
Getting West Nuneaton Moving: Bermuda Connection

October 2015

Background

Getting West Nuneaton Moving: Bermuda Connection is a proposed scheme focused on tackling congestion in and around West Nuneaton by creating a direct 1.3mile highway link between West Nuneaton and the Griff Roundabout.

This will require improvements being made to an existing bridge over the A444, currently unused by motor traffic, and connections from it to the adjoining highway at St George's Way and The Bridleway.

Methodology

The consultation ran for eight weeks from Friday 14th August 2015 to Friday 9th October 2015.

A total of 28,200 consultation response forms were sent out to the following postcodes:

CV10 0 = 6,226

CV10 7 = 4,645

CV10 8 = 5,782

CV10 9 = 5,926

CV11 4 = 5,621

Total Quantity = 28,200

Each paper version of the response form contained a serial number. This allows for the distribution and completion of the postal response forms to be monitored and assists when trying to detect potential fraudulent responses.

In addition to this, respondents were able to complete an online version of the consultation response form on Survey Monkey. Limits were set on Survey Monkey meaning that only one response form could be completed per device. This means respondents within the same household could complete the survey on multiple devices from the same IP address, but that someone could not repeatedly complete the survey from the same device. This measure was put in place to discourage individuals from submitting multiple responses. The IP addresses are recorded by Survey Monkey, to observe whether multiple responses are being submitted from the same IP address (on

multiple devices). Analysis of the IP addresses did not raise any concerns regarding fraudulent responses.

Residents were also able to participate in the consultation at a series of consultation events (Table 1). At these events, residents were able to complete/pick up a paper version of the consultation response form. Consultation material was also displayed at each of these events, in addition to being available on the County Council website:

<http://www.warwickshire.gov.uk/bermudaconnection>

Table 1 Consultation Events

Getting West Nuneaton Moving: Bermuda Connection Schedule for Local Consultation Events			
Venue	Date	Time	Number of Visits
Eliot Park Innovation Centre (Bermuda)	Thursday 3 September 2015	9am to 8pm	50
Community of Christ Church Hall (Whittleford)	Friday 4 September 2015	9am to 8pm	17
The Pavilion Club (Stockingford)	Monday 7 September 2015	9am to 8pm	31
Camp Hill Education, Sport and Social Centre - CHESS (Camp Hill)	Tuesday 8 September 2015	9am to 2pm	6
Etone College (Leicester Road Area)	Tuesday 8 September 2015	4pm to 8pm	18
Glendale Infant School (Heath End)	Wednesday 9 September 2015	3.30pm to 8pm	67
Nuneaton United Reform Church (Nuneaton Town Centre)	Thursday 10 September 2015	9am to 2pm	4
Middlemarch Foundation School (Hill Top)	Thursday 10 September 2015	3.30pm to 8pm	12
Hartshill Community Centre (Hartshill / Chapel End)	Friday 11 September 2015	9am to 2pm	6
Nursery Hill Primary School (Ansley Common)	Monday 14 September 2015	3.30pm to 8pm	4
Rope Walk Shopping Centre (Nuneaton Town Centre)	Tuesday 15 September 2015	9am to 2pm	235
Haunchwood Sports & Social Club (Galley Common)	Tuesday 15 September 2015	3.30pm to 8pm	10
Bedworth Civic Hall	Wednesday 16 September 2015	9am to 8pm	11

The exhibition boards used at the consultation events were placed on display at Nuneaton Library until the end of the consultation period (Friday 9 October 2015). Paper response forms were also

available at Nuneaton Library. This allowed people who were unable to attend the previous events or who may not have access to a computer or who were not sent a paper version of the response form, to participate in the consultation.

Respondents were also encouraged to send in any letters of support or objection as part of the consultation process and were also able to submit questions via email to the Bermuda Connection team.

The consultation response forms asked respondents the following questions:

1. "Traffic congestion in West Nuneaton causes problems in my day to day activities" Respondents were asked if they a) Agreed, b) Disagreed or c) neither Agreed nor Disagreed with the above statement.
2. "Do you support the proposed new highway link route across Bermuda Bridge?" Respondents were asked to indicate a) Yes, b) No or c) Don't know.
3. "What changes would you like to see on the proposed scheme?"
4. " We would welcome further comments on the proposed new highway link road across Bermuda Bridge"

Demographic information was also collected, in addition to respondent's residential area. Ten residential areas were listed, with respondents asked to detail their area if it was not on the list provided.

- Ansley Common
- Bermuda
- Camp Hill
- Chapel End
- Galley Common
- Hartshill
- Hill Top
- Stockingford
- Town Centre
- Whittleford

All open ended questions (3 and 4) and letters of objection and support were read verbatim. Themes / codes were then drawn from the comments.

Key Findings

- The consultation received 570 response forms.
- Stockingford was the most represented area, with 26.14% of respondents from this area. Bermuda was the second highest most represented area (24.91%).
- Of the 568 respondents who answered question one, 314 agreed (55%) with the statement that ‘Traffic congestion in West Nuneaton causes problems in my day to day activities’, whilst 163 respondents disagreed (29%). A total of 91 (16%) respondents neither agreed nor disagreed with the statement.
- Bermuda was the only residential area where more respondents disagreed with the statement ‘Traffic congestion in West Nuneaton causes problems in my day to day activities’ than agreed with it, though this difference was marginal (52 versus 57 respondents or 37% versus 40%).
- Of the 567 respondents who answered question two, 204 respondents or 36%, supported the proposed new highway link route across Bermuda Bridge, however the majority of respondents did not support the proposals (326 respondents or 57%). Some respondents were indecisive, with 37 respondents (7%) answering “don’t know” for this question.
- When looking at the responses for question two by area we can see that the majority of respondents within Ansley Common, Camp Hill, Chapel End, Galley Common, Hartshill, Hill Top and Town Centre support the scheme. However all of these areas had very low base counts, for example only seven respondents from Ansley Common completed this question. Conversely, we can see the majority of respondents within Bermuda, Stockingford, Other, and those who did not provide their residential areas are opposed to the scheme.
- When looking at the residents who said ‘No’ to supporting the scheme, we can see 35% of these respondents agreed with the statement ‘traffic congestion in West Nuneaton causes problems in my day to day activities’.
- Of the 162 respondents who disagreed with the statement ‘Traffic congestion in West Nuneaton causes problems in my day to day activities’, eight or 4.9% supported the proposed new highway link route, 151 or 93.2% did not support the proposed route and three or 1.9% were unsure of their support.
- The consultation received 13 letters of objection, in addition to a petition opposing the scheme which had 451 signatures.
- Whilst some residents may support the scheme (Q2), many of these same residents still express concerns particularly around increased traffic and safety.

- The main reasons for opposition to the scheme, which have been found in the open ended comments and the letters of opposition include;
 - Safety concerns
 - Increased traffic
 - Negative impact of the environment
 - Improvements need to be made to other roads (A444)
 - Traffic calming measures need to be put in place
 - Restrictions need to be made on HGVs.

Results

Respondents

A total of 570 response forms were submitted as part of the consultation, though not all of the respondents answered all of the questions on the form.

For question one 568 respondents answered the question (2 left the question blank) and for question two 567 respondents answered the question (3 left the question blank). The majority of respondents completed the questionnaire using the paper version of the response form (369 respondents or 65%), whilst the remaining respondents completed the online version (201 respondents or 35%).

Some participants may have completed both the online and paper response form; however it is not possible to categorically say that this happened or to estimate the number of respondents who may have done this. The demographic information collected can be found in the appendices (appendix 1).

One of the response forms received was considered to be a duplicate and therefore excluded from the analysis. A further two response forms were considered potential duplicates but were still included in the analysis. The elimination and inclusion of these duplicates would have made little to no difference in the overall findings.

In addition to the response forms, a petition prepared by Bermuda Bridge Action Group was submitted as part of the consultation process. The petition which was against the scheme was signed by 451 residents. Moreover, Bermuda Bridge Action Group has made their own

public consultation objection report & drawings, the details of which can be found on the group's website.

<http://bermudabridgeactiongroup.co.uk>

Letters and emails of support and objection were also submitted as part of the consultation process. In total 13 letters/emails of objection were received, including letters of objection from two local Councillors, Nuneaton and Bedworth Cycling Forum, Living Streets (Coventry & Warwickshire Local Group) and UPS. One letter of support was received.

Respondents were asked to give their residential area. Of the 570 respondents, 530 provided this information (figure 1).

