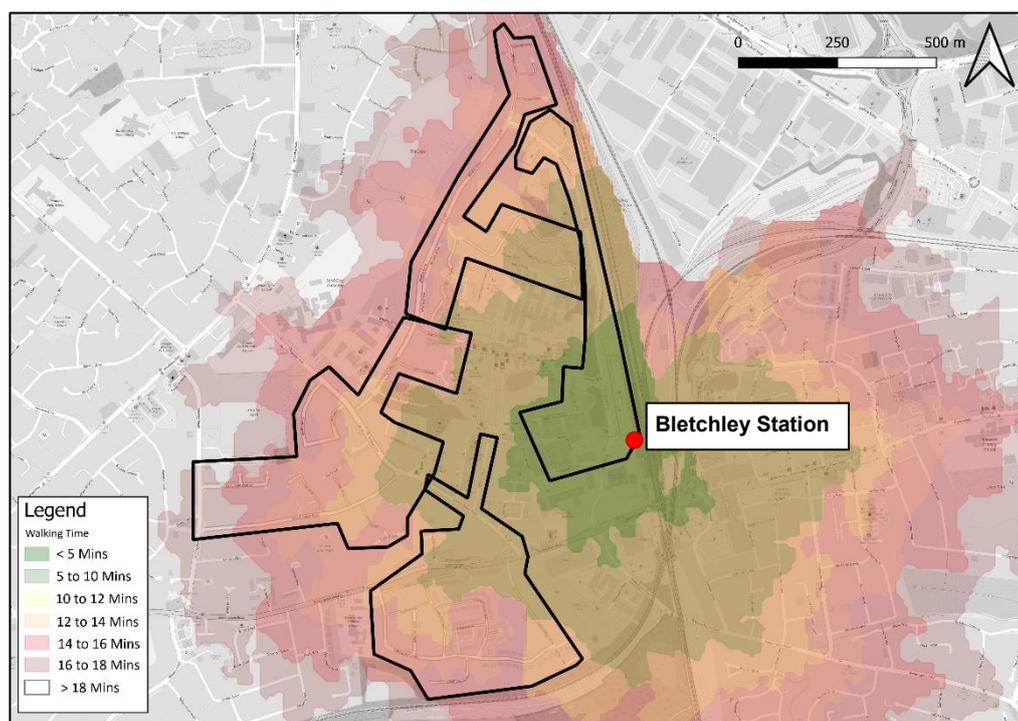


Figure 5-2: Walking Time To/From Bletchley Station

5.1.4 An overall summary of the approximate capacity and type of parking availability (Passenger Car Unit (PCU)) on each street can be found in Table 5-1. This has been estimated using a passenger car length of 5.75m in combination with a capacity factor, which broadly reflects practical limitations which could reduce the space available to park vehicles on street, for instance due to housing driveways (with vehicle crossovers²) and road width.

5.1.5 The streets in this table are categorised according to the general type of on-street parking available. The types are listed below, and a street may include more than one type of parking provision along its length:

- (Type 1) Marked, on-road parking bays which are for general use;
- (Type 2) Laybys which are adjacent to the main carriageway which are not restricted, e.g. excluding bus stops identified by yellow bus cage road markings;
- (Type 3) On-street sections where there are no restrictions, along which vehicles could park without causing obstruction, e.g. between two residential driveways;
- (Type 4) Reserved bays e.g. for disabled users; and
- (Type 5) Marked loading bays, e.g. for deliveries to adjacent commercial premises.

² A vehicle crossover is the legal way of accessing your property over the highway using a dropped kerb. A vehicle crossing is where the footway or verge is strengthened and the kerb lowered to vehicles can move between the property and the road.

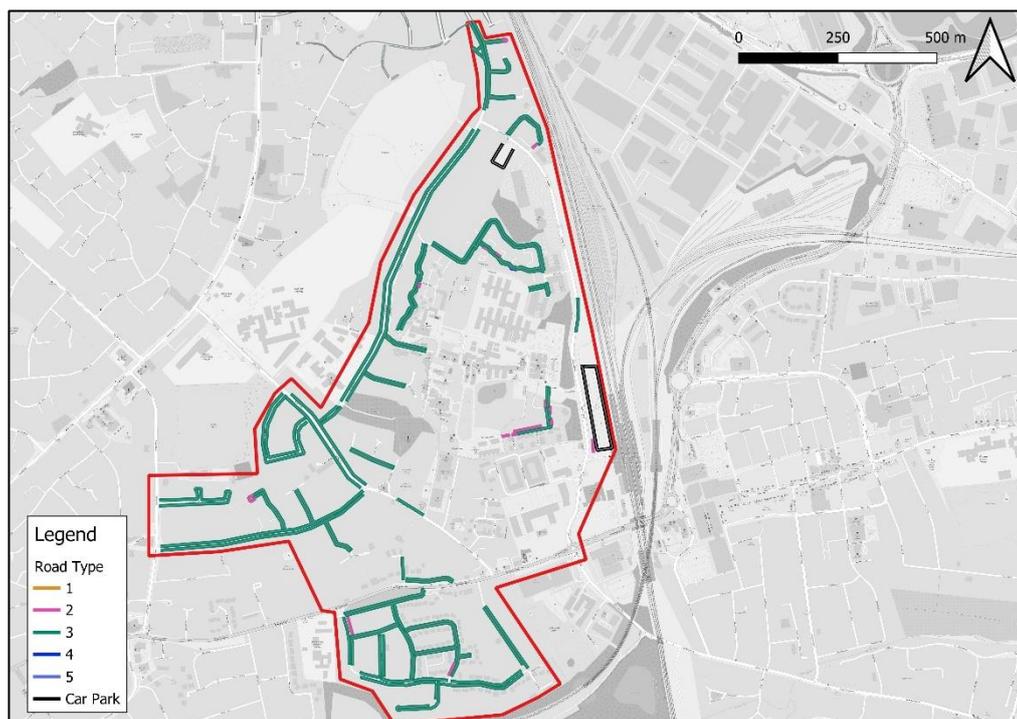


Figure 5-3: Weekday Survey Road Type

5.1.6 The majority of the streets in each of the four zones currently have limited or no parking restrictions in place (Type 3), aside from the presence of yellow lines (Double and Single) and resident permit schemes in Downing Close and Girton Way which are administered by MKCC.

