

Bermuda Connectivity Project - Responses to Questions Raised at the
Arbury & Stockingford Community Forum (23/10/2014)

Subject: Environmental Impact		
No	Question	Response
1a)	What is the predicted increase in air pollution levels for residents of Eliot Court who would be closest to Bermuda bridge?	Capital funding is now in place to enable the proposals associated with the Project to be further investigated.
1b)	What is the predicted increase in traffic noise levels by traffic using the new station?	<p>This work will include the undertaking of an Environmental Impact Assessment in accordance with the principles detailed in the Design Manual for Roads and Bridges: Volume 11.</p> <p>The outcome of the Environmental Impact Assessment will form part of the consultation expected to be undertaken in May/June 2015.</p>
1c)	What is the environmental impact on Ensor's Pool – crayfish habitat?	WCC officers will ensure that the Environmental Impact Assessment takes this into account and informs the local community of its findings as part of the consultation.
1d)	Environment health imposed noise restrictions on construction sites e.g. Holland & Barratt – however new road network would create continuous increased levels of noise pollution. How can this be justified?	<p>There is no legal covenant in place restricting the full use of the bridge in terms of accommodating two-way traffic flow.</p> <p>The proposed Project complements the wider economic aspirations of the sub region highlighted in Priority 3 A444 North – South Corridor in the Coventry and Warwickshire Local Enterprise Partnership (CWLEP) – Strategic Economic Plan (SEP). Bermuda Park is the second largest employment site in the Coventry and Warwickshire sub-region, and the SEP emphasises that around 4,000 new jobs could be created through further development of the site.</p> <p>However, the SEP warns there is a risk that a substantial proportion of the projected new jobs might not actually materialise, if complementary measures such as improvements to local highway network to enhance connectivity are not delivered.</p>

		The proposed A444 (Nuneaton) Corridor Improvements and the proposed Bermuda Connectivity Project form part of the transport enhancements highlighted in the SEP, in the context of being required to enable Bermuda Park to achieve its full employment growth potential.
1e)	Houses (some over 100 years old) are not designed to withstand the vibrations from passing HGVs	WCC officers will ensure that the Environmental Impact Assessment takes this into account and informs the local community of its findings as part of the consultation.
1f)	Too much development going on in too shorter time period	The proposals contained within the Preferred Options Borough Plan are expected to be delivered during the lifetime of the Plan which at the time of consultation was 2010 – 2028.
1g)	Crime rates and fear of crime rates would increase if the project went ahead	Warwickshire Police will be party to the consultation, and therefore, will have an opportunity to express its view on how further crime prevention measures could be incorporated into the Project proposals, which WCC officers will consider.

A444 Transport Improvements Proposals

Please bear in mind that the Bermuda Connectivity Project should not be viewed in isolation and is part of wider programme of proposed Highway improvements focused on the A444 in Nuneaton, which complement the economic aspirations highlighted in Priority 3 A444 North – South Corridor in the Coventry and Warwickshire Local Enterprise Partnership – Strategic Economic Plan (SEP).

Therefore, in addition to the Bermuda Connectivity Project, County Council officers are also seeking funding to progress further development of other separate elements of the A444 Corridor Improvements Programme which focus on the following:-

Proposed Programme of A444 Corridor Improvements in Nuneaton	
Location	Proposed Scope of Works
A444 / Coton Arches Junction Improvements	Signalisation and capacity enhancement of the junction, including improved access for pedestrians and cyclists
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	Signalisation and capacity enhancement of the junction, including improved access for pedestrians and cyclists
A444 / B4112 College Street Junction Improvements	Signalisation and capacity enhancement of the junction, including improved access for pedestrians and cyclists
Improvements to Griff Roundabout	Capacity enhancement and optimisation
Improvements linking A444 to Arbury Estate link road proposals	Creation of a link route and complementary highway works Note: This is a development related scheme that is likely to be necessary to bring development forward in this location, and no highway alignment of the route has been confirmed.

