A photograph of two cyclists riding away from the camera on a city street. The cyclist on the left is wearing a blue puffer vest and a white helmet. The cyclist on the right is wearing a grey sweater and a black helmet. In the background, there is a colorful mural on a building wall featuring a bicycle and the text: "JAMES STARLEY REVEALS A VISION OF LIFE ON TWO WHEELS THE PEOPLE - ALIKE - CAN ALL RIDE A BIKE AND SOON WE'LL BE HEAD OVER HEELS". A white van with "PRIME SECURITY" branding is parked nearby. To the right, a building has a sign that says "ESTATE" vertically and "SPRINKLE" horizontally. There are also traffic signs for "Other traffic" and "Bus lane cameras".

Planning for Vehicles Marvellous

Proposed micromobility route from the
University of Warwick to Coventry

Student ID: 1802624

Module: GD903 Project Based Capstone

Final Word Count (excluding tables, appendices, footnotes and reference endnotes) using
10% over: 8752

Table of contents

Executive Summary	4
Introduction	4-6
Methodology	7-8
Section 1. Data collection	9
1.1 Literature review	10-13
1.2 Quantitative data	14-18
Section 2. Initial Proposal	19
2.1 Proposed Route	20-23
2.3 Interview Feedback	24-26
Section 3. Final Proposal	28 -34
References	35-39
Appendix A – proposed route maps	
Appendix B – Auditing tables	
Appendix C – Review of Kenilworth route and Interview Visuals	

Executive Summary

This consultancy report outlines a proposed new cycling route between the University of Warwick to Coventry city centre. Kindly providing quantitative data and inspiration to improve the route, the University's Head of Transport and Operation Systems shall be referred to as Consultant Stakeholder.¹ This report caters to regional infrastructure planners, who have also expressed interest. Whilst an improved micromobility route along Kenilworth Road is welcomed, the Project Lead demonstrates that immediate investment should go into improving the route via Hearsall Common and Earlsdon.



The Project Lead testing an EAV cargo bike at the WMG Micromobility conference June 2022

¹ **Use of visuals:** The University of Warwick header logo has been used and modified in this report for visual impact, with this postgraduate 'Capstone' dissertation completed by a University of Warwick student, who undertook the Universities appropriate guidance for safety measures of auditing, ethics etc. and who here-after shall be referred to as the Project Lead. All figures, tables and photos which have not been produced by the Project Lead are given named attribute or hyperlink in their caption via a hyperlink or endnote reference. Un-referenced photos, tables and graphs have been produced by the Project Lead for this report! In the case of photographing people and using the photos, permission has been given by the individual &/or group when the face is recognisable

Introduction

‘The Vehicle Marvelous ... the great emancipator of the populace. It has brought towns and villages close together’

(1):Urry (1946) *The Art of Easy Cycling*, p 4

Over 60 years old, this quote regardless encapsulates the modern consensus that cycling has massive benefits for all communities. The Project Lead started his research in the University of Warwick’s Modern Record Centre, to give this report a historical foundation and emphasise Coventry’s rich cycling heritage as the birthplace of the modern bicycle design (2). The historical quotes – also in Figure 1 – emphasise that the benefits of cycling have been recognised for many years, needing to be part of local planning authorities transport strategy to benefits whom they govern.

The Intergovernmental Panel on Climate Change (IPCC) repeatedly reports that global heating is jeopardising the entirety of planetary systems, and that countries must reduce their net carbon emissions to prevent global warming of more than 1.5 degrees Celsius (3). In 2021 the Department for Transport calculated that transport produced 27% of the UK’s total emissions, over 90% of this coming from road vehicles (4). In Coventry 70% of commutes are by car, reflecting how as a nation 70% of car journeys in the UK are for 5 miles or less (5, 6). Considering that the UK’s total transport emissions have decreased less than 5% from 1990 to 2019, yet remains the largest sources of emissions, car dependency in the UK must be addressed – without the help of pandemic and lockdowns – to help mitigate the unquestionable climate crises we are now experiencing (7).

Along with individual health and wellbeing benefits, cycling produces no emissions as a mode of transport. The crux is that over 60% of UK adults do not feel safe cycling on UK roads, citing this as their key reason for not travelling more by bicycle (8). With the development of micromobility – such as electric scooters, E-bikes and even multi wheel cargo bicycles – cycling is now a mode of transport

inclusive for all demographics and disabilities.² Capitalised on in London, the construction of extensive cycle lanes has significantly increased the number of people cycling for work or leisure (9). Known as a ‘modal shift’, changes in transport pattern known as a ‘modal shift’, reduces air pollution, cuts emissions and provides a population with health benefits (10).

Now an imperative for local planning authorities, Coventry city council is constructing ‘cycling superhighways’, to ensure a modal shift towards micromobility (11). The network development of these cycle lanes is critically important in connecting neighbourhoods together. This report will underline the feasibility of an improved cycle route between Coventry and the University of Warwick: rather than shuttling staff and students from Campus to the city centre, the proposed route connects neighbourhoods in south Coventry to benefit.

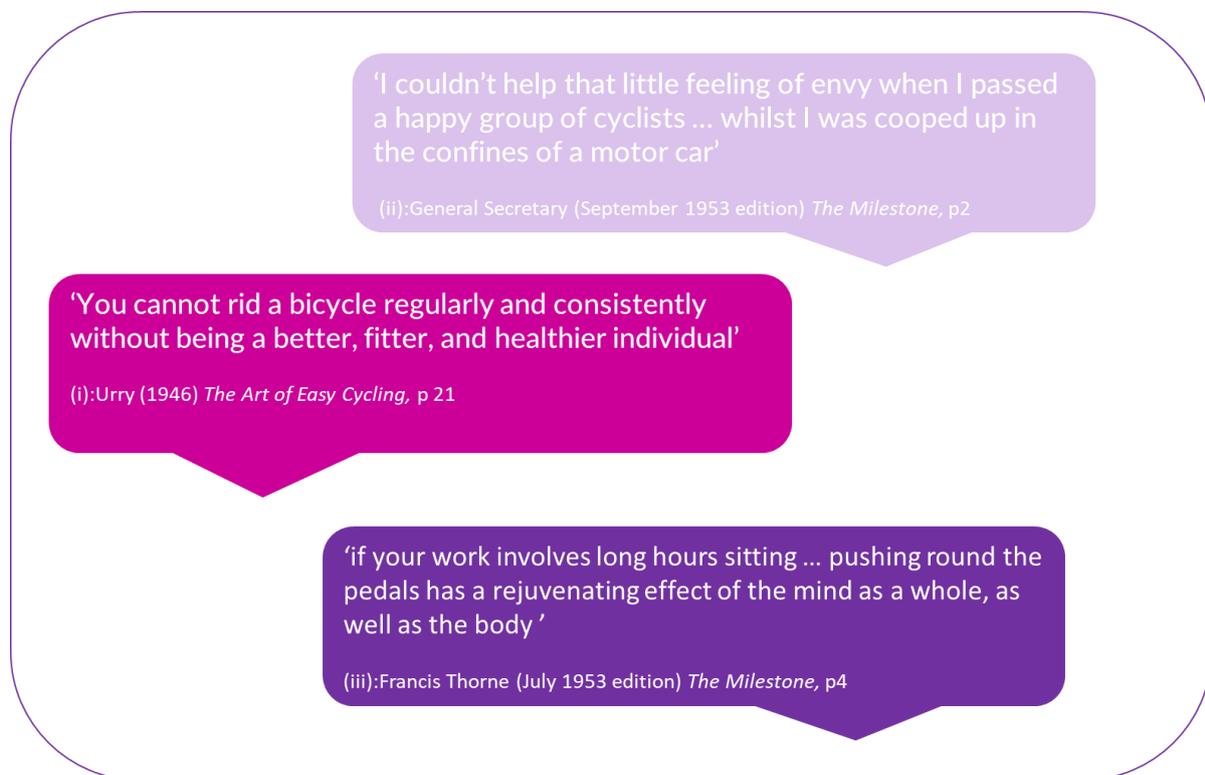


Figure 1: Quotes from historical research in the University of Warwick's underused Modern Record Centre

² Micromobility was a concept the Project Lead first learnt at WMG's June 2022 conference, used to research how to design an inclusive cycling route for all users and personal vehicles. This is also done by charities such as Sustrans whose vision and mission are for 'wheeling and walking'. The terms 'cycle' and 'cycling' are still used in this report however, out of the necessity to provide readable grammar. 'Cycle lane' will be used to follows the conventions of important infrastructure documents such as LTN 1/20 which have provided key technical knowledge.

Methodology

Since the Project Lead is being assessed on producing a consultancy style report, the methodology used is that of a feasibility proposal narrative: an initial first data section supports the client stakeholder's need, with this feeding into the second section supporting the initial proposal (12, 13). This is evaluated through the second data section of feedback and taken forward in the third section of the final detailed proposal. Specific nuances of this methodology include:

1. Stakeholder engagement

This report has been designed to meet and gain further interest from stakeholders in the Coventry, specifically the University of Warwick's Consultant Stakeholder. Quantitative data was provided by this commissioning stakeholder, such as monitoring campus entrance points and Transport for West Midlands Data, because this provided the initial data section. The West Midlands cycle hire data was focused on to show how micromobility route infrastructure could be integrated with current rental bike usage. By providing a report on this data, the interests of the stakeholder were further met and allowed the report to take shape. The Consultant Stakeholder requested that one of the auditing locations be on campus, since interested had been expressed by other stakeholders that it become part of the National Cycle Network. Other stakeholders, such as Coventry City council, the West Midlands Cycling Mayor and local Bicycle User Group have expressed interest in this project, but not to the same extent. This is important from a methodological aspect because I have been influenced primarily to the interests of Warwick estates

2. Push and pull factors

Important to understanding any societal change, push and pull factors are deployed because they are needed in the context of creating a modal shift (10). How we achieve this all-important modal shift can be broken down into factors that encourage cycling and those that push communities away from car-dependency:

- Push factors include fuel tax, increasing parking costs and congestion charges. Whilst the implementation of these factors makes it harder to drive for short distances, they do not necessarily encourage people to use micromobility straight away because this can require lifestyle changes, such as changing shopping habits. Push factors therefore must not be used as a punishment to drives, essentially as this can increase bike lash (14).
- Pull factors for micromobility involve segregated cycle lanes, secure bike storage and networks allowing safe cycling throughout an urban area. This helps underline themes essential to the evaluation of the viability micromobility routes, such as safety

3. Active researcher

Inspired by academics such as Tuhwai Smith – who emphasises a scientific yet non objectifying research style to support decolonisation – active research is essential for a report that revolves around understanding an urban environment (15). The Project Lead regularly cycles, using experience to better understand needed infrastructure, rather than conducting distanced research. Regularly using the current Route 10 has allowed the Project Lead to take visuals essential to the project.

4. Demand-driven design

Demand-driven design is important to any transport project, identifying where, for what purpose travel is needed: Steinacker et al have proposed a demand driven framework, used by the Project Lead, because it prioritises effective travel, safety, and budget constraints (16). Excluding their overly complicated mathematical algorithm, Steinacker’s proposed framework highlights micromobility corridors that are wider, and if they are well used need safe segregated cycle lanes. If a route is heavily used, but less viable and less safe, then the framework indicates finding the nearest safe alternative (16).

5. Route considerations

Route considerations stems from demand driven design prioritising community needs but considers physical infrastructure requirements and integration. The work of Sustrans is used here methodology, because they are a charity that looks at both championing the off-road cycle network, and consulting with and working with councils on how to implement spatial change to allow micromobility usage (17). Consulting allows for the route consideration of offroad cycle routes, which are the safest and most desirable for micromobility users because there are no motor vehicles

6. Interview Feedback

Macmillian and Woodcock highlight the complexity of cycling as a policy requires a synthesis of many different opinions, includes so many different angles to address a ‘wicked problem’ (18, 19). The Project Lead takes inspiration, using a framework analysis structure to consult the community who use the cycle route, and challenge the Project Lead’s bias towards his proposal (18). This allows for thematic analysis, such as previously mentioned on safety.

Section 1

Data Collection



1.1 Literature review

Analysing existing research gives a foundation to the Project Lead's proposals, with academic studies reviewed first, helping to understand essential themes outlined in the methodology. Changing nomenclature to mirror contemporary societal needs, Low Traffic Neighbourhoods are then discussed as a spatial concept to aid micromobility (20). The latter part of this section will review current policy documents that are critical to cycle route and micromobility planning and micromobility, helping the Project Lead understand what could feasibly be implemented.

Academic research

Frank Douma and Fay Cleveland's *The Impact of Bicycle Facilities on Commute Mode Share* builds on previous research – showing cycling infrastructure does increase cycling uptake Dill Carter (21) – by evaluating whether new bicycle infrastructure causes greater micromobility uptake (22). Although from 2008, this paper importantly critiques the 'build it and they will come' narrative central in infrastructure planning. Douma and Cleveland analyse six American cities through Bicycle Analysis Zones, conducting a longitudinal study from the 1990 to 2000 in which a total sample population of 300,000 were surveyed on their bicycle attitudes. Their evidence shows that bike modal shift increases in urban areas when the introduced cycling infrastructure includes bicycle facilities along all usable routes, and these routes themselves create a holistic network. Cycling tracks which are therefore complete and connect with one another are far more effective than shorter, isolated cycling lanes that do not lead to a demand-driven destination (16). Public awareness is also key for new cycling infrastructure, with online and social media adverts needing to show that infrastructure has been built and is open for the community, especially if the routes are less visible off-road cycle lanes (22). The Project Lead emphasises that whilst off road cycle routes are highlighted as preferable for cyclists, they are harder to make into an overall well-connected network that is accessible for everyone (22)

Carrying forward network connectivity, Nolan et al investigates the effectiveness of cycle lanes in reducing 'close passes' and predictors of collision (23). Although not without the expected confidence levels of new technological research, Nolan's innovative study uses rear camera and ultrasonic detectors on bicycles to measure and regress against close passes with cars. The more segregated a cycle lane, the wider the passing distance as shown in Figure 4, not all bike lanes were equal in creating distance from cars, with kerbs and wide painted lanes ensuring the least close passes. With charities like Sustrans also using the principle of segregated cycle lanes to create their 'spur' routes, the Project Lead became convinced that fully segregated lanes are best in protecting micromobility (24).

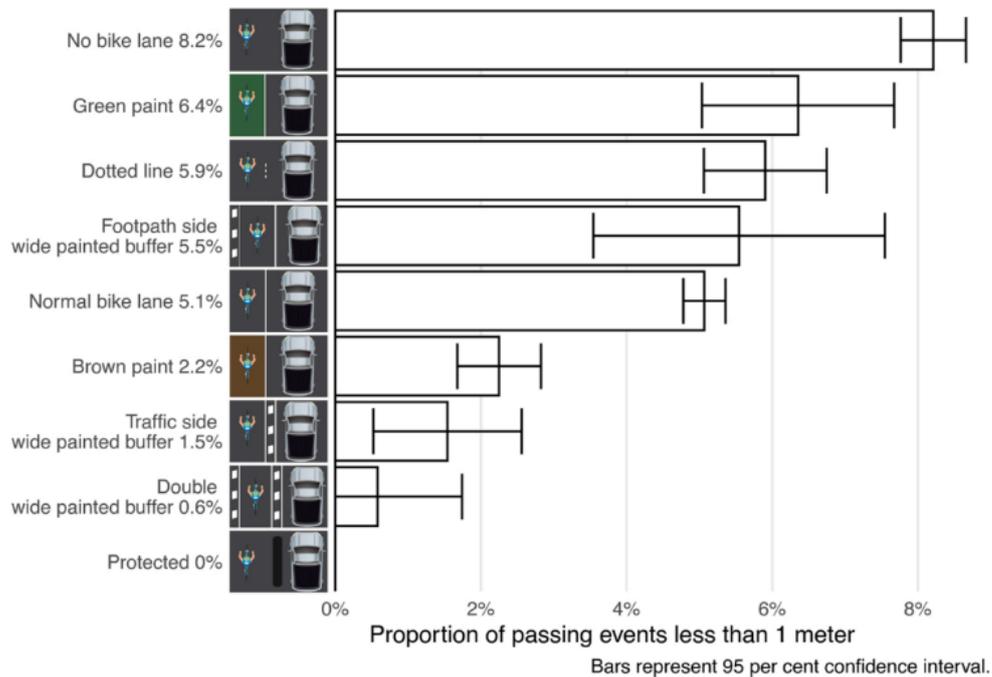


Figure 2 Nolan et al effectiveness of cycle lanes

The evaluation by Schepers of how Dutch Roads have become the world’s most effective for cycling safety, was also an especially useful academic study for the Project Lead’s (25).³ Typically a quarter of a cities’ road collisions involve cyclists, yet since the 1970s there has been an 80% reduction in fatal accidents involving cyclists in Dutch cities. This is despite the Netherlands having one of the densest motor networks in Europe, because critically cars are shifted away from cyclists. Cycling infrastructure has an increased perception of safety, and an increased usage, because there is less interaction with motorists. As Douma and Cleveland emphasise in the importance of public awareness, the Netherlands has a societal mindset for safe transport infrastructure use from education at an early age in schools (22). Netherland’s road hierarchy has also been critical, with roads and crossings prioritised for more vulnerable users such as cyclists; with maintained low speeds limits, the Dutch road hierarchy means county’s legal system also presumes the motorist to be at fault in a collision (25). Not only has the UK’s changes in the highway code emphasised how prioritising vulnerable users is needed the Dutch ‘Woonerf’ home zones have also been inspirational (26).

