



Bletchley and Fenny Stratford

Town Deal Summer Consultation report
November 2024



This report provides a summary of the key findings from the recent Town Deal consultation (03 August – 22 September) which sought feedback on the proposed Public Realm Improvements work to Queensway and Aylesbury Street, and the proposed changes to Saxon Street. The programme team would like to thank the public for the valuable contributions to this consultation and all those who helped support it.



Top left: Consultation at the Brunel Centre (11 September)

Bottom left: Consultation at Bletchley Library (14 August)

Bottom right: Consultation at Bletchley and Fenny Stratford Canal Festival (03 August)

Contents

What is the Bletchley and Fenny Stratford Town Deal?	3
Town Deal Summer Consultation	4
Consultation findings – overview	5
Queensway Public Realm Improvements	6
Question 1 Do you support Queensway becoming a one-way street?	7
Question 2 Do the proposals have the appropriate levels of parking?	8
Question 3 Do you support these measures to reduce illegal parking?	9
Question 4 How satisfied are you with the proposal to widen the pavements into the road carriageway? ...	10
Question 5 Do you support the new crossing points?	11
Question 6 Do you support changes to public transport described?.....	12
Question 7 Would you support this approach and/or use of Bikes and Scooters infrastructure on Queensway if provided?	13
Question 8 Do you agree the scheme presented will create a healthier street environment?	14
Question 9 Do you feel proud of Queensway as it is now?.....	15
Question 10 Do you agree the proposed scheme (as described in question 9) will make a positive improvement to Queensway and build pride in the wider community?	16
Question 11 Do you agree improvements in street furniture will encourage people to spend more time on Queensway?	17
Aylesbury Street	19
Question 12 Do you support these measures to prevent pavement parking?	20
Question 13 Do you agree the scheme presented will create a healthier street environment?	21
Saxon Street Improvements	22
Question 1 Do you support the relocation of the Bletchley bus station?	24
Question 2 Do you support measures to deliver an eastern entrance?	25
Question 3 Do you support the inclusion of improved crossing points?	26
Question 4 Do you support the removal of the existing Brunel Roundabout?	27
Question 5 What public realm improvements would you like to see in this area?.....	28
Question 7a The objectives of the scheme include improving accessibility to buses, trains, and in the future a new modern transport system (Mass Rapid Transit). Do you regularly use public transport now?.....	30
Question 7b Will the improvements outlined encourage you to use public transport more in the future? ...	30
Question 7c Do you support the change in public transport described above?	31
Question 8 Do you support the narrowing of Saxon Street to accommodate these changes?	32
Traffic flow and Parking in more detail	33
Potential Impact of designs on traffic flow and congestion	33
Parking Strategy and Enforcement	34
Town Deal Next Steps	35

What is the Bletchley and Fenny Stratford Town Deal?

The Town Deal is a government funded programme which aims to regenerate towns and deliver long-term economic and productivity growth through investments in urban regeneration, digital and physical connectivity, skills, heritage, and enterprise infrastructure.

In 2020, Milton Keynes City Council was awarded £22.7 million of Town Deal funding to deliver several projects in Bletchley and Fenny Stratford to drive transformational and sustainable growth in the area. All funding must be committed by March 2026, with construction concluding by March 2027 at the latest.

The projects, individually and collectively, seek to support the vision for Bletchley and Fenny Stratford, as identified in the Town Investment Plan (TIP). They are designed to capitalise on the emerging opportunities presented by the development of the Oxford to Cambridge East-West Rail link, which connects to Bletchley railway station.

Bletchley and Fenny Stratford Town Deal projects

Revolving Development Fund	A fund to enable the acquisition and re-use of key strategic sites around the area, e.g. acquiring the vacant site next to the Brunel Centre.
Transport Hub	Exploring opportunities for upgrading Bletchley train station and provide enhanced connectivity to and from the town centre, capitalising on the East-West Rail route.
Public Realm Improvement (PRI)	Improving public realm along the main commercial streets, Queensway and Aylesbury Street.
Redway Improvements	Improving redway links between the Lakes Estate, Newton Leys and Blue Lagoon Nature Reserve to Bletchley town centre.
Technology Park Bletchley	Purchasing hardware and equipment to support digital skills development for the town, helping to upskill residents and students.
Transformation at Bletchley Park	Renovating facilities at Bletchley Park to provide a new high spec, dedicated learning facility with accessible classrooms.
Active Marketing of Vacant Sites	Promoting Bletchley and Fenny Stratford businesses and providing support to the local economy.

Further information on the Towns Fund can be found at: <https://townsfund.org.uk/>

Further information on the Town Investment Plan can be found here: <https://groundbreakingbletchleyandfenny.co.uk/about/reports/2020/oct/town-investment-plan>

Town Deal Summer Consultation

The city council recently undertook a programme of public consultation on two of its high-profile projects; the proposed Public Realm Improvements to Bletchley and Fenny Stratford, and the proposed improvements to Saxon Street to better connect the town centre of Bletchley to the railway station. The consultation ran from 3 August – 22 September 2024.

We used the consultation to engage with the local community and ensure that residents, business owners and stakeholders understood the conceptual plans, had the opportunity to ask questions and provide meaningful feedback.

To conduct this engagement, we used a hybrid approach consisting of several pop-up events in Bletchley and Fenny Stratford, and via a dedicated website on the Commonplace platform. The public were also encouraged to complete two questionnaires either on paper or online. This feedback was considered by us and, where possible, incorporated into the next iteration of designs.

Programme of consultation events

Date	Event
Saturday 03 August	Fenny Stratford Canal Festival, 12:00 to 16:00
Wednesday 14 August	Bletchley Library, 10:00 to 15:00
Tuesday 20 August	Bletchley Business networking event, 17:30 to 18:30
Tuesday 27 August	Leon Residents Association, 18:00 to 19:00
Thursday 29 August	West Bletchley 55+ Group, 10:30 to 12:00
Monday 02 September	Duncombe Street Community House, 18:00 to 20:00
Tuesday 04 September	West Bletchley Town Council, 18:30 to 19:30
Tuesday 10 September	Bletchley & Fenny Stratford Town Council, 19:30 to 20:30
Wednesday 11 September	Brunel Centre 12:00 to 15:00
Wednesday 11 September	South-Central Institute of Technology, 15:30 to 19:30
Sunday 15 September	West Bletchley Council Offices, 13:00 to 16:00
Wednesday 18 September	South-Central Institute of Technology, 10:00 to 14:00

To advertise the consultation, we used social media, leaflets, posters and via the networks of the Town Deal Board and the Town Deal Advisory Group. The events were supported by the Town Deal programme team, stakeholders from town and parish councils, resident associations, and ward councillors.

Through Commonplace and in-person events, we received the following:

- More than 2,300 unique visitors on Commonplace
- Over 800 visitors at our pop-up events
- 259 survey responses

This report summarises the main findings from this consultation, focusing on the key issues for each question and outlining the city council's response to this feedback.

Consultation findings – overview

Queensway



90% do not feel proud of Queensway right now



77% believe the proposals will make a positive improvement and build pride



67% support Queensway becoming a one-way street



50% feel positive or mostly positive about plans to widen pavements



86% support plans to provide new, safer, pedestrian crossing points



73% believe new street furniture will increase dwell time and footfall

Saxon Street



55% support the relocation of the bus station



72% support protected land for an eastern entrance



66% support new pedestrian crossings



78% support new redway links connecting to the town centre



43% of respondents support the narrowing of Saxon Street

Queensway Public Realm Improvements

The public realm improvements project consulted on aimed to create a more thriving and vibrant town centre, by making improvements to the overall appearance, attractiveness, safety useability of the Queensway and Aylesbury Street. This included plans to provide new street furniture, planting, improved parking spaces, measures to prevent illegal parking, new crossing points, improved lighting and extended pavements which will allow shops and cafes to use the high street.

The project was developed to achieve the following objectives for Bletchley and Fenny Stratford:

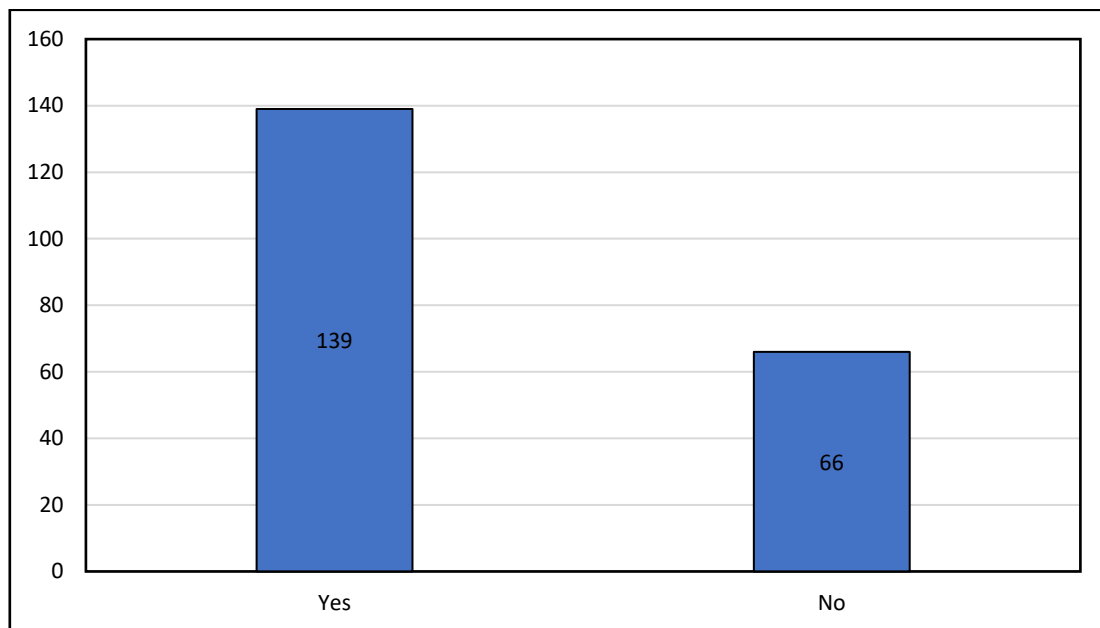
- To improve the attractiveness of the town centre.
- To increase footfall and time spent in Bletchley and Fenny Stratford.
- To improve the safety of public space and reduce the reported incidents of anti-social behaviour and crime.
- To improve the link between Bletchley railway station and Bletchley town centre.
- To improve the health and wellbeing of Queensway and Aylesbury Street.



Figure 1: Conceptual plans for Queensway showing new street furniture, planting, pedestrian crossings and one-way carriageway.

The city council considered several options for Queensway, including full pedestrianisation of the high street (i.e. no cars) and retaining the two-way access. However, these options would not enable us to meet all project objectives and could not be delivered with the project budget available. The city council has identified a one-way approach on Queensway to best meet the objectives for the area. The public was invited to respond to the following questions.

Question 1 Do you support Queensway becoming a one-way street?



The Town Deal team received 205 responses to this question, with 54 opting not to respond. In total, 67% of respondents supported the proposal to introduce a one-way system on Queensway, which would run west to east.

Feedback from this survey and previous consultations show that many residents do not believe Queensway to be safe due to some road users. We now have an opportunity to make some changes that promote a safer environment for pedestrians and road users. A one-way street enables us to reduce the road carriageway, explore cycling infrastructure, and improve the public realm.

Respondents raised concerns about the potential impact that the designs would have on parking availability and congestion into surrounding streets. To address this, we are looking to retain the same number of spaces, but better outline these and locate them where demand is greatest. The project will also make improvements to signage showing the location of other parking in Central Bletchley, and enable cars to exist Queensway via the Princes Way, rather than surrounding streets.

