



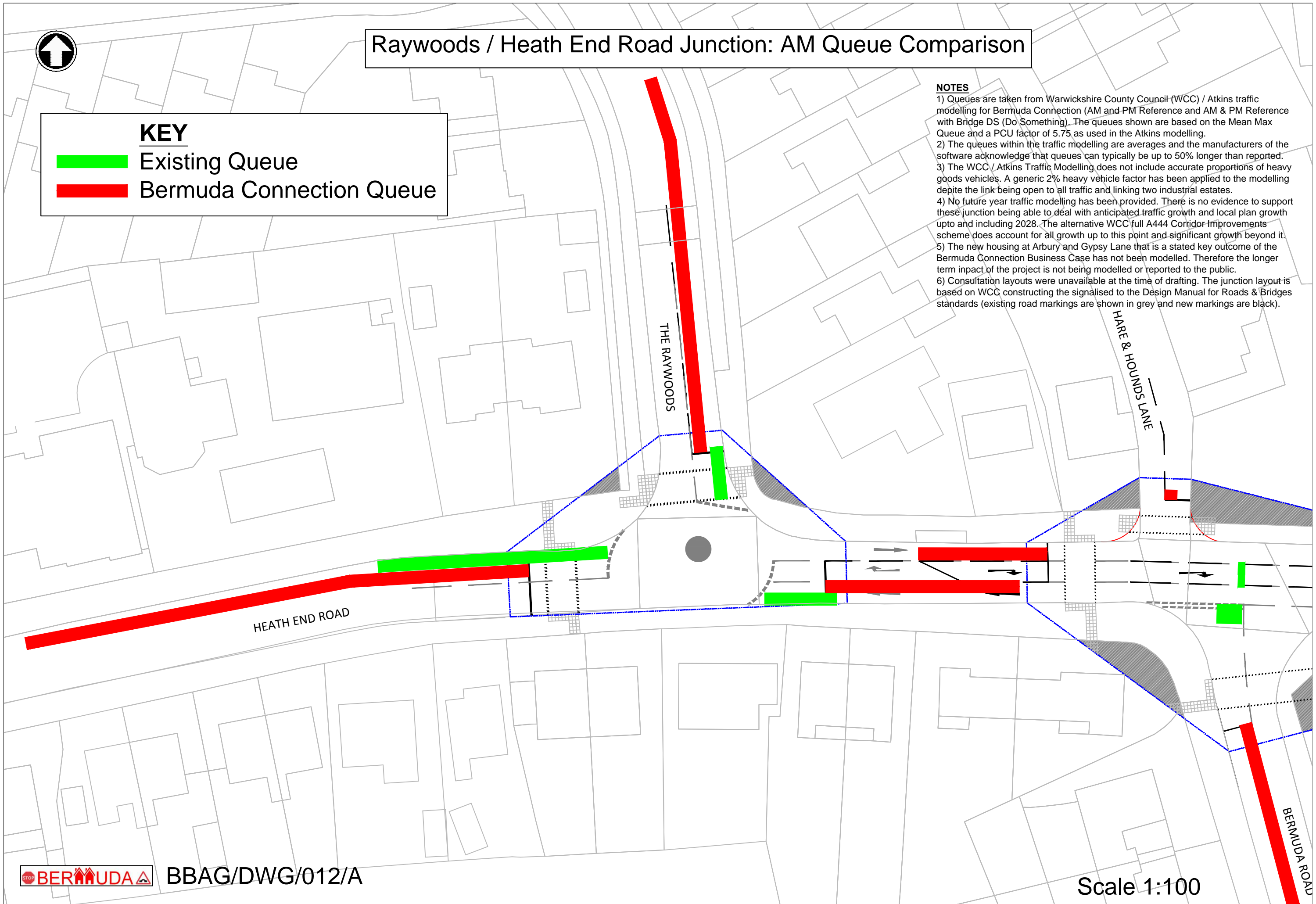
Raywoods / Heath End Road Junction: AM Queue Comparison

KEY

- █ Existing Queue
- █ Bermuda Connection Queue

NOTES

- 1) Queues are taken from Warwickshire County Council (WCC) / Atkins traffic modelling for Bermuda Connection (AM and PM Reference and AM & PM Reference with Bridge DS (Do Something)). The queues shown are based on the Mean Max Queue and a PCU factor of 5.75 as used in the Atkins modelling.
- 2) The queues within the traffic modelling are averages and the manufacturers of the software acknowledge that queues can typically be up to 50% longer than reported.
- 3) The WCC / Atkins Traffic Modelling does not include accurate proportions of heavy goods vehicles. A generic 2% heavy vehicle factor has been applied to the modelling despite the link being open to all traffic and linking two industrial estates.
- 4) No future year traffic modelling has been provided. There is no evidence to support these junction being able to deal with anticipated traffic growth and local plan growth upto and including 2028. The alternative WCC full A444 Corridor Improvements scheme does account for all growth up to this point and significant growth beyond it.
- 5) The new housing at Arbury and Gypsy Lane that is a stated key outcome of the Bermuda Connection Business Case has not been modelled. Therefore the longer term impact of the project is not being modelled or reported to the public.
- 6) Consultation layouts were unavailable at the time of drafting. The junction layout is based on WCC constructing the signalised to the Design Manual for Roads & Bridges standards (existing road markings are shown in grey and new markings are black).