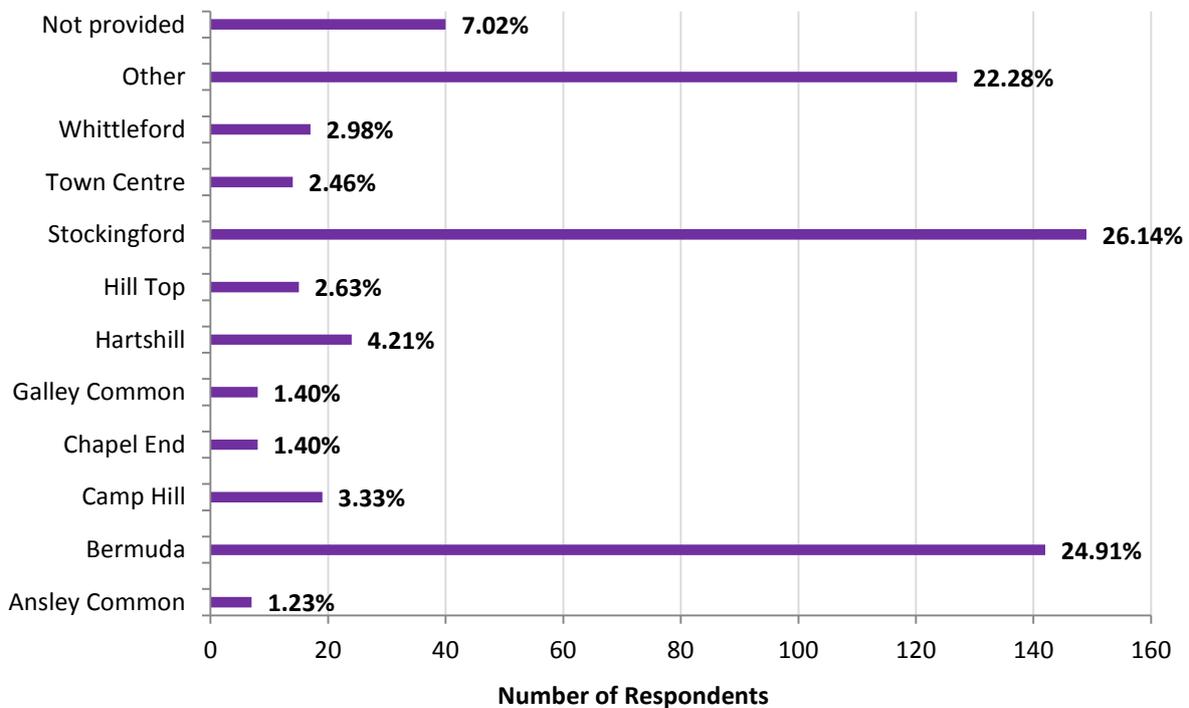


Figure 1 Residential area of respondents

The largest representation was from residents from Stockingford (149 respondents or 26.14%). However caution should be taken when using these figures as 40 respondents (7.02%) did not give their residential area meaning certain areas may have been more highly represented than indicated.

Question 1: ‘Traffic congestion in West Nuneaton causes problems in my day to day activities’

Respondents were asked to indicate their level of agreement with the above statement. Of the 568 respondents who answered this question, 314 agreed (55%) with the statement, whilst 163 respondents disagreed (29%) that traffic congestion in West Nuneaton was causing problems in their day to day activities. A total of 91 (16%) respondents neither agreed nor disagreed with the above statement (figure 2).

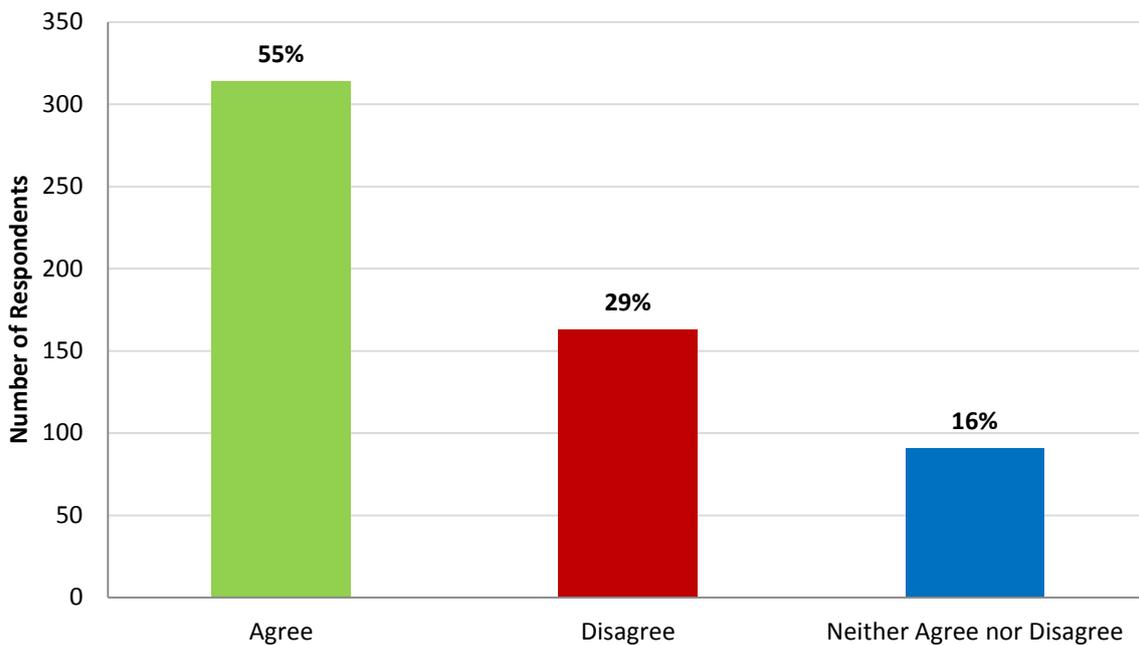


Figure 2 Level of agreement to the statement ‘Traffic congestion in West Nuneaton causes problems in my day to day activities’

When looking at the residential area of those who agreed with the statement ‘Traffic congestion in West Nuneaton causes problems in my day to day activities’ we can see almost 30% of respondents were from Stockingford. However given that Stockingford is the most represented area overall, this area would be expected to account for a larger proportion of the area break down for each question, especially given that other areas are much less represented (Figure 3). On examination of the number of respondents who disagreed with the statement ‘Traffic congestion in West Nuneaton causes problems in my day to day activities’ we can see 35% of respondents were from Bermuda and one quarter of respondents (25%) were from Stockingford (Figure 4). When looking at the number of respondents who neither agree nor disagreed with the statement posed in question one we can

again see 35% of respondents were from Bermuda and one quarter of respondents (25%) were from Stockingford (Figure 5).

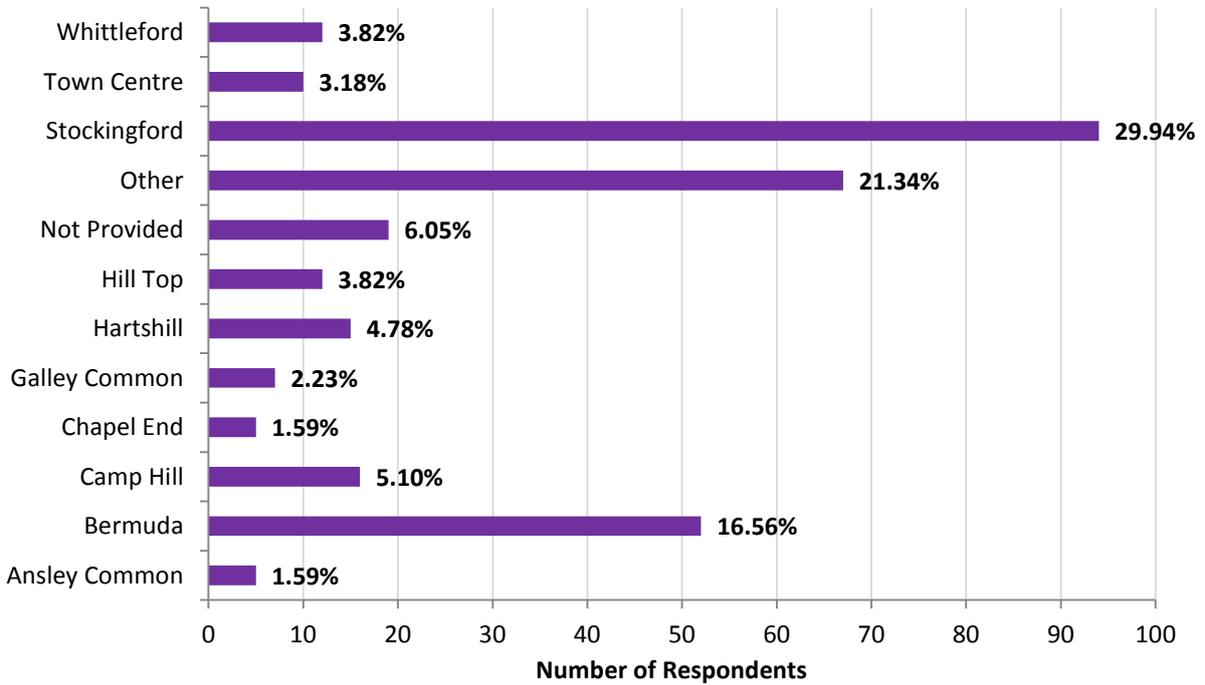


Figure 3 Residential area of those respondents agreeing to the statement 'Traffic congestion in West Nuneaton causes problems in my day to day activities'