³ The Project Lead was initially surprised that many studies on improving cycling have not come out of the Netherlands but actually nations known for their high car usage, such as America and Australia. These papers are invaluable because they investigated how Dutch cycle infrastructure and culture can be implemented in nations that unlike the Netherlands. They emphasise that larger spatial scales cannot be used as an excuse, since American cities are historically designed to support path dependence on motor vehicles

‘Low Traffic Neighbourhoods’

LTNs are heavily debated in city planning because they can cause uproar amongst commuters and residents: the Centre for London has argued how LTNs are as divisive as Brexit amongst communities, because they are seen as an imposition on residents’ ability to travel, especially for the disabled and elderly (20). The concept of neighbourhoods restricting traffic was first developed with ‘Home zones’ reducing speed limits, evolving into the concept of ‘20 minute’ neighbourhoods. The Australian study called *Operationalising the 20-minute neighbourhood* attempts to define the metric of a ‘20MN’ as a place with ‘convenient, safe and pedestrian orientated’, in the five spatial domains of healthy food, recreation, community resources, public open space and transport (27). For the Project Lead’s UK spatial requirements, Sustrans’ *Walkable Neighbourhoods* report argues Local Planning Authorities must enforce UK housing developments must be withing 800m of food, health services and open public, or have adequate sustainable transport (28). This emphasised to the Project Lead selecting a route corridor to connect all neighbourhoods is essential.

LTNs are the successor to ‘Home zones,’ and the precursor to the more theoretical 20MN, all aiming to reduce traffic. Chapter 7 in *Local Transport Note 1/20* (shorted to *LTN 1/20* hereafter), states that Vehicle Restricted Areas should be extended to encourage bicycles and not punish driving (29). Modal filters are road barriers that only let micromobility and pedestrians through: *LTN 1/20* advocates their effectiveness to create safe quiet neighbourhoods, but they must be used with adequate traffic diversions and alternative routes that don’t detrimentally impact other communities (29). With the right consultation and timed implementation, LTNs can prove immensely popular because they reduce so called ‘rat runs’, with the ‘Mini Holland’ schemes in London proving very effective in increasing cycling (20).

Policy Papers

LTN/1 20 is by far the most important policy document because the DfT cover all aspects of cycling infrastructure construction. Twenty-two summary principles include describing cycling infrastructure must being accessible for all demographics, being separated from high volume traffic as much as possible, designed for large number of cyclists with obstacles removed (30). The Core design principles are invaluable for micromobility planners as a guide to follow, highlighting coherence of routes, directness, safety, comfortability, and attractiveness, confirming principles previously gleaned from academic papers (31). *LTN1/20* is most useful for the technical details behind cycling infrastructure, which are deployed in the final proposal: a two-way segregated cycle lane must be at least 2 metres wide, routes must be segregate from traffic wherever possible and junctions must protect vulnerable users. Corroborating Nolan’s research and influencing the Project Lead’s final designs, *LTN 1/20* states that new cycle lanes should either be kerbed off, stepped above the traffic lane or fully off-road (32).

Personal Electric Vehicles (PEVs) are the new wave, of bicycles which can deviate in design from a conventional push bicycle. As highlighted by WMG's *Micromobility A UK roadmap*, they include electric scooters, light electric cargo vehicles and light electric mopeds (33). These vehicles are fundamental in making personal active travel accessible to all demographics and achieving mobility justice, because not all abilities can use conventional bicycles. A critical problem however is many PEVs are not legal under current UK legislation and insurance (33). This a policy failure that *Gear Change* – prefaced by Boris Johnson – does not address, only looking at improvements that have and can be made for standard cycling (34). PEV's ensure 'mobility justice' because they make cycling more accessible to the elderly and less physically abled (35).

DfT's *Inclusive Mobility* looks more in depth at provisions in public infrastructure that must be made to make all users safe (36). This includes tactile pavements, suitable curb drops and guard rails around dangers at appropriate heights. The charity Wheels for Wellbeing from surveys found that 65% of disabled people cycled at least once a week, with PEV's needing to be seen by planners as a mobility aid (37). Reducing the vulnerability of women, children and vulnerable adults is also included in 'Mobility justice', with lighting and security cameras being essential to less busy cycle lanes (38). The rental company Tier have calculated a quarter of women in Berlin frequently use an e scooter, meaning cycle lanes cannot just be for conventional bicycles (38). The Project Lead will therefore include design ideas of flatter terrain route, improved lighting for secluded areas and removal of obstacles that impeded the less physically abled.

Summary

This literature review has highlighted the most important documents that have shaped how the Project Lead will review and propose a micromobility route from the University of Warwick to Central Coventry. Comprehensive infrastructure, network connectivity and advertisement are key principles for a route (22). Segregated cycling has been shown to be better for lowering close passes with motorists, whilst principles from the Netherlands are key for giving micromobility maximum protection and therefore uptake (23). The principles of Low Traffic Neighbourhoods should also be used and furthered with regards for services for communities in which micromobility routes pass through because communities benefit from less car travel (20). *LTN 1/20* is critical for referring to the contemporary UK gold standard principles on what cycling routes should be like, and is heavily complemented by *Micromobility a Uk roadmap* and *Inclusive mobility in design principle*, that is truly accessible for all (29, 33, 36). These principles will be taken forward in reviewing proposals.

1.2. Quantitative data

West Midlands Cycle Hire Data set:

The West Midlands Cycle Hire scheme was first introduced in Coventry and Birmingham in 2019: managed by Transport for West Midlands, the bikes are maintained by Serco and the app is operated by Beryl (39). Branded the Starley Network in 2021 to align with Coventry being the city of culture 2021 docking stations can also be found in Solihull and Wolverhampton, making the bicycles a truly regional wide scheme (40).

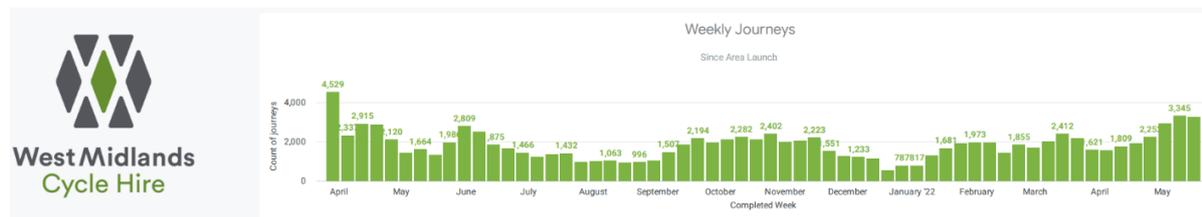
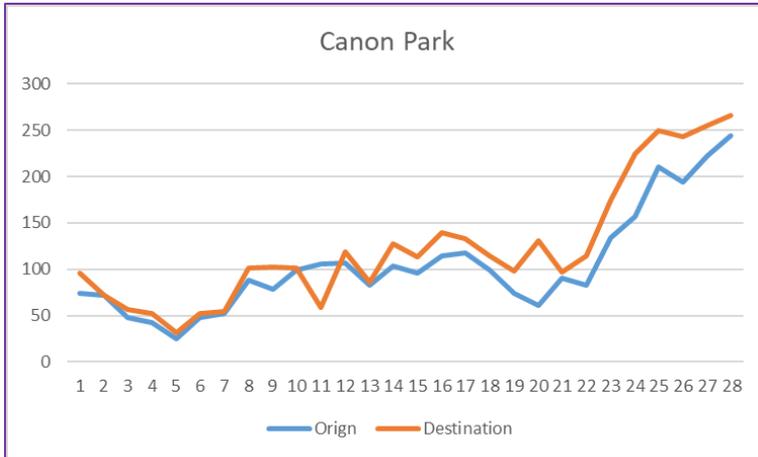


Figure 3 Fluctuating Weekly journeys of West Midlands Bike hire (WMCA via consultant stakeholder: (5))

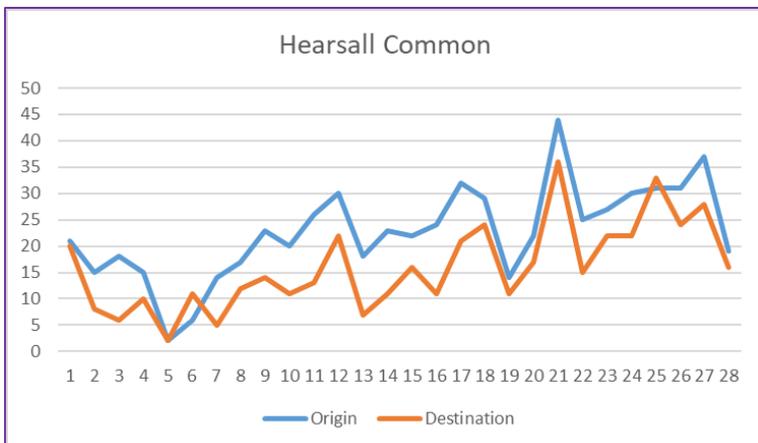
Provided to the Project Lead by the consultant stakeholder were weekly reports of the rental bicycles hire. Whilst the above visual shows that weekly journeys number fluctuates between 2000 and 4000, interesting variations are seen focussing on the 28 Coventry Docking stations. The Project Lead constructed a new dataset, in which show how the popularity of each docking station, as both an origin and destination, change over a 10-month period. Blue representing how many people are renting bikes from that station and the red showing how many people are using that station as a destination. The Out of Bay statistic, which is the percentage of bikes that were not docked as destination, was on average less than 5%. This strongly suggests that the docking data of west midlands cycle hire is statistically significant, and that the destination dock data can represent the entire bike usage.

Findings

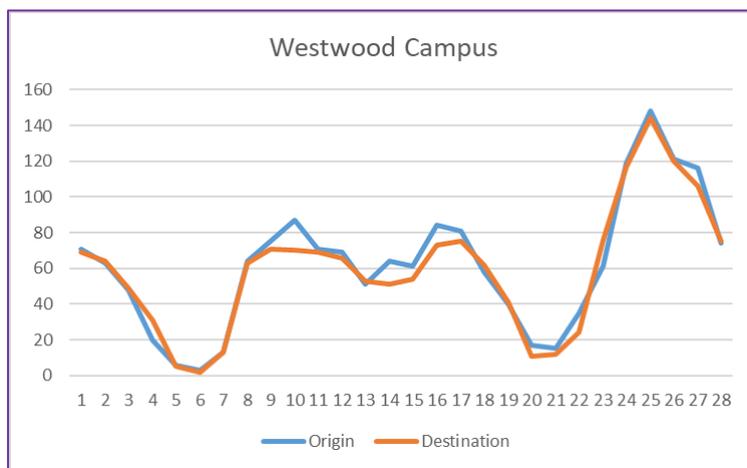
As shown in the Appendix, the 28 weeks were numbered to simplify the graphs, and start from the 22nd of November 2021 to the 30th of June 2022. The docking station with the greatest increase was Canon Park most striking of these is Canon Park, which has 240 people arriving and 250 leaving by June. The bicycle user count increases in week 5 with the return of students to campus from the 26th of December, and then from mid-April week 21 as the weather improves in summer term. Canon Park shows how a station can be a more popular destination or origin docking station, likely because people cycle to Canon Park and then walk back with their shopping. The Project Lead will therefore propose a route that connects communities to shopping and other public facilities as needed in 20-minute neighbourhoods (28).



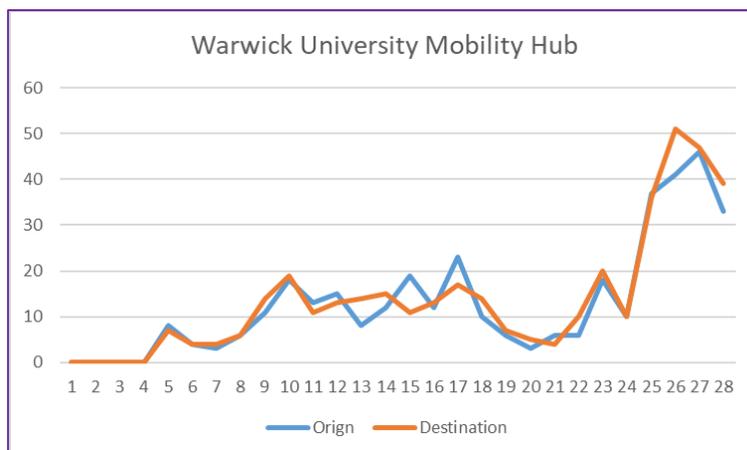
Hearsall Common is a docking station in the middle of current cycling route 10. The station does not peak above 40 because it is further away from other stations. However, it is always a more popular origin station, suggesting that people want to travel from the destination, and it should be better connected. The station is half-way on the current Coventry city council cycle route 11, with infrastructure improved to provide network connectivity (22).



Westwood campus has a negligible difference between being an origin and being a destination for bikes, suggesting a continual and invariable usage. This supports the Project Lead in proposing a new micromobility corridor via Westwood campus, because there is already heavy demand (16). From week eight to week 17 over 50 people are arriving and going from the station, showing term 2 time use but that weather in early spring does not prevent people cycling, with further investment needed because people still cycle regularly when the weather is less pleasant (41).



Warwick University Mobility Hub maintains less than 25 usages, only peaking with good weather in week 24 at the start of May. The Hub could have increased usage if it were placed more centrally on campus, with the Project Lead proposing the mobility hub is repositioned on his proposed route because it provides connections to other transport hubs. A mobility hub at Canley train station could be highly effective to create the combined bike-train mode of transport, especially as on UK trains bicycle spaces are unprofitable and do not lower net carbon emissions (42).



Auditing data:

Taking inspiration from the EU Bicycle Policy Audit, micromobility and pedestrian numbers were counted at three locations (43). The timescale was small being in the first three weeks of June to come after the West Midlands Cycle Hire data. Six undergraduate students volunteered from the Project Lead’s academic department, as part of their Certificate of Sustainability Consultancy. The volunteers were provided a work-brief and risk assessment, which included wearing hi-vis jackets and encouraging work in pairs. The auditing times were frequent but not uniform due to the volunteers’ own busy student lives.

A key barrier for a micromobility route from the University of Warwick to is the A45 dual carriageway and its busy Canley roundabout, with two auditing locations chosen to show that despite the traffic crossing points over the busy road were used. The campus auditing location was the start of the golden gravel spine route from Gibbet Hill Road to the University of Warwick Sports and Wellness Hub, since the Consultant Stakeholder is interested in improving the junction and route. The path would potentially to be incorporated in the National Cycle Network, a key example of an off-road network that the Project Lead would aim his route to connect too (44)

Findings (Appendix C: Table 2-4)

The data shows that the two crossings of the A45 – the traffic lights at the Canley roundabout, and underpass from Prior Deram Walk – are heavily used, likely because they are the most direct corridor for cyclists coming from South Coventry.

