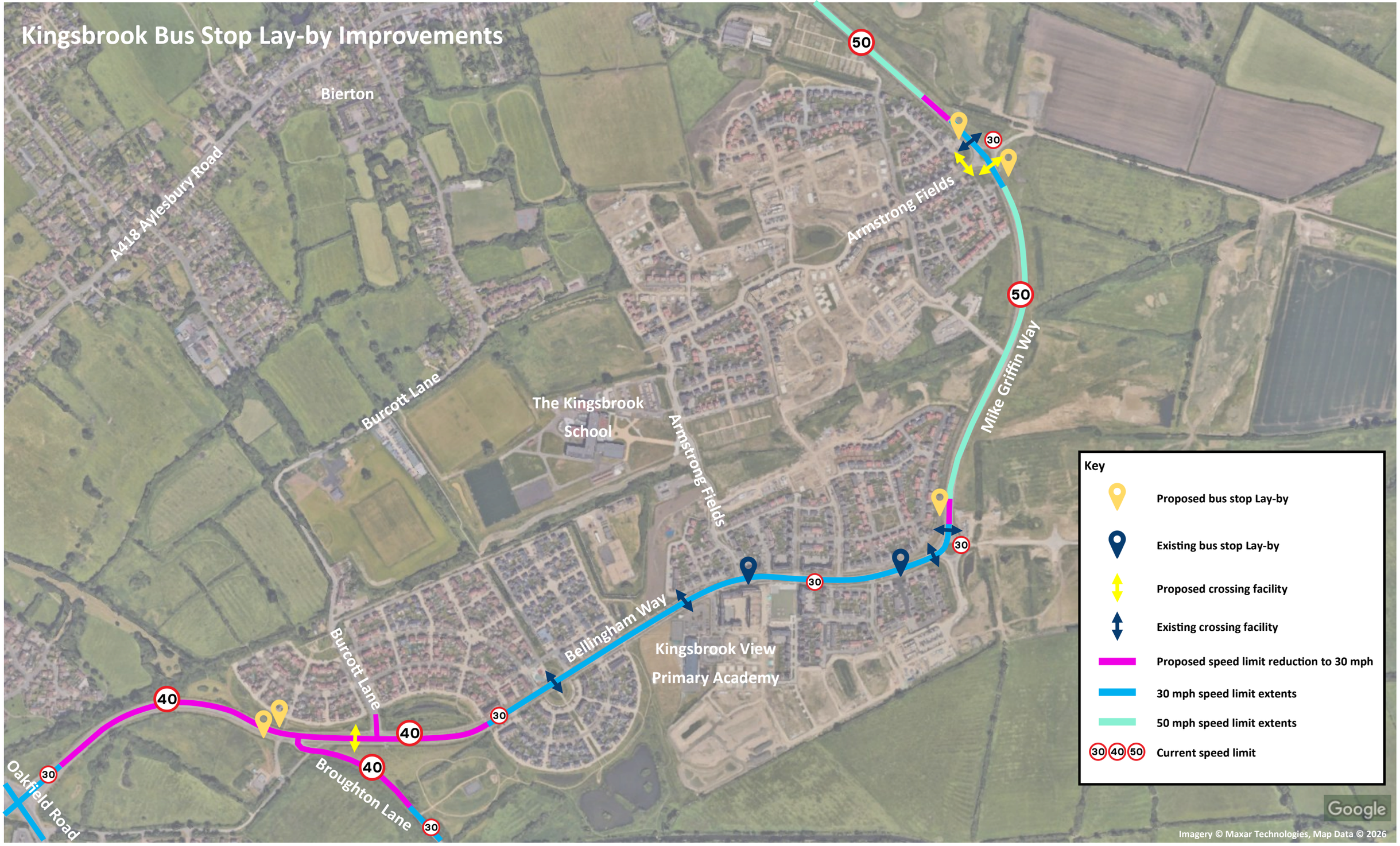
Kingsbrook Bus Stop Lay-by Improvements



Buckinghamshire Council

November 2026

DO NOT SCALE

Millimetres 100 10 0

N

Path (um)