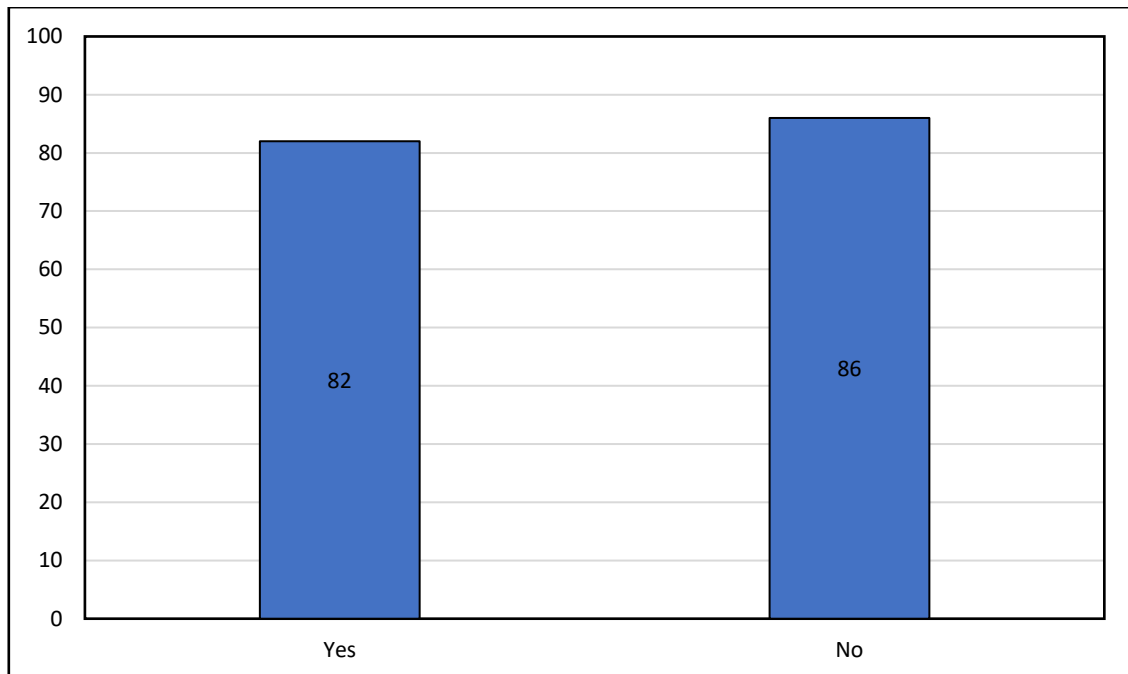
The proposal to make Queensway a one-way street will be taken forward to the design development stage.

Top issues raised:

- Congestion – proposals may lead to increased traffic congestion.
- Parking – one-way street may affect the availability of parking spaces.
- Cycling – design should enable two-way cycling access through Queensway.

Question 2 Do the proposals have the appropriate levels of parking?

The proposed scheme will provide an equal number of parking spaces to that currently provided.



The Town Deal team received 168 responses to this question, with 91 opting not to respond. In total, 49% believed that the proposals have an appropriate level of parking, which reflects the current allocation of designated parking spaces in Queensway (approximately 55 spaces.)

We recognise the parking challenges Bletchley has and parking colleagues are developing a strategy to improve parking facilities within the town, improve wayfinding to other parking facilities and create parking spaces in the right location on Queensway. Loading bays, time and use restrictions, and enforcement measures will be developed, and improvements made for people living with a disability. This strategy will also inform the wider regeneration of Bletchley, ensuring that there is a holistic parking solution.

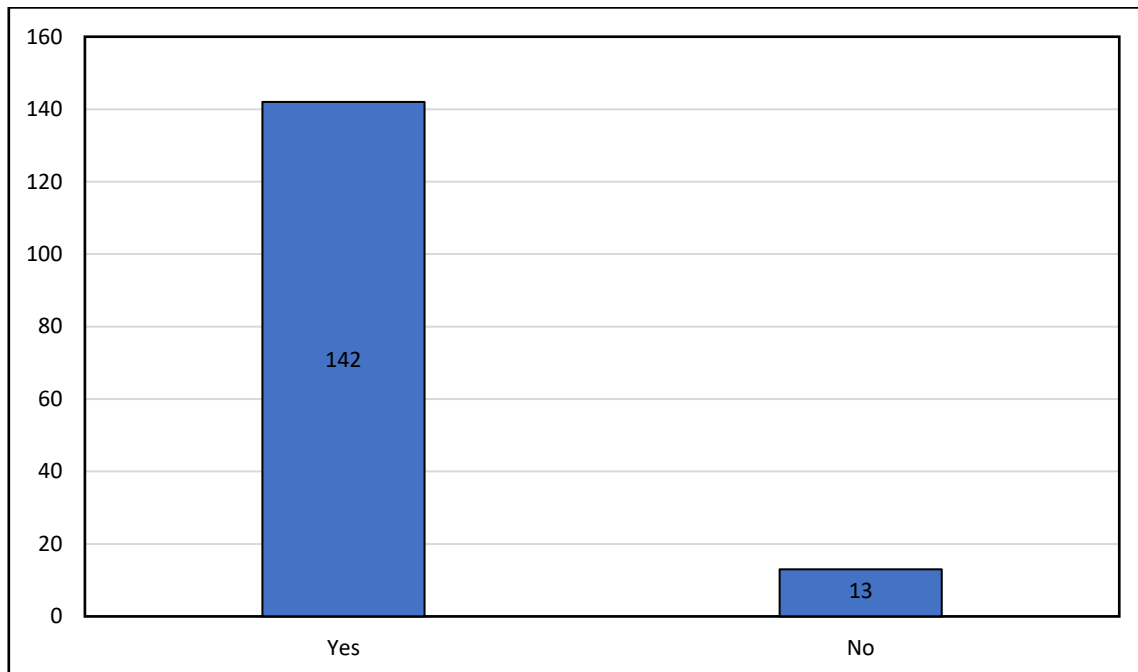
We acknowledge that parking is a major conflicting factor within Queensway. Many respondents stated that the existing illegal parking is not safe and needs a robust solution. They want increased parking enforcement. It was noted that better access to existing car parks on Albert Street and Findlay Way will significantly improve the decisions that drivers currently make when choosing where to park in Bletchley.

Top issues raised:

- Parking Enforcement – perceived lack of proper enforcement to prevent illegal parking.
- Parking – perceived lack of parking availability on Queensway.
- Parking – no wayfinding to other parking options off Queensway.

Question 3 Do you support these measures to reduce illegal parking?

One issue that has been consistently raised to the city council from businesses and residents is inconsiderate parking. In the proposed plans the street was designed to prevent vehicles mounting the pavement and parking inconsiderately. A range of features were proposed to be installed such as planters, seating, bollards and raised kerbs to protect pedestrians on the pavement and prevent illegal parking.



The Town Deal team received 155 responses to this question, with 104 opting not to respond. In total, more than 90% of respondents supported the proposed measures to reduce illegal parking.

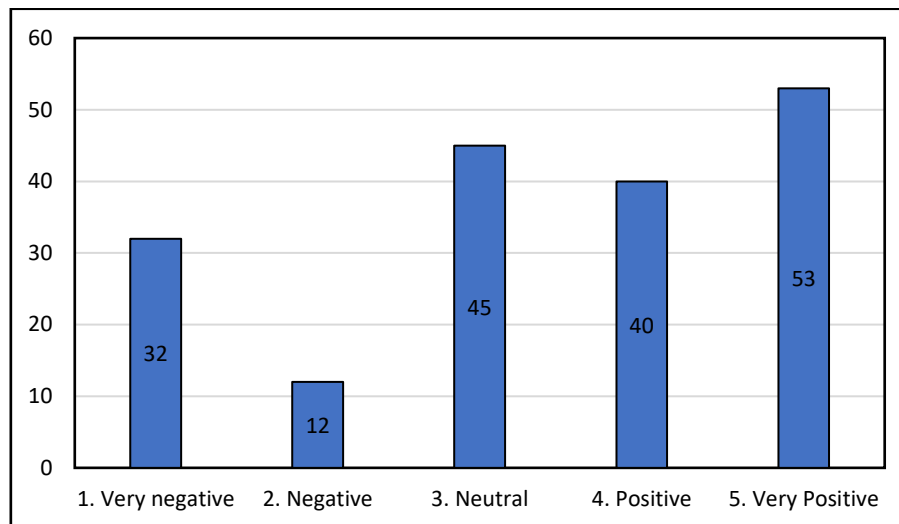
Businesses and residents consistently raised the issue of illegal parking. We recognise this is a problem and our design proposals contain measures to prevent vehicles mounting the pavement and parking illegally. These measures include a range of robust, multifunctional street furniture such as planters, seating, bollards, and kerbs designed to deter pavement parking. In addition, we will improve enforcement measures to protect pavements for pedestrian use. We recognise other parking challenges Bletchley has and our proposals include improving parking facilities within the town, wayfinding to other parking options, and creating parking spaces in the right location on Queensway. We will also develop loading bays, time and use restrictions, and designating extra parking spaces for those living with a disability.

Top issues raised:

- Parking – availability and placement of existing parking spaces.
- Parking for people living with a disability – lack of proper provision for accessible parking.
- Illegal parking – more measures needed to prevent parking on pavements.

Question 4 How satisfied are you with the proposal to widen the pavements into the road carriageway?

The city council has previously received feedback that it needs to improve the pedestrian experience on Queensway to make people want to spend more time there. The scheme in the consultation proposed to widen the current narrow pavements to improve the pedestrian environment and make the street safer.



The Town Deal team received 182 responses to this question, with 77 opting not to respond. In total, 50% of respondents felt positive or very positive about the proposals to widen the pavements into the road carriageway.

The proposals will be developed to improve accessibility by widening some pavements; incorporating physical deterrents to prevent pavement parking; and providing adequate on-street parking provision. The designs will be developed to ensure the street functions effectively for all users. This will enable restaurants and cafes to make use of the additional public realm, creating a livelier and thriving high-street.

A number of responses stated that the width of pavements is already generous and does not need widening. However, people living with a disability and people with a mobility issue noted several pinch points which are dangerous for them and prevent safe access. They highlighted that footpaths to perimeter parking areas are narrow and in poor condition, which is a factor for them when choosing where to park. They also said that cars will continue to park inconsiderately/illegally unless the layout is reconsidered, and enforcement measures are in place.

