

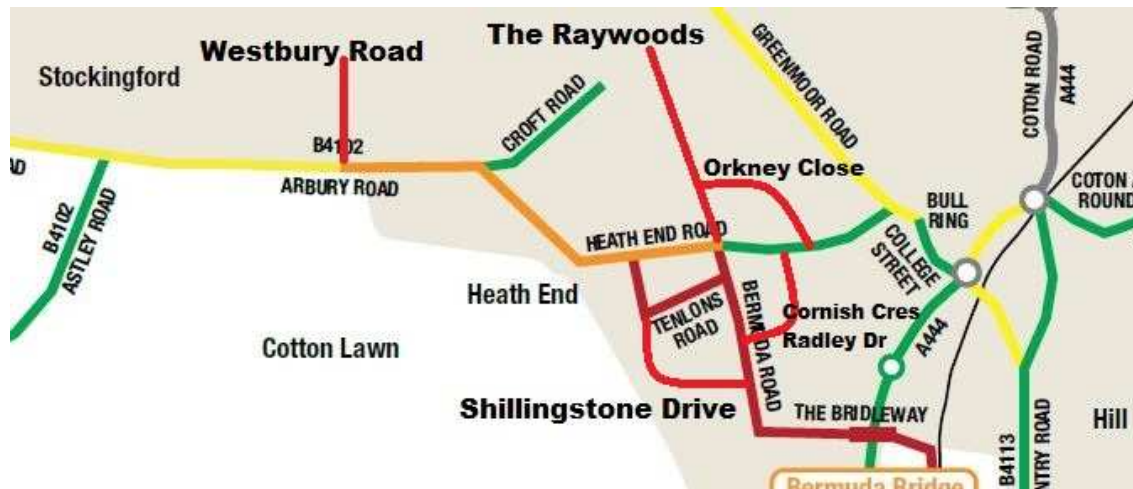
On the Fifth Day of Christmas the Councils gave to me.....

Rat Run Ring Road.....

As part of the creation of the new major junctions the Bermuda Connection Scheme at:

- Heath End Road / Tenlons Road Traffic Signals
- Heath End Road / The Raywoods Traffic Signals
- Heath End Road / Bermuda Road Traffic Signals
- Tenlons Road / Bermuda Road Mini-Roundabout

A new localised ring road to avoid the chaos of the new staggered signalised junctions at The Raywoods and Bermuda Road has also been created, one we lovingly like to call the 'Rat Run Ring Road'.



Orkney Close:

Will be used as a rat run to avoid the major junction at the Raywoods/Heath End Road/Bermuda Road with increases in traffic not reported to the public by WCC at the recent consultation (we have added the red lines onto the image above to illustrate the Rat Run Ring Road and 'real impact' of the scheme).

Radley Drive/Cornish Crescent:

Will be used as a rat run to avoid the major junction at the Raywoods/Heath End Road/Bermuda Road with increases in traffic not reported to the public by WCC at the recent consultation.

Shillingstone Drive:

Will be used as a rat run to avoid the major junction at the Raywoods/Heath End Road/Bermuda Road with increases in traffic not reported to the public by WCC at the recent consultation.

These issues were not acknowledged in the online consultation documentation, or at consultation venues & only became part of the additional documentation available online after the public meetings and only after pressure from BBAG (despite this being raised at the very first public meeting).

Let's face it, if you live on a quiet estate road & someone came along & told you that it was going to be changed into a major rat run thoroughfare for commuters and goods vehicles you'd be more than a little put out!

Huge HGVs have attempted to use these residential roads already & will be guaranteed to do so more if the junctions are implemented to avoid the increased congestion.

We have a very real fear that pedestrians – the majority of whom are children going to and from school at peak times will be at serious risk due to heavier-than-necessary traffic flows, increased vehicle speeds to claw back delay from all the new traffic signals & no safe crossing points on the residential estates.

In the future these roads will be much more dangerous for those trying to get to and from the school, the vulnerable and those with impaired mobility. Many residents have pointed out these concerns out to officers and councillors during consultation but these have fallen on deaf ears in respect to Bermuda Road & The Bridleway.

Even if there are measures put in place to slow traffic this will have a huge environmental impact effect on the residents of what are, for the most part, access only roads on residential estates due to the volume of traffic, noise and pollution.

The only way this won't happen is if the ring road roads are blocked off or made one way therefore forcing traffic onto the main route. However, one way streets are proven to significantly increase vehicle speeds while in the case of the Bermuda Connection the main route is also an equally unsuitable narrow residential street so this isn't a solution either. The only sustainable solutions are to take traffic completely away from existing residential areas either through the A444 upgrade or building a brand new link road as part of purpose built development.

These residential estates are guaranteed to be flooded with traffic trying to circumvent the new major traffic light junctions named above & in doing so will be massively increasing the risk of death or serious injury to residents and to drivers too.

We would like to add that there is a danger of making bad decisions based on inadequate information and not listening to all the concerns raised by residents at the public consultation and as reported as key themes within Warwickshire Observatory Report.

A few speed bumps in isolation rather than a carefully considered area wide solution isn't going to solve anything unless it treats all residential areas alike as streets where the needs of pedestrians and are put first and car users come bottom of the hierarchy of needs, as recommended in the Department for Transport's Manual for Streets.

Fingers crossed no one gets killed.

RAT RUN RING ROAD!

www.bermudabridgeactiongroup.co.uk/