Nuckle
Proposed New Stations at Bermuda Park and Coventry Arena
Report of Community Involvement

Warwickshire County Council, Coventry City Council, Centro

May 2012
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This document has 58 pages including the cover.

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1. Introduction

1.1. The purpose of this report

This report explains the consultation that has been carried out on the proposals for two new stations on the Coventry to Nuneaton railway line - at Coventry Arena and Bermuda Park.

The proposals are part of the wider Coventry - Nuneaton rail upgrade scheme, jointly promoted by Coventry City Council, Warwickshire County Council and Centro, the West Midlands Passenger Transport Authority. Known as 'NUCKLE' the scheme seeks to improve public transport and help to address the socio-economic issues of the Coventry to Nuneaton corridor. The DfT confirmed funding support for the scheme in December 2011.

All feedback has been collated and the issues raised have been used to finalise the proposals.

The report is part of the planning applications being submitted for the new stations.

1.2. Structure of the report

The report covers:

- Background to the proposals
- Consultation methodology
- Summary of consultation responses
- How the consultation responses have been taken into account
- Next steps
2. Background to the proposals

2.1. Introduction

The overall trend in the numbers of rail passengers in Coventry and Warwickshire is one of sustained growth with rail travel becoming increasingly important. Commuting and business travel to the West Midlands conurbation and Coventry form a substantial element of rail travel for people from a wide range of socio-economic groups. Rail journeys for retail, leisure and social activities continue to grow.

The Coventry - Nuneaton rail upgrade scheme, seeks to improve public transport and help to address the socio-economic issues of the Coventry to Nuneaton corridor, increasing the frequency of services between Coventry and Nuneaton from one train per hour to two trains per hour. It will also facilitate the strategic development and economic growth aspirations of the corridor. The principal objectives of the proposed scheme are to:

- Support growth, competitiveness and economic development in the Coventry to Nuneaton corridor through improving connectivity, increasing capacity and reducing congestion. This will help to:
  - Reduce social exclusion.
  - Reduce deprivation.
- Support regeneration and employment proposals around Bermuda Park and Coventry Arena.
- Support the delivery of the substantial planned growth in housing along the corridor.
- Achieve enhanced public transport in an environmentally sustainable manner, contributing to tackling climate change, through reducing the carbon impact of transport.
- Support key regionally endorsed projects and developments, in particular:
  - The Friargate Masterplan (Coventry City Centre Business District providing up to 15,000 jobs).
  - The “Connecting Coventry” rail station and public transport interchange enhancement.
  - The Ricoh Arena.
  - Warwick and Coventry Universities.
  - The Coventry, Warwickshire and Solihull High Technology Corridor.
- Improve safety, security and health in the West Midlands and Warwickshire, through reducing accidents and improving security on the public transport network.
- Make it easier for people to access to a wider range of jobs and services.

The scheme is known as ‘NUCKLE’ and is jointly promoted by Coventry City Council, Warwickshire County Council and Centro, the West Midlands Passenger Transport Authority. The DfT confirmed funding support for the scheme in December 2011.

A number of improvements to the line are planned including:

- Two completely new stations – at Coventry Arena and Bermuda Park
- A new platform at Coventry main station, to accommodate six-car trains
- Longer platforms at Bedworth station to accommodate longer trains
- Improvements to the train service, with frequency doubled to every thirty minutes
- Passenger capacity raised to four times its current level
- Equipment at the new Coventry Arena station to turn trains around for an events shuttle service.
2.2. The proposed new stations

Both new stations will have two platforms which will be constructed on either side of the existing twin-track line. They will have public address systems, customer information services, ticket vending machines, closed circuit television, a waiting shelter on each platform, lighting and standard platform furniture.

Wherever possible sustainable principles will be used in the design and construction of the two stations, as well as initiatives such as recycling, to minimise the use of resource. They will be designed to fit with their surroundings and lighting levels will be set with the effect on surrounding areas in mind.

Transport Assessments are ensuring the best possible access to the site for cars, pedestrians, cyclists and bus passengers.

Environmental surveys are identifying any potential issues from building the new stations and these are being taken into account in finalising the proposals. Issues will be managed through a construction environmental management plan (CEMP) for each station.

2.3. Bermuda Park

The new station at Bermuda Park is much needed to allow people and businesses in and around the south of Nuneaton to gain quick and easy access to local, regional and national rail networks.

The station will also improve access to job opportunities in the Nuneaton – Coventry corridor, including serving Bermuda Park industrial estate.

With increasing numbers of companies and residents being drawn to the area, fulfilling that need becomes ever more urgent.

The proposed location for Bermuda Park station is on the eastern side of Bermuda industrial estate, to the north of Griff roundabout, on St. George’s Way. The wider environment is predominantly urban, a mix of industrial, residential and open space. The land adjacent to the proposed site is zoned for regeneration in the Local Development Plan. The nearest homes to the site are currently 380m away.

A station will be designed to accommodate three car trains. The existing bridge, which once crossed the Griff Arm of the Coventry canal, will provide a pedestrian link between the platforms under the railway.

Vehicular access to the station will be from the existing exit from Griff roundabout onto St George’s Way and thirty car parking spaces are proposed in parking bays alongside the carriageway in St George’s Way.

2.4. Coventry Arena

The new station at Coventry Arena is much needed to serve:

- The Ricoh Arena which hosts conferences, business meetings and major events including Coventry City Football Club’s home matches
- The Arena Park shopping centre
- The wider north Coventry area

The proposed location for the new station is about 5km north of Coventry city centre, with the Ricoh Arena and its car park on one side and commercial, industrial and retail parks with car parks and undeveloped land on the others. The development site is a mix of existing railway land and a derelict gas works which closed in the 1980s. The nearest houses are 360m away.

The station will be suitable for six-car trains and for events a new ‘turn-back’ facility will mean trains could provide a shuttle service between Coventry Arena and either Coventry or Nuneaton. The station and Ricoh Arena Stadium’s control room will be linked to ensure effective management of football crowds.
Vehicular access to the proposed station will be from the existing exit from the Rowleys Green roundabout to the Ricoh Arena. Rail and bus departures will be integrated and 80 car parking spaces will be provided in the Ricoh Arena car park next door.

2.5. Public consultation

Public consultation on the proposed new stations was carried out during September and October 2011.

2.6. Next steps

Following on from confirmation of DfT funding in December 2011, planning applications for the two new stations will be submitted.

Once planning approvals have been secured it will be possible to finalise designs and appoint a contractor for work to begin in 2012.

In the longer term, the Partners hope to extend the Coventry – Nuneaton service northwards from Nuneaton towards the East Midlands and southwards from Coventry to a new station at Kenilworth and then on to Leamington Spa and the Thames Valley. These are planned as future phases of NUCKLE.
3. Consultation Methodology

Public consultation on the proposed new stations was carried out between the last week of September and the end of October, 2011.

The consultation was designed to provide everyone living near to, or likely to use the proposed new stations with information about the proposals and the opportunity to comment.

A range of options for accessing information and getting involved were provided, to ensure everyone who wanted to express an opinion had the chance to do so.

It was decided to carry out a joint consultation covering the proposals for both Coventry Arena and Bermuda Park station to ensure as many people as possible were made aware of the overall Nuckle scheme, as well as both proposed new stations and had the opportunity to comment.

3.1. Travelling exhibition

To ensure everyone had a chance to ask questions and talk about the proposals as well as simply being informed, the Network West Midlands (Centro) consultation bus was used to take a travelling exhibition explaining the overall Nuckle scheme and the proposals for Coventry Arena and Bermuda Park stations to four busy locations along the Coventry to Nuneaton rail corridor:

- Friday September 30. 8am to 6pm: Bedworth High Street
- Saturday October 1. 9am to 6pm: Junction of Bond Gate/Church Street, Nuneaton
- Friday October 7. 8am to 6pm: Bull Yard, Coventry
- Saturday October 8. 9am to 7pm: Arena Shopping Park

The locations were chosen to cover the main centres along the Coventry to Nuneaton rail corridor within the vicinity of the proposed new stations. All were busy locations with high footfall. The exhibition times were also chosen for maximum effect.

The exhibition was manned by Coventry City Council, Warwickshire County Council and Centro staff, as well as consultants from Atkins. Leaflets and questionnaires providing similar information to the exhibition were handed out to everyone who visited. The leaflets are explained in greater detail in the next section.