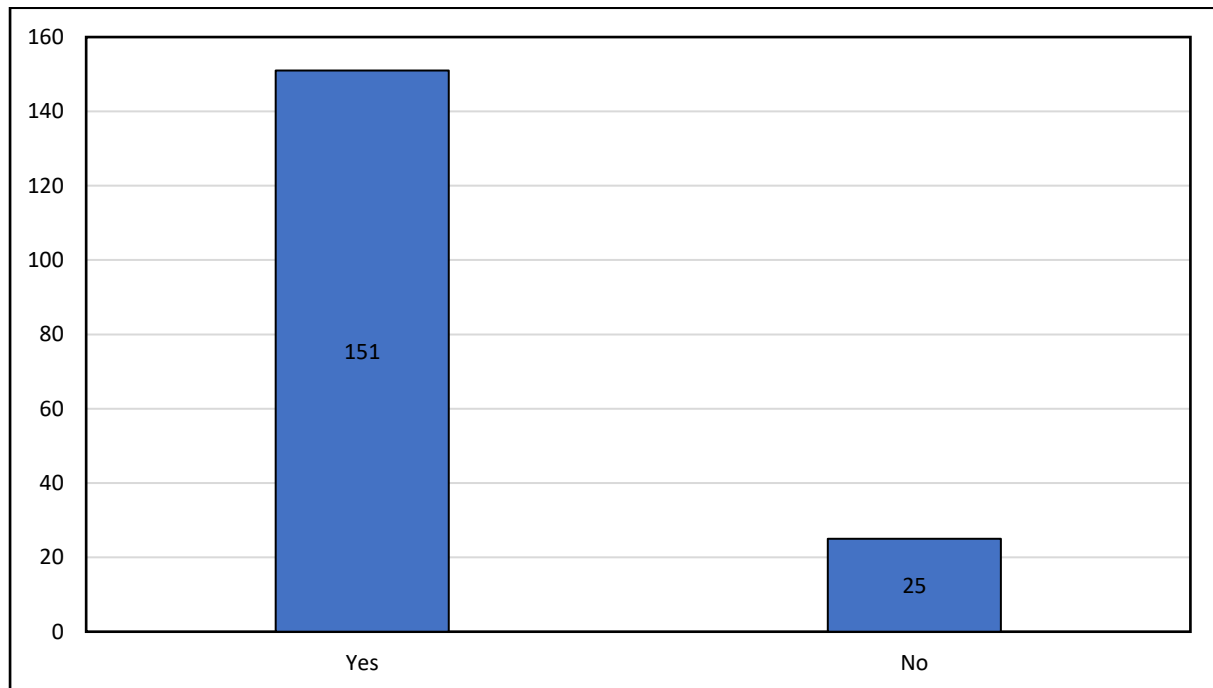
While parking is a priority for some, the need to manage the street for everyone and parking enforcement was a consistent message throughout the responses received.

Top issues raised:

- Impact on parking – thoughts this may increase illegal parking or reduce parking space availability.
- Some questioned why widen the pavements if this is necessary and what benefits will it add?

Question 5 Do you support the new crossing points?

The proposed scheme provided several designated crossing points and new continuous pavement crossings at all side streets. The introduction of the crossing points reflects the change in the Highway Code which gives pedestrians the priority. The crossing would also reduce speed and improve safety.



The Town Deal team received 176 responses to this question, with 83 opting not to respond. In total, 86% of respondents supported measures to create new designated crossing points on Queensway.

The proposed new crossing points reflect changes in the Highway Code giving pedestrians priority, reducing speed, and improving safety. Most comments supported the inclusion of continuous pavement crossings at all side streets. These measures will be incorporated into the designs to improve accessibility and safety for pedestrians.

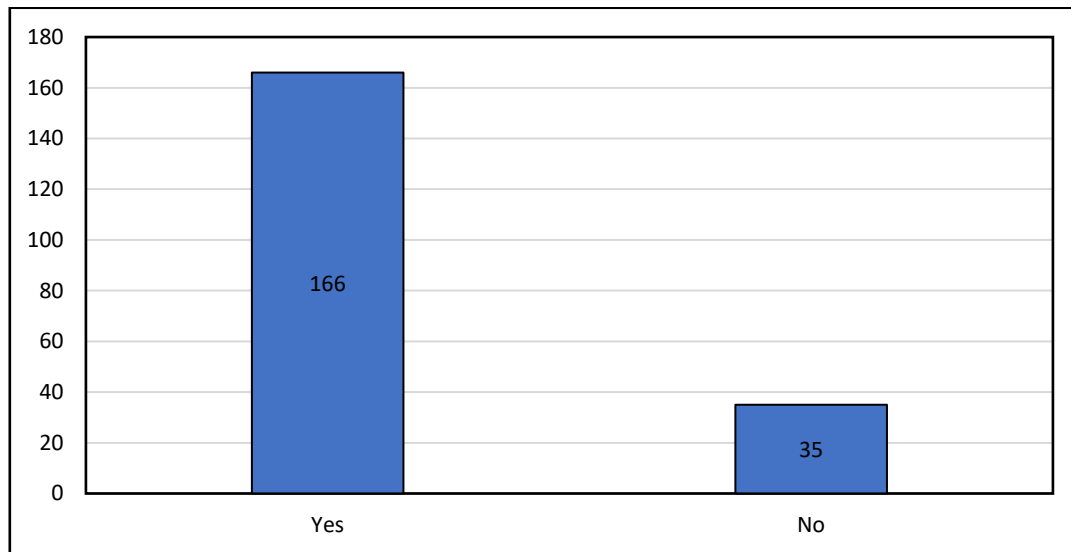
Some respondents expressed concern about the impact that designated crossing points may have on traffic flow. The proposed plans will balance the needs for both vehicles and pedestrians and ensure that pedestrians can cross the road safely. Further comments inquired as to whether the city council could fully pedestrianise Queensway. This option was considered but could not be achieved within the available budget.

Top issues raised:

- Impact on vehicles – pedestrian priority will adversely impact cars.
- Full pedestrianisation would mean crossing points are not required.

Question 6 Do you support changes to public transport described?

The proposals would maintain bus services to Queensway. The bus stops on Princes Way would remain. This would ensure convenient bus connections from either end of the street. Buses would not drive through Queensway; and the Brooklands Road bus stop will be removed. Impacted passengers will be served by the MK Connect on-demand service. It proposed installing new wayfinding and ensure that the footpaths connecting to the bus stops are clearly marked and accessible. Future plans include the introduction of a new city-wide mass rapid transit system (MRT) which people will be able to access on Queensway.



The Town Deal team received 201 responses to this question, with 58 opting not to respond. In total, 82% of respondents supported the proposed changes to public transport.

We will now incorporate the proposed public transport changes into the detailed designs for Queensway. We will also continue to work with the bus operators and passenger transport services to ensure the needs of public transport users are considered and access is maintained.

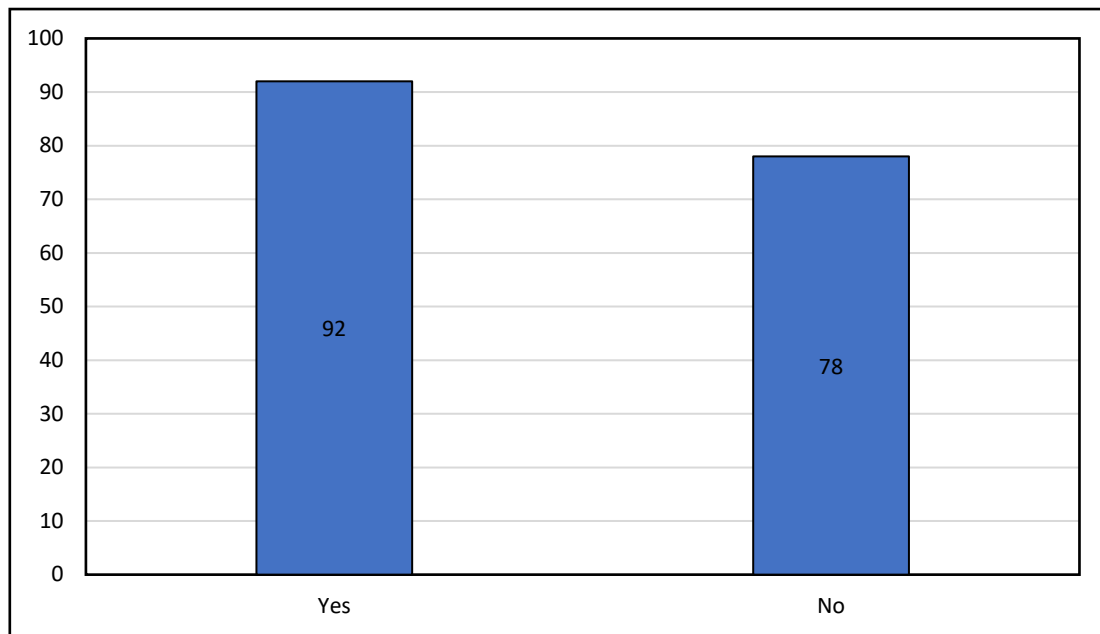
Any changes will be considered in line with the proposed changes to Saxon Street, and the potential introduction of a mass rapid transit system through Bletchley in the future. The proposed mass rapid transit system will be a public transport network, working in Central Bletchley (and Queensway), which will offer a step-change in public transport by provide modern electric vehicles, enabling fast and effective connectivity to Central Milton Keynes.

Top issues raised:

- Bus availability – unreliable bus service and potential impact on bus users on Queensway.
- Scepticism over whether the city council’s plans for Mass Rapid Transit – will it happen?

Question 7 Would you support this approach and/or use of Bikes and Scooters infrastructure on Queensway if provided?

The proposals include widened pavements which could be used and shared by people walking and who are using bikes and scooters. The proposals indicate places to secure bike and scooter equipment and places to hire e-scooter/e-bikes. Seating and other services such as delivery lockers could also be provided in these spaces.



The Town Deal team received 170 responses to this question, with 89 opting not to respond. In total, 54% of respondents supported proposals to allow Queensway to adopt the use of bikes and scooters alongside pedestrians.

While a majority supported the inclusion of active travel solutions, such as providing secure cycle parking, e-scooter/e-bike hire, many had concerns which related to how these modes of transport will impact the safety of pedestrians if allowed to share the pavement.

Given that Queensway will become a one-way street, people using bikes and scooters will be expected to use the road or dismount and walk on the pavement.

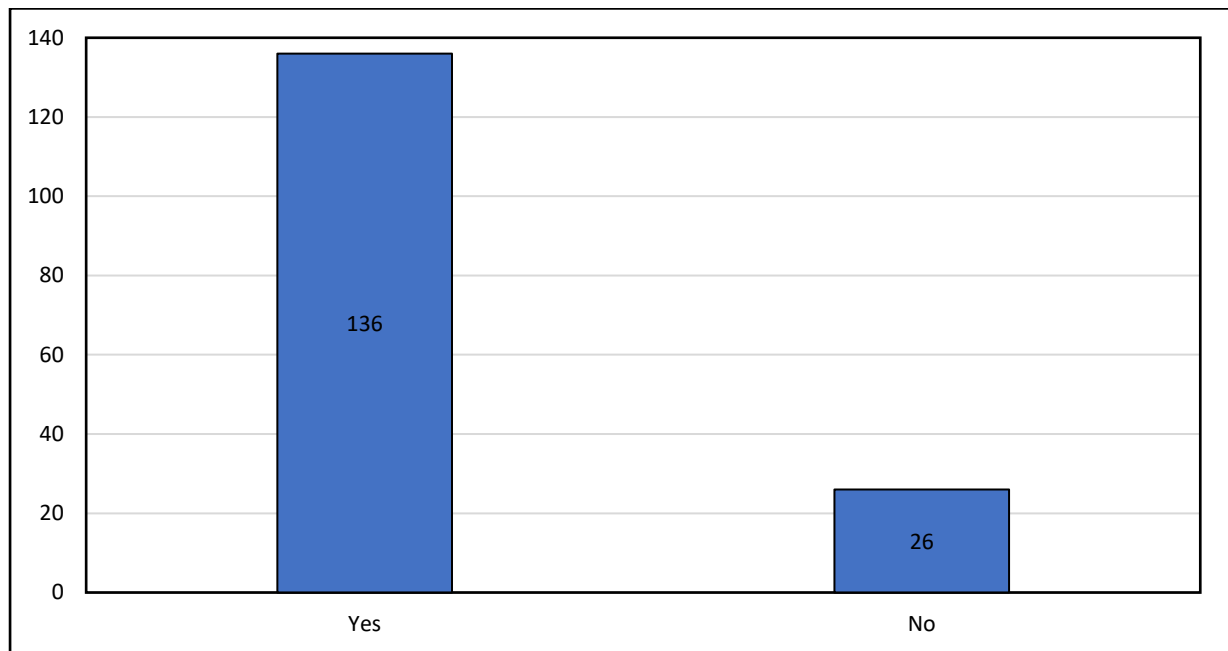
There are several solutions available to regulate the use of e-bike and e-scooters within this area. Operators can implement measures such as requiring e-scooter users to return them back to an official docking point or face a penalty fine. We will explore these solutions and ensure that measures are put in place to minimise conflict and control use.

