

Transport for Norwich Advisory Committee

Date: **24th November 2022**

Time: **2pm**

Venue: Council Chamber

Membership :

Cllr Martin Wilby (Chair)
Cllr Barry Stone (Vice Chair)
Cllr Fran Whymark
Peter Joyner
Cllr Kay Mason-Billig
Cllr Emma Corlett
Cllr Mike Stonard
Cllr Ian Stutely
Cllr Brian Watkins

Norfolk County Council
Norfolk County Council
Broadland District Council
New Anglia Local Enterprise Partnership (LEP)
South Norfolk District Council
Norfolk County Council
Norwich City Council
Norwich City Council
Norfolk County Council

This meeting will be live streamed on YouTube. You can view the meeting by clicking on the following link: https://www.youtube.com/channel/UCdyUrFjYNPfPq5psa-LFIJA/videos?view=2&live_view=502which

**For further details and general enquiries about this Agenda
please contact the Committee Officer:**

Jonathan Hall on 01603 679437
or email committees@norfolk.gov.uk

A g e n d a

1 To receive apologies and details of any substitute members attending

2 Minutes

(Page 4)

To confirm the minutes of the meetings held on 29 September 2022.

3 Members to Declare any Interests

If you have a **Disclosable Pecuniary Interest** in a matter to be considered at the meeting and that interest is on your Register of Interests you must not speak or vote on the matter.

If you have a **Disclosable Pecuniary Interest** in a matter to be considered at the meeting and that interest is not on your Register of Interests you must declare that interest at the meeting and not speak or vote on the matter

In either case you may remain in the room where the meeting is taking place. If you consider that it would be inappropriate in the circumstances to remain in the room, you may leave the room while the matter is dealt with.

If you do not have a Disclosable Pecuniary Interest you may nevertheless have an **Other Interest** in a matter to be discussed if it affects, to a greater extent than others in your division

- Your wellbeing or financial position, or
- that of your family or close friends
- Any body -
 - Exercising functions of a public nature.
 - Directed to charitable purposes; or
 - One of whose principal purposes includes the influence of public opinion or policy (including any political party or trade union);

Of which you are in a position of general control or management.

If that is the case then you must declare such an interest but can speak and vote on the matter.

District Council representatives will be bound by their own District Council Code of Conduct.

4 To receive any items of business which the Chairman decides should be considered as a matter of urgency

5 MayFly Way

(Page 7)

Report by the Director of Highways & Waste

Tom McCabe
Head of Paid Services
County Hall
Martineau Lane
Norwich
NR1 2DH

Date Agenda Published: 16 November 2022



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**Joint Committee for Transport for Norwich
Minutes of the Meeting Held on 29 September 2022
at 2pm in the Council Chamber**

Present:

Cllr Martin Wilby (Chair)
Cllr Barry Stone (Vice-Chair)
Cllr Emma Corlett
Cllr Brian Watkins
Cllr Fran Whymark
Cllr Mike Stonard
Cllr Karen Davis
Cllr Kay Mason Billig

Representing:

Norfolk County Council
Norfolk County Council
Norfolk County Council
Norfolk County Council
Broadland District Council
Norwich City Council
Norwich City Council
South Norfolk District Council

Officers Present:

Graham Bygrave
Kat Hulatt
Jonathan Hall
Jeremy Wiggin

Title:

Director of Highways, Transport and Waste, NCC
Assistant Director of Governance (Legal Services), NCC
Democratic Support and Scrutiny Manager, NCC
Transport for Norwich Manager, NCC

1. Apologies for Absence

1.1 Apologies were received from: Peter Joyner (New Anglia Local Enterprise Partnership), and Cllr Ian Stutely (Cllr Karen Davis substituted).

2. Minutes

2.1 The Committee agreed the minutes of the meeting held on 21 July 2022 as an accurate record.

3. Declarations of Interest

3.1 No interests were declared.

4. Items received as urgent business

4.1 There were no items of urgent business.

5. Terms of Reference of Committee

5.1 The Committee received the report, which provided an update of the proposed amended terms of reference and the reasoning behind the amended terms.

5.2 Following an introduction and explanation of the terms from Kat Hulatt, Assistant Director of Governance, the following points were discussed and noted:

- The Leader of Norfolk County Council was not minded to delegate any decision making powers to the committee.
- Norwich City councillors were disappointed to learn that the committee was not acting as a Joint Committee as the City Council's understanding at the outset that this was to be the case.
- The issues concerning the governance arrangements had been reported to Audit, however they were yet to respond.
- The Department for Transport (DfT) had been advised of the governance issues and had been updated as matters developed. The DfT confirmed that governance issues were for the Highway Authority to determine.
- Members agreed that the schemes undertaken so far had provided numerous benefits to all and that outcomes would have been the same irrespective of what governance arrangements had operated.

5.4 The Director of Highways, Transport and Waste highlighted bullet point four of the Terms regarding providing advice to the Cabinet Member. i.e. the committee's role would include overseeing development and delivery of significant work identified in the Transport for Norwich strategy action plans.

5.3 The Chair undertook an indicative vote on the Terms of Reference which was equally split amongst the committee members and using his casting vote he indicated he was minded to accept the recommendation that the Terms of Reference **be adopted by the Committee and recommended to Cabinet for endorsement.**

The Meeting ended at 2.22pm

Next meeting: Thursday 24 November 2022 at 2pm

**Cllr Martin Wilby, Chair,
Joint Committee for Transport
for Norwich**

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Transport for Norwich Advisory Committee

Item No:5

Report Title: Mayfly Way

Date of Meeting: 24 November 2022

Responsible Cabinet Member: Cllr Martin Wilby (Cabinet Member for Highways, Infrastructure & Transport)

Responsible Director: Grahame Bygrave - Director of Highways, Transport & Waste

Executive Summary / Introduction from Cabinet Member

The Department for Transport awarded Norwich £32m capital funding through the Transforming Cities Fund (TCF). Norfolk County Council's successful application is based on a vision to "Invest in clean and shared transport creating a healthy environment, increasing social mobility and boosting productivity through enhanced access to employment and learning".

It is proposed to deliver improvements to the shared footway and cycleway along Mayfly Way to benefit those who walk and cycle locally as well as improving connectivity for people using the Green Pedalway which links Bowthorpe employment area to the city centre and the east of the city.

Recommendations:

1. To recommend to the Cabinet Member to approve the proposals for Mayfly Way as shown in Appendix E;
2. To recommend to the Cabinet Member to decide to commence the statutory procedures associated with the necessary Traffic Regulation Orders (TROs) and Noticing required to implement the scheme as shown in Appendix E.

1 Background and Purpose

- 1.1 Norfolk County Council (NCC), in partnership with Norwich City Council, Broadland District Council and South Norfolk Council secured £32m of funding

from the Transforming Cities Fund (TCF) to deliver a range of schemes along identified corridors with the aim of making it easier to access jobs, training and retail areas by making improvements to support sustainable modes of transport.

- 1.2 Mayfly Way is an off-carriageway shared footway and cycleway which stretches from the junction with Dereham Road/Richmond Road at its' northern end through to Harpsfield. The route links to the Green Pedalway, which continues to the city centre and eastwards to the Plumsteads. It provides pedestrian and cycle access to Bowthorpe employment area and forms part of a route between Bowthorpe and Ormiston Victory Academy which is located to the northern side of Dereham Road.
- 1.3 This scheme is part of the TCF programme which includes other improvements along the length of Dereham Road corridor for walking, cycling and public transport. These are currently in development and will be available for comment later this year. This Committee paper relates only to changes along Mayfly Way.
- 1.4 A pedestrian and cycle survey carried out along Mayfly Way on 5th July 2022 (7am to 7pm) recorded the following usage data:

Location	Total pedestrians	Total cyclists	Peak hour pedestrians	Peak hour cyclists
Barnard Road crossing	386	166	94	39
Chapel Break Road crossing	408	172	100	42
Harpsfield crossing	354	113	66	22

- 1.5 The Mayfly Way shared path is currently an average of 3m wide and requires users to give way to vehicular traffic where the route is bisected by Chapel Break Road and Barnard Road.

2 Proposal

- 2.1 The proposal is to provide more space for walking and cycling. This would be achieved by allowing the current path to be used as a 2-way cycle track and a new footway will be created adjacent to it, separated by a raised kerb. Parallel crossings (a zebra crossing with a parallel priority cycleway) are proposed at Barnard Road and Chapel Break Road, with the latter on a raised table. A no waiting restriction (double yellow lines) is proposed on part of Barnard Road to provide adequate visibility to and from the crossing. Some tree removal and replanting will be required to enable the widening work to go ahead.