In each location some of those on duty also went out into the surrounding area to hand out leaflets and invite more people to visit the exhibition.

A PDF of the exhibition can be found in Appendix C.

3.2. Leaflets and questionnaires

A week before the consultation began leaflets and Freepost questionnaires were distributed to 8,000 homes and businesses within around one mile of the proposed locations for both Bermuda Park and Coventry Arena stations. The distribution area was chosen to reach all those who were likely to use one or other of the stations.

The leaflets were distributed door to door by a local distribution company who work regularly for Coventry City Council. Maps showing the distribution areas are in Appendix E.

The leaflets explained the Nuckle scheme, the proposals for the two stations and invited people to attend the exhibitions in person and/or express their views by completing and posting back the questionnaires. PDF copies of both leaflet and questionnaire can be found in Appendix B.
More than 3,000 more of the same leaflets and questionnaires were handed out at exhibition bus locations and after the exhibition the remaining leaflets printed - around 1,000 - were also made available in libraries in the area.

Electronic versions of the leaflets and questionnaires, with covering explanatory emails were also sent to all local organisations through Warwickshire CAVA and Voluntary Action Coventry. For data protection reasons the details of those consulted cannot be made public.

3.3. Media relations

The Coventry City Council and Warwickshire County Council teams publicised the consultation and exhibition times and locations through their established local media contacts.

In addition to advance publicity, they also arranged follow-up coverage during the exhibitions to maintain the consultation in the public’s minds.

CAVA and Voluntary Action Coventry also publicised the consultation through their newsletters.

3.4. Posters

Posters publicising the consultation and exhibitions were put up in busy strategic locations in the area.

3.5. Information online

For those who preferred to access information online, or who had not received a printed copy of the leaflet and feedback forms, they were made available on the Warwickshire County Council website at www.warwickshire.gov.uk/nuckle.

3.6. Key stakeholders and local organisations

Coventry and Warwickshire project officers used their established communication fora, such as project meetings and regular members’ bulletins to keep both key stakeholders and council members in touch with the Nuckle scheme proposals and the planned consultation.

Electronic versions of the leaflets, with covering explanatory emails were also sent to all council members, and the other key stakeholders shortly before the consultation began. For data protection reasons the details of those consulted cannot be made public.

3.7. Other options made available

Anyone who was unable to attend the exhibitions or to complete and return the questionnaire for any reason was offered a range of other ways to find out about the proposals and provide feedback:

- Email: NUCKLE@warwickshire.gov.uk
- Telephoning: 01926 412094
- Writing: Transport Planning Group, Communities Group, Warwickshire County Council, PO Box 43, Shire Hall, Warwick, CV34 4SX
4. Summary of consultation responses

4.1. Questionnaires

In all 265 completed questionnaires were returned. Of these 149 were from people living in the three postcode areas closest to the proposed Bermuda Park station – CV10, CV11, CV12.

A further 33 questionnaires were returned without addresses provided and four were from people who live outside the area.

The remaining 79 questionnaires were returned by people living in Coventry from postcodes CV1 to CV9. There were slightly more responses from the postcodes closest to Coventry Arena in the north of the area, than from the other parts of Coventry.

Quantitative questions

Responses to the quantitative questions were overwhelmingly positive.

244 respondents (around 93% of those who returned questionnaires) said they supported the new station at Coventry Arena, with only 7 unsure and 6 opposed to the proposals.

For Bermuda Park the numbers were 221, 24 and 8 respectively. That equates to around 84% in favour of the proposals. However, the majority who were unsure lived in postcodes where they would be unlikely to use the station at Bermuda Park.

When the responses are broken down by postcode:

- Responses from postcodes CV1 to 9 – Coventry - were 95% in favour of the Coventry Arena proposals and only 68% in favour of Bermuda Park.
- Those returned from CV10 to 12, where residents are most likely to use the new Bermuda Park station were 93% in favour of Coventry Arena and 90% in favour of Bermuda Park.
- The 33 questionnaires returned with no address were 80% in favour of Coventry Arena and 90% in favour of Bermuda Park.

Where the question about current and potential use of the Coventry to Nuneaton line was concerned, the majority – 146 - said they do not currently use the line, while 117 said they do. This pattern is mirrored when responses are broken down by postcode.

Those who do use the line, do so for the complete range of reasons suggested, but particularly for leisure and shopping.

Of those who do not currently use the line almost all said they would do so if the proposals go ahead. This included respondents who did not support the proposals. Only seven of the 265 respondents said they would still not use the line.

Once again respondents said leisure and shopping would be their main reasons for using the line, but a significant minority would also use it for other reasons.

A detailed breakdown of answers to each question, both overall and by individual postcode can be found below. The areas covered by the relevant postcode are also provided within each individual section. For ease of reference for comparison the areas covered by the different postcodes can also be found in Appendix A.

Not all respondents answered all questions and a small number answered both yes and no to individual questions. This accounts for the minor anomalies in totals shown.

Overall responses
Are you in support of the proposed new rail station? Coventry Arena

![Pie chart showing support for the new rail station at Coventry Arena.]

Are you in support of the proposed new rail station? Bermuda Park

![Pie chart showing support for the new rail station at Bermuda Park.]

Do you currently use train services on the Coventry to Nuneaton line?

![Pie chart showing current use of train services on the Coventry to Nuneaton line.]
Of the 117 who said yes, they said they used the services:

- To get to work: 66
- To go shopping: 86
- For leisure: 16
- To visit friends or relatives: 24
- Other: 41

Of the 146 who said no, they said that if the scheme goes ahead they would use it for:

- To get to work: 111
- To go shopping: 115
- For leisure: 32
- To visit friends or relatives: 17
- Other: 38

By Postcode

CV1 – Coventry Central includes Coventry City Centre, Gosford Green, Hillfields, Spon End, Coventry University.

6 responses received overall:
- All in favour of the new station at Coventry Arena
- All in favour of the new station at Bermuda Park

Are you in support of the proposed new rail station? Coventry Arena

- Yes: 6
- No
- Unsure
Are you in support of the proposed new rail station? Bermuda Park

![Pie chart showing support for the rail station]

Do you currently use train services on the Coventry to Nuneaton line?

![Pie chart showing current train service usage]

Of the 4 who said yes, they said they used the services:

![Pie chart showing reasons for using the service]

Of the 2 who said no, they said that if the scheme goes ahead they would use it:

![Pie chart showing reasons for potential future use]
CV2 – Coventry SE includes Binley, Whitley, Willenhall, Cheylesmore, Styvechale, Finham, Fenside, Stoke Aldermoor, Green Lane, Ernesford Grange, Binley Woods

17 responses received overall:

- 13 in favour of the new station at Coventry Arena, one against, two unsure
- 8 in favour of the new station at Bermuda Park, two against, three unsure

Are you in support of the proposed new rail station? Coventry Arena

![Coventry Arena Support Chart]

Are you in support of the proposed new rail station? Bermuda Park

![Bermuda Park Support Chart]

Do you currently use train services on the Coventry to Nuneaton line?

![Train Service Usage Chart]
Of the 5 who said yes, they said they used the services:

- 3 to get to work
- 2 to go shopping
- 2 for leisure
- 1 to visit friends or relatives
- 1 other

Of the 11 who said no, they said that if the scheme goes ahead they would use it:

- 9 to get to work
- 5 to go shopping
- 5 for leisure
- 1 to visit friends or relatives
- 1 other

CV3 – Coventry NE includes Walsgrave, Wyken, Stoke, Bell Green, Wood End, Potters Green, Aldermans Green, Clifford Park, Woodway Park

13 responses received overall:

- All in favour of the new station at Coventry Arena
- 12 in favour of the new station at Bermuda Park

Are you in support of the proposed new rail station? Coventry Arena

- Yes: 13

Are you in support of the proposed new rail station? Bermuda Park

- Yes: 13

- No: 0

- Unsure: 0
Do you currently use train services on the Coventry to Nuneaton line?

Of the 6 who said yes, they said they used the services:

- To get to work: 5
- To go shopping: 4
- For leisure: 4
- To visit friends or relatives: 5
- Other: 6

Of the 7 who said no, they said that if the scheme goes ahead they would use it:

- To get to work: 4
- To go shopping: 1
- For leisure: 6
- To visit friends or relatives: 5
- Other: 5
CV4 – Coventry SW includes Tile Hill, Canley, Cannon Park, Lime Tree Park, Gibbet Hill, Westwood Heath, University of Warwick.

