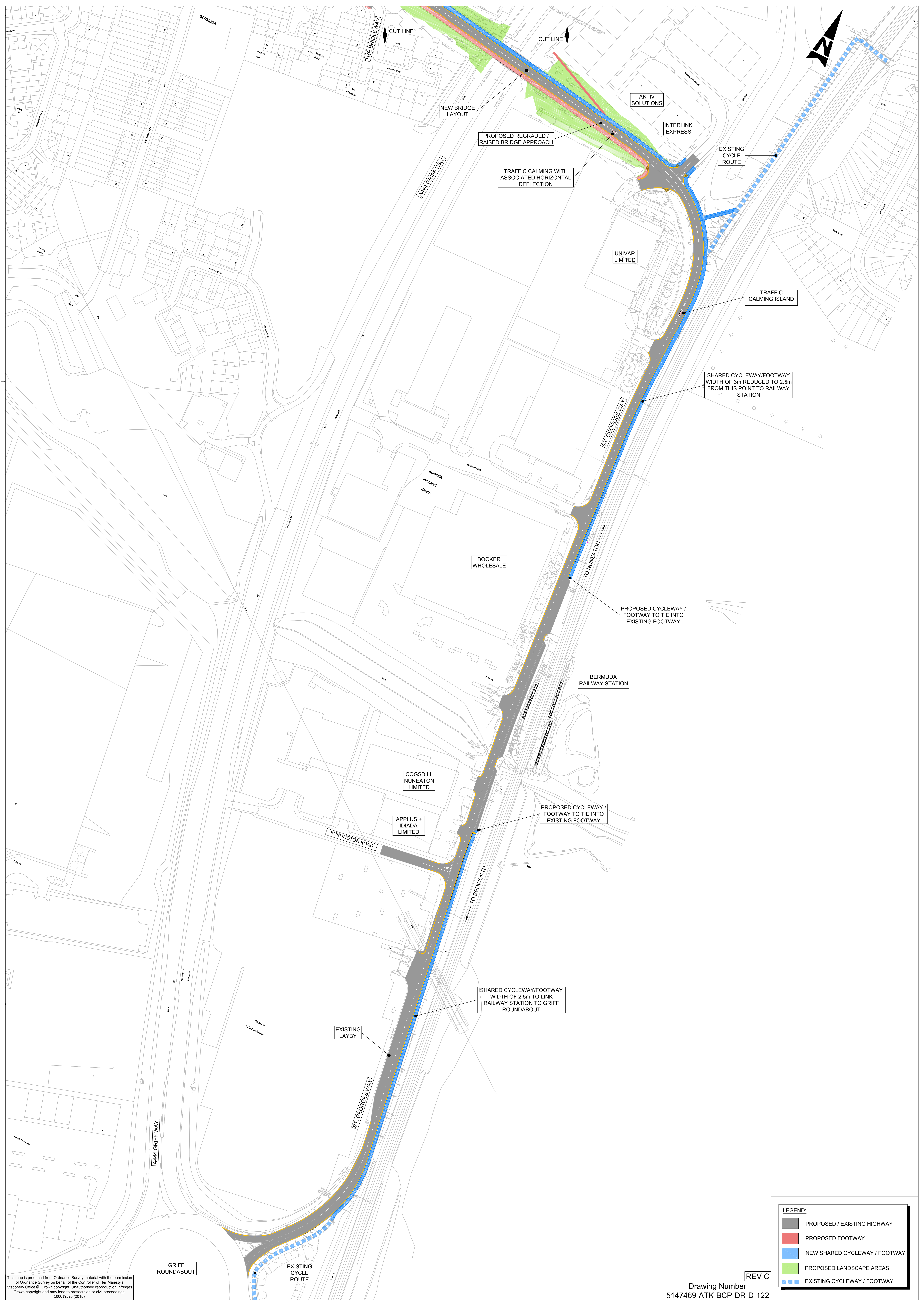


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- NEW SHARED CYCLEWAY / FOOTWAY
- PROPOSED LANDSCAPE AREAS
- EXISTING CYCLEWAY / FOOTWAY

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- PROPOSED LANDSCAPE AREAS
- EXISTING CYCLEWAY / FOOTWAY

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BERMUDA CONNECTION CONSULTATION ANALYSIS: FINAL REPORT



SYSTRA

BERMUDA CONNECTION CONSULTATION ANALYSIS

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| | Checked by | Carry Stephenson | Market Director | 27/06/2018 | |
| | Approved by | Carry Stephenson | Market Director | 27/06/2018 | |
| 2 | Author | Bradley Goodsell | Assistant Consultant | 29/06/2018 | |
| | Checked by | Mark Denley | Senior Consultant | 29/06/2018 | |
| | Approved by | Mark Denley | Senior Consultant | 29/06/2018 | |

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1. EXECUTIVE SUMMARY

1.1 Consultation process

- 1.1.1 This consultation allowed a range of stakeholders in the wider West Nuneaton area to comment on the proposed Bermuda Connection Scheme. The scheme aims to open the existing Bermuda bridge over the A444 to two-way traffic.
- 1.1.2 A total of 364 responses were received to the consultation. The majority of responses (333) were received through Warwickshire County Councils' online survey form which was hosted on CitizenSpace. The remaining responses were received via email (29), the customer experience feedback form (3); letter (2) and telephone (1).
- 1.1.3 Before interpreting the data obtained from this consultation process, it is important to note that due to the self-selecting nature of a consultation sample, the trends and views expressed in this report are not necessarily representative of all of stakeholders in the wider West Nuneaton area.

1.2 Summary of quantitative findings

- 1.2.1 Despite the fact that most respondents (65%) agreed that traffic congestion in West Nuneaton causes issues to their day to day activities, the majority (64%) did not support the overall Bermuda Connection Scheme.
- 1.2.2 The level of agreement was relatively consistent across all proposals, with approximately two in three respondents disagreeing with each proposal providing the intended benefits. Traffic calming measures were the most opposed proposals, whilst pedestrian and cycle provisions were least opposed. The percentage of consultees either completely or partly agreeing with each proposal was as follows:

Highway designs:

- 34% - Improvements to Bermuda Bridge and connecting it to roads at either side
- 33% - Increased capacity at Heath End Road / Tenlons Road junction.

Parking restrictions

- 32% - Parking restrictions on Tenlons Road, Bermuda Road and The Bridleway.

Traffic calming:

- 27% - Refuge Island to calm traffic at the southern end of Bermuda Road;
- 28% - Refuge Island to calm traffic on The Bridleway;
- 30% - Refuge Island to calm traffic at the northern end of St Georges Way.

Public transport:

- 34% - Improved access to Bermuda Park Station;
- 36% - Bus Lay-by area on The Bridleway.

Pedestrians and cycle provisions:

- 37% - Shared pedestrian and cycle crossing point on Bermuda Road;
- 39% - Pedestrian footway on The Bridleway;
- 36% - New shared pedestrian and cycle path.

1.2.3 Variations between respondents with different main interests in the consultation were often minor or negligible. Yet, there was greater variation in levels of agreement between respondents from different residential areas. Residents of South Nuneaton consistently displayed the greatest levels of disagreement, whilst those from Central Nuneaton tended to demonstrate the highest levels of agreement. However, due to the self-selecting nature of the sample of consultation respondents, there were marked differences in the base sizes between the different groups of interest and residential areas. As such, caution must be exercised during the interpretation of any variations between different respondent segments.

1.3 Summary of qualitative findings

1.3.1 The consultation survey had two open-ended questions which provided consultees with the opportunity to elaborate upon their closed-question answers in their own words. In addition, some respondents provided freeform responses to the consultation rather than complete the survey.

1.3.2 The freeform comments made by respondents in these ways were broadly reflective of the answers provided to the closed-ended questions, with the majority providing negative comments about the potential impacts of the new highway link, or the design of the scheme. Respondents gave consideration to the following factors:

Impacts on local residents:

- Concerns over potential noise, air pollution and reduced property values;
- Reduced air quality would negatively affect the health of local residents;
- Current parking issues could be exacerbated;
- Rat running could take place as vehicles look to avoid traffic;
- Concerns on overall impact on quality of life.

Impacts on the local area

- The scheme (alongside the increased population and development in the area) would generate parking issues and congestion;
- Communities could be split in two by the opening of the bridge, thereby reducing accessibility to the area;
- Local businesses would be negatively impacted.

Specific comments on highways designs

- Safety concerns, including: safety at some junctions, crossings, traffic near schools, increased number of HGVs, high vehicle speeds, road narrowing, and pedestrian and cyclist safety;
- Limited capacity of residential roads will contribute to congestion;
- Criticism of design standards, the suitability of the bridge for this scheme, and the quality of modelling / demand projections.

Specific comments relating to the overall scheme

- Mostly negative: not seen as a long-term solution; not value for money; belief that the scheme will shift congestion issues to residential areas;
- Some positivity: potential for reduced journey times and less gridlock.

Specific comments on the consultation processes

- Criticism of the quality of the consultation materials;
- Lack of engagement with local residents;
- Issues with materials only being available online.

1.4 Conclusions

- 1.4.1 Despite the fact that most respondents (65%) agreed that traffic congestion in West Nuneaton causes issues to their day to day activities, the majority (64%) did not support the overall Bermuda Connection Scheme.
- 1.4.2 The level of agreement was relatively consistent across all proposals, with approximately two in three respondents disagreeing with each proposal providing the intended benefits. Traffic calming measures were the most opposed proposals. Pedestrian and cycle provisions were least opposed.
- 1.4.3 Variations between respondents with different main interests in the consultation were often minor or negligible. There was greater variation in levels of agreement between respondents from different residential areas. Residents of South Nuneaton consistently displayed the lowest levels of agreement, whilst those from Central Nuneaton frequently demonstrated the highest levels of agreement that proposals would provide the intended benefits.
- 1.4.4 Comments made by respondents in freeform questions or freeform responses were broadly negative and reflective of the quantitative findings, with the majority providing negative comments about the potential impacts of the new highway link on residents and the local area, or the design of the scheme.

2. INTRODUCTION

2.1 Background to the Bermuda Connection Scheme

- 2.1.1 The existing Bermuda bridge was constructed in 1974, and was originally designed to accommodate two-way traffic flow. However, only pedestrians and cyclists are currently able to access the bridge, whilst the structure itself is in a state of disrepair.
- 2.1.2 The Bermuda Connection scheme aims to deliver additional highway capacity, as well as improving connectivity between West Nuneaton and Griff Roundabout, by opening the existing Bermuda bridge over the A444 to two-way traffic.
- 2.1.3 As such, the newly refurbished bridge would provide a new 1.3 mile highway connection between West Nuneaton and Griff Roundabout, which Warwickshire County Council suggests will deliver a range of benefits to the local community in the West Nuneaton area. These benefits include:
- Contribute towards reducing journey times for local residents on a number of routes in the West Nuneaton area;
 - Contribute towards reducing congestion in parts of the town centre, thus improving links onto the A444 in Nuneaton for residents in other parts of the town;
 - Enhance accessibility to local businesses, amenities and residential areas, particularly in Bermuda and adjoining areas;
 - Support economic growth in Nuneaton by enhancing accessibility to existing and future local jobs;
 - Improve connectivity to Bermuda Park Rail Station, which will soon be served by two trains per hour to Coventry;
 - Provide an improved environment for cyclists and pedestrians to increase mode choice and accessibility;
 - Drive forward further economic growth in Nuneaton, including potential employment and housing development along the new highway link route; and
 - Complement the wider economic aspirations of the Coventry and Warwickshire sub region, e.g. Coventry and Warwickshire Local Enterprise Partnership (CWLEP) Strategic Economic Plan.

2.2 Previous consultation

- 2.2.1 The original version of the Bermuda Connection Scheme was proposed in Summer 2014, and received £3.702 million to start preliminary designs.
- 2.2.2 Warwickshire County Council agreed that there would be full consultation on the proposals before any final decision on whether or not to implement the scheme was taken. The public consultation was held in 2015, with the conclusions being reported by the County Council Cabinet in November 2015.
- 2.2.3 Subsequent to the consultation report, the County Council endorsed the progression of the scheme to the detailed design stage. The endorsement was subject to the inclusion of a range of measures that would mitigate the impact of the scheme on affected local residents. At the time of this original consultation, the scheme was estimated to cost £5.939 million.

- 2.2.4 However, the detailed design process discovered that the scheme conflicted with existing infrastructure and hazardous contaminated land. Furthermore, the need to adhere to the Design Manual for Roads and Bridges (DMRB) highway standards applied additional budgetary pressures through increased land-take and construction costs. These factors contributed to a revised cost estimate for the scheme of £14.6 million.

2.3 Current consultation

- 2.3.1 To ensure best value in the use of public funds, a Value Engineering Assessment was undertaken to evaluate the cost-effectiveness of the scheme. This assessment concluded that the cost estimate would reduce by 40% if certain revisions were made.

- 2.3.2 The primary revision to the design is the change in the highway standard applied, from DMRB to Manual for Streets II, which is the standard deemed more appropriate for 30mph urban roads, like those on the Bermuda link route. As a result, the following changes have been made to the scheme:

- Less earthworks and pavement improvements are required;
- The treatment and removal of hazardous contaminated land is no longer necessary;
- The attenuation pond off Bermuda Road will be unaffected by the scheme; and
- The extent to which land-take is required has substantially reduced.

- 2.3.3 As revisions have been made to the scheme, Warwickshire County Council conducted a further consultation, from 15th May 2018 to 18th June 2018, where they welcomed the comments of local residents, road users, local businesses and stakeholders in the wider West Nuneaton area.

- 2.3.4 This report provides an analysis of the consultation responses, which will be considered by the County Council in Summer 2018. After reflecting on the findings of the consultation, County Councillors will decide on whether or not the scheme will be progressed to planning application, and if successful, implementation.

2.4 Report Structure

- 2.4.1 The remainder of the report is structured as follows:

- Chapter 3 provides a summary of the consultation approach, approach to analysis of responses, and a report on the number of responses received;
- Chapters 4 to 6 provide the findings of the online consultation survey – covering stakeholder characteristics, responses to the closed survey questions, and responses to the open survey questions, respectively;
- Chapter 7 provides a summary of freeform responses; and
- Chapter 8 provides conclusions and recommendations.

3. METHODOLOGY

3.1 Who was consulted

- 3.1.1 In terms of this consultation specifically, Warwickshire County Council welcomed comments from all local residents, road users, local businesses and stakeholders in the wider West Nuneaton area. Statutory bodies, such as the Environment Agency, were consulted with during the design process. A full analysis of who responded to the consultation is provided in Chapter 4 of this report.

3.2 Dates and duration of the consultation

- 3.2.1 The consultation period ran for 33 days, opening on Tuesday 15th May 2018, and closing on Monday 18th June 2018.

3.3 Consultation survey

- 3.3.1 Detailed information relating to the Bermuda Connection Scheme was available for respondents to view online at: <https://www.warwickshire.gov.uk/bermudaconnection>

- 3.3.2 The Consultation survey itself consisted of:

- A Privacy Statement – where respondents were briefed on how their data would be used prior to taking part in the survey, thereby enabling them to provide fully informed consent;
- 2 closed profiling questions, one to enable classification of respondents' key main interest in the consultation (e.g. local resident, local business, or other interest in the area), and the other to classify respondents' area of residence or business location;
- 13 closed questions to provide an understanding of the extent to which respondents support or oppose specific proposals within the scheme;
- 2 open questions enabling respondents to provide in-depth comments on the proposed highway link and the proposed scheme design in their own words; and
- A series of equalities monitoring questions at the end of the survey, to allow Warwickshire County Council to see if any groups have been under-represented.

- 3.3.3 The information that respondents were provided with as part of the consultation have been included in Appendix A. Likewise, the survey response form that was completed by respondents has been included in Appendix B.

3.4 Methods of responding

- 3.4.1 A number of channels were available for responding to the consultation:

- An online version of the consultation survey was available, which respondents could complete on their computer, tablet, or mobile device;
- A paper version of the consultation survey was available, which could be requested from the Council via email: bermudaconnection@warwickshire.gov.uk, or by phone: 01926 410410. Respondents could then send their paper response form to Warwickshire County Councils' FREEPOST address; and

- Freeform responses via email, letter, customer experience feedback forms and telephone were also received.

3.5 Number of responses

3.5.1 A total of 364 responses were received to the consultation. A breakdown of the number of responses received through each channel is as follows:

- 333 respondents completed the online survey;
- 29 respondents sent a freeform response to Warwickshire County Council via email, 15 of which included or were solely a Freedom of Information request. Of these:
 - 13 were from County Councillors;
 - 12 were from local residents;
 - 2 were from Borough Councillors; and
 - 2 were from businesses / organisations.
- 3 respondents provided comment to the consultation via the customer experience feedback form;
- 2 respondents sent a freeform response via letter; and
- 1 respondent responded to the consultation via a telephone call.

4. CHARACTERISTICS OF ONLINE RESPONDENTS

4.1 Introduction

4.1.1 This chapter provides the characteristics of those who responded to the consultation via the online survey.

4.2 Equalities monitoring

4.2.1 This section summarises the demographic characteristics respondents, and is based on the 333 respondents to the online survey.

4.2.2 The gender identity provided by respondents was as follows:

- 52% male (including trans man);
- 35% female (including trans woman);
- 13% preferred not to answer this question.

4.2.3 Table 1 provides a breakdown of the age of respondents. The two most represented groups were those aged 30-44 years, and those aged 45-59 years, together making up over half (57%) the sample. Twelve percent of respondents preferred not to answer this question.

Table 1. Age of respondents to the on-line survey

| AGE CATEGORY | COUNT | % OF RESPONDENTS |
|----------------------|------------|------------------|
| Under 18 | 4 | 1% |
| 18 – 29 | 32 | 10% |
| 30 – 44 | 98 | 29% |
| 45 – 59 | 92 | 28% |
| 60 – 74 | 63 | 19% |
| 75 + | 5 | 2% |
| Prefer not to answer | 39 | 12% |
| TOTAL | 333 | 100% |

4.2.4 In terms of the disability status, respondents classified themselves as follows:

- 73% stated that they had no form of disability;
- 10% stated that they had some form of disability; and
- 17% preferred not to answer this question.

4.2.5 The majority of the sample (81%) reported that they were of White British ethnicity, and 14% preferred not to answer this question. The remaining 5% of respondents classified themselves as follows:

- 3% Asian or Asian British – Indian;
- 1% White (other backgrounds);
- 1% Mixed - White and Asian; and
- <1% Asian or Asian British – Pakistani.

4.2.6 With respect to the religion, respondents classified themselves as follows:

- 48% Christian;
- 26% no religion;
- 2% Muslim;
- 1% 'other', of which one respondent stated they were Humanist;
- <1% Hindu;
- <1% Sikh; and
- 23% preferred not to answer this question.

4.2.7 In terms of the sexuality, the majority of respondents to the online survey (72%) classified themselves as being heterosexual or straight, whilst 25% preferred not to answer this question. Of the remaining 4%, the sample was comprised of:

- 2% Gay or Lesbian;
- 1% Bisexual; and
- 1% 'other'.

4.3 Main interest in the consultation

4.3.1 Of the 333 respondents to the online survey, 331 provided the main reason for their interest in the consultation.

4.3.2 Respondents were asked to state the main reason they were interested in the consultation. The findings are provided in Table 2. The majority of respondents (76%) said it was because they live in the local or surrounding area, and a further 15% said it was because they commute through the area for work. Of those who answered as 'other', one owned a rental property in the area (but did not live in the locality themselves), and one was a Borough Councillor.

Table 2. Main interest in the consultation

| MAIN INTEREST IN THE CONSULTATION | NUMBER | % |
|---|------------|-------------|
| I live in the area | 253 | 76% |
| I commute through the area for work | 50 | 15% |
| I travel in the area for leisure | 16 | 5% |
| I access local services | 8 | 2% |
| I am responding on behalf of a business | 2 | 1% |
| Other | 2 | 1% |
| Base | 331 | 100% |

4.4 Residential Area

- 4.4.1 Respondents were asked to select the residential area in which they live from a pre-defined list. Based on their answers, respondents were grouped into one of six larger geographical areas.
- 4.4.2 Where appropriate, those who answered 'other' as their area of residence were assigned to one of the larger areas.

Table 3. Residential area of respondents

| RESIDENTIAL AREA | NUMBER | % |
|---|------------|-------------|
| East Nuneaton (Includes Attleborough, Horeston Grange, St Nicholas Park, Weddington) | 31 | 9% |
| North West and West Nuneaton (Includes Ansley Common, Camp Hill, Chapel End, Galley Common, Hartshill, Stockingford, Whittleford) | 110 | 33% |
| South Nuneaton (Includes Bermuda, Heath End, Hill Top, Wembrook) | 161 | 48% |
| Central Nuneaton (Includes Nuneaton Town Centre) | 14 | 4% |
| Bedworth | 12 | 4% |
| Other | 4 | 1% |
| Base | 332 | 100% |

5. FINDINGS OF THE ONLINE SURVEY CLOSED QUESTIONS

5.1 Introduction

5.1.1 This chapter provides the findings to closed consultation questions covering six key areas:

- Traffic and the overall scheme;
- Highway designs;
- Parking restrictions;
- Traffic Calming;
- Public Transport; and
- Pedestrians and Cycles.

5.1.2 Due to the self-selecting nature of the sample of consultation respondents, there were marked differences in the base sizes between the different groups of interest and residential areas. For instance, 161 respondents stated that they live in South Nuneaton, compared to only 14 who live in Central Nuneaton. As such, caution must be exercised during the interpretation of any variations between different respondent segments.

5.1.3 Furthermore, the self-selecting nature of a consultation sample means that the trends identified in this chapter are not necessarily representative of all of stakeholders in the wider West Nuneaton area.

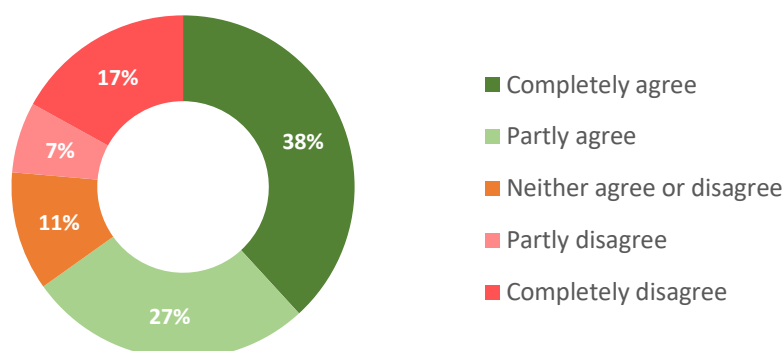
5.2 Traffic and the overall scheme

5.2.1 Warwickshire County Council wanted to understand respondents' views on local traffic conditions, as well as the scheme in general. Firstly, respondents were asked:

To what extent do you agree or disagree that traffic congestion in West Nuneaton causes problems in your day to day activities?

5.2.2 Nearly two-thirds of respondents (65%) agreed to at least some extent that traffic congestion in West Nuneaton causes problems in their day to day activities, whilst approximately one-quarter (24%) disagreed.

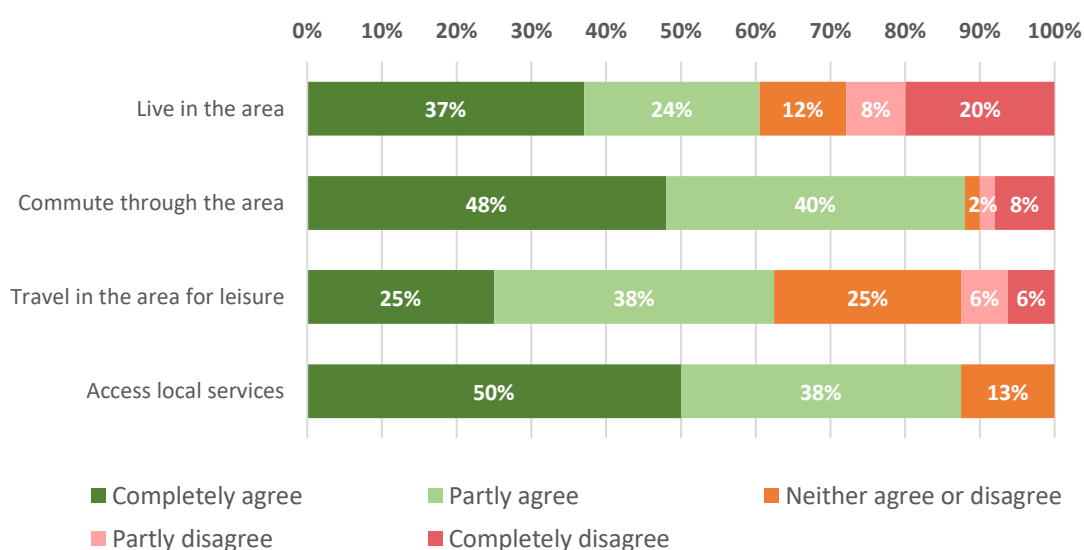
Figure 1. To what extent do you agree or disagree that traffic congestion in West Nuneaton causes problems in your day to day activities?



Base=330.

- 5.2.3 Respondents agreement with the statement varied to a great extent depending on their main interest in the consultation. Figure 2 shows that those whose primary interest was to 'commute through the area', or 'access local services' (both 88%) were more likely to agree than those whose primary interest was 'live in the area' (61%), or to 'travel in the area for leisure' (63%).

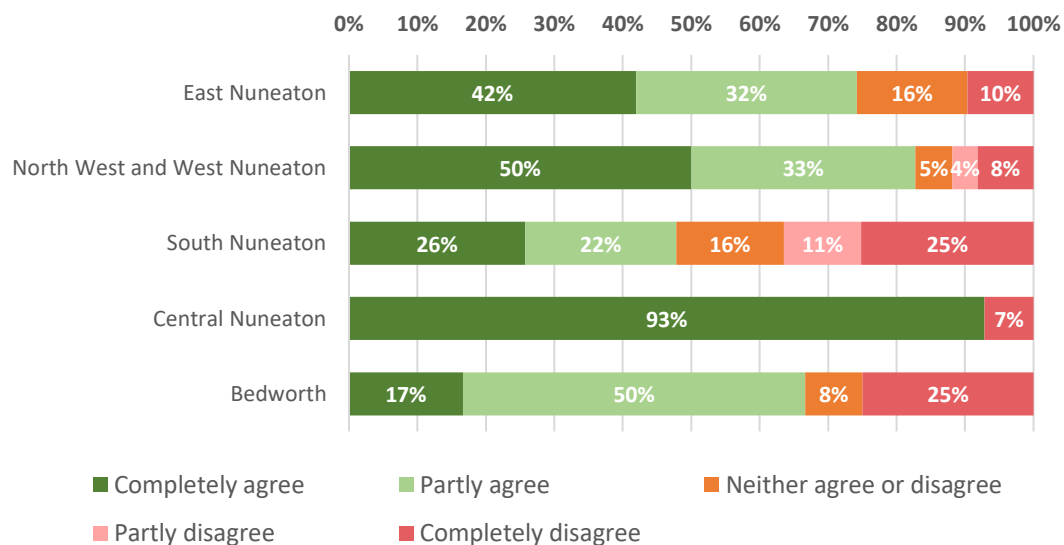
Figure 2. To what extent do you agree or disagree that traffic congestion in West Nuneaton causes problems in your day to day activities? – segmented by main interest in the consultation



Base=325. (Live in the area=251; Commute through the area=50; Travel in the area for leisure=16; Access local services=8).

- 5.2.4 Likewise, there was a great deal of variation in level of agreement with the statement between respondents of different residential areas. Figure 3 shows that residents of South Nuneaton were least likely to agree (48%), whereas those from Central Nuneaton were most likely to agree (93%).

Figure 3. To what extent do you agree or disagree that traffic congestion in West Nuneaton causes problems in your day to day activities?– segmented by residential area



Base=326.

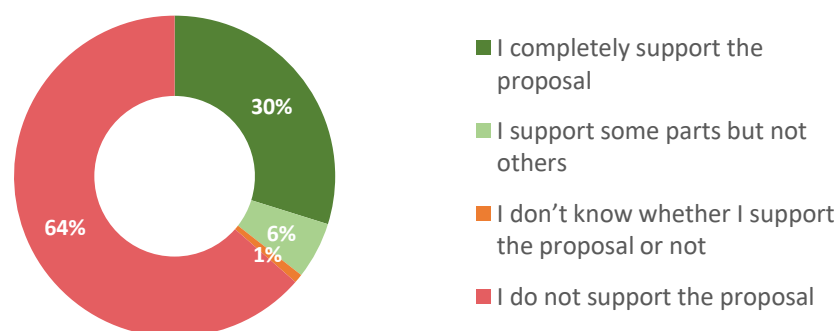
(East Nuneaton=31; North West and West Nuneaton=110; South Nuneaton=159; Central Nuneaton=14; Bedworth=12).

5.2.5 The next statement that respondents were asked to consider was:

Select the statement below which best suits how you feel about the proposed new highway link (road, pedestrian path and cycle path) across Bermuda Bridge.

5.2.6 Opinion was greatly divided in response to this statement. Almost two-thirds of respondents (64%) indicated that they do not support the proposals; yet three in ten (30%) suggested that they support the proposals completely.

Figure 4. How respondents felt about the proposed new highway link (road, pedestrian path and cycle path) across Bermuda Bridge.

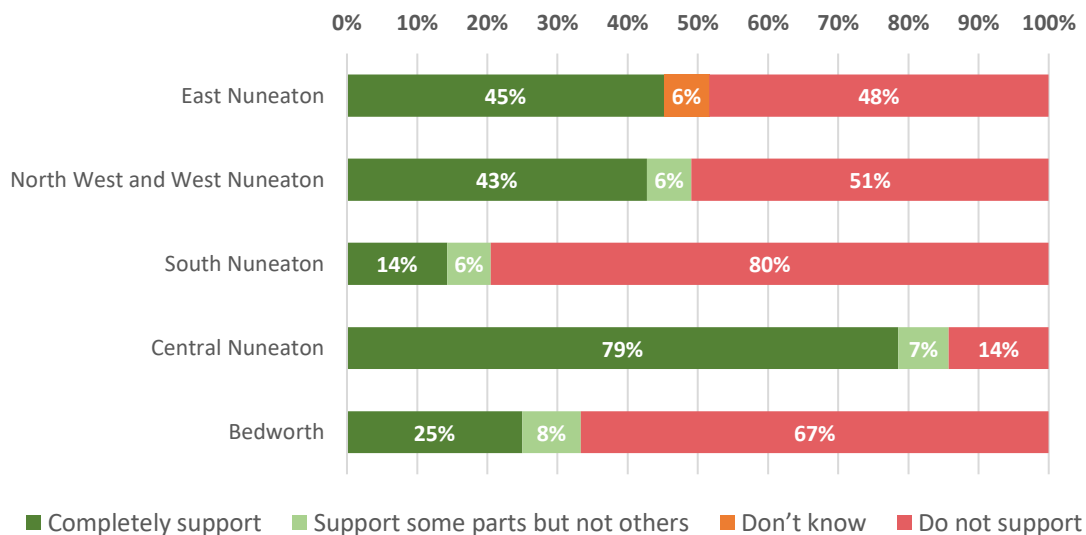


Base = 332.

5.2.7 Respondents whose primary interest in the consultation was that they 'access local services' were most likely to either completely or partially support the proposals (63%). However, there was little variation between the other groups of interest.

5.2.8 Figure 5 shows that respondents from Central Nuneaton offered the greatest level of support for proposals, with over four in five people from this area indicating that they offer their support (86%). This was in complete contrast to the residents of South Nuneaton, of which 80% did not support the proposals.

Figure 5. How respondents felt about the proposed new highway link (road, pedestrian path and cycle path) across Bermuda Bridge – segmented by residential area



Base=328. (East Nuneaton=31; North West and West Nuneaton=110; South Nuneaton=161; Central Nuneaton=14; Bedworth=12).

5.3 Views on the proposed scheme – Highway designs

5.3.1 Respondents were subsequently invited to offer their opinions on various highway design proposals, and the extent to which they agree or disagree that they will deliver the intended benefits. The first feature to be explored, and the information provided, is shown below:

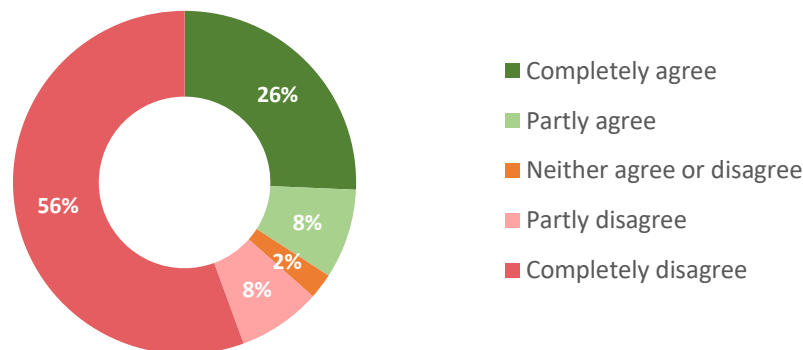
Improvements to Bermuda Bridge and connecting it to roads at either side.

The existing bridge was constructed in 1974 and designed to accommodate two-way traffic flow but currently only pedestrians and cyclists can access it. The Scheme will create a new 1.3 mile highway link between West Nuneaton and Griff Roundabout which can be used by vehicles, pedestrians and cyclists.

Intended Benefit – *To increase capacity on the highway, ease congestion and support population and economic growth in the area.*

5.3.2 The majority of respondents (64%) disagreed that improvements to Bermuda Bridge and connecting it to roads at either side would bring about the intended benefits.

Figure 6. Improvements to Bermuda Bridge and connecting it to roads at either side.

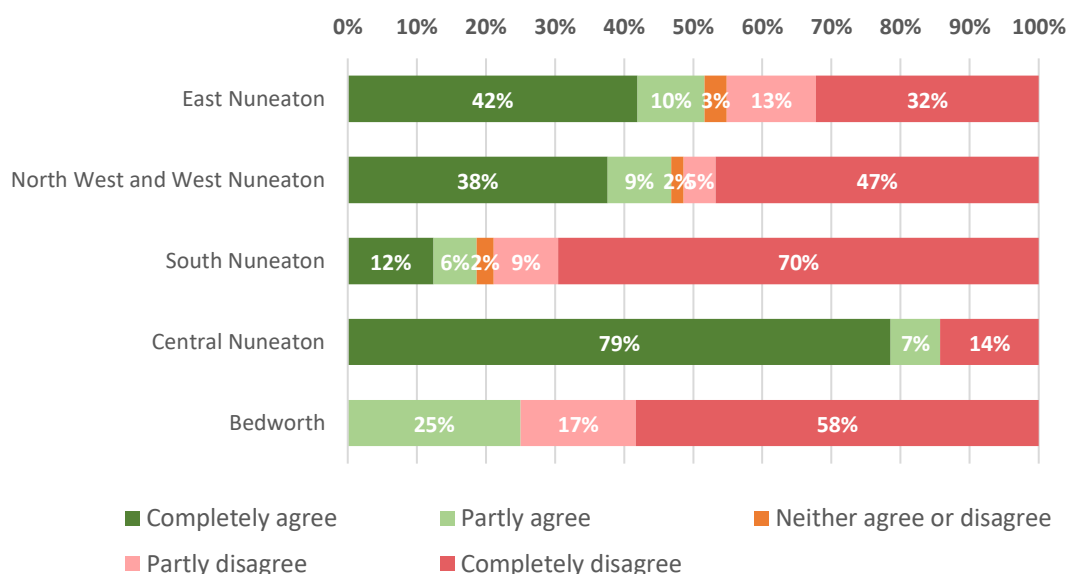


Base=331.

5.3.3 Variations between the different groups interested in the consultation and their level of agreement with this proposal were negligible. However, those whose primary interest was that they 'access local services' were most likely to offer some form of agreement that improvements to Bermuda Bridge and connecting it to roads at either side would bring about the intended benefits (63%).

5.3.4 Once again, there were large differences between the different residential areas and their level of agreement with this specific proposal. Whilst respondents from Central Nuneaton largely agreed that improvements to Bermuda Bridge and connecting it to roads at either side would bring about the intended benefits (86%), residents of Bedworth and South Nuneaton were far more sceptical, with 75% and 79% disagreeing respectively.

Figure 7. Improvements to Bermuda Bridge and connecting it to roads at either side – segmented by residential area



Base=327.

(East Nuneaton=31; North West and West Nuneaton=109; South Nuneaton=161; Central Nuneaton=14; Bedworth=12).

5.3.5 The second highway design that respondents were asked to consider, and the supporting information, was:

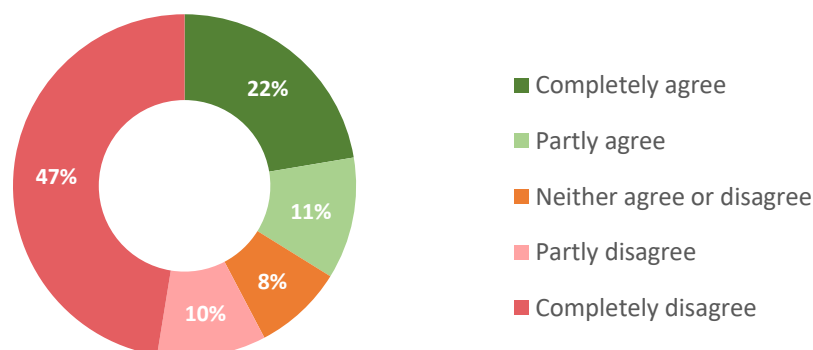
Increased capacity at Heath End Road / Tenlons Road junction.

The proposed design includes an additional lane for vehicles turning right into Tenlons Road at the existing signal junction at Heath End Road / Tenlons Road. This will ensure that vehicles waiting to turn right do not block those travelling ahead (eastbound) on Heath End Road. In order to achieve the additional traffic lane some minor alterations to the existing kerb alignment will be required. The junction will continue to operate under signal control and the existing pedestrian crossings will be maintained.

Intended Benefit – Improve traffic flows associated with the new highway link.

5.3.6 Figure 8 shows that a third of respondents (33%) at least partly agreed that this highway design would bring about the intended benefits, in contrast to the 57% who indicated some form of disagreement.

Figure 8. Increased capacity at Heath End Road / Tenlons Road junction

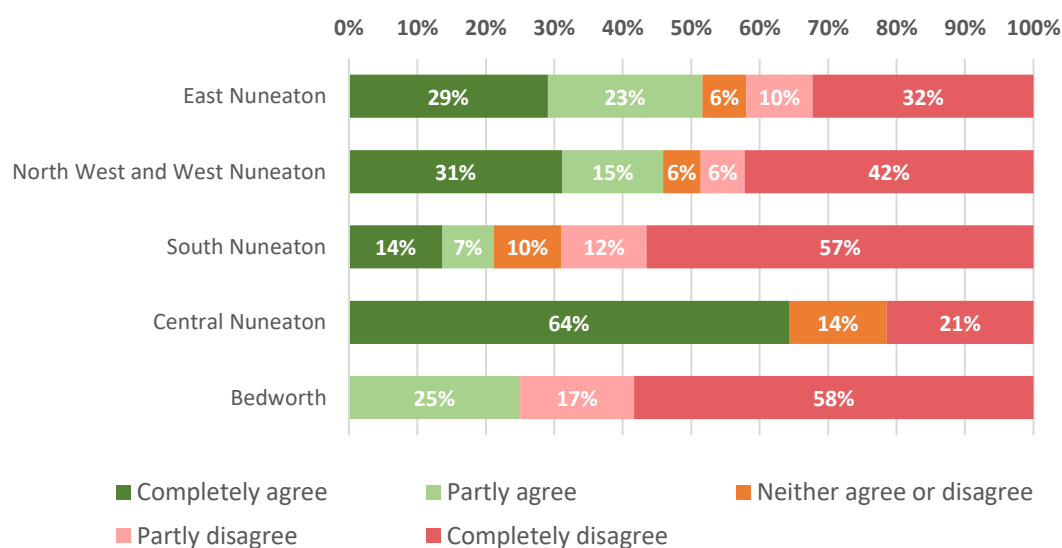


Base=331.

5.3.7 There was negligible variation in level of agreement (completely agree and partially agree combined) with this specific proposal between respondents with different main interests in the consultation.

5.3.8 In terms of differences between residential areas, the level of agreement with this proposal varied greatly. Respondents from Central Nuneaton were the most likely to agree that increased capacity at Heath End Road / Tenlons Road junction would bring about the intended benefits (64%). By contrast, residents of South Nuneaton and Bedworth displayed the lowest levels of agreement with this highway design proposal (21% and 25% respectively).

Figure 9. Increased capacity at Heath End Road / Tenlons Road junction – segmented by residential area



Base=327.

(East Nuneaton=31; North West and West Nuneaton=109; South Nuneaton=161; Central Nuneaton=14; Bedworth=12).

5.4 Views on the proposed Scheme - Parking restrictions

5.4.1 Respondents were then asked to consider a proposal relating to increased parking restrictions in the area. The proposal and supporting information they were asked to consider was as follows:

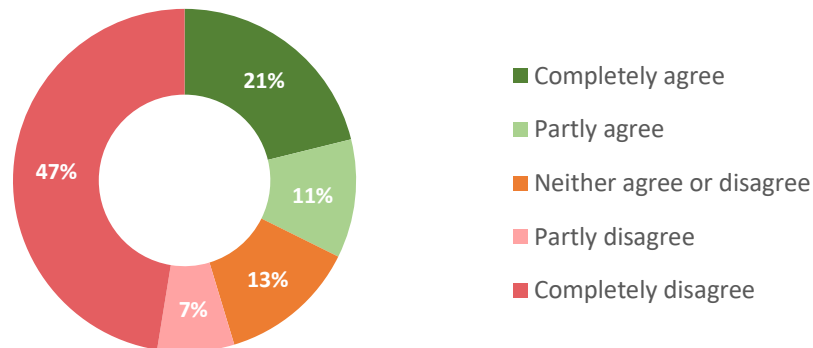
Parking restrictions on Tenlons Road, Bermuda Road and The Bridleway.

The Scheme includes double yellow parking restrictions on Tenlons Road, Bermuda Road and The Bridleway. The proposed restrictions are: No parking at any time.

Intended Benefit – to maintain the free flow of traffic.

5.4.2 Just under a third of respondents (32%) agreed that parking restrictions would deliver the intended benefits, compared to 54% who disagreed with this proposal.

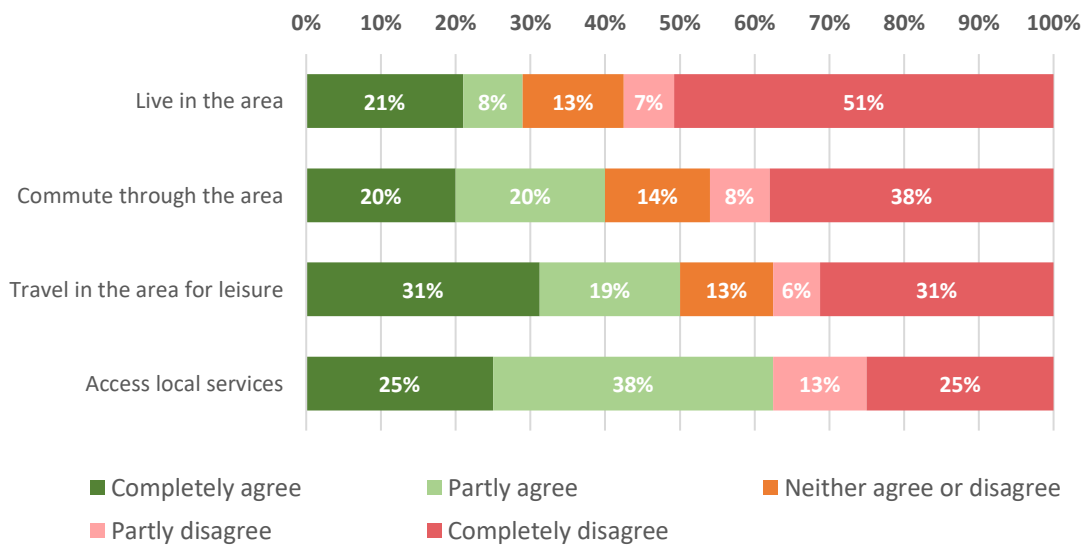
Figure 10. Parking restrictions on Tenlons Road, Bermuda Road and The Bridleway



Base=331.

5.4.3 Respondents whose primary interest in the consultation was that they 'live in the area' (29%), or 'commute through the area' (40%) displayed much lower levels of agreement with the parking restrictions proposal than those who 'access local services' (63%).