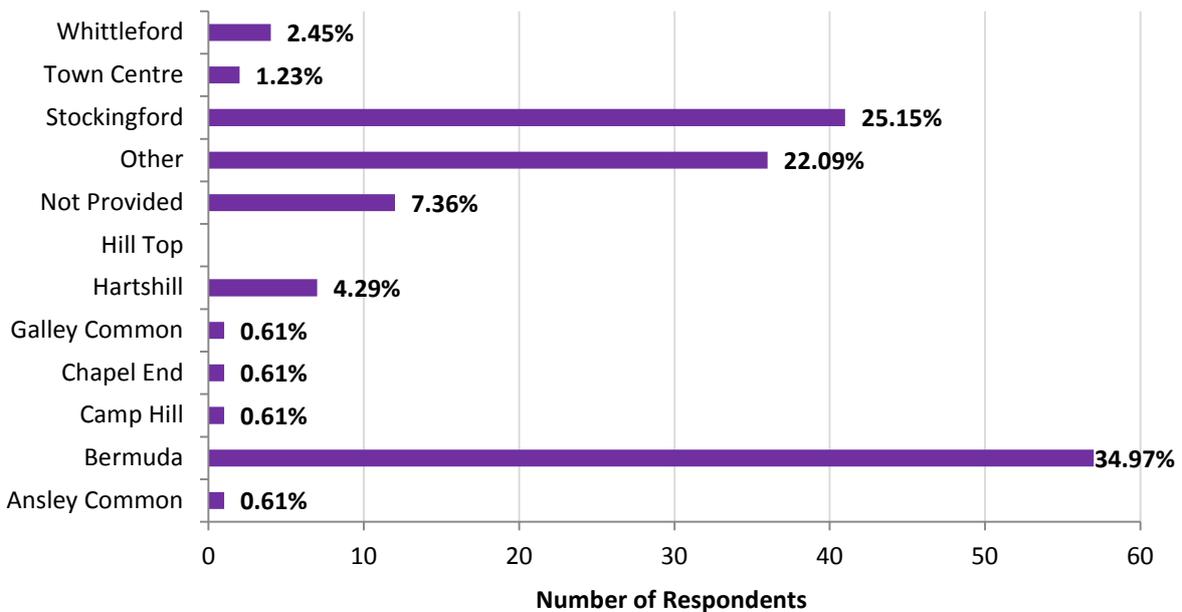


Figure 4 Residential area of those respondents disagreeing to the statement 'Traffic congestion in West Nuneaton causes problems in my day to day activities'

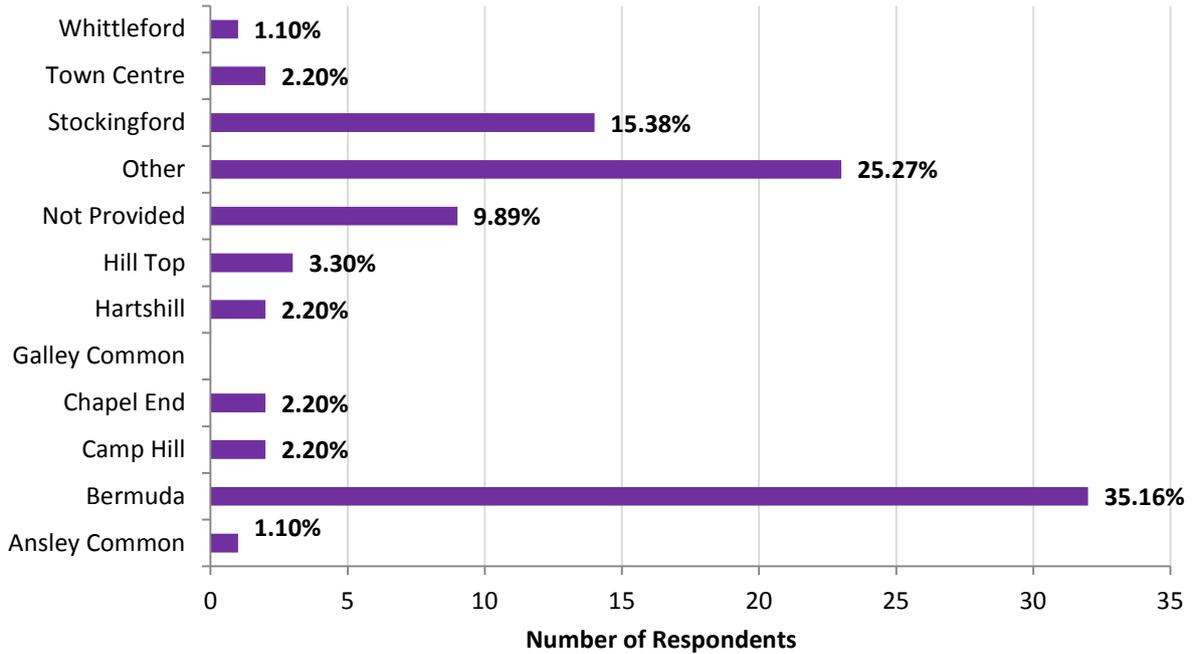


Figure 5 Residential area of those neither agreeing nor disagreeing to the statement 'Traffic congestion in West Nuneaton causes problems in my day to day activities'

On examination of the responses for question one by area, we can see that Bermuda is the only residential area where more respondents disagreed with the statement 'Traffic congestion in West Nuneaton causes problems in my day to day activities' than agreed with it, though this difference was marginal (52 versus 57 respondents or 37% versus 40%) (figure 6). Over a quarter of respondents from Harthill and Stockingford also disagreed with the statement. None of the respondents from Hill Top disagreed with the statement. Caution must be taken when using these figures given the large difference in basecounts between each area, in addition to very small sample sizes in certain areas.



Figure 6 Proportion of agreement for question one within each residential area

Question 2: “Do you support the proposed new highway link route across Bermuda Bridge?”

Of the 567 respondents who answered this question, 204 respondents or 36%, supported the proposed new highway link route across Bermuda Bridge, however the majority of respondents did not support the proposals (326 respondents or 57%). Some respondents were indecisive, with 37 respondents (7%) answering “don’t know” for this question (figure 7).