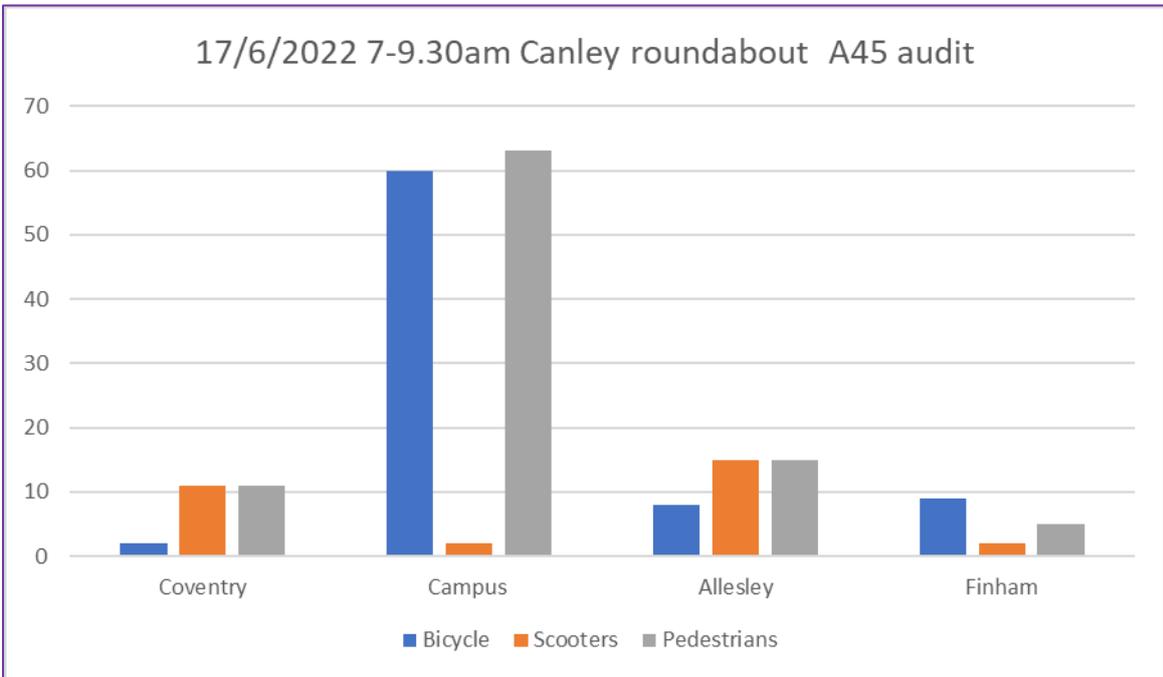
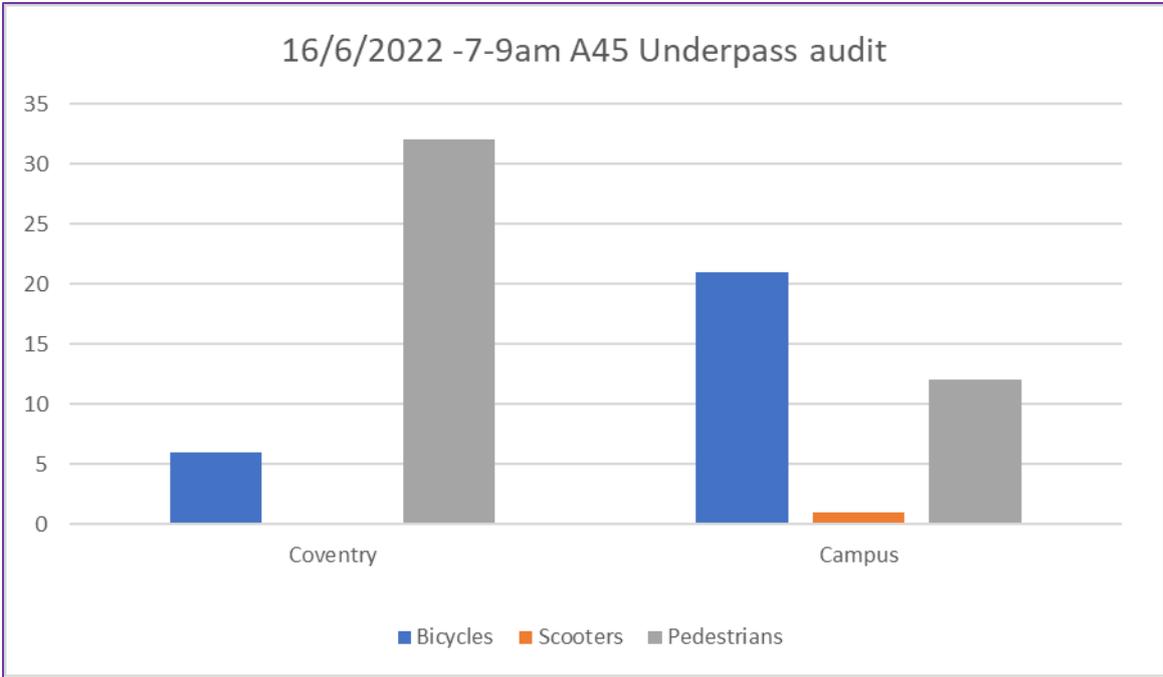
Over the days over three hundred used the two crossing. Data highlights 16th-17th of June: 21 cyclists used the underpass in the campus direction from 7-9.30am, whilst thirty crossed over the roundabout from 4-6pm in the afternoon in the Coventry direction. The next day 60 cyclists crossed at the Canley Roundabout in the campus direction

Over the 6 days that the Gravel path was audited 71 micromobility users travelled the gravel path in the campus direction, whilst 130 used it in the direction of the Sports and Wellness hub



Figure 4 Auditing the start of the golden gravel spine route

The A45 roundabout is heavily used, but also is a dangerous place to cross. As indicated by further research and ideas in the report, micromobility could use the underpass only 500m north up as a safer crossing that would connect a neighbourhood in Canley rather than diverting around it (27).





Section 2

Initial Proposal

2.1 Proposed route

Kenilworth road proposal review

The Project Lead cannot condemn the Kenilworth Road cycling corridor proposal, because a comprehensive route network is needed in Coventry to increase micromobility uptake (22). The Project Lead however strongly argues that such proposed route does not meet the immediate needs of communities, who are diverted around (28). Evaluated in Appendix C, the Kenilworth route corridor would also include sections such as Canley Ford and War Memorial Park which would be unsuitable to micromobility usage.

One route over another regardless, restricts the numbers of users who can cycle by providing more limited destinations with the route suggested by this project designed to complement existing micromobility and infrastructure plans. Immediate investment should first go into the Project Lead's proposed route, which is more community orientated

Project Lead's Proposed route

Outlining the proposed 'cycle superhighway' via Kenilworth Road into central Coventry, this corridor has the advantage of more pre-established infrastructure, yet its key flaw is bypassing key communities in both Canley and Earlsdon (11).

The proposed route from University of Warwick into Central Coventry makes substantial improvements to Coventry City councils' current route 11 cycle route. The route is divided into three different types of intervention zones:

- U1-3 are University zones in which the University of Warwick is the key stakeholder and can invest as part of its 5-year action plan and campus estates (46).
- CC1-6 are Coventry Council zones where the infrastructure improvements recommended by the project lead are for planners in the city council.
- GC1-3 are green corridor zones in which interest has been expressed by regional environmental groups such as Warwickshire Wildlife trust, with the Council working with these groups for the proposed intervention (47)

U1-3: University of Warwick and Westwood entrance

The University of Warwick has started to make central campus micromobility friendly, pedestrianizing Lord Bhattacharya Road and with a segregate cycle lane around the new Faculty of Arts Building the University needs to invest further by:

- Integrating and constructing a better campus through route for micromobility across campus, such as cycles having right of crossing over gibbet hill road
- Establishment of a new cycle hub building, including sheltered bike parking, shower units and lockers for the members of the University community who have chosen to cycle in (48)
- Present obstacles to cycling, such as Riely court barrier to Westwood campus

The university has already demonstrated use the ‘push method’ by increasing parking charges, but these have improved ineffective in creating a modal shift due to lack of pull factors, with over 70% of motorists driving themselves to campus (5).

Westwood campus is the northly most part of Warwick University, previously being Coventry Technical Arts College (49). As part of the University’s five-year plan to regenerate campus infrastructure, new student accommodation will be built on the Westwood site along with new teaching blocks (46). These plans however miss the opportunity to make the campus part of a key micromobility corridor: the major benefit being missing the busy gate Lynchgate roundabout, be preferable for many students over the proposed Lynchgate road cycle track living in Westwood or West Canley (50). Part of this regeneration should include the use of Westwood Norfolk Terrace for a new micromobility entrance with a modal filter preventing motor vehicles (29). A split access in Charter Avenue could then provide a cycle crossing and route into Canley via Sherriff Avenue (51).



Figure 5 an artistic cycle gate entrance such as this one could encourage people to cycle via Westwood: [Building a Bike Gateway, Part 6 - Overton Park](#)

CC1, GC1, CC3: Prior Deram park and A45 underpass

The Prior Deram Park has been rejuvenated with the new Prior Deram housing estate. Capitalising on this amazing the project lead suggests a Low Traffic Neighbourhood. Despite initial 'bike lash', studies have shown decreasing traffic increases business for high street shops (52). The Prior Deram LTN would include a one-way lane of traffic allowing micromobility to travel safely into the A45 underpass, which could be in turn rejuvenated with murals and better lighting.⁴

CC3, CC4: Canley train station area

Burnsall Road and Sir Henry Parkes Road have sufficient space for new cycle lanes. Whilst a new bridge over the railway is desired, removal of barriers on the existing bridge would help micromobility flow (35). The needed infrastructure at the station is already present and the speed barriers needed to be removed from the ram. New cycle crossings should be then introduced to improve safety for micromobility travelling to Hearsall Common

GC2, CC5 Hearsall Common and Earlsdon

As per historic laws, Hearsall Common must be maintained as unfenced public area; the field can certainly be developed however, especially considering Kenilworth Common is managed as a nature reserve by Warwickshire Wildlife Trust (53, 54). The Project Lead recommends nature areas are created, with a new cycle track on the north perimeter of Hearsall common. 'Greenway' offroad cycle tracks have been shown to increase micromobility usage due to their aesthetic appeal for local communities, along with helping wildlife (55).

Route 11 currently uses the Kingston Road area of Earlsdon, with small blue cycle signs currently the only infrastructure for micro mobility. The Project Lead therefore proposes speed reductions for motor vehicles, also benefitting the safety of the local Hearsall school community (56).

⁴ Green bridges such as the one in Mile End have been posited here as a thought to allow micromobility to move freely and safely above the A45. Due to cost implications however, they are deemed unfeasible! Please see <https://czwg.com/projects/community-and-public-use/the-green-bridge/> for an idea of the scale.

GC3, CC6: Spon End

The neighbourhood of Spon End is being further divided by increased carriageway width of Butts Road (57). The Project Lead not only questions this as a method of traffic reduction, but also how this will benefit the stigmatised local community.⁵ The area already has two segregated cycle lanes on

Sovereign road and Upper Spon end for cycle route 11, which need to be further connected and improved to establish a functioning micromobility corridor. Spon end underpasses Coventry ring road and features a segregated cycle lane and ramp to access historic Spon end, which the Project Lead believes should be at the heart of Coventry's plans to increase micromobility due it being known as one of Coventry's surviving medieval streets. The underpass could be improved with mural artwork to gain footfall and improve the aesthetic (58).

⁵ Stigmatised as a rough area, Spon End is also very historic: Spon bridge originally led to the Spon city gate, is with the bridge next door to it the ruins of a thirteenth century chapel built by the Coventry Weavers guild that was an important resting site for pilgrims. Historical evidence has suggested that the river Sherbourne was navigable to Spon end by small boat, with the river used in the tanning industry. Spong bridge is the likely point JM Turner painted 'Coventry from the North' in the nineteenth century. Such history it could be integrated into community projects to build attraction for the area and get more people cycling though: <https://www.coventrysociety.org.uk/coventry-neighbourhoods/spon-end.html>

2.2 Interview Feedback

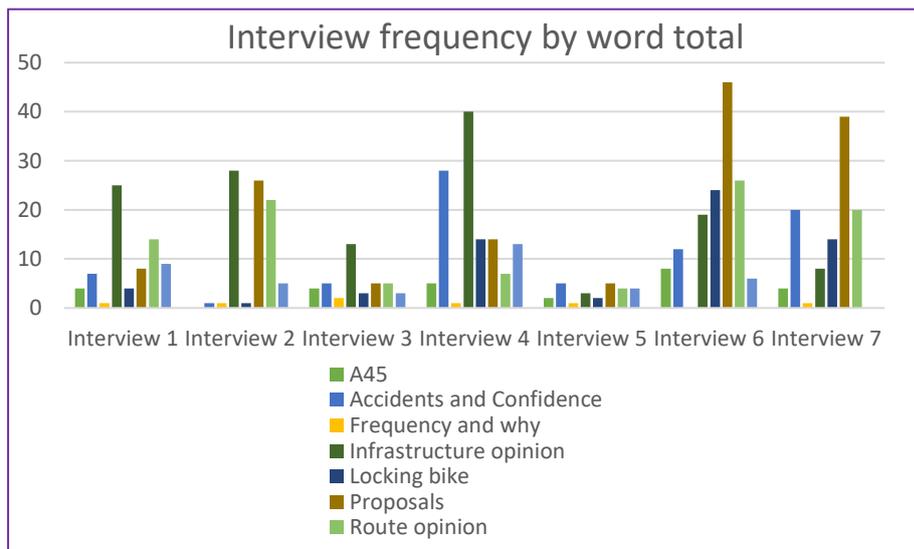
The Project Lead’s previous proposals and ideas are evaluated through user interviews, with the feedback provided helping to structure this reports final proposal.⁶

Interviewees and Interview Structure

The Project Lead contacted his interviewees via stakeholder engagement and active research, attending the local Bicycle User Group meetings and asking his fellow student (59). The interviewee sample was small at 7 people but varied, ensuring the stereotyped cycling demographic of white, male and 20-30 was not only consulted (60). A bicycle mechanic, a cycle lane designer, a lecturer, and two female students participated in 30-minute interviews. The questions included: cycling frequency, ability and confidence, opinions of current and proposed routes, plus thoughts on securely storing bicycles. The interviewees were invited to give their opinions on the Project Lead’s proposals, who used visuals to help show these along with the two underpasses in the route. These visuals are shown in Appendix C.

Summary of Feedback

Using NVivo matrix formulae, the below graph shows the number of words used by each interviewee to discuss each specific question topic. The proportionally most worded answers given were by far about infrastructure and proposals, with route opinions connecting these two.



⁶ No explicit quotes are used as to not identify the interviewees per informed consent

All the interviewees summarised the current route infrastructure as at best ok to awful, and that they would definitely like to see improvements in route infrastructure travelling into Coventry. All interviewees furthermore approved to the Project Lead's initial route proposals, but to varying degrees: one interviewee said that a key advantage of the route was that it was flatter, making it more accessible to all levels of fitness. Another really liked the idea of getting onto campus by a Westwood entrance, especially as that area of Canley has poor connections. Disagreement was however given with the use of existing underpasses and lack of suggesting a totally new bridge for Canley railway. Underpasses are addressed in a key point below, whilst the Project Lead does not think a new railway bridge could be feasible for Coventry city council in terms of budget demand when a current one exists (61).

The cycle planner commented that the Project Lead's initial proposals were good, but that the gold standard should be aimed for. For example, rather than slowing traffic, the Project Lead should aim for the best and introduce a Low Traffic Neighbourhood on Kingston Road (20). This valuable point was deployed in the final proposal, along with consideration of three themes that proved salient in the interview feedback. References are used here to corroborate interviewee opinions:

- **Safety:**

All the interviewees talked about safety, with many commenting they will take slightly longer routes, in terms of distance, if they are felt to be safer (62). The nuance is that the interviewees will not take a safe route if it has a substantial time increase. For example, a crossing where cyclists are having to wait to cross because the road is very busy. This was a key sentiment that came across from the cycle planner, highlighting how their route 'two sides of a triangle' designs route was actually more preferable for micromobility because it travelled through a quieter area, with less flow of traffic the key slowing obstacle (63). Whilst one interviewee described putting up with shorter fewer safe routes, others actively cycled on pavements and strongly approved for a new entrance to campus. Regardless both types responded that if on road routes were safer, and not substantially slow timewise yet not minding distance, then they would be used.

- **Underpasses:**

Stigma is a key societal force, that moulds people's opinions against anything that is perceived to impact safety, such as underpasses and rougher areas (64). Underpasses are unfortunately stigmatised, being associated with crime, homeliness and other in turn stigmatised anti-social behaviour like graffiti (65). Responses to the visuals of the two underpasses on the proposed route were mixed, with 3 interviewees saying they would totally avoid and were a subcategory of safety. Their reasons were related to safety, with one interviewee knowing someone who had been intimidated in an underpass and another interviewee having an accident in a poorly built underpass. Yet two replied they were keen to use the underpass because it enabled quicker use to get around the A45

Having researched further, the Project Lead challenges the opinion that, like rougher neighbourhoods, underpasses must supposedly divert rather than improved for the community benefits (52). Whilst no studies were present on the relationship between underpasses and crime, three came up on the design of underpasses and the association of safety.⁷ Corroborating one of the interviewees responses, Ciepiela's 'Underground Public Space. Cracow's Tunnels of Fear' argues the length and inability to see the end of the underpass is the most fear inducing factor (65). Despite its graffiti, two interviewees preferred the image of the Prior Deram underpass because light was visible at the end. Two studies on improving underpasses – one from Australia and another from the UAE (66, 67)– are deployed in the final proposal, with approach aspect, security, aesthetic and flood risk being key design aspects the Project Lead must consider.

- **Lock storage:**

The interviewees replied with a range of factors involved to feel safe and trust locking a bicycle: distance to where they need to get to, the type of bike stand, shelter, the type of lock and the bike they are using. These have to be addressed because the locking facilities in Coventry were described as overwhelming substandard, with the one interviewee complaining of long walks from where they locked their bicycle, and another describing their bicycle being stolen twice! The idea of an institution contributes to safety was also expressed, with another interviewee highlighting University card access storage is an obvious improvement. Micromobility storage is a problem which will helpfully improve with changes in bike design, including recording serial numbers an idea suggested by one of the interviewees, to prevent theft (68).

⁷ Although it is likely very hard to research, the lack of papers on underpass crime further suggests the stigma surrounding the infrastructure



Section 3

Final Proposal

Conclusion

Final Proposal structure

The Final Proposal is divided into each intervention zone and detailed in a tabulated form, including page references to *LTN 1/20*. Active research of Coundon cycle way demonstrated to the Project Lead the high standard that using *LTN 1/20* achieves in providing technical design details.⁸ Appendix A then includes ArcGIS maps annotating each intervention, to clearly guide the consulted stakeholder where infrastructure improvements are to take place.