3 Summary of Consultation Responses

- 3.1 A public consultation was carried out between 7th September and 5th October 2022. Please refer to **Appendices A and B** for the consultation letter and consultation plan detailing the proposals described above.
- 3.2 An online survey was carried out as part of the consultation to which 40 responses were received. The summary report of responses can be found in **Appendix C**. The majority (55%) of respondents identified as a local resident with 55% of total respondents identifying as cyclists, 17.5% as pedestrians, 25% as motorists and 2.5% as bus passengers. There were 3 respondents who identified as having a long-term illness, disability or health problem that limited their daily activities or the work they can do, all of whom either agreed or strongly agreed with the aims of the scheme (see section 9.3 for more details).
- 3.3 The survey showed that 82.5% of respondents either agreed or strongly agreed with the overall aims of the proposal and 15% stated they either disagreed or strongly disagreed with the aims.
- 3.4 Other questions in the survey asked to what extent respondents liked or disliked elements of the proposal. This included the widening of Mayfly Way, parallel crossings at Barnard Road and Chapel Break Road, a cycle priority crossing on Harpsfield and proposed double yellow lines on Barnard Road. The area of the survey that showed the most disagreement was the proposal for double yellow lines on Barnard Road (17.5% strongly disliked it and 2.5% disliked it). However, 55% of respondents liked it very much and 12.5% liked it.
- 3.5 The online survey also gave respondents an opportunity to give more detail for their selection options in the form of a free text response. A list of the main objecting and supporting themes with an officer response can be found in **Appendix D**. In summary, the main issues raised were:
- The scheme is not required / is a waste of money; questioning whether surveys showed a need for the work.
 - The proposed double yellow lines should be extended / should also be added on the opposite side of the road.
 - Maintenance is an issue, including of surfaces and overgrown foliage.
 - Better lighting is required.
 - Mixed views on the segregation of pedestrians and cycles – some people thought this was an improvement, but its effectiveness was also questioned.
 - Cycle routes should have coloured surfaces.
 - Requests for further improvements where the route meets Dereham Road to improve connectivity.

- A request to carefully consider diversion routes during the construction work.
- 3.6 In addition to the online survey, a direct response was received from a local resident by email. The enquiry noted that mopeds were using Mayfly Way at night and wondered whether anything could be done as part of this scheme to help prevent this. The response provided highlighted that as a moped is a similar size to a cycle there are no physical measures that could be installed to prevent this and it is a matter for the police to enforce. However, consideration will be given to signage to help discourage this.
- 3.7 Norfolk Constabulary responded to state that they are very much in favour of the proposals which will assist in their Road Policing Strategy of reducing vehicle speeds and collisions. They noted the area was heavily used by children to and from schools at peak times and that the proposals would help ensure their safety whilst using the area.
- 3.8 No feedback was received from other stakeholders including nearby schools and the Cycling Campaign.

4 Impact of the Proposal

- 4.1 No changes have been made following the consultation and the proposal can be seen in **Appendix E**.
- 4.2 The proposal would have a positive impact for those cycling and walking. Extra space that would be provided for these modes of travel will allow people who either cycle or walk on this route to be segregated, thus reducing the likelihood of conflict, and providing a more efficient route for cyclists. Both modes will benefit from the parallel crossings at the junctions with Barnard Road and Chapel Break Road that would provide priority to those cycling and walking over vehicular traffic and will also act to help slow the speed of vehicles using Barnard Road and Chapel Break Road.

5 Evidence and Reasons for Decision

- 5.1 The proposals will help to deliver the vision set out in our TCF application, including:
- Improve people's productivity and social mobility by unlocking access to employment and education opportunities across the Greater Norwich Region.
 - Increase the efficiency of travel and transport in the Greater Norwich Region and improve the impact transport has on carbon emissions, air quality and public health.

- 5.2 The changes will complement the pedalway network by connecting to the existing Green Pedalway at Harpsfield and will complement other schemes planned along the Dereham Rd corridor as part of the TCF programme should they receive approval for construction at a future committee meeting. This includes a scheme which will see changes at the junction of Mayfly with Dereham Road which will enhance connectivity for people cycling.

6 Alternative Options

- 6.1 An alternative option looked at the widening of the existing path but retaining its' status as shared use. However, this option is not in line with Department for Transport guidance, and it would not reduce the likelihood of conflict between user groups. It would not be as efficient for cycles who would be more likely to experience an interrupted journey due to lack of allocated space for cycling.
- 6.2 An alternative option is to do nothing, but this would not meet the aims of the TCF fund or improve conditions for walking and cycling in the Bowthorpe area with the associated benefits for those using the route for commuting to the Bowthorpe employment area / city centre.
- 6.3 As mentioned in item 1.3, above, other improvement schemes for sustainable modes of travel will be available for comment later this year. If the improvements to Mayfly Way go ahead there will be added connectivity benefits if the associated proposed improvements to Dereham Road are also approved for construction.

7 Financial Implications

- 7.1 The work on Mayfly Way forms part of other work along the Dereham Road corridor and is expected to cost approximately £450,000 which represents Very High Value for Money in government appraisal terms.

8 Resource Implications

- 8.1 **Staff:** The schemes will be designed and delivered utilising existing resources.
- 8.2 **Property:** None.
- 8.3 **IT:** None.

9 Other Implications

9.1 Legal Implications: NPLaw will advise on Traffic Regulation Order noticing requirements and will confirm that actions taken to date have been compliant with legislative requirements.

9.2 Human Rights Implications: Not applicable.

9.3 Equality Impact Assessment (EqIA) (this must be included):

9.3.1 NCC has a duty to pay due regard to equality when exercising its public functions. In promoting this scheme, we have considered the potential impact on local people, particularly disabled and older people and parents and carers of children, and others who may have needs when using the highways.

9.3.2 Preliminary consultation on the scheme has taken place, to enable people to highlight any issues it is important for NCC to be aware of before a decision is made. The consultation asked respondents whether they had any long-term illness, disability or health problem that limits their daily activities or the work they can do. There were 40 people who responded to this question and 3 people answered 'yes' and all of them either agreed or strongly agreed with the aims of the scheme. One of these respondents particularly welcomed the road improvements associated with the scheme, referencing poor driver behaviour. Another welcomed the clarity that the scheme would give to pedestrians that cyclists can legitimately use the route and noted that cycling improvements are of benefit to society.

9.3.3 An EqIA has been carried out for the overall TCF2 programme and for this scheme. The scheme specific EqIA has found that the proposals are likely to have a positive impact on people with protected characteristics, particularly those who are disabled and children.

9.3.4 Providing segregated space for those walking and cycling reduces the possibility of actual conflict and the perception of potential conflict, particularly for people who have impaired mobility. The provision of parallel crossings will give priority to those walking and cycling and make it easier for people with mobility and visual impairments and children to cross the road and will also help to reduce vehicle speeds.

9.4 Data Protection Impact Assessments (DPIA):

As part of the consultation and implementation process all personal data has been removed from reports being put into the public domain. Personal data has been stored as per NCC standards to allow further correspondence as required to progress the scheme.

9.5 Health and Safety implications (where appropriate):

The proposals are intended to improve health and wellbeing in Norwich by promoting more active travel options. The proposed scheme has been designed to improve the safety of highway users. Road safety audits have been carried out and the recommendations have been incorporated into the proposals.

9.6 Sustainability implications (where appropriate): The objectives of this scheme are aimed at improving the impact transport has on carbon emissions, air quality and public health. The proposals will have a positive impact on the environment by encouraging sustainable modes of transport and should help to reduce private vehicle mileage.

9.7 Any Other Implications: None.

10 Risk Implications / Assessment

10.1 A risk register is maintained for the TCF programme as part of the technical design and construction delivery processes.

11 Select Committee Comments

11.1 Not applicable.

12 Recommendations

- 1. To recommend to the Cabinet Member to approve the proposals for Mayfly Way as shown in Appendix E;**
- 2. To recommend to the Cabinet Member to decide to commence the statutory procedures associated with the necessary Traffic Regulation Orders (TROs) and Noticing required to implement the scheme as shown in Appendix E.**

13 Background Papers

13.1 Web page for consultation carried out during September to October 2022:
[Mayfly Way Public Consultation](#)

Officer Contact

If you have any questions about matters contained within this paper, please contact:

Officer name: David Allfrey
Telephone no.: 01603 223292
Email: david.allfrey@norfolk.gov.uk



If you need this report in large print, audio, braille, alternative format or in a different language please contact 0344 800 8020 or 0344 800 8011 (textphone) and we will do our best to help.



