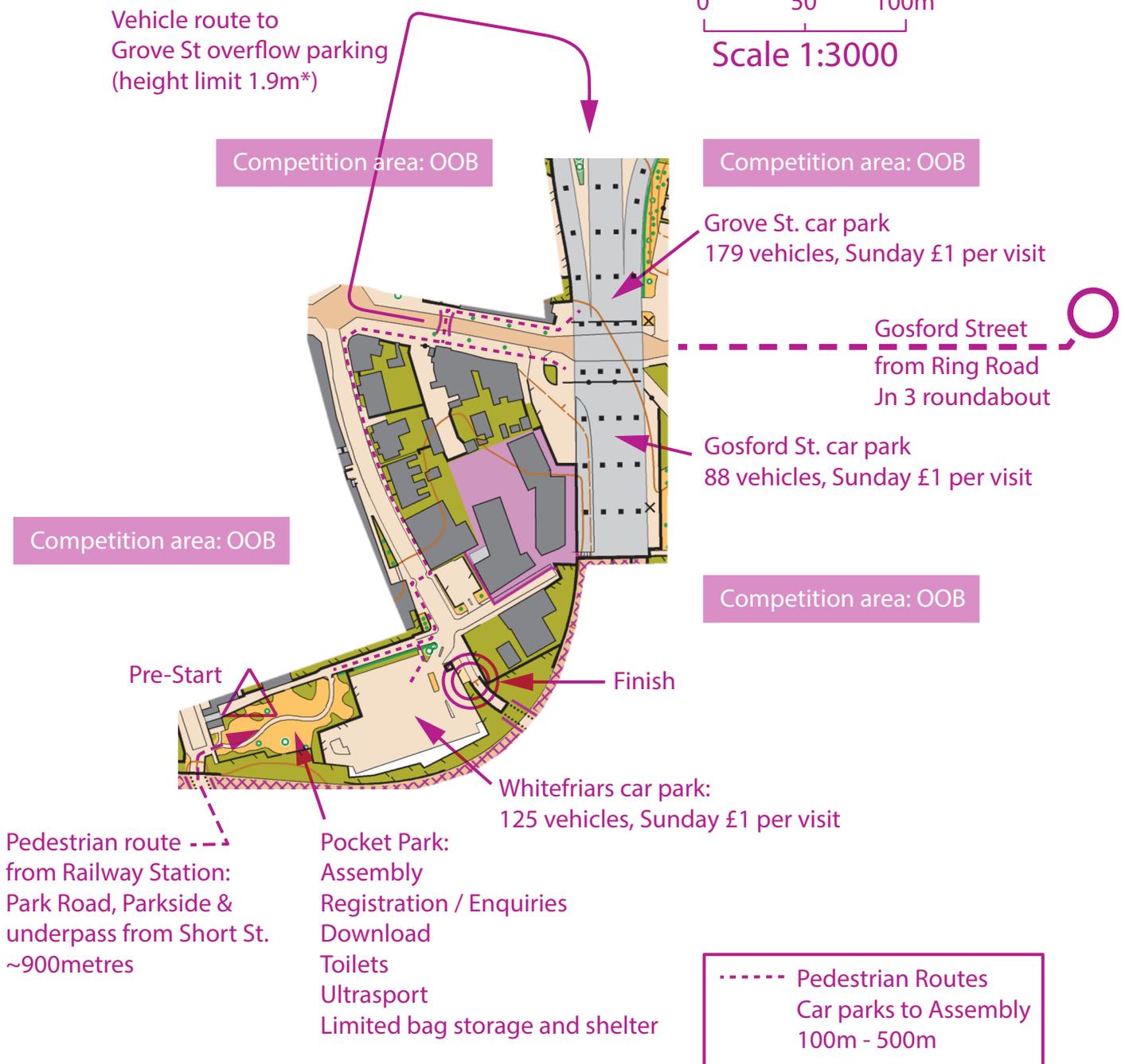


Assembly Area and Parking

0 50 100m
Scale 1:3000



*Overflow high vehicles (up to 2.4m) are recommended to use Westminster Road parking west of the railway station (~1.2km to assembly).

A change from ISSOM 2007 to ISSprOM 2019...

The Coventry Urban map has been drawn from the outset using the ISSprOM sprint map spec. Cartography initially used the draft spec. but this has now been converted – with a few exceptions – to the recently released final spec. which comes into force for all sprint maps on 1st Jan 2020. There are many subtle / detail changes which are only significant to the mapper and are not covered here. Most of the readily visible changes are actually quite intuitive to anyone familiar with the old ISSOM sprint spec. and the latest ISOM 2017-2 “Forest map” spec.

The maps are drawn at 1:4000 with 1:3000 enlargement for older and junior age classes.