Figure 6 A LTN 1/20 approved modal filter on the Coundon Cycle Way. Modal filters are used by the Project Lead in his final proposal, because they reduce traffic in neighbourhoods, providing safer spaces for residents along with micromobility routes

Limitations

Along with having not trained in civil engineering, the Project Lead is biased towards the route proposed route having cycled along the existing Route 11 regularly for the past four years. This self-awareness of one's own positionality regardless has helped construct this feasibility consultant report, using interview feedback to critique the Project Lead's initial proposals.

Whilst not all the interviewees' opinions were used – such as a new bridge over the railway or avoiding underpasses – they built on the previous data section that gave substantial knowledge. The Proposed route is therefore the best feasible route within the Project lead's humble capabilities.

⁸ Like the Coundon cycleway, 3-metre-wide minimum two-way cycle lanes are exclusively used by the Project Lead. Whilst 2-metre-wide single direction cycle lanes either side of the carriageway encourage network like infrastructure, the Project Lead has learnt they risk misuse by cyclists in terms of correct direction. Furthermore, two-way cycle lanes are easier to construct into existing road infrastructure, in terms of junctions and for narrower roads that the Project Lead uses. Please see *LTN 1/20* Chapter 6. Project Lead will refer to which side roadside to put 2-way track on as North and South side, NS/SS

Intervention Zone: Photo	Cycle infrastructure to implement	Technical considerations	Key LTN 1/20-page ref.
<p>U1</p> 	<ul style="list-style-type: none"> • Reallocate left lane of <i>Academic Loop Road</i> into devoted micromobility lane, with light segregation such as plastic bollards • Redesign of <i>Lord Bhattacharyya Way</i> into one way road for motor vehicles before turning onto <i>Academic Loop Road</i> • Priority cycle crossing from Pedestrianised <i>Lord Bhattacharyya Way</i> to new micromobility lane on NS • Segregate cycle way continues for 500m before turning onto new off-road cycle track at Riley Court • TSRGD signs of larger 50 mm height, and cycle warning triangles for motorists • 	<ul style="list-style-type: none"> • Motor Vehicles flow recommended right side of lane so can cross further up • Light segregation can be temporarily removed for construction HGV access • Uncontrolled crossing due to only one lane being crossed and >4000 • TSRGD signs to designate cycle lane • Micromobility must also obey lights at NAICC entrance 	<p>Road Space reallocation p 51 Light segregation p 31 Crossing design suitability p 1 Direction signs p 148</p>
<p>U2</p> 	<ul style="list-style-type: none"> • <i>Riley Court</i> two-way cycle track going onto <i>Millburn Hill Road</i> • Removal of obstructing parking barriers to entrance of <i>Riley Court</i> • Direction signs indicating turn left then right; priority crossings not needed due to Milburn House Road being very quiet • On road cycle route via <i>Milburn Hill Road</i> into Milburn House car park • Widening of access to <i>Kirby Corner Road</i> via removing pedestrian gate • Toucan or signal controlled crossing over <i>Kirby Corner Road</i>, leading into new entrance onto south Westwood campus • New Cycle segregated track through Westwood campus along right side of <i>Avon Road</i>: 3m wide 2-way cycle track, with kerbed segregation from Avon Road and pedestrian pavement on other side • Segregated cycle track maintained outside post room due to business of delivery vehicles • Redeveloped gravel path into tarmacked 3 m wide track to Norfolk Terrace 	<ul style="list-style-type: none"> • Westwood has low traffic: priority crossings likely not needed, but warning signs for motorist should be used cycle crossing needed • Current suggestions based on present infrastructure, but new route direction should be considered with campus five-year plan to travel to Norfolk Terrace entrance • introduction of mobility hub on Westwood campus • current Westwood lighting adequate for quieter area 	<p>Transitions to off road 93 Mobility hub p110-4. Quiet home zones p 80.</p>

U3



- Clearance of debris on Westwood campus, with removal of vegetation and concrete blocks
- Newly surfaced two-way cycle track, maintaining width of *Norfolk Terrace Road* entrance at 6m wide
- New *Norfolk Terrace* Micromobility gate; includes modal filter to prevent motor access, CCTV and lighting for user security, along with murals/artwork
- Agreement obtained with *Norfolk Terrace* residents to not obstruct entrance and given parking permits, otherwise new entrance no parking Traffic Regulation Order
- Commissioning of lo
- New TGSD blue signs to indicate presence of the entrance onto campus
- Give way line at end of *Norfolk Terrace* with installation of new signal-controlled cycle crossing facility light controlled crossing over *Charter Avenue East*

- Bollards to modal filter in cycling gate removable for renewed emergency access to the north of the campus
- Commissioning of local artists to create a visually inspiring and aesthetically pleasing micromobility inspired gate way
- Evaluation of new controlled crossing over *Charter Avenue*, including speed reduction
- Signal controlled needs minimum crossing time of 10s, Low Light Control signals for when cyclists can cross

Signal controlled p 103
 LLC p117
 Directions p. 147

CC1



- Upgrade of shared cycleway on *Charter Avenue East* using verge space into kerb segregated 3m wide two-way cycle track
- Priority crossing over entrance of *Sherriff Avenue*, transitioning onto new stepped cycle lane
- Road space reallocation of *Sheriff Avenue*, NS: pedestrian pavement, stepped two-way cycle lane, narrowed two-way road lane
- Priority crossing over *Mayor's Croft* entrance, including speed hump
- Modal filter on *Sherriff Avenue* bridge and start of one-way system: no entry to traffic into Prior Deram Park area
- Priority crossing onto reallocated lane for micromobility traveling onto *Prior Deram Walk*, with stepped cycle lane transitioning back to carriageway hight using 'Cambridge Kerb'

- Priority crossing at intersection between *Charter Avenue* and *Sherriff Avenue* should feature full set back, connecting to existing Canley cycle way
- Stepped cycle lane minimum of 50mm hight, allowing resident to use house driveways
- Reallocation of carriageway to include not park yellow lines, giving priority to
- Implemented infrastructure aligns with existing National Express 18 bus route and stops, going down the left of bus route going down Prior Deram

Priority crossing
 Full set back p 106
 Cambridge Kerb p106
 Stepped vs kerbed p 51

<p>GC1</p> 	<ul style="list-style-type: none"> • 'Prior Deram Green zone' initiative of reduce motor vehicle access, via one way system: • Continuation of NS lane turned over to cycle track, light segregation suggested with plastic bollards • Priority crossings and one-way signs to all roads feeding onto 'Prior Deram' one way system • Redesign of <i>Sir Prior Deram Walk</i> outside shops: pavement, kerbed cycle lane curves into aligns car park spaces, car park space repositioned to reallocated left lane, one way lane for motor vehicles • Integration of cycle track with <i>Prior Deram park</i>, encouraging users to make use of the park as a community green space • One way system means entrance to Prior Deram green zone can only be accessed by turning off the A45 	<ul style="list-style-type: none"> • Sufficient car parking must be maintained to give access to business on <i>Prior Deram Walk</i> • Emphasis must be that traffic reduction benefits local areas and improves business (52), • Increased number of Sheffield bike stands and mobility hub outside Canley Community centre • One way system starts of A45, removing dangerous turn off • Plans align with existing bus stops 	<p>Car Parking p59 Road Space Reallocation p51</p>
<p>CC2</p> 	<ul style="list-style-type: none"> • One way system allows easier access to A45 underpass • Widened access ramp made suitable for cycles as off roadway • Buffered turns with mirrors installed and signage into the underpass, including slow signs • Improved lighting and installed CCTV in the underpass to emphasise security (66) • Improved surfacing of the underpass from paving blocks into tarmac with drains in case of flooding • New mural artwork and signs for the underpass, with emphasis on community engagement and supported graffiti art sections 	<ul style="list-style-type: none"> • Vandal resistant lighting considered • Signage with anti-social behaviour prosecutable • New paintwork considered for the underpass, incorporating mural design 	<p>Lighting p 166 Surface p 31 Under bridges p 129</p>

CC3



- Parallel crossing from underpass to NS of *Burnsall road*
- *Burnsall Road* 3m 2way kerbed segregated NS to with parallel crossings over entrances to industrial units
- Fully segregated bypass transition onto *Sir Henry Parkes Road* North, allowing cyclists to avoid the junction
- 3m 2 way stepped segregated cycle track towards Canley station, between pavement and car parking
- Redesign of roundabout top of *Sir Henry Parkes Road* to include a bus stop island, to allow segregated cycle lane to bypass toward Canley train station roundabout
- Removal of barriers and signs coming down Canley train station bridge, resurfacing and slow signs to encouraged cyclists to safely use the bridge

- Parallel crossing and kerbed *Burnsall* to accommodate HGVs
- Cooperation needed from local business and Territorial Army Base on HGV access - Segregated cycle lane occupies parking spaces on *Burnsall road*, with built in priority
- Plenty of space for cycle bypass at Burnsall junction
- Red pigmented asphalt for stepped (23)
- Bus stop roundabout at top of *Sir Henry Parkes* low use
- Minimum bridge width should be 2m, barriers required removal

Stepped p51
Cycle bypass p113
Bridges p128

CC4



- Redesigned Canley crossing entrance: painted cycle route over former entrance to Canley crossing, keep clear and give way road markings used to protect area designated for cyclists and the transition from the shared footpath onto road
- New set back light control toucan crossing over *Canley Road*, with motorists stopping to let cyclists cross
- Upgraded surfacing of shared footpath towards Hearsall Common, but now kerb segregated between 2 users
- Marked priority crossing at end of one-way *Canley Road* to allow cyclists to cross quickly onto Hearsall common

- Shared cycle path with pedestrians coming out of Canley Train a bridge unchangeable due to width restrictions
- Short stay parking in Canley crossing entrance
- Toucan 7s timing as shorter crossing
- Priority crossing to feature raised hump

Toucan p 102/207

<p>GC2</p> 	<ul style="list-style-type: none"> • <i>Hearsall common</i> green way to make area more attractive for micromobility • One-way <i>Canley Road</i> redesigned to include car parking to access the grounds and new footway to the right of current shared path, so existing track becomes stepped 2-way lane only for cycling, with TRSGD signs indicating this • New cycle track over Hearsall common, away from the <i>Hearsall road</i> • Off road design requiring design implementation by Coventry council in consultation with Warwickshire Wildlife trust on 'Sherborne Valley River project' (47) • Hearsall Common to feature Mobility hub including rental bikes as halfway landmark • Re-aligned crossing over <i>Earlsdon avenue</i> north, features Toucan crossing for micromobility to the entrance of <i>Kingston Road</i> from Hearsall Common 	<ul style="list-style-type: none"> • Coventry city council prerogative in protecting nature of Hearsall 'Common' Land status, but introducing more vegetation as per Kenilworth common (54) • New wildlife designs suggested for Hearsall common: community pitch next to existing cricket strip 	<p>Traffic Free routes p.84 Mobility hub p110-4. Toucan p207</p>
<p>CC5</p> 	<ul style="list-style-type: none"> • Kingston road LTN, using modal filter configuration to block of through traffic on roads used by micromobility • Modal filter at both entrances of <i>Kingston Road</i> ensuring through access is for Micromobility only, and only motor vehicles are residents' access via <i>Centaur Road</i> • Marked Priority junction give way crossing for cyclists across Kingston Centaur Road intersection • <i>Melbourne road</i> section connecting Kingston to <i>Sovereign Road</i> blocked off to through traffic with modal filters • Signal Light control system to allow micromobility priority in entering Sovereign Road segregated cycle lane (2-way kerbed SS, kerb 10 cm height) • Priority crossing over <i>Collingwood Road</i>, with raised cycle way • Slow signs going towards <i>Sovereign Road</i> rail underbridge, with new mural design and lighting 	<ul style="list-style-type: none"> • Modal filters designed to encourage active travel especially for school children • Cycling education highly encouraged • Lockable barriers for modal filters, plant boxes recommended for community • Traffic regulation order describing traffic going via <i>Centaur Road</i> alternative • New road texture advisable to show this is pedestrianised cycling zone • Reallocated parking <i>Melbourne</i> 	<p>Quiet zones p77 Modal filter p13 Marked priority crossing p10</p>

GC3



- Improved lighting on cycle lane and footpath in *Broomfield Park*, TGSRD pedestrian signs to say mandatory footpath in park
- Existing divided footpath become two-way off-road cycle track
- Sheffield stands at the end of *Broomfield Park* to encourage people to cycle to the park
- Introducing murals in the path next to *Broomfield tavern* to enable less restricted micromobility usage up to *Butts Road*
- Toucan crossing realigned Right side *Sovereign Row* entrance over *Butts Road*,
- 3m wide 2 way stepped cycle lane on *Butts Road* after Toucan crossing
- Warning signs on *Spon street* bridge, with vehicle access still only one way onto *Upper Spon gate road* but two flows of cyclists
- New kerb segregated cycle lane on *Upper Spon street* South Side, to align with existing cycle lane after *Windsor Road*
- Priority give way at the crossing over *Windsor Road* onto established stepped *Spon street* cycle lane

- *Broomfield Park* also signed as *Sovereign Road Park*, but on base map referred to as former
- Pedestrian signing saying stay off cycle track
- Toucan crossing over *Butts Road* needs to be positioned to still allow safe vehicle access to *Broomfield Place*
- Suggest stepped segregated lane whilst *Butts Road* still under construction

Off road p 87.
Toucan p207
Priority crossing p. 106

CC6



- Spon gate underpass improvement (62)
- Murals commissioned by local artist Katie O, such as underwater theme to encourage increased pedestrian usage of the underpass (58)
- Improved lighting especially in cycle ramp area (67)
- **Full pedestrianisation of Spon street**
- Flower basket modal filter at the end of Spon street and to encourage pedestrian use at the intersection with Lower Holy gate road
- Mobility hub with New sheltered Sheffield bike racks in place of car parking spaces and rental bikes and scooters

- Coventry council primary influencer in Spon street pedestrianisation
- Spon gate can be advertised as new cycle hub to help support local business (52)
- Katie O:
<https://www.katieoart.co.uk/murals>

Lighting p 166
Surface p 31
Under bridges p 129

References

- (1) (i) Urry, J, (1946) The art of easy cycling, seen at University of Warwick MRC MSS.328/C/4/5/69 [accessed 14/03/2022]
- (ii) General Secretary (September 1953 edition) The Milestone,
- (iii) Francis Thorne (July 1953 edition) The Milestone, p4
- (2) Kimberly, D (2015) Coventry's Bicycle Heritage, Stroud: The History Press
- (3) IPCC, (2022) 'Global Warming of 1.5 degrees Celsius', available at <<https://www.ipcc.ch/sr15/>> [accessed 28/06/2022]
- (4) Department for Transport (2021) 'Transport and Environment Statistics 2021 Annual Report', available at <https://assets.publishing.service.gov.uk/government/uploads/system/uploads/attachment_data/file/984685/transport-and-environment-statistics-2021.pdf> [accessed 25/06/2022]
- (5) University of Warwick (2022) 'Conversation with Head of Transport and Operations, University of Warwick Estates based on upcoming University travel survey
- (6) DfT (2021) 'National Travel Survey: 2020' available at <<https://www.gov.uk/government/statistics/national-travel-survey-2020>> [accessed 25/06/2022]
- (7) Department for Business, Energy and Industrial Strategy (2022) '2020 UK Greenhouse Gas Emissions, Final Figures' available at <https://assets.publishing.service.gov.uk/government/uploads/system/uploads/attachment_data/file/1051408/2020-final-greenhouse-gas-emissions-statistical-release.pdf> [accessed 25/06/2022]
- (8) DfT (2021) 'National Travel Attitudes Study: Wave 5' available at <<https://www.gov.uk/government/statistics/national-travel-attitudes-study-wave-5/national-travel-attitudes-study-wave-5>> [accessed 30/06/2022]
- (9) Transport for London (2019), 'Cycling Trends Update' available at <<https://content.tfl.gov.uk/cycling-trends-update.pdf>> [accessed 28/06/2022]
- (10) Midenet, S. et al (2018) 'Modal shift potential of improvements in cycle access to exurban train stations', Case Studies on Transport Policy, 6 (4), pp. 743-752
- (11) Davis, T (2020), 'Plans for first dedicated cycleway in Coventry revealed' available at <<https://www.coventrytelegraph.net/news/coventry-news/plans-first-dedicated-cycleway-coventry-18388447>> [accessed 28/06/2022]
- (12) Study.com (2021) 'How to write Feasibility Reports: Purpose, Structure & Content' available at <<https://study.com/academy/lesson/how-to-write-feasibility-reports-purpose-structure-content.html>> [accessed 20/08/2022]
- (13) Universal Class (2022) 'The Methodology Involved in Consulting' available at <<https://www.universalclass.com/articles/business/the-methodology-involved-in-consulting.htm>> [accessed 20/08/2022]
- (14) Sadik-Khan, J and Solomonow, S (2021) 'The bikelash paradox: how cycle lanes enrage some but win votes' The Guardian, available at <<https://www.theguardian.com/environment/bike->

blog/2021/oct/29/the-bikelash-paradox-how-cycle-lanes-enrage-some-but-win-votes> [accessed 23/06/2022]

