Walking audits

Summary of key issues identified with the WRAT

28 March 2024

Photo credit: Ed Healey

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Introduction

An audit of several walking routes in Biddulph was carried out by Sustrans in April 2023. The Walking Route Audit Tool (WRAT) was used to score each route in various categories within the following criteria:

- Attractiveness
- Comfort
- Directness
- Safety
- Coherence

A score of 0-2 was given for each category:

- 0 for poor provision;
- 1 for provision which is adequate but should be improved if possible;
- 2 for good quality provision.

Examples of what each score means for each category are given by the WRAT, to provide objectivity.

A summary of total WRAT scores on all the routes is presented in Table 1. In the following sections of this document, the key issues for each route that were identified by the WRAT are presented – any scores of 0 or 1 are highlighted and examples given. Categories that scored 2 are not included. The issues which are highest priority for intervention are highlighted, with potential solutions suggested.

Biddulph

Route Number	Route Name	Total WRAT Score
1	Newpool Terrace to Lyneside Road	22
2	Newpool Road to Park Lane	14
3	Harlech Drive to Conway Road	22
4	Orme Road to Mill Hayes Road	13
5	St Davids Way to Lawton Road	23
6	Woodland Street to Well Street	14
7	Tunstall Road to Kingsfield Road	16
8	Meadows Way to Masons Drive	12
9	Wharf Road to Station Road	18
10	Lawton Street to Congleton Road	26
11	Congleton Road	14
12	Smithy Lane to Humber Drive	26