NCC contact number: 0344 800 8020
Text relay no.: 18001 0344 800 8020

Your Ref:
Date: 7 September 2022

My Ref: PEA045/ID/AW/01
Tel No.: 0344 800 8020
Email: transportfor Norwich@norfolk.gov.uk

Dear Sir/Madam,

Transport for Norwich: consultation on proposals for Mayfly Way, Bowthorpe

Norfolk County Council and the Transport for Norwich (TfN) partnership are asking for feedback on a series of proposed improvements to Mayfly Way in Bowthorpe.

We are seeking to improve safety for those travelling through the area by bike or on foot, along this popular route which connects to the Green Pedalway, linking the Bowthorpe employment area with the city centre and beyond. These improvements would be funded by the Department for Transport's Transforming Cities Fund.

We're writing to let you know how to find out more about the project and how to take part in our consultation.

What's being proposed and why

This table explains what changes we're proposing and the reasons behind them. The enclosed plan shows what the project would look like on the ground.

Proposal	Reason for proposal
<p>1. Existing footpath to be used as two-way cycle track and existing verge converted to a raised-kerb footpath for pedestrian use only.</p> <p>Providing (550 metre) improved link to the Green Pedalway between Harpsfield and Dereham Road.</p>	<p>Provide a safer and more pleasant area for walking and cycling.</p> <p>Improved links to employment and education which encourage active travel.</p>
<p>2. Proposed parallel crossing (a zebra crossing with a parallel priority cycleway) of Barnard Road. Slight build-outs of pavements either side of the carriageway and supported with double yellow lines (see additional point below).</p>	<p>As above.</p> <p>Lower traffic speeds and improved visibility.</p> <p>Improved journeys for cycles.</p>
<p>3. Proposed parallel crossing of Chapel Break Road. Situated on a raised table with a 1:20 gentle slope. Slight build outs of pavements/kerb</p>	<p>As above.</p>

realignment and removal of existing traffic island.	Lower traffic speeds and improved visibility. Improved journeys for cycles.
4. Proposed cycle priority crossing of Harpsfield to connect to the Green Pedalway.	As above.
5. Proposed new section of Double Yellow Lines on Barnard Road, starting from the east of the proposed crossing (approx. 24 metres in length).	Improved safety/visibility of the proposed crossing.

Converting the verge to a new footpath will require some tree removal and replanting in order to remove obstructions from the proposed new route, Full mitigation plans for all trees in the proposal area will be provided before the scheme design is finalised. See supporting FAQ on the project webpage for additional detail.

How to comment

There are two ways to comment on the consultation:

- Visit www.norfolk.gov.uk/mayflyway where you can view plans in more detail and complete our online survey to share your thoughts on the proposals.
- Ask for a hard copies by calling or emailing us using the details at the top of this letter. Large font and other formats are available on request.
- All comments must be received by **Wednesday 5 October**.

Next Steps

We will then carefully consider all responses and report back to the Transport for Norwich Joint Committee later in the year. The webpage above will be kept up to date with the latest progress and information.

Background

The Department for Transport (DfT) has awarded £32m of funding to TfN from the Transforming Cities Fund to deliver a range of schemes across Greater Norwich. These projects aim to improve access to jobs, training and retail by supporting improvements to sustainable modes of transport, while also responding to issues around air quality. More information about our application to the DfT and all the proposed schemes can be found at www.norfolk.gov.uk/transformingcities. You can also read more about previous, current and future TfN projects by visiting www.norfolk.gov.uk/tfn

Yours faithfully,

Transport for Norwich



Mayfly Way Proposed changes

- ① Existing footpath to be used as two way cycle track and existing verge converted to a raised kerb footpath for pedestrian use only
- ② Proposed parallel crossing (a zebra crossing with a parallel priority cycleway). Slight build-outs and double yellow lines (approx. 27m) to improve visibility
- ③ Proposed parallel crossing on a raised table with a 1:20 gentle slope. Kerb realigned and existing traffic island removed
- ④ Proposed cycle priority crossing to connect to the Green Pedalway
- ⑤ Proposed double yellow lines
- ⑥ End of segregated pavement

www.norfolk.gov.uk/mayflyway

Key

-  Existing kerbline
-  Proposed kerbline
-  Trees to be removed
-  Existing verge



Norfolk County Council

Your views on proposed changes to Mayfly Way, Bowthorpe

<https://norfolk.citizenspace.com/consultation/mayflyway>

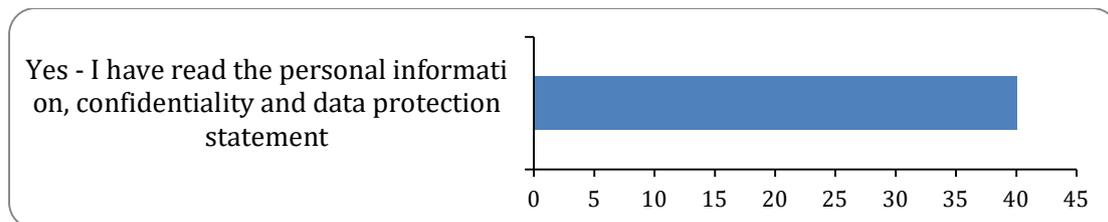
This report was created on Thursday 06 October 2022 at 08:15

The activity ran from 07/09/2022 to 05/10/2022

Responses to this survey: **40**

1: Please tick to confirm that you have read the Personal information, confidentiality and data protection statement above.

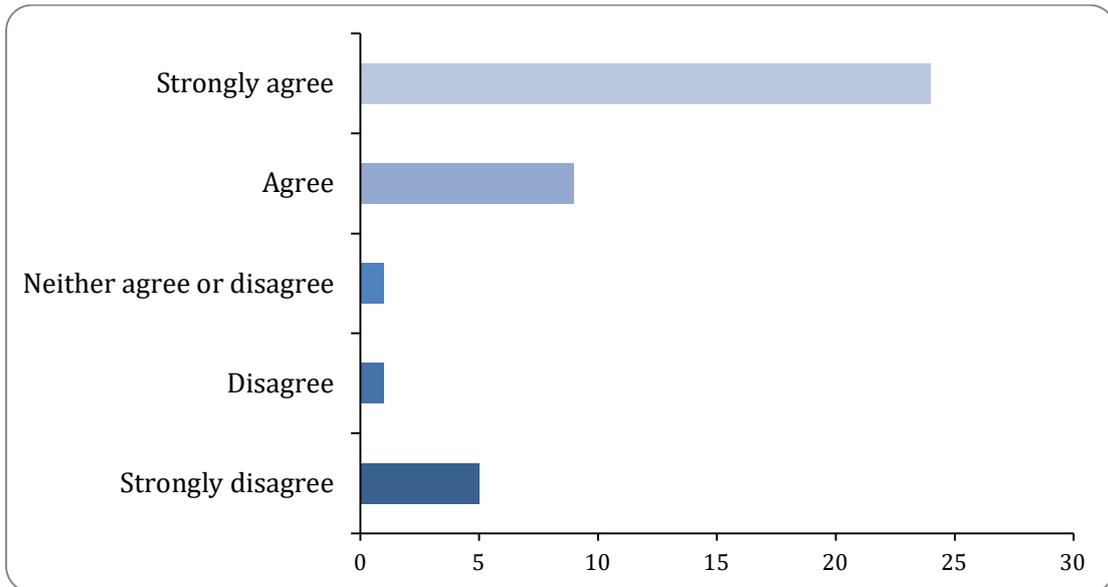
There were 40 responses to this part of the question.