Subject: Alternative Routes		
No	Question	Response
2a)	Nuneaton Town Centre display (possibly draft Borough Plan) showed three alternative access routes. Have the other two been cost estimated and properly considered?	The understanding is that NBBC Borough Plan highlighted the proposed A444 to Arbury Estate link road between Heath End Road and Walsingham Drive as a potential alternative link route.
2b)	Preferred link route for West Nuneaton: Arbury Road to Walsingham Drive	<p>This particular proposed link route forms part of the proposed A444 (Nuneaton) Corridor Improvements also specified in the SEP.</p> <p>The proposed Walsingham Drive to Arbury Road Link Road is a development related scheme that is likely to be necessary to bring development forward in this location.</p> <p>No highway alignment of the route has been confirmed.</p> <p>At present, no Developer is seeking planning consent for significant development in the Bermuda Park area, to enable proposals associated with link road to be progressed.</p>
2c)	Use of Coventry Road as an alternative arterial route to ease traffic congestion	Coventry Road (B4113) has catered for two-way traffic flow for some considerable time, and therefore, if it had the potential to improve traffic flow in the town centre these benefits would have already materialised.
2d)	2,000 extra houses planned (draft Borough Plan) off Arbury Road. Alternative arterial routes proposed to cope with increased traffic volumes	It is understood that this would be a potential development that would kick-start progression of the proposed Walsingham Drive to Arbury Road Link Road.
2e)	A purpose built relief road is a better option for the town than the Bermuda Connectivity Project	<p>The Bermuda Connectivity Project is the only potential link route that could enhance direct access to a number of different amenities that includes:-</p> <ul style="list-style-type: none"> • Existing and potential future employment sites; • Existing and potential future housing sites; and • Bermuda Park Rail Station. <p>This complements the economic growth aspirations in the SEP.</p>

Subject: Policies and Protocol

No	Question	Response
3a)	What protocol (suitability test) is followed to upgrade a B road to an A road? What enhancements would be needed?	<p>The current classification of the roads involved in the link route are as follows:-</p> <ul style="list-style-type: none"> • Bermuda Road – D Road; • The Bridleway – unclassified (currently not adopted by WCC, but similarly, could be classified as a D road upon adoption); • Bridge – public footway; and • St Georges Way – D Road. <p>The substantial majority of roads (around 60%) in the UK are classified as D Roads.</p> <p>As part of the further development of the proposals associated with the Project, County Council officers will consider whether the classification of the roads involved in the Bermuda Connectivity Project would need to be changed as part of the proposed Project.</p> <p>The protocol for changing a B road to A road is for the County Council to liaise with Geo-Place, who manages the National Street Gazetteer on behalf of the Department for Transport.</p>

Subject: Policies and Protocol		
No	Question	Response
3b)	How does the Bermuda Connectivity Project meet the guidelines drawn up in Warwickshire Local Transport Plan? Warwickshire Local Transport Plan promotes clean air, alleviation of congestion hotspots etc. The opposite would happen for Bermuda	<p>Warwickshire Local Transport Plan 2011-26 sets out the County Council's Transport strategy, which will provide a framework for how Warwickshire's transport network will be maintained and improved over a period of 15 years.</p> <p>The LTP3 promotes a wide range of objectives and is not just focused on improving the environment, e.g. achieving economic growth. For example, the Nuneaton and Bedworth Urban Area Strategy in the LTP3 states that a key objective is supporting the growth of the local economy. The proposed Project complements the economic growth aspirations for the area emphasised in the LTP3.</p>
3c)	What are the recommendations from JMP Consultants Ltd report for the Bermuda Connectivity Project? What alternative options have been considered e.g. sustainable public transport option?	<p><u>Recommendation of the Study</u> The Bermuda Transport Bridge Feasibility Study (April 2014), concluded that there is a strong economic case for reopening the bridge, and the best performing option would be opening the bridge to traffic for both east and west movements.</p> <p>The Study recommended that in consideration of the significant benefits produced in all the sub-options of the base scheme for reopening the bridge, the proposed scheme be taken forward for funding and delivery should comprise the following:-</p> <ul style="list-style-type: none"> • Bridge reopening; • Heath End Road improvement; • Bridge to Hospital cycleway; • Griff roundabout signals improvement; • Bermuda Park rail station car park; and • St Georges Way cycleway. <p>The bridge reopening and complementary infrastructure items were branded the Bermuda Connectivity Project and taken forward for further investigation.</p>

