National Cycleway in association with HS2: Preliminary Feasibility Study

Birmingham International to Leamington Spa
with an additional loop via Coventry and Warwick University: Fieldwork Note Annex B14

Recommended possible main National Cycleway associated with HS2
additional or alternative routes
local links and connections

This Annex also includes a detailed Appendix by way of sketches, illustrating how the planned Kenilworth and Leamington Cycleway (K2L) could be built to the enhanced standards sought by the HS2 Cycleway Project

Route maps and notes December 2015
Introduction
This document is one of 22 Annexes to the main HS2 Cycleway Project Report. It sets out the preferred routes which were identified in workshops, refined in subsequent field surveys and then discussed further with local authorities.

The detailed mapping shows the different traffic free and on road sections, and includes brief notes and photographs describing points of particular interest along the route.

Background to the First Stage
In January 2014, the Department for Transport (DfT) commissioned consultants, Royal HaskoningDHV, to carry out a Feasibility Study into creating a series of world class cycling routes from London to Birmingham, Manchester and Leeds. The project considers a study area that is generally three miles either side of the planned HS2 Rail alignment, and was conceived as an opportunity to deliver excellent local facilities for communities along the whole length of the proposed railway.

It is envisaged that each section of cycle route would serve as an important facility at a local level, connecting where people live to where they want to go to: and by linking the individual sections together, a continuous long distance could be created that would provide an attractive leisure and tourism facility as well.

As far as possible the project was also to enhance pedestrian routes, and in some cases bridleways too, all within the context of creating continuous, safe and attractive routes which would encourage the public to cycle for local trips, for leisure and as tourists.

The report of this first phase of work was completed in December 2014. It included a total of 18 detailed annexes, of which this is one, each of which described a section of the preliminary route options in some detail. The routes themselves were derived from discussions with local authorities and other interested bodies, backed up by cycling the routes as far as this was possible.

In order to avoid too much repetition in the text and explanation of details, a selection of photographs of appropriate arrangements and details from both the UK and the Netherlands is included here to indicate the sort of quality of route the HS2 Cycleway aspires to realise.
Second Stage

The second stage of the study was carried out during 2015. It comprised meeting with the local Highway Authorities and with the principal institutional landowners, such as Network Rail and the Canal & River Trust. Following on from these meetings, and any necessary further fieldwork, the route proposals were revised, and a series of “workbooks” prepared covering the details of how the proposed cycleway would interact with Network Rail, HS2 and others. In addition 4 further Annexes were prepared covering links to the Peak District, and HS3 cycle routes from Manchester to Liverpool, Sheffield and Leeds.

The start of the route from Birmingham International very much depends upon the master planning for the new HS2 station, its connections to the Network Rail station and the Airport, and the value given to making high quality walking and cycling routes to the station. This appendix shows the scale of opportunities and challenges on this section. From Kenilworth to Leamington Spa, we have prepared additional details to illustrate the effort needed to acquire field edge land to make a high quality cycling route to current Dutch standards. We have suggested that this particular section of route would be a good place to trial the land acquisition procedures proposed for the HS2 Cycleway.

Frequently Asked Questions

How will it be funded?
As the project is still in the feasibility stage, no specific funding commitments have been made; part of this study has been to determine the likely costs. However, should the project be commissioned, it is envisaged that it would be funded by DfT separately to current funding packages.

How will it be delivered, practically and politically?
Part of this feasibility study has been to identify potential delivery models. We have recommended that the local Highway Authority takes the lead, backed up by a central support team to handle commonly difficult matters such as land assembly.

How will it affect current funding streams?
It is not expected that this project would affect current funding streams, so that this project would be in addition to existing cycle infrastructure investment. It would, though, be advantageous to badge current schemes as part of the National Cycle Route

When will it be delivered?
This feasibility study has identified a potential delivery programme based on the dialogue with local authorities. Should the project be commissioned, we expect certain sections will be able to be delivered relatively quickly whilst others may take longer. Alternatively, funding arrangements could dictate that certain sections are delivered in a particular order. The findings of the feasibility study will help inform these decisions.
Design Standards - Summary

A set of design standards was developed as part of the first stage of the feasibility study. These are available as a separate document. The design standards strongly emphasise the need for continuity and integration of cycle infrastructure, and that facilities should be appealing to the end user and also consider the needs of non-users. The design standards are a working document, and will be reviewed throughout this stage of the feasibility study in order to best take into account differing local contexts.