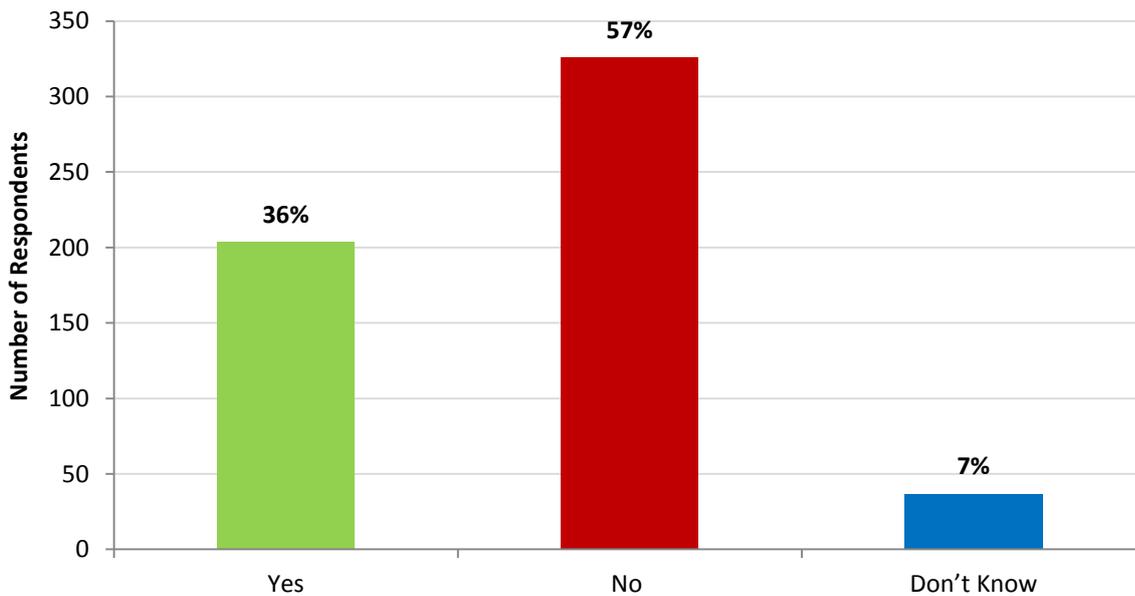


Figure 7 Support for the proposed new highway link

When looking at the residential area of those who answered ‘Yes’ to supporting the proposed highway link route, we can see close to 30% of respondents were from Stockingford. However, as previously detailed Stockingford is the most represented area overall, meaning caution should be taken when using these figures. A quarter of respondents who support the proposed highway link live out of the area (not in any of the ten areas listed) (figure 8).

When looking at the residential area of those not in support of the scheme, just under one fifth are from area not listed (19.33%), over a quarter are from Stockingford (26.07%) and nearly two fifths of respondents are from Bermuda (68.65%) (figure 9).

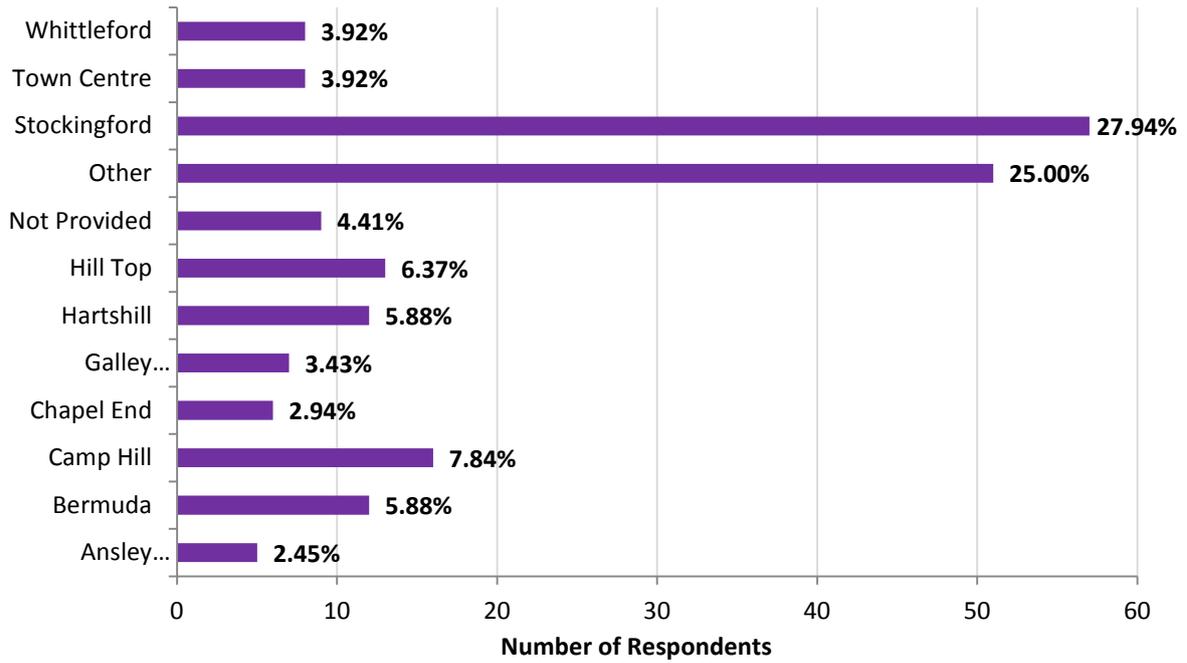


Figure 8 Residential area of respondents in support "Yes" of proposed new highway link

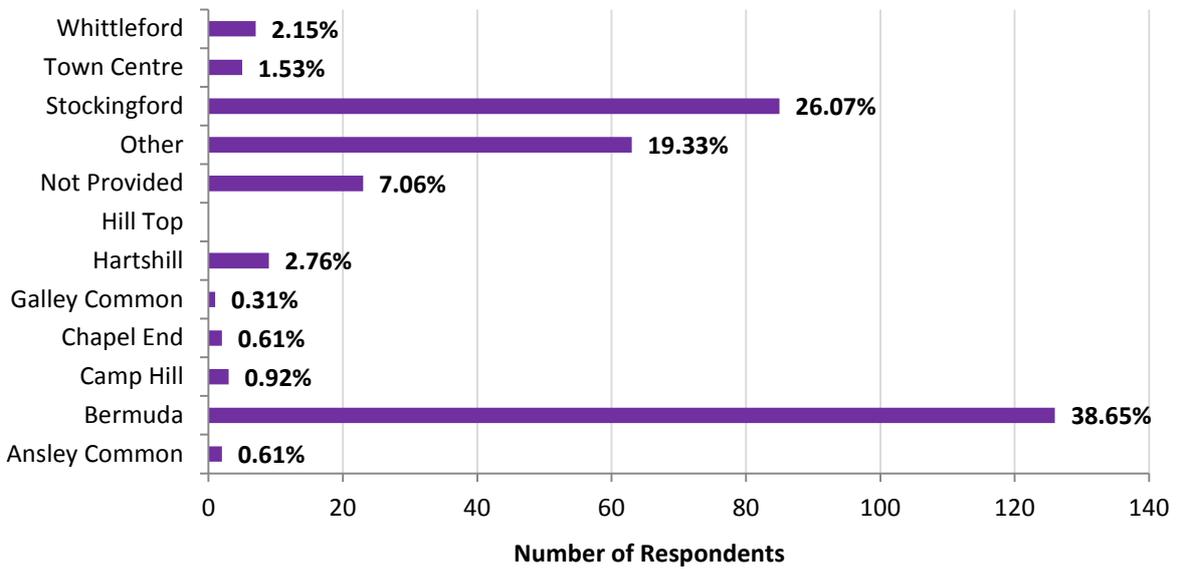


Figure 9 Residential area of respondents against 'No' the proposed highway link

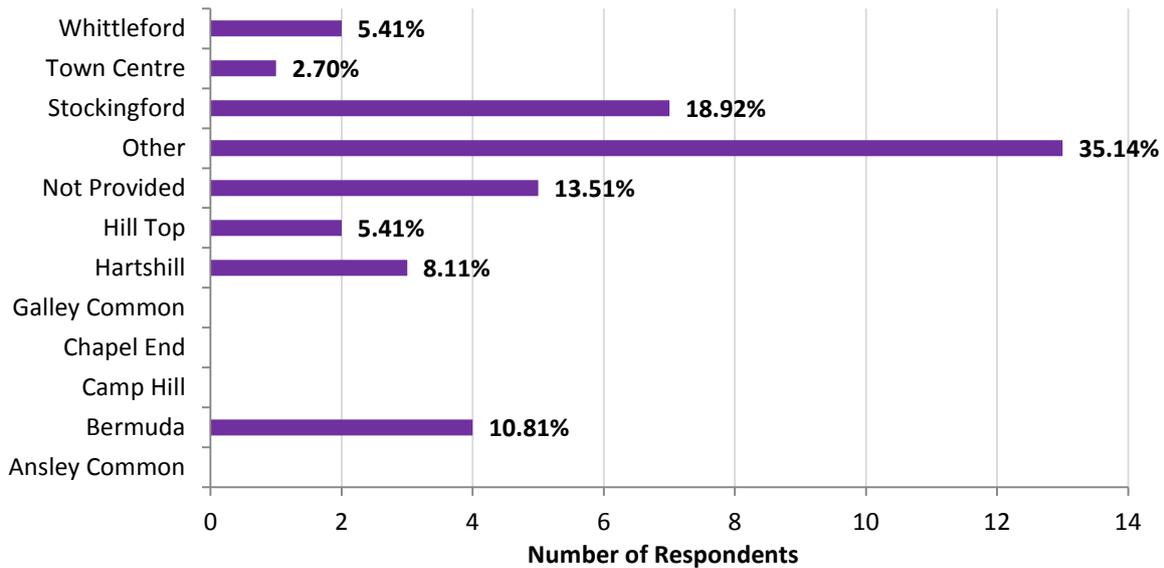


Figure 10 Residential area of respondents unsure of their support for the proposed scheme "Don't Know"

Many of the respondents who were unsure of their support for the scheme were from areas not listed on the response form. However caution must be taken when interpreting these figures given the large variation between areas in terms of number of respondents and also given the small sample sizes.

