





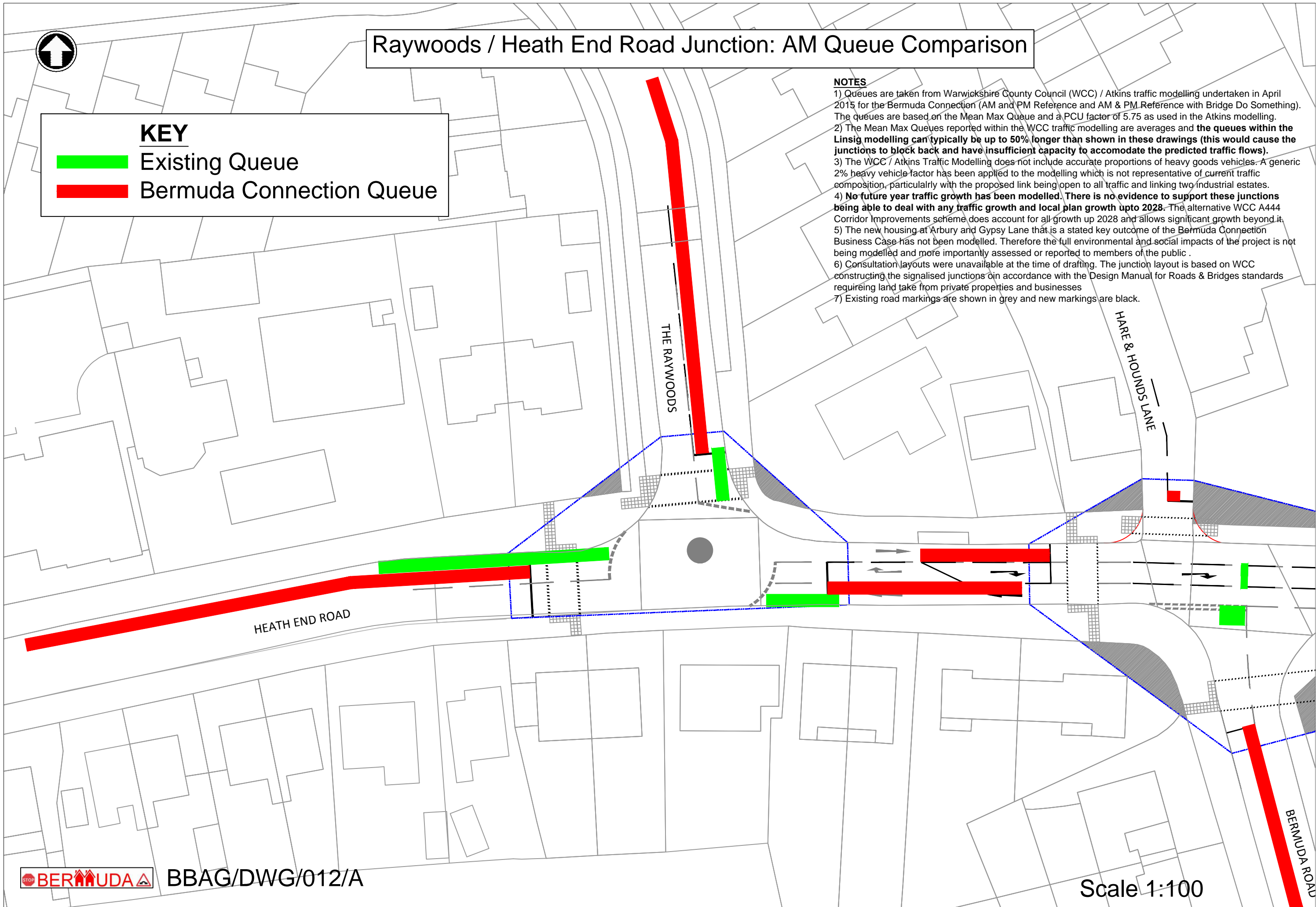
Raywoods / Heath End Road Junction: AM Queue Comparison

KEY

-  Existing Queue
-  Bermuda Connection Queue

NOTES

- 1) Queues are taken from Warwickshire County Council (WCC) / Atkins traffic modelling undertaken in April 2015 for the Bermuda Connection (AM and PM Reference and AM & PM Reference with Bridge Do Something). The queues are based on the Mean Max Queue and a PCU factor of 5.75 as used in the Atkins modelling.
- 2) The Mean Max Queues reported within the WCC traffic modelling are averages and **the queues within the Linsig modelling can typically be up to 50% longer than shown in these drawings (this would cause the junctions to block back and have insufficient capacity to accommodate the predicted traffic flows).**
- 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 which is not representative of current traffic composition, particularly with the proposed link being open to all traffic and linking two industrial estates.
- 4) **No future year traffic growth has been modelled. There is no evidence to support these junctions being able to deal with any traffic growth and local plan growth upto 2028.** The alternative WCC A444 Corridor Improvements scheme does account for all growth up 2028 and allows 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 full environmental and social impacts of the project is not being modelled and more importantly assessed or reported to members of the public.
- 6) Consultation layouts were unavailable at the time of drafting. The junction layout is based on WCC constructing the signalised junctions in accordance with the Design Manual for Roads & Bridges standards requiring land take from private properties and businesses
- 7) Existing road markings are shown in grey and new markings are black.