The design standards are consistent with the project's overall aim of the National Cycleway being a domestic exemplar of what high-quality integrated modern cycling infrastructure looks like: safe, direct, coherent, comfortable and attractive. The design standards also emphasise that adaptability will be important as the UK grows its cycling mode-share.

A strong focus is on the best practice seen in places with high levels of utility cycling like the Netherlands and Denmark. Attention is also paid to inclusivity, which not only covers all potential types of cyclists – including those with mobility impairment – but accessibility for all types of other users who will interact with the infrastructure. Benefits to the wider community should also be encouraged: even if individuals do not directly use the route for transport or leisure purposes, the design should take the opportunity for place-making along the route to improve the attractiveness of town centres or other areas through which the route passes.

The default position of the design standards is that cyclists should be afforded their own dedicated space with physical separation from other users. This is an effort to move away from infrastructure strategies that default to a shared use path, or on-carriageway facilities with limited protection from motor vehicles on busy roads. The design standards, however, do allow for sharing with motor traffic, pedestrians or equestrians in certain circumstances – normally where volumes are low. Steps may nevertheless be required to engineer these conditions where they are not currently present. It is likely that many extant greenways through open space or in the countryside which are shared with pedestrians and equestrians would already be suitable for use by the National Cycleway with few changes necessary. In more built-up environments, however, the design standards promote the implementation of dedicated infrastructure for cyclists, consistent with the best practice found elsewhere in the world where cycling for everyday journeys is commonplace.

The design standards acknowledge the varied contexts of the areas through which the route is likely to pass. Quality of infrastructure should be highest where potential for the route to be used is greatest, which is in urban areas or between sizeable settlements in rural areas. However, designs should not be put forward that prevent further expansion as usage grows or new journey possibilities are created that stimulate demand for movement.
**HS2 Cycleway: A visual checklist of proposed standards**

Throughout the section of HS2 Cycleway route described in these notes, it is intended that the overall route is created to the highest standards of design, of surface, of continuity and attractiveness all based on current best practice guidelines, including the Dutch CROW manual. The following examples drawn from England and Holland indicate what is intended, even though the brief descriptive notes attached to the route section maps may not explicitly say so. The photographs are loosely arranged to run from the town to the countryside ending up with the all-important junction and crossings details. These are required at each and every intersection with trafficked roads.

0. The HS2 Cycle route will start in the traffic calmed core of the town where cyclists share the road space on equal terms with motor vehicles. (Massluis)

1. Almost without exception cyclists will be permitted 2 way down one way streets in order to maximise their direct networks. (Gouda)

2. Sympathetic treatment of main street in typical small town

3. Closure of main street to traffic. (Rotterdam)

4. Typical English town with “pedestrianised” town centre already paved to delineate cyclists. (Stafford)

5. The Embankment, London, showing the space created for the Cycle Superhighway

6. Where space is limited the removal of the central white line and introduction of advisory cycle provision emphasises the presence of cyclists. (Gouda)

7. One lane of the road made into a two way cycling track (Redcliffe Bridge, Bristol)

8. Realllocation of road space through residential development to create 2 way cycle route. (Breda)
9 Cycle track set well back from main road and separated by avenue trees. (Rotterdam)

10 Wide promenade in urban park. (Tamworth)

11 New cycle track in Warwick University grounds with lighting

12 Typical railway path, 2.5m wide rural areas, 3.0m minimum urban areas. (Derby, Melbourne)

13 Wide towpath on Calder navigation

14 Narrow 2m wide towpath on Erewash Canal; note sealed surface with appropriate coloured gravel

15 Typical National Route in rural areas on lightly trafficked road. (Boxtel to Eindhoven)

16 Typical measures to show traffic on lightly trafficked rural roads on routes advertised for cyclists

17 Quiet lane approaching Lichfield – 20mph

18 Typical minor cul-de-sac in Holland, links to ongoing path for cyclists. No motor vehicles permitted except farm vehicles
19 Similar farm access on the way to Waddesdon