When looking at the responses for question two by area we can see that the majority of respondents within Ansley Common, Camp Hill, Chapel End, Galley Common, Hartshill, Hill Top and Town Centre support the scheme. However all of these areas had very low base counts, for example only seven respondents from Ansley Common completed this question. Conversely, we can see the majority of respondents from Bermuda, Stockingford, Other, and those who did not provide their residential areas are opposed to the scheme (figure 11).



Figure 11 Proportion of support for question two within each residential area

Cross-analysis of question one by question two

Another way of examining the data is to look at the breakdown of responses for question two, by the breakdown of responses for question one. The base counts for this analysis are lower than for the previous analysis due to some respondents only answering one of the two questions. There were 565 respondents who completed both question one and two.

Of the 313 respondents who agreed to the statement ‘ Traffic congestion in West Nuneaton causes problems in my day to day activities’, 180 or 57.51% had also supported the proposed new highway link (Q2). 114 participants or 36.42% whilst agreeing that traffic congestion in West Nuneaton caused problems did not support the proposed new highway link. The remaining 19 participants or 6.07% of respondents who agreed to the statement posed in question one, were unsure of their support for the proposed new highway link route (figure 12).

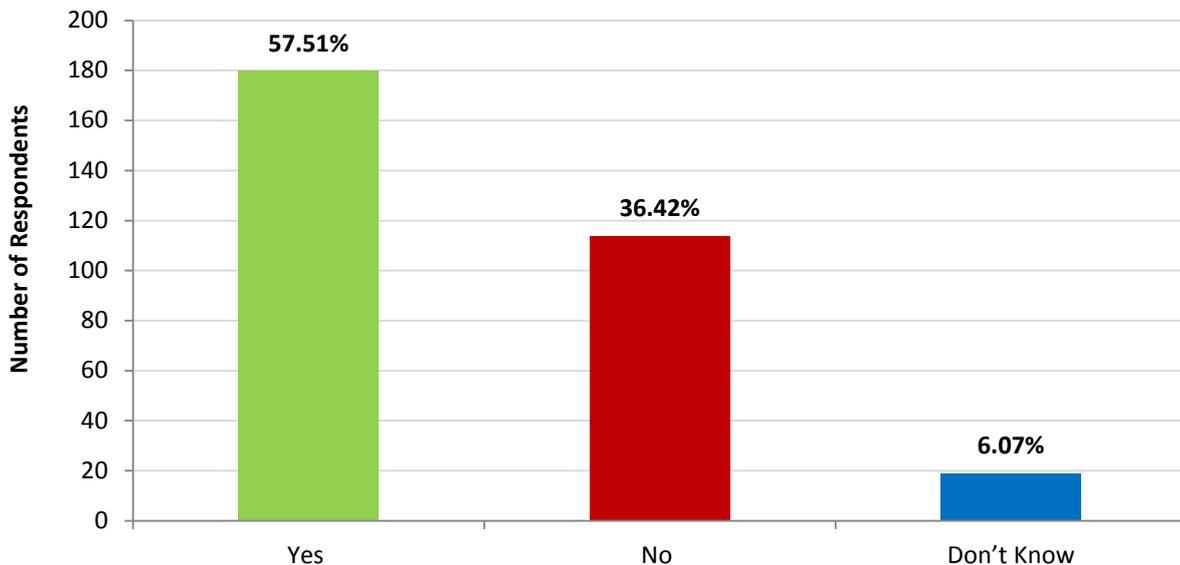


Figure 12 Breakdown of responses for Q2 by those who agreed with the statement ‘traffic congestion in West Nuneaton causes problems in my day to day activities’

Of the 162 respondents who disagreed with the statement ‘ Traffic congestion in West Nuneaton causes problems in my day to day activities’, eight or 4.9% supported the proposed new highway link route, 151 or 93.2% did not support the proposed route and three or 1.9% were unsure of their support (figure 13).

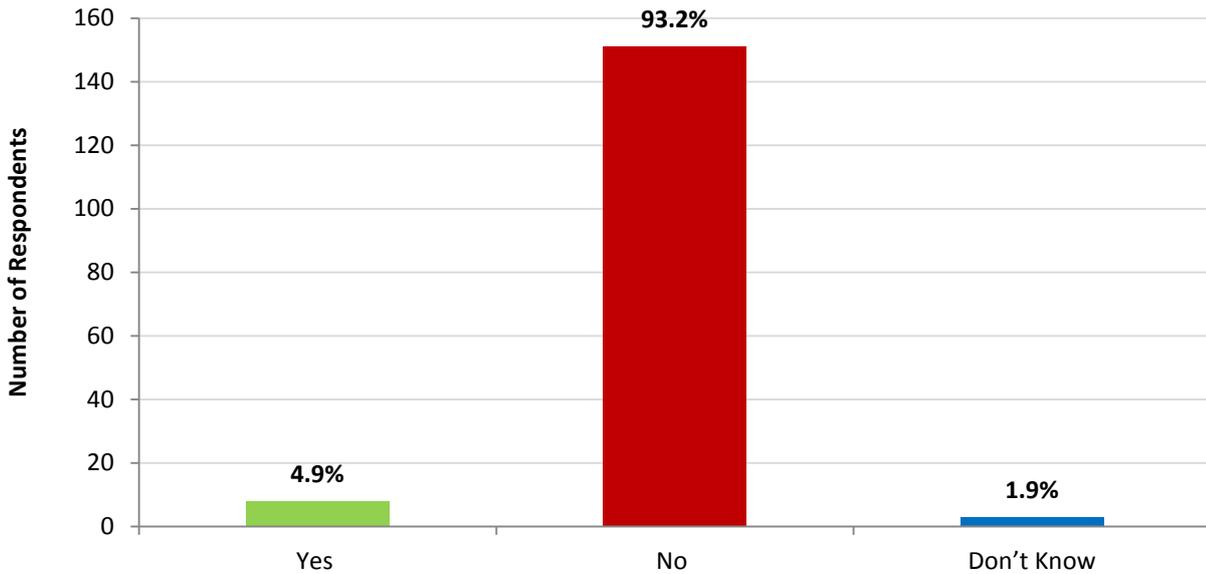


Figure 13 Breakdown of responses for Q2 by those who disagreed with the statement 'traffic congestion in West Nuneaton causes problems in my day to day activities'

Of the 90 respondents who neither agreed nor disagreed with the proposed statement, 15 or 16.7% supported the proposed new highway link route, 60 or 66.7% opposed the route, and 15 or 16.7% did not know whether they supported the route. Another way of looking at the data is to examine the breakdown of question two based on the breakdown of question one. Figure 14 shows the proportion of respondents either 'agreeing', 'disagreeing' or 'neither disagreeing nor agreeing' to the statement provided in question one, based on their response to question two.