Green/Black as previously used for “Impassable/Forbidden to Cross” has now reverted back to just Green 100% as with ISOM 2017-2. This defines vegetation that is impassable (running speed almost 0%) and that shall not be crossed (forbidden to cross). This may be areas of vegetation but often on urban maps it is used for hedges.

Note that Olive green is still used for an area that shall not be entered such as private land, flower beds, railways etc. To aid legibility areas of this symbol should be delineated by a boundary line.

Out of Bounds areas are represented with a Purple Hatch structure similar to the one in ISOM 2017. Note that as per the Map Advisory Group recommendation, the hatch structure pitch is enlarged by 25% to improve legibility of what is under the purple.

Thick black lines (0.4mm) always represent an uncrossable feature such as Impassable wall or Impassable fence/railing and are defined as a feature that shall not be crossed. Thinner black lines (0.21mm) represent a crossable wall or fence/railing. This is a change for the crossable wall symbol which in ISSOM 2007 was a grey colour that was both too wide to use easily and very difficult to see on a printed map. Crossable walls have black dots that may be omitted for legibility. The tags on fence symbols can be omitted for legibility particularly for short sections of fence. New for ISSprOM is a passable retaining wall symbol which is similar to the new wall symbol but with only half dots on the lower level side of the wall – note that in some places this symbol is backed with the Olive Green OOB symbol so although physically passable it is not permitted.

Paved area edges are now all 0.1mm black lines, in urban areas it used to be 0.07mm but that often gave printing issues.

Bridges are now also drawn with the same 0.4mm thick black line as impassable walls. If there is access both over and under the bridge this is emphasised with a brown striped paved symbol denoting “part of a multi-level structure that can be passed at two levels” and surrounded on the lower level by the usual underpass / tunnel “dotted” symbol. This makes these areas much clearer and helps show where the thick bridge symbol is passable on the lower level.

On the Coventry map this symbol is also used for one open-sided multi-storey car park that has 2 sets of steps from ground level and higher-level access across 2 bridges. The vehicle ramps between levels are OOB and shown with the Purple OOB hatched symbol.

Paved areas can now use 2 shades of brown with a darker brown for paved areas / roads with heavy traffic (pedestrian or vehicle). The darker brown has been used to highlight the busier roads within the city centre. All roads have a 20mph speed limit within the city centre & numerous pedestrian crossings are highlighted with the crossing point symbol for reference. One manned pedestrian crossing is used for the Younger Junior course - in both directions - to allow them access to the interesting university campus and pedestrian areas of the city centre. Traffic on a Sunday morning is not particularly busy but can come in a block if stuck behind something like a bus...

Hardly evident on this urban map is a change to the size of the symbol for small / indistinct paths which are now enlarged for better legibility (they were very fine and difficult to read in ISSOM 2007) and this was one exception that I have used for a number of years on sprint maps.

The final obvious change is to the mapping of individual trees. The large tree symbol now has a white frame / infill to make it more visible. Smaller trees are a green dot symbol with a small white dot in the middle. As an exception the map also shows the many younger trees with a smaller green dot with no white infill – only two of these are used for control sites.

Bruce Bryant (Mapper / planner).

Terrain and courses:

The competition area is mostly inside the A4053 Coventry Ring Road. The area is largely pedestrianized with shopping / business areas and a significant proportion of the area comprises the Coventry University campus.

All of the competition area has a 20mph speed limit although some roads do get busy at times.

Crossing point symbols are used to show the position of pedestrian crossings that competitors may choose to use.

The ring road is a 40mph busy dual carriageway and OOB to all pedestrians (and competitors). All courses pass under an elevated section of the ring road and use underpasses to get to the finish. If your course goes outside of the ring road elsewhere you must use the marked underpasses or pedestrian bridges.

Courses are planned to provide an appropriate level of technical challenge for all courses - including the junior courses – whilst visiting many of the interesting sights of the city. Many courses have either a control adjacent to the ruins of the medieval Cathedral or the opportunity to run between the old and new Cathedrals. All courses have at least one control in Priory Gardens and all Senior courses (1-6, 9) also have controls in Lady Herbert's Garden. Both these gardens have narrow elevated walkways that are shown with a non-standard version of the bridge symbol with a dashed rather than solid line – helping to make it clear that it is possible to pass under the walkways.

Route choice options on Courses 1-5 may use Barracks Multi-Storey car park. Although likely to be quiet on a Sunday all vehicles ramps in the car park are OOB and marked as such. The southern section of the car park has 3 levels (above ground level) with step access in the SW part and bridge access to all 3 levels at the E edge (steps down from level 2 to 1). The northern section of the car park has only 2 levels with a bridge connecting to the first level and adjacent steps to ground level. Note that both sets of access steps are simplified for clarity.

