

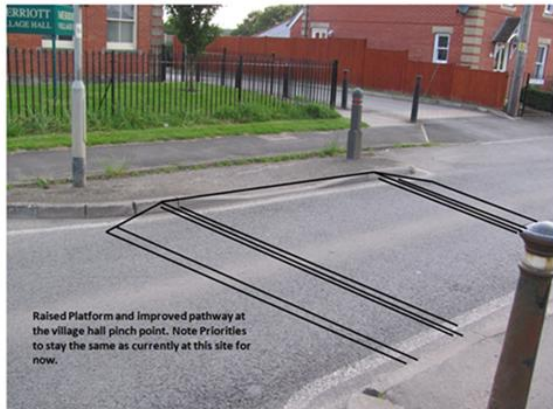
SIS (Small Improvements Scheme) for Merriott – Highways and Pathways Proposals

Presented by Merriott Parish Council;

(Note text in bold blue is feedback from the Traffic and Transport Development Group for Somerset County Council in response to MPC Proposals)

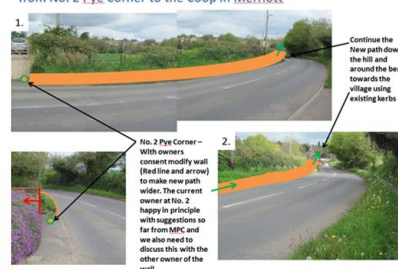
1. Install 'Gateway' on pinch points at either end of the village with bold signage. **Could be achievable (depending on community priorities)**.
2. Install raised Rumble strips on approaches to Gateways. **Not usual to install rumble strips, but countdown bars are sometimes included. Engineer to advise of appropriate features for gateway.**
3. Install shallow platform within each of these two pinch points. **Engineer to advise of appropriate features for gateway.**

Proposal to Install a Raised Platform at Village Hall Pinch Point on Broadway



4. 30MPH Limit extended Northbound to inc. Hinton St.G junction. **Unlikely to meet with 30 mph limit criteria – MPC still want to investigate this further as similar limits have been done elsewhere.**
5. 30MPH limit extended Southbound to meet Crewkerne speed restriction. **Unlikely to meet with 30 mph limit criteria – MPC still want to investigate this further as similar limits have been done elsewhere.**
6. Extend white line inside Village Hall pedestrian pathway southbound to layby 500mm from pavement. **For the purpose of improving Pedestrian Safety and will need assessment?**
7. Coloured surface 'safety buffer' laid within it to protect pedestrians on narrow pavement LHS from the Village Hall Crossing on Broadway down into the village. **Sounds like the intention is to achieve a virtual footway, this would require assessment.**
8. Pavement extended North at Southern end of village (Pye Corner to Coop) to enable safe crossing and transit. **Costly element that has already been looked at as a school danger point. It didn't satisfy criteria then, but could be achievable as a SIS.**

Proposal for a Pathway extension and Highways improvements from No. 2 Pye Corner to the Coop in Merriott



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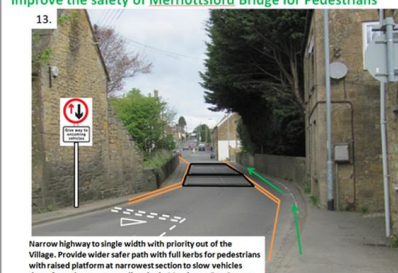


9. Pinch point installed on Merriottsford Bridge, inc. shallow platform, priority Southbound. **Engineer to advise.**
10. Install pavement on East side of carriageway across Bridge extending to Co-Op. **May be level issues and could be costly to tie back into existing accesses etc. Engineer to advise.**

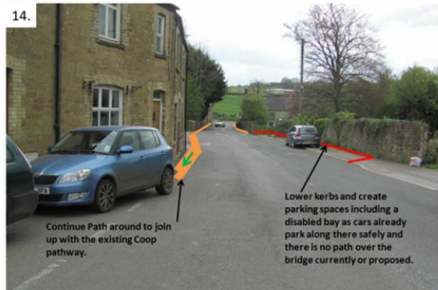
Proposal for a Pathway extension and Highways improvements from No. 2 Pye Corner to the Coop in Merriott – Problems with Merriottsford Bridge



Proposal for a pathway extension and highways improvements from No. 2 Pye Corner to the Coop in Merriott – Proposals to Improve the safety of Merriottsford Bridge for Pedestrians



11. Review all signage, improve as needed, particularly where `give way` is involved. Remove redundant ones. **Discuss with Area Traffic Engineer.**
12. Renew all worn white lines. **Ongoing maintenance most of which has already been completed after the reports highlighting issues by MPC were sent to highways.**
13. Create formal parking on N. Bound carriageway approaching Co-Op, inc. Disabled bay. **Engineer to advise.**
 Proposal for a pathway extension and highways improvements from No. 2 Pye Corner to the Coop in Merriott – Proposals to Improve Merriottsford Bridge for Pedestrians with path to the Coop as shown below.



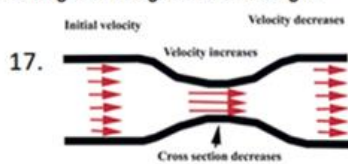
14. Review the operation and function of the mini roundabouts to improve safety and traffic flow. **Engineer to advise.**
15. Installation of zebra crossing at Osbornes along Broadway. **Can't be accommodated where suggested by MPC.**
16. Review and propose further Improvements to the existing Lower Broadway Traffic Calming Scheme. MPC are awaiting feedback from Second Safety Audit.

Proposal to Further Improve the existing Lower Broadway Traffic Calming – (Note-changes after first safety review have been done)



This sign is too far down and should be moved closer to where vehicles need to stop (red arrow) with bolder road markings and backgrounds on the signs.

The traffic calming is far too long, made even longer after the safety audit where the give way lines were moved back up the hill four meters to make the passing point wider. The majority of the complaints we get is that because the narrow section is so long and people travel faster up the hill it is difficult for some drivers to judge when coming down the hill. Vehicles travel very fast through the narrowest section where we almost have the perfect venturi effect (See image 17.) A raised platform here would slow vehicles through this narrow section. This new scheme is less effective in slowing vehicles down than before.



Whether we can implement all or some of them remains to be seen. It is important that we can balance the number of platforms pinch points or any other traffic calming methods along Broadway to ensure that we achieve the desired effect to slow vehicles down, still keep traffic flowing at a reasonable level with clear priorities in both directions and improve pedestrian safety. These proposals are only our initial suggestions and ideas and we welcome any constructive feedback before trying to obtain further feedback from highways engineers regarding the feasibility and costs to implement any of these proposals. We also need to agree what will be submitted for the SIS. Please send any feedback to MPC Clerk (merriott-clerk@hotmail.com) or on the MPC Facebook page. We look forward to receiving your comments.

Best Regards

Cllr Grant Wright (10th September 2017)