



**Marriott's Way
Improvement &
Delivery Plan—
APPENDICES**

Contents

Appendices

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The Marriott's Way is England's longest disused railway trail at 26 miles. Parts of the trail have been used for walking, cycling and horse riding since the 1970s. The route is entirely in public ownership; with the majority of the route owned and managed by Norfolk County Council and other sections owned and managed by Norwich City Council and Broadland District Council. Around 110,000 people walk, cycle or ride on the Marriott's Way annually. About 385 cyclists per day on average use the Marriott's Way to cycle into the City. It is part of Sustrans National Cycle Route No. 1. The trail follows the route of the River Wensum (which has been designated as a Special Conservation Area) upstream as far as Lenwade. The whole length of the Marriott's Way has been designated as a County Wildlife Site. Marriott's Way ends in Aylsham, from where the Bure Valley Path (managed by Broadland District Council) continues through to Wroxham and Hoveton.

The four local authorities (Norwich City Council, Norfolk County Council, Broadland District Council and South Norfolk Council) are all working closely together to improve the Marriott's Way as a route for walkers, cyclists, horse riders, and as an important wildlife corridor. Marriott's Way is an important component in the Green Infrastructure Strategy for the Greater Norwich Growth Area. Recently the Greater Norwich Growth Board (GNGB) has allocated funding for making improvements to the Marriott's Way as a commuting route through the Community Infrastructure Levy (CIL). Marriott's Way can act as a sustainable artery between the City and the Countryside for walkers, cyclists and horse riders. In the financial year of 2014-15, £60,000 was allocated from the CIL programme for improving commuting by bike. A further CIL grant of £259,000 has been awarded in the 2015-16 financial year to improve the route.

This document contains the appendices to the Improvement and Delivery Plan itself.



Photos from the survey 1

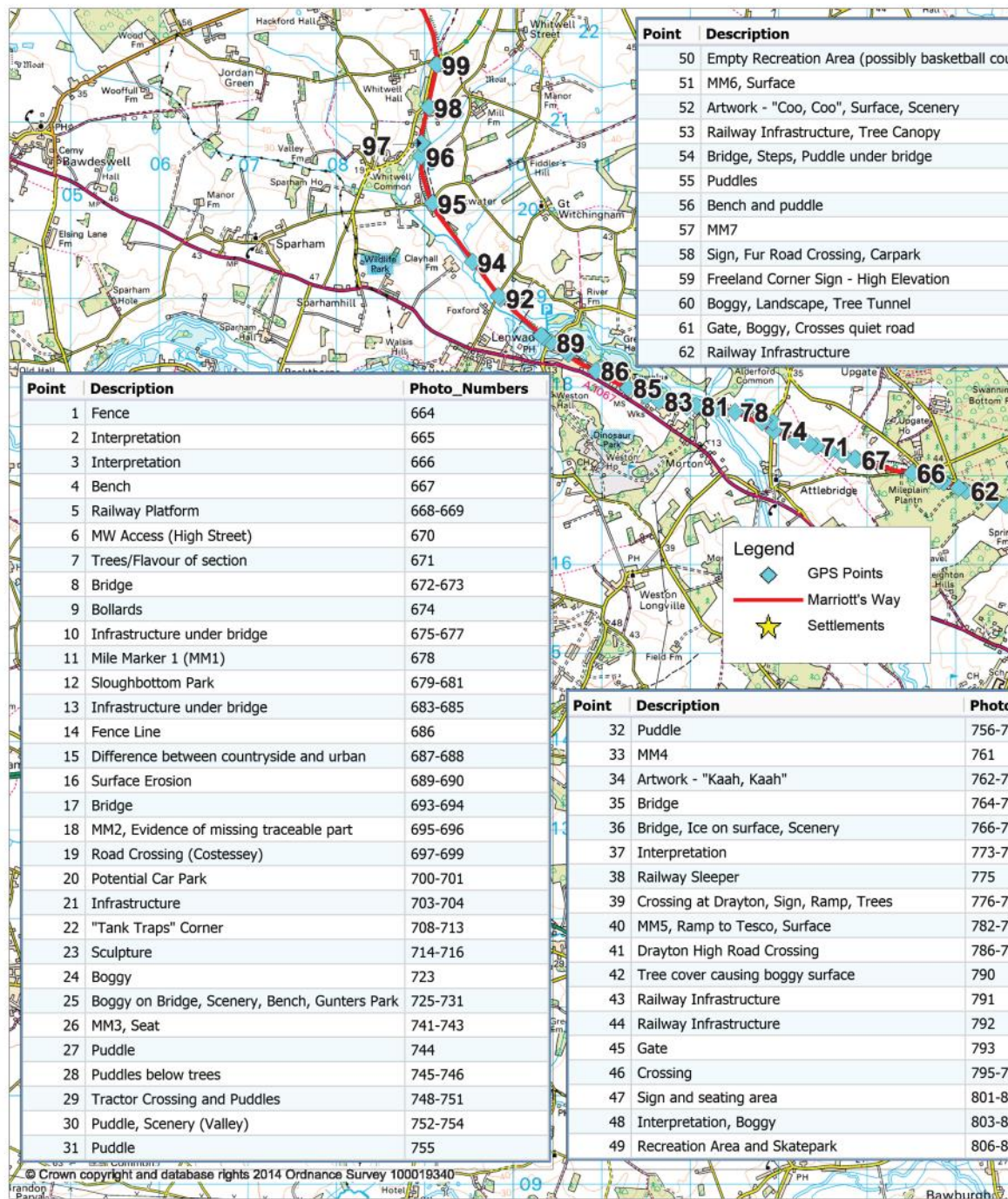
A survey was carried out along the whole length of Marriott's Way in Winter 2014/15. The locations of features such as bridges, information boards and artworks were recorded using a GPS (Geographical Positioning System) device, and a photograph was taken of the feature. The same thing was done with any problem areas on the route, such as muddy sections or places where the existing path surface has been badly eroded.

The following maps and photos, as referred to in Section 3 of the report, show the results of the survey. Each GPS point referred to in each map and described in the table has correlating photographs to illustrate each observation.

Photos from the survey

Issues on Marriott's Way: Norwich To Whitwell Overview

Scale 1:86616.5
Compiled by Matthew Thorne



Norfolk County Council
 County Hall
 Martineau Lane
 Norwich
 NR1 2SG

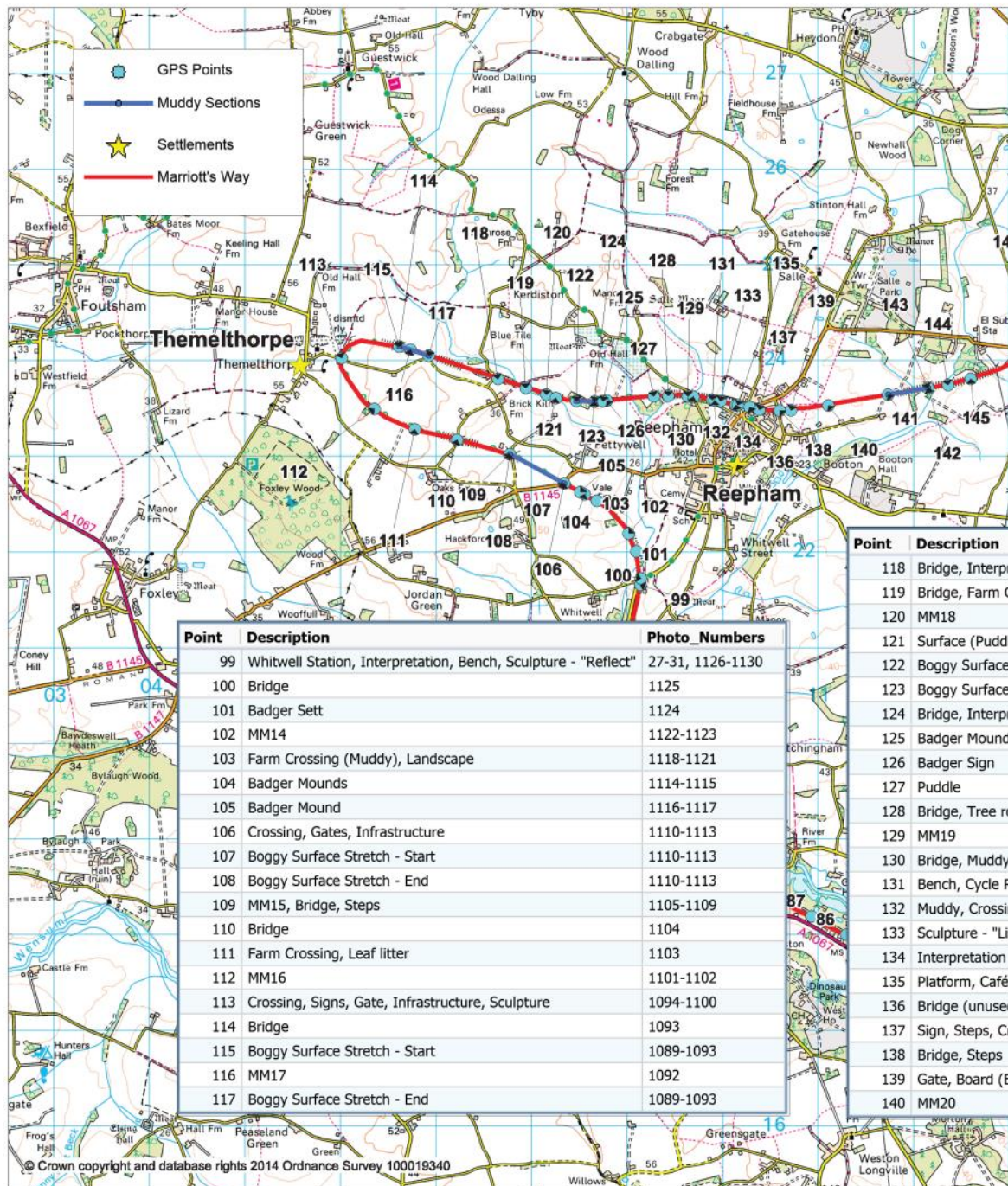


Photo_Numbers	Point	Description	Photo_Numbers
810-811	63	MW Access to main road, Road Sign	848-850
812-814	64	MW Access to main road, Bench, Interpretation Board (Empty), Steps	851-855
815-820	65	MM8	856
821-822	66	Bridge, Sign under bridge	857-858
823-826	67	Log Benches	862
827-828	68	Sculpture - "Rest"	863
829	69	Steps, Ugate Common Signpost	864-866
830	70	Bench, Railway Infrastructure, Valley	867-872
831-836	71	Puddle	873
837-838	72	MM9, Trees	874-875
839-841	73	Railway Infrastructure	876
842-846	74	Attlebridge Gate and Crossing	877-878
847	75	Road Crossing, Signposting, Sign hidden by Hedge	879-883
	76	Attlebridge Carpark	884-885
	77	Interpretation	886
	78	Sculpture - "Wait"	887
	79	Bridge, Scenery	888-889
	80	Bridge and Infrastructure, Scenery	890-892, 895-897
	81	Bridge, Muddy	898
	82	MM10	899
	83	Workmans Hut	902-903
	84	Rail Track, Birch	904-905
	85	Infrastructure, Surface	906-909
	86	Infrastructure	910-913
	87	MM11, Railway Infrastructure	914-915
	88	Ampitheatre	916-917
	89	Infrastructure, Lenwade Carpark, Sign, Interpretation	918-923, 925-926
	90	Bridge	927
	91	Stone Sculpture, Boggy, Bench	928-931
	92	Boggy, Infrastructure	934-935
	93	Road Crossing, Boggy Surface	936-938
	94	MM12, Tree Canopy, Crops	939-943
	95	Bridge, Bench, Boggy, Steps	944-948
	96	Bridge, Scenery, Bench	20-23
	97	MM13	24
	98	Sculpture - "Wonder", Bridge	25-26
	99	Sculpture - "Reflect", Interpretation, Bench, Whitwell Station	27-31

Issues on Marriott's Way: Whitwell To Aylsham Overview

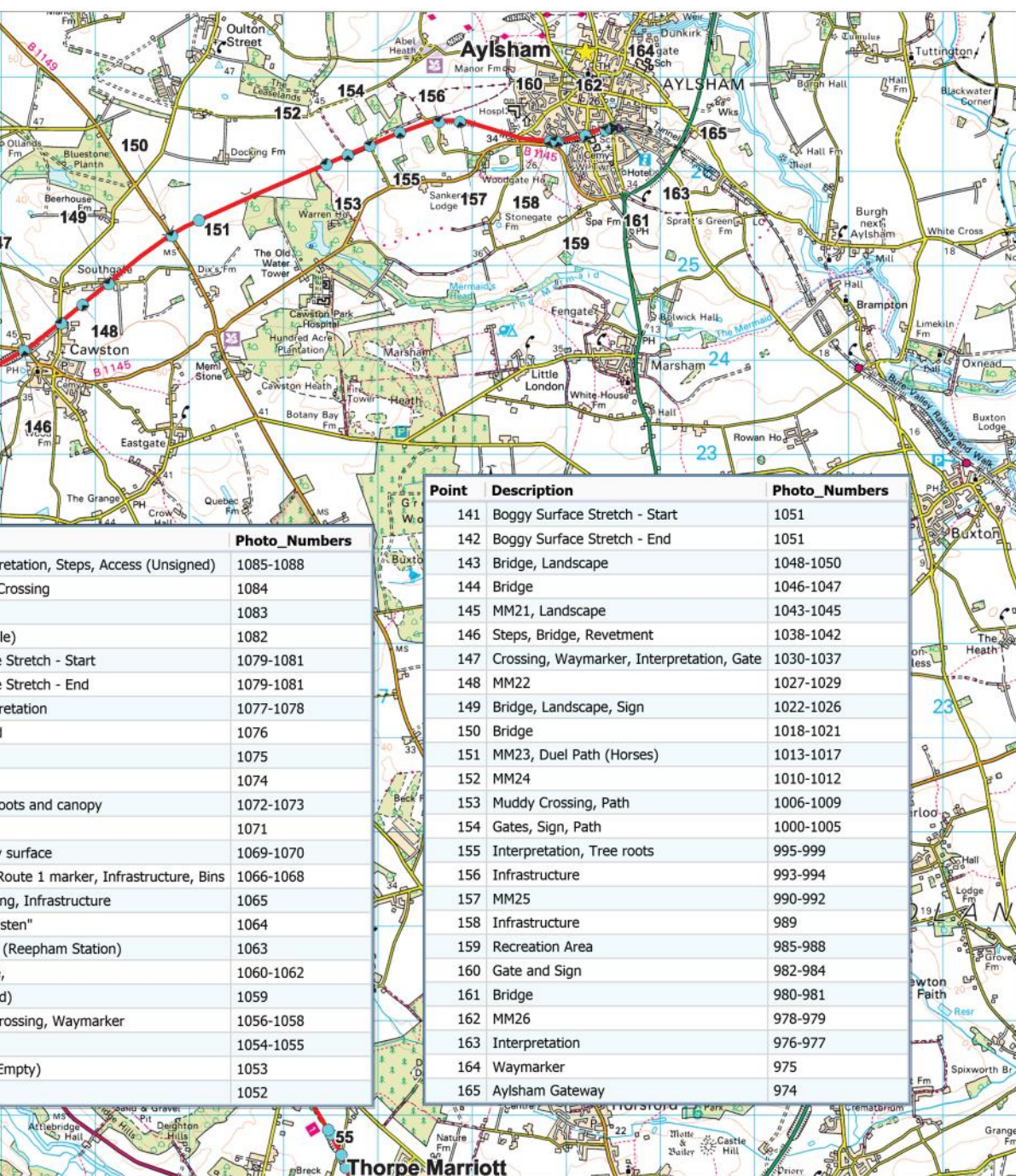
Scale 1:86616.5

Compiled by Matthew Thorne



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Norfolk County Council
 County Hall
 Martineau Lane
 Norwich
 NR1 2SG



	Photo_Numbers
Interpretation, Steps, Access (Unsigned)	1085-1088
Crossing	1084
	1083
(e)	1082
Stretch - Start	1079-1081
Stretch - End	1079-1081
Interpretation	1077-1078
	1076
	1075
	1074
Roots and canopy	1072-1073
	1071
Surface	1069-1070
Route 1 marker, Infrastructure, Bins	1066-1068
ng, Infrastructure	1065
sten"	1064
(Reepham Station)	1063
	1060-1062
d)	1059
Crossing, Waymarker	1056-1058
	1054-1055
Empty)	1053
	1052

Point	Description	Photo_Numbers
141	Boggy Surface Stretch - Start	1051
142	Boggy Surface Stretch - End	1051
143	Bridge, Landscape	1048-1050
144	Bridge	1046-1047
145	MM21, Landscape	1043-1045
146	Steps, Bridge, Revetment	1038-1042
147	Crossing, Waymarker, Interpretation, Gate	1030-1037
148	MM22	1027-1029
149	Bridge, Landscape, Sign	1022-1026
150	Bridge	1018-1021
151	MM23, Duel Path (Horses)	1013-1017
152	MM24	1010-1012
153	Muddy Crossing, Path	1006-1009
154	Gates, Sign, Path	1000-1005
155	Interpretation, Tree roots	995-999
156	Infrastructure	993-994
157	MM25	990-992
158	Infrastructure	989
159	Recreation Area	985-988
160	Gate and Sign	982-984
161	Bridge	980-981
162	MM26	978-979
163	Interpretation	976-977
164	Waymarker	975
165	Aylsham Gateway	974

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Photos from the survey

Point Number

Please refer to maps [Zcf'dc\]bh`cWWh\]cbg](#)

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Point Number

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Photos from the survey

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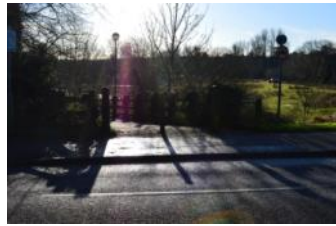


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Photos from the survey

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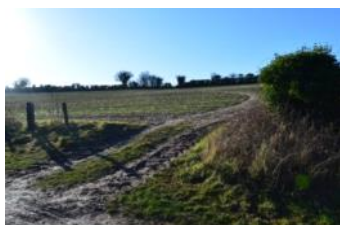
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Photos from the survey

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Photos from the survey

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Photos from the survey

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Photos from the survey

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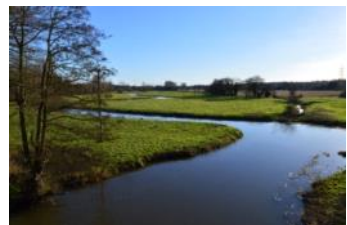
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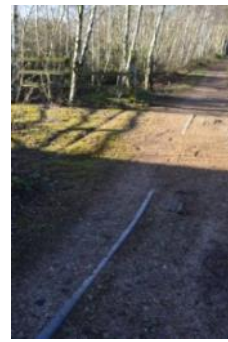
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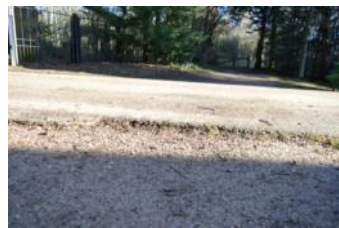
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Photos from the survey

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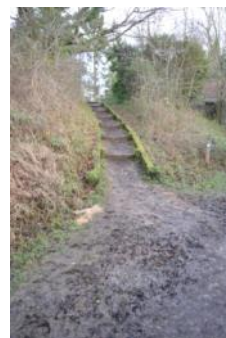
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Photos from the survey

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Photos from the survey

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Photos from the survey

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Photos from the survey

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Photos from the survey

Point Number

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Point Number

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Photos from the survey

Point Number

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Point Number

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Photos from the survey

Point Number

Please refer to maps [Zcf`dc\]bh`cWjh\]cbg](#)

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Point Number

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Photos from the survey

Point Number

Please refer to maps [Zcf'dc\]bh`cWWh\]cbg](#)

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2

Results from online survey

An online survey sought opinion on potential improvements to the Marriott's Way. Here is a copy of the survey we developed and used:

Marriott's Way Improvement and Delivery Plan

1. Introduction

How do you think that Marriott's Way should be improved over the next ten years? The local authorities and organisations that own and promote the trail are drawing up an improvement plan for the route. It will help us to make the best use of what money is available and to apply for new sources of funding.

