Arbury and Stockingford Community Forum Meeting: Response to the Queries Recorded at the Meeting

Question 1: What is the Bermuda Connectivity Project

The Bermuda Connectivity Project comprises the following (please refer to Plan on Page 2):-

- Improvements to the bridge over the A444 and connection to the Highway;
- Opening the bridge to all traffic in conjunction with the following measures to mitigate the impact on the local highway network;
    - Enhancements to Heath End Road / Bermuda Road junction;
    - Enhancements to Griff Roundabout at the St Georges Way exit; and
    - Enhancements on St Georges Way including the provision of a cycleway.
- Provision of additional car parking for Bermuda Rail Station off St Georges Way; and
- Enhancement of the existing shared use cycle / pedestrian only link between the bridge and Barling Way (for access to EPIC and George Eliot Hospital).

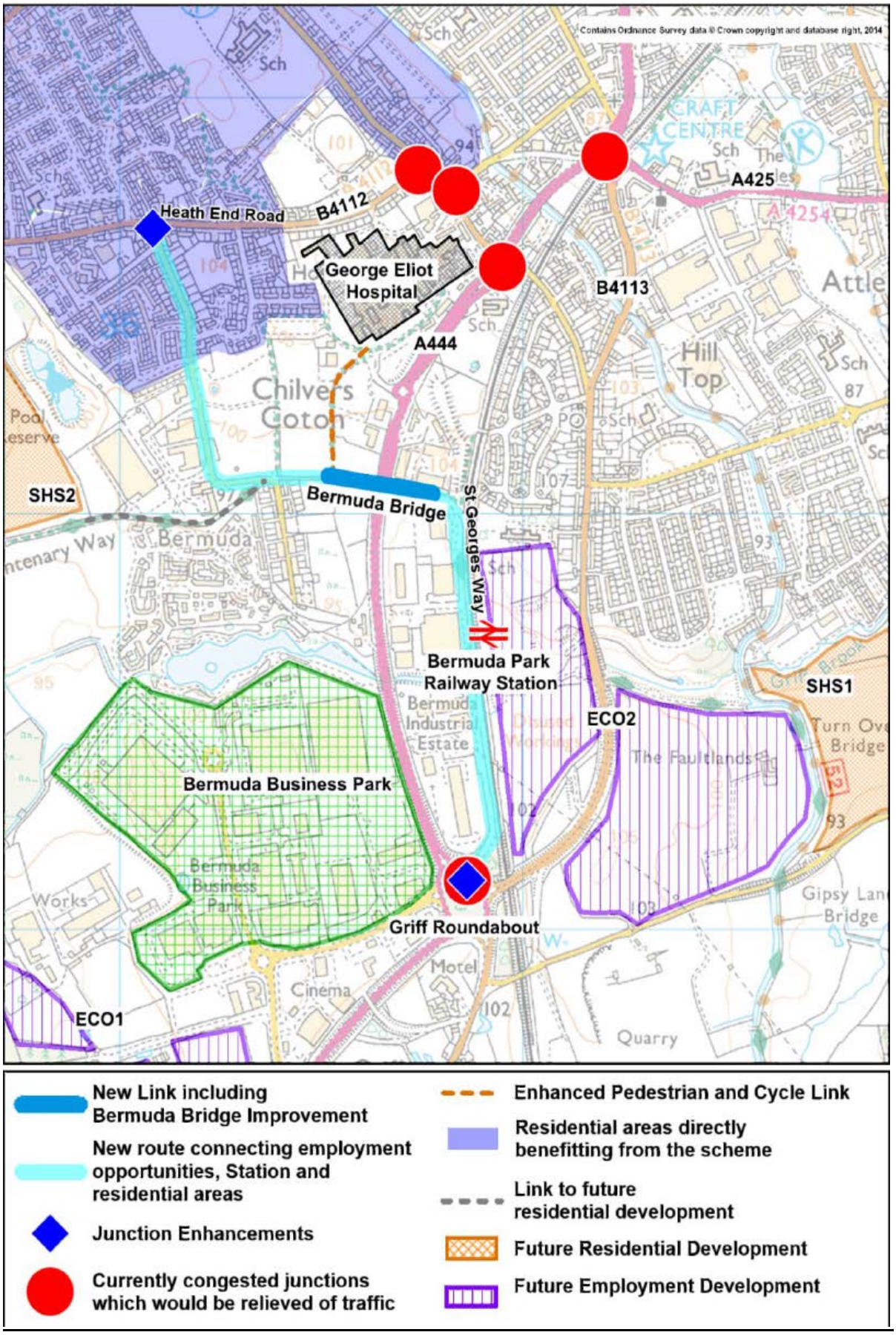
DESIGN ISSUES

Question 2: As part of the road improvements Bermuda Road and The Bridleway would have to be widened – is this deliverable?