Table 1 Summary of WRAT scores on all routes

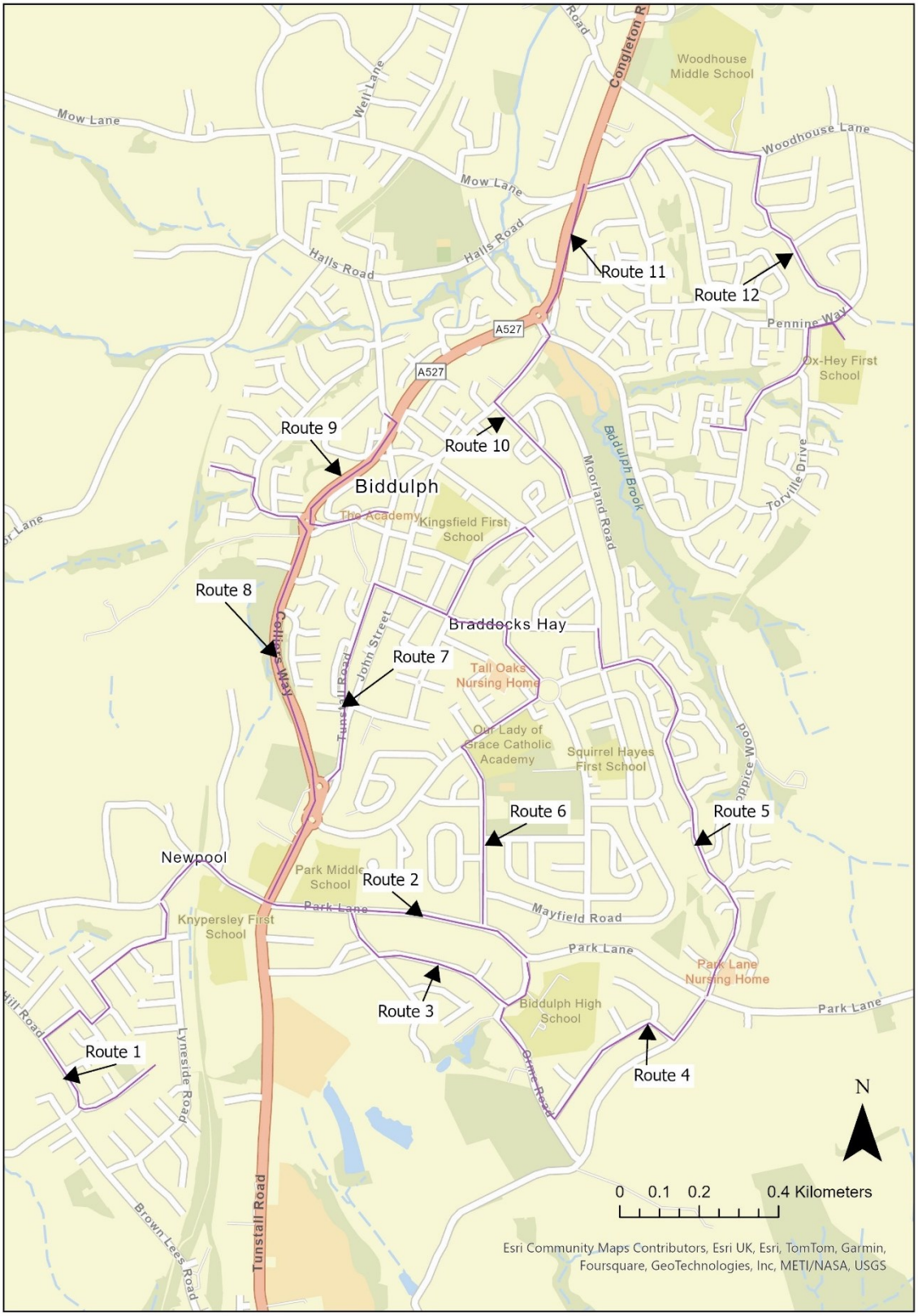


Figure 1 Map of walking routes that were scored using the WRAT in Biddulph

Route 1: Newpool Terrace to Lyneside Road

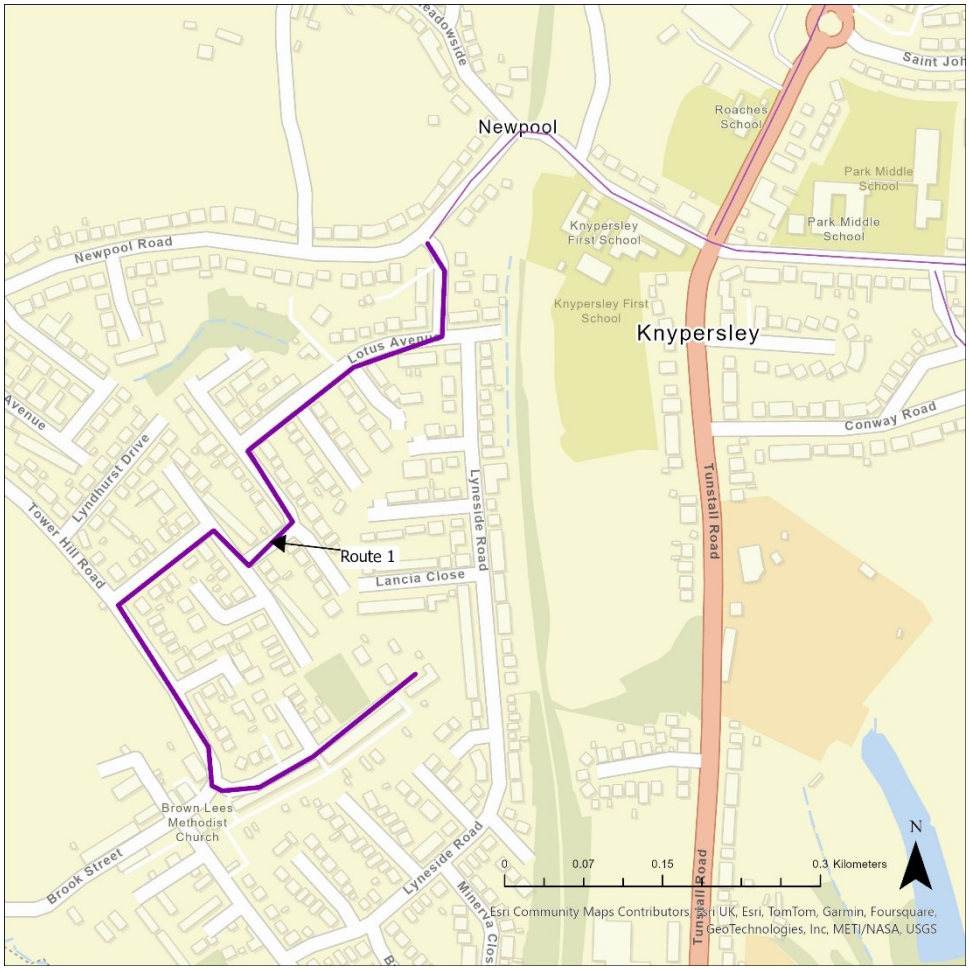


Figure 2 – Map of route 1

Criterion	WRAT scores
Attractiveness	5
Comfort	6
Directness	5
Safety	6
Coherence	0
Total	**22**

Table 2 – WRAT scores for route 1

Attractiveness

Maintenance: 1

There are no major issues, but the area looks tired and uncared for.

Comfort

Condition: 0

Footways in poor condition, top surface broken. Vegetation growing in the gutter. Particularly around the Lyneside Road area. Consider resurfacing footways here.

Footway width: 1

Footways are on average wider than 1.5m.

Width on staggered crossings/pedestrian islands/refuges: 1

No pedestrian crossings.

Directness

Footway provision: 0

Junction radii are very wide making it difficult and often dangerous to cross the roads.

Location of crossings in relation to desire lines: 1

Newpool Road is busy and not easy to cross outside primary school – consider new crossing to northern entrance of Kynpersley First School on Newpool Road.

Coherence

Dropped kerbs and tactile paving: 0

Lack of dropped kerbs and tactiles.

Route 1 – The issues with highest priority for intervention are:

- Footway condition and provision – consider resurfacing, installing new footways where missing, tightening junction radii, and installing continuous footways.

Route 2: Newpool Road to Park Lane

Figure 3 – Map of route 2

Criterion	WRAT scores
Attractiveness	4
Comfort	4
Directness	5
Safety	0
Coherence	1
Total	**14**

Table 3 – WRAT scores for route 2

Attractiveness

Traffic noise and pollution: 0

Relatively high levels of traffic, particularly at the crossroads.

Comfort

Condition: 0

Poor footway surface. Top layer damaged creating trip hazards.

