

## Essential Objections

- The proposal is contrary to national, regional or local planning policy, government. –  
**This scheme contravenes every one of the Warwickshire transport plan objectives:**
  - 1. Minimise the impacts of transport on the built and natural environment
  - 2. Continue to reduce the risk of death or injury due to accidents on the transport network
  - 3. 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;
  - 4. Reduce / minimise the number of areas declared as having poor air quality as a result of road transport emission.
  - 5. Enhance well-being and sense of community by creating more opportunities for social contact and better access to leisure activities and the natural environment
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- Traffic – Increased traffic along the route
  - Noise – increased noise due to increased traffic
  - Negative effect on Nature, Conservation, Ecology
  - Impact on Disabled Persons Access
  - Previous planning decisions (including appeal decisions). There is a history of rejecting similar plans in the area – tried to open the bridge previously & it failed. Tried to junctionise Heath end road previously and it failed
  - The proposal will have an economic impact, such as impacting on small businesses. – impacting on small businesses along the route. Shops, pub, café etc
  - Noise.
  - Highway Safety - No traffic calming or speed reducing measures will be installed along the new route despite this being recognised as a safety concern in the Stage one road safety audit report.
  - Vibration.
  - Air Quality.
  - Impact on biodiversity and the environment.

- Inadequate visibility along large parts of the route impacting on road safety.
- Inadequate road width for a bypass (width has only been created by removing virtually all on-street parking with very limited parking bays the majority of which are away from the residential properties).
- Removal of parking leading to a long straight race track along Bermuda Road. Children, the elderly and vulnerable road users will end up killed or seriously injured.
- Road safety of children.
- Road safety of elderly.
- Road Safety of vulnerable road users and those with mobility impairments.
- Community severance from the volume of traffic.
- Impact on vulnerable who need visits from care workers.
- Impacts on Glendale School (removal of signalised crossing on children desire line, footway narrowing by school and significant increase in traffic).
- Removal of footways in a residential area to make way for two way traffic causing a significant hazard to pedestrians and cyclists from narrow shared footways.
- Light pollution from car lights and upgraded street lighting.
- Sub-standard road alignment and cross sections in the residential streets and across the bridge.
- A significant increase in traffic on Heath End Road of over 600 vehicles in the peak period
- Significant Rat Runs created throughout Arbury Ward.
- Increased delay at all times of day from two new traffic signal controlled junctions on Heath End Road.
- Significant increases in queuing along the route and Heath End Road.
- It negatively impacts upon numerous existing businesses in the Arbury Ward and beyond by changing traffic patterns.
- The Environmental Scoping Report isn't complete meaning that the full impacts of the scheme at the Public Consultation were not understood.
- The consultation material is very misleading. The quotes house price improvement is down to the opening of the Bermuda Park Train Station which is independently accessible & does not require the opening of the Bermuda Bridge to operate & does not form part of the Bermuda Connection