The Bridleway:
A small section of land is required from Taylor Wimpey in order to facilitate the widening of the carriageway.

Bermuda Road:
It is understood that the width of the carriageway at most sections of Bermuda Road is suitable to cater for increased two-way traffic flow. Any potential design process would need to consider the following:-

- What can be incorporated at sections where the width of the carriageway is narrow, e.g. the northern end of Bermuda Road near junction with Heath End Road; and
- Sections of Bermuda Road where parked vehicles would restrict the width of the carriageway and cause an obstruction to traffic flow.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Heath End Road
B4112
George Eliot Hospital
A444
B4113
A425
Chilvers Coton
Hill Top
SHS2
Bermuda Bridge
St Georges Way
Bermuda Park Railway Station
SHS1
ECO2
Bermuda Business Park
Griff Roundabout
ECO1
New Link including Bermuda Bridge Improvement
New route connecting employment opportunities, Station and residential areas
Junction Enhancements
Currently congested junctions which would be relieved of traffic
Enhanced Pedestrian and Cycle Link
Residential areas directly benefitting from the scheme
Link to future residential development
Future Residential Development
Future Employment Development

BERMUDA PARK RAILWAY STATION CAR PARK

Question 3: Where is the car park for Bermuda Park rail station going to be located?

The forthcoming rail station is currently programmed to have a maximum of 30 on-street car parking spaces when it opens around May 2015. These spaces will be located on St Georges Way and will be accessed direct from the highway.

Bermuda Park Railway Station Additional Car Park Recommendations Report is in the process of being undertaken, which is targeted at investigating options for providing an off-street car park for Bermuda Park railway station.

The report has been commissioned to find an off-street parking solution in the event that:-

- St Georges Way is reopened as a through road; and/or
- Provide additional car parking spaces if demand for the 30 car parking spaces exceeds supply.

The objective of the report is to identify land within easy access of the railway station, which is safe and secure for passengers and provides a cost-effective solution. The report examines three separate car park options in terms of the capacity:-

- 30 car parking spaces;
- 50 car parking spaces; and
- 100 car parking spaces.

Each option will be evaluated in terms of its location, constructability, accessibility and cost.

BERMUDA BRIDGE (QUERIES)

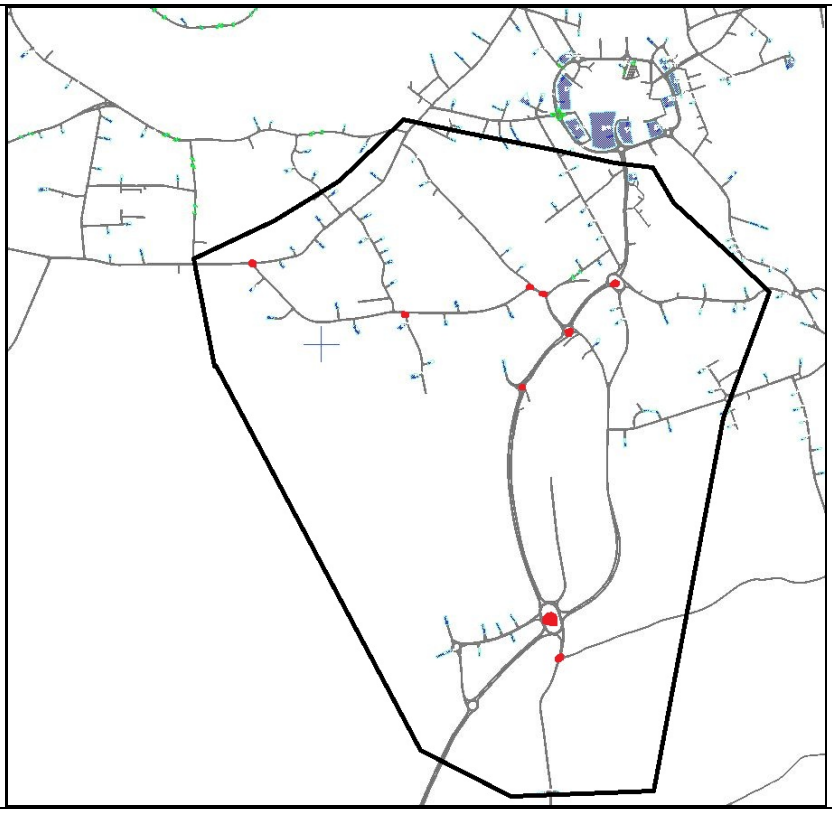
Question 4: Previous consultation between local residents and WCC officers regarding the bridge gave an understanding that the bridge cannot be used to take traffic – so why are we looking at this Project now?

