



Middleton Road Proposed Walking and Cycling Improvements

Why is this scheme needed?

Middleton Road provides a key link for cycling between North and South Gorleston and provides vital access to the local college and high street amenities.

There are currently no dedicated cycle facilities on this busy route and this project was identified as a priority scheme in the [Local Cycling and Walking Infrastructure Plan \(LCWIP\)](#) for Great Yarmouth and Gorleston (consulted on in July 2021) and is supported by Great Yarmouth Borough Council.

Current crossing facilities along Middleton Road are below standard for such a busy route and therefore the new zebra crossings, combined with the removal of pavement parking and the new raised junctions would ensure an all round better experience for those walking, particularly for anyone with pushchairs or mobility aids.

How much will the scheme cost and how will it be funded?

The Middleton Road scheme has an estimated budget of £500,000 and would be funded by the Active Travel Fund from central Government.

Can the money be spent on something else?

The grant awarded by government can only be spent on improving walking and cycling infrastructure and cannot be used to fund other frontline council services or initiatives.

Will the width of pavement be reduced as part of this scheme?

The pavement would remain a minimum of 1.5m wide throughout the length of the scheme.

Will the width of the road be reduced as part of this scheme?

The overall width of the carriageway would reduce from around 9 metres down to 6 metres, which still allows the recommended 3 metre minimum width for traffic in each direction.

Cycle Lanes

What are 'mandatory' cycle lanes?

Mandatory cycle lanes are a protected safe space for cycling, separating bikes from cars and those on foot. They are marked on the highway with a solid white line and often include the provision of reflective segregation wands.



They also include double yellow lines to ensure that vehicles do not obstruct the cycle lane or park on the pavement.

Will the use of the new cycle lanes be mandatory for all cyclists?

It will not be mandatory for cyclists to use the lanes but almost all cyclists will choose to do this because they are safe and direct. This will eliminate illegal footway cycling, improving pedestrian comfort. It will also keep the carriageway clear for vehicles to use.

What do the reflective wands look like?

The type of wands proposed for this scheme can be seen in the picture below. They would be white with a slim line base to maximise visibility and available width of the cycle lane.



What happens if a wand gets knocked over?

Spare wands are held in stock by the highway maintenance team and would be replaced if reported damaged or missing.

The white bases of the wands proposed are of a low-profile slimline design and also made of reflective material so would remain fully visible until the wand is replaced.

How wide would the cycle lanes be?

The cycle lanes would be a minimum width of 1.5 metres.

Who has priority at side roads?

Motorists joining Middleton Road from any of the side roads would give way to pedestrians crossing the side road and all cars and cycles on Middleton Road in line with the updated highway code.



How do I access the side streets on the opposite side from the cycle lane?

You would turn into side streets by driving across both the cycle lane and opposing carriageway as normal, giving way to all oncoming traffic, including any pedestrians crossing the side road

Why are the cycle lanes raised at bus stops?

The cycle lanes are to be raised at bus stops to ensure level access for passengers crossing the cycle lane to get on or off the bus.

What happens when leaves block the cycle lane?

Road sweeping is the responsibility of the local district council but with the slim line wands proposed the cycle lanes have been designed to an appropriate width to ensure small road sweeping vehicles are able to operate within them and to keep the route clear of leaves and other debris.

Where will the reflective wands be placed?

The reflective wands would be placed to ensure that all driveways remain fully accessible. If the scheme proceeds to the next stage a detailed design showing the proposed placement of the reflective wands would be shared with affected households when we progress the Traffic Regulation Order necessary to construct the scheme.

Parking

Where are residents on Middleton Road expected to park?

Many sections of Middleton Road already have double yellow lines in place and many properties have existing driveways.

Parking will also be retained outside the local shops/public house and near to the college.

We will extend the dropped accesses for any existing properties with a widened driveway and it may also be possible for Norfolk County Council to provide new dropped kerb access as part of the scheme's final design for suitable properties where residents wish to convert an existing front garden to a driveway (subject to the necessary planning permission). Please note this will only include the works in the highway and not any work within the property boundary.

This is something we may be able to assist with and are keen to hear from any residents directly who would like to discuss this further. Please contact tfnorfolk@norfolk.gov.uk before responding to the consultation survey if this applies to you.

Any remaining vehicles which cannot be parked off-street or in the designated bays detailed above would need to find alternative parking in adjacent streets.



Keeping the cycle lane and pavements free from vehicles would be key to delivering the aims of the proposal.

How many vehicles can the proposed parking bays accommodate?

The parking bays outside the local shops (Plan 4, proposal E) would have space for around 4 vehicles and the large parking bay at the Church Lane end of Middleton Road (Plan 5, proposal E) would provide around 15 spaces.

How will people access my property for deliveries/visits?

Drivers can stop temporarily on double yellow lines where there are no kerb ticks to allow loading/unloading to take place at adjacent properties. Blue badge holders can also park on double yellow lines for a maximum of 3 hrs but this must not be obstructive or dangerous to other road users.

Church Lane

Will any changes be made to Church Lane/Church Lane roundabout?

No improvements are currently proposed for Church Lane or the roundabout within the limited budget for this scheme, however further proposals for this area are currently under development and will be shared publicly for comment in due course.

Trees

Are you planning to remove any trees?

There are currently no plans to remove any trees, however all trees along Middleton Road will be surveyed and reviewed as part of the detailed design should the proposal go ahead. A separate statutory consultation on any street trees that required removal would follow but significant tree loss is not anticipated and any trees that required removal would be subject to suitable replanting in mitigation.

The hedgerow adjacent to the northern parking layby (Plan 5, proposal E) would need to be cut back. If removal is required, the necessary consultation will be carried out with a new hedgerow planted adjacent to the realigned pavement.