Footway width: 0

Footway width is on average between 1.5m and 2m but there are many stretches where there is only one side of the road that has a pavement.

Footway parking: 1

Some evidence of footway parking which may be worse during school drop off and pick up.

Directness

Footway provision: 0

Some sides of the roads are missing a footway on one side.

Location of crossings in relation to desire lines: 1

Desire lines at the crossroads are to travel diagonally. This is not catered for.

Impact of controlled crossings on journey time: 1

Crossings are single phase at crossroads.

Green man time: 1

Green man crossing times could be improved.

Safety

Traffic volume: 0

High traffic volume

Traffic speed: 0

Relatively high traffic speed

Visibility: 0

Visibility is poor at some junctions, particularly at the crossroads.

Coherence

Dropped kerbs and tactile paving: 1

Some dropped kerbs and tactiles but not consistent.

Route 2 – The issues with highest priority for intervention are:

- Footway condition, width and provision – consider widening, resurfacing, installing new footways where missing, tightening junction radii, and installing continuous footways.
- Traffic noise, pollution, speed and volume – consider schemes to reduce these or create alternative direct walking routes away from here.
- Visibility at junctions – consider improving junctions for pedestrians.

Route 3: Harlech Drive to Conway Road

Criterion	WRAT scores
Attractiveness	5
Comfort	5
Directness	6
Safety	6
Coherence	0
Total	**22**

Figure 4 – Map of route 3

Table 4 – WRAT scores for route 3

Attractiveness

Maintenance: 1

Harlech Drive is in poor condition, but verges are well maintained along Conway Road.

Comfort

Condition: 0

Footway surface is in poor condition. Road surface and therefore footway along Harwich Drive is in poor condition.