- The consultation material is very misleading. It includes references to an Arbury Estate Link road which is a theoretical road on an estate that doesn't exist with no plans to build it.
- The claimed benefits regarding emergency services and the opening up of the bridge which has been disproved by local residents has not been rescinded in the new consultation material.
- Only in Nuneaton could a bypass to a strategic bypass be retrofitted into a narrow residential community!
- The only way all the policy objectives can be met is to provide a purpose built residential bypass and to leave the Bermuda Bridge as sustainable transport corridor for pedestrians and cyclists to the new train station at Bermuda Park and Bermuda Industrial Estate.
- The safety and environmental impacts upon the Arbury Ward community and natural environment are too severe and it will create significant risks to the health and safety of our community while reducing the access and opportunities for children and residents to socialise.
- In my personal opinion the scheme in its current form is not offering value but lowest cost and is not a scheme that should be implemented. If funding is allocated to progress a scheme I'm looking forward to having the opportunity to discuss the issues I have raised with your project team and to influence the design at future public consultation and optioneering events.
- A444 Corridor Improvement far better: *The A444 Corridor improvement programme was originally a separate programme of works with a separate business case (NOT INCLUDING THE OPENING OF THE BERMUDA BRIDGE) states:*
  - ***"The scheme [A444 Corridor Improvement Scheme] achieves its primary objective of addressing all queuing and congestion issues on the A444 corridor at this location. Additionally, the scheme provides capacity for NBBC Local Plan growth over the plan period (up to 2028). The scheme also has sufficient capacity to accommodate significant further growth". The Bermuda Connection doesn't***
  - ***"The proposed scheme [A444 Corridor Improvement Scheme] is designed to address existing congestion problems and related safety concerns by reducing vehicle delays at key pinch points on the approach to and from Nuneaton town centre and to facilitate significant future employment and housing growth as set out in Nuneaton and Bedworth Borough's Local Plan."*** The Bermuda Connection CREATES MORE Pinch points rather than addressing the issues at current ones
  - ***"Benefits in terms of congestion relief should be realised immediately upon scheme completion."*** This will not happen with the Bermuda connection as the major new junction will be operating at capacity almost as soon as it is opened.
  - ***" The proposed SEP scheme [A444 Corridor Improvement Programme] provides sufficient capacity to accommodate Local Plan growth, but it also has capacity to enable significant further growth."*** The Bermuda Connection does not

- *"The scheme [A444 Corridor Improvement Programme] achieves its primary objective of addressing all queuing and congestion issues on the A444 corridor at this location. Additionally, the scheme provides capacity for NBBC Local Plan growth over the plan period (up to 2028). The scheme also has sufficient capacity to accommodate significant further growth." The Bermuda Connection does not address queuing in the wider area but created new queue as well as exacerbating existing ones on Heath End Road*
- *"The scheme opens up the area for housing and employment growth in line with NBBC Local Plan and provides significant capacity beyond this identified growth." The Bermuda Connection does not allow for significant growth in capacity*
- *"Planned outcomes in terms of reduced congestion and safety improvements will be realised immediately upon completion of the scheme." This will not happen with the Bermuda Connection as the new junction will be operating at nearly full capacity immediately along with adding further pinch points and encouraging rat running through residential areas.*
- The A444 corridor must be implemented first before any progression of this scheme.
- Unsustainable project with a major impact on the environment, human health and safety
- Neither future traffic growth nor all the additional traffic generated from the housing estates that are a key outcome of the bridge have not been modelled. The proposed Heath End Road traffic junctions have not been demonstrated to be future proofed (unlike the A444 corridor improvements).
- Impacts upon the Human Rights of residents who live along the proposed relief road and parallel rat runs.
- No mitigation measures for the local community appear to form an integral part of the project.
- My major concern with the proposals is that the route along Bermuda Road is approximately 600m shorter than the current route. This alone will end up with the route becoming the route of choice from Western Nuneaton to Griff Island and the M6 motorway rather than travelling on a classified 'B' road and purposely designed dual carriageway bypass. In addition to this there are no junctions / priority conflict points on the new proposed route with frustrated commuters and goods vehicles likely to drive at higher speeds than our current 30mph speed limit. Many drivers heading north will have come off the M6 motorway and have been using the 70mph Bedworth Bypass and will likely still be driving at excessive speed.

## Business Case

- Contrary to best practice for obtaining funding for public sector projects, no optioneering of alternatives has been considered. WCC were requested to provide the full WebTAG options analysis of alternative routes undertaken for the Bermuda Connectivity Project and the following response was received in February 2015: *"The proposed Bermuda Connectivity Project is solely focused on the improvement of the existing bridge over the A444 and*

*opening it to traffic in conjunction with complementary highway enhancements. Therefore, no alternative route options have been considered."*

- The alternative option of a new bypass has not been investigated and may have a better Benefit to Cost Ratio opening up large swathes of land for access with purpose built relief road infrastructure away from residential properties.
- A business case was made for a park & ride at Coleshill Parkway with a new bridge and two new car parks which was delivered by WCC and was purposely design to prevent opening up a rat run between residential areas and a major industrial estate on a route parallel to the strategic A446 dual carriageway. This is an identical scenario to the proposed objective of using Bermuda Bridge to provide access to the new Bermuda Park station next to the A444
- Add in Rugby Relief Road????