6 responses received overall:

- 5 in favour of the new station at Coventry Arena, one unsure
- 3 in favour of the new station at Bermuda Park

Are you in support of the proposed new rail station? Coventry Arena

![Support for Coventry Arena station](chart)

Are you in support of the proposed new rail station? Bermuda Park

![Support for Bermuda Park station](chart)

Do you currently use train services on the Coventry to Nuneaton line?

![Train service usage](chart)
Of the 4 who said no, they said that if the scheme goes ahead they would use it:

CV5 – Coventry NW includes Allesley, Allesley Park, Allesley Green, Earlsdon, Eastern Green, Whoberley, Chapelfields, Mount Nod, Brownhill Green

11 responses received overall:

- All in favour of the new station at Coventry Arena
- 8 in favour of the new station at Bermuda Park

Are you in support of the proposed new rail station? Coventry Arena

Are you in support of the proposed new rail station? Bermuda Park
Do you currently use train services on the Coventry to Nuneaton line?

[Diagram showing 6 respondents, 5 said yes, 6 said no]

Of the 6 who said yes, they said they used the services:

[Diagram showing uses: To get to work (3), To go shopping (1), For leisure (4), Other (1)]

Of the 5 who said no, they said that if the scheme goes ahead they would use it:

[Diagram showing uses: To get to work (5), To go shopping (4), For leisure (1), Other (1)]

CV6 – Coventry N includes Holbrooks, Coundon, Radford, Longford, Rowley's Green, Whitmore Park, Hawkesbury

20 responses received overall:

- 19 in favour of the new station at Coventry Arena, one unsure
- 11 in favour of the new station at Bermuda Park, six unsure
Are you in support of the proposed new rail station? Coventry Arena

- Yes: 19
- No: 1
- Unsure: 1

Are you in support of the proposed new rail station? Bermuda Park

- Yes: 11
- No: 6
- Unsure: 3

Do you currently use train services on the Coventry to Nuneaton line?

- Yes: 12
- No: 8

Of the 8 who said yes, they said they used the services:

- To get to work: 4
- To go shopping: 3
- For leisure: 3
- To visit friends or relatives: 4

Of the 12 who said no, they said that if the scheme goes ahead they would use it:
CV7 – includes Exhall, Ash Green, Keresley, Meriden, Balsall Common, Berkswell, Corley, Arley, Ansty, Shilton, Fillongley

Six responses received overall:

- All in favour of the new station at Coventry Arena
- 4 in favour of the new station at Bermuda Park, two unsure

Are you in support of the proposed new rail station? Coventry Arena

Are you in support of the proposed new rail station? Bermuda Park
Do you currently use train services on the Coventry to Nuneaton line?

![Pie chart showing 6 responses: 5 Yes, 1 No.](chart1)

Of the 6 who said no, they said that if the scheme goes ahead they would use it:

![Pie chart showing various reasons for travel: To get to work (4), To go shopping (1), For leisure (3), To visit friends or relatives (1), Other (3).](chart2)

CV9 – includes Atherstone, Mancetter, Grendon, Baddesley Ensor, Baxterley, Hurley, Witherley, Wood End, Twycross

Two responses received overall:
- Both in favour of the new station at Coventry Arena
- Both in favour of the new station at Bermuda Park

Are you in support of the proposed new rail station? Coventry Arena

![Pie chart showing 2 responses: 1 Yes, 1 No.](chart3)
Are you in support of the proposed new rail station? Bermuda Park

![Graph showing support for the new rail station]

Do you currently use train services on the Coventry to Nuneaton line?

![Graph showing current use of train services]

The one who said yes, used the services:

![Graph showing reasons for using train services for those who said yes]

The one who said no, they said that if the scheme goes ahead they would use it:

![Graph showing reasons for using train services for those who said no]
CV10 – Nuneaton N & W includes Weddington, Stockingford, Camp Hill, Galley Common, Grove Farm, Whittleford, Chapel End, Bermuda Village, Caldecote, Fenny Drayton, Hartshill, Ansley, Astley, Oldbury, Ridge Lane

64 responses received overall:

- 59 in favour of the new station at Coventry Arena, two against, three not sure
- 57 in favour of the new station at Bermuda Park, two against, five not sure

Are you in support of the proposed new rail station? Coventry Arena

![Pie chart showing 59 in favour, 2 against, and 3 unsure]

Are you in support of the proposed new rail station? Bermuda Park

![Pie chart showing 57 in favour, 2 against, and 5 unsure]

Do you currently use train services on the Coventry to Nuneaton line?

![Pie chart showing 37 responses favourable and 26 responses not favourable]
Of the 26 who said yes, they said they used the services:

- 18 to go shopping
- 6 to get to work
- 9 for leisure
- 5 to visit friends or relatives
- 1 other

Of the 37 who said no, they said that if the scheme goes ahead they would use it:

- 31 to go shopping
- 6 to get to work
- 22 for leisure
- 2 to visit friends or relatives
- 2 other

CV11 – Nuneaton C & E including town centre, Abbey Green, St Nicolas Park, Horeston Grange, Attleborough, Whitestone, Hill Top, Chilvers Coton, Caldwell, Burton Hastings, Bramcote

34 responses received overall:

- 31 in favour of the new station at Coventry Arena, one unsure
- 29 in favour of the new station at Bermuda Park, one against, four unsure

Are you in support of the proposed new rail station? Coventry Arena

- 31 in favour
- 1 unsure
- 0 against
Are you in support of the proposed new rail station? Bermuda Park

![Support Chart]

Do you currently use train services on the Coventry to Nuneaton line?

![Use Chart]

Of the 12 who said yes, they said they used the services:

![Yes Uses Chart]

Of the 22 who said no, they said that if the scheme goes ahead they would use it:

![No Uses Chart]
CV12 – Bedworth (except Exhall and Ash Green) and Bulkington

51 responses received overall:

- 49 in favour of the new station at Coventry Arena, one against, one unsure
- 49 in favour of the new station at Bermuda Park, one against, one unsure

Are you in support of the proposed new rail station? Coventry Arena

Are you in support of the proposed new rail station? Bermuda Park

Do you currently use train services on the Coventry to Nuneaton line?
Of the 28 who said yes, they said they used the services:

![Pie chart showing用途](image)

- To get to work: 20
- To go shopping: 4
- For leisure: 11
- To visit friends or relatives: 1
- Other: 1

Of the 33 who said no, they said that if the scheme goes ahead they would use it:

![Pie chart showing用途](image)

- To get to work: 19
- To go shopping: 2
- For leisure: 16
- To visit friends or relatives: 5
- Other: 1

**No address**

33 responses received overall:

- 26 in favour of the new station at Coventry Arena, two against
- 29 in favour of the new station at Bermuda Park, two against, two unsure

**Are you in support of the proposed new rail station? Coventry Arena**

![Pie chart showing支持](image)

- Yes: 26
- No: 2
- Unsure: 0

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This text is a summary of the report's findings related to community involvement in a proposed rail station project. The report includes data on the use of services by those in favor of the new station at Coventry Arena and Bermuda Park, as well as the overall response to the proposal.
Are you in support of the proposed new rail station? Bermuda Park

![Support for new rail station](support_chart.png)

Do you currently use train services on the Coventry to Nuneaton line?

![Train service usage](usage_chart.png)

Of the 19 who said yes, they said they used the services:

![Services used by supporters](services_supporters.png)

Of the 12 who said no, they said that if the scheme goes ahead they would use it:

![Services used by non-supporters](services_non_supporters.png)
Outside the area

4 responses received overall:

- All in favour of the new station at Coventry Arena
- 3 in favour of the new station at Bermuda Park

Are you in support of the proposed new rail station? Coventry Arena

Are you in support of the proposed new rail station? Bermuda Park

Do you currently use train services on the Coventry to Nuneaton line?
The one who said yes, used the services:

Of the 3 who said no, they said that if the scheme goes ahead they would use it:

Individual comments

In addition to closed yes/no quantitative questions, the questionnaire also provided space for respondents to express their views in their own words.

All comments can be found in full, divided under the various postcode areas, in Appendix A and also in the full excel file of all responses alongside the particular respondent’s other answers to the questionnaire.

