

West Bletchley On-Street Parking Study

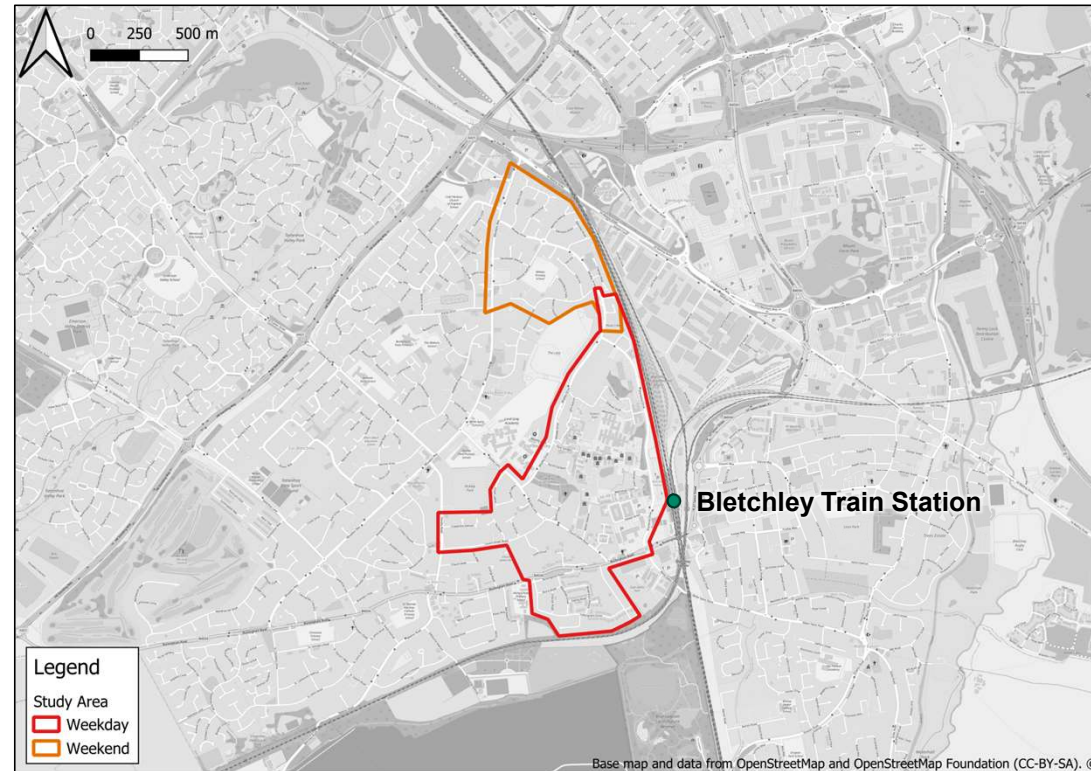
Initial Results

April 2025

Study Context

Local Area

- Bletchley is a historic Victorian town, now part of Milton Keynes. It has limited walking and cycling infrastructure compared to newer areas of the city.
- West Bletchley lies west of the West Coast Main Line, bounded by the A421 to the north and the East West Rail (Varsity) line to the south.
- Bletchley Station sits on the eastern edge of the study area, with access only from the west of the rail line. It has a paid car park and is expected to see increased footfall once East West Rail services begin between Milton Keynes and Oxford (expected later in 2025).
- The Environmental Statement for EWR estimates an additional 1,785 daily passengers using the station in 2031.
- Key local destinations include Milton Keynes College, Bletchley Park, multiple schools, and commercial sites along Water Eaton Road and Sherwood Drive.



Methodology

- Site visits were conducted to assess current car parking usage in West Bletchley, with a focus on residential on-street parking, Bletchley Station car park and a small off-street car park on Sherwood Drive adjacent to Challenge House Business Centre.
- Observations intended to be recorded would include:
 - Parking occupancy and duration of stay
 - Instances of illegal parking and idling
 - General layout and condition of car parking
- A database has been compiled covering all surveyed streets and the station car park, recording:
 - Vehicle counts
 - Estimated capacity
 - Exemplary evidence of restrictions being ignored
- Findings will inform on current parking conditions, and could lead to recommendations to improve parking provision if deemed necessary

Site Visits - Surveying

Weekday Process



Parking surveys were conducted across five dates:

- Tuesday 25/03,
- Thursday 27/03,
- Tuesday 01/04,



On weekdays, observations were carried out across five time slots between 07:15 and 12:30, each lasting 45 minutes with sufficient buffer time for surveyors to move between different sections of the study area.

- Weekday Slot 1: 07:15 - 08:00
- Weekday Slot 2: 08:30 - 09:15
- Weekday Slot 3: 09:45 - 10:30
- Weekday Slot 4: 10:45 - 11:30
- Weekday Slot 5: 11:45 - 12:30



The surveys aimed to measure parking occupancy, identify hotspots, and compare patterns.