Figure 11. Parking restrictions on Tenlons Road, Bermuda Road and The Bridleway – segmented by main interest in the consultation

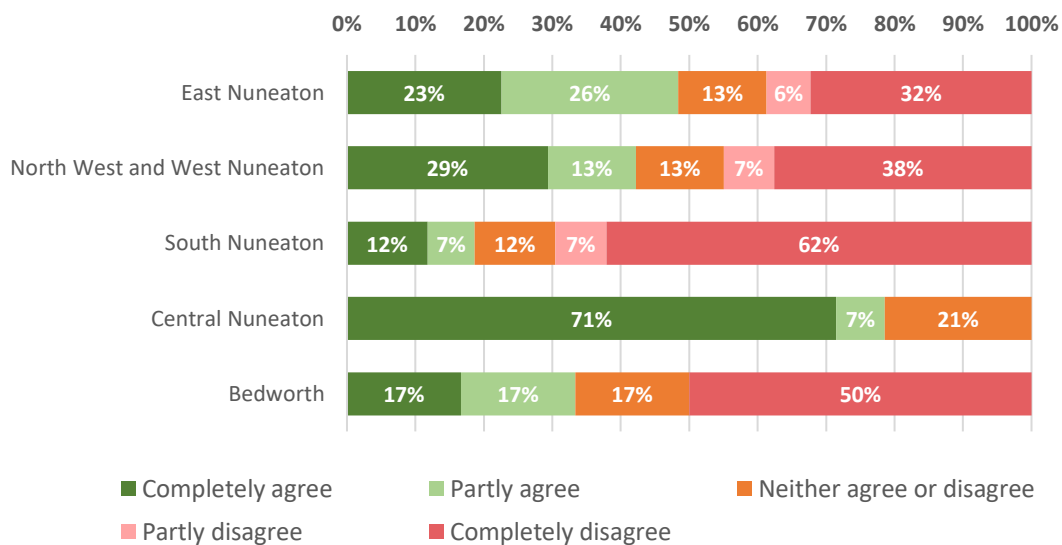


Base=326.

(Live in the area=252; Commute through the area=50; Travel in the area for leisure=16; Access local services=8).

5.4.4 Residents of Central Nuneaton (78%) displayed the greatest levels of agreement with the proposed parking restriction. This level of agreement was far higher than respondents from South Nuneaton (19%) and Bedworth (34%).

Figure 12. Parking restrictions on Tenlons Road, Bermuda Road and The Bridleway – segmented by residential area



Base=327.

(East Nuneaton=31; North West and West Nuneaton=109; South Nuneaton=161; Central Nuneaton=14; Bedworth=12).

5.5 Views on the proposed Scheme - Traffic Calming

5.5.1 A range of traffic calming proposals were subsequently presented to respondents. The first proposal in this section that they were asked to consider, and the supporting information, was:

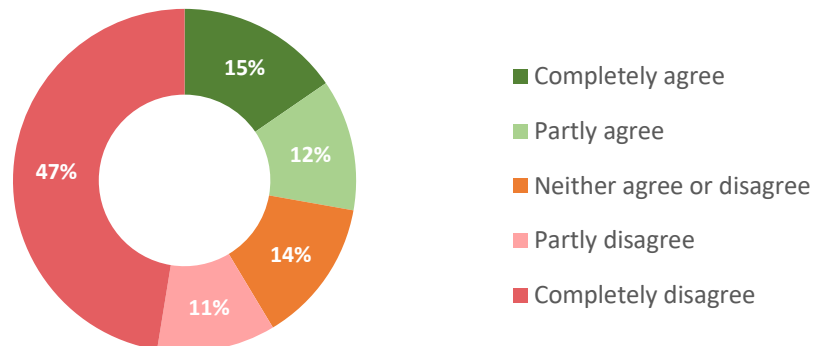
Refuge Island to calm traffic at the southern end of Bermuda Road.

A series of refuge islands are proposed at the Southern end of Bermuda Road with associated lining and signing to slow vehicles. The traffic calming measures will comprise of a standard central island measuring 1.2m in width and 3.8m in length. The aim of the central island is to slightly narrow the carriageway lanes encouraging drivers to slow down in that area as they pass. As a driver approaches, they will be guided through the traffic calming measure by use of hatched white lining and appropriate signing, such as the provision of an illuminated 'Keep Left Sign'.

Intended Benefit – To control the speed of traffic to improve road safety.

5.5.2 Almost three in five respondents indicated at least some degree of disagreement with this proposal (58%), compared to just over a quarter of respondents (27%) who suggested that they agreed.

Figure 13. Refuge Island to calm traffic at the southern end of Bermuda Road.



Base=331.

- 5.5.3 Respondents whose primary interest in the consultation was that they ‘live in the area’, or ‘travel in the area for leisure’ (both 25%) were less likely to agree with the installation of a refuge island at the southern end of Bermuda Road than those who ‘commute through the area’ (38%) or ‘access local services’ (50%).
- 5.5.4 Once again, residents of South Nuneaton (18%) and Bedworth (25%) displayed the lowest levels of agreement of the residential areas with regards to this traffic calming measure; in contrast to respondents of Central Nuneaton who agreed to a greater extent with the proposal (57%).
- 5.5.5 Subsequently, respondents were asked to consider the following proposal:

Refuge Island to calm traffic on The Bridleway

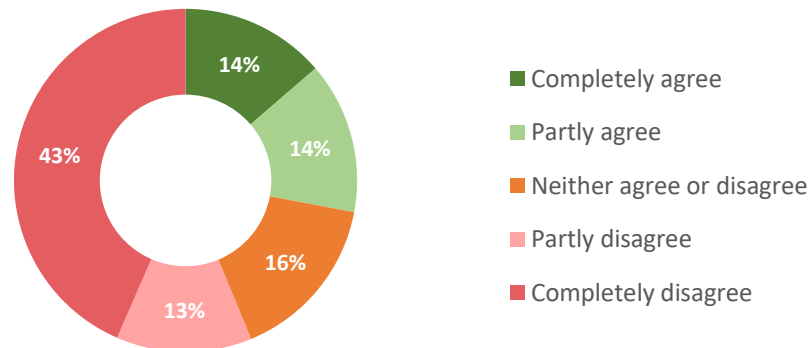
A series of refuge islands are proposed along The Bridleway with associated lining and signing to slow vehicles.

The traffic calming measures will comprise of a standard central island measuring 1.2m in width and 3.8m in length. The aim of the central island is to slightly narrow the carriageway lanes encouraging drivers to slow down in that area as they pass. As a driver approaches, they will be guided through the traffic calming measure by use of hatched white lining and appropriate signing, such as the provision of an illuminated ‘Keep Left Sign’.

Intended Benefit – *To control the speed of traffic to improve road safety.*

- 5.5.6 Most respondents (56%) indicated that they disagreed to at least some extent with this proposal, compared to just over a quarter of the sample (28%) who agreed.

Figure 14. Refuge Island to calm traffic on The Bridleway

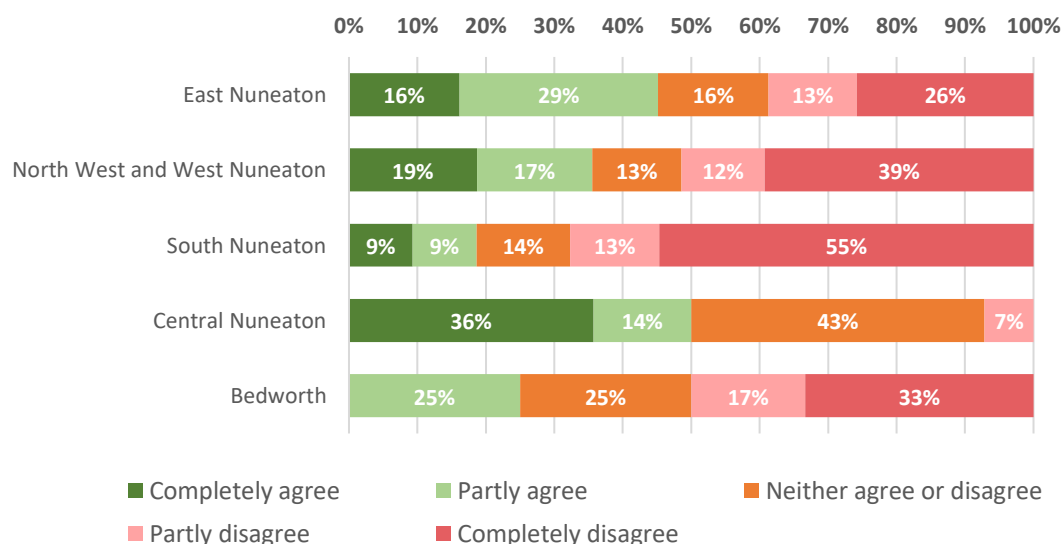


Base=329.

5.5.7 Respondents whose primary interest in the consultation was that they ‘commute through the area’ (40%), or ‘access local services’ (38%) were slightly more likely to display some form of agreement with this proposal than respondents who ‘live in the area’ (26%), or ‘travel in the area for leisure’ (25%). However, these variations between different groups of interest were minor in this instance.

5.5.8 Residents of South Nuneaton displayed the lowest levels of agreement with this proposal (18%); whereas residents of East Nuneaton (45%) and Central Nuneaton (50%) agreed with this proposal to a greatest extent.

Figure 15. Refuge Island to calm traffic on The Bridleway – segmented by residential area



Base=327.

(East Nuneaton=31; North West and West Nuneaton=109; South Nuneaton=161; Central Nuneaton=14; Bedworth=12).

5.5.9 The final traffic calming measure, and supporting information that respondents were asked to consider was as follows:

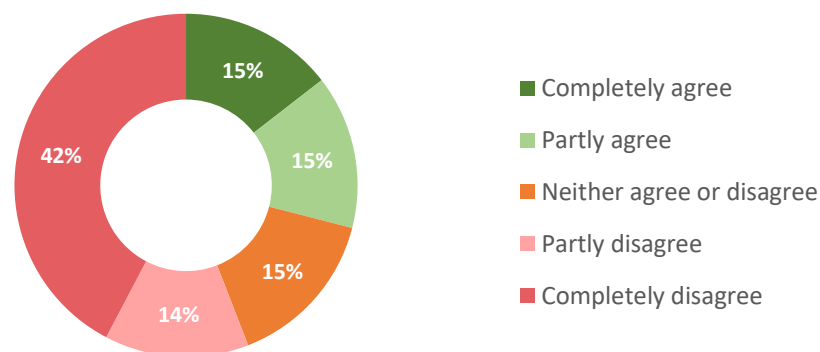
Refuge Island to calm traffic at the northern end of St Georges Way

A series of refuge islands are proposed at the Southern end of Bermuda Road with associated lining and signing to slow vehicles. The traffic calming measures will comprise of a standard central island measuring 1.2m in width and 3.8m in length. The aim of the central island is to slightly narrow the carriageway lanes encouraging drivers to slow down in that area as they pass. As a driver approaches, they will be guided through the traffic calming measure by use of hatched white lining and appropriate signing, such as the provision of an illuminated 'Keep Left Sign'.

Intended Benefit – To control the speed of traffic to improve road safety.

- 5.5.10 The level of agreement with this proposal was similar to the previous two traffic calming proposals, with over half of respondents (56%) either partly or completely disagreeing that a refuge island should be constructed at the northern end of St Georges Way.

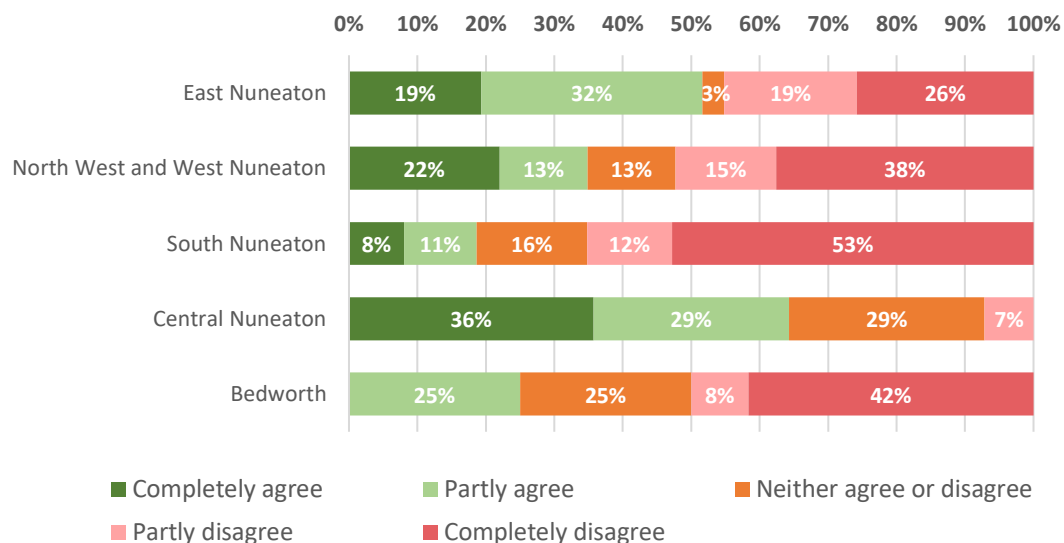
Figure 16. Refuge Island to calm traffic at the northern end of St Georges Way



Base=331.

- 5.5.11 The level of agreement displayed by respondents of different main interests in the consultation did not vary to any great extent. However, those who 'commute through the area' displayed the greatest level of agreement with this proposal (43%).
- 5.5.12 Residents of Bedworth (25%) and South Nuneaton (19%) were least likely to agree that a refuge island at the northern end of St Georges Way would bring about the intended benefits. However, nearly two thirds of Central Nuneaton residents (65%) agreed with this proposal.

Figure 17. Refuge Island to calm traffic at the northern end of St Georges Way – segmented by residential area



Base=327.

(East Nuneaton=31; North West and West Nuneaton=109; South Nuneaton=161; Central Nuneaton=14; Bedworth=12).

5.6 Views on the proposed Scheme - Public Transport

5.6.1 The next section of the consultation asked respondents for their opinions on various measures to improve public transport in the area. The first proposal that was presented to respondents in this section was:

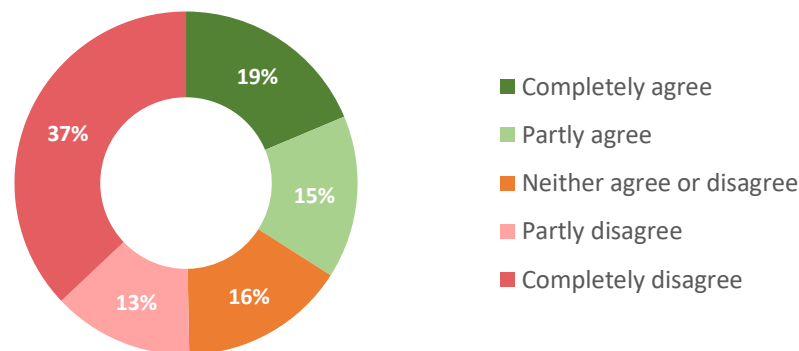
Bermuda Park Station

The Scheme will create an additional highway link to Bermuda Park Station. A shared pedestrian / cycle path is proposed to the north and south of Bermuda Rail station. This will tie into the existing footway outside the station, creating a link between Griff Roundabout and the cycleway at Barlings Way using the northern side of the refurbished Bermuda Bridge. The on-street car parking, existing retaining wall and footway adjacent to the Rail Station will remain as per the existing provision.

Intended Benefit – *Improve road access to Bermuda Park Station, which will soon be served by more frequent trains to Coventry.*

5.6.2 Just over one third of respondents (34%) demonstrated that they either completely or partly agreed with this proposal, whilst half (50%) disagreed.

Figure 18. Bermuda Park Station

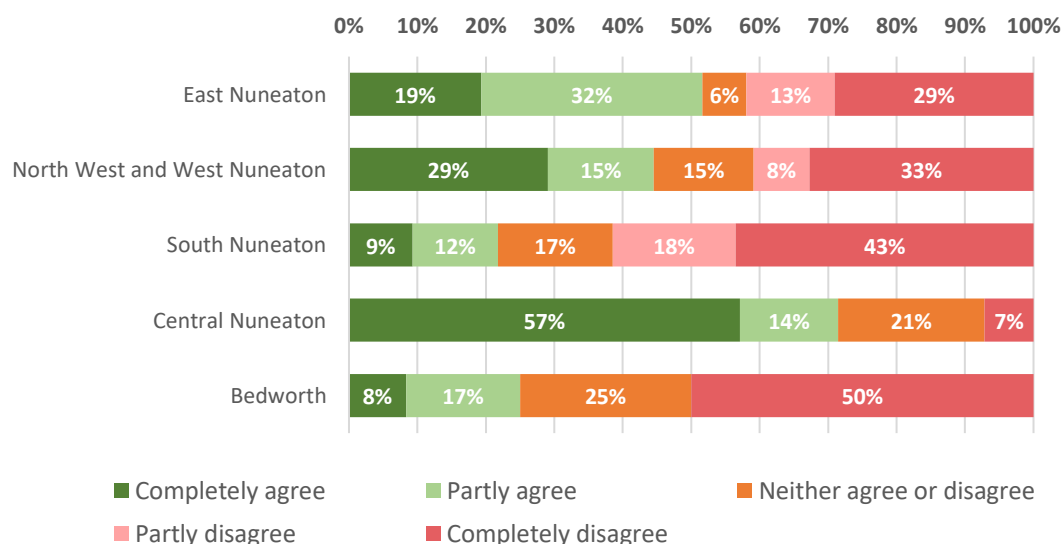


Base=332.

5.6.3 There was only minor variation between those with different interests in the consultation and their level of agreement with the Bermuda Park Station proposals. However, those whose main interest was that they 'commute through the area for leisure' (42%) displayed a slightly greater tendency to agree with the proposals than those primary interest was that they 'access local services' (25%).

5.6.4 Respondents who reside in South Nuneaton (21%) and Bedworth (25%) once again displayed the lowest levels of agreement with the proposals. Those from Central Nuneaton displayed the greatest tendency to agree (71%).

Figure 19. Bermuda Park Station – segmented by residential area



Base=327.

(East Nuneaton=31; North West and West Nuneaton=110; South Nuneaton=161; Central Nuneaton=14; Bedworth=12).

5.6.5 The second public transport proposal that respondents were asked to consider was:

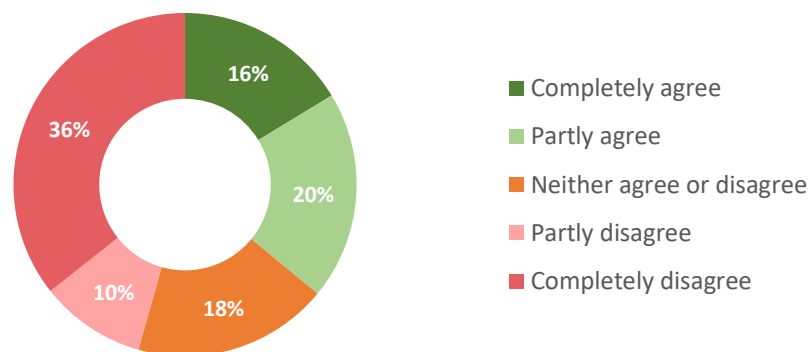
Bus Lay-by area on The Bridleway

The existing bus lay-by/turning bay will be reconfigured into a bus stop lay-by on the northern side of the carriageway. A Disability Discrimination Act (DDA) compliant boarding point will be provided, with the provision of a 3m footway immediately in the vicinity of the bus stop for users waiting to board/alight buses.

Intended Benefit – Improved access for bus users.

5.6.6 Whilst over a third of respondents (36%) agreed that a bus lay-by area on The Bridleway would improve access for bus users, nearly half (46%) did not agree that this proposal would bring about the intended benefits.

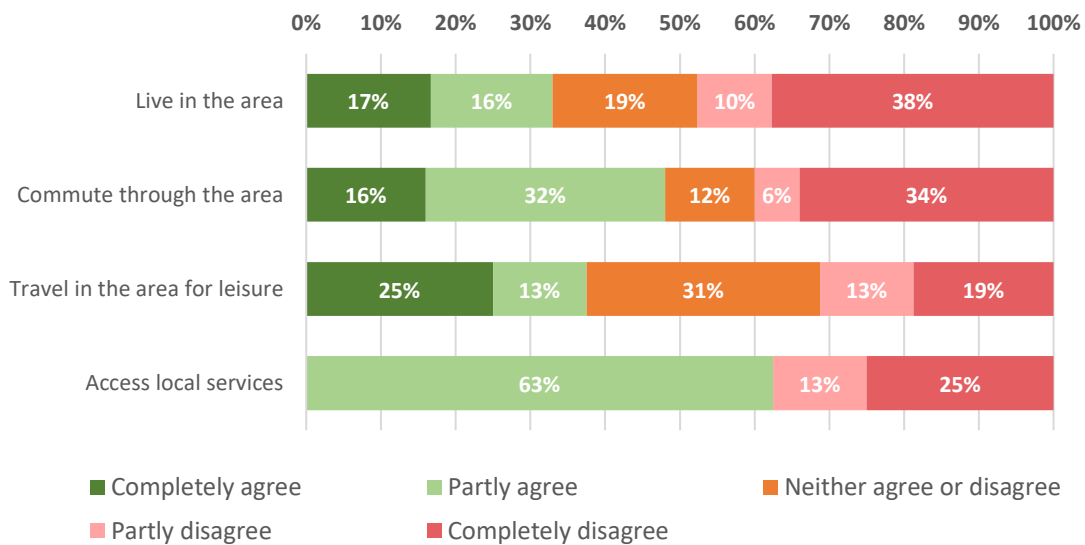
Figure 20. Bus Lay-by area on The Bridleway



Base=331.

5.6.7 Respondents who ‘access local services’ displayed the greatest level of agreement that a bus lay-by area on The Bridleway would improve access for bus users (63%); far higher than those who ‘live in the area’ (33%) and those who ‘travel in the area for leisure’ (38%).

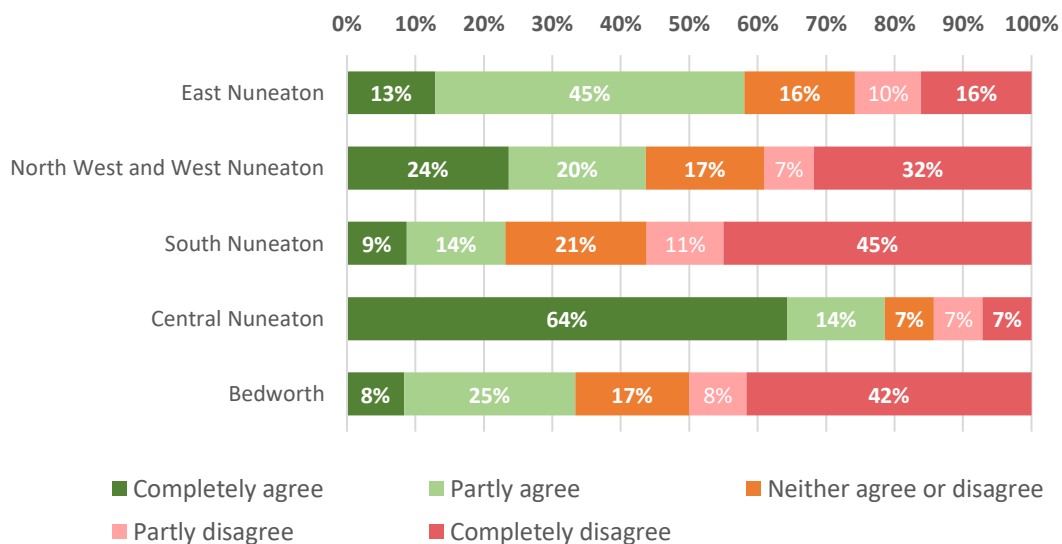
Figure 21. Bus Lay-by area on The Bridleway – segmented by main interest in the consultation



Base=326. (Live in the area=252; Commute through the area=50; Travel in the area for leisure=16; Access local services=8).

5.6.8 Respondents from South Nuneaton (23%) demonstrated the lowest levels of agreement with this proposal, whilst those from Central Nuneaton displayed the greatest level of agreement (78%).

Figure 22. Bus Lay-by area on The Bridleway – segmented by residential area



Base=327. (East Nuneaton=31; North West and West Nuneaton=110; South Nuneaton=161; Central Nuneaton=14; Bedworth=12).

5.7 Views on the proposed Scheme - Pedestrians and Cycles

5.7.1 The final section of the consultation asked respondents for their opinions on various proposals relating to improved provisions for pedestrian and cyclists.

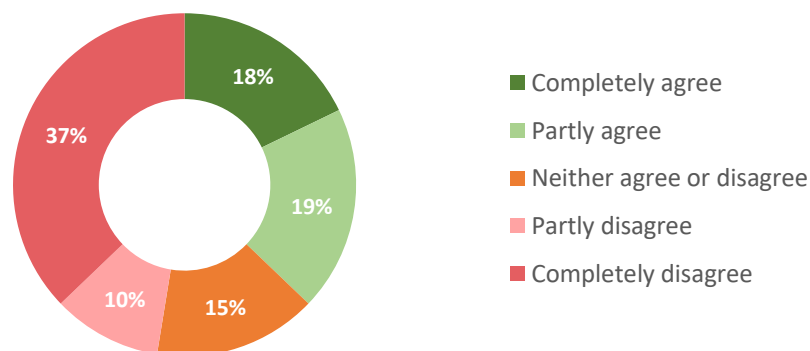
Shared pedestrian and cycle crossing point on Bermuda Road

An uncontrolled crossing will be provided on Bermuda Road adjacent to the Bermuda Road/Bridleway junction and across from the current cycleway on Harefield Lane. The pedestrian crossing measuring 2m in depth and 7m in width (accommodating a 4m wide crossing point for pedestrians) will also form part of the traffic calming measures along the route. As a driver approaches, they will be guided through the traffic calming measure by use of hatched white lining and appropriate signing.

Intended Benefit – Better access to the Bermuda Village residential area.

- 5.7.2 Almost half of respondents disagreed with the principle of a shared pedestrian and cycle crossing point on Bermuda Road (47%), compared to nearly two in five who agreed with this proposal (37%).

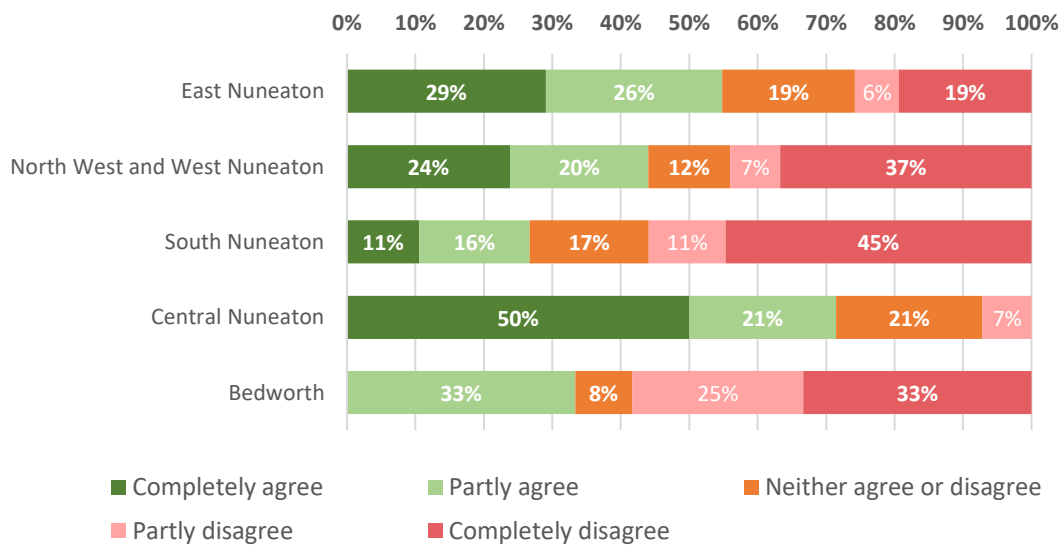
Figure 23. Shared pedestrian and cycle crossing point on Bermuda Road



Base=331.

- 5.7.3 There were no substantial differences between respondents with different primary interests in the consultation. The largest difference in level of agreement was between those who 'live in the area' (35%) and those who 'access local services' (50%), but on the whole the groups were broadly similar.
- 5.7.4 Respondents who reside in Central Nuneaton displayed the highest levels of agreement with the proposal (71%), whilst those from South Nuneaton demonstrated the lowest levels of agreement (27%).

Figure 24. Shared pedestrian and cycle crossing point on Bermuda Road – segmented by residential area



Base=327. (East Nuneaton=31; North West and West Nuneaton=109; South Nuneaton=161; Central Nuneaton=14; Bedworth=12).

5.7.5 Respondents were then presented with the second pedestrian proposal:

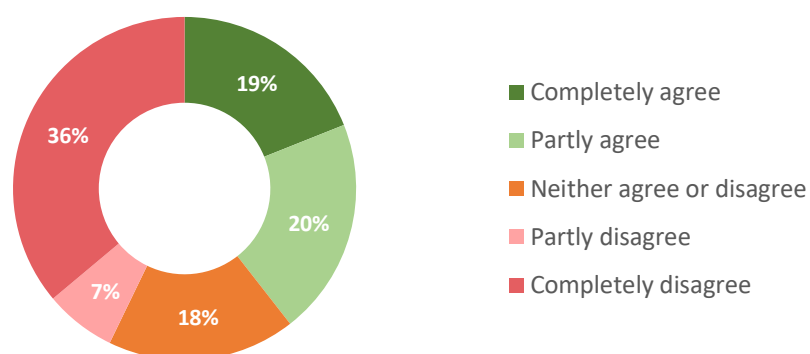
Pedestrian footway on The Bridleway

A new 2m wide footway will be provided on either side of the carriageway along The Bridleway. To accommodate pedestrian movements, an uncontrolled crossing will be provided to connect the southern and northern sides of the carriageway adjacent to the junctions with Barling Way and the Templar Drive.

Intended Benefit – Better pedestrian access to the Bermuda residential area.

5.7.6 Opinion was divided over whether this proposal would bring about its intended benefits, with 39% agreeing that this proposal would be successful, compared to 43% who did not.

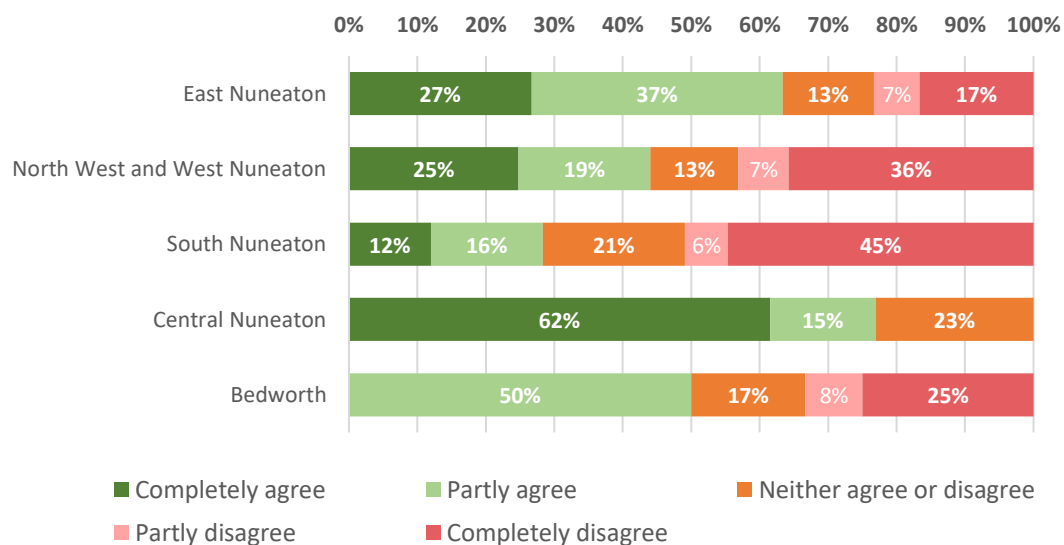
Figure 25. Pedestrian footway on The Bridleway



Base=327.

- 5.7.7 Similar to the previous proposal regarding pedestrian and cycle improvements, there were negligible differences between respondents with different primary interests in the consultation.
- 5.7.8 Once again, residents from Central Nuneaton had the highest levels of agreement with the proposal (77%), whilst those from East Nuneaton also displayed a high level of agreement (64%). South Nuneaton residents had the lowest levels of agreement (28%).

Figure 26. Pedestrian footway on The Bridleway – segmented by residential area



Base=323. (East Nuneaton=30; North West and West Nuneaton=109; South Nuneaton=159; Central Nuneaton=13; Bedworth=12).

- 5.7.9 The final proposal that was put forward to respondents for consideration was:

New shared pedestrian and cycle path

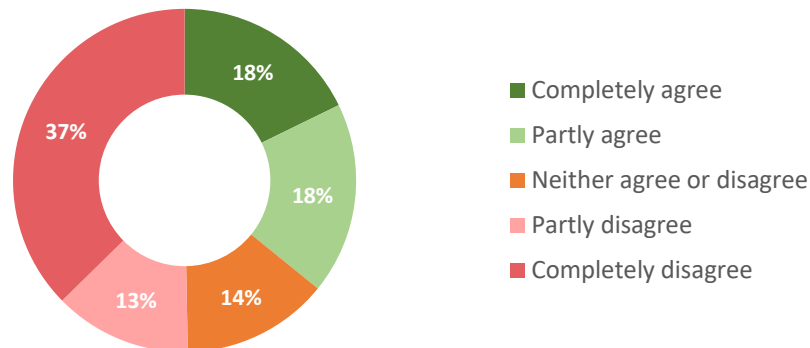
The new shared pedestrian / cycle path will be located on the northern side of the carriageway between the Existing Shared Pedestrian / Cycle Path leading up to Barling Way - The Bridleway - Bermuda Bridge.

On the other side of Bermuda Bridge the new shared pedestrian / cycle path will then run along the eastern side of St Georges Way ending at the junction with Griff Roundabout. There will also be provision of a footway on the southern side of the carriageway on Bermuda Bridge that can accommodate pedestrian movements.

Intended Benefit – Better pedestrian and cycle access between the Bermuda residential area and Bermuda Park Railway Station.

- 5.7.10 Half of respondents (50%) disagreed that the proposals would bring the intended benefits; although 36% agreed that a shared pedestrian and cycle path would improve cycle access between the Bermuda residential area and Bermuda Park Railway Station.

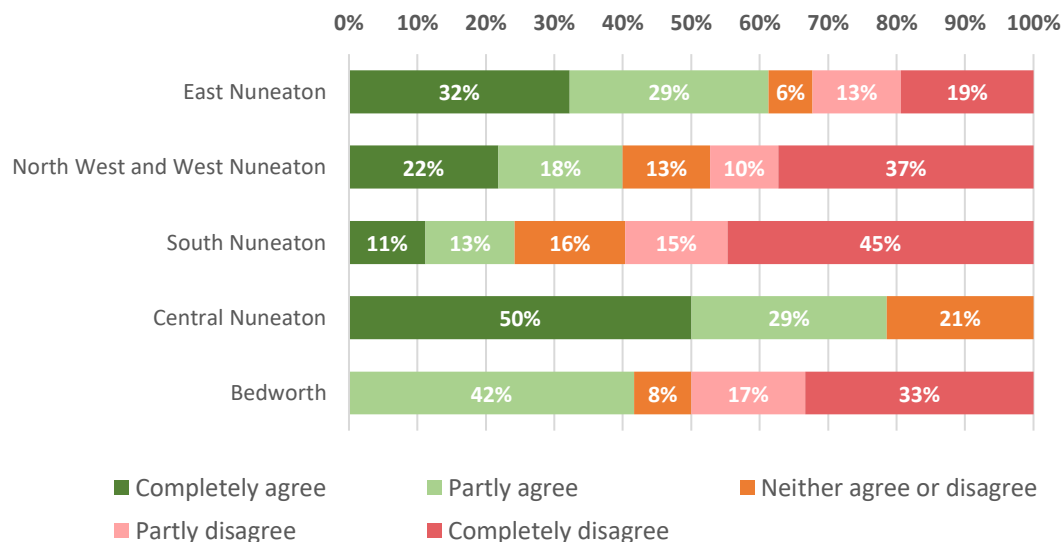
Figure 27. New shared pedestrian and cycle path



Base=332.

- 5.7.11 The variation in level of agreement towards this proposal was negligible between respondents with different interests in the consultation. However, those who 'commute through the area' displayed the highest levels of agreement with the proposals (52%).
- 5.7.12 Residents from Central Nuneaton demonstrated the greatest level of support towards the proposal of a shared pedestrian and cycle path (79%). Those residing in East Nuneaton also displayed a high level of agreement with the proposal (61%). The lowest level of agreement came from residents of South Nuneaton (24%).

Figure 28. New shared pedestrian and cycle path – segmented by residential area



Base=328.

(East Nuneaton=31; North West and West Nuneaton=110; South Nuneaton=161; Central Nuneaton=14; Bedworth=12).

6. FINDINGS OF THE ONLINE SURVEY OPEN ENDED QUESTIONS

6.1 Introduction

6.1.1 This chapter summarises the key themes raised by respondents in the online survey open questions. These were:

- We welcome further comments on the proposed new highway link across Bermuda Bridge; and
- We welcome further comments on the proposed scheme design.

6.1.2 The summary of key themes provided in this chapter has been provided by the Corporate Consultation Lead and the Insight Service. The analysis and reporting of these questions was undertaken by Osiris MR Limited. A full report is provided in Appendix C.

6.2 Key themes relating to impacts on residents

- Plan is unfair on local residents who will suffer increased disruption, traffic noise, damage, pollution and decreased house values / quiet residential neighbourhood.
- Consider the adverse impact - noise, vibration, air quality, health impact on local residents.
- Parking issues will be created for residents and their visitors in Bermuda Street and other local residential streets. Includes comments made about current parking in Tenlons Rd.
- May result in 'rat run' roads being created in residential streets for road users trying to dodge the traffic (specific issue for Shillingston Drive, Tenlons Road, The Raywoods, Radley Drive, Cornish Crescent and Orkney Close).

6.3 Key themes relating to impacts on the local area

- Concerns that parking restrictions proposed will lead to hospital staff and visitors parking in residential streets.
- Scheme needs to / does not take into account the additional impact of new housing developments - increase in population.
- Concern over speeding / traffic increases in the residential areas which will increase with removal of on street parking and risk to children living/playing in the area.
- The scheme splits the community from community assets (park, community centre etc) and does not provide sufficient safety features / crossings - will impact on users being able to access services.
- General negative impact upon a residential neighbourhood - suitability of high volumes of traffic on residential street and quality of life.
- Limitation of the station offer will limit benefits claimed - lack of parking, no park and ride, limited train frequency with delays in plans to improve, low footfall and question whether people will use the station.
- Direct impact on businesses - access for staff and customers, parking issues, health and safety issues relating to the premises and access.

6.4 Key themes relating to the design proposals

- Concerns about safety in general (lack of safe crossings, removal of traffic lights, dangerous 90 degree turn, concern about safety in relation to increased traffic in area used by chemical distribution vehicles, narrowing of footpaths, - speeding vehicles).
- Safety / crossings are compromised along a school route / routes heavily used by children and other pedestrians - there is a lack of traffic calming and safe crossing opportunities/measures in the proposal.
- Respondents are unhappy with and concerned about the removal of safety features which had been in the original proposal.
- HGV movements that will be created raise safety concerns and will negatively impact on residents and other road users.
- Specific comments raised about junctions.
- Comments in relation to speeding and traffic calming measures.
- Specific comments raised about areas of congestion which will be created.
- Comments on impact of proposal on cyclists and pedestrians.
- Residential streets cannot cope - narrow roads, difficulty of access, parking/delivery blockages, need to reverse. Redesign of roads needed/widening/lines of sight.
- Queries and comments relating to the bridge suitability for what is proposed.
- Queries raised regarding the modelling / projections used to develop the scheme. Comments that there are things missing / inaccuracies in the plans and documentation.
- Comments on (objections to) the design standards used - not appropriate standard.

6.5 Key themes relating to the overall scheme

- Suggestions to compliment / extend the scheme to generate further benefit.
- The proposed scheme is not value for money - will cost too much / waste money / doing things on the cheap.
- Views that the proposed scheme is not a 'strategic' solution. Need longer term sustainable traffic management plans.
- Other, better options are available - range of specific comments made (e.g. look at alternative traffic flows / road layouts).
- Scheme is merely a cut down version of the original proposals which were rejected.
- Supportive comments - including that the proposal is needed to relieve gridlocked town / roads and reduce journey times.
- Views that this will shift the problem not solve it.
- Objections in principal to diverting heavy traffic through a residential area.

6.6 Comments on the consultation process

- Concerns over consultation being primarily online:
 - not clear on distributed leaflet that paper copies were available
 - issue with documents only being available online
- Specific comments on documentation / information made available not being sufficient (e.g. comments that documents are not clear enough / text is too small / ineffective assessment report).
- Lack of engagement / public meetings / publicity.

7. FINDINGS OF CONSULTATION RESPONSES RECEIVED THROUGH OTHER RESPONSE METHODS

7.1 Introduction

7.1.1 This chapter provides a summary of the 35 freeform responses to the consultation, i.e. those which did not use the consultation response form. Of these responses:

- 29 were received via email (of which 13 were from County Councillors, 12 were from local residents, 2 were from Borough Councillors and 2 were from businesses/organisations);
- 3 were received via a customer experience feedback form;
- 2 were sent via letter; and
- 1 was received by telephone.

7.1.2 The full analysis of these other response methods, as undertaken by the WCC Transport Planning Team has been included in Appendix D.

7.2 Key themes

7.2.1 Each of the freeform replies that Warwickshire County Council received were coded by the WCC Transport Planning Team against a coding frame.

7.2.2 Table 4 summarises the number of respondents who raised each issue. For instance, 4 respondents expressed concerns that the community cohesion of their local area would be negatively impacted by the proposals.

7.2.3 In summary:

- 18 comments were concerns/objections, over half of which were concerns about community cohesion, road safety and design;
- 2 comments were supportive and discussed benefits to the area;
- 15 were FOI requests; and
- 7 comments related to other issues.

Table 4. Key themes in freeform responses

| CONCERNS/OBJECTIONS | NUMBER |
|--|--------|
| Community Cohesion Concerns | 4 |
| Road Safety Concerns | 3 |
| Design Concerns | 3 |
| Environmental Concerns, e.g. Noise and Vibration / Air Quality | 2 |
| Loss of Parking | 2 |
| Increased HGV Movements | 2 |

| CONCERNS/OBJECTIONS | NUMBER |
|---|--------|
| Cost | 1 |
| Rat-Running | 1 |
| SUPPORTIVE COMMENTS | NUMBER |
| Reduce Congestion | 1 |
| General Improved Benefits for Area | 1 |
| OTHER ISSUES | NUMBER |
| FOI Request | 15 |
| Request for another Junction to be Improved (Separate from the Scheme) | 2 |
| Political Considerations | 2 |
| Consultation should be targeted at a wider area | 1 |
| Update Health Impact Assessment | 1 |
| Request for consultation pamphlets to be printed and displayed | 1 |

8. APPROACH TO DATA ANALYSIS

Online survey – closed questions

- 8.1.1 The data obtained from closed questions in the online consultation survey was analysed by SYSTRA, and the findings are reported in Chapters 4 and 5.
- 8.1.2 Prior to analysis, a series of data cleaning tasks were undertaken. These cleaning procedures consisted of:
- Ensuring there were no duplicate responses to the survey;
 - Checking for consistency in base sizes across all questions, and where there were any inconsistencies, ensuring this was due to respondents choosing to not answer questions, and not due to missing data;
 - When appropriate, re-assigning respondents to their relevant groups for Q2 (main interest in the consultation), and Q3 (residential area) if they had answered 'other'.
 - SYSTRA re-assigned 'other' responses for Q2 (main interest in the consultation) independently, as they were self-explanatory. However, for Q3 (residential area), SYSTRA provided a full list of 'other' responses to Warwickshire County Council, who advised as to how respondents should be re-assigned to their correct residential area;
 - Creating a new variable for Q3 (residential area), which grouped respondents into one of six geographical areas.
- 8.1.3 One respondent had not answered any of the main consultation questions, despite providing information on their demographic characteristics. Whilst this respondent is reported in the equalities information, they have been excluded from analysis of the main survey questions.
- 8.1.4 Following these data cleaning tasks, frequencies were run for each question to allow for the identification of overall trends and sentiments towards each proposal. Subsequent to this, cross-tabulations were produced for each of the main consultation questions to generate segmented analysis by area of residence and respondents' main interest in the consultation.
- 8.1.5 Chi-Squared tests were run as part of the cross-tabulation process. These tests were conducted to identify whether variations between different respondent segments were statistically significant. However, due to the self-selecting nature of the sample, some of the categories for Q2 (main interest in the consultation), and Q3 (residential area) had low representation. Consequently, the following assumptions of the Chi-Squared test were violated:
- More than 20% of the cells in the Chi-Square tables had expected cell counts of less than 5; and
 - The minimum cell counts in many of the Chi-Square tables was less than one.
- 8.1.6 In an attempt to counteract this issue, SYSTRA ran separate analyses, whereby the 5 categories of agreement (Completely agree, Partly agree, Neither agree nor disagree, Partly disagree, and Completely disagree) were condensed down into 3 levels (Agree, Neither agree nor disagree, and Disagree).