Option	Total	Percent
Yes - I have read the personal information, confidentiality and data protection statement	40	100.00%
Not Answered	0	0.00%

1: To what extent do you agree with the overall aims of this proposal? (please select one answer only)

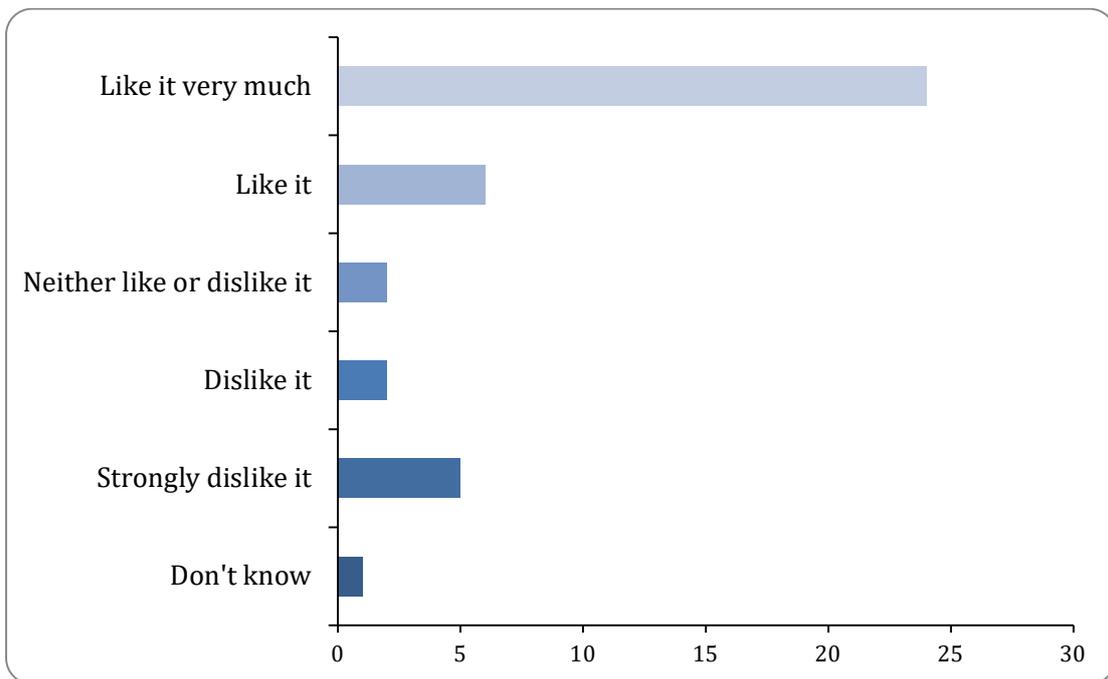
There were 40 responses to this part of the question.



Option	Total	Percent
Strongly agree	24	60.00%
Agree	9	22.50%
Neither agree or disagree	1	2.50%
Disagree	1	2.50%
Strongly disagree	5	12.50%
Not Answered	0	0.00%

2: Widening Mayfly Way to allow more space for segregated walking and cycling. To what extent do you like or dislike this element of the proposal? (please select only one item)

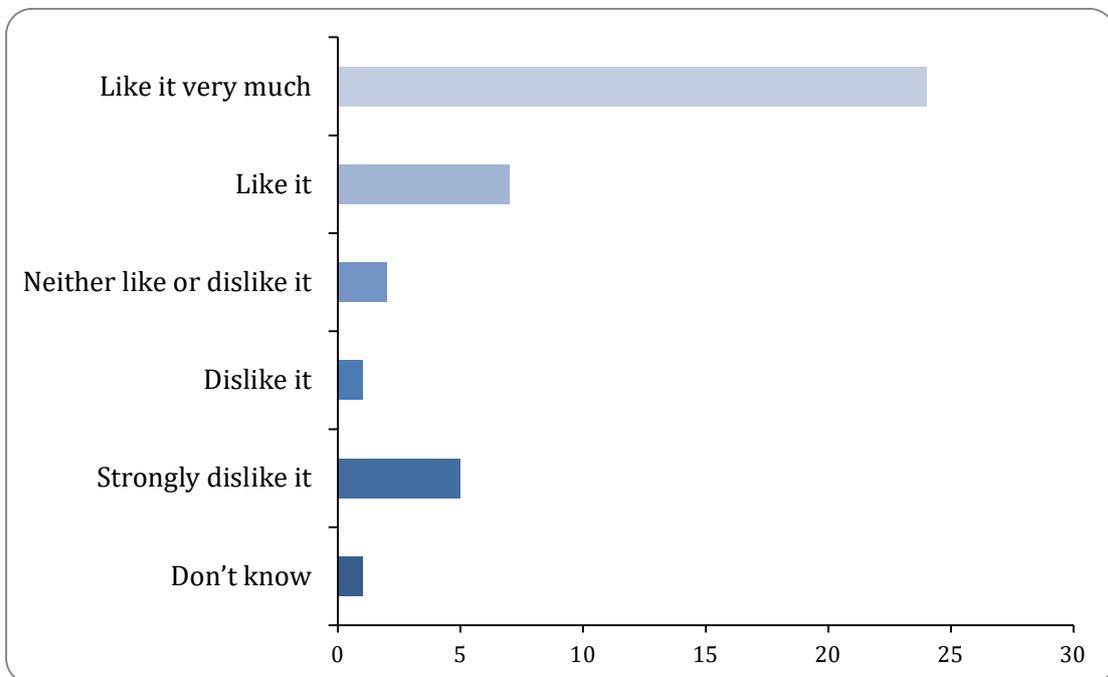
There were 40 responses to this part of the question.



Option	Total	Percent
Like it very much	24	60.00%
Like it	6	15.00%
Neither like or dislike it	2	5.00%
Dislike it	2	5.00%
Strongly dislike it	5	12.50%
Don't know	1	2.50%
Not Answered	0	0.00%

3: Proposed parallel crossing (a zebra crossing with a parallel priority cycleway) of Barnard Road, including slight build-outs of pavements either side of the carriageway. To what extent do you like or dislike this element of the proposal? (please select only one item)

There were 40 responses to this part of the question.

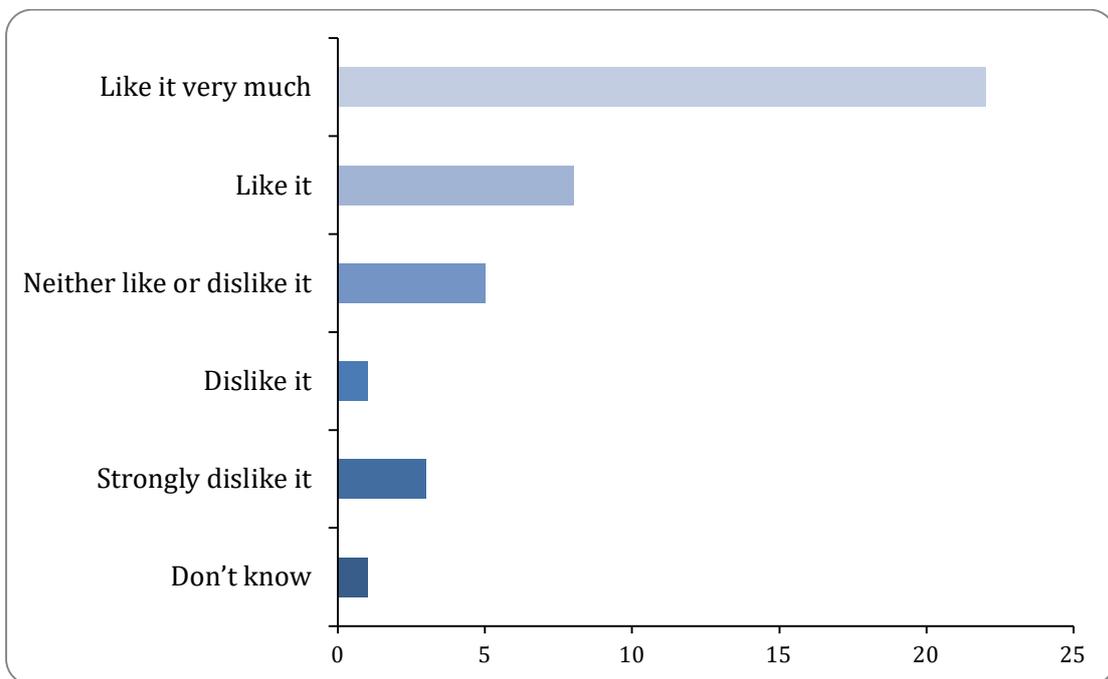


Option	Total	Percent
Like it very much	24	60.00%
Like it	7	17.50%
Neither like or dislike it	2	5.00%
Dislike it	1	2.50%
Strongly dislike it	5	12.50%
Don't know	1	2.50%
Not Answered	0	0.00%

4: Proposed parallel crossing of Chapel Break Road. Situated on a raised table with a gentle 1:20 slope, including slight build outs of pavements/kerb realignment and removal of existing traffic island.

To what extent do you like or dislike this proposal (please select only one item)

There were 40 responses to this part of the question.