Top issues raised:

- E-scooters/e-bikes – impact on pedestrian safety.
- Locker facilities – ensuring that they are not an eyesore.

Question 8 Do you agree the scheme presented will create a healthier street environment?

The scheme is designed to include measures to improve the street environment; to reduce air and noise pollution; to reduce conflicts between car users, street vendors, businesses and people spending time on Queensway. It also proposed replacing trees, planting new trees and improving the pavements.



The Town Deal team received 162 responses to this question, with 97 opting not to respond. In total, 84% of respondents believed the proposals would create a healthier street environment.

The Healthy Streets Approach focuses on creating streets that are pleasant, safe and attractive, where noise, air pollution, accessibility and lack of seating and shelter are not barriers that prevent people, particularly our most vulnerable people, from getting out and about.

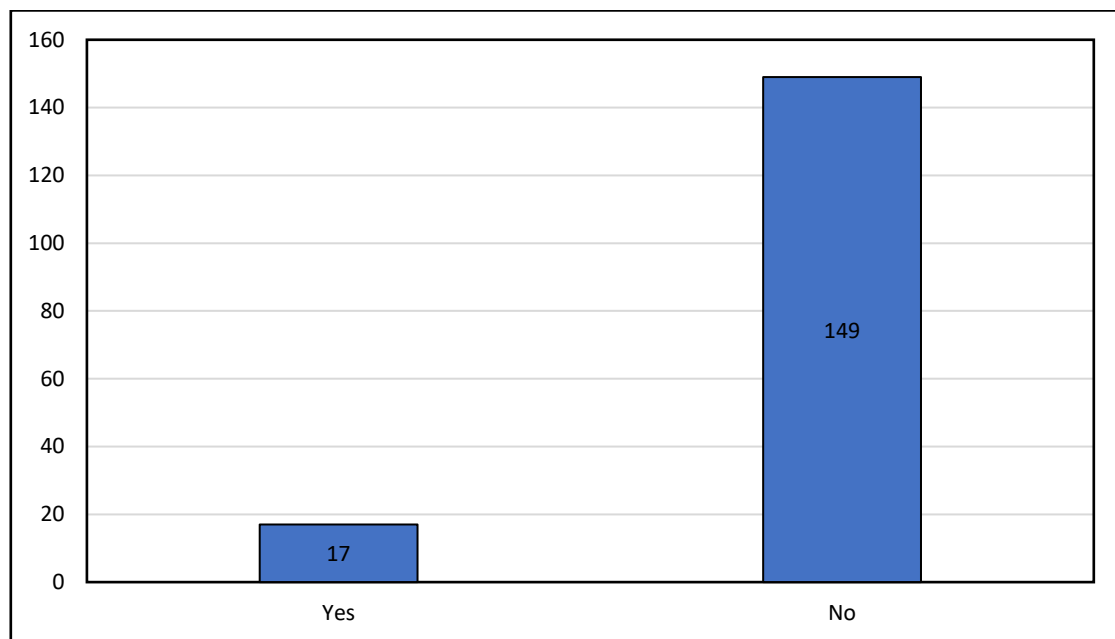
The proposed measures to improve the street environment will be progressed to the detailed design stage.

Top issues raised:

- One-way traffic flow as part of the new street design – more information needed on the impact on parking and movement through surrounding streets.
- Planting – proposals should seek to retain existing trees where possible.

Question 9 Do you feel proud of Queensway as it is now?

Stanier Square was proposed to become a multifunctional event/market space with power supply and flexible seating. Within the street, pop-up spaces would be created for community groups/start-up businesses to utilise; and the improved pavement environment will encourage more businesses to provide spaces to their shop frontages, such as dedicated outdoor seating. This idea has developed following feedback from local businesses and the community.

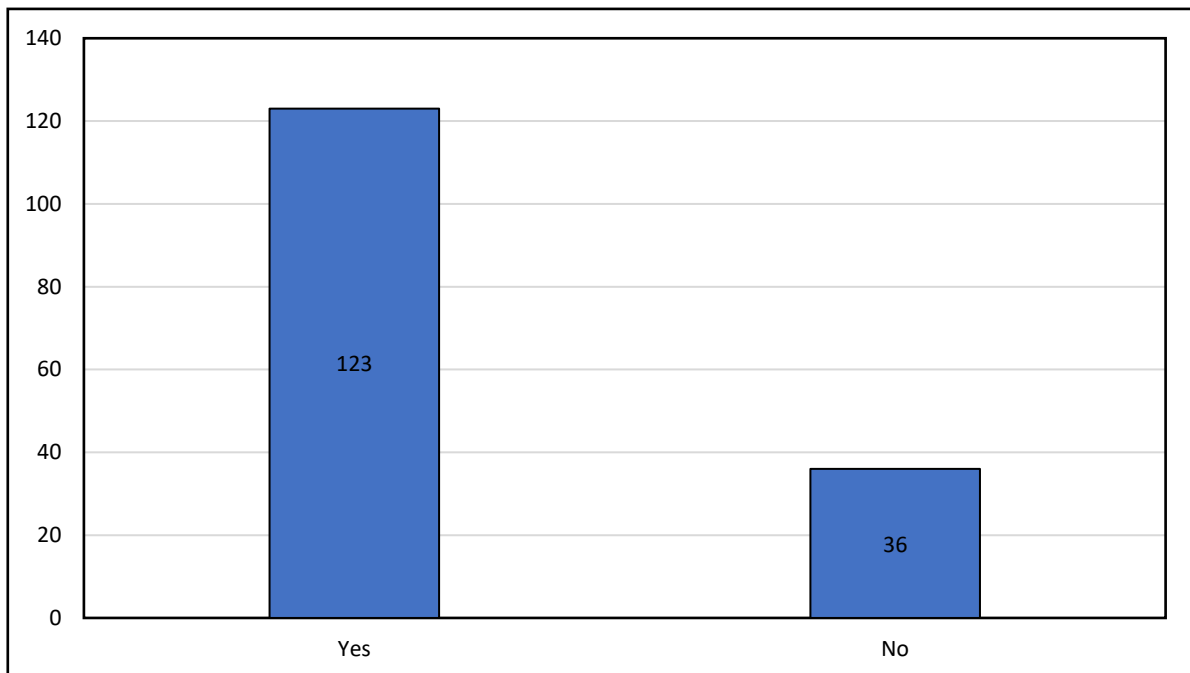


The Town Deal team received 166 responses to this question, with 93 opting not to respond. In total, only 10% of respondents felt proud of Queensway as it is today.

Top issues raised:

- Safety – perceived lack of safety for all ages groups using the area.
- Facilities – better community facilities such as provisions for market space and stalls, extended shop space on public realm and improved seating.
- Environment – proposals need to ensure a more vibrant and thriving high street.

Question 10 Do you agree the proposed scheme (as described in question 9) will make a positive improvement to Queensway and build pride in the wider community?



The Town Deal team received 159 responses to this question, with 100 opting not to respond. In total, 77% of respondents believed that the conceptual designs would make a positive impact to Queensway and build pride in the wider community.

A significant number of respondents highlighted the lack of diversity in the retail offer in Queensway with specific concerns relating to the loss of Sainsbury's from the town centre and the need for a new supermarket in the town centre. Many people gave ideas to attract new customers and this feedback has been shared with the city council's economic development team which works with existing businesses as well as potential new businesses interested in relocating to Bletchley.

The economic development team actively promotes Bletchley to prospective businesses and investors. The team recently launched a new business narrative which tells the story of Bletchley and Fenny Stratford, includes key investor-focussed facts about the town, and a commercial property search tool. In September 2024 it launched a grant scheme to encourage new businesses to relocate to the area, and to help existing businesses grow.

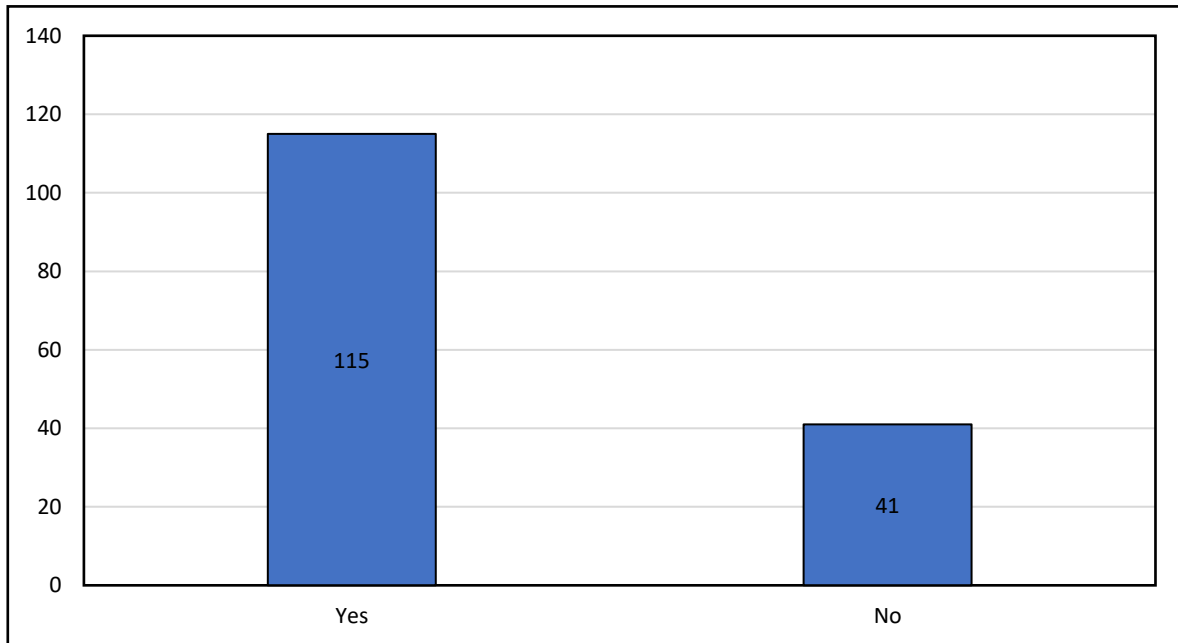
Several respondents noted the market as an opportunity to improve Queensway and generate new interest in the town. Their suggestions included diversifying the range and frequency of the stalls, and the potential for specialist themed markets. We support this aim and will work with the town council to develop the proposals for an expanded Stanier Square to ensure the space can accommodate such activities.

Top issues raised:

- Business offering – lack of variety in the business offering to attract people to Queensway.
- Pedestrianisation – could the project instead deliver full or part pedestrianisation of Queensway?

Question 11 Do you agree improvements in street furniture will encourage people to spend more time on Queensway?

The proposed scheme would provide a wide range of street furniture including flexible seating in Stainer Square. This seating would be integrated with soft landscape/planting features to make the spaces feel welcoming and comfortable to spend time in.



The Town Deal team received 156 responses to this question, with 103 opting not to respond. In total, 73% of respondents believed that the improvements in street furniture will encourage people to spend more time on Queensway.