20 National Cycleroute (LF) parallel to main road in rural Holland. (LF13 Alphen)

21 Stone based cycle route through National Forest near Ashby-de-la-Zouch

22 Field boundary path with cattle grid and wicket gate approaching Kenilworth

23 Single stage toucan crossing of dual carriageway in Aylesbury

24 Dual use crossing of side road in Gouda

25 Cycling zebra at Aylesbury

26 Priority crossing of side road at Gouda

27 Path continuing parallel to main road (Gouda). Note the crossing is arranged on the desire line
28 Priority crossing in Rotterdam
29 Continuity of route on London Cycle Superhighway to Canary Wharf
30 Direct priority crossing in Lancaster
31 Direct crossing in York on the desire line
32 Treatment of approaches to splitter island at roundabout in Aylesbury
33 New shared use bridge over railway at Aylesbury Station
34 Tank Top bridleway bridge over M1
35 Major new cycle route attached to railway bridge approaching Nijmegen
36 Wide, on the level, underbridge at Tamworth
HS2 Cycleway Project: Birmingham International to Leamington Spa

This section of the HS2 Cycleroute has a number of objectives including: creating a promenade avenue linking the airport to the HS2 station; enhancing the existing route from Birmingham International towards Solihull and opening up an attractive way to the airport and station from the south; extending the existing Kenilworth Greenway northwards to Hampton-in-Arden; following both the Warwick Road in Kenilworth and The Parade in Leamington Spa to contribute towards creating more attractive and less car dominated central streets; suggesting enhancements to the exiting Kenilworth and Leamington Spa Cycle Route; and including a memorable link to Kenilworth Castle.

The salient points along the routes are described in the following notes, and examples of the standard and quality of route envisaged for the HS2 Cycleway Project are summarised on the next few pages. The route via the HS2 station would become the National Cycleway when it is complete.

1. Planned route from Marston Green can be built all through to the junction for the International Station.
2. Provide continuity at the junction.
3. The existing cycle track is nicely set back behind trees, but needs cutting back hard to gain and maintain the full width.
4. Provide continuity across this junction.
5. The existing route crosses Airport Way at this point and a raised zebra crossing is needed to emphasise continuity of the route.
6. The existing Solihull cycling route is all in place but generally of a. Ope standard and there are numerous details to be attended to
7. Although the existing path is 2.5m wide its proximity to the main road traffic is wearying and it would be better reconstructed along the field edge. A crossing with a central island is required to reach Shadowbrook Lane.
8. Shadowbrook Lane is an attractive road. Removal of the central white line and adding advisory cycling lanes would be the appropriate solution.
9. A direct promenade route too HS2 station is absolutely essential for the movement of people between all the big sites here. Use the existing bridge under the railway.
10. Create a promenade and avenue all the way to the HS2 station taking in the shores of the lake for an attractive route.
11. Provide a dedicated route to the station entrance and past it to pick up the line of the former railway.
12. Reduce the width of the one way road under the main road to a single lane so as to create the space to take a dedicated walking and cycling route through
13. Follow the line of the old railway. For the first section use the west side field edge to avoid the industrial use of the site. Towards the south the railway formation is available and informal path Leeds to the road.
14. The southern part of this old main road, now a cul de sac, is a bit busy on account of the small business park.
15. Provide a convenient crossing of the main road to facilitate a link to the station and a continuation of the route.
16. Of the options through Hampton-in-Arden, Fentham Road involves quite a climb, Station Road is now blocked by office development at its southern end and the main road is much too busy. We concluded that the best route was to make up the footpath east of the railway to effectively extend the nature park at Packhorse Bridge north to the village.
17. Marsh Lane is most attractive and is all but traffic free as it is a cul-de-sac to the Nature Reserve.

View of crossing blocked by car loaders
View of bridge path
View of typical Dutch National Route
18 The 15th century Packhorse Bridge is a highlight of this route. Its approach paths need to be cleared out and resurfaced. Note the raised walkway for use in times of flood. This leads through to the Back Lane road option for Coventry.

19 The attractive bridleway around the south side of the fishing lake and golf club house (with restaurant) makes for an attractive way through.

20 These roads are quiet and suitable but a more direct route adjacent to the railway fence would be better.

18 The 15th century Packhorse Bridge is a highlight of this route. Its approach paths need to be cleared out and resurfaced. Note the raised walkway for use in times of flood. This leads through to the Back Lane road option for Coventry.

View of bridge

View of approaches across the flood plain

It may be possible to reconstruct this bridleway to a good standard and to join the minor road to Bradnock’s Marsh in order to reduce the length of new path required.