Footway width: 0

Some footways are less than 1m in width – particularly on Conway Road and surrounding roads built at the same time. Consider narrowing or removing the verge to provide sufficient footway space.

Coherence

Dropped kerbs and tactile paving: 0

Dropped kerbs and tactiles are not present.

Route 3 – The issues with highest priority for intervention are:

- Footway condition and width – consider resurfacing, widening, tightening junction radii, and installing continuous footways.
- Lack of dropped kerbs and tactiles – consider installation of both.

Route 4: Orme Road to Mill Hayes Road

Criterion	WRAT scores
Attractiveness	2
Comfort	3
Directness	5
Safety	3
Coherence	0
Total	**13**

Figure 5 – Map of route 4

Table 5 – WRAT scores for route 4

Attractiveness

Maintenance: 1
Some verge parking and therefore patches of mud

Fear of crime: 0
Orne Road is dark, unpleasant and not overlooked.

Traffic noise and pollution: 1
Low traffic noise and low levels of pollution. Orne Road feels forgotten.

Comfort

Condition: 0
Footways in poor condition, especially along Orne Road.

Footway width: 0
Footway is less than 1m and only one footway on Mill Haynes Road.

Footway parking: 0
Evidence of footway parking from churned up verge.

Directness

Footway provision: 1
Lack of footway on both sides of Mill Haynes Road. Verges prevent easy crossing on Colwyn Drive.

Safety

Traffic volume: 1
Evidence of rat-running from speed bumps.

Traffic speed: 1
Evidence of rat-running from speed bumps.

Visibility: 1
Some difficult roads to cross due to poor visibility.

Coherence

Dropped kerbs and tactile paving: 0
Little provision of kerbs and tactiles, where they are located, they are in a position with poor visibility.

Route 4 – The issues with highest priority for intervention are:

- Footway condition and width – consider resurfacing, widening, tightening junction radii, and installing continuous footways.
- Footway parking – consider signs and behaviour change project.
- Lack of dropped kerbs and tactiles – consider installation of both.
- Fear of crime – consider lighting, CCTV and more people on the street.

Route 5: St Davids Way to Lawton Road

Criterion	WRAT scores
Attractiveness	5
Comfort	8
Directness	6
Safety	3
Coherence	1
Total	**23**

Figure 6 – Map of route 5

Table 6 – WRAT scores for route 5

Attractiveness

Traffic noise and pollution: 1

Perhaps used as a rat-run due to location of speedbumps.

Comfort

Width on staggered crossings/pedestrian islands/refuges: 1

Some central refuges are insufficient in size. Overgrown vegetation on Cornfield Road – consider removing.

Footway parking: 1

Some evidence of footway parking.

Safety

Traffic volume: 1

Speedbumps indicate relatively high volumes of traffic, however this wasn't observed on site.

Traffic speed: 1

Speedbumps indicate relatively high speeds, however this wasn't observed on site.

Visibility: 1

Poor visibility and high speeds at roundabout on St Davids Way/ Park Lane/ Mill Hayes Rd. This junction is dangerous for pedestrians – consider altering the geometry of the junction to support pedestrian movements.

Coherence

Dropped kerbs and tactile paving: 1

Good provision of dropped kerbs, but provision of tactiles is mixed.

Route 5 – The issues with highest priority for intervention are:

- None more urgent than others.

Route 6: Woodland Street to Well Street

Figure 7 – Map of route 6

Criterion	WRAT scores
Attractiveness	3
Comfort	3
Directness	5
Safety	3
Coherence	0
Total	**14**

Table 7 – WRAT scores for route 6

Attractiveness

Maintenance: 0

Bus stop in bad state of repair.

Fear of crime: 1

Poor condition of road and street furniture increases the sense of potential crime.

Comfort

Condition: 0

Poor condition of footways.

Footway width: 0

Footway width are on average around 1.5m.

Footway parking: 1

Clearance widths between approximately 1.5m and 2m. Occasional need for ‘give and take’ between users and walking on roads due to footway parking. Footway parking causes some deviation from desire lines.