	<p><u>Alternative Options Explored in the Study</u></p> <p><i>1) One Way Option:</i> As part of the process of investigating options for the potential use of the bridge, JMP Consultants Ltd considered whether permitting the bridge to be used for all traffic for one-way (southbound) movements only would be a viable option.</p> <p>The outcome of the investigation was that JMP Consultants Ltd advised that the proposed one-way option be discounted as improved connectivity in respect to Bermuda Park employment site / Bermuda Park rail station with the west of Nuneaton would be severely compromised by a one-way traffic flow system.</p> <p>Journey times along the A444 in the AM and PM peaks are unpredictable at best and JMP Consultants Ltd anticipates that the opening of a two way link route over the bridge would bring relief to Heath End Road and the Coton Arches gyratory in both peaks. However, it is highly likely that this would not occur with a single direction bridge.</p> <p><i>2) Sustainable Transport Option:</i> As part of the study, JMP consultants Ltd also investigated the option for use of the bridge for sustainable transport purposes only, e.g. buses, cyclists and pedestrians. The following findings were identified:-</p> <ul style="list-style-type: none"> • Consultation with bus operators indicated that limited bus operational and patronage benefits would occur from the opening of the bridge solely for sustainable transport modes; • The bridge already caters for cycling and pedestrian movements, and therefore, the benefits derived from this are already in place;
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		<ul style="list-style-type: none"> • The decision on whether commercial bus services utilise the proposed new link route between Heath End Road and Griff roundabout through use of the bridge would be at the discretion of bus operators; and • Bus operators would not provide any firm commitment that they would divert commercial services through the bridge. <p>In consideration of the above points, JMP Consultants Ltd advised that establishing a business case for a stand-alone sustainable modes bridge would be challenging given the limited benefits available and uncertainty over bus services using the bridge.</p>
3d)	<p>What types of compensation would residents be entitled to, in order to alleviate falls in property value and local environmental degradation?</p>	<p>It is difficult to predict in advance exactly what the effect of a particular scheme may be on adjoining properties although clearly the Council will endeavour to design the scheme in a way which minimises impact so far as possible</p> <p>For example, it is sometimes the case that the value of nearby properties is increased if improved infrastructure brings extra businesses and employment to the area</p> <p>Once the bridge has been open and in use for a year it will be possible to establish whether increased noise and dust levels have caused the value of nearby properties to fall. Under some circumstances nearby property owners can claim compensation for such decreases in value. However, It is too early as yet to establish whether this will be so in respect of individual properties.</p> <p>If in any doubt over what you should do in this situation I would suggest that you consider taking independent advice from e.g. a solicitor, surveyor, or Citizens Advice Bureau.</p>

The Government has published guidance on this subject which you can consult on-line if you wish via the following web-link:

https://www.gov.uk/government/uploads/system/uploads/attachment_data/file/7719/147648.pdf

Subject: Policies and Protocol		
No	Question	Response
3e)	What is the project delivery timetable WCC is working to?	<p>At its meeting on 28 October 2014, the County Council endorses the allocation of capital funding to enable the proposals associated with the Project to be further investigated in more detail, which includes feasibility design, traffic modelling, costs, Environmental Impact Assessment, Road Safety Audits and other impacts.</p> <p>This work should be complete by May 2015 and will be followed, in May/June 2015 by a public consultation with local communities, interest groups and those impacted by the proposals.</p> <p>It is anticipated that the results of these activities will be reported to the County Council Cabinet at its meeting in September 2015 to consider and decide whether to implement the Project to completion.</p>

