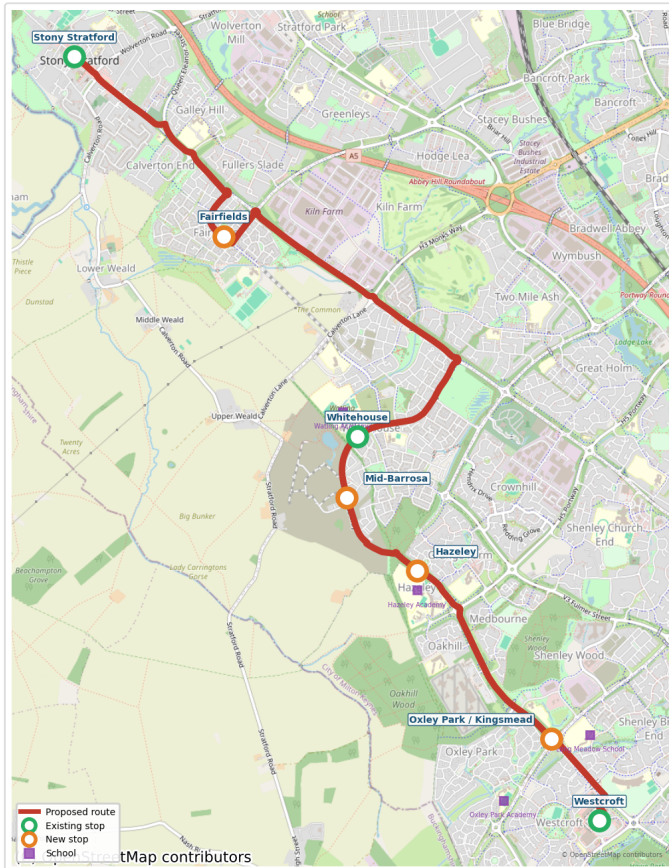


Connecting Western MK: A Proposed Cross-Town Bus Service

Stony Stratford — Fairfields — Whitehouse — Hazeley — Westcroft

The western expansion area of Milton Keynes — Fairfields, Whitehouse, and Hazeley — was planned with public transport in mind. Barrosa Way was built with dedicated bus lanes (TRO-349, 2023), yet **no bus service uses them**. Meanwhile, thousands of residents have no direct connection to Stony Stratford's High Street or Westcroft's shops and services. This proposal fills that gap.



Interactive map at mkweabus.defp.uk

Proposed Stops

#	Stop	Location / Connections	Status
1	Stony Stratford	High Street — interchange with Routes 5, 6, X6	Existing
2	Fairfields	Apollo Avenue — no current bus service to this estate	NEW
3	Whitehouse	Barrosa Way, near Watling Academy — interchange with Route 2	Existing
4	Mid-Barrosa	Barrosa Way, between the two academies — fills a 1.48 km gap	NEW
5	Hazeley	Tattenhoe Street, near Hazeley Academy	NEW
6	Oxley Park / Kingsmead	Tattenhoe Street roundabout — redway connections to Oxley Park Academy, Long Meadow School, and Kingsmead	NEW
7	Westcroft	District Centre — interchange with Routes 8, The Loop, 68. Morrisons, Aldi, pharmacy, medical centre, library.	Existing

Barrosa Way: dedicated bus lanes built and ready (TRO-349, 2023)



Why This Route Matters

Close by Road, Far by Bus

Whitehouse — Still waiting for its centre

Whitehouse was planned with a market square at its heart — a community hub with local shops and services. Years after the first residents moved in, that square still hasn't materialised. Until it does, residents depend on neighbouring centres for even basic errands. Without a direct bus connection, that dependency comes with an unreasonable time penalty.

Stony Stratford — A high street worth reaching

Stony Stratford has what most new estates can only dream of: an independent high street with cafes, pubs, restaurants, a dentist, a vet, charity shops, and a real sense of community. It's barely 5 km from Whitehouse — but without a direct bus, residents are stuck driving, taking a cab, or riding two buses through the city centre just to get there.

Westcroft District Centre — Everyday essentials, unreachable by bus

Westcroft serves a different purpose: Morrisons, Aldi, a pharmacy, a medical centre, and a library — the kind of services families use weekly. It's under 5 km from Whitehouse by road. By bus, the only option is two services via CMK, turning a 5-minute drive into a 45-minute ordeal.

Journey Comparison

Journey	By car	By bus today	With this route
Whitehouse → Stony Stratford 5.5 km	~8 min	~50 min Route 2 to CMK, change to Route 6. Two buses, one interchange.	~10 min Direct — 3 stops, no interchange.
Whitehouse → Westcroft 4.7 km	~5 min	~45 min Route 2 to CMK, change to Route 8. Two buses, one interchange.	~15 min Direct — 5 stops, no interchange.
Stony Stratford → Westcroft 9.0 km	~9 min	~55 min Route 6 to CMK, change to Route 8. Two buses, one interchange — despite both being on the same western corridor.	~22-28 min Direct end-to-end — 7 stops, no interchange.

Why This Route Works

Infrastructure Already Built

Barrosa Way's dedicated bus lanes were constructed in 2023 under TRO-349. The road was designed for buses. The only thing missing is the service itself.

The School Run

Four schools sit along or within 600m of the route: Watling Academy, Hazeley Academy, Oxley Park Academy, and Long Meadow School. A bus service here creates natural morning and afternoon demand peaks.

Fills a Network Gap

This route connects two underserved corridors diagonally across western MK. The Stony Stratford corridor (Routes 5/6) and the Westcroft hub (Route 8) currently have no direct link through the WEA estates.

Good for Local Business

A bus route is a customer pipeline. Stony Stratford's independent shops, cafes, and pubs gain a direct link to thousands of new residents who currently can't reach them without a car. Westcroft's supermarkets and services become a realistic option for a weekly shop. And when Whitehouse's planned market square finally opens, it will launch with a ready-made catchment connected in both directions — not an island served by one radial route.

Proven Demand Model

The Loop (Arriva's demand-led orbital route, launched January 2025) hit 10,000 passengers in its first month. Western MK has the same ingredients: new housing, growing population, no existing service.

Infrastructure Can't Lag Housing

Every month a new estate opens without bus connections, more residents are forced into car ownership, driving lessons, or habitual taxi use. Once those patterns set in, they're hard to reverse. If public transport isn't there when people move in, it becomes an afterthought — not a first choice. Early service builds ridership; late service chases it.

What We Are Asking For

- MK Council to commission a **formal route feasibility study** using MK Connect demand data
- Engagement with bus operators (Arriva, Uno) on **commercial or subsidised operation**
- Coordination with Urban & Civic on the **WEA road completion timeline**
- A target launch date aligned with **Barrosa Way becoming fully operational**

Sign the Petition

Help us show MK Council that residents want this route.

mkweabus.defp.uk/sign

A proposal by Diego Elio Pettenò · mkweabus@defp.uk · mkweabus.defp.uk