View below railway

21 Construct a good path adjacent to the main road (this will require some realignment of the carriageways opposite the cottages) to reach the hotel and existing crossings and cycle track.
Although it has not been practical to survey links to this proposed station good access to the station is equally important, as is good access to Birmingham International Airport. At this time we have not seen detailed plans for this station, but we must assume that the provision for cycling will be carefully detailed.

These notes consider how best to provide access from the north, from the Airport and Network Rail Station and from the south.

0 Make new route from Elmdon Road bridge to avoid most of Bickenhill road.
1 The “Solihull” route envisages following Bickenhall Road. This is too busy to be an attractive route, so a separate path will need to be constructed.
2 Crossing Coleshill Heath Road will require detail.
3 Blackfirs Lane cul de sac.
4 Main road crossing required.
5 Station approach should be designed with high quality cycling route to station entrance passing under M42.
6 The Airport /Station Link needs to start with a dedicated path via a widened pavement.
7 Utilise the existing subway keeping it open at all times.
8 Make a dedicated promenade route around via car park verges and widened footways to reach the Lakeside. Note that this whole area is only semi-open to the public and a way needs to be found of resolving this regime so as to allow the public at all reasonable times.
9 Attractive lakeside path.
10 Cross the motorway adjacent to the planned Airport Link, or via north side of East Way.
11 Link to station entrance via promenade path.

The Link to the South is dictated by how best to cross the A45 Coventry Road. On the basis that at this stage in the HS2 procedures it will be difficult to be fitted in alongside HS2 Rail, the only practical option is to hunt along the alignment of the former railway.

13 Provide crossing of East Way.
14 East Way under the M45 is one way north and the wide carriageway could be reduced to allow a good cycling track along the east side of the road.
15 Although the railway formation itself is occupied by adjacent industrial premises, the route could be negotiated along the field boundary edge.
16 Reach the Old Station Road (a cul de sac, although a cycling link could be made to the Motorcycling Museum at the north end) and travel down to Hampton in Arden.
17 Provide possible crossing of High Street and rejoin the main route from the International Airport.

Birmingham International HS2 Station linkages
Birmingham International HS2 Station linkages
HS2 Cycleway Project: Birmingham International to Leamington Spa

22 Existing Cycleway beside new road can be enhanced with avenue trees and continuity provision. Or it might be better to follow the paths through the village open space?

23 Treatment of road approaching Berkswell Station would enhance continuity of route.

24 Link to start of greenway needs to be completed on an embankment to avoid present flooding.

25 The whole greenway through to Burton Green is affected by HS Rail. It is important that the reconstruction of this route creates a greenway feel, that it is to a high standard, that gradient changes are easy (1:25 max to reflect this railway route) and that the road crossing at Burton Green is a protected raised zebra as currently the public enjoy a bridge under the road.

26 Existing Kenilworth Greenway along former railway.

27 Link to Warwick University and Coventry described is separate notes.

28 Connect 2 bridge over Coventry Road.

29 Section of existing path on land held under Licence from Network Rail.

30 Drop down to join Forge Road residential cul-de-sac.

31 Widen footpath over very short section of Stoneleigh Road so as to reach existing signed path.

32 Similarly improve link between the two paths at the end of Park Road, and ease the gradient of the existing path by riverside.

33 This ends at Bridge Street which is rather unfortunate since this is the main A452. However the existing arched bridge under the road is just purpose made for continuing the route straight through into Abbey Park.

34 Currently cycling is not permitted in Abbey Park. However a very few key links would knit together potentially popular route is Kenilworth, would give them a focus and would be a memorable highlight of everyday journeys. There are three routes of great interest.

34a A diagonal route to Abbey End searching out the easiest even gradient possible to reach the top of the hill; and the town centre.

34b A route along the valley floor to cross Castle Road for the back lane used for NCN52.

34c A route to Kenilworth Castle. This might go one side or the other of the lake, cross Castle Road, negotiate the area of the flooding, to pass under the Castle approach bridge for the entrance. Alternatively, or additionally, looping around to the south of Castle Hill and approaching the Castle from the west.
HS2 Cycleway Project: Birmingham International to Leamington Spa

traffict free and access roads

on road

December 2015
The main shopping street – Warwick Road – is level, interesting and much dominated by traffic. If there are schemes planned to ease this pressure this would be of great benefit to the public in this, the centre of town. Traffic is moving slowly and we request the introduction of clear cycling lanes either side in order to enable motorists to maintain a width for cyclist to pass through.

