

Proposed walking and cycling improvements on Mile Cross Road - Plan 2

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Key



- Old kerb/footpath line
- New kerb line
- Double yellow lines
- Reflective wands
- Shared-use path
- Bollards
- Droppable bollards

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Norfolk County Council



Transport for Norwich



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Proposed changes

- A** Proposal A
Segregated on-carriageway mandatory cycle lanes (supported with double yellow lines and reflective wands).
- B** Proposal B
Replace the 3 existing pedestrian refuges with 2 new zebra crossings.
- C** Proposal C
Half Mile Road Junction - Permanent closure of motor vehicle access. Removable bollards for emergency vehicles only. Double yellow lines to allow clear turning movements and east/west cycling.
- D** Proposal D
Segregated on-carriageway mandatory cycle lanes (supported with double yellow lines and reflective wands). Note - May be delivered as part of Mile Cross Depot redevelopment (subject to planning).

The image is a drawing of an aerial view of a map showing a section of the proposed improvements for walking and cycling on Mile Cross Road between No 121 and No. 71 Mile Cross Road which is just past Hansard Close on the opposite side. It includes surrounding buildings, pathways, and green spaces.

It shows Proposal A, segregated on-carriageway mandatory cycle lanes on both sides of the Mile Cross Road from near the Aylsham Road junction to the Drayton Road roundabout. The image shows the cycle lanes are supported with yellow lines and reflective wands. (The cycle lane will continue all the way to Havers Road.) The yellow lines will continue around the curved kerb lines of each junction.

Proposal B – a new zebra crossing replacing the existing pedestrian refuge across Mile Cross Road at No. 103 (east) and next to No. 90. The existing pedestrian refuge north of Margaret Paston Avenue and Half Mile Road will be removed.

Proposal C - Half Mile Road Junction - permanent closure of motor vehicle access. The junction will be replaced by continuous pavement built up to the existing pavement level. This pavement will be a shared use path as it an existing cycle route to Magaret Paston Avenue. There will also be a line of bollards and removable bollards for emergency vehicles 1.5m from the new kerb line. On the other side of the bollards the remaining area of the junction will be replaced with a turning head with double yellow lines to prevent parking and allow free turning movements on Half Mile Road.

The map includes a legend explaining the symbols used, such as dotted lines for the old kerb/ footpath line, solid lines for new kerb line and locations of the reflective wands, shaded area for the shared-use path and spots for the bollards.