## Bridge Amendments

- Removal of segregated footways and cycleways.
- Traffic running close to parapet edge which may result in severe accidents occurring.
- Insufficient width for two way cycles and heavy goods vehicles.
- The bridge is not wide enough to accommodate two way traffic and the Section 106 commitment for cycle lanes across the bridge.
- Reconstruction of the bridge approach ramps to meet visibility standards.
- The original bridge if refurbished to its original design standard will be of insufficient design for the maximum 44T heavy goods vehicles now approved under EU legislation. Therefore, strengthening of the bridge beyond its original design capacity is required to allow for 44T HGVs now permitted by EU legislation within the UK.
- Significant increase revenue budget required for assessments and regular maintenance of the bridge.

## Road Safety

- Removal of on-street parking will increase the average speed of traffic along Bermuda Road
- The significant increase in traffic and change in driver behaviour from the majority being residents to the majority being commuters will lead to a significant increase in traffic.
- There is no traffic calming along the entire route (either vertical or horizontal) despite the scheme resulting in a through route for all traffic off a strategic 70mph bypass funnelled into residential streets where children are playing out on the street. As there isn't currently an accident problem on the proposed link the route won't qualify for safety cameras so traffic calming has to be provided to combat the high speed from commuter traffic off a strategic 'A' Road to the M6 and A5. Vertical traffic calming would introduce significant noise and vibration issues particularly as the route will be open for all traffic. Horizontal calming with

chicanes and priority give way's has to be implemented along all residential area at frequent intervals if WCC force through this ridiculous project.

- Rat-running will be prevalent through Arbury with people racing along parallel road to avoid traffic queues and to try and recover lost time on the commute.
- Removal of signalised pedestrian crossing on Heath End Road between The Raywoods and Bermuda Road to make way for queuing vehicles (add house no for location)
- Significantly narrowing the footway of Heath End Road (at the Tenlons Road junction) outside one of the main pedestrian routes to Glendale Infant School.
- Significant Increase in traffic past Croft Road on Northumberland Avenue.
- The scheme poses a significant safety risk to the high proportion of cyclists who use the road as a virtual traffic free route from the employment at Bermuda Park (e.g. Dairy Crest) to their homes in the town centre and West Nuneaton.
- The Improvements to the 90 degree bend on Bermuda Road will encourage higher speed and possibly result is higher severity accidents on a wide sweeping bend.
- There are no signalised crossings along Bermuda Road or the Bridleway including footways from Ensors Pool, Harefield Lane / Bermuda Park cycleway and Hill Top cycle route (why does the train station for commuters warrant a signalised crossing with this volume of traffic but the main residential amenities which are in use throughout the day do not)!
- The unsafe junction layout and visibility for Knights Close and Templar Drive.
- The lighting along the whole route does not meet the BS EN standards and new lighting is required along the whole route including the bridge.
- Many of the logistics companies use St Georges Way to store vehicles which will inhibit two way traffic flow.
- The number and spacing of side roads & accesses including recently constructed housing cul-de-sacs will cause safety issues and are not desirable on a distributor link road route.
- Accidents from resident trying to reverse in and out of drives on a high speed link road.

## Highway Design

- Insufficient width for two way heavy goods vehicles
- Rebuilding the carriageway for 44T HGVs (e.g. The Bridleway).
- The Bridleway and possible other section of Bermuda Road will not have a pavement construction fit for 44T HGVs and may need total reconstruction.