Raywoods / Heath End Road Junction: PM Queue Comparison

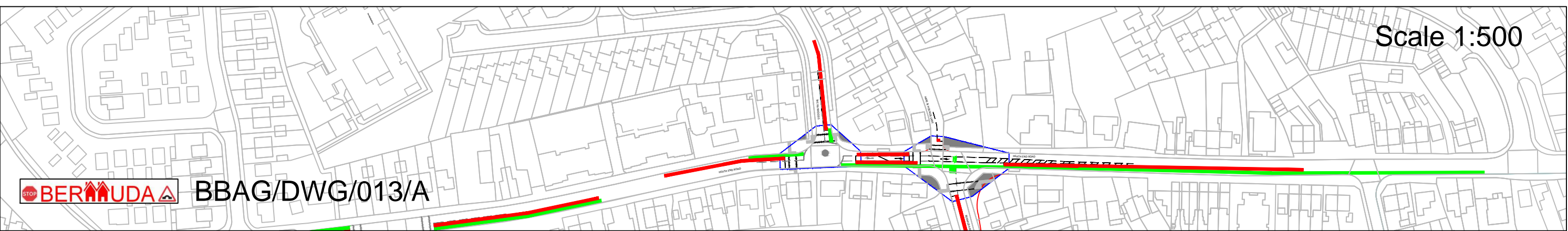
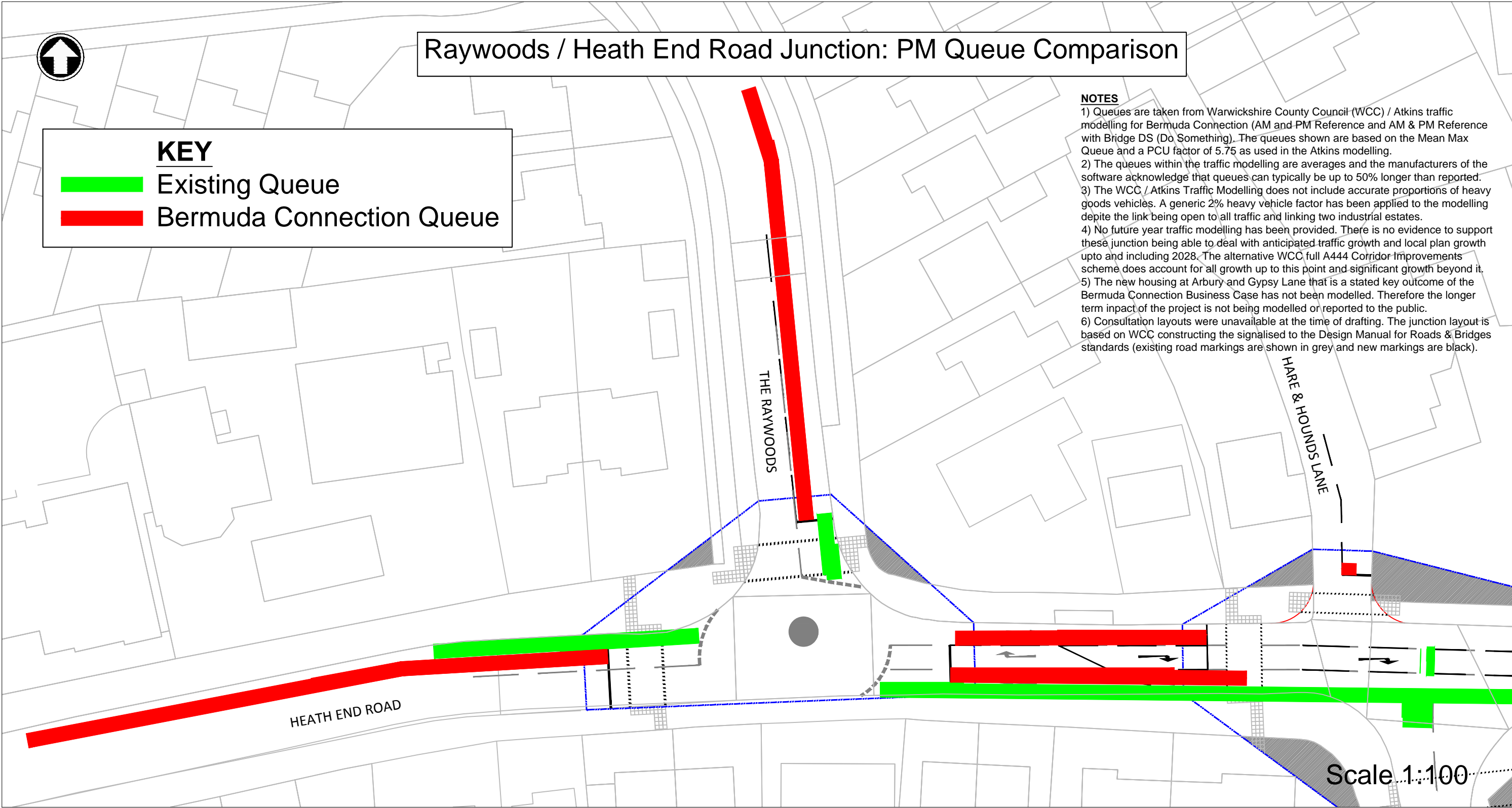