Raywoods / Heath End Road Junction: PM Queue Comparison

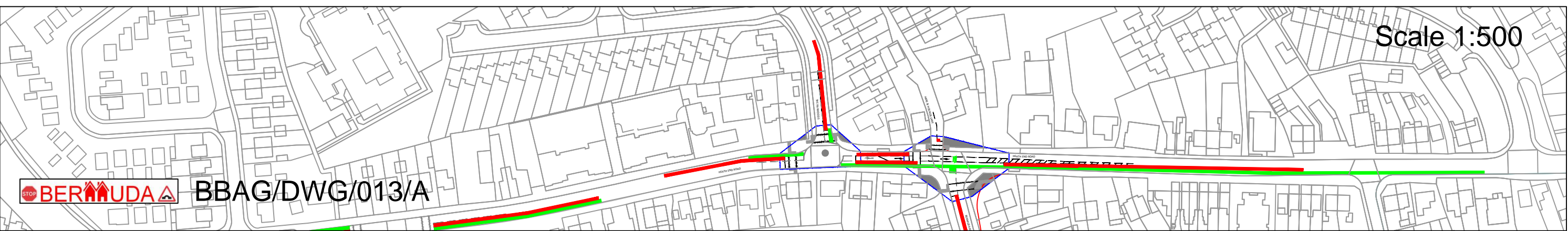
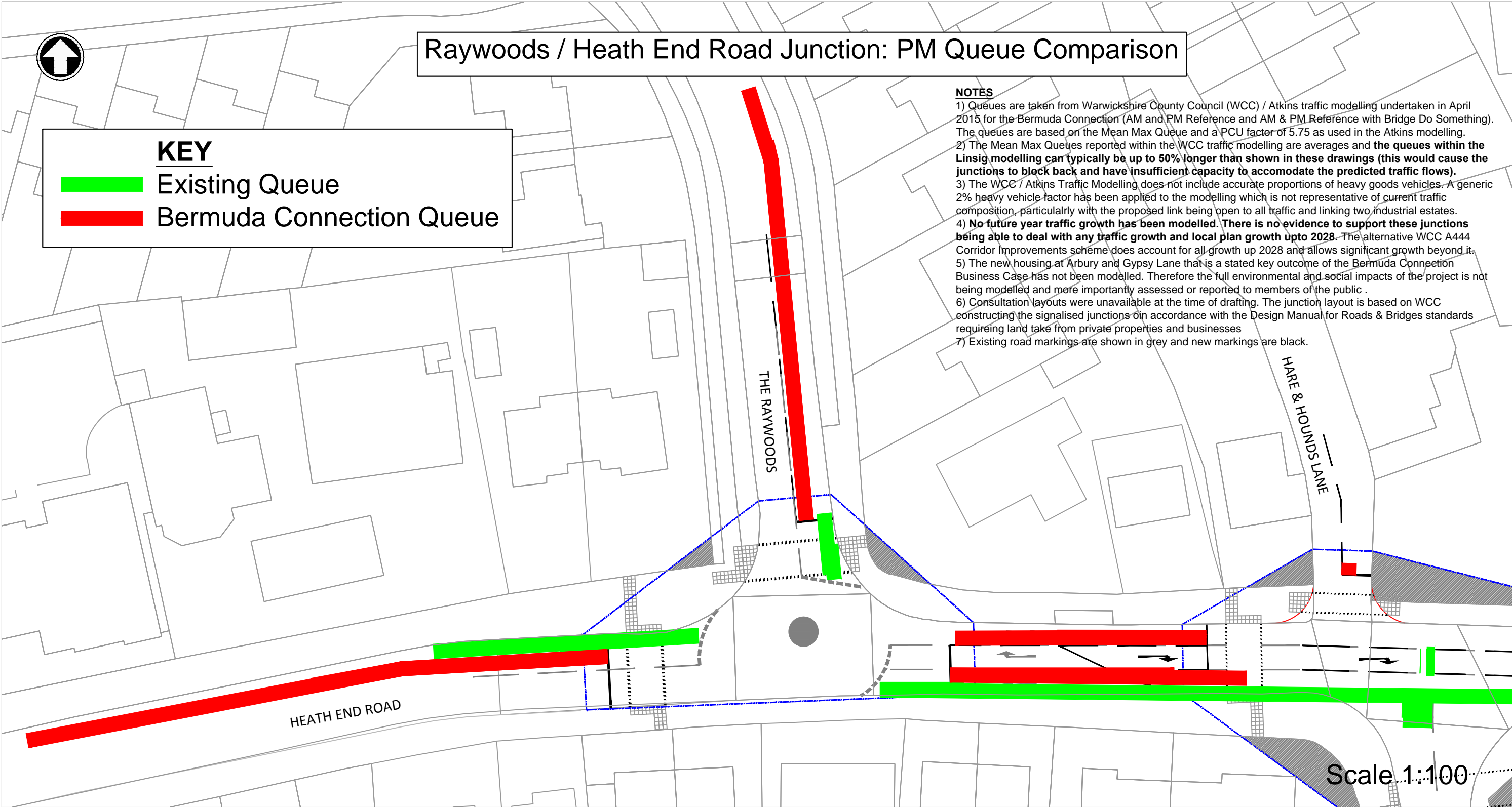