- (15) Tuhiwai Smith, L. (2021) *Decolonizing Methodologies: Research and Indigenous Peoples*. London: Zed Book
- (16) Steninacker, C et al (2022) 'Demand-driven design of bicycle infrastructure networks for improved urban bikeability' Centre for Advancing Electronics Dresden and Institute for Theoretical Physics, University of Dresden Press: Dresden
- (17) Sustrans (2022) 'Sustrans traffic-free routes and greenways design guide', available at <<https://www.sustrans.org.uk/for-professionals/infrastructure/sustrans-traffic-free-routes-and-greenways-design-guide/>> [accessed 1/08/2022]
- (18) Macmillian, A and Woodcock, J (2017) 'Understanding bicycling in cities using system dynamics modelling' *Journal of Transport & Health*, pp. 269-279.
- (19) Kingham, S and Tranter, P (2015) 'Cycling and sustainable transport' in J Bonham and M Johnson (eds), *Cycling Futures*, The University of Adelaide Press: Adelaide, pp. 131-152.
- (20) Bosetti, N et al. (2022) 'Street Shift: The Future of Low-Traffic Neighbourhoods' Centre for London
- (21) Dill, J and Carr, T (2003) 'Bicycle commuting and facilities in Major US cities: If you build them, Commuters will use them.' *Transportation Research Record: Journal of the Transportation Research Board*, National Research Council: Washington, D.C., 2003, no. 1828, pp. 116-123.
- (22) Douma, F and Cleaveland, F (2008) 'The Impact of Bicycling Facilities on Commute Mode Share' Minnesota Department of Transportation Research Services Section' University of Minnesota Press, Minneapolis
- (23) Nolan, J et al (2021) 'Are bicycle lanes effective? The relationship between passing distance and road characteristics' *Accident Analysis and Prevention* 159: 106184, pp. 1-12.
- (24) Sustrans (2018) 'The effectiveness of building spurs into linear cycling routes' available at <<https://www.sustrans.org.uk/our-blog/research/all-themes/all/the-effectiveness-of-building-spurs-into-linear-cycling-routes/>> [accessed 01/12/2021]
- (25) Schepers, P et al (2015) 'The Dutch Road to a high level of cycling safety' *Safety Science*, 92, pp. 264-273
- (26) Gov.Uk (2022) 'The Highway Code: 8 changes you need to know from 29 January 2022', available at <<https://www.gov.uk/government/news/the-highway-code-8-changes-you-need-to-know-from-29-january-2022>> [accessed 1/05/2022]
- (27) Thornton, L et al (2022) 'Operationalising the 20-minute Neighbourhood', *International Journal of Behavioral Nutrition and Physical Activity*, 19: 15, pp. 1-18.
- (28) Streb, M (2022) 'Walkable neighbourhoods: building in the right places to reduce car dependency' Sustrans: Bristol
- (29) DfT (2020) 'Quiet mixed traffic streets and lanes', *Local Transport Note 1/20*, pp. 74-82.
- (30) DfT (2020) 'Introduction', *Local Transport Note 1/20*, pp. 6-14.

- (31) DfT (2020) 'Design Principles and Processes', Local Transport Note 1/20, pp. 30-37.
- (32) DfT (2020) 'Space for cycling within highways', Local Transport Note 1/20, pp. 50-72.
- (33) Warwick Manufacturing Group (2022) Micromobility a UK roadmap, Cenex: Catapult
- (34) DfT (2020) 'Gear Change, A bold vision for cycling and walking' London
- (35) Wheels for Wellbeing (2022) 'Infrastructure for All' available at <<https://wheelsforwellbeing.org.uk/campaigning/infrastructure-for-all/>> [accessed 23/08/2022]
- (36) DfT (2021) 'Inclusive Mobility: A Guide to best Practise on Access to Pedestrian and Transport Infrastructure', London
- (37) Wheels for Wellbeing (2022) My Cycle, My Mobility Aid, available at <<https://wheelsforwellbeing.org.uk/campaigning/my-cycle-my-mobility-aid/>> [accessed 24/08/2022]
- (38) Tier (2022) 'How making micromobility safer for women can achieve safe cities for everyone' available at <<https://www.tier.app/en/blog>> [accessed 28/06/2022]
- (39) West Midlands Cycle Hire (2022) 'How to ride' available at <<https://www.wmcyclehire.co.uk/stations/>> [accessed 24/08/2022]
- (40) Transport for West Midlands (2022) 'Starley Network' available at <<https://www.tfwm.org.uk/plan-your-journey/ways-to-travel/cycling-in-the-west-midlands/starley-network/>> [accessed 24/08/2022]
- (41) Sustrans (2019) 'Five myths about cycling and bad weather' available at <<https://www.sustrans.org.uk/our-blog/get-active/2019/autumn-and-winter/five-myths-about-cycling-and-bad-weather/>> [accessed 24/08/2022]
- (42) Nello-Deakin, S and Brommelstroet (2021) 'Scaling up cycling or replacing driving? Triggers and trajectories of bike-train uptake in the Randstad area' Transportation 48, pp. 3239-3267.
- (43) European Commission (2022) 'Bicycle Policy Audit (BYPAD)' available at <https://transport.ec.europa.eu/transport-themes/clean-transport-urban-transport/cycling/guidance-cycling-projects-eu/policy-development-and-evaluation-tools/bicycle-policy-audit-bypad_en> [accessed 24/08/2022]
- (44) Sustrans (2022) 'The National Cycle Network' available at <<https://www.sustrans.org.uk/national-cycle-network>> [accessed 24/08/2022]
- (45) DfT (2020) 'Motor traffic free routes', Local Transport Note 1/20, pp. 83-86.
- (46) University of Warwick Community Engagement (2022) 'Campus developments' available at <<https://warwick.ac.uk/about/community/projects/campusdevelopments>> [accessed 24/08/2022]
- (47) Warwickshire Wildlife Trust (2022) 'The Sherbourne Valley Project' available at <<https://www.warwickshirewildlifetrust.org.uk/RiverSherbourneValley>> [accessed 24/08/2022]
- (48) DfT (2020) 'Cycle parking and other equipment', Local Transport Note 1/20, pp. 132-139.
- (49) Combelas, C (2013) 'Mosaic Celebrating the 65th anniversary of Teacher training and education at Warwick: The College years 1948-1978' available at <

https://web.archive.org/web/20131206161429/http://www2.warwick.ac.uk/alumni/mosaic2013/3968_mosaic_news-final-update-lr.pdf [accessed 24/08/2022]

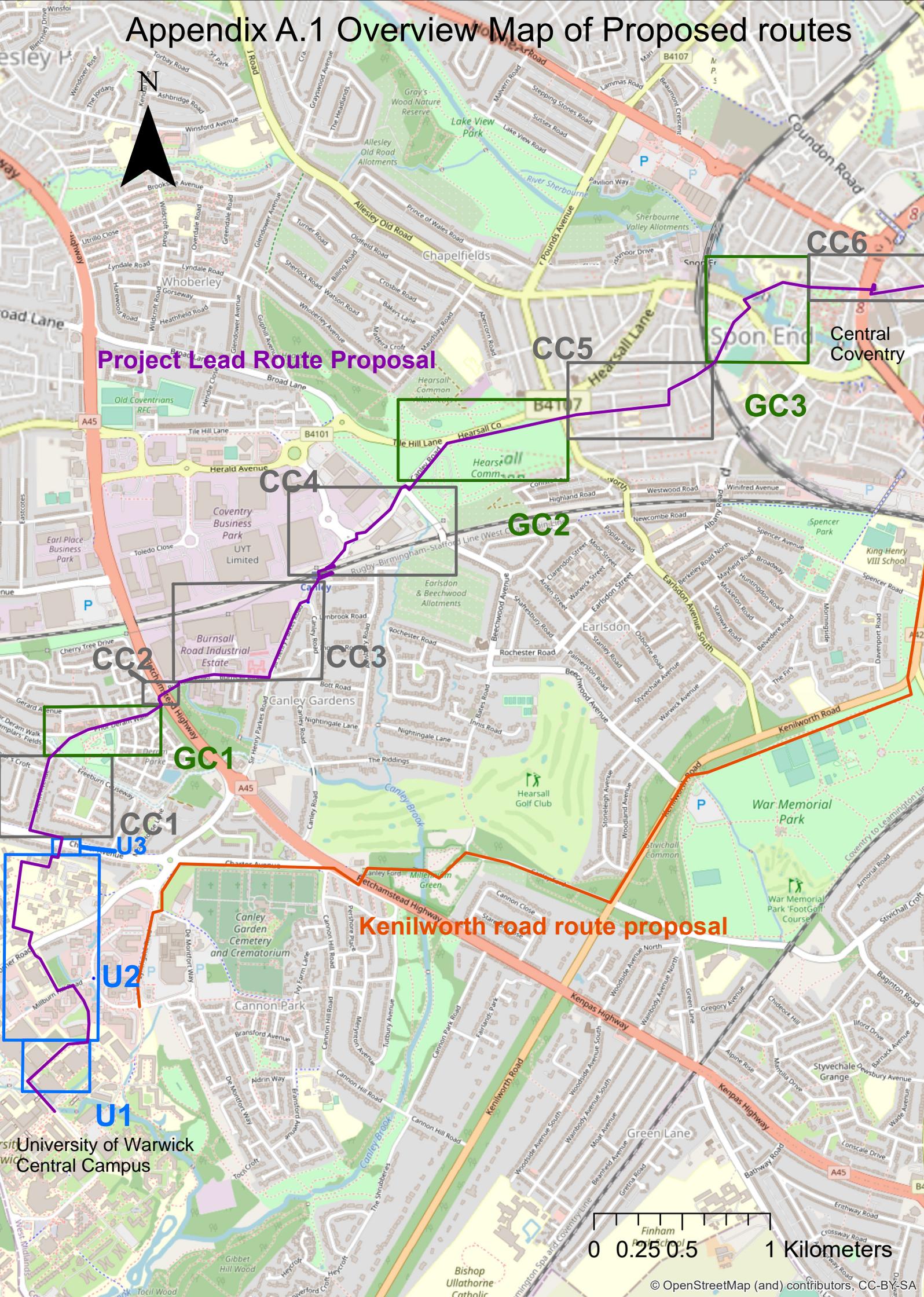
- (50) Westwood Student Mews, available at <<https://wearehomesforstudents.com/student-accommodation/warwick/westwood-student-mews>> [accessed 24/08/2022]
- (51) DfT (2020) 'Junctions and crossings', Local Transport Note 1/20, pp. 97-130.
- (52) Raje, F and Saffrey, A (2016) 'The Value of Cycling' University of Birmingham, DfT, Phil Jones Associates, Gov.UK available at < <https://www.gov.uk/government/publications/the-value-of-cycling-rapid-evidence-review-of-the-economic-benefits-of-cycling>> [accessed 14/072022]
- (53) Gov.UK (2922) 'Common land and village greens' available at <<https://www.gov.uk/common-land-village-greens>> [accessed 24/08/2022]
- (54) Warwickshire Wildlife Trust (2022) 'Kenilworth Common' available at < <https://www.warwickshirewildlifetrust.org.uk/reserves/KenilworthCommon>> [accessed 24/08/2022]
- (55) Howden, J (2021) 'Greener Greenways: The project that defined how we work with wildlife' Sustrans, available at <<https://www.sustrans.org.uk/our-blog/projects/2019/uk-wide/greener-greenways-the-project-that-defined-how-we-work-with-wildlife/>> [accessed 24/08/2022]
- (56) DfT (2020) 'Integrating cycling with highway improvements and new developments', Local Transport Note 1/20, pp. 154-161.
- (57) BBC News (2022) 'Protests halt roadworks to reduce congestion in Coventry' available at < <https://www.bbc.co.uk/news/uk-england-coventry-warwickshire-60315404>> [accessed 24/08/2022]
- (58) Sustrans (2022) 'ArtRoots Funding for the National Cycle Network in Scotland' available at < <https://www.sustrans.org.uk/our-blog/projects/2019/scotland/artroots-funding-for-the-national-cycle-network-in-scotland>> [accessed 24/08/2022]
- (59) Allan, C (2015) 'Cycle to work tactics' Cycling UK, available at < <https://www.cyclinguk.org/article/campaigns-guide/bike-week-cycle-work-tactics>> [accessed 24/08/2022]
- (60) Butler, T (2020) 'Why we must talk about Race when we talk about bikes' Bicycling, available at <<https://www.bicycling.com/culture/a32783551/cycling-talk-fight-racism/>> [accessed 24/08/2022]
- (61) Nottingham City Council (2018) 'Bridging new possibility – new cycle bridge lifted into place' available at < <https://www.transportnottingham.com/new-cycle-bridge-2/>> [accessed 24/08/2022]
- (62) London Cycling Campaign (2022) 'Planning safe cycle routes' available at < <https://lcc.org.uk/advice/planning-safe-cycle-routes/>> [accessed 24/08/2022]
- (63) DfT (2020) 'Planning for cycling', Local Transport Note 1/20, pp. 21-26.
- (64) Goffman, E (1990) Stigma: notes on the management of spoiled identity, Harmondsworth: Penguin
- (65) Ciepiela, A (2019) 'Underground Public Space: Cracow's Tunnels of Fear?' IOP Conference Series: Materials Science and Engineering, 471 pp. 1-10.

(66) Department of Transport and Main Roads (2020) 'Guideline: Bicycle rider and pedestrian underpasses' Queensland Government

(67) Mushtaha, E et al (2022) 'Artificial lighting systems and the perception of safety in underpass tunnels' *Tunnelling and Underground Space Technology*, 122 pp, 1-15.

(68) Walker, P (2011) 'Bike security: the home front' *The Guardian*, available at <
<https://www.theguardian.com/environment/bike-blog/2011/oct/12/cycling-theft-home-security>>
[accessed 24/08/2022]

Appendix A.1 Overview Map of Proposed routes



Project Lead Route Proposal

Kenilworth road route proposal

University of Warwick
Central Campus

0 0.25 0.5 1 Kilometers

Appendix A. U1

Cycle lane transitions offroad to Riley Court

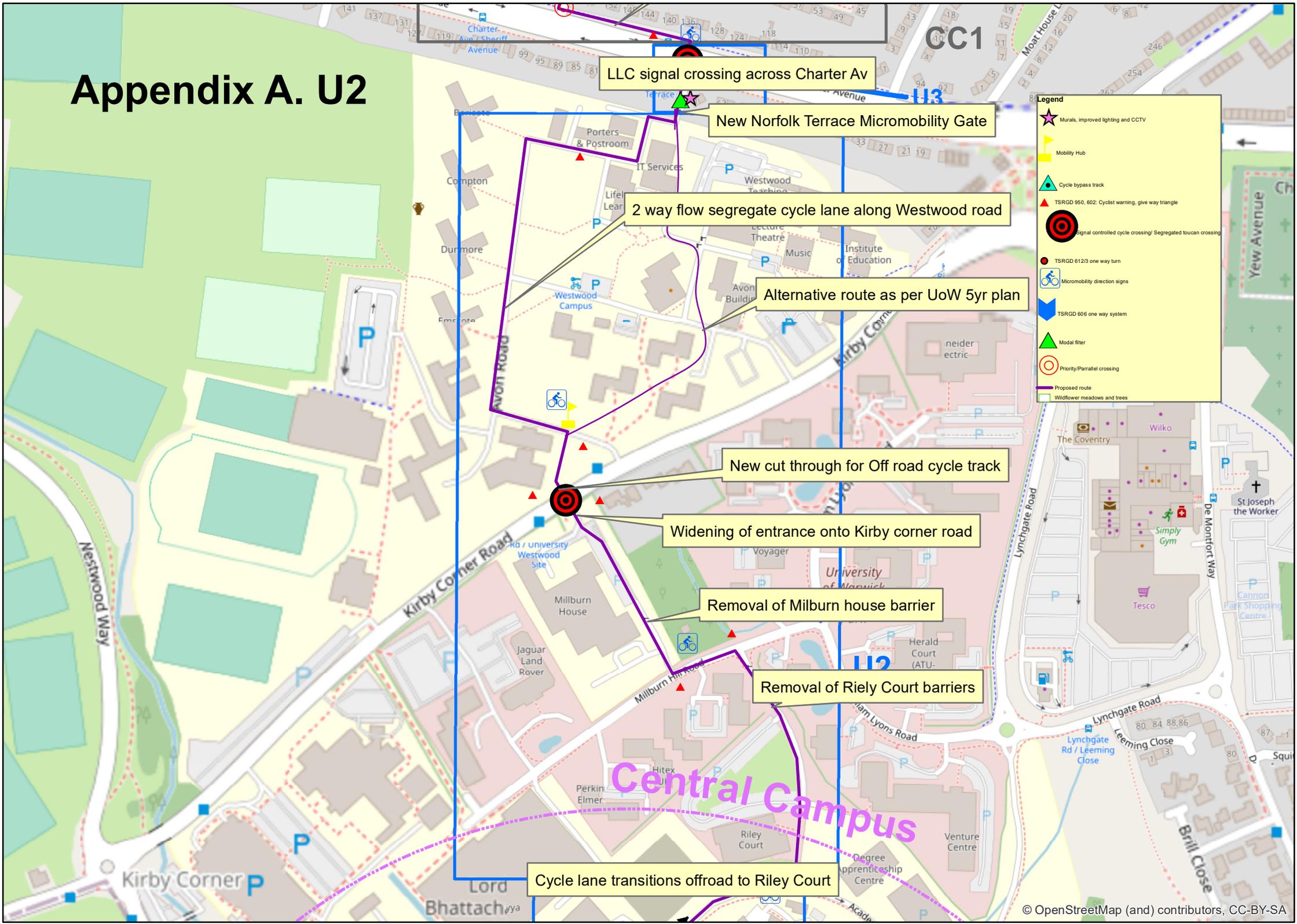
Lord Bhattacharyya narrows into one way system