Directness

Footway provision: 1

Some footways divert around parking so are less direct.

Safety

Traffic volume: 1

Traffic volume is relatively high hence the presence of speedbumps.

Traffic speed: 1

Traffic speed is relatively high hence the presence of speedbumps.

Visibility: 1

Visibility is an issue at some junctions.

Coherence

Dropped kerbs and tactile paving: 0

No dropped kerbs or tactile paving.

Route 6 – The issues with highest priority for intervention are:

- Footway condition and width – consider resurfacing, widening, tightening junction radii, and installing continuous footways.
- Bus stop maintenance – consider improvements.
- Lack of dropped kerbs and tactiles – consider installation of both.

Route 7: Tunstall Road to Kingsfield Road

Criterion	WRAT scores
Attractiveness	5
Comfort	3
Directness	5
Safety	3
Coherence	0
Total	**16**

Figure 8 – Map of route 7

Table 8 – WRAT scores for route 7

Attractiveness

Maintenance: 1
Some evidence of disrepair.

Comfort

Condition: 0
Footways are in a poor condition.

Footway width: 0
Some footways are less than 1m. At the pedestrian crossing on Tunstall Road, the pavement is not wide enough.

Directness

Footway provision: 1
Navigating the double roundabouts is not direct. Slater Street only has a footway on one side.

Location of crossings in relation to desire lines: 1
Desire lines are not possible across traffic roundabouts. Some footways are not present.

Gaps in traffic (where no controlled crossings present or if likely to cross outside of controlled crossing): 1
Crossing at roundabouts is difficult but otherwise crossing the road is acceptable.

Safety

Traffic volume: 1
Traffic volume is relatively high.

Traffic speed: 1
Traffic speed is relatively high on main roads.

Visibility: 1
Visibility is an issue at some junctions e.g. St John's/ Tunstall Street junction.

Coherence

Dropped kerbs and tactile paving: 0
Majority of junctions do not have tactiles or dropped kerbs.

Route 7 – The issues with highest priority for intervention are:

- Footway condition and width – consider resurfacing, widening, tightening junction radii, and installing continuous footways.
- Lack of dropped kerbs and tactiles – consider installation of both.