- There will be give way priority visibility issues for both the bus turning area and the junction of the Bridleway / Templar Drive.
- The St Georges Way arm of the Griff Roundabout is too close to the arms of the A444 and B4113 limiting the scope of any capacity and road geometry improvements at the signalised roundabout .
- There is severe 90 degree bend on Bermuda Road that does not have the necessary width for two way goods vehicles, visibility or superelevation. The inside verge is immediately adjacent to recently constructed attenuation pond and trees by the community centre.
- The entrance to the recently constructed Rider Close is immediately to the west of the 90 degree bend and Hazell Way to the north. Its design may be suitable for a slow speed estate road but not for accesses and visibility on a busy distributor road.
- The road width in many areas is too narrow for two way traffic and on-street parking (approx. 6.0 to 6.5m compared to Heath End Road which is approx. 7.5 to 11m wide).
- The route does not meet the required visibility standards required in either the Design Manual for Roads & Bridges (DMRB) or the manual for streets.
- There is a long straight on Bermuda Road past the recently constructed playing fields and playground which can encourage high speed which leads up to the 90 degree bend. I can foresee issues with vehicles misjudging the turn and ending up in the gable end of the newly constructed houses causing serious injury to the motorist and occupants of the house.
- The approach ramps to the bridge do not meet the required sight stopping distances and will need rebuilding and regrading to meet current standards. The safety barriers and bridge parapets do not appear to be suitable for an 'all traffic' through route.
- Likely that cars will run into parked vehicles in the layby opposite Radley Drive as there is no buildout to protect the vehicles.

## **Bermuda Road / Heath End Road Junction**

- There is insufficient space at the Bermuda Road junction to provide a safe layout with sufficient reserve capacity.
- Private land including a significant impact on a Public House and residential gardens is required.
- The proposed junction does not have the required inter-visibility zones to meet DMRB standards.
- Driveways emerge into the junction which is inappropriate and unsafe given all the conflicting traffic movements.
- There is a signalised pedestrian crossing on Heath End Road to the west of Bermuda Road. That has not been provided. This is a main walking route to school and its removal means a much longer route for children and the vulnerable within the proposed signalised junction and having to cross busier streets using uncontrolled crossings. The pedestrian crossing

facilities across Bermuda Road are uncontrolled which is unsafe and inappropriate given the predicted volume of traffic. The layout is unsafe as it has inadequate visibility and gives a false sense of security to users.

- Risk to pedestrians from HGVs overrunning the footway (this currently happens and will be more prevalent with a significant increase in traffic and long queues at the traffic signals )  
Add photos if you can get them
- The narrowing of Bermuda Road footway is inappropriate for a main walking route to Glendale School and will create significant visibility issues for residential driveways and the potential for pedestrians and cyclists to be injured.
- The mini-roundabout at the junction of Heath End Road / The Raywoods is too close to the proposed signalised junction with Bermuda Road. It would need signalising and linking together which could add significant delay compared to the current priority layout.
- The required DMRB junction intervisibility zones could not be achieved without significant compulsory purchase of private land belonging to local residents and businesses.

### **The Raywoods / Heath End Road Junction**

- There is insufficient space at the Raywoods junction to provide a safe layout with sufficient reserve capacity.
- The proposed junction does not have the required inter-visibility zones to meet DMRB standards.
- There is a signalised pedestrian crossing on Heath End Road to the west of Bermuda Road. That has not been provided. This is a main walking route to school and its removal means a much longer route for children and the vulnerable within the proposed signalised junction and having to cross busier streets using uncontrolled crossings. The pedestrian crossing facilities across Bermuda Road are uncontrolled which is unsafe and inappropriate given the predicted volume of traffic. The layout is unsafe as it has inadequate visibility and gives a false sense of security to users.
- Driveways emerge into the junction which is inappropriate and unsafe given all the conflicting traffic movements.
- The junctions of Heath End Road with Bermuda Road and The Raywoods are too close together. They d need signalising and linking together which could add significant delay compared to the current priority layouts. The modelling undertaken by WCC has not modelled any traffic growth and the junction is likely to be over-capacity in future years and will become gridlocked.