Table 5-1: Weekday On-Street Estimated Parking Capacity (PCU)

Zone	Street Name	Type 1 Capacity	Type 2 Capacity	Type 3 Capacity	Type 4 Capacity	Type 5 Capacity	Total
North	Home Close	0	0	11	0	0	11
	Archers Wells	0	0	13	0	0	13
	Highfield Close	0	0	17	0	0	17
	Highfield Close	0	0	17	0	0	17
	Colossus Way (A)	0	0	47	0	0	47
	Colossus Way (B)	0	0	27	0	0	27
	Alford Place	0	0	6	0	0	6
	Faulkner Drive	0	2	27	0	0	28
	Whalley Drive (A)	0	0	40	0	0	40
	Whalley Drive (D)	0	0	50	0	0	50
	Whalley Drive (E)	0	0	50	0	0	50
Ultra Avenue	0	1	40	0	0	40	
South	Chaucer Road	0	0	24	0	0	24
	Masefield Grove	0	0	44	0	0	44
	Burns Road	0	0	29	0	0	29
	Kipling Road	0	0	25	0	0	25
	Browning Crescent	0	4	57	0	0	60

Zone	Street Name	Type 1 Capacity	Type 2 Capacity	Type 3 Capacity	Type 4 Capacity	Type 5 Capacity	Total
	Coleridge Close	0	0	34	0	0	34
	Buckingham Road	0	0	79	0	0	79
	Wilkinson Close	0	1	6	0	0	8
	Cathay Close	0	0	15	0	0	15
	Church Green Road (A)	0	0	8	0	0	8
	Cottingham Grove (A)	0	5	21	0	0	27
	Cottingham Grove (B)	0	0	96	0	0	96
	Cottingham Grove (C)	0	0	61	0	0	61
East	Sherwood Drive Car Park	0	0	62	0	0	62
	Bunkers Crescent	0	2	2	0	0	3
	Bletchley Station Car Park	0	0	521	0	0	521
	Tiltman Lane	0	7	23	0	0	30
	Welchman Court	0	15	14	0	0	30
	Sherwood Drive (A)	0	0	19	0	0	19
	Sherwood Drive (B)	0	6	0	0	0	6
West	Travis Grove	0	0	24	0	0	24
	Craigmore Avenue	0	0	55	0	0	55
	The Elms	0	4	33	0	0	37
	The Grove	0	0	22	0	0	22
	Rickley Lane	0	0	71	0	0	71
	South Lawne	0	0	87	0	0	87
	Roche Gardens	0	0	25	0	0	25
	Park Gardens	0	0	27	0	0	27
	Elmers Park	0	0	27	0	0	27
	Church Green Road (B)	0	0	130	0	0	130
	Whalley Drive (F)	0	0	64	0	0	64

5.1.7 Bletchley Station Car Park is an off-street, surface-level and multi-storey car park situated to the east of Sherwood Drive and comprises 521 bays.

5.1.8 Towards the northern end of Sherwood Drive, adjacent to Bunkers Crescent, there is a small off-street car park which is owned by MKCC and has no restrictions in place. This is located adjacent to Challenge House Business Centre and a playing field which backs onto Colossus Way and Whalley Drive.

5.1.9 Both of the off-street car parks have been included in this study.

North Zone

5.1.10 The North Zone comprises the following streets/street sections:

1. Home Close
2. Archers Wells
3. Highfield Close
4. Colossus Way (A)
5. Colossus Way (B)
6. Alford Place
7. Faulkner Drive
8. Whalley Drive (A)
9. Whalley Drive (D)
10. Whalley Drive (E)
11. Ultra Avenue

5.1.11 These streets are predominantly residential. Whalley Drive also acts as a local distributor route through West Bletchley and is used by bus services.

5.1.12 The residential roads feeding off Whalley Drive are generally narrow, with driveways/vehicle crossovers providing access to residential properties, which limit the space available for on-street parking. A broad factor of 0.5 has therefore been assumed when calculating capacity to reflect that vehicle crossovers and traffic calming may reduce the amount of space for on-street parking.



Figure 5-4: North Zone

South Zone

5.1.13 The South zone comprises the following streets/street sections:

1. Cottingham Grove (A)
2. Cottingham Grove (B)
3. Cottingham Grove (C)
4. Chaucer Road
5. Masfield Grove
6. Burns Road
7. Kipling Road
8. Browning Crescent
9. Coleridge Close
10. Buckingham Road
11. Wilkinson Close
12. Cathay Close

5.1.14 These streets are mainly residential. Both Downing Close and Girton Way are restricted to permit holders only. B4034 Buckingham Road runs through this zone

and is a more heavily trafficked distributor route connecting Bletchley Town Centre and the A421 Standing Way. It is also used by several bus services and is generally less suited to on-street parking as it would cause disruption to through traffic, even if there are no restrictions along sections of the road.

- 5.1.15 The quieter roads to the south of Buckingham Road are narrower and have private driveways which significantly reduce the amount of available space for unobstructive on-street parking. Because of this, a reduced parking capacity factor of 0.7 has been used in calculations to reflect the limited space.

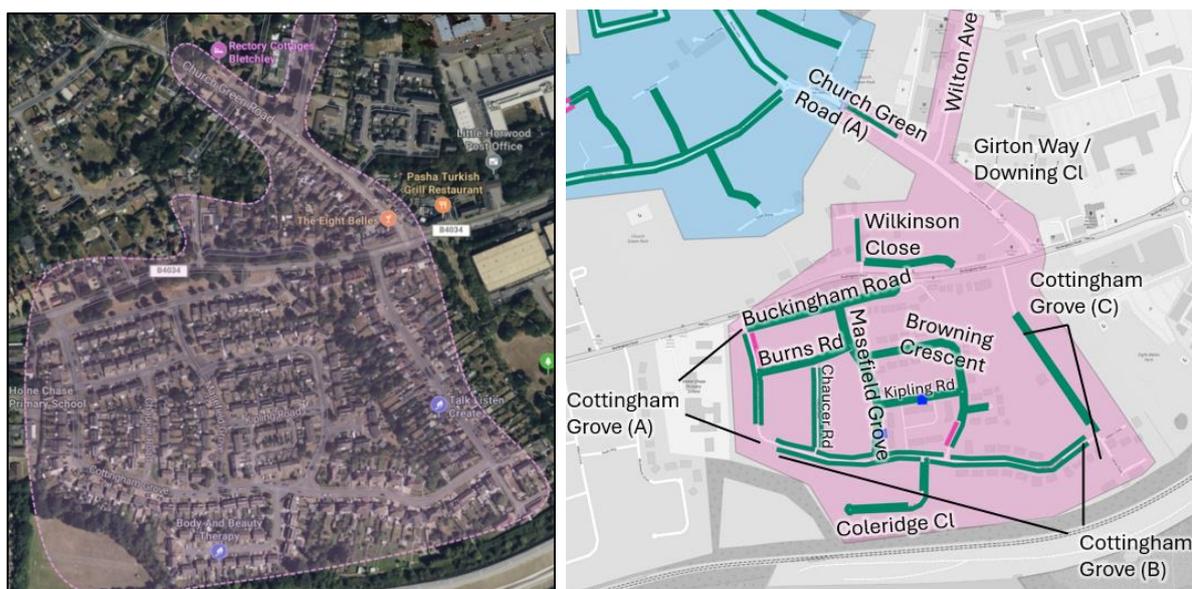


Figure 5-5: South Zone

East Zone

- 5.1.16 The East Zone comprises the following streets/street sections:

1. Church Green Road (A)
2. Bunkers Crescent
3. Sherwood Drive (A)
4. Sherwood Drive (B)
5. Tiltman Lane
6. Welchman Court

- 5.1.17 Bunkers Crescent, Tiltman Lane and Welchman Court are residential streets. These streets are narrower, with driveway parking available at residential properties. The presence of vehicle crossovers potentially therefore limits the availability of on-street parking.

