






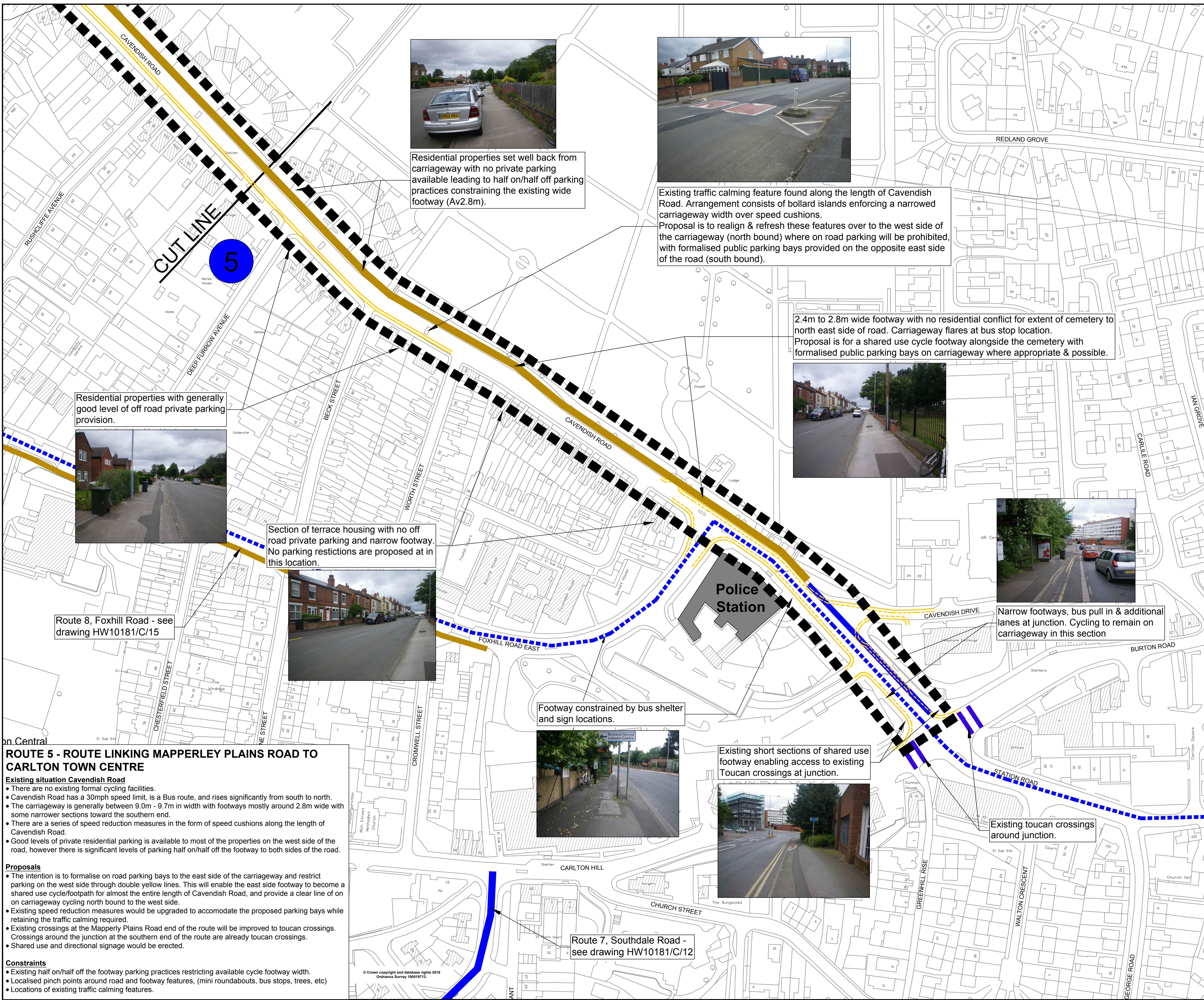


KEY

-  Extent of route 5
-  Proposed cycle route/ shared route on footway
-  Proposed cycle route - signed only
-  Existing cycle route on footway
-  Existing cycle route - signed only
-  Proposed Double Yellow line parking restrictions
-  Existing Double Yellow line parking restrictions



Residential properties set well back from carriageway with no private parking available leading to half on/half off parking practices constraining the existing wide footway (Av2.8m).



Existing traffic calming feature found along the length of Cavendish Road. Arrangement consists of bollard islands enforcing a narrowed carriageway width over speed cushions. Proposal is to realign & refresh these features over to the west side of the carriageway (north bound) where on road parking will be prohibited, with formalised public parking bays provided on the opposite east side of the road (south bound).

2.4m to 2.8m wide footway with no residential conflict for extent of cemetery to north east side of road. Carriageway flares at bus stop location. Proposal is for a shared use cycle footway alongside the cemetery with formalised public parking bays on carriageway where appropriate & possible.



Narrow footways, bus pull in & additional lanes at junction. Cycling to remain on carriageway in this section

Residential properties with generally good level of off road private parking provision.



Section of terrace housing with no off road private parking and narrow footway. No parking restrictions are proposed at in this location.



Route 8, Foxhill Road - see drawing HW10181/C/15

Footway constrained by bus shelter and sign locations.



Existing short sections of shared use footway enabling access to existing Toucan crossings at junction.





Existing toucan crossings around junction.

Route 7, Southdale Road - see drawing HW10181/C/12

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

- Existing situation Cavendish Road**
- There are no existing formal cycling facilities.
 - Cavendish Road has a 30mph speed limit, is a Bus route, and rises significantly from south to north.
 - The carriageway is generally between 9.0m - 9.7m in width with footways mostly around 2.8m wide with some narrower sections toward the southern end.
 - There are a series of speed reduction measures in the form of speed cushions along the length of Cavendish Road.
 - Good levels of private residential parking is available to most of the properties on the west side of the road, however there is significant levels of parking half on/half off the footway to both sides of the road.
- Proposals**
- The intention is to formalise on road parking bays to the east side of the carriageway and restrict parking on the west side through double yellow lines. This will enable the east side footway to become a shared use cycle/footpath for almost the entire length of Cavendish Road, and provide a clear line of on on carriageway cycling north bound to the west side.
 - Existing speed reduction measures would be upgraded to accommodate the proposed parking bays while retaining the traffic calming required.
 - 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)
 - Locations of existing traffic calming features.

Rev Status	Description	Drawn	Chkd	Auth	Date
Project					
Carlton & Gedling Strategic Cycle Routes					
Status	Project No.				
Title	Digby Road & Cavendish Road Route 5 Sheet 5 of 5				
Scale	Drawn	MTE	Date	28/06/18	
1:1000 @A1	Chkd	AL	Date	28/06/18	
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