

Report to Mousehold Heath conservators
20 June 2014
Report of Head of city development services
Subject Push the Pedalways

Item

13

Purpose

To update the Conservators on the outcome of the public consultation into the Push the Pedalways project to create a cycling and walking route from Heartsease to the city centre via Mousehold Heath and seek endorsement for the proposed route elements prior to the submission of an application for planning permission and seeking the necessary highway consents.

Recommendations

To endorse the decision of the Push the Pedalways executive board to create a good quality route for cycling and walking between Heartsease and the city centre by implementing the following project elements that affect the legally designated areas of Mousehold Heath:

- a) Laying a 3m wide, sealed surfaced two-way cycle track with lighting on the alignment of Dragoon Street in the vicinity of the Ranger's House and clearing the adjacent sunken lane to make it useable by pedestrians, including a shallow cutting to create level access to Gurney Road and reinstating heathland habitat to the slopes of the new cutting, as shown in appendix 1.
- b) Widening of the footpath on the west side of Gurney Road between the junctions with Britannia Road and Mousehold Avenue into the carriageway by 1.2m average and the verge by 1.0m average (no more than 1.6m) to create a 3.0m wide unsegregated cycle and pedestrian path as shown in appendix 1.
- c) Laying a 3m wide sealed surface path along Beech Drive without lighting to provide an unsegregated cycling and pedestrian track between Gurney Road and Valley Drive.
- d) Introduce lighting on Valley Drive as shown in appendix 1.
- e) The adoption as highway of the areas of cycle / walking path and associated lighting on Dragoon Street, Gurney Road, Beech Drive and Valley Drive that are created or upgraded through Push the Pedalways, in order to maximise the resources available for future maintenance.

Corporate and service priorities

The report helps to meet the corporate priority to create a prosperous city, a safe and clean city and a city of character and culture and the service plan priorities to improve cycling and walking infrastructure in the city and implement the Mousehold Heath Management Plan.

Financial implications

The estimated cost of implementing the Push the Pedalways projects 14 and 15 between the Jarrold Bridge and Heartsease, which includes elements outside the area of responsibility of the Mousehold Heath Conservators, is £740,000. It will be funded from the budget of £5.7m for the Push the Pedalways programme.

Ward/s: Catton Grove, Crome, Sewell, Thorpe Hamlet

Cabinet member: Councillor Stonard – Environment and transport

Contact officers

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Background documents

Push the Pedalways Mousehold project ecology report

Report

Background

1. The city council applied to the Department for Transport for a Cycle City Ambition Grant. It was announced in August 2013 that Norwich's application had been successful and the council were awarded £3.7m to which £2m of local money has been added.
2. Our programme is called "Push the Pedalways" and its objectives are to:
 - tackle health problems in parts of the city with high levels of obesity by providing cycling infrastructure and targeted cycling promotion
 - double the level of cycling within ten years
 - broaden the demographic appeal of cycling
 - reduce the rate of accidents involving cyclists and pedestrians
 - cut carbon emissions from journeys within the city
 - boost economic growth by enabling residents to reach job opportunities, city centre facilities and linking major development sites to the cycle network.
3. The programme will create a safe, convenient and attractive eight mile route from the Heartsease to the city centre and UEA. Mousehold Heath lies between Heartsease and the city centre and therefore one of the projects that make up the programme involves creating a better link across Heartsease. It will connect the Jarrolds Bridge (which was conceived by Peter Jarrold as a method of facilitating access to the Heath) to Heartsease via the recently improved Valley Drive cycle and walking path. As well as creating an excellent new route this project offers an opportunity to celebrate lost cavalry rides up to Mousehold and recreates some heathland habitat.
4. At your meeting on 18 October 2013 Conservators agreed to have a site visit to look at potential routes. This took place on 18 November 2013. Following this meeting a series of route options were drawn up and evaluated. At your meeting on 17 January 2014 Conservators agreed to the recommendations which were to endorse the decision of the Push the Pedalways Executive Board to:
 - a) Support the principle of creating a high quality cycling and pedestrian route from the Jarrold bridge to Heartsease as part of the cross-city pink pedalway.
 - b) Select two route options for the west section (Dragoon Street and (Heathgate) and two route options for the east section (Beech Drive and Gurney Road) for further design development and to consult the public on these options in February 2014.

You proposed and agreed a modification to recommendation b) to include the provision of a crossing on Gurney Road between the Ranger's House and Beech Drive in both the Gurney Road and Beech Drive options for the east section.
5. In the course of developing the project particular regard has been given to the contribution it can make to the implementation of the Mousehold Heath Management Plan. The following sections of the document are particularly relevant:

- a) The acknowledgement that the dense shade caused by the woodland and scrub near the Ranger's House is causing the remnant heathland to become moribund (p7).
- b) The historical value of the rifle butts that survive south of Valley Drive (p8).
- c) The acknowledgement the Gurney Road presents a difficult barrier for pedestrians to cross that effectively splits Mousehold in two (p10).
- d) The management actions to:
 - i) Expand remaining heathland areas by further removal of trees and scrub, and humus or topsoil stripping (p14)
 - ii) Ensure the importance of Mousehold Heath as a historic landscape is adequately recognised and promoted (p14)
 - iii) Ensure access for all where appropriate (p15)
 - iv) Promote Mousehold for health-related activities (p15)
 - v) Carry out remedial work to woodland features such as avenues, with Beech Drive being noted as a key one (p24).
 - vi) Examine the feasibility of upgrading selected routes to make them more suitable for people with disabilities including a wheelchair friendly route on the site (p27).
 - vii) Promote access to Mousehold by bicycle as an alternative to car use (p27).
 - viii) Implement measures such as potential traffic calming and safer designated crossing points for pedestrians on Gurney Road (p27).

Public consultation

- 6. A public consultation on the route options was held between 25 February and 18 March 2014. It included a drop-in event on 4 March 2014 at St. James House. The consultation material can be viewed [here](#).
- 7. The public comments are reproduced in appendix 2. The principle of creating a new route was generally supported. Of those respondents who expressed a route preference, there was a small majority in favour of Dragoon Street for the west section and Beech Drive for the east section. Although in the minority, several of the people who supported Gurney Road for the east section expressed vehement opposition to the proposal to use Beech Drive, especially if lighting was introduced, because they felt it would be damaging to the natural character of the Heath and interfere with the local wildlife.