All survey data was compiled and analysed in a master spreadsheet, allowing for a comprehensive review of parking patterns.

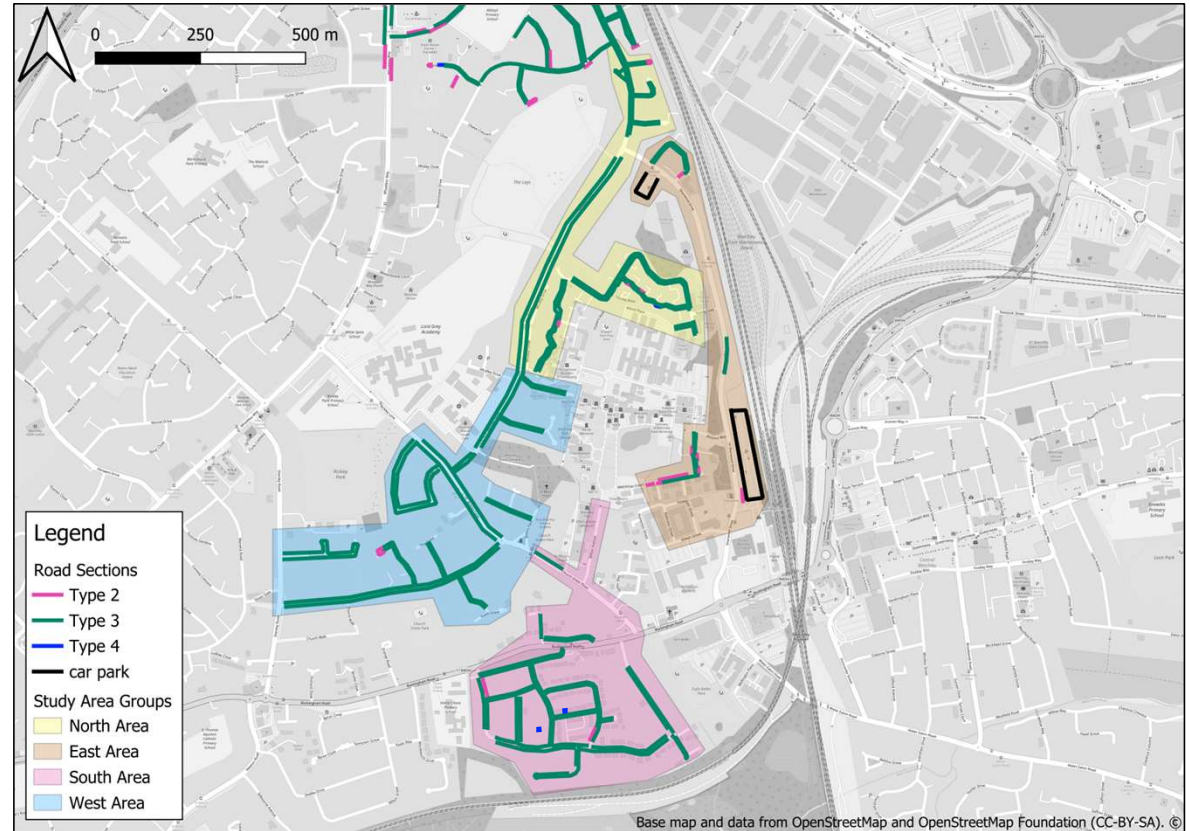
Site Visits - Weekdays

The study area was divided into four zones: North, South, East and West, with survey teams assigned to each.

Roads were divided into smaller Sections to ensure consistency in data recording. For each Section, existing restrictions were identified using aerial and street-level imagery.