Marriott's Way is a twenty-six mile, off-road trail between Norwich and Aylsham, used by walkers, cyclists and horse-riders. It follows the route of the former Midland and Great Northern railway line.

For more information about the background to this survey, and why we are consulting, please go [here](#).

Please take a few minutes to complete this survey. We would like to know what you think about some of the ideas for improvements to Marriott's Way, and to find out your ideas.

The survey will run from 14 February to 14 March.

2. Marriotts Way

1. How often do you use Marriott's Way? Please tick one option below.

- Every day
- A couple of times a week
- Once a week
- A couple of times a month
- Once a month
- Once every few months
- Once a year
- Once every few years
- I have never used Marriott's Way

2. Which sections do you use? Please tick all that apply.

- The Norwich City Section between the city boundary with Costessey and the City Centre
- The section between Costessey and Thorpe Marriott
- The section between Thorpe Marriott and Aylsham

3. What activities have you undertaken on the Trail? Please tick all that apply.

- Walking
- Dog-walking
- Cycling
- Running
- Horse-riding
- Geocaching
- Other (please specify):

3. Surfacing

This photo shows a 'sealed' surface in Norwich



This photo shows an 'unsealed' surface - compacted stone such as Breedon Gravel.

2

Results from online survey



4. What sort of surface would you like to see used in the section between the edge of Norwich at Costessey and Thorpe Marriott?

- A 'sealed' surface (as used in the section of the path in Norwich – as illustrated in the photograph)
- An 'unsealed' surface (e.g a compacted stone such as Breedon Gravel – as illustrated in the photograph)

Any other suggestions

What do you prefer about this type of surface?

5. What sort of surface would you like to see used in the section between Thorpe Marriott and Aylsham?

- A 'sealed' surface (as used in the section of the path in Norwich)
- An 'unsealed' surface (e.g a compacted stone such as Breedon Gravel)

Any other suggestions

What do you prefer about this type of surface?

[Empty text box]

4. Lighting

6. Would you be in favour of or against lighting on the route in the section between the start of the trail in Norwich and the edge of the city (where there is the asphalt surface at present)? Please pick one option below.

- Strongly in favour
- In favour
- Don't mind either way
- Against
- Strongly against

Please say why you feel this way

[Empty text box]

7. If you support the idea of lighting this section of the Trail, which sort of lighting would you favour? Please tick one option below.

- Lighting that comes on only when someone is moving on the path
- Lighting that is only on for part of the night.

Any other suggestions

[Empty text box]

5. Managing the trees, shrubs and grass beside the path

8. Where tree roots are damaging the path in the section between the city boundary and the City Centre, would you be in favour or against the trees being removed and replanted further from the path, so the surface can be repaired? Please pick one option below.

2

Results from online survey

- In favour
- Against

9. Where the path is becoming wet and muddy because it is being affected by overhanging trees, would you be in favour or against the trees beside the path being pruned and, in some cases, thinned out to let in more sunlight?

- In favour
- Against

10. If you have any comments about this, please write them in the box below.

6. Information and signage

11. Which of the following do you think would improve the Marriott's Way for users? Please tick all that apply.

- New information boards on the Trail
- More signs showing people where the Trail is from the surrounding areas
- More digital information about the heritage and nature of the trail - in the form of an app
- More digital information about the heritage and nature of the trail - from the Norfolk Trails website
-

Any other suggestions

12. How likely or unlikely would you be to use Wi-Fi hotspots along the trail to download information and apps? Please pick one option below.

- Very likely
- Likely
- Neither likely nor unlikely
- Unlikely
- Very unlikely

7. Other features

13. Which of the following do you think would improve the Marriott's Way for users? Please tick all that apply.

- More seats on the trail
- More art on the trail
- More features related to the Trail's railway history (e.g. railway carriages, railway-style gates, a railway bridge across the trail at Whitwell Station)
- Circular walks linked to the trail?
- A feature to mark the beginning and end of the trail
-
- Any other suggestions

8. Access onto Marriott's Way

14. Where do you usually get onto Marriott's Way when you use it? Please pick one option below.

- At Barn Road in Norwich
 - By Anderson's Meadow in Norwich
 - By Sloughbottom Park in Norwich
 - At Marl Pit Lane on the boundary of Norwich
 - At Red Bridge Lane in Costessey
 - At Costessey Lane in Drayton
 - At Tescos in Drayton
 - Off Fakenham Road in Drayton
 - In Thorpe Marriott
 - At Freedland Corner in Taverham
 - At the former Station at Attlebridge
 -
 -
- At Porter's Lane
Car Park at
Lenwade
At Whitwell
Station

2

Results from online survey

- At Reepham Station
- At Orchard Lane in Reepham
- At High Street in Cawston
- At Chapel Street in Cawston
- At Cawston Road in Aylsham
- At Mileham Drive in Aylsham
- At Hungate Street in Aylsham
- Opposite the Bure Valley Railway in Aylsham
- Other (please specify):

15. Have you any suggestions about how this access could be improved? Please write your answer in the box below.

16. Have you any other suggestions about how Marriott's Way could be improved? Please write your answer in the box below.

9. About you

17. What is your age? Please select one only:

- Under 18
- 18-24
- 25-34

- 35-44
- 45-54
- 55-64
- 65-74
- 75-84
- 85+

18. Are you male or female? Please select one only:

- Male
- Female
- Prefer not to say

19. Do you consider yourself to be disabled? Please select one only:

- Yes
- No
- Prefer not to say

20. If yes, please tell us what your impairment is. Please select all that apply:

- Mobility
- Hearing
- Vision
- Learning
- Mental Health
- Communication
- Other (please write in below):

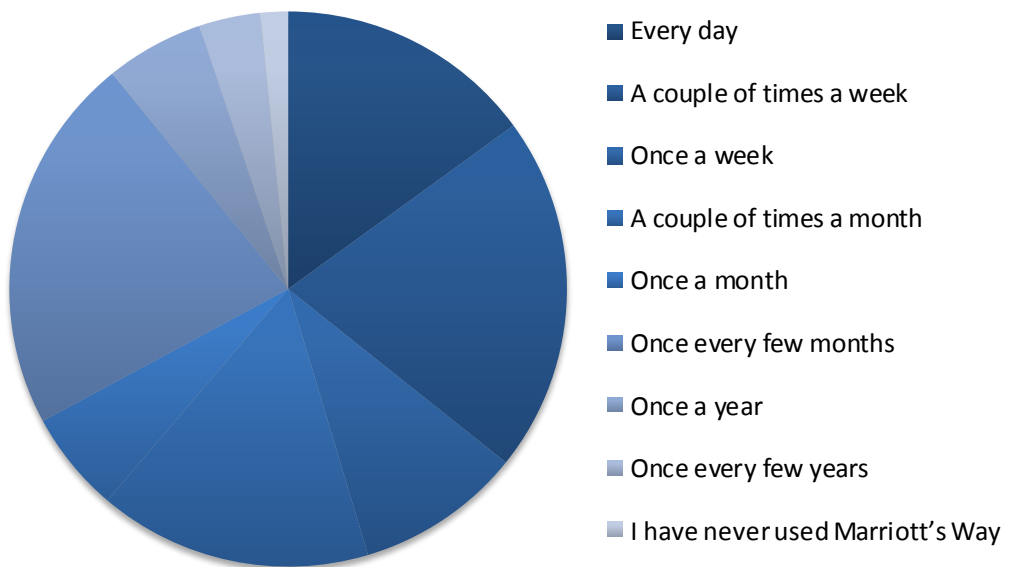
10. Further surveys

21. If you would be willing to be contacted again with a follow-up survey going into more detail about some of the possible improvements, please provide your e-mail address.

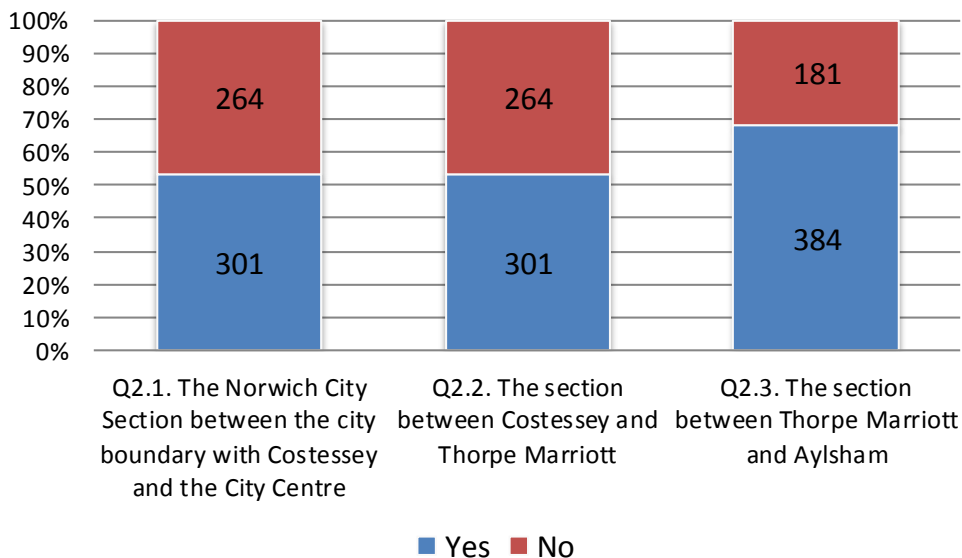
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Results from online survey

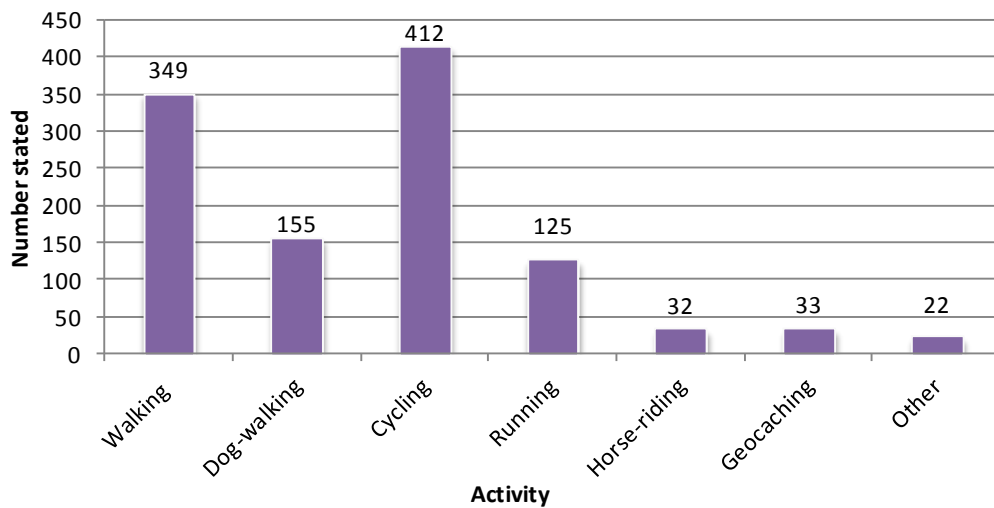
Q1. How often do you use Marriott's Way?



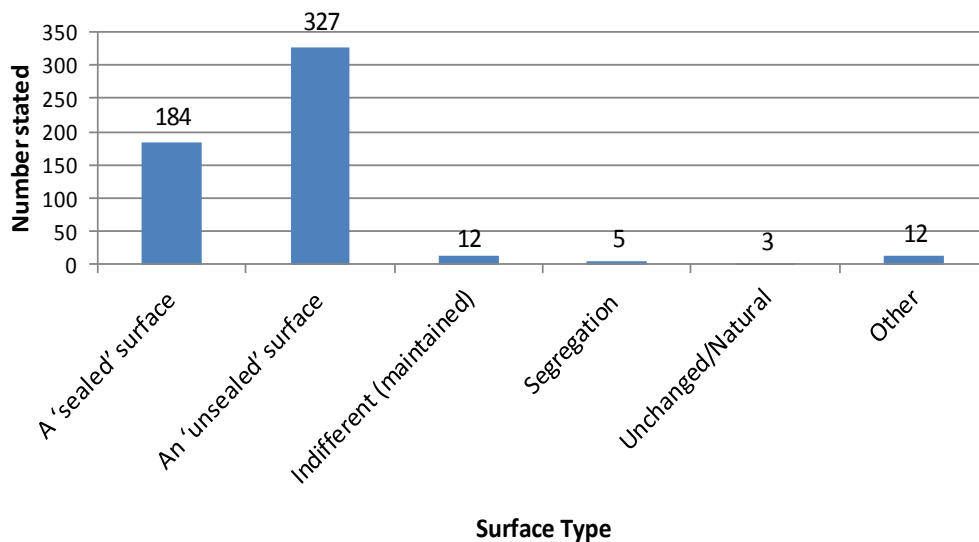
Q2. Which sections do you use?



Q3. What activities have you undertaken on the Trail?



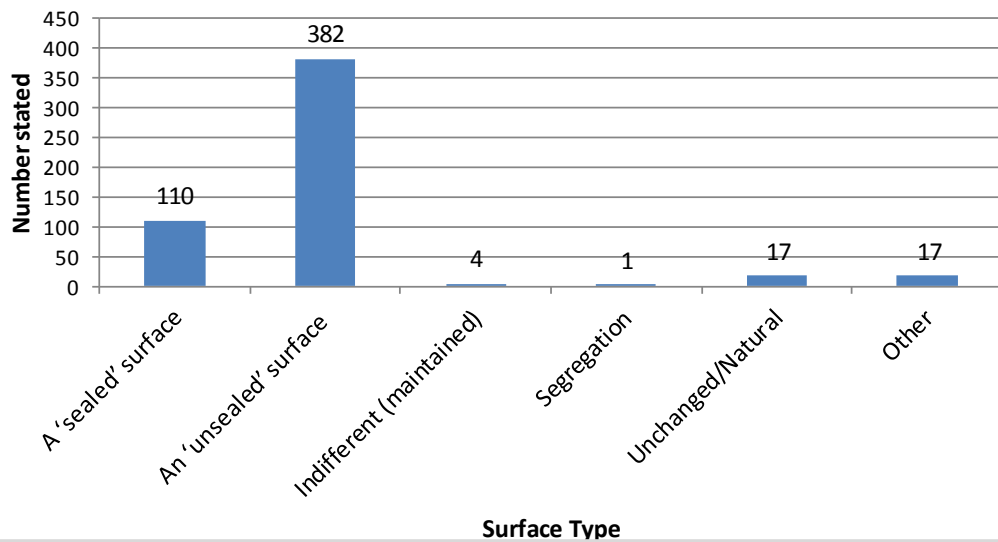
Q4. What sort of surface would you like in the section from the edge of Norwich and Thorpe Marriott?



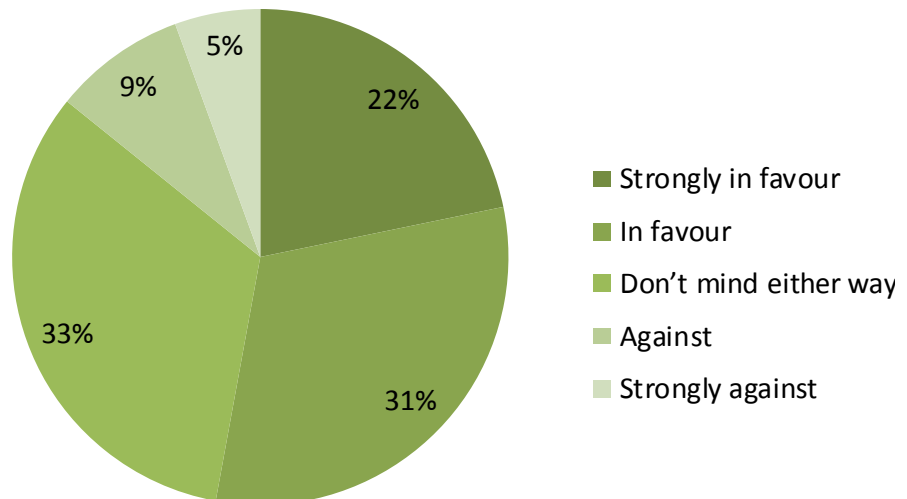
2

Results from online survey

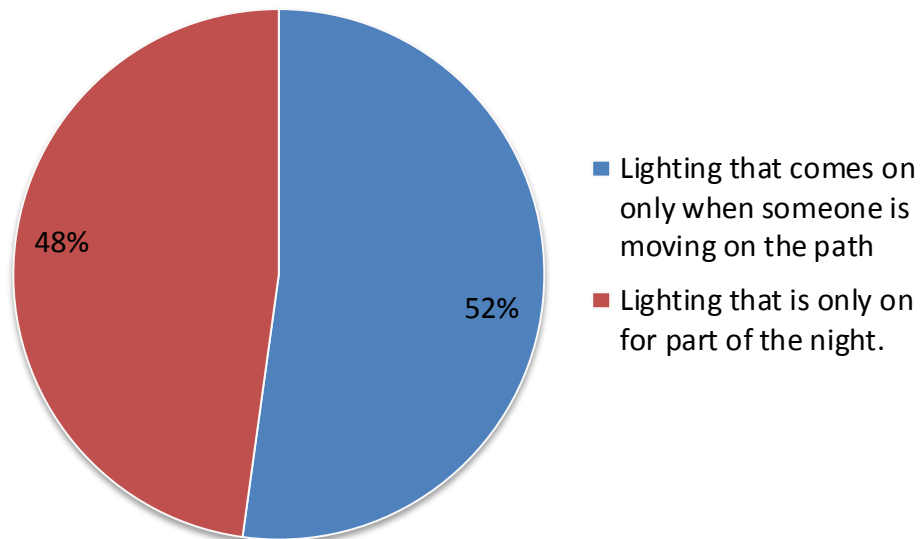
Q5. What sort of surface would you like to see used in the section between Thorpe Marriott and Aylsham?