### **Cyclists**

- The scheme poses a significant safety risk to the high proportion of cyclists who use the road as a virtual traffic free route from the employment at Bermuda Park (e.g Dairy Crest) to their homes in the town centre and West Nuneaton.

- A two way through route will significantly increase the risk to cyclists along the very popular near traffic free Bermuda Road and Bermuda Park cycle route.
- It is inappropriate to just put cyclists on footways to make space for two way commuters and heavy goods vehicles. This will result in accidents between competing modes.
- The shared cycle routes weave around 'optional parking bays with inappropriate alignments
- Cyclists and pedestrians are not separate at the start and end of the cycle routes and are expected to use the same crossing area which will create conflict.
- There are no Toucan crossings to cater for the current cycle routes that dissect the Road at Ensors Pool, The playing Fields, Harefield Lane, the Bermuda Phoenix Community Centre and at Hill Top.

## Mini Roundabout

- The dome of the roundabout can have a raised dome up to 125mm (higher than a road hump) but by the nature of the proposed design without deflection it can be over-ridden at speed. As a large proportion of heavy goods vehicle will use the new link to Bermuda Park Industrial Estate in addition to those from Hazell Way will result in HGVs driving over the island generating significant noise and vibration to local resident living by the roundabout.
- According to the DfT's Mini-Roundabouts Good Practice *Guidance* "*Mini-roundabouts may be introduced at junctions that experience problems with safety or side road delay*". There is no justifiable reason for inflicting a mini-roundabout within the residential area as the junction of Tenlons Road and Bermuda Road has no recorded personal injury accidents (checked August 2015 on crashmap.co.uk) and suffers from no delays.

## Environmental

- Ensuring there is no impact on Ensors Pool which is designated for its conservation value and is the only environmental site in Warwickshire protected by European law.
- Impacts of the Works
- The traffic queues at the Heath End Road traffic lights will cause safety and environmental issues with traffic queuing back emitting poisonous exhaust emissions into residential communities past our house.
- The queues will block or impede access to residential properties and the waiting restrictions will create significant problems on a street where on-street parking is required and where not all properties have garages and driveways.
- Additional noise from braking / acceleration and increased air pollution from exhausts as a result of the Tenlons Road mini-roundabout

## Social

- The impact of the scheme on the character of Bermuda village.
- The consequence of creating a new through route to an industrial estate with a strong focus on logistics and creating a short cut to the motorway will result in a significant increase in the number of heavy goods vehicles using residential roads This will impose a significant increase in noise and vibration from road traffic upon residents and businesses along the route.
- Community segregation

## Current Planning & Transportation Policies

The Nuneaton & Bedworth Borough Council (NBBC) planning policy homepage takes residents to the Borough Plan. The 'Plan' was a vision for shaping the future of the Borough up to 2028, however this isn't approved and an emerging Borough Plan is still being developed by NBBC but is not yet at the stage of having detailed information. The planning for the future map attached to the Borough Plan and forming part of the Borough wide consultation indicated 2 purpose built link roads from the Arbury Estate to the A444 and from Heath End Road to Walsingham Drive in addition to a public transport only link over the Bermuda Bridge.

The Warwickshire County Council's Local Transport Plan (LTP) 2011-2026 is the fundamental delivery mechanism for transport policies. The Bermuda Connectivity Project is not included within the LTP and it seems to be appearing very early in the life of the LTP while many of the key priority projects for Nuneaton are still waiting to be progressed (see image below – courtesy of WCC LTP). The funding for this project should be re-directed into these priority projects.