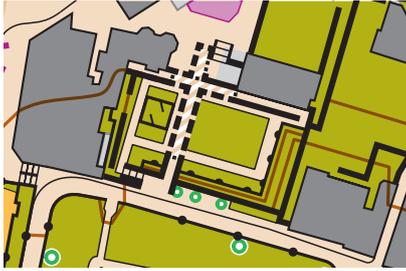
The car park is mapped with the new Multi-level access symbol surrounded by the thick black bridge outline. It is possible to pass under the car park at ground level except where ramps, buildings & a fenced area block access – these are not important for route choice and most have been omitted for clarity.

Finally, in the university campus there is a short “tunnel” section that is a route choice option on some courses. If the weather is sunny the tunnel has a dramatic change in light level, so please be aware of the possibility of parked vehicles and runners coming the other way.

See Map Samples and Photos file.

Map samples

All at 1:2000 scale



An elevated walkway and ramp over Priory Gardens uses a non-standard “dashed bridge” symbol combined with the multi-level structure infill

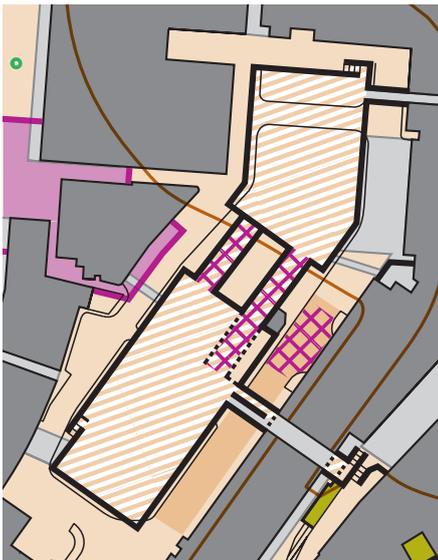
At the bottom of this sample we also have the new crossable (low) wall symbol - 0.21mm black line with black dots - but in these instances they are forbidden to cross as shown by the “olive green” Area Forbidden to Access symbol



A high elevated walkway over Lady Herbet's Garden is also drawn with the dashed bridge symbol with the multi-level structure infill

Note steps under the N part of the spiral walkway and examples of the new large and small tree symbols.

See also the photos page.



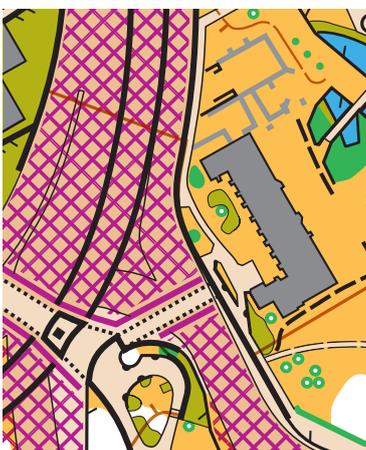
Barracks St Multi-Storey car park:

Vehicle ramps are Out of Bounds (Purple cross-hatch)

The southern section of the car park has 3 levels (above ground level) with step access in the SW part and bridge access to all 3 levels at the E edge.

The northern section of the car park has only 2 levels with a bridge connecting to the first level and adjacent steps to ground level. Note that both sets of steps are simplified for clarity.

There is ground level access under the car park except where ramps, building & a fenced area block access, these are not important for route choice and most have been omitted for clarity.

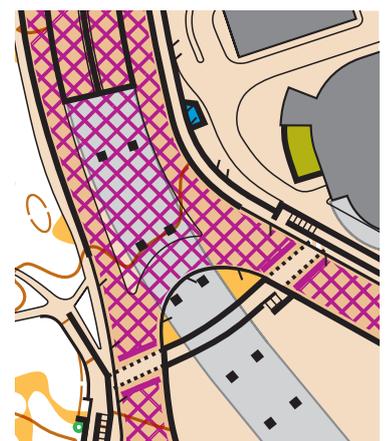


Whitefriars Friary church ruins are low passable walls, drawn using the old ISSOM 2007 symbol. These may be crossed.

This sample shows also the new low retaining wall symbol: 0.21mm black line with half black dots

Impassable walls / bridges: 0.4mm black line

Passable underpasses are drawn with the dotted tunnel symbol, highlighted with Purple lines combined with gaps in the OOB symbol



The elevated ring road is shown with the Canopy symbol and black pillar symbols

Priory Gardens



Panorama:

Looking East to South
from NW corner



Looking South from outside the
gardens to the north

Note steps up to elevated walkway
and access to lower level
through doorway (not easily
shown on the map)

Lady Herbert's Garden



Elevated Walkway over the gardens



Spiral at SW end of walkway
with step access underneath

Step access to walkway