- 5.1.18 Sherwood Drive is a distributor route, providing access to Milton Keynes College, Selwyn Close, Bletchley Train station and car park, Bletchley Park and Challenge House, from the north and south. It is also used by Arriva's Loop bus service.

- 5.1.19 Bletchley Station Car Park is an off-street, surface level and multi-storey car park situated to the east of Sherwood Drive and comprises 521 spaces. Adjacent to the train station and car park there is an approximate 44m layby, which appears to be unrestricted and has capacity to hold approximately 8 vehicles. Further north on Sherwood Drive, there is an approximate 109m stretch of road providing parking availability for approximately 19 vehicles where there are no restrictions.

5.1.20 Next to Challenge House there is a small, unrestricted and unmarked car park which can accommodate approximately 62 vehicles.

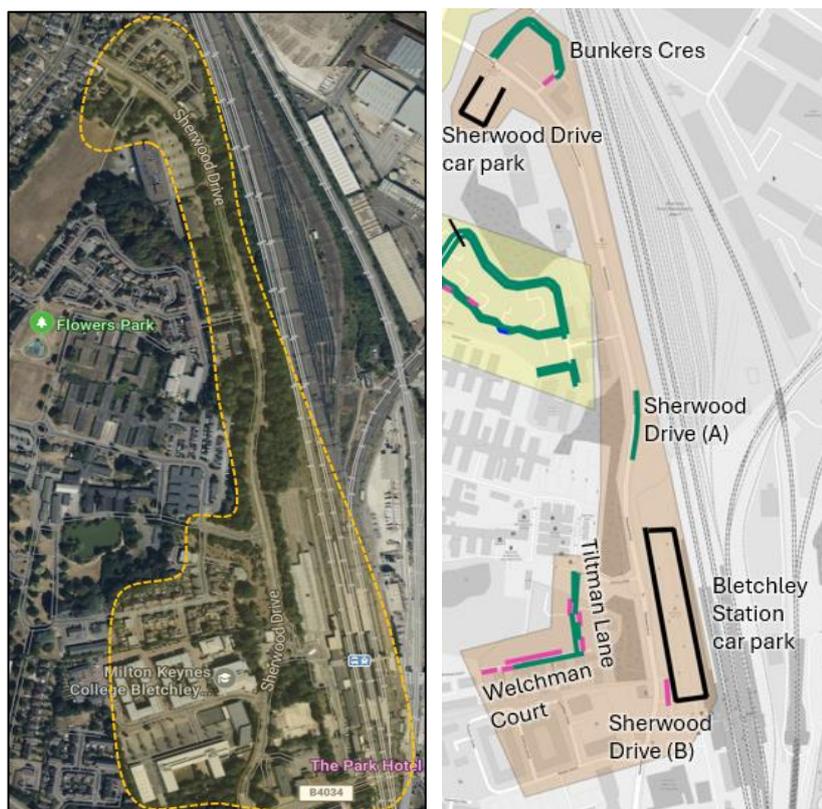


Figure 5-6: Eastern Zone

West Zone

5.1.21 The West zone comprises the following streets/street sections:

1. Church Green Road (B)
2. Travis Grove
3. Craigmere Avenue
4. The Elms
5. The Grove
6. Rickley Lane
7. South Lawne
8. Roche Gardens
9. Park Gardens
10. Elmers Park
11. Whalley Drive (F)
12. Elmers Park

5.1.22 These streets are predominantly residential. Church Green Road and Whalley Drive serve as spine routes for the residential streets and are used by Arriva's Loop bus service. The residential roads feeding off them are narrower, broken by residential driveways, which limit the available space for on street parking.

5.1.23 To reflect these conditions, a reduced parking capacity factor of 0.7 was used in the calculations.

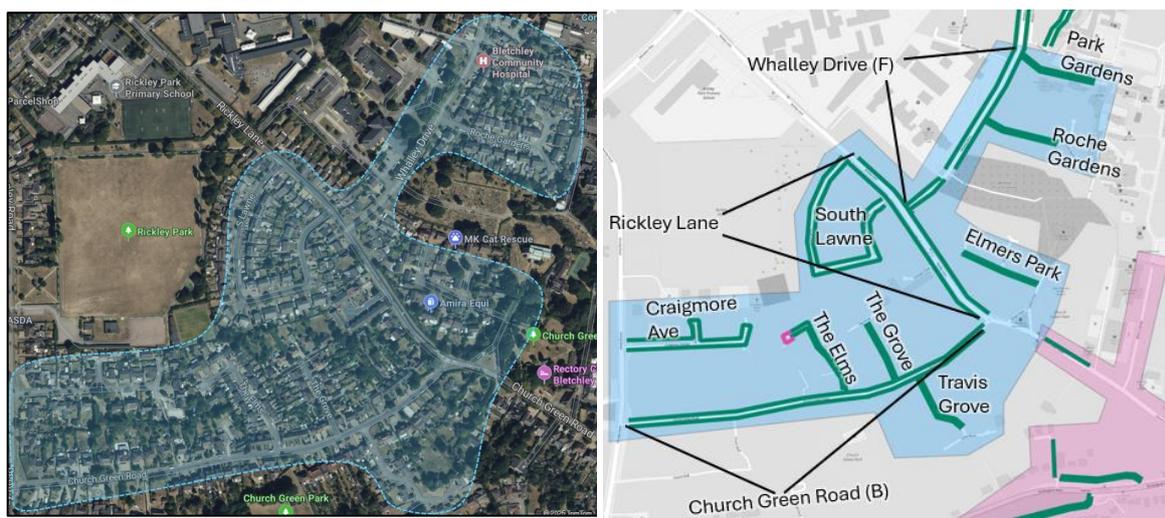


Figure 5-7: Western Zone

5.2 Bletchley Station Car Park

- 5.2.1 The table below summarises the cost per day for parking at Bletchley station (main car park). For comparison, the cost of parking at other stations on the West Coast Main Line is also shown.
- 5.2.2 Bletchley Station is the cheapest station to park at; approximately two thirds of the cost of a Weekly Permit compared with Wolverton and Tring and approximately half of the cost of a Weekly permit compared to Milton Keynes Central and Leighton Buzzard. Nevertheless, rail commuters may be discouraged from paying for parking when there is free, on-street parking available within a short walk of the station.

Table 5-2: Train Station Weekday Full Day Parking Cost (£)

Station	Spaces	Peak Arrivals (before 10:00)	Off-Peak (after 10:00)	Weekly Permit
Bletchley	521	£7.00	£5.00	£23.10
Milton Keynes Central	1,621	£12.80	(not available)	£46.20
Leighton Buzzard	488	£10.50	£7.50	£49.70
Wolverton	124	£10.00	£7.00	£37.00
Tring	505	£10.00	£7.00	£37.00

6.