- A Strategic Transport Assessment (STA) was produced by Warwickshire County Council in February 2011 to accompany the Borough Plan. Within this document there is a section entitled Walking and Cycling which stated:  
The Attleborough to Bermuda on and off-road route provides excellent links to employment though the recently signalised Griff Roundabout at the A444 with cycle crossing facilities. This will be further complemented by improvements associated with Bermuda Station and committed improvements linking to Bermuda village through provision of an official cycle route on the bridge over A444. From Bedworth, the Bermuda Park employment area can be accessed from B4113 Coventry Rd via Griff Lane off-road cycle route and the bridge over A444 or via cycle facilities at Griff Roundabout. It further details that a SWOT (Strengths, Weaknesses, Opportunities and Threats) analysis was undertaken by WCC. The threats noted within the STA is a perfect description of the impacts on Bermuda Village and its environs of the Bermuda Connection being promoted by WCC:

“THREATS - Development sites may come forward which are not supported by sustainable transport improvements, leading to a growth in car-based travel. Subsequent impacts on ratrunning and increased congestion (particularly in town centres and surrounding residential areas) and on local air quality.”

A number of local imperatives were included within the STA aimed at reducing the impact of transport on people, to improve the safety, security and health of people by reducing the risk of death, injury or illness arising from transport, promoting travel modes that are beneficial to health and reducing transport's emissions.

There has been a fundamental change in the project scope and title from the Bermuda Sustainability Project to the Bermuda Connectivity Project to the Bermuda Connection now aimed purely at getting support from commuters heading out of Nuneaton. The Bermuda Sustainable Transport Bridge was promoted as 'formulising the existing Bermuda bridge over the A444 for use by cyclists'. This change from providing a sustainable link that fully meets the objectives of the local plan and LTP to one that now fails to meet the criteria and only provides journey time benefits for wider Nuneaton, but at a significant detrimental impact locally.

1. Enhance access to existing and future employment in order to stimulate job creation and economic growth;

The A444 and Coventry Road B4113 already provide two distinct and separate links between Nuneaton and Bermuda Park. Endangering the lives of residents and cyclists on a residential estate is not an enhancement and job creation cannot be at the expense of people's lives or quality of life.

2. Substantially enhance access to Bermuda Park rail station;

The station will have motorised vehicular access from both the A444 and B4113. Bermuda Road is already an excellent sustainable route from Nuneaton to employment that is almost traffic free hence its huge popularity with cyclists and walkers. A formalised pedestrian / cycle route over the bridge will improve access in a sustainable manner encouraging people to leave their cars at home while eliminating the increased risk of death or serious injury. Precedents have also been set by Warwickshire County Council at Coleshill Parkway where access to the station has been carefully design to allow park & ride traffic but prevent the opening of rat runs through a residential town to an major industrial estate through controlled road access.

3. Provide a sustainable link between Heath End Road and Griff Roundabout;

The Connectivity Project is not sustainable and will likely result in less people using the route for sustainable methods of transport due to the increased risk to pedestrians and cyclists.

4. Improve links to College Street roundabout and Coton Arches by contributing towards reducing congestion in this area;

This should be achieved by junction improvements or a purpose built link road. Moving the congestion from a 'B road' and motorway link road along with its associated traffic, pollution, noise, vibration and high vehicle speeds to a residential area that is completely unsuitable for this type of traffic is unacceptable. Crucially WCC have the A444 corridor improvements that solves all congestion issues at the these junctions and others along the A444.

5. Improve links to existing and future residential areas.

The proposed route is unsuitable as indicated above, even before the cumulative impact of future development is considered. New developments needs to be accessed by safe purpose built access routes that can designed to mitigate any environmental concerns.

Infrastructure is also a key theme within the National Planning Policy Framework (NPPF). The Policy sets out the fundamental transport planning requirements that need to be considered through the planning process to protect and exploit opportunities for the use of sustainable transport modes for the movement of goods or people. Therefore, developments should be located and designed where practical to give priority to pedestrian and cycle movements, and have access to high quality public transport facilities and create safe and secure layouts which minimise conflicts between traffic and cyclists or pedestrians, avoiding street clutter and where appropriate establishing home zones.