KEY

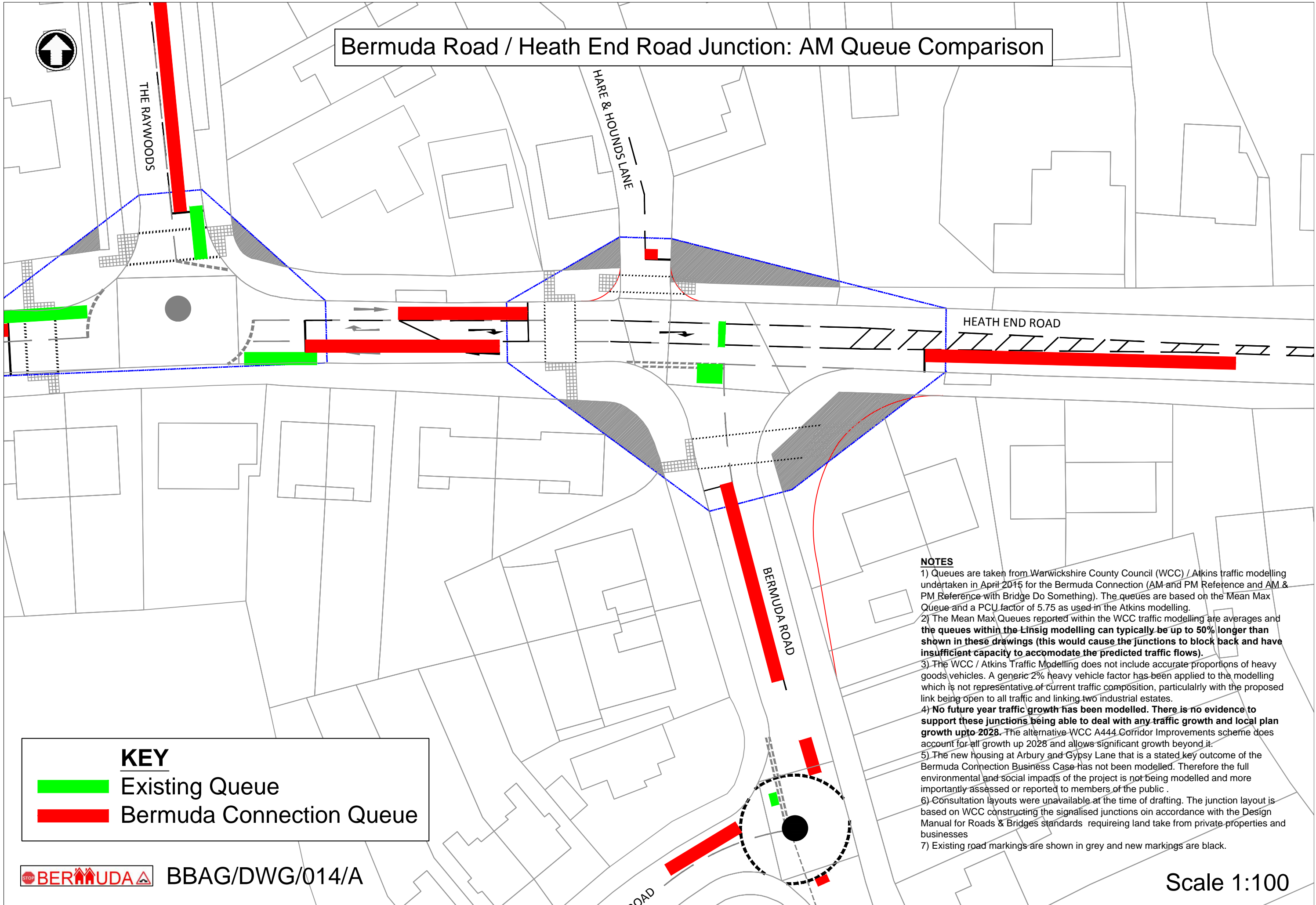
- Existing Queue
- Bermuda Connection Queue