This section of the Report of Community Involvement provides a summary of the type and number of comments made and highlights key issues emerging.

177 respondents made comments overall.

Of these 104 are general positive comments, the majority of which are along the lines of, “Great idea, long overdue, get on with it.” Respondents mentioned how much easier it would be on match days and to go shopping and also in terms of reducing congestion.

Most were made by respondents in favour of both stations, but 12 were made by respondents who either expressed themselves against or not sure about the proposals for one or both the proposed new stations in the quantitative questions.

14 people made positively negative comments, mainly expressing the view that the scheme is a waste of money or the stations are not needed.

The remaining comments raised issues or made suggestions. A number of themes emerged as important.

By postcode, the number and type of comments received was:

- CV1, only three comments in all, all general positive support
- CV2, nine comments in all, six offering general positive support, one general negative comment, 2 suggestions/issues raised
- CV3, ten comments in all, five offering general positive support, five suggestions/questions/issues raised
- CV4, four comments offering general positive support
- CV5, eight comments offering general positive support
- CV6, fourteen comments in all, nine offering general positive support, one general negative comments, four suggestions, questions and issues raised
- CV7, five comments, four offering general positive support, one question
- CV9, one question
- CV10, 47 comments in all, 24 offering general positive support, four general negative, 19 suggestions, questions and issues raised
- CV11, 31 comments in all, 14 offering general positive support, two general negative, 15 suggestions, questions and issues raised
- CV12, 52 comments in all, 29 offering general positive support, five general negative, 18 suggestions, questions and issues raised
- No address given, 24 comments in all, eight offering general positive support, one general negative comment, 15 suggestions, questions and issues raised
- Outside the area, five comments in all, four offering general positive support, one suggestion

**Key issues emerging**

A number of issues were raised in the comments, some of them in relation to the Nuckle scheme generally and some specifically in relation to one or other of the proposed stations. Responses to these issues can be found in the next section of this report.

**General**

- Twelve respondents expressed the view that the scheme should be extended to Leamington, Kenilworth, and Warwick as soon as possible - 4 from CV10, 1 from CV11, 2 from CV12, 1 who supplied address, while five also requested extensions to link to Leicester and Nottingham – 1 from CV10, 2 from CV12 and one who lived outside the area.
- Eight respondents stressed that fare prices need to be low enough to encourage use – one from CV2, one from CV10, 6 who supplied no address. Two respondents also requested that bus passes would be valid on the train – one from CV3 and one from CV10.
- Seven respondents requested that other stations are also reopened, four mentioning Holbrook, Foleshill, Longford, Hawkesbury, Griff – two from CV6, one from CV7, one from CV12, while a further three mentioned Coton, two from CV10 and one from CV11.
- The need for well serviced bus links bus links from the new stations to other parts of the area was mentioned by 5 respondents – one from CV6, one from CV10, one from CV11, one from CV12, and one who supplied no address.
- Timetabling was an issue raised by four respondents. One from CV3 asked for synchronisation of trains with football matches, on from CV12 for good connections with Birmingham and London trains, one from CV12 that the last trains should be later and one from CV12 that the trains should run every 10 minutes.
- Three respondents suggested that electrification would be a good idea – one each from CV2, CV3 and CV9.
Two asked for news about work starting on the proposed bay platform at Coventry - one from CV6 and one from CV12.

Finally one respondent from CV6 suggested that it should be a metro line.

Coventry Arena

The two major issues raised in relation to the proposed Coventry Arena station were why wasn’t it provided when the Arena was built and why is it now not being built in time for the Olympics?

Eleven respondents raised the former issue, one in CV3, one in CV5, one in CV7, one in CV10, two in CV11, three in CV12, and two who provided no address.

Ten respondents raised the Olympics issue – two in CV3, one in CV5, two in CV11 and five in CV12.

One respondent from CV6 felt there would not be sufficient parking at the station, particularly during events.

One responded who provided no address asked if the underpass would be dry

Another respondent who provided no address suggested building road bridges over the station and over the canal to Blackburn Road.

Bermuda Park

The main issues raised by respondents to the proposed station at Bermuda Park, related to parking and access.

Ten respondents felt that there would not be enough parking - one from CV6, three from CV10, four from CV11, two from CV12 and one who provided no address.

A similar number were concerned about various aspects of access to Bermuda Park.

Four respondents from CV11 were concerned about the lack of pedestrian access to the station from where they lived. They pointed out that it is too dangerous to walk or cycle along Gipsy Lane, making driving the only practical option. They also pointed out that the limited parking proposed, would consequently make it more difficult for residents from CV11 to use the station.

Four respondents - one from CV6, one from CV10, one from CV11 and one who provided no address - were concerned that Coventry Road, St George’s Way, the A444 and Griff Island are all dangerous for pedestrians, so walking to the new station would not be safe. A bus from the station, a bridge and traffic lights were all suggested as solutions.

One respondent from CV12 suggested that access would also be dangerous for traffic.

One respondent who provided no address said the new station would be forbidding late at night.

One from CV12 asked why the new station could not be located nearer to George Eliot hospital

One from CV10 observed that the underpass is often flooded

One respondent from CV10 was concerned about the impact of Bermuda Park station on ‘Bermuda Lake’

4.2. The exhibition

The travelling exhibition was generally well received with a turnout of over 400 for the two Bedworth and Nuneaton days and nearly 800 at the two Coventry locations.

Around 3000 leaflets and questionnaires were handed out, many to people who did not actually attend the exhibition.
Staff manning the exhibition also engaged as many people as possible in conversation about the proposals to gauge feelings in a more qualitative way. Particular efforts were made to engage those who might not normally take part in a consultation of this kind, for instance young people and busy families.

Comments were in line with questionnaire responses.

4.3. Media coverage

The local press covered the story and coverage was generally positive except for one story in Nuneaton News that the exhibition bus was not going to Bermuda. PDFs of the coverage can be found in Appendix D.

4.4. Other responses to the consultation

Further support for the NUCKLE scheme and the station proposals were received from a number of sources:

- Nuckle was cited as one of nine priority Development Pool Schemes by Campaign for Better Transport in a letter to DfT.
- Network Rail provided a letter of support to the lead promoter, Coventry City Council, on 1st September 2011.
- In a Coventry Telegraph online poll, 88% were in favour of a station at Ricoh.
- Bedworth MP Dan Byles expressed support for the proposals in local press coverage. See Appendix D.
5. How the consultation responses have been taken into account

5.1. Introduction

As can clearly be seen from the summary of the responses to the consultation in the previous section of this report, the proposed improvements to the Coventry to Nuneaton railway line, including the proposals for new stations at Coventry Arena and Bermuda Park are widely welcomed as worthwhile and long overdue additions to the area’s transport infrastructure.

Although a small number of people were not in favour of the proposals (6) and a further seven were unsure, the great majority who returned questionnaires or responded in other ways (93%) supported the proposals.

As might be expected, there were more responses and a greater proportion of people in favour of Coventry Arena station from those living in surrounding postcodes and similarly for Bermuda Park station among those who live near enough to be likely to use it.

A majority of those responding to the consultation did not currently use the train, but said they will do so for a variety of reasons if the proposals go ahead.

This support has already helped to secure funding for the Nuckle scheme from the Department for Transport and will now play a key role in supporting the planning applications for the two new stations.

A number of individual issues also emerged during the consultation, in the form of questions, worries and suggestions. Several were mentioned by a number of people. These are explained in the previous section, including how many people raised a particular issue and where they live.

All the comments have been carefully considered and wherever possible taken into account in finalising the proposals for the two stations.

Responses to the key themes are set out below, divided into those relevant to the Nuckle scheme generally and those specific to the proposals for either Coventry Arena station or Bermuda Park station.

5.2. General issues

Issue: The benefits of extending the scheme - Leamington, Kenilworth, and Warwick - link to Leicester and Nottingham

Response: Agreed. Future phases of the NUCKLE project are planned to address this issue.

Issue: The need for reasonable fare prices

Response: Fares will be in line with other rail fares in the area. The terms of concessionary passes is a Government decision and outside of the scope of local authorities to determine. No car parking charges are proposed for Bermuda Park.

Issue: Reopening further stations Holbrook, Foleshill, Longford, Hawkesbury, Griff, Coton

Response: This could be a later development subject to the success of the current scheme.

