

GETTING WEST NUNEATON MOVING Bermuda Connection



... reduced congestion ... shorter journeys ... less time travelling

... access to jobs ... access to Bermuda Park Rail Station

... HAVE YOUR SAY

Consultation Information

www.warwickshire.gov.uk/bermudaconnection



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OVERVIEW

Background (Bermuda Bridge)

The existing Bermuda bridge was constructed in 1974 and was designed to accommodate vehicles. However, currently only pedestrians and cyclists can access the bridge.

The scheme focuses on opening up the existing bridge to two-way traffic, delivering additional highway capacity and improved connectivity between West Nuneaton and Griff Roundabout.



OBJECTIVES AND AIMS

Q. What is Getting West Nuneaton Moving: Bermuda Connection?

A.

It is a highway scheme focused on the improvement and refurbishment of the bridge, and connecting it to the existing local highway network for the purpose of creating an approximate 1.3 mile direct two-way highway link between West Nuneaton and the Griff Roundabout.

The scheme will deliver the following range of benefits for the local community in the wider West Nuneaton area:

- Contribute towards reducing journey times for local residents on a number of routes in the West Nuneaton area;
- Contribute towards reducing congestion in parts of the town centre, thus improving links onto the A444 in Nuneaton for residents in other parts of the town;
- Enhance accessibility to local businesses, amenities and residential areas, particularly in Bermuda and adjoining areas;
- Support economic growth in Nuneaton by enhancing accessibility to existing and future local jobs;
- Improve connectivity to Bermuda Park Rail Station, which will soon be served by two trains per hour to Coventry;
- Provide an improved environment for cyclists and pedestrians to increase mode choice and accessibility;
- Drive forward further economic growth in Nuneaton, including potential employment and housing development along the new highway link route; and
- Complement the wider economic aspirations of the Coventry and Warwickshire sub region, e.g. Coventry and Warwickshire Local Enterprise Partnership (CWLEP) Strategic Economic Plan.



NBBC BOROUGH PLAN

The draft Borough Plan sets out a vision and a framework for the future development in the area, addressing needs and opportunities in relation to housing, the economy, community facilities and infrastructure.

The Borough Plan - Strategic Transport Assessment (STA) identifies Bermuda Connection as an essential item of highway mitigation, and therefore, it features in the NBBC Infrastructure Delivery Plan (IDP) as mitigation to be delivered in the early years of the Borough Plan.

PRELIMINARY DESIGN

The County Council approved consultation on preliminary design proposals for the scheme in October 2014, with the public consultation being held in 2015. The County Council subsequently approved progression of the scheme to detailed design. The approval was subject to the design and costing of measures aimed at reducing the impact of the scheme on affected local residents whose properties or businesses are adjacent to the roads included on the new highway link route. Cabinet was informed that the scheme was estimated to cost £5.939 million at that time.



INITIAL DETAILED DESIGN

The initial detailed design process identified that the scheme conflicted with existing infrastructure and hazardous contaminated land, which were unknown during the preliminary design stage.

Detailed design was carried out in accordance to Design Manual for Roads and Bridges (DMRB) highway standards, which is deemed more applicable to higher speed roads than the 30mph intended along the Bermuda Connection highway link route. Adherence to DMRB design standards yielded additional pressure on the budget by further increasing land uptake and construction costs.

The cost estimate after the initial completion of detailed design of the scheme increased to £14.6 million which far exceeded budget tolerance.

Therefore, a Value Engineering Assessment was carried out in order to ensure Best Value in regard to use of public funds.

The Value Engineering Assessment identified that if revisions were made to the scheme, the cost estimate would reduce by approximately 40%.

The primary change to the scheme relates to a revision of the highway design standard applied for the scheme from DMRB to Manual for Streets II, which is the standard deemed more appropriate for 30mph urban roads, like those on the Bermuda link route. The revised highway design standard application has resulted in the following changes:

- A substantial reduction in the extent of earthworks and pavement improvements required as part of the scheme;
- The treatment and removal of hazardous contaminated land is no longer necessary as part of the scheme, e.g. the large earth bund situated on the extended Holland and Barrett land off The Bridleway will now remain unaffected;
- The attenuation pond off Bermuda Road will remain in situ and unaffected by the scheme; and
- The total area of land required to implement the scheme has substantially reduced.

