
From: John Burr, Director of- Highways & Transportation

To: Thanet Joint Transportation Board

Date: 16 December 2014

Subject: **Minster Section 106 Spend**

Classification: Unrestricted

Summary: Report on Minster Section 106 spend from Heronsbrook development on High Street and Monkton Road, Minster.

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 works approved to the Butts Estate the Parish Council next wanted to address the traffic congestion and highway safety issues surrounding Monkton Road and High street.

Monkton Road – The Parish have for many years complained that the footway which was put in by KCC on Monkton Road between Tothill Street and Egbert Road is too wide and creates blockages on this section of carriageway. On street parking opposite the path and the path itself leaves a reduced width of carriageway to allow traffic to flow freely and poses particular problems for buses and large vehicles with significant delays occurring at peak times.

A scheme has been drawn up which reduces the footway width to 1.5m and introduces some double yellow lines to create passing places for longer vehicles. This proposal should keep traffic flowing freely through this section of Monkton Road.

High Street - The footway in the High Street is extremely substandard in width, narrowing down in places to less than 0.5m. When cars park kerbside this forces

pedestrians with pushchairs or wheelchairs out into the carriageway without any safeguarding from vehicles also using the High Street.

The proposal is to increase the width of the footway to a minimum of 1.2m and to introduce double yellow lines to regulate kerbside parking. Parking is retained where appropriate but such measures will create adequate passing places at a minimum of 40m intervals. This will enable a safe environment for pedestrians and formalise sections a “single way working” for sections of the High Street with the creation of passing areas long enough to accommodate buses.

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

Plans attached – KCC/S106/MHS/001 Rev.B
KCC/S106/MHS/002 Rev. A

Contact details

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