
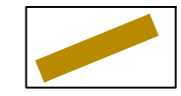
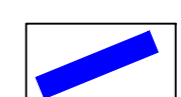
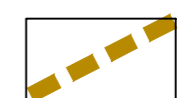
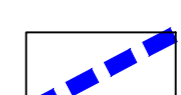


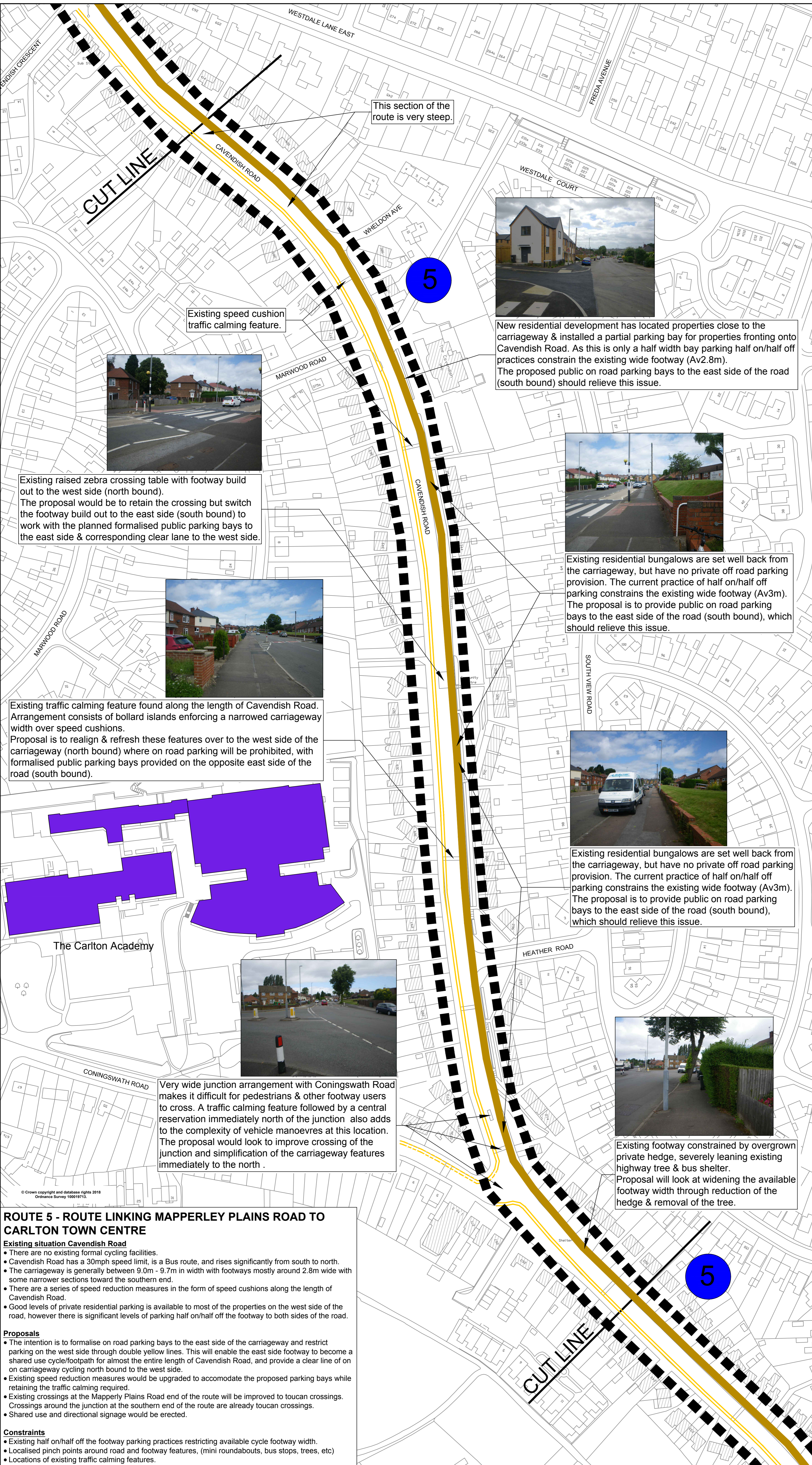


KEY

-  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



This section of the route is very steep.

Existing speed cushion traffic calming feature.



Existing raised zebra crossing table with footway build out to the west side (north bound). The proposal would be to retain the crossing but switch the footway build out to the east side (south bound) to work with the planned formalised public parking bays to the east side & corresponding clear lane to the west side.



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).



New residential development has located properties close to the carriageway & installed a partial parking bay for properties fronting onto Cavendish Road. As this is only a half width bay parking half on/half off practices constrain the existing wide footway (Av2.8m). The proposed public on road parking bays to the east side of the road (south bound) should relieve this issue.



Existing residential bungalows are set well back from the carriageway, but have no private off road parking provision. The current practice of half on/half off parking constrains the existing wide footway (Av3m). The proposal is to provide public on road parking bays to the east side of the road (south bound), which should relieve this issue.



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Existing footway constrained by overgrown private hedge, severely leaning existing highway tree & bus shelter. Proposal will look at widening the available footway width through reduction of the hedge & removal of the tree.



Very wide junction arrangement with Coningswath Road makes it difficult for pedestrians & other footway users to cross. A traffic calming feature followed by a central reservation immediately north of the junction also adds to the complexity of vehicle manoeuvres at this location. The proposal would look to improve crossing of the junction and simplification of the carriageway features immediately to the north.

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	Ch'kd	Auth	Date
Project	Carlton & Gedling Strategic Cycle Routes				
Status	Project No.				
Title	Digby Road & Cavendish Road Route 5 Sheet 3 of 5				
Scale	1:1000 @A1	Drawn	MTE	Date	28/06/18
		Ch'kd	AL	Date	28/06/18
		Auth		Traced	
Drawing No.	HW10181/C/08				
		in partnership with 			
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