

# GETTING WEST NUNEATON MOVING Bermuda Connection



## Questions and Answers

### Design Standards

**Q. Why was the preliminary design proposals not produced in accordance to Manual for Streets II highway design standards?**

**A.** The preliminary design proposals were developed during 2015. At this time the County Council had no clear scope of highway design standard principle for 30mph roads, and therefore, automatically applied Design Manual for Roads and Bridges (DMRB) standards, although this standard is primarily directed at roads catering for higher speed limits.

However, in subsequent years, Manual for Streets has developed and progressed into a common highway design standard for 30 mph roads. In consideration of the speed limit and mixed uses (HGVs and residential) of the roads involved in the Bermuda Connection link, it was deemed entirely appropriate to develop detailed design in accordance to Manual for Streets II highway design standard in acknowledgement of its development and commonality in recent years, e.g. the design standard for highway schemes delivered by local authorities and also major residential development.

### Economic Growth

**Q. In what context would the proposed Project contribute towards economic growth in Nuneaton?**

**A.** The Bermuda Connection Scheme will help improve economic growth through:

- Providing a new link that will help move people and goods more effectively, thereby helping improve productivity and helping employers access the skills they need;
- Improving connectivity to Bermuda Park rail station, providing onward travel to key centres of employment; and
- Improving resilience to the road network.

## Journey Times Savings

### Q. Some of the journey time savings appear minimal, how do these support the Scheme?

A. The journey time savings represent the benefit received by every single journey travelling that particular route on the local highway network, every single working day during the peak hour period.

When considered in this correct context, the analysed benefits and values of time are considered when arriving at a Benefit Cost Ratio. This is the standard methodology applied when calculating the economic benefits of a transport scheme.

The journey times savings are an average over all peak hour journeys, and therefore, some may be higher, some lower. In addition, as a proportion of overall journey time in some instances these values will be substantial savings. These are qualified by the table below displaying current actual journey times:

Representative Journey Times	
Route	Actual Current Journey Time (MM:SS)
Stockingford to Griff Roundabout via Heath End Road in AM Peak	09:57
Galley Common to Griff Roundabout via Heath End Road in AM Peak	14:00
Heath End to Nuneaton Town Centre via Croft Road in AM Peak	10:43
Griff Roundabout to Stockingford via Heath End Road in PM Peak	10:37
Griff Roundabout to Galley Common via Heath End Road in PM Peak	14:51

Source: Traffic Master Data between 1 October 2016 to 31 October 2016

## NBBC Borough Plan

### Q. How does the Bermuda Connection Scheme fit in with the NBBC Borough Plan?

A. **Strategic Transport Assessment (Borough Plan) and Economic Assessment:**

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

## No Realistic Alternative

### **Q. Why has the County Council not considered other routing alternatives, i.e. opening the Gated Roads in Bermuda?**

#### **A. Opening the Gated Roads in Bermuda**

The proposed route Bermuda Road - Harefield Lane - Mimosa Close - Walsingham Drive enabled through opening the gated roads would involve sections of new highway running through a wider mass of residential properties. This incurs a risk of introducing a higher level of noise and disturbance to local residents.

Notwithstanding, opening the Gated Roads has not been considered as the existing gates off Hazell Way and Harefield Lane are on private land, and the link would be entirely situated on private land and would not involve the use of public highway maintained by the County Council. Therefore, further consideration and delivery would need to be led by a third party, e.g. a Developer.

However, Getting West Nuneaton Moving: Bermuda Connection involves:-

- An existing highway owned by the County Council, e.g. Bermuda Bridge;
- Existing highway already in the process of being transferred to the County Council, e.g. The Bridleway; and
- Existing private highway transferrable to the County Council, i.e. the embankments and approaches either side of the bridge.

### **Q. Why has the County Council not considered other routing alternatives, i.e. the proposed Arbury Estate Link Road?**

#### **A. Arbury Estate Link Road Proposals**

This is a development related scheme that is likely to be necessary to bring development forward in this location, and no highway alignment of the route has been confirmed.

The proposed Arbury Estate Link Road does not negate the need for the Bermuda Connection scheme. Both Bermuda Connection and the proposed Estate Link Road offer network resilience, and as such would support the proposed growth linked to the Borough Plan. However, Bermuda Connection would also provide a wide range of additional strategic benefits over and above what could be provided by the proposed Arbury Estate Link Road.

Bermuda Connection is differentiated from the proposed Arbury Estate Link Road because it is a multifaceted scheme that provides a number of directly attributable strategic benefits over and

above reducing journey times and addressing congestion on the A444 corridor. It would provide the community with the following highway network benefits irrespective of the proposed Arbury Estate Link Road:

- As committed rail services to Bermuda Park station increase there will be further travel demand by all modes for those wishing to access the facility, and therefore, Bermuda Connection would support further growth at the public transport interchange and encourage modal shift;
- Enable local bus operators to more effectively serve the Bermuda residential area and Bermuda Park rail station;
- Support potential further development in the Bermuda area;
- Provide sustainable travel connections and links to Bermuda Park rail station, George Eliot Hospital, employment and residential sites;
- Enhance accessibility to a wide range of local businesses at the Bermuda Park Industrial Estate, Hazell Way Industrial Estate and on Tenlons Road; and
- Remove some HGV movements from sections of the local highway network.