KEY

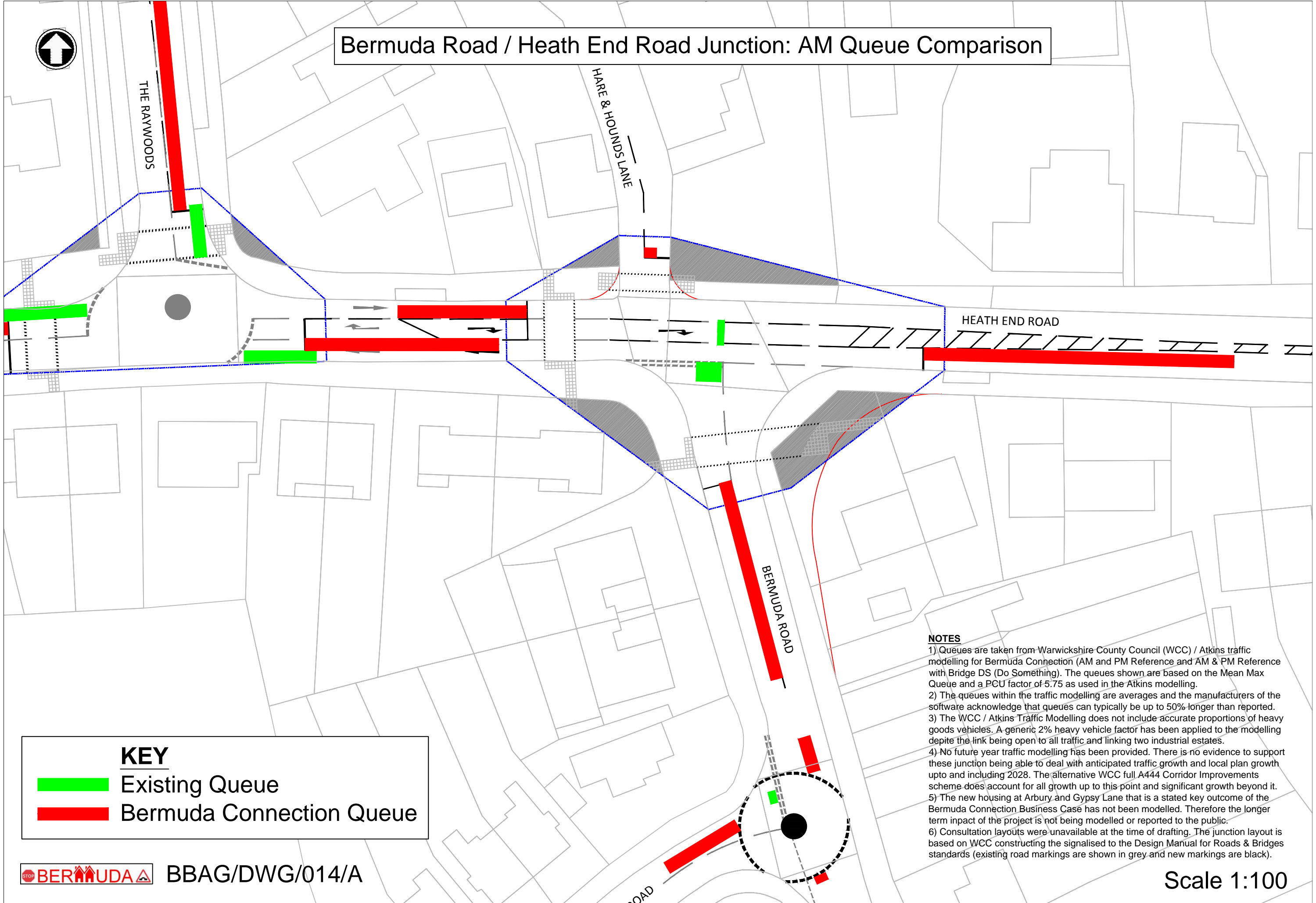
- Existing Queue
- Bermuda Connection Queue