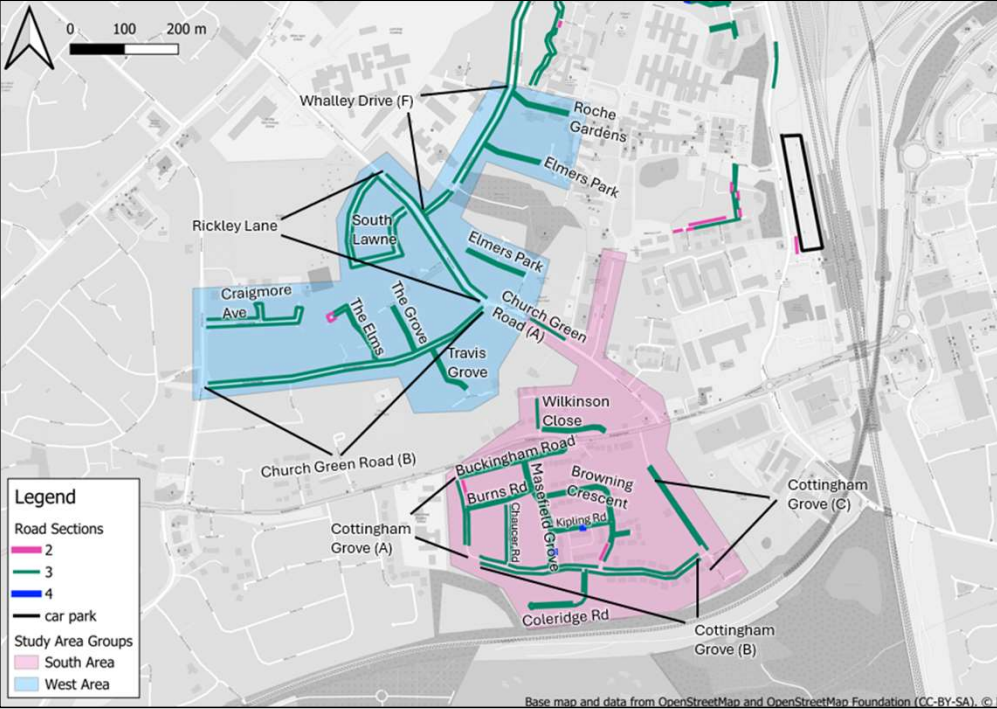
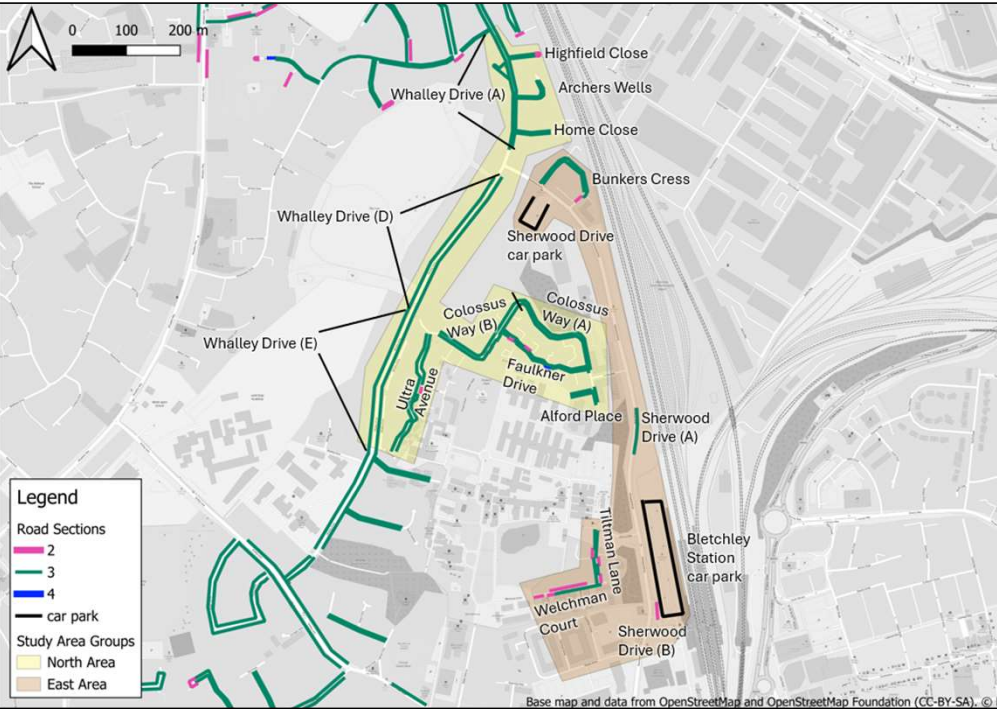
Survey teams recorded the number of parked vehicles by on-street parking **Type**:

- Type 1**: Marked on-road parking bays
- Type 2**: Unrestricted laybys
- Type 3**: Unrestricted kerbside parking
- Type 4**: Reserved bays (e.g. disabled users)
- Car Parks** (Station car park and Sherwood Drive car park)
- Areas not marked are assumed to be available for parking*



* Driveways and private accesses to properties were not specifically excluded from the surveys, however they have been accounted for in capacity estimations

Site Visits - Weekdays



Weekend Process



Parking surveys were conducted across Saturdays:

- 22/03 (non-match day)
- 29/03 (MK Dons home fixture).



On weekends, observations were carried out across three time slots between midday and 15:00, each lasting 45 minutes with sufficient buffer time for surveyors to move between different sections of the study area.