Route 8: Meadows Way to Masons Drive

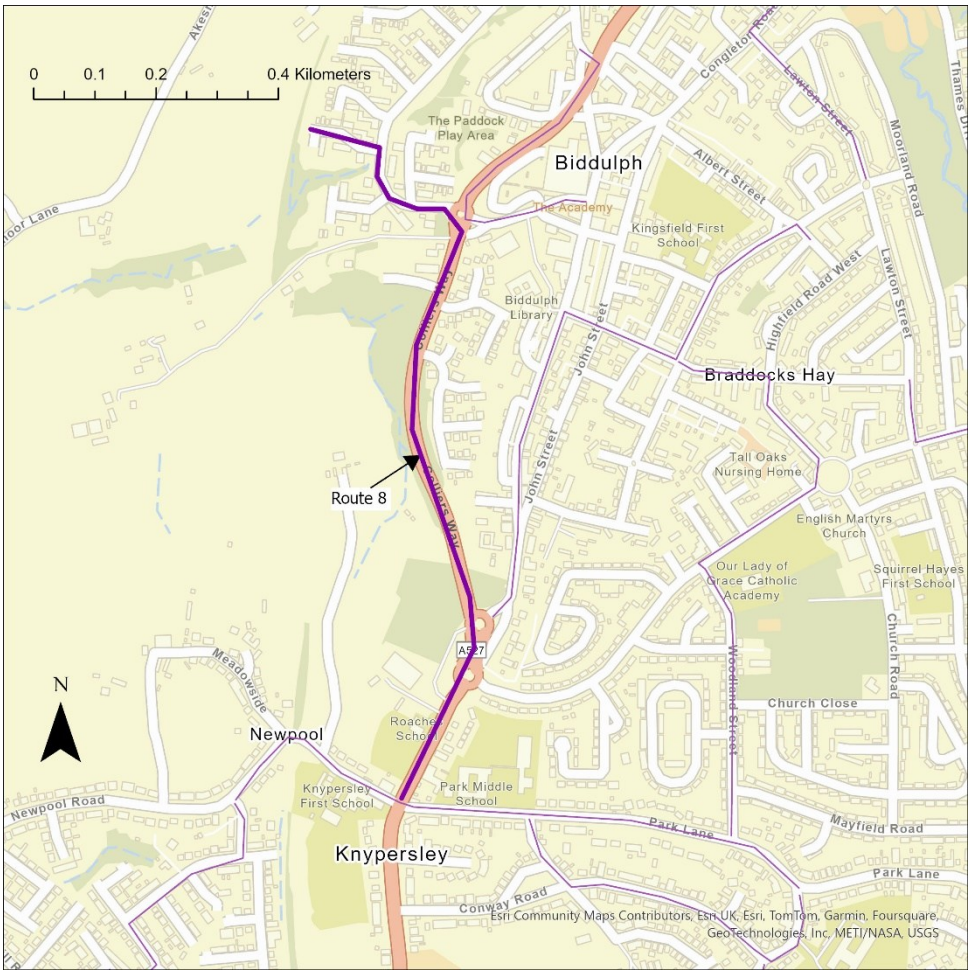


Figure 9 – Map of route 8

Criterion	WRAT scores
Attractiveness	1
Comfort	5
Directness	6
Safety	0
Coherence	0
Total	**12**

Table 9 – WRAT scores for route 8

Attractiveness

Maintenance: 1

Some overgrown vegetation.

Fear of crime: 0

Lack of lighting on Meadow View along with no overlooking housing.

Traffic noise and pollution: 0

Meadow View is noisy and polluted.

Comfort

Condition: 1

Mixed condition of footways and crossings on carriageways.

Footway width: 1

Some footways 1m width. Consider footway widening on Meadows Way, which could support a shared-use walking / cycle path.

Width on staggered crossings/pedestrian islands/refuges: 1

Good width but the crossing is a toucan.

Footway parking: 0

Footway parking observed on Mason Drive.

Directness

Footway provision: 1

Some dropped kerbs are not in the most direct line for pedestrians. Pedestrian crossing near Wharf Rd doesn't have deep footways on either side.

Location of crossings in relation to desire lines: 1

Crossing is necessary but not in the most ideal location. Access to Sainsburys from southern end of the car park is very difficult for pedestrians. Lots of guard railing outside Sainsburys. Pavement is very narrow. Consider installing new ramp.

Gaps in traffic (where no controlled crossings present or if likely to cross outside of controlled crossing): 0

No footway on one side of Meadows Way, crossing the road would be difficult.

Safety

Traffic volume: 0

High traffic volume on Meadows Way.

Traffic speed: 0

High traffic speeds on Meadows Way.

Visibility: 0

Poor visibility on Dorset Drive.

Coherence

Dropped kerbs and tactile paving: 0

Only some locations where dropped kerbs and tactile paving are present.

Route 8 – The issues with highest priority for intervention are:

- Footway parking – consider signs and behaviour change project.
- Lack of dropped kerbs and tactiles – consider installation of both.
- Fear of crime – consider lighting, CCTV and more people on the street.
- Traffic noise, pollution, speed and volume – consider schemes to reduce these or create alternative direct walking routes away from here.
- Visibility at junctions – consider improving junctions for pedestrians.
- Crossings – consider installation of more.

Route 9: Wharf Road to Station Road

Figure 10 – Map of route 9

Table 10 – WRAT scores for route 9

Criterion	WRAT scores
Attractiveness	4
Comfort	6
Directness	6
Safety	2
Coherence	0
Total	**18**

Attractiveness

Traffic noise and pollution: 0

High traffic volumes on Meadows Way result in a polluted and noisy environment.

Comfort

Condition: 1

Footways in reasonable condition, apart from moss growing around guard railing.