Subject: Policies and Protocol		
No	Question	Response
3f)	Can the cost benefit analysis be explained? How is the benefit ratio calculated?	<p><u>Benefit Cost Ratio</u> A benefit-cost ratio (BCR) is an indicator used in the formal discipline of cost benefit analysis that summarizes the overall 'value for money' of a proposed Project. A BCR is the ratio of the benefits of a project or proposal, expressed in monetary terms, relative to its costs, also expressed in monetary terms.</p> <p><u>How is the Benefit Cost Ratio Calculated?</u> WebTAG (Web-based Transport Analysis Guidance) is the Department for Transport's appraisal guidance and tool kit for transport projects and proposals.</p> <p>The development of analysis using WebTAG guidance is a requirement for all transport schemes that require Government approval and for those that do not, this guidance would serve as a best practice guide.</p> <p>The Present Value of Benefits calculation for the Bermuda Connectivity Project was produced by JMP Consultants Ltd during the undertaking of the Bermuda Transport Bridge Feasibility Study in 2014, through use of a spreadsheet model.</p> <p>JMP's spreadsheet model calculated the economic impacts of the Bermuda Connectivity Project caused by changes in traffic levels and journey times.</p> <p>To calculate the economic impact JMP used the outputs taken from the County Council's Paramics Traffic Model for Nuneaton, and then input into its spreadsheet model to generate a monetary effect in terms of benefits over the 60 year life of the scheme, applying the principles of WebTAG in its calculations of the scheme economics.</p> <p>Through the use of the information contained in JMP's spreadsheet model, Atkins incorporated revised Project costs and then undertook a similar 60 year</p>

		<p>cost/benefit assessment, which also applied the principles of WebTAG, and a Benefit Cost Ratio figure of 5.9: 1 was obtained.</p> <p>WebTAG specifically considered the transport related benefits of the Project, e.g. health, accessibility, journey time savings and cost savings, however, WebTAG excludes any wider economic benefits associated with employment growth and other 'agglomeration' benefits.</p> <p>Therefore, it is reasonable to suggest that the initial Project benefits and the 5.9: 1 Benefit Cost Ratio, could therefore, be viewed as an under-estimate and the actual benefits could very well be higher than forecast.</p>
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Bermuda Connectivity Project – Projected Cost / Benefit Profile	
Element	Total
Bridge Improvement and Refurbishment Works	£1,748,438
Connecting Bridge to Highway and also Highway Improvements on The Bridleway and Bermuda Road	£485,225
Heath End Road / Bermuda Road Junction Improvement	£778,875
Griff Roundabout / St Georges Way Junction Improvement	£130,650
Shared Pedestrian / Cycle Way Improvement	£347,425
St Georges Way Enhancements	£95,550
Rail Station Car Park	£685,505
TOTAL PROJECT COST (CAPITAL)	£3,701,668
Operating/maintenance costs per year (Revenue)	£37,500
Scheme Economics (based on 2010 prices)	
Present Value of Costs	£10,242,852
Present Value of Benefits	£60,462,402
Net Present Value	£50,219,550
Benefit Cost Ratio (BCR)	5.9: 1 (based on WebTAG assessment excluding wider economic benefits)

The benefits calculations exclude the benefits associated with:-

- Gross Value Added (GVA) benefits generated by the jobs created by the scheme;
- Impacts of accident reduction;
- Carbon emission reductions; and
- Income from the proposed rail station car park.

Therefore, it is reasonable to suggest that the initial Project benefits and the 5.9: 1 Benefit Cost Ratio, could therefore, be viewed as an under-estimate and the actual benefits could very well be higher than forecast.