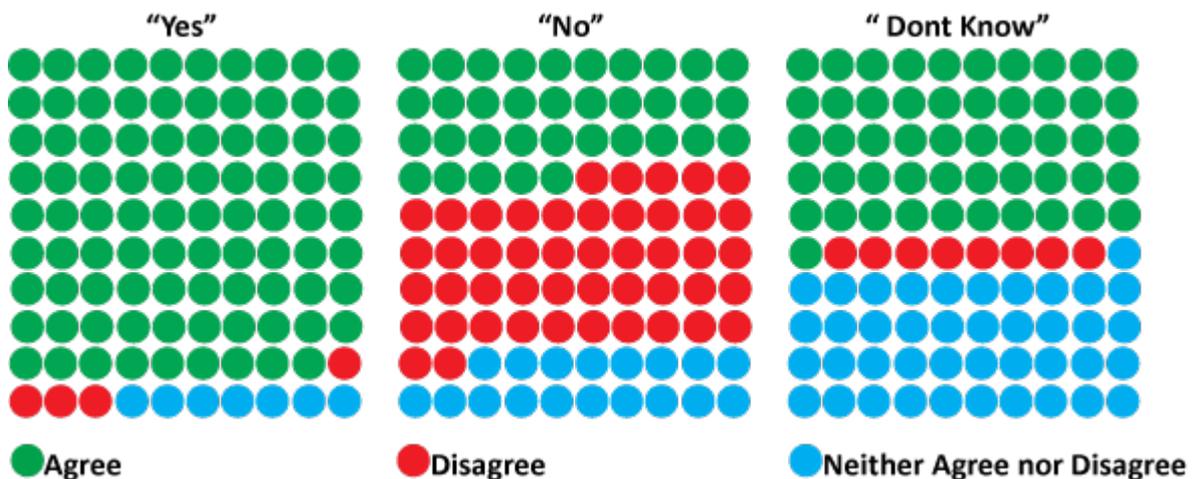


Figure 14 Proportion of respondents either a) agreeing b) disagreeing or c) neither agreeing nor disagreeing to the statement 'traffic congestion in West Nuneaton causes problems in my day to day activities', based on their response to question two

Question 3- 'What changes would you like you like to see to the scheme?'

Respondents were asked to give comments on what changes they would like to see to the scheme. A total of 288 respondents provided comments for this question. Key themes were drawn out of the comments, with each key theme being evidence by multiple quotations. It should be noted that even respondents who supported the scheme (Q2) gave suggestions for improvement, with many of these respondents suggesting alternative routes and raising concerns about safety.

Theme 1 – “Stop the scheme entirely”

Of the 288 respondents who provided comments for this question, 35.4% suggested abolishing the scheme entirely.

“The current scheme thrown out”

“The scheme should not go ahead at all”

“I would like to see a complete rethink of this crazy ill thought out attempt to improve the area”

“It should be scrapped at this will have a negative impact on the local community”

“I would like to see this ludicrous scheme abandoned”

Theme 2- “Use Alternative Routes”

Many of the respondents (24.3%) suggested using alternative routes.

“Use the alternative proposal on the A444 corridor improvement scheme which is far less intrusive to residents of the borough”

“No bridge over A444 - using current road structures to improve traffic flow and a big change in public transport links”

“A proper by-pass built through the Arbury fields instead off the A444”

“Look at an alternative option, as all that will happen is the traffic will get congested in another area of the town”

“Develop the Arbury link road instead”

“A joined up approach with M6 improvements and A5 to create a relief road fit for purpose - like the one completed in Rugby perhaps? “

Theme 3-“Changes need to be made to improve safety”

A number of respondents (18.8%) expressed multiple safety concerns over the proposed highway link route. Concerns were raised about the paths being too narrow and about the safety of pedestrians, cyclists, children, the elderly and disabled people.

“Bermuda Road is used by families as a school walking route - this will change if this large volume of traffic is routed this way. Why is there a full traffic light controlled crossing for the railway station being proposed and no such facilities on Bermuda Road? This will cause accidents - especially if the road is restricted for parking by double yellow lines being placed down the entire road - this will speed up cars and lorries (which don't appear to have been modelled as using the road and therefore road space - WHY NOT????) down the length of Bermuda Road and therefore create an unsafe environment ”

“Crossings for pedestrians and traffic management measures on Bermuda road are insufficient... The proposed project would increase speed on Bermuda road which would be a safety issue with pedestrians. Also, the crossing suggested near Sargasso Lane is too narrow for someone with a pram or a wheelchair (or even someone with a big dog going to Ensor's pool which is quite a common sight). The suggested location for that crossing is also dangerous as it would obstruct the sightline for drivers coming out of Sargasso Lane”

“lorries down narrow roads past our houses is dangerous. If the scheme goes ahead bumps will be needed to slow cars down. How are old people and children expected to cross the road safely?”

“There is no traffic calming as part of the scheme which will pose a danger to local families and especially children as speeds increase on Bermuda Road as on street parking will be removed which in itself acts to calm traffic speeds. The current footway will be made narrower which again makes this scheme a risk to children and there is no provision for a pedestrian crossing controlled by lights in the proposal provide a safe crossing for families, children, disabled people or the old and infirm.”

Theme 4- "Other Road Improvements need to be made"

Respondents (11.8%) suggested that other road improvements need to be made, including improvements to slip road and access routes.

"WCC should, instead, divert their funds and business case towards providing improvements along the A444 north-south corridor which would have no impact upon local residents and would create viable and sustainable infrastructure and employment links across Nuneaton"

"A444 corridor improvements"

"The a444 improvements and not turning Bermuda road into a main road risking lives"

"No removal of paths. Wider parking bays along the route. Traffic Calming measures along the route. Safety crossing points for pedestrians along Bermuda Road (from the plans I can't see a SINGLE place where it is safe to cross over Bermuda Road to the play area/hospital). Restrictions to the adjoining roads (Cornish crescent, Radley Drive etc). Widening of paths at points (noticeably The Raywoods junction) for pedestrian safety. Not opening the bridge to through traffic but to buses only (to encourage the use of public transport, NOT to drive to the train station). Improved signal junction on Griff Island to avoid a bottle neck there. Improvements to the top of Heath End Road at the junction with Croft Rd/Arbury Rd to cope with the increase of traffic. Improved parking facilities for the factories in Tenlons Rd to avoid parking in neighbouring streets. Pedestrian crossings at convenient points for school children (crossing for Glendale/Croft schools) - not the REMOVAL of them!"

"Improvements to the Heath End Rd / Arbury Road junction to reduce tailbacks on Heath End Rd and Arbury Rd. "

Theme 5 “Roads aren't suitable for HGV/need weight/width limits on roads”

Residents (9%) made reference to the roads not being suitable for HGVs and that measures should be put in place limiting their access.

“There should also be provision for limiting the hours that HGVs can pass past the houses”

“How is the pathway/cycleway going to be able to be 3m wide in points AND include a layby AND still be wide enough for TWO HGV's to pass one another? ...How will the bridge be strengthened and the camber made so that HGV's and buses can cross safely”

“The money allocated to be much better used to improve the existing routes in the area. A ban on HGVs inn residential areas (except for access) in residential areas if the scheme was given the go ahead”

“Bermuda Rd already has huge HGVs going to Hazel way, sometimes this feels dangerous with the size of the footpaths as they are, let alone if they were reduced! ”

“These are residential roads, not built for the huge volumes of cars/HGVs”

Theme 6- “ This will create a rat run and encourage speeding”

Out of the 288 respondents who provided comments for this question, 7.6% suggested the scheme would create rat runs, which would ultimately encourage speeding.

“We sit in the Traffic every morning taking our Grandchildren to School the roads are congested every were not just Heath End Road it will just be a Rat Run.”

“Rat runs' will develop around the main arterial route, putting further lives at risk as people already race around some of these”

“Back logged traffic will use side streets as rat runs again compromising residents safety”

Theme 7- "Traffic calming measures are needed"

9.4% of respondents put forward views about the need for traffic calming measures.

"A 20mph zone and traffic calming measures"

"scheme significantly increases the risk of being struck by fast moving trucks. This would be reduced by removing the proposed double yellow lines on Bermuda Road, introducing traffic calming measures, restricting trucks on the rat run through Bermuda road to the industrial estate / station and ensuring that all signal controlled junctions have controlled pedestrian crossings"

"Traffic Calming Measures along the new route Residential safety with regards to pedestrian crossings on Bermuda Rd/the new route (they've only been included on Heath end Road). there is not a SINGLE pedestrian crossing down the entire length of Bermuda Road until right near Templar Drive - can you tell me how children from the Shillingstone Drive area are supposed to cross the road to use the new park?"

"Traffic calming measures need to be put in place, there removing any time savings on journeys, therefore rendering the impact of opening the bridge useless. Safety for residents and pedestrians needs to be better considered , especially for youngsters accessing the newly built park at Bermuda."

Theme 8- " Roads cannot accommodate more traffic"

6.3% of respondents commented that the roads could not accommodate more traffic.

"I do not believe that the proposed solution will not significantly improve the traffic, just move the bottlenecks to a different place"

"A long term plan needs to be looked at all round as all the roads are not suitable for the volume of traffic in the areas you have issues with"

“There should be a block to the BERMUDA ROAD end of SHILLINGSTONE DRIVE to stop traffic being allowed through so that Shillingstone Drive CANNOT be used as through route to void the traffic chaos which will ensue on Bermuda Road”

“Awful idea which just relocates the traffic to another area which will not be able to cope and is in a residential area thus creating more issues for people who live there”

Theme 9- “We support the scheme”

Some residents (7.3%) gave comments outlining their support for the scheme.