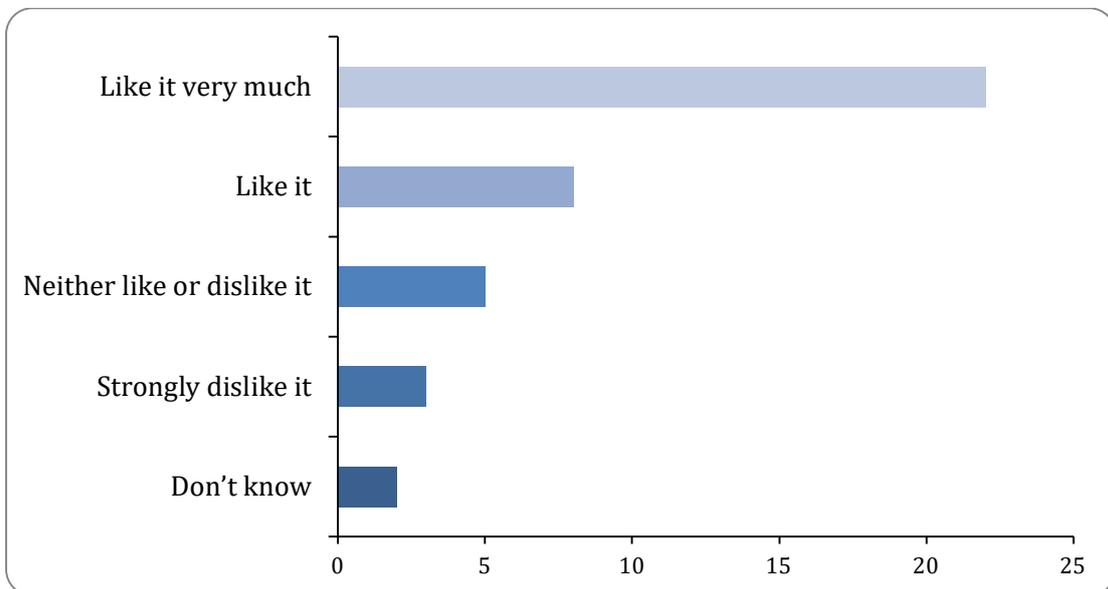


Option	Total	Percent
Like it very much	22	55.00%
Like it	8	20.00%
Neither like or dislike it	5	12.50%
Dislike it	1	2.50%
Strongly dislike it	3	7.50%
Don't know	1	2.50%
Not Answered	0	0.00%

5: Proposed cycle priority crossing of Harpsfield to connect to the Green Pedalway.

To what extent do you like or dislike this element of the proposal? (please select only one item)

There were 40 responses to this part of the question.

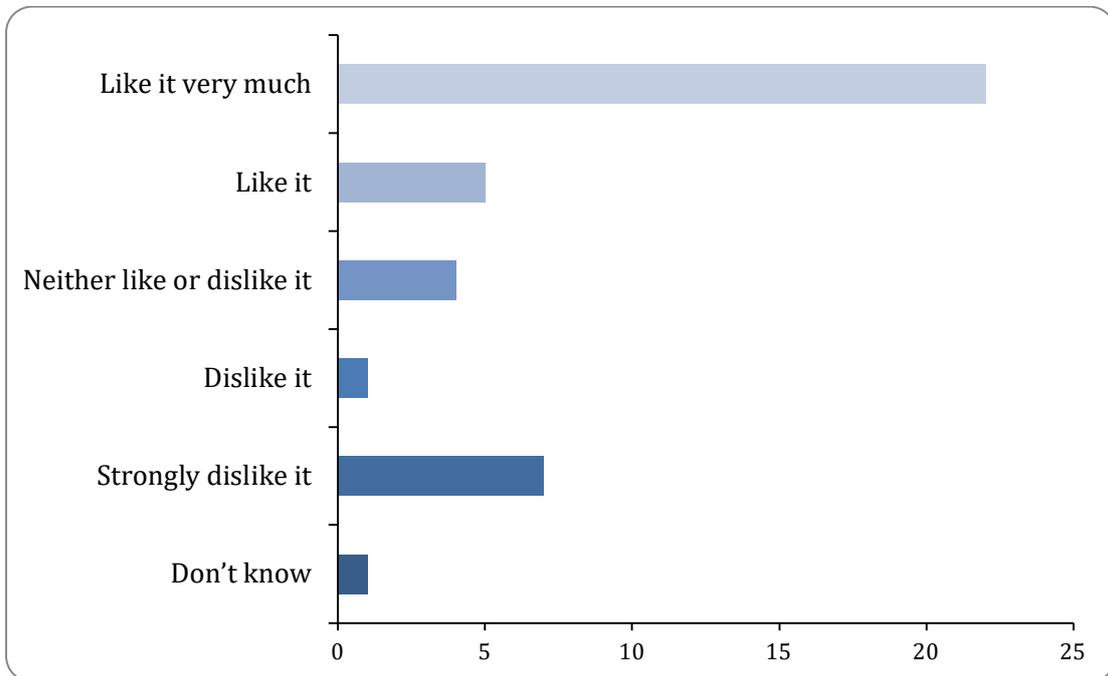


Option	Total	Percent
Like it very much	22	55.00%
Like it	8	20.00%
Neither like or dislike it	5	12.50%
Dislike it	0	0.00%
Strongly dislike it	3	7.50%
Don't know	2	5.00%
Not Answered	0	0.00%

6: Proposed new section of Double Yellow Lines on Barnard Road, starting east of the proposed crossing (approx. 24 metres in length).

To what extent do you like or dislike this element of the proposal (please select only one item)

There were 40 responses to this part of the question.



Option	Total	Percent
Like it very much	22	55.00%
Like it	5	12.50%
Neither like or dislike it	4	10.00%
Dislike it	1	2.50%
Strongly dislike it	7	17.50%
Don't know	1	2.50%
Not Answered	0	0.00%

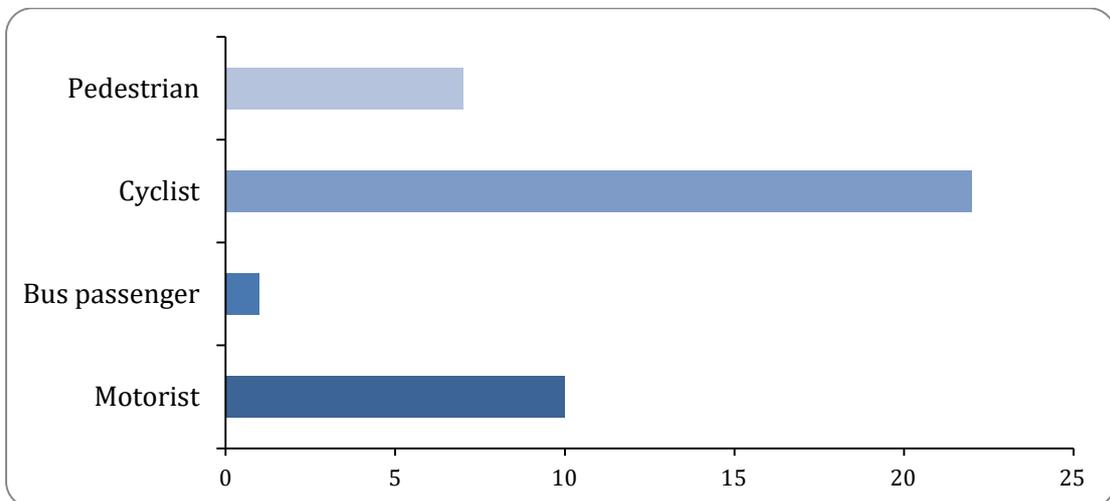
7: Based on the answers you have given..

There were 24 responses to this part of the question.

There were 18 responses to this part of the question.

