STATEMENT OF REASONS

KINGSBROOK BUS LAYBY IMPROVEMENTS AND SPEED LIMIT CONSULTATION

Buckinghamshire Highways is proposing a series of improvements, including new crossing facilities, the widening and realignment of shared-use paths, and converting existing footway to shared-use path. The scheme also includes the introduction and extension of 30mph speed limits, the removal of six trees to facilitate the proposed works. These improvements aim to enhance accessibility, connectivity and safety for all road users.

The proposals can be found in the table below, along with the reasons for these proposals.

Road Name (and extents)	Proposals	Reasons
Bellingham Way – From a point approximately 45 meters east of Bellingham Way / Broughton Lane Junction	Introduction of a new signal-controlled toucan crossing	For ensuring legal enforceability and consistency in accordance with section 23 and section 122 of Road Traffic Regulation Act 1984. These proposals have been put forward to improve access and safety in the vicinity of the proposed laybys and crossing facilities. For preserving or improving the amenities of the area through which the road runs
Mike Griffin Way – South leg of Mike Griffin Way / Armstrongs Fields Roundabout	Introduction of a new Zebra crossing	
Armstrongs Fields – West leg to Mike Griffin Way / Armstrongs Fields Roundabout	Introduction of new Parallel crossing	
Mike Griffin Way – At the northern leg of Mike Griffin / Armstrongs Fields roundabout	Extension of the 30mph speed limit approximately 19m to further north	For facilitating the passage on the road or any other road of any class of traffic (including pedestrians). To improve safety for all road users within the local community.
Mike Griffin Way – At the northern leg of Mike Griffin / Bellingham Way roundabout		
Mike Griffin Way – At south leg of Mike Griffin / Armstrongs Fields roundabout	Extension of the 30mph speed limit approximately 19m to the south	
Broughton Lane – From junction with Bellingham Way to approximately 260m towards south	Reduction of speed limit from 40mph to 30mph	
Bellingham Way - From approximately 85m east of Stocklake / Bellingham Way junction to approximately 123m west of Bellingham Way / Broughton Lane junction		
Bellingham Way - From approximately 123m west of Bellingham Way / Broughton Lane junction to Acorn Path	Reduction of speed limit from 40mph to 30mph (by virtue of street lighting)	For facilitating the passage on the road or any other road of any class of traffic (including

Road Name (and extents)	Proposals	Reasons
Burcott Lane - From the junction with Bellingham Way to approximately 40m towards north	Reduction of speed limit from 40mph to 30mph (by virtue of street lighting)	pedestrians). To improve safety for all road users within the local community. By virtue of the presence of a series of existing lighting columns, the road is subject to the default 30mph speed limit restriction.
Bellingham Way – Approximately 37m west of Burcott Lane, between the existing uncontrolled crossing and proposed toucan crossing	Conversion of existing footway to a shared-use pedestrian and cycle facility [See Schedule 1 below]	The conversion has been proposed as part of the scheme's aims in linking the shared-use path with the proposed toucan crossing. Under Section 65 of the Highways Act 1980, Local Authorities can create these paths by converting the footway within the highway
Bellingham Way – At proposed bus layby (nearside of westbound movement)	Realignment of the existing shared-use path [See Schedule 2 below]	To facilitate the provision of bus laybys and associated passenger boarding facilities, and to improve connectivity between existing walking and cycling routes and the proposed crossing facilities
Mike Griffin Way – At proposed bus layby, north leg of Bellingham Way / Mike Griffin Way roundabout		
Mike Griffin Way – At proposed bus layby, north leg of Armstrongs Fields / Mike Griffin Way roundabout		
Bellingham Way – Near proposed toucan crossing	Removal of existing trees in central median	To facilitate the construction of the proposed toucan crossing on Bellingham Way and the realignment of the shared-use path near the Bellingham Way / Mike Griffin Way roundabout in support of the scheme. Under Sections 96A, 130 and 154 of the Highways Act 1980, the Highway Authority has powers and duties to remove obstructions and ensure the highway remains safe and available for public use.
Mike Griffin Way – Along the realigned shared-use path, north leg of Bellingham way / Mike Griffin Way roundabout	Removal of existing trees in verge	

SCHEDULE 1

Footway converted to shared use path

Bellingham Way – Footway nearside of eastbound Bellingham Way, approximately 37m west of Burcott Lane, from the existing uncontrolled crossing (crossing to be discarded in design proposal) to the proposed toucan crossing, with an approximate length of 64m.

SCHEDULE 2

Realignment of shared use paths

Bellingham Way – Southern shared-use path at proposed bus layby (nearside of westbound movement), approximately 45m in length.

Mike Griffin Way – Western shared-use path, at proposed bus layby (nearside of northbound movement), on the north leg of Bellingham Way / Mike Griffin Way roundabout, approximately 18m north of the existing zebra crossing, approximately 48m in length.

Mike Griffin Way – Western shared-use path at proposed bus layby (nearside of northbound movement), on the north leg of Armstrongs Fields / Mike Griffin Way roundabout, approximately 42m in length.