“Great idea to reduce the traffic by the hospital I’m all for it!”

“I think it's a great idea from the point of view of someone who travels during peak times along that stretch of the A444. It seems a logical use of that bridge.”

“No changes sounds fantastic”

10-Other themes that were drawn from the comments are listed below, though these themes did not occur as frequently as the themes already outlined.

- *“Being done to facilitate building on green belt”*
- *“Provide alternative pedestrian access to hospital”*
- *“Create an outer ring road/bypass”*
- *“Repeating previous mistakes”*
- *“Will not alleviate traffic/parking problems”*
- *“Economic forecast is wrong”*
- *“Environmental impact hasn't been assessed/incorrectly assessed/is wrong/noise/light pollution”*
- *“Will not/cannot achieve objectives”*
- *“Want assurances green belt will be protected”*
- *“Consultation has been limited/non-existent”*

- *“Planners - no faith in/not following guidelines/rushing/poorly designed”*
- *“Housing - decrease value/cause vibration/can't park outside”*
- *“Improve rail/bus services”*
- *“Ring road to be one way”*
- *“Staggered finish time for Bermuda companies”*
- *“Increased parking provisions required (residents/business)”*
- *“Compensation for affected residents”*
- *“Will deliver what has been suggested”*

Question 4- “We would welcome further comments on the proposed new highway link road across Bermuda Bridge”

A total of 288 respondents also provided comments for question four. The same codes/themes which were drawn from question three were also drawn for question four, but with differing frequencies. Only themes identified in more than 10% of respondent’s responses are detailed below.

Theme 1- “Changes need to be made to improve safety”

For question four, more respondents made comments about safety than in question three (24.3%).

“There is also a significant concern about the Council ignoring professional reports about some of the negative impacts of the bridge on public safety. For these reasons, I strongly oppose the project”

“I firmly believe that opening up the current pedestrian bridge to traffic through Bermuda Village and up the Bermuda Road/Shillingstone Drive/Tenlons will cause a massive impact to the safety of people living in those areas”

“As a resident I fear Increased traffic along the route... 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. 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. 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"

"Children, the elderly and vulnerable road users will be at risk. A huge safety concern"

Theme 2-"Roads can't accommodate more traffic"

A number of respondents (18.4%) again made reference to the roads not being able to accommodate more traffic.

"This area is already full of traffic. If this bridge is opened it will make living in this area hell"

"Heath end road is itself a major bottle neck, so the traffic that's diverted FROM the new bridge would have nowhere to go, as Heath end road is normally blocked (particularly at school times"

"I really do not see how opening this bridge will aid the traffic congestion along the A444 as all of this extra traffic will still need to converge at the Griff island. Also, no account of extra traffic that will be generated by additional developments seems to have been omitted from the models that were presented"

"By adding this bridge, it's a traffic measure equivalent of "stealing from Peter to pay Paul" you're not easing congestion it's just moving it away from town centre, but if the bridge gets congested then the tailbacks will just cause congestion further down the A444 which leave us back at square one"

"This scheme may merely transfer existing traffic jams to the Griff Roundabout and could

result in less usage than envisaged of the proposed route”

Theme 3- “What about the environmental impact”

When submitting comments for question four a number of respondents (13.6%) commented on the environmental impact of the scheme, with many suggesting the impact hadn't been assessed properly.

“The environmental impact to the area would be terrible for the existing wildlife and my family’s well-being. ”

“The safety and environmental impacts upon the Arbury Ward community and natural environment are too severe”

“Moving congestion from a 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”

“you would only be making the residents of Bermuda Village have poor air quality and noise disruption “

“The environmental impact to the area would be terrible for the existing wildlife and my family’s well-being. ”

Theme 4- “We support the scheme”

13.9% of respondents commented that they supported the scheme in question four.

“The sooner the better”

“This would benefit the hospital access”

“The bridge is a fantastic idea to ease congestion”

Theme 5- “Use alternative routes”

10.4% of respondents again commented that alternative routes should be used.

“I feel that it has not been thought out it will not benefit Nuneaton to do this proposal. I think an alternative needs to be thought about”

“An alternative should be sought which doesn't affect residents and has more regard to the safety of local residents”

“Publish alternative schemes to consider”

Letters of objection and letters of support

Letter of support

The letter of support stated that support would be given to the application as it will “go some way to alleviate the congestion problems in Nuneaton...reduce journey times for local businesses....support economic growth”.

The letter did state however that the “scheme is only a small part of a bigger transport problem in Nuneaton” and that “there needs to be a radical reviews of the local road transport infrastructure”.

Letters of opposition

There were 13 letters/emails opposing the scheme, which gave a number of reasons for their opposition. The reasons have been summarised below:

- The scheme will destroy what is a nice part of town
- Other A444 corridors improvements should be implemented
- Should have something similar to the Rugby Western Relief Road

- A better scheme should be investigated
- Concerned about increased volumes of traffic
- Need traffic calming measures
- Safety concerns for children walking to school
- Not safe for dog walkers
- More traffic will lead to more road kill
- Not enough room for HGVs
- People illegally park on both sides of the road, making it difficult for wheelchair users and pushchair users
- Will make roads in Bermuda more busy, just moving traffic problems from one area to another
- Can't see that any of the benefits shown on the leaflet are actually benefits
- Lead to reduced house prices
- Anxious that any infrastructure improvements should be looked at in a holistic rather than piecemeal fashion- do not believe proposals provide holistic solution
- Significant safety implications have not been taken into account
- The base evidence for the consultation and subsequent traffic modelling does not take into account the significant number of traffic movements that will be created
- The cost estimate provided by the County Council seems significantly lower than the one prepared by a member of the Royal Institute of Chartered Surveyors
- Increased pollution
- Cycling routes should be extended
- Waste a valuable employment site for use as a station car park, having a negative impact on employment in the Borough
- Council should be improving bus services, cycling and walking routes
- Inaccurate modelling, as project is modelled on the basis of no traffic calming or controlled crossing on route
- The Local Enterprise partnership has reduced the number of jobs to be created at Bermuda Park to just 200, When offset against the jobs that will not be created if UPS cannot deliver its redevelopment plans, this results in an overall net gain of almost no jobs

- Council's cost benefit analysis is wrong
- Need to improve A444 instead
- Will block entrance to pub and will lead to a loss of access for coaches as they will no longer be able to get in and out of the new proposed pub entrance
- All traffic lights do not have full signalised control for pedestrians with many crossing uncontrolled, posing a big safety risk
- Footways are being narrowed and this is dangerous
- The scope of works have not considered new rat runs which will occur as result
- The shared footways are below WCC's own standard
- Increased noise
- Negative impact of vibration from HGVs and increased traffic
- Reduced air quality
- Negative impact on sites of scientific interest (e.g. Ensors Pool)
- The train station is already easily accessible
- Concern over vicinity of the junctions at Heath End Road, Bermuda Road and the Raywoods

Petition

As previously mentioned, Bermuda Bridge Action Group submitted a petition against the scheme with 451 signatures. The petition lists the following reasons for opposition:

- Will create rats runs and increase traffic congestions
- Highway Safety
- Increased pedestrian danger
- The impact on disabled and other vulnerable road users
- Detrimental impact on local ecology and conservation areas
- Negative economic impact on small businesses
- Taxpayers' money could be better spent on the A444 corridor improvements

Getting West Nuneaton Moving: Bermuda Connection

Appendices

October 2015

Appendices

Appendix 1: Demographic Breakdown of Respondents

Appendix 2: Supplementary Analysis- Analysis by Demographic Characteristics

Appendix 1: Demographic Breakdown of Respondents

Whilst the consultation received 570 response forms, demographic information was not supplied by all of the respondents. Table 1 provides a breakdown of the demographic information provided, including the base counts.