Most respondents believed improvements in street furniture will encourage people to spend more time on Queensway. They also confirmed that several of the public realm proposals such as repairing pavements, planting new trees, and introducing planters would help to improve the overall look and feel of Queensway. It was thought that these proposals, combined with better street maintenance, will encourage more people to spend time in Queensway.

Several respondents wrote about including a central children’s play space or playful public realm features as well as an outdoor gym and/or meeting places in central Bletchley. We will work with Milton Keynes Development Partnership to extend Stanier Square public realm into the Brunel Centre development land which will enable some of these elements to be delivered as part of Brunel Centre public realm design.

Many respondents recognised that community groups and their events are well supported and would like to see further activities on Queensway. We will support these activities by developing proposals that provide suitable space and infrastructure for a range of community events to take place.

Improved street lighting and safety were identified as integral to developing a positive night-time economy and activity on Queensway. Street lighting will be reviewed as part of the public realm

improvement works. Our economic development team will continue to promote Bletchley to businesses which could help address this gap in night-time economy.

Feedback also highlighted concerns around the need to protect mature trees and if the improvements will be maintained going forward. We have undertaken a tree survey to understand which trees are of high value, in good health and should be retained; and those trees which require replacing because they are diseased, too old or an inappropriate species for the location. Our designs include new tree planting locations which will replace the trees that will be removed. We will also work with the Bletchley and Fenny Stratford Town Council to ensure the landscape and public realm is cost efficient to manage and can be maintained in perpetuity.

Top issues raised:

- Trees – respondents felt existing ‘mature’ trees should not be removed from the high street, and where relevant ensure appropriate replacement.
- Maintenance – current perceived lack of proper maintenance, and request to understand how the high street will be maintained better with the new improvements.
- Planting and furniture – respondents felt Queensway needs more planting and street furniture.

Aylesbury Street

The proposals for Aylesbury Street consulted on mirrored the objectives for the public realm improvements on Queensway. The proposed project would provide new street furniture, planting, improved parking spaces, measures to prevent illegal parking, new crossing points and improved lighting.

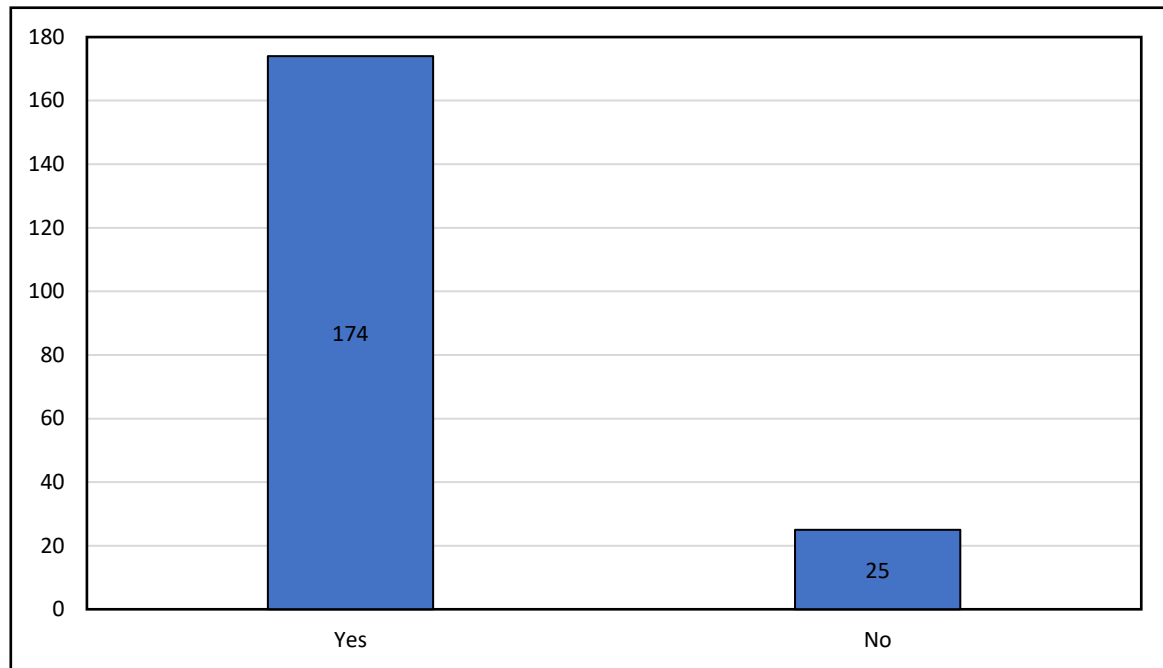


Figure 2 (top and bottom). Aylesbury Street proposals showing concept designs for new pedestrian crossings, planting, street furniture and extended public realm.



Question 12 Do you support these measures to prevent pavement parking?

The measures proposed would prevent pavement parking by installing a number of planters and bollards (where required) to prevent cars parking illegally on the pavement and improve pedestrian safety.



The Town Deal team received 199 responses to this question, with 60 opting not to respond. In total, 89% of respondents supported proposals to prevent illegally parking in Aylesbury Street.

Some respondents raised concerns about how the new measures are going to be maintained going forward. We will work with Bletchley and Fenny Stratford Town Council to ensure all new soft landscaping is cost effective to manage and there is funding in place for its continued upkeep. Many people said that regular parking enforcement needs to actively deter pavement parking. Parking are actively considering the parking enforcement issues in Aylesbury Street.

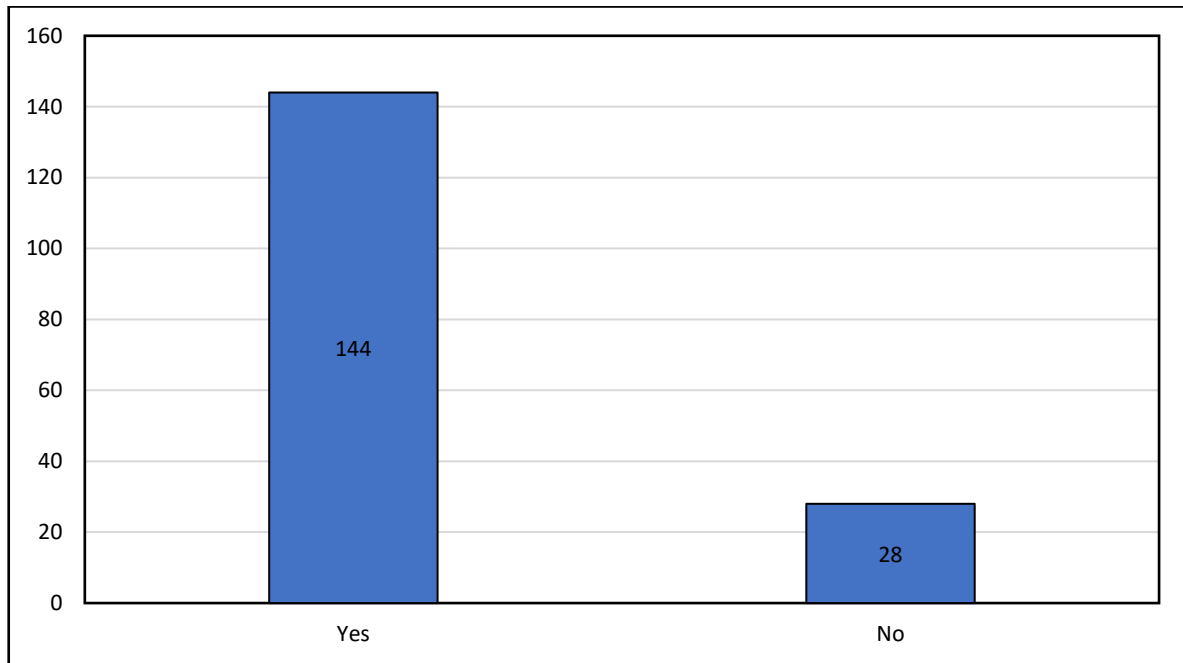
The next steps will detail design development of the proposed scheme.

Top issues raised:

- Illegal parking – interventions need to prevent the illegal parking
- Parking – more availability needed in appropriate locations
- Maintenance of the improvements

Question 13 Do you agree the scheme presented will create a healthier street environment?

The scheme in the consultation proposes introducing continuous crossings at all side streets and improving the existing crossing points in addition to making the street more welcoming by the introduction of soft landscape planters to deter illegal parking.



The Town Deal team received 172 responses to this question, with 87 opting not to respond. In total, 84% of respondents supported the proposals to create a healthier street environment in Aylesbury Street.

Most comments supported the healthy street initiatives. The Healthy Streets Approach focuses on creating streets that are pleasant, safe and attractive, where noise, air pollution, accessibility and lack of seating and shelter are not barriers that prevent people, particularly our most vulnerable people, from getting out and about.

The design proposals will be developed to include these measures, taking into consideration ongoing maintenance and enforcement requirements.

Top issues raised:

- Parking – location and availability of appropriate parking spaces.
- Safety – safer pedestrian environment needed.
- Healthy Streets – proposals need to create a pleasant, safe and attractive experience.

Saxon Street Improvements

The Saxon Street proposals consulted on aimed to improve connectivity between the town centre and railway station, through proposals to relocate the Bletchley bus station closer to Queensway, creating an area where people can more easily connect their bus and rail journeys, through the provision of a new transport interchange. The proposals also aim to create a better gateway experience into the town through the provision of new lighting, safer pedestrian crossings, new public realm improvements, planting and connectivity including new redway links. This was thought to be particularly important as Bletchley becomes better connected nationally when direct journeys to Oxford and Cambridge (likely by 2030) become possible through East West Rail.

The project was developed to achieve the following objectives for Bletchley and Fenny Stratford:

- To ensure a safer, healthier and more accessible transport network for all, including high-quality provision for those with mobility impairments.
- To narrow the road carriageways in certain areas to safely accommodate vehicular movements and pedestrian flows.
- To help the businesses located in Central Bletchley, particularly in Queensway, by providing better connections to new customers.
- Improve the attractiveness of Bletchley town centre as a place for new employment and for business to invest and locate.



Figure 3. Conceptual plan showing view from beside Locke Road and Duncombe Street, looking northbound through Saxon Street. Design also shows the new relocated bus station.

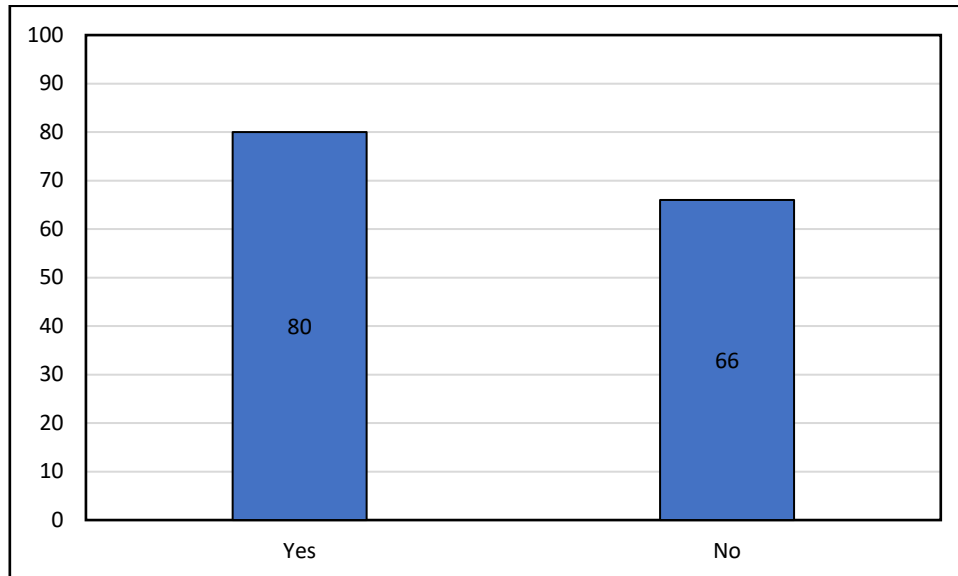
During the development of the design outlined in this consultation, the Town Deal team explored several options for designing an improved Saxon Street that balances the need for traffic movements, while improving pedestrian connectivity and wayfinding through the town. The design in this consultation was selected as it enables the Town Deal team to meet the objectives of this project, whilst balancing the requirements of both pedestrians and vehicles, whilst minimising travel time and congestion.