NOTES

- 1) Queues are taken from Warwickshire County Council (WCC) / Atkins traffic modelling for Bermuda Connection (AM and PM Reference and AM & PM Reference with Bridge DS (Do Something)). The queues shown are based on the Mean Max Queue and a PCU factor of 5.75 as used in the Atkins modelling.
- 2) The queues within the traffic modelling are averages and the manufacturers of the software acknowledge that queues can typically be up to 50% longer than reported.
- 3) The WCC / Atkins Traffic Modelling does not include accurate proportions of heavy goods vehicles. A generic 2% heavy vehicle factor has been applied to the modelling despite the link being open to all traffic and linking two industrial estates.
- 4) No future year traffic modelling has been provided. There is no evidence to support these junction being able to deal with anticipated traffic growth and local plan growth upto and including 2028. The alternative WCC full A444 Corridor Improvements scheme does account for all growth up to this point and significant growth beyond it.
- 5) The new housing at Arbury and Gypsy Lane that is a stated key outcome of the Bermuda Connection Business Case has not been modelled. Therefore the longer term impact of the project is not being modelled or reported to the public.
- 6) Consultation layouts were unavailable at the time of drafting. The junction layout is based on WCC constructing the signalised to the Design Manual for Roads & Bridges standards (existing road markings are shown in grey and new markings are black).