NOTES

- 1) Queues are taken from Warwickshire County Council (WCC) / Atkins traffic modelling undertaken in April 2015 for the Bermuda Connection (AM and PM Reference and AM & PM Reference with Bridge Do Something). The queues are based on the Mean Max Queue and a PCU factor of 5.75 as used in the Atkins modelling.
- 2) The Mean Max Queues reported within the WCC traffic modelling are averages and **the queues within the Linsig modelling can typically be up to 50% longer than shown in these drawings (this would cause the junctions to block back and have insufficient capacity to accommodate the predicted traffic flows).**
- 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 which is not representative of current traffic composition, particularly with the proposed link being open to all traffic and linking two industrial estates.
- 4) **No future year traffic growth has been modelled. There is no evidence to support these junctions being able to deal with any traffic growth and local plan growth upto 2028.** The alternative WCC A444 Corridor Improvements scheme does account for all growth up 2028 and allows 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 full environmental and social impacts of the project is not being modelled and more importantly assessed or reported to members of the public.
- 6) Consultation layouts were unavailable at the time of drafting. The junction layout is based on WCC constructing the signalised junctions in accordance with the Design Manual for Roads & Bridges standards requiring land take from private properties and businesses
- 7) Existing road markings are shown in grey and new markings are black.



Bermuda Road / Heath End Road Junction: AM Queue Comparison