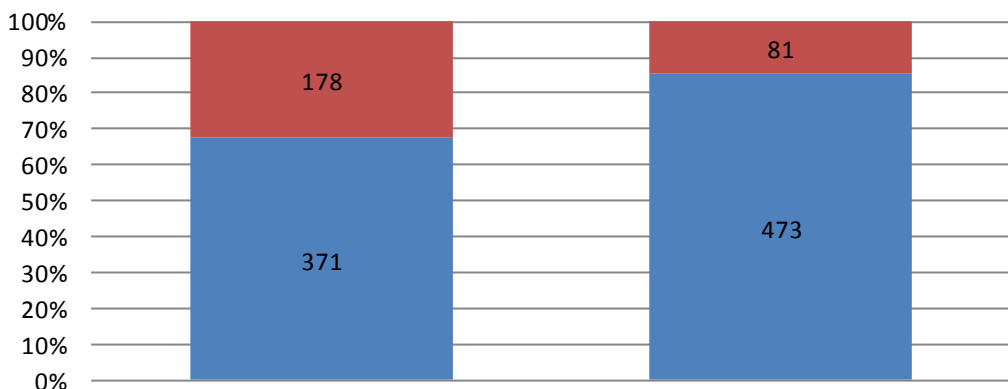
Q6. Would you be in favour of or against lighting on the route between the start of the trail in Norwich and the edge of the city?



Q7. If you support the idea of lighting this section of the Trail, which sort of lighting would you favour?



Q8. and Q9.



Q8. Would you be in favour or against trees being removed and replanted?

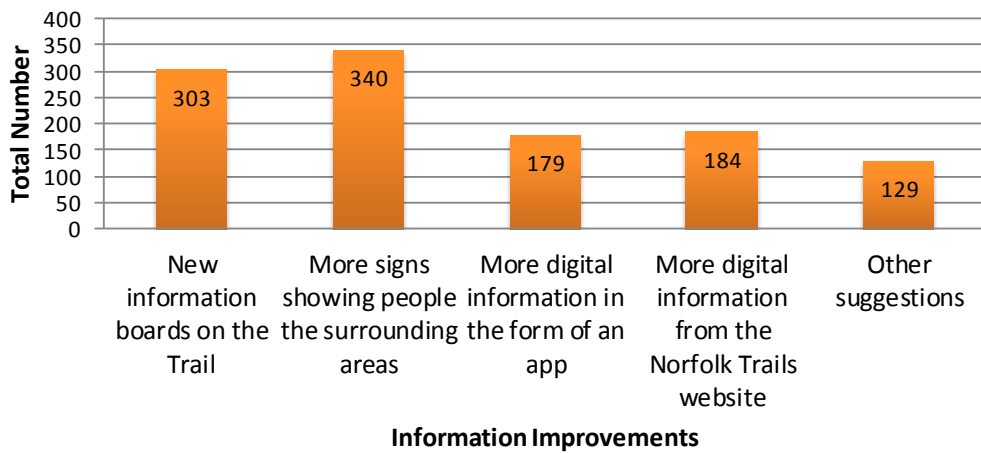
Q9. Would you be in favour or against trees beside the path being pruned and thinned?

■ In favour ■ Against

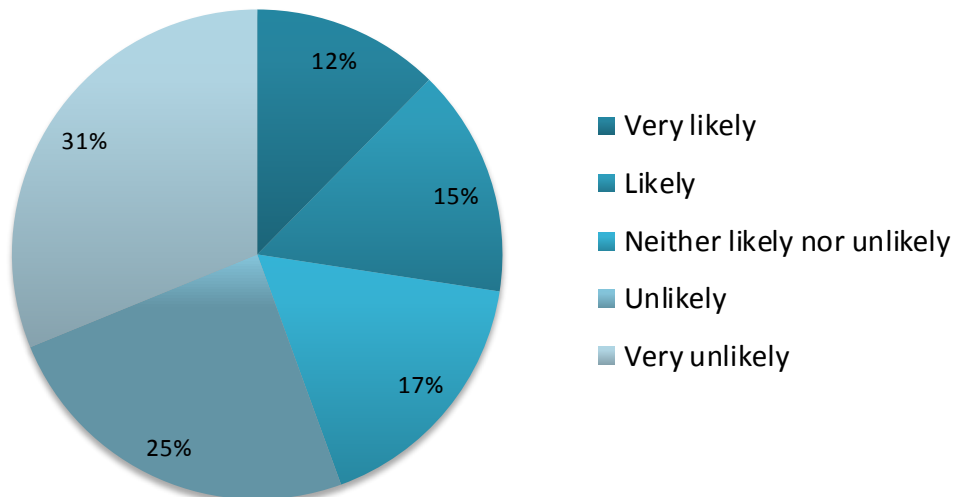
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Results from online survey

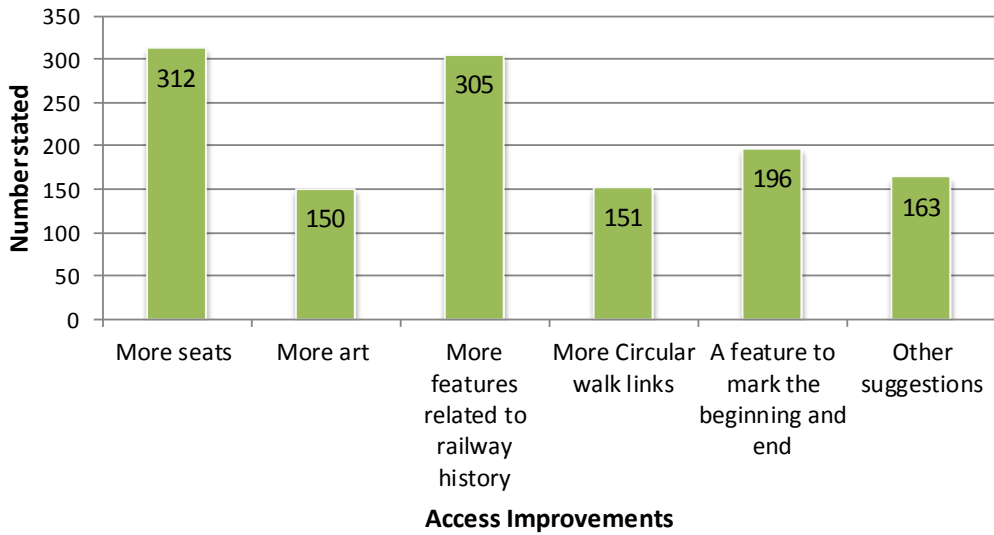
Q11. Which of the following do you think would improve the Marriott's Way for users?



Q12. How likely or unlikely would you be to use Wi-Fi hotspots along the trail to download information and apps?

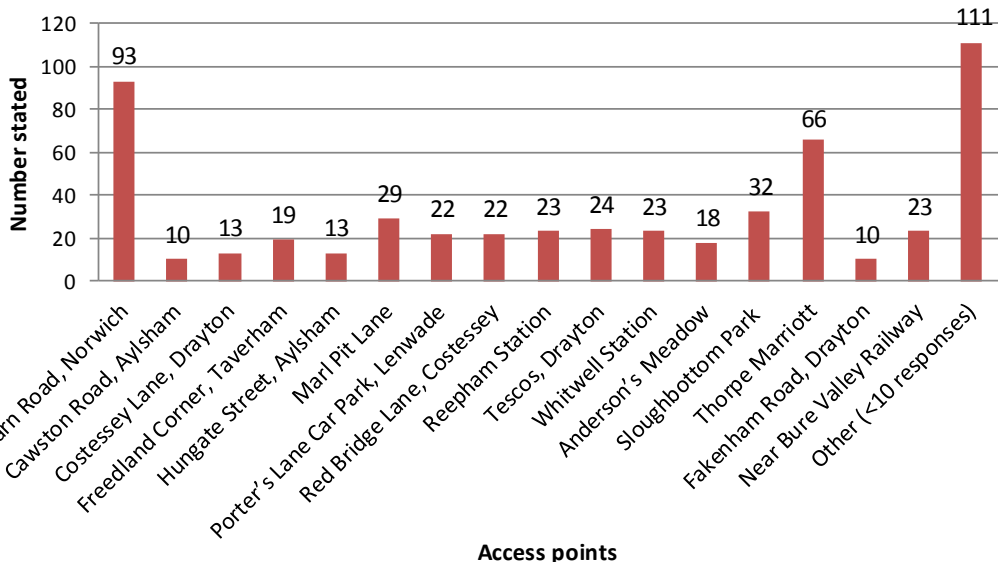


Q13. Which of the following do you think would improve the Marriott's Way for users?



Access Improvements

Q14. Where do you usually get onto Marriott's Way when you use it?

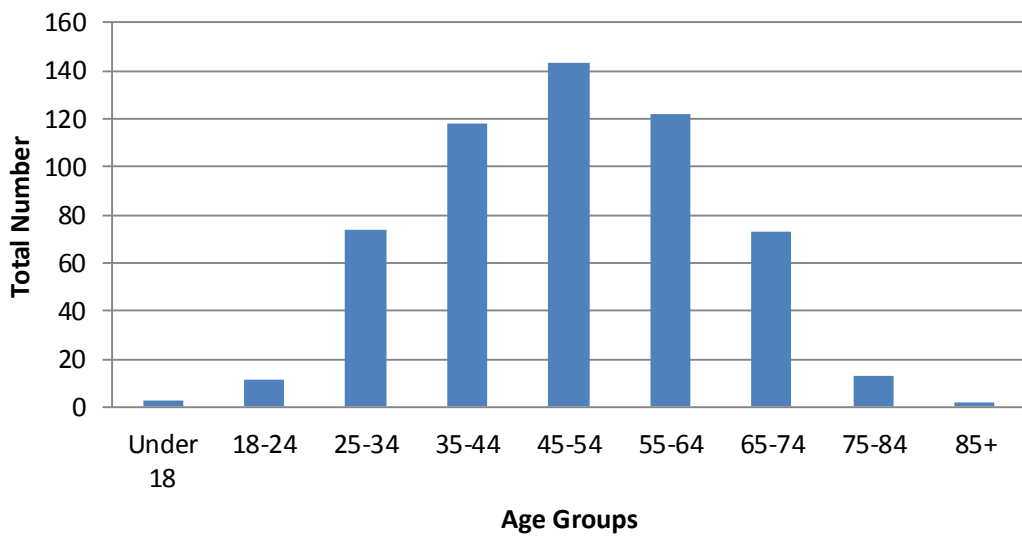


Access points

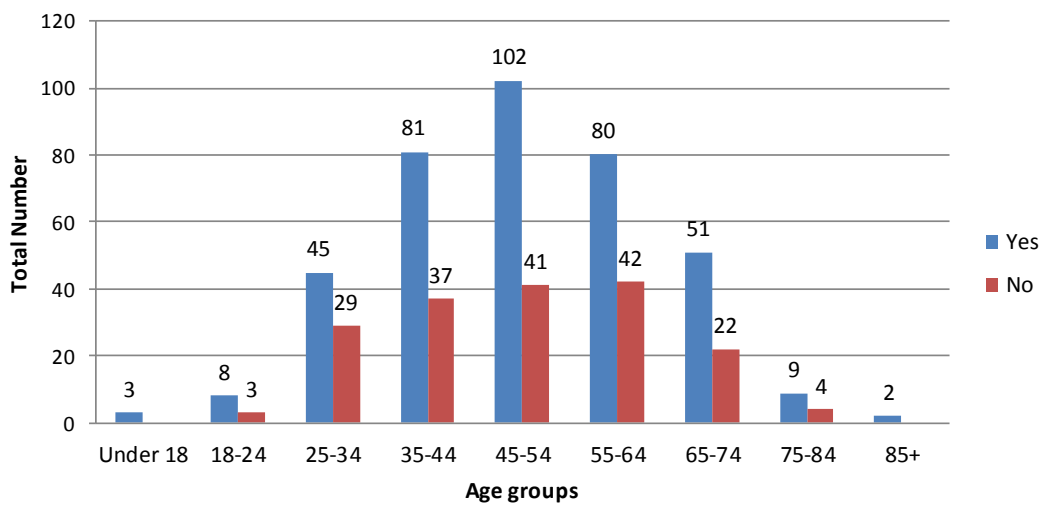
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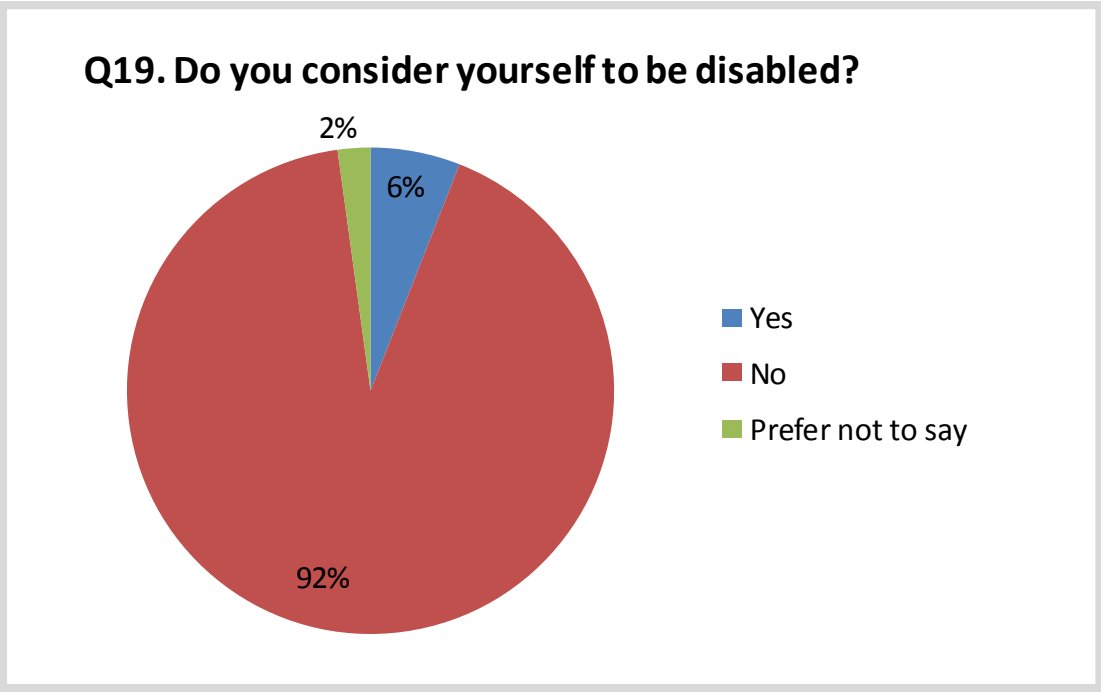
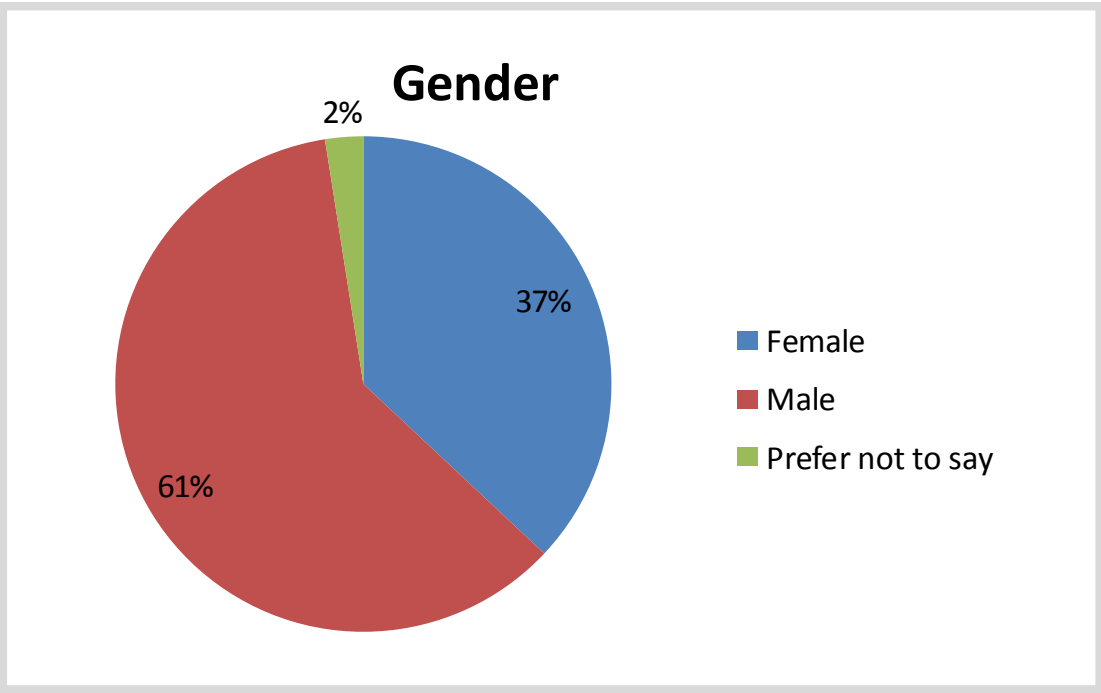
Results from online survey