The main shopping street will need to be connected via a widened shared use footway on the north side of Warwick Road across the railway bridge to the start of the Council’s Kenilworth and Leamington Cycle Scheme.

This Kenilworth and Leamington Scheme is approved and will provide a direct route between the two towns, just over 4 miles long. Our comments are that the road, if this is really necessary, should all be given a rapid response time so as to speed the cyclist’s journey.

The Thickthorn A46 roundabout is seen as a major barrier and light controlled crossings of both slip roads are essential. This is particularly important for the southbound road as drivers do not necessarily indicate if they are going this way.

If the Thickthorn A46 details are considered unsolvable, then we recommend avoiding it altogether though taking the Rocky Lane bridge over the A46 and crossing the River at Ashow. Such a route would not be materially longer than the Kenilworth and Leamington route, depending upon where in Kenilworth one started from. Its principal points would be:

(i) Follow the most direct and attractive residential roads and links through Kenilworth.

(ii) Rocky Lane is most attractive and only needs resurfacing.

(iv) Replace the deck of the existing bridge to match the original somewhat wider bridge and provide an additional span on the south side to overcome the steps and reach somewhat higher, and less prone to flood, ground. Note the remainder of the path would occasionally flood.

The direct main road route is much to be preferred and the suggested details of this are attached as an annex to this appendix.

Chesford cross roads requires a raised pavement crossing to give a through route for cyclists.

Bericote roundabout requires a raised pavement cross on the line of the existing uncontrolled arrangement.

It would be a great enhancement if the planned route was to run inside the boundary of the Sports Ground and to be seen as a resource for that facility.

Blackdown roundabout, Stoneleigh Road, requires a raised zebra crossing on the line of the current alignment. As with all these situations it is all but impossible for cyclist to be able to negotiate this type of road layout with any confidence or security unless traffic is forced to take account of cyclist movements.

The route along the edge of the school playing field is essential for the space and for integrating cycling into the School’s travelling. A 1.4m high fence would be sufficient and would allow the public to enjoy the views over the grounds.
HS2 Cycleway Project: Birmingham International to Leamington Spa

- traffic free and access roads
- on road
HS2 Cycleway Project: Birmingham International to Leamington Spa: an option via Coventry

It would be difficult to bypass Coventry – the birthplace of the modern cycle- and a City lying so close to HS2 Rail. A number of options were suggested at the workshops and in the end there was a choice of the main route running via Kenilworth or Coventry, the former being the more direct. This Coventry Diversion is made up of two radial links to the HS2 Cycleway, the first offering a good quality cycling route to and from Birmingham International, and the second a route through Warwick University. The latter in particular follows much of the existing NCN 62 and sets out to resolve its defects and make it a truly attractive route for local people.

Please note that we also investigated an option via Meriden, but for the time being at least have failed to find a satisfactory route from Birmingham International to Meriden itself, although the remainder of the way to Coventry does have some potential.

A It would be most desirable to go via Meriden, the Centre of England. It it is not clear how, or if, a good quality route can be achieved, especially at either end, and in dealing with this very wide, former main road.

B A link from Berkeswell to the station could be a reason for going this way but all the roads in this area are uncomfortably busy.

C This direct route via Four Oaks has the most potential of becoming a good route, memorable and popular, but this depends entirely on making a good crossing of the main A452 in association with HS2 Rail.

1 The core HS2 cycle route running from Hampton-in-Arden to Kenilworth.

2 Marsh Lane is interrupted by the main A452, at this point a fast dual carriageway. HS2 Rail is reconstructing the road to pass over the railway which gives an opportunity for the Cycloroute to travel under the road, adjacent to the railway. Such a protected crossing would be well worth achieving as Dale Road beyond is a most attractive traffic free route. The resolution of this crossing is critical to the viability of the route.

3 Dale Road is a soundly surfaced bridleway and miraculously hides the adjacent quarries from view.

4 Back Lane is a little too heavily trafficked to be entirely comfortable. Take measures to reduce through traffic by entrance features either end, remove through signing, access only, remove central white line and add cycle lanes and introduce speed tables.