**Stadium MK Match
Day Parking
Supply**

6. Stadium MK Match Day Parking

6.1 MK Don's Current Parking Context

- 6.1.1 Stadium MK, located in the Denbigh district of Bletchley, is the home ground of MK Dons Football Club. It has a seating capacity of approximately 30,500.
- 6.1.2 The nearest railway stations are Bletchley and Fenny Stratford, both approximately 1.3 miles (2.1 km) from the stadium, which is approximately a 25-minute walk or short taxi ride. Milton Keynes Central station is approximately 2.6 miles (4.2 km) away, which is approximately a 30-minute walk.
- 6.1.3 There are around 1,300 parking spaces available near the stadium, managed by MK1 Parking. Standard parking is available for £7 per vehicle, with pre-booked spaces priced at £8 for up to 12 hours when using the RingGo service. Special restrictions are in place at the surrounding car parks on match or special event days.
- 6.1.4 Other nearby, designated parking options include (but not limited):
- **Magnet Trade:** located at MK1 1NW, this private car park charges £5 and is approximately a 5-minute walk from the stadium.
 - **Zainabiya Islamic Centre:** also located at MK1 1NW, this centre offers parking for £5, about an 8-minute walk to the stadium.
 - **Denbigh West Industrial Estate:** Free parking is available which is approximately a 10-minute walk to the stadium.
- 6.1.5 Residential streets could also become an attractive alternative for stadium visitors on match days for various practical reasons. This can include:
- **Free or Cheaper Parking:** residential streets may offer free or low-cost alternatives.
 - **Limited stadium parking:** not all stadiums have enough parking for all attendees. There is no available evidence to indicate if and to what extent parking demand exceeds supply at the stadium.
 - **Proximity:** some residential areas are close enough to the stadium that parking there means a shorter walk.
 - **Avoiding Traffic Jams:** people may park farther out to avoid post-event congestion. For example, parking in West Bletchley may provide some advantages to people wanting to travel out to west of Milton Keynes, and in doing so avoiding congestion including busy junctions like the Elfield Park and Bleak Hall Roundabouts on H8 Standing Way, or the double Roman Roundabout junction on Watling Street.
 - **Safety/security:** parking on residential streets offers some level of natural surveillance while a vehicle is unattended, even where residents may not be happy with motorists parking outside their properties.
- 6.1.6 Towards the north of West Bletchley between Watling Street and Whaddon Way are residential streets within a 20-minute walk from the stadium, as shown in Figure 6-1.



Figure 6-1: Walking Time To/From the Stadium

6.1.7 The remainder of this section of the report examines the availability of local car parking in this area of West Bletchley, particularly how it might be affected by events and fixtures at MK Dons Stadium.

6.2 Study Extent

- 6.2.1 As limited information has been provided in terms of on-street parking issues specific to fixtures at the stadium, all roads within 1km of the Spenlows Road footbridge west of the rail line have been considered. The footbridge provides a short-cut for people wanting to access the stadium on foot from West Bletchley, and is the only means of crossing the West Coast Main Line between Watling Street (which can be accessed via a footpath linking to Melrose Avenue, otherwise Whaddon Way further to the north west) and Buckingham Road.
- 6.2.2 Roads within this more focused area are within a 20-minute walk from the stadium and may potentially be used as an alternative to paid parking provision at or closer to the stadium.
- 6.2.3 Following discussions with MKCC and West Bletchley Parish Council, the list of roads assessed in the context of stadium-related parking has been refined and are shown below in Figure 6-2.

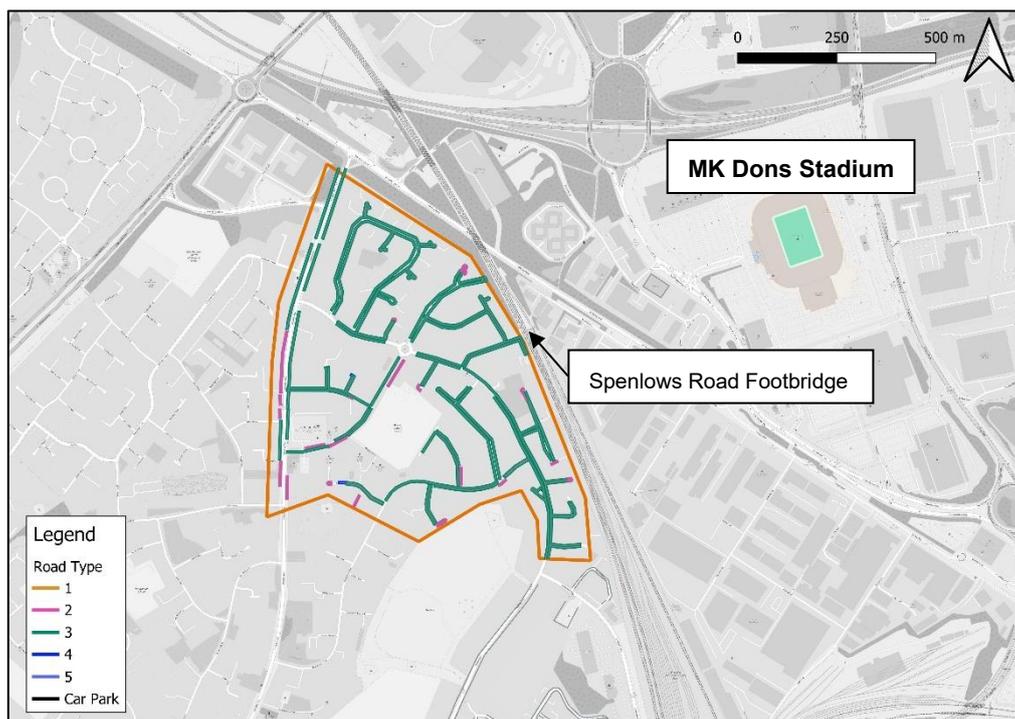


Figure 6-2: Weekend Survey Study Area

- 6.2.4 An overall summary of the approximate capacity and type of parking availability (Passenger Car Unit (PCU)) on each street can be found in Table 6-1. This has been estimated using a passenger car length of 5.75m in combination with a capacity factor, which broadly reflects practical limitations due to the presence of vehicle crossovers providing access to driveways, as well as road width restrictions which may limit the number of cars which can comfortably and safely park on-street.
- 6.2.5 The streets in this table can be categorised as one or multiple types of the following parking types (consistent with the types used for the wider area surveys):
- (Type 1) Marked, on-road parking bays which are for general use;
 - (Type 2) Laybys which are adjacent to the main carriageway which are not restricted, e.g. excluding bus stops identified by yellow bus cage road markings;
 - (Type 3) On-street sections where there are no restrictions, along which vehicles could park without causing obstruction, e.g. between two residential driveways;
 - (Type 4) Reserved bays e.g. for disabled users; and
 - (Type 5) Marked loading bays, e.g. for deliveries to adjacent commercial premises.