On the basis of NPPF the method of reducing congestion has to be by providing a purpose built link road between Heath End Road and Walshingham Drive (as indicated in the original Borough Plan). This can achieve all the objectives of the Connectivity Project without endangering the lives of residents, other road users and adversely impacting upon the local community. This could be funded

upfront by the developers who would benefit from the link or through contributions by WCC to provide economic stimulus (via council tax contributions or prudential borrowing via the LEP).

No mitigation can be provided within the current single option proposal that is acceptable to the local community unless the bridge link is truly sustainable and reserved for pedestrians, cyclists and buses with controlled access. To create a sustainable local transport system, motorists need to leave their cars at home and to do this, there needs to be viable alternatives in place. The original Bermuda Sustainability scheme achieves this as it provides a walking, cycling and bus route to the new Bermuda Park Train station and to employment. Using the precedent set by WCC at Coleshill Parkway, access control could be introduced to the bridge allowing buses between Bedworth and Nuneaton to use the link to avoid congestion. This would allow bus operators to provide a rapid transit link to the new station and business park which could run via the Raywoods, Croft Road, Manor Court Road and Abbey Street to allow interchange opportunities with services running to all areas to the west of Nuneaton and provide a truly sustainable integrated transport solution.

## Communication Process

- Residents outside Bermuda Village not invited to Arbury & Stockingford Community Forum
- 3 consultation venues to 10 to scrutiny and 12???????
- Refusal to communicate and lack of communication from Councillors of both WCC and NBBC to the concerns of local residents. This meant constituents have had no outlet to raise their concerns or have their voice heard.
- Please note the wholehearted support of our local Member of Parliament, Marcus Jones MP.
- The Bridge Growth Fund Business Case indicates that consultation has been undertaken with local businesses (20 of them are noted as being in support of the scheme) but none whatsoever with the community directly affected.

## Cost Benefit Analysis

- The cost plan at £5.7M is developed sufficiently for WCC Councillors to make an informed decision regarding the benefit cost ratio of 5.9.
- These BCR is based on an old version of TUBA. More recent updates would result in a much lower BCR than that used for the Growth Fund Business Case. Therefore the figures are over-optimistic and the BCR should be recalculated with the latest version of TUBA and increased realistic construction costs.
- No mitigation measures for the local community appear to form an integral part of the project.
- The lighting along the whole route does not meet the BS EN standards and new lighting is required along the whole route including the bridge which is not within the cost plan or business case

- There is significant impact on existing statutory undertakers equipment at the new traffic junctions and along the new link road.

## **Appendix B - Relevant extracts from LTP (Local Transport Plan)**

*“There is still a need to move towards a low carbon transport system to help meet our carbon budget obligations and opportunities will be sought to reduce transport related carbon emissions in the area and sustainable modes of travel will be encouraged.”*

*“Continued improvements in road safety form an important part of the transport strategy for the Nuneaton and Bedworth Urban Area. This includes tackling the problem of the significantly higher incidence of road casualties in disadvantaged communities in West Nuneaton.”*

*“Poor air quality can impact on people’s health, causing problems for those with respiratory illnesses and cardiorespiratory conditions. Certain pollutants can lead to more general difficulties in breathing, headaches, coughing and nausea when levels are high.”*

*“Encouraging more active travel is one way to help address the health issues identified above and opportunities will be sought to encourage people into more healthy lifestyles through walking and cycling.”*

*“The dominance of traffic along main roads supporting a mix of uses can conflict with places where people live, work, shop and socialise, resulting in a reduced quality of life and safety concerns. Such conflicts occur in several locations within the Borough, including Bedworth town centre and the local centres of Queens Road and Abbey Green in Nuneaton. Similarly, the location of several older industrial areas close to residential areas can lead to a reduced quality of life for local people due to high volumes of heavy goods vehicles on unsuitable roads. Measures to reduce such conflicts will be explored, including introducing access restrictions for HGVs and reviewing signing for vehicles to encourage the use of more suitable routes.”*

## **Questions to Ask**

- What compensation will WCC be making to homeowners in areas significantly affected by the scheme (people along HS2 get generous compensation payments – Local Residents get nothing!)