Bermuda Road / Heath End Road Junction: AM Queue Comparison

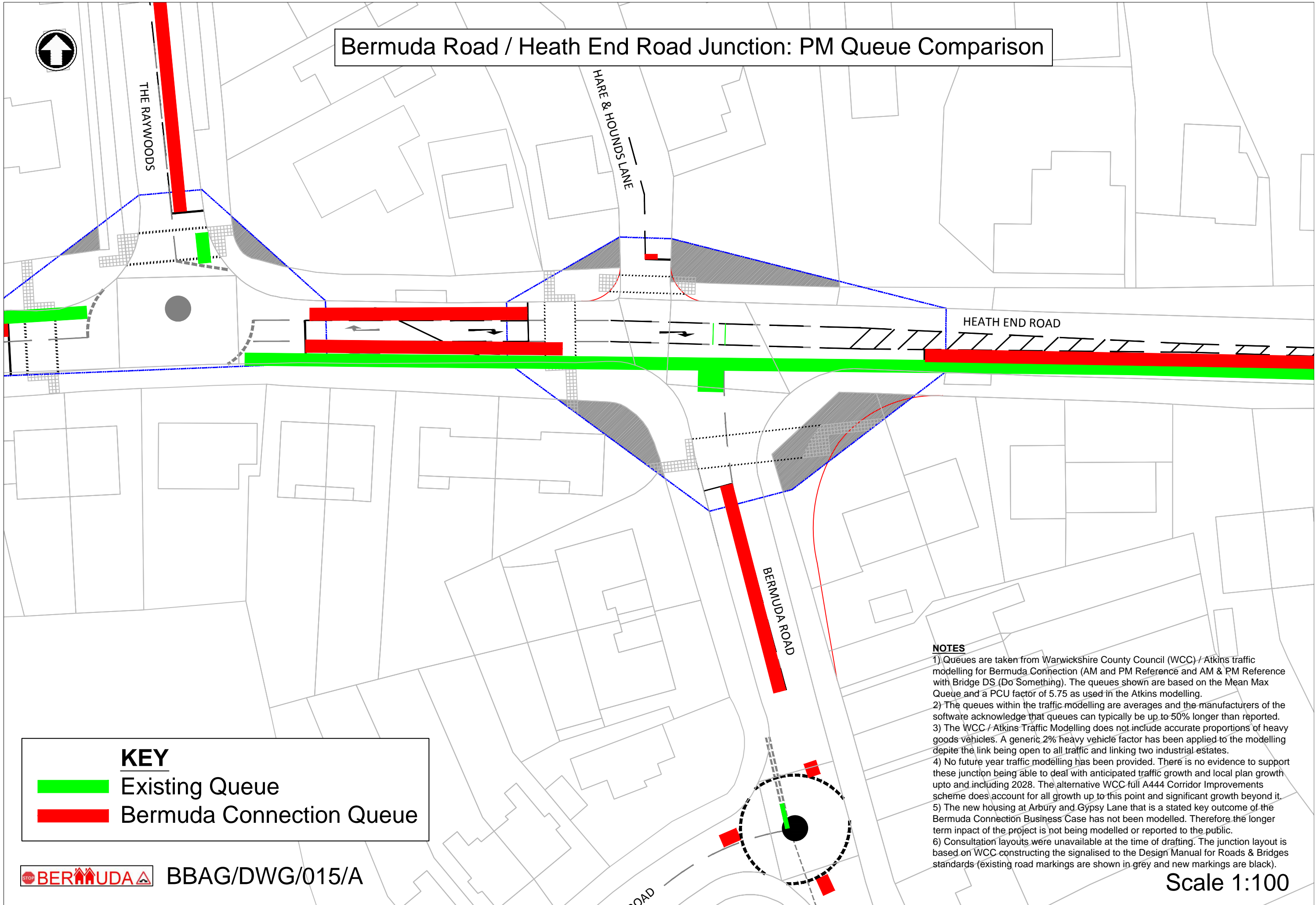


KEY

- Existing Queue
- Bermuda Connection Queue

- NOTES**
- 1) Queues are taken from Warwickshire County Council (WCC) / Atkins traffic modelling for Bermuda Connection (AM and PM Reference and AM & PM Reference with Bridge DS (Do Something)). The queues shown are based on the Mean Max Queue and a PCU factor of 5.75 as used in the Atkins modelling.
 - 2) The queues within the traffic modelling are averages and the manufacturers of the software acknowledge that queues can typically be up to 50% longer than reported.
 - 3) The WCC / Atkins Traffic Modelling does not include accurate proportions of heavy goods vehicles. A generic 2% heavy vehicle factor has been applied to the modelling despite the link being open to all traffic and linking two industrial estates.
 - 4) No future year traffic modelling has been provided. There is no evidence to support these junction being able to deal with anticipated traffic growth and local plan growth upto and including 2028. The alternative WCC full A444 Corridor Improvements scheme does account for all growth up to this point and significant growth beyond it.
 - 5) The new housing at Arbury and Gypsy Lane that is a stated key outcome of the Bermuda Connection Business Case has not been modelled. Therefore the longer term impact of the project is not being modelled or reported to the public.
 - 6) Consultation layouts were unavailable at the time of drafting. The junction layout is based on WCC constructing the signalised to the Design Manual for Roads & Bridges standards (existing road markings are shown in grey and new markings are black).