Table 6-1: Weekend On-Street Estimated Parking Capacity (PCU)

Street Name	Type 1 Capacity	Type 2 Capacity	Type 3 Capacity	Type 4 Capacity	Type 5 Capacity	Total
Westminster Drive	0	2	45	0	0	47
Melrose Avenue (A)	0	4	43	0	0	47
Melrose Avenue (B)	0	6	10	0	0	16
Melrose Avenue (C)	0	7	23	0	0	30
Buckfast Avenue	0	4	16	1	0	20
Neath Crescent	0	4	15	0	0	19
Glastonbury Close	0	3	24	0	0	27
Cheneys Walk	0	4	32	0	0	35
The Linx	0	0	50	0	0	50
Banburies Close	0	1	10	0	0	11
Spenlows Road	0	0	70	0	0	70
Calluna Drive	0	0	41	0	0	41
Greenlaw Place	0	0	8	0	0	8
Lintlaw Place	0	0	6	0	0	6
Kerria Place	0	0	7	0	0	7
Bushy Close	0	0	78	0	0	78
Dorchester Avenue	0	0	41	0	0	42
Top Meadow	0	0	8	0	0	8
Whalley Drive (B)	0	0	52	0	0	52
Whalley Drive (C)	0	1	26	0	0	27
Whaddon Way (A)	0	0	53	0	0	53
Whaddon Way (B)	0	23	31	0	0	54

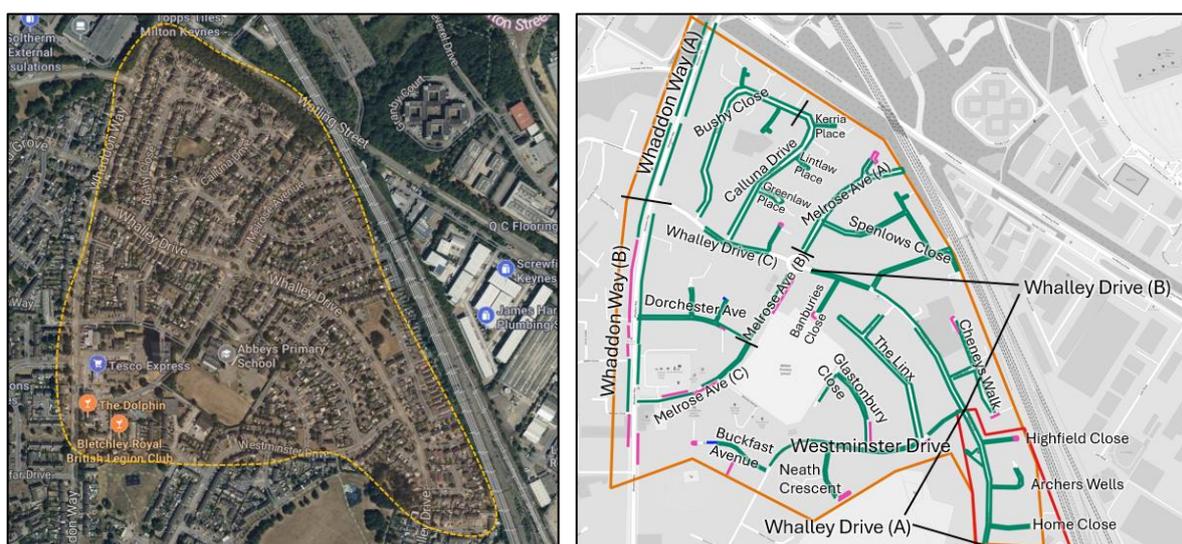


Figure 6-3: Weekend Zone

6.2.6 The weekend study area comprises the following streets/street sections:

- | | |
|-----------------------|-----------------------|
| 1. Westminster Drive | 12. Calluna Drive |
| 2. Melrose Avenue (A) | 13. Greenlaw Place |
| 3. Melrose Avenue (B) | 14. Lintlaw Place |
| 4. Melrose Avenue (C) | 15. Kerria Place |
| 5. Buckfast Avenue | 16. Bushy Close |
| 6. Neath Crescent | 17. Dorchester Avenue |
| 7. Glastonbury Close | 18. Top Meadow |
| 8. Cheneys Walk | 19. Whalley Drive (B) |
| 9. The Linx | 20. Whalley Drive (C) |
| 10. Banburies Close | 21. Whaddon Way (A) |
| 11. Spenlows Road | 22. Whaddon Way (B) |

6.2.7 The streets within the study area are predominantly residential, except for Abbeyes Primary School, which is accessed via Melrose Avenue.

6.2.8 Whalley Drive also acts as local distributor route.

6.2.9 These residential side roads tend to be narrower (unsuitable for parking on both sides of the road) and frequently broken by housing driveways, which reduces the availability of space for unobstructive on-street parking. As a result, a capacity factor of 0.5 has been used in the calculations.

7.

Current Parking Demand

7. Current Parking Demand

7.1 Study Surveys

7.1.1 The usage of residential streets and car parks in this study has been established through a series of in-person surveys. The surveys were conducted on three weekdays and two Saturdays to help gauge the occupancy levels and issues in each zone.

7.1.2 The purpose of the weekend surveys was to capture occupancy levels during a Milton Keynes Dons home fixture and as a comparator, one Saturday without a match or other major event taking place at the stadium.

7.1.3 The surveys took place on the following dates:

Weekdays:

- Day 1: Tuesday 25th March 2025
- Day 2: Thursday 27th March 2025
- Day 3: Tuesday 1st April 2025

Weekends:

- Day 1: Saturday 22nd March 2025 (Without match)
- Day 2: Saturday 29th March 2025 (Match Day)

7.1.4 During the weekday visits there were five visits to each street/street section throughout the day. The purpose of visiting at different times was to observe if and to what extent on-street parking occupancy changes throughout the day:

- Weekday Slot 1: Early morning between 07:15 and 08:00
- Weekday Slot 2: Early morning between 08:30 and 09:15
- Weekday Slot 3: Mid-morning between 09:45 and 10:30
- Weekday Slot 4: Mid/Late morning between 10:45 and 11:15
- Weekday Slot 5: Late morning between 11:45 and 12:30

7.1.5 There were three visits made to each car park during the Saturday surveys:

- Weekend Slot 1: Midday between 12:00 and 12:45
- Weekend Slot 2: Early afternoon between 13:00 and 13:45
- Weekend Slot 3: Early/Midafternoon between 14:00 and 14:45

7.1.6 Parking occupancies were recorded during each slot on each street/street section.

7.1.7 The surveys involved counting the number of vehicles parked on street in each time slot. Generally only one round of these types of observations were made within each time slot, so therefore the exact timing of the observations could potentially vary slightly within the same time slot across both weekdays/weekends.

7.1.8 Whilst based on the method followed it will not be possible to accurately determine duration of stay or whether there is overnight parking occurring, the survey team had been able to track specific vehicles across multiple time slots, where possible,

using vehicle registration plates or a description of the vehicle. From this it can be assumed that vehicles have parked for a certain amount of time, although it is possible vehicles may have departed and returned between each survey inspection.

7.2 Key survey findings

Level of Occupancy

7.2.1 During the survey the number of vehicles parked on each street was recorded.

Weekday Surveys

7.2.2 Table 7-1 to Table 7-3 shows the percentage of occupancy on each street during the three weekday surveys.

7.2.3 Bletchley Station Car Park was found to be operating well below capacity, peaking at just 64% occupancy on Tuesday 1st April. Meanwhile, the Sherwood Drive layby, located adjacent to the station's vehicle entrance, appears unmarked without restrictions and consistently at full capacity at all times during the surveys.

