

AGENDA MANAGEMENT SHEET

Name of Committee Nuneaton and Bedworth Area Committee

Date of Committee 25th January 2006

Report Title Improving Pedestrian and Cycle Access to Bermuda Park

Summary This report outlines the wider issues associated with improving pedestrian and cycle access to Bermuda Park in Nuneaton and recommends future action on the above.

For further information please contact Lisa Jones
Transport Planning Unit
Tel. 01926 735670
lisajones@warwickshire.gov.uk

Would the recommended decision be contrary to the Budget and Policy Framework? Yes/No

Background Papers None.

CONSULTATION ALREADY UNDERTAKEN:- *Details to be specified*

Other Committees Nuneaton and Bedworth Area Committee – 27th July 2005

Local Member(s) Councillor J Haynes
(With brief comments, if appropriate) Councillor M L M Heatley
Councillor Mrs P Henry
Councillor B J Longden – Disappointed with the recommendations of the report. Have concerns about the lack of provision for those travelling from the Arbury and Stockingford areas. Have concerns about the potential provision of bus priority measures at Griff roundabout.
Councillor Mrs J A Tandy

Other Elected Members

Cabinet Member
(Reports to The Cabinet, to be cleared with appropriate Cabinet Member)

- Chief Executive
- Legal I Marriott - agreed
- Finance
- Other Chief Officers
- District Councils
- Health Authority
- Police
- Other Bodies/Individuals

FINAL DECISION **YES/NO** (*If 'No' complete Suggested Next Steps*)

SUGGESTED NEXT STEPS :

Details to be specified

- Further consideration by this Committee When more detailed scheme proposals have been developed.
- To Council
- To Cabinet
- To an O & S Committee
- To an Area Committee
- Further Consultation

**Nuneaton and Bedworth Area Committee –
25th January 2006**

Improving Pedestrian and Cycle Access to Bermuda Park

**Report of the Strategic Director of
Environment and Economy**

Recommendation

That the Area Committee agrees that:-

1. The proposed pedestrian and cycle facilities be incorporated into the redesign of Griff roundabout.
2. The provision of a footpath along the A444 from George Eliot Hospital to Bermuda Park is not pursued.
3. The provision of facilities for pedestrians and cyclists on Gipsy Lane are not pursued.
4. That the redesign of Griff roundabout takes into account the longer term proposals for public transport in the North/South Corridor between Nuneaton, Bedworth and Coventry.

1. Pedestrian and Cycle Access to Bermuda Park

Background

- 1.1 As Members will recall, at the meeting of the Area Committee in July 2005, a report was requested on the wider issues associated with providing pedestrian facilities at the Griff roundabout, along the A444 between the George Eliot Hospital and Bermuda Park and on Gipsy Lane.
- 1.2 Pedestrian and cycle access to the employment and leisure opportunities located at Bermuda Park is currently poor, primarily due to the difficulty with crossing the A444 at the Griff roundabout. The A444 has three lane entrances and the roundabout has high circulatory and exit speeds, making it very difficult and hazardous for pedestrians to cross.
- 1.3 There are currently no pedestrian or cycle facilities on either the A444 between George Eliot hospital and Griff roundabout, or on Gipsy Lane between Whitestone and Bermuda Park.

2. Provision of Pedestrian/Cycle Crossing Facilities at Griff Roundabout

Background

- 2.1 At the Local Transport Plan seminar for the Nuneaton and Bedworth Area Committee in March 2002, Members expressed concern about pedestrian safety at the Griff roundabout and requested that further investigation be carried out into addressing this issue.

Feasibility and Cost

- 2.2 An initial study has revealed that it would not be possible to provide pedestrian/cycle crossing facilities in isolation near the Griff roundabout, and that they would need to be included in the signal control of the roundabout. As discussed later on in this report, signalling Griff roundabout is viewed as desirable for a number of wider reasons.
- 2.3 A feasibility study was therefore carried out for the provision of traffic signals at the junction of the A444 and Coventry Road, which would include pedestrian and cycling facilities. The study concluded that it was feasible to install traffic signals at the above island with localised widening on the A444 southbound approach and Coventry Road from Hill Top to three lanes. The St Georges Way and St Davids Way approaches would remain as priority controlled.
- 2.4 The cost of implementing the above scheme is estimated at £700,000 excluding the costs of any service diversions that may be required due to widening the carriageway.