Objectives and route options evaluation

8. The principal objective of the project is to create a route between the Jarrold Bridge and Heartsease that provides a high quality experience for cyclists and pedestrians. To be considered high quality it needs the following attributes:
 - Cohesive with links to other pedalways, to homes and facilities;
 - Direct being as short as possible with few delays crossing roads and easy to find your way;
 - Safe by being separate from traffic and minimising the risk of falls or mugging though the provision of lighting;
 - Comfortable by offering a smooth, wide track that is not too steep; and
 - Attractive with good views, enhancement of habitats, improvement of the aesthetic quality of open spaces and the celebration of history.
9. The two route options for each section were evaluated against these objectives. Appendix 3 contains the evaluation chart.

West section

10. Dragoon Street scored significantly better than the alternative Heathgate option and was more popular with the public and therefore it is recommended for implementation. The opportunity to rediscover a lost cavalry route to the Heath and make Heathgate a gateway to the Heath is exciting. It will involve the creation of a ramp between the field above the Heathgate flats and St James Close. The current steps will be rebuilt and incorporated into the ramp. The soil that is excavated to create the ramp will be shaped into a viewing mound at the top of the hill to allow walkers and cyclists to pause and enjoy the magnificent views. Trees will be planted in the northern part of the field (with the cost of 20 years maintenance built into the project budget) and its biodiversity will be enhanced to provide a wildlife link between Mousehold and the allotments.
11. The footpath between the field above Heathgate and the Ranger's House (through the woodland) will follow the sunken lane through the woodland formed by the grinding of countless horses hoofs over the decades of use by the cavalry. The cycle track will run parallel a short distance away along the line of the existing informal path above the sunken track. On the approach to Gurney Road near the Ranger's House a shallow "cutting" will be excavated over a 50m length and at its maximum be 2 metres deep. This will make the gradient virtually flat when going to or exiting from Gurney Road. The slopes of the cutting will be modelled to a 1:3 gradient meaning that it will not feel enclosed and allowing maintenance operations to be undertaken on it. Any heathland vegetation that is disturbed during the construction works will be translocated to these slopes in order to mitigate the loss and encourage its continued migration west towards the field above the Heathgate flats, in accordance with good management practices to encourage rich biodiversity.

East section

12. The two options for the east section were closely matched in the evaluation with Beech Drive scoring slightly better and being favoured by slightly more of the respondents to the consultation. The Board concluded that Beech Drive should be made available as a daytime route because it is 130m shorter than Gurney Road, is far from traffic (unlike Gurney Road) and only involves one road crossing, whereas the Gurney Road option involves two crossings.
13. Beech Drive has an existing stone sub base from Gurney Road up to the point where the road turns right into the old depot (approximately 200 linear metres). From this point the footpath is a trodden earth route through to Valley Drive. It is proposed to lay a 3m wide sealed surface along the whole length of Beech Drive. The sealed surface would allow wheelchair users and parents with buggies to access a beautiful part of the Heath that is currently inaccessible to them. The aesthetic quality of Beech Drive will be enhanced through the project by clearing away brambles that have encroached on the path and planting new beech trees to fill gaps in the avenue. The rifle butts that line the path can be marked with an interpretation plaque.
14. The public consultation confirmed the Board's view that it should be possible to ride the route at night and that lighting should be provided. In wintertime it becomes dark before people leave work. However, they agreed with the sentiments expressed by some consultees who did not wish to see lighting introduced on Beech Drive because it would undermine the natural character of the Heath. This effect would be compounded by the elevated position of Beech Drive, which would mean the lighting was visible from a distance.
15. The decision not to light Beech Drive means that Gurney Road (which already has lighting) also needs to be improved so that it can serve as a night-time route connecting to Valley Drive. Improving Gurney Road will benefit users of the orange pedalway that runs along Gilman Road and Britannia Road connecting the Sewell area to Thorpe Hamlet and the railway station. The route along Gurney Road from the Ranger's House to Mousehold Avenue would be to a similar width and specification as that already completed near the Pavilion. To accommodate the increased width of the proposed new cycle / pedestrian route the carriageway will be narrowed to 5.65m and an average of 1.0m (1.6m maximum) width of verge will be required.
16. Raised tables that slow traffic and help cyclists and pedestrians cross the road will be installed across Mousehold Avenue at the junction with Gurney Road and across Gurney Road between Dragoon Street and Britannia Road / Beech Drive. This crossing will help school children cross the road on their way to Mousehold Infant School and George White Junior School. It would be complemented by an extension to the 20mph limit on Gurney to a point approximately 75m south of the junction with Britannia Road. Britannia Road and Vincent Road would also be included with the 20mph area. Approval from the Norwich Highways Agency Committee will be required for these changes.
17. Valley Drive has become a very popular route for people to walk and cycle along, especially at weekends. Budgetary constraints meant that the sealed surface path that was created two years ago was 2.5m wide, which is not wide enough for users to happily co-exist at busy times. The heavy tree cover meant that the solar studs that

were planned would not work. Valley Drive is therefore not wide enough to deal comfortably with the anticipated levels of use and it is not useable at night.

18. Through Push the Pedalways we propose to light Valley Drive and Dragoon Street with lanterns on 5m or 6m high columns. Valley Drive is in a valley and therefore lighting would not be visible at a distance. We are exploring the feasibility of using motion sensitive technology that would mean the light dimmed or switched off when there was no one on the path. The lighting designer has been supplied with the latest advice from the Bat Conservation Trust and their brief requires the lighting to be designed in order to minimise the disturbance to bats. We also intend to add 1.5m to the width of the path on the section of Valley Drive between Beech Drive and Mousehold Lane (outside the area that is the responsibility of the Mousehold Conservators) so that walkers and cyclists each have dedicated space that is separated by the lighting columns.

Ecology

19. A report was commissioned from The Ecology Consultancy to ascertain the impact any works would have on the area. The survey area is shown on the map in appendix 4. The site surveyed as part of this report is a broad corridor of habitat within which only a narrow length will be used for the cycle and pedestrian path.
20. The report found that much of the proposed route is only of local value, being recently regenerated scrub and secondary woodland regenerated over acidic grassland and heath. The only likely disturbance to Biodiversity Action Plan priority habitat will be to areas of acid grassland, which are found in three places along the route. These areas are easily created by scraping back the topsoil to expose sandy substrate and allowing natural regeneration to take place. We will create more of this habitat at a ratio of at least 2:1 in accordance with the recommendations in the ecology report. Impacts on scrub and woodland are expected to be minimal. It is advised that if the route is to be lit where there are any foraging bats (likely to be in the large or veteran trees), directional and minimum levels are recommended.