Q17. Age of online survey respondents



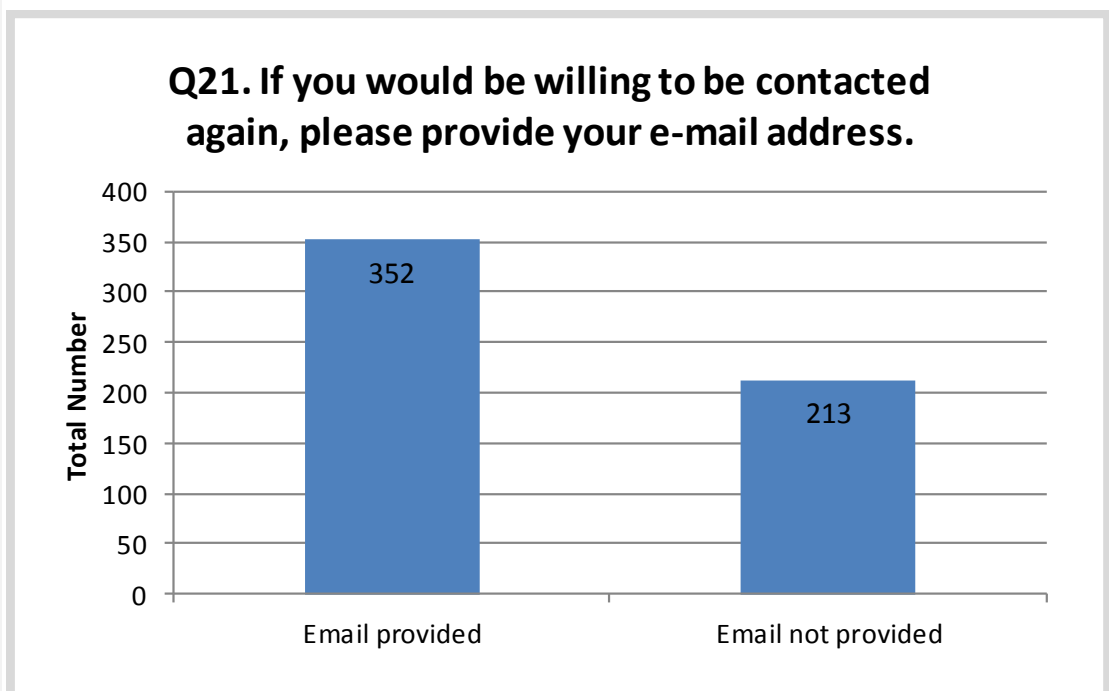
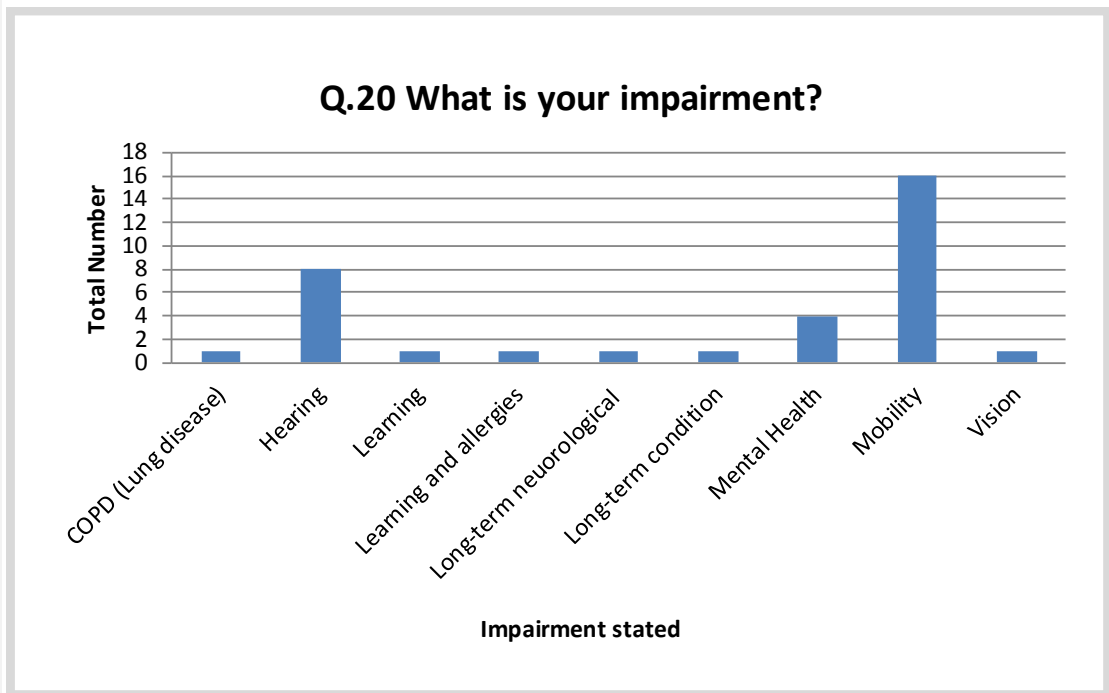
11.3 More digital information in the form of an app by age group





2

Results from online survey



Results from the drop-in consultations

3

To complement the on-line survey, five 'drop-in' public consultation sessions were organised in towns and villages along the route of the Marriott's Way during the latter half of February 2015. The purpose of the drop-in sessions was to have a chance to talk in more depth to people with an interest in Marriott's Way, so as to get a better insight into their views about the Trail. A series of exhibition boards outlined the key issues affecting the Marriott's Way.

Visitors to the consultation events were encouraged to record their thoughts about the issues and their ideas for improvements on post-it notes. These were then transcribed and categorised into a number of overarching themes (see section 6 of report) and sub-themes for analysis, as shown in the following charts.

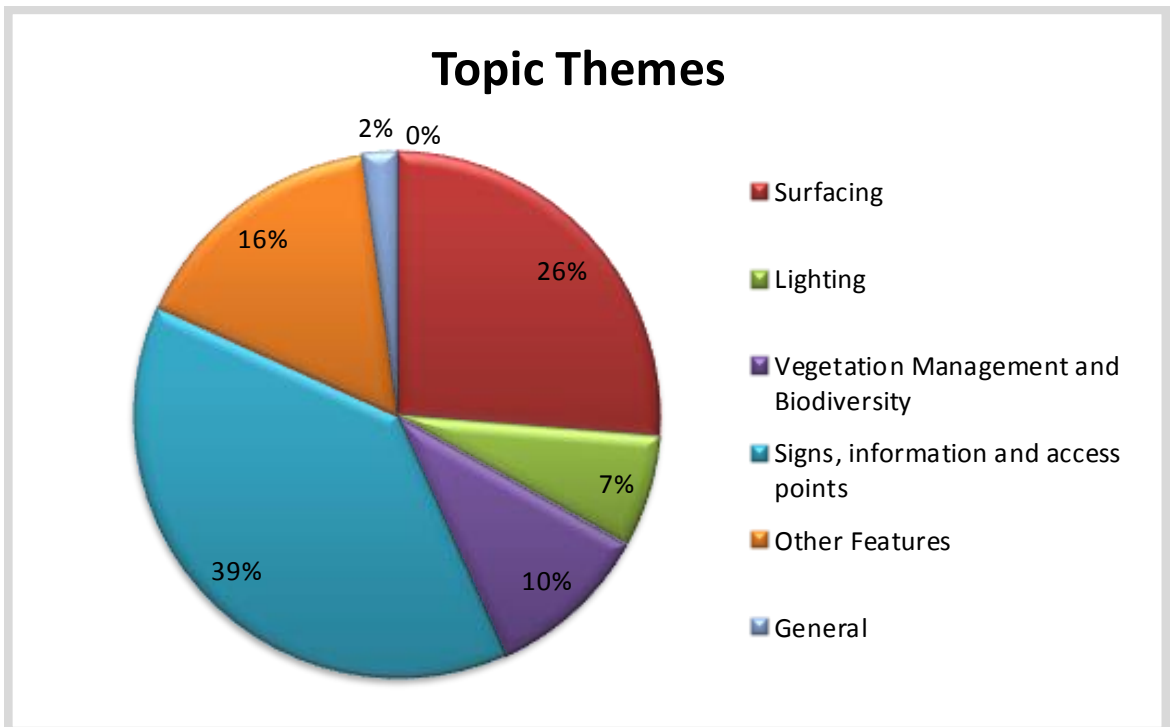
Below are some photos from the consultation events. The total number of comments collected, including emails post-event, was 335 comments



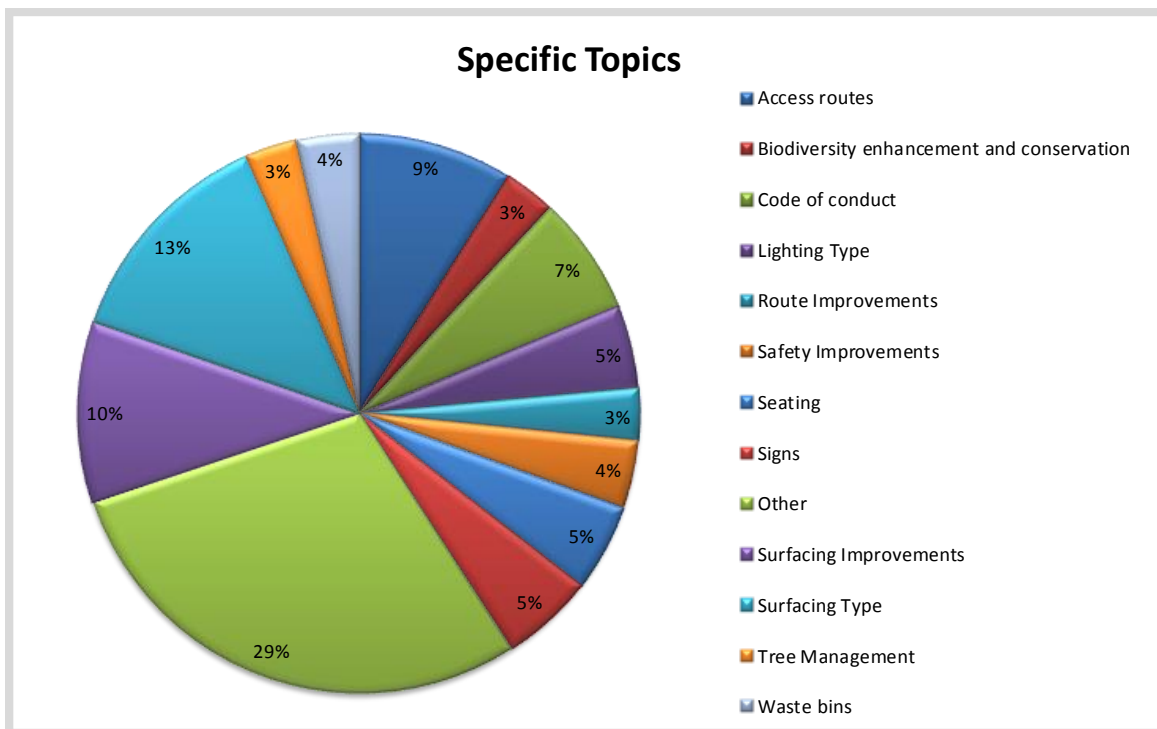
3

Results from the drop-in consultations

Signs, Information and Access was the biggest mentioned theme



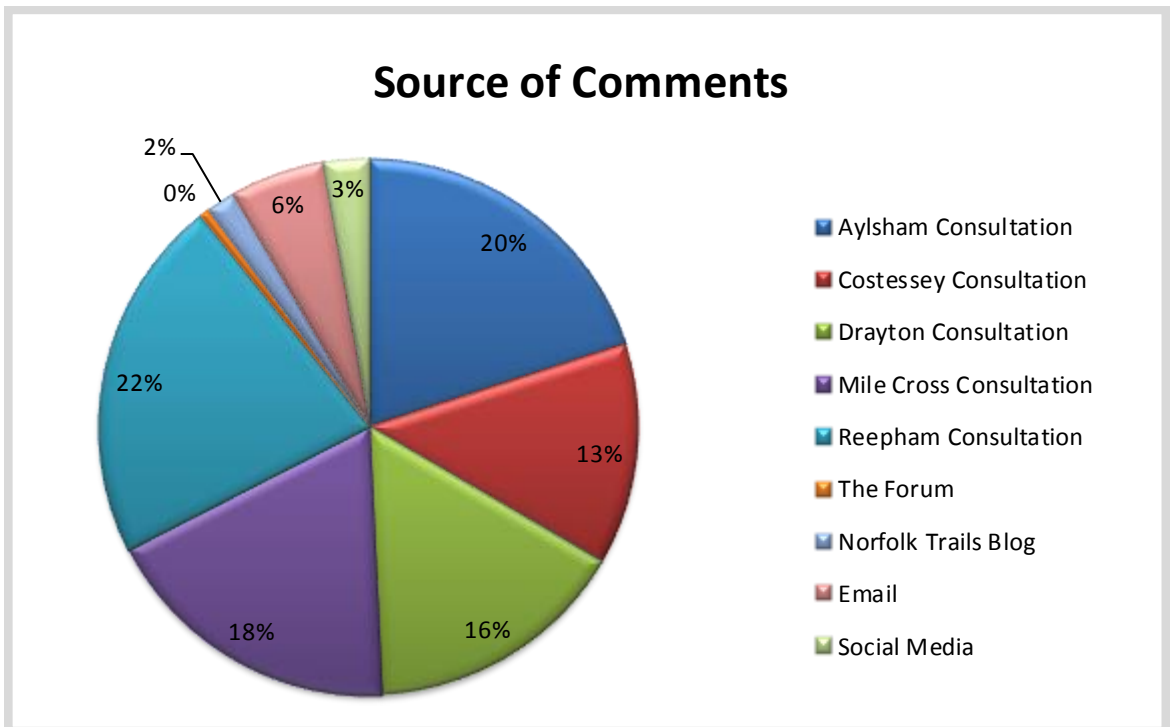
Highest percentage of specific topic comments refer to 'Surfacing Type' (13%), but overall spread across categories.



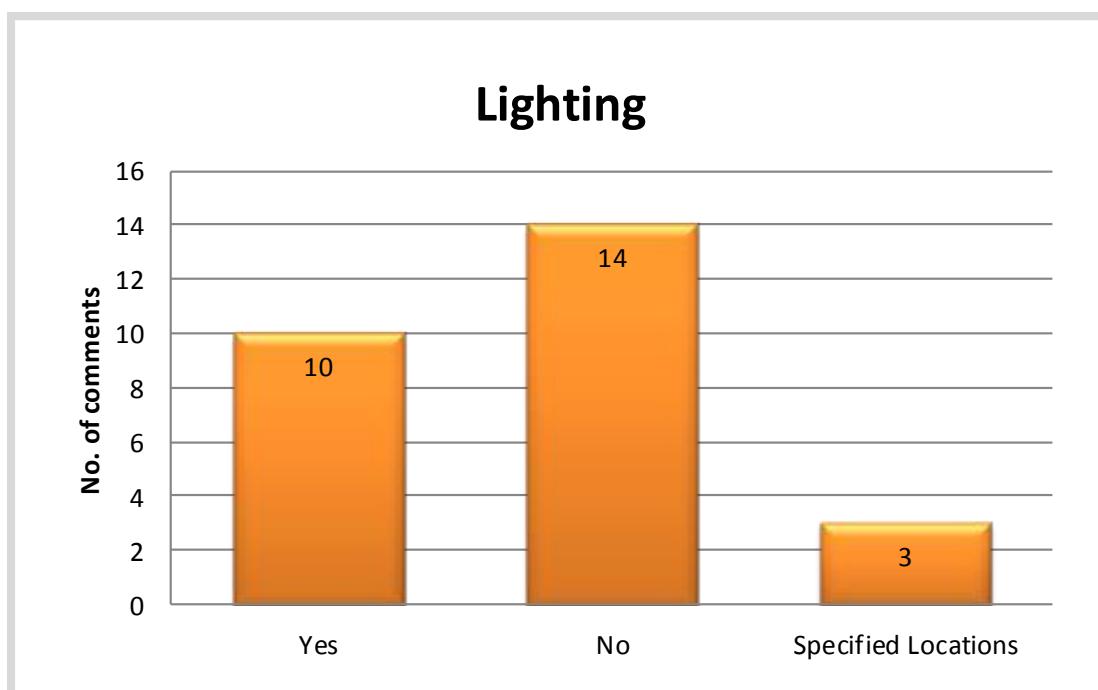
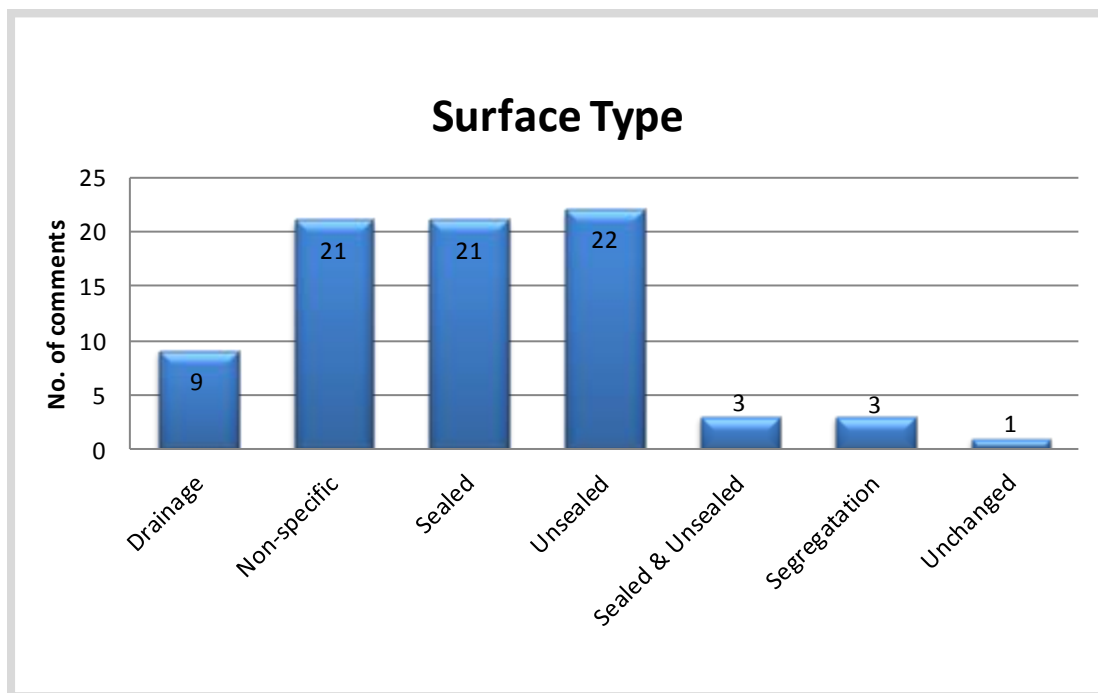
3

Results from the drop-in consultations

Proportion of consultations comments were relatively even. Least comments gained at Costessey.