Benefits of Signalising Griff Roundabout

- 2.5 Provision of crossing facilities at the Griff roundabout would significantly improve pedestrian and cycle access to Bermuda Park. It would enable pedestrians and cyclists using St Georges Way and Coventry Road to cross the A444 to reach Bermuda Park. Access would also be significantly improved for cyclists using Gipsy Lane and for those walking and cycling to Bermuda Park from Bedworth.
- 2.6 Provision of crossing facilities at Griff roundabout is also necessary to develop the Attleborough – George Eliot Hospital – Bermuda Park cycle route, which is viewed as a high priority for the further development of Nuneaton's cycle network. In conjunction with existing cycle routes, the proposed route will provide a continuous cycle link to Bermuda Park for those living in the north, east and central part of Nuneaton.
- 2.7 It is considered that signalisation of Griff roundabout will also help to reduce the occurrence of accidents at the roundabout. The site has a high rate of injury accidents and this issue is being investigated by the Safety Engineering team.

- 2.8 On a wider level, this scheme would fulfil a number of the core Local Transport Plan objectives in terms of improving accessibility, reducing congestion and improving road safety. It is hoped that the provision of safe crossings at Griff roundabout will encourage more people to travel to Bermuda Park using sustainable modes of transport.

Timescale

- 2.9 It is anticipated that the preliminary design for the signalisation of the Griff roundabout could begin in 2006/7. However, the high cost associated with this scheme means that it is likely to come forward for implementation during the latter years of the Local Transport Plan 2006-11. Developer funding will continue to be sought to supplement Local Transport Plan Integrated Transport funding for this scheme.

3. Provision of a Footway Along the A444

Background

- 3.1 The County Council has received requests for provision of a footpath along the A444 between the George Eliot hospital roundabout and Griff roundabout. These requests have been in response to concerns regarding the safety of pedestrians, particularly children, using the verge alongside the A444 to reach Bermuda Park.

Survey of Pedestrians Using the A444 to Access Bermuda Park

- 3.2 In order to establish an idea of the number of pedestrians using this route to reach Bermuda Park, a pedestrian count was carried out on the A444 near Bermuda Park on 19th August 2004. The survey was conducted on a weekday during the school holidays because it was considered the time when children were most likely to use the leisure facilities at Bermuda Park.
- 3.3 The 12 hour survey revealed a total of 12 pedestrian trips to/from Bermuda Park on the verge alongside the A444, of which four trips were made by children.

Feasibility and Cost of Constructing a Footpath on the A444

- 3.4 Providing a footway adjacent to the northbound carriageway would not appear feasible due to the limited verge width and the existence of access roads to the petrol station and other locations. From initial observations, it would appear feasible to provide a footway adjacent to the southbound carriageway, although this would require pedestrians to cross the A444 at the Griff roundabout near Bermuda Park. However, further investigations would be necessary to establish whether there is sufficient space to accommodate a path and the necessary physical separation of at least 1.5 m between the footway and the carriageway.
- 3.5 Notwithstanding practical considerations, there are concerns from the County Council's Safety Engineering team over the appropriateness of providing a footway alongside a dual carriageway with high traffic volumes and speeds.

- 3.6 In addition, provision of a new footpath and the necessary lighting along the length of the route is likely to cost at least £200,000. This level of expenditure will be difficult to justify given the low level of pedestrians observed using this route.

Availability of Alternative Pedestrian Routes to Bermuda Park

- 3.7 It is considered that some pedestrians currently choose to use the A444 to access Bermuda Park because it is perceived as the most direct route and avoids the need to cross the A444 at Griff roundabout.
- 3.8 St Georges Way and Coventry Road run parallel to the A444 and provide alternative options for pedestrian access to Bermuda Park (see **Appendix A**). Both of these routes have existing footways and are less heavily trafficked than the A444.
- 3.9 Although these walking routes are currently not viable as they require pedestrians to cross the A444 at the Griff roundabout, provision of pedestrian and cycle facilities at Griff roundabout (as detailed earlier) would effectively enable safe and convenient access to Bermuda Park from these routes.
- 3.10 Signage and publicity material could be used to promote St Georges Way and Coventry Road as recommended pedestrian and cycle routes to Bermuda Park following signalisation of the roundabout.

4. Provision of Pedestrian and Cycling Facilities on Gipsy Lane

- 4.1 Both the road and verge along Gipsy Lane are generally narrow and there is insufficient space within the highway to construct either a cycle way or a footpath. Purchase of adjacent land would be required along a significant length of the route, which would have a cost implication as well as impacting on the rural nature of this route. There are also likely to be technical difficulties with providing a footway/cycleway, due to level differences, drainage issues and the existence of a number of mature trees along the route.

5. Longer Term Proposals for Public Transport in the North/South Corridor

- 5.1 The County Council is currently working with Coventry City Council to develop proposals for a step-change in public transport in the North/South Corridor between Nuneaton, Bedworth and Coventry. An initial feasibility assessment has suggested that scheme proposals for a bus-based rapid transit system in this corridor would benefit from the inclusion of bus priority measures at Griff roundabout, to ensure that they can be accommodated at an appropriate point in the future.

