Officer Decision Report

Date:	18/11/2026
Title:	**Kingsbrook Bus Layby Improvements and Speed Limit Consultation Approval**
Cabinet Member(s):	Councillor Thomas Broom (Deputy Leader and Cabinet Member for Transport)
Ward Member(s):	Councillor Julie Ward, Councillor Kathy Gibbon
Contact officer:	Josh Tomlinson, Principal Project Manager (josh.tomlinson@buckinghamshire.gov.uk)
Ward(s) affected:	Bierton, Kingsbrook & Wing
Recommendations:	Approval to proceed to statutory consultation for five new bus laybys, a new signalised toucan crossing, parallel (tiger) crossing and zebra crossing with associated shared use footway improvement works in Kingsbrook. The proposals include localised 30mph limit reductions on Bellingham Way, Burcott Lane, Broughton Lane and Mike Griffin Way.
Reason for recommendation:	To proceed with necessary statutory consultation to deliver the proposals. The scheme aims to improve pedestrian accessibility to local bus services through Kingsbrook along Bellingham Way and Mike Griffin Way.

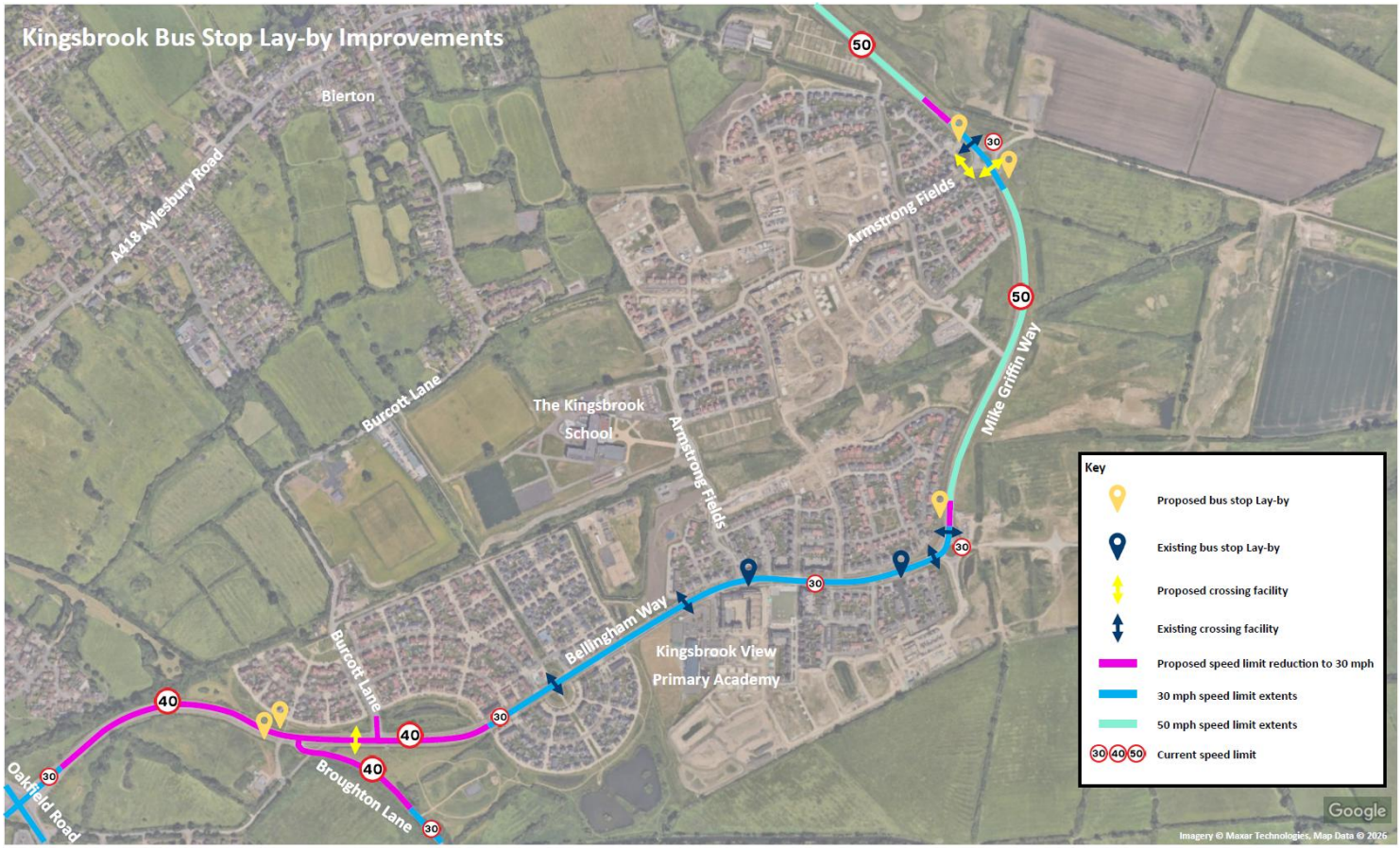
1. Background

1.1 Improvements have been identified by Buckinghamshire Council's Public Transport Team, who have recommended bus service and accessibility improvements to be delivered through the implementation of new laybys and crossing improvements in Kingsbrook.