1: How do you primarily use the area? (Please select only one item)

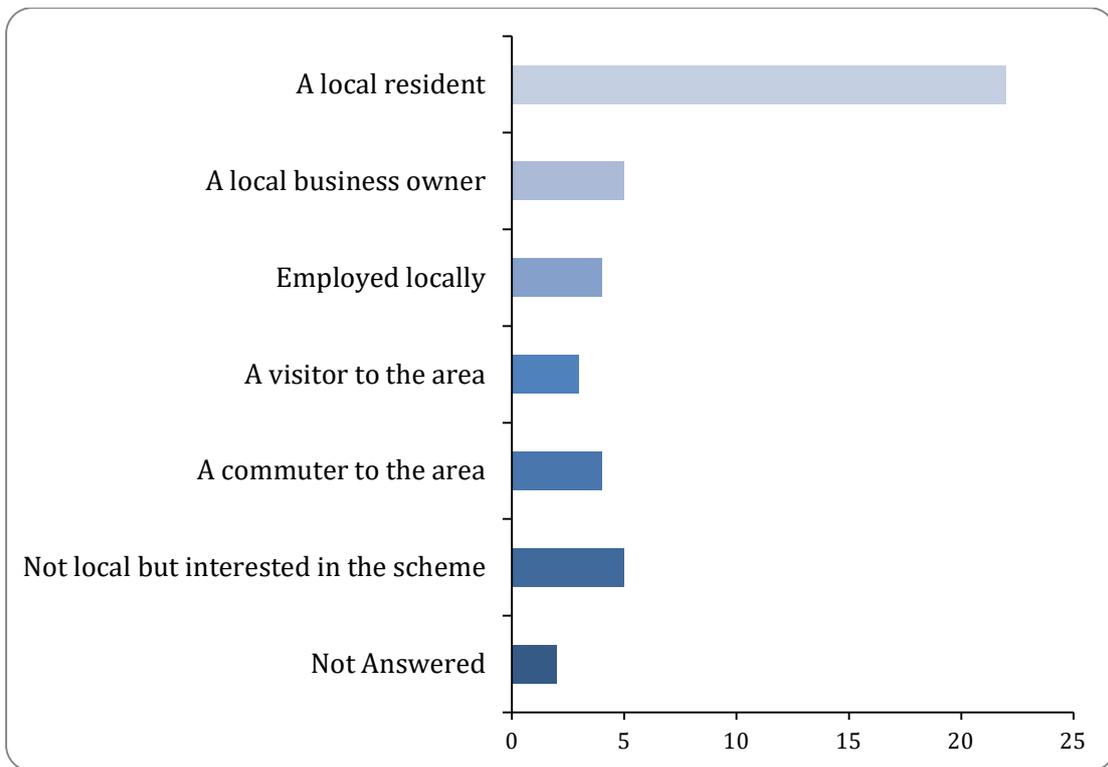
There were 40 responses to this part of the question.



Option	Total	Percent
Pedestrian	7	17.50%
Cyclist	22	55.00%
Wheelchair user	0	0.00%
Motorcyclist	0	0.00%
Bus passenger	1	2.50%
Motorist	10	25.00%
Other	0	0.00%
Not Answered	0	0.00%

2: Are you...? (please select all that apply)

There were 38 responses to this part of the question.

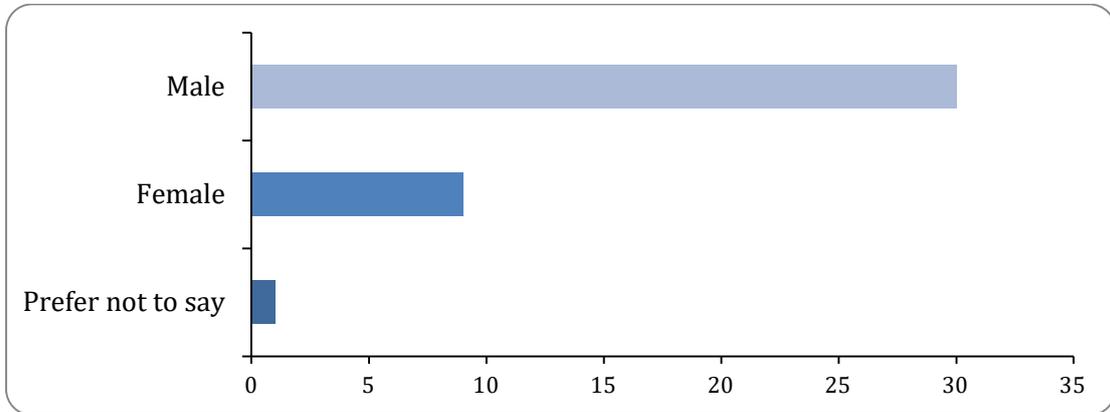


Option	Total	Percent
A local resident	22	55.00%
A local business owner	5	12.50%
Employed locally	4	10.00%
A visitor to the area	3	7.50%
A commuter to the area	4	10.00%
Not local but interested in the scheme	5	12.50%
A taxi/private hire vehicle driver	0	0.00%
Not Answered	2	5.00%

There were 3 responses to this part of the question.

3: Are you...? (Please select only one item)

There were 40 responses to this part of the question.

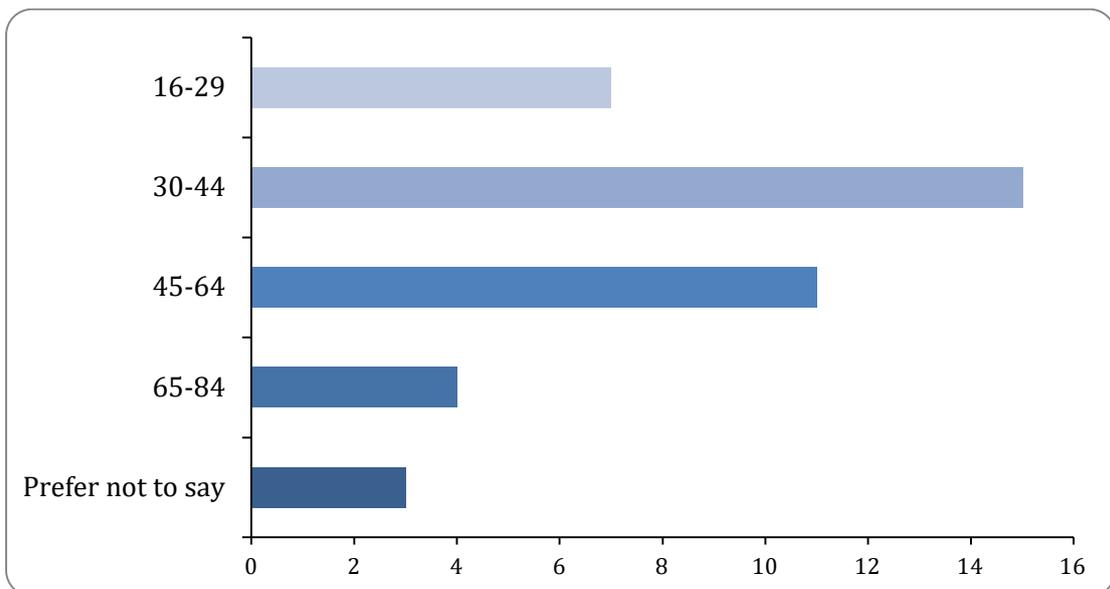


Option	Total	Percent
Male	30	75.00%
Female	9	22.50%
Prefer not to say	1	2.50%
Not Answered	0	0.00%

There were 0 responses to this part of the question.

4: How old are you? (Please select only one item)

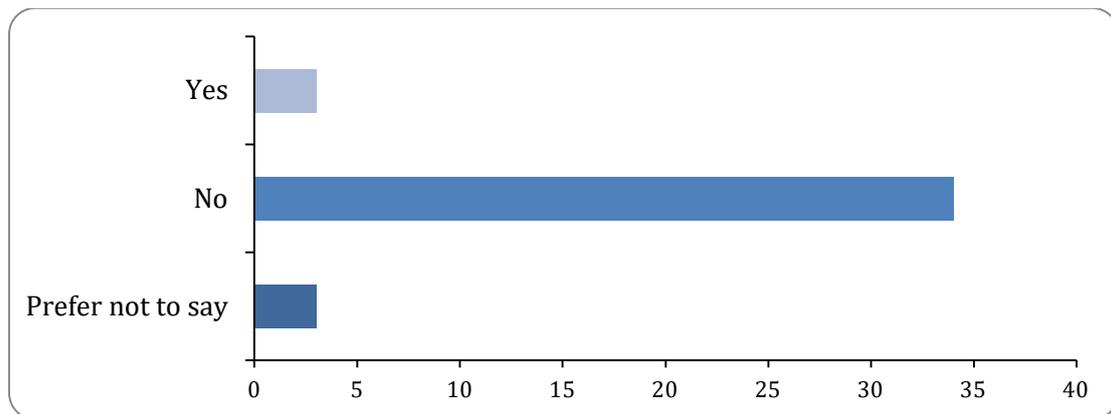
There were 40 responses to this part of the question.



