Consider prioritising pedestrian and cycle traffic across entrance to Cricket Ground and Nuffield Health gym. Raise road level to that of the footway and existing cycleway with a hump to slow traffic.Consider sharpening bend to slow approaching traffic and so road crosses cycleway at a less acute angle to improve sight lines.

Footway widened and given priority with white-lining to reflect incoming changes in highway code.

Footway and cycleway crossover here - Widen existing cycleway into verge for use by pedestrians so cycleway remains adjacent to the road.

The existing segregated cycleway and segregated footway between Pentagon island and here is a really good route to connect the Nottingham Road scheme to.

Raise level of cycleway to provide a "hump" to force drivers to slow on approach.Use of "dutch kerb" to keep cycleway level

It is acknowledged that this shall remain - As traffic will potentially build up if vehicle waiting to turn right - It will impact on traffic flows on Pentagon island.

Route shown in blue-dashed lines is a signposted route for cycles but ends abruptly immediately beyond the crossing

Consider widening pavement and provide a two-way cycleway behind bus stop towards crossing.

Consider sacrificing the existing footway entirely and make provision for a 2-way cycleway of width 2.5m.No. 88 would be affected.90 and 92 appear unmocupied. Alternatively propose a clutter-free shared use path.

Consider sacrificing the existing footway entirely and make provision for a 2-way cycleway of width 2.5m. Backs onto business premises only. Alternatively propose a clutter-free shared use path.

Carriageway is >9.45m wide here - Sufficient space or a 2.5m wide two-way cycleway.

Existing roadway is >8m at this location.

Existing advisory cycle markings could be removed and a widened footway/shared use path on adjacent side provided. (Buffer between roadway and wall still required - So wouldn't gain all the width of the advisory lane)

Existing hatchings wasting a lot of carriageway space.

Existing footway could be widened between cemetery and Pentagon island to provide a shared-use path. Existing lighting columns are close to the retaining wall.

Existing roadway is 11m at this location.

Existing roadway here is >12m. 3x3m lanes would allow for a 3m segregated 2-way cycle lane at this location.

Existing roadway is >11.5m at this location.

This would be the route a person on a bike would have to take to safely cross onto the two-way cycleway. It is convoluted and may encourage people on bikes to ride on road.

Consider proposing an "active travel" crossing - More direct, single stage crossing

Extend 2-Way cycle way cycleway round - Or unidirectional if insufficient room.

De-clutter signs/lighting columns from cycleway.

It appears the cycleway is within the kerbline of the existing pavement

Segregation between road and cycleway, and cycleway and footway unknown.

Provision of "armadillos" for light segregation?

No buffer zone between oncoming road traffic and east-bound cycleway

Cycleway only 2.0m wide here

Northbound from Start of Bus Lane to Chaddesden Park Road
New markings on existing footway to provide segregated footway/cycle way facility

Roadway >6.7m (excluding bus lane)

Roadway is 10.0m across whole carriageway

Retain existing shelter - Or if new required, set back proposed bus shelter to back of footway.Potential for floating bus stop if space permits.

Avoid situations like this example

Roadway is >7.3m here - but proposed cycleway is only 2.0m

Retain extents of crossing so people on bikes are controlled in the same manner as road users. Traffic light columns will then be out of the cycleway.

Good to see exit to St Mary's is narrowed so two cars won't be exiting at the same time - Reduces risk to persons on cycleway

Northbound from The Crescent to Start of Bus Lane
Footway widened and kerbline/road markings realigned to provide segregated footway/cycle way facility

Removal of right-turn filter may make it easier for people exiting Lidl and turning right as there won't be any waiting cars in centre of run.

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KEY

- Proposed two-way cycle lane
- Proposed shared use footway
- Pedestrian footway
- Proposed tactile and corduroy paving
- Existing tactile paving to remain
- Paved safety buffer zone
- Proposed Cycle segregation kerb
- Proposed cantilever bus shelter as replacement for existing
- Existing bus shelter to remain
- Location of Proposed Bus Stop Improvements - Details to be confirmed.

AMENDMENT DETAILS	BY	CHKD	DATE	REV.

STATUS: FOR INFORMATION

DRAWN BY	CHECKED BY	APPROVED BY	SCALE @A1
A Giwa			1:500
DATE: November 2021	DATE	DATE	

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PROJECT TITLE
Nottingham Road, Chaddesden
Cycle Improvement Scheme

DRAWING TITLE
Consultation Plan
Sheet 1 of 2

PROJECT REFERENCE NUMBER

DRAWING NUMBER: 01

REVISION: 0