Issue: The need for well serviced bus links from the new stations.

Response: Noted, but unfortunately this is outside of the specification of the current scheme. This point will be considered in the development of future proposals. Discussions will be held with commercial operators.
prior to opening of Bermuda Park station. A regular bus service operates between Coventry main station and the city centre. The proposed Arena station is adjacent to the Ricoh stadium and a short walk to Tesco and other shops at Arena Retail Park.

**Issue: Timetabling**

**Sub issue: Need for a range of connections both local and long distance e.g. Birmingham and London trains.**

Response: These factors will be considered in developing the timetable, subject to operational constraints. We will be looking to provide good connections at Coventry.

**Sub Issue: Synchronisation of trains with football matches**

Response: This is what the scheme aims to provide.

**Issue: Last trains should be later**

Response: If this is feasible we will investigate.

**Issue: Electrification.**

Response: Rail electrification is outside the scope of the current scheme. The rail industry will consider this in the context of the network as a whole.

**Issue: What is happening about the new bay platform at Coventry**

Response: The new bay platform will be located in the current siding area and linked to the main station under the Warwick Road bridge.

**Issue: Encouraging commuting and places of work near the railway**

Response: There are redevelopment proposals in the vicinity of Coventry main station which will offer employment opportunities.

5.3. **Issues specific to the proposed station at Coventry Arena**

**Issue: Why wasn't a station provided when the Arena was built and why is it now not being built in time for the Olympics?**

Response: The opening of the station is determined by available funding opportunities and the length of time required to plan and design the facility. Unfortunately this does not coincide with the 2012 Olympic schedules.

**Issue: The use of station car parks during events**

Response: It is envisaged that the station car parks will be fully utilised by rail passengers.

5.4. **Issues specific to the proposed station at Bermuda Park**

**Issue: Concerns that parking will be insufficient**

Response: the parking provision has been designed to accommodate the demand forecast for the station, using industry standard techniques. Should a higher demand for car parking materialise, this will be addressed in due course on the basis of proven demand.
Issue: Provision for cyclists

Response: Cycle parking provision is proposed at the station. An advisory cycle lane is located on both sides of St Georges Way. The cycle lane connects to Hill Top residential estate via a shared use pedestrian/cycle track which crosses over the rail track via a footbridge. Current arrangements for carriage of cycles will be retained.

Issue: Walking/cycling to station along Gipsy Lane too dangerous.

Response: Noted, but unfortunately this is outside of the specification of the current scheme. This point will be considered in the development of future proposals.

Issue: Pedestrian access from Coventry Road, St George’s Way, the A444 and Griff Island

Response: Access provision for pedestrians will be via the bridge over the A444 from Bermuda Village and Eliot Business Park or via the traffic signalled grade crossing of Griff Island to Bermuda Business Park.

Issue: Bermuda Park forbidding late at night.

Response: Improvements are proposed at the accesses to the station.

Issue: Location of Bermuda Park

Response: A number of physical constraints exist which have determined the proposed location for the station.

Issue: Flooded underpass and impact on ‘Bermuda Lake’

Response: These issues will be considered in the design and environmental reports.
6. **Next steps**

Following on from confirmation of DfT funding in December 2011, planning applications for the two new stations have been submitted.

Once planning approvals have been secured it will be possible to finalise designs and appoint a contractor for work to begin in 2012.

In the longer term, the Partners hope to extend the Coventry – Nuneaton service northwards from Nuneaton towards the East Midlands and southwards from Coventry to a new station at Kenilworth and then on to Leamington Spa and the Thames Valley. These are planned as future phases of NUCKLE.
Appendices
Appendix A.

A.1. Individual comments by postcode

All comments were made by respondents in favour of both stations except those which include bracketed clarifications in italics.

CV1

General positive support

- Helpful access for leisure activities and will ease congestion on the roads
- Can't wait
- Great scheme. Much needed

CV2

General positive support

- Good idea to get train from Coventry station to Area. Takes connection from Foleshill Rd. Also good for shopping and leisure
- Not before time
- It's a must for the Ricoh - shoppers. It's a lovely little run from Cov to Nuneaton and should be enhanced whenever and wherever possible - good luck
- I think it would be a great idea to upgrade the Cov/Nun rail service as I often use it and it would benefit me
- The station at Ricoh Arena would cut down on traffic and parking problems for matches and events and also encourage more shoppers in both Coventry and Nuneaton
- *(Not in favour of Bermuda Park but supports Coventry Arena. Already uses the train to go to work).* I visit the Arena regularly to go shopping at Tesco. A station at the Arena would ease congestion at the site on match/event days. My in-laws live off Ash Green Lane, this would also benefit them as it would reduce parking overflowing to their street

General negative

- *(Not in favour of either station. Doesn't/wouldn't use the train).* In the present economical situation funds could be used in more resourcefully

Suggestions, questions and issues

- *(Unsure about Bermuda Park but in favour of Coventry Arena. Doesn't use the train now but would for leisure).* Without doubt this station and line electrification* are needed to enable the full potential of services to move forward - H' speed rail not req'd *[Not mentioned in present plan]*.
- *(Couple. Unsure about either station. Don’t use the train now, but would to go shopping and visit friends and relatives).* The railway sounds like a good idea, but there are some worries too. Taxies going up and bus fare.

CV3

General positive support

- About time
• It will be a very good idea as it eases traffic congestion around the football ground and getting people to
the stadium from the North and South and getting public shows at the Ricoh and for going to work at
Bermuda Park
• Couple: This project is long overdue and essential to the area, especially the Ricoh Arena and during
the 2012 Olympic Games. (Opportunity for that has now been missed!) Also for onward connections to
the East of England, and essential transport for all area residents and visitors and tourism.
• Having lived in Nuneaton and travelling regularly to Coventry during my early working years I appreciate
how good it is to bring people into Coventry
• Coventry City football needs the railway connection badly, and for the Ricoh shopping area to be made
more convenient for out of town shoppers

Suggestions, questions and issues
• The construction works should include provision for electrification. The Coventry Arena station should
include provision for staffing during major events. The timetable for the route should be cast in (as far as
possible) such a way to provide a range of connections at the intermediate stations by bus, as well
along distance connections at Coventry and Nuneaton
• Trains will need to be synchronised for the start/finish of football matches and will need to be of
sufficient capacity if the full benefit is to be achieved.
• Will seniors Centro card be useable to Nuneaton
• Should have been done when Ricoh was built. Also money from 2012 Olympics should have been used
• A rail station at Coventry Arena would help with access to the site but it will not by itself resolve all
problems. Better car parking facilities are required for football matches and concerts etc. The current
"Green Travel Plan" is entirely impractical, especially for visitors from outside the local area

CV4
General positive support
• This will enable people to get to the Stadium with less hassle, more direct and to Nuneaton etc. This is
long waited for. Will also better access for the arena.
• Need responses – suggestions, questions and issues
• There should also be a station at Coundon Road Cov where the original one was located
• Good to go to Ricoh on train but problem in getting to Coventry station by poor public transport in
evenings and lack of parking space near station

CV5
General positive support
• Overall, this seems to be a very good idea. Arena could have been expected to have a railway station
from its inception.
• Excellent for Coventry Arena and the shopping complex
• This is a service we need, road travel too slow and not always convenient and less congested easy for
shopping and for events at the arena.
• This a much needed project and should have been in place in time for the 2012 Olympics
• Couple: Brilliant idea - should have been done years ago!
• This upgrade will encourage more people to use the train instead of the car and will ease traffic
congestion and pollution. I also think it will create jobs.
- I believe that this development would act as an economic stimulus in the area and I therefore fully support the proposal
- I think it is good to have a railway station at Coventry Arena and to make things more easy to use

**CV6**

**General positive support**

- Unlikely to use either station but will appreciate improved service frequency.
- Coventry needs another station
- More capacity needed to deal with overcrowding
- I look forward to travelling to a new Arena station in Coventry to attend City home matches. This line will also enable people to work along the Coventry-Nuneaton corridor at the various sites that have been developed along the route. It will also take road traffic off the A444
- The proposal of having two trains per hour is a much more convenient option
- *(Unsure about Bermuda Park but in favour of Coventry Arena. Already uses the train).* If the city (Coventry) and Nuneaton hope to impress business and visitors the Arena station is a must. The Ricoh and local business are ready we just need the station for a gateway. If the centre of Warwickshire can bring them we will all benefit
- Please build A.S.A.P. because of the present traffic clogging problems especially when events take place at the Ricoh Arena
- *(Unsure about Bermuda Park but in favour of Coventry Arena. Doesn’t use the train now but would for shopping and leisure).* Living local to the proposed site I feel this would ease congestion and facilitate commuter train travel to and from the Arena and surrounding businesses
- *(Unsure about Bermuda Park but in favour of Coventry Arena. Already uses the train).* It will be good for Coventry Arena use. Now we have no football team, they should be used to keep tracks clear.

