


# Proposed walking and cycling improvements on Middleton Road - Plan 2

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### Proposed changes

- A** Segregated on-carriageway mandatory cycle lanes (supported with double yellow lines and reflective wands)
- B** Replace existing pedestrian refuge with new zebra crossing (3 in total)
- C** Raised junctions on all side roads, making it easier to cross on foot
- D** Raised Cycle Lane at Bus Stops. (Cycle Lane to be same level as footway)

### Key

-  Old kerb/footpath line
-  New kerb line
-  Double yellow lines

[www.norfolk.gov.uk/middletonroad](http://www.norfolk.gov.uk/middletonroad)

 Norfolk County Council

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Plan 2 is a drawing of an aerial view of a street map with buildings showing the proposed improvements for walking and cycling on Middleton Road. This drawing shows, from right to left, the section of Middleton Road from its junction with Connaught Avenue/Poplar Avenue, heading northwards past the junction with Peterhouse Avenue.

The drawing shows the continuation of Proposal A, the proposed mandatory cycle lanes on both sides of Middleton Road, adjacent to the pavements. The cycle lanes would include reflective wands to segregate cyclists from the main carriageway and double yellow lines are also shown which would prohibit parking in the cycle lane or on the pavement.

Proposal B shows a new zebra crossing located just south of the junction with Peterhouse Avenue at 124 Middleton Road. It also shows the zebra crossing, highlighted in plan 1, that is located just north of the junctions with Connaught/Poplar Avenue. The zebra crossings are to replace the existing pedestrian refuges.

Proposal C shows raised junctions which would be created across each junction of Middleton Road with Connaught Avenue, Poplar Avenue, Gloucester Avenue, Elmgrove Road and Peterhouse Avenue (level with the pavement), making it easier for those walking along Middleton Road to cross each side road.

Proposal D shows the existing bus stops located either side of the road just south of the Gloucester Avenue/Elmgrove Road junction. The cycle lanes would be raised to the same height as the pavement to ensure easy access for passengers getting on or off the bus.