Maintenance

21. The route is being designed to be durable and easy to maintain. Nevertheless it will be necessary to sweep the path, cut back encroaching vegetation, repair the surface, clean and repair wayfinding signs and lighting. This activity and the electricity used by the lights will need to be paid for. We will be developing a costed maintenance schedule. The Board's preference is for the pedalway route and associated infrastructure such as lighting to be adopted as highway in the same way as Marriott's Way on the other side of the city. The area to be adopted would be tightly defined as the width of the path and the footprint of adjacent lighting columns. This would mean that the maintenance and electricity costs would be paid for as part of the funding the city council receives from the county council for highway maintenance. The County would have direct responsibility for the lighting. The alternatives would be for the Conservators budget to pay for maintenance, for volunteer labour to be used or an acceptance that there will be little or no maintenance.

Conclusion

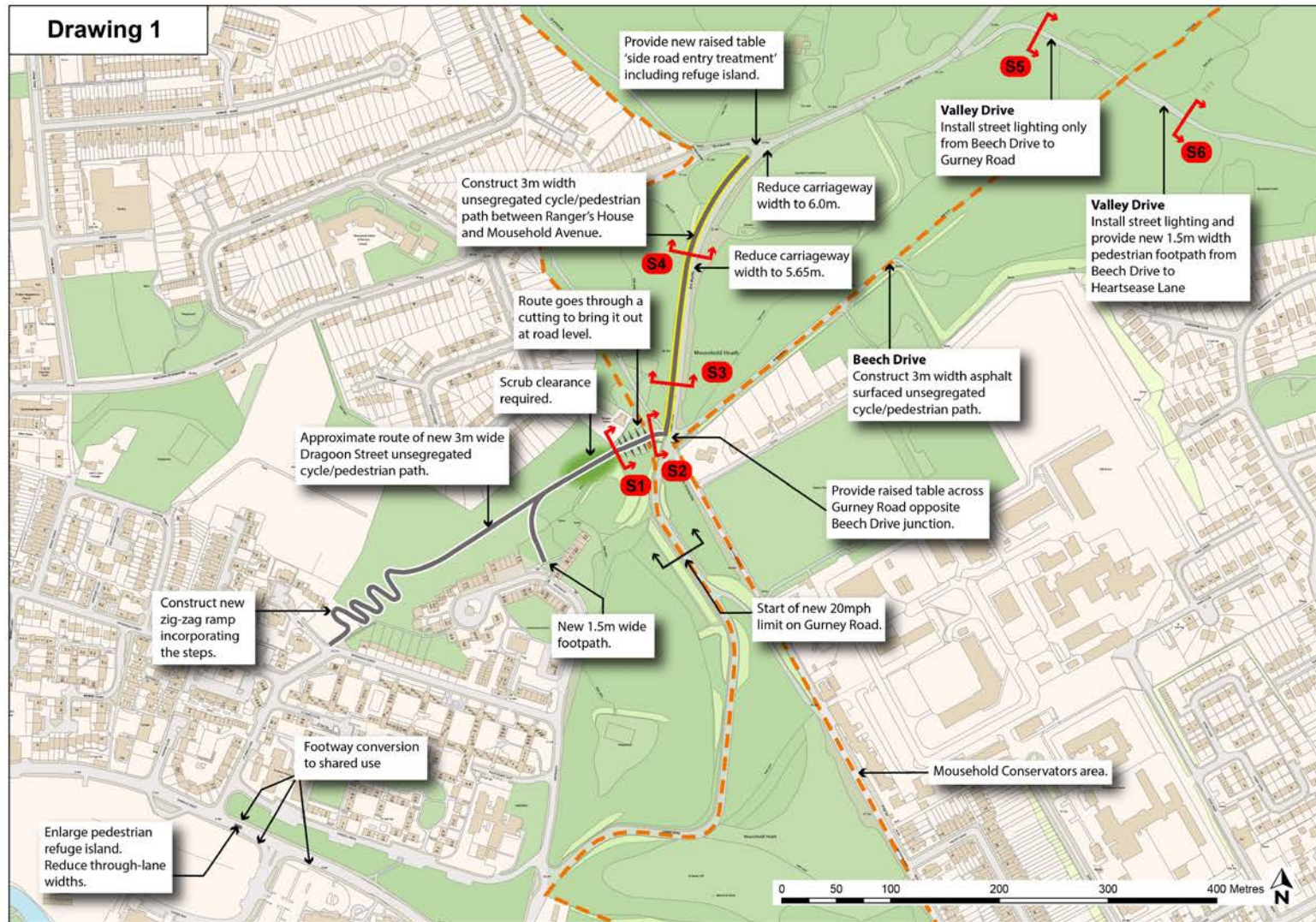
22. Push the Pedalways offers huge strategic benefits to the citizens of Norwich who will gain an eight mile route from one side of the city to the other. This project is a critical

part of the programme. In addition to these city-wide benefits there will be multiple benefits for the Heath, its users and local residents. It will:

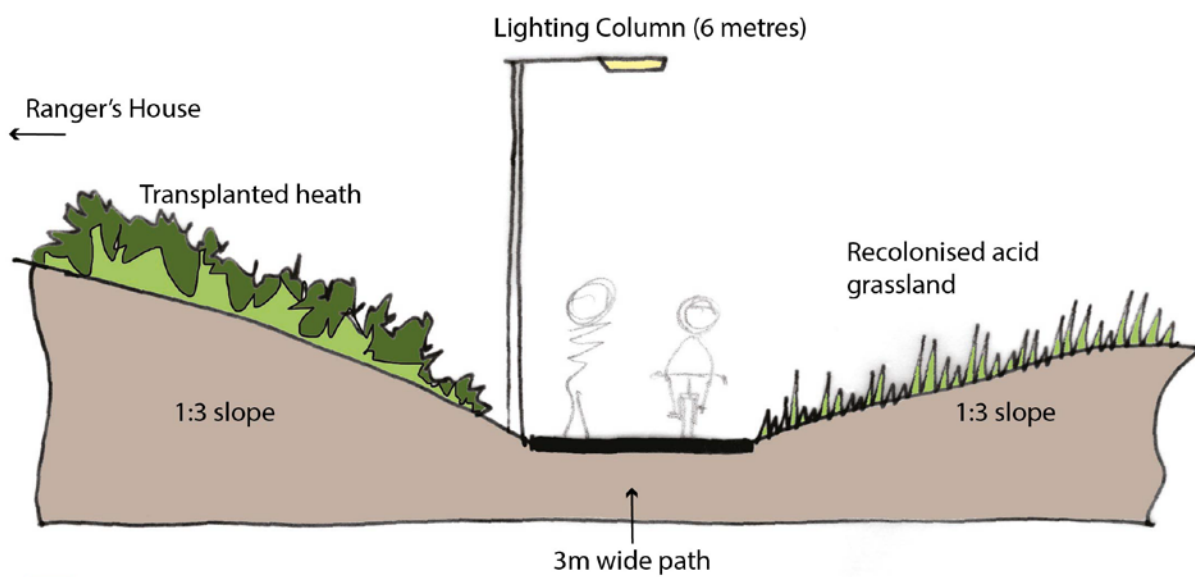
- a) Encourage people to visit the Heath on a bicycle rather than in a car;
- b) Provide a high quality route along the edge of the Heath that will discourage cycling away from permitted routes;
- c) Reduce the impact of Gurney Road splitting the Heath into two parts;
- d) Improve access to the Heath for elderly and disabled residents living in the homes at Heathgate and north of Barrack Street;
- e) Provide a safer route to school for children at the Open Academy, George White Junior School and Mousehold Infant School;
- f) Rediscover a lost cavalry route and open up a magnificent view of the city centre; and
- g) Restore the avenue of trees on Beech Drive and create more heathland habitat in the vicinity of the Ranger's House.