- 8.1.7 Despite this, the cell counts for some categories were still too low for the tests of significance to be statistically valid. Therefore, in the interests of best practice, the Chi-Squared results have not been reported.
- 8.1.8 In addition, whilst SYSTRA have provided comments on the overall trends shown within different respondents segments, no allusions to level of statistical significance have been made.
- 8.1.9 Furthermore, due to low base size, the following have been excluded from segmented analysis:
- Those who responded on behalf of a business ($n=2$);
 - Those who answered 'other' to 'Q2 - main interest in the consultation' ($n=2$); and
 - Those who answered 'other' to 'Q3 - residential area' ($n=4$).

Online survey – open questions

- 8.1.10 The consultation included two open-ended questions. These have been analysed and reported by Osiris MR Ltd. The analysis approach is provided in a full report of findings to the open ended questions in Appendix C. A summary of findings, produced by WCC Insight Service and the Corporate Consultation Lead, is provided in Chapter 6.

Freeform responses

- 8.1.11 WCC Transport Planning Team analysed the data obtained from freeform responses, including emails, letters, customer experience feedback forms and telephone calls. All responses were categorised against a coding frame. The results of this analysis are presented in Chapter 7.

9. CONCLUSIONS

9.1 Summary of responses to closed consultation questions

Traffic and the overall scheme

- 9.1.1 Most respondents (65%) agreed that traffic congestion in West Nuneaton causes issues to their day to day activities, with commuters and those who access local services being most likely to agree that this is an issue. Despite this, the majority of respondents (64%) did not support the overall Bermuda Connection Scheme, with the residents of South Nuneaton being particularly opposed to the scheme (80%). By contrast, 86% of residents from Central Nuneaton agreed with the proposals, although there were far less respondents to the consultation living in this area.

Views on the proposed scheme - overview

- 9.1.2 The level of agreement with each proposal was relatively consistent, with approximately one third respondents agreeing with each proposal.

Highway designs

- 9.1.3 Respondents were asked to consider two highway improvements, namely:
- Improvements to Bermuda Bridge and connecting it to roads at either side; and
 - Increased capacity at Heath End Road / Tenlons Road junction.
- 9.1.4 Approximately one in three agreed that the highway design proposals would bring about their intended benefits (34% and 33% agreed with each proposal respectively). Residents of South Nuneaton expressed the lowest level of agreement to these suggestions, with 18% agreeing with improving Bermuda Bridge and connecting it to roads at either side, and 21% agreeing with increased capacity at Heath End Road / Tenlons Road junction. In addition, residents of Bedworth demonstrated a low level of agreement with capacity changes at these junctions, with only 25% expressing agreement with this proposal.

Parking restrictions

- 9.1.5 Respondents were presented with a proposal to introduce parking restrictions on Tenlons Road, Bermuda Road and The Bridleway. Whilst just under one in three respondents (32%) agreed with this proposal, there was large variability between residents of different areas. Those residing in South Nuneaton were particularly opposed to this suggestion (only 19% agreed), whilst residents of Central Nuneaton received this suggestion more positively (79% agreed).

Traffic calming

- 9.1.6 Respondents were subsequently asked to consider three traffic calming measures that could be introduced as part of the scheme. These proposals were:
- Refuge Island to calm traffic at the southern end of Bermuda Road;
 - Refuge Island to calm traffic on The Bridleway; and
 - Refuge Island to calm traffic at the northern end of St Georges Way.

- 9.1.7 Approximately three in ten agreed that these proposals would bring about their intended benefits (28%, 27% and 30% respectively). Those from South Nuneaton expressed the lowest levels of agreement, consistently at the 20% mark.

Public transport

- 9.1.8 Respondents were asked to consider two public transport improvements that would form part of the scheme, namely:

- Improved access to Bermuda Park Station; and
- Bus Lay-by area on The Bridleway.

- 9.1.9 Approximately a third of respondents agreed with each proposal (34% and 36% respectively). A familiar pattern ensued in respect to residential area, as South Nuneaton residents demonstrated the lowest levels of agreement (21% and 23%), whereas those from Central Nuneaton were most likely to agree that these measures would bring about the intended benefits (71% and 78% agreed respectively).

Pedestrians and cycle provisions

- 9.1.10 The pedestrian and cycle provisions proposed in the consultation consisted of a:

- Shared pedestrian and cycle crossing point on Bermuda Road;
- Pedestrian footway on The Bridleway; and
- New shared pedestrian and cycle path.

- 9.1.11 The level of agreement was relatively consistent across each of these proposals, with 37%, 39% and 36% agreeing respectively. South Nuneaton residents were once again the least likely to agree (27%, 28% and 24% only), whereas those from central Nuneaton were most likely to agree that these proposals would be effective in delivering the intended benefits (71%, 77% and 79% agreement with each proposal respectively).

9.2 Summary of answers to open questions and freeform responses

- 9.2.1 The consultation survey had two open-ended questions which provided consultees with the opportunity to elaborate upon their closed-question answers in their own words. In addition some respondents provided freeform responses to the consultation rather than complete the survey.

- 9.2.2 The comments made by respondents in both these formats were broadly reflective of the answers provided to the closed-ended questions, with the majority providing negative comments about the potential impacts of the new highway link, or the design of the scheme. Primarily, respondents were concerned about the potential impacts of the new highway link on residents, as well as the local area. Respondents cited the potential impacts for residents, including:

- Increased noise;
- Air pollution (which would negatively affect people's health);
- Reduced property values and damage to property;
- Current parking issues could be exacerbated;
- Rat runs would develop as vehicles look to avoid traffic; and
- Concerns over impact on quality of life.

- 9.2.3 Respondents also suggested the following negative impacts for the local area:
- Local businesses may be negatively impacted;
 - Traffic congestion would increase (especially once increased population and development is taken into consideration); and
 - The community would be split (thereby reducing accessibility and community cohesion).
- 9.2.4 Furthermore, some respondents suggested that the proposals relating to Bermuda Park Train Station were limited in their offering.
- 9.2.5 With regards to the design of the overall scheme, concerns were raised over potential safety issues, namely: some junctions may not be safe; pedestrians and cyclists would not be able to cross safely; vehicles will be passing by schools; vehicle speeds will be high; there will be more HGV's in the area; and pedestrians and cyclists could be endangered. In addition, the limited capacity of residential streets was linked to the inevitability of congestion, whilst many respondents questioned the design standards, the suitability of the bridge for the scheme, and the quality of the modelling / demand projections that have been made.
- 9.2.6 In terms of comments about the scheme more generally, some positive comments were made, with a number of respondents referring to the potential of reduced journey times and less gridlock. However, many felt that the scheme does not offer value for money, and is not a long-term solution. Additionally, there was the notion that the scheme would only shift the current issues of congestion to residential streets.
- 9.2.7 Comments were also made in relation to the consultation processes. A number of respondents were concerned that the consultation documents were only available online, and stated that it was not clear that paper copies were available. Some comments related to the insufficiency of consultation materials, with suggestions that the documents are not clear enough, the text is too small, and the assessment report was insufficient. There was also criticism of the lack of publicity surrounding the consultation, highlighted by the absence of engagement with residents, and the lack of public meetings.

9.3 Overall conclusions

- 9.3.1 Despite the fact that most respondents (65%) agreed that traffic congestion in West Nuneaton causes issues to their day to day activities, the majority (64%) did not support the overall Bermuda Connection Scheme.
- 9.3.2 The level of agreement was relatively consistent across all proposals, with approximately two in three respondents disagreeing with each proposal providing the intended benefits. Traffic calming measures were the most opposed proposals, whilst pedestrian and cycle provisions were least opposed.
- 9.3.3 Variations between respondents with different main interests in the consultation were often minor or negligible. However, there was greater variation in levels of agreement between respondents from different residential areas. Residents of South Nuneaton consistently displayed the greatest levels of disagreement,
- 9.3.4 Comments made by respondents in freeform questions or freeform responses were broadly negative and reflective of the quantitative findings, with the majority providing

negative comments about the potential impacts of the new highway link on residents and the local area, or the design of the scheme.

GETTING WEST NUNEATON MOVING Bermuda Connection



... reduced congestion ... shorter journeys ... less time travelling

... access to jobs ... access to Bermuda Park Rail Station

... HAVE YOUR SAY

Consultation Information

www.warwickshire.gov.uk/bermudaconnection



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OVERVIEW

Background (Bermuda Bridge)

The existing Bermuda bridge was constructed in 1974 and was designed to accommodate vehicles. However, currently only pedestrians and cyclists can access the bridge.

The scheme focuses on opening up the existing bridge to two-way traffic, delivering additional highway capacity and improved connectivity between West Nuneaton and Griff Roundabout.



OBJECTIVES AND AIMS

Q. What is Getting West Nuneaton Moving: Bermuda Connection?

A.

It is a highway scheme focused on the improvement and refurbishment of the bridge, and connecting it to the existing local highway network for the purpose of creating an approximate 1.3 mile direct two-way highway link between West Nuneaton and the Griff Roundabout.

The scheme will deliver the following range of benefits for the local community in the wider West Nuneaton area:

- Contribute towards reducing journey times for local residents on a number of routes in the West Nuneaton area;
- Contribute towards reducing congestion in parts of the town centre, thus improving links onto the A444 in Nuneaton for residents in other parts of the town;
- Enhance accessibility to local businesses, amenities and residential areas, particularly in Bermuda and adjoining areas;
- Support economic growth in Nuneaton by enhancing accessibility to existing and future local jobs;
- Improve connectivity to Bermuda Park Rail Station, which will soon be served by two trains per hour to Coventry;
- Provide an improved environment for cyclists and pedestrians to increase mode choice and accessibility;
- Drive forward further economic growth in Nuneaton, including potential employment and housing development along the new highway link route; and
- Complement the wider economic aspirations of the Coventry and Warwickshire sub region, e.g. Coventry and Warwickshire Local Enterprise Partnership (CWLEP) Strategic Economic Plan.



NBBC BOROUGH PLAN

The draft Borough Plan sets out a vision and a framework for the future development in the area, addressing needs and opportunities in relation to housing, the economy, community facilities and infrastructure.

The Borough Plan - Strategic Transport Assessment (STA) identifies Bermuda Connection as an essential item of highway mitigation, and therefore, it features in the NBBC Infrastructure Delivery Plan (IDP) as mitigation to be delivered in the early years of the Borough Plan.

PRELIMINARY DESIGN

The County Council approved consultation on preliminary design proposals for the scheme in October 2014, with the public consultation being held in 2015. The County Council subsequently approved progression of the scheme to detailed design. The approval was subject to the design and costing of measures aimed at reducing the impact of the scheme on affected local residents whose properties or businesses are adjacent to the roads included on the new highway link route. Cabinet was informed that the scheme was estimated to cost £5.939 million at that time.



INITIAL DETAILED DESIGN

The initial detailed design process identified that the scheme conflicted with existing infrastructure and hazardous contaminated land, which were unknown during the preliminary design stage.

Detailed design was carried out in accordance with Design Manual for Roads and Bridges (DMRB) highway standards, which is deemed more applicable to higher speed roads than the 30mph intended along the Bermuda Connection highway link route. Adherence to DMRB design standards yielded additional pressure on the budget by further increasing land uptake and construction costs.

The cost estimate after the initial completion of detailed design of the scheme increased to £14.6 million which far exceeded budget tolerance.

Therefore, a Value Engineering Assessment was carried out in order to ensure Best Value in regard to use of public funds.

The Value Engineering Assessment identified that if revisions were made to the scheme, the cost estimate would reduce by approximately 40%.

The primary change to the scheme relates to a revision of the highway design standard applied for the scheme from DMRB to Manual for Streets II, which is the standard deemed more appropriate for 30mph urban roads, like those on the Bermuda link route. The revised highway design standard application has resulted in the following changes:

- A substantial reduction in the extent of earthworks and pavement improvements required as part of the scheme;
- The treatment and removal of hazardous contaminated land is no longer necessary as part of the scheme, e.g. the large earth bund situated on the extended Holland and Barrett land off The Bridleway will now remain unaffected;
- The attenuation pond off Bermuda Road will remain in situ and unaffected by the scheme; and
- The total area of land required to implement the scheme has substantially reduced.

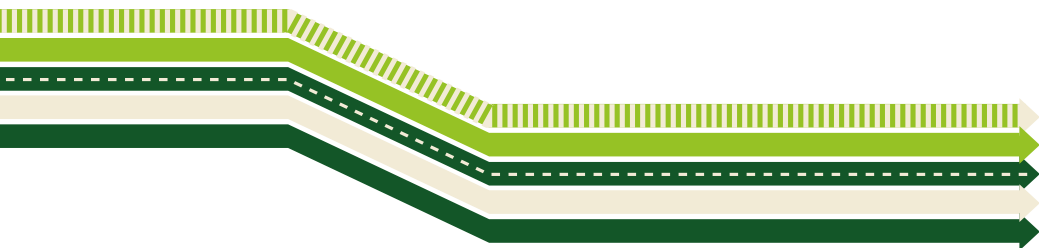


TABLE 3: GETTING WEST NUNEATON MOVING: BERMUDA CONNECTION

Original components included in consultation now removed from scheme

| ORIGINAL COMPONENT | NOTE |
|--|---|
| Provision of an off-street car park for Bermuda Park Rail Station | This proposal will be progressed separately from the Bermuda Connection Scheme |
| Heath End Road / Bermuda Road / Hare and Hounds Lane Junction Improvements (signalisation) | The scheme will integrate effectively with the local highway network, without requiring these interventions – according to testing the traffic impacts in the 2017 Nuneaton and Bedworth Borough Wide Area traffic model. |
| Heath End Road / The Raywoods Junction Improvements (signalisation) | |
| Provision of a mini-roundabout at the Bermuda Road / Tenlons Road junction | Traffic on Tenlons Road to ‘Give Way’ to traffic on Bermuda Road |
| Provision of lay-bys for parking on Bermuda Road | Will result in the displacement of some on-street car parking |
| Provision of a lay-by for parking on Tenlons Road | |
| Provision of signal controlled crossing on St Georges Way | This will be progressed separately as part of the off-street car park for Bermuda Park Rail Station proposals |
| On street parking on St Georges Way for the rail station | This will remain in place |
| Realigning the southern part of Bermuda Road and also The Bridleway further away from residential properties | The existing alignment of the carriageway will remain in place |



DETAILS OF THE SCHEME

The revised scheme consists of the following components:-

- A. Capacity Improvements to the Heath End Road / Tenlons Road Junction Including Enhancements to Signalised Pedestrian Crossings
- B. Double yellow line parking restrictions on Tenlons Road, Bermuda Road and The Bridleway
- C. Refuge Island (Traffic Calming) at the southern end of Bermuda Road acting as a road safety measure aimed at controlling vehicle speed
- D. Uncontrolled shared pedestrian and cycle crossing on Bermuda Road to complement links to the Bermuda Village residential area
- E. Improvement to the Bus Stop Area on The Bridleway
- F. Refuge Island (Traffic Calming) on The Bridleway acting as a road safety measure aimed at controlling vehicle speed
- G. Improved pedestrian footway on The Bridleway
- H. Improvements to Bermuda Bridge and connecting it to the adjoining highway on either side
- I. Refuge Islands (Traffic Calming) on northern end of St Georges Way acting as a road safety measure aimed at controlling vehicle speed
- J. Shared pedestrian / cycle path running between St Georges Way – Bermuda Bridge – The Bridleway



Getting West Nuneaton Moving: Bermuda Connection



IMPROVING JOURNEY TIMES

Q. Which local areas are expected to benefit from improved journey times?

A. The assessment showed that the following local areas will benefit from reduced journey times:

- Stockingford;
- Whittleford;
- Galley Common;
- Bermuda;
- Heath End;
- Chapel End;
- Hartshill;
- Camp Hill; and
- Ansley Common.

Estimated savings times for journeys can be found at www.warwickshire.gov.uk/bermudaconnection

SUMMARY OF SCHEME IMPACTS

TRAFFIC IMPACTS

The current scheme has been tested in the 2017 Nuneaton and Bedworth Borough Wide Area Traffic Model that includes the latest validated NBBC Borough Plan scenarios.

The key traffic effects of the scheme will be the transfer of trips away from A444 corridor and Heath End Road, reducing journey times and vehicle miles in Nuneaton.

The updated traffic model findings demonstrated that if the scheme was implemented more traffic will use Bermuda Road, Tenlons Road, Shillingstone Drive and St Georges Way, e.g. up to 100 additional vehicles will use Bermuda Road in the morning peak hour and up to 250 vehicles in the evening peak hour. On St Georges Way, traffic flows in the peak hour periods are between 400 and 500 vehicles, which is an additional 200 to 300 vehicles.

In contrast, Heath End Road to the east of Bermuda Road and A444 to the north of Griff Roundabout experience reductions in traffic during both the morning and evening peak hour. The reductions in vehicles is most prominent in the evening peak hour, when there are up to 300 less vehicles using Heath End Road and around 400 less vehicles using the A444 to the north of Griff Roundabout.

On the more local roads, including The Raywoods and Radley Drive, during the morning and evening peak hour, there are some minor increases in traffic flows. However, it is not considered that the increases would result in a severe impact on local residents.

The updated traffic modelling shows that the number of HGVs typically remains the same as per the current situation. The HGVs accessing Bermuda Road and St Georges Way are seeking to access local businesses and properties which are presently located, and this pattern will not materially change.

SUMMARY OF ENVIRONMENTAL EFFECTS

The key environmental considerations are air quality and noise impacts. The Environmental Impact Assessment of the scheme demonstrates that it would not have a significant adverse effect on air quality. It is hoped that the scheme would contribute towards improving air quality, e.g. in Nuneaton town centre. In consideration of the increased vehicle movements on the roads comprising the link route, it is projected that residential properties at certain locations will be adversely impacted by increased noise levels.

Air Quality

An air quality assessment has been undertaken to consider the potential effects resulting from changes to air quality during the construction and operational phases, including considering the impact (of changes in vehicles /numbers) on nitrogen oxide (NO₂) and particulate matter (PM₁₀) levels. A series of sites have been selected as 'representative' of the places where human health might be affected, these 'receptors' are within 200m of affected roads. They include 20 residential properties, a school and a children's centre. During construction of the scheme there is the potential for dust emissions to be caused. These could have a short term adverse impact at nearby receptors if no mitigation is put in place. However, the scheme will include 'control measures' and these will be set out in a 'Construction Environmental Management Plan' (CEMP). With these control measures in place the construction works should not have a significant effect on human health.

Once the scheme is constructed and operational, the impact on NO₂ concentrations at the human health receptors is expected to be 'negligible to slight'. The impact on concentrations (very small particulates) is expected to be 'negligible' in all cases. These concentration levels of both NO₂ and PM₁₀ would mean that the local air would continue to satisfy statutory 'quality' limits. Therefore, it is predicted that the Scheme would not have a significant effect on air quality.

Noise and Vibration

A baseline survey and assessment has established the existing background noise levels. The anticipated vehicle movements have been used to model the likely changes in the day time and night time noise levels at a number of noise sensitive receptor locations along the route.

The construction phase of the proposed scheme has the potential to generate noise which may have a short term adverse impact at nearby sensitive receptors if there is no appropriate mitigation. With mitigation measures in place, including control measures set out in a construction environmental management plan (CEMP), the works should not have a significant effect on human health receptors.

Once the scheme is constructed and operational there is the potential for adverse impacts to be experienced at some properties along The Bridleway, Knights Road Flats and Bermuda Road (in a range from minor to major adverse). Other properties along the route are anticipated to experience negligible impacts. The topography and dense urban nature of the land adjacent to the scheme means that options to mitigate the noise impact are limited. There is the potential for a noise barrier along the parapet of the proposed bridge and embankment to mitigate impacts. However, further investigation would be required to test the viability of such measures.

Cultural Heritage

A desk based assessment has concluded that given the majority of highway works proposed will take place on land which has previously been developed, disturbed or used (including the area previously used for landfill). Therefore, it is anticipated that disturbance of any buried remains are likely to have already occurred. Any archaeological remains which might be encountered are therefore likely to be incidental and of only local interest. The potential effects of the scheme on cultural heritage are anticipated to be minimal.

Arboriculture

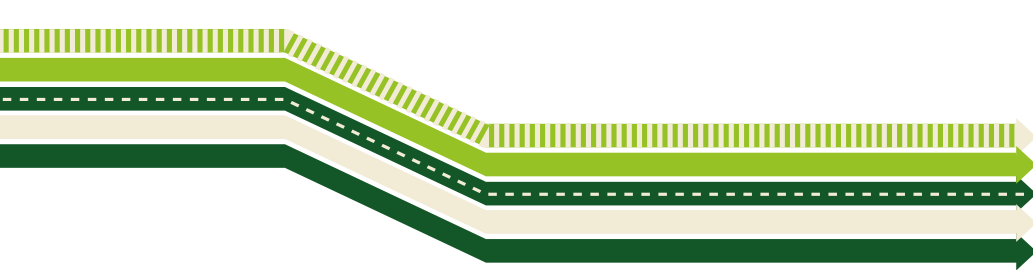
All of the trees which have the potential to be affected by the scheme have been surveyed. No protected trees are proposed to be removed as consequence of the scheme. A small number of trees and scrub are expected to be lost as a consequence of the scheme, including areas parallel to the railway line. The proposed scheme includes mitigation planting.

Ecology

An Extended Phase 1 Habitat Survey was undertaken for the Site. This was supplemented with further surveys of specific species, including bats. The surveys have confirmed that no protected species or designated sites will be adversely impacted by the scheme.

Landscape and Visual Amenities

Desk based studies and site survey work has shown that the visibility of the site is limited in extent due to the very flat topography, built up nature of the industrial areas and intervening mature vegetation. The majority of the locations where views of the site are available are restricted to short range views, thereby limiting the overall number of potential receptors. Medium range views are very limited in number due to the amount of intervening element such as road embankments and vegetation, generally occurring



only where the viewpoint is elevated due to the topography and with limited intervening vegetation. Long range views of the site are only available from the higher areas to the west of the site.

The assessment has concluded that the changes to the landscape will be modest as the road largely already exists. The impact for most residents is negligible but for those closest to the scheme (Tenlons Road and Bridleway) which face onto the road, the impact will be 'minor adverse' when the scheme is first implemented however this would be mitigated in part as vegetation becomes established.

Ground Conditions

Site investigations and desk study information has confirmed that some of the land adjacent to the scheme is former landfill which may contain hazardous materials. The design of the scheme is such that the impact on this land is minimal and will be required for construction purposes only. It is therefore anticipated that any risks to human health and water resources can be controlled and managed. This will be through the implementation of a CEMP.

Water Environment

The flood risk assessment has concluded that the construction of the scheme will not increase the risk of flooding to residential or other properties. Small areas of the scheme are already at risk from certain forms of flooding and so the scheme has been designed to ensure this risk is not increased. The hydrological assessment has concluded that the scheme can be constructed in ways that will protect and safeguard the underground groundwater resources and functioning of existing surface drainage features (e.g. drains and ponds).

Transport Assessment

Overall the scheme results in an improvement to the local network in terms of reducing congestion and journey times.

The Transport Assessment for the scheme also demonstrates that the Bermuda Connection scheme provides improvements to sustainable transport infrastructure and enhanced connectivity with public transport.

PROPOSED PROGRAMME OF A444 CORRIDOR IMPROVEMENTS IN NUNEATON

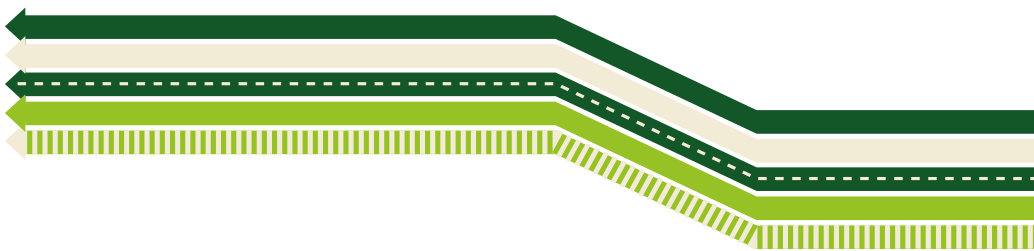
Q. Will the proposed scheme make a difference to the wider community?

A. Yes. However, the proposed scheme should not be viewed in isolation as it forms part of the Programme of A444 Corridor Improvements, which will bring benefits to the wider community.

The package of A444 Corridor Improvement Schemes has been developed to address both existing issues along the A444 and predicted impacts arising from Local Plan housing and employment growth within Nuneaton and Bedworth Borough.

PROPOSED PROGRAMME OF A444 CORRIDOR IMPROVEMENT WORKS

| LOCATION | PROPOSED SCOPE OF WORKS |
|---|---|
| Getting West Nuneaton Moving: Bermuda Connection | Bridge improvement, connection and opening to create an additional highway link between West Nuneaton and the Griff Roundabout |
| A444 / Coton Arches Junction Improvements | Installation of traffic lights and capacity enhancement of the junction, including improved access for pedestrians and cyclists Note: Construction work has commenced and is expected to be completed by December 2018. |
| A444 / Vicarage Street Junction Improvements | Capacity enhancement between Coton Road and Attleborough Road, including improved access for pedestrians and cyclists |
| A444 / Leicester Road / Back Street / Bond Gate / Vicarage Street Junction Improvements | Installation of traffic lights and capacity enhancement of the junction, including improved access for pedestrians and cyclists |
| A444 / B4112 College Street Junction Improvements | Installation of traffic lights and capacity enhancement of the junction, including improved access for pedestrians and cyclists |
| Improvements to Griff Roundabout | Capacity enhancement and traffic signal optimisation |
| Arbury Estate link road proposals | Creation of a link road and complementary highway works associated with proposed development. This would be a Developer led scheme not County Council-led. |





HAVE YOUR SAY

Warwickshire County Council is engaging widely with residents in and around the West Nuneaton area. Further information in regard to the scheme and a consultation response form are available on following web page:

www.warwickshire.gov.uk/bermudaconnection

Further queries regarding the scheme and requests for paper copies of the response form can be sent to the following e-mail address:

bermudaconnection@warwickshire.gov.uk

or alternatively, call **01926 410410**

The consultation is available for your feedback at **www.warwickshire.gov.uk/ask**

The response to the consultation will be included in a report to be considered by County Councillors in the summer. Upon considering the report, County Councillors will take a decision on whether or not the scheme will be progressed to planning application and, if successful, implementation.

Getting West Nuneaton Moving: Bermuda Connection

Overview

This Scheme focuses on delivering additional highway capacity and improved connectivity through the creation of a new 1.3 mile highway link between West Nuneaton and Griff Roundabout by opening the existing Bermuda Bridge over the A444. The bridge was constructed in 1974 and designed to accommodate two-way traffic flow but currently only pedestrians and cyclists can access it.

The original version of this Scheme was put forward in Summer 2014 and received £3.702 million to start design concepts. It was agreed that there would be full consultation on the details of the proposals before any final decision on whether or not to implement the Scheme was taken.

The preliminary design proposals were consulted on in 2015 and outcomes reported to Warwickshire County Council Cabinet in November 2015. Cabinet endorsed the Scheme being progressed to detailed design stage based on Option 1 which was the subject of the consultation, i.e. a Scheme including a wide range of additional components aimed at mitigating the impact on affected local residents. *The 2015 consultation and associated reports are available on www.warwickshire.gov.uk/ask.*

Why we are consulting

The detailed design stage identified that Option 1 would be cost-prohibitive and revisions were carried out to the Scheme. It is now closer to Option 2 in the November 2015 Cabinet Report, i.e. improving and opening Bermuda Bridge but less mitigation for local impacts along the route. Further details are available in the Information Leaflet and on the Scheme Website: <https://www.warwickshire.gov.uk/bermudaconnection>

Due to the changes made we are consulting on details of the updated Scheme. Comments are welcome from anyone including local residents, road users, local businesses and stakeholders in the wider West Nuneaton area.

Original components included in consultation now removed from scheme

| ORIGINAL COMPONENT | NOTE |
|---|---|
| Provision of an off-street car park for Bermuda Park Rail Station | This proposal will be progressed separately from the Bermuda Connection Scheme |
| Heath End Road / Bermuda Road / Hare and Hounds Lane Junction Improvements (signalisation) Heath End Road / The Raywoods Junction Improvements (signalisation) | The scheme will integrate effectively with the local highway network, without requiring these interventions – according to testing the traffic impacts in the 2017 Nuneaton and Bedworth Borough Wide Area traffic model. |
| Provision of a mini-roundabout at the Bermuda Road / Tenlons Road junction | Traffic on Tenlons Road to 'Give Way' to traffic on Bermuda Road |
| Provision of lay-bys for parking on Bermuda Road Provision of a lay-by for parking on Tenlons Road | Will result in the displacement of some on-street car parking |
| Provision of signal controlled crossing on St Georges Way | This will be progressed separately as part of the off-street car park for Bermuda Park Rail Station proposals |
| On street parking on St Georges Way for the rail station | This will remain in place |

How to take part in this consultation

To return this survey please use the freepost label if you have been provided with one or cut out and use the address details on the last page.

You can request an alternative version of this survey from Warwickshire County Council Customer Services **on 01926 410410** or by emailing bermudaconnection@warwickshire.gov.uk.

You can complete this survey online at www.warwickshire.gov.uk/ask

You can also respond in writing:

- **Email:** bermudaconnection@warwickshire.gov.uk
- **Postal address:** Bermuda Connection, Transport & Economy, Communities Group, PO Box 43, Barrack Street, Warwick CV34 4SX

What happens next?

The key outcomes will be reported to Warwickshire County Council Cabinet and full Council later in 2018 and a decision will be made on whether or not the Scheme is to be implemented.

Privacy Statement

- 1 Please tick the box below to show you have read the privacy information and consent to us collecting your responses.

Privacy Statement (Please Read)

This paper survey is anonymous.

The data will be shared with SYSTRA and Osiris MR Limited who have been appointed by Warwickshire County Council to analyse and report consultation feedback. It will be kept confidential and it will be used for the purposes of this consultation only. The analysts will erase their copies of the data as soon as the report is complete. Warwickshire County Council will store the data securely and erase it within four years.

Following the end of the consultation we shall publish feedback and this may include quotes of comments which will be anonymous. If you reply to an anonymous survey then no personal details will be captured, and please do not provide any identifiable data in your comments.

Information you provide in any additional correspondence to our surveys and consultations, including personal information, may be disclosed in accordance with the Freedom of Information Act 2000 and the Data Protection Act 1998. If you want the information that you provide to be treated as confidential, including your contact details, please tell us why, but be aware that, under the Freedom of Information Act, we cannot always guarantee confidentiality.

If you would like further information, visit our website: www.warwickshire.gov.uk/privacy or contact our Customer Service Centre on 01926 410410.

☐

You must tick this consent box for your feedback to be included.

Background Information

2 Which one of these statements best describes your interest in this consultation?

Please select only one item

- ☐ I live in the area
- ☐ I commute through the area for work
- ☐ I travel in the area for leisure
- ☐ I access local services
- ☐ I am responding on behalf of a business
- ☐ Other (Please specify)

3 In which residential area do you live? (Required) (If responding on behalf of a business please select where business is based).

Please select only one item

- | | |
|--|--|
| <input type="radio"/> Ansley Common | <input type="radio"/> Hill Top |
| <input type="radio"/> Attleborough | <input type="radio"/> Horeston Grange |
| <input type="radio"/> Bedworth | <input type="radio"/> Nuneaton Town Centre |
| <input type="radio"/> Bermuda | <input type="radio"/> Stockingford |
| <input type="radio"/> Camp Hill | <input type="radio"/> St Nicholas Park |
| <input type="radio"/> Chapel End | <input type="radio"/> Weddington |
| <input type="radio"/> Galley Common | <input type="radio"/> Wembrook |
| <input type="radio"/> Hartshill | <input type="radio"/> Whittleford |
| <input type="radio"/> Other (please specify) | |

Traffic and the overall Scheme

We would like to understand your views on current local traffic conditions and the Scheme in general.

- 4** To what extent do you agree or disagree that traffic congestion in West Nuneaton causes problems in your day to day activities?

Please select only one item

- ☐ Completely agree
- ☐ Partly agree
- ☐ Neither agree or disagree
- ☐ Partly disagree
- ☐ Completely disagree

- 5** Please select the statement below which best suits how you feel about the proposed new highway link (road, pedestrian path and cycle path) across Bermuda Bridge?

Please select only one item

- ☐ I completely support the proposal
- ☐ I support some parts but not others
- ☐ I don't know whether I support the proposal or not
- ☐ I do not have an opinion
- ☐ I do not support the proposal

- 6** We welcome further comments on the proposed new highway link across Bermuda Bridge. Please use the space below. If you wish to continue on separate paper please clearly indicate this question number.

Views on the proposed Scheme

We have developed a revised scheme and would like to understand your views on the proposed design.

Details of the revised scheme are available in the Information Leaflet and on the Scheme Website: www.warwickshire.gov.uk/bermudaconnection.

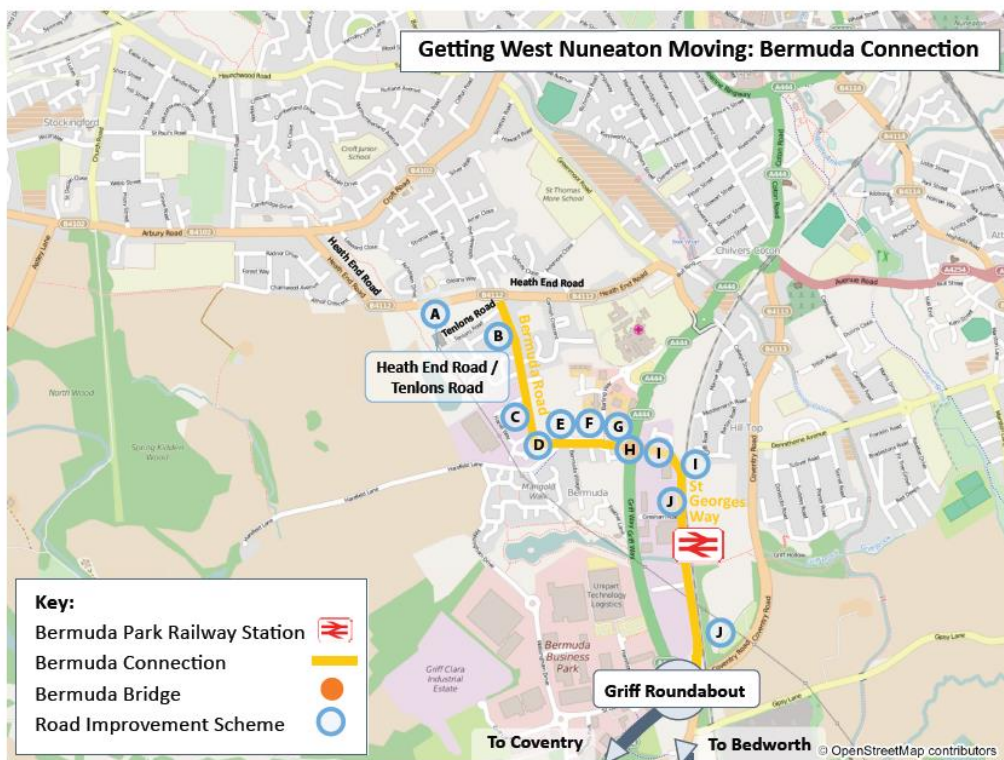
The leaflet is also available electronically from this website.

If you require a paper copy of the leaflet please contact Warwickshire County Council Customer Services on 01926 410410 or email bermudaconnection@warwickshire.gov.uk.

DETAILS OF THE SCHEME

The revised scheme consists of the following components:-

- A. Capacity Improvements to the Heath End Road / Tenlons Road Junction Including Enhancements to Signalised Pedestrian Crossings
- B. Double yellow line parking restrictions on Tenlons Road, Bermuda Road and The Bridleway
- C. Refuge Island (Traffic Calming) at the southern end of Bermuda Road acting as a road safety measure aimed at controlling vehicle speed
- D. Uncontrolled shared pedestrian and cycle crossing on Bermuda Road to complement links to the Bermuda Village residential area
- E. Improvement to the Bus Stop Area on The Bridleway
- F. Refuge Island (Traffic Calming) on The Bridleway acting as a road safety measure aimed at controlling vehicle speed
- G. Improved pedestrian footway on The Bridleway
- H. Improvements to Bermuda Bridge and connecting it to the adjoining highway on either side
- I. Refuge Islands (Traffic Calming) on northern end of St Georges Way acting as a road safety measure aimed at controlling vehicle speed
- J. Shared pedestrian / cycle path running between St Georges Way – Bermuda Bridge – The Bridleway



Views on the proposed Scheme - Highway designs

7 To what extent do you agree or disagree that the following highway designs will deliver the intended benefits?

i) Improvements to Bermuda Bridge and connecting it to roads at either side.

More Information

The existing bridge was constructed in 1974 and designed to accommodate two-way traffic flow but currently only pedestrians and cyclists can access it.

The Scheme will create a new 1.3 mile highway link between West Nuneaton and Griff Roundabout which can be used by vehicles, pedestrians and cyclists.

Intended Benefit

To increase capacity on the highway, ease congestion and support population and economic growth in the area.

Please select only one item

- ☐ Completely agree
- ☐ Partly agree
- ☐ Neither agree or disagree
- ☐ Partly disagree
- ☐ Completely disagree

ii) Increased capacity at Heath End Road / Tenlons Road junction.

More Information

The proposed design includes an additional lane for vehicles turning right into Tenlons Road at the existing signal junction at Heath End Road / Tenlons Road. This will ensure that vehicles waiting to turn right do not block those travelling ahead (eastbound) on Heath End Road.

In order to achieve the additional traffic lane some minor alterations to the existing kerb alignment will be required. The junction will continue to operate under signal control and the existing pedestrian crossings will be maintained.

Intended Benefit

Improve traffic flows associated with the new highway link.

Please select only one item

- ☐ Completely agree
- ☐ Partly agree
- ☐ Neither agree or disagree
- ☐ Partly disagree
- ☐ Completely disagree

Views on the proposed Scheme - Parking restrictions

- 8 To what extent do you agree or disagree that the proposed parking management will deliver the intended benefit?

Parking restrictions on Tenlons Road, Bermuda Road and The Bridleway.

More Information

The Scheme includes double yellow parking restrictions on Tenlons Road, Bermuda Road and The Bridleway.

The proposed restrictions are: No parking at any time.

Intended Benefit

To maintain the free flow of traffic.

Please select only one item

- ☐ Completely agree
- ☐ Partly agree
- ☐ Neither agree or disagree
- ☐ Partly disagree
- ☐ Completely disagree

Views on the proposed Scheme - Traffic Calming

9 To what extent do you agree or disagree that the following traffic calming measures will deliver the intended benefits?

i) Refuge Island to calm traffic at the southern end of Bermuda Road.

More Information

A series of refuge islands are proposed at the Southern end of Bermuda Road with associated lining and signing to slow vehicles.

The traffic calming measures will comprise of a standard central island measuring 1.2m in width and 3.8m in length. The aim of the central island is to slightly narrow the carriageway lanes encouraging drivers to slow down in that area as they pass. As a driver approaches, they will be guided through the traffic calming measure by use of hatched white lining and appropriate signing, such as the provision of an illuminated 'Keep Left Sign'.

Intended Benefit

To control the speed of traffic to improve road safety.

Please select only one item

- ☐ Completely agree
- ☐ Partly agree
- ☐ Neither agree or disagree
- ☐ Partly disagree
- ☐ Completely disagree

ii) Refuge Island to calm traffic on The Bridleway.

More Information

A series of refuge islands are proposed along The Bridleway with associated lining and signing to slow vehicles.

The traffic calming measures will comprise of a standard central island measuring 1.2m in width and 3.8m in length. The aim of the central island is to slightly narrow the carriageway lanes encouraging drivers to slow down in that area as they pass. As a driver approaches, they will be guided through the traffic calming measure by use of hatched white lining and appropriate signing, such as the provision of an illuminated 'Keep Left Sign'.

Intended Benefit

To control the speed of traffic to improve road safety.

Please select only one item

- ☐ Completely agree
- ☐ Partly agree
- ☐ Neither agree or disagree
- ☐ Partly disagree
- ☐ Completely disagree

iii) Refuge Islands to calm traffic at the northern end of St Georges Way.

More Information

A series of refuge islands are proposed at the Southern end of Bermuda Road with associated lining and signing to slow vehicles.

The traffic calming measures will comprise of a standard central island measuring 1.2m in width and 3.8m in length. The aim of the central island is to slightly narrow the carriageway lanes encouraging drivers to slow down in that area as they pass. As a driver approaches, they will be guided through the traffic calming measure by use of hatched white lining and appropriate signing, such as the provision of an illuminated 'Keep Left Sign'.

Intended Benefit

To control the speed of traffic to improve road safety.

Please select only one item

- ☐ Completely agree
- ☐ Partly agree
- ☐ Neither agree or disagree
- ☐ Partly disagree
- ☐ Completely disagree

Views on the proposed Scheme - Public Transport

10 To what extent do you agree or disagree that the following designs will deliver the intended public transport benefits?

i) Bermuda Park Station.

More Information

The Scheme will create an additional highway link to Bermuda Park Station.

A shared pedestrian / cycle path is proposed to the north and south of Bermuda Rail station. This will tie into the existing footway outside the station, creating a link between Griff Roundabout and the cycleway at Barlings Way using the northern side of the refurbished Bermuda Bridge.

The on-street car parking, existing retaining wall and footway adjacent to the Rail Station will remain as per the existing provision.

Intended Benefit

Improve road access to Bermuda Park Station, which will soon be served by more frequent trains to Coventry.

Please select only one item

- ☐ Completely agree
- ☐ Partly agree
- ☐ Neither agree or disagree
- ☐ Partly disagree
- ☐ Completely disagree

ii) Bus Lay-by area on The Bridleway.

More Information

The existing bus lay-by/turning bay will be reconfigured into a bus stop lay-by on the northern side of the carriageway. A Disability Discrimination Act (DDA) compliant boarding point will be provided, with the provision of a 3m footway immediately in the vicinity of the bus stop for users waiting to board/alight buses.

Intended Benefit

Improved access for bus users.

Please select only one item

- ☐ Completely agree
- ☐ Partly agree
- ☐ Neither agree or disagree
- ☐ Partly disagree
- ☐ Completely disagree

Views on the proposed Scheme - Pedestrians and Cycles

11 To what extent do you agree or disagree with the following pedestrian and cycling related designs?

i) Shared pedestrian and cycle crossing point on Bermuda Road.

More Information

An uncontrolled crossing will be provided on Bermuda Road adjacent to the Bermuda Road/Bridleway junction and across from the current cycleway on Harefield Lane. The pedestrian crossing measuring 2m in depth and 7m in width (accommodating a 4m wide crossing point for pedestrians) will also form part of the traffic calming measures along the route. As a driver approaches, they will be guided through the traffic calming measure by use of hatched white lining and appropriate signing.

Intended Benefit

Better access to the Bermuda Village residential area.

Please select only one item

- ☐ Completely agree
- ☐ Partly agree
- ☐ Neither agree or disagree
- ☐ Partly disagree
- ☐ Completely disagree

ii) Pedestrian footway on The Bridleway.

More Information

A new 2m wide footway will be provided on either side of the carriageway along The Bridleway. To accommodate pedestrian movements, an uncontrolled crossing will be provided to connect the southern and northern sides of the carriageway adjacent to the junctions with Barling Way and the Templar Drive.

Intended Benefit

Better pedestrian access to the Bermuda residential area.

Please select only one item

- ☐ Completely agree
- ☐ Partly agree
- ☐ Neither agree or disagree
- ☐ Partly disagree
- ☐ Completely disagree

iii) New shared pedestrian and cycle path.

More Information

The new shared pedestrian / cycle path will be located on the northern side of the carriageway between the Existing Shared Pedestrian / Cycle Path leading up to Barling Way - The Bridleway - Bermuda Bridge.

On the other side of Bermuda Bridge the new shared pedestrian / cycle path will then run along the eastern side of St Georges Way ending at the junction with Griff Roundabout.

There will also be provision of a footway on the southern side of the carriageway on Bermuda Bridge that can accommodate pedestrian movements.