Co Const & Wand Bdry

BOBBY ROAD

BELLINGHAM WAY

Dismantled Railway

Ponds

Pond

MARSTON GATE

CHASE ROAD

MEDLEY ROAD

BURCOTT LANE

BROUGHTON LANE

STOCKLAKE

Towing Path

PROPOSED REDUCTION IN SPEED LIMIT FROM 40 mph TO 30 mph ALONG BELLINGHAM WAY TO IMPROVE SAFETY AT PROPOSED LAYBYS AND CROSSING. TRAFFIC REGULATION ORDER REQUIRED TO IMPLEMENT THE PROPOSAL

REPLACEMENT OF EXISTING 40 mph SPEED LIMIT SIGNS WITH 30 mph SIGNS

EXISTING 40 mph SPEED LIMIT REPEATER SIGN TO BE CHANGED TO 30 mph

EXISTING 2 m WIDE FOOTWAY

STOPPED BUS WING MIRROR VISIBILITY PROVIDES AN UNOBSTRUCTED VIEW OF ONCOMING VEHICLES AT THE STOPPING SIGHT DISTANCE REQUIRED FOR 30 mph (43 m). HIGHER SPEEDS MAY REDUCE VISIBILITY LEADING TO AN INCREASED COLLISION RISK

EXISTING TREES ALONG THE CENTRAL RESERVE MAY AFFECT VISIBILITY OF PEDESTRIANS AND TRAFFIC SIGNALS. REMOVAL OF TREES IS REQUIRED

EXISTING FOOTPATH CONNECTS THE RESIDENTIAL AREA TO THE PROPOSED BUS STOPS

EXISTING 2 m FOOTWAY

REMOVAL OF EXISTING 40 mph SPEED LIMIT REPEATER SIGN

EXISTING SHARED USE FACILITY WEST OF BURCOTT LANE TO BE EXTENDED TO THE PROPOSED CROSSING LOCATION. EXISTING FOOTWAY TO BE WIDENED BY 1 m

PROPOSED 30mph SPEED LIMIT REPEATER SIGN

EXISTING UNCONTROLLED CROSSING AND TACTILE PAVING TO BE REMOVED. CORDUROY PAVING TO BE REMOVED FOLLOWING THE PROPOSED EXTENSION OF THE SHARED USE FACILITY

EXISTING 3 m SHARED USE FACILITY

EXISTING 40 mph SPEED LIMIT REPEATER SIGN TO BE CHANGED TO 30 mph

SHARED USE FACILITY CONTINUES EAST. REVIEW OF TRANSITIONS TO BURCOTT LANE IS REQUIRED

ADDITIONAL LIGHTING REQUIREMENT FOR THE PROPOSED CROSSING TO BE REVIEWED IN THE NEXT STAGE OF DESIGN

PROPOSED SINGLE STAGE TOUCAN CROSSING DUE TO POTENTIAL HIGH TRAFFIC VOLUME ALONG THIS SECTION AS PER ATE GUIDANCE (ASSUMED FLOWS EXISTING TRAFFIC FLOWS > 6,000 VEHICLES PER DAY, FORECASTED TO INCREASE TO >10,000)

