

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

4 Death Trap Junctions.....

Although we have insisted since the start that the Bermuda Connection Route is inappropriate and dangerous, our concerns have been largely ignored and dismissed. However, what cannot be denied is that the four new major junctions proposed as part of the project have various non-compliances and departures from standards:

- 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

As noted previously the 'Design Manual for Roads & Bridges' (DMRB) is basically the road builders' bible. It contains all current standards, advice notes and other documents relating to the design, assessment and operation of major roads that should be adhered to. The following non compliances with DMRB and WCC's own highway construction standards are present at these junctions:



- Inadequate Junction-Intervisibility
- Narrow Road Widths
- Narrow Footway Widths
- Vehicle Swept Path Clashes
- Uncontrolled Crossings within a signalised junction
- Bus stop with the junction
- Business goods delivery accesses within junction
- Driveways within junctions
- Inadequate pedestrian crossing visibility
- Mini roundabout too small & cannot be safely negotiated



5 issues concerning these junctions were raised in the independent Road Safety Audit along with other route wide issues. In addition and as noted on Day 2, the Designers of the scheme don't want to accept liability and obviously share our concerns in that the scope provided by Warwickshire County Council is like trying to squeeze a quart into a pint pot!

5.8 PROBLEM

Location –Bermuda Road junction with Tenlons Road

Summary – Close Proximity of mini roundabout with junction of Heath End Road could result in queues backing up on to it. This could result in shunt collisions with vehicles on the main road

With the proposed mini roundabout for Tenlons Road, this will give priority for potentially large vehicles to pull out onto Bermuda Road. Given its close proximity to the Heath End Road junction, vehicles turning into Bermuda Road may have to wait and queue while a large vehicle is making this manoeuvre. This could cause the traffic to stack up into Heath End Road. With a green light situation approaching vehicles may not be expecting stationary traffic and slow down sufficiently, resulting in a shunt type collision.

Recommendation

The mini roundabout should be replaced with a give way junction and 'Keep clear' markings. Ensuring traffic on Bermuda way is given the priority and doesn't queue back up into the signalised junction.

5.9 PROBLEM

Location –Bermuda Road approach to Heath End Road

Summary – Tight geometry of this road on approach to Heath End Road and its junction, could lead to large vehicle crossing the centre line and colliding with oncoming vehicles

There is a tight curvature on this road for the approach to Heath End Road and at the junction for vehicles turning into it. For larger vehicles they may have to cross the centre line and collide with oncoming vehicles.

Recommendation

Vehicle tracking should be checked and amendments made to the layout if there is a risk of conflicts.

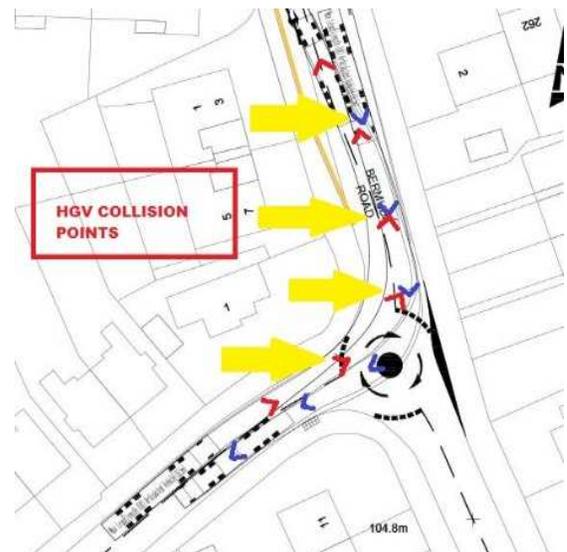
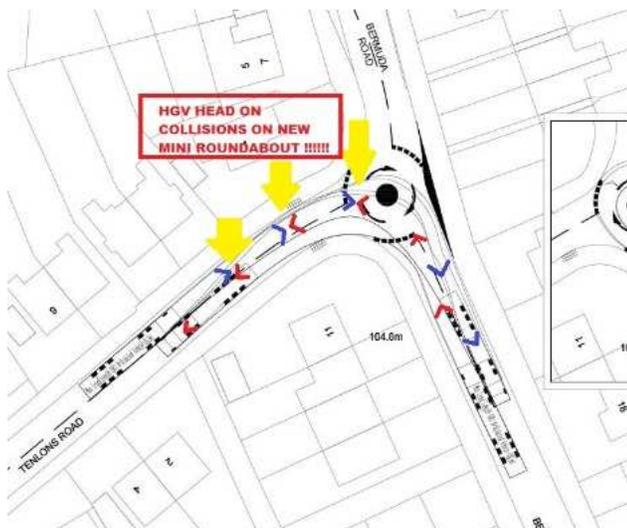
- 1) At Heath End Road and Tenlons Road DMRB visibility requirements can only be achieved if we demolish residential property;
- 2) At Heath End Road and Bermuda Road DMRB visibility requirements can only be achieved if we demolish residential property;

It's also been noted by the designers in drawings they have submitted that these junctions in their current state, without any land take or removal of obstructions (people's homes to you & me) that there will be head on collisions as a result of a lack of space for larger vehicles. This has led them to recommend that no HGV's should be allowed to use the Heath End Road/Tenlons junction in order to access Tenlons Road, which by the way is non-residential & houses industrial units, in favour of them using the route through the residential area Heath End Road/Bermuda Road then Bermuda Road/Tenlons Road junctions to access.

Unfortunately as you can see this is even worse! Not only do you have head on collisions but you can add a few locals into the mix as well!

Not satisfied with just causing collisions on the road way, if you look closely, you'll see that the swing of any HGV trailer will overhang the footway hitting anyone that happens to be in the way at the time. You honestly couldn't make this up!

We'd recommend you pull these drawings & take a VERY close look before signing up to this.



FOUR DEATH TRAP JUNCTIONS!

*See BBAG Drawings BBAG/DWG/201&202.pdf attached to the main e-mail.

www.bermudabridgeactiongroup.co.uk/