APPENDIX 1 – DRAWINGS

Drawing 1

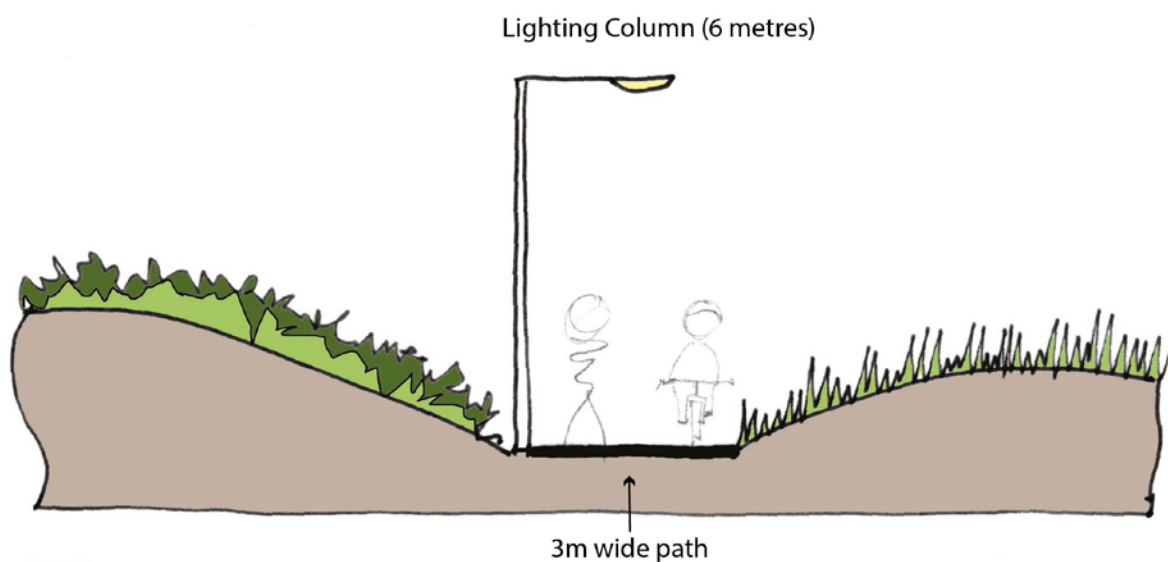


Drawing 2



S1

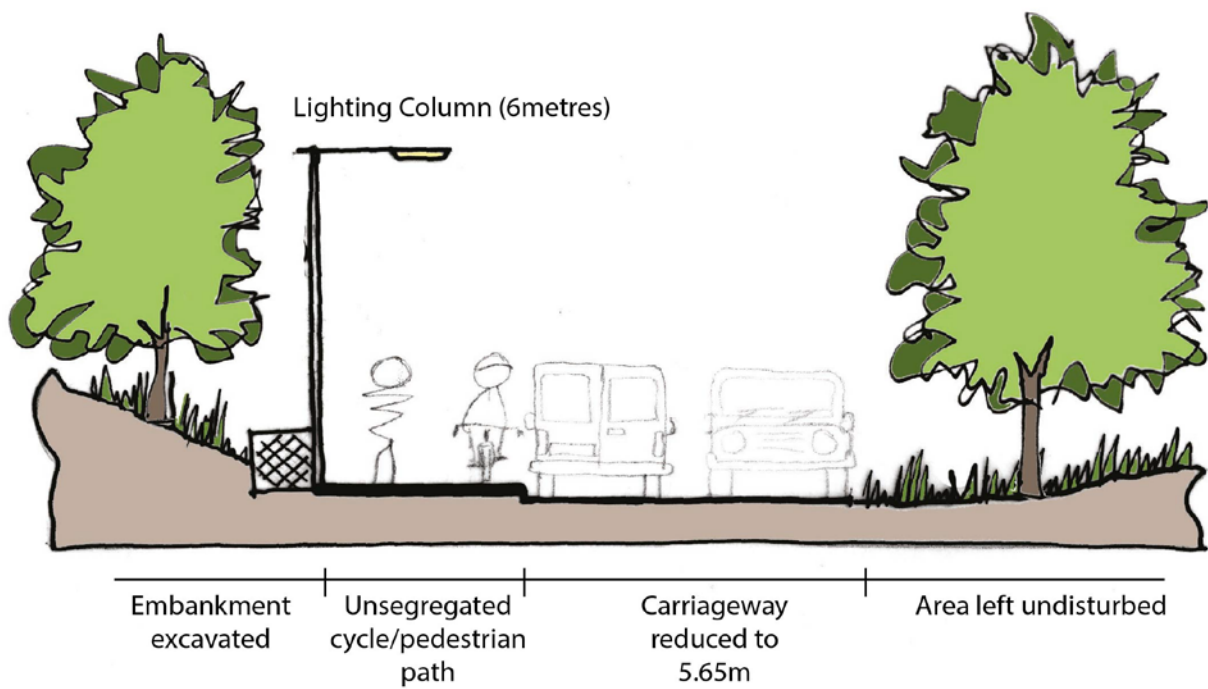
Cutting to Gurney Road



S2

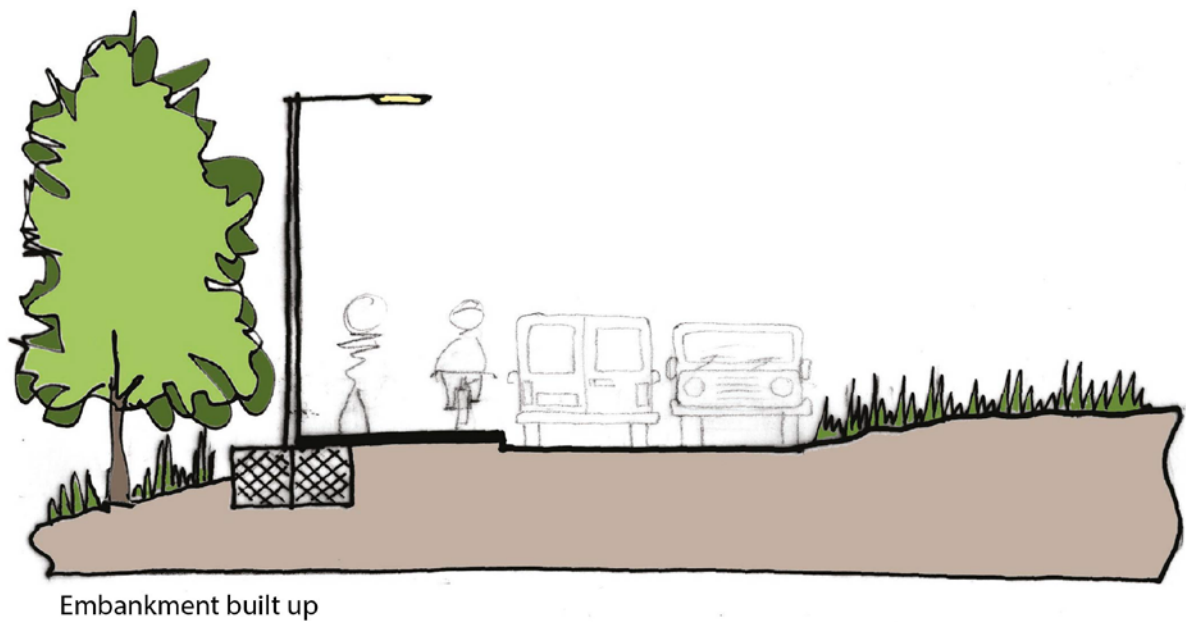
Cutting to Gurney Road

Drawing 3



S3

Gurney Road: Gabions retaining the embankment

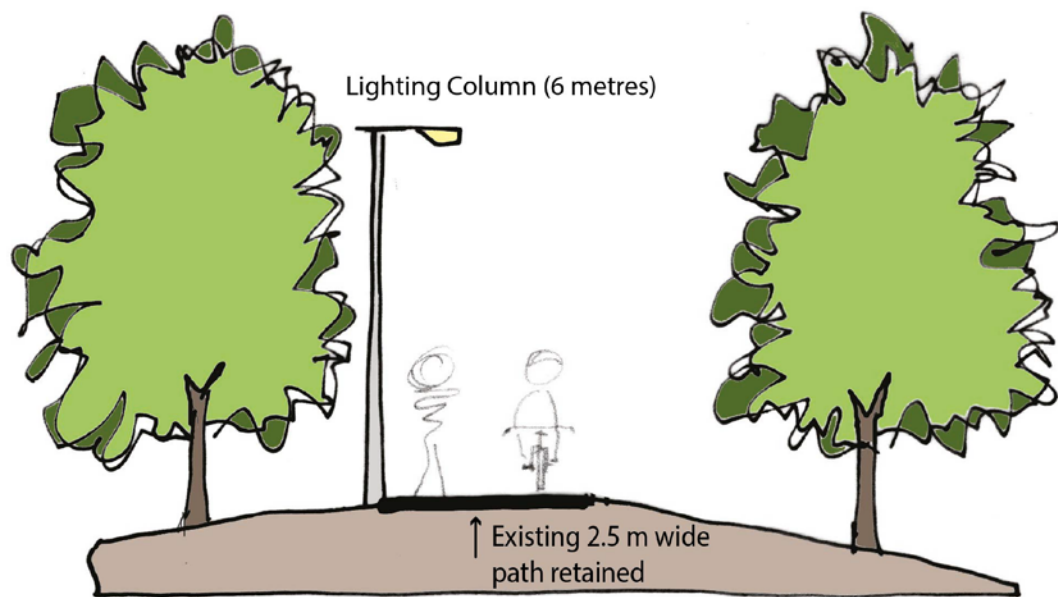


Embankment built up

S4