TABLE 3: GETTING WEST NUNEATON MOVING: BERMUDA CONNECTION

Original components included in consultation now removed from scheme

ORIGINAL COMPONENT	NOTE
Provision of an off-street car park for Bermuda Park Rail Station	This proposal will be progressed separately from the Bermuda Connection Scheme
Heath End Road / Bermuda Road / Hare and Hounds Lane Junction Improvements (signalisation)	The scheme will integrate effectively with the local highway network, without requiring these interventions – according to testing the traffic impacts in the 2017 Nuneaton and Bedworth Borough Wide Area traffic model.
Heath End Road / The Raywoods Junction Improvements (signalisation)	
Provision of a mini-roundabout at the Bermuda Road / Tenlons Road junction	Traffic on Tenlons Road to 'Give Way' to traffic on Bermuda Road
Provision of lay-bys for parking on Bermuda Road	Will result in the displacement of some on-street car parking
Provision of a lay-by for parking on Tenlons Road	
Provision of signal controlled crossing on St Georges Way	This will be progressed separately as part of the off-street car park for Bermuda Park Rail Station proposals
On street parking on St Georges Way for the rail station	This will remain in place
Realigning the southern part of Bermuda Road and also The Bridleway further away from residential properties	The existing alignment of the carriageway will remain in place

DETAILS OF THE SCHEME

The revised scheme consists of the following components:-

- A. Capacity Improvements to the Heath End Road / Tenlons Road Junction Including Enhancements to Signalised Pedestrian Crossings
- B. Double yellow line parking restrictions on Tenlons Road, Bermuda Road and The Bridleway
- C. Refuge Island (Traffic Calming) at the southern end of Bermuda Road acting as a road safety measure aimed at controlling vehicle speed
- D. Uncontrolled shared pedestrian and cycle crossing on Bermuda Road to complement links to the Bermuda Village residential area
- E. Improvement to the Bus Stop Area on The Bridleway
- F. Refuge Island (Traffic Calming) on The Bridleway acting as a road safety measure aimed at controlling vehicle speed
- G. Improved pedestrian footway on The Bridleway
- H. Improvements to Bermuda Bridge and connecting it to the adjoining highway on either side
- I. Refuge Islands (Traffic Calming) on northern end of St Georges Way acting as a road safety measure aimed at controlling vehicle speed
- J. Shared pedestrian / cycle path running between St Georges Way – Bermuda Bridge – The Bridleway



Getting West Nuneaton Moving: Bermuda Connection



IMPROVING JOURNEY TIMES

Q. Which local areas are expected to benefit from improved journey times?

A.

The assessment showed that the following local areas will benefit from reduced journey times:

- Stockingford;
- Whittleford;
- Galley Common;
- Bermuda;
- Heath End;
- Chapel End;
- Hartshill;
- Camp Hill; and
- Ansley Common.

Estimated savings times for journeys can be found at www.warwickshire.gov.uk/bermudaconnection

SUMMARY OF SCHEME IMPACTS

TRAFFIC IMPACTS

The current scheme has been tested in the 2017 Nuneaton and Bedworth Borough Wide Area Traffic Model that includes the latest validated NBBC Borough Plan scenarios.

The key traffic effects of the scheme will be the transfer of trips away from A444 corridor and Heath End Road, reducing journey times and vehicle miles in Nuneaton.

The updated traffic model findings demonstrated that if the scheme was implemented more traffic will use Bermuda Road, Tenlons Road, Shillingstone Drive and St Georges Way, e.g. up to 100 additional vehicles will use Bermuda Road in the morning peak hour and up to 250 vehicles in the evening peak hour. On St Georges Way, traffic flows in the peak hour periods are between 400 and 500 vehicles, which is an additional 200 to 300 vehicles.

In contrast, Heath End Road to the east of Bermuda Road and A444 to the north of Griff Roundabout experience reductions in traffic during both the morning and evening peak hour. The reductions in vehicles is most prominent in the evening peak hour, when there are up to 300 less vehicles using Heath End Road and around 400 less vehicles using the A444 to the north of Griff Roundabout.

On the more local roads, including The Raywoods and Radley Drive, during the morning and evening peak hour, there are some minor increases in traffic flows. However, it is not considered that the increases would result in a severe impact on local residents.

The updated traffic modelling shows that the number of HGVs typically remains the same as per the current situation. The HGVs accessing Bermuda Road and St Georges Way are seeking to access local businesses and properties which are presently located, and this pattern will not materially change.

SUMMARY OF ENVIRONMENTAL EFFECTS

The key environmental considerations are air quality and noise impacts. The Environmental Impact Assessment of the scheme demonstrates that it would not have a significant adverse effect on air quality. It is hoped that the scheme would contribute towards improving air quality, e.g. in Nuneaton town centre. In consideration of the increased vehicle movements on the roads comprising the link route, it is projected that residential properties at certain locations will be adversely impacted by increased noise levels.