INSET B

B 0001 — 1:200

EXISTING UTILITY COVER TO BE REPLACED WITH RECESS COVER AND INFILLED WITH RED BLISTER TACTILE PAVING

40 mph REPEATER SIGN TO BE RELOCATED EAST OF PROPOSED CROSSING

EXISTING SEWER INSPECTION CHAMBER COVER

PROPOSED CROSSING LOCATED EAST OF THE SEWER INSPECTION CHAMBER COVER TO REDUCE POTENTIAL UTILITY DIVERSIONS

RELOCATION OF EXISTING WEAK BRIDGE SIGN TO THE WEST OF THE PROPOSED CROSSING

INSET A

A 0001 — 1:200

RELOCATED DRAINAGE ADJACENT TO THE PROPOSED KERBS TO BE CONFIRMED FOLLOWING DRAINAGE REVIEW

WIDENING OF EXISTING FOOTWAY BY 1.2 m REQUIRED TO MAINTAIN 2 m FOOTWAY WIDTH

RELOCATION OF EXISTING LIGHTING COLUMN TO THE BACK OF PROPOSED FOOTWAY

PROPOSED SHELTER LOCATED BACK OF FOOTWAY ALONG VERGE. HALF- WIDTH END PANELS ARE PROPOSED AT EACH END

LAYBY WIDTH OF 4.5 m, NARROWING TO 2.9 m AT THE WAITING AREA, ENABLES ADEQUATE WING MIRROR VISIBILITY FOR BUSES DUE TO THE ROAD CURVATURE

PROPOSED DESIGN INDICATES ABSOLUTE MINIMUM WIDTHS TO MINIMISE IMPACT ON VERGE. OPPORTUNITY TO PROVIDE WIDER WALKING CORRIDOR BETWEEN THE PROPOSED SHELTER AND THE FLAG BY REALLOCATING ADDITIONAL WIDTH FROM THE VERGE

PROPOSED WEAK BRIDGE SIGN TO BE RELOCATED WEST OF THE PROPOSED BUS LAYBY

EXISTING SHARED USE FACILITY HARDSTANDING TO BE CONVERTED TO VERGE

REALIGNMENT OF EXISTING SHARED USE FACILITY TO ACCOMMODATE BOARDING AREA. 3.2 m ENCROACHMENT INTO ADJACENT VERGE. REALIGNMENT TO BE REVIEWED FOLLOWING TREE SURVEY TO MINIMISE IMPACT ON THE ROOT PROTECTION AREA

PROPOSED BUS SHELTER WITH HALF- WIDTH END PANELS AT EACH END

EXISTING SHARED USE FACILITY HARDSTANDING TO BE CONVERTED TO VERGE

ADDITIONAL LIGHTING REQUIREMENT FOR THE BUS STOP AND THE SHARED USE FACILITY TO REVIEWED IN THE NEXT STAGE OF DESIGN

BUS STOP

BUS SHELTER

R25

KEY:

- PROPOSED KERBLINE
- PROPOSED EDGE OF FOOTWAY / SHARED USE FACILITY
- PROPOSED RAISED BUS STOP KERB UPSTAND OF 140 mm
- PROPOSED ROAD MARKING
- VISIBILITY SPLAY TO MfS FOR 30mph DESIGN SPEED: X=2.4 m, Y=43 m AT JUNCTIONS AND STOPPING SIGHT DISTANCE: 43 m
- VISIBILITY SPLAY TO TRAFFIC SIGNS MANUAL CHAPTER 6 FOR 30 mph (85th PERCENTILE SPEED) FOR PEDESTRIAN CROSSINGS: 40 m
- PROPOSED BUS SHELTER (ROOF DIMENSIONS 4m BY 2m AND 0.7m FOR HALF-WIDTH SIDE PANELS OR 1.4m FOR FULL-WIDTH SIDE PANELS)
- PROPOSED BUS FLAG AND POLE
- BOARDING CLEAR ZONE
- INDICATIVE LOCATION OF PROPOSED LIGHTING COLUMN
- LIGHTING COLUMN TO BE RELOCATED
- INDICATIVE LOCATION OF PROPOSED DRAINAGE GULLY
- EXISTING SIGNS TO BE REMOVED/RELOCATED
- EXISTING TRAFFIC SIGNS/SIGNPOSTS TO BE RETAINED
- RELOCATED SIGNS
- PROPOSED BOLLARDS
- PROPOSED BELISHA BEACON
- PROPOSED CORDUROY HAZARD PAVING
- PROPOSED CONTROLLED CROSSING TACTILE PAVING
- EXISTING TREES TO BE REMOVED/RELOCATED
- INDICATIVE LOCATION OF TRAFFIC SIGNALS
- AREA CONVERTED TO VERGE
- SITE EXTENT

NOTES:

1. DO NOT SCALE FROM THIS DRAWING.
2. ALL DIMENSIONS ARE IN METRES UNLESS OTHERWISE STATED.
3. PROPOSALS ARE BASED ON TOPOGRAPHICAL SURVEY.
4. SEE DWG NO. 100126894-ATR-HGN-KIN-SK-CH-0004 FOR DETAILS ON SWEPT PATH ANALYSIS

Rev.	Date	Description	By	Chk'd	App'd
P02	05/06/26	DRAWING REVISIONS BASED ON TOPO SURVEYS	PM	AW	GC
P01	27/04/26	INITIAL DRAFT	PM	AW	GC

Drawing Status: FOR INFORMATION

Suitability: S2

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Client: Buckinghamshire Highways

Project Title: KINGSBROOK BUS STOPS

Drawing Title: FEASIBILITY DESIGN
KINGSBROOK BUS STOPS
LOCATION 1 - BUS STOP PROPOSALS

Scale	Designed	Drawn	Checked	Authorised
1:1000	PM	PM	AW	GC
Original Size	Date	Date	Date	Date
A1	27/04/26	27/04/26	27/04/26	27/04/26

Drawing Number: 100126894-ATR-HGN-KIN-DR-CH-0001

Revision: P02

Internal Project Number: 100126894

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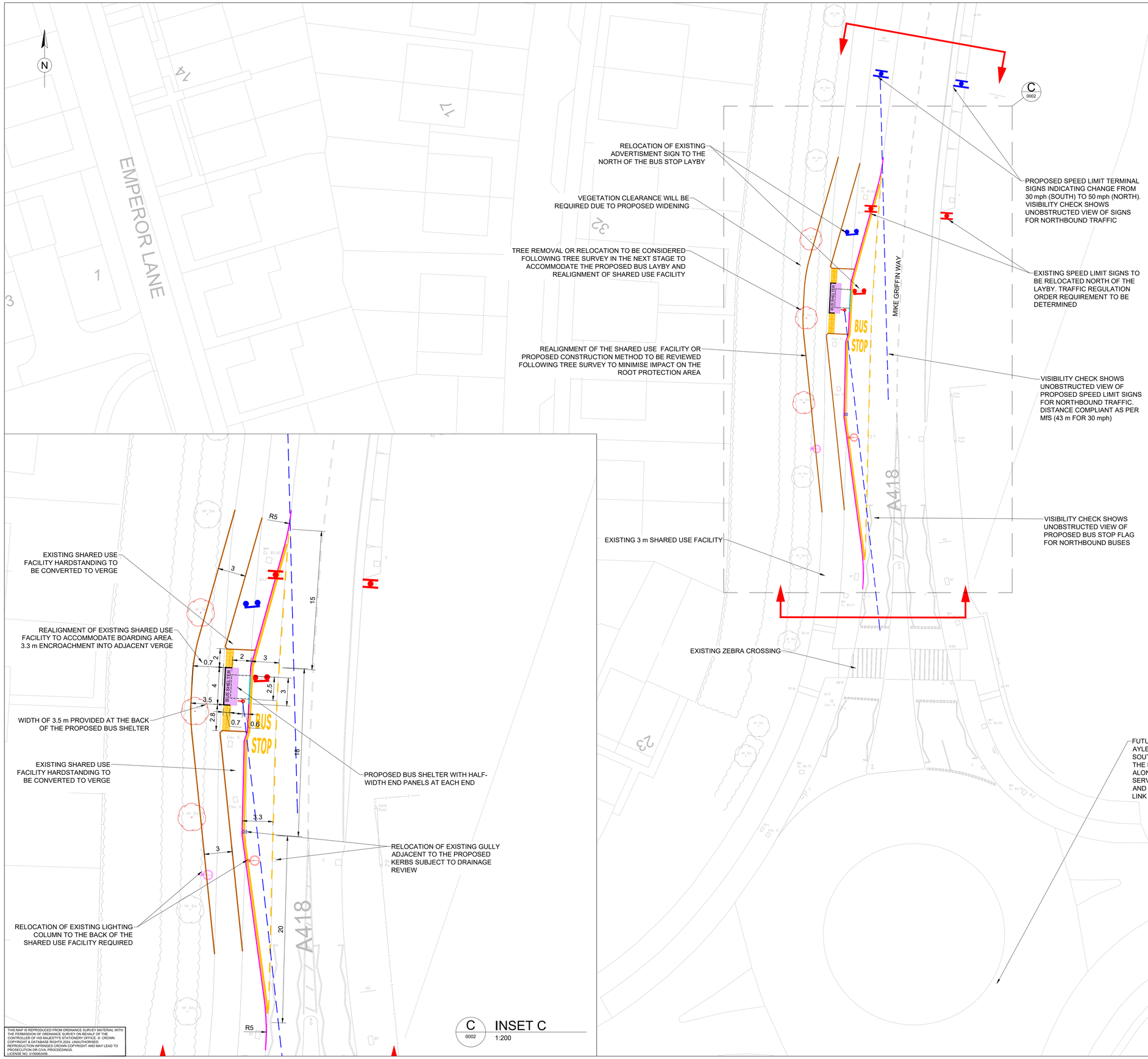
USER: MUR87329
Date: 05/6/26 12:38:22
Filename: P:\GBLOVH and Thinkfigent Spruce\Live\100126894 - Bucks Bus stop improvement scheme - TO 302 - CH/B3519/40 - Technical\Kingsbrook bus stops feasibility\CAD\DWG\Kingsbrook Feasibility Design P02.2.dwg