- Weekend Slot 1: 12:00 - 12:45
- Weekend Slot 2: 13:00 - 13:45
- Weekend Slot 3: 14:00 - 15:00



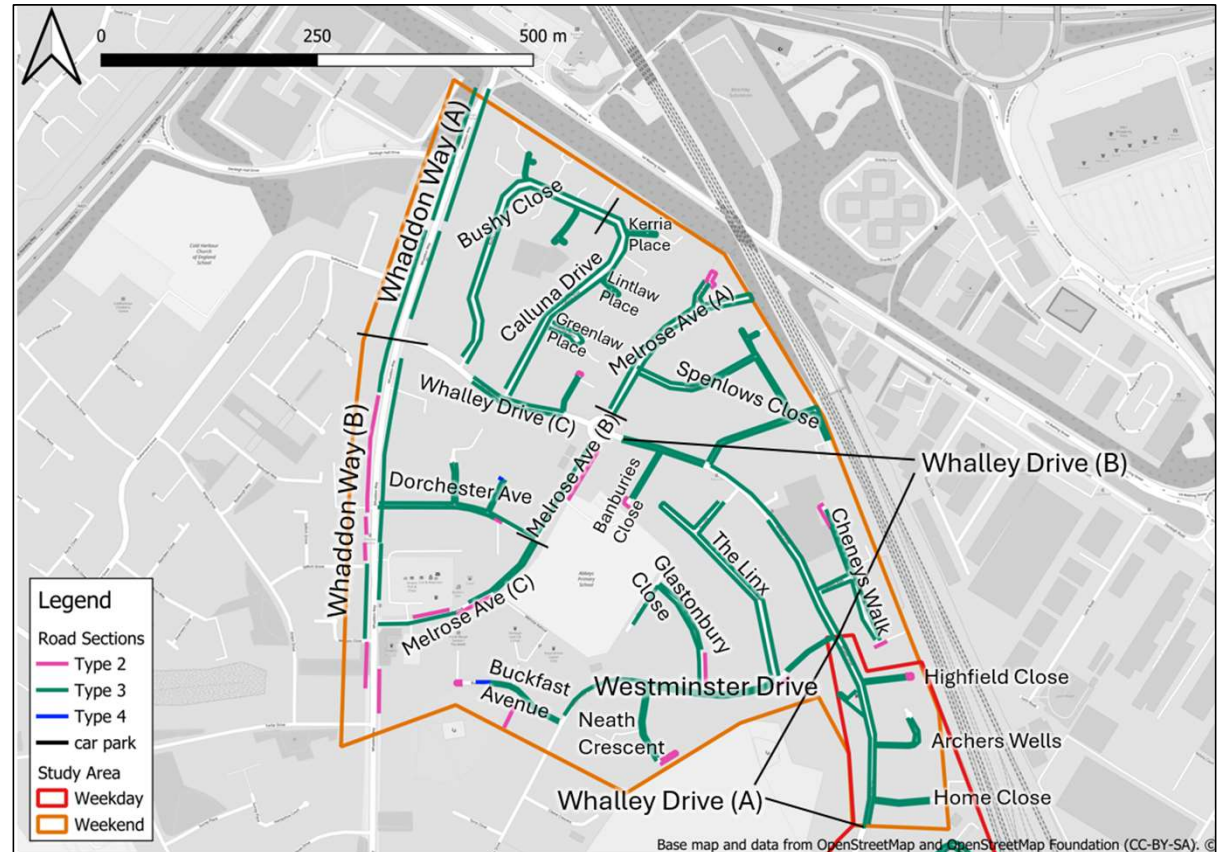
The surveys aimed to measure parking occupancy, identify hotspots, and compare patterns.

All survey data was compiled and analysed in a master spreadsheet, allowing for a comprehensive review of parking patterns.

Site Visits - Weekend

Based on AECOM's initial review, the Saturday survey area is different from the weekday focus, as some locations within the original study area lie over 1.5 miles from the stadium and are therefore considered less likely to attract matchday parking.

For the Saturday survey, we focused on a more contained area, north of the weekday study area. This is within walking distance of the footbridge over the railway line between Spenlows Road and Sinclair Court/Watling Street.