Air Quality

An air quality assessment has been undertaken to consider the potential effects resulting from changes to air quality during the construction and operational phases, including considering the impact (of changes in vehicles /numbers) on nitrogen oxide (NO₂) and particulate matter (PM₁₀) levels. A series of sites have been selected as 'representative' of the places where human health might be affected, these 'receptors' are within 200m of affected roads. They include 20 residential properties, a school and a children's centre. During construction of the scheme there is the potential for dust emissions to be caused. These could have a short term adverse impact at nearby receptors if no mitigation is put in place. However, the scheme will include 'control measures' and these will be set out in a 'Construction Environmental Management Plan' (CEMP). With these control measures in place the construction works should not have a significant effect on human health.

Once the scheme is constructed and operational, the impact on NO₂ concentrations at the human health receptors is expected to be 'negligible to slight'. The impact on concentrations (very small particulates) is expected to be 'negligible' in all cases. These concentration levels of both NO₂ and PM₁₀ would mean that the local air would continue to satisfy statutory 'quality' limits. Therefore, it is predicted that the Scheme would not have a significant effect on air quality.

Noise and Vibration

A baseline survey and assessment has established the existing background noise levels. The anticipated vehicle movements have been used to model the likely changes in the day time and night time noise levels at a number of noise sensitive receptor locations along the route.

The construction phase of the proposed scheme has the potential to generate noise which may have a short term adverse impact at nearby sensitive receptors if there is no appropriate mitigation. With mitigation measures in place, including control measures set out in a construction environmental management plan (CEMP), the works should not have a significant effect on human health receptors.

Once the scheme is constructed and operational there is the potential for adverse impacts to be experienced at some properties along The Bridleway, Knights Road Flats and Bermuda Road (in a range from minor to major adverse). Other properties along the route are anticipated to experience negligible impacts. The topography and dense urban nature of the land adjacent to the scheme means that options to mitigate the noise impact are limited. There is the potential for a noise barrier along the parapet of the proposed bridge and embankment to mitigate impacts. However, further investigation would be required to test the viability of such measures.

Cultural Heritage

A desk based assessment has concluded that given the majority of highway works proposed will take place on land which has previously been developed, disturbed or used (including the area previously used for landfill). Therefore, it is anticipated that disturbance of any buried remains are likely to have already occurred. Any archaeological remains which might be encountered are therefore likely to be incidental and of only local interest. The potential effects of the scheme on cultural heritage are anticipated to be minimal.

Arboriculture

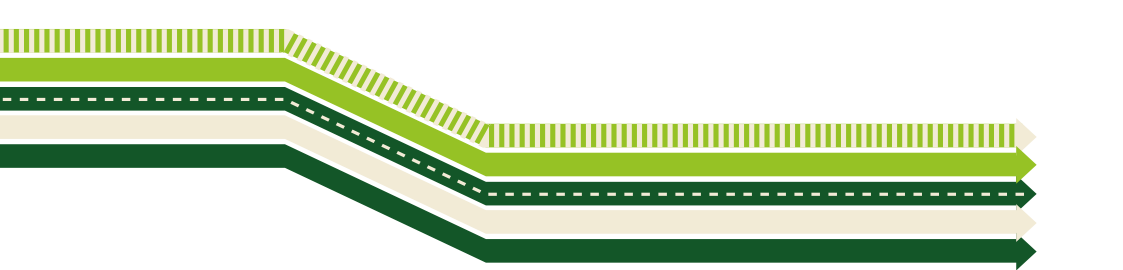
All of the trees which have the potential to be affected by the scheme have been surveyed. No protected trees are proposed to be removed as consequence of the scheme. A small number of trees and scrub are expected to be lost as a consequence of the scheme, including areas parallel to the railway line. The proposed scheme includes mitigation planting.

Ecology

An Extended Phase 1 Habitat Survey was undertaken for the Site. This was supplemented with further surveys of specific species, including bats. The surveys have confirmed that no protected species or designated sites will be adversely impacted by the scheme.

Landscape and Visual Amenities

Desk based studies and site survey work has shown that the visibility of the site is limited in extent due to the very flat topography, built up nature of the industrial areas and intervening mature vegetation. The majority of the locations where views of the site are available are restricted to short range views, thereby limiting the overall number of potential receptors. Medium range views are very limited in number due to the amount of intervening element such as road embankments and vegetation, generally occurring



only where the viewpoint is elevated due to the topography and with limited intervening vegetation. Long range views of the site are only available from the higher areas to the west of the site.

