









KEY

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

Very wide section of footway immediately south of Coningswath Road junction is currently parked all over with private cars. A private road access to properties on Gardeners Close spurs across this area. The proposal would look to formalise parking arrangements on this area to improve pedestrian safety & clarity of sight lines.



Despite residential properties being set well back from the carriageway half on/half off parking 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 speed cushion traffic calming feature.



Residential properties generally set well back from carriageway with a good level of private parking available.



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).



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

Residential properties generally set well back from carriageway with a good level of private parking available. The existing footway is on average 2.8m wide.





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

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.

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Project	Carlton & Gedling Strategic Cycle Routes				
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