Option	Total	Percent
Under 15	0	0.00%
16-29	7	17.50%
30-44	15	37.50%
45-64	11	27.50%
65-84	4	10.00%
85+	0	0.00%
Prefer not to say	3	7.50%
Not Answered	0	0.00%

5: Do you have any long-term illness, disability or health problem that limits your daily activities or the work you can do? (Please select only one item)

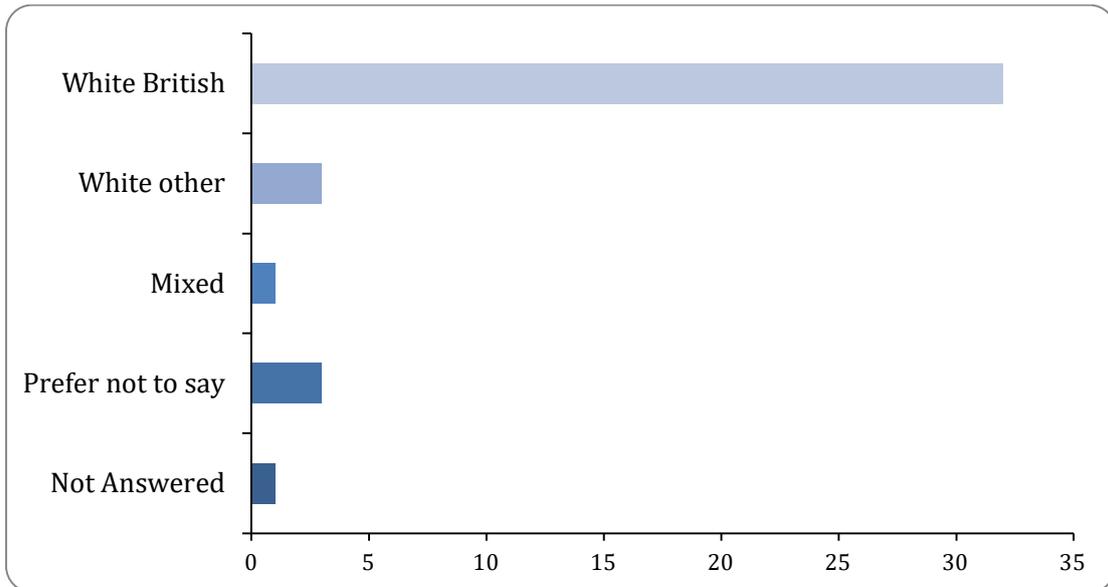
There were 40 responses to this part of the question.



Option	Total	Percent
Yes	3	7.50%
No	34	85.00%
Prefer not to say	3	7.50%
Not Answered	0	0.00%

6: How would you describe your ethnic background? (Please select only one item)

There were 39 responses to this part of the question.



Option	Total	Percent
White British	32	80.00%
White Irish	0	0.00%
White other	3	7.50%
Mixed	1	2.50%
Asian or Asian British	0	0.00%
Black or Black British	0	0.00%
Chinese	0	0.00%
Prefer not to say	3	7.50%
Not Answered	1	2.50%

There was 1 response to this part of the question.

7: What is the first part of your postcode? (e.g. NR4)

There were 39 responses to this part of the question.

**Analysis of Free Text Responses from September/October 2022
consultation for Mayfly Way, Bowthorpe
Main Objecting and Supporting Themes and Officer Responses**

Supporting Themes

Main Supporting Theme	Total responses
Clear markings establishing route is a cycle path and maintained the path. Colour all cycle routes to stand out.	7
This will make cycling and walking safer.	4
The route is also very popular with school children.	3
Stop speeding and unsafe drivers.	3
New Beryl hire bays on this route and cycling hub at Eaton Park [note Eaton Park is not within the scope of this project]	2

Comment in the context of support for the scheme	Total responses	Officer response
Stop speeding and unsafe drivers.	3	Elements of the proposals will help to discourage speeding vehicles.
The route is also very popular with school children.	3	The additional space and segregation provided will help to accommodate tidal flows of pedestrians and cycles at peak times, e.g., school start and end times.
This will make cycling and walking safer.	4	Agreed.
Clear markings establishing route is a cycle path and maintained the path. Colour all cycle routes to stand out.	7	Appropriate markings and signs will be installed. Adding a coloured surface to cycle routes is often considered but can be costly to apply and difficult and expensive to maintain. This design proposes clear segregation between users via a kerb so there is limited benefit from a coloured surface in this location.

Paths overgrown by hedges and plants/foilage beside the paths are dangerous.	5	Comments regarding overgrown foliage have been passed to the Highways Area Team.
Fallen foliage hides the ongoing problem of irresponsible dog owners not clearing up after their dogs.	2	These proposals will result in less foliage and comments on existing maintenance issues have been forwarded to the local area engineer.
Extend improvements to the other cycle paths in Bowthorpe. (Improvements to cricket way)	3	This is beyond the scope of the project and would not be funded by the DfT as part of this project.
Lighting should be considered; path is currently dark and somewhat ominous at night.	1	Lighting is to be assessed as part of the detailed design.
This is the standard we need for cycle tracks everywhere.	3	Current design standards suggest pedestrians and cycles should be physically segregated from each other where possible.
Cyclists need better provisions in the Norwich area, both for recreational and sports use funding	2	Further TCF-funded improvements to cycle facilities on the Dereham Road corridor are currently under development and will be consulted upon later this year.
Safety and visibility issues of lorries parked on road	2	There have been no collisions recorded in the vicinity of the area. The road is wide and straight, with good visibility, so passing a large, stopped vehicle shouldn't be an issue. The scheme has been subject to safety audit.

<p>Ensure trees, shrubs & visible obstructions are permanently completely removed from the edges of the roads/pathways where the proposed parallel crossing of Chapel Break Road is.</p>	<p>1</p>	<p>Obstructions within the crossing's visibility splay area will be cleared.</p>
<p>Double yellow lines extended on the Robberds Way side of Barnard Road.</p>	<p>3</p>	<p>Double yellow lines are proposed to protect visibility of the crossings. There are some double yellow lines on the south side of Barnard Road in place already. There have been no collisions recorded in the vicinity of the area. The road is wide and straight, with good visibility, so passing a large, stopped vehicle shouldn't be an issue.</p>
<p>The crossing over Harpsfield should have clearer provision for pedestrians to cross. I also think the northern end of the path should be better connected to the crossing over Dereham road for people cycling.</p>	<p>1</p>	<p>The priority crossing and routes leading to the crossing are all shared use. Cycle markings on the table are useful as extra information for drivers. Another TCF funded scheme at the Mayfly Way/Dereham Road junction is currently in development and will be brought forward for consultation later this year.</p>
<p>New Beryl hire bays on this route and cycling hub at Eaton Park</p>	<p>2</p>	<p>A Beryl bay will be included near the Bowthorpe roundabout in another TCF-funded improvement scheme which will be consulted upon later this year. There is an existing Beryl Bay near Harpsfield in front of the Chapel Break Community Centre. Eaton</p>

		Park is beyond the scope of this scheme.
Diversions via Chapel Break Road and Wendene are not suitable.	1	Traffic management will be considered as part of the detailed design and the most suitable route(s) available will be used, considering the requirements of all users.
Access via the path from Atkinson close could be improved, including removal of the barrier that makes it hard to access in a wheelchair or adapted cycle.	1	This will be reviewed during the detail design stage.
Proposed route for Dereham Road and through Bowthorpe for cycles or pedestrians (not UEA).	2	Further TCF-funded improvements to cyclists and pedestrians on the Dereham Road corridor are currently under development and will be consulted upon later this year.

