

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

12 (Plus) Warwickshire County Council Road Safety Audit Issues.....

As if you thought we couldn't get any more issues into this Christmas Carol, here we are again with the final verse. What you see below are major issues with the Bermuda Connection Scheme that have been identified by the Warwickshire County Council Road Safety Audit (RSA) for the scheme of which we, the action group, have also added comment's *. **AGAIN**, WCC own reports & documentation identifying issues that have been swept under the carpet, dismissed or plainly ignored.

Ref & Location	Issues	Recommendation	BBAG Comment
3.3 No departures from standards have been notified	-	-	The Road Safety Auditors have conducted the RSA without being informed of the large number of departures from standards used, EVEN THOUGH THERE HAVE BEEN MEETINGS WITH THE DESIGN CONSULTANTS ABOUT THE MAJOR DEPARTURES FROM STANDARDS PRIOR TO THE ROAD SAFETY AUDIT BEING UNDERTAKEN.
5.1 Bermuda Road/ The Bridleway	Increased traffic through a heavily residential area could lead to increased conflicts with pedestrians and vehicles at side roads	Ensure that all junctions are signed accordingly and consider improvements for visibility.	The route STILL has SUB-STANDARD safe forward visibility and sub-standard side road visibility at nearly every side road junction along these road.
5.2 Templar Drive, The Bridleway and new link road	Complex junction with two converging roads could confuse drivers to who has the right of way and increase the risk of collisions.	An alternative junction layout should be considered or give way lines introduced to allow one of the side roads priority over the other.	NO alternative has been considered, the confusing layout is retained!
5.3 Templar Drive, The Bridleway and new link road	Visibility restricted for persons pulling out of side road could lead to collisions	The junction should be relocated further away from the bend on the link road, such as Joining the Bridleway near Knights Road. Alternatively the curvature of the link road should be modified to improve visibility.	The junction has NOT been relocated. The issues remains and is made worse by the 'hump backed' curvature of the bridge and link road which does not meet DMRB standards.
5.4 The Bridleway proposed access road leading to property No. 2	The turning head layout is spread out, meaning vehicles having to reverse for a long distance, increasing the risk of collisions with vehicles turning into the side road	The road layout should be modified to allow for vehicles to be able to turn back around easily	This recommendation has NOT been actioned. Rather than address an unsafe situation & provide better turning provision for residents by modifying the new link WCC have chosen to just remove the provision!
5.5 The Bridleway junction with Bermuda Road (Bermuda Village)	Visibility restricted by foliage and trees for vehicles exiting Bermuda Road could lead to collisions	Foliage and trees should be trimmed back to increase visibility.	The visibility splay goes through not just foliage but through PRIVATE RESIDENTIAL LAND TOO. The 90m visibility standard cannot be achieved.

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5.6 Bermuda Road access to Harefield Lane shared cycleway	The footpath on the south side of the refuge should be changed to shared space to join up the existing cycle route.	Agreed. This will be considered as part of the detailed design.	This did not form part of the Public consultation proposal and the existing footway is of INSUFFICIENT WIDTH to become a shared footway and there isn't road space to widen the footway.
5.7 Bermuda Road opposite Hazell Way	Termination point for cycle route leads cyclist into road at junction and onto wrong side of the road (if heading north) which could lead to collisions.	The merge point should be located away from any side road junctions. There should also be a crossing point to allow them safe access the left hand lane of the carriageway.	The crossing point IS NOT SAFE as proposed & the merge is unsafe as there are no lines to warn motorists of cyclists.
5.8 Bermuda Road junction with Tenlons Road	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	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.	This has been COMPLETELY IGNORED . The proposed design is not compliant with DMRB (TD 54/07 Design of Mini-Roundabouts). The traffic modelling is flawed and in reality the queues will be much longer than modelled by WCC.
5.9 Bermuda Road approach to Heath End Road	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	Vehicle tracking should be checked and amendments made to the layout if there is a risk of conflicts.	Moving the stop lines back has REDUCED THE CAPACITY OF THE JUNCTION . The swept path drawings for the revised layout have numerous dangerous clashes (see Appendix 6).
5.10 Heath End Road junction with Bermuda Road and junction with The Raywoods	Low storage capacity for queuing vehicles, given very close proximity between the two signalised junctions could lead to shunt type accidents.	The two signalised junctions should be synchronised to minimise queuing between them or a new layout should be considered	The right hand turn lanes ONLY have space for two cars. The MODELING DOES NOT INCLUDE TRAFFIC GROWTH , committed developments or cumulative and will become GRIDLOCKED . The junction design is not in accordance with the DMRB (TD 42/95)
5.11 Hare and Hounds public house car park	Vehicles potentially cutting across full height kerb to take short cut to access junction, with the risk of vehicles turning at the junction colliding with them.	Bollards or railing should be installed to stop persons accessing Heath End Road from the pub car park and alternative route onto Hare and Hound Lane should be sought.	In addition to the Hare & Hounds there are numerous driveways emerging into the junction. The proposed junction design has numerous UNCONTROLLED CONFLICTS . The junction design is not in accordance with the DMRB (TD 42/95) .
5.12 Heath End Road junction with Arbury Road and Greenmoor Road	Increased volume of traffic could cause additional conflicts at these two linking junctions to Heath End Road	Consideration should be given to upgrading these junctions to allow for the greater volume of traffic.	The original audit response says this is outside the scope. This ISSUES SIMPLY NOT BEEN ADDRESSED and will become a LIABILITY for WCC from the chaos caused by the Bermuda Connection.
5.13 Bermuda	Double yellow lines across	Traffic calming / speed	The auditors are clear that Traffic

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Road/ The Bridleway whole extents of route	the entire route could increase vehicle speeds and increase the chance of collisions occurring.	reducing measures should be installed along the route and consideration to additional residents parking considered.	calming of Bermuda Road and The Bridleway is required. THIS DOES NOT FORM PART OF ANY OF THE OPTIONS IN THE CABINET REPORT

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*<https://bermudabridge.files.wordpress.com/2015/09/safety-audit-rsa2199-bermuda-connectivity-with-bbag-comments.pdf>

<http://bermudabridgeactiongroup.co.uk/>