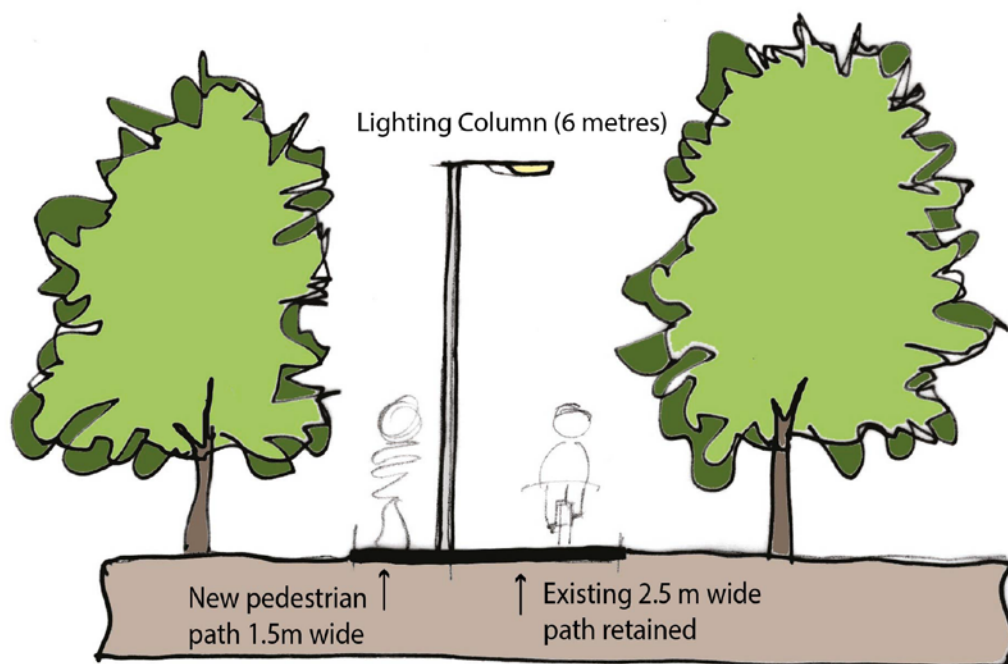
Gurney Road: Gabions building up the land

Drawing 4



S5

Valley Drive: Gurney Road to Beech Drive



S6

Valley Drive: Beech Drive to Heartsease Lane

APPENDIX 2 - MOUSEHOLD CONSULTATION SUMMARY

Note: We have split or duplicated some comments where they make specific references to different sections of the project.