Table 1 Demographic breakdown of respondents

Question/ Base		Count/ Proportion
Are you male or female? (339)	Male	176 51.92%
	Female	163 48.08%
How old are you? (337)	Under 18	4 1.19%
	18-29	32 9.50%
	30-44	112 33.23%
	45-59	92 2.307%
	60-74	84 24.93%
	75+	13 3.86%
	Do you have a long standing illness or disability? (324)	Yes
No		278 85.80%
How would you describe your ethnic origin? (329)	White - English/Welsh/Scottish/Northern Irish/British	306 93.01%
	White - Irish	5 1.52%
	White - Gypsy or Irish Traveller	-

	-	
White - Any other background		5
		1.52%
Mixed - White and Black Caribbean		1
		0.30%
Mixed - White and Black African	-	
	-	
Mixed - White and Asian	-	
	-	
Mixed - Any other mixed background	-	
	-	
Asian or Asian British - Indian		3
		0.91%
Asian or Asian British - Pakistani		3
		0.91%
Asian or Asian British - Bangladeshi	-	
	-	
Asian or Asian British - Chinese		3
		0.91%
Asian or Asian British - Any other background		1
		0.30%
Black or Black British - African	-	
	-	
Black or Black British - Caribbean	-	
	-	
Black or Black British - Any other background	-	
	-	
Arab	-	
	-	
Any other Ethnic group		2
		0.61%
What is your religion? (324)		
None		106
		32.72%
Christian		185
		57.10%
Buddhist	-	
	-	
Hindu		1
		0.31%
Jewish		1
		0.31%
Muslim		2
		0.62%
Sikh	-	

Do you consider yourself to be? (320)	Prefer not to say	25	7.72%
	Other	4	1.23%
	Heterosexual or straight	265	82.81%
	Bisexual	2	0.63%
	Prefer not to say	45	14.06%
	Gay or lesbian	6	1.88%
	Other	2	0.63%

Appendix 2: Supplementary Analysis- Analysis by Demographic Characteristics

The following analysis breaks down the responses to each question based on demographic characteristics.

Question 1: ‘Traffic congestion in West Nuneaton causes problems in my day to day activities’

Respondents were asked to indicate their level of agreement with the above statement. Table 2 breaks down respondent’s level of agreement to question one based on their demographic characteristics.

Table 2 Responses for question one broken down by demographic characteristics

Characteristics (including count)		Agree	Disagree	Neither Agree nor Disagree
Gender (339)	Male (176)	93 (52.84%)	59 (33.52%)	24 (13.64%)
	Female (163)	80 (49.08%)	56 (34.36%)	27 (16.56%)
Age (337)	18-29 (32)	16 (50.00%)	12 (37.50%)	4 (12.50%)
	30-44 (112)	55 (49.11%)	41 (36.61%)	16 (14.29%)
	45-59 (92)	45 (48.91%)	33 (35.87%)	14 (15.22%)
	60-74 (84)	49 (58.33%)	21 (25.00%)	14 (16.67%)
	75+(13)	7 (53.85%)	4 (30.77%)	2 (15.38%)
	Under 18 (4)	0 (0.00%)	3 (75.00%)	1 (25.00%)
Disability (324)	No (278)	135 (48.56%)	102 (36.69%)	41 (14.75%)
	Yes (46)	29 (63.04%)	11 (23.91%)	6 (13.04%)
Ethnicity (329)	Any other Ethnic group (2)	1 (50.00%)	1 (50.00%)	0 (0.00%)
	Asian or Asian British - Any other background (1)	1 (100.00%)	0 (0.00%)	0 (0.00%)
	Asian or Asian British – Chinese (3)	2 (66.67%)	1 (33.33%)	0 (0.00%)
	Asian or Asian British – Indian (3)	2 (66.67%)	0 (0.00%)	1 (33.33%)
	Asian or Asian British – Pakistani (3)	1 (33.33%)	2 (66.67%)	0 (0.00%)
	Mixed - White and Black Caribbean (1)	1 (100.00%)	0 (0.00%)	0 (0.00%)
	White - Any other background (5)	2 (40.00%)	2 (40.00%)	1 (20.00%)
	White - English/Welsh/Scottish/Northern Irish/British (306)	158 (51.63%)	102 (33.33%)	46 (15.03%)
	White – Irish (5)	1 (20%)	4 (80.00%)	0 (0.00%)
Religion (324)	Christian (185)	98 (52.92%)	59 (31.89%)	28 (15.15%)
	Hindu (1)	1 (100.00%)	0 (0.00%)	0 (0.00%)
	Jewish (1)	1 (100.00%)	0 (0.00%)	0 (0.00%)
	Muslim (2)	2 (100.00%)	0 (0.00%)	0 (0.00%)
	None (106)	53 (50.00%)	41 (38.66%)	12 (11.32%)
	Other (4)	1 (25.00%)	2 (50.00%)	1 (25.00%)
	Prefer not to say (25)	11 (44.00%)	9 (36.00%)	5 (20.00%)
Sexuality (320)	Bisexual (2)	0 (0.00%)	2 (100.00%)	0 (0.00%)
	Gay or lesbian (6)	4 (66.67%)	0 (0.00%)	2 (33.33%)
	Heterosexual or straight (265)	140 (52.83%)	90 (33.96%)	35 (13.21%)
	Other (2)	2 (100.00%)	0 (0.00%)	0 (0.00%)
	Prefer not to say (45)	19 (42.22%)	19 (42.22%)	7 (15.56%)

Question 2: “Do you support the proposed new highway link route across Bermuda Bridge?”

Table 3 breaks down respondent’s response to question 2 based on their demographic characteristics.

Table 3 Responses for question two broken down by demographic characteristics

Characteristics (including count)		Yes	No	Don’t Know
Gender (339)	Male (176)	64 (36.36%)	101 (57.39%)	11 (6.25%)
	Female (163)	37 (22.70%)	117 (71.78%)	9 (5.52%)
Age (337)	18-29 (32)	10 (31.25%)	21 (65.63%)	1 (3.13%)
	30-44 (112)	25 (22.32%)	79 (70.54%)	8 (7.14%)
	45-59 (92)	28 (30.43%)	62 (67.39%)	2 (2.17%)
	60-74 (84)	34 (40.48%)	42 (50.00%)	8 (9.52%)
	75+(13)	3 (23.08%)	9 (69.23%)	1 (7.69%)
	Under 18 (4)	0 (0.00%)	4 (100.00%)	0 (0.00%)
Disability (324)	No (278)	82 (29.50%)	179 (64.39%)	17 (6.12%)
	Yes (46)	15 (32.61%)	30 (65.22%)	1 (2.17%)
Ethnicity (329)	Any other Ethnic group (2)	0 (0.00%)	2 (100.00%)	0 (0.00%)
	Asian or Asian British - Any other background (1)	0 (0.00%)	1 (100.00%)	0 (0.00%)
	Asian or Asian British – Chinese (3)	0 (0.00%)	3 (100.00%)	0 (0.00%)
	Asian or Asian British – Indian (3)	3 (100.00%)	0 (0.00%)	0 (0.00%)
	Asian or Asian British – Pakistani (3)	0 (0.00%)	3 (100.00%)	0 (0.00%)
	Mixed - White and Black Caribbean (1)	0 (0.00%)	1 (100.00%)	0 (0.00%)
	White - Any other background (5)	1 (20.00%)	3 (60.00%)	1 (20.00%)
	White - English/Welsh/Scottish/Northern Irish/British (306)	94 (30.72%)	194 (63.40%)	18 (5.88%)
	White – Irish (5)	0 (0.00%)	5 (100.00%)	0 (0.00%)
Religion (324)	Christian (185)	56 (30.27%)	120 (64.86%)	9 (4.86%)
	Hindu (1)	1 (100.00%)	0 (0.00%)	0 (0.00%)
	Jewish (1)	1 (100.00%)	0 (0.00%)	0 (0.00%)
	Muslim (2)	1 (50.00%)	1 (50.00%)	0 (0.00%)
	None (106)	34 (32.08%)	65 (61.32%)	7 (6.60%)
	Other (4)	0 (0.00%)	3 (75.00%)	1 (25.00%)
	Prefer not to say (25)	4 (16.00%)	19 (76.00%)	2 (8.00%)

Sexuality (320)	Bisexual (2)	0 (0.00%)	1 (50.00%)	1 (50.00%)
	Gay or lesbian (6)	2 (33.33%)	2 (33.33%)	2 (33.33%)
	Heterosexual or straight (265)	87 (32.83%)	166 (62.64%)	12 (4.53%)
	Other (2)	1 (50.00%)	1 (50.00%)	0 (0.00%)
	Prefer not to say (45)	7 (15.56%)	35 (77.78%)	3 (6.67%)

When looking at the breakdown of responses for questions 1 and 2, we can see there is little difference in opinion based on demographic characteristics. For example, the opinion of females for questions 1 and 2 follows the same trend as that for males. No one group is more in support or against the scheme based on their demographic characteristics.