Bermuda Road / Heath End Road Junction: PM Queue Comparison



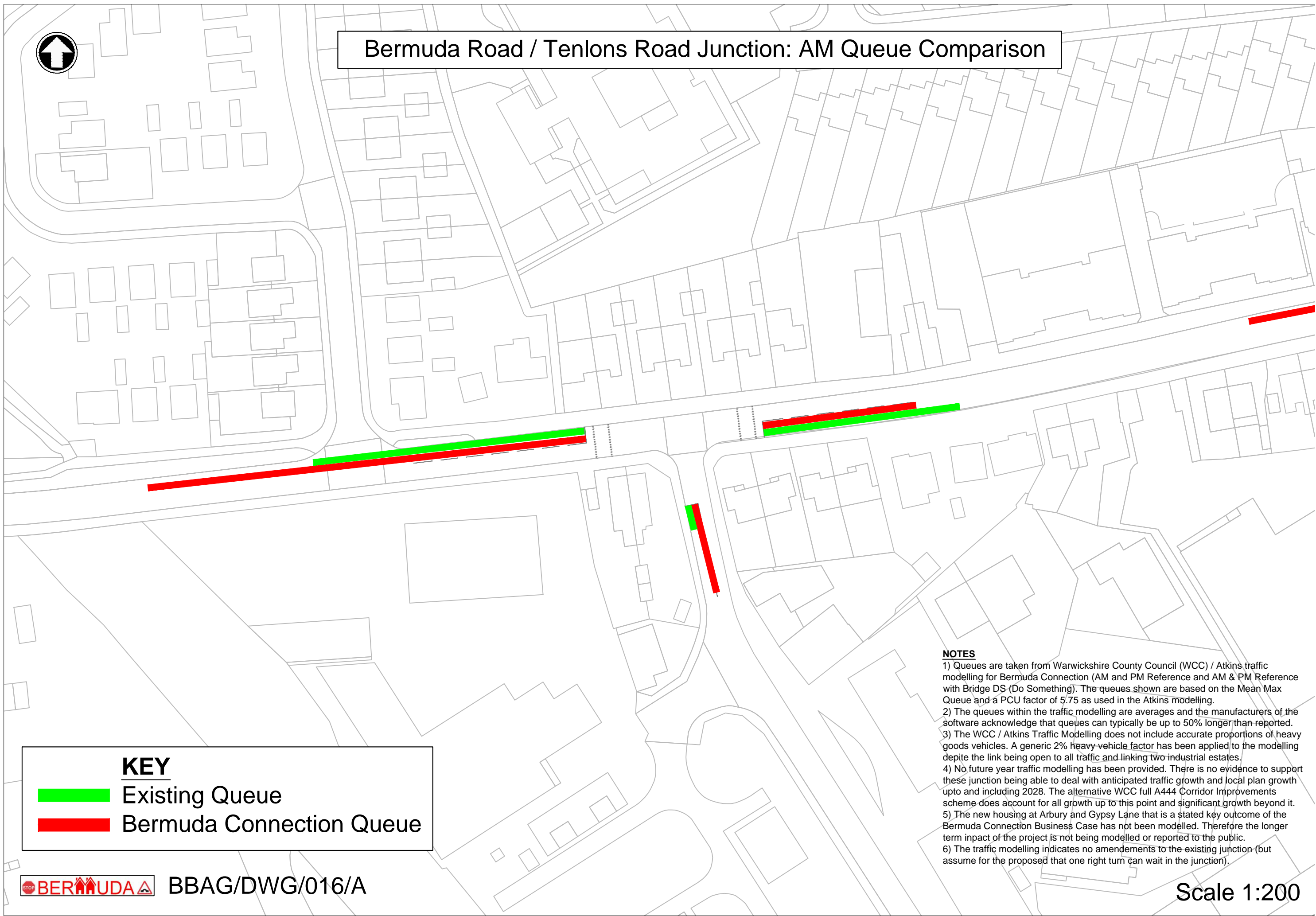
KEY

- Existing Queue
- Bermuda Connection Queue

- NOTES**
- 1) Queues are taken from Warwickshire County Council (WCC) / Atkins traffic modelling for Bermuda Connection (AM and PM Reference and AM & PM Reference with Bridge DS (Do Something)). The queues shown are based on the Mean Max Queue and a PCU factor of 5.75 as used in the Atkins modelling.
 - 2) The queues within the traffic modelling are averages and the manufacturers of the software acknowledge that queues can typically be up to 50% longer than reported.
 - 3) The WCC / Atkins Traffic Modelling does not include accurate proportions of heavy goods vehicles. A generic 2% heavy vehicle factor has been applied to the modelling despite the link being open to all traffic and linking two industrial estates.
 - 4) No future year traffic modelling has been provided. There is no evidence to support these junction being able to deal with anticipated traffic growth and local plan growth upto and including 2028. The alternative WCC full A444 Corridor Improvements scheme does account for all growth up to this point and significant growth beyond it.
 - 5) The new housing at Arbury and Gypsy Lane that is a stated key outcome of the Bermuda Connection Business Case has not been modelled. Therefore the longer term impact of the project is not being modelled or reported to the public.
 - 6) Consultation layouts were unavailable at the time of drafting. The junction layout is based on WCC constructing the signalised to the Design Manual for Roads & Bridges standards (existing road markings are shown in grey and new markings are black).



Bermuda Road / Tenlons Road Junction: AM Queue Comparison



KEY



Existing Queue



Bermuda Connection Queue

NOTES


- 1) Queues are taken from Warwickshire County Council (WCC) / Atkins traffic modelling for Bermuda Connection (AM and PM Reference and AM & PM Reference with Bridge DS (Do Something)). The queues shown are based on the Mean Max Queue and a PCU factor of 5.75 as used in the Atkins modelling.
- 2) The queues within the traffic modelling are averages and the manufacturers of the software acknowledge that queues can typically be up to 50% longer than reported.
- 3) The WCC / Atkins Traffic Modelling does not include accurate proportions of heavy goods vehicles. A generic 2% heavy vehicle factor has been applied to the modelling despite the link being open to all traffic and linking two industrial estates.
- 4) No future year traffic modelling has been provided. There is no evidence to support these junction being able to deal with anticipated traffic growth and local plan growth upto and including 2028. The alternative WCC full A444 Corridor Improvements scheme does account for all growth up to this point and significant growth beyond it.
- 5) The new housing at Arbury and Gypsy Lane that is a stated key outcome of the Bermuda Connection Business Case has not been modelled. Therefore the longer term impact of the project is not being modelled or reported to the public.
- 6) The traffic modelling indicates no amendments to the existing junction (but assume for the proposed that one right turn can wait in the junction).