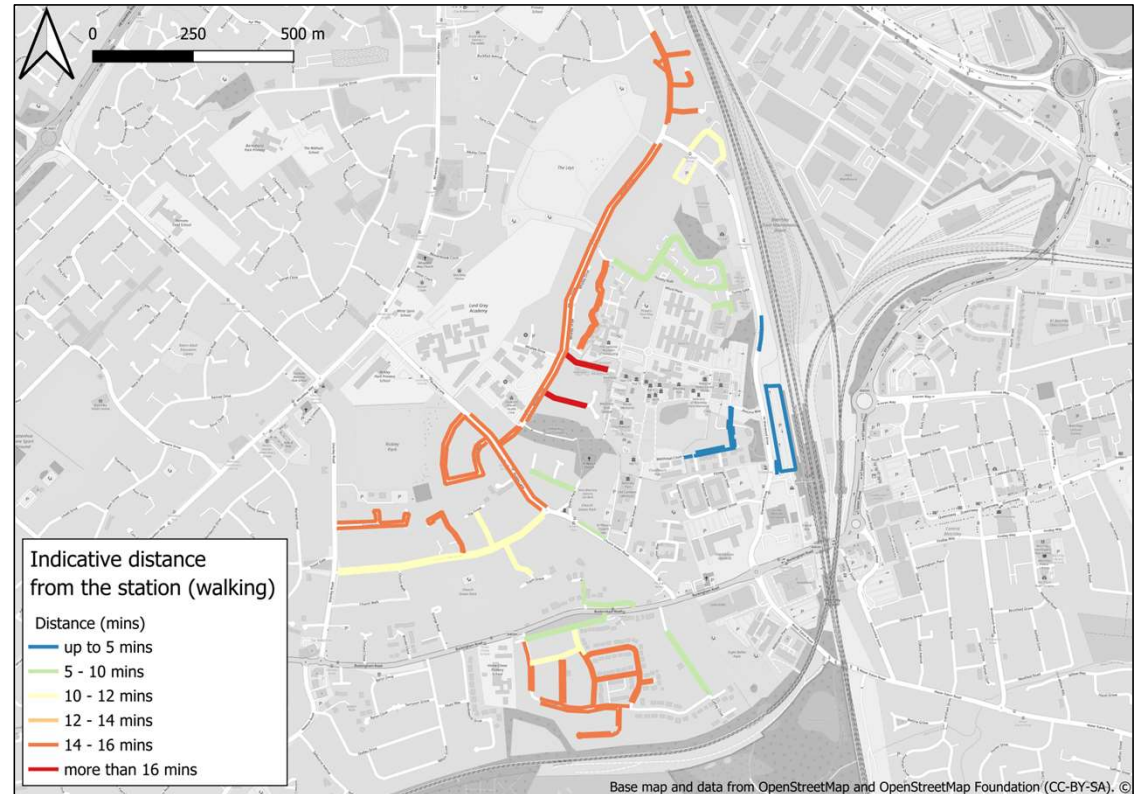
Proximity to the Station

A distance-based heat map was developed to illustrate how close each surveyed location is to the train station.

This helps identify which streets are considered more likely to attract commuter parking under current conditions and which could become more desirable if demand at the station increases or parking pressures shift.

Areas within a short walking distance could experience additional parking, for example once East West Rail services begin.

Tiltman Lane, Welchman Court are considered most susceptible to increased parking given their proximity to the station, MK College and Bletchley Park, as well as the small estate accessed from Turing Gate to the north, and Cottingham Grove to the south.



Survey Results

Occupancy Study

Using measured link lengths (using Open Street Map) and an estimated reduction factor to account for intermittent driveways, junctions, and where parking on only one side of the road is feasible, an indicative on-street parking capacity has been estimated.

This has allowed the calculation of occupancy rates for each street within the study area.



Street Occupancy – Tuesday 25/03

Observations:

- Streets within an approximate 12-minute walk are closer to capacity. Observed parked vehicles may be residents, visitors or commuters
- Occupancy remains broadly consistent throughout each time slot on each street.
- Highfield Close reduces in occupancy from 7am – indicative of residents leaving
- Cottingham Grove occupancy increases between 8:30 – 09:15 which is linked to drop offs at Holne Chase Primary School
- Bletchley Station Car Park remains under capacity (max 64%)
- Sherwood Drive layby (immediately adjacent to the station vehicle entrance) appears to be un-restricted and at full capacity

Indicative distance from the station (walking)

- up to 5 mins
- 5 - 10 mins
- 10 - 12 mins
- 12 - 14 mins
- 14 - 16 mins
- more than 16 mins

Slot 1: 07:15 - 08:00
Slot 2: 08:30 - 09:15
Slot 3: 09:45 - 10:30
Slot 4: 10:45 - 11:30
Slot 5: 11:45 - 12:30

Locations in order of proximity to the station

	Time Slot				
	1	2	3	4	5
Bletchley Station car park	30%	47%	59%	64%	63%
Sherwood Drive (B)	113%	100%	100%	88%	100%
Welchman Court	40%	23%	23%	37%	30%
Tiltman Lane	37%	30%	33%	37%	40%
Sherwood Drive (A)	100%	100%	100%	105%	100%
Alford Place	25%	25%	33%	42%	33%
Wilkinson Close	52%	52%	39%	52%	65%
Colossus Way (A)	57%	47%	47%	53%	53%
Faulkner Drive	39%	32%	39%	50%	39%
Buckingham Road	5%	8%	5%	5%	5%
Cottingham Grove (C)	30%	37%	30%	35%	37%
Elmers Park	29%	26%	33%	37%	33%
Colossus Way (B)	57%	34%	53%	45%	57%
Sherwood Drive Car Park	26%	47%	60%	60%	60%
Burns Road	3%	3%	3%	7%	7%
Church Green Road (B)	10%	12%	12%	15%	15%
Travis Grove	13%	13%	13%	17%	17%
The Grove	18%	18%	18%	18%	18%
Cottingham Grove (A)	30%	75%	15%	19%	19%
Ultra Avenue	15%	13%	13%	15%	5%
Home Close	36%	27%	27%	27%	27%
Cottingham Grove (B)	21%	24%	18%	20%	20%
Chaucer Road	17%	25%	25%	29%	29%
Masefield Grove	7%	7%	9%	11%	14%
Browning Crescent	30%	23%	23%	20%	25%
Coleridge Close	9%	9%	9%	12%	9%
Kipling Road	37%	33%	33%	37%	37%
Whalley Drive (F)	9%	6%	14%	14%	11%
The Elms	40%	32%	30%	38%	38%
Whalley Drive (E)	8%	10%	14%	0%	10%
Whalley Drive (D)	2%	0%	6%	0%	4%
Whalley Drive (A)	8%	3%	3%	0%	5%
Highfield Close	82%	59%	35%	35%	47%
Archers Wells	15%	15%	15%	15%	23%
South Lawne	10%	12%	13%	7%	10%
Craigmore Avenue	7%	9%	13%	9%	11%
Roche Gardens	37%	24%	37%	16%	24%
Park Gardens	4%	4%	4%	4%	4%