Numbers of comments received:	30
Number of attendees at the event:	(20)
Emails received	14
Comments by route	
EAST SECTION: Beech Drive (BD) / Gurney Road (GR)	
In favour BD	This needs a good surface - will improve it for walkers too - but maintenance budget needs to be there for all cycle paths through trees.
In favour BD	Option 1: Off road route looks excellent. Could be flagship section.
In favour BD	<p>Response to consultation on projects 14 and 15 of the pedalways programme: I prefer Beech Drive to Gurney Road for the following reasons.</p> <ol style="list-style-type: none"> 1. The cycle path has to cross Mousehold Avenue at the junction with Gurney Road, this is always very awkward unless the cycle path has priority and will discourage some riders from using it. 2. The gradient on this stretch of Gurney Road although shallower than lower down is still sufficient to encourage cyclists to travel quickly enough to make pedestrians very uncomfortable. 3. Narrowing Gurney Road will bring motorists into conflict with those cyclists who choose to stay on the carriageway. 4 All the published government advice is clear that conversion of footways into shared use paths is always the least desirable option, e.g. hierarchy of provision for non-motorised users in DMRB TA/91/05. Regardless of which route is chosen the junction between Britannia and Gurney Roads could usefully be realigned to slow down traffic turning left into Britannia Road. Likewise traffic turning right

	into Mousehold Avenue needs to be slowed.
Against BD	<p>My comments are concerning the part of the route from Valley Drive to Heathgate. I have a strong objection to the route going along Beech Drive. I feel that this, as a part of Mousehold Heath, should remain as it is with no further incursions on to the Heath. If surfaced with tarmac and designated a cycle route this will have an adverse effect on its use by pedestrians, children, animals etc and the thought of the possibility of lighting being installed there appals me. There is a very strong feeling on this matter amongst the Defenders and if it goes ahead there will be very strong opposition. The alternative route suggested i.e. follow Valley Drive to Gurney Road, where there is already a crossing, along the cycle way there and then extend the cycle way along Gurney Rd to turn off towards the Ranger's House is by far the preferred option. A crossing at the end of Beech Drive would then not be required, in any case such a crossing is in a most dangerous position, for traffic travelling up the hill the crossing would be just after a blind corner and persons crossing would be in considerable danger. This alternative would appear to be less expensive and more acceptable to all, the only advantage to the Beech Drive option would appear to be that it is slightly shorter, and 300 metres is not a vast distance.</p>
Against BD	<p>I strongly object to any lighting of cycle paths through Mousehold Heath. It is a natural area with natural paths. Valley Drive has already been covered in tarmac and looks like a motorway through the wood. There has been no thought to the many people who walk that area with their dogs - cyclists do not have bells and a couple of times I've nearly been knocked over. Cycle paths should follow the current highways. Beech Drive should be left as it is a lovely natural walkway.</p>
In favour BD	<p>I've just looked at your plans for the cycle routes over Mousehold and feel the most satisfactory choice would be that with more views as suggested by the Beech Drive option for the east section to continue past the Ranger's House via former Dragoon Street for the west section. I do not think it advisable to alter or narrow Gurney Road, it is a busy thoroughfare as people drive there to walk their dogs or visit Zaks and to connect up with the ring road or get to Tesco on Blue Boar Lane or other shops on the ring road, or even to get out of the city on the eastern side. As there is a school on Mousehold Avenue many parents come that way to pick up or drop off their young children. Mousehold Avenue in particular is a busy cut through from Silver Road, and vehicles speed along it despite there being 20mph restrictions. There are also many cars parked along the sides of the road as residents don't all</p>

	<p>have dropped kerbs to access front garden space and the school parents park, too.</p> <p>Another thing which concerns me is the combination of pedestrians and cyclists on the same path - cyclists, as you know, these days often ride on the footpath with little care or consideration for walkers.</p> <p>And how will you police the areas to keep motorcyclists etc off these paths? It would be dreadful if this lovely historic wild space in Norwich was developed inappropriately - the green spaces and trees are the lungs of the city. As George Borrow said 'Life is sweet on the Heath, brother.' - don't spoil it.</p>
In favour BD	<p>I would opt for Cannell Green and Beech Drive</p> <p>I live just off Mousehold Street and there are three cyclists here.</p>
In favour BD	<p>East section - personally I'd prefer Beech Drive option - totally away from the traffic. Cars coming up Gurney Rd are very intimidating when you're on the pavement - excessive speeding and narrowness of the road mean they feel like they're coming straight for you. With the road narrowed more, they could be even closer. Lighting needed on Valley Drive especially in the Winter.</p>
In favour BD	<p>Prefer Beech Drive option - a proper cycle route that separates cycles from cars, buses and lorries. Lighting badly needed in routes across Mousehold Heath.</p>
In favour BD	<p>East section - On balance prefer Beech Drive. Seems that issues outside the remit of this project will detract from its impact re road conditions & crossing places.</p>
In favour BD	<p>To my mind the best and safest will be Beech Drive.</p>
Against BD	<p>Gurney Rd as opposed to Beech Drive makes the most sense. Beech Drive comes under the Byelaws stating no cycling. Beech Drive is unlit therefore needing lighting to take away danger. Gurney Rd more direct route meeting up with orange and red routes at Zaks. Gurney Road more direct for schools in Mousehold Avenue. There will be tremendous objection if Beech Drive is chosen.</p>

