

Existing toucan crossing on Mapperley Plains Road just north of Hillside Avenue junction



Representative view of road width, existing parking practices & traffic calming measures on Hazel Grove.



View of bend on Hazel Grove looking south east showing road width & visibility.

Existing crossing on Mapperley Plains Road. Potential to upgrade this to a toucan crossing if appropriate.



Proposal is to provide an on carriageway signed only route.



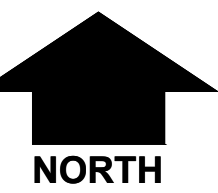
Representative view of road width & existing parking practices at the northern western end of Digby Avenue.

**KEY**

Extent of route 5

Proposed cycle route - signed only

Existing cycle route - signed only



NORTH

**ROUTE 5 - ROUTE LINKING MAPPERLEY PLAINS ROAD TO CARLTON TOWN CENTRE**

**Existing situation**

- There are no existing formal cycling facilities.
- Westdale Lane, Holyoake Road, & Digby Avenue all have a 30mph speed limit
- Carriageway widths vary around 8m - 9m with footways between 2m - 2.8m wide .
- There are no speed reduction measures on this section of the route.
- A good proportion of private residences have some level of off road parking along this section of the route, however there is still significant levels of parking half on/half off the footway.
- On carriageway parking around the three schools & care home on Digby Avenue is very heavy consistently throughout the day.

**Proposals**

- The intention is to provide shared use cycle/footways to either side of Westdale Lane between Holyoake Road and Cavendish Road. The existing crossing will be upgraded to include facilities for mobile cycle crossing. Footway widening along Westdale Lane may be required to provide adequate safe width for both cyclists & pedestrians.
- Existing crossings at the Mapperley Plains Road end of the route will be improved to toucan crossings. Crossings around the junction at the southern end of the route are already toucan crossings.
- Shared use and directional signage would be erected.

**Constraints**

- Existing half on/half off the footway parking practices restricting available cycle footway width.
- Localised pinch points around road and footway features, (mini roundabouts, bus stops, trees, etc)
- Pedestrian conflict around the shops on the corner of Holyoake Road & Westdale Lane.

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