Street Occupancy – Thursday 27/03

Observations:

- Streets within an approximate 12-minute walk are closer to capacity. These vehicles may be residents, visitors or commuters
- Thursday shows a higher level of occupancy compared with both Tuesdays
- Occupancy remains broadly consistent throughout each time slot on each street.
- Highfield Close reduces in occupancy from 7am – indicative of residents leaving
- Cottingham Grove occupancy increases between 8:30 – 09:15 which is linked to school drop offs at Holne Chase Primary School
- Bletchley Station Car Park remains under capacity (max 59%)
- Sherwood Drive layby (immediately adjacent to the station vehicle entrance) appears to be un-restricted and at full capacity

Indicative distance from the station (walking)

- up to 5 mins
- 5 - 10 mins
- 10 - 12 mins
- 12 - 14 mins
- 14 - 16 mins
- more than 16 mins

Slot 1: 07:15 - 08:00
Slot 2: 08:30 - 09:15
Slot 3: 09:45 - 10:30
Slot 4: 10:45 - 11:30
Slot 5: 11:45 - 12:30

Locations in order of proximity to the station

	Time Slot				
	1	2	3	4	5
Bletchley Station car park	36%	44%	53%	57%	59%
Sherwood Drive (B)	100%	100%	100%	100%	100%
Welchman Court	23%	20%	20%	17%	13%
Tiltman Lane	33%	43%	43%	43%	40%
Sherwood Drive (A)	100%	95%	100%	100%	105%
Alford Place	25%	25%	33%	33%	33%
Wilkinson Close	91%	91%	104%	104%	117%
Colossus Way (A)	53%	47%	62%	60%	55%
Faulkner Drive	50%	32%	39%	43%	32%
Buckingham Road	5%	8%	6%	8%	6%
Cottingham Grove (C)	23%	28%	28%	28%	35%
Elmers Park	15%	15%	33%	37%	44%
Colossus Way (B)	45%	38%	49%	42%	45%
Sherwood Drive Car Park	16%	66%	77%	76%	73%
Burns Road	10%	10%	7%	10%	10%
Church Green Road (B)	12%	13%	10%	14%	14%
Travis Grove	13%	13%	13%	13%	8%
The Grove	18%	14%	14%	18%	14%
Cottingham Grove (A)	26%	64%	26%	26%	23%
Ultra Avenue	18%	10%	10%	10%	10%
Home Close	45%	36%	9%	36%	27%
Cottingham Grove (B)	25%	22%	17%	21%	21%
Chaucer Road	17%	42%	17%	17%	21%
Masefield Grove	11%	11%	11%	11%	11%
Browning Crescent	30%	18%	22%	18%	18%
Coleridge Close	18%	15%	18%	21%	18%
Kipling Road	33%	33%	33%	37%	33%
Whalley Drive (F)	2%	6%	5%	8%	2%
The Elms	35%	30%	32%	38%	30%
Whalley Drive (E)	6%	4%	2%	0%	0%
Whalley Drive (D)	4%	8%	6%	6%	4%
Whalley Drive (A)	5%	5%	3%	3%	3%
Highfield Close	82%	24%	47%	47%	47%
Archers Wells	15%	15%	15%	15%	15%
South Lawne	9%	9%	5%	6%	12%
Craigmore Avenue	7%	9%	11%	9%	11%
Roche Gardens	33%	16%	16%	8%	8%
Park Gardens	4%	0%	4%	0%	0%

Street Occupancy – Tuesday 01/04

Observations:

- Streets within an approximate 12-minute walk are closer to capacity. These vehicles may be residents or commuters
- Occupancy remains broadly consistent throughout each time slot on each street
- Highfield Close reduces in occupancy from 7am – indicative of residents leaving
- Cottingham Grove occupancy increases between 8:30 – 09:15 which is linked to school drop offs at Holne Chase Primary School
- Bletchley Station Car Park remains under capacity (max 64%)
- Sherwood Drive layby (adjacent to the station) appears to be un-restricted and at broadly at full capacity