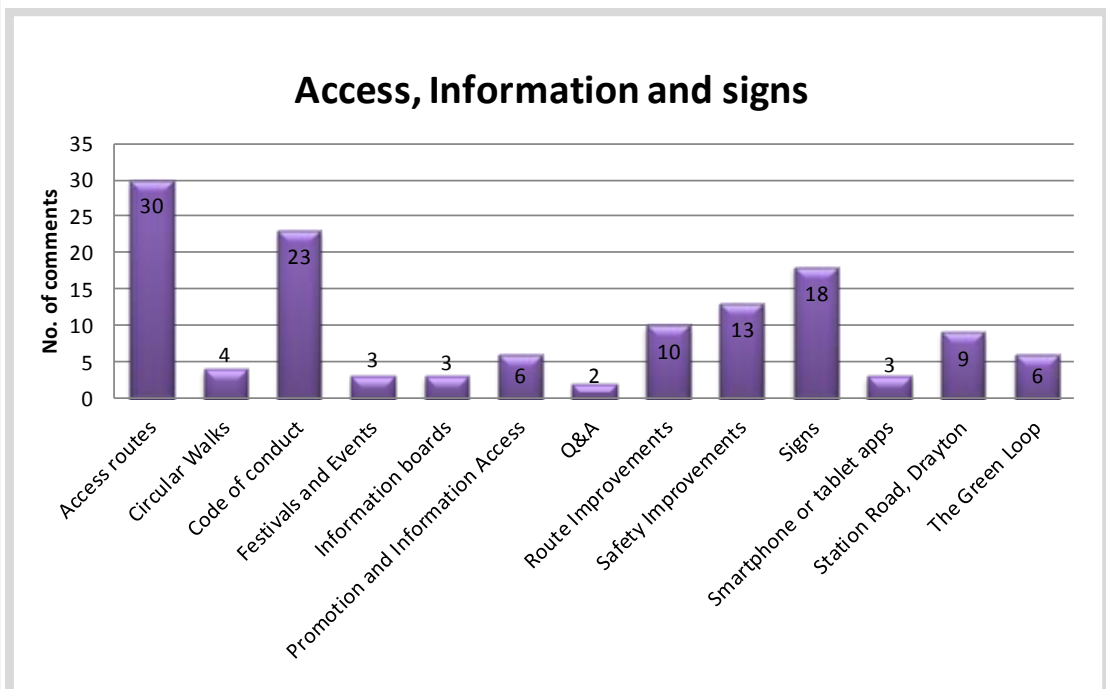
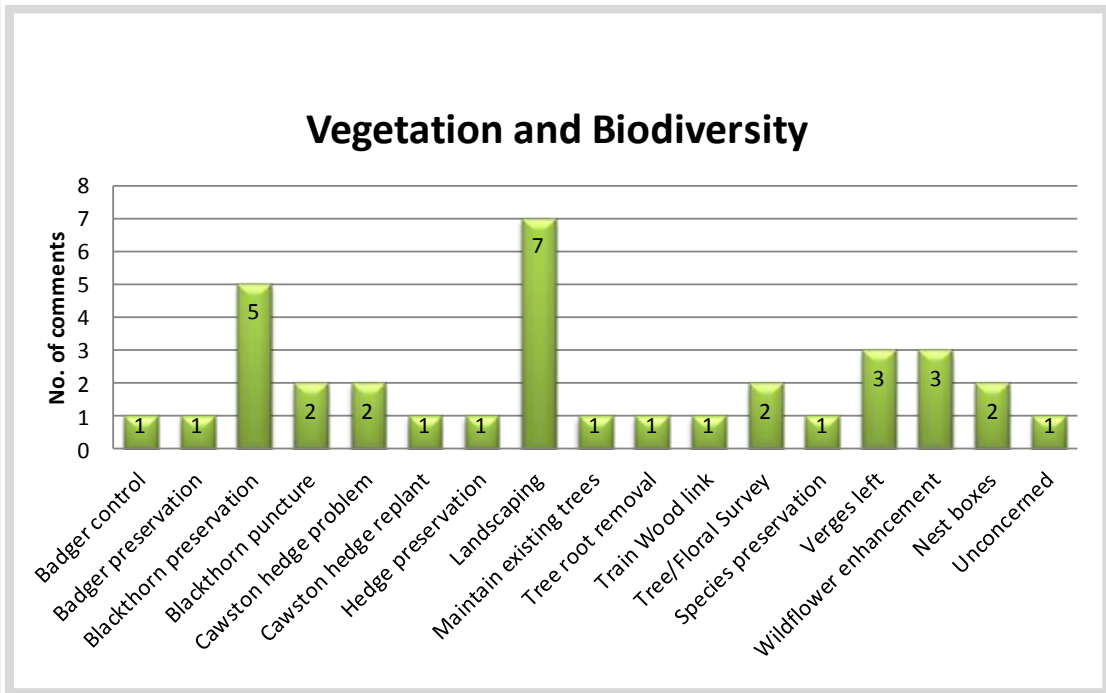
Overarching themes.



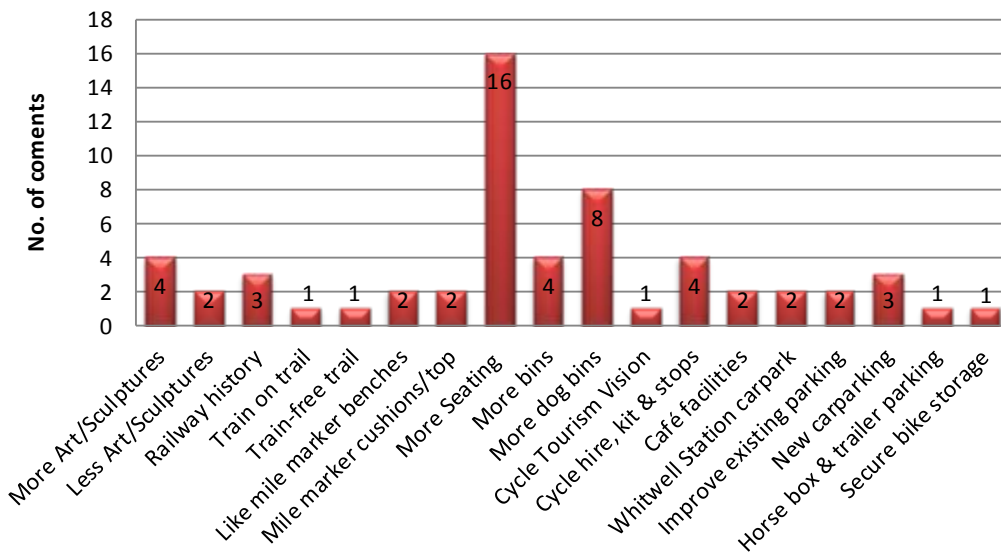
3

Results from the drop-in consultations

Overarching themes.



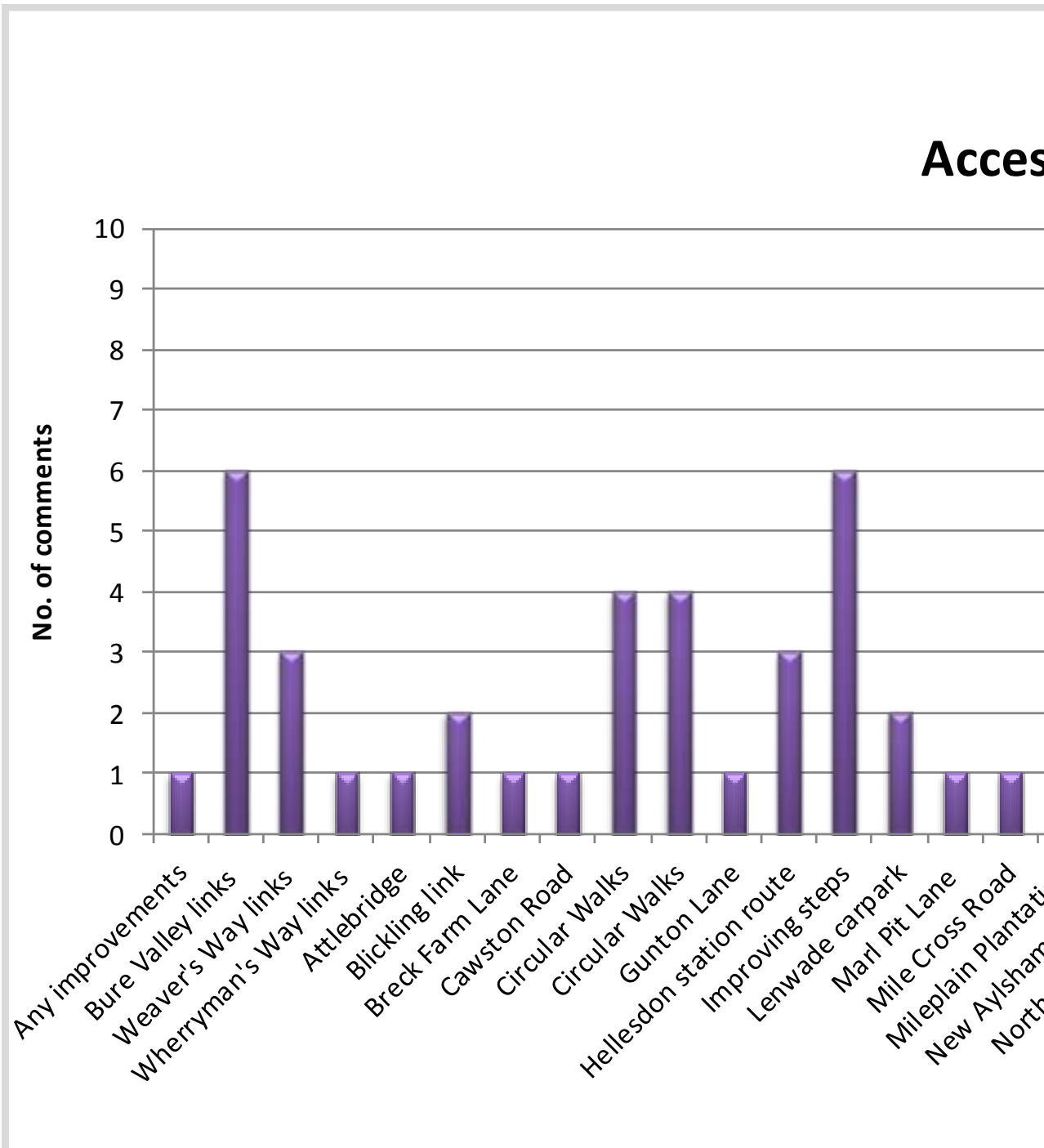
Other Features



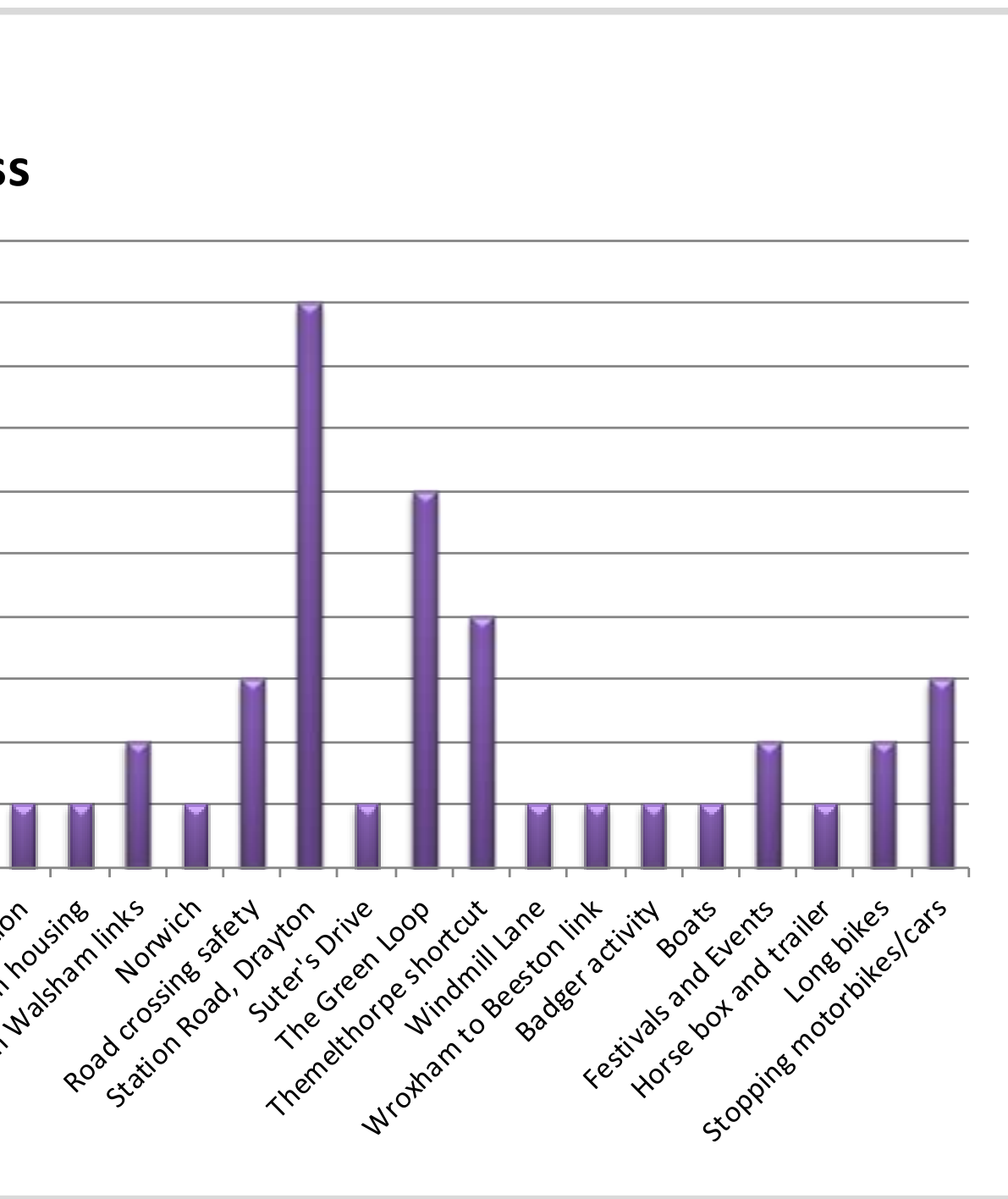
3

Results from the drop-in consultations

Sub themes.



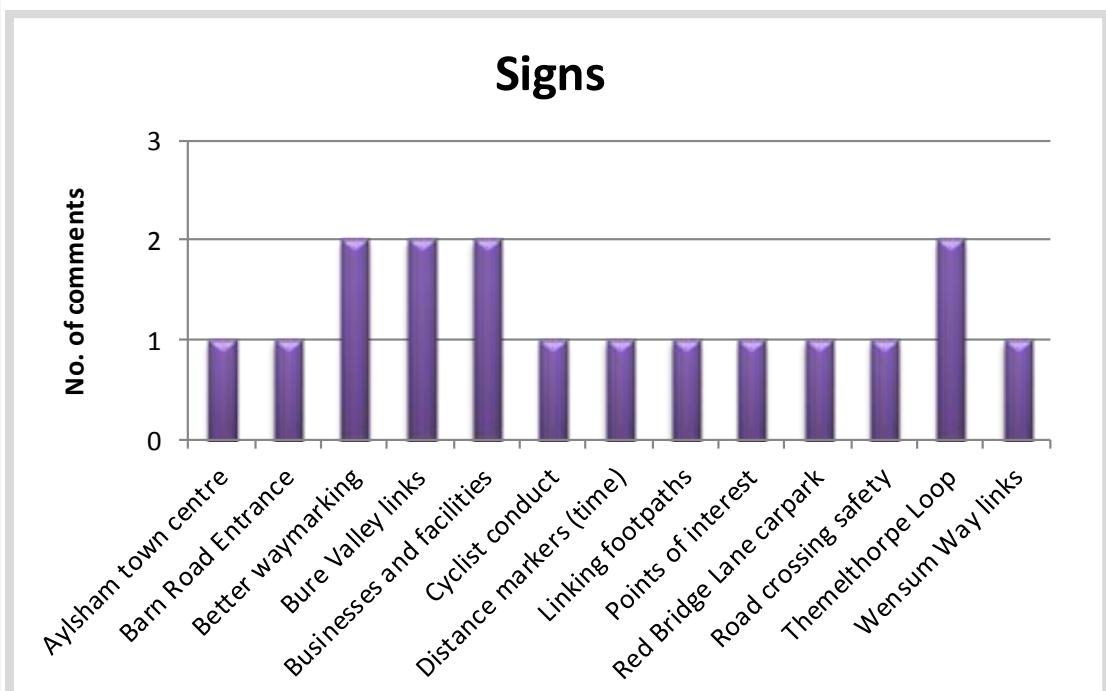
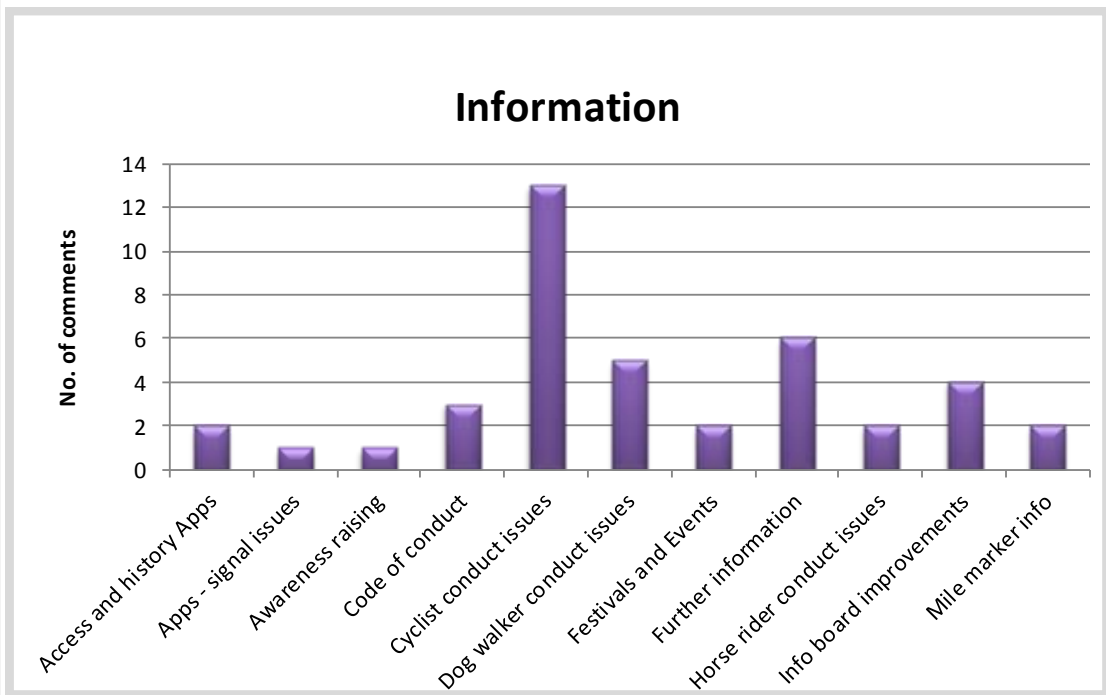
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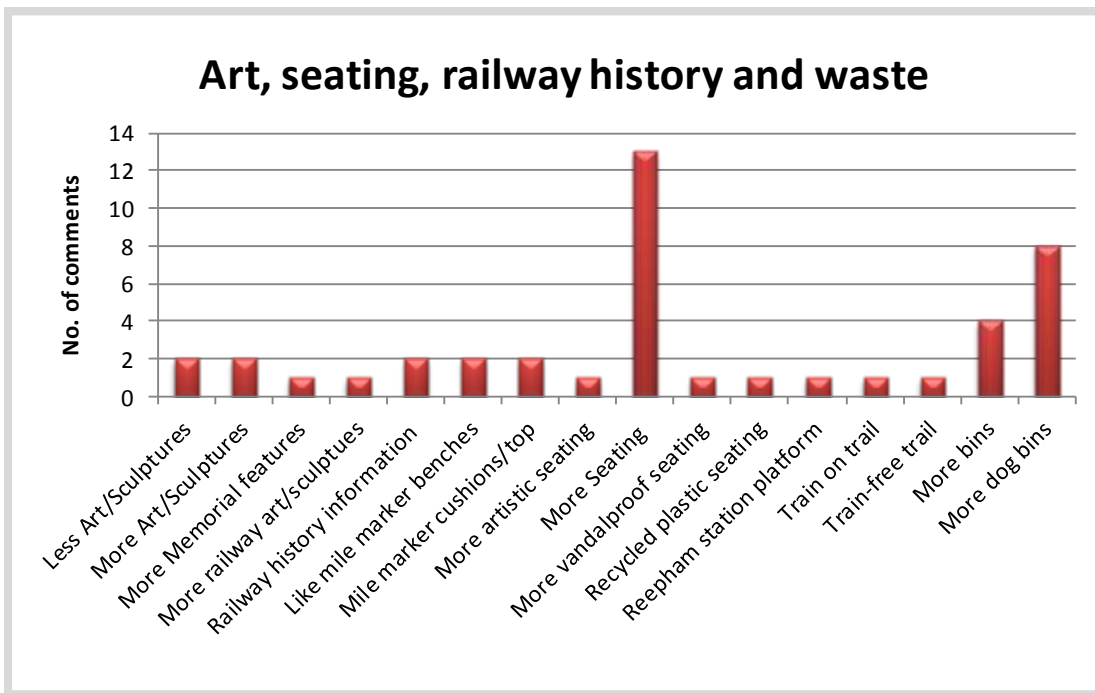
3

Results from the drop-in consultations

Sub themes.