DO NOT SCALE

Millimetres 0 10 100



KEY:

- PROPOSED KERBLINE
- PROPOSED EDGE OF FOOTWAY / SHARED USE FACILITY
- PROPOSED RAISED BUS STOP KERB UPSTAND OF 140 mm
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- AREA CONVERTED TO VERGE
- SITE EXTENT

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4. SEE DWG NO. 100126894-ATR-HGN-KIN-SK-CH-0005 FOR DETAILS ON SWEPT PATH ANALYSIS

Rev.	Date	Description	By	Chk'd	App'd
P02	05/06/26	DRAWING REVISIONS BASED ON TOPO SURVEYS	PM	AW	GC
P01	27/04/26	INITIAL DRAFT	PM	AW	GC

Drawing Status: FOR INFORMATION
Suitability: S2

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Client: Buckinghamshire Highways

Project Title: KINGSBROOK BUS STOPS

Drawing Title: FEASIBILITY DESIGN
KINGSBROOK BUS STOPS
LOCATION 2 - BUS STOP PROPOSALS

Scale	Designed	Drawn	Checked	Authorised
1:250	PM	PM	AW	GC
Original Size	Date	Date	Date	Date
A1	27/04/26	27/04/26	27/04/26	27/04/26

Drawing Number: 100126894-ATR-HGN-KIN-DR-CH-0002
Revision: P02

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USER: MURR8729
Date: 05/6/26 12:38:47
Filename: P:\GBLOWH and Thinkfigent Spaces\Live\100126894 - Bucks Bus stop improvement scheme - TO 302 - CH\B3\01\40 - Technical\Kingsbrook bus stops feasibility\CAD\DWG\Kingsbrook Feasibility Design P02 2.dwg
Internal Project Number: 100126894

DO NOT SCALE

EXISTING FOOTPATH CONNECTS TO PROPOSED BUS STOP VIA SHARED USE FACILITY

REQUIREMENT FOR ADDITIONAL LIGHTING FOR THE ACCESS PATH TO THE BUS STOP TO BE REVIEWED AT THE NEXT STAGE

PROPOSED SPEED LIMIT TERMINAL SIGNS INDICATING CHANGE FROM 30 mph (SOUTH) TO 50 mph (NORTH). VISIBILITY CHECK SHOWS UNOBSTRUCTED VIEW OF SIGNS FOR NORTHBOUND TRAFFIC. DISTANCE COMPLIANT AS PER MfS (43 m FOR 30 mph) TRAFFIC REGULATION ORDER REQUIREMENT TO BE DETERMINED