7.2.4 Streets within approximately a 12-minute walk of the area tend to be closer to full parking capacity. The parked vehicles observed in these areas could be residents, visitors (to nearby trip attractors) or rail users.

7.2.5 Across all the surveyed days, occupancy levels on each street remain steady during each time slot observed. Figure 7-1 shows the duration of stay, categorised by either Short Stay (present in only one time slot), Medium Stay (present in 2 or 3 time slots) or Long Stay (present in 4 or 5 time slots).

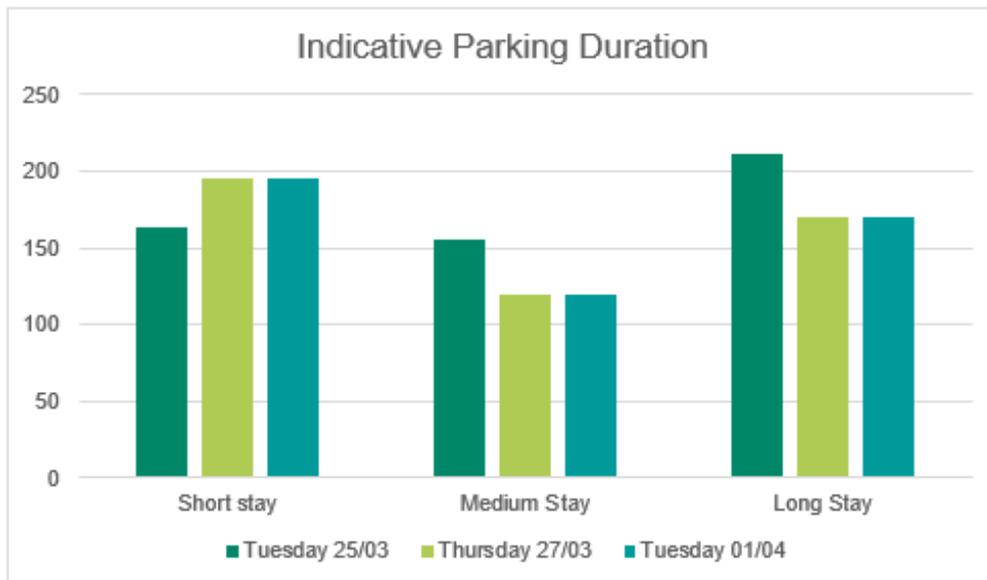


Figure 7-1: Parking Duration

7.2.6 Long-stay parking consistently made up more than a third of all parked vehicles. This suggests that long-stay use is common and may be linked to rail commuters or those working nearby. However, it could also reflect residents who regularly park outside their homes during the surveyed times.

7.2.7 Parking occupancy was noticeably higher on Thursdays compared to the two surveyed Tuesdays, the reasons for which are unknown.

7.2.8 Some variations do occur, however these are consistent through each day surveyed. This includes Highfield Close which shows a decrease in parked vehicles starting around 7am, suggesting that residents who have parked on street overnight are departing for the day.

7.2.9 In contrast, Cottingham Grove sees an increase in occupancy between 8:30 and 9:15am which coincides with school drop-offs at Holne Chase Primary School, followed by a reduction in parking observed in subsequent periods.

7.2.10 Figure 7-2 shows absolute number of vehicles parking on more than one consecutive day. More than half of the vehicles observed on each day were repeat users, with Thursday, March 27th, showing the highest proportion at around 66%. This pattern points to a core group of regular users, either commuters opting for free on-street parking on a regular basis instead of the station car park, or local residents consistently parking on street.

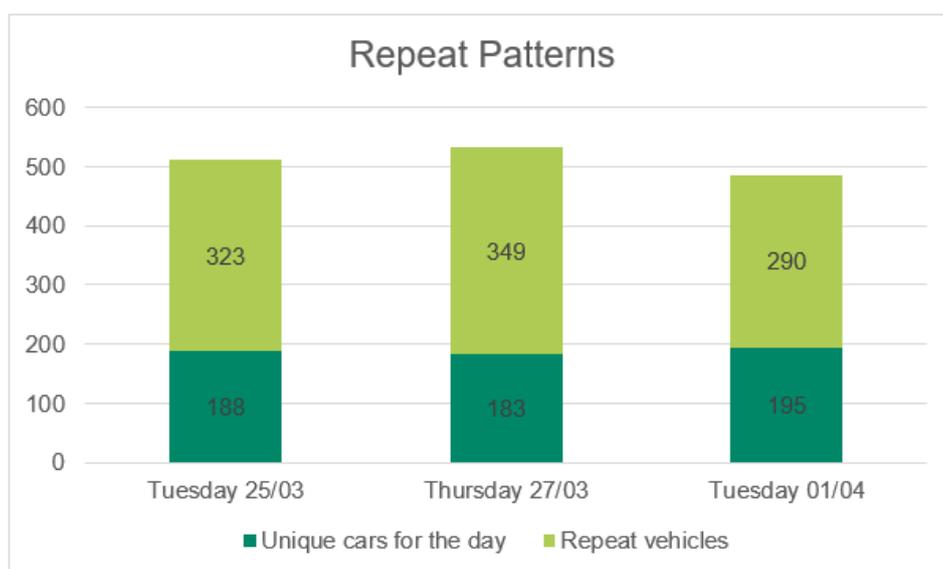


Figure 7-2: Repeat Patterns

Table 7-1: Tuesday 25th March Weekday Occupancy

Street	Zone	Time Slot				
		1	2	3	4	5
Sherwood Drive (A)	East	100%	100%	100%	105%	100%
Sherwood Drive (B)	East	113%	100%	100%	88%	100%
Bletchley Station car park	East	30%	47%	59%	64%	63%
Sherwood Drive car Park	East	26%	47%	60%	60%	60%
Tiltman Lane	East	37%	30%	33%	37%	40%
Welchman Court	East	40%	23%	23%	37%	30%
Highfield Close	North	82%	59%	35%	35%	47%
Colossus Way (A)	North	57%	47%	47%	53%	53%
Colossus Way (B)	North	57%	34%	53%	45%	57%
Faulkner Drive	North	39%	32%	39%	50%	39%
Alford Place	North	25%	25%	33%	42%	33%