1.2 The existing crossing provisions at the locations proposed are currently uncontrolled, proposals are to improve creates safety and accessibility challenges for walkers, wheelers and cyclists accessing the proposed laybys.

1.3 The reduction of speed limits on Bellingham Way, Burcott Lane, Broughton Lane and Mike Griffin Way to 30mph are proposed subject to statutory consultation and engagement with Thames Valley Police.

1.4 A Summary plan of the Kingsbrook Bus Stop Improvements is shown below and Appendix 1.



1.5 Table 1 below summarises the site's key locations and outlines the proposed works and changes to speed limits.

Table 1 – Locations and its proposals

Road Name	Extents	Type of Proposal
Bellingham Way	Approximately 45m east of Bellingham Way / Broughton Lane junction	Introduction of a new signal-controlled toucan crossing
	Approximately 37m west of the Burcott Lane junction, between the existing uncontrolled crossing and proposed toucan crossing	Existing footway converted into shared use pedestrian and cycleway facility
	Near proposed toucan crossing	Removal of existing trees in central median
	At the proposed bus layby (nearside of westbound movement)	Realignment of the existing shared-use path
	From approximately 85m east of the Stocklake / Bellingham Way junction to Acorn Path	Reduction of speed limit from 40mph to 30mph
Broughton Lane	From the junction with Bellingham Way to approximately 260m towards south	
Burcott Lane	From the junction with Bellingham Way to approximately 40m towards north	
Mike Griffin Way	At the proposed bus layby, north leg of Bellingham Way / Mike Griffin Way roundabout	Realignment of the existing shared-use path
	At the proposed bus layby, north leg of Armstrongs Fields / Mike Griffin Way roundabout	
	Along the realigned shared-use path, north leg of Bellingham way / Mike Griffin Way roundabout	Removal of existing trees in verge
	South leg of Mike Griffin Way / Armstrongs Fields Roundabout	Introduction of a new zebra crossing
	At north leg of Mike Griffin / Bellingham Way roundabout	Extension of the 30mph speed limit approximately 19m further north
	At south leg of Mike Griffin / Armstrongs Fields roundabout	Extension of the 30mph speed limit approximately 19m further south
	At north leg of Mike Griffin / Armstrongs Fields roundabout	Extension of the 30mph speed limit approximately 19m further north
Armstrong Fields	West leg to Mike Griffin Way / Armstrongs Fields Roundabout	Introduction of a new parallel crossing

2. Authority to take this decision

2.1 The Council scheme of delegation is contained within the Council's constitution.

3. Other options considered

3.1 Any other options considered would also involve a statutory consultation process.

3.2 Speed limit reductions will be assessed and confirmed following statutory consultation with Thames Valley Police and Buckinghamshire Highway Road Safety team.

4. Local Councillors & Community Boards consultation & views

4.1 Local councillors and Parish Council members have been contacted by email on 27 October and 9 November 2026 regarding the proposals and no comments were received as outlined in table 2.

Table 2 – Local member and Parish Council responses received prior to consultation

Consultee	Response
Councillors Julie Ward and Kathy Gibbon	No Response Received
Kingsbrook Parish Council	No Response Received

5. Communication, engagement & further consultation

5.1 Statutory consultation is planned to start from 25 November 2026, lasting 4 weeks and estimated to end on the 23 December 2026. The consultation will be published on the Buckinghamshire Council YourVoiceBucks website, site notices and letters to frontages advising residents of the proposals, and how to have their say will be sent out.

5.2 Following consultation and speed limit assessment. Feedback will be reviewed and responses presented as part of a future Leader decision. Where objections and concerns are raised, these will be assessed as part of the detailed design stage.

6. Your questions and views

6.1 If you have any questions about the matter contained in the paper, please contact the Contact Officer whose email address is given at the head of the paper.

6.2 The decision to proceed with the proposals will be subject to a separate Leader decision and funding confirmation.

7. Background papers

Appendix 1 – Kingsbrook Bus Stop Layby Summary and Consultation Plans

Approval Signature



Syed Shah

Head of Infrastructure and Capital Schemes

Date: 18/11/2026