Footway width: 0

Narrow footways on Station Road.

Width on staggered crossings/pedestrian islands/refuges: 1

Acceptable width on crossing but poor road surface.

Directness

Footway provision: 1

Guard railings create indirect routes for pedestrians.

Location of crossings in relation to desire lines: 0

Crossing is in a suitable location, but an additional crossing would create better routes. The small roundabout near Sainsburys doesn't have a crossing on one side – consider redesigning this to have pedestrian priority in all directions.

Gaps in traffic (where no controlled crossings present or if likely to cross outside of controlled crossing): 1

Meadow Way is busy and crossing is difficult.

Safety

Traffic volume: 0

Meadow View has high volumes of traffic.

Traffic speed: 1

Traffic speed can be relatively high.

Visibility: 1

Difficult visibility on Station Road.

Coherence

Dropped kerbs and tactile paving: 0

Dropped kerbs on Meadow Way but not on Station Road.

Route 9 – The issues with highest priority for intervention are:

- Footway width – consider widening.
- Lack of dropped kerbs and tactiles – consider installation of both.
- Traffic noise, pollution and volume – consider schemes to reduce these or create alternative direct walking routes away from here.
- Crossings – consider installation, especially on the roundabout near Sainsbury's.

Route 10: Lawton Street to Congleton Road

Criterion	WRAT scores
Attractiveness	6
Comfort	8
Directness	6
Safety	4
Coherence	2
Total	**26**

Figure 11 – Map of route 10

Table 11 – WRAT scores for route 10

Comfort

Footway width: 1

One section of pavement reduces to nothing.

Directness

Footway provision: 0

Some entrances to side roads are very wide. One section of pavement reduces to nothing on one side.

Safety

Traffic volume: 1

Speedbumps which suggest that there might be an issue with traffic volume.

Traffic speed: 1

Speedbumps which suggest that there might be an issue with traffic speeds.

Route 10 – The issues with highest priority for intervention are:

- Footway provision – consider installing new footways where missing, tightening junction radii, and installing continuous footways.

Route 11: Congleton Road

Criterion	WRAT scores
Attractiveness	2
Comfort	8
Directness	2
Safety	1
Coherence	1
Total	**14**

Figure 12 – Map of route 11

Table 12 – WRAT scores for route 11

Attractiveness

Maintenance: 0
Busy and wide road that is not well maintained.

Fear of crime: 1
Houses are set back from the road with high hedges so you might not feel protected by natural surveillance.

Traffic noise and pollution: 1
Noisy and polluted road.

Comfort

Footway width: 1
One stretch of road has posts to stop pavement parking. These posts reduce the accessible pavement wide to 1 metre.

Directness

Footway provision: 0
The traffic roundabout has guard railings preventing people crossing.

Location of crossings in relation to desire lines: 0
The traffic roundabout has guard railings preventing people crossing.

Gaps in traffic (where no controlled crossings present or if likely to cross outside of controlled crossing): 0

Difficult to cross without pedestrian crossing facilities.

Impact of controlled crossings on journey time: 1

One zebra crossing is insufficient for the road.

Safety

Traffic volume: 0

High traffic volumes.

Traffic speed: 0

High traffic speeds.

Visibility: 1

Straight road so visibility isn't a major issue.

Coherence

Dropped kerbs and tactile paving: 1

The majority of side roads have dropped kerbs and tactiles, but they are set back from the road mouth.

Route 11 – The issues with highest priority for intervention are:

- Footway provision – consider removing guard railing.
- Traffic speed and volume – consider schemes to reduce these or create alternative direct walking routes away from here.
- Crossings – consider installation of more and on desire lines.
- Maintenance – consider improvements.