Figure 4. Conceptual plans for Saxon Street showing new highway configuration, crossings, redway links and relocated bus station. Queensway can be seen on the top right of the image.

Question 1 Do you support the relocation of the Bletchley bus station?

The proposals consulted on proposed to relocate the existing Bletchley bus station closer to Queensway as we know that many people currently use Bletchley bus station to go shopping on Queensway. This would help improve connectivity and wayfinding through the town centre and create a better sense of arrival.



The Town Deal team received 146 responses to this question, with 103 opting not to respond. In total, 55% of respondents supported proposals to relocate the existing bus station closer to Queensway (adjacent to the former Wilko unit).

The proposed relocation seeks to provide better connectivity between Central Bletchley and the railway station, creating a more safe, direct, and accessible experience. This will create a transport interchange, whereby the public can access buses, cars, and trains. The proposal for the transport interchange was designed using traffic modelling software which shows how the traffic runs at peak periods in the future (2031). The results show a minor increase in journey times, which is explained in greater detail within the 'Traffic Flow and Parking: In more detail' section of this report.

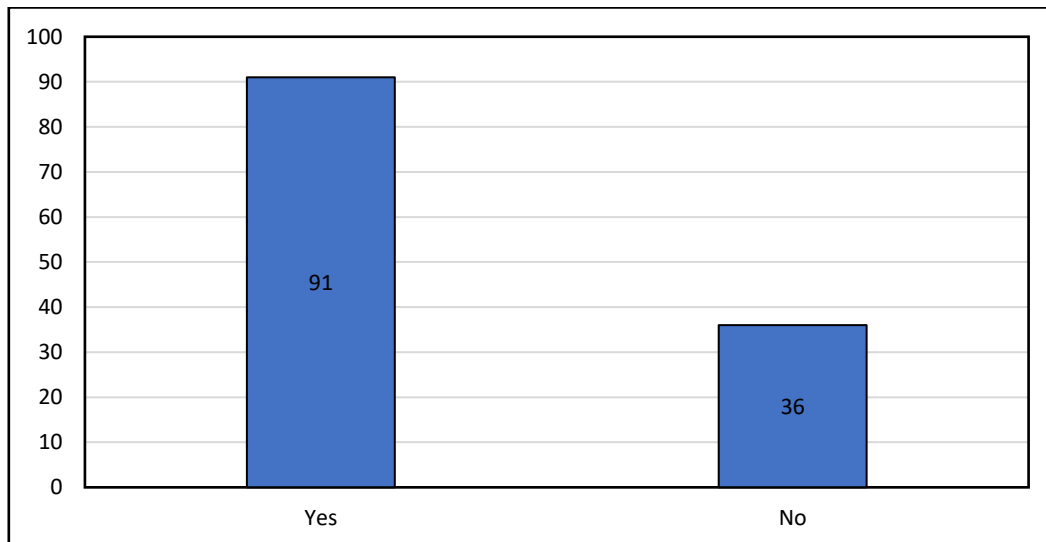
The existing bus station requires buses to reverse, could be considered unsafe. The proposed transport interchange location is nearer Queensway and the town centre, nearer the train station and nearer the proposed eastern entrance to Bletchley Station. The designs include five dynamic bus stands with live screens, which MKCC Transport advise will be sufficient for Bletchley to retain its current level of bus services.

Top issues raised:

- Relocation – Questions as to whether the bus station need to be relocated?
- Questions on whether the funding could be used to instead upgrade the existing bus station facilities?
- Concerns that the proposed new Bus station would be too small due to a reduction in the number of bays in the new proposal, and whether the new bus station could accommodate required number of shelters or buses?

Question 2 Do you support measures to deliver an eastern entrance?

The city council has an aspiration to create a new entrance from Bletchley train station on the eastern side, which faces onto Saxon Street. The design in the consultation would protect sufficient land to deliver an eastern entrance in the future, better connecting the town to rail services.



The Town Deal team received 127 responses to this question, with 132 opting not to respond. In total, 72% of respondents supported the proposals to create and protect land availability to deliver an eastern entrance connecting the train station to Saxon Street.

The proposals incorporate drop-off areas on the west and east side of Bletchley Station, i.e. on both sides of Saxon Street. This scheme has been developed using modelling software which demonstrates how traffic operates at peak periods. The results show a minor increase in journey times, which is explained in greater detail within this report.

The existing train station is a distance from Queensway. Currently rail passengers have to climb a long, steep flight of stairs or walk to the Sherwood Drive entrance. Our aspiration is to have an eastern entrance to Bletchley Station close to Queensway and the proposed new transport interchange. The proposals include the installation of lifts within Bletchley Station and at the eastern entrance. The city council's plans will be reliant on the plans of East West Rail (EWR), and the city council will continue to work with EWR and Network Rail to lobby for an eastern entrance to the train station, for the benefit of Bletchley.

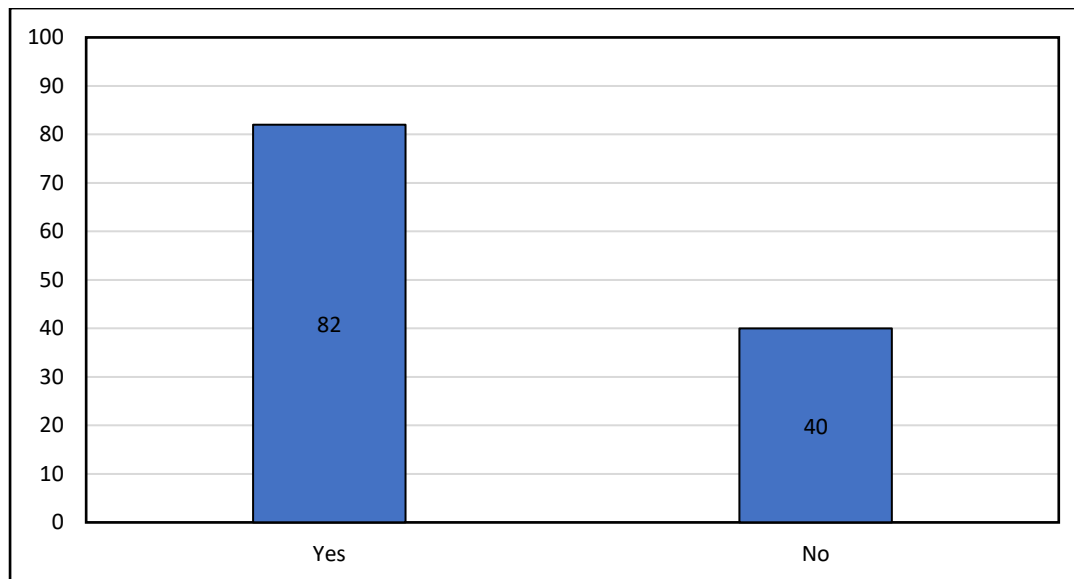
Some respondents asked if a footbridge could be created as an alternative to the proposed scheme. The design options for the EWR link show that the platform is situated at a much higher level compared to Saxon Street. Any footbridge option would have to clear the EWR link, the Cemex access, and be high relative to Queensway. A footbridge would be difficult to engineer, costly and therefore would not demonstrate value for money. It would not provide effective connectivity to the new bus station, therefore not enabling efficient changes between the different modes of travel.

Top issues raised:

- Traffic – designs may negatively impact traffic and cause congestion.
- Footbridge – could the eastern entrance be reached via a footbridge.

Question 3 Do you support the inclusion of improved crossing points?

The proposed scheme would improve and upgrade the existing designated crossing points, providing better pedestrian connectivity from the train station to Queensway. This would give pedestrians more priority, helping to reduce speeds and improve overall safety.



The Town Deal team received 122 responses to this question, with 37 opting not to respond. In total, 66% of respondents supported proposals to improve and upgrade the designated crossing points on Saxon Street.

The scheme will improve and upgrade the existing designated crossing points, providing pedestrians with a better and safer route from the train station to Queensway. We explored detailed design options to ensure safe, effective crossing points throughout Central Bletchley that will balance the need for both pedestrian movements and traffic flows. We will also look to create new redway routes, ensuring cyclists can use this area safely.

We recognise that the current crossing infrastructure is not adequate or inviting to enable safe pedestrian movement throughout Central Bletchley. We will explore the creation of new toucan crossings at several locations (Duncombe Street near the bus station, South Terrace, and on Princes way) and the creation of a pelican crossing on Albert Street.

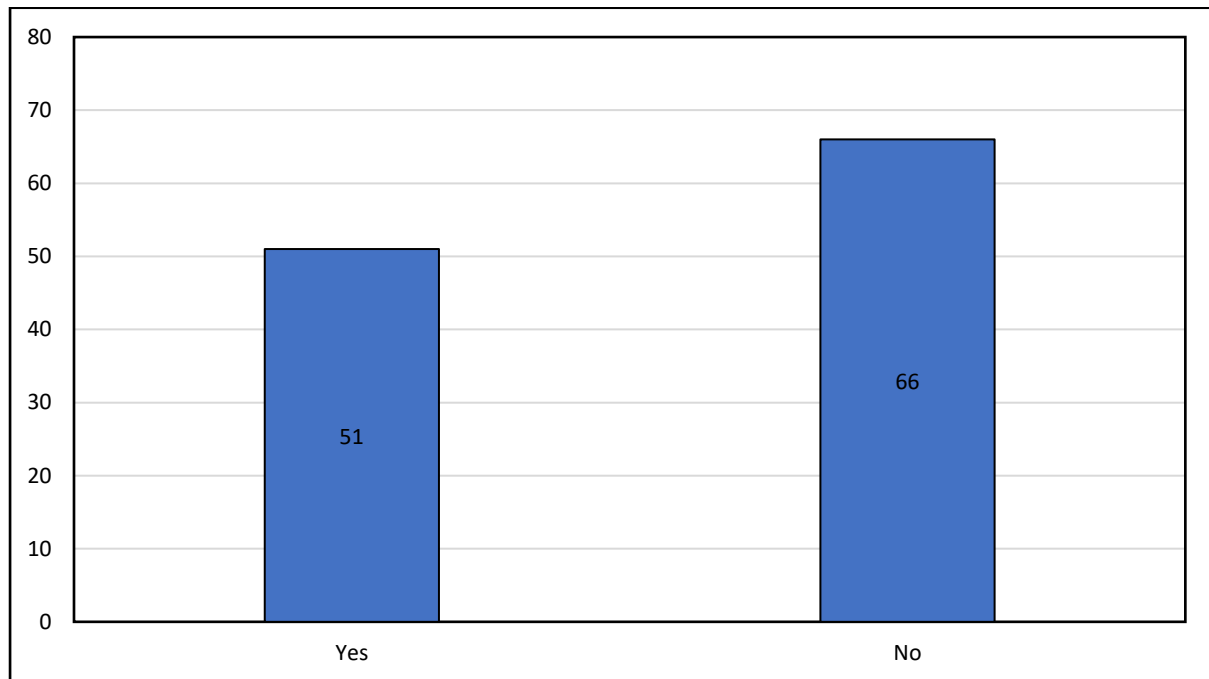
Some of the feedback expressed concerns that the proposed crossing solution may adversely impact vehicle journey times. To inform this design, we have undertaken traffic modelling to understand the impact that toucan crossings have on traffic flows throughout this area. The modelling shows a small increase in journey times at peak times through Central Bletchley but enables safer pedestrian movement through the area. This is considered in greater within the 'Traffic Flow and Parking: In more detail' section of this report.

