



Bradwell Parish Council

Email

Civic Offices,
1 Saxon Gate East
Milton Keynes
MK9 3EJ

03 December 2025

Ref: Impact of Central Milton Keynes Development on Parking Provision and Accessibility

Dear

Bradwell Parish Council resolved at the last meeting of the Parish Council, on 01 December 2025, that I write to you to request:

- Evidence supporting the 0.33-cars-per-household assumption used in CMK build-to-rent developments.
- A review of parking provision standards for CMK developments in light of actual car ownership data.
- Assessment of how reduced parking in CMK could impact accessibility and operational costs for neighbouring parishes.
- Consideration of the wider impact on accessibility and parking overspill into neighbouring parishes.

By way of background information the paper (copied and pasted below, see Appendix), was considered in detail at the last meeting of the Parish Council, and the requests above approved.

Yours sincerely,

Philip Farquharson, Clerk for Bradwell Parish Council

Impact of Central Milton Keynes Development on Parking Provision and Accessibility

Background

We wish to raise concerns regarding the potential impact of new residential developments proposed by Milton Keynes City Council (MKCC) on neighbouring parishes. If the planned blocks of flats are built with insufficient parking provision, this could lead to increased demand for on-street parking beyond CMK’s boundaries. This would likely result in parking overspill into our parish and reduce the availability of spaces currently used by our residents and visitors. In addition, any reduction in parking availability within CMK itself would directly reduce accessibility for our residents to key facilities in the city centre — including shops, workplaces, leisure venues, and essential services.

Issues Identified

The **Milton Keynes Parking Standards SPD (2023)** allows for only **0.33 parking spaces per household** in *build-to-rent* schemes, compared with approximately **1.33 spaces per household** for typical residential dwellings. However, census data for Central Milton Keynes indicates an average close to **one car per household**. Unless parking provision is aligned with realistic car ownership levels, the imbalance will create long-term pressures across parish boundaries and limit residents’ ability to access CMK conveniently.

Summary Questions for Milton Keynes City Council

1. Will the CMK developments provide enough parking spaces per household to match actual car ownership levels?
2. Has the likely parking overspill into neighbouring parishes been assessed and mitigated?
3. Has the **impact on access to CMK facilities** (shopping, work, leisure, and essential services) from our parish been assessed and mitigated in a way that **does not increase the day-to-day operational cost** of providing access for our residents?
4. Can Milton Keynes City Council review its parking requirement (0.33 per household) to reflect real car usage (around 1 per household) and maintain accessibility for all residents?
5. Can Milton Keynes planners provide evidence that the **0.33-cars-per-household** model is appropriate for Milton Keynes — given that the city’s unique grid layout, distances, and point-to-point design make it far more car-dependent than traditionally structured UK cities?

Data Source	Metric	Value
Central Milton Keynes Census 2021 – Car or Van Availability	Households	2,187
	Number of cars or vans	2,193
Milton Keynes Parking Standards SPD 2023 (PDF)	Build-to-Rent	0.33 spaces per unit
	Typical Residential	1 + 0.33 unallocated spaces per unit