Either option fine (BD or GR)	East - opinion seems equally divided, I'm open minded on the options here.
Either option fine (BD or GR)	Either option seems ok as long as they're well lit and people feel safe. Beech Drive is more favourable because it gets you away from the traffic. Very much in favour of narrowing Gurney Road and making separate cycle path on side. Drivers are very impatient with brave cyclists taking on the hill. Either option should be well signed all the way along and be obvious (might tempt drivers out of cars).
Against GR	The Gurney Road alternative feels dangerous.
In favour GR	I strongly support a cycle path between Mousehold Ave to Britannia Rd as cars and lorries don't give enough leeway to cyclists when overtaking both up and down. Would also ask that there is a link cycle path from Gurney Rd direct to alleyway leading to Gertrude Rd from Mousehold Ave (roughly where the number 11 is on your map). A direct route from Barrack Street to new bridge to Bishopgate rather than going round the offices in Gilders Way.
In favour GR	[Comments illegible]
Other – no preference expressed	Resurfacing Beech Drive would have great benefits for walkers and mums with pushchairs as it is often impassable in the wet. The gain for cyclist would be minimal it would be a pleasant ride but not give any great advantage over Valley Drive. Beech Drive would incur considerable cost £ finance meant to improve cycling.
In favour GR	East section - Approve Gurney Road
In favour GR	I am very much against any lighting on Beech Avenue, domesticating this natural piece of land. As you have already asphalted Valley Drive, I strongly prefer the Gurney Road option, and I expect most residents here would feel the same. We'd like Beech's Drive to be left as it is.
EAST OPTIONS SUMMARY	
Total comments in favour of BD	10

and/or against GR	
Total comments in favour of GR and or against BD	7
Total comments happy with either option	2
Other – no preference expressed	1
Valley Drive	
Lighting necessary	Needs lighting (Valley Drive) - coming home from work in winter.
Lighting necessary	There should be some form of lighting along Valley Drive. This is pitch black at night and having hazardously negotiated it once at night will not be doing so again unless some lighting is added. My general comment is that the proposals make cycle provision more coherent in Norwich and should improve life for cyclists.
Maintenance necessary	The cycleway through Valley Drive in the autumn/winter is covered in leaves and twigs. I think this area needs to be swept on a maintenance contract.
WEST: Dragoon Street (DS) / Heathgate (HG)	
In favour DS	Main concerns (West section): Barrack St crossing & gradient at top of St James Close - fun going South! Better than the road option though.
In favour DS	West - St James Close option has some advantages - integrating presently isolated housing views from path. I would like to see conservation cuts to grass behind Heathgate - this would benefit biodiversity. However, there's a risk of increasing dog fouling, so some of the money saved by reduced grass cutting

	would be needed to supply & maintain bins to mitigate this.
In favour HG	West section - There is no easy route but Heathgate seems more direct and avoids the convoluted hairpin of the other option.
In favour DS	West section - Approve Dragoon St
In favour DS (duplicate from East section summary)	I've just looked at your plans for the cycle routes over Mousehold and feel the most satisfactory choice would be that with more views as suggested by the Beech Drive option for the West section to continue past the Ranger's House <u>via former Dragoon Street</u> for the East section.
In favour HG	The switchback arrangement at the end of Dragon Street could become a great playground for skateboarders and bmx riders. The slope at the top of Heathgate is much shorter and close enough to the flats to discourage anti-social behaviour. In any event unless very carefully designed and generously proportioned it may prove very clumsy to negotiate. There is a lot of ill-disciplined parking at the top of Heathgate the cycle route would need to be protected from this. The right turn into Cannell Green is very close to the junction with Gurney Road, this is wide enough to allow vehicles to enter Heathgate very quickly. The proposed route between Gilders Way and Cannell Green over the existing crossing is clumsy, requires crossing Gilders way very close to the junction with Barrack Street (this is too wide and allows for excessive vehicle speeds) and is going to bring cyclists into conflict with pedestrians. Conversion of footways is always the least desirable option. St James Close is a better route if it uses the carriageway. The use of the footways is clumsy and will cause conflict with pedestrians. The crossing refuge will obstruct cyclists who choose to use the carriageway and wish to take up a position in centre of the road immediately after turning left onto Barrack Street. The guard rails at the Barrack Street Gilders Way Junction need to be removed they represent a danger to cyclists on the carriageway.
WEST OPTIONS SUMMARY	
Total comments in favour of DS	4

and/or against HG	
Total comments in favour of HG and or against DS	2
Total comments happy with either option	0
Other – no preference expressed	0
OTHER COMMENTS	
Norwich cycling map needs to be improved	Going across Norwich using the Norwich Cycle Map I have to juggle a normal map of Norwich as well (in my other hand!) because not enough street names on it and I'm not sure where to go (Pink route around Chapelfield is tricky).
Cycle route west of Gurney route most direct. Asphaltting Beech Drive would benefit walkers most.	It is important to get this route right as cycling could increase hugely with the eco town. A cycle track west of Gurney Rd would be most direct and avoid the difficult right turn into Heathgate coming into the city. Beech Drive is virtually impassable at present due to mud - for walkers or cyclists. Pedestrians would be the main gainers if it is surfaced as Valley Drive is nearby for cyclists. There would however be benefits for cyclists - depending on the route to Heathgate.
Action needs to be taken to prevent cycling in inappropriate areas	I welcome your efforts to encourage the use of cycles in preference to motorised vehicles. I am, however, concerned that there is insufficient attention to preventing cycling in inappropriate areas. The majority of my journeys in Norwich are made on foot. As a regular runner I am aware that the introduction of a cycle path on Mousehold has led to more cycling (and occasional motorcycling) on the rest of Mousehold. I have twice narrowly avoided being hit by a cycle. Similarly there is insufficient restraint to prevent cycling on most footpaths in Norwich (and elsewhere); I have twice been hit by bicycles on a footpath that was not a designated cycleway. I suggest that this misuse, coupled with the failure to remove numerous advertising boards that obstruct footpaths, contributes to a decline in central shopping.

Alternative routes suggested	I would suggest that neither are the best route. I think that a more appropriate route from Barrack Street/Heathgate would run largely as planned but then go closer to Lavengro Road and exiting on to Mousehold Avenue Road, (possibly following the "Dragon Street" pathway). Then from this road continue on to Gurney Road for a short distance to access the valley drive section of the route as shown for the more "Northerly" proposed route. Obviously I am not totally familiar with the terrain involved, or the ramifications vegetation wise of such a route. I do believe that the Gurney Road route is superior to the Beech Drive Option, but I posit that the route I have suggested would help to keep cyclists and motor traffic apart for most of the journey.
Welcomes the proposals as an alternative to climbing Mousehold Avenue and Silver Road.	Please go ahead with the project I have climbed up Mousehold Avenue and Silver Road I not only find it exhausting but the latter is awkward to cross so any link which makes the bike ride easier would be appreciated and I would use it more often as I live in Heartsease then now as I like using the excellent cycle path through Mousehold heath but dislike the section already spoken about.
Importance of well-maintained and signposted paths	Any paths must be maintained, well signposted and well lit. In Peterborough where I worked and cycled a lot they put in Blue 'ground level' lights on the path, they were helpful but only provided limited light. Paths were not salted so on cold frosty days they could be quite slippery. Ideally cycle paths should be salted/gritted when roads are.
Imaginative solutions	A very difficult issue; imaginative solutions suggested.
Supports proposals	I live in NR3, near Mousehold/Heartsease and I've just read your press release on the council website. I support wholeheartedly any initiative that encourages people of all ages and ability to feel confident cycling. It's good for people's health (physical and mental), reduces traffic congestion and noise, and improves air quality.
Dogs should be kept on leads to protect cyclists on cycle paths.	It has been really good to see the Pedalways project progressing. As lifelong cyclists my wife and I look forward to seeing the benefits. However I do have one concern. Back in April 2011 my wife was seriously injured on the cycle path on Bowthorpe Hall Road, a designated path and signposted as such. She was so seriously injured that for a week she was not