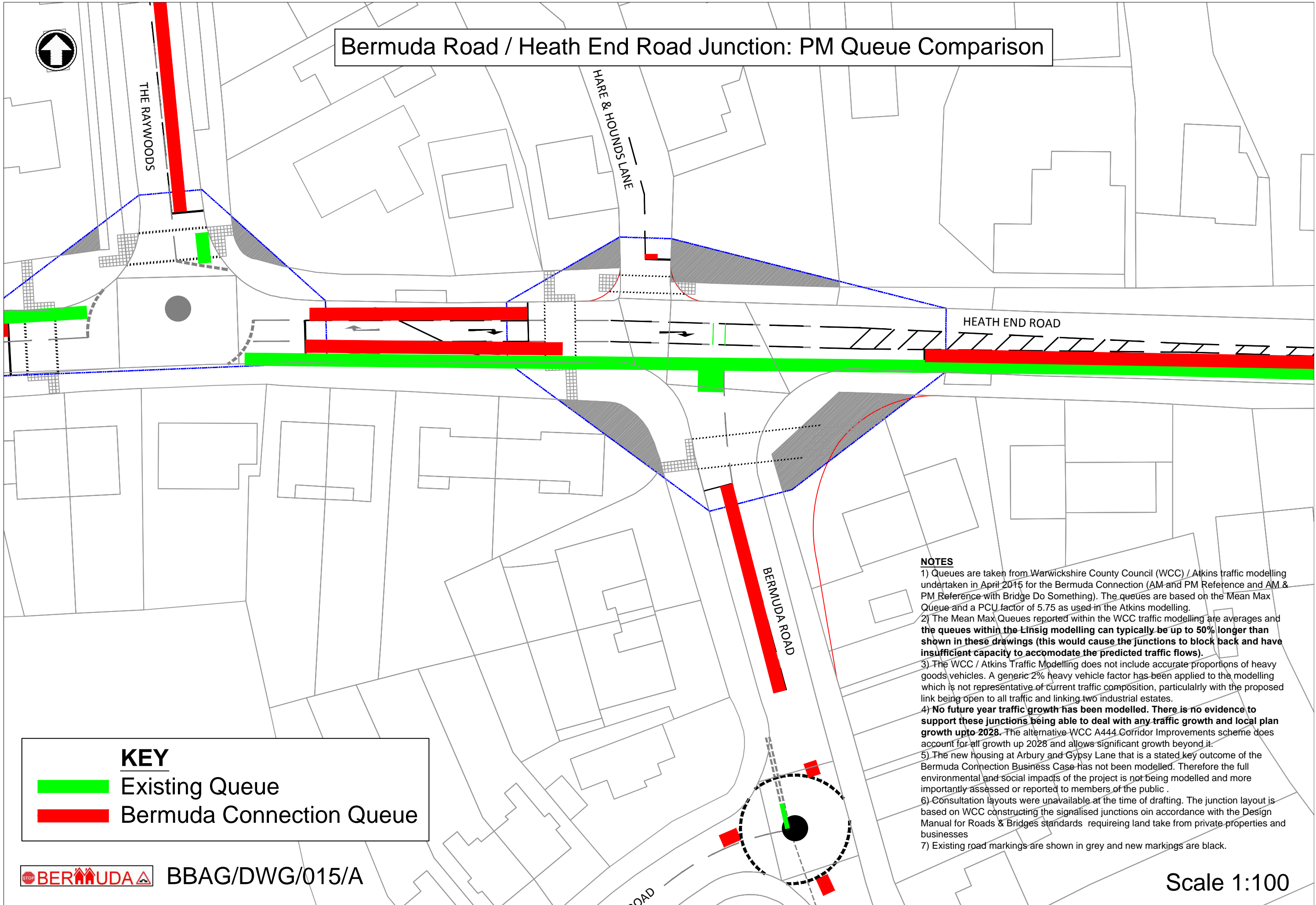


KEY

- Existing Queue
- Bermuda Connection Queue

- NOTES**
- 1) Queues are taken from Warwickshire County Council (WCC) / Atkins traffic modelling undertaken in April 2015 for the Bermuda Connection (AM and PM Reference and AM & PM Reference with Bridge Do Something). The queues are based on the Mean Max Queue and a PCU factor of 5.75 as used in the Atkins modelling.
 - 2) The Mean Max Queues reported within the WCC traffic modelling are averages and the queues within the Linsig modelling can typically be up to 50% longer than shown in these drawings (this would cause the junctions to block back and have insufficient capacity to accommodate the predicted traffic flows).
 - 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 which is not representative of current traffic composition, particularly with the proposed link being open to all traffic and linking two industrial estates.
 - 4) No future year traffic growth has been modelled. There is no evidence to support these junctions being able to deal with any traffic growth and local plan growth upto 2028. The alternative WCC A444 Corridor Improvements scheme does account for all growth up 2028 and allows 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 full environmental and social impacts of the project is not being modelled and more importantly assessed or reported to members of the public.
 - 6) Consultation layouts were unavailable at the time of drafting. The junction layout is based on WCC constructing the signalised junctions in accordance with the Design Manual for Roads & Bridges standards requiring land take from private properties and businesses
 - 7) Existing road markings are shown in grey and new markings are black.