Sub themes.



4

Results from the Sustrans survey

This survey took place over four days in February 2015 – two weekdays and two weekend days. Surveyors from the environmental transport charity Sustrans stopped people using the Marriott's Way near its end point at Barn Road in Norwich and asked them a series of questions about themselves, how often they use the Trail, whether they use it to commute to work or as a leisure activity and how long their journey on the Trail was that day in distance and in time. They were also asked to suggest the sections they considered to be most in need of improvement.

The results of the Sustrans User Survey can be seen below.

Please note: The following frequencies relate to a weighted score for analysis purposes and should not be considered as the frequency of responses. Instead, please use the percentages when reading the tables. However, the total number of responses was 2553.

Gender		
value	frequency	percent
male	218688	70.9
female	89701	29.1
Total	308389	100

Age		
value	frequency	percent
16-19	7425	2.4
20-29	64095	20.8
30-44	97286	31.5
45-59	134533	43.6
60-74	4524	1.5
75-84	526	0.2
85+	0	0
Prefer not to say	0	0
Total	308389	100

Ethnicity		
value	frequency	percent
White	301626	97.8
Mixed	3137	1
Indian	0	0
Pakistani	0	0
Bangladeshi	0	0
Other asian	0	0
Caribbean	0	0
African	2694	0.9
Other black	0	0
Chinese	931	0.3
Other ethnic group	0	0
Prefer not to say	0	0
Total	308389	100

4

Results from the SUSTRANS survey

Working status

value	frequency	percent
Employed full-time (30+ hours)	224761	73.1
Employed part time	14024	4.6
Not working due to disability or illness	3208	1
Looking after home/family	1181	0.4
Unemployed	12425	4
Jobseeker	0	0
Retired	4236	1.4
Studying	10846	3.5
Self employed	11919	3.9
Voluntary worker	22539	7.3
Other	2318	0.8
Total	307457	100

Do you have any long-term illness, health problem or disability which limits your daily activities or the work you can do?

value	frequency	percent
Yes	13120	4.3
No	292131	94.7
Prefer not to say	3137	1
Total	308389	100

Overall, how would you rate your general health over the last two weeks?

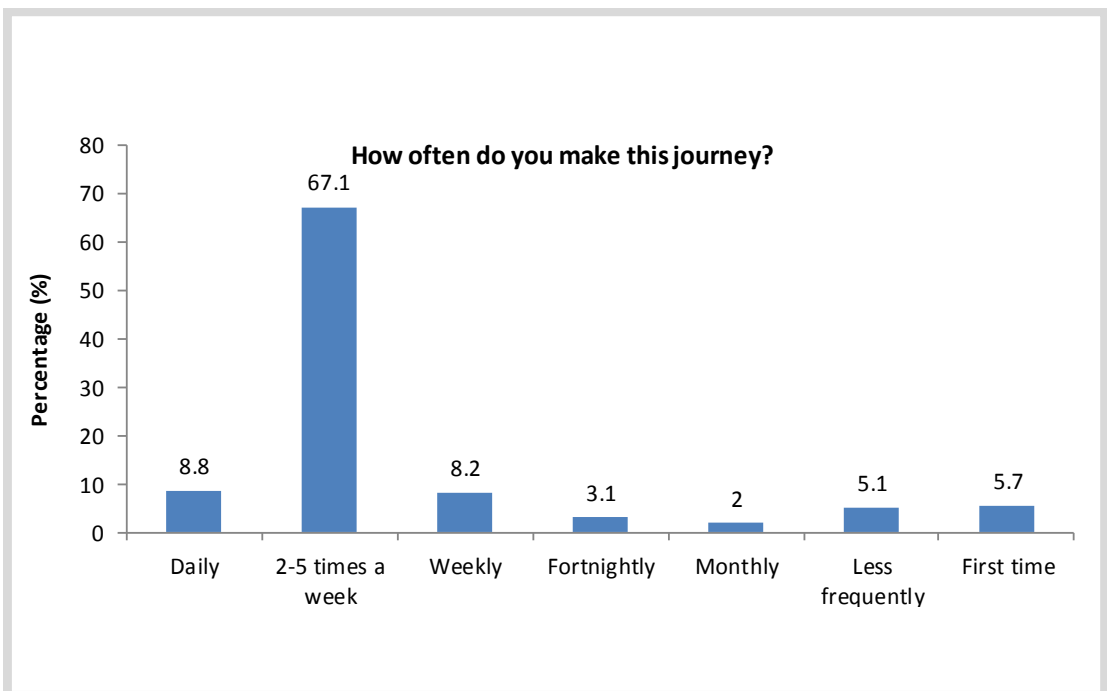
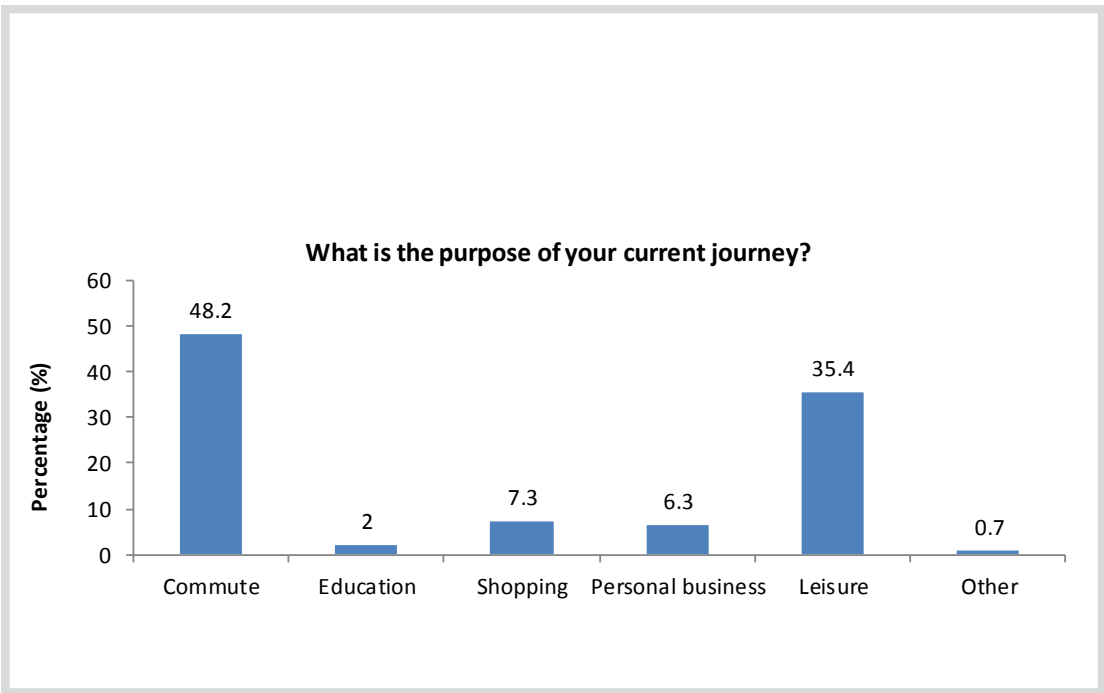
value	frequency	percent
Very good	177817	58.3
Good	100524	32.9
Neither good nor poor	19485	6.4
Poor	7425	2.4
Very poor	0	0
Total	305252	100

Activity undertaken

value	frequency	percent
Walking (including dog walking)	111806	36.3
Cycling	185207	60.1
Running/Jogging	11376	3.7
Wheelchair use	0	0
Other	0	0
Total	308389	100

4

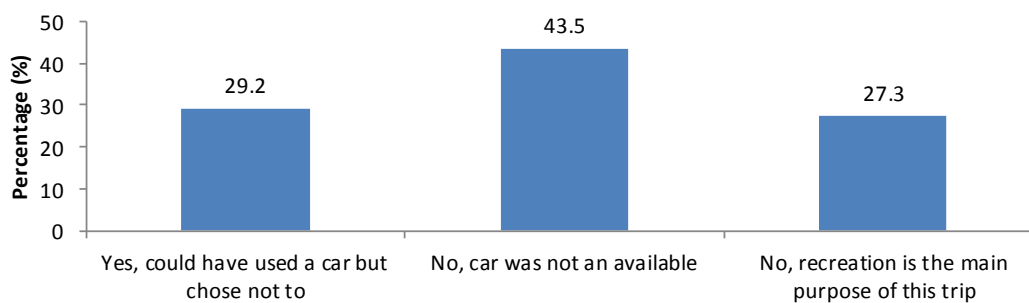
Results from the SUSTRANS survey



Did you or will you use any other mode of transport for part of this journey today?

value	frequency	percent
Car/Van/Taxi	3470	1.1
Public transport	6664	2.2
None JUST the bike or walking	298255	96.7
Other	0	0
Total	308389	100

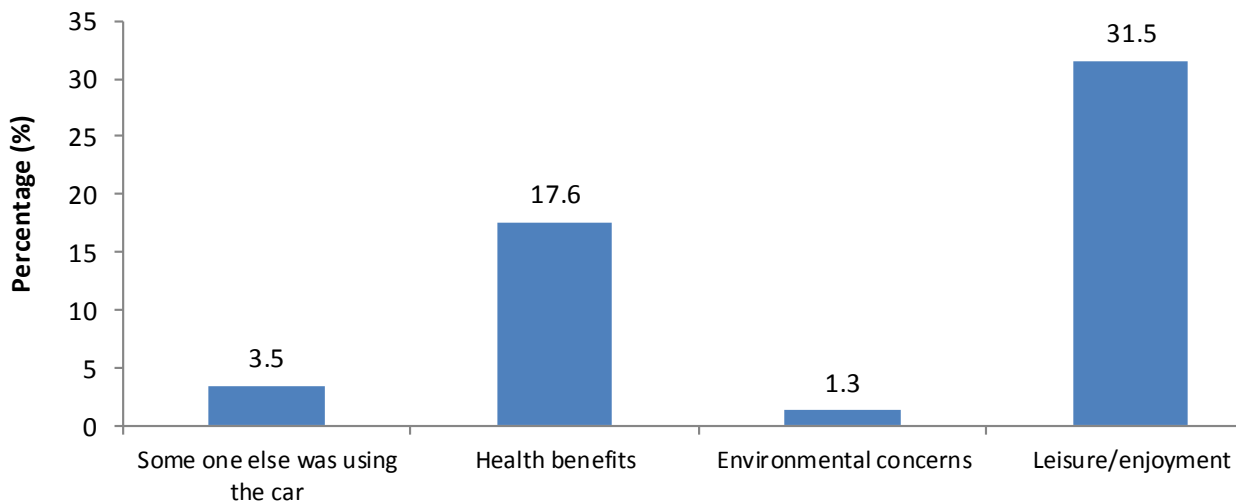
If you have NOT used a car, could you have used a car for this trip instead of cycling/walking?



4

Results from the SUSTRANS survey

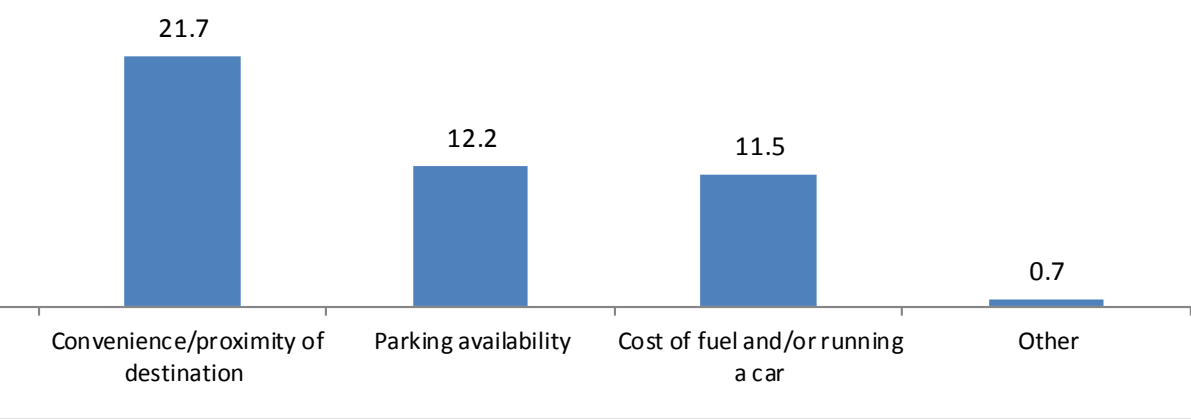
If you selected 'could have used a car but chose not to', why?



If you had been unable to access this route would you still have needed to make this journey to your given destination?

value	frequency	percent
Yes	288316	93.5
No	19142	6.2
Don't know	931	0.3
Total	308389	100

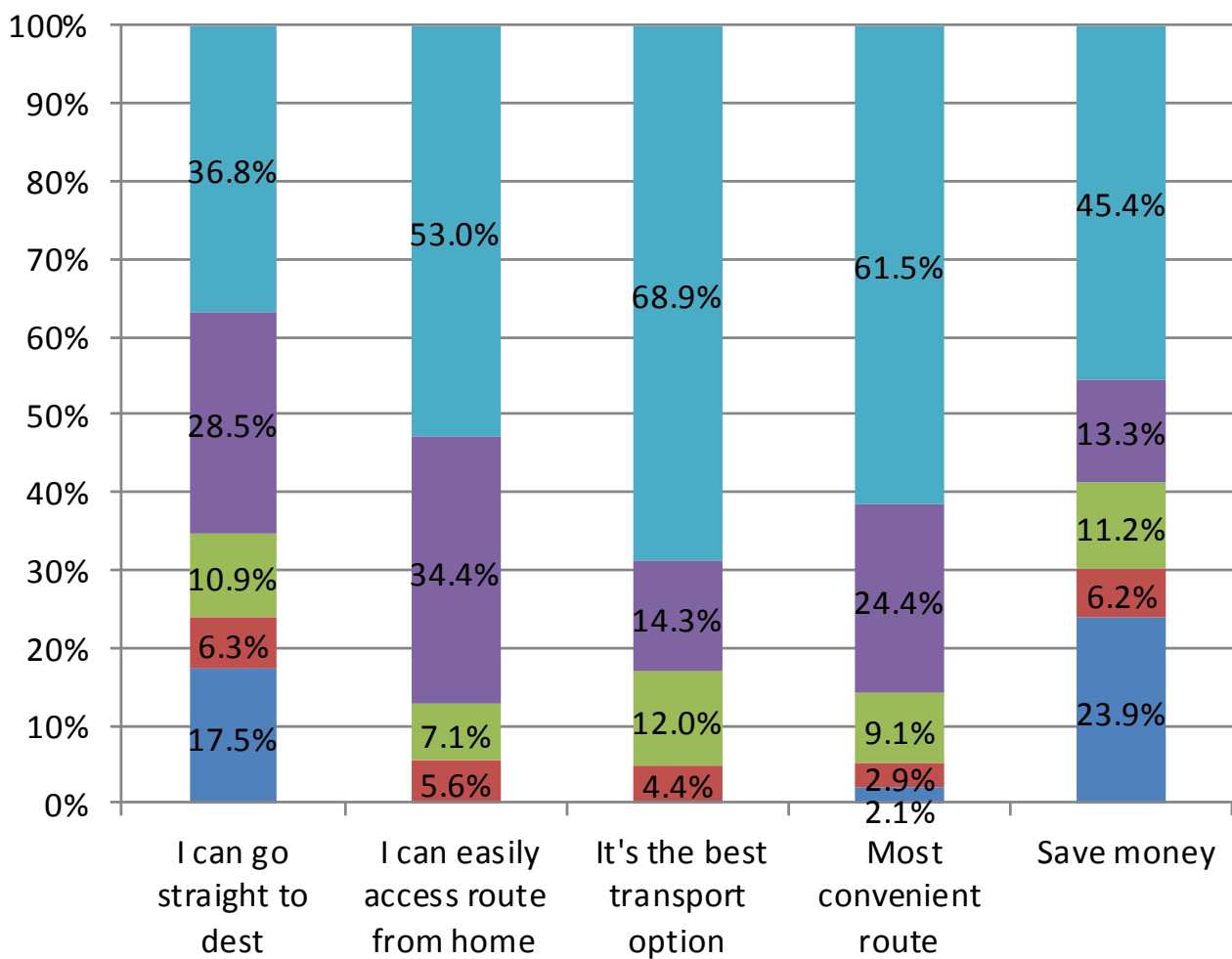
Which of the following factors influenced your decision?