RELOCATION OF EXISTING SIGNS REQUIRED

REALIGNMENT OF EXISTING SHARED USE FACILITY TO ACCOMMODATE BOARDING AREA. 1.6 m ENCROACHMENT INTO ADJACENT VERGE

VISIBILITY CHECK SHOWS UNOBSTRUCTED VIEW OF PROPOSED BUS STOP FLAG FOR NORTHBOUND BUSES

VEGETATION REMOVAL REQUIRED DUE TO PROPOSED WIDENING

EXISTING GULLY TO BE RELOCATED TO AVOID CONFLICT WITH THE PROPOSED CROSSING AND REDUCE SLIP RISK

EXISTING PLANTINGS TO BE REMOVED OR RELOCATED TO ACCOMMODATE PROPOSED CROSSING

PROPOSED PARALLEL CROSSING SET BACK APPROXIMATELY 6.2 m FROM ROUNDABOUT TO PROVIDE A CONTINUOUS FACILITY CONNECTING THE EXISTING SHARED USE FACILITY

EXISTING PRIVATE VEHICLE ACCESS TO BE RETAINED

ARMSTRONGS FIELDS

SHARED USE FACILITY EXTENDED ALONG VERGE TO CONNECT TO PROPOSED CROSSINGS

EXISTING FOOTPATH

EXISTING 3m SHARED USE FACILITY

FORWARD VISIBILITY TO PROPOSED CROSSINGS COMPLIANT WITH TRAFFIC SIGNS MANUAL CHAPTER 6 (40m FOR 30 mph). THERE ARE CURRENTLY NO SIGNIFICANT VISIBILITY OBSTRUCTIONS ON ROUNDABOUT CENTRAL ISLAND. HOWEVER, THIS SHOULD BE MONITORED AS THE EXISTING TREES MATURE

PROPOSED ZEBRA CROSSING TO PROVIDE ACCESS TO SOUTHBOUND BUS STOP. CROSSING OFFSET 6.1 m FROM ROUNDABOUT TO ALLOW AT LEAST ONE VEHICLE TO COMPLETELY CLEAR THE CROSSING WHILE PROVIDING AN ISLAND AT THE CROSSING. LONGER VEHICLES SUCH AS BUSES ARE LIKELY TO BLOCK THE CROSSING WHILE GIVING WAY TO TRAFFIC AT THE ROUNDABOUT

FUTURE CONNECTION TO AYLESBURY VIA THE LINK ROAD SOUTH OF THIS ROUNDABOUT COULD INCREASE TRAFFIC VOLUME ON MIKE GRIFFIN WAY REQUIRING UPGRADE OF PROPOSED ZEBRA CROSSING TO SIGNAL-CONTROLLED CROSSING AS PER ATE GUIDANCE

VISIBILITY CHECK SHOWS UNOBSTRUCTED VIEW OF PROPOSED BUS FLAG FOR SOUTHBOUND BUSES

VISIBILITY CHECK SHOWS UNOBSTRUCTED VIEW OF EXISTING SPEED LIMIT SIGNS FOR SOUTHBOUND TRAFFIC. DISTANCE COMPLIANT AS PER MfS (43 m FOR 30 mph)