Bermuda Road / Heath End Road Junction: PM Queue Comparison

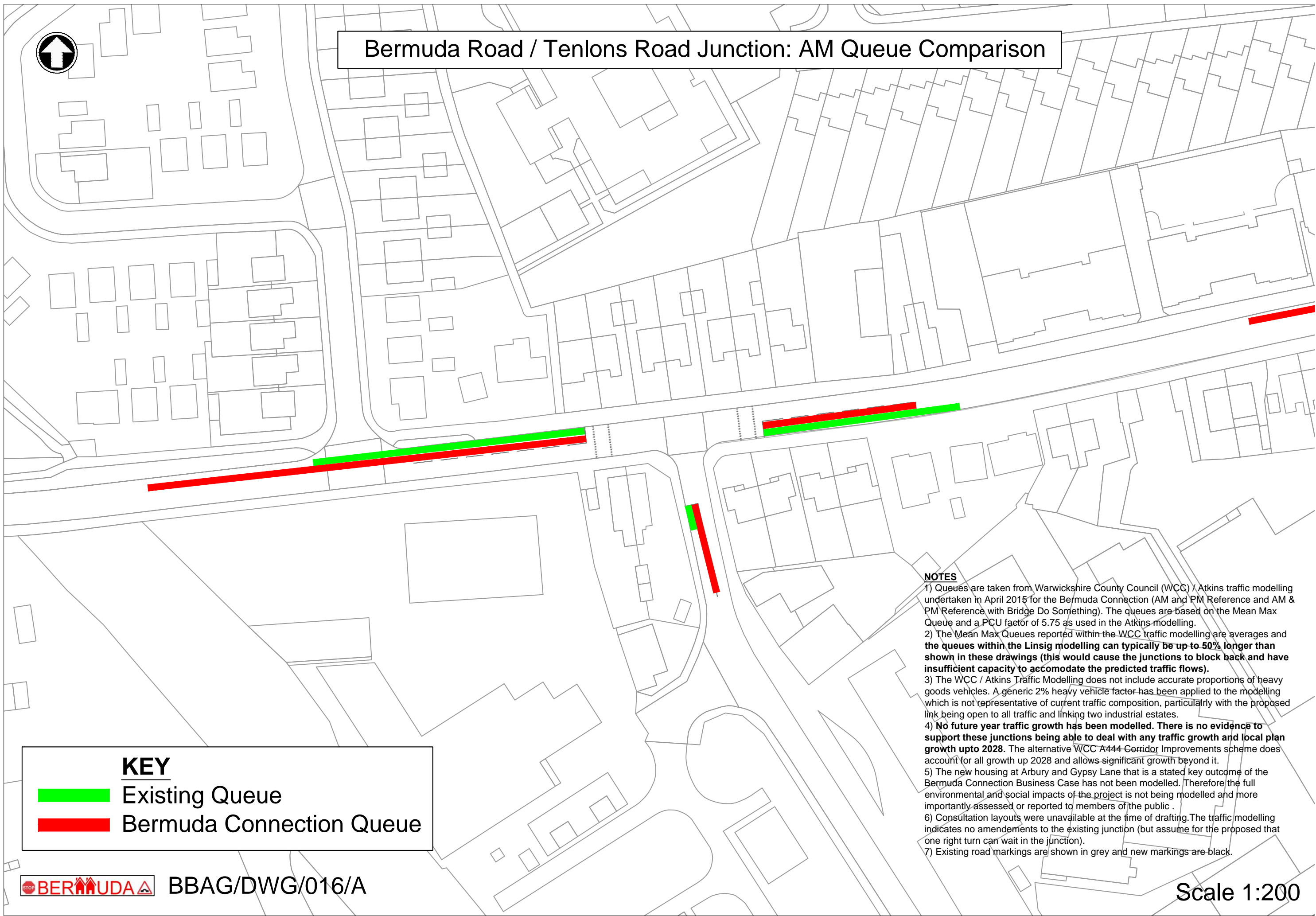


KEY

- Existing Queue
- Bermuda Connection Queue

- NOTES**
- 1) Queues are taken from Warwickshire County Council (WCC) / Atkins traffic modelling undertaken in April 2015 for the Bermuda Connection (AM and PM Reference and AM & PM Reference with Bridge Do Something). The queues are based on the Mean Max Queue and a PCU factor of 5.75 as used in the Atkins modelling.
 - 2) The Mean Max Queues reported within the WCC traffic modelling are averages and the queues within the Linsig modelling can typically be up to 50% longer than shown in these drawings (this would cause the junctions to block back and have insufficient capacity to accommodate the predicted traffic flows).
 - 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 which is not representative of current traffic composition, particularly with the proposed link being open to all traffic and linking two industrial estates.
 - 4) **No future year traffic growth has been modelled. There is no evidence to support these junctions being able to deal with any traffic growth and local plan growth up to 2028.** The alternative WCC A444 Corridor Improvements scheme does account for all growth up to 2028 and allows 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 full environmental and social impacts of the project is not being modelled and more importantly assessed or reported to members of the public.
 - 6) Consultation layouts were unavailable at the time of drafting. The junction layout is based on WCC constructing the signalised junctions in accordance with the Design Manual for Roads & Bridges standards requiring land take from private properties and businesses
 - 7) 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 undertaken in April 2015 for the Bermuda Connection (AM and PM Reference and AM & PM Reference with Bridge Do Something). The queues are based on the Mean Max Queue and a PCU factor of 5.75 as used in the Atkins modelling.
- 2) The Mean Max Queues reported within the WCC traffic modelling are averages and the queues within the Linsig modelling can typically be up to 50% longer than shown in these drawings (this would cause the junctions to block back and have insufficient capacity to accommodate the predicted traffic flows).
- 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 which is not representative of current traffic composition, particularly with the proposed link being open to all traffic and linking two industrial estates.
- 4) **No future year traffic growth has been modelled. There is no evidence to support these junctions being able to deal with any traffic growth and local plan growth upto 2028.** The alternative WCC A444 Corridor Improvements scheme does account for all growth up to 2028 and allows 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 full environmental and social impacts of the project is not being modelled and more importantly assessed or reported to members of the public.
- 6) Consultation layouts were unavailable at the time of drafting. The traffic modelling indicates no amendments to the existing junction (but assume for the proposed that one right turn can wait in the junction).
- 7) Existing road markings are shown in grey and new markings are black.