Subject: Policies and Protocol		
No	Question	Response
3g)	What are the next steps after WCC Full Council approves the funding recommendation on 28 October?	<p>At its meeting on 28 October 2014, the County Council endorses the allocation of capital funding to enable the proposals associated with the Project to be further investigated in more detail, which includes feasibility design, traffic modelling, costs, Environmental Impact Assessment, Road Safety Audits and other impacts.</p> <p>This work should be complete by May 2015 and will be followed, in May/June 2015 by a public consultation with local communities, interest groups and those impacted by the proposals.</p> <p>It is anticipated that the results of these activities will be reported to the County Council Cabinet at its meeting in September 2015 to consider and decide whether to implement the Project to completion.</p>
3h)	Scheme is evidence of short term planning over longer term visioning. Planners have prioritised housing development over road network enhancements	<p>The Borough Plan Preferred Options document sets out a vision and objectives for the future of the Borough up to 2028, along with policies and proposals which aim to achieve the delivery of that vision. The Council, working with service delivery partners, is preparing an Infrastructure Delivery Plan alongside the Borough Plan, the purpose of which is to ensure that the infrastructure required to support development is properly planned for and delivered.</p>

Subject: Design and Traffic Modelling		
No	Question	Response
4a)	What's to stop motorists using local rat runs should Bermuda Road back up with high volumes of traffic? What traffic calming measures would be put in place?	<p>The feasibility design process will include transport modelling exercises to test, consider and report the potential traffic effects of the proposed Project. This will include assessment of rat-running risk on smaller roads in the vicinity and possible mitigation measures to deter this.</p> <p>The feasibility design process will also include the undertaking of a comprehensive Road Safety Audit (RSA) to assess and evaluate the safety implications of changes to the nature and physical characteristics of the highway. The RSA may advise on further mitigation measures that would need to be put in place to protect local residents.</p> <p>The outcomes of the traffic modelling exercises and Road Safety Audit will be included in the consultation.</p>
4b)	What enhancements would be made to Heath End Road / Bermuda Road junction	<p>The County Council has endorsed the allocation of capital funding to enable the proposals associated with the Project to be further investigated, which will include feasibility design.</p> <p>The extent of the proposed works at the Heath End Road / Bermuda Road junction will be considered during the feasibility design process.</p> <p>The outcome of the feasibility design process will be a primary element of the consultation. The local community is encouraged to engage in the consultation in order to examine the design proposals and express their views.</p>
4c)	How can Bermuda Road (B Road - single carriageway) take the traffic volume currently using A444 (dual carriageway)	<p>As specified on page 6, Bermuda Road currently has D Road classification.</p> <p>Notwithstanding, the County Council has endorsed the allocation of capital funding to enable the proposals associated with the Project to be further investigated.</p> <p>The outcome of the feasibility design process will form a primary element of the consultation.</p>

		The local community is encouraged to engage in the consultation in order to examine the design proposals and express their views.
4d)	How can project go ahead when Borough Plan has not been approved? Freeze project until adoption of Borough Plan.	<p>The key policy document driving the proposed Bermuda Connectivity Project is the Coventry and Warwickshire Local Enterprise Partnership (CWLEP) – Strategic Economic Plan (SEP).</p> <p>The delivery of the proposed Project would complement the wider economic aspirations of the sub region as it forms part of Priority 3 A444 North – South Corridor in the SEP, which focuses on improvements to the highway network and rail to improve connectivity to a priority cluster of major employment sites. One of these priority employment sites is Bermuda Park.</p>
4e)	Children walking to local schools would have to cross main road	<p>The County Council is committed towards designing the proposed Project with road safety being a primary consideration.</p> <p>The feasibility design process will also include the undertaking of a comprehensive Road Safety Audit (RSA) to assess and evaluate the safety implications of changes to the nature and physical characteristics of the highway. The RSA may advise on further mitigation measures that would need to be put in place to protect local residents.</p> <p>The outcomes of the traffic modelling exercises and Road Safety Audit will be included in the consultation.</p>
4f)	Two years ago Bermuda Village was being promoted as a quiet family friendly estate. It is now being proposed as a main route for road traffic.	The County Council has no control in respect to the message relayed by Developers in order to promote a particular area to its target market.
4g)	Planners have failed over 40 years to plan the development of Bermuda properly to enhance the road network and design the housing estates accordingly	The Borough Council consults the Highways Authority in the assessment and determination of planning applications, requiring developers to make amendments to proposals where required.
4h)	Reassurances were given from property developers to new home owners that the roads would be designed for use by	The County Council has no control in respect to the message relayed by Developers in order to promote a particular area to its target market.