Indicative distance from the station (walking)

- up to 5 mins
- 5 - 10 mins
- 10 - 12 mins
- 12 - 14 mins
- 14 - 16 mins
- more than 16 mins

Slot 1: 07:15 - 08:00
Slot 2: 08:30 - 09:15
Slot 3: 09:45 - 10:30
Slot 4: 10:45 - 11:30
Slot 5: 11:45 - 12:30

Locations in order of proximity to the station

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

Street Occupancy – Saturday 22/03 and 29/03

Observations:

- Occupancy remains broadly consistent throughout each time slot on each street
- There is no notable increases in occupancy on Match day
- Minor reductions in occupancy on Neath Crescent and Buckfast Avenue on match day

Without Match

	Time Slot		
	1	2	3
Home Close	27%	18%	23%
Archers Wells	8%	8%	4%
Highfield Close	29%	18%	24%
Whalley Drive (A)	5%	3%	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%
Spenslow 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%

With Match

	Time Slot		
	1	2	3
Home Close	27%	27%	32%
Archers Wells	15%	12%	19%
Highfield Close	29%	41%	47%
Whalley Drive (A)	4%	0%	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%
Spenslow 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%

Time Slot 1: 12:00 - 12:45

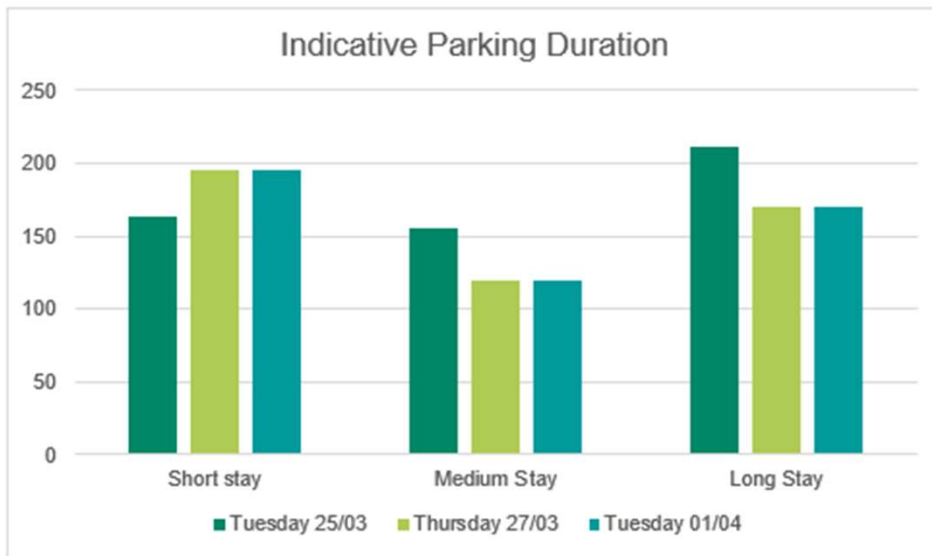
Time Slot 2: 13:00 - 13:45

Time Slot 3: 14:00 - 14:45

Indicative Duration of Stay

Recorded partial license plates were used to track vehicles across time slots.

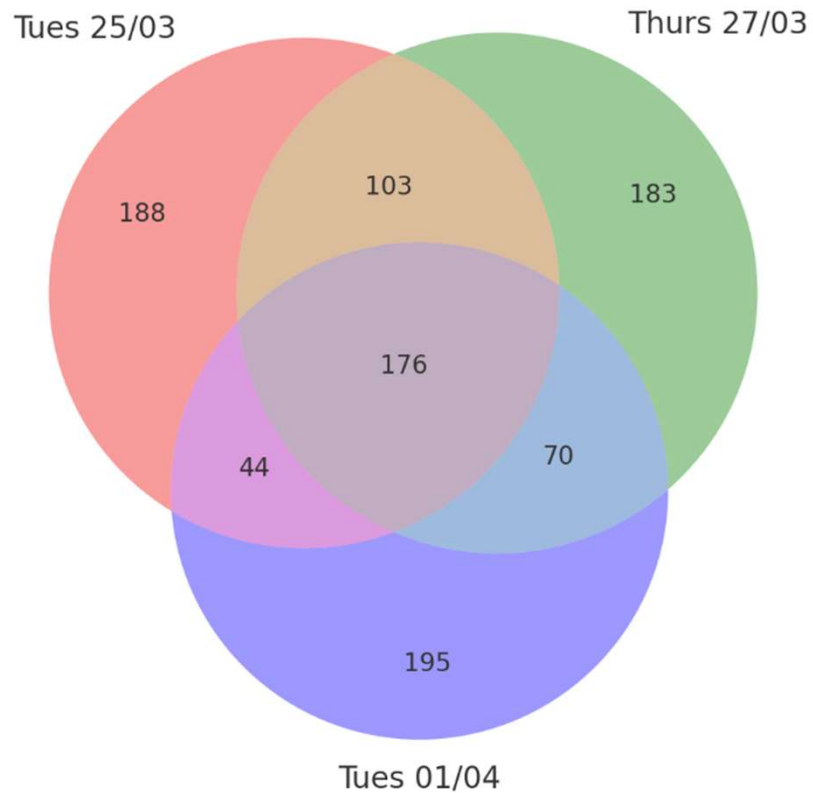
- **Short Stay** – cars only seen in one time slot
- **Medium Stay** – cars seen across 2 or 3 time slots
- **Long Stay** – cars seen across 4 or 5 time slots