Bermuda Road / Tenlons Road Junction: PM Queue Comparison



KEY



Existing Queue



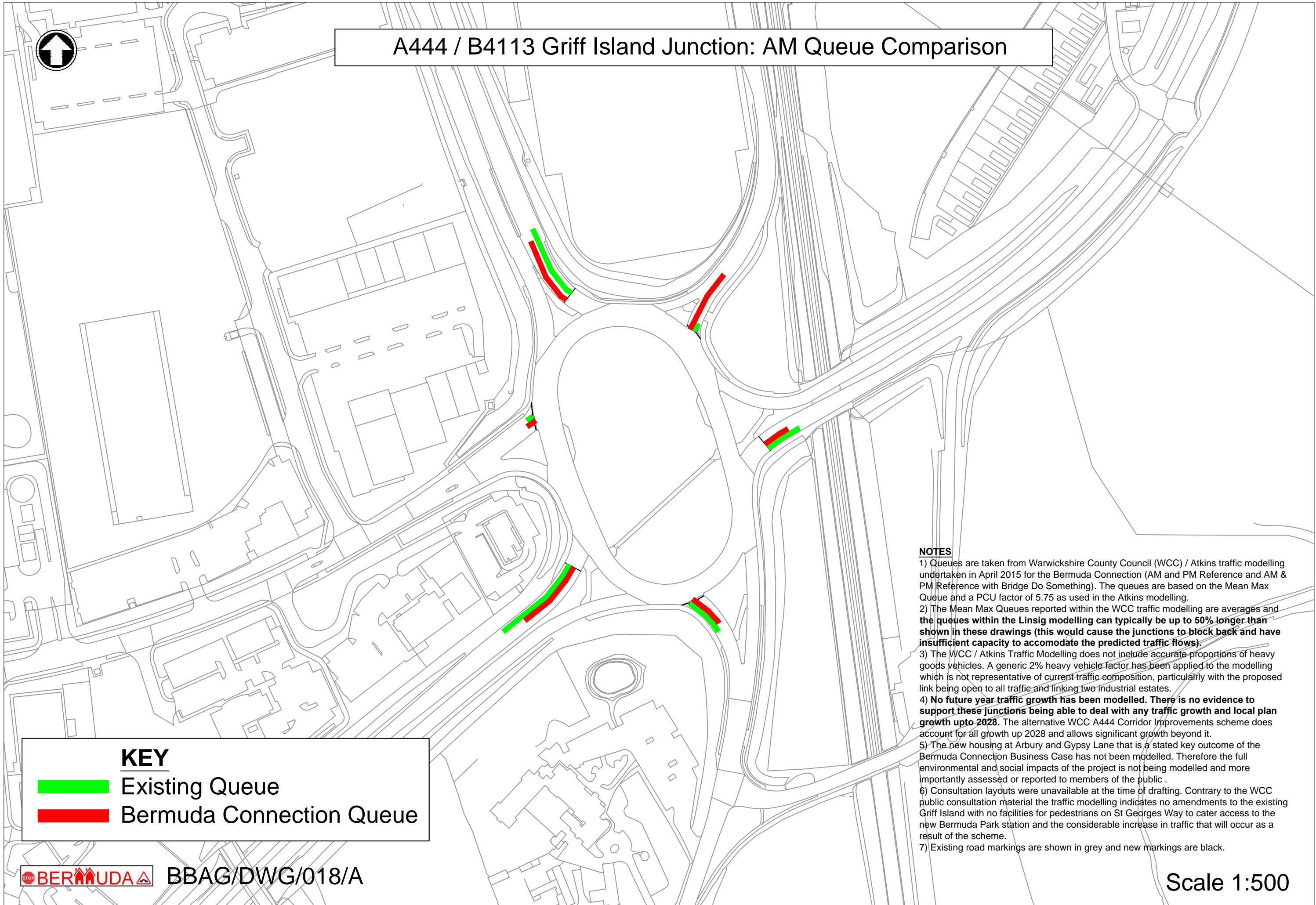
Bermuda Connection Queue

NOTES


- 1) Queues are taken from Warwickshire County Council (WCC) / Atkins traffic modelling undertaken in April 2015 for the Bermuda Connection (AM and PM Reference and AM & PM Reference with Bridge Do Something). The queues are based on the Mean Max Queue and a PCU factor of 5.75 as used in the Atkins modelling.
- 2) The Mean Max Queues reported within the WCC traffic modelling are averages and the queues within the Linsig modelling can typically be up to 50% longer than shown in these drawings (this would cause the junctions to block back and have insufficient capacity to accommodate the predicted traffic flows).
- 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 which is not representative of current traffic composition, particularly with the proposed link being open to all traffic and linking two industrial estates.
- 4) **No future year traffic growth has been modelled. There is no evidence to support these junctions being able to deal with any traffic growth and local plan growth upto 2028.** The alternative WCC A444 Corridor Improvements scheme does account for all growth up to 2028 and allows 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 full environmental and social impacts of the project is not being modelled and more importantly assessed or reported to members of the public.
- 6) Consultation layouts were unavailable at the time of drafting. The traffic modelling indicates no amendments to the existing junction (but assume for the proposed that one right turn can wait in the junction).
- 7) Existing road markings are shown in grey and new markings are black.