Intended Benefit

Better pedestrian and cycle access between the Bermuda residential area and Bermuda Park Railway Station.

Please select only one item

- ☐ Completely agree
- ☐ Partly agree
- ☐ Neither agree or disagree
- ☐ Partly disagree
- ☐ Completely disagree

Views on the proposed Scheme - Comments

12 We welcome further comments on the proposed scheme design. Please use the space below. Please use the space below. If you wish to continue on separate paper please clearly indicate this question number.

Equalities Monitoring

Warwickshire County Council is committed to promoting and achieving equality and fairness for all. The information requested below helps us monitor and understand the profile of our customers, staff and members. It is confidential and anonymous, and it cannot be attributed back to you.

Under the Public Sector Equality Duty section of the Equality Act 2010, we have a legal duty to understand the communities we serve, our customer profile and the profile of our staff and members. This Duty can only be met by effective monitoring of the protected characteristics as identified in the Equality Act 2010.

13 What is your gender identity? Please tick box

Please select only one item

- ☐ Male (including trans man)
- ☐ Female (including trans woman)
- ☐ Other including non-binary
- ☐ Prefer not to answer

14 How old are you? Please tick box

Please select only one item

- ☐ Under 18
- ☐ 18 – 29
- ☐ 30 – 44
- ☐ 45 – 59
- ☐ 60 – 74
- ☐ 75 +
- ☐ Prefer not to answer

15 Do you have a long standing illness or disability? (physical or mental impairment that has a 'substantial' and 'long-term' negative effect on your ability to do normal daily activities)?

Please select only one item

- ☐ Yes
- ☐ No
- ☐ Prefer not to answer

16 What is your ethnicity?

Please select only one item

- | | |
|--|---|
| <input type="radio"/> White – English/ Welsh/ Scottish/ Northern Irish / British | <input type="radio"/> Asian or Asian British - Pakistani |
| <input type="radio"/> White - Irish | <input type="radio"/> Asian or Asian British - Bangladeshi |
| <input type="radio"/> White – Gypsy or Irish Traveller | <input type="radio"/> Asian or Asian British - Chinese |
| <input type="radio"/> White - Any other background please specify | <input type="radio"/> Asian or Asian British - Indian |
| <input type="radio"/> Mixed - White and Black Caribbean | <input type="radio"/> Asian or Asian British Any other background |
| <input type="radio"/> Mixed - White and Black African | <input type="radio"/> Black or Black British - African Black or Black British - Caribbean |
| <input type="radio"/> Mixed - White and Asian | <input type="radio"/> Black or Black British - Any other background |
| <input type="radio"/> Mixed - Any other mixed background | <input type="radio"/> Any other Ethnic group (Please specify below) |
| <input type="radio"/> Arabic | |
| <input type="radio"/> Prefer not to answer | |

17 What is your religion?

Please select only one item

- ☐ Buddhist
- ☐ Christian
- ☐ Jewish
- ☐ Muslim
- ☐ Hindu
- ☐ Sikh
- ☐ None
- ☐ Other (Please specify below)
- ☐ Prefer not to answer

18 Do you consider yourself to be...

Please select only one item

- ☐ Heterosexual or straight
- ☐ Gay or lesbian
- ☐ Bisexual
- ☐ Other
- ☐ Prefer not to say

Appendix C

WARWICKSHIRE COUNTY COUNCIL
BERMUDA CONNECTION
CONSULTATION
RESEARCH REPORT
JUNE 2018

Osiris Research Team

Osiris MR Ltd

22.06.2018

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1. Introduction and Methodology

Warwickshire County Council undertook a consultation with residents relating to the re-opening of the Bermuda Road Bridge to motorised traffic as a means of relieving congestion around Nuneaton. This consultation included two open ended questions:

Q8. We welcome further comments on the proposed new highway link across Bermuda Bridge. Please use the space below. - Comments on the proposed new road link

Q20. We welcome further comments on the proposed scheme design. Please use the space below. - Comments on the Scheme design

The questions were analysed in isolation from each other. Some respondents simply copied the same comments into each question response and these have been included in each questions analysis. Where respondents have stated in Q20 that they have already responded in Q8, these comments have not been duplicated. The responses to both questions have a high degree of crossover as many respondents do not recognise the subtle difference in the question phrasing. It may be worth considering the scripting of one question in future consultations or rephrasing to clearly distinguish the scope of the response required.

In analysing the responses it is worth noting that there is a wide variation in the size of responses from a few words through to lengthy and highly articulated comments. The depth of knowledge evidenced in some of the more detailed responses and the respondents statement of their expertise in highways and infrastructure has led to quotations of highways regulations and comments on incorrect application of the correct standards by Warwickshire County Council. This report is not stating the validity of these comments, but merely highlighting the opinion of those respondents.

All comments have been categorised into coded themes. While the comment may not state the theme verbatim, the essence of the comment will relate to that topic. These coded themes are then reported for each question separately in a table sorted by those stated by the highest number of respondents down to the lowest incidence. Some topics will have very few responses but will still be included for completeness. Sometimes we find that although only one person has highlighted a particular issue, the importance of that issue can be key to the considerations of the client.

Following the overall evaluation of each questions responses, the topics have then been subdivided into “Comments in support of the proposal”, “Comments in opposition to the proposal” and “General suggestions for improvement of the scheme”. These are listed in order of incidence and supported by quotations to further inform the client.

This report is accompanied by a full dataset of the coding applied which have been attributed to each respondent’s “Response ID”. This allows the coded comments to be cross tabulated against any of the quantitative responses. Cross tabulation of these responses is outside of the remit of this report.

2. Research Findings

Q8 Overview

Q8. We welcome further comments on the proposed new highway link across Bermuda Bridge. Please use the space below. - Comments on the proposed new road link

| Coded Response | Number | % |
|--|--------|-------|
| Opening Bermuda Bridge will just move traffic issues to another area | 133 | 39.9% |
| Plan is unfair on local residents who will suffer increased traffic noise, pollution and decreased house values and negatively impact on a quiet residential neighbourhood | 108 | 32.4% |
| No comment made | 95 | 28.5% |
| Proposed plan is not safe and will lead to accidents / safety concerns | 95 | 28.5% |
| Needs an island or traffic lights to equalise the priority of traffic using the Bermuda Road/ Heath End Road junction? / Other road changes suggested | 90 | 27.0% |
| Oppose the opening of the bridge / reconsider proposal | 84 | 25.2% |
| You don't know what you are doing / poor traffic management plans / need longer term sustainable plan | 63 | 18.9% |
| Will adversely affect the current safe route for walking and cycling along the A444 | 50 | 15.0% |
| Will cost too much / waste money | 47 | 14.1% |
| An effective plan in Bermuda has been put forward by Warwickshire County Council | 45 | 13.5% |
| Traffic in Nuneaton causing too many delays / unsustainable | 44 | 13.2% |
| Will create additional HGV traffic over Bermuda Bridge / HGV access issues | 42 | 12.6% |
| Opening up roads will help with traffic congestion | 36 | 10.8% |
| Additional parking issues | 36 | 10.8% |
| Documents are not clear enough / text is too small / ineffective assessment report / poor consultation | 35 | 10.5% |
| Removing elements of the plan will make it ineffective | 32 | 9.6% |
| Needs to incorporate traffic calming measure to reduce speeding | 32 | 9.6% |
| New house building in the area will increase congestion further | 24 | 7.2% |
| Open Bermuda Bridge soon / no more waiting | 20 | 6.0% |
| Will cause too much disruption | 20 | 6.0% |
| Will help reduce journey times | 17 | 5.1% |
| Needed to ensure that emergency vehicles can have better access on the A444 / George Eliot Hospital | 10 | 3.0% |
| Council / Local Enterprise Partnership (LEP) have hidden agenda | 9 | 2.7% |
| You need to remove the potholes on Bermuda Road / who pays for road repairs? | 8 | 2.4% |
| Should consider incorporating a cycle route as part of the plan | 7 | 2.1% |

| Coded Response continued... | Number | % |
|---|------------|----------------|
| Consider the effect of increased school run traffic as parents concerned about heavier traffic will drop children off by car | 7 | 2.1% |
| Only helps those travelling from the Bedworth/M6 area to Nuneaton, West Nuneaton, Arbury, Stockingford area | 5 | 1.5% |
| May help encourage use of public transport | 5 | 1.5% |
| Opposed the original plan | 5 | 1.5% |
| Rail use is not reliant on this proposal | 4 | 1.2% |
| Concern about the effect on wildlife / conservation | 4 | 1.2% |
| Being done for business not for local residents | 4 | 1.2% |
| Would have an adverse commercial effect on our company / consider relocation / employment issues | 4 | 1.2% |
| The residents of Shillingstone Drive and its sub-roads could control access to prevent this project going ahead / Legal challenge | 2 | 0.6% |
| When will the Bermuda Park and Ride open? | 2 | 0.6% |
| The bridge looks unstable / will require upgrading | 2 | 0.6% |
| Destruction of heritage | 1 | 0.3% |
| Local councillor has blocked this change | 1 | 0.3% |
| Total | 333 | 100.0 % |

Further analysis shows that those who were opposed to the proposal (see table below) provided a much higher proportion of open ended comments for Q8.

Comments for Q8 by response to Q7. Please select the statement below which best suits how you feel about the proposed new highway link (road, pedestrian path and cycle path) across Bermuda Bridge? - Views on proposed new highway link?

| Response | Comment | No comment | Total | % Comments |
|--|------------|------------|------------|------------|
| I completely support the proposal | 48 | 51 | 99 | 48% |
| I do not support the proposal | 171 | 40 | 211 | 81% |
| I don't know whether I support the proposal or not | 2 | 1 | 3 | 67% |
| I support some parts but not others | 17 | 2 | 19 | 89% |
| Not Answered | 0 | 1 | 1 | 0% |
| Total | 238 | 95 | 333 | 71% |

The highest proportion objected to the plans as they thought that opening the new highway link road would just move traffic issues from one area to another (nearly 40% of all responses). Another key concern was that it would be unfair on local residents who would be exposed to higher traffic volumes, noise and pollution in what was a quiet neighbourhood which would affect their property values (32.4% of all responses). Interestingly, 70 (65%) of these respondents stated that they live in Bermuda. 6% felt that opening the route would simply cause too much disruption.

Safety was a concern for 28.5% of respondents who felt that these plans were likely to lead to accidents due to increased traffic volumes and speeding vehicles. This was closely linked to the need to apply better traffic calming measures and the view that some safety aspects which were in the original proposal had now been removed. Almost one third (27%) of respondents suggested that additional traffic lights, islands or reworking of the route would enable better traffic flow.

A quarter of respondents were simply opposed the opening of the new highway link road and asked Warwickshire County Council to reconsider their plans. Nearly 19% questioned the council's logic in opening the new highway link road and suggested that there were better options available in the long term which require a more strategic approach. Over 10% felt that the consultation documents were inadequate or lacked the clarity to support the case for opening this new route. Some felt that the council had not considered the impact of new house building in the area and that areas identified in the council's documents for industrial use had now been approved for house building.

The safety of walkers and cyclists, if the road was reopened, concerned 15% of respondents. Over 14% were concerned about the financial aspects of the plan and value for money.

The proposed plans put forward provided an effective solution to the congestion problems in the area according to 13.5% of those who responded. Many respondents also thought that the current levels of congestion in Nuneaton are causing too many delays and are not sustainable. Over 10% felt that opening up any new routes would help with traffic congestion. Some wanted the council to go ahead as soon as possible on these plans which would help to reduce journey times.

Over 12% felt that the additional HGV traffic taking this route would create additional issues such as safety concerns from these large vehicles and additional wear on the roads.

Additional parking issues were highlighted by over 10% of respondents with concerns that some residents would be left with nowhere to park and that the removal of parked cars would widen the carriageway and encourage speeding. Some were concerned about sufficient parking at the hospital particularly for those that work there.

Q8 Comments in support of the proposal

An effective plan in Bermuda has been put forward by Warwickshire County Council – 45 comments (13.5%)

Comments stating that the proposed plan is effective in reducing congestion around Nuneaton. Examples of this comment are:

“At present, the traffic situation in Nuneaton is unsustainable. People travelling to and from Coventry from West Nuneaton spend an unreasonable amount of time sitting in traffic. The Council has put together a comprehensive plan to address this and the Bermuda link road is an important part of it.”

“If it makes the congestion less this sounds like a good scheme.”

“Congestion has got to be eased and I feel this is a sensible way of going about it.”

“The traffic on the A444, at the Bull Ring and on Heath End Road is chaotic and unacceptable. The Bermuda bridge is an obvious answer to the problem as it already a structure that can be utilised to help the congestion problem. Many heavy lorries will be able to access the industrial units on Tenlons Road from the Griff traffic island especially from the M6, Bedworth, Coventry and wider locations and the same applies when they exit, thus moving the heavy traffic off the above mentioned roads. Lorries can also access the west side of Nuneaton, once again reducing the congestion elsewhere. I firmly believe this project would be extremely valuable with respect to travel time and less pollution on the existing roads.”

Traffic in Nuneaton causing too many delays / unsustainable – 44 comments (13.2%)

Comments stating that there is a high level of congestion in Nuneaton which is causing an unacceptable level of delays. Examples of this comment are:

“I don't drive - would rather drive out of Nuneaton to shop than try and get into Nuneaton. I won't even use the bus to get to work, because you will always be late - sometimes it takes me as long to get the bus as it is to walk. At the minute all the traffic seems to be forced into one or two roads - any extra roads will help.”

“Anyone who has to queue along Heathend Road daily to get to work should surely support this scheme, the queues are only set to increase with the addition of more traffic from the new houses being built on the wharf site on Henry Street.”

“Much needed infrastructure improvement. Currently traffic levels extremely high. Takes over 30 minutes at peak times to get between Bermuda Park and Middlesmarch School.”

Opening up roads will help with traffic congestion – 36 comments (10.8%)

Simply stating that any additional roads being available and opened up for use would help reduce congestion. Examples of this comment are:

“Any increase in the number of useable roads around Nuneaton will alleviate some of the congestion”

“The College street island is unable to cope with the amount of traffic that is forced on to it to enter West Nuneaton. If approaching from Coventry or the M6 it is the only way of accessing West Nuneaton without traveling through the town centre. By opening this bridge it will greatly alleviate congestion for the town centre and Heath end road, as well as providing easier access to George Eliot hospital.”

“We need more roads to accommodate all the new houses that are bringing more people. You can’t get to town from one side to the other in a reasonable time from Stockingford area every journey is a nightmare. It is absolutely ridiculous how long it takes to get anywhere. I can get round Cov quicker then getting through Nuneaton. No wonder the town is suffering when it’s quicker to get to Atherstone and Bedworth by going through the lanes. By opening a way through Bermuda traffic can get to the A444 bypassing the jammed Greenmore Road, hospital, and A444 roundabouts.”

Open Bermuda Bridge soon / no more waiting – 20 comments (6.0%)

These comments simply request that the council opens the bridge as soon as possible. Examples of this comment are:

“Still not sure why it takes three years of consultation to open a bridge.”

“Can’t happen soon enough, we need this in my opinion.”

“I hope this project is supported and is built as quickly as possible.”

Will help reduce journey times – 17 comments (5.1%)

A statement from respondents that the scheme would help to reduce the time taken to travel locally. Examples of this comment are:

“It takes me twice as long to travel from Griff Island to Coton Arches than it does from the other side of Coventry! It’s the same anytime between 4-6:30pm.”

“On many occasions I have been stuck for 30-60 mins trying to get along the A444 to reach the island just past the hospital in order to head towards heath end road and Arbury road.”

Needed to ensure that emergency vehicles can have better access on the A444 / to George Eliot Hospital – 10 comments (3.0%)

Respondents expressed concern that ambulances in particular have difficulty getting patients to the hospital due to heavy congestion on the A444. They felt this scheme would help reduce this issue. Examples of this comment are:

“This bridge will release so much traffic from the George Eliot hospital area helping reduce traffic and more importantly reducing the time of ambulances getting to A&E and increasing safety for those paramedics dealing with the heavy traffic conditions.”

“I have seen many emergency vehicles stuck in the heavy traffic and this should not be the case as the A444 is a main route to the George Eliot Hospital.”

May help encourage use of public transport – 5 comments (1.5%)

People felt that the opening of this route would enable people to have better access to the train station and buses. Examples of this comment are:

“May help encourage use of Bermuda rail.”

“The Estate of Arbury has always starved the road network of improvements, ignored as an easy option was always the way forward Bermuda rail station good/ Stockingford station is a must. Proposal is a MUST.”

Q8 Comments in opposition to the proposal

Opening Bermuda Bridge will just move traffic issues to another area – 133 comments (39.9%)

Comments stating that there is nothing to be gained by the scheme as it just moves the congestion to a different place. Examples of this comment are:

“All opening the bridge will do is create a further 'rat run' to divert traffic, and ultimately create the same issues as currently experienced.”

“I completely believe the scheme will purely open the road and area as a “rat run” for people avoiding the congestion at rush hour on the A444 and will cause chokepoints at other road junctions and just transfer the problem”

“If opened to all traffic the new link will add to traffic routing though the borough and have an overall negative impact.”

Plan is unfair on local residents who will suffer increased traffic noise, pollution and decreased house values and negatively impact on a quiet residential neighbourhood – 108 comments (32.4%)

These comments relate to the negative effect that a higher volume of traffic will have on the existing quiet residential community along the route. Examples of this comment are:

“I also think it is hugely unfair on local residents who have lived in the community for many years to have to suffer increased noise/pollution and decreased house values.”

“It is highly populated area, it can affect the safety of the children, environment, peaceful living of people.”

“Traffic, noise and pollution increases. Lack of safe crossing points for the many residents, cyclists and foot commuters that cross Bermuda Road.”

Proposed plan is not safe and will lead to accidents / safety concerns – 95 comments (28.5%)

Respondents showed concern that the increased traffic would lead to a higher incidence of accidents and that the safety aspects of the proposal are not sufficient. Examples of this comment are:

“The proposed plan is now untenable owing to the following reasons: All safety measures have been removed putting lives at risk from increased speeds and amount of traffic, there are no longer any proposed safe crossing areas for the many children, residents and workers that walk along the proposed route.”

“There is no way the cheaper option now proposed is a safe option, let alone an answer. I believe there will be a serious accident, and only then will the poorly planned route be flagged as a huge error.”

“It's a residential area and lots of children play around the area the road is bad enough as it is with cars speeding up and down. I don't know how there hasn't been a fatal accident so I dread to think what it will be like if the bridge is opened.”

Oppose the opening of the bridge / reconsider proposal – 84 comments (25.2%)

Straightforward statements of opposition to the plan were made together with requests to reconsider and reject the plans. Examples of this comment are:

“The scheme has always been and always will be a waste of time.”

“I would ask that the council reconsider this decision, and the impact that it will have on traffic flow along both the New route and existing roads.”

“I feel that this scheme is totally inadequate and will not help ease any traffic from Stockingford”

“I strongly oppose this proposal.”

You don't know what you are doing / poor traffic management plans / need longer term sustainable plan – 63 comments (18.9%)

These comments relate to a lack of confidence in the council's plans and competency. Examples of this comment are:

“I don't how you can live with yourselves. Paint yourselves as hero's when you know you are doing a very bad job. Nothing in this scheme is something to be proud of. A 3rd world country can do a better job at fixing traffic issues in this town.”

“Warwickshire county council have spend millions on roads in Nuneaton. Not 1 has improved roads.”

“I think it will be a pointless exercise that will have a large impact on the people of Bermuda and for what small difference if any it will make to the congestion is questionable! It would be better to bring a Road out up by Arbury Hall as at least that way you would actually remove excess traffic from Nuneaton A444 but the current plan is on about causing major pollution, putting more people's lives at risk and causing major traffic jams on Bermuda Road. This is a totally pointless waste of money as the project will not make any improvements at all to the current traffic situation. You need to take the traffic from the A444 to the other side past Bermuda Road not through it. How any developers can think this is a safe and money worthy offer beggars belief, it needs a total rethink and the local people need to be listened to more as they have to live there not the developer or the council.”

Will adversely affect the current safe route for walking and cycling along the A444 – 50 comments (15.0%)

Respondents felt that the increased traffic from this proposed link road would make walking and cycling less safe. Examples of this comment are:

“At present, whilst it's not entirely suitable, the Bermuda bridge across the A444 provides a safe route for walking and cycling. This will obviously be diminished should it be opened up to motor traffic.”

“At present this is a quiet area suitable for walking dogs. This will not be the case after the changes.”

“I'm also particularly concerned that it will make Bermuda Road more hazardous for cyclists and other vulnerable road users and discourage the many people who cycle to and from Bermuda Park using the existing cycle infrastructure.”

Will cost too much / waste money – 47 comments (14.1%)

A range of comments critical of the financial aspects of the scheme were made. Some related to the size of the overall budget while others criticised the perceived poor value for money. Examples of this comment are:

“This is a totally pointless waste of money as the project will not make any improvements at all to the current traffic situation.”

“The scheme would appear to me to be expensive, and a complete waste of funds. The funds would be better spent entirely on improving the A444 corridor itself e.g. at College Street and Coton Arches.”

“As someone who regularly sits in traffic all over the country with my job i still don’t understand how you think this is a good thing to spend millions and millions of pounds on.”

“The scheme is an accident waiting to happen. It is ill thought out and the millions of pounds would be better invested in a more suitable and properly sustainable project to divert through traffic around Nuneaton I stead of through it.”

Will create additional HGV traffic over Bermuda Bridge / HGV access issues – 42 comments (12.6%)

There were concerns about the heavy goods vehicles using this route. Some were related to safety and pollution with others concerned about the effect on the road surface and the suitability of the bridge to take such loads. Examples of this comment are:

“There are two industrial estates in Bermuda road and Tenlons Road, and Hermes have a parcel depot, all the lorries would use the bridge instead of heath end road.”

“I don’t think the roads Bermuda side of the bridge are suitable to support move heavy vehicles,”

“The large articulated lorries currently turning into and out of Bermuda road from Heath End Road all ready have to mount the footpath do you really think that if lorry drivers coming form say Galley Common will not try to access the Bermuda Bridge to prevent going through town they won’t?”

“Pollution added to already busy road with over 200 trucks per day pumping out particulates and NOx which cause breathing issues for my asthmatic wife. Noise, already have truck’s through the night, this will add to the problems. Vibrations will damage my property which is not built to withstand such volumes of traffic.”

Additional parking issues – 36 comments (10.8%)

There were concerns relating to the proposed “yellow lining” of the road and the effect it would have on residents being able to park. There were also concerns about inadequate parking in the locality including parking for hospital staff and visitors. Examples of this comment are:

“From the other side of the bridge the biggest problem was cars. It was 11:30am, there were numerous cars (lots of) parked in various roads including the housing estates, some obviously using the Pheonix Centre. Where are these going to go, obviously the car park at the centre is not big enough. Double yellow lining is not going to help the centre, cars will then park in a Bermuda village and surrounding housing estates.”

"I use the bridge every day twice a day to get to all saints school from the Bermuda flowers estate. The parking by hospital staff on the bridleway makes pram access extremely difficult. I hope that the scheme has really good pedestrian access and deals with parking issues for residents."

"As Heath End Road nears its junction at Arbury Road and Croft Road the physical limitations become even more pronounced. Only by parking partly on the footpaths can local residents operate a car or other vehicle."

Documents are not clear enough / text is too small / ineffective assessment report / poor consultation – 35 comments (10.5%)

There was some criticism of the consultation process and the documentation provided with the consultation, particularly in terms of impact and assessment reports where it was felt by some that further information was required. Many residents did not receive the booklet and don't have online access. No public meetings were held and local residents felt disregarded. Examples of this comment are:

"It would have helped if the marker for Bermuda Bridge was on my map. I did not fully understand the map it could have been better just showing the changes and how the roads will link in in a larger format, Although I have reading glasses the writing was too small for me to read. If it makes the congestion less this sounds like a good scheme."

"Having only received the paperwork within the last 2 weeks (I had to request it!) - despite living in Tenlons Road, one of the roads affected. I must respond to the issues raised in the Road Safety Audit. I have been in support of this project to open up the bridge since the start. BUT I must now withdraw support as a result of the revised proposals."

"I asked for a FOI on the visibility drawings and stopping distance calculations for the vertical alignment and a record of any departure from wcc standards. This was withheld by wcc due to it being material which is still in the course of completion and part of a technical approval review. I feel that this is unfair to the public to open a consultation when not all of the information is available for us to consider. Therefore I oppose the Bermuda Connection proposal until ALL information is made available to residents in order to conduct a fair, honest and open consultation."

Removing elements of the plan will make it ineffective – 32 comments (9.6%)

There were concerns that removing some of the features of the original plan make the proposal less safe or effective. The removal of safety based changes to the road layouts were seen by some as cost cutting. Examples of this comment are:

"The changes that have been made make the proposal dangerous and unsuitable. It is only considering motorised traffic. It will extremely dangerous for cyclists and pedestrians. The narrowing of pavements, lack of traffic lights at Heath End Road junction are just two of the changes that are very detrimental. The whole scheme will take traffic closer to homes."

"The proposal was a bad enough one for the local area as it was. It is even worse, now. The removal of traffic lights at the Bermuda and Heath End Road junction is going to be catastrophic."

"The new highway link is dangerous for all concerned and unsafe. It entices drivers to gain speeds down the straight road that is Bermuda Road as there are NO traffic calming measure for the first half a mile of straight road - and will double yellow lines, this provides a haven for speeding. There are no

safe crossing points on either Tenlons Road, Bermuda Road or Cornish Crescent. There is no concern for residents reversing from driveways onto Bermuda road - nor the safety aspect of reversing into busy, speeding traffic. There is no provision for parking of the 20 or so vehicles which currently park on Tenlons Road on a weekday basis. Will the double yellow lines be patrolled by traffic wardens to ensure compliance? If there is no plan for this then that makes the scheme even more unsafe."

New house building in the area will increase congestion further – 24 comments (7.2%)

There were concerns that the scheme does not take into account the planned new housing estates which will further increase congestion to the area. Examples of this comment are:

"With all the land being used to build houses then there must be some that can be used to build a road? Instead of putting strain on those already living there. That way people moving to these new estates will know no different if the road is already there."

"We need more more roads to accommodate all the new houses that are bringing more people."

"The new development should have been put in place before the new houses were built. Infrastructure should come first."

"Really disappointing that this scheme is being used to prepare the way for more housing in Stockingford, regardless of the negative impact on the local community."

Will cause too much disruption – 20 comments (6%)

There were some general comments about additional disruption to the local area. These are mainly concerned with higher volumes of traffic and congestion. Examples of this comment are:

"Expensive, disruptive, very little gains."

"The traffic that will pass through Bermuda Road will cause more problems than it solves."

"This proposal will bring dangerous amounts of traffic to a quiet residential area."

Council / Local Enterprise Partnership (LEP) have hidden agenda – 9 comments (2.7%)

Some respondents accused the council or the LEP of having a hidden agenda to free up land for commercial purposes. Examples of this comment are:

"Looking at your plans, I can see once the bridge is opened we become a red route with traffic increasing at peak times, causing an increase in noise and pollution and access and egress from Rider Close, it may well benefit other people but not those the area putting profit before people's health to make the route from the motorways to MIRA and other networks easier the LEP and the council I believe have hidden agendas."

"The people making these decisions don't have this on their doorstep. I do!! We were told years ago that the bridleway bridge was a pedestrian bridge only and now it's suitable for vehicles. amazing how things change to suit the needs of the council."

Consider the effect of increased school run traffic as parents concerned about heavier traffic will drop children off by car – 7 comments (2.1%)

This is a concern that the heavier traffic generated will be seen by parents as a safety issue for their children walking to school. They will take them to school by car instead which will add to the congestion. Examples of this comment are:

“Children from Bermuda Village and the houses around there attending Croft Junior School or Glendale School walk along Bermuda road as do Pupils attending George Eliot School as well as those living in Stockingford, if there are more lorries more parents will feel they need to drive them further increasing the congestion along the Raywoods, Fairisle Drive and surrounding roads.”

“The increased traffic using nearby roads has safety implications as they are used as a walking route for children to and from local schools.”

“I am extremely worried about the amendments to this proposal. My three children all under 156 walk to school over this bridge, as do many other school children. I am astounded that not one crossing will be put in place across Bermuda Road. How on earth are adults meant to cross safely, nevermind children? If this bridge is opened as planned with no crossing in place the road will be an absolute deathtrap. There is no alternative route for my children to get to their schools. This really has not been thought through well at all.”

Only helps those travelling from the Bedworth/M6 area to Nuneaton, West Nuneaton, Arbury, Stockingford area - 5 comments (1.5%)

There are concerns that the scheme helps people from outside of the area to the detriment of those who live locally. Examples of this comment are:

“Could only help ease congestion for those travelling from the Bedworth/M6 area to Nuneaton, West Nuneaton, Arbury, Stockingford area.”

“It may well benefit other people but not those the area”

“The fact that this will only increase through traffic from the M6 to the A5 resulting in our area becoming a rat run for commuters just passing through.”

Opposed the original plan – 5 comments (1.5%)

Some stated that they had opposed the original plan which was rejected and that this plan is no better. Examples of this comment are:

“I replied to the consultation on the original proposed scheme and my views outlined then remain valid now.”

“I cannot understand how these changes will benefit anyone? The surveys performed for the initial consultation showed no significant benefits for the scheme, and this new plan has removed more safety needs!”

Q8 General suggestions for improvement of the scheme

Needs an island or traffic lights to equalise the priority of traffic using the Bermuda Road/ Heath End Road junction / Other road changes suggested – 95 comments (28.5%)

Suggestions were made for additional road changes including islands and traffic lights to help traffic flow and to slow speeding traffic. Examples of this comment are:

"I note that the revised plan does not include a roundabout at the junction with the Raywoods. I would ask that the council reconsider this decision, and the impact that it will have on traffic flow along both the New route and existing roads."

"By putting more traffic along Bermuda Road, I believe the Heath End Road/ Bermuda Road junction will become a bottleneck. Traffic turning right out of Bermuda Road will be continue to be delayed by vehicles on Heath End Road, thereby delaying traffic wishing to turn left into Heath End Road. Is the intention to route traffic that would turn left via Tenlons Road, so it joins Heath end Road at the junction controlled by traffic signals? If not, to minimise this affect, perhaps some form of traffic management (traffic signals or an island) would equalise the priority of traffic using the Bermuda Road/ Heath End Road junction?"

"Consider extending Hazell Rd to link it with New roundabout on A444 by KFC. Or any other method which do not deteriorate village environment enjoyed by residents."

"Better controls on the A444 would be a more suitable proposal to control traffic flow (slip road exit from hospital, better roundabout at the junction of Greenwood Road and the B4112 for examples as these are the causes of traffic build up."

Needs to incorporate traffic calming measures to reduce speeding – 32 comments (9.6%)

Respondents suggested that traffic calming measures would be needed to ensure that speeding is not an issue. Examples of this comment are:

"These roads are already dangerous with how some drivers already approach them! With little or no traffic control measures the access on/off Bermuda Road will be extremely difficult. The speed of the traffic will also increase with any removal of street parking."

"I don't feel safe crossing the road now due to all the lorries/cars and feel that it'll get worse without any additional crossings or speed bumps."

"Safety can be incorporated such as speed bumps or the methods to keep the area safe. The lorries leaving to join Heath End Road cause huge congestion and are causing issues for access to the local hospital and pollution issues in and around the local urban area."

You need to remove the potholes on Bermuda Road / who pays for road repairs? – 8 comments (2.4%)

There were concerns expressed about the existing quality of the road surface and potholes. Others questioned who will pay when more wear occurs from additional traffic. Examples of this comment are:

“The road is full of pot holes due to the heavy vehicles that travel up and down it daily.”

“The roads around Cornish Crescent, Bermuda Road and The Raywoods have recently been resurfaced due to the potholes. Potholes caused by heavy traffic.”

“Shillingstone will become a rat run, its not suitable accidents will happen with the tight bends and drivers will speed more. Its not a adopted road who will pay for repairs.”

Should consider incorporating a cycle route as part of the plan – 7 comments (2.1%)

There were suggestions for dedicated cycle routes to encourage cycling and to keep cyclists safe. Examples of this comment are:

“The cycling infrastructure is okay, but has gaps in it. There is no continuous cycle route that is sufficient to offset the loss of amenity of the existing quiet route.”

“This is an ideal opportunity to incorporate high standard cycle infrastructure, but little appears to be mentioned in the proposal. If this is not done, it is a missed opportunity to start seriously providing for active travel in such a way as is beginning to happen in locations around the country, and as is well established in the Netherlands.”

Q20 Overview

Q20. We welcome further comments on the proposed scheme design. Please use the space below. - Comments on the Scheme design

| Coded Response | Number | % |
|--|--------|-------|
| None | 140 | 42.0% |
| The plan is flawed and will not work / will just move the problem / oppose | 100 | 30.0% |
| Look at alternative traffic flows / road layouts | 62 | 18.6% |
| Consider the adverse impact / health impact on local residents | 61 | 18.3% |
| Needs speed enforcement / traffic calming / safety measures / controlled pedestrian crossings | 56 | 16.8% |
| May be used as a rat run / increased volume of traffic | 37 | 11.1% |
| There are things missing / inaccuracies in the plan / documentation / not following correct standards | 35 | 10.5% |
| Will just shift the problem to another area | 33 | 9.9% |
| Support it / get it done | 31 | 9.3% |
| Prioritise pedestrian / cycle access / cycle paths | 30 | 9.0% |
| Waste of money / doing things on the cheap | 29 | 8.7% |
| Need to consider parking access / resident and nurses parking schemes / effect of double yellow lines | 27 | 8.1% |
| Needed to relieve gridlocked town / roads | 22 | 6.6% |
| Concerns about HGV use | 21 | 6.3% |
| Scheme is merely a cut down version of the original proposals which were rejected | 18 | 5.4% |
| Pedestrians and cycles will have to share the same space in future which is dangerous to both | 16 | 4.8% |
| Consider the impact of additional house building in the area | 16 | 4.8% |
| Scheme will not deliver the intended public transport benefits | 16 | 4.8% |
| Redesign of roads needed / widening / lines of sight | 11 | 3.3% |
| Parking and speeding enforcement / traffic wardens needed | 10 | 3.0% |
| Will only be a stop gap measure | 9 | 2.7% |
| Driven by council desire to gain access to areas for redevelopment | 7 | 2.1% |
| Consultation has been poorly promoted / distributed | 7 | 2.1% |
| Reduces access to local amenities / community centre | 7 | 2.1% |
| Make the bridge for pedestrian and cycle use only / no motorbikes or motor vehicles | 6 | 1.8% |
| The bridge was not designed to hold 2 way traffic | 5 | 1.5% |
| The bridge was designed for farm traffic and does not have the strength to support HGVs and high volumes of cars | 5 | 1.5% |
| Would be beneficial in rush hour | 5 | 1.5% |
| Tick box exercise as decision has already been made / already voted against once | 5 | 1.5% |
| Using this bridge is long overdue / should have been opened years ago | 4 | 1.2% |
| Need better entrance / access to George Eliot Hospital | 4 | 1.2% |
| Would have an adverse commercial effect on our company / consider relocation / employment issues | 4 | 1.2% |
| Anything to improve disabled access is good | 3 | 0.9% |

| Coded Response continued... | Number | % |
|--|------------|---------------|
| Need better parking at Bermuda Station to improve usage | 3 | 0.9% |
| Vehicle access to the station would encourage use of cars / increase traffic | 3 | 0.9% |
| Some objections from locals are simply "Not in my back yard" | 3 | 0.9% |
| Bermuda Park Station does not have the demand to necessitate opening the bridge | 2 | 0.6% |
| Consider the detrimental effect on wildlife | 2 | 0.6% |
| Requested information withheld / not available yet | 2 | 0.6% |
| Bus layby needs to be designed so that cycles do not come into conflict with buses | 1 | 0.3% |
| Needed to encourage more use of public transport | 1 | 0.3% |
| Japanese Knotweed needs to be removed from the bridge | 1 | 0.3% |
| No commitment as yet from the bus operator to use the bridge | 1 | 0.3% |
| Provides better access to industrial units for HGV's | 1 | 0.3% |
| Restrict delivery times for the industrial estates | 1 | 0.3% |
| Provide better public transport | 1 | 0.3% |
| Will be increased crime as better access | 1 | 0.3% |
| Total | 333 | 100.0% |

Further analysis shows that those who were opposed to the proposal (see table below) provided a higher proportion of open ended comments for Q20.

Comments for Q20 by response to Q20. We welcome further comments on the proposed scheme design. Please use the space below. - Comments on the Scheme design

| Response | Comment | No comment | Total | % Comments |
|--|------------|------------|------------|------------|
| I completely support the proposal | 57 | 42 | 99 | 58% |
| I do not support the proposal | 138 | 73 | 211 | 65% |
| I don't know whether I support the proposal or not | 1 | 2 | 3 | 33% |
| I support some parts but not others | 12 | 7 | 19 | 63% |
| Not Answered | 0 | 1 | 1 | 0% |
| Total | 208 | 125 | 333 | 62% |

The highest proportion simply objected to the plan as they did not believe it would work or would just move the problem to another area (42% of all responses).

Over 18% felt that the council should look at alternative schemes or traffic flows and a further 18% thought the council should consider the detrimental effects (including health issues) to local residents from the likely increased traffic flow through Bermuda Road. 8.7% felt it was a waste of money or a cheap solution rather than the best solution.

Nearly 17% were concerned about safety aspects of the plan and suggested additional traffic calming and speed control measures together with safer (controlled) crossings. Over 11% were concerned with the increase in 'rat run' traffic and over 10% felt that there were missing elements in the documentation provided by the council.

The highest positive comment came from nearly 10% saying get it done and that they generally supported the proposals. A range of concerns including cycle paths, HGV usage, resident parking and speeding enforcement were raised.

Q20 Comments in support of the proposal

Support it / get it done – 31 comments (9.3%)

General comments stating support for the proposal. Examples of this comment are:

“I agree in general with all the proposed design”

“I welcome the scheme and hope it's introduced as quickly as possible without delay. The A444 bypass area has become ridiculously congested at peak times and I feel it sways people from using the area during the peaks. Sooner this is sorted the better.”

“Anything that will alleviate the horrendous traffic congestion on the A444 through to the College Street roundabout has to be welcomed. I'm afraid the plans will probably be rejected due to the objections by local residents, especially those affected by the plans in the Tenlons Road, Bermuda Road and Heath End Road area. The situation will only get worse with the Borough Council allowing the unplanned developments of new housing throughout Nuneaton, with all the traffic funnelled through the town centre. The town needs a by-pass on the East and West sides.”

Needed to relieve gridlocked town / roads – 22 comments (6.6%)

Respondents felt that it was necessary to reduce congestion. Examples of this comment are:

“Essential to release congestion in the area.”

“Please get this done. It is logical and makes sense for all of the people who have to queue every day down Heath End Road. I live in the area and this should relieve congestion and allow traffic to flow more freely. A sensible revision - I hope you can get this implemented.”

Would be beneficial in rush hour – 5 comments (1.5%)

Respondents felt that it was necessary to reduce congestion. Examples of this comment are:

“Anything to ease congestion would be beneficial around rush hour times!”

“This scheme has to happen, Nuneaton is an absolute chaotic traffic gridlocked town and it's only going to get worse with the approval of more and more housing developments. I do feel a little sorry for the residents on Bermuda road but I am also a resident in this area and we have to accept change to move forward!”

Q20 Comments in opposition to the proposal

The plan is flawed and will not work / will just move the problem / oppose – 100 comments (30.0%)

General comments against the proposal and saying that it will not work or will just move the congestion to another area. Examples of this comment are:

“As previous comments the scheme is flawed in its proposed form and it is just being used by the local council to progress a borough plan that is completely flawed and objected to particularly the Arbury estate proposals and this plan is just a way of gaining access to an area that shouldn't be developed on.”

“Opening up the bridge will hugely disrupt the residents of Bermuda Village and surrounding area. Traffic will only be calmed for the A444 but traffic will build through Bermuda village.”

“I understand the need for measures to be developed in order to deal with existing, and future, traffic needs but I feel that this scheme, as currently configured, will not meet those aims.”

“Do not proceed with this ridiculous scheme. Divert funds to somewhere important where a real difference can be done like knocking down Nuneaton Academy and building a school that is fit for purpose and employs qualified teachers how about that!”

Look at alternative traffic flows / road layouts – 62 comments (18.6%)

Respondents thought the council should look at alternative plans and traffic flows to provide a better long term solution such as a purpose built bypass. Examples of this comment are:

“Please invest in a purpose built scheme (Rugby get a new Bypass and Nuneaton has to make do with cheap fix with huge negative impacts which are not highlighted in this consultation material)”

“It needs more thought, as the traffic out of Bermuda Road is horrendous at most times, relying on courtesy of other drivers.”

“It should not go ahead, a new relief road should be put in place from the A444 to Heath End Road.”

“The main part of this scheme should be based on easing of traffic and that is what you should be concentrating on.”

Consider the adverse impact / health impact on local residents – 61 comments (18.3%)

Issues around the impact on residents and the health effect of additional vehicle pollution were raised. Examples of this comment are:

“As already stated Bermuda road is already an extremely busy road with people driving at dangerous speeds with no speed enforcement at all on the road...this will become a lot worse. Making it dangerous for locals and reducing quality of life due to the amount of traffic and the noise pollution.”

“The air quality will be reduced and noise levels increased thus affecting the health of residents along the proposed route of the scheme.”

“When air pollution is rising rapidly, why are you planning on making it so much worse for local residents, with a scheme that leads to queueing traffic - cars, motorbikes, vans, lorries - all with exhaust fumes churning out to make our air so much more polluted and causing breathing difficulties. PLEASE LISTEN TO WHAT WE, THE LOCAL PEOPLE ARE SAYING & STOP THIS SCHEME.”

May be used as a rat run / increased volume of traffic – 37 comments (11.1%)

Some people were concerned that new rat runs would develop as a result of this scheme and that there would be an increased volume of local traffic. Examples of this comment are:

“My main concern is speed and how to stop it being used as a rat run.”

“This scheme will not reduce traffic, instead it will create another area where traffic is congested. What essentially is a residential area will turn into a rat run.”

“I find it absurd how the council can even suggest running a main road through a quiet residential area!”

There are things missing / inaccuracies in the plan / documentation / not following correct standards – 35 comments (10.5%)

Comments were made suggesting that the full information was not available for residents to make an informed decision. There were also claims that the council were not applying the most appropriate regulations. Examples of this comment are:

“DDA was replaced by the Equality Act. Are your proposals in line with the new regulations?”

“I am disappointed that on this new map in the booklet, Rider Close is not even featured!!”

“Information provided is not impartial and only gives one point of view”

“You have failed to publish traffic assessment or air pollution impact.”

“Language used on the leaflet was poor. “Human health receptors” “nearby by sensitive receptors”. Just the sort of thing to impress who??”

“The public consultation material states that “The primary change to the scheme relates to a revision of the highway design standard applied for the scheme from DMRB to Manual for Streets II, which is the standard deemed more appropriate for 30mph urban roads, like those on the Bermuda link route”. What the consultation material does not say is that the use of Manual for Streets 2 is based on a series of principles. Unfortunately, these principles have not been followed in producing the Bermuda Connection proposal”

Will just shift the problem to another area – 33 comments (9.9%)

Respondents felt that the scheme would not solve the traffic issues but merely move them on to another area. Examples of this comment are:

“I am against the proposal to open the bridge, I believe it will not solve the traffic issue getting in and out of Nuneaton. But will just move the traffic jam from Heathend Road to Bermuda Road.”

“Will just move a problem from an existing main road route into residential communities”

"This has no benefit AT ALL! The revised scheme will not provide any benefit and will just MOVE traffic jams."

Waste of money / doing things on the cheap – 29 comments (8.7%)

There were comments related to the cost of the project and to aspects of the original proposal now being removed to save money, especially the safety considerations. Examples of this comment are:

"Absolute waste of money. Trying to do things on the cheap again !!"

"Dreadful design. This is a cobbled together proposal that will cause more problems than it solves. Abort now and stop wasting tax payers money on schemes that will negatively affect their lives."

"The scheme is dangerous and has only been resurrected now that you have saved money on the design, after removing all of the safety features."

Concerns about HGV use – 21 comments (6.3%)

There were concerns that a higher number of HGVs would be diverted down this route and that they would have difficulties manoeuvring and turning. Examples of this comment are:

"The scheme is ill thought out, on the cheap and will only succeed in moving congestion from a none residential bypass to a narrow already busy with trucks, residential road with no investment to ease pressure at the roads end."