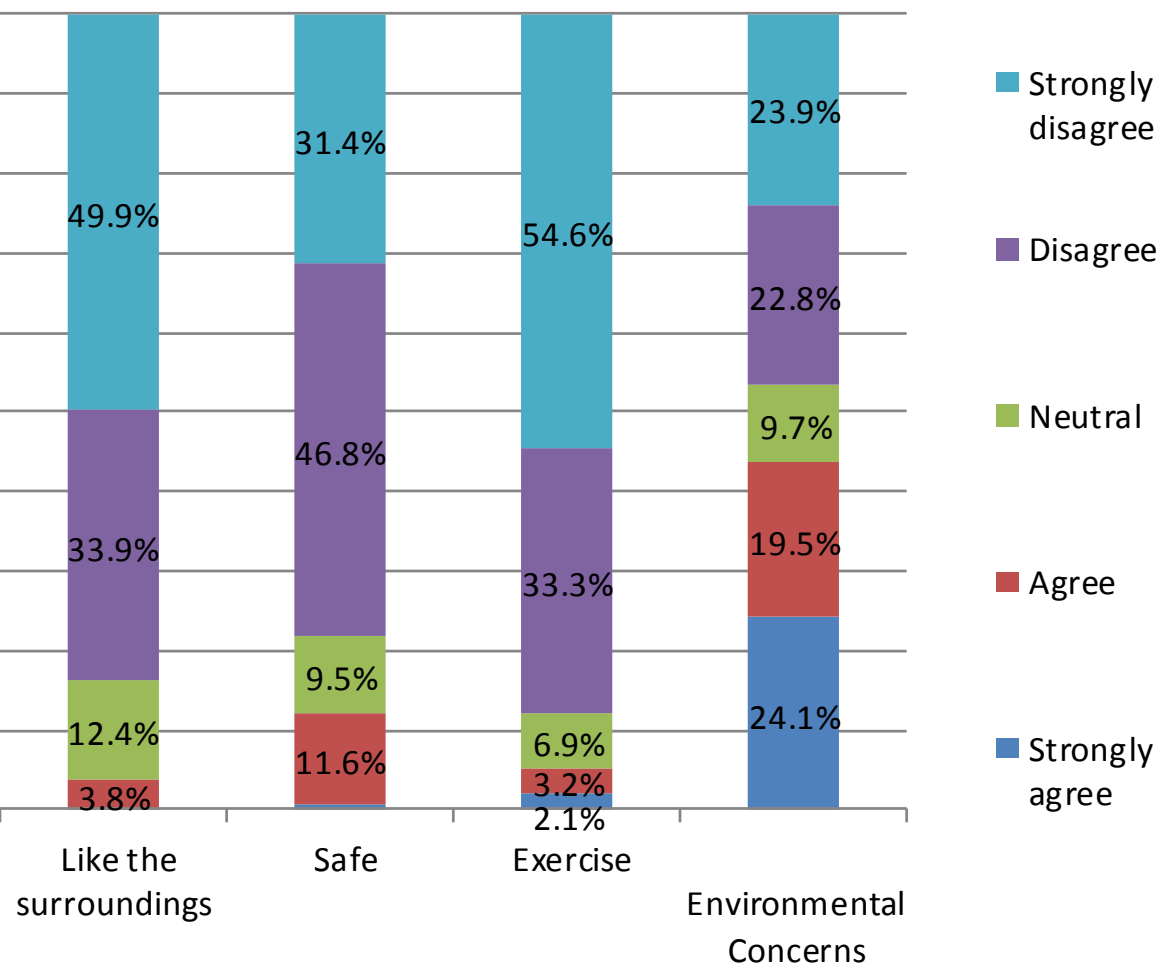
4

Results from the SUSTRANS survey

To what extent have the following factors influenced you

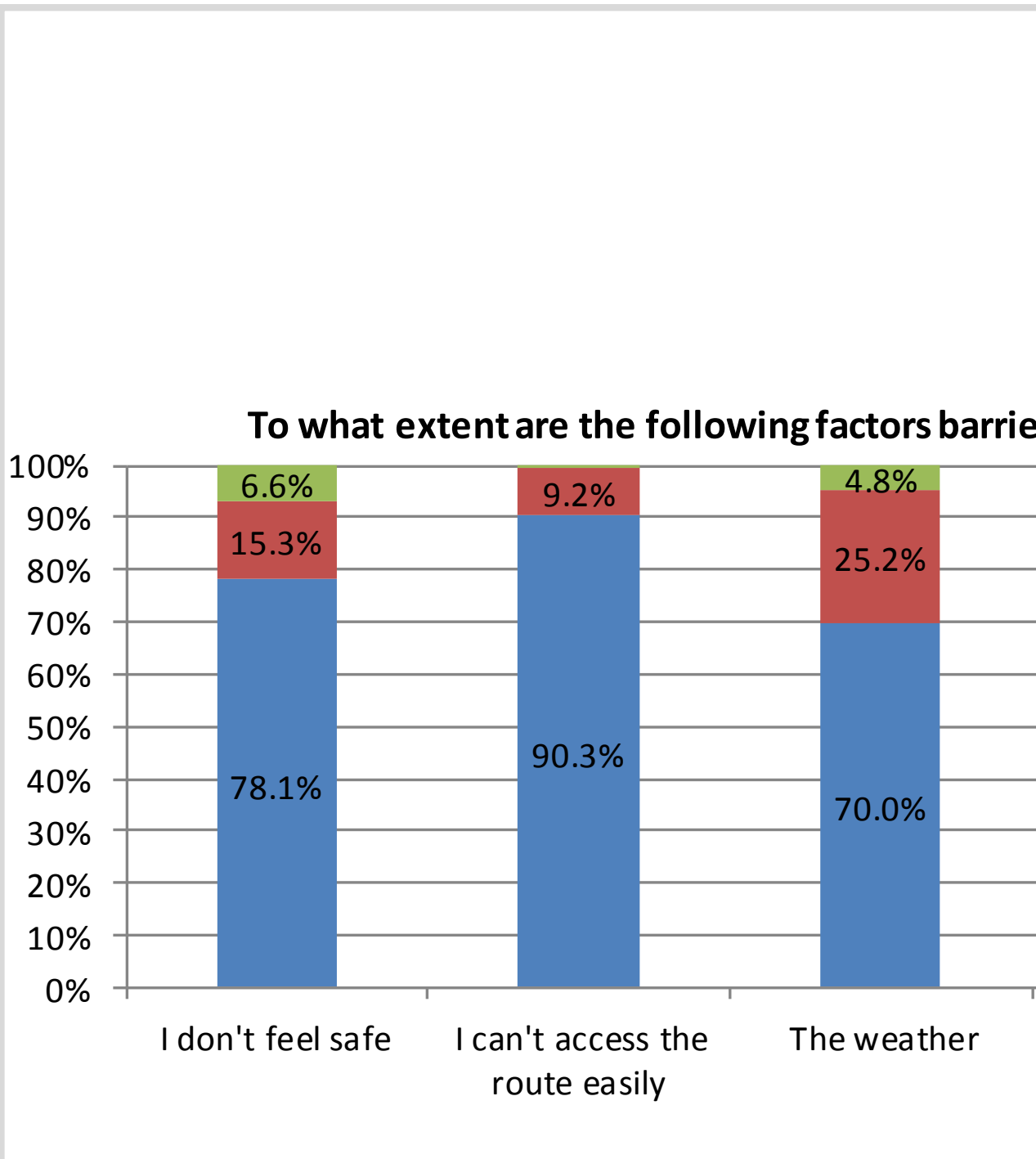


Our decision to walk, cycle or use a wheelchair today?

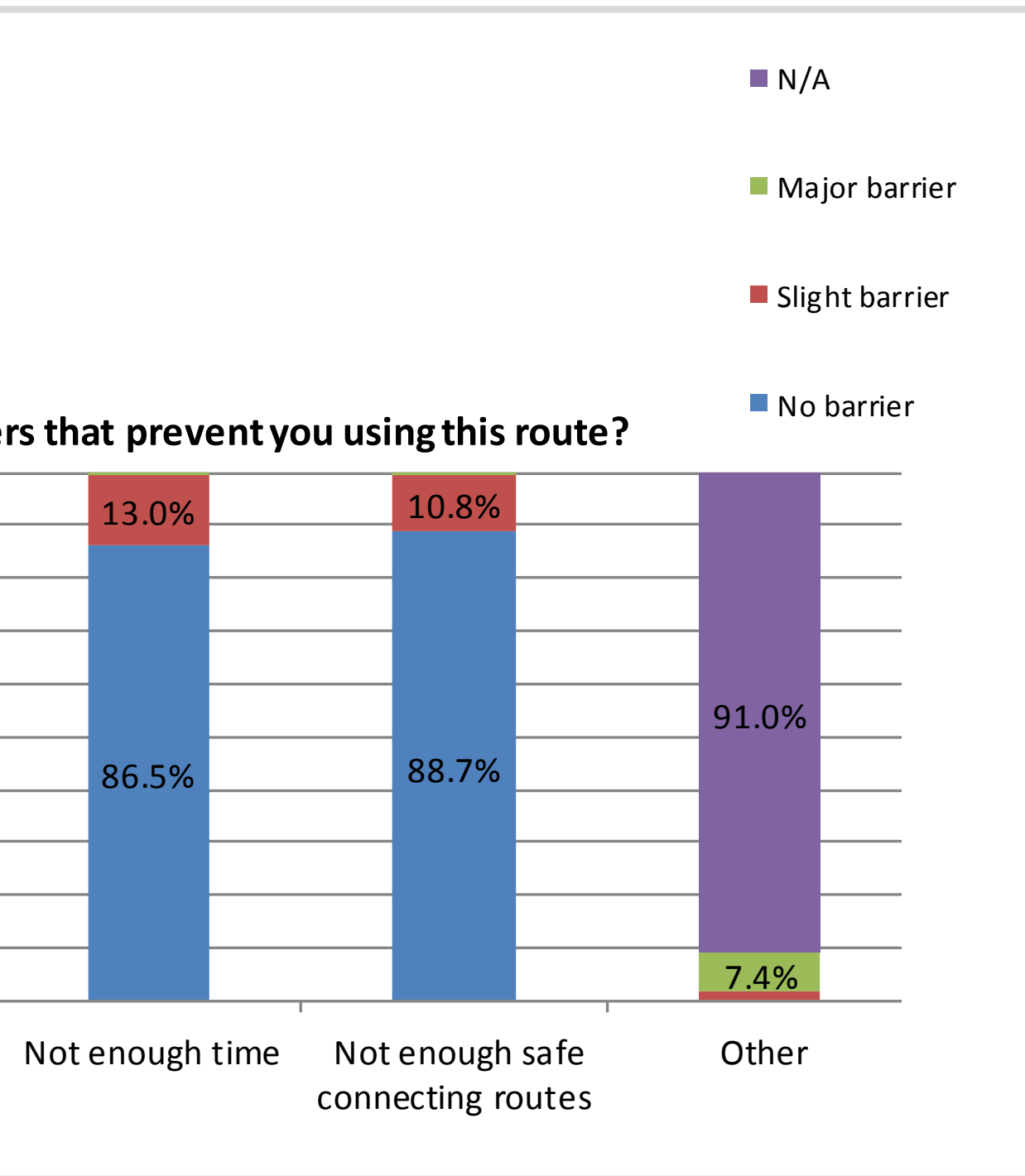


4

Results from the SUSTRANS survey



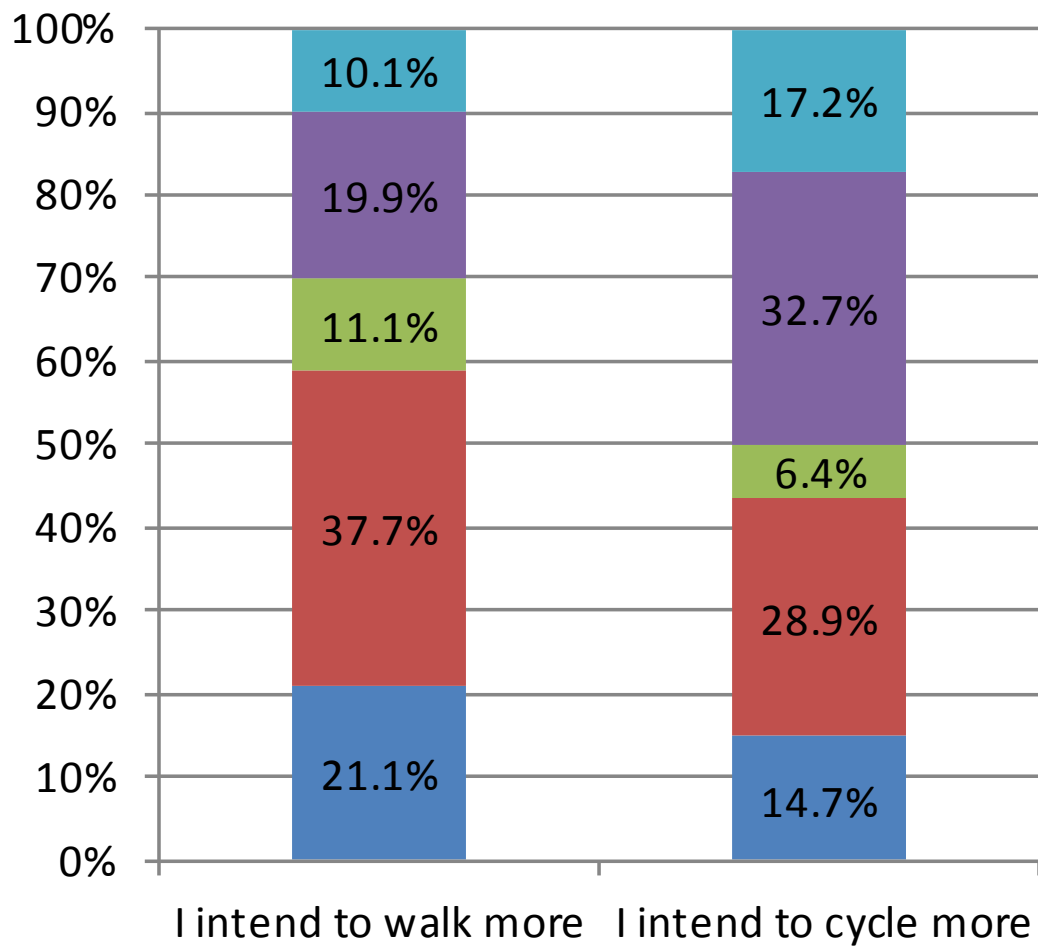
Factors that prevent you using this route?



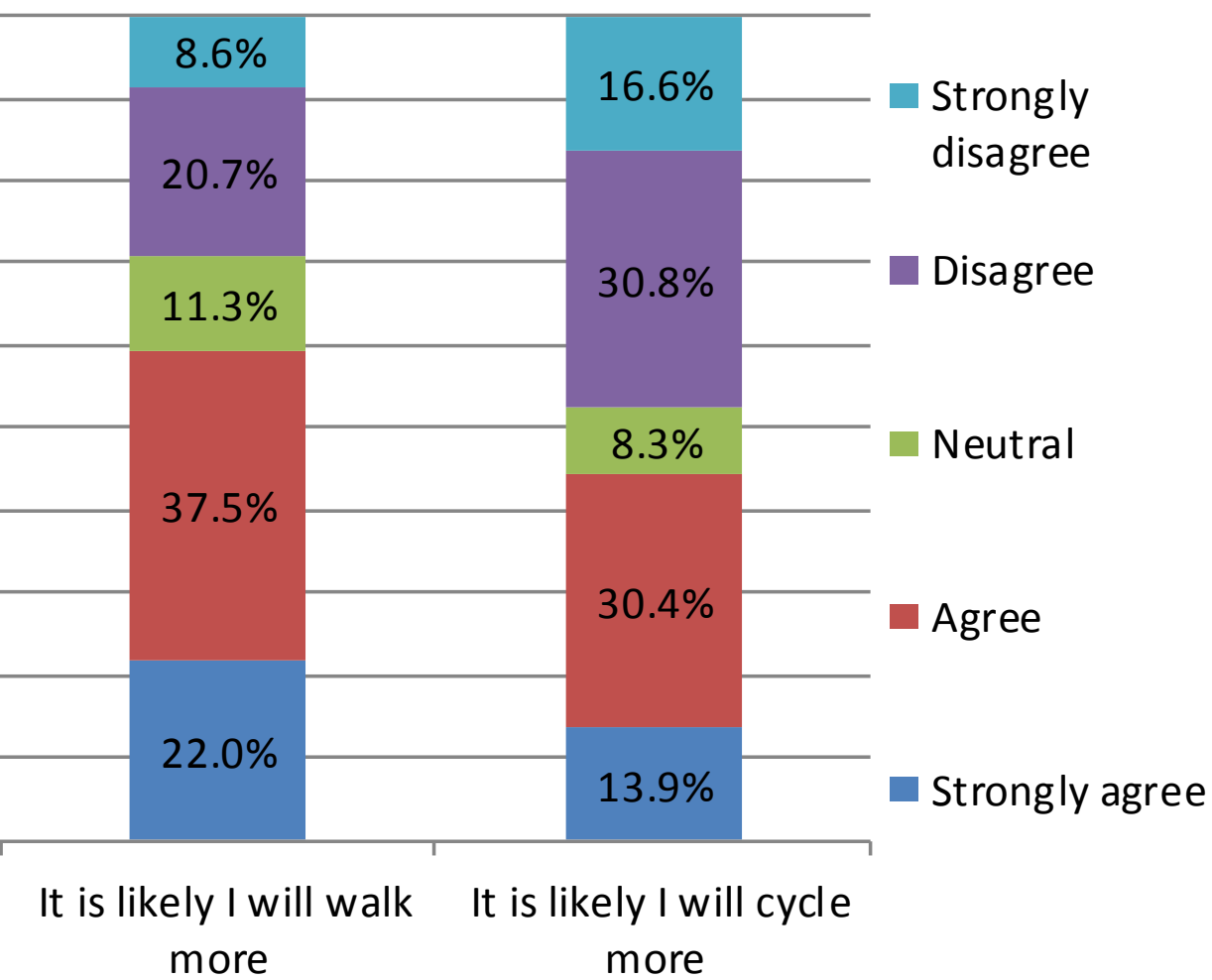
4

Results from the SUSTRANS survey

To what extent do you agree or disagree with the following statement?

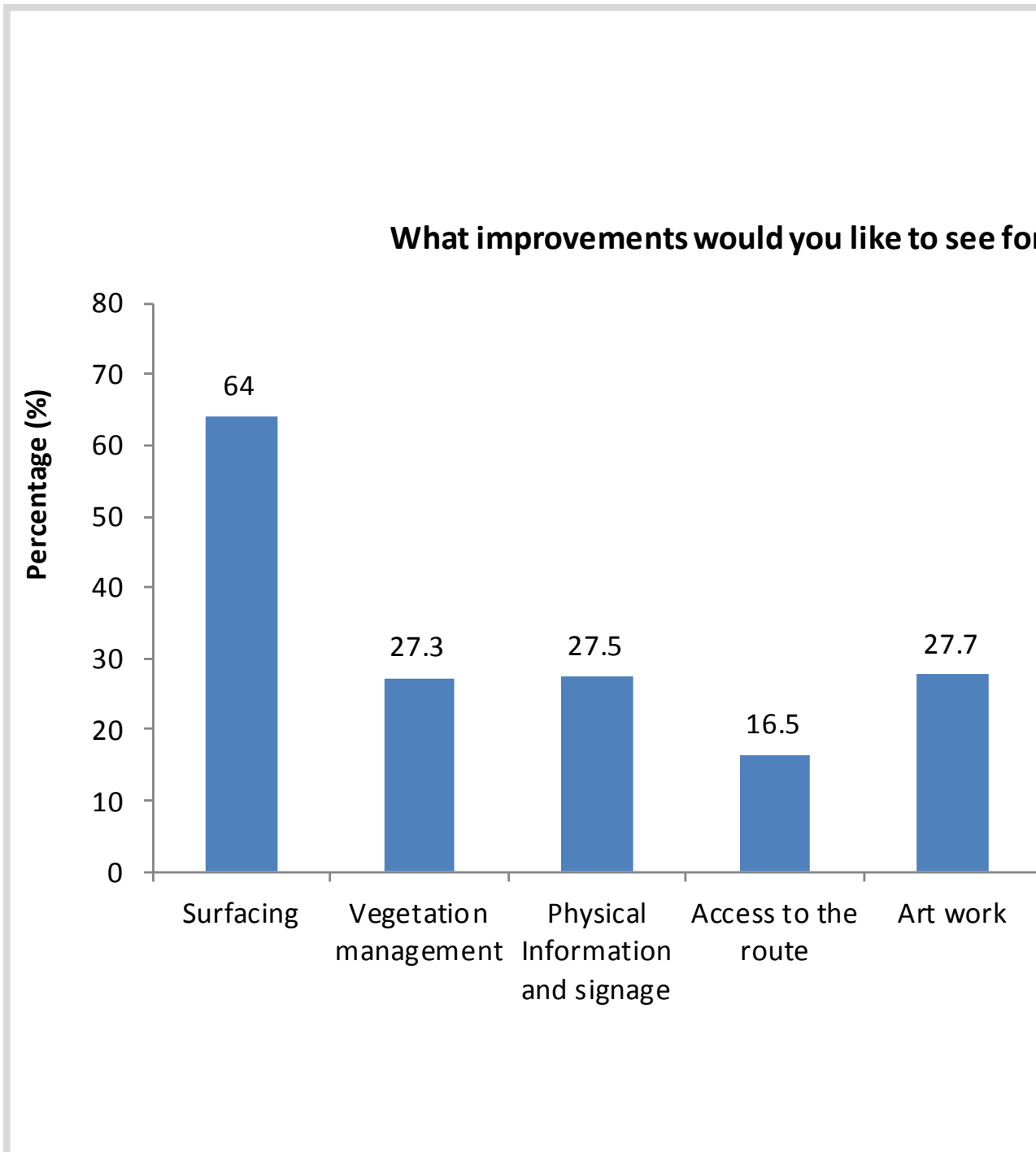


disagree with the following statements?