Street	Zone	Time Slot				
		1	2	3	4	5
Home Close	North	36%	27%	27%	27%	27%
Archers Wells	North	15%	15%	15%	15%	23%
Ultra Avenue	North	15%	13%	13%	15%	5%
Whalley Drive (E)	North	8%	10%	14%	0%	10%
Whalley Drive (A)	North	8%	3%	3%	0%	5%
Whalley Drive (D)	North	2%	0%	6%	0%	4%
Wilkinson Close	South	52%	52%	39%	52%	65%
Kipling Road	South	37%	33%	33%	37%	37%
Cottingham Grove (C)	South	30%	37%	30%	35%	37%
Cottingham Grove (A)	South	30%	75%	15%	19%	19%
Chaucer Road	South	17%	25%	25%	29%	29%
Browning Crescent	South	30%	23%	23%	20%	25%
Cottingham Grove (B)	South	21%	24%	18%	20%	20%
Coleridge Close	South	9%	9%	9%	12%	9%
Masfield Grove	South	7%	7%	9%	11%	14%
Burns Road	South	3%	3%	3%	7%	7%
Buckingham Road	South	5%	8%	5%	5%	5%
The Elms	West	40%	32%	30%	38%	38%
Elmers Park	West	29%	26%	33%	37%	33%
Roche Gardens	West	37%	24%	37%	16%	24%
The Grove	West	18%	18%	18%	18%	18%
Travis Grove	West	13%	13%	13%	17%	17%
Church Green Road (B)	West	10%	12%	12%	15%	15%
Whalley Drive (F)	West	9%	6%	14%	14%	11%
South Lawne	West	10%	12%	13%	7%	10%
Craigmore Avenue	West	7%	9%	13%	9%	11%
Park Gardens	West	4%	4%	4%	4%	4%

Table 7-2: Thursday 27th March Weekday Occupancy

Street	Zone	Time Slot				
		1	2	3	4	5
Sherwood Drive (A)	East	100%	95%	100%	100%	105%
Sherwood Drive (B)	East	100%	100%	100%	100%	100%
Bletchley Station car park	East	36%	44%	53%	57%	59%
Sherwood Drive car park	East	16%	66%	77%	76%	73%
Tiltman Lane	East	33%	43%	43%	43%	40%
Welchman Court	East	23%	20%	20%	17%	13%

Street	Zone	Time Slot				
		1	2	3	4	5
Highfield Close	North	82%	24%	47%	47%	47%
Colossus Way (A)	North	53%	47%	62%	60%	55%
Colossus Way (B)	North	45%	38%	49%	42%	45%
Faulkner Drive	North	50%	32%	39%	43%	32%
Alford Place	North	25%	25%	33%	33%	33%
Home Close	North	45%	36%	9%	36%	27%
Archers Wells	North	15%	15%	15%	15%	15%
Ultra Avenue	North	18%	10%	10%	10%	10%
Whalley Drive (E)	North	6%	4%	2%	0%	0%
Whalley Drive (A)	North	5%	5%	3%	3%	3%
Whalley Drive (D)	North	4%	8%	6%	6%	4%
Wilkinson Close	South	91%	91%	104%	104%	117%
Kipling Road	South	33%	33%	33%	37%	33%
Cottingham Grove (C)	South	23%	28%	28%	28%	35%
Cottingham Grove (A)	South	26%	64%	26%	26%	23%
Chaucer Road	South	17%	42%	17%	17%	21%
Browning Crescent	South	30%	18%	22%	18%	18%
Cottingham Grove (B)	South	25%	22%	17%	21%	21%
Coleridge Close	South	18%	15%	18%	21%	18%
Masfield Grove	South	11%	11%	11%	11%	11%
Burns Road	South	10%	10%	7%	10%	10%
Buckingham Road	South	5%	8%	6%	8%	6%
The Elms	West	35%	30%	32%	38%	30%
Elmers Park	West	15%	15%	33%	37%	44%
Roche Gardens	West	33%	16%	16%	8%	8%
The Grove	West	18%	14%	14%	18%	14%
Travis Grove	West	13%	13%	13%	13%	8%
Church Green Road (B)	West	12%	13%	10%	14%	14%
Whalley Drive (F)	West	2%	6%	5%	8%	2%
South Lawne	West	9%	9%	5%	6%	12%
Craigmore Avenue	West	7%	9%	11%	9%	11%
Park Gardens	West	4%	0%	4%	0%	0%

Table 7-3: Tuesday 1st April Weekday Occupancy

Street	Zone	Time Slot				
		1	2	3	4	5
Sherwood Drive (A)	East	95%	95%	95%	95%	95%
Sherwood Drive (B)	East	75%	100%	100%	100%	100%
Bletchley Station car park	East	46%	54%	62%	64%	64%
Sherwood Drive car park	East	15%	55%	68%	71%	73%
Tiltman Lane	East	23%	30%	33%	33%	33%
Welchman Court	East	27%	27%	30%	20%	20%
Highfield Close	North	71%	35%	59%	59%	47%
Colossus Way (A)	North	34%	23%	28%	30%	30%
Colossus Way (B)	North	38%	38%	26%	26%	30%
Faulkner Drive	North	50%	36%	39%	39%	29%
Alford Place	North	92%	67%	67%	67%	67%
Home Close	North	45%	36%	36%	36%	36%
Archers Wells	North	8%	15%	23%	15%	15%
Ultra Avenue	North	23%	18%	10%	10%	13%
Whalley Drive (E)	North	4%	2%	6%	4%	10%
Whalley Drive (A)	North	13%	8%	8%	5%	5%
Whalley Drive (D)	North	4%	4%	12%	6%	10%
Wilkinson Close	South	52%	52%	52%	65%	65%
Kipling Road	South	37%	29%	33%	33%	33%
Cottingham Grove (C)	South	26%	26%	30%	26%	30%
Cottingham Grove (A)	South	30%	53%	26%	26%	38%
Chaucer Road	South	13%	8%	13%	17%	8%
Browning Crescent	South	18%	15%	15%	12%	13%
Cottingham Grove (B)	South	24%	24%	17%	16%	13%
Coleridge Close	South	12%	12%	12%	12%	15%
Masfield Grove	South	11%	11%	11%	11%	11%
Burns Road	South	7%	3%	7%	7%	3%
Buckingham Road	South	4%	4%	4%	4%	4%
The Elms	Western	46%	32%	24%	22%	24%
Elmers Park	Western	18%	29%	33%	29%	29%
Roche Gardens	Western	33%	20%	16%	24%	24%
The Grove	Western	18%	14%	14%	18%	18%
Travis Grove	Western	13%	13%	8%	8%	8%
Church Green Road (B)	Western	13%	12%	14%	16%	18%
Whalley Drive (F)	Western	2%	9%	13%	19%	17%
South Lawne	Western	8%	6%	10%	14%	13%

Craigmore Avenue	Western	5%	5%	7%	5%	5%
Park Gardens	Western	4%	4%	4%	4%	4%

Weekend Surveys

7.2.11 On Saturdays, parking occupancy remains steady throughout the day across all streets, with little variation between time slots. Match days do not appear to have a noticeable impact on parking levels, as no significant increase in occupancy was observed compared with the non-match day. In fact, there were small decreases in parking on Neath Crescent and Buckfast Avenue during match days, though these changes were negligible.