Across all surveyed days, 'long-stay' parking consistently accounted for over a third of total parked vehicles. This could suggest long-stay use is common, potentially linked to rail or workplace commuting, or just residents parking outside their houses.

*data on Tue 25/03 included the station car park vehicles

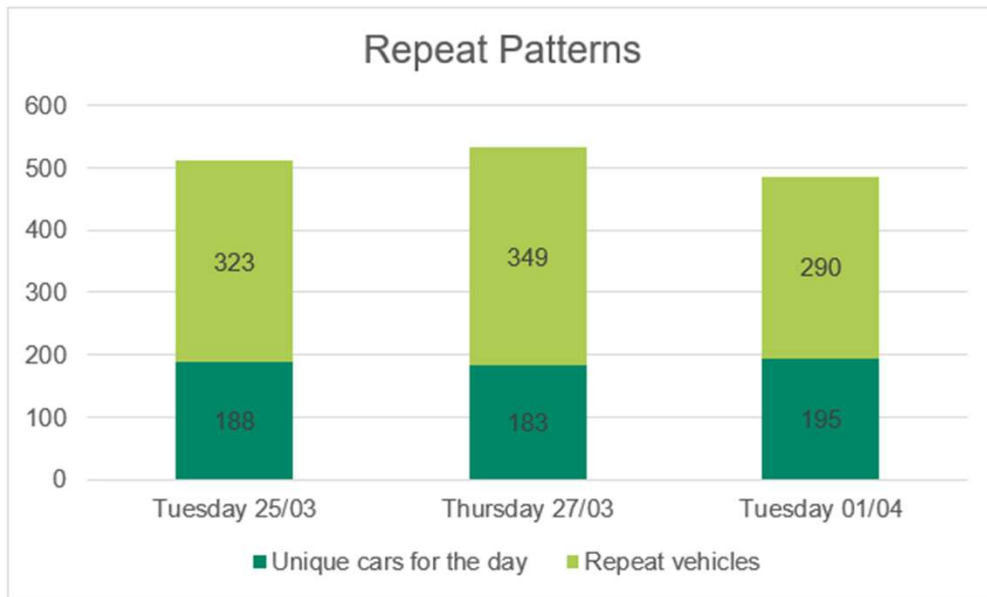
Repeat Patterns



The Venn diagram illustrates the overlap of vehicles observed on three separate weekdays. A substantial number of vehicles appeared on more than one day, with 176 vehicles recorded on all three days.

This shows presence of repeat parking patterns, potentially linked to residential parking or regular commuting behaviour.

Repeat Patterns



The bar chart shows that over half of the vehicles observed on each day were repeat users, with Thursday 27/03 showing the highest proportion (approx. 66%).

These patterns are likely indicative of either regular commuters using nearby unrestricted streets instead of the station car park, or local residents parking near their homes.

Summary

Summary

Key Weekday Observations:

- ❖ Streets within an approximate 12-minute walk are closer to capacity. These vehicles may be residents or commuters. Due to their proximity to the station, these streets are more likely to become congested if street parking increases for example due to additional rail passenger demand (East West Rail).
- ❖ Across all surveyed days, 'long-stay' parking consistently accounted for over a third of total parked vehicles. This could suggest long-stay use is common, potentially linked to train station proximity or workplace commuting, however it may also represent residents parking outside their houses.
- ❖ Over half of the vehicles observed on each day were repeat users, with Thursday 27/03 showing the highest proportion (approx. 66%). These patterns are likely indicative of either regular commuters using nearby unrestricted streets instead of the station car park, or local residents parking near their homes.
- ❖ Thursday shows a higher level of occupancy compared with both Tuesdays
- ❖ Occupancy remains broadly consistent throughout each time slot on each street
- ❖ Bletchley Station Car Park remains under capacity at max 64%.

Summary

Key Weekend Observations:

- ❖ There is no notable increases in occupancy on Match day within the study area
- ❖ Occupancy remains broadly consistent throughout each time slot on each street

Thank you.