Left hand lane converted into Light segregated cycle lane

Legend

- ★ Murals, improved lighting and CCTV
- 🚶 Mobility Hub
- 🚲 Cycle bypass track
- ⚠️ TSRGD 950, 602: Cyclist warning, give way triangle
- 🚦 Signal controlled cycle crossing/ Segregated toucan crossing
- 🚦 TSRGD 612/3 one way turn
- 🚲 Micromobility direction signs
- 🚶 TSRGD 606 one way system
- 🚶 Modal filter
- 🚦 Priority/Parallel crossing
- 🟡 Proposed route
- 🌿 Wildflower meadows and trees

Appendix A. U2



LLC signal crossing across Charter Av

New Norfolk Terrace Micromobility Gate

2 way flow segregate cycle lane along Westwood road

Alternative route as per UoW 5yr plan

New cut through for Off road cycle track

Widening of entrance onto Kirby corner road

Removal of Milburn house barrier

Removal of Riely Court barriers

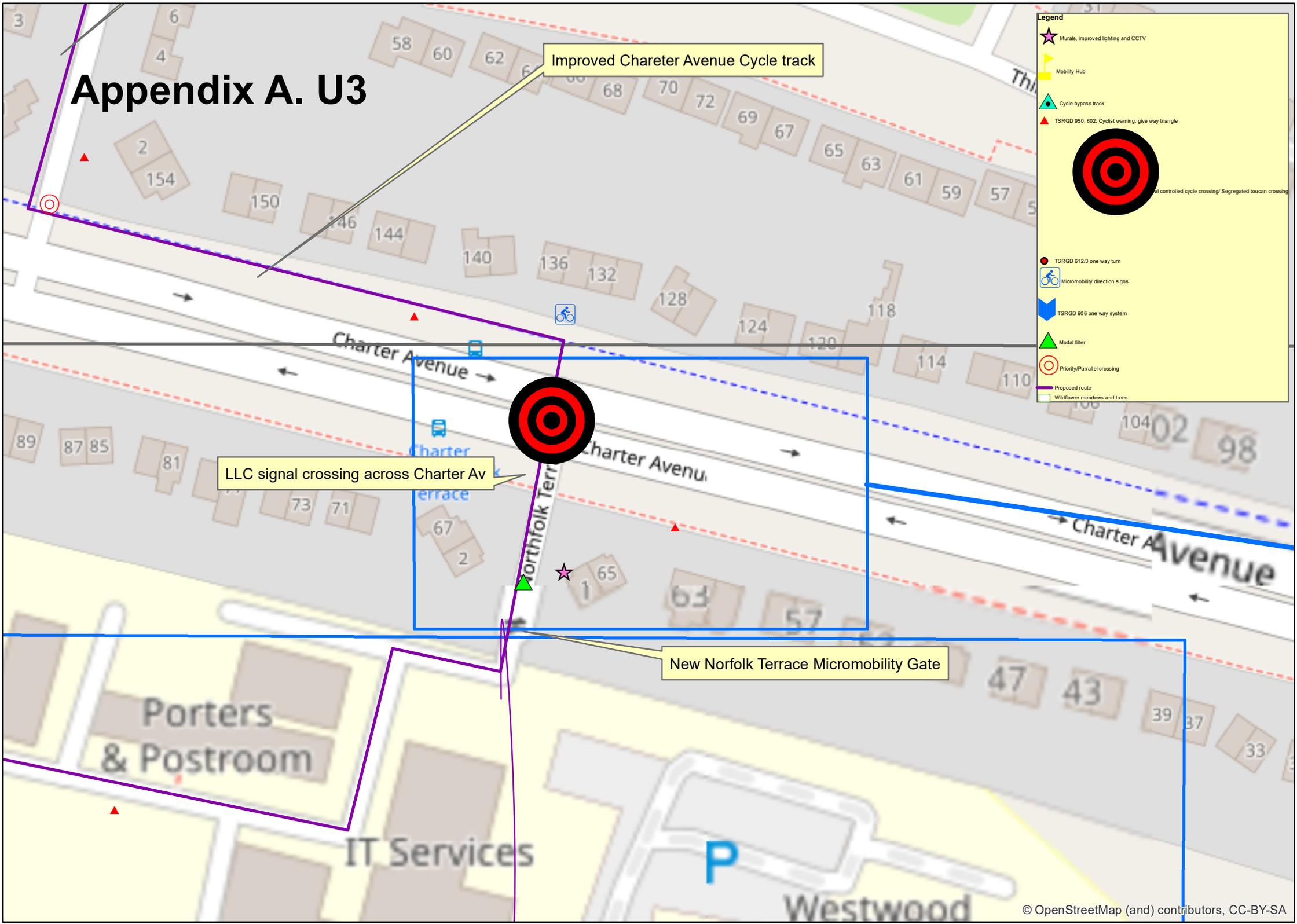
Cycle lane transitions offroad to Riley Court

Legend

- Murals, improved lighting and CCTV
- Mobility Hub
- Cycle bypass track
- TSRGD 950, 602: Cyclist warning, give way triangle
- Signal controlled cycle crossing/ Segregated toucan crossing
- TSRGD 612/3 one way turn
- Micromobility direction signs
- TSRGD 606 one way system
- Modal filter
- Priority/Parallel crossing
- Proposed route
- Wildflower meadows and trees

Central Campus

Appendix A. U3



Improved Chareter Avenue Cycle track

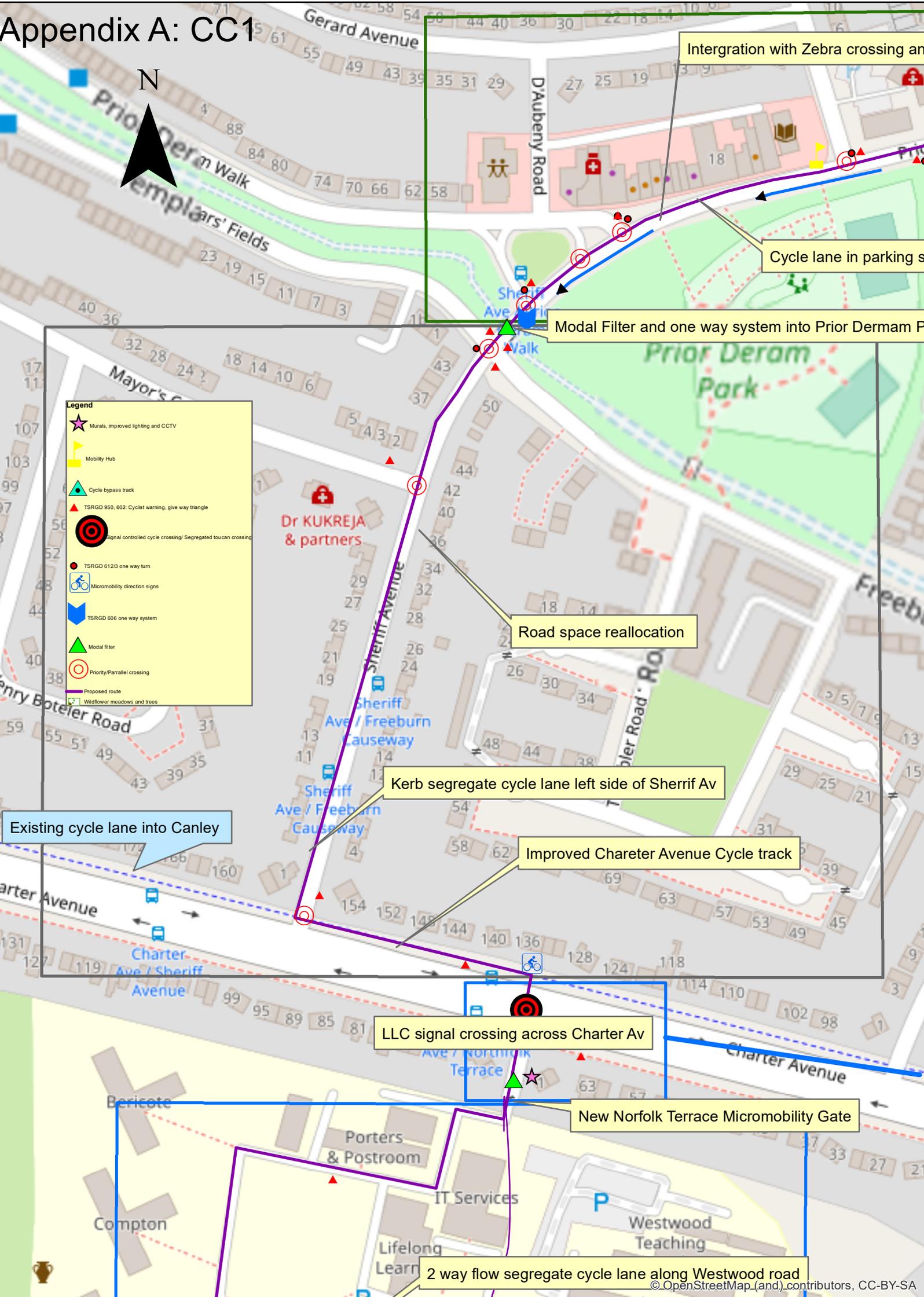
LLC signal crossing across Charter Av

New Norfolk Terrace Micromobility Gate

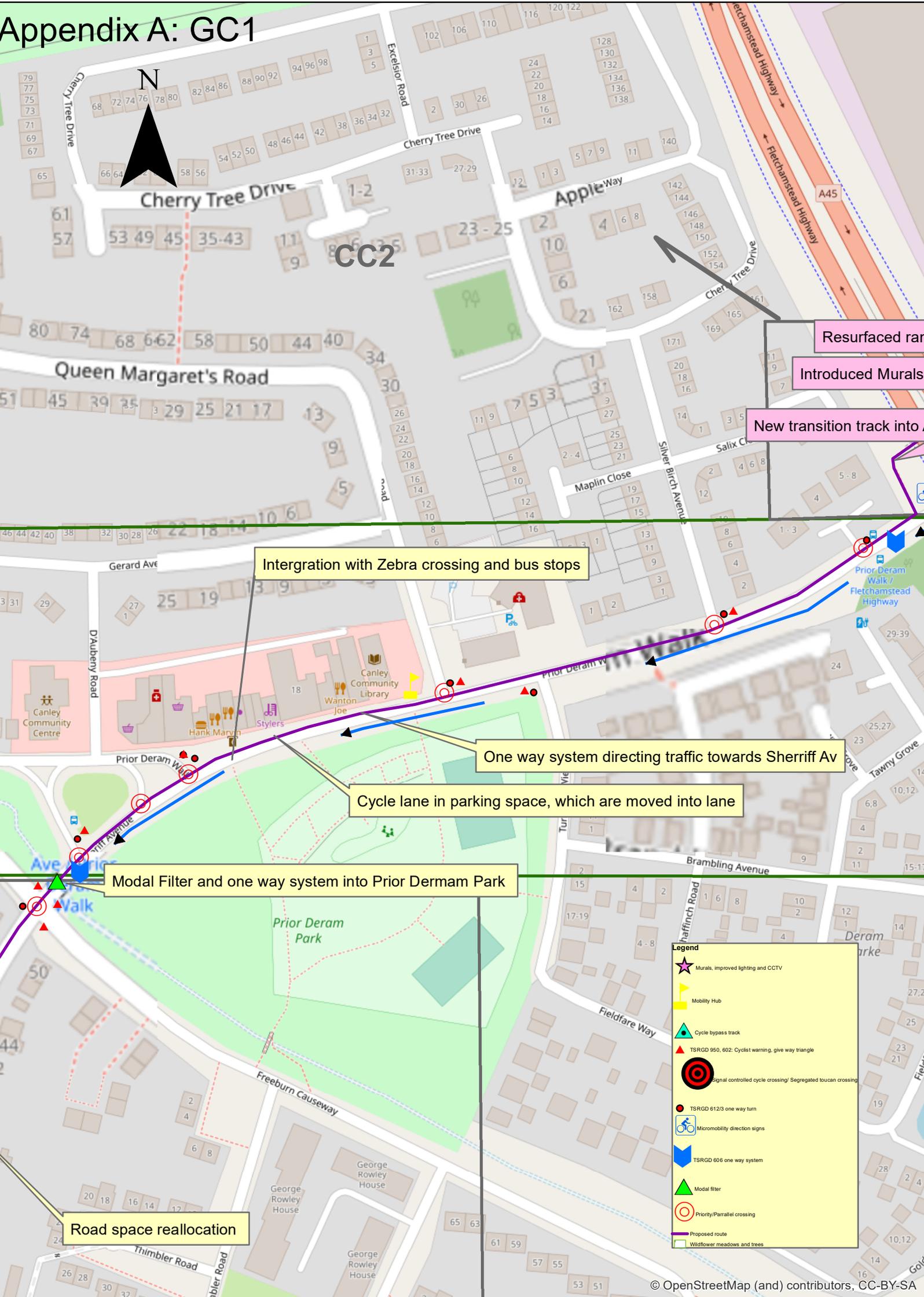
Legend

- ★ Murals, improved lighting and CCTV
- 🚲 Mobility Hub
- 🚲 Cycle bypass track
- ▲ TSRGD 950, 602: Cyclist warning, give way triangle
- 🎯 Signal controlled cycle crossing/ Segregated toucan crossing
- TSRGD 612/3 one way turn
- 🚲 Micromobility direction signs
- ➡ TSRGD 606 one way system
- ▲ Modal filter
- 🕒 Priority/Parallel crossing
- 🟡 Proposed route
- 🌿 Wildflower meadows and trees

Appendix A: CC1



Appendix A: GC1



N

CC2

Resurfaced road

Introduced Murals

New transition track into

Integration with Zebra crossing and bus stops

One way system directing traffic towards Sherriff Av

Cycle lane in parking space, which are moved into lane

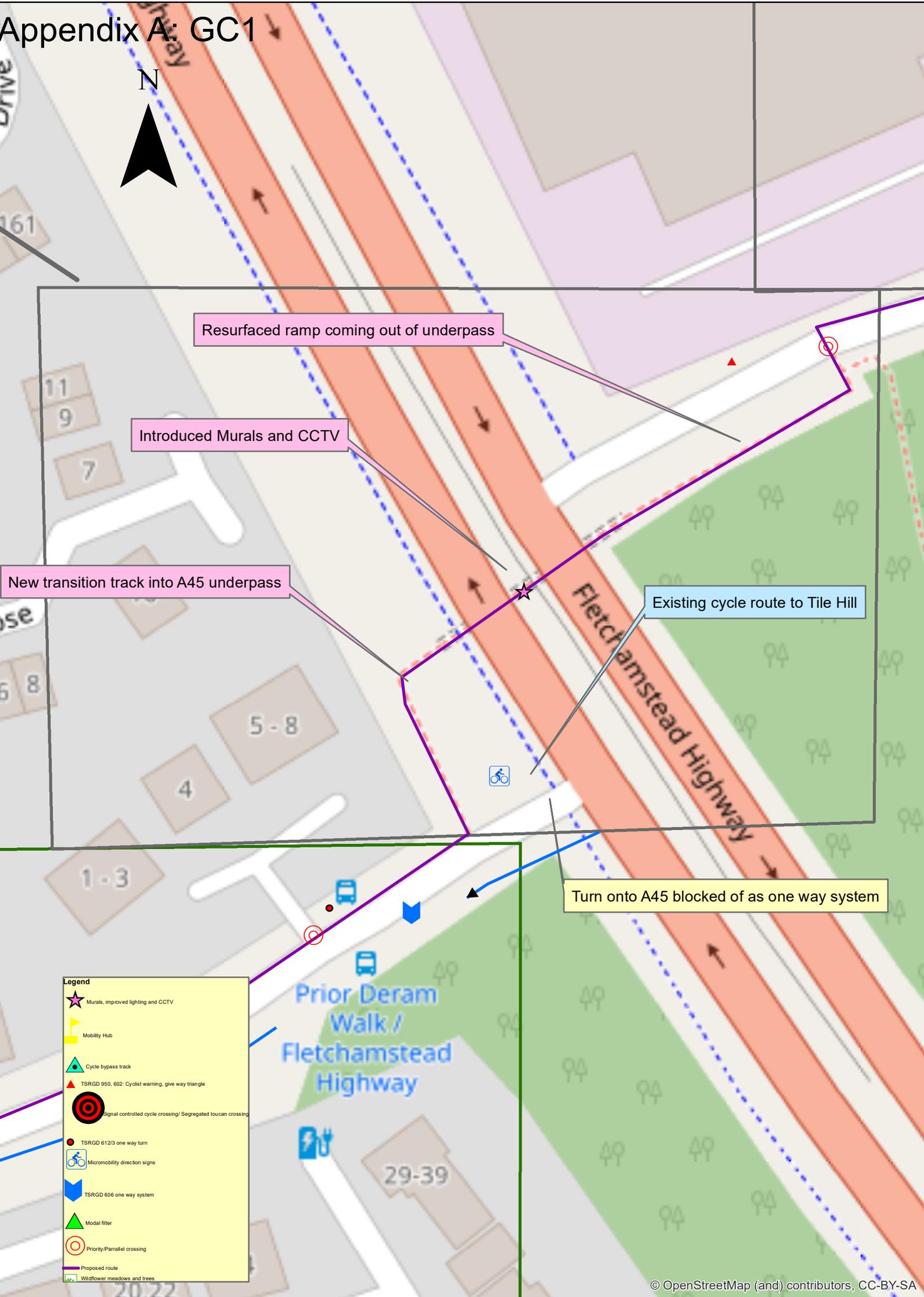
Modal Filter and one way system into Prior Dermam Park