6. Summary

- 6.1 The proposed signalisation of Griff roundabout will significantly improve walking and cycling access to Bermuda Park via existing routes along St Georges Way and Coventry Road, as well as bringing wider benefits for safety and congestion. The redesign of Griff roundabout will need to integrate the longer term proposals for public transport improvements on the North-South Corridor.
- 6.2 In view of the availability of alternative routes, provision of a new footpath along the A444 is not viewed as appropriate on safety and cost grounds.
- 6.3 Provision of improved pedestrian/cycle facilities along Gipsy Lane is not considered feasible due to the limited width of the highway along much of this route.

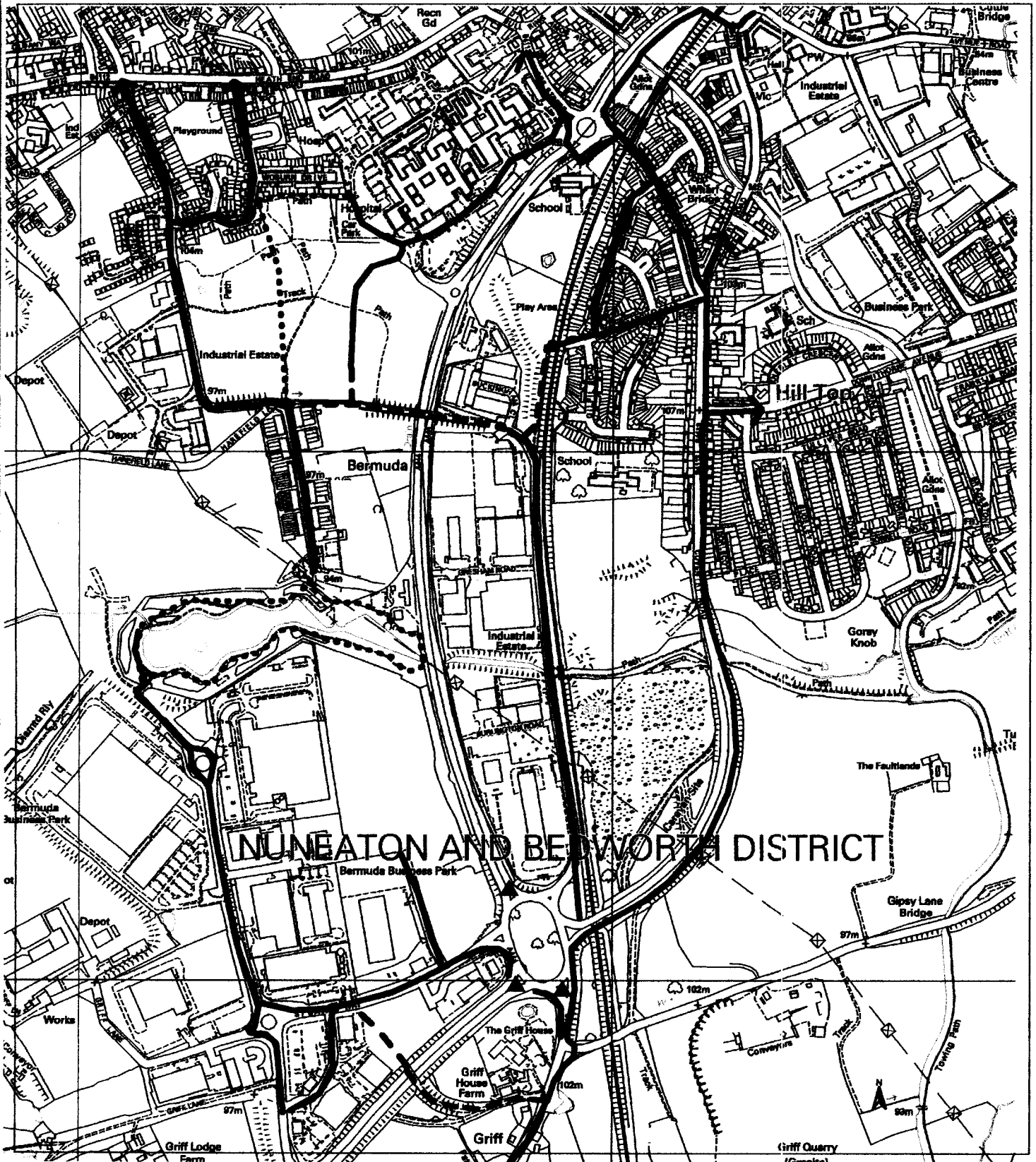
JOHN DEEGAN
Strategic Director of Environment and Economy
Shire Hall
Warwick

11th January 2006






Nuneaton and Bedworth Area Committee - 26 January 2006

Improving pedestrian and cycle access to Bermuda Park

Appendix A



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-  Footways within streets
-  Other footways (surfaced and illuminated)
-  Leisure footpaths (ie stone surfaces)
-  Proposed pedestrian and cycle crossings
-  LandLine Text



Department of Planning
Transport and Economic Strategy
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