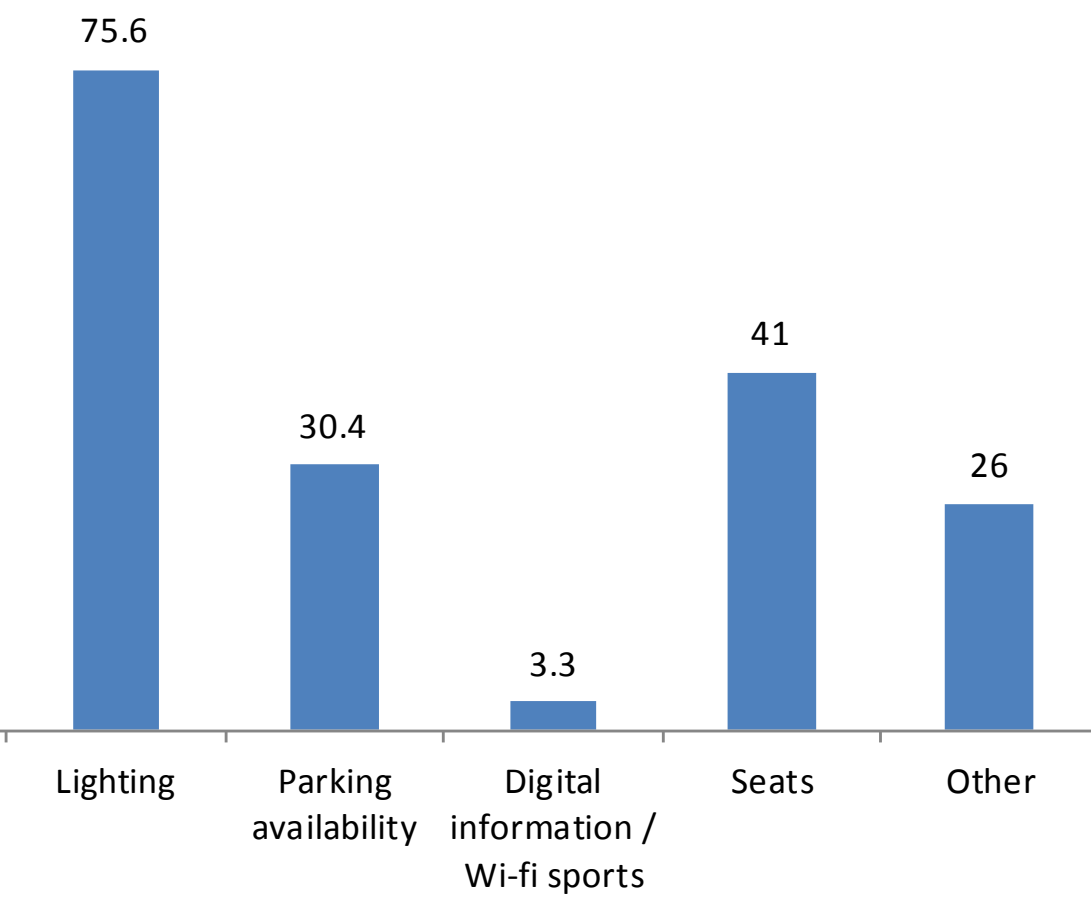


4

Results from the SUSTRANS survey



For pedestrians and cyclists on this route?



5

Action Plan

Methodology for project prioritisation

A tailored cost-benefit analysis Excel Template listing the top 30 projects was made to aid the prioritisation of the delivery of projects. The methodology included:

- Assessment of benefits:** 8 assessment criteria (e.g. benefits to users commuting to and from their homes) were identified to examine the benefits of projects, each scored between 1 and 5. These scores were weighted towards funding criteria which included the priorities for CIL funding for 2015/16. For example, a score could be doubled to represent its higher importance. Since the public consultation and commuting were of high significance to the plan, all scores relating to them were doubled e.g. a score of 3/5 became a score of 6/10. As a result, each row was given a score out of 50. These were then doubled to 100 to simplify analysis

Project Assessment Criteria [Scoring: 1 = low, 5 = high] (Weighting towards funding)					
Benefits for users 'commuting' to and from their homes (/10)	Benefits for people using for leisure (/5)	Access (/5)	Landscape, vegetation and wildlife benefits (/5)	Benefits to businesses (/5)	Benefits to users from areas of high deprivation levels, poor health and obesity (/5)

- Assessment of Costs:** Project costs were assigned a Cost score based on the significance of the amount (as shown in the table below). The Cost scores were adjusted through testing and development by testing the scores against trial Assessment of benefits scores.

Cost (£)	Cost scores
0-1000	57
1001-5000	58.5
5001-15000	60
15,001-40,000	61.5
40,001-100,000	63
100,001-250,000	64.5
250,000+	66

3. **Cost to Benefit Scores** : The benefits were then divided by the costs to provide a cost-benefit score. The average cost-benefit classifies scores above 1 as good, equal to 1 as acceptable and scores below 1 as poor. However, due to the unlikelihood of scoring a 1 exactly which represents medium value for money, scoring bands were created. This provided a better spread of low, medium and high value for money projects, increasing the ease of analysis (as shown below).

Cost-benefit score	Value for money
≤ 0.9	Low
Between 0.9 - 1.1	Medium
≥ 1.1	High

...ing objectives included)			Total Score (/50)	Assessment of benefits score (/100)
Heritage (/5)	Public Support (/10) (Evidence from consultations)			

4. **Assessments Scores:** The local authorities and organisations represented on the Marriott's Way Improvement and Delivery Project Team were invited to score the benefits of the 30 projects which resulted in a number of cost-benefit scores for each project. The cost-benefit scores were then accumulated and a list of averaged scores, finding the mean for each project was established. These were sorted from highest to lowest to produce a prioritised list of projects.

Project prioritisation list for Marriott's Way improvements:

Location	Themes	
Norwich Gateway	Vegetation management, signage, artwork	Establishing a more pronounced the landscape identity.
Norwich, Costessey, Drayton and Thorpe Marriott	Signage, promotion and revenue	Signage to direct people to the M
Thorpe Marriott - Marl Pitt Lane	Surface, drainage, access, route management	Surface and drainage Improvement management and access issues opportunity for the maintenance of this
Costessey	Access, Surface	Improving the gateways and surf all sectors of the local community etc. The aim is to widen the scope of services.
General	Signs	Have signs at road crossings to v
General	Signage	Wayfinding and signage strategy
Costessey	Access, signage, circular walks	Improving public access to Marri paths, new signage and promotion creating the number of local resi
Train Wood	Vegetation Management	Continue work of Norwich Fringe
Andersons Meadow	Surface, vegetation management, lighting	Widen path to min. 3.5m Remove trees close to path. lighting Replanting of trees
General	Code of conduct	Establishing a code of conduct fo enhance user experience. This o Trail.
General	Vegetation management, biodiversity enhancement	The improvement of the Biodiver land structure and habitat connec
Burnet Road (Sweetbriar Industrial estate)	Access, signage, businesses	Improve existing access point: a
Sloughbottom Park – Andersons Meadow	Vegetation management	Clear rubbish Landscaping/planting Treat Japanese knotweed
Barn Road to Hellesdon Road	Lighting	Introduce lighting to the City sect

Cost-benefit Score	Value for money
<= 0.9	Low
0.9 - 1.1	Medium
>= 1.1	High

Proposed Project	Overall Average
Gateway to the Marriott's Way from Norwich which is in keeping with	1.19
Marriott's Way would increase its profile and attract more users.	1.18
ent are required on the route. A feasible option that accounts for the of this section would be a sealed surface. There is a viable oppor- section of the route to be adopted as highway.	1.16
face of the South Norfolk stretch of Marriott's Way to facilitate use by y, but in particular anyone with mobility problems, pushchairs, cyclists oe for using Marriott's Way for leisure purposes and journeys to ser-	1.14
warn road traffic and route users	1.12
/	1.12
ott's Way from surrounding residential areas through additional foot- on of circular walks linking with Marriott's Way, with the aim of in- idents using the footpath.	1.11
e Project along Norwich City section.	1.09
	1.09
or the route to minimise conflicts between different types of users and could be promoted in a leaflet for cyclists that would also promote the	1.05
sity and Aboriculture within the Trail corridor will enhance the wood- ctivity, and complement other management aims.	1.05
ccess controls, signage	1.05
	1.03
tion of the Trail	1.03

Project prioritisation list for Marriott's Way improvements

Location	Themes	
Fakenham Road - Drayton Tesco	Access	The ramp down from the Fakenham route next to the Tesco's supermarket. Better connections to the route for
Hellesdon Road (Junction with Marriott's Way)	Route improvement	Toucan crossing
Sloughbottom Park – Andersons Meadow	Surface, drainage, vegetation management, lighting	Widen path to min. 3.5m by removing trees close to path. Improve adjacent drainage ditch. Lighting
Taverham Road - A1068	Access, route improvement	Toucan crossing required with
Station Road Drayton	Station Road Drayton	Carry out a feasibility study into the route of Marriott's Way to Station
Outer ring road (Sweetbriar Road)	Access	Access ramps
Outer ring road (Sweetbriar Road) bridge	Access	Replace existing barriers with
Mile Cross Road bridge	Access	Replace existing barriers with
Mile Cross Road	Access, route improvement	Improve existing access point. Right turn facility for cyclists in
Havers Road access point	Signage, Access	Re-align, flush kerbs and signage
Hellesdon Road – Sloughbottom Park	Surface	Surfacing repairs
Barker Street access	Access, signage	Improve layout and signage. Replace post
Dragon crossing	Route maintenance	Complete repairs
Costessey	Biodiversity enhancement, vegetation management	Improving ecological connectivity on western edge of the Marriott's Way. Enhancing the natural environment
General	Biodiversity Management	Seek advice from a protected species surveyor on any potential issues that might impede management during the surveying period.
Burnet Road (Sweetbriar Industrial estate)	Access, signage, businesses	Marketing & Promotion to businesses
Thorpe Marriott - Marl Pitt Lane	Surface, drainage, access, route management	Encourage the use of more power

Cost-benefit Score	Value for money
<= 0.9	Low
0.9 - 1.1	Medium
>= 1.1	High

Proposed Project	Overall Average
am road to the Tesco access point requires work. Ramp work to the market would improve entry for wheelchair and buggy users as well as for the local community.	1.02
	1.02
oving earth mounding.	
(convert to swale?)	1.01
riority for MW cyclists and walkers.	1.00
the possibility of making the improvements necessary to return the Road in Drayton	0.99
	0.98
sts	0.98
sts	0.98
entre of road?	0.98
e	0.97
	0.96
	0.94
	0.94
y and increasing habitat by planting hawthorn hedges along the south way footpath to fill gaps and screen adjacent farmland, with the aim of ent along the route.	0.92
pecies specialist to identify opportunities for habitat enhancement and ement. This would need to include surveys on specific species during	0.86
sses on the estate	0.82
erful bicycle lights and add reflectors to gates or infrastructure.	0.77

5

Action Plan

Costing estimates for Marriott's Way improvement projects:

Location	Proposed
Fakenham Road - Drayton Tesco	The ramp down from the Fakenham road to the Tesco access point would improve entry for wheelchair and buggy users as well as
Taverham Road - A1068	Toucan crossing required with priority for MW cyclists and walkers.
Station Road Drayton	Carry out a feasibility study into the possibility of making the improvement on Road in Drayton
Costessey	Improving public access to Marriott's Way from surrounding residential areas, with circular walks linking with Marriott's Way, with the aim of increasing
Costessey	Improving ecological connectivity and increasing habitat by planting a new footpath to fill gaps and screen adjacent farmland, with the aim of e
Thorpe Marriott - Marl Pitt Lane	Surface and drainage Improvement are required on the route. A feasibility study for this section would be a sealed surface. There is a viable opportunity to link to highway.
Thorpe Marriott - Marl Pitt Lane	Encourage the use of more powerful bicycle lights and add reflectors
Hellesdon Road (Junction with Marriott's Way)	Toucan crossing
Outer ring road (Sweetbriar Road)	Access ramps
Outer ring road (Sweetbriar Road) bridge	Replace existing barriers with posts
Burnet Road (Sweetbriar Industrial estate)	Improve existing access point: access controls, signage
Burnet Road (Sweetbriar Industrial estate)	Marketing & Promotion to businesses on the estate
Hellesdon Road – Sloughbottom Park	Surfacing repairs

Proposed Project	Estimated Cost (£)
Work that requires work. Ramp work to the route next to the Tesco's supermarket to provide better connections to the route for the local community.	50000
	100000
Improvements necessary to return the route of Marriott's Way to Station	1000
Work in potential areas through additional footpaths, new signage and promotion of the route to increase the number of local residents using the footpath.	40000
Planting hawthorn hedges along the south-western edge of the Marriott's Way to enhance the natural environment along the route.	30000
A sustainable option that accounts for the management and access issues of the route for the maintenance of this section of the route to be adopted as	150000
Access to gates or infrastructure.	2000
	100000
	40000
	7500
	7500
	2500
	25000

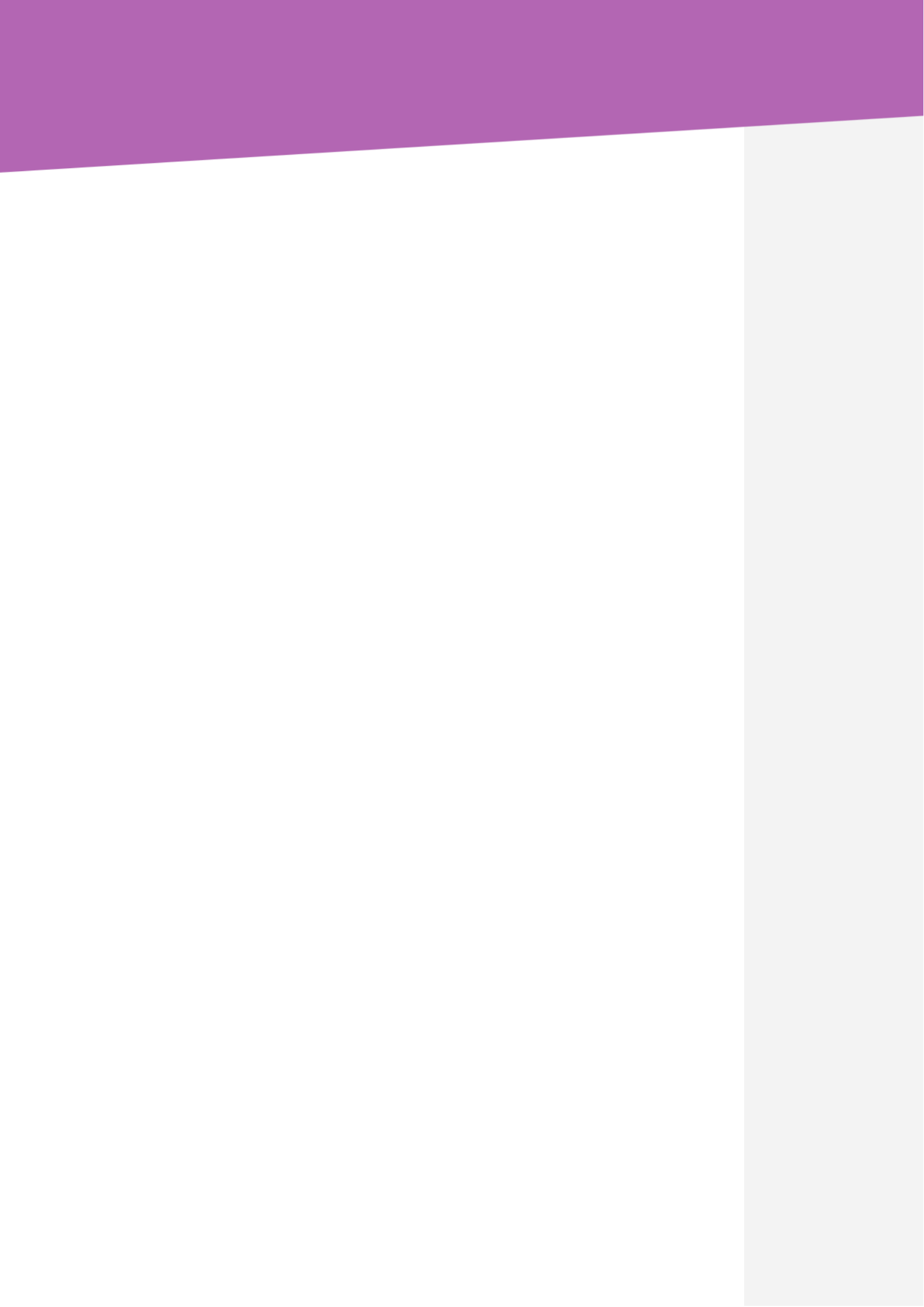
5

Action Plan

Costing estimates for Marriott's Way improvement projects (continued):

Location	Propo
Sloughbottom Park – Andersons Meadow	Widen path to min. 3.5m by removing earth mounding. Remove trees close to path. Improve adjacent drainage ditch (convert to swale?) Lighting
Sloughbottom Park – Andersons Meadow	Clear rubbish Landscaping/planting Treat Japanese knotweed
Mile Cross Road	Improve existing access point Right turn facility for cyclists in centre of road?
Mile Cross Road bridge	Replace existing barriers with posts
Andersons Meadow	Widen path to min. 3.5m Remove trees close to path. lighting Replanting of trees
Havers Road access point	Re-align, flush kerbs and signage
Barker Street access	Improve layout and signage Replace post
Dragon crossing	Complete repairs
Norwich Gateway	Establishing a more pronounced Gateway to the Marriott's Way from
Norwich	Signage through Norwich to direct people to the Marriott's Way wo
Barn Road to Hellesdon Road	Introduce lighting to the City section of the Trail
Train Wood	Continue work of Norwich Fringe Project along Norwich City section
General	Seek advice from a protected species specialist to identify opportunities. This would need to include surveys on specific species during
General	The development of a Biodiversity and Arboriculture management plan to complement other management aims.
General	Wayfinding and signage strategy
General	Establishing a code of conduct for the route to minimise conflicts between users could be promoted in a leaflet for cyclists that would also promote
General	Have signs at road crossings to warn road traffic and route users

Proposed Project	Estimated Cost (£)
	220000
	30000
	30000
	7500
	30000
	3000
	3000
	60000
from Norwich which is in keeping with the landscape identity.	50000
ould increase its profile and attract more users.	10000
	125000
on.	1500
inities for habitat enhancement and issues that might impede managing the surveying period.	1000
plan will enhance the woodland structure and habitat connectivity, and	10000
	10000
etween different types of users and enhance user experience. This the Trail.	10000
	5000





 **Norfolk** County Council

For further information please contact Norfolk Trails:
norfolktrails@norfolk.gov.uk | 0344 800 8020