Bermuda Road / Tenlons Road Junction: PM Queue Comparison



KEY

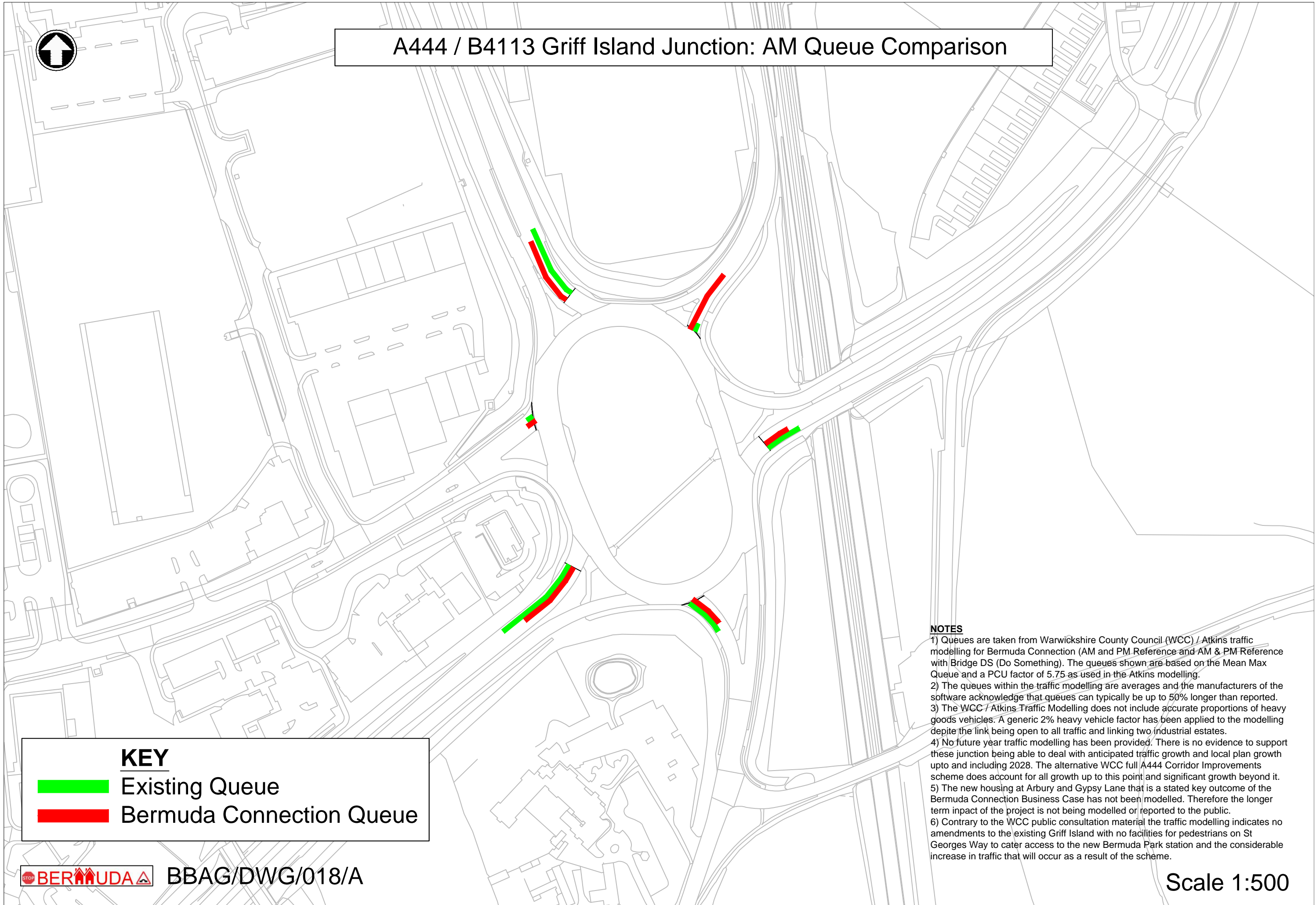
 Existing Queue

 Bermuda Connection Queue



- NOTES**
- 1) Queues are taken from Warwickshire County Council (WCC) / Atkins traffic modelling for Bermuda Connection (AM and PM Reference and AM & PM Reference with Bridge DS (Do Something)). The queues shown are based on the Mean Max Queue and a PCU factor of 5.75 as used in the Atkins modelling.
 - 2) The queues within the traffic modelling are averages and the manufacturers of the software acknowledge that queues can typically be up to 50% longer than reported.
 - 3) The WCC / Atkins Traffic Modelling does not include accurate proportions of heavy goods vehicles. A generic 2% heavy vehicle factor has been applied to the modelling despite the link being open to all traffic and linking two industrial estates.
 - 4) No future year traffic modelling has been provided. There is no evidence to support these junction being able to deal with anticipated traffic growth and local plan growth upto and including 2028. The alternative WCC full A444 Corridor Improvements scheme does account for all growth up to this point and significant growth beyond it.
 - 5) The new housing at Arbury and Gypsy Lane that is a stated key outcome of the Bermuda Connection Business Case has not been modelled. Therefore the longer term impact of the project is not being modelled or reported to the public.
 - 6) The traffic modelling indicates no amendments to the existing junction (but assume for the proposed that one right turn can wait in the junction).



