
From: John Burr, Director of- Highways & Transportation

To: Thanet Joint Transportation Board

Date: 12 June 2014

Subject: **Minster Section 106 Spend**

Classification: Unrestricted

Summary: Report on Minster Section 106 spend from Heronsbrook development on the Taylor Road/Thorne Road/St. Marys Road/Molineux Road estate.

For Decision

Heronsbrook Section 106 Spend

Introduction

The Heronsbrook development at Minster (Monkton Road – 100 units)secured a highway contribution of £180,000 for highway improvements and £5,000 for bus stop improvement/relocation. The £180,000 was for traffic calming measures associated with the increase in demand created by the development.

KCC Highways has been liaising with the Parish Council to determine where the worst impacts in the Village are occurring as a result of increased traffic movements and looking at measures to address such impacts.

Following a request from the Parish and timed to tie in with the resurfacing programme Red High Friction Surfacing was introduced to Tothill Street to highlight junctions and at the junction of High Street/Tothill Street/Monkton Road, at a cost of £3,301.74.

A further request was to address traffic speeds from Monkton Road into Taylor Road. Such speeds were enabled by a sweeping radius on the east side of the junction. A scheme was suggested to tighten the radius kerb and at the same time to build the radius out to enable a crossing point over Monkton Road to assist pedestrian movements between the local shops. The build out will offer a safer crossing point, improve visibility for pedestrians and prevent vehicles from parking too close to the junction. Shop owners were concerned that the build out would cause difficulties for delivery vehicles so it was trialled in large red and white temporary “lego” blocks and found not to be problematic.

Another cause for concern is the traffic movements in and around Minster Primary School at opening and closing times. Parent pick up and drop of causes congestion due to narrow residential roads but more importantly these estate roads operate on

an informal one way flow, which the majority of traffic acknowledges. When however a driver decides to turn right at the bottom of Taylor Road and drives against the general flow then all but gridlock occurs with cars mounting footways and verges and putting pedestrians and other road users at risk. The Parish Council requested a formal One Way Traffic System to be implemented on Taylor Road/Molineux Road/St Mary's Road/Domneva Road and Thorne Road and KCC Highways carried out a public consultation exercise with local residents. Feedback suggested that some of the residents would feel disadvantaged by the proposals and few wanted the extra street clutter from the additional signage required, particularly given that the problems only arose for two 20 minute periods each day and the rest of the day the estate was very lightly trafficked.

KCC Highways suggest that a cheaper and more practical solution will be to prevent the right turn into Thorne Road by providing 2no. "No Entry" signs at the junction of Thorne Road. This would force the operation of the one way flow during the peak times to accommodate the school pick up and drop off but would not restrict residents from travelling the estate roads in both directions throughout the rest of the day, other than being able to turn right at the bottom of Taylor Road.

In addition, feedback suggested that some Traffic Regulation Orders (TRO's -yellow lines) would be advantageous on some of the tight corners as school parking causes problems for school buses on the bends. Also that lay-by's be provided on one side of Taylor Road. It is a general view that the worst of the congestion is caused by insufficient width due to on street parking in Taylor Road.

Further public consultation results to be reported at the 12th June JTB.

Critical Aspects

Any TRO's would be subject to a public consultation.

Finance

All costs will be from the Section 106 Funding

Recommendations

That works will progress as per the proposals outlined above.

FOR INFORMATION

Background Documents

Public consultation letter dated 19/5/14 and accompanying plan.

Contact details

Sally Benge – Strategic Transport & Development Planner
Sally.benge@kent.gov.uk
03000 418181