**General negative**

- *(Unsure about either station. Doesn’t use the train now, but despite this comment ticks that she will use it to go shopping).* I am still not sure about the rail upgrade, I won’t use it myself

**Suggestions, questions and issues**

- I could also have bus service from the city to the station and better bus service on St. Georges way cos its too dangerous to walk to Cov. Road
- Could you also reopen the abandoned station beneath Holbrook’s Lane/Lockhurst Lane Bridge? The platform’s still there and many people live in the area - it’s surrounded by homes, more than the Coventry Arena Centre.
- Would it be possible to add extra stops along the line:- e.g. Foleshill, Longford, Hawkesbury, Griff? So that it becomes more like a metro line. Also good carriage for cycles
- Disappointed not to find any details of the proposals for a bay platform at Coventry, particularly since the bulk of the cost is on this part of the overall project

**CV7**

**General positive support**
I think the proposals will be a great improvement. And should have been done years ago before the arena was built. Good access for people with disabilities is essential so please make sure users with disabilities are involved at the planning stage. Cov City Council has good experience of this.

("Unsure about Bermuda Park but in favour of Coventry Arena. Doesn’t use the train now but would). Coventry Arena station. Yes it will help local people. But we need it to put Coventry and Nuneaton on the map. The Ricoh Arena, Prologis Park, Bayton Rd etc. will benefit so will "Coventry" and Warwickshire Events at The Ricoh Arena could be bigger and better with this facility

This is an excellent development. I would like to see more of them.

Suggestions, questions and issues

Why are you not using old Foleshill station? Platforms still there and local industrial sites useful for extra revenue and short journeys. Trains pass by to reach Coventry arena. Not much needs spending

CV9

Suggestions, questions and issues

I would prefer to see electric trains between Nuneaton and Coventry, for environmental reasons. Perhaps, even a tram network, based around the railway line between Nuneaton and Coventry.

CV10

General positive support

Great idea, get on with it!

I as a pensioner think it’s a great idea to have a rail link from Bermuda Park and also at the Coventry Arena. I have a daughter who is moving to near the railway and it would be great for her to leave the car and go by rail please, please build these stations

I think it’s a brilliant idea and will make it much easier to do things, like shopping.

It would be great to have train service from Coventry to Nuneaton not only to help worker but saving environment

It will be great for me and my partner because we live at Hilltop which is very close

This is a superb opportunity to be able to travel to Coventry especially for teenagers and elderly people who live locally and need to rely on others for transport. This enables them to be more independent

This will be good as it will ease congestion on match days at the Ricoh or events.

Bermuda Park will be good it is just 5 min walk to my home. Better than going into Nuneaton town to get the train. PS Good luck with this rail upgrade

The walk to Bermuda is about the same as the walk to Trent Valley (from my home), so I do not know if I would use the station at Bermuda - especially if there is not going to be a bus service to College Street. However, the people living on the Bermuda Park Estate will benefit from this service.

Bermuda station great idea.

It will be a great benefit for the Ricoh Arena especially on match days

Definitely in favour - should have been done when the Ricoh Arena was built. People may be put off with only 30 car spaces at Bermuda, as you can't really walk to there. Definitely good for Ricoh - parking is dreadful for the arena, so link would be a big plus

I will use the train for leisure and shopping if the service improves and would probably travel from the Bermuda station. I really like the idea for long term plan for connections between Leamington and the East Midlands.

Excellent idea
• (Unsure about support for Bermuda Park, but support for Coventry Arena. Doesn’t use the train now but would). Have a non-driving son who visits by rail - Bermuda might be more convenient for him. Might well use new stations for shopping myself, as it’s a tricky car journey.

• I would regularly use to go to Ricoh arena shopping

• The existing service is appalling, this proposal should prove to be very welcome and it should be fully supported. It will also be great for match days so people could leave their cars at home (GREAT NEWS)

• Couple: Fantastic idea. - This must go ahead!! Bermuda to Ricoh will be brilliant for getting to the football and events without driving or taxis. Will also be good for getting into Nuneaton and Coventry for shopping etc.

• Train stations will encourage me to visit CCFC at Ricoh more often and other events - I drive to work but a local Bermuda station would be a useful alternative to get to Coventry - stations will improve the new Bermuda residential areas offering easier commuting

• We have to use our car to visit our family and for visiting Coventry City. Our family live in Longford which isn’t an easy walk from where we live. So, the train would make a great deal more economical difference. Also shopping at Arena and nights out at Ricoh casino. The link is 10000% needed for the areas

• Couple: The train line would be very useful if the service is frequent and the running time is longer than the current one

• I will use the railway to visit the Coventry Arena for the football.

• (Not sure about either station. Doesn’t use the train. But might use it to go shopping). I think it will be a good alternative to public service travelling

• I live near Bermuda and would welcome an alternative method of transport into Nuneaton and Coventry. I support both station proposals.

General negative

• Waste of money for the Ricoh Arena, as football now out-priced to many families and too expensive so supporters have stopped going and cannot afford the ticket prices, and numbers down, so how can they afford train; it’s cheaper by car, only go for Marks and Spencer’s. As Nuneaton has lost there’s. So go once per month for them only, the food is better. Nuneaton gone downhill because no decent shops left now Marks has gone. So why stand in the cold, pay car parking etc. when it takes five minutes down the by-pass. Total Waste.

• (Not in support of either station. Doesn’t use the train. Won’t). A total waste of money. A future bottleneck due to on-street parking in an overused area (Bermuda)

• (Not sure about either station. Doesn’t use the train. Won’t). I do not go on trains. I use a bus for going out.

• (Not in support of Bermuda Park, but does support Coventry Arena. Does use the train and might use it to go shopping). Occasionally use when travelling from London, but avoid if possible because of possible cancellations, and infrequency of trains

Suggestions, questions and issues

Location of Bermuda Park

• The Bermuda station will be much better further north close to Bermuda, Hill Top and the hospital to visit the large residential catchment. Unfortunately it is half way to Bedworth so I feel only those people with a car would use it as the only surrounding buildings are distribution warehouses etc.

• (Unsure about support for Bermuda Park, but support for Coventry Arena. Uses the train now). Proposed station at Bermuda Park too far away from Hilltop and Chilvers Coton housing estates at walking distance
Parking at Bermuda Park
- Only concern about lack of parking at Bermuda site esp. especially if this is to be used for a park and ride site on events days at the Arena
- I think 30 spaces at Bermuda Park is insufficient and that a phase 2 development for additional parking should be planned if I am found to be right in my thinking

Other Issues at Bermuda Park
- Couple: The pedestrian access between platforms at Bermuda Park has been seen to be flooded
- *(Unsure about support for Bermuda Park, but support for Coventry Arena. Doesn’t use the train now but would)*. Concerned as to impact of Bermuda station on Bermuda Lake (unless that is what you are calling Griff Quarry)
- Couple: What provision will be made for access to Bermuda Park to cross the A444?
- Will there be any provision for a bus link to the surrounding area?
- Will there be provision for cyclists?
- Scheme extension
- The main advantage to station at Bermuda when the services are extended to Leamington and beyond as bus services take a long time to get to Leamington and Warwick. At present train connections Leamington and Banbury etc are poor at Coventry
- Include Kenilworth, Warwick and Leamington Spa as soon as possible
- Please lengthen trains and extend to Leicester/Nottingham which used to be a very popular service prior to the WCML upgrade

General
- A concessionary rail pass (free) which is available to Coventry people would be found grateful by Nuneaton OAPs
- Train fares and times need to encourage use of the railways. More use would be made of the service if cheap fares with a wide time choice were available.
- Could consideration be given to reopening Coton Station?
- Couple: Could you please open Coton railway station as it would be very handy, because we live just along the street from it. Just give us a platform. Please Senior Rail-card users.
- But please have more places to visit in Bermuda.
- *(Unsure about support for stations)*. The Nuneaton station needs sorting out The Virgin trains need have a speed limit when going through the station to stop the suicides taking place there. The same as Stafford station. Also the Coventry-Leicester line needs joining back up. This could be done by putting a siding up by Mount Jud on Birmingham line

CV11

General positive support
- As a Coventry City fan, I currently struggle to get to games. These new stations would allow me to attend all home games.
- A station at the Ricoh should never have been abandoned. Improvements in local rail links have to be a good thing, far more important than schemes such as high speed rail
I'm sure it would make traffic on the roads better especially when football games and events are on at the Ricoh and I personally could use it as could have a drink socially without the worry of who is going to drive and not drink in our group family

Great idea for locals also trips to the NEC

I think it's a great idea, and Coventry City fans and away fans will find it a godsend plus creating jobs along the way

(Couple. Support Coventry Arena but not Bermuda Park. Already use the train for leisure). Would definitely use train to get to the Ricoh. Currently drive and parking is difficult.