"None of the proposed traffic calming measures will reduce car speeds at quieter times, as they must all accommodate large articulated goods vehicles - the RCI pallet wash operation which is in the middle of this scheme produces well over 100 such vehicle movements each day. This is currently the situation on Heath End Road, where the large vehicles have to slow considerably to pass the pedestrian refuges, whereas cars do not."

"I object because being a lorry driver myself the bridge will be used as a short cut for heavy vehicles."

"The bridge and the roads cannot support the number of vehicles which will allegedly use the road and the HGV lorries use bermuda road a lot at the moment and cause issues already with space and passing so with these added to the route aswell it will b even busier and cause more delays. If they use the bridge which they would no doubt get diverted down they would then get stuck and cause problems trying to reverse back over or worse damage houses or the many many people who cross the roads."

Scheme is merely a cut down version of the original proposals which were rejected – 18 comments (5.4%)

Comments related to the scheme being a re-work of the previous proposals which had already been rejected and did not see any merit in resurrecting them. Examples of this comment are:

"The scheme is little more than a cut back version of previous proposals. However, the only things cut back are the things that would truly mitigate the impact of said scheme on local people."

"The scheme is dangerous and has only been resurrected now that you have saved money on the design, after removing all of the safety features. Improve the a444 and stop putting industrial estates in residential areas."

“Although in the previous version of this scheme a mini-roundabout and some road widening was proposed for this junction I refer to the previous swept path analysis here as the junction width will now not be changed and will be retaining its original layout & width meaning drivers of large vehicles have even less room for manoeuvre than the previous proposed. We can therefore expect a less favourable outcome than previously which was bad enough.”

Pedestrians and cycles will have to share the same space in future which is dangerous to both – 16 comments (4.8%)

Respondents noted that the scheme includes areas of shared space for both cyclists and pedestrians rather than separate footpath and cycle lane which brings these users into an unsafe conflict.

Examples of this comment are:

“The bridge is currently used by pedestrian and cycle traffic - myself included. At present cyclists tend to use the road surface whilst pedestrians use the old pavement. A future shared surface will be more dangerous for both parties.”

“I have strongly disagreed with the cycle provision as shared paths in the manner that they currently exist around the UK are not fit for purpose. They introduce conflict with pedestrians, are generally not level (rising and falling for dropped kerbs, for example) and do not have priority over side and access roads. This has the effect of hindering cycle take up for those less confident to cycle on the road, and for those more confident they simply won't use the facility. A properly designed scheme that addresses these issues is required, and I refer you again to look at the Dutch for best-practices.”

“None of the pedestrian scheme's improve the lot of the pedestrian who will be expected to dodge bikes all the way.”

Scheme will not deliver the intended public transport benefits – 16 comments (4.8%)

There is a perception that the scheme will not encourage the use of public transport. Examples of this comment are:

“I have disagreed that the design will deliver the intended public transport benefits because it doesn't provide for best-standard active travel to the local rail station. The branch line provides rail links to Nuneaton town centre, Bedworth and Coventry, but these are nearby enough where if a local resident visiting any of these locations is already driving, they may as well complete their journey by car rather than park at the station to continue on by train.”

“It does not bring any measurable benefits to motorist and might even damage the prospect of the new train station as it might be cheaper in fuel to drive past it than stop park and catch a train”

Will only be a stop gap measure – 9 comments (2.7%)

There was a feeling that if the scheme is introduced it will soon become out of date due to new housing developments and traffic increases and that it is not a perceived long term solution.

Examples of this comment are:

“In my opinion this 'Bermuda Bridge' proposal should be treated as a 'stop gap' measure and NOT a cheaper alternative to the link road though Arbury Estate which is an essential for expanding traffic flows in the future, brought about by the proposal to build more housing estates in the Stockingford area.”

“This scheme is already over budget, even with these latest scaled back plans. It's clearly part of the plan to develop Arbury with housing so any time saving on journeys will be cancelled out by new housing developments.”

“PLEASE DO NOT PROCEED WITH THIS SCHEME. It is not suitable and unsustainable. We can do much better.”

Driven by council desire to gain access to areas for redevelopment – 7 comments (2.1%)

Some respondents felt that the scheme is motivated by a council initiative to redevelop areas which would be connected by the new road layout. Examples of this comment are:

“The scheme is flawed in its proposed form and it is just being used by the local council to progress a borough plan that is completely flawed and objected to particularly the Arbury estate proposals and this plan is just a way of gaining access to an area that shouldn't be developed on.”

“But no you want to build houses their and that's more important than the residents this effects. you will do want you want regardless of any objections from us.”

Consultation has been poorly promoted / distributed – 7 comments (2.1%)

There were complaints that the consultation had not been promoted widely and that some affected residents had not had information sent to them. Examples of this comment are:

“A lot of people haven't received the consultation or even been made aware of it.”

“Having only received the paperwork within the last 2 weeks (I had to request it!) - despite living in Tenlons Road, one of the roads affected.”

“If this e-mailed response fails to enter your system as I believe my first didn't, I will assume that there is a deliberate ploy in place to restrict e-mailed correspondence.”

Reduces access to local amenities / community centre – 7 comments (2.1%)

Respondents were concerned that the new scheme cuts the community in half and makes it difficult to access local facilities like the community centre. Examples of this comment are:

“Access to the community centre and children's play areas will be reduced, as trying to cross a busy main road with insufficient traffic control measures is unsafe.”

“It could be a living museum as life was once was cutting it in half is a stupid idea of someone who doesn't live around this area and has a one track mind going around Walshingham drive makes more sense as it's straight through to Top of Artury anyone with any brain could work that one out .”

“The scheme will lead to Community severance from the significant increase in the volume of traffic.”

Make the bridge for pedestrian and cycle use only / no motorbikes or motor vehicles - 6 comments (1.8%)

Some people thought that the bridge should be kept for cycle and pedestrian use only. Examples of this comment are:

“Bridge should only be for pedestrians and cycles... The use of motorbikes should be stopped also over the bridge as they cause nuisance.”

“The bridge should be used a safe pedestrian crossing across the A444 for residents. No traffic.”

The bridge was not designed to hold 2 way traffic – 5 comments (1.5%)

Comments were related to the original design of the bridge not being suitable for two-way traffic and doubts about its future suitability. Examples of this comment are:

“The bridge was never designed to hold 2 way traffic”

“The Bridge: The bridge was never designed to be used as part of the public highway.”

The bridge was designed for farm traffic and does not have the strength to support HGVs and high volumes of cars – 5 comments (1.5%)

Respondents stated that the bridge was originally built for farm traffic only and does not have the strength for high volumes of traffic. Examples of this comment are:

“It was built because the A444 dissected 2 parcels of land that then needed to be re-joined. There have been several attempts to open this bridge to the public highway & all have been unsuccessful due to the various reasons. I do not believe this time to be any different”

“it was built to supply a link between two pieces of farmland split by the building of the A444. A bridge for farm traffic does not have the strength to cope with HGVs and high volumes of cars.”

Tick box exercise as decision has already been made / already voted against once – 5 comments (1.5%)

Comments related to the project being a “done deal” with the consultation result already decided and that the original scheme had already been overthrown. Examples of this comment are:

“This is such a bad idea & the council have been pushing it for years, its almost like there’s been some underhanded deal to get it open already done & you are constantly trying to justify it.”

“This can hardly be called a consultation; just a tick box exercise.”

“Residents had already voted not to go ahead with the bridge so this consultation is a kick in the teeth for those living in the area and for people like myself who travels through the congestion.”

Q20 General suggestions for improvement of the scheme

Needs speed enforcement / traffic calming / safety measures / controlled pedestrian crossings – 56 comments (16.8%)

Suggestions were made to improve safety including additional traffic islands, traffic lights and controlled crossings. Examples of this comment are:

“Uncontrolled crossings are not acceptable. The shared use footway/cycleway will be relatively narrow and not safe so close to HGV traffic.”

“Bermuda road is already an extremely busy road with people driving at dangerous speeds with no speed enforcement at all on the road...this will become a lot worse. Making it dangerous for locals”

“No traffic calming or speed reduction measures on Bermuda Road / The Bridleway / Tenlons Road.”

Prioritise pedestrian / cycle access / cycle paths – 30 comments (9.0%)

The prioritisation of pedestrians and cyclists over motorised transport had been overlooked according to some respondents. Examples of this comment are:

“If there is more cycle paths and pedestrian routes more people will use them but if people don't feel safe they won't”

“I believe that with correct planning and safety infrastructure with cycle paths to encourage cycling this scheme is both viable, achievable and more than anything necessary for Nuneaton to continue to build and prosper.”

“Tenlons rd, heath end rd junction. Additional filter lane to turn right. I'm concerned for pedestrian safety in this area as it is a popular route for children. Adding a filter lane will result in the path narrowing and it's already narrow in places.”

“WCC & Atkins the designers have also noted that the bend on Tenlons road does not meet the required standards for visibility. The WCC/Atkins safety audit states: The achieved forward visibility at this location is 25m which is not in compliance with Manual for Streets. This against is on a well used walk to school route & on a junction from a residential estate. This shows scant regard for domestic traffic, pedestrians & cyclists alike.”

Need to consider parking access / resident and nurses parking schemes / effect of double yellow lines – 27 comments (8.1%)

There were concerns about the double yellow lining of the road restricting parking for residents together with issues around staff parking (and also visitors) at the hospital. There were requests for resident parking schemes and a concern expressed that the removal of parked cars on this route would encourage speeding. Examples of this comment are:

“Double yellow lines are only going to force the cars that park in the affected areas onto other streets - parking bays may be better & introduce permits to restrict the use to residents only?”

“IF NURSES DISTRICT NURSES OR CARERS have patients on Tenlons road, Bermuda Road and The Bridleway they should have parking permits as restrictions in the town has meant carers being

asked to pay parking fines, if the need to go back to a patient before the allotted time has passed, they do not have any choice on whether to go back, or not, as it is rotad for them and each call to a patient has an allotted time. Which one cannot deviate from. Also family should have permits so they can visit people in the area if necessary. i.e. family mainly but people do have close friends."

"The plan to place double yellow lines along the route will not only adversely affect resident's parking, but will encourage speeding by removing a natural method of traffic calming (ie. on street parking). This will also lead to more parking in nearby residential areas by non-residents."

Consider the impact of additional house building in the area – 16 comments (4.8%)

There were comments related to planned new housing developments and respondents questioned if these had been considered when looking at future traffic volumes and the effect of creating new rat runs through residential areas. Examples of this comment are:

"There is no reference of future impact of 1500 houses being built off Bermuda Road? Predicting that Shillingstone Drive being used as a "rat run"? This should be discouraged at the highest level!"

"Living in the general area, we are aware of proposals for a new housing development between Bermuda and the east side of the Arbury Estate, does the proposed scheme take into account the road infrastructure for this proposed housing development?"

Redesign of roads needed / widening / lines of sight – 11 comments (3.3%)

The consultation attracted a small number of well-informed respondents who provided detailed technical analysis of the proposals and applied regulations. Some suggestions on changing aspects of these road layouts were also made. Examples of this comment are:

"Refuge islands will not slow everyone down, lorry's may be as they are wider. Hatched white lining won't work, BOLLARDS would be better. What about a crossing by Entrance to Ensor's Pool and Bermuda play area a lot of people cross here."

"3. Non-compliance: visibility assessment. Stopping sight distance through the bend on Tenlons Road in a southbound direction is not currently achieved without acquiring third party land and demolishing commercial buildings. The achieved forward visibility at this location is 25m which is not in compliance with Manual for Streets."

Parking and speeding enforcement / traffic wardens needed – 10 comments (3.0%)

Respondents noted that having double yellow lines or speed limits will not be effective for the safety of local residents unless they are enforced. Examples of this comment are:

"Will double yellow lines stop lorry's parking on road/footpaths will you enforcing this more at night. Tenlons Road yellow lines needed, but company's in that area will park vehicle's in near by roads, Shillingstone, Haselbury Corner creating more problems. Current yellows lines are always parked on. [COMPANY NAME] on Heath End Road currently park outside their premises on yellow lines part on footpath and road, Buses unable to stop by bus stop. Will there traffic wardens regular in these areas, currently only see them near the hospital entrance."

"As already stated Bermuda road is already an extremely busy road with people driving at dangerous speeds with no speed enforcement at all on the road."

“Putting double yellow lines on Bermuda road and tenlons road will mean these people will start parking on Shillingstone Drive and Cornish crescent... a lot of these are hospital staff that won’t pay the parking!!! Then why should we have them parking outside our houses blocking the roads causing chaos!!”

Appendix D – Example comments made by respondents using other response methods

| Description of Theme | Example Comments |
|---|--|
| Community Cohesion Concerns | <p>As a resident in the Arbury ward I would like my objection to this plan noted. I do it see how the proposal in its current state will benefit the local community, all I see is an ill thought out plan that will do more harm than good.</p> <p>I write to object in the strongest possible terms to the proposed</p> <p>Opening of Bermuda Road to additional vehicle traffic redirected to and from the A444 Griff By-Pass as part of Bermuda Connection project.</p> <p>As both a local resident and a highway engineer I have watched this proposal with great interest. I had always assured myself that this element of the wider Bermuda Connection project made no sense and as it had no merits in terms of the alleged benefits it would supposedly provide, the Council would achieve the aim of providing a new train station at Bermuda and that the opening of the link bridge from St Georges Way to Bermuda Road would effectively "wither on the vine" due to the ridiculous technical aspects of the proposal.</p> <p>If the current proposals go ahead it will have a devastating effect on many people living around the Bermuda Road area, and a particularly harsh effect on those living in the area that will be near the approach to the bridge itself.</p> |
| Cost | <p>There are also concerns I hold over the cost of the project. Because the County Council are trying to upgrade a road and a bridge structure of over 40 years standing, I feel that it may be very difficult to predict accurately the final cost of the project.</p> |
| Environmental Concerns, e.g. Noise and Vibration / Air Quality | <p>The Bridleway / Bermuda Road were to be eased away from properties. No longer part of Scheme. This will result in greater noise, fumes, vibration.</p> <p>You tell us about the noise from traffic, if the new road gets the go ahead, will not affect us. This is not true. It's already noisy with the lorries and traffic from the fairly new estate.</p> |
| Loss of Parking | <p>My strong suggestion only one side of the residential eastern end of Tenlons Road be marked with double yellow lines - that being the south side! If the north side is left unrestricted from the junction of Bermuda Road, to a point just to the</p> |

| | |
|--------------------------------|--|
| | <p>west of the bus stop outside, and just west of the last property on that side, this will allow the residents of those properties to keep their vehicles on-street, whilst keeping Tenlons Road clear enough for the passage of buses, which sometimes omit Tenlons Road due to the obstruction caused by the parking congestion around the commercial end of Tenlons Road!</p> <p>The removal of parking on Bermuda Road, Tenlons Road and The Bridleway will displace those parked cars to other roads and will make cycling elsewhere more dangerous.</p> |
| Road Safety Concerns | <p>The Bridleway / Bermuda Road were to be eased away from properties. No longer part of Scheme. Risk of traffic in bad weather leaving the road and plunging down the elevation of my property.</p> <p>Concern over Departures from Standards being required.</p> <p>The safety audit of the route highlights many potential issues which seem to have been swept aside or dismissed but will not make for a safe route for cyclists. Currently this is one of very few safe places where cyclists can get across the A444.</p> |
| Increased HGV Movements | <p>These lorries are dangerous, particularly at junction of Heath End Road / Bermuda Road.</p> <p>Can I enquire if any provision has been made to accommodate Heavy goods vehicles turning left from Heath End Rd into Bermuda Rd. It is apparent the numbers of HGVs travelling to businesses situated off Bermuda Road is increasing and the problem is likely to increase.</p> |
| Design Concerns | <p>I have been in support of this project to open up the bridge since the start. BUT I must now withdraw support as a result of the revised proposals.</p> <p>We have massive concerns about the scheme and do not believe that it should be progressed. The shared use footway/cycleway will be too narrow - it does not meet the government guidance standards. It is also very close to the road carrying HGVs. This is not a good solution, particularly as it is a route used by school children; there will be a lot of potential conflict.</p> <p>The lack of controlled crossings for cyclists/pedestrians will not encourage active travel.</p> |

| | |
|---|---|
| | I am concerned that pretty much all of the mitigation measures put forward at the original consultation have been removed from the proposal, and the design of the road will be based on the guidance used on housing estates rather than relief roads. |
| Reduce Congestion | I'm all for the bridge opening as the traffic down Heath End Road on a daily basis is getting worse. My main concern are the 100s of articulated Lorries that rumble down Heath End Road 24 hours per day, 7 days a week mainly from Coleman International, as they are light loads they rumble and boom, not helped by the rapidly degrading road surface. My question is will they be able to use the bridge as there was talk of some kind of 7.5 tonne weight limit being imposed. |
| Consultation should be targeted at a wider area | I believe any consultation should be widened as clearly any proposals affect a much wider area. |
| FOI Request | <p>Additional information that is technical in nature has been requested in order to steer consultation response, e.g.</p> <ul style="list-style-type: none"> • Visibility splay drawings; • Traffic modelling data; • All e-mails and briefing notes about the Scheme sent with WCC and contractors working on Scheme; • Forward visibility drawings; • Parking surveys; • Air Quality Assessment and Noise Assessments • Principal Designer Risk Assessments; and • Road Safety Audits. |
| Update Health Impact Assessment | WCC Public Health Team will update the Health Impact Assessment for the Scheme, which will form its response to the consultation. |
| Request for consultation pamphlets to be printed and displayed | NBBC Customer Services Team requested for copies of consultation pamphlet to be made available at Nuneaton Town Hall |
| Request for another Junction to be Improved | Request for Coventry Road / Gipsy Lane junction to be improved, which sits outside the remit of the Bermuda Connection Scheme. |

| | |
|---------------------------------|---|
| | At peak times it is virtually impossible to turn right towards Griff Roundabout due to volume and speed of traffic along Coventry Road. |
| Political Considerations | That's me done. I love Nuneaton but thanks to some great leadership we are up crap street. |

Customer Experience Feedback

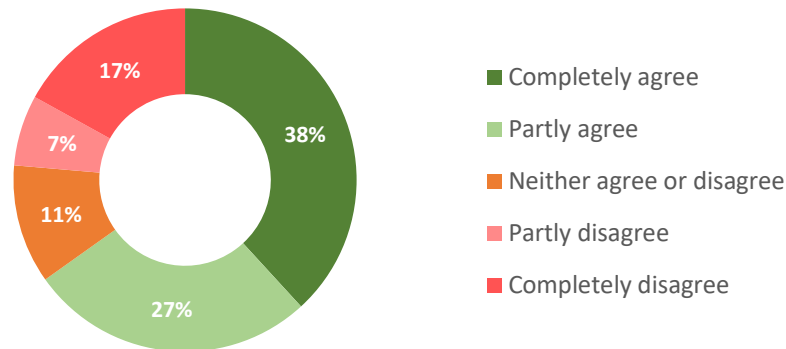
Please see below comments recorded from our online customer experience feedback system.

| Customer Experience Feedback | |
|---|--|
| Negative Comments | Positive Comments |
| You will take no notice of them anyway you will so what YOU THINK is right and not what the residence want you will make promises that you have no intention of keeping it is any wonder people are pissed off with councillors <i>(Code – Political Considerations)</i> | These improvements are much needed and long overdue <i>(Code – General Improved Benefits for Area)</i> |
| We are replying to the Bermuda Bridge, we live in Bermuda Village we have new houses both sides of us and the people who live on these estates think that they have the right to park in the Village plus the people who go to the hospital and work. They park on the footpath also we can't park our own cars, people with children and push chairs have to walk around these its a accident waiting to happen. Opening this bridge will be a bad idea and it will turn into a rat run, like myself and other people who worked in the mines ended up with breathing problems did you think of this .Bridel way there will be more Houses for sale than ever before, just think our they messed up Nuneaton. <i>(Code – Rat-Running)</i> . | |

APPENDIX E – ALL CHARTS (FREQUENCIES AND SEGMENTED ANALYSIS)

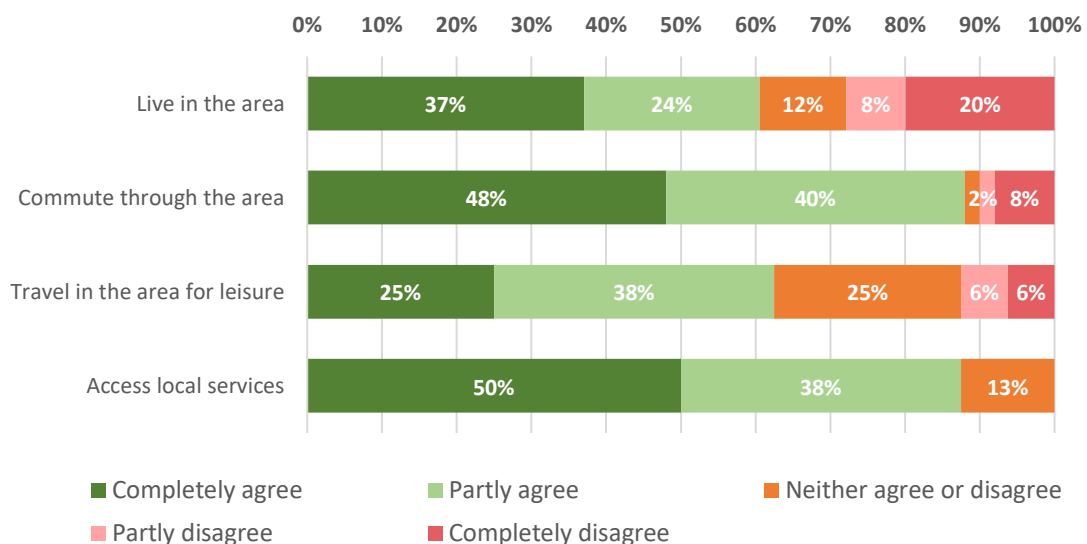
Question 4 - To what extent do you agree or disagree that traffic congestion in West Nuneaton causes problems in your day to day activities?

Figure 1. To what extent do you agree or disagree that traffic congestion in West Nuneaton causes problems in your day to day activities?



Base=330.

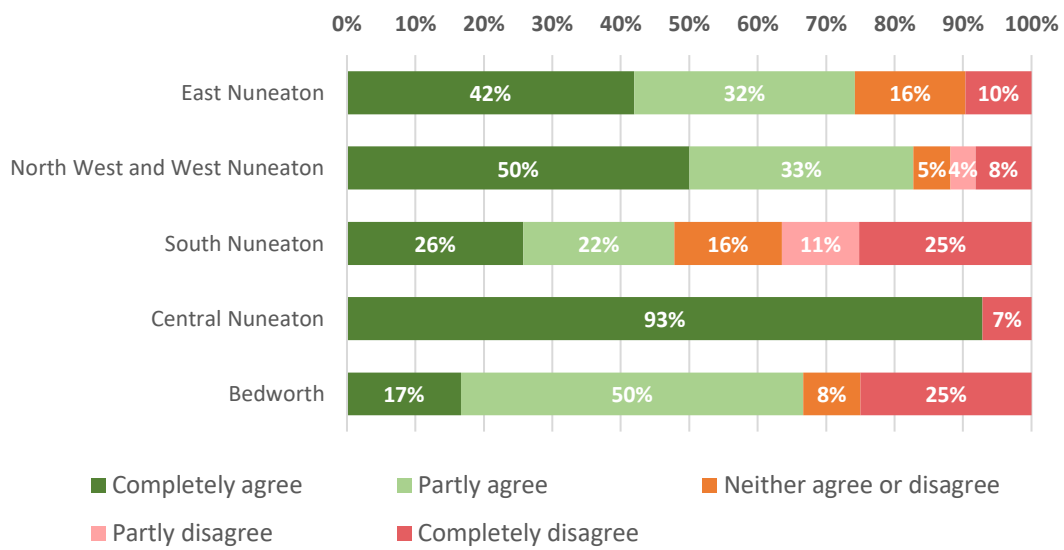
Figure 2. To what extent do you agree or disagree that traffic congestion in West Nuneaton causes problems in your day to day activities? – segmented by main interest in the consultation



Base=325.

(Live in the area=251; Commute through the area=50; Travel in the area for leisure=16; Access local services=8).

Figure 3. To what extent do you agree or disagree that traffic congestion in West Nuneaton causes problems in your day to day activities? – segmented by residential area

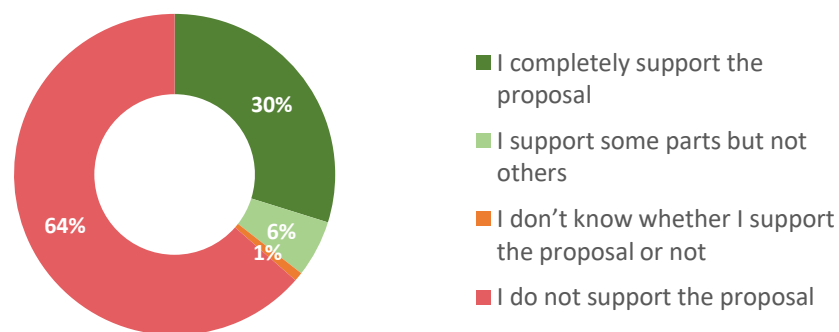


Base=326.

(East Nuneaton=31; North West and West Nuneaton=110; South Nuneaton=159; Central Nuneaton=14; Bedworth=12).

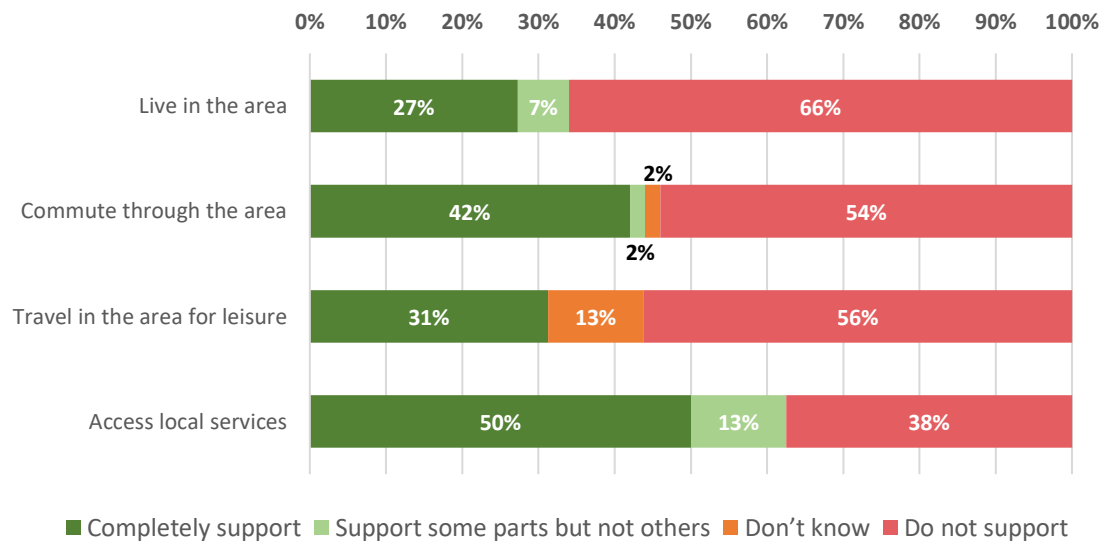
Question 5 - Please select the statement below which best suits how you feel about the proposed new highway link (road, pedestrian path and cycle path) across Bermuda Bridge?

Figure 4. How respondents felt about the proposed new highway link (road, pedestrian path and cycle path) across Bermuda Bridge.



Base = 332.

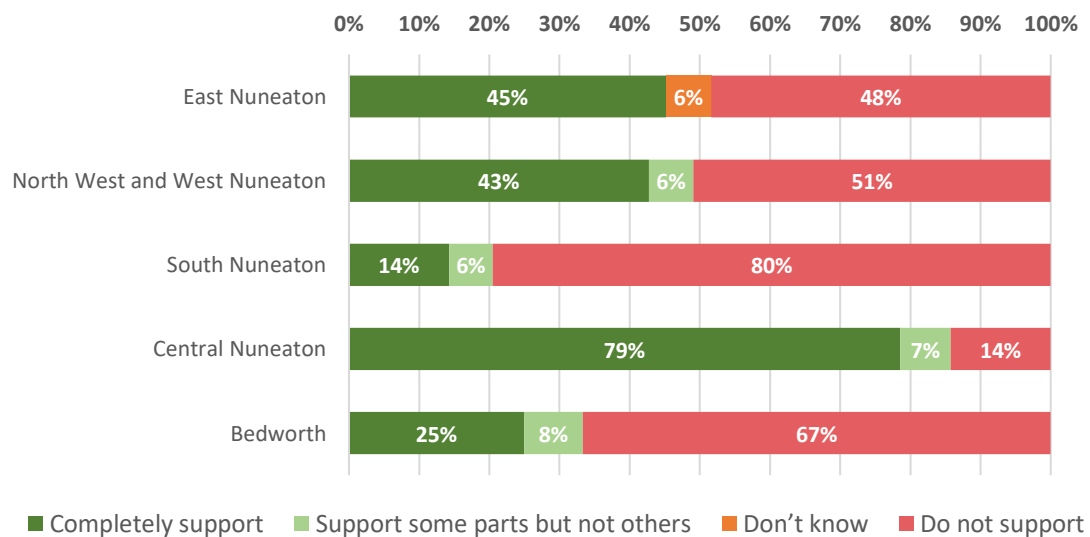
Figure 5. How respondents felt about the proposed new highway link (road, pedestrian path and cycle path) across Bermuda Bridge – segmented by main interest in the consultation



Base=327.

(Live in the area=253; Commute through the area=50; Travel in the area for leisure=16; Access local services=8).

Figure 6. How respondents felt about the proposed new highway link (road, pedestrian path and cycle path) across Bermuda Bridge – segmented by residential area

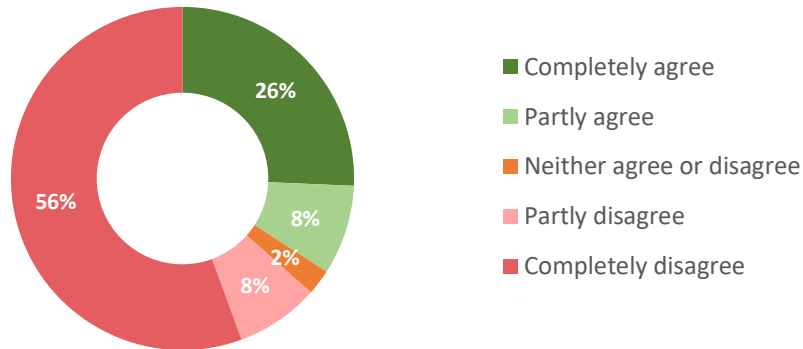


Base=328.

(East Nuneaton=31; North West and West Nuneaton=110; South Nuneaton=161; Central Nuneaton=14; Bedworth=12).

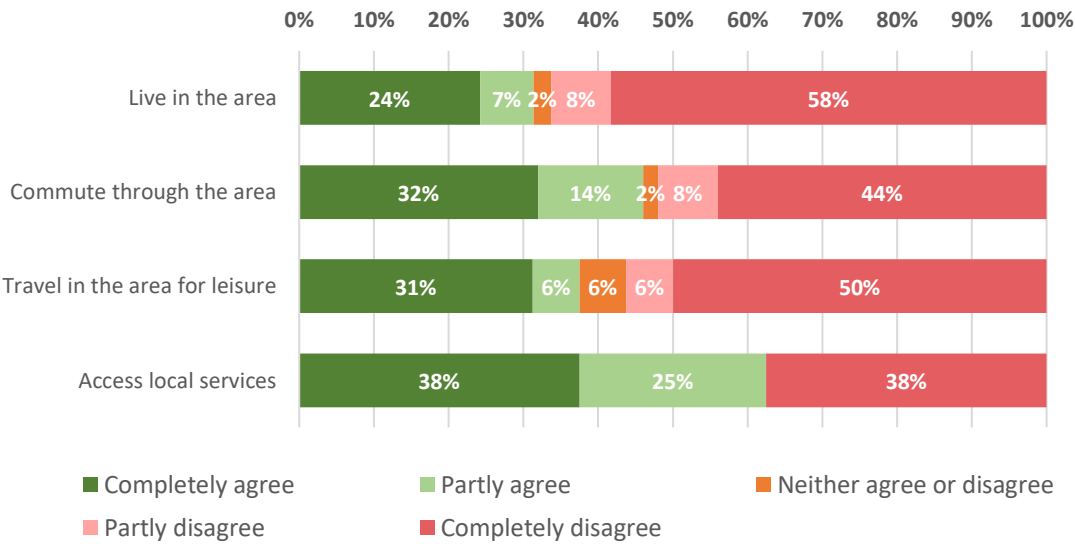
Question 7i - Improvements to Bermuda Bridge and connecting it to roads at either side.

Figure 7. Improvements to Bermuda Bridge and connecting it to roads at either side.



Base=331.

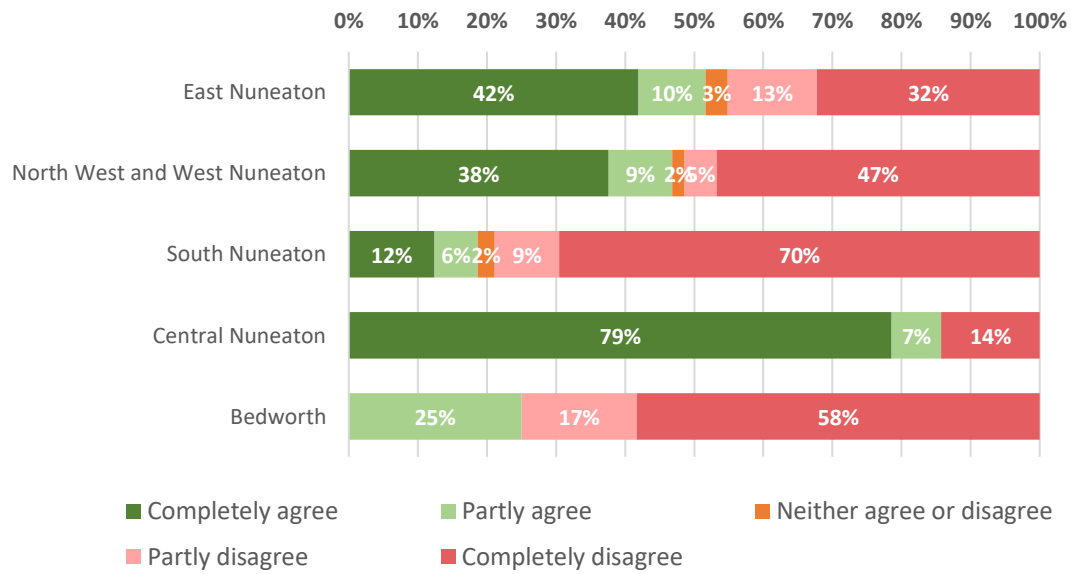
Figure 8. Improvements to Bermuda Bridge and connecting it to roads at either side – segmented by main interest in consultation



Base=326.

(Live in the area=252; Commute through the area=50; Travel in the area for leisure=16; Access local services=8).

Figure 9. Improvements to Bermuda Bridge and connecting it to roads at either side – segmented by residential area

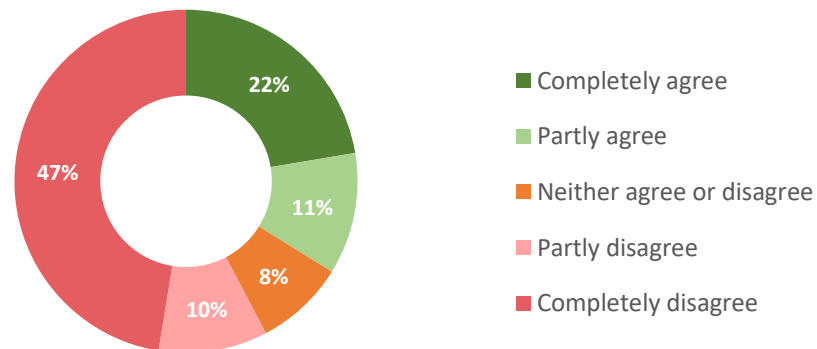


Base=327.

(East Nuneaton=31; North West and West Nuneaton=109; South Nuneaton=161; Central Nuneaton=14; Bedworth=12).

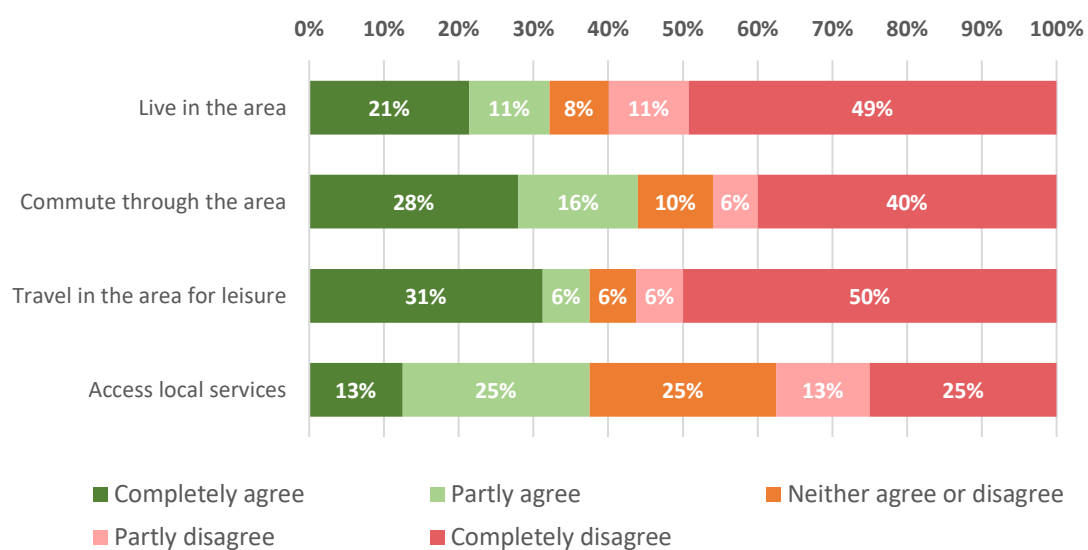
Question 7ii - Increased capacity at Heath End Road / Tenlons Road junction.

Figure 10. Increased capacity at Heath End Road / Tenlons Road junction



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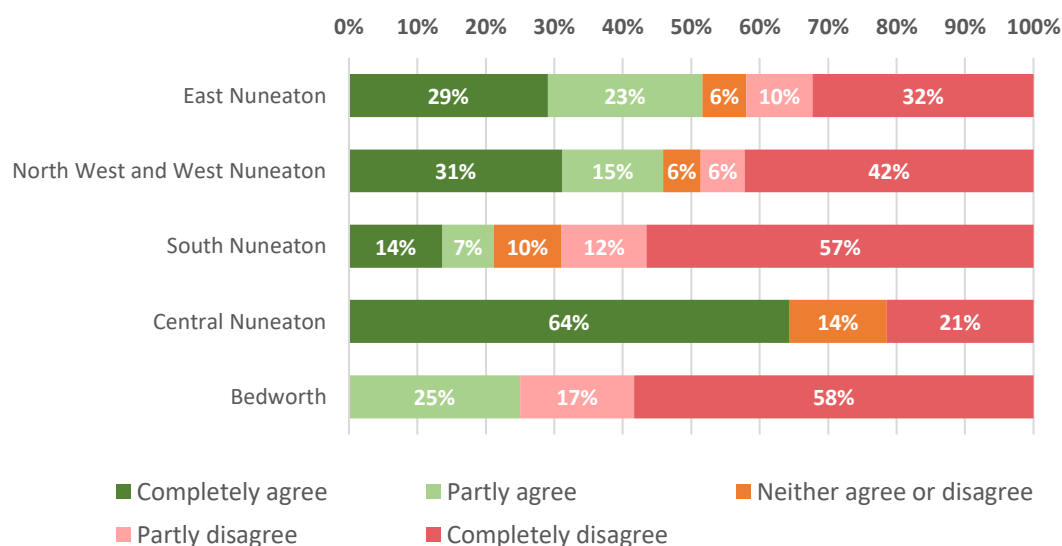
Figure 11. Increased capacity at Heath End Road / Tenlons Road junction – segmented by main interest in consultation



Base=326.

(Live in the area=252; Commute through the area=50; Travel in the area for leisure=16; Access local services=8).

Figure 12. Increased capacity at Heath End Road / Tenlons Road junction – segmented by residential area

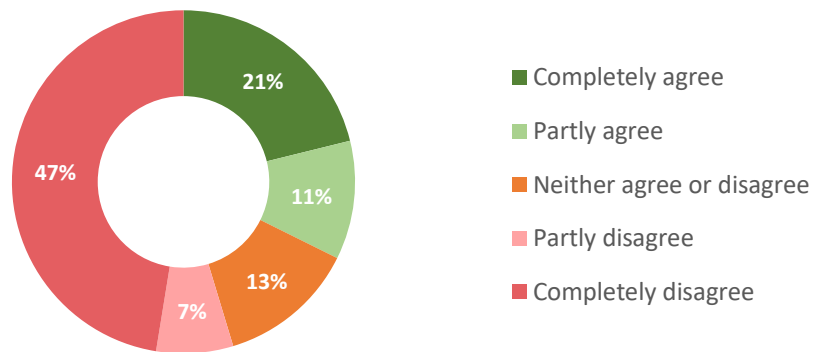


Base=327.

(East Nuneaton=31; North West and West Nuneaton=109; South Nuneaton=161; Central Nuneaton=14; Bedworth=12).

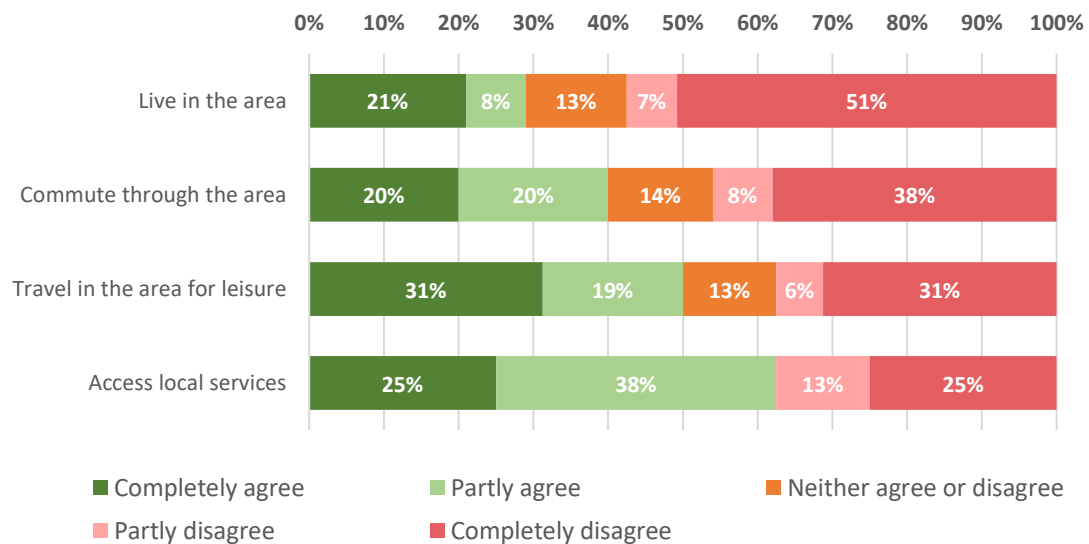
Question 8 - Parking restrictions on Tenlons Road, Bermuda Road and The Bridleway.

Figure 13. Parking restrictions on Tenlons Road, Bermuda Road and The Bridleway



Base=331.

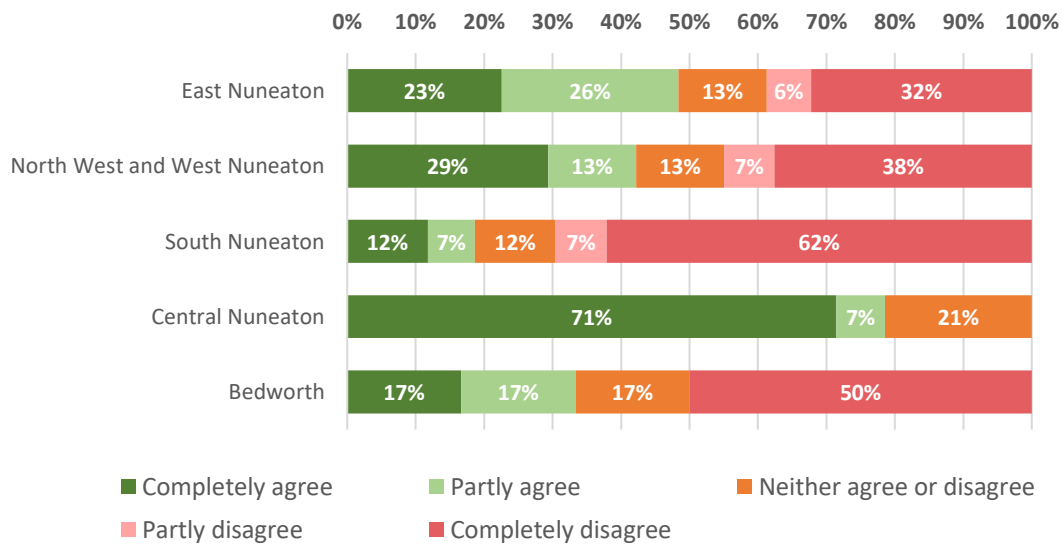
Figure 14. Parking restrictions on Tenlons Road, Bermuda Road and The Bridleway – segmented by main interest in the consultation



Base=326.