5 Provide crossing of busy Broad Lane via central island and construct cycle track in the adjacent land separated from road by hedge trees.

a) Include a promenade access to the station from the east.

b) Include a crossing under the A452 to reach the open river valley.

c) Make a riverside route along the Blythe passing under the main road at Stonebridge.

d) Work a way past the lakes and past the Stonebridge Golf Club to reach Somers Road.

e) Create a new greenway route in the restoration of the gravel pit workings as a resource for Meriden residents.

f) Main Road has a considerable width which could be reduced to give a wide promenade route through the length of the settlement.

5 As the onward main road to Coventry is far from enticing take the Berkeswell Road to Four Oaks. This road would need some traffic calming measures such as the removal of the central white line and the inclusion of two advisory cycling lanes.
HS2 Cycleway Project: Birmingham International to Leamington Spa: an option via Coventry
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6 There is an excellent track going up the hill past the school.

6a A route via the brook has been considered in the past but it is slightly more remote than the one followed by the existing signed route to the City Centre via Jardine Crescent.

7 Measures to reduce traffic on these very quiet residential streets would be useful, such as stopping up through traffic or linking up cul-de-sacs or going through open spaces, as would continuity at junctions.

8 Jardine Crescent is a noteworthy piece of urban design.

9 Take the path into edge of Limebrick Park past the shops.

10 Fir Tree Avenue is 20mph but has a complete absence of trees! Plant all through at every fourth car parking space or similar.

11 Elm Tree Avenue leads down to a pelican crossing of Fletchamstead Highway which does have a tree lined central margin. Convert this to toucan with responsive timing.

12 Negotiate to follow the boundary road of Old Coventrians Rugby Club to reach the section of road controlled by the bus gateway.

13 Tile Hill Lane is wide and now lightly trafficked. Add wide cycle lanes or two way track on north side to pick up the eastern fragment of the lane.

14 This leads onto an existing cycle track on the edge of Hearsall Common. Provide dedicated crossings at roundabout and cross to south side of main road via existing toucan.

15 Kingston Road may be the best of these parallel streets to develop as the main cycle route.

16 Sovereign Road is closed to motor vehicles under the main railway and leads to dedicated cycle track (recently rebuilt). The connection beside Sovereign Road and across Butts Road needs to be smoothed out and a new path built south of the tower block to pick up the existing footbridge. This offers a direct route and gives a view of the adjacent medieval bridge.

17 A dedicated cycle track then leads to the subway under the Ringway and the historic and beautifully managed Spon Street.

18 It must be admitted that there is no provision at all for cyclists in central Coventry, denying them access to the places potential cyclists most want to go. It is not obvious how to resolve this.

19 Greyfriars Green is being renewed with an ambitious placemaking park over the Ringway – Friargate Bridge Deck. This may so change the environment that the HS2 Cycleway should follow this corridor, to the War Memorial Park and then via Stivichall Common to rejoin the current University route at the Kenilworth Road.

20 Or follow the existing long bridge over the railway and the path beside Spencer Park. This could be extended past the tennis courts to reach the end of the Belvedere Road direct. Belvedere Road and Warwick Avenue are pleasant roads with only light on-street parking. The optimum solution would be a 2 way 3m wide cycle track down one side of the road, keeping car parking to the other.

21 There is an awkward fragment of the Kenilworth Road before joining the green track past the Golf Course. This latter is magical. It needs surfacing and some low level lighting.
The existing toucan over Fletchamstead Highway typifies why so few people cycle. It is designed for maximum inconvenience and delay! It should be replaced with a single stage responsive crossing as the example at Aylesbury shown here.

It would be possible to enhance the path on the east side of Cannon Hill Road for the shared use route and then follow Ivy Farm Lane which becomes closed to traffic. This is possibly more direct and attractive than the current signed route.
HS2 Cycleway Project: Birmingham International to Leamington Spa: an option via Coventry

24 Lynchgate Road needs a wide shared use cycle path on its southern verge.

25 Excellent University route.

View of new University route with lighting

26 The route joins University Road through the heart of the Campus. A defined and segregated Cycle track would be a further improvement.

27 Excellent route continues past playing fields.

View of field edge path

28 Diversion for HS2 Rail will be an opportunity of making an easier gradient through the railway.

29 Kenilworth Greenway main route.