We run training courses in Nuneaton and use the hotels a lot at Bermuda Park so for us it would be easier to get candidates to hotels and also give them the opportunity to go out in Coventry whilst here as a lot come by train.

This is the best news we have had this year

The station at the Arena is long overdue.

I think it is what is needed. It will help people that don't drive get to work easier. Also for concerts and matches at the Ricoh will help to ease congestions on the A444. Great for anybody that wants to nip to the retail park. A lot quicker than the bus!!

About time, especially the Ricoh station

Excellent idea, should have been done earlier

This would be ideal for events at the Ricoh Arena. As a disabled person, I have parked at the arena for concerts and it has taken me up to 2 hrs to get out of the car park. There are times I could have got back from Wembley quicker than Cov. A train would be a real benefit

(Not sure about Bermuda Park but in favour of Coventry Arena. Doesn't use the train now but would to get to work and for leisure). I'm in full support of this much needed, highly urgent upgrade of the Coventry - Nuneaton railway line.

General negative

Pensioner. Get a free bus pass thank you

(Couple. Support Coventry Arena but not Bermuda Park. Already use the train for leisure). Don't feel one at Bermuda Park is necessary

Suggestions, questions and issues

Parking at Bermuda Park

Bermuda - any consideration of parking? People will use as "park and ride" for Coventry.

If I cannot be certain that I can park my car at the Bermuda station, I am unlikely to use it. Thirty, on-road, spaces does not sound very many, or very secure. I am very unlikely to use public transport to get to and from Bermuda. It would be very time consuming when I only live just over one mile from Bermuda.

30 car parking spaces will not be enough at Bermuda Park. Is the objective to encourage more onto rail and reduce also traffic in Nuneaton and Bedworth town centres. An out of town. Bermuda Parkway station would encourage. Drive to Bermuda, park and then take the train, avoiding cars, taking passengers to the stations/towns of Nuneaton & Bedworth - Bermuda should be a Parkway station and should be called Bermuda Parkway!!

(Not sure about Bermuda Park but in favour of Coventry Arena. Doesn't currently use the train but would for shopping and leisure). Concerned that Bermuda Park will have very limited car parking.

Access to Bermuda Park along Gipsy Lane
• If people are expected to cycle to the new station at Bermuda Park then improvements must be made to Gipsy Lane i.e. Cycle path and footpath. The road is currently far too dangerous for pedestrians and cyclists.

• I usually use train (Cov-Nuneaton) when trains are delayed on cross country due to signalling or cable theft which is quite often. I use this line to connect to cross country towards Oxford. A walking connection between Marston Lane and station should be built. A pathway along Gipsy Lane would be about 20 mins walking from Whitestone - otherwise choice is only to drive.

• I live on Maple Park but would have to drive to Bermuda because no direct footpath/cycleway from far end of Gypsy Lane. Gypsy Lane has no footpath and it’s just as far to walk into Nuneaton as through estate roads in Hilltop.

• (Not sure about Bermuda Park but in favour of Coventry Arena. Doesn’t currently use the train but would for shopping and leisure). Concerned that Bermuda Park will have few people living within easy walking or cycling distance. This would only be remedied by a footpath/cycling along Gypsy Lane, to provide access from Whitestone and Attleborough.

Other Issues at Bermuda Park
• What is traffic impact of extra people crossing Griff Island? Is a bridge needed?

Scheme extension
• Kenilworth is the place I would go to by train. It is not easy by bus.

General
• (Elderly lady. Not sure about either station. Does use the train for leisure, and would like to go shopping. But says): But the main station in Coventry is way out from city centre. What service would be available to get into there? How far from Ricoh station to walk to Tesco?

• The station at the Arena is long overdue. Should have been in place six years ago. Shame it will miss the Olympics.

• Imperative done before 2012 Olympics - why hold events with no public transport - how does this look to our overseas visitors?

• (Not sure about Bermuda Park but in favour of Coventry Arena. Already use the train to get to work). Could also improve entrance access to Nuneaton station by developing entrance on Weddington Road side i.e. beyond plat 7.

• (Not sure about Bermuda Park but in favour of Coventry Arena. Doesn’t use the train now but would to get to work and for leisure). I'd like to know (a) why you're not reopening Chilvers Coton station as its right next to Middlemarch School, and (b) if you're going to use the railway line on the other side of the Ricoh Arena car park as the turnback facility.

CV12

General positive support
• Good "idea" hope it doesn't take long to achieve

• About time!

• I would like if new rail station is in Bermuda Park

• Couple: It can only be good for the area

• It would be nice to have two trains per hour instead of one per hour at the moment

• This would be a very useful service for everyone

• This would reduce the amount of road traffic when arena is in use

• This improvement is long overdue
- Unfortunately, because of the nature of my work I cannot use the line to get to work. However, I can see this as the best idea re local transport for a long time and I certainly would use it whenever possible
- I think the whole project is a very good idea. I know people out of work at present, without transport, who would be able to apply for jobs further afield.
- Member of Coventry City Football Club It would be very useful for people who have no car
- Thank you. Excellent opening new stations.
- This long overdue. The trains will be full as it is quicker than bus. We have no car now.
- About time all areas linked by rail. Good for visits further afield and connections.
- About time
- The new station at Bermuda will help this part of Bedworth/Nuneaton
- I will be looking to use the proposed station to access events/ Coventry City matches at the Ricoh arena, from Bedworth
- Arena Park will be extremely useful
- Increased frequency of trains is major incentive for greater use
- I think it is the most brilliant change to local people. I am Bedworth born and bred.
- Both places would be useful for those who need to go to work in the Bermuda Park For Tesco and the City Ground.
- I think that having more trains running will help get people using them more. Plus the fact you can get to Bermuda Park where people work and the arena where there is so much going on.
- Very interested in more trains every half hour, Well Done.
- Hope it's soon
- It is a great idea. The sooner it happens the better.
- This is urgently needed

General negative
- If a visitor from a country whose national team are playing in the Olympics at the Ricoh, asked me why there was no platform to catch the train I would say the council of Coventry are very stupid.
- *(Not in favour of either station, but does already use the train for leisure and to visit relatives).* I'm unconvinced that additional stations are necessary ie that the economic benefits will outweigh the environmental/noise etc. costs. In my opinion extra carriages/train services/lower commuter prices on the existing line stations would be enough
- Don't currently use trains because of timetable - e.g. Lengthy times between services
- I would be able to go from Bedworth to Coventry every day - but will not use as parking is not adequate. Too few places
- I use the trains from Coventry to Bedworth regularly when I visit relatives and friends as I have a senior railcard. When my sister visits me from Southampton I. Wight I find it easier to pick her up from Bedworth station

Suggestions, questions and issues

Parking
- Suggest parking space available at stations for visitors from outside the area to avoid congestion at the Ricoh Football Stadium on match days
I would be able to go from Bedworth to Coventry every day - but will not use as parking is not adequate. Too few places

Other Issues at Bermuda Park
- Exit from Bedworth on Griff Island is dangerous if traffic lights are red. Buses, lorries block road I’ve seen many near misses, This needs improving if extra traffic turns right to go to the railway station.