A444 / B4113 Griff Island Junction: AM Queue Comparison



KEY

 Existing Queue

 Bermuda Connection Queue

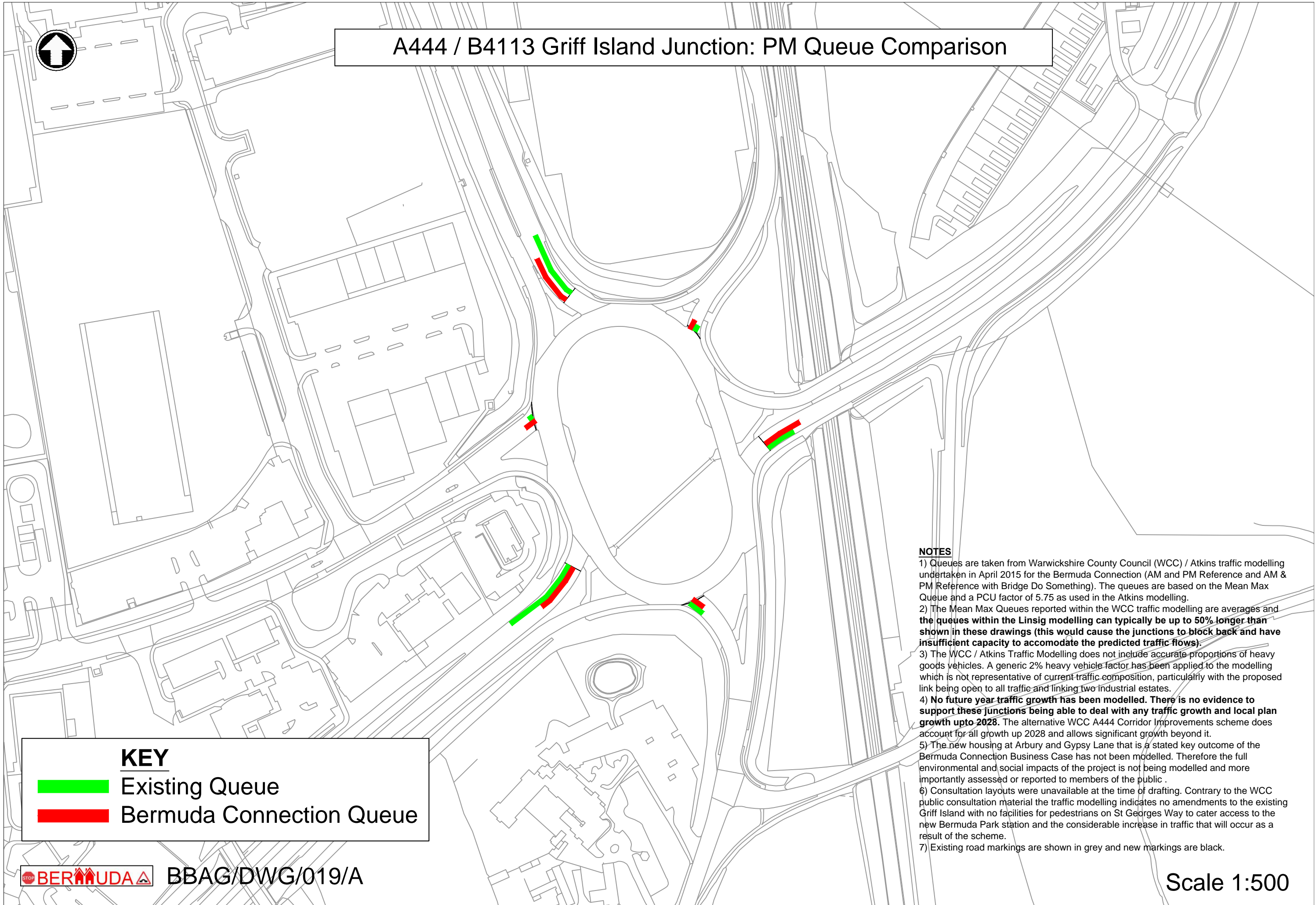
NOTES

- 1) Queues are taken from Warwickshire County Council (WCC) / Atkins traffic modelling undertaken in April 2015 for the Bermuda Connection (AM and PM Reference and AM & PM Reference with Bridge Do Something). The queues are based on the Mean Max Queue and a PCU factor of 5.75 as used in the Atkins modelling.
- 2) The Mean Max Queues reported within the WCC traffic modelling are averages and **the queues within the Linsig modelling can typically be up to 50% longer than shown in these drawings (this would cause the junctions to block back and have insufficient capacity to accommodate the predicted traffic flows).**
- 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 which is not representative of current traffic composition, particularly with the proposed link being open to all traffic and linking two industrial estates.
- 4) **No future year traffic growth has been modelled. There is no evidence to support these junctions being able to deal with any traffic growth and local plan growth upto 2028.** The alternative WCC A444 Corridor Improvements scheme does account for all growth up 2028 and allows 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 full environmental and social impacts of the project is not being modelled and more importantly assessed or reported to members of the public.
- 6) Consultation layouts were unavailable at the time of drafting. 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.
- 7) Existing road markings are shown in grey and new markings are black.







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 undertaken in April 2015 for the Bermuda Connection (AM and PM Reference and AM & PM Reference with Bridge Do Something). The queues are based on the Mean Max Queue and a PCU factor of 5.75 as used in the Atkins modelling.
- 2) The Mean Max Queues reported within the WCC traffic modelling are averages and **the queues within the Linsig modelling can typically be up to 50% longer than shown in these drawings (this would cause the junctions to block back and have insufficient capacity to accommodate the predicted traffic flows).**
- 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 which is not representative of current traffic composition, particularly with the proposed link being open to all traffic and linking two industrial estates.
- 4) **No future year traffic growth has been modelled. There is no evidence to support these junctions being able to deal with any traffic growth and local plan growth upto 2028.** The alternative WCC A444 Corridor Improvements scheme does account for all growth up to 2028 and allows 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 full environmental and social impacts of the project is not being modelled and more importantly assessed or reported to members of the public.
- 6) Consultation layouts were unavailable at the time of drafting. 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.
- 7) Existing road markings are shown in grey and new markings are black.