The bridge was originally designed to accommodate two-way traffic flow prior to its construction in 1974. The condition of the bridge has deteriorated over a protracted period of time and an extensive programme of enhancement and refurbishment works would need to be undertaken in order to ensure the bridge could safely accommodate two-way traffic.

County Council officers are exploring the deliverability of Bermuda Connectivity Project in order to achieve the following outcomes that will benefit Nuneaton:-

- Enhance access to existing and potential future employment in order to stimulate job creation, economic growth and access to employment and training opportunities;
- Contribute towards reducing congestion and journey times;
- Improve connectivity in Nuneaton; and
- Enhance access to the forthcoming Bermuda Park rail station.

Question 5: The bridge is quite steep in places – will this steepness make a difference in terms of delivering the proposals for the bridge?
Our Bridge Maintenance Team does not believe that the steepness of the existing approach ramps pose an issue, as far as the bridge itself and our proposed works to bring the bridge up to current standards. However, a substantial amount of separate construction works would need to be undertaken in respect to connecting the bridge to the highway.
Question 6: What is the cost for improving the bridge to an acceptable standard so that it can accommodate two-way traffic?
The Bermuda Bridge refurbishment and enhancement works is projected to cost in the region of £1.2 million. **Note:** This excludes the cost of connecting the bridge to the highway.
TRAFFIC MODELLING (QUERY)
Question 7: What Traffic Modelling exercises will be undertaken in respect to the Bermuda Connectivity Project?
The WCC Nuneaton S-Paramics Traffic Model will be run in order to test, consider and report the potential traffic effects in relation to the following:- • Opening the bridge; • Creation of a link route between Heath End Road and Griff Roundabout; and • Griff Roundabout (considering the planned improvements in terms of the for St Georges Way exit onto the roundabout); • Junction between Heath End Road / Bermuda Road (considering the potential improvements as part of the scheme); • Junction between Heath End Road / Tenlons Road (considering the potential improvements as part of the scheme); • Analysis and projections on the extent industrial traffic which would utilise the entire link route; and • Analysis of model performance to include but not limited to (please refer to Plan on Page 5):- o Junction turn counts on junctions marked red within the cordon. o Link counts within the cordon. o Average speed on links within the cordon. o Network delay within the cordon. o Queue routes on junctions marked red within the cordon.



PROPOSED WESTERN RELIEF ROAD (RAISED AT THE COMMUNITY FORUM MEETING)

View Expressed by Audience:

The historical Western Relief Road proposal (Walsingham Drive – Harefield Road - Heath End Road link route) is the most appropriate Bypass scheme because it would only affect a few landowners and no properties/settlements. Therefore, this should be revisited by the County Council instead of proceeding with the Bermuda Connectivity Project.

County Council officers are minded that it is very clear from the Strategic Transport Assessment work undertaken to date on behalf of Nuneaton and Bedworth Borough Council, that the delivery of a link from Arbury Rd to the A444 is absolutely necessary to deliver a proposed large development site at Arbury/Stockingford. However, the exact route is subject to further detailed work, e.g. linking via Walshingham Drive.

Provision of such a link road would have to be funded by the Developer, and if built, would provide an alternative route for the traffic originating from west Nuneaton. This will help alleviate the serious congestion issues on the A444 corridor whilst also providing good access to the site. The route will be designed to accommodate the traffic levels associated with the through movement.

Notwithstanding, the Bermuda Connectivity Project is differentiated from the potential link road arising from any potential development at Arbury/Stockingford, as it provides direct access to employment, e.g. Bermuda Industrial Estate and Bermuda Road Industrial Estate. It is estimated that 5,400 jobs are currently in place within the vicinity of the bridge. The Project would also provide direct access to Bermuda Park railway station.

PROJECT COST AND BENEFIT SUMMARY

Projected Project Capital Costs (including Risk and Contingency) and Benefits	
Bridge Improvements	£1.2 million
Construction Costs (other Complementary Works)	£2.1 million
Bermuda Park Railway Station – Additional Car Park	£0.7 million
Initial Estimated Total Scheme Cost	£4.0 million
Optimism Bias (Risk and Contingency Cots @44%)	£1.7 million
Final Estimated Total Project Cost	£5.7 million
Operating/maintenance costs per year	£37,000
Projected Project Economics 2010 prices:-	
*Present Value of Costs	£10 million
*Present Value of Benefits	£60 million
Net Present Value	£50 million
*Benefit Cost Ratio	*6.0 : 1*
6.0: 1 - every £1 spent delivering the project would produce £6 worth of benefits	