Scheme extension
- The future phases northwards from Nuneaton and southwards from Coventry will really be of benefit, I believe, to a greater number of people.
- Suggest reopening Hawkesbury Lane station for the recent housing development and the withdrawal of bus 778.
- Through trains to Leicester, Nottingham, Eastern England without changing at Nuneaton. Through trains also to Leamington and the South without changing at Coventry
- Shame you couldn’t stop at the George Eliot hospital
- Extend it to Leamington even better

General
- (Not sure about Bermuda Park but in favour of Coventry Arena. Already uses the train for leisure). Platform 5, the new bay platform should be built now. This would end the conflict between the branch line and main line services
- Ensure timetable makes good connections with Birmingham and London trains
- Last train should be later at night so you can get back to Nuneaton, Bedworth and Coventry.
- This is urgently needed - trains need to run every 10 mins max to encourage car drivers to use public transport Bulkington needs a bus link to either Bedworth or Bermuda Park every 10 mins to arrive ready for the train with minimal change over time
- Coventry Arena station should have been opened when the Arena was built.
- It is much needed and as soon as possible because Olympic Games in 2012.
- A station should have been built when the arena was built
- The station at the Ricoh should have been built when the Arena was being built and certainly should have been in place for the 20/12 Olympics, a big opportunity wasted by Coventry.
- As for the Arena Park; would have been really good for the Olympics
- Why was this not done in time for the Olympics? It is a great idea which should have been done when the Ricoh opened.

No address

General positive support
- A good option - should have been done 10 years ago
- (Not sure about Bermuda Park but in favour of Coventry Arena. Already uses the train). All these proposals are of good value, especially the future plans.
- Long time coming for the Ricoh. Will encourage me to go to football games
- Better to spend government funds on this than HS2. Good luck!
- I have always thought that when Coventry Arena developed it was a nuisance that no station was put in at that time. I think that the whole thing has been compromised by the lack of quick and easy transportation to the venue and back, especially as the availability of car parking was also reduced right from the outset
- I do not have a car and a stop in Bermuda Park and Ricoh Arena would definitely make me use the train much more. It'd be much easier to go shopping! I do hope the plan goes ahead.

- Easy to connect to main railway journeys cuts road traffic congestion.

- I used to commute to Rugby (via Cov) on this line until March. The one coach was often packed, so I welcome the news of longer and more frequent trains from Bedworth.

General negative

- (Not in favour of either station, doesn't use the train and wouldn't). Complete waste of time. Trains are full of idiots and are too expensive and smelly. PS So are buses.

Suggestions, questions and issues

Issues at Coventry Arena
- Where will the buses be integrated?
- Will the underpass be dry?
- As the access to the Arena is restricted I propose there should be a road bridge from the station over the rail station providing a shelter over platforms and with another bridge over the canal to Blackburn Road as 100% increase to the complex.

Issues at Bermuda Park
- (Not sure about Bermuda Park. Doesn't comment on Coventry Arena. Already catches the train for work but would use it for other things as well). People will not walk between the station at Bermuda and the Coventry Road to catch the bus because it is so dangerous - you will get attacked. You need a bus service on St. George's Way please.
- I wouldn't want to arrive at Bermuda late at night. That area - and that underbridge - are forbidding.
- Supportive but @ Bermuda - there does not look like much provision for parking has been made people won't use it if they can't park - it will be a useless waste of money if not done properly. The access to the Arena is far more appropriate.

Scheme extension
- Resumption of the timetable between Nuneaton and Leamington Spa would mean I would use the trains a lot more in order to visit my relatives.

Cost
- My use will depend entirely on how competitive the fares are as the stagecoach bus is more frequent and goes directly to the centre of Coventry.
- I will use the train services as long as they are competitively priced and not expensive. If they are expensive that will have a negative effect on the success of the scheme.
- A lot depends on car park pricing - currently a rip-off at Nuneaton.
- Would use depending on cost of train tickets.
- Will the fares go up? It will be very nice if people will use it and trains don't run empty.
- The cost of the journey would be a major factor.

Other
- How will you encourage new users for commuting as the places of work are generally not centred around the railway?
- As unemployment is so bad in our area I think it would only be fair to employ British workers as it is very hard to get work now that the flood gates are opened to the rest of the EU, EC. Polish and other countries.
**Outside the area**

**General positive support**

- This is an excellent proposal and should be assessed in the context of the even more exciting potential future phases as part of a new corridor from Leamington to Leicester.

- I have started to take the train from Euston to Coventry to watch the football. I can only see this as being beneficial in reducing congestion on roads and enabling the easier flow to and from the Ricoh for spectators. This is an existing capital project which will come at a time of most need ensuring employment and commerce for many.

- I do not live in this area and am not familiar with any of the proposed locations. However, the scheme seems eminently sensible, including eventual extensions to Leamington Spa and the East Midlands. As a member of "Rail Futures" I therefore welcome these proposals to give much needed improvements to our railways.

- Strong encouragement to go ahead with this. I am an exiled Coventry kid and CCFC supporter. The Ricoh Arena is harder to reach than Highfield Road. This will help greatly. 10 years ago I could get a direct train from my village outside Nottingham to Coventry (journey home 58 minutes). Now I have to change at Nottingham, Leicester or Tamworth and Nuneaton and it can take over 3 hours. Evening games are impossible by train. Assuming you get the go-ahead there needs to be thought given to connection times with other services at Nuneaton especially to East Midlands. Also late evening services/connections for night games and concerts. All power to your bid - pity it has taken so long!!

**Suggestions, questions and issues**

- Scheme extension, connections etc (see above)
## Coventry postcode areas

The responses to the questionnaires were received from the Coventry postcodes below.

<table>
<thead>
<tr>
<th>Postcode district</th>
<th>Coverage</th>
</tr>
</thead>
<tbody>
<tr>
<td>CV1</td>
<td>Coventry C (Coventry City Centre, Gosford Green, Hillfields, Spon End, Coventry University)</td>
</tr>
<tr>
<td>CV2</td>
<td>Coventry NE (Walsgrave, Wyken, Stoke, Bell Green, Wood End, Potters Green, Aldermans Green, Clifford Park, Woodway Park)</td>
</tr>
<tr>
<td>CV3</td>
<td>Coventry SE (Binley, Whitley, Willenhall, Cheylesmore, Styvechale, Finham, Fenside, Stoke Aldermoor, Green Lane, Ernesford Grange, Binley Woods)</td>
</tr>
<tr>
<td>CV4</td>
<td>Coventry SW (Tile Hill, Canley, Cannon Park, Lime Tree Park, Gibbet Hill, Westwood Heath, University of Warwick)</td>
</tr>
<tr>
<td>CV5</td>
<td>Coventry NW (Allesley, Allesley Park, Allesley Green, Earlsdon, Eastern Green, Whoberley, Chapelfields, Mount Nod, Brownshill Green)</td>
</tr>
<tr>
<td>CV6</td>
<td>Coventry N (Holbrooks, Coundon, Radford, Longford, Rowley's Green, Whitmore Park), Hawkesbury</td>
</tr>
<tr>
<td>CV7</td>
<td>Exhall, Ash Green, Keresley, Meriden, Balsall Common, Berkswell, Corley, Arley, Ansty, Shilton, Fillongley</td>
</tr>
<tr>
<td>CV9</td>
<td>Atherstone, Mancetter, Grendon, Baddesley Ensor, Baxterley, Hurley, Witherley, Wood End, Twycross</td>
</tr>
<tr>
<td>CV10</td>
<td>Nuneaton N &amp; W (Weddington, Stockingford, Camp Hill, Galley Common, Grove Farm, Whittleford, Chapel End, Bermuda Village), Caldecote, Fenny Drayton, Hartshill, Ansley, Astley, Oldbury, Ridge Lane</td>
</tr>
<tr>
<td>CV11</td>
<td>Nuneaton C &amp; E (town centre, Abbey Green, St Nicolas Park, Horeston Grange, Attleborough, Whitestone, Hill Top, Chilvers Coton, Caldwell), Burton Hastings, Bramcote</td>
</tr>
<tr>
<td>CV12</td>
<td>Bedworth (except Exhall and Ash Green), Bulkington</td>
</tr>
</tbody>
</table>
Appendix B.

B.1. PDF of consultation leaflet

B.2. PDF of feedback form
Appendix C.

C.1. PDF of consultation exhibition stand
Appendix D.

D.1. Press Release announcing consultation

D.2. Press Coverage
Appendix E.

E.1. Door to door leaflet distribution area