(Live in the area=252; Commute through the area=50; Travel in the area for leisure=16; Access local services=8).

Figure 15. Parking restrictions on Tenlons Road, Bermuda Road and The Bridleway – segmented by residential area

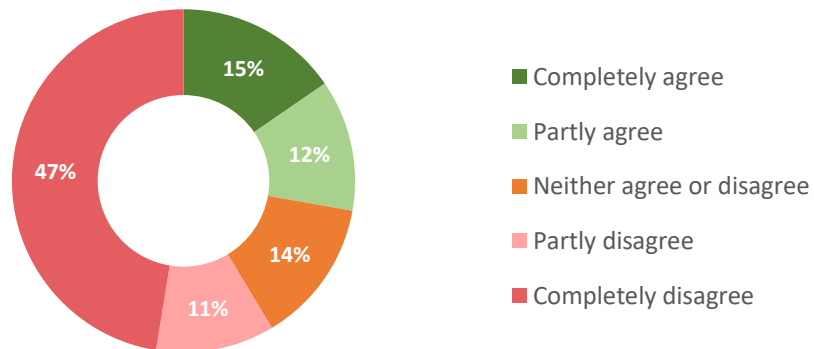


Base=327.

(East Nuneaton=31; North West and West Nuneaton=109; South Nuneaton=161; Central Nuneaton=14; Bedworth=12).

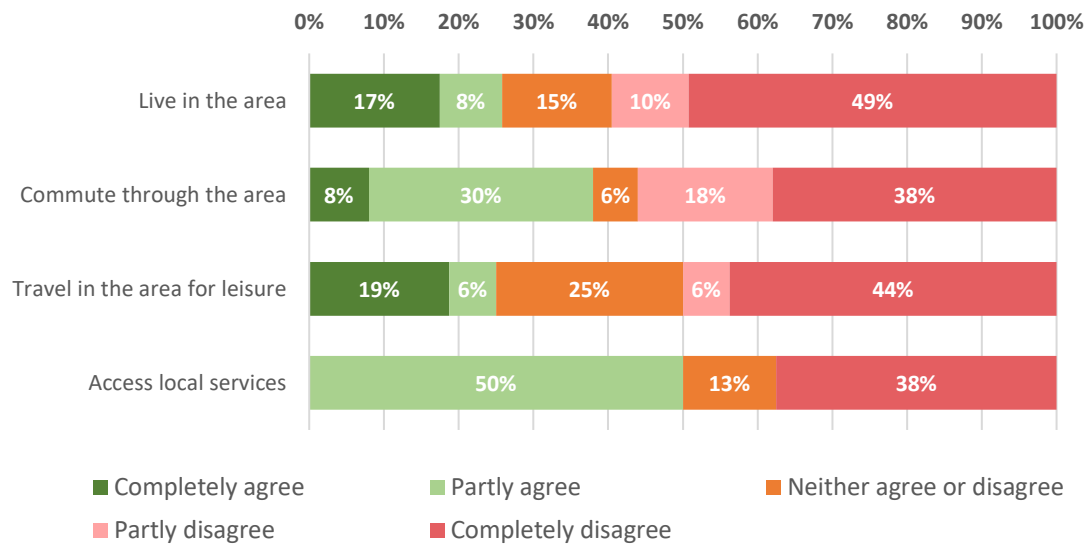
Question 9i - Refuge Island to calm traffic at the southern end of Bermuda Road.

Figure 16. Refuge Island to calm traffic at the southern end of Bermuda Road.



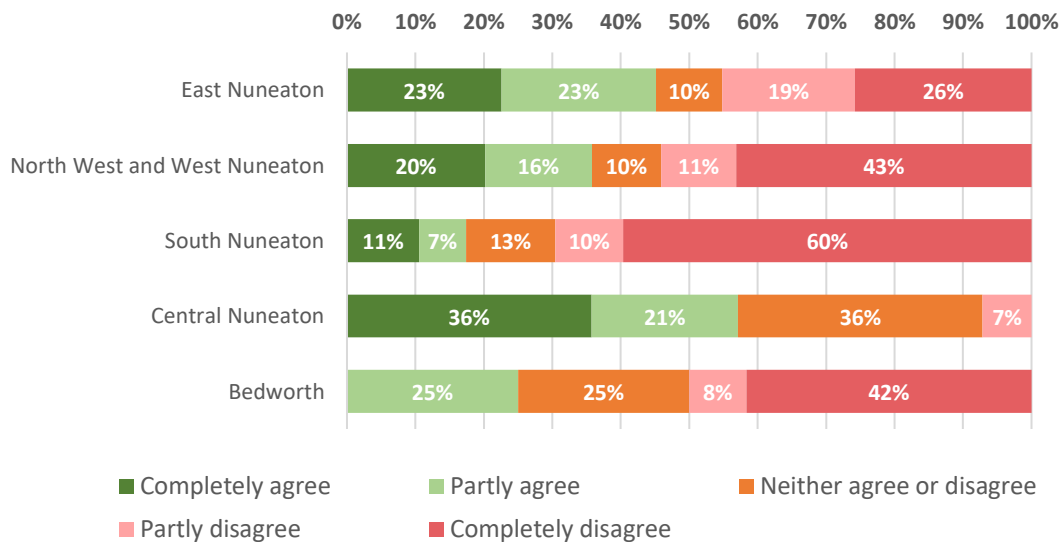
Base=331.

Figure 17. Refuge Island to calm traffic at the southern end of Bermuda Road – segmented by main interest in the consultation



Base=326. (Live in the area=252; Commute through the area=50; Travel in the area for leisure=16; Access local services=8).

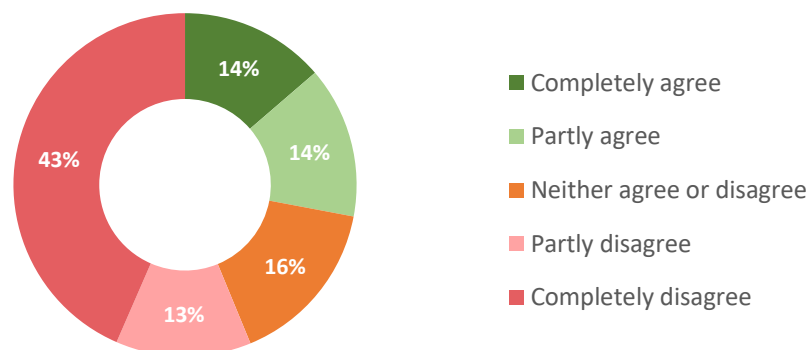
Figure 18. Refuge Island to calm traffic at the southern end of Bermuda Road – segmented by residential area



Base=327. (East Nuneaton=31; North West and West Nuneaton=109; South Nuneaton=161; Central Nuneaton=14; Bedworth=12).

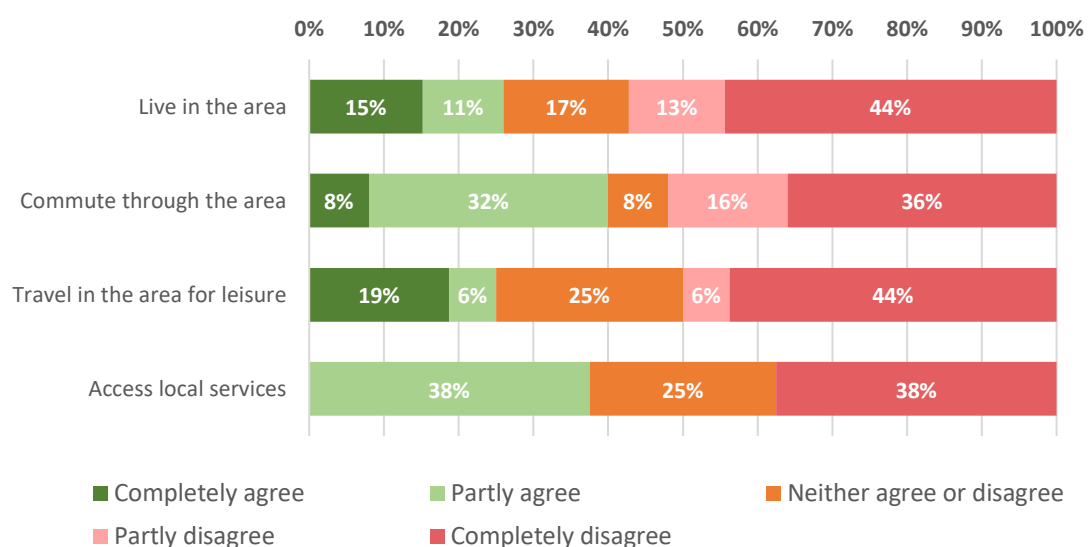
Question 9ii - Refuge Island to calm traffic on The Bridleway.

Figure 19. Refuge Island to calm traffic on The Bridleway



Base=329.

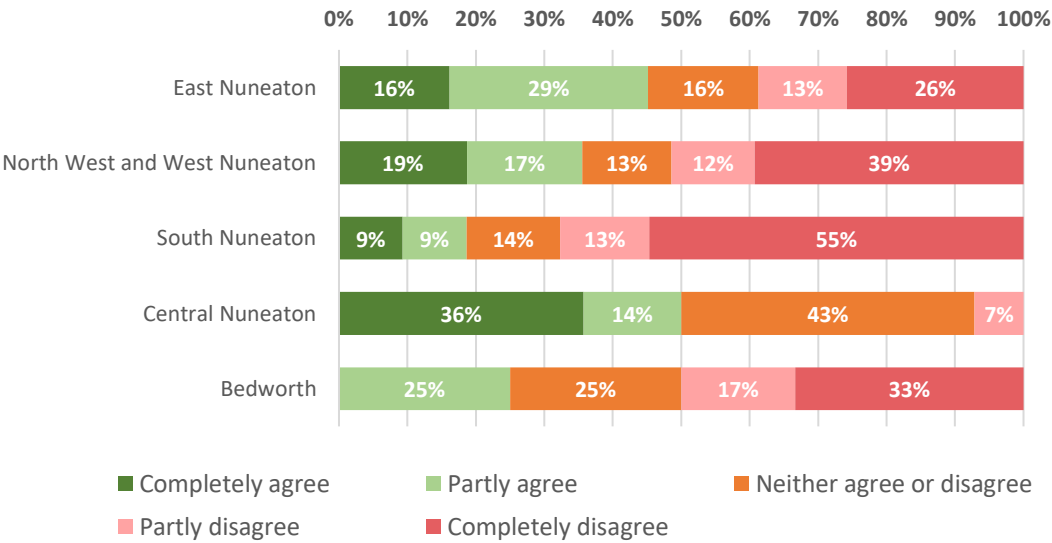
Figure 20. Refuge Island to calm traffic on The Bridleway – segmented by main interest in the consultation



Base=324.

(Live in the area=250; Commute through the area=50; Travel in the area for leisure=16; Access local services=8).

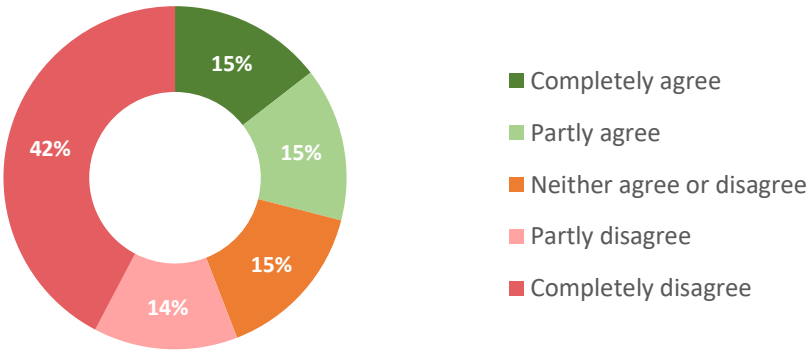
Figure 21. Refuge Island to calm traffic on The Bridleway – segmented by residential area



Base=327. (East Nuneaton=31; North West and West Nuneaton=109; South Nuneaton=161; Central Nuneaton=14; Bedworth=12).

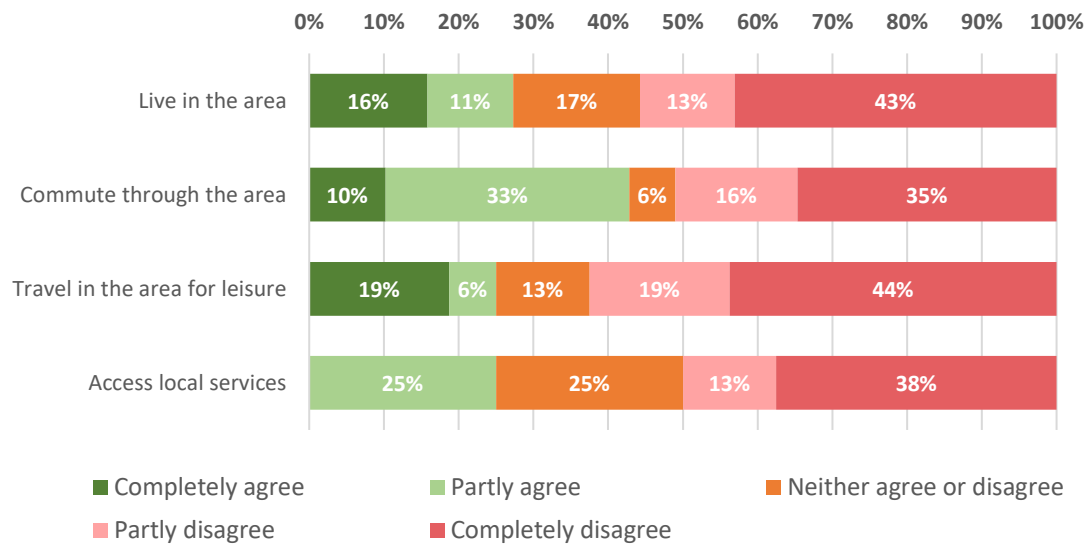
Question 9iii - Refuge Islands to calm traffic at the northern end of St Georges Way.

Figure 22. Refuge Island to calm traffic at the northern end of St Georges Way



Base=331.

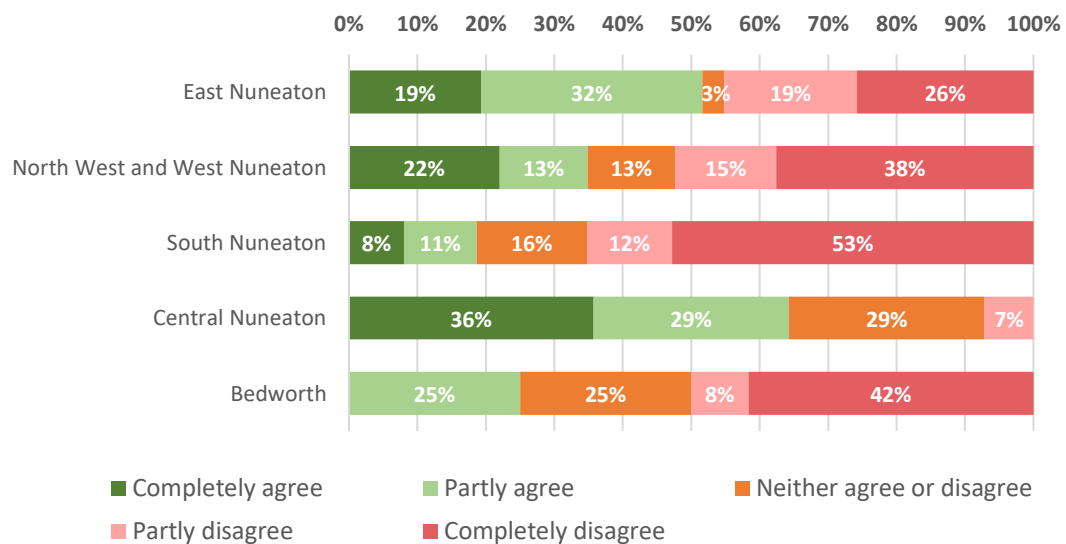
Figure 23. Refuge Island to calm traffic at the northern end of St Georges Way – segmented by main interest in the consultation



Base=326.

(Live in the area=253; Commute through the area=49; Travel in the area for leisure=16; Access local services=8).

Figure 24. Refuge Island to calm traffic at the northern end of St Georges Way – segmented by residential area

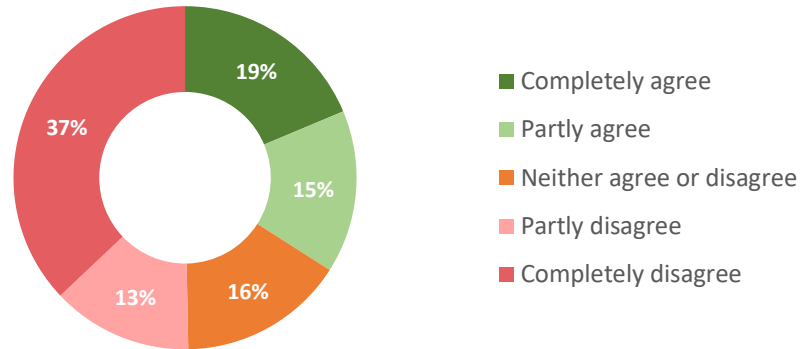


Base=327.

(East Nuneaton=31; North West and West Nuneaton=109; South Nuneaton=161; Central Nuneaton=14; Bedworth=12).

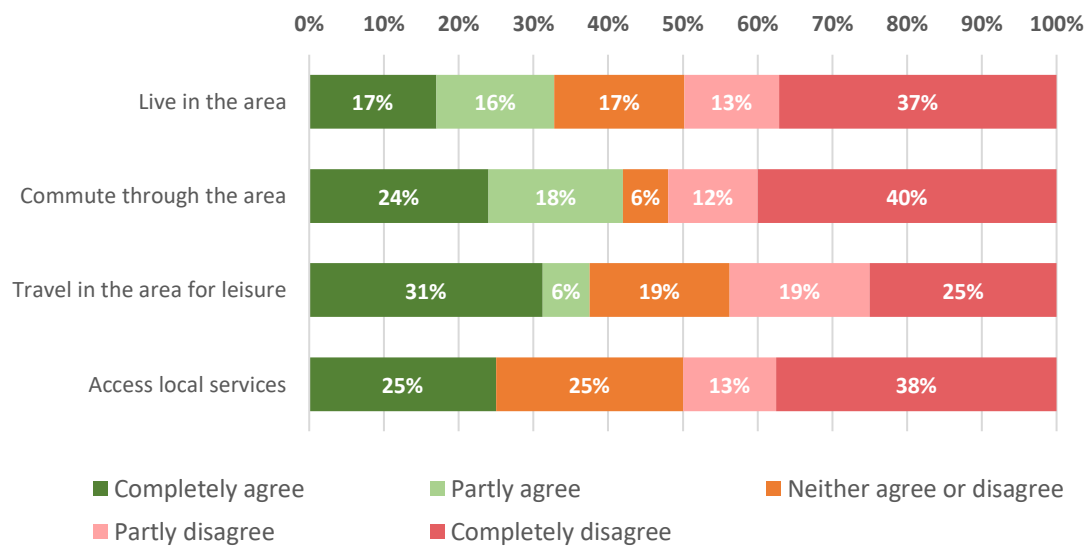
Question 10i - Bermuda Park Station.

Figure 25. Bermuda Park Station



Base=332.

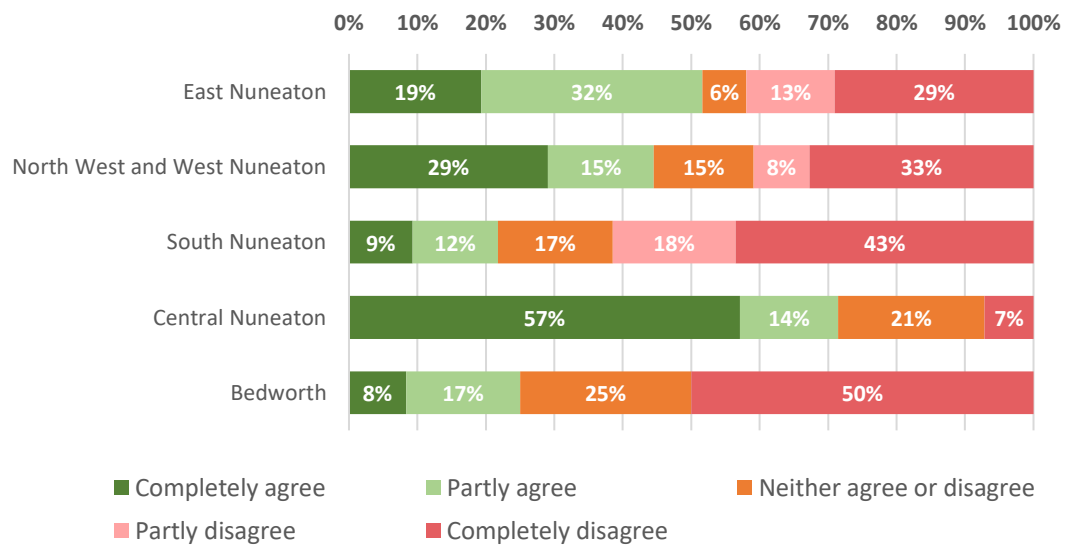
Figure 26. Bermuda Park Station – segmented by main interest in the consultation



Base=327.

(Live in the area=253; Commute through the area=50; Travel in the area for leisure=16; Access local services=8).

Figure 27. Bermuda Park Station – segmented by residential area

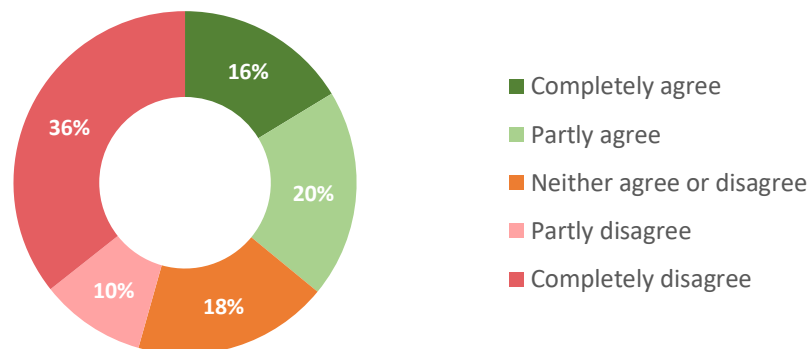


Base=327.

(East Nuneaton=31; North West and West Nuneaton=110; South Nuneaton=161; Central Nuneaton=14; Bedworth=12).

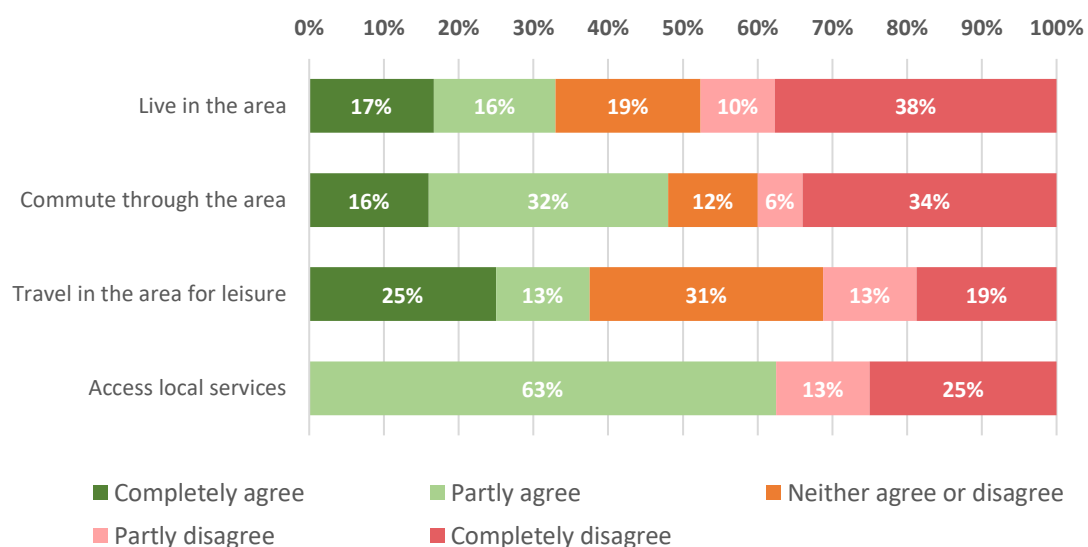
Question 10ii - Bus Lay-by area on The Bridleway.

Figure 28. Bus Lay-by area on The Bridleway



Base=331.

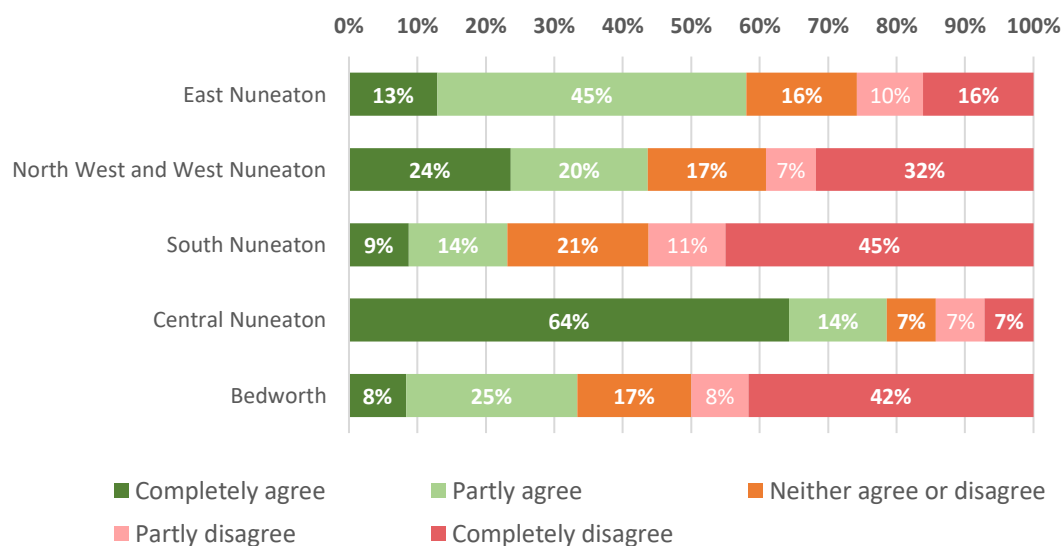
Figure 29. Bus Lay-by area on The Bridleway – segmented by main interest in the consultation



Base=326.

(Live in the area=252; Commute through the area=50; Travel in the area for leisure=16; Access local services=8).

Figure 30. Bus Lay-by area on The Bridleway – segmented by residential area

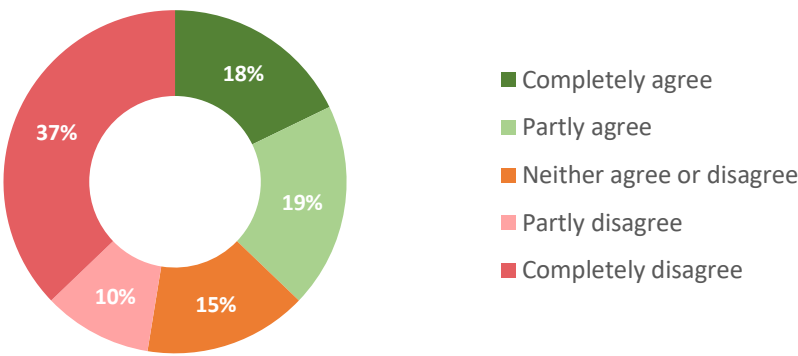


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(East Nuneaton=31; North West and West Nuneaton=110; South Nuneaton=161; Central Nuneaton=14; Bedworth=12).

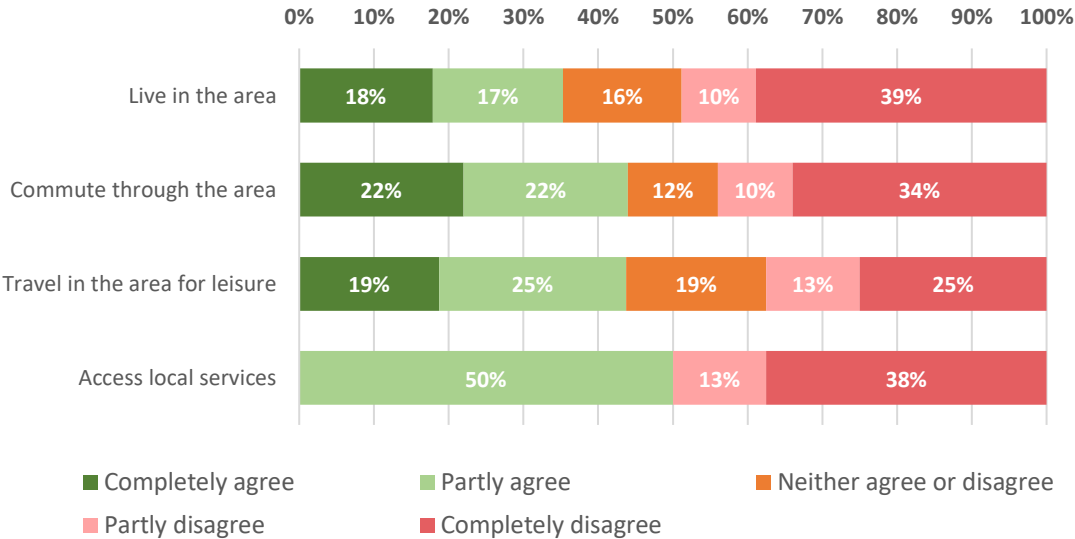
Question 11i - Shared pedestrian and cycle crossing point on Bermuda Road.

Figure 31. Shared pedestrian and cycle crossing point on Bermuda Road



Base=331.

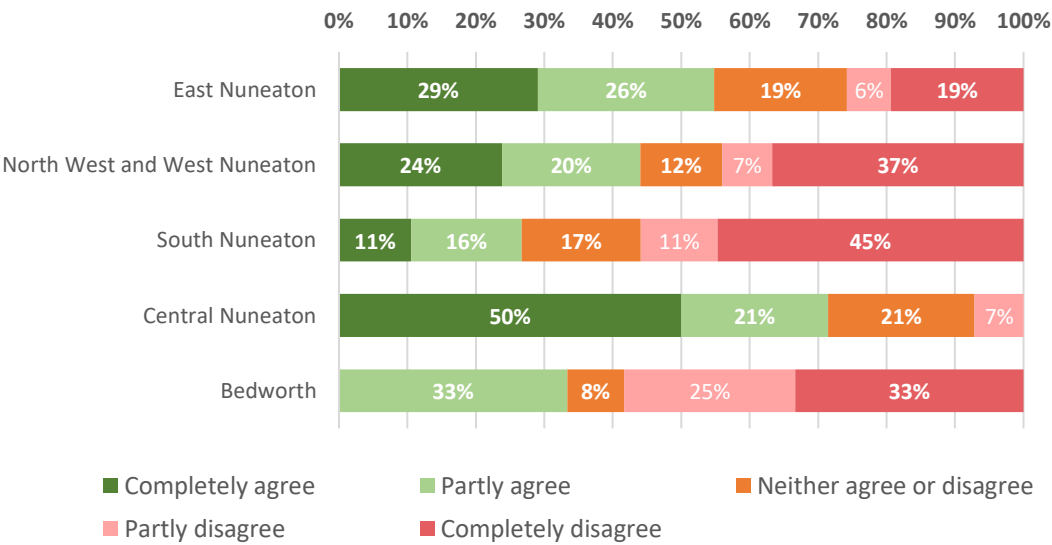
Figure 32. Shared pedestrian and cycle crossing point on Bermuda Road – segmented by main interest in the consultation



Base=326.

(Live in the area=252; Commute through the area=50; Travel in the area for leisure=16; Access local services=8).

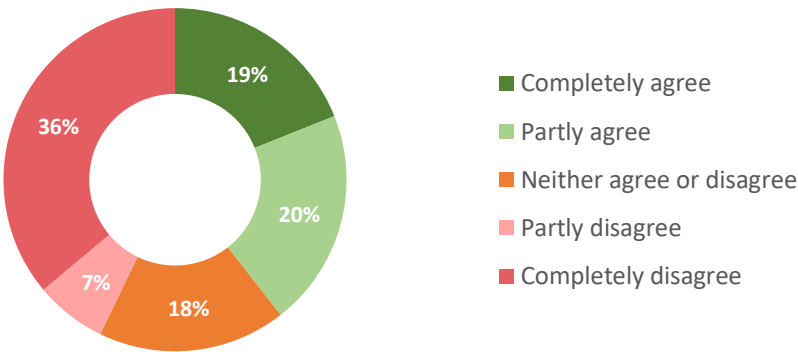
Figure 33. Shared pedestrian and cycle crossing point on Bermuda Road – segmented by residential area



Base=327. (East Nuneaton=31; North West and West Nuneaton=109; South Nuneaton=161; Central Nuneaton=14; Bedworth=12).

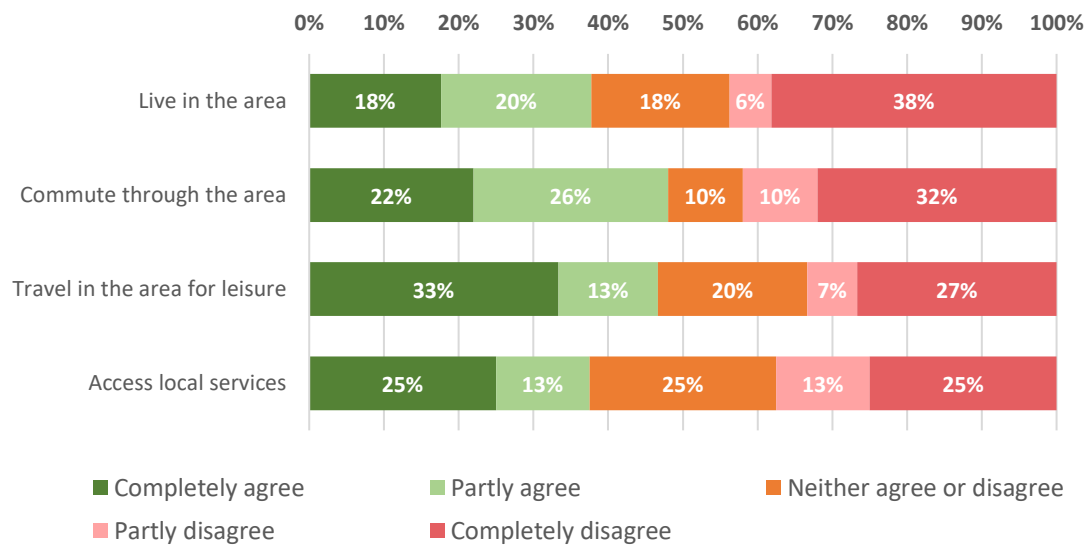
Question 11ii - Pedestrian footway on The Bridleway.

Figure 34. Pedestrian footway on The Bridleway



Base=327.

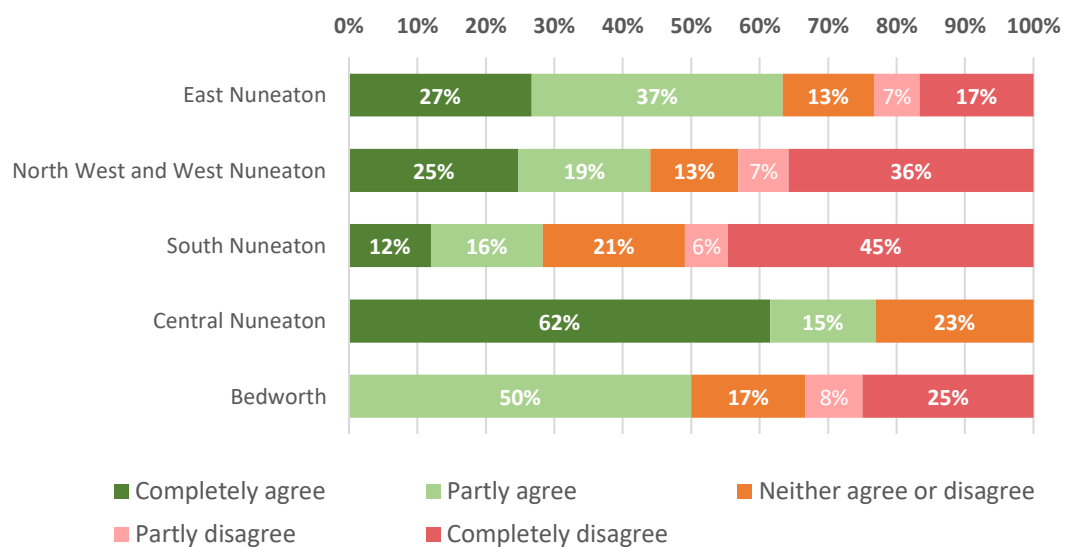
Figure 35. Pedestrian footway on The Bridleway – segmented by main interest in the consultation



Base=322.

(Live in the area=249; Commute through the area=50; Travel in the area for leisure=15; Access local services=8).

Figure 36. Pedestrian footway on The Bridleway – segmented by residential area

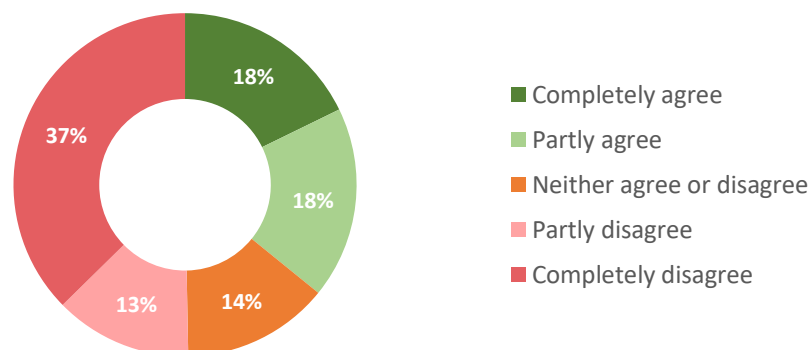


Base=323.

(East Nuneaton=30; North West and West Nuneaton=109; South Nuneaton=159; Central Nuneaton=13; Bedworth=12).

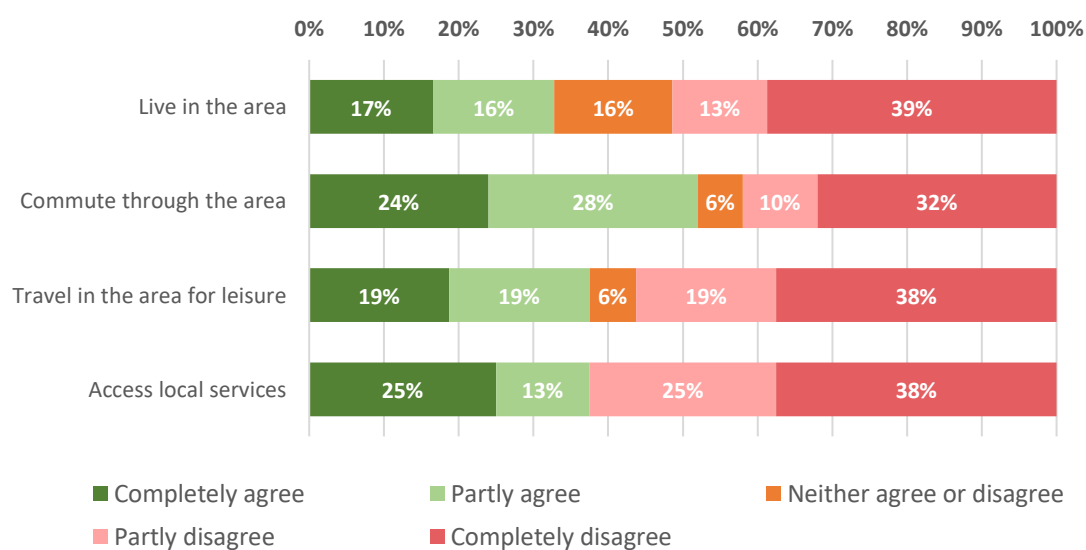
Question 11iii - New shared pedestrian and cycle path..

Figure 37. New shared pedestrian and cycle path



Base=332.

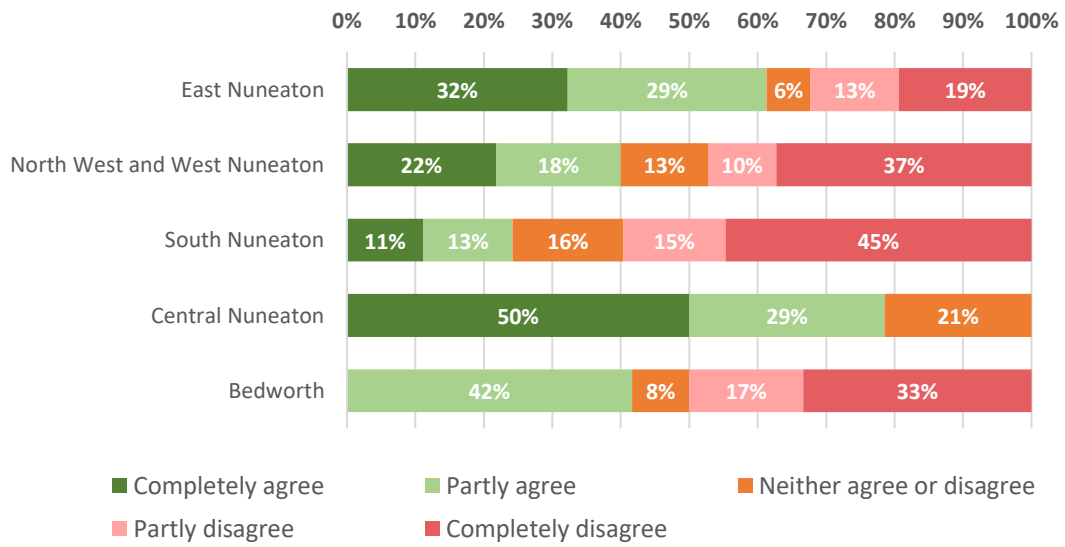
Figure 38. New shared pedestrian and cycle path – segmented by main interest in the consultation



Base=327.

(Live in the area=253; Commute through the area=50; Travel in the area for leisure=16; Access local services=8).

Figure 39. New shared pedestrian and cycle path – segmented by residential area



Base=328.

(East Nuneaton=31; North West and West Nuneaton=110; South Nuneaton=161; Central Nuneaton=14; Bedworth=12).

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Birmingham – Newhall Street

5th Floor, Lancaster House, Newhall St,
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Birmingham – Innovation Court

Innovation Court, 121 Edmund Street, Birmingham B3 2HJ
T: +44 (0)121 393 4841

Dublin

2nd Floor, Riverview House, 21-23 City Quay
Dublin 2, Ireland
T: +353 (0) 1 566 2028

Edinburgh – Thistle Street

Prospect House, 5 Thistle Street, Edinburgh EH2 1DF
United Kingdom
T: +44 (0)131 460 1847

Edinburgh – Manor Place

37 Manor Place, Edinburgh, EH3 7EB
Telephone +44 (0)131 460 1847

Glasgow – St Vincent St

Seventh Floor, 124 St Vincent Street
Glasgow G2 5HF United Kingdom
T: +44 (0)141 468 4205

Glasgow – West George St

250 West George Street, Glasgow, G2 4QY
T: +44 (0)141 468 4205

Leeds

100 Wellington Street, Leeds, LS1 1BA
T: +44 (0)113 360 4842

London

3rd Floor, 5 Old Bailey, London EC4M 7BA United Kingdom
T: +44 (0)20 3855 0079

Manchester – 16th Floor, City Tower

16th Floor, City Tower, Piccadilly Plaza
Manchester M1 4BT United Kingdom
T: +44 (0)161 504 5026

Newcastle

Floor B, South Corridor, Milburn House, Dean Street, Newcastle, NE1 1LE
United Kingdom
T: +44 (0)191 249 3816

Perth

13 Rose Terrace, Perth PH1 5HA
T: +44 (0)131 460 1847

Reading

Soane Point, 6-8 Market Place, Reading,
Berkshire, RG1 2EG
T: +44 (0)118 206 0220

Woking

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T: +44 (0)1483 357705

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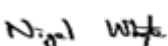
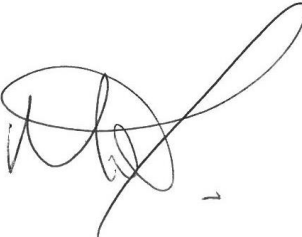
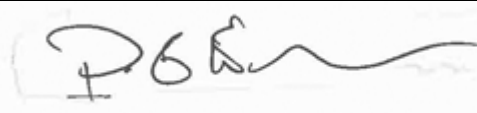
Little Falls, Los Angeles, Montreal, New-York, Philadelphia,
Washington

The SYSTRA logo is displayed in a large, bold, red, sans-serif font. The letters are thick and closely spaced, with a modern, slightly stylized appearance. The 'Y' and 'S' are particularly prominent due to their size and the way they connect to the other letters.