Top issues raised:

- Congestion – designs will cause traffic jams and queues.
- Footbridge – would be a 'better' solution.
- Balanced requirements – designs should promote both vehicle and pedestrian movement.

Question 4 Do you support the removal of the existing Brunel Roundabout?

The scheme design proposed the removal of the existing Brunel Roundabout and the implementation of new traffic lights to help enable safe movements and improve the experience of Saxon Street for pedestrians. This configuration, informed by modelling work, is designed to help balance the movement of traffic through Saxon Street, with enhanced pedestrianisation.



The Town Deal team received 117 responses to this question, with 142 opting not to respond. In total, 44% of respondents supported the removal of Brunel Roundabout and the implementation of new traffic lights in Saxon Street.

We need to explore options that balance the needs of pedestrians, vehicles, bus users, cyclists and those wishing to access the train station. By changing the roundabout to a signalised junction, it will provide the space for the new transport interchange and the needs for all these users.

We recognise that many believe the current Brunel Roundabout enables free flowing traffic movements, with congestion at peak times. However, the traffic modelling predicts that in peak periods with higher future traffic flows, there will be only limited queuing with vehicles clearing the junction in one cycle of the signals. During off-peak periods, when there is less traffic, the signals will be timed accordingly to allow traffic to flow freely. The signals will also allow for safer pedestrian movement at the junction and the exit from the bus station, with buses able to leave the bus station and turn north onto Saxon Street.

Top issues raised:

- Traffic lights – considered to be unnecessary or adversely impact traffic flow.
- Crossings – suggesting an alternative could be pelican crossings.
- Existing crossings – retain existing crossings but upgrade to a pelican crossing which provides timed crossing for pedestrians.

Question 5 What public realm improvements would you like to see in this area?

The project presents an opportunity to make improvements to several public spaces, to the surrounding environment and to improve the pedestrian experience. This 'gateway' connecting Queensway with the new bus station and future eastern railway entrance is important for connectivity and local businesses.

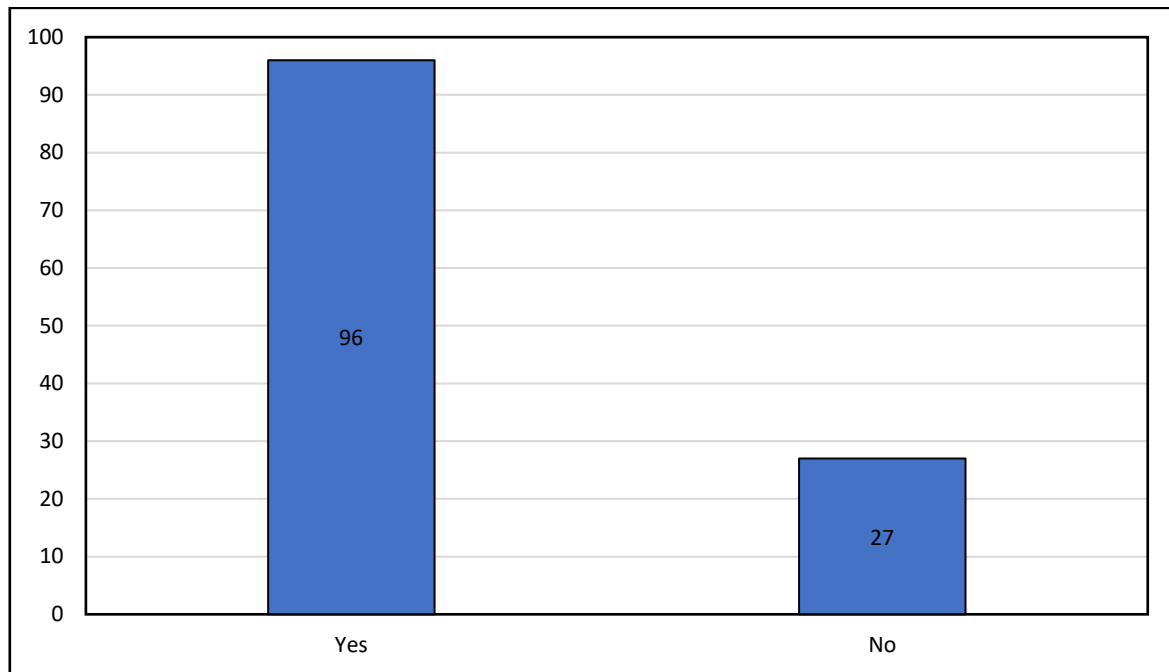
The Town Deal team received several suggestions for public realm improvements that could be made to this area.

Firstly, respondents requested that the city council retain all mature trees where possible. The city council will ensure that all trees are surveyed and mature trees are protected where possible. Where this is not possible due to established trees causing damage, obstructions or in poor health, then the city council will seek to replace these with new trees. A planting plan will be established to ensure the ongoing maintenance.

Some responses requested that crossing points should be in appropriate locations (i.e. where people want to cross) to improve connectivity. The proposals seek to create new toucan crossing points on Saxon Street, Duncombe Street junction, across Saxon Street opposite the bus station, on South Terrace, Princes way and a new pelican crossing on Albert Street. This will ensure people can cross in the most desirable locations.

Lastly, some responses requested for more seating areas, planting and opportunities for businesses to use the space. The proposals will address this by improving the general environment of Chandos Place on Saxon Street, through the provision of new seating, planting and space for shops and restaurants to use this area. The proposals will also prevent illegal parking, creating a safe and more appropriate space for the community.

Question 6 The scheme proposes to change the existing redway layout to provide better access across Saxon Street and into the surrounding area. Do you support these changes?



The Town Deal team received 123 responses to this question, with 136 opting not to respond. In total, 78% of respondents supported proposals to create new redway routes through Saxon Street and linked to other areas of Central Bletchley.

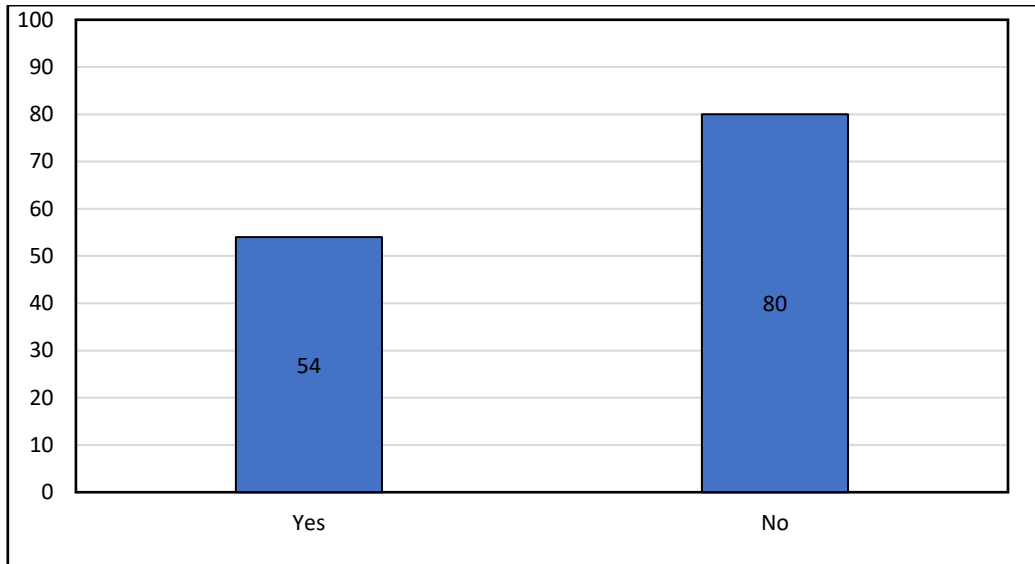
We will now begin to design new redway routes approximately three meters wide, which will run for the length of Saxon Street in Bletchley. There will be new toucan crossings for cyclists and pedestrians at the Saxon Street/Duncombe Street junction, across Saxon Street opposite the existing bus station site, on South Terrace, and on Princes Way.

We will also design new wayfinding that will show pedestrians other points of interest and routes in the town. This will be located throughout Saxon Street, Queensway, and Aylesbury Street.

Top issues raised:

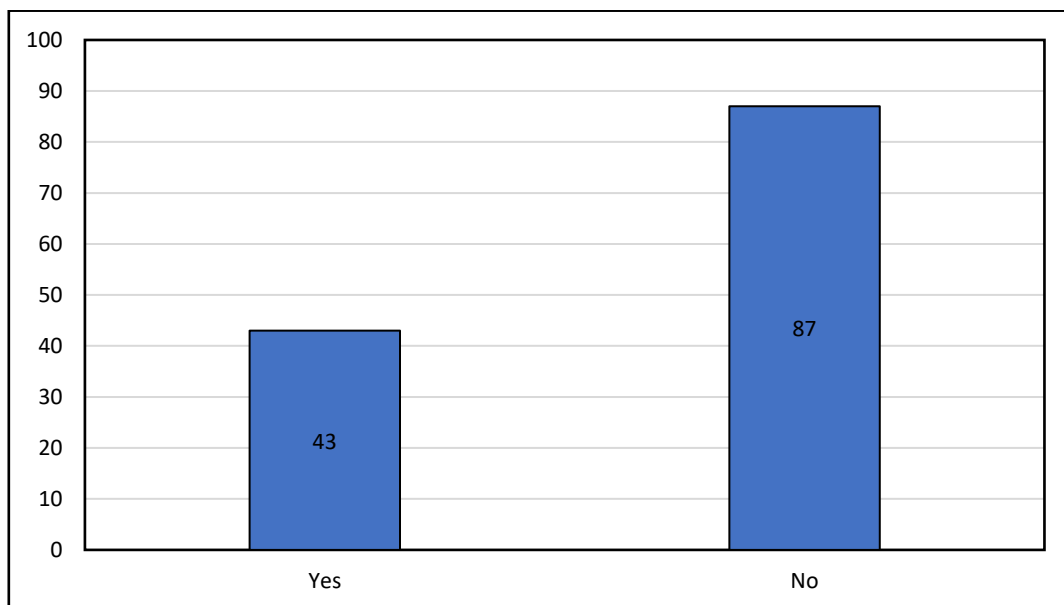
- Redway – needs to be continuous and link into other redways.
- Wayfinding – needs to show links to town centre and wider Bletchley.

Question 7a The objectives of the scheme include improving accessibility to buses, trains, and in the future a new modern transport system (Mass Rapid Transit). Do you regularly use public transport now?