Road space reallocation

Legend

-  Murals, improved lighting and CCTV
-  Mobility Hub
-  Cycle bypass track
-  TSRGD 950, 602: Cyclist warning, give way triangle
-  Signal controlled cycle crossing/ Segregated toucan crossing
-  TSRGD 612/3 one way turn
-  Micromobility direction signs
-  TSRGD 606 one way system
-  Modal filter
-  Priority/Parallel crossing
-  Proposed route
-  Wildflower meadows and trees

Appendix A: GC1



Resurfaced ramp coming out of underpass

Introduced Murals and CCTV

New transition track into A45 underpass

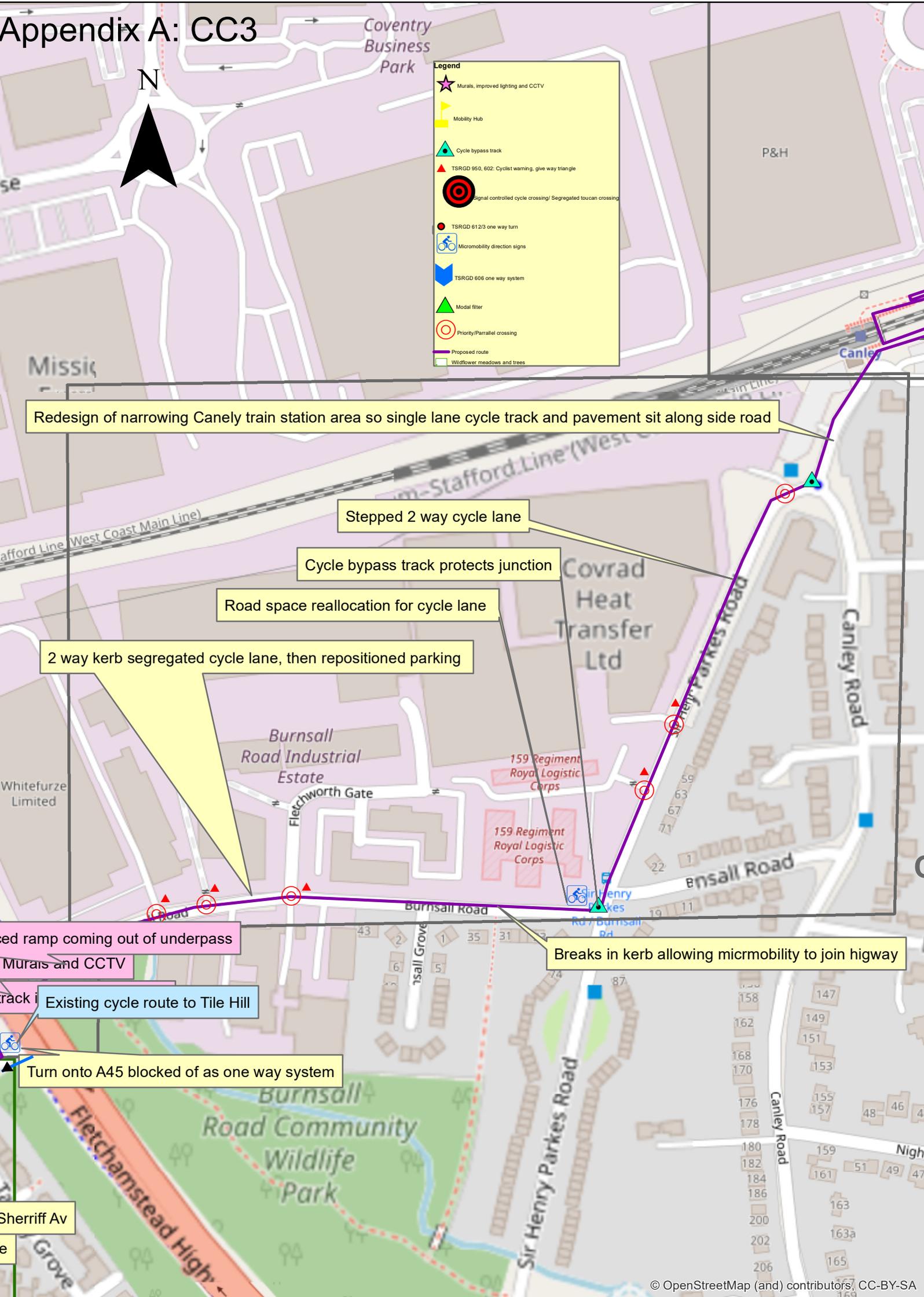
Existing cycle route to Tile Hill

Turn onto A45 blocked of as one way system

Legend

- ★ Murals, improved lighting and CCTV
- 🚲 Mobility Hub
- ▲ Cycle bypass track
- ▲ TSRGD 950, 602: Cyclist warning, give way triangle
- 🚦 Signal controlled cycle crossing/ Segregated toucan crossing
- TSRGD 612/3 one way turn
- 🚲 Micromobility direction signs
- 👉 TSRGD 606 one way system
- ▲ Modal filter
- 🚶 Priority/Parallel crossing
- 🌿 Proposed route
- 🌿 Wildflower meadows and trees

Appendix A: CC3



Legend

- ★ Murals, improved lighting and CCTV
- 🚶 Mobility Hub
- 🚲 Cycle bypass track
- ⚠️ TSRGD 950, 602: Cyclist warning, give way triangle
- 🚦 Signal controlled cycle crossing/ Segregated toucan crossing
- 🚦 TSRGD 612/3 one way turn
- 🚲 Micromobility direction signs
- 🚦 TSRGD 606 one way system
- 🌿 Modal filter
- 🚦 Priority/Parallel crossing
- 🟡 Proposed route
- 🌿 Wildflower meadows and trees

Redesign of narrowing Canley train station area so single lane cycle track and pavement sit along side road

Stepped 2 way cycle lane

Cycle bypass track protects junction

Road space reallocation for cycle lane

2 way kerb segregated cycle lane, then repositioned parking

Proposed ramp coming out of underpass

Murals and CCTV

Existing cycle route to Tile Hill

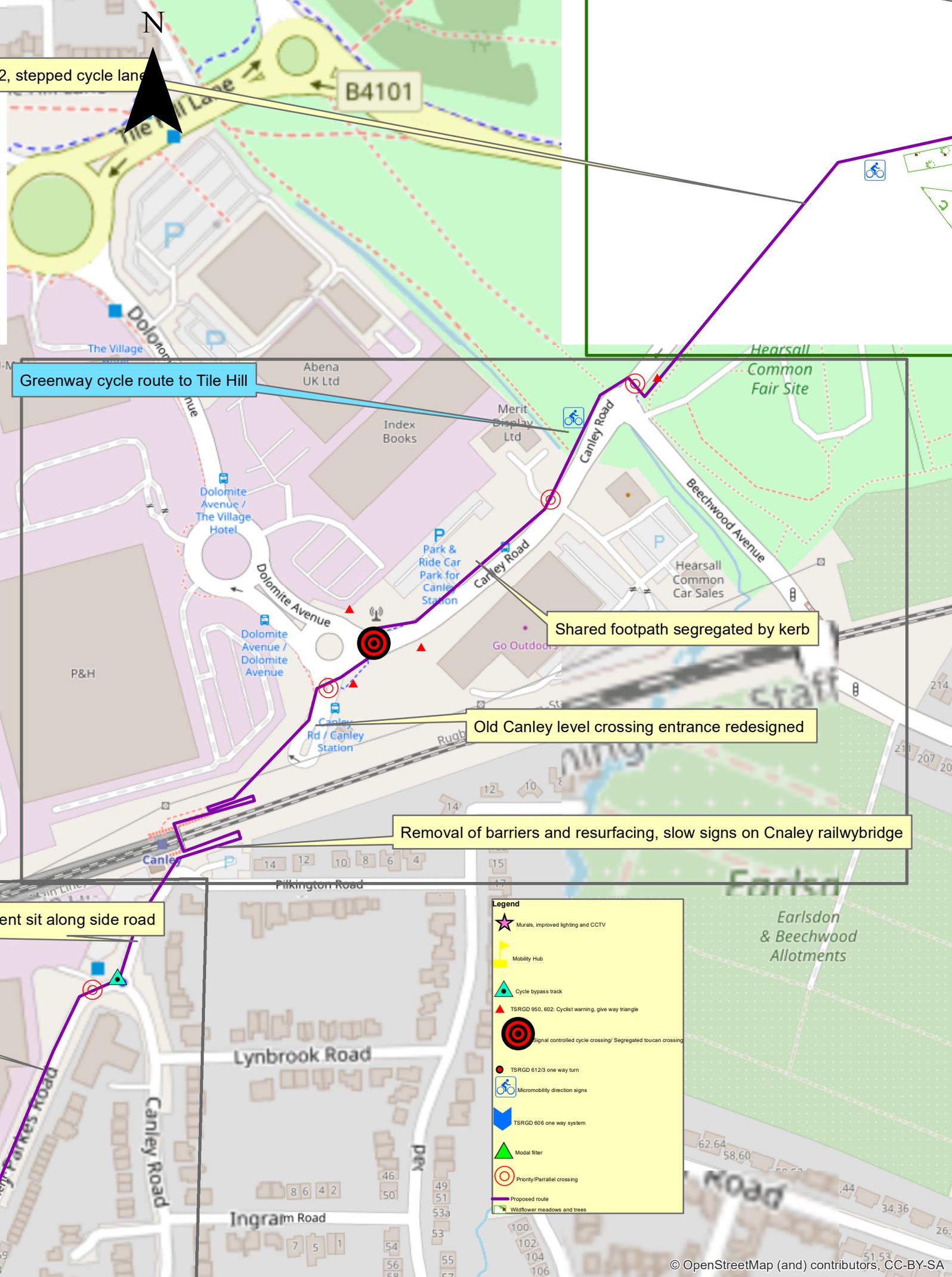
Turn onto A45 blocked off as one way system

Breaks in kerb allowing micromobility to join highway

Sherriff Av

Appendix A: CC4

Off road green way direct across common



N

2, stepped cycle lane

B4101

Greenway cycle route to Tile Hill

Shared footpath segregated by kerb

Old Canley level crossing entrance redesigned

Removal of barriers and resurfacing, slow signs on Canley railwaybridge

Plant sit along side road

Legend

- ★ Murals, improved lighting and CCTV
- 🚶 Mobility Hub
- 🚲 Cycle bypass track
- ▲ TSRGD 950, 602: Cyclist warning, give way triangle
- 🚦 Signal controlled cycle crossing/ Segregated toucan crossing
- TSRGD 612/3 one way turn
- 🚲 Micromobility direction signs
- ➡ TSRGD 606 one way system
- ▲ Modal filter
- ⊙ Priority/Parallel crossing
- 🌿 Proposed route
- 🌿 Wildflower meadows and trees

Appendix A. GC2

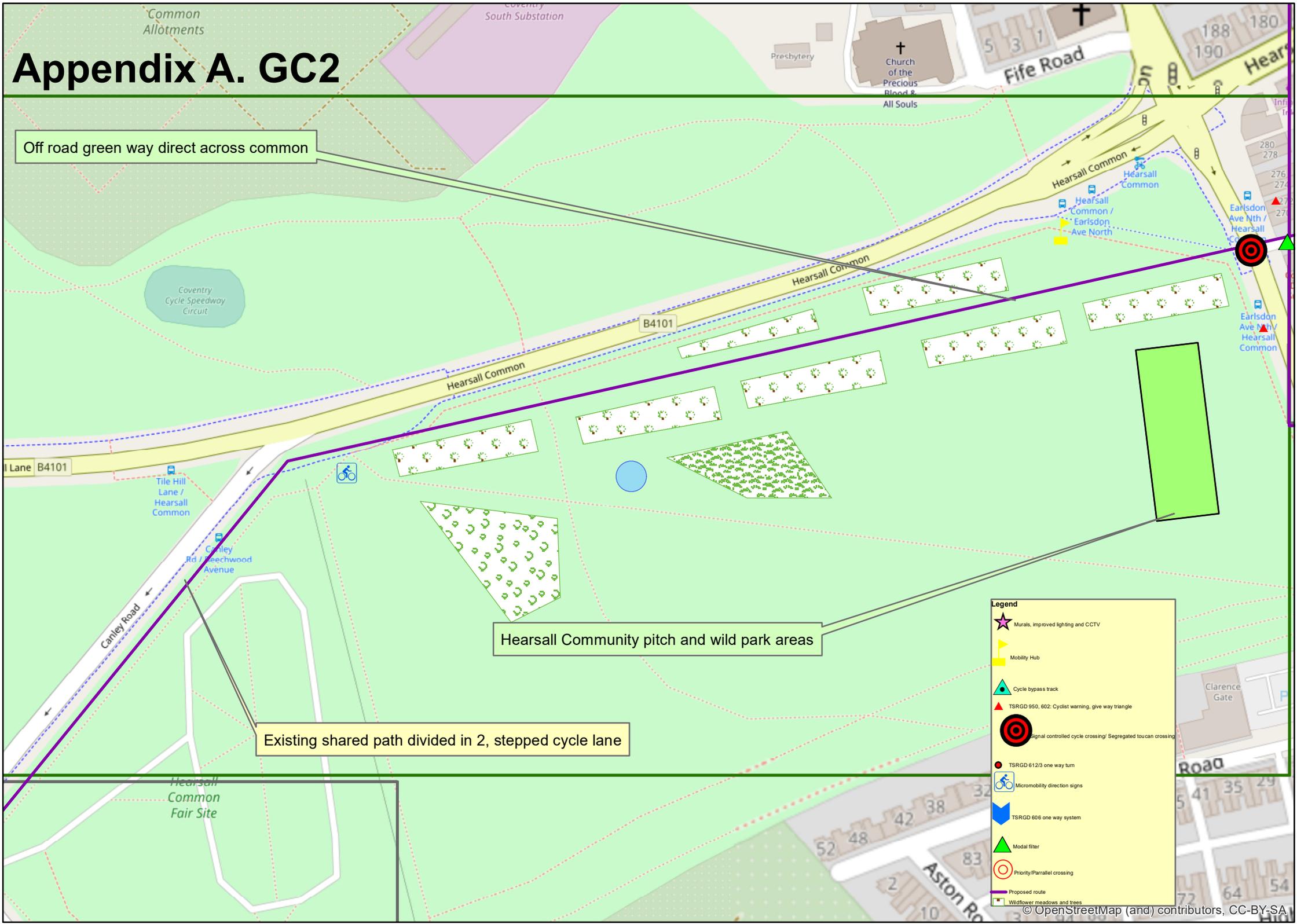
Off road green way direct across common

Hearsall Community pitch and wild park areas

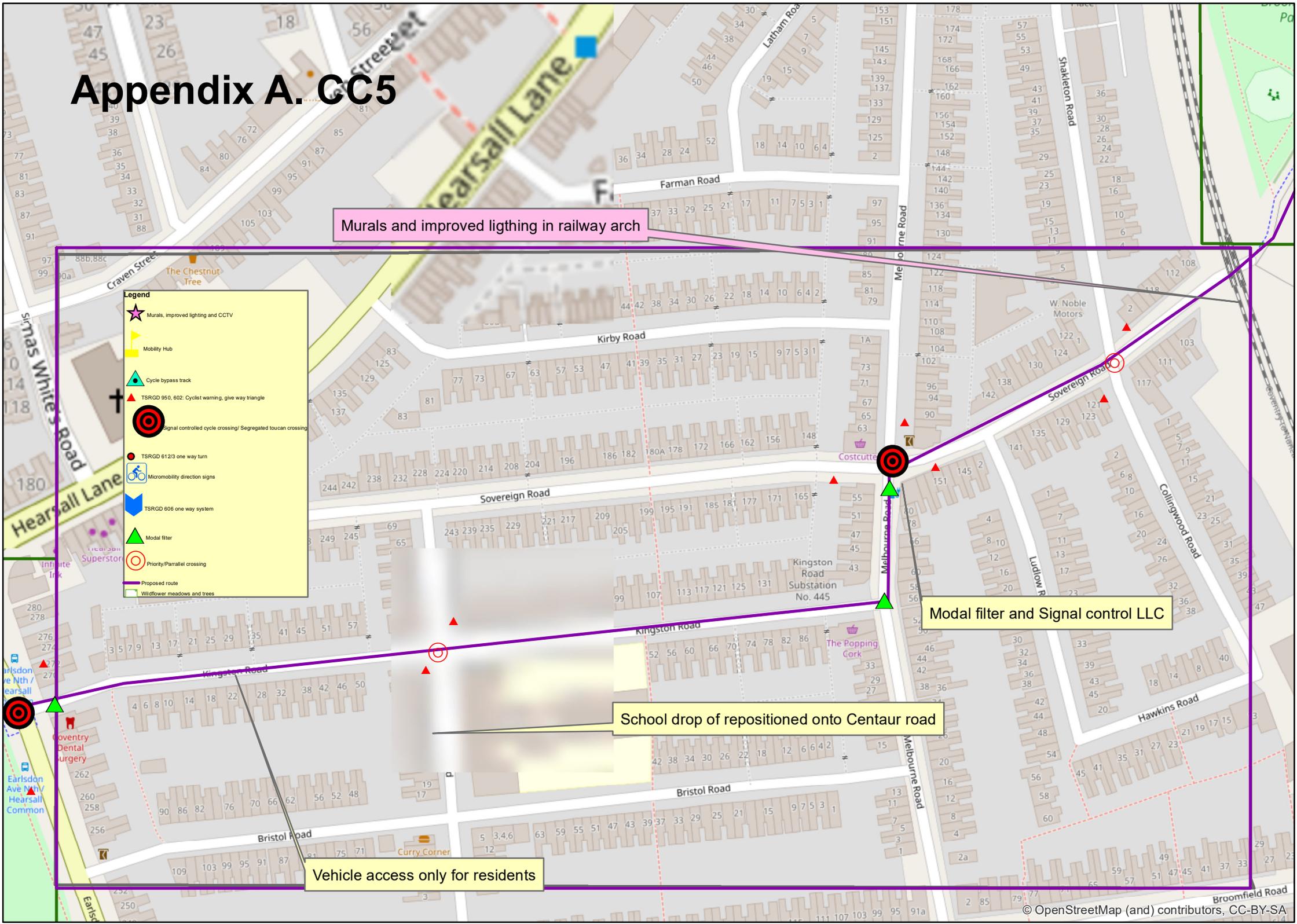
Existing shared path divided in 2, stepped cycle lane