	local traffic only	
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Subject: Bermuda Bridge		
No	Question	Response
5a)	What would be the weight restrictions on Bermuda bridge?	<p>The County Council has endorsed the allocation of capital funding to enable the proposals associated with the Project to be further investigated. This will include a feasibility design process that will cover traffic management issues.</p> <p>The outcome of the design feasibility process will form a primary element of the consultation. The local community is encouraged to engage in the consultation in order to examine the feasibility design proposals and express their views.</p>
5b)	Who owns the land either side of Bermuda bridge?	The bridge is owned by the County Council. However, the embankments and approaches on either side of the bridge are owned by Deeley.
5c)	What enhancements would be put in place for flats, offices and housing nearest Bermuda bridge	The County Council has endorsed the allocation of capital funding to enable the proposals associated with the Project to be further investigated, which will include feasibility design.
5d)	HGVs should be restricted from using the bridge	The outcome of the feasibility design process will form a primary element of the consultation. The local community is encouraged to engage in the consultation in order to examine the feasibility design proposals and express their views.

Subject: Bermuda Park Railway Station		
No	Question	Response
6a	<p>Will people pay to use the station car park when the alternative is to park outside people's houses on the public highway?</p> <p>What's the contingency for restricting on-street parking, e.g. resident permits, double yellow lines?</p>	<p>When the station opens the 30 on-street parking spaces will be free of charge. The County Council is currently exploring the option to provide dedicated off-street parking for which there is likely to be a charge.</p> <p>If these charges result in on-street parking problems, the County Council would explore the possibility of introducing a residential parking scheme or parking restrictions, in order to encourage parking in the station car park and deter rail users from parking outside residential properties.</p>
6b)	<p>Why is the new station being built where it is?</p>	<p>The rail station is now under construction and the location was chosen to maximise the number of potential passengers. The business case has been assessed by the Department for Transport as meeting the criteria for funding and has overwhelming public support and also rail industry approval.</p>
6c)	<p>Concentrate on promoting and developing the new Bermuda Park rail station rather than road access using the bridge.</p>	<p>The County Council fully intend to promote and develop the new rail station. As mentioned above, the County Council is seeking to provide off street car parking and is currently in negotiation to secure funds to deliver improved rail service frequency. On its own the rail station will not deliver the additional benefits that the Bermuda Connectivity Project can deliver.</p>

Subject: Funding and Finances		
No	Question	Response
7a)	What are the reasons that two external funding bids – (Strategic Economic Plan and EDRF) were not successful?	<p><u>Strategic Economic Plan</u> A high number of bids were submitted. Unfortunately, our bid was not successful due to other bids meeting competing priorities.</p> <p><u>ERDF</u> The County Council was not invited to develop its bid into a Full Application as the Judging Panel prioritised other bids in respect to deliverability within the timescale available.</p>
7b)	Which businesses supported the bid to Growing Places Fund?	The letters of support were provided in a private capacity and not for the purpose of being presented in the public domain.
7c)	Wait for the right level of EU funding to come through to install a purpose built relief road for Nuneaton.	<p>The Bermuda Connectivity Project is the only potential link route that could enhance direct access to a number of different amenities that includes:-</p> <ul style="list-style-type: none"> • Existing and potential future employment sites; • Existing and potential future housing sites; and • Bermuda Park Rail Station. <p>This complements the economic growth aspirations in the SEP.</p>

Subject: Miscellaneous		
No	Question	Response
8a)	Who authorised the short term lorry park used by up to 30 HGVs on a recently cleared area of land in Bermuda?	<p>From discussions with the WCC Parking Management Team and NBBC Parking Services Team, neither local authority has recently established or approved the provision of a short term on-street or off-street lorry park in the Bermuda area.</p> <p>Therefore, it is suggested that this could have been an arrangement set up by a private landowner.</p> <p>Notwithstanding, WCC and NBBC officers require further locational information to enable this matter to be investigated more thoroughly.</p>