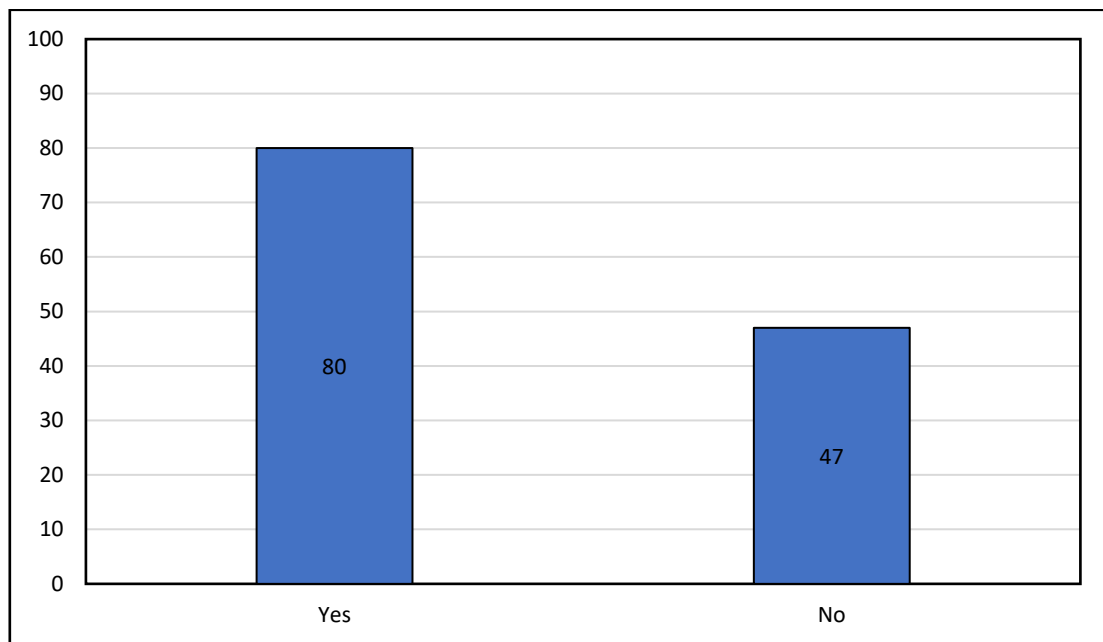
The Town deal team received 134 responses to this question, with 25 opting not to respond. In total, only 40% respondents said that they regularly use public transport now.

Question 7b Will the improvements outlined encourage you to use public transport more in the future?



The Town Deal team received 130 responses to this question, with 129 opting not to respond. In total, 33% of respondents said that the improvements would encourage them to use public transport more in the future.

Question 7c Do you support the change in public transport described above?



The Town Deal team received 127 responses to this question, with 122 opting not to respond. In total, 63% of respondents support the proposed changes to public transport opportunities.

We understand Saxon Street does not currently enable efficient and easy access to a multitude of transport options. The proposed new transport interchange will be closer to Queensway, Bletchley Station and be well placed for an eastern entrance to the station. This will give the community greater choice and access to more sustainable transport options.

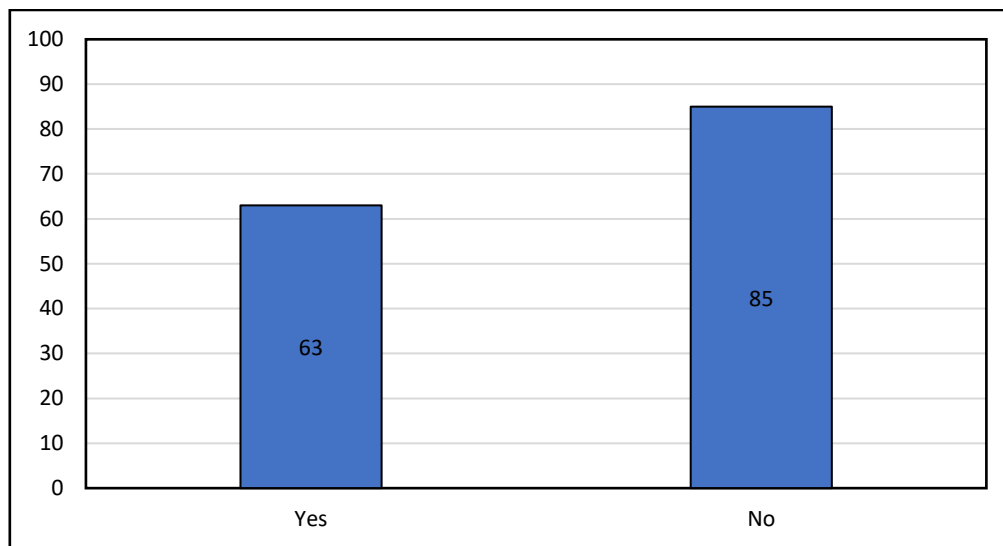
The addition of new continuous redway links will help accommodate both cyclists and pedestrians safely and encourage greater footfall and better connectivity throughout the town. We are also proposing to create a mass rapid transit, connecting Bletchley to Central Milton Keynes. This will enable faster and more efficient travel between these two locations and encourage greater use of these new facilities.

Top issues raised

- One-way flow – impact on parking and movement through surrounding streets. Requests for more information on the impact.

Question 8 Do you support the narrowing of Saxon Street to accommodate these changes?

To make the wider public transport and pedestrian improvements, it is necessary to change Saxon Street. The proposed layout consulted on indicates the carriageway will be reduced to a single carriageway for a section of the street. We have carried out detailed traffic modelling which shows a slight increase in journey times.



The Town Deal team received 148 responses to this question, with 111 opting not to respond. In total, 43% of respondents supported proposals to narrow Saxon Street to accommodate these wider changes.

The city council understands that there is a concern that these changes would lead to additional journey times and congestion on a road network that already has capacity issues at peak time. The proposed design has been developed after extensive traffic modelling at peak periods. The results show a slight increase in journey times, which is explained in greater detail within this report.

We also understand that there is extensive queuing on Buckingham Road on the eastbound approach to Sherwood Drive Roundabout. Within this project, we are also looking at options to improve Sherwood Drive Roundabout. This will reduce congestion from this approach and enable more free-flowing traffic.

To achieve all the aspirations of this project (i.e. bus station relocation, land for an eastern entrance, safer crossing points and redway links) existing road networks will need to be altered. The designs need to be future proof, i.e. accommodate future population growth in Bletchley and accommodate the needs of pedestrians and vehicle users.

Top issues raised:

- Journey time – designs will have an adverse impact on journey times for car drivers.
- Congestion – designs may lead to an increase in congestion.
- Impact on surrounding streets – perception that the designs will adversely impact congestion and traffic flow in surrounding streets.

Traffic flow and Parking in more detail

Across both consultations, the Town Deal team identified two recurring themes/concerns.

- The potential impact of the designs on traffic flow and congestion.
- A lack of parking strategy and parking enforcement in Central Bletchley.

Potential Impact of designs on traffic flow and congestion

The city council understands the concern many people had about the proposed changes impacting the traffic flow leading to more congestion in Central Bletchley.

Our proposed plans for Saxon Street and Queensway which we consulted on are designed to promote better and safer connectivity throughout the town centre for pedestrians and cars. The plans are informed by our work with traffic modelling experts using traffic modelling Vissim software. This software digitally reproduces the traffic patterns of road users within the study area in detail. Our proposed design was the outcome of a continuous cycle of planning, analysis, implementation, and evaluation. Based on the Vissim results, we developed layouts and provided drawings to traffic consultants AECOM to test. This process was repeated numerous times until we chose the preferred scheme.

The traffic models are developed from traffic surveys and can replicate the behaviour vehicles within the road network, i.e. link roads and junctions. Different design options with future flow patterns were tested, visualised and analysed. We were able to model future developments and see the impact on our proposals.

We have Vissim models for both Saxon Street and Queensway. Please see below the geographic areas.

For Saxon Street we tested:

- The existing network based using actual 2022 traffic flows.
- The existing network with the growth in traffic we believe will happen by 2031 (considers forecast housing and population growth).
- Several versions of the scheme with the 2031 traffic growth flows.

Through this modelling, we have assessed the existing road layout, future population growth and the proposed new designs. The data shows that in the AM, the proposed designs would lead to a small increase in journey times, an additional 14 second journey time between Sherwood Drive to Princes Way and an additional 19 seconds in the PM to journey times (see table below).

Knowing that the delay in both the AM and PM peaks is small and considering the benefits for Bletchley by being better connected, we believe the proposal should help balance the needs of pedestrians and vehicles and enable the creation of a gateway experience into Central Bletchley.

Sherwood Drive to Princes Way - Peak times		
Scenario	AM Journey Time (Seconds)	PM Journey Time (Seconds)
Current design (Brunel roundabout)	60	59
Current design (Brunel Roundabout) in 2031, accounting for population growth	66	63
Proposed design in 2031, accounting for population growth	80	82

We are also exploring making improvements to Sherwood Drive Roundabout, with the aim to reduce queuing on the Buckingham Road eastbound approach at morning peak hour and the Buckingham Road westbound evening peak hour. Again, we will be using Vissim modelling to help inform the design of this approach.

Parking Strategy and Enforcement

Illegal parking and the perceived lack of parking enforcement is a concern that was consistently raised throughout the consultation process and in the responses submitted.

The city council acknowledges the parking challenges in Bletchley and Fenny Stratford and is developing a comprehensive strategy to ensure that there will be appropriate levels of parking and enforcement, particularly considering the additional planned development.

The parking team commissioned a Bletchley Town Centre Parking Demand and Capacity Study. The aim of the study was to gather evidence to better understand parking provision and usage in Bletchley town centre as well as Fenny Stratford. The study looked at parking now, the potential impact of the Town Deal proposed schemes, and future parking requirements.

The results of this report are now being considered and the city council is exploring options in Bletchley and Fenny Stratford. This could mean improving existing facilities through better signage; surfacing; lighting; wayfinding to existing parking sites; or the development of new parking sites.

We also acknowledge that parking enforcement is a key issue and the city council aims to address this in the short- and long-term. While the emerging public realm designs for Queensway and Aylesbury Street will address illegal parking as much as possible, immediate additional parking enforcement resources in the area would clearly also be beneficial.

Our parking service currently deploys three Civil Enforcement Officers to Bletchley and Fenny Stratford in the effort to tackle the on-going issues of illegal parking. The team is currently reviewing its deployment plan to ensure areas such as Queensway and Aylesbury Street are patrolled more frequently. In the past six months the parking service has issued **1,190** penalty charge notices (PCNs) to vehicles illegally parked in Bletchley and Fenny Stratford.

In the longer term, the city council will make decisions about its approach to parking enforcement in the future, and whether to move towards enlarged enforcement resources and facilities, including tow-away vehicles and car pound etc. No decisions on this have been taken yet, but we expect to announce more in early 2025 and in advance of the construction works.

Town Deal Next Steps

Thank you to all those who responded to the consultations, and attendees at the Town Deal events. We would also like to thank members of the Town Deal Board, both town councils (Bletchley & Fenny Stratford and West Bletchley town councils) and members of the Town Deal Advisory Group who assisted with raising awareness of, and attending, the consultation events. The input from the public on this consultation has helped us understand the priorities of local people and businesses in the area and ensure that the Town Deal funding has as much impact as possible.

The city council will now move forward the plans for the Public Realm Improvements project in line with the feedback received in this report. For the Saxon Street project, the city council is reconsidering this scheme in light of the feedback received from the consultation. An update will be published in early 2025.

In Spring 2025 we will publish the final designs for the Public Realm Improvements and Saxon Street projects and make them available at a public notification consultation. More information on the notification consultation and timescales for project delivery will be published via the [Groundbreaking website](#) in early 2025.

To keep up to date with Town Deal news and developments, subscribe to the Town Deal newsletter on the Town Deal website [Home | Groundbreaking Bletchley and Fenny Town Deal](#)