Legend

- Murals, improved lighting and CCTV
- Mobility Hub
- Cycle bypass track
- TSRGD 950, 602: Cyclist warning, give way triangle
- Signal controlled cycle crossing/ Segregated toucan crossing
- TSRGD 612/3 one way turn
- Micromobility direction signs
- TSRGD 606 one way system
- Modal filter
- Priority/Parallel crossing
- Wildflower meadows and trees



Appendix A. CC5



Murals and improved lighting in railway arch

Modal filter and Signal control LLC

School drop of repositioned onto Centaur road

Vehicle access only for residents

- Legend**
- Murals, improved lighting and CCTV
 - Mobility Hub
 - Cycle bypass track
 - TSRGD 950, 602: Cyclist warning, give way triangle
 - Signal controlled cycle crossing/ Segregated toucan crossing
 - TSRGD 612/3 one way turn
 - Micromobility direction signs
 - TSRGD 606 one way system
 - Modal filter
 - Priority/Parallel crossing
 - Proposed route
 - Wildflower meadows and trees

Appendix A. GC3

CC6

Murals in path next to Broomfield Tavern for pedestrians

Improved CCTV, lighting and murals by Katie O

Priority junction onto exit

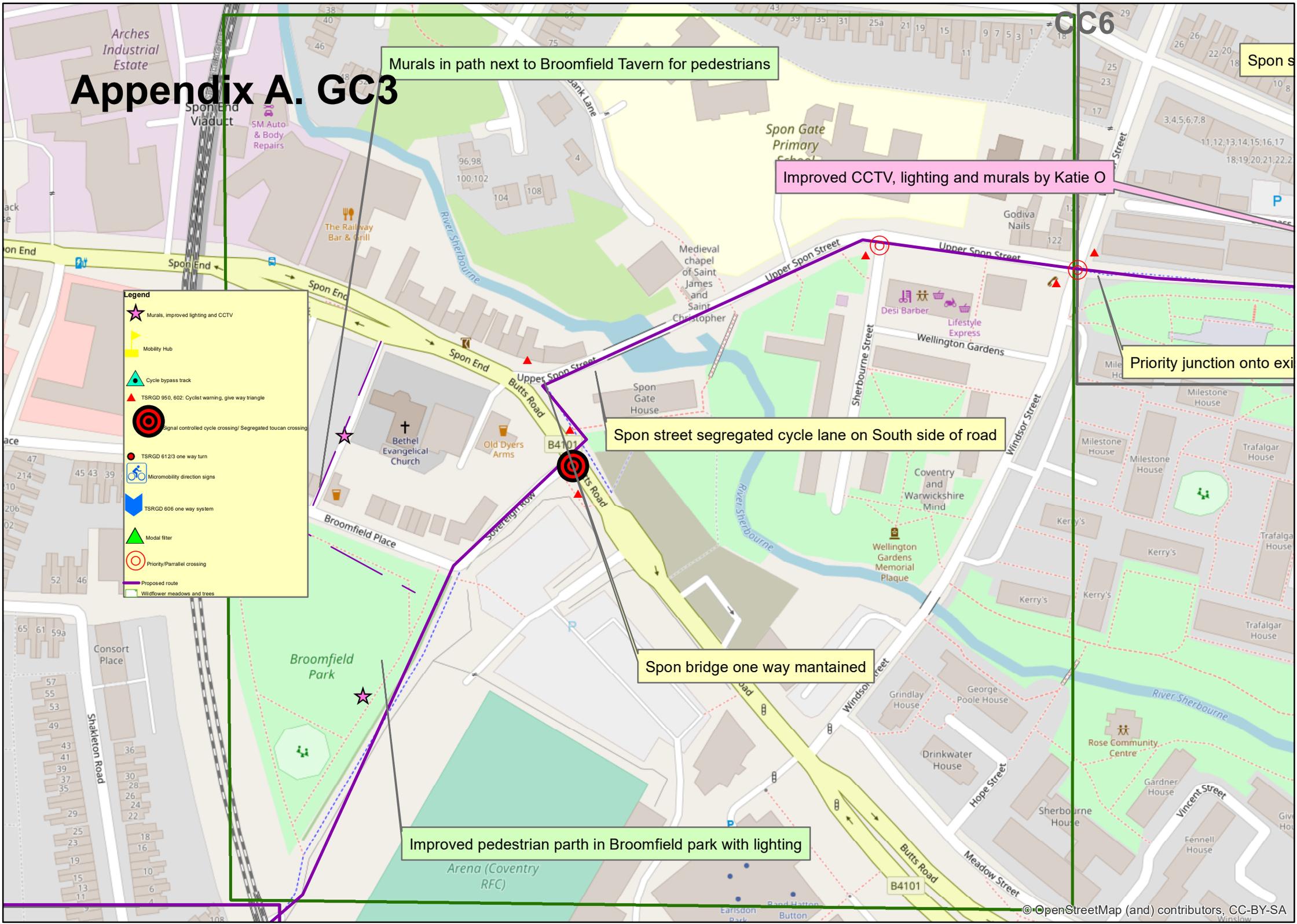
Spon street segregated cycle lane on South side of road

Spon bridge one way maintained

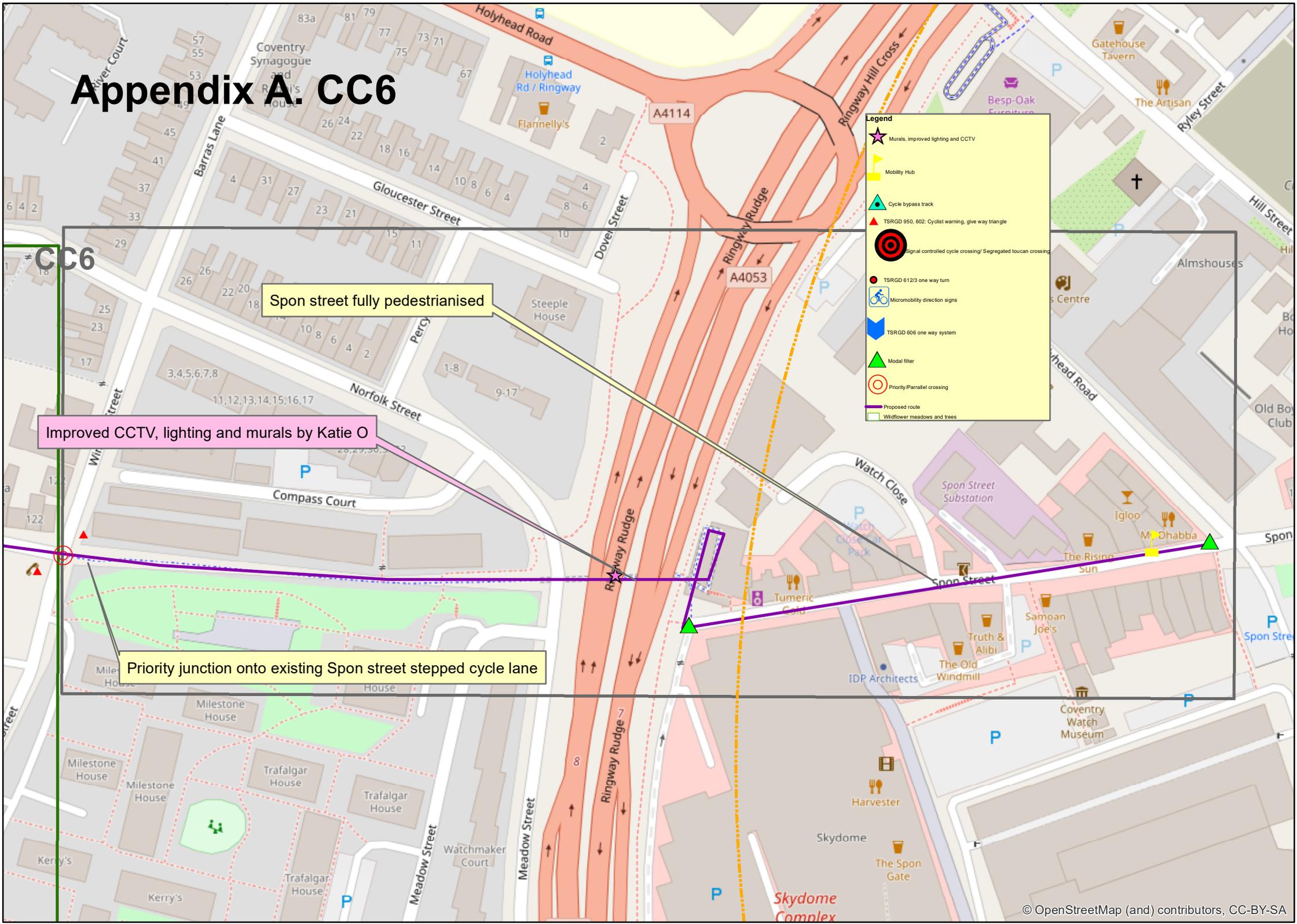
Improved pedestrian path in Broomfield park with lighting

Legend

- ★ Murals, improved lighting and CCTV
- 🚶 Mobility Hub
- 🚲 Cycle bypass track
- ▲ TSRGD 950, 602: Cyclist warning, give way triangle
- 🚦 Signal controlled cycle crossing/ Segregated toucan crossing
- 🚦 TSRGD 612/3 one way turn
- 🚲 Micromobility direction signs
- 🚶 TSRGD 606 one way system
- ▲ Modal filter
- 🕒 Priority/Parallel crossing
- 📍 Proposed route
- 🌿 Wildflower meadows and trees



Appendix A. CC6



CC6

Spon street fully pedestrianised

Improved CCTV, lighting and murals by Katie O

Priority junction onto existing Spon street stepped cycle lane

Legend

- ☆ Murals, improved lighting and CCTV
- 🚶 Mobility Hub
- 🚲 Cycle bypass track
- ⚠️ TSRGD 950, 602: Cyclist warning, give way triangle
- 🚦 Signal controlled cycle crossing/ Segregated toucan crossing
- 🚦 TSRGD 612/3 one way turn
- 🚲 Micromobility direction signs
- 🚦 TSRGD 606 one way system
- 🚶 Modal filter
- 🚦 Priority/Parallel crossing
- 📍 Proposed route
- 🌿 Wildflower meadows and trees

Appendix B: Auditing data

Micro-mobility users Recording Sheet: A45 underpass

		Direction					
		Coventry			Campus		
Date	Time	Bicycles	Scooters and other	Pedestrians	Bicycles	Scooters & others	Pedestrians
14/6 7-9	7-9am	7	0	26	24	1	13
16/6 7-9	7-9am	6	0	32	21	1	12
21/6 7-9	7-9am	5	0	25	18	1	10
23/6 7-9	7-9am	6	0	14	22	1	8
23/6 5-6pm	5-6pm	6	3	12	5	1	27
24/6 5-6pm	5-6pm	7	1	16	4	1	24
27/6 7-9am	7-9am	5	0	20	19	0	12
29/6 7-9am	7-9am	6	0	26	21	0	10

Micro-mobility users Recording Sheet: A45 roundabout crossing

		Direction											
		Coventry			Campus			Allesley			Finham		
Date	Time	Bikes	Scooters	Ped(estrian)	Bikes	Scooters	Ped	Bikes	Scooters	Ped	Bikes	Scooters	Ped
13/6	7-10am	9	0	12	71	2	82	6	9	9	11	3	23
16/6	4-6pm	30	3	48	27	1	41	19	19	19	13	4	11
17/6	7-9.30am	2	11	11	60	2	63	8	15	15	9	2	23
20/6	4-6pm	60	2	79	8	10	10	6	19	19	10	0	20
21/6	4-6pm	29	0	32	24	50	50	25	46	46	10	1	18
24/6	7-9.30am	8	0	13	48	1	67	4	1	13	8	0	16
24/6	5-7pm	11	0	12	8	2	32	5	16	16	1	0	10
28/6	7-10.00am	6	0	17	75	1	83	6	1	9	10	0	16
1/7	9-11am	5	0	28	40	2	56	5	0	10	2	0	10

Micro-mobility users Recording Sheet: Gravel Path start

		Direction					
		Central Campus			Sports & Wellness Hub		
Date	Time	Bikes	Scooters & others	Pedestrians	Bikes	Scooters & others	Pedestrians
14/6	4-6pm	18	2	282	53 bikes	0	285
20/6	5-6pm	11	0	106	14 bikes	1	123
21/6	5-6pm	7	1	85	14 bikes	0	140
23/6	5-6pm	8	3	114	15 bikes	1	127
24/6	5-6pm	8	1	75	13 bikes	2	115
27/6	5-6pm	12	0	109	21 bikes	0	116

Appendix C

Review of Kenilworth road proposals

Road Section	Benefits	Drawbacks
Lynchgate Road Proposal (Appendix C)	<ul style="list-style-type: none"> Lynchgate road currently very busy with cars entering cannon park, making it dangerous for cyclists 	<ul style="list-style-type: none"> Plans for Lynchgate/Shuttle Lane Junction not finalised, due to complexity of cycle lane crossing over the carriage way (see Appendix C) Fails to provide improved connections for deprived East Canley area
Charter Avenue East cycle lane	<ul style="list-style-type: none"> Segregated cycle lane 	<ul style="list-style-type: none"> Light segregation of plastic bollards inadequate when cycle track at same height and easily knocked over by motorists (32)
A45 crossing	<ul style="list-style-type: none"> Existing toucan crossing designed for micromobility, featuring a wide crossable island 	<ul style="list-style-type: none"> Proceeding dangerous roundabout crossing Shared cycle footpath inadequate for expected use Requires cycling through Esso petrol station entrance, with no warning markings for cyclists or motorists

Canley Ford	<ul style="list-style-type: none"> • • Aesthetically very pleasing cycling, allowing users access to nature reserve • Tarmacked section wide and very quiet from motor traffic 	<ul style="list-style-type: none"> • • Inability to provide lighting in nature reserve • Canley Ford unsuitable for micro mobility due to width restrictions on raised walkway (see Fig) • Steep and narrow gravel section unsuitable for less able and more dangerous for high volume of micromobility • Inevitable destruction of nature reserve to improve
Kenilworth road cycling track	<ul style="list-style-type: none"> • Width of route accommodating for 2 meter wide LTN 1/20 approved cycle track (32) • Straight route into the city • Aesthetically pleasing entrance to city 	<ul style="list-style-type: none"> • Already has cycling lane • Changes in gradient, making it harder for all abilities • Goes by sparse and wealthier population area, not meeting needs of communities
War Memorial Park	<ul style="list-style-type: none"> • Important cultural park • Existing outdoor facilities for all ages 	<ul style="list-style-type: none"> • Relies on existing shared pedestrian shared footpaths, that are inadequate for high micro mobility flow (45)
Coventry Train Station	<ul style="list-style-type: none"> • Public transport hub in the city • Improved bike storage area • Scope as terminus of Very Light Railway 	<ul style="list-style-type: none"> • Lack of advertising at Coventry station of new facilities (22)

Visuals used interview (Lynchgate road plans available at Coventry City Council Website)