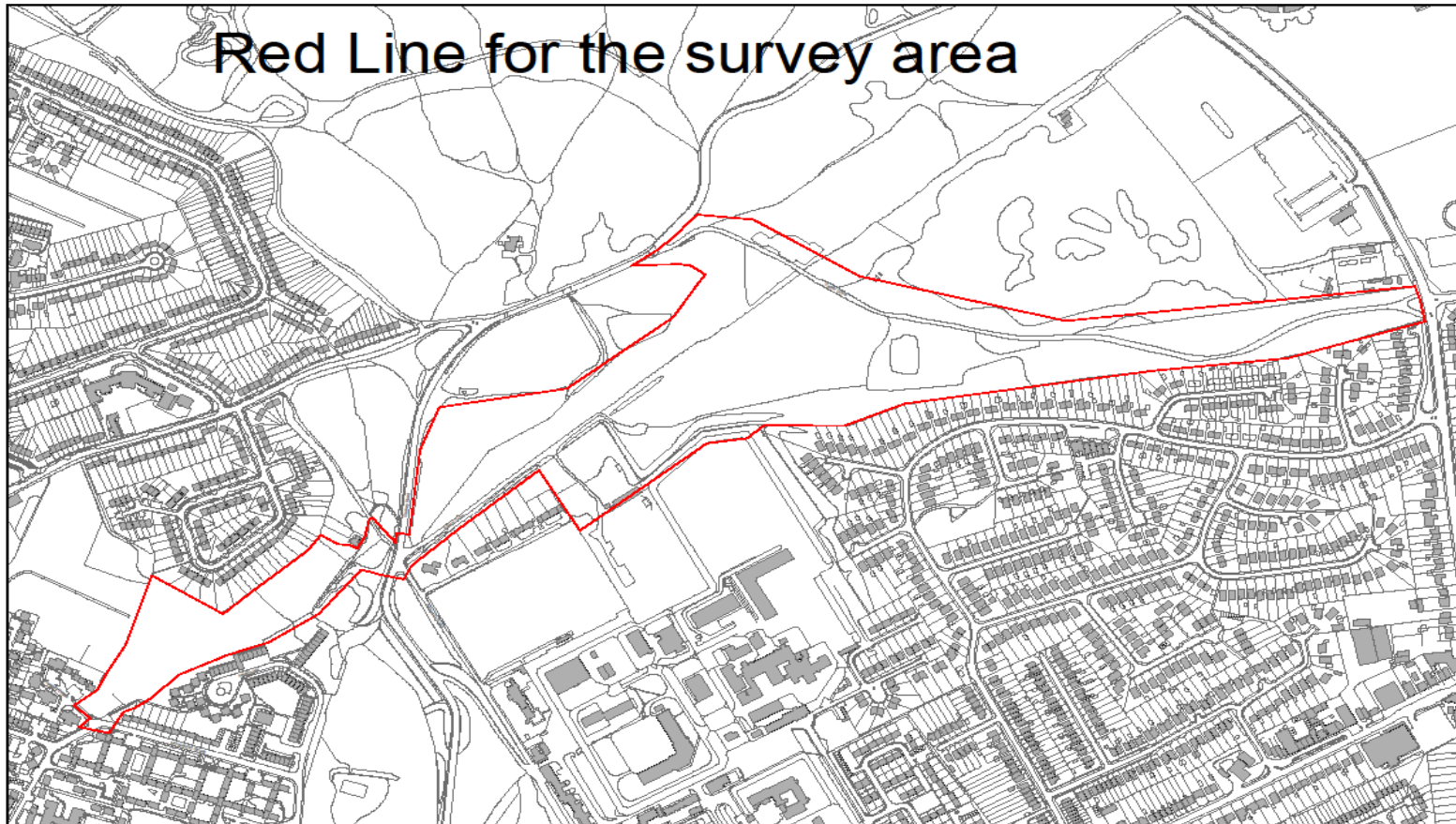
	<p>expected to survive. A dog, which was not on a leash, ran into her path from the adjacent field. Following investigations afterward there appears to be no legislation covering this eventuality. The police have told us they can do nothing as a cycle path such as this “is not part of the highway”. At the very least dog owners should be advised to keep dogs on leads in the vicinity of the cycle path. This issue has been discussed with Mike Sands, Jo Storie and Bert Bremner.</p> <p>What steps will be taken to try to prevent a similar situation arising on the extended off road sections of the pink route through Mousehold and the green area of Heathgate as these are well used dog walking areas.</p>
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APPENDIX 3 – EVALUATION CHART

Gilders Way - Valley Drive Route evaluation - 23 April 2014															
Options	Cohesion (20)		Directness (20)			Safety (20)		Comfort (20)			Attractiveness (20)				
	Links to other pedalways (10)	Links to residents & facilities (10)	Length (10)	Road crossing delays (5)	East of wayfinding (5)	Personal security (10)	Traffic (10)	Smoothness (5)	Width of path (10)	Gradient (5)	Views (5)	Ecological habitat (5)	Celebration of history (5)	Open space amenity (5)	Total (out of 100)
West Route															
Dragoon Street	4	6	10	2	4	7	8	4	4	2	5	2	5	4	67
Heathgate	4	6	7	5	2	5	5	3	3	2	2	3	2	2	51
East Route															
Gurney Road	8	8	5	2	3	7	5	4	2	3	2	4	0	1	54
Beech Drive	4	4	10	4	5	4	9	3	4	2	2	2	2	3	58

APPENDIX 4 – MAP SHOWING THE EXTENT OF THE ECOLOGY SURVEY

Red Line for the survey area



Title

Date	Drawn By	No.	Date	Notes	REVISIONS	Int.	Clk.
Designed by	NCS No.						
Drawn By	Checked By						
DWG. No.							

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