Table 7-4: Saturday 22nd March (Without Match) Occupancy

Street	Time Slot		
	1	2	3
Cheneys Walk	17%	20%	24%
The Linx	10%	8%	9%
Glastonbury Close	15%	19%	15%
Westminster Drive	6%	5%	13%
Neath Crescent	42%	32%	37%
Buckfast Avenue	48%	43%	40%
Spelows Road	15%	18%	15%
Banburies Close	9%	14%	14%
Whalley Drive (B)	3%	1%	1%
Melrose Avenue (A)	14%	14%	18%
Whalley Drive (C)	2%	9%	7%
Calluna Drive	22%	15%	15%
Greenlaw Place	40%	27%	27%
Lintlaw Place	17%	25%	25%
Kerria Place	29%	29%	21%
Bushy Close	15%	18%	18%
Whaddon Way (A)	5%	7%	6%
Whaddon Way (B)	17%	13%	15%
Dorchester Avenue	43%	40%	45%
Melrose Avenue (B)	3%	6%	10%
Melrose Avenue (C)	20%	14%	7%

Table 7-5: Saturday 29th March (Without Match) Occupancy

Street	Time Slot		
	1	2	3
Cheneys Walk	24%	20%	20%
The Linx	12%	18%	18%
Glastonbury Close	15%	17%	28%
Westminster Drive	29%	29%	24%
Neath Crescent	34%	29%	32%
Buckfast Avenue	35%	45%	50%

Street	Time Slot		
	1	2	3
Spenlows Road	11%	14%	21%
Banburies Close	14%	14%	14%
Whalley Drive (B)	1%	1%	2%
Melrose Avenue (A)	20%	19%	27%
Whalley Drive (C)	7%	7%	7%
Calluna Drive	27%	22%	17%
Greenlaw Place	20%	27%	27%
Lintlaw Place	17%	17%	33%
Kerria Place	43%	36%	36%
Bushy Close	17%	15%	17%
Whaddon Way (A)	10%	7%	9%
Whaddon Way (B)	20%	19%	19%
Dorchester Avenue	45%	58%	49%
Melrose Avenue (B)	10%	19%	23%
Melrose Avenue (C)	12%	12%	10%

8.

Summary and Potential Options

8. Summary and Potential Options

8.1 Summary

- 8.1.1 This section provides an overview of the study, including the scope of surveys conducted, key findings, and outcomes.
- 8.1.2 The basis of the study has been to establish the current use of car parking in West Bletchley, primarily on-street parking in residential areas. Off-street parking (specifically Bletchley Train Station car park) is also of interest in order to gain a broader picture of car parking availability and usage in the area.
- 8.1.3 Site visits were conducted to identify current parking issues, evaluate potential links between parking behaviour and local destinations, and observe the duration of vehicle stays. The study also examined the extent of non-compliance with existing parking restrictions.
- 8.1.4 An audit of current parking conditions was completed and summarised. This included a comparison of parking costs at Bletchley, Milton Keynes Central, Wolverton, Leighton Buzzard and Tring train stations (main car parks). This comparison showed that Bletchley Station Car Park offers the most economical weekday parking, with both low daily rates (especially off-peak) and the cheapest weekly permit, along with a 521-space capacity. The availability of free on-street parking is likely to vary significantly between the stations.
- 8.1.5 Surveys were carried out across residential streets to record parking levels throughout the day and to identify any other issues such as illegal parking, vehicle idling, parking layout, and pedestrian accessibility.
- 8.1.6 Parking data was collected through in-person surveys conducted on three weekdays and two Saturdays. The weekend surveys were designed to compare parking occupancy on a match day for Milton Keynes Dons and a non-match Saturday.
- 8.1.7 Key findings include:
- **Bletchley Station Car Park** operated well below capacity during the survey period, with a peak occupancy of 64% on Tuesday, 1st April.
 - **Sherwood Drive layby**, adjacent to the station entrance, had no visible restrictions and remained fully occupied at all surveyed times, with a low turnover of spaces throughout the day.
- 8.1.8 Residential streets within a 12-minute walk of the station experienced fairly high occupancy levels, likely due to a mix of residents, visitors, and rail commuters. These areas are particularly vulnerable to increased demand, especially with potential schemes like East West Rail.
- 8.1.9 No instances of illegal, dangerous or obstructive parking were observed, and where parking across driveways were identified, it was deemed these were residents or visitors to the adjacent property.
- 8.1.10 Parking occupancy across all surveyed days and time slots remained fairly consistent. The duration of stay was classified as:
- **Short Stay** – present in one time slot
 - **Medium Stay** – present in two or three time slots

- **Long Stay** – present in four or five time slots

- 8.1.11 Long-stay parking accounted for over one-third of all observed vehicles, suggesting frequent use by commuters, nearby workers, or local residents.
- 8.1.12 Weekend data showed stable occupancy levels throughout the day, with little variation. Match days did not appear to impact parking, and in some areas—such as Neath Crescent and Buckfast Avenue—occupancy slightly decreased, though these changes were minimal.
- 8.1.13 Parking levels could depend the visiting football team (and whether their supporters would be more likely to drive to the stadium) and may vary by time of year, and issues may be more pronounced for special events like music concerts which are occasionally held at the stadium, which could generate traffic during the evening period when residents are more likely to be at home therefore creating additional pressures on parking supply.

8.2 Potential Options

- 8.2.1 Whilst the study has indicated that current on-street parking does not at present cause disruption, parking locations in the East, North and South Zones could be more susceptible to increases in demand, potentially as a result of East West Rail, local regeneration/development schemes or other influencing trip attractors. It is however important to note that the impacts of East West Rail are not yet known with a range of possible outcomes depending on travel patterns, service levels, and wider transport behaviours.
- 8.2.2 Introducing parking restrictions on Sherwood Drive may encourage greater use of the station car park; however, it also carries the risk of displacing vehicles onto nearby residential streets, with those immediately nearby such as Turing Gate, Alford Place, Faulkner Drive and Colossus Way being potentially at greater risk. Some of these roads have less off-street parking or reserved on-street parking for residents.
- 8.2.3 At present, there is no clear evidence that current parking on Sherwood Drive is causing disruption to the surrounding area or other drivers, although several buses operated by Arriva do travel northbound and southbound on this road and may potentially experience some disruption when passing the parked vehicles. From casual observations the road appears wide enough to accommodate two passing cars comfortably however larger vehicles like buses may need to pass each other more cautiously.
- 8.2.4 Introducing additional permit zones, double yellow lines or physical design measures, such as road narrowing, raised kerbs or traffic calming, in the North, South and East zones would be effective in discouraging parking by commuters, however the same restrictions would apply to residents and their visitors, and it could also have a displacement effect.
- 8.2.5 There could be several reasons as to why the station car park is not better used, cost being the main one. The cost of parking at the station is cheaper than other station car parks along the West Coast Main Line and therefore could be considered good value. The lower cost may have been set to reflect that the station car park is in a more built-up, residential area with free on-street parking, compared to some of the other stations (for example Milton Keynes Central is located in a built-up commercial area with a lot of parking restrictions and an abundance of off-street parking).
- 8.2.6 No evidence has been found that match days at Stadium MK is causing an increase in on-street parking in West Bletchley. It could be that matches are affecting other

areas to a greater extent, including surrounding industrial estates surrounding the stadium. The level of parking may be influenced by the visiting club and how its supporters are travelling to the stadium, and may be more pronounced by other types of events such as music concerts which take place in evenings when residents are at home, therefore creating more pressures on parking supply.