EXISTING SPEED LIMIT SIGNS TO BE RETAINED

MIKE GRIFFIN WAY

ARAGON WAY

GIB LANE

Balancing Pond

Balancing Pond

Path

Drain

HOPS ROAD

D 0003 INSET D 1:250

REQUIREMENT FOR ADDITIONAL LIGHTING AT THE BUS STOP TO BE REVIEWED IN THE NEXT STAGE OF DESIGN

RELOCATION OF EXISTING GULLY ADJACENT TO THE PROPOSED KERBS SUBJECT TO DRAINAGE REVIEW

RELOCATION OF EXISTING LIGHTING COLUMN TO THE BACK OF THE SHARED USE FACILITY REQUIRED

EXIT TAPER ADJUSTED TO MINIMISE IMPACT ON DRAINAGE

EXISTING SHARED USE FACILITY HARDSTANDING TO BE CONVERTED TO VERGE

PROPOSED BUS SHELTER WITH HALF- WIDTH END PANELS AT EACH END

PROPOSED SHARED USE FACILITY WIDTH OF 3 m PROVIDED AT BACK OF BUS SHELTER TO MAINTAIN A 1 m OFFSET FROM EXISTING FENCE

EXISTING SHARED USE FACILITY HARDSTANDING TO BE CONVERTED TO VERGE

UTILITY COVERS TO BE ADJUSTED TO THE NEW LEVELS ALONG THE SHARED USE FACILITY

RELOCATION OF EXISTING GULLY ADJACENT TO THE PROPOSED KERBS SUBJECT TO DRAINAGE REVIEW

E 0003 INSET E 1:250

RELOCATION OF EXISTING BOLLARDS DUE TO KERB REALIGNMENT

ADDITIONAL LIGHTING REQUIREMENT FOR THE PROPOSED CROSSING TO BE REVIEWED IN THE NEXT STAGE OF DESIGN

RELOCATION OF THE EXISTING LIGHTING COLUMN TO THE BACK OF THE PROPOSED FOOTWAY REQUIRED AND CLOSER TO THE CROSSING

PROVISION OF A BUS STOP LAY-BY AND FOOTWAY WILL ENCROACH APPROXIMATELY 5.3 m INTO THE EXISTING VERGE

UTILITY COVERS TO BE ADJUSTED TO THE NEW LEVELS AT THE HARDSTANDING

PROPOSED 2.8 m WIDE ZEBRA CROSSING TO IMPROVE ACCESS BETWEEN THE BUS STOP AND CROSSING LOCATION. WIDTH CONSIDERED ADEQUATE DUE TO ANTICIPATED LOW PEDESTRIAN DEMAND

PROPOSED 2 m WIDE FOOTWAY. LEVEL ADJUSTMENTS REQUIRED FOR THE PROPOSED FOOTWAY TO BE CONFIRMED AT THE NEXT STAGE

PROPOSED BUS SHELTER WITH A HALF-WIDTH END PANEL UPSTREAM AND A FULL-WIDTH END PANEL DOWNSTREAM

EXISTING 3m SHARED USE FACILITY

ADDITIONAL DRAINAGE REQUIREMENTS FOR THE PROPOSED LAYBY TO BE REVIEWED AT THE NEXT STAGE

REQUIREMENT FOR ADDITIONAL LIGHTING AT THE BUS STOP TO BE REVIEWED IN THE NEXT STAGE OF DESIGN

KEY:

- PROPOSED KERBLINE
- PROPOSED EDGE OF FOOTWAY / SHARED USE FACILITY
- PROPOSED RAISED BUS STOP KERB UPSTAND OF 140 mm
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- PROPOSED CONTROLLED CROSSING TACTILE PAVING
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- SITE EXTENT

NOTES:

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4. SEE DWG NO. 100126894-ATR-HGN-KIN-SK-CH-0006 FOR DETAILS ON SWEPT PATH ANALYSIS

Rev.	Date	Description	By	Chk'd	App'd
P02	04/06/26	DRAWING REVISIONS BASED ON TOPO SURVEYS	PM	AW	GC
P01	27/04/26	INITIAL DRAFT	PM	AW	GC

Drawing Status: FOR INFORMATION

Suitability: S2

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Client: Buckinghamshire Highways

Project Title: KINGSBROOK BUS STOPS

Drawing Title: FEASIBILITY DESIGN
KINGSBROOK BUS STOPS
LOCATION 3 - BUS STOP PROPOSALS

Scale	Designed	Drawn	Checked	Authorised
1:500	PM	PM	AW	GC
Original Size: A1	Date: 27/04/26	Date: 27/04/26	Date: 27/04/26	Date: 27/04/26

Drawing Number: 100126894-ATR-HGN-KIN-DR-CH-0003 Revision: P02

Internal Project Number: 100126894

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USER: MUR87729
Date: 05/6/26 12:38:17
Filename: P:\GBLOVH and Thinkfigent Spruce\Live\100126894 - Bucks Bus stop improvement scheme - TO 302 - CH\B3\01\40 - Technical\Kingsbrook bus stops feasibility\CAD\DWG\Kingsbrook Feasibility Design 2nd 2.dwg