A444 / B4113 Griff Island Junction: AM Queue Comparison



KEY

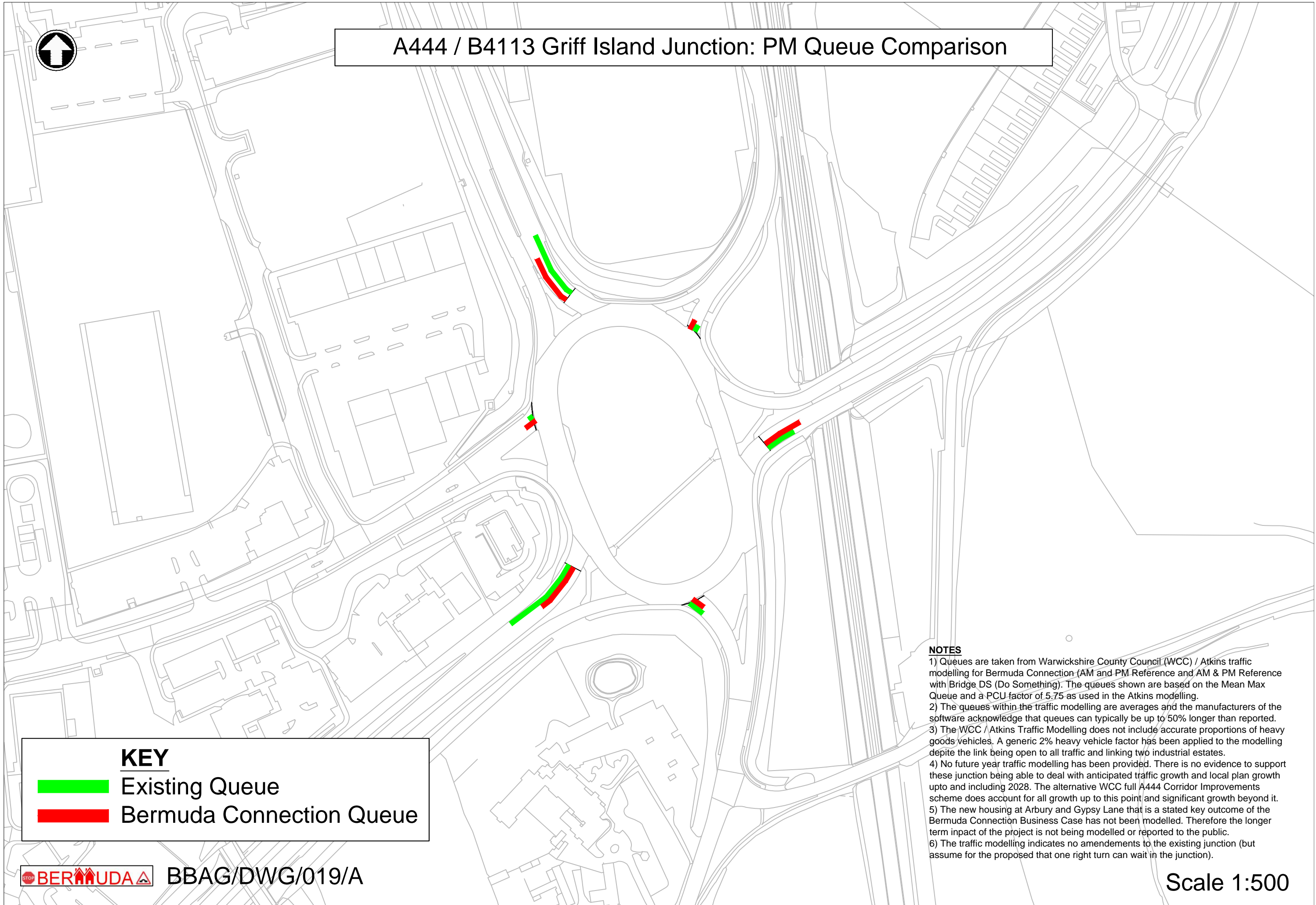
-  Existing Queue
-  Bermuda Connection Queue

NOTES



- 1) Queues are taken from Warwickshire County Council (WCC) / Atkins traffic modelling for Bermuda Connection (AM and PM Reference and AM & PM Reference with Bridge DS (Do Something)). The queues shown are based on the Mean Max Queue and a PCU factor of 5.75 as used in the Atkins modelling.
- 2) The queues within the traffic modelling are averages and the manufacturers of the software acknowledge that queues can typically be up to 50% longer than reported.
- 3) The WCC / Atkins Traffic Modelling does not include accurate proportions of heavy goods vehicles. A generic 2% heavy vehicle factor has been applied to the modelling despite the link being open to all traffic and linking two industrial estates.
- 4) No future year traffic modelling has been provided. There is no evidence to support these junction being able to deal with anticipated traffic growth and local plan growth upto and including 2028. The alternative WCC full A444 Corridor Improvements scheme does account for all growth up to this point and significant growth beyond it.
- 5) The new housing at Arbury and Gypsy Lane that is a stated key outcome of the Bermuda Connection Business Case has not been modelled. Therefore the longer term impact of the project is not being modelled or reported to the public.
- 6) Contrary to the WCC public consultation material the traffic modelling indicates no amendments to the existing Griff Island with no facilities for pedestrians on St Georges Way to cater access to the new Bermuda Park station and the considerable increase in traffic that will occur as a result of the scheme.



A444 / B4113 Griff Island Junction: PM Queue Comparison



KEY

-  Existing Queue
-  Bermuda Connection Queue

- NOTES**
- 1) Queues are taken from Warwickshire County Council (WCC) / Atkins traffic modelling for Bermuda Connection (AM and PM Reference and AM & PM Reference with Bridge DS (Do Something)). The queues shown are based on the Mean Max Queue and a PCU factor of 5.75 as used in the Atkins modelling.
 - 2) The queues within the traffic modelling are averages and the manufacturers of the software acknowledge that queues can typically be up to 50% longer than reported.
 - 3) The WCC / Atkins Traffic Modelling does not include accurate proportions of heavy goods vehicles. A generic 2% heavy vehicle factor has been applied to the modelling despite the link being open to all traffic and linking two industrial estates.
 - 4) No future year traffic modelling has been provided. There is no evidence to support these junction being able to deal with anticipated traffic growth and local plan growth upto and including 2028. The alternative WCC full A444 Corridor Improvements scheme does account for all growth up to this point and significant growth beyond it.
 - 5) The new housing at Arbury and Gypsy Lane that is a stated key outcome of the Bermuda Connection Business Case has not been modelled. Therefore the longer term impact of the project is not being modelled or reported to the public.
 - 6) The traffic modelling indicates no amendments to the existing junction (but assume for the proposed that one right turn can wait in the junction).