EQUALITY IMPACT ASSESSMENT/ ANALYSIS (EqIA)

[Getting West Nuneaton Moving: Bermuda Connection]

Equality Impact Assessment/ Analysis (EqIA)

| | |
|--|--|
| Group | Communities |
| Business Units/Service Area | Transport Planning |
| Plan/ Strategy/ Policy/ Service being assessed | Getting West Nuneaton Moving: Bermuda Connection |
| Is this is a new or existing policy/service? If existing policy/service please state date of last assessment | New |
| EqIA Review team – List of members | Nigel Whyte Polly Sharma Claire Bonnet |
| Date of this assessment | 5 July 2018 |
| Signature of completing officer (to be signed after the EqIA has been completed) |  |
| Are any of the outcomes from this assessment likely to result in complaints from existing services users and/ or members of the public? If yes please flag this with your Head of Service and the Customer Relations Team as soon as possible. | YES / NO |
| Name and signature of Head of Service (to be signed after the EqIA has been completed) |  |
| Signature of GLT Equalities Champion (to be signed after the EqIA is completed and signed by the completing officer) |  11 th July 2018 |

A copy of this form including relevant data and information to be forwarded to the Group Equalities Champion and the Corporate Equalities & Diversity Team



*Working for
Warwickshire*

Form A1

INITIAL SCREENING FOR STRATEGIES/POLICIES/FUNCTIONS FOR EQUALITIES RELEVANCE TO ELIMINATE DISCRIMINATION, PROMOTE EQUALITY AND FOSTER GOOD RELATIONS



High relevance/priority



Medium relevance/priority



Low or no relevance/ priority

Note:

1. Tick coloured boxes appropriately, and depending on degree of relevance to each of the equality strands
2. Summaries of the legislation/guidance should be used to assist this screening process

| Business Unit/Services: | Relevance/Risk to Equalities | | | | | | | | | | | | | | | | | | | | | | | | | | |
|---|-------------------------------------|-------------------------------------|-------------------------------------|-------------------------------------|-------------------------------------|-------------------------------------|-------------------------------------|-------------------------------------|-------------------------------------|-------------------------------------|-------------------------------------|-------------------------------------|-------------------------------------|-------------------------------------|-------------------------------------|-------------------------------------|-------------------------------------|-------------------------------------|-------------------------------------|-------------------------------------|-------------------------------------|-------------------------------------|-------------------------------------|-------------------------------------|--|-------------------------------------|-------------------------------------|
| | Gender | | | Race | | | Disability | | | Sexual Orientation | | | Religion/Belief | | | Age | | | Gender Reassignment | | | Pregnancy/ Maternity | | | Marriage/ Civil Partnership (only for staff) | | |
| State the Function/Policy /Service/Strategy being assessed: | <input checked="" type="checkbox"/> | <input checked="" type="checkbox"/> | <input checked="" type="checkbox"/> | <input checked="" type="checkbox"/> | <input checked="" type="checkbox"/> | <input checked="" type="checkbox"/> | <input checked="" type="checkbox"/> | <input checked="" type="checkbox"/> | <input checked="" type="checkbox"/> | <input checked="" type="checkbox"/> | <input checked="" type="checkbox"/> | <input checked="" type="checkbox"/> | <input checked="" type="checkbox"/> | <input checked="" type="checkbox"/> | <input checked="" type="checkbox"/> | <input checked="" type="checkbox"/> | <input checked="" type="checkbox"/> | <input checked="" type="checkbox"/> | <input checked="" type="checkbox"/> | <input checked="" type="checkbox"/> | <input checked="" type="checkbox"/> | <input checked="" type="checkbox"/> | <input checked="" type="checkbox"/> | <input checked="" type="checkbox"/> | <input checked="" type="checkbox"/> | <input checked="" type="checkbox"/> | <input checked="" type="checkbox"/> |
| Getting West Nuneaton Moving: Bermuda Connection | | | <input checked="" type="checkbox"/> | | | <input checked="" type="checkbox"/> | | | <input checked="" type="checkbox"/> | | | <input checked="" type="checkbox"/> | | | <input checked="" type="checkbox"/> | | | <input checked="" type="checkbox"/> | | | <input checked="" type="checkbox"/> | | | <input checked="" type="checkbox"/> | | | <input checked="" type="checkbox"/> |
| A proposed highway capacity enhancement scheme in Nuneaton. | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| Are your proposals likely to impact on social inequalities e.g. child poverty for example or our most geographically disadvantaged communities? If yes please explain how. | | | | | | | | | | | | | | | | | | | | | | | | YES/ NO | | | |
| Are your proposals likely to impact on a carer who looks after older people or people with disabilities? If yes please explain how. | | | | | | | | | | | | | | | | | | | | | | | | YES/ NO | | | |

Form A2 – Details of Plan/ Strategy/ Service/ Policy

| <u>Stage 1 – Scoping and Defining</u> | |
|--|--|
| (1) What are the aims and objectives of Plan/Strategy/Service/Policy? | The scheme is focused on the improvement and opening of the Bermuda Bridge which lies over the A444 in Nuneaton, in order to create an approximate 1.2 mile additional highway link between West Nuneaton and Griff Roundabout. |
| (2) How does it fit with Warwickshire County Council's wider objectives? | <p>The Project has been developed to objectives in the CWLEP Strategic Economic Plan and Warwickshire Local Transport Plan 2011-26 in regard to the following:</p> <ul style="list-style-type: none">• Contributing towards improved journeys times and reduced congestion on the local highway network;• Improving accessibility to residential areas;• Supporting economic growth through improved access to employment and training;• Improved connectivity with Bermuda Park Rail Station;• Unlock the potential for new development to arise in the adjoining area; and• Provide an improved environment for pedestrians and cyclists. |

| | |
|--|--|
| (3) What are the expected outcomes? | <p>Expected Outcomes:</p> <ul style="list-style-type: none"> • Local traffic originating from the Bermuda residential area will be primary users of the link route over Bermuda Bridge, i.e. have a journey origin and destination along/off Bermuda Road; • This localised usage will have a positive impact on journey times on other radial routes in Nuneaton, e.g. the A444 between town centre and Griff Roundabout, Heath End Road between Bermuda Road - Bull Ring and Queens Road; • Journey times between the residential areas in the west of Nuneaton (e.g. Stockingford, Heath End and Galley Common) and the Town Centre (in both directions) also reduce significantly; • Increased traffic flow in the Bermuda and Heath End residential areas, e.g. Heath End Road, Tenlons Road, Bermuda Road, The Bridleway and St Georges Way; • No increase in the number of HGVs using the northern section of Bermuda Road, and therefore, no increase in HGVs passing the residential properties in this area; • Increased utilisation of Bermuda Park Rail Station; • Increase in noise associated with increased traffic volume in parts of the Bermuda residential area; however • The air quality level in the immediate area is expected to remain unaffected, based on the traffic modelling used to test the environmental impacts of the scheme. |
| (4) Which of the groups with protected characteristics is this intended to benefit? (see form A1 for list of protected groups) | <p>The Bermuda Connection Scheme does not intend to single out any particular group with protected characteristic within Warwickshire. The scheme intends to benefit everyone who lives, works, visits or travel through the West Nuneaton / Nuneaton town centre area.</p> |
| <u>Stage 2 - Information Gathering</u> | |
| (1) What type and range of evidence or information have you used to help you make a judgement about the plan/ strategy/ service/ policy? | <p><u>Initial Consultation</u></p> <p>The preliminary design proposals and supporting information based on traffic modelling work testing the impacts and benefits of the Scheme was subject of a consultation exercise carried out between August and October 2015. WCC Cabinet considered the consultation response and decided progress the Scheme onto detailed design stage.</p> |

(2) Have you consulted on the plan/ strategy/ service/policy and if so with whom?

County Council officers sought to engage widely with local residents in and around West Nuneaton, who were given an opportunity to participate in the consultation. The consultation allowed local residents to express their views and concerns.

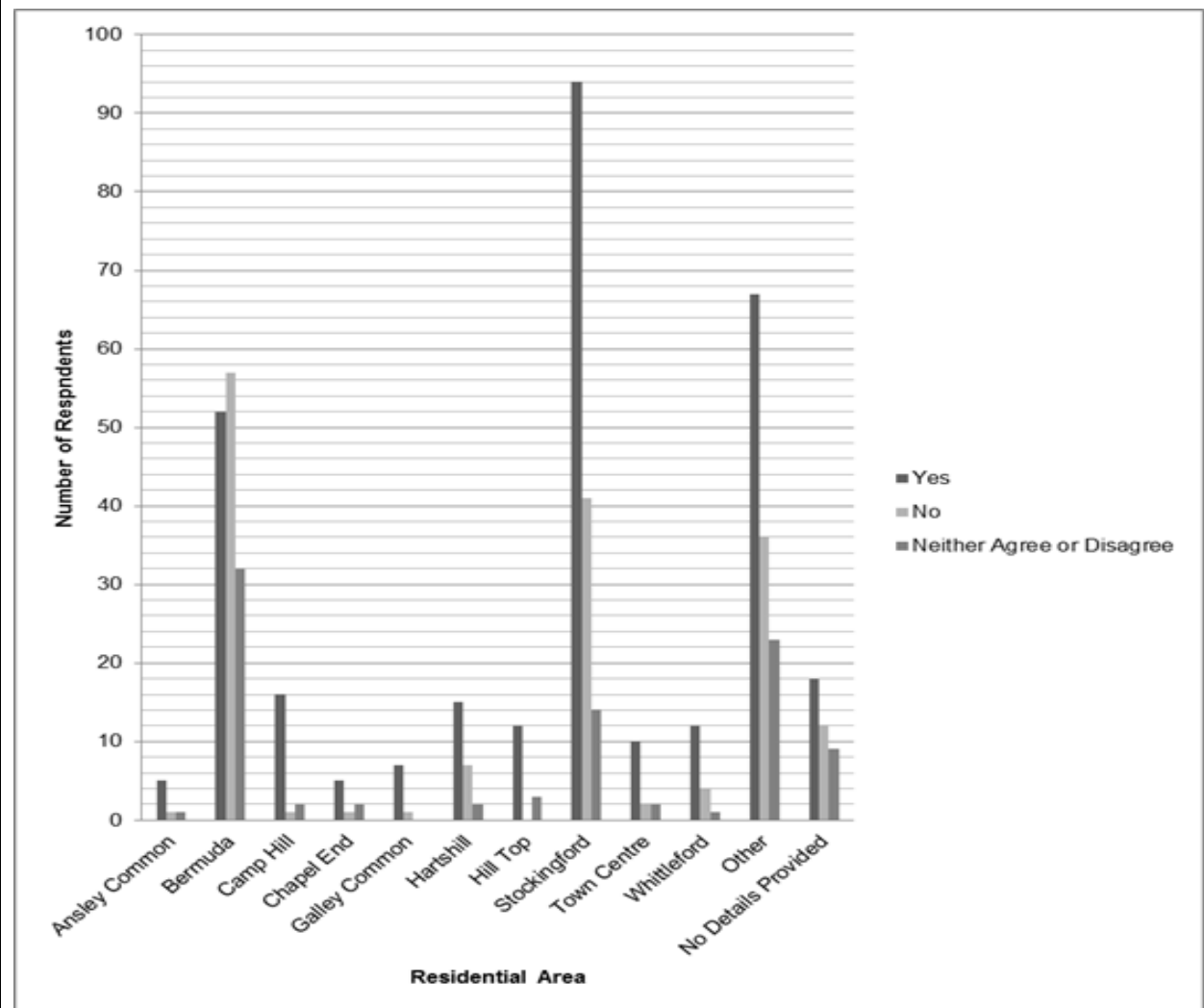
The following items were submitted during the consultation:-

- 567 no. response forms;
- 12 letters of objection towards the proposed scheme;
- One of the letters of objection was submitted by the owner of a prospective development site of which a small section is required for the scheme;
- 1 letter of support for the proposed scheme;
- A Petition against the proposed scheme with 451 signatures presented by the Bermuda Bridge Action Group; and
- 2 documents containing material objecting to the proposed scheme produced by the Bermuda Bridge Action Group.

The key outcomes of the consultation were as follows:

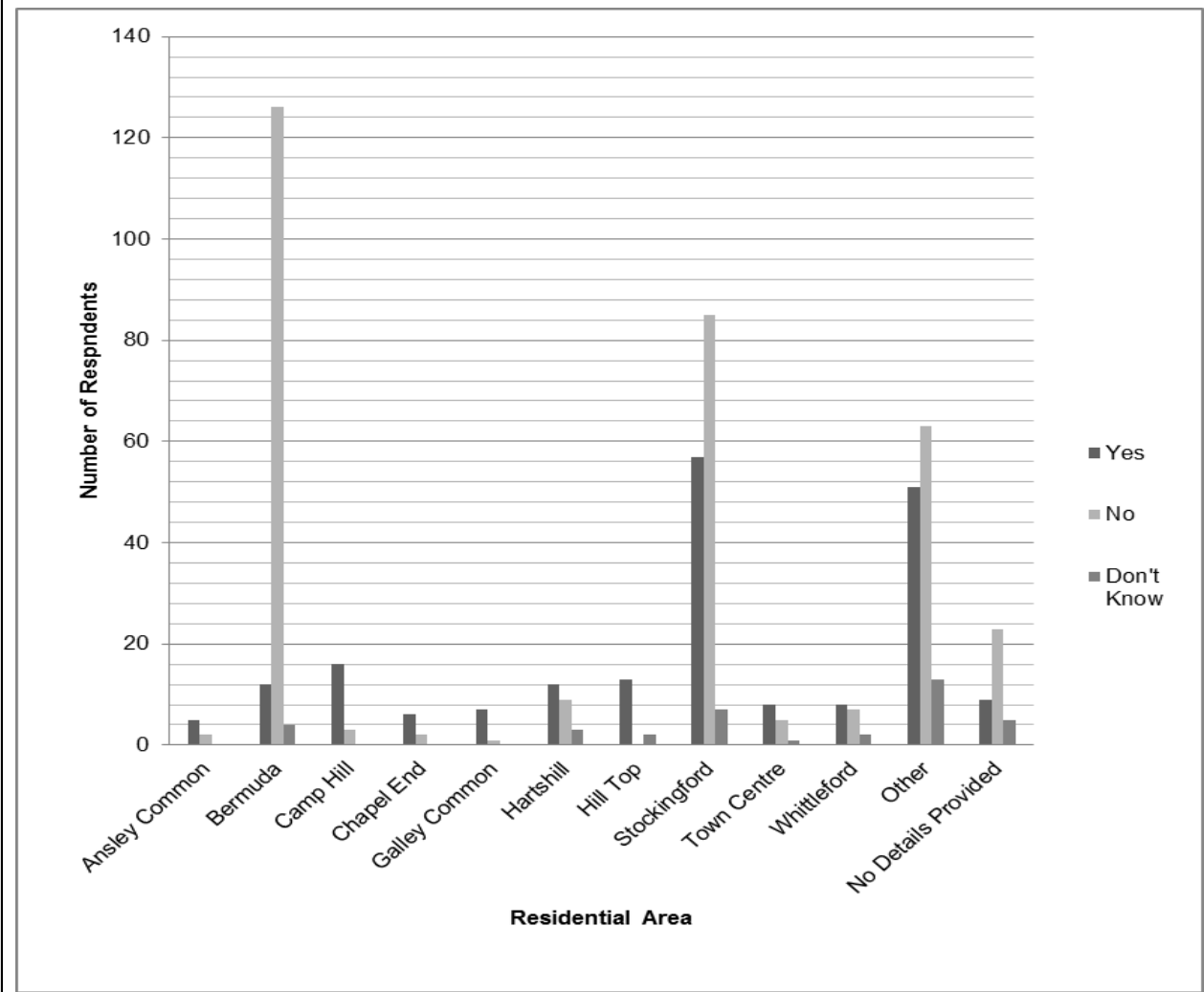
- 55% of the total respondents agreed that traffic congestion in West Nuneaton caused problems in their day to day activities (*see Chart 1 on Page 7*);
- However, 57.5% of the total respondents stated that they were opposed to the Bermuda Connection scheme (*see Chart 2 on Page 8*); and
- Chart 2 demonstrates that support was expressed for the scheme in all residential areas in West Nuneaton, whilst there was a particularly strong level of objection towards the scheme in the residential areas of Bermuda and Stockingford.

*Chart 1: Analysis of Consultation Response: Total Number of Responses to Question 1
- Traffic Congestion in West Nuneaton causes problems in my day to day activities*



Source: Consultation Report (Warwickshire Observatory)

Chart 2: Analysis of Consultation Response: Total Number of Responses to Question 2 – Do you support the proposed new highway link across Bermuda Bridge



Source: Consultation Report (Warwickshire Observatory)

Further Consultation

After the development of the detailed design proposals for the Scheme a period of further consultation was carried out in May/June 2018. The details of the updated Scheme were presented to the local community alongside supporting information and responses were invited for consideration.

The following items were submitted during consultation:-

- 333 survey forms all submitted online;
- 29 e-mails regarding the Scheme;
- 2 written letters of objection; and
- 15 Information Requests regarding the Scheme.

The key outcomes of the consultation were as follows:

- A total of 75% of the respondents stated that they live in the area where the Scheme is located, and further analysis identified that 39% of the respondents live in the Bermuda residential area and 29% live in the Stockingford residential area – which represents a combined total of 68% of the overall respondents;
- 65% of the respondents either completely agreed or partly agreed that traffic congestion in West Nuneaton cause problems in their day to day activities; however
- 64% of the respondents do not support the proposed new highway link via Bermuda Bridge.

The outcome of the consultation demonstrates a level of opposition towards the Scheme from local residents, who primarily live in the area where the Scheme is situated. This is a similar outcome to the original consultation carried out during the preliminary design stage in 2015.

Proposed changes to the Scheme have been put forward for approval by WCC Members following the further consultation, i.e. the provision of bollards on a section of foot way where Bermuda Road meets The Bridleway and also the relaxation of parking restrictions along the route.

| | | | |
|--|---|--------------------------------|--------------------------------|
| (3) Which of the groups with protected characteristics have you consulted with? | All of the interests of groups with protected characteristics would have been included in the major public consultation exercises carried out in 2015 and 2018. | | |
| <u>Stage 3 – Analysis of impact</u> | | | |
| (1) From your data and consultations is there any adverse or negative impact identified for any particular group which could amount to discrimination? If yes, identify the groups and how they are affected. | RACE N/A | DISABILITY N/A | GENDER N/A |
| | MARRIAGE/CIVIL PARTNERSHIP N/A | AGE N/A | GENDER REASSIGNMENT N/A |
| | RELIGION/BELIEF N/A | PREGNANCY MATERNITY N/A | SEXUAL ORIENTATION N/A |
| (2) If there is an adverse impact, can this be justified? | The Bermuda Connection Scheme should not present any adverse discriminatory impacts in specific regard for any particular group. However, as already specified it is projected that the Bermuda Connection Scheme will have adverse noise impacts on parts of the Bermuda residential area. | | |
| (3) What actions are going to be taken to reduce or eliminate negative or adverse impact? (This should form part of your action plan under Stage 4.) | It is not intended for any mitigation in regard to amelioration of the noise impacts to be delivered as part the construction of the Bermuda Connection Scheme. However, if the Scheme is progressed onto implementation stage, budgetary provision will be in place taking this matter into account. | | |

| | |
|---|---|
| (4) How does the plan/strategy/service/policy contribute to promotion of equality? If not what can be done? | All local residents will be able to utilise the additional highway link created by the Bermuda Connection Scheme for access to residential areas, employment, services and amenities, e.g. Bermuda Park Rail Station. |
| (5) How does the plan/strategy/service/policy promote good relations between groups? If not what can be done? | Regular interaction with relevant WCC Members local stakeholders and local residents will be carried out during the construction stage, which could be supported by press releases, information on webpages and newsletters. |
| (6) Are there any obvious barriers to accessing the service? If yes how can they be overcome? | The Bermuda Connection Scheme is essentially based on providing additional highway capacity supported by and improved sustainable transport infrastructure, which can be accessed by the entire local community. There are no obvious barriers to using the service. |
| (7) What are the likely positive and negative consequences for health and wellbeing as a result of this plan/strategy/service/policy? | <p><u>Positive Consequences:</u></p> <ul style="list-style-type: none"> • Present local residents with benefits arising from reducing journey times, and also improved cycle and pedestrian facilities which offer health benefits; • Contribute towards reducing traffic congestion on the A444 in Nuneaton town centre and main radial routes in West Nuneaton; • Improve connectivity to Bermuda Park Rail Station, employment and residential areas; and • Provide wider economic benefits, e.g. reduced operational costs for local businesses associated with reduced journey times and congestion. <p><u>Negative Consequences:</u></p> <ul style="list-style-type: none"> • A noticeable increase in traffic volume in parts of the Bermuda residential area; and • Adverse noise and vibration impacts associated with the increase in traffic volume in parts of the Bermuda residential area. <p><u>Comments from Capital Infrastructure Fund (CIF) Panel Evaluation</u></p> <p>The Panel had concerns that potential downsides of the Scheme may be underplayed; there is no apparent cost evaluated for the disruption caused by the works, and it was not clear how the findings of the Equality Impact Assessment relating to increased traffic volume, noise and disruption had been considered or represented.</p> |

| | |
|---|---|
| | <p><i>WCC Officer Response to the Comments from CIF Panel:</i></p> <p>If a decision is taken to progress the Scheme onto implementation stage, County Council officers will be carrying out surveys and monitoring the impacts upon opening.</p> <p>The primary negative impact of the Scheme is the adverse noise impact arising from the increase in traffic flow on certain roads upon the opening of the link route via Bermuda Bridge. This has not been overlooked by County Councillors and Officers and budgetary provision will be in place taking this matter into account, if the Scheme is progressed onto implementation stage.</p> <p>It is not anticipated that significant disruption will take place during construction works as there is no through route at present, and therefore, current traffic flow levels in the immediate area are low. A Construction Environmental Management Plan (CEMP) will also be in place delivering control measures for the construction works in order to ensure that proceedings will not have a significant effect on human health.</p> |
| (8) What actions are going to be taken to reduce or eliminate negative or adverse impact on population health? (This should form part of your action plan under Stage 4.) | It is not expected for the Bermuda Connection scheme to have any adverse impact on population health. The air quality level in the immediate Bermuda residential area is anticipated to remain unaffected, according to the traffic modelling used to test the environmental impacts of the scheme. In addition, due to the contribution of the scheme towards reducing traffic congestion on the A444 in Nuneaton town centre, it is possible that air quality level in the Air Quality Management Area (AQMA) in Nuneaton may improve. |
| (9) Will the plan/strategy/service/policy increase the number of people needing to access health services? If so, what steps can be put in place to mitigate this? | It is not expected for the Bermuda Connection scheme to increase the number of people needing to access health services. |
| (10) Will the plan/strategy/service/policy reduce health inequalities? If so, how, what is the evidence? | It is not expected for the Bermuda Connection scheme to reduce health inequalities. |

| | | | | | |
|--|---|---------------------|----------------------------|------------------------------|---|
| <u>Stage 4 – Action Planning, Review & Monitoring</u> | | | | | |
| If No Further Action is required then go to – Review & Monitoring (1) Action Planning – Specify any changes or improvements which can be made to the service or policy to mitigate or eradicate negative or adverse impact on specific groups, including resource implications. | EqIA Action Plan | | | | |
| | Action | Lead Officer | Date for completion | Resource requirements | Comments |
| | Commissioning surveys and assessments monitoring the impact of the Scheme after opening over a 12 month period after Scheme opening. | Nigel Whyte | March 2021 | Cost in the region of £60k | To be funded via the Transport Development Fund revenue budget. |
| (2) Review and Monitoring State how and when you will monitor policy and Action Plan | The EqIA for Bermuda Connection scheme will be monitored and reviewed by WCC Transport Planning Team in collaboration with WCC Equality and Diversity Advisors. | | | | |

Please annotate your policy with the following statement:

‘An Equality Impact Assessment / Analysis on this policy were undertaken on Thursday 5 July 2018 and will be reviewed on Monday 5 July 2021.

Warwickshire County Council

Bermuda Connection: Health Impact Assessment

An examination of the potential health impacts, both beneficial and adverse, that the proposed Getting West Nuneaton Moving: Bermuda Connection (2018) is likely to have on local residents

WCC Public Health

6/7/2018

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1. Introduction

1.1 Context

- 1.1.1 In 2015 WCC Public Health produced an Health Impact Assessment (HIA) on the proposed Getting West Nuneaton Moving: Bermuda Connection (2015) highways scheme. The scheme has since been revised and the scope of the project has been reduced. WCC Public Health has produced an updated HIA based on the revised Getting West Nuneaton Moving: Bermuda Connection (2018) scheme. This HIA follows the same format as the 2015 report, which can be accessed [here](#).

1.2 Site description

- 1.2.1 The proposed scheme focuses on opening up the existing Bermuda Bridge to allow for two-way traffic to flow between West Nuneaton and Griff roundabout. The bridge is currently only accessible to pedestrians and cyclists.
- 1.2.2 The area surrounding the application site is mainly urban comprising residential, commercial and industrial development. The northern half of the scheme is dominated by residential development to the east and a mixture of commercial and residential development to the west of the scheme. To the west of St Georges Way are mainly commercial and industrial premises; to the east lies the railway line. Since the 2015 HIA was produced, the Bermuda Park Railway Station on St Georges Way has opened.

1.3 Purpose of Health Impact Assessment

- 1.3.1 Health Impact Assessment (HIA) is a tool used to systematically examine the effect that a development may have on population and individual health. The purpose of this HIA is to assess the potential health and wellbeing impacts (both positive and negative) that the proposed Getting West Nuneaton Moving: Bermuda Connection (2018) transport scheme is likely to have on local residents.
- 1.3.2 The 2015 HIA concluded that:
- The assessment has highlighted that there will be specific roads which will experience an increase in traffic volume, particularly at peak time. This may have an impact on the health and wellbeing of the residents of around 125 properties within Arbury ward. The main impacts will be in relation to increased numbers of traffic on the roads which could cause an increase in air and noise pollution and associated health conditions.
 - Within Wembrook ward, there is expected to be a shift in road use, as volume reduces along the B4113, but increases along St. George's Way. This may alleviate congestion concerns, and could contribute towards improving the health outcomes within the ward, particularly if opportunities for active travel are supported.
 - The scheme has the potential to contribute towards lessening health inequalities by alleviating traffic congestion issues, opening / enhancing movement and connections between localities and services, and strengthening opportunities for active travel

1.3.3 The following table highlights the recommendations made within the 2015 HIA and provides an update for the current relevance of these.

| HIA (2015) Recommendation: | HIA (2018) Update: |
|---|---|
| We recommend that walking and cycling routes are enhanced between Hill Top and St George's way in order to promote active travel opportunities and improve health inequalities across Wembrook ward and Arbury ward. | To be considered within the HIA review. |
| We recommend that the current air quality is surveyed around those areas which are expected to see a noticeable increase in traffic flows (as shown in Figure 2). And this is used to better understand the potential impacts of the scheme. | To be considered with the HIA review. |
| We recommend that traffic management measures are considered for inclusion in the scheme to ensure that the additional HGVs which are expected to utilise Bermuda Rd and The Bridleway do not result in increased risk / perceived risk of traffic accidents | The updated traffic modelling shows that the number of HGVs accessing the road will remain the same. |
| We recommend that bicycle parking / lockups are integrated into the Bermuda Station development to encourage active travel. | Bermuda Station is now outside the scope of the scheme. Bicycle parking has since been installed at the station. |
| We recommend that in the event that the adverse impact arising from noise from the scheme is considered to be significant, then mitigation is put in place to ensure that noise impacts are within acceptable limits to ensure mental health and wellbeing of local residents is minimised. | To be considered within this HIA review. |
| We recommend that adequate lighting is provided along the shared pedestrian / cycle way route and around the new Bermuda Station to improve perceptions of safety and reduce the risk of crime. | Bermuda Station is now outside the scope of the scheme. |

2. Policy Framework

2.1 National Policy

- 2.1.1 The National Planning Policy Framework (NPPF) set out the Government's planning policies for England and how these are expected to be applied. Paragraph 171 places a duty on the County Council and the Director of Public Health to provide advice and guidance on health and wellbeing matters:

"local planning authorities should work with public health leads and health organisations to understand and take account of the health status and needs of the local population (such as for sports, recreation and places of worship), including expected future changes, and any information about relevant barriers to improving health and wellbeing."

- 2.1.2 Paragraph 69 of the NPPF states that planning policies and decisions should aim to achieve places which promote:

- Opportunities for meetings between members of the community who might not otherwise come into contact with each other, including through mixed-use developments, strong neighbourhood centres and active street frontages which bring together those who work, live and play in the vicinity;
- Safe and accessible environments where crime and disorder, and the fear of crime, do not undermine quality of life or community cohesion; and
- Safe and accessible developments containing clear and legible pedestrian routes, and high quality public space, which encourage the active and continual use of public areas.

- 2.1.3 The Marmot reviewⁱ recommends 3 main policy actions to try to ensure that the built environment promotes health and reduces inequalities for all local populations.

1. Prioritise policies and interventions that both reduce health inequalities and mitigate climate change by:
 - a. Improving active travel;
 - b. Improving good quality open and green spaces;
 - c. Improving the quality of food in local areas; and
 - d. Improving the energy efficiency of housing.
2. Fully integrate the planning, transport, housing, environmental and health systems to address the social determinants of health in each locality
3. Support locally developed and evidence-based community regeneration programmes that:
 - a. Remove barriers to community participation and action; and
 - b. Reduce social isolation.

2.2 Local Policy

- 2.2.1 Warwickshire County Council's Local Transport Plan (2011 to 2026) sets out the transport strategy and policies for the County and has six main objectives:

- To promote greater equality of opportunity for all citizens in order to promote a fairer, more inclusive society;

- To seek reliable and efficient transport networks which will help promote full employment and a strong, sustainable local and sub-regional economy;
- To reduce the impact of transport on people and the (built and natural) environment and improve the journey experience of transport users;
- To improve the safety, security and health of people by reducing the risk of death, injury or illness arising from transport and by promoting travel modes that are beneficial to health;
- To encourage integration of transport, both in terms of policy planning and the physical interchange of modes; and
- To reduce transport emissions of carbon dioxide and other greenhouse gases and address the need to adapt to climate change.

2.2.2 Warwickshire's Health and Wellbeing Board has prioritised the following areas in order to ensure that health and social care outcomes for Warwickshire residents are considered and improved by:

1. Promoting independence;
2. Community resilience; and
3. Integration and working together.

The latter priority is integral to success and the Health and Wellbeing Board in Warwickshire are committed to enhanced integration and effective joint working across Health, Social Care, Public Health and Community sectors, but also across other key organisations such as Environmental Health, Housing, Planning and Transport

3. Project Description

3.1 Project Aims & Objectives

3.1.1 The Getting West Nuneaton Moving: Bermuda Connection (2018) highway scheme is focused on creating a direct 1.3 mile two-way highway link between West Nuneaton and Griff Roundabout. The scheme consists of the following components, which can be identified on the map in figure 1.

- A. Capacity improvements to the Heath End Road / Tenlons Road Junction including enhancements to signalised pedestrian crossings;
- B. Double yellow line parking restrictions on Tenlons Road, Bermuda Road and The Bridleway;
- C. Refuge island (traffic calming) at the southern end of Bermuda Road acting as a road safety measure aimed at controlling vehicle speed;
- D. Uncontrolled shared pedestrian and cycle crossing on Bermuda Road to complement links to the Bermuda Village residential area;
- E. Improvement to the bus stop area on The Bridleway;
- F. Improvement to the bus stop area on The Bridleway;
- G. Refuge island (traffic calming) on The Bridleway acting as a road safety measure aimed at controlling vehicle speed;
- H. Improved pedestrian footway on The Bridleway;
- I. Improvements to Bermuda Bridge and connecting it to the adjoining highway on either side;

- J. Refuge islands (traffic calming) on northern end of St Georges Way acting as a road safety measure aimed at controlling vehicle speed;
- K. Shared pedestrian / cycle path running between St Georges Way – Bermuda Bridge – The Bridleway.

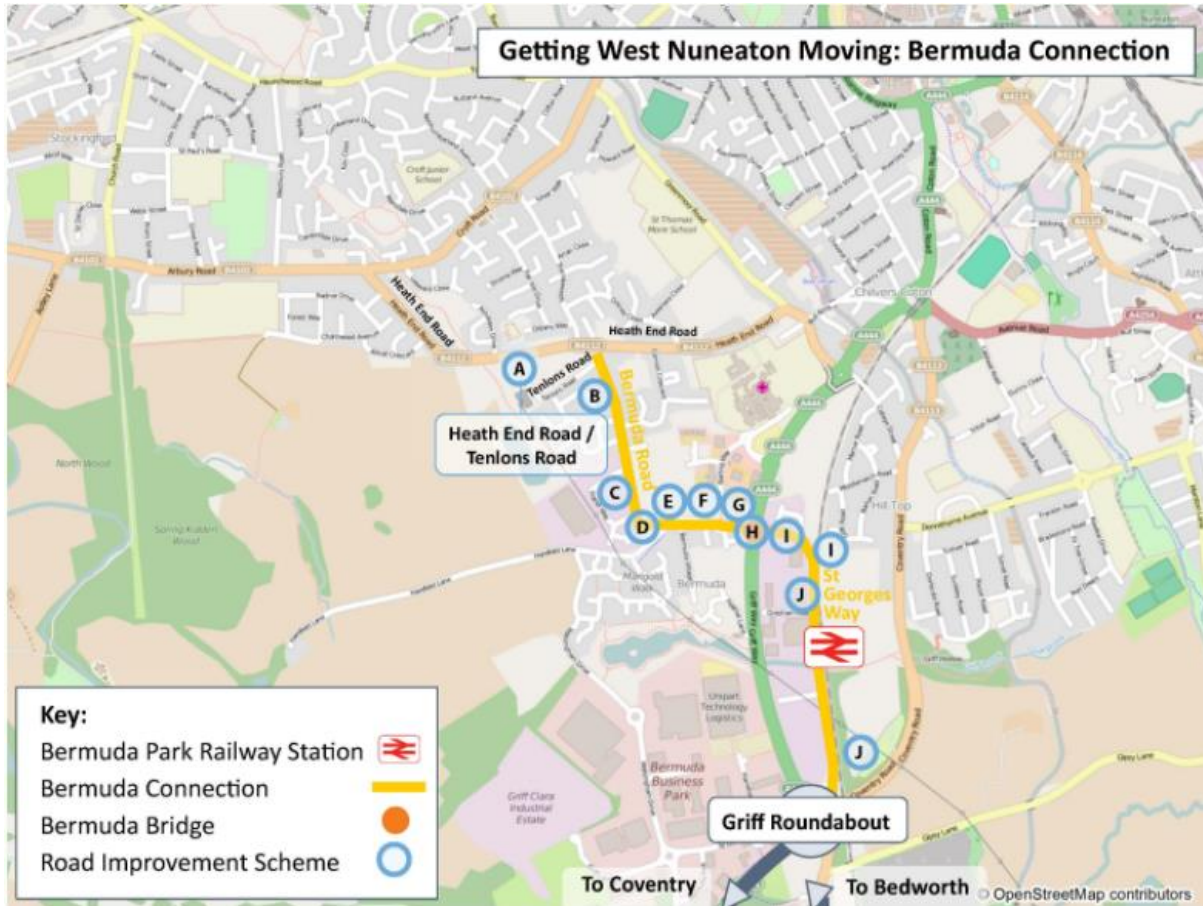


Figure 1: Map to show the highway schemes key improvement points

- 3.1.2 In making these improvements the scheme aims to deliver the following range of benefits for the local community in the wider west Nuneaton area:
- Contribute towards reducing journey times for local residents on a number of routes in the West Nuneaton area;
 - Contribute towards reducing congestion in parts of the town centre, thus improving links onto the A444 in Nuneaton for residents in other parts of the town;
 - Enhance accessibility to local businesses, amenities and residential areas, particularly in Bermuda and adjoining areas;
 - Support economic growth in Nuneaton by enhancing accessibility to existing and future local jobs;
 - Improve connectivity to Bermuda Park Rail Station, which will soon be served by two trains per hour to Coventry;
 - Provide an improved environment for cyclists and pedestrians to increase mode choice and accessibility;

- Drive forward further economic growth in Nuneaton, including potential employment and housing development along the new highway link route; and
- Complement the wider economic aspirations of the Coventry and Warwickshire sub region, e.g. Coventry and Warwickshire Local Enterprise Partnership (CWLEP) Strategic Economic Plan.

3.1.3 The primary change to the scheme since 2015 relates to the revision of the highway design standard applied for the scheme from Design Manual for Roads and Bridges (DMRB) highway standards to Manual for Streets II. Manual for Streets II is deemed more appropriate for 30mph urban roads, like those on the Bermuda link route. Making this change has reduced the amount of preliminary work needed, and has resulted in the following changes:

- A substantial reduction in the extent of earthworks and pavement improvements required as part of the scheme;
- The treatment and removal of hazardous contaminated land is no longer necessary as part of the scheme, e.g. the large earth bund situated on the extended Holland and Barratt land off The Bridleway will now remain unaffected;
- The attenuation pond off Bermuda Road will remain in situ and unaffected by the scheme; and
- The total area of land required to implement the scheme has substantially reduced.

3.1.4 The scheme is programmed for delivery in 2019/20 and work to progress the detailed design of the scheme is underway.

3.1.5 The proposed scheme should not be viewed in isolation as it forms part of the Programme of A444 Corridor Improvements, which will bring benefits to the wider community. The package of A444 Corridor Improvement Schemes has been developed to address both existing issues along the A444 and predicted impacts arising from Local Plan housing and employment growth within Nuneaton and Bedworth Borough.

4. Assessment

4.1 Health Profile

- 4.1.1 The proposed scheme is expected to impact both directly and indirectly on the residents of Nuneaton and Bedworth Borough and those travelling via the proposed schemes route.
- 4.1.2 For the purpose of this assessment the residential wards which the scheme is expected to directly impact have been looked at. These are Arbury ward to the west of the bridge, and Wembrook ward to the east (as shown in figure 2). Health profile data has been adapted from Public Health England's [Local Health](#) tool.
- 4.1.3 The 2016 Office for National Statistics (ONS) mid-year population estimates are the latest population figures available at ward level and were released in October 2017. They show that in 2016 the population of Arbury ward was 7,082 people whilst the population of Wembrook ward was 7,857 people.

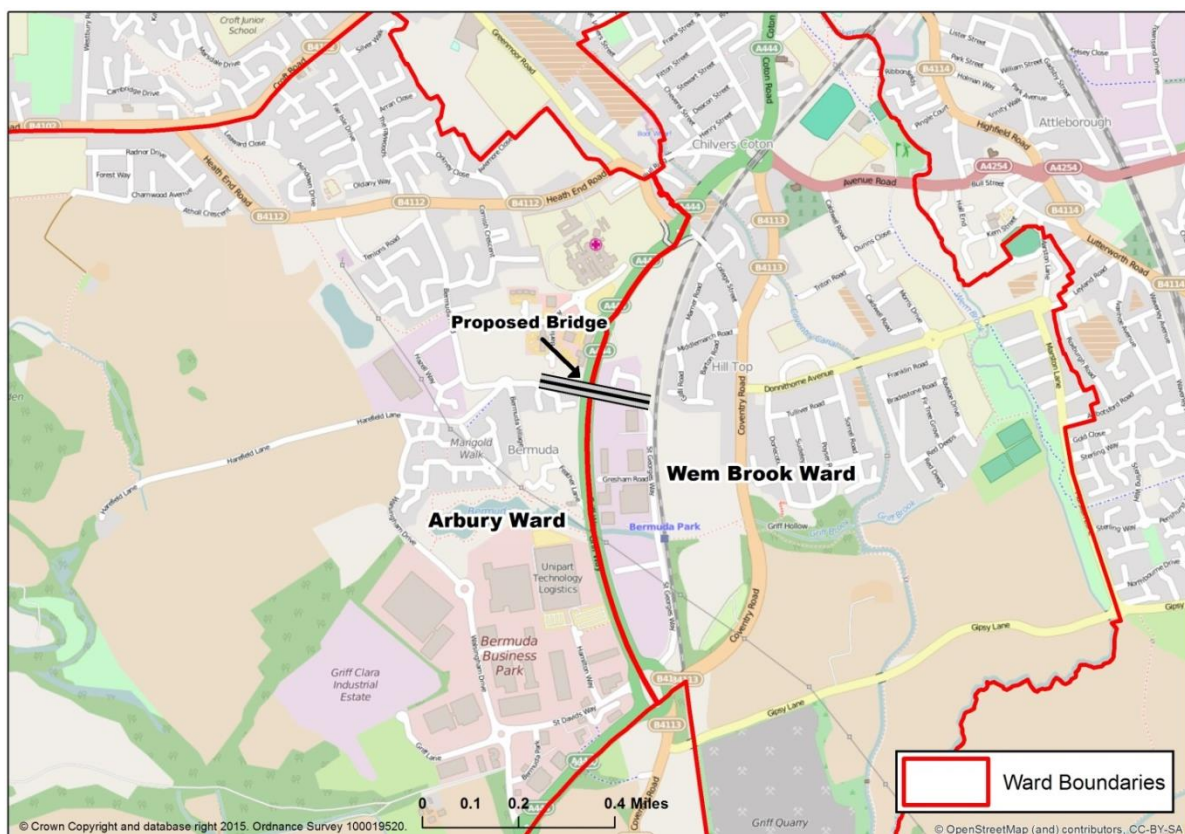


Figure 2: Arbury and Wembrook wards boundaries

- 4.1.4 Outcomes for a range of health and wellbeing indicators differ between the two neighbouring wards, suggesting there are inequalities in health. A key indicator used to demonstrate inequalities in health is life expectancy. Figure 3 shows that for Arbury ward average life expectancy is 78.6 years for males and 81.4 years for females, which is not statistically significantly different from borough and national averages (78.2 for males and 82.3 for females and 79.4 for males and 83.1 for females respectively). Whereas in Wembrook ward life expectancy is statistically significantly lower than the borough and national averages at 75.3 years for males and 81.2 years for females.