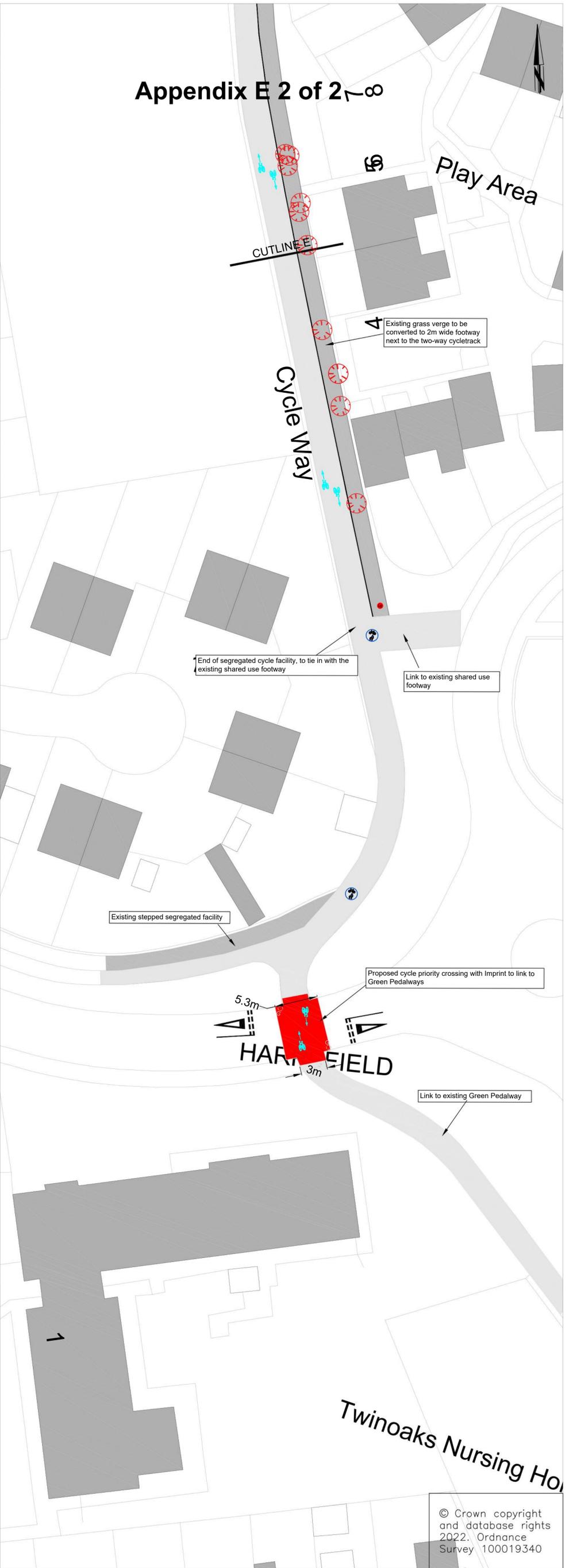
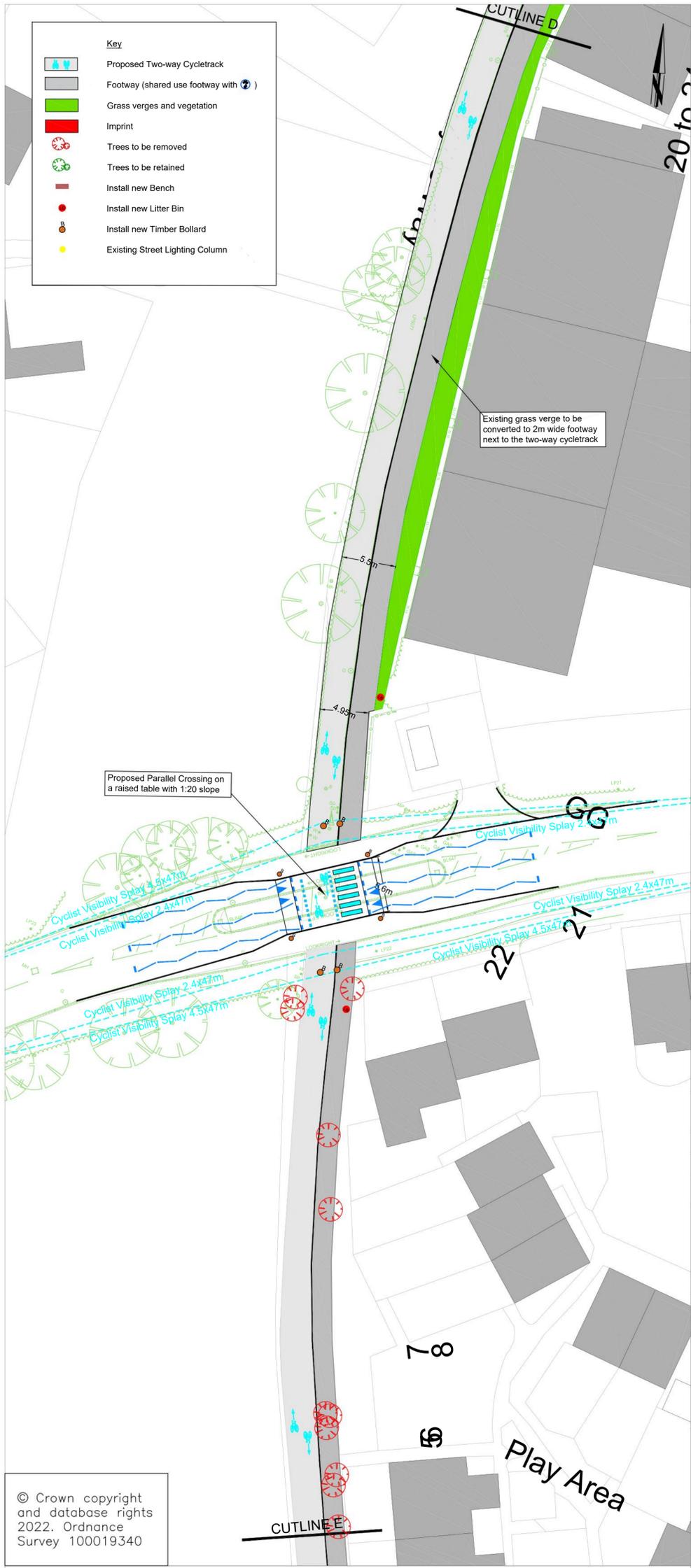
Objecting Themes

Main Objecting Theme	Total	Officer Response
Waste of money.	4	This scheme is financed by the DfT from the Transforming Cities Fund and may only be spent on this scheme, which seems to improve conditions for active modes of travel.
Doesn't seem necessary. Route has no issue.	2	The route does not meet current design standards in terms of the segregation of cycles and pedestrians and the

		provision of adequate widths.
Resurfacing of the paths/roads, overgrown hedges and dog bins.	3	Mayfly Way is currently under consideration for resurfacing in the near future. Comments on maintenance issues have been passed on to the local engineer. The project team is to contact the City Council about new dog bins as dog bins will need to be maintained by the City Council.
This is an industrial estate and not a rat run for cyclists they have main cycle routes nearby they can already use safely.	2	Bowthorpe is an employment area and the TCF scheme aims to improve access for active modes of travel to areas of employment. Whilst some cyclists may wish to stick to roads many prefer to use off-road routes where they are separated from general traffic. This is not a rat run - it is already a shared use path to be used by cycles and pedestrians; this scheme seeks to improve the route by segregating pedestrians from cycles and providing increased path widths.
HGV drivers also need to take regular breaks by law. Double yellow is preventing lorries from being able to park up and use the estate for its purpose.	2	Bowthorpe industrial estate also employs people who need to travel to work and may choose to do so by foot or cycle if suitable infrastructure exists. Bowthorpe is also home to many people who cycle to and from work in the city centre. Highways are not provided as lorry parks and should enable use by

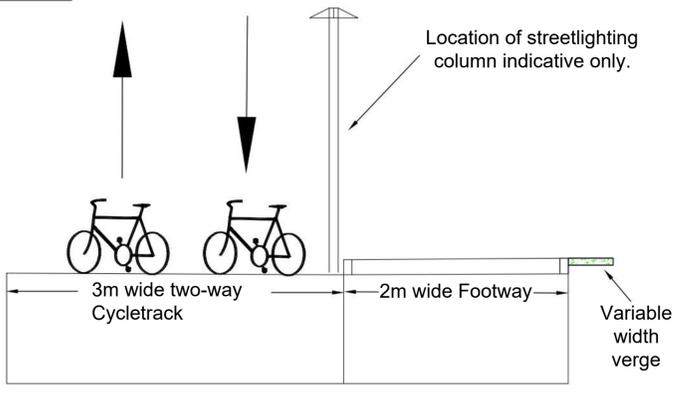
		all modes including cycles.
Safety issue - Dereham Road at the end of Mayfly Way has already experienced a huge number of collisions, accidents, and fatalities. Worsen the situation and potentially cause accidents.	2	Another TCF funded scheme at the Mayfly Way/Dereham Road junction is currently in development and will be brought forward for consultation later this year.
Overflow parking on the roadsides.	1	New double yellow lines have been proposed on Barnard Road. This is to provide a safe visibility splay for pedestrians/cyclists at the crossing point. This is only for a short section of carriageway and plenty of unrestricted parking will remain.

- Key**
- Proposed Two-way Cycletrack
 - Footway (shared use footway with pedestrian)
 - Grass verges and vegetation
 - Imprint
 - Trees to be removed
 - Trees to be retained
 - Install new Bench
 - Install new Litter Bin
 - Install new Timber Bollard
 - Existing Street Lighting Column



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Typical cross section



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Norwich NR1 2SG

DRAWING TITLE
Dereham Road - Mayfly Way
Sheet 2 of 2

REV.	DESCRIPTION	DRAWN BY	CHECKED	DATE
A	Crossing points updated		JR	10/22

SURVEYED BY	INITIALS	DATE	DRAWING No.
OS/PC		2021	PEA045-TCF-PRE-004A
DESIGNED BY	CQ	10/21	PROJECT TITLE
			Transforming Cities
DRAWN BY	CQ	10/21	Mayfly Way
CHECKED BY	JR	10/21	SCALE
			1:250 @ A1
			FILE No.
			PEA045