

On the second day of Christmas the Councils gave to me.....

Two Poor Choices.....

It has recently come to light, although most of us in the know have been saying it for a long time, that there are serious issues with the proposed new major junctions at Heath End Road/Bermuda Road and Heath End Road/Tenlons Road.

Off the back of a Freedom of Information request made to Warwickshire County Council there have been meetings between Atkins (the design consultant for the Bermuda Connection scheme) & representatives from Warwickshire County Council to specifically discuss the issue of departures from DRMB Standards on the junctions.

A bit of explanation is required here.

DRMB stands for 'Design Manual for Roads & Bridges' and 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.

It has been stated at the cabinet meeting on the 12th Nov by Warwickshire County Councillor Peter Butlin* that departures from standards happen all the time in road building projects.

This is true and there is an acceptance within the road building & construction industry that generally a few inches tolerance may be acceptable but needs to be very carefully considered on a risk based approach and only in situations where the rest of the design is compliant, unlike in this case.

Unfortunately in this scheme we are talking about safety critical visibility standards not being met by a matter of metres not inches**.

This in combination with other non-compliances such as not signalling some of the crossings is being done in order to make the traffic modelling (which also does not count any vehicle journeys generated by the 1000+ house estate that has, in the funding business case, been stated as a "key outcome" of opening the Bermuda Bridge) and business case look better i.e fewer hold ups allowing for vehicles to achieve their maximum speed and less vehicle volume making it appear as if there will be less impact on travellers & residents alike.

5.13 The type of facility selected will depend upon the volumes and movements expected of both pedestrians and traffic, and shall be designed in accordance with current recommendations and requirements - **BD 29 (DMRB 2.2); TD 36 (DMRB 6.3.1); TD 28, TA 52 (DMRB 8.5)**. The use of different types of pedestrian facility at the same junction is not recommended as this could lead to confusion by pedestrians and drivers.

All at the expense of safety which is not acceptable.

The fact the consultant had called a meeting to mitigate liability is a good indicator that they realise that the junction is way off standards & do not want to be held accountable if anything serious (i.e. death or serious injury) should happen at the junction.

This should be considered as quite serious as should the worst happen the council could potentially be facing corporate manslaughter charges.

Brief Discussion Between Graeme Fitton and Atkins (Thursday 4 June 2015)

I have arranged for Graeme Fitton to be available between 1600 - 1700 today (Thursday 4 June 2015) for Steve Boden and yourself to raise and discuss the matter of the potential non DRMB compliance of the preliminary design proposals in respect to the following:

- Heath End Road / Tenlons Road Junction and;
- Heath End Road / Bermuda Road Junction.

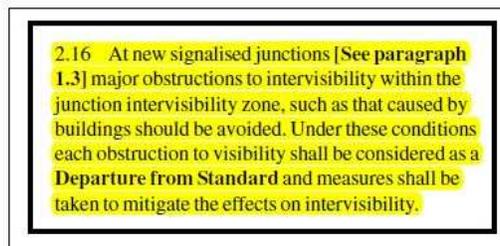
Please ensure that Atkins brings a few A3 colour paper copies of the preliminary design proposals for these two junctions to steer the discussion.

The purpose of the meeting is:

- Atkins to provide Graeme Fitton with an engineering perspective of the issue including the extent to which the preliminary design proposals for each individual junction are non-compliant with DRMB, and the consequences if DRMB was pursued, e.g. extent of the potential loss of residential properties; and
- Graeme Fitton to make an initial judgement on his appetite for signing of these potential derogations.

Neil Throssell will also be asked to participate in the discussion.

EXCERPT FROM DRMB:



So that's poor choice one covered now for poor choice 2!

If you have read the text on the above image you'll see mention of the "potential loss of residential properties". In other words the compulsory purchase of people's homes at these junctions in order to make the road and junctions safe to use!

So here we have it.

Choice 1: The residents of the local area plus anyone choosing to use the new route either in a vehicle or as a cyclist or pedestrian get a death trap junction.

OR

Choice 2: People get a junction designed to standards but only if people lose their homes.

TWO POOR CHOICES

*The County Council Cabinet meeting where Cllr Butlin made the claims about deviation from standards can be viewed here:

https://www.youtube.com/watch?v=QI_IGG_Apno

**See POOR JUNCTIONS TECHNICAL DRAWING.pdf attached to the main e-mail.

www.bermudabridgeactiongroup.co.uk/