Local Health Profiles (Department of Health, 2017)

Indicators

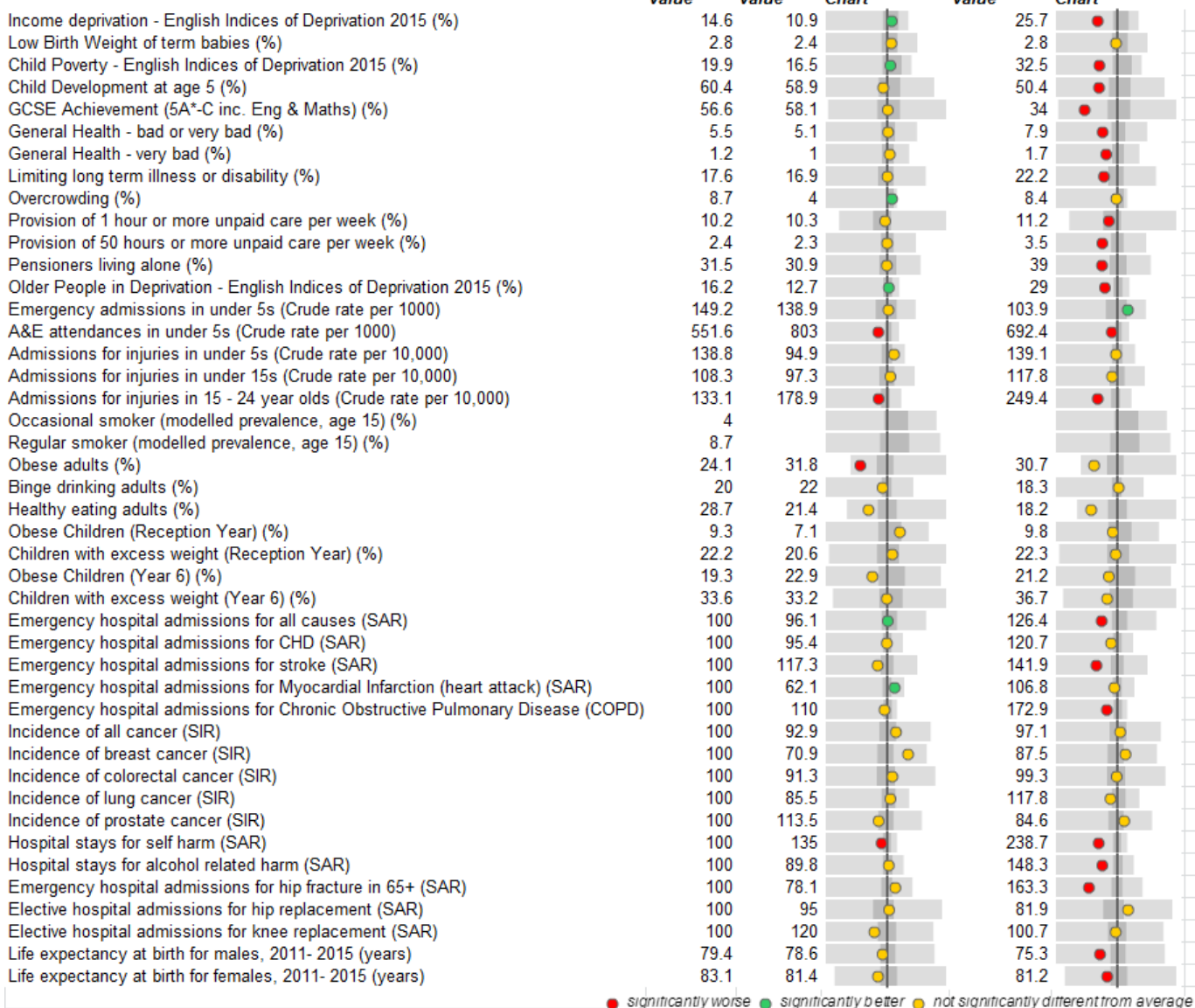


Figure 3: Health Profiles for Arbury and Wembrook Wards

- 4.1.5 For a number of deprivation indicators Arbury ward performs statistically significantly better than the averages for both the borough and nationally, whilst Wembrook ward performs statistically significantly worse, again highlighting the variation across the wards. For example, the proportion of the population living within income deprivation is 10.9% in Arbury ward compared with 25.7% for Wembrook Ward, 14.9% in the borough and 14.6% nationally. Similarly the rate of child poverty is statistically significantly lower at 16.5% for Arbury ward, compared with 32.5% for Wembrook Ward, 20.7% for the borough and 19.9% for the England average.
- 4.1.6 In terms of General Health the proportion of the population recorded as experiencing 'very bad' health in Arbury ward is 1.2%, which is not statistically significantly different to that of the national average of 1%. However in Wembrook ward the proportion of the population experiencing 'very bad' health is 1.7%, which is statistically significantly higher than the national average.

- 4.1.7 The proportion of obese adults in Arbury ward is 31.8%, which is statistically significantly higher than the national average of 24.1% and higher than the 30.1% average for Wembrook ward.
- 4.1.8 Chronic Obstructive Pulmonary Disease (COPD) is the name for a group of lung conditions that cause breathing difficulties.ⁱⁱ In Wembrook ward the proportion the rate of emergency hospital admissions for COPD is 172.9 which is higher than the 110 rate for admissions in Arbury ward and statistically significantly higher than the England average.
- 4.1.9 The ONS release official labour market statistics on an annual basis.ⁱⁱⁱ The Universal Credit claimant count is used to indicate the proportion of the population claiming out-of-work benefits. For Arbury ward the proportion this figure is 1.6% which is lower than the borough and national averages of 2.7% and 2.1% respectively. In contrast to this in Wembrook ward the proportion of residents claiming out-of-work benefits is 4.2%, which is higher than the borough and national averages.

4.2 Description of health effects

- 4.2.1 The wider determinants of health, or social determinants of health, are the conditions of daily living that influence health. They are the conditions that people are born, grow live, work and age in. Figure 4 shows the Dahlgren and Whitehead model of the wider determinants of health. These factors are generally interlinked and connected.

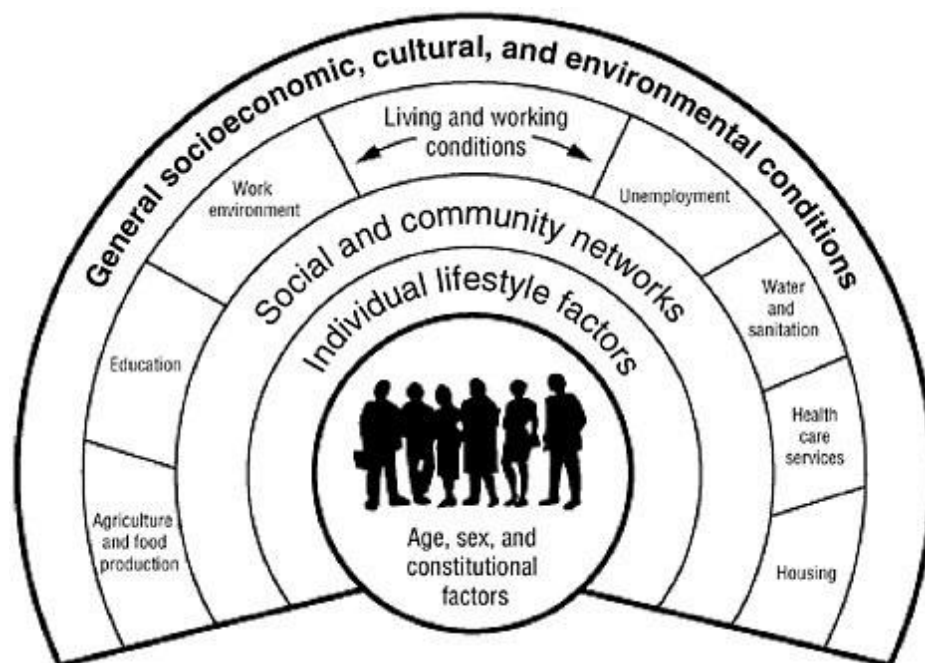


Figure 4: Dahlgren and Whitehead Model of the Wider Determinants of Health (1991)

- 4.2.2 The wider determinants of health (as outlined in the World Health Organisation's 'Healthy Cities' publication) provide a framework for assessing the potential positive

and negative health effects of the proposed Bermuda Connection scheme. They are:

- Transport
- Air pollution
- Road safety
- Neighbourhoods and facilities
- Housing and urban planning
- Green space
- Crime and fear of crime
- The urban environment and climate
- Educational outcomes
- Employment and income

Transport

- 4.2.3 As previously stated one of the main objectives of the Bermuda Connection is to improve flow rates and decrease congestion levels. Figure 5 shows the projected change in flow rates for peak traffic times both in the morning (am) and in the evening (pm).

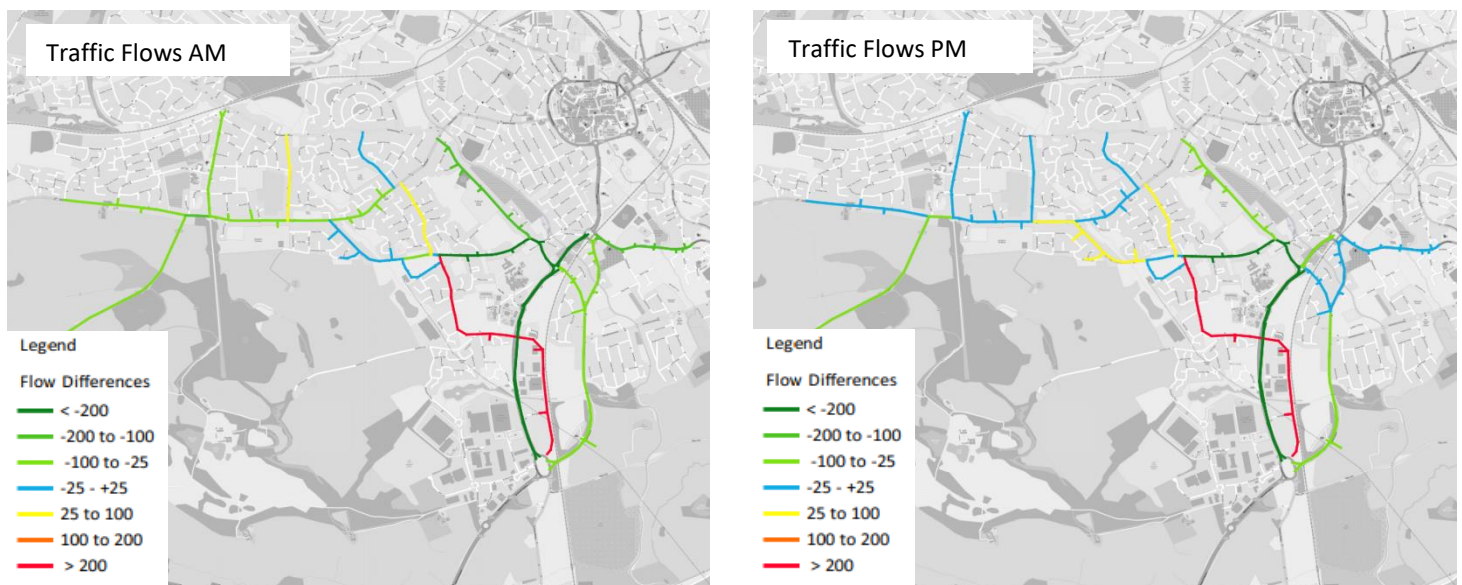


Figure 5: Change in traffic flows for am and pm

- 4.2.4 The modelled flow rates highlight that the main increase in traffic will be along St George's Way and Bermuda Rd, where the expected increase is estimated to be over 200 vehicles. This large increase is due to the fact that the road is currently only accessible to cyclists and pedestrians. The maps in figure 5 also highlight that a large reduction in traffic (-200 vehicles) is expected at peak times along Coventry Road and Greenmoor Road.
- 4.2.5 A change to traffic volume has the potential to impact on the health of local residents. For those residents of Wembrook ward the reduction in traffic flows is likely to lead to a reduction in air and noise pollution, which could positively impact on health and wellbeing. People living in more deprived areas tend to have greater

exposure to these conditions and are at a greater risk of developing associated health problems i.e. respiratory conditions such as asthma.^{iv} As previously stated, levels of deprivation in Wembrook ward are some of the highest in the borough and county. A reduction in traffic volume could impact positively on health by potentially lowering the risk of developing respiratory conditions harmful to human health.

- 4.2.6 Conversely, for those residents of Arbury ward where traffic flows are likely to increase, an increase in noise and air pollution is also likely. Unless this is appropriately mitigated, an increase in noise and air pollution has the potential to impact negatively on the health and wellbeing of residents in the lesser deprived ward.
- 4.2.7 As well as alleviating traffic congestion along St George's Way the scheme will also provide a new shared cycleway and footpath along this road which will link to The Bridleway and Bermuda Road. Inadequate cycle routes may be a barrier preventing people from choosing to cycle as a mode of transport. The new shared cycleway and footpath could encourage people to actively travel more, which could in turn increase physical activity levels in adults and has the potential to contribute to a reduction in adult's obesity levels which for Arbury ward are higher than the national average.
- 4.2.8 The route enhancements will consist of a 2.5m shared cycleway / footway from the Griff roundabout to the Bermuda road. This is expected to facilitate improvements in traffic flows between the two wards. Enabling residents to move outside of their own community has been shown to positively correlate with a reduced fear of social isolation and positive mental health.^v Providing a sustainable transport link between the two wards of Arbury and Wembrook will better connect the areas and has the potential to improve community cohesion. WCC Public Health recommends that all new cycleways / footways are well connected to existing routes to allow for people to actively travel across the wider west Nuneaton area.

Air pollution

- 4.2.9 There is a clear association between long-term exposure to particulate air pollution (PM 2.5 and sulphate dioxide) and a reduction in life expectancy caused by cardiovascular disease.^{vi} As well as this, greater air pollution has been linked to deprived neighbourhoods, with mortality rates from air pollution related causes highest amongst groups with lower socioeconomic status.^{vii}
- 4.2.10 By opening up the bridge, there is expected to be a noticeable reduction in traffic volume during peak hours along the A444 and the B4113 (Coventry Road). According to the Indices of Multiple Deprivation (IMD) 2015 'deprivation map explorer'^{viii} 'properties in this area are in an area of high deprivation and so residents could be considered potentially vulnerable in terms of health and wellbeing outcomes. A reduction in traffic volume along these roads may lead to a reduction in urban air pollution, and the level of pollutants that can damage human health.'^{ix}
- 4.2.11 Figure 5 shows the main roads likely to be impacted by a reduction in traffic flows as a result of opening the Bermuda Bridge for vehicle access. Both Heath End Road and the A444 (north of The Griff roundabout) are expected to see a reduction of greater than 200 cars at peak times (am and pm). This is expected to positively affect the residents of the 100 properties along the Heath End Road and the A444

who will likely experience a reduction in air and noise pollution as a result of the scheme. Using the ratio of 2.4 people per household it is estimated that at least 240 people residents could be impacted positively by the scheme.

- 4.2.12 Allowing motorised traffic to cross the Bermuda Bridge is likely to create an increase in traffic volume along The Bridleway, Bermuda Road and Tenlons Way (as shown in figure 5). As a consequence of this, it is expected that local air quality will change. The number of houses which are expected to be impacted by changes in air quality along The Bridleway, Bermuda Road and Tenlons Way is approximately 127 residential properties or an estimated 305 residents (using a ratio of 2.4 people per residential dwelling).
- 4.2.13 WCC commissioned Atkins to undertake an air quality assessment as part of the [Environmental Assessment](#) to consider the potential impact during both the construction and operational phases. The assessment concluded that:
- Construction phase: "The proposed scheme has the potential to generate dust emissions which may have a short term adverse impact at nearby sensitive receptors if there is no appropriate mitigation."
 - Operational phase: "The proposed scheme is expected to have a negligible to slight adverse impact on NO₂ concentrations at the human health receptors. The impact on PM₁₀ concentrations is expected to be negligible in all cases."
- 4.2.14 The air quality assessment makes recommendations for mitigation measures during construction phase however no mitigation measures are given for the operational phase as, although NO₂ concentrations levels are expected to have a slight adverse impact to human health at a number of receptors the concentrations have been deemed well below the Air Quality Strategy for England, Scotland, Wales and Northern Ireland (AQS) objectives.

Road safety

- 4.2.15 There are a number of HGVs which use St. Georges Way to access industrial estates and units. There is concern that by opening the bridge to allow for motorised vehicle access, there will be an increased presence of HGVs within Arbury ward and a fear of accident levels increasing. However, the updated traffic modelling for the scheme shows that the number of HGVs typically remains the same as per the current situation, as these are currently seeking access to local businesses and properties which are presently located.
- 4.2.16 Fear of accidents is highest when speeds flow. To ensure that speed is kept to an acceptable level, and that fear and perceptions of the risk of accidents is reduced the scheme should seek to ensure that traffic calming measures are used. WCC Public Health is therefore pleased to see that traffic calming islands are to be installed at various points along the route from St George's Way to Bermuda Road.
- 4.2.17 If access routes are poorly conceived, difficult to access, poorly maintained or perceived as unsafe these can act as a barrier to encouraging the use of active travel. The proposed shared cycleway / footway along St George's Road has been designed to a 2.5m width, which is reported to be too narrow within the schemes Road Safety Audit. The Designers Response to the Road Safety Audit states that there may be future opportunities to widen parts of the shared cycleway / footway

as part of a separate scheme surrounding the Bermuda Park Rail Station. WCC Public Health would support and encourage this element to be implemented as part of the separate scheme.

Neighbourhoods and facilities

- 4.2.18 Inability to access local facilities can disproportionately affect more disadvantaged members of society and contribute towards feelings of loneliness and social isolation. Opening up the bridge to allow new traffic flows will improve Wembrook wards residents' opportunities to access local facilities in the west of Nuneaton, and similarly the same for residents of Arbury ward.
- 4.2.19 The scheme provides an opportunity to connect services and encourage physical activity and social cohesion through sustainable active travel. The proposed shared pedestrian / cycle path would be approximately 1.7km in length and would provide connectivity to existing pedestrian / cycle paths which provide access to:
- Bermuda Village;
 - EPIC;
 - George Eliot Hospital
 - Connection to Hill Top and the Town Centre; and
 - Griff Roundabout

Housing and urban planning

- 4.2.20 Environmental noise problems can lead to sleep disturbance, cardiovascular disease and impaired mental health. During the construction phase, the scheme is anticipated to generate noise and mitigation plans are in place to keep noise to a minimum by adopting 'best practice' techniques. During the operational phase, the increased traffic flow is likely to have an adverse noise impact to a number of properties along The Bridleway, Knights Road Flats and Bermuda Road. We recommend that monitoring of noise is undertaken during the construction and operational phase of the scheme so that mitigation measures can be put in place if the impact is likely to be significant.

Green space

- 4.2.21 The assessment hasn't revealed any green space which could be affected.

Crime and fear of crime

- 4.2.22 The Warwickshire Observatory produced a piece of analysis to examine the levels of reported crime and anti-social behaviour (ASB) in an area around the current footbridge. This is because opening up the footbridge to allow for vehicle access may have implications on crime and community safety. Between the period January 2010 and August 2015, both crime and ASB levels around the footbridge area remained consistently high. St. George's way has been identified as experiencing high levels of anti-social behaviour.
- 4.2.23 Locality profiles produced by the Warwickshire Observatory show that rates of the individual categories of crime in Abbey and Wembrook ward range between two and three times the average for the County and that anti-social behaviour incidents are more than twice the County average.

- 4.2.24 There is a suggestion that by converting the footbridge into a road at this location it will become less of a desired place for groups to congregate, therefore potentially resulting in reductions of crime and ASB and positively contributing to the mental health and wellbeing of local residents.
- 4.2.25 As well as allowing for social policing, enhancing and improving the transport infrastructure will improve the aesthetics of the area, which is associated with better health outcomes.
- 4.2.26 To further improve perceptions of safety, and to allow for connectivity and access between the Bermuda Bridge and localities to the east and west during the day or at night, the scheme should ensure that adequate lighting is provided along the route and around the new Bermuda Station.

The urban environment and climate

- 4.2.27 The assessment hasn't revealed any climate factors which could impact the scheme (such as flooding/drought).

Educational outcomes

- 4.2.28 Educational attainment has a strong social gradient and is significantly correlated with health as school achievements are key predictors of subsequent outcomes including physical and mental health. By improving connections between wards, the scheme opens opportunities to facilitate travel to schools and educational institutes, which could help reduce health inequalities.

Employment and Income

- 4.2.29 Being in good employment protects health. Conversely, unemployment contributes to poor health. Getting people into work is critically important in reducing health inequalities. The connection will open access and facilitate movement between Wembrook ward, which currently has higher employment rates when compared to the average for the Borough and the County, and employment opportunities in the west of Nuneaton.
- 4.2.30 The scheme will also ensure that west Nuneaton is better connected to Bermuda Park Railway Station and to the employment and training opportunities available there. In terms of access for all, the project aims to enable a bus service to access the new railway station which, providing it can be well accessed by residents who are currently car less, could remove barriers to employment.

5. Conclusion

- 5.1.1 The assessment has highlighted that there will be changes to traffic flows in the area, some of which will be increases and some decreases. For those areas likely to experience an increase in traffic flows this could lead to increased noise and air pollution which could negatively impact on health and wellbeing. On the other hand those areas likely to experience a decrease in traffic flows may experience the opposite as a reduction in noise and air pollution could impact positively on health and wellbeing.
- 5.1.2 Within Wembrook ward, there is expected to be a shift in road use, as volume reduces along the B4113, but increases along St. George's Way. This may alleviate

congestion concerns, and could contribute towards improving the health outcomes within the ward, particularly if opportunities for active travel are supported.

- 5.1.3 The scheme has the potential to contribute towards lessening health inequalities by alleviating traffic congestion, opening and/or enhancing movement and connections between localities and services, and strengthening opportunities for active travel.

5.2 Recommendations

- WCC Public Health recommends that all new cycleways / footways are well connected to existing routes to allow for people to actively travel across the wider west Nuneaton area.
- We recommend that traffic calming measures are implemented as part of the scheme, as per the proposed design drawings.
- We recommend that the air quality along the route is monitored during the construction phase of the development. Existing monitoring methods will help indicate if there are any changes to air quality during the operational phase of the development.
- We recommend that noise levels are monitored during the construction phase and the operational phase of the scheme. For those roads expected to see an increase in traffic volume of +200 cars during peak times (The Bridleway, Bermuda Road, Tenlons Way) we recommend that mitigation measures, such as triple glazing, are considered to reduce the impact to health and wellbeing that increased noise pollution can cause.
- We recommend that adequate lighting is provided along the shared pedestrian / cycle way route and around the new Bermuda Station to improve perceptions of safety and reduce the risk of crime.

6. References

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- ⁱ Marmot M, Allen J, Goldblatt P et al (2010) [*Fair Society, Healthy Lives: Strategic review of Health Inequalities in England post 2010 \(The Marmot Review\)*](#). London, England.
- ⁱⁱ NHS Choices (2016) [Chronic Obstructive Pulmonary Disease](#) [accessed 15/06/2018]
- ⁱⁱⁱ ONS (2018) Nomis 2011 [ward profile for Arbury](#) [accessed 15/06/2018] and [ward profile for Wembrook](#) [accessed 15/06/2018]
- ^{iv} Ben Cave Associates Ltd (2014), *Health Impact Assessment – Nuneaton and Bedworth Borough Plan*. Leeds, England
- ^v Ben Cave Associates Ltd (2014), *Health Impact Assessment – Nuneaton and Bedworth Borough Plan*. Leeds, England
- ^{vi} World Health Organization Regional Office for Europe (2010) [*Urban planning environment and health: from evidence to action*](#). Copenhagen, Denmark.
- ^{vii} Ben Cave Associates Ltd (2014), *Health Impact Assessment – Nuneaton and Bedworth Borough Plan*. Leeds, England
- ^{viii} Open Data Communities (2015). [Deprivation map explorer](#). 2015 [accessed 15/06/2018]
- ^{ix} Ben Cave Associates Ltd (2014), *Health Impact Assessment – Nuneaton and Bedworth Borough Plan*. Leeds, England

Bermuda Connection Project

Road Safety Audit Stage 2 Report

Warwickshire County Council

14 December 2017

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This document and its contents have been prepared and are intended solely for Warwickshire County Council's information and use in relation to the Road Safety Audit Stage 2 Designers Response.

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Client signoff

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1. Introduction

This report includes the responses to the Stage 2 Road Safety Audit produced in connection to the Bermuda Connector Project. The RSA report is included in **Appendix A**.

2. Designer Responses

2.1. St Georges Way (SGW) shared cycle/footway link

Summary: Proposed width of shared cycle/footway too narrow

The proposed shared cycle/footway is designed to a 2.5m width which is below the standard identified in LTN 1/12. In addition, the provision of new streetlighting columns which appear to be located on this cycle/footway will also further reduce effective width at intervals.

It is recognised in section 3.1 (4) above that the proximity of Network Rail's boundary has caused issues for the design of the cycle/footway. However, the narrowness of the design may result in pedestrian and cyclist collisions on the shared footway or force pedestrians or cyclists into the carriageway with a potential for collisions with vehicles therein.

At the rail station, where the proposed shared footway ends, the width of the existing footway decreases further. This may lead to further conflict between pedestrians and dismounted cyclists leading to potential collisions or users being forced into the carriageway with a potential for collisions with vehicles.

Recommendation: It is recommended that the shared cycle/footway is designed so as to provide safe passage for all users.

Designers Response

There are several constraints present on site that limit the availability of land to accommodate a shared cycle/footway to the standard minimum width. The current proposal is based on the maximum width available for a facility without impacting on the Network Rail boundary due to associated retaining wall works.

Atkins recognises that a shared cycle/footway needs to provide a safe passage for all users however to do so will require an additional cost and significant impact on programme.

As instructed by WCC, due to the proximity to the Network Rail boundary, the width of the of the cycleway has been reduced to 2.5m to remove any potential impact on the boundary by the works.

As part of a separate future scheme, the provision of an off-street car parking area for Bermuda Park Rail Station will be progressed separately. The potential delivery of this initiative will include the vast majority of the current on-street car parking spaces on St Georges specifically for the rail station being removed, which will enable the section of the shared cycle/footway to be widened further in front of the railway station; which will be implemented as part of the separate scheme.

2.2. SGW shared cycle/footway tie in to existing footway near Bermuda rail station



Summary: No details provided for access to/from carriageway to proposed shared cycle/footway.

The proposed shared cycle/footway ends just north and just south of the new Bermuda rail station. There are no details provided of how cyclists wishing to rejoin or leave the carriageway at this point may do so, e.g. via dropped kerbs at the termination of the shared route.

This increases the likelihood of those cyclists wishing to rejoin the carriageway falling off as they negotiate a full kerb. In addition any cyclists who have been on the carriageway but wishing to access the rail station may be forced to dismount to negotiate the kerb, thus delaying their exit from the carriageway and increasing the likelihood of vehicle/cyclist collisions.

Recommendation: It is recommended that appropriate dropped kerb accesses are provided at suitable points close to the rail station to provide safe access to and egress from the carriageway.

Designers Response

Disagree. Atkins do not recommend on providing drop-down kerbs at this location as this might encourage northbound cyclists to swerve into the opposing carriageway lane of oncoming traffic.

The provision of an off-street car parking facility for Bermuda Park Rail Station is being progressed separately from this scheme. The potential delivery of this initiative will include the complementary provision of suitable pedestrian crossing facilities on St Georges Way to support pedestrian connectivity between the off-street car park and the rail station.

2.3. St Georges Way by Bermuda rail station



Summary: Lack of suitable crossing point for pedestrians and cyclists

The scheme does not appear to show any dropped kerb or uncontrolled crossing point, such as a pedestrian refuge, directly outside the exit from Bermuda rail station.

This may lead to pedestrians and/or cyclists choosing to cross at less suitable points, such as at or close to the various junctions which serve the industrial sites to the west of St Georges Way. As a result, an increase in vehicle/pedestrian collisions is likely.

Recommendation: It is recommended that a safe crossing point is identified close to the rail station to allow commuters and cyclists to safely cross St Georges Way.

Designers Response

The provision of an off-street car parking for Bermuda Park Rail Station is being progressed separately from this scheme. The potential delivery of this initiative will include the complementary provision of suitable pedestrian crossing facilities on St Georges Way to support pedestrian connectivity between the off-street car park and the rail station.

2.4. Various entrances to side roads on St Georges Way



Summary: Lack of suitable crossing points for pedestrians

The scheme does not appear to show any dropped kerbs on the entrances to the various side roads off the west side of St Georges Way. Burlington Road is one example.

This may lead to access difficulties for pedestrians with mobility and visibility issues and increase the likelihood of trips and falls.

Recommendation: It is recommended that safe crossing points are provided at the various roads and entrances which interrupt the western footway of St Georges Way.

Designers Response

The provision of an off-street car parking for Bermuda Park Rail Station is being progressed separately from this scheme. The potential delivery of this initiative will include the complementary provision of suitable pedestrian crossing facilities on St Georges Way to support pedestrian connectivity between the off-street car park and the rail station, including enhancements to crossing points at the various roads and entrances which interrupt the western footway of St Georges Way.

2.5. End of cycle route close to Bermuda Rd and The Bridleway



Summary: Tie in between end of cycle route and new footway alignment

Dwg 5147469-ATK-BCP-DR-D-121 Rev F shows a realignment of the north end of Bermuda Rd and a substantial redevelopment of the footway to the west of Bermuda Rd.

It is not clear how the existing cycle route will tie in with the new road alignment and footway. This may lead to an increase in pedestrian and cyclist collisions, especially since there is an uncontrolled crossing proposed for the same area.

Recommendation: It is recommended that the existing cycle route is tied into the proposed new alignment and footway development to provide a clearer demarcation of the route for pedestrians and cyclists in this area.

Designers Response

The existing shared cycle/footway on Harefield Lane will meet the footway adjacent to the new Bermuda Road alignment, as it currently does. The existing footway will be widened but will remain as a footway only. The “end of cycleway” infrastructure that is currently on site will therefore remain in place.

2.6. Various entrances to side roads on Bermuda Road



Summary: Lack of suitable crossing points for pedestrians

The scheme does not appear to show any dropped kerbs on the entrances to the various side roads off the west side of Bermuda Road. Hazell Way is one such example.

This may lead to access difficulties for pedestrians with mobility and visibility issues and increase the likelihood of trips and falls.

Recommendation: It is recommended that safe crossing points are provided at the various roads and entrances which interrupt the western footway of Bermuda Road.

Designers Response

This recommendation is deemed to be outside the scope of the proposed works as none of the footway north of the Hazell Way junction will be amended as part of this scheme, and therefore will be as per the current situation. Where highway works are being completed tactile crossings have been introduced.

2.7. Junction of Heath End Road and Bermuda Road



Summary: Lack of keep clear markings on Heath End Road

The scheme does not appear to show any proposals to install keep clear markings on the junction of Heath End Road and Bermuda Road. Opening up of the connection between Griff roundabout and west Nuneaton may result in increased traffic levels along Bermuda Rd and Heath End Road. Westbound traffic may queue back from the mini-roundabout and the controlled crossing leading to the turn into Bermuda Road becoming blocked.

This may lead to an increase in collisions between vehicles attempting to turn into and out of Bermuda Rd from the B4112 Heath End Road.

Recommendation: It is recommended that road markings are provided to keep the junction clear.

Designers Response

Agreed, "Keep Clear" road markings will be incorporated into the design.

Appendix A. WCC Stage 2 RSA

Stage 2 Detailed Design Road Safety Audit

Getting West Nuneaton Moving: Bermuda Connection

Bermuda Park, Nuneaton

03 November 2017

Audit No. RSA 2399

Warwickshire County Council
Traffic and Road Safety
Communities
Shire Hall
Warwick
CV34 4SX
<http://www.warwickshire.gov.uk/roadsafety>



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1.0 INTRODUCTION

- 1.1** This report results from a Stage 2 Road Safety Audit covering proposals to tackle congestion and improve access to/from west Nuneaton. The scheme involves the provision of a direct highway link between west Nuneaton and Griff roundabout on the A444. This will require improvements to an existing bridge over the A444, currently unused by motor traffic, and improved connections to existing local roads.

The scheme incorporates a number of different measures, including the improvement and refurbishment of the existing bridge, highway works on the new link itself and the highway infrastructure at either end of the route. The scheme also makes improvement to non-motorised user provisions along St Georges Way and Bermuda Rd through a shared-use cycle and pedestrian footway.

- 1.2** The Road Safety Audit Team, staff members from Warwickshire County Council were as follows:

Lee Williams
Audit Team Leader

Jon Rollinson
Audit Team Member

We confirm that no member of the Audit Team has been involved with the design process.

- 1.3** A site visit was carried out on Tuesday, 31 October 2017. The weather during the site visit was cloudy with a dry carriageway surface. Traffic flows were noted as being very light. Pedestrian flows were noted as being very light. All the roads in the scheme are currently subject to a 30mph speed limit.
- 1.4** The drawings and documents supplied for audit are listed in Appendix A.
- 1.5** The Audit Team acknowledge that the detailed design produced by the Principal Designer was in accordance to CIHT Manual for Streets II highway standards.
- 1.6** However, the audit has been carried out in accordance with Warwickshire County Council's safety audit procedures. These procedures largely follow those recommended in document HD 19/15 – 'Road Safety Audit' of The Highways Agency's Design Manual for Roads and Bridges.

- 1.7** The Principal Designer provided the following table for clarification purposes in regard to the Departures from Standards specified in the brief, in acknowledgement that the scheme has been designed in accordance to CIHT Manual for Streets II standards:

| Ref | WCC Query | Atkins Response |
|----------|---|---|
| 1 | <i>Heath End Road / Tenlons Road Junction:</i> | |
| 1.1 | What design standard is the suggested Departure from Standard for this junction referring to (1) Design Manual for Road and Bridges or (2) CIHT Manual for Streets II? | Design Manual for Roads and Bridges (DMRB). |
| 1.2 | The scheme has been designed in accordance to CIHT Manual for Streets II, and therefore, why is non-compliance with inter-visibility requirements in respect to TD50/04 DMRB standard mentioned in the brief? | CIHT Manual for Streets 2 refers to DMRB TD 50/04, stating that it contains the relevant detailed guidance for traffic signal control junctions. |
| 1.3 | Is the junction compliant with CIHT Manual for Streets II standards? | Manual for Streets II does not specify any specific visibility requirements but refers the designer to TD 50/04, whilst it recognises that existing site conditions may not allow for full inter-visibility to be achieved. |
| | | |
| 2 | <i>Vehicle Restraint System (VRS) Provisions:</i> | |
| 2.1 | What design standard is the suggested Departure from Standard for this junction referring to (1) Design Manual for Road and Bridges or (2) CIHT Manual for Streets II? | Design Manual for Roads and Bridges (DMRB). |
| 2.2 | The scheme has been designed in accordance to CIHT Manual for Streets II, and therefore, why is non-compliance with DMRB standard TD19/06 mentioned in the brief? | Manual for Streets II does not assess VRS requirements, and therefore, the previously adopted TD 19/06 assessment has been maintained. |
| 2.3 | Are the VRS provisions in the scheme compliant with CIHT Manual for Streets II standards? | Manual for Streets II does not give advice on vehicle restraint systems. |

| | | |
|----------|--|---|
| 3 | <i>Visibility Assessment: Tenlons Road Stopping Sight Distance through Bend:</i> | |
| 3.1 | According to the brief, this issue is non-compliant with CIHT Manual for Streets II highway design standards, which is accepted. | |
| | | |
| 4 | <i>St Georges Way Shared Cycle / Footway (2.5 metres width section only):</i> | |
| 4.1 | What design standard is the suggested Departure from Standard referring to (1) Design Manual for Road and Bridges or (2) CIHT Manual for Streets II? | Design Manual for Roads and Bridges (DMRB). |
| 4.2 | Is the section of shared pedestrian / cycle facility compliant with CIHT Manual for Streets II standards? | Manual for Streets II refers the designer to design in accordance with Local Transport Note 2/08 Cycle Infrastructure. This guidance states that the preferred minimum width is 3m. However additional width is required where there is an edge constraint, i.e. kerb edge, boundary fence, etc. Therefore the width that can be achieved is a non-compliance with Manual for Streets II. |

- 1.8** The Road Safety Audit Team has examined and reported only on the road safety implications of the scheme as presented and has not examined or verified the compliance of the designs to any other criteria. All comments and recommendations are referenced to the design drawings and documents supplied with the brief.
- 1.9** In accordance with Warwickshire County Councils Road Safety Audit procedures, it is a requirement that the Design Team in conjunction with the Project Sponsor prepare a Road Safety Audit Response Report, in response to the recommendations made within this audit. This should be completed and a copy of the final report sent to the Audit Team Leader for their information by 24 November 2017. For any recommendations that are not being adopted, the Design Team or Project Sponsor should notify the Audit Team Leader and discuss these issues to try to achieve a mutually agreed compromise. If an agreement cannot be reached, the Project Sponsor should then submit an Exception Report to the Head of Transport and Economy for Warwickshire for

their decision. If an Exception Report is required, a narrative of the exchanges between the Design Team, Project Sponsor and Audit Team Leader should be detailed and submitted alongside the Exception Report to the Head of Transport and Highways for their information.

2.0 PROPOSED SCHEME

- 2.1** The proposed scheme consists of a number of different measures, the key features include the improvement and refurbishment of the existing bridge, Highway works both on the new link itself and the highway infrastructure at either end of the route. The scheme also makes improvement to non-motorised user provisions along St Georges Way and Bermuda Rd through a shared-use cycle and pedestrian footway.

3.0 DEPARTURES FROM STANDARD

- 3.1** The following departures from standards were notified:

1. Heath End Rd/Tenlons Road junction

The criterion is not met by the existing layout of this junction which is currently a signalised junction. This is due to the close proximity of the existing buildings. It is not proposed to make any adjustments to the existing buildings' layouts.

Justification

Full compliance with the standard would result in an extensive level of building demolition at the junctions and significant loss of housing and employment opportunities. These junctions are already part of the existing highway network, and motorists are already familiar with their layout.

2. Vehicle restraint system (VRS) provisions

TD19/06 prescribes a minimum of 30m and 7.5m VRS length to be provided in advance and beyond a hazard, respectively. The culvert outside Bermuda train station on St Georges Way is identified as a hazard as per Road Restraint Risk Assessment Assessment Process (RRRAP). However, these minimum length requirements cannot be achieved due to the existing accesses to private properties on the west side, and footpaths on the east side of the carriageway.

The proposed length of full height VRS is about 8m in advance of the hazard on the west side of the carriageway. The length is zero both in

advance and beyond the hazard on the east side of the carriageway. These are departures from standard.

Justification

The culvert is an existing hazard. The existing scenario is not worsened by providing the possible length of VRS.

Full compliance with TD19/06 is not practical in the scheme. Mitigation measures include:

- No traffic collisions at the culvert location previously
- Free flow speed data is currently just over 30mph, well below the 50mph limit above which RRRAP assessment becomes required. Speeds are expected to further reduce as a result of the newly constructed railway station, an expected increase in traffic as a result of the proposed new train station car park, the location of the proposed pedestrian crossing.

3. Non-compliance: visibility assessment

Stopping sight distance through the bend on Tenlons Road in a southbound direction is not currently achieved without acquiring third party land and demolishing commercial buildings.

The achieved forward visibility at this location is 25m which is not in compliance with Manual for Streets.

4. Non-compliance: St Georges Way shared cycle/footway

Local Transport Note 1/12 recommends a minimum effective width of 3m for a shared cycle/footway. The feasibility of providing a full width 3.7m shared facility was considered to be high risk because of the proximity to the Network Rail boundary which would have significant cost and programme impacts if affected. WCC therefore instructed the design team to design 2.5m wide cycle/footways.

4.0 ITEMS ARISING FROM PREVIOUS AUDITS

- 4.1** Two previous audits have been carried out on the scheme as far as this audit team is aware and are available as RSA 2199, a Stage 1 road safety audit dated 12/6/2015 and RSA 2296, a Stage 2 road safety dated 29/9/2016.

In RSA 2199, 12 problems were identified and the design team provided a response to them.

In RSA 2296, 55 problems were identified and the design team provided responses to them.

5.0 ITEMS ARISING FROM THIS STAGE 2 AUDIT

5.1 PROBLEM

Location: St Georges Way shared cycle/footway link to Griff roundabout

Summary: Proposed width of shared cycle/footway too narrow

The proposed shared cycle/footway is designed to a 2.5m width which is below the standard identified in LTN 1/12. In addition the provision of new streetlighting columns which appear to be located on this cycle/footway will also further reduce effective width at intervals.

It is recognised in section 3.1 (4) above that the proximity of Network Rail's boundary has caused issues for the design of the cycle/footway. However, the narrowness of the design may result in pedestrian and cyclist collisions on the shared footway or force pedestrians or cyclists into the carriageway with a potential for collisions with vehicles therein.

At the rail station, where the proposed shared footway ends, the width of the existing footway decreases further. This may lead to further conflict between pedestrians and dismounted cyclists leading to potential collisions or users being forced into the carriageway with a potential for collisions with vehicles.

Recommendation: It is recommended that the shared cycle/footway is designed so as to provide safe passage for all users.

5.2 PROBLEM

Location: St Georges Way shared cycle/footway tie in to existing footway north and south of Bermuda rail station



Summary: No details provided for access to/from carriageway to proposed shared cycle/footway.

The proposed shared cycle/footway ends just north and just south of the new Bermuda rail station. There are no details provided of how cyclists wishing to rejoin or leave the carriageway at this point may do so, e.g. via dropped kerbs at the termination of the shared route.

This increases the likelihood of those cyclists wishing to rejoin the carriageway falling off as they negotiate a full kerb. In addition any cyclists who have been on the carriageway but wishing to access the rail station may be forced to dismount to negotiate the kerb, thus delaying their exit from the carriageway and increasing the likelihood of vehicle/cyclist collisions.

Recommendation: It is recommended that appropriate dropped kerb accesses are provided at suitable points close to the rail station to provide safe access to and egress from the carriageway.

5.3 PROBLEM

Location: St Georges Way by Bermuda rail station



Summary: Lack of suitable crossing point for pedestrians and cyclists

The scheme does not appear to show any dropped kerb or uncontrolled crossing point, such as a pedestrian refuge, directly outside the exit from Bermuda rail station.

This may lead to pedestrians and/or cyclists choosing to cross at less suitable points, such as at or close to the various junctions which serve the industrial sites to the west of St Georges Way. As a result, an increase in vehicle/pedestrian collisions is likely.

Recommendation: It is recommended that a safe crossing point is identified close to the rail station to allow commuters and cyclists to safely cross St Georges Way.

5.4 PROBLEM

Location: Various entrances to side roads and business premises on St Georges Way



Summary: Lack of suitable crossing points for pedestrians

The scheme does not appear to show any dropped kerbs on the entrances to the various side roads off the west side of St Georges Way. Burlington Road is one example.

This may lead to access difficulties for pedestrians with mobility and visibility issues and increase the likelihood of trips and falls.

Recommendation: It is recommended that safe crossing points are provided at the various roads and entrances which interrupt the western footway of St Georges Way.

5.5 PROBLEM

Location: End of cycle route close to junction of Bermuda Rd and The Bridleway



Summary: Tie in between end of cycle route and new footway alignment

Dwg 5147469-ATK-BCP-DR-D-121 Rev F shows a realignment of the north end of Bermuda Rd and a substantial redevelopment of the footway to the west of Bermuda Rd.

It is not clear how the existing cycle route will tie in with the new road alignment and footway. This may lead to an increase in pedestrian and cyclist collisions, especially since there is an uncontrolled crossing proposed for the same area.

Recommendation: It is recommended that the existing cycle route is tied into the proposed new alignment and footway development to provide a clearer demarcation of the route for pedestrians and cyclists in this area.

5.6 PROBLEM

Location: Various entrances to side roads and business premises on Bermuda Road



Summary: Lack of suitable crossing points for pedestrians

The scheme does not appear to show any dropped kerbs on the entrances to the various side roads off the west side of St Georges Way. Hazell Way is one such example.

This may lead to access difficulties for pedestrians with mobility and visibility issues and increase the likelihood of trips and falls.

Recommendation: It is recommended that safe crossing points are provided at the various roads and entrances which interrupt the western footway of St Georges Way.

5.7 PROBLEM

Location: Junction of Heath End Road and Bermuda Road



Summary: Lack of keep clear markings on Heath End Road

The scheme does not appear to show any proposals to install keep clear markings on the junction of Heath End Road and Bermuda Road. Opening up of the connection between Griff roundabout and west Nuneaton may result in increased traffic levels along Bermuda Rd and Heath End Road. Westbound traffic may queue back from the mini-roundabout and the controlled crossing leading to the turn into Bermuda Road becoming blocked.

This may lead to an increase in collisions between vehicles attempting to turn into and out of Bermuda Rd from the B4112 Heath End Road.

Recommendation: It is recommended that road markings are provided to keep the junction clear.

6.0 AUDIT TEAM STATEMENT

The audit has been carried out in accordance with Warwickshire County Council's safety audit procedures. These procedures largely follow those recommended in document HD 19/15 – 'Road Safety Audit' of The Highways Agency's Design Manual for Roads and Bridges. The problems identified have been noted in this report together with associated safety improvement suggestions which we recommend should be studied for implementation.

AUDIT TEAM LEADER

Lee Williams
Senior Engineer
Warwickshire County Council
Traffic and Road Safety
Communities
PO Box 43
Warwick
CV34 4SX

Signed

Date: 03/11/2017

AUDIT TEAM MEMBER

Jon Rollinson
Senior Engineer
Warwickshire County Council
Traffic and Road Safety
Communities
PO Box 43
Warwick
CV34 4SX

Signed

Date: 03/11/2017

APPENDICES

APPENDIX A

LIST OF DRAWINGS AND DOCUMENTS PROVIDED FOR AUDIT

- General Arrangement;
- Site Clearance;
- Guardrail & Safety Barrier;
- Geotech;
- Pavement;
- Kerbs and Footways;
- Traffic Signals;
- Structures;
- Stats;
- Visibility Splays; and
- Vehicle tracking.

Thomas van der Hoven

Atkins
The Axis Building
10 Holliday Street
Birmingham
B1 1TF

thomas.vanderhoven@atkinsglobal.com

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