The assessment has concluded that the changes to the landscape will be modest as the road largely already exists. The impact for most residents is negligible but for those closest to the scheme (Tenlons Road and Bridleway) which face onto the road, the impact will be 'minor adverse' when the scheme is first implemented however this would be mitigated in part as vegetation becomes established.

Ground Conditions

Site investigations and desk study information has confirmed that some of the land adjacent to the scheme is former landfill which may contain hazardous materials. The design of the scheme is such that the impact on this land is minimal and will be required for construction purposes only. It is therefore anticipated that any risks to human health and water resources can be controlled and managed. This will be through the implementation of a CEMP.

Water Environment

The flood risk assessment has concluded that the construction of the scheme will not increase the risk of flooding to residential or other properties. Small areas of the scheme are already at risk from certain forms of flooding and so the scheme has been designed to ensure this risk is not increased. The hydrological assessment has concluded that the scheme can be constructed in ways that will protect and safeguard the underground groundwater resources and functioning of existing surface drainage features (e.g. drains and ponds).

Transport Assessment

Overall the scheme results in an improvement to the local network in terms of reducing congestion and journey times.

The Transport Assessment for the scheme also demonstrates that the Bermuda Connection scheme provides improvements to sustainable transport infrastructure and enhanced connectivity with public transport.

PROPOSED PROGRAMME OF A444 CORRIDOR IMPROVEMENTS IN NUNEATON

Q. Will the proposed scheme make a difference to the wider community?

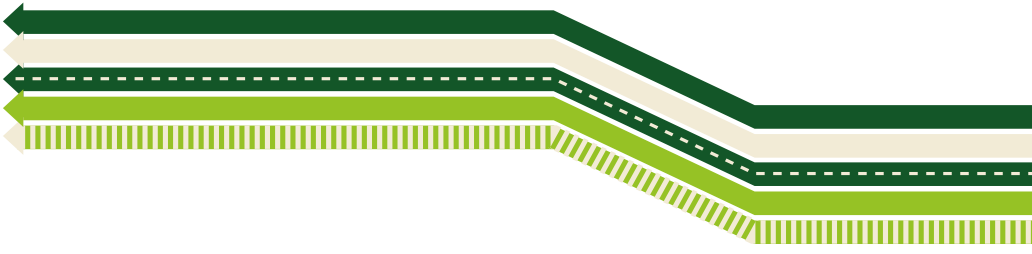
A.

Yes. However, the proposed scheme should not be viewed in isolation as it forms part of the Programme of A444 Corridor Improvements, which will bring benefits to the wider community.

The package of A444 Corridor Improvement Schemes has been developed to address both existing issues along the A444 and predicted impacts arising from Local Plan housing and employment growth within Nuneaton and Bedworth Borough.

PROPOSED PROGRAMME OF A444 CORRIDOR IMPROVEMENT WORKS

LOCATION	PROPOSED SCOPE OF WORKS
Getting West Nuneaton Moving: Bermuda Connection	Bridge improvement, connection and opening to create an additional highway link between West Nuneaton and the Griff Roundabout
A444 / Coton Arches Junction Improvements	Installation of traffic lights and capacity enhancement of the junction, including improved access for pedestrians and cyclists Note: Construction work has commenced and is expected to be completed by December 2018.
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	Installation of traffic lights and capacity enhancement of the junction, including improved access for pedestrians and cyclists
A444 / B4112 College Street Junction Improvements	Installation of traffic lights and capacity enhancement of the junction, including improved access for pedestrians and cyclists
Improvements to Griff Roundabout	Capacity enhancement and traffic signal optimisation
Arbury Estate link road proposals	Creation of a link road and complementary highway works associated with proposed development. This would be a Developer led scheme not County Council-led.





HAVE YOUR SAY

Warwickshire County Council is engaging widely with residents in and around the West Nuneaton area. Further information in regard to the scheme and a consultation response form are available on following web page:

www.warwickshire.gov.uk/bermudaconnection

Further queries regarding the scheme and requests for paper copies of the response form can be sent to the following e-mail address:

bermudaconnection@warwickshire.gov.uk

or alternatively, call **01926 410410**

The consultation is available for your feedback at **www.warwickshire.gov.uk/ask**

The response to the consultation will be included in a report to be considered by County Councillors in the summer. Upon considering the report, County Councillors will take a decision on whether or not the scheme will be progressed to planning application and, if successful, implementation.