Route 12: Smithy Lane to Humber Drive

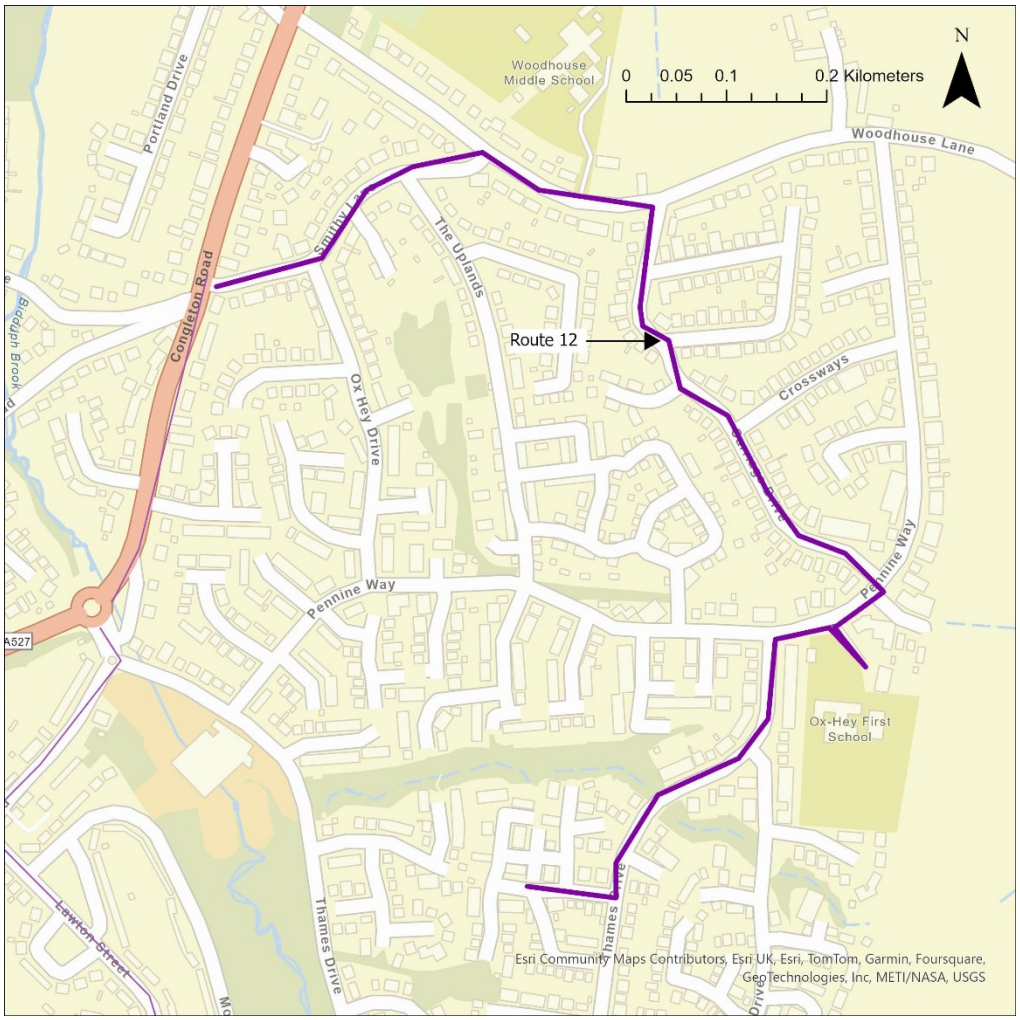


Figure 13 – Map of route 12

Criterion	WRAT scores
Attractiveness	6
Comfort	6
Directness	8
Safety	5
Coherence	1
Total	**26**

Table 13 – WRAT scores for route 12

Comfort

Condition: 1

Some issues with pavement condition, but minor and in specific locations (not widespread). Road surface on entrance to Woodhouse Academy is in poor condition adjacent to the entrance to the school. New surface treatment and minor repairs to pavement surface are required.

Footway parking: 0

Footway parking is an issue on Smithy Lane and Woodhouse Lane.

Safety

Visibility: 1

Curvature of road can make visibility difficult.

Coherence

Dropped kerbs and tactile paving: 1

Mixed provision.

Route 12 – The issues with highest priority for intervention are:

- Footway parking – consider signs and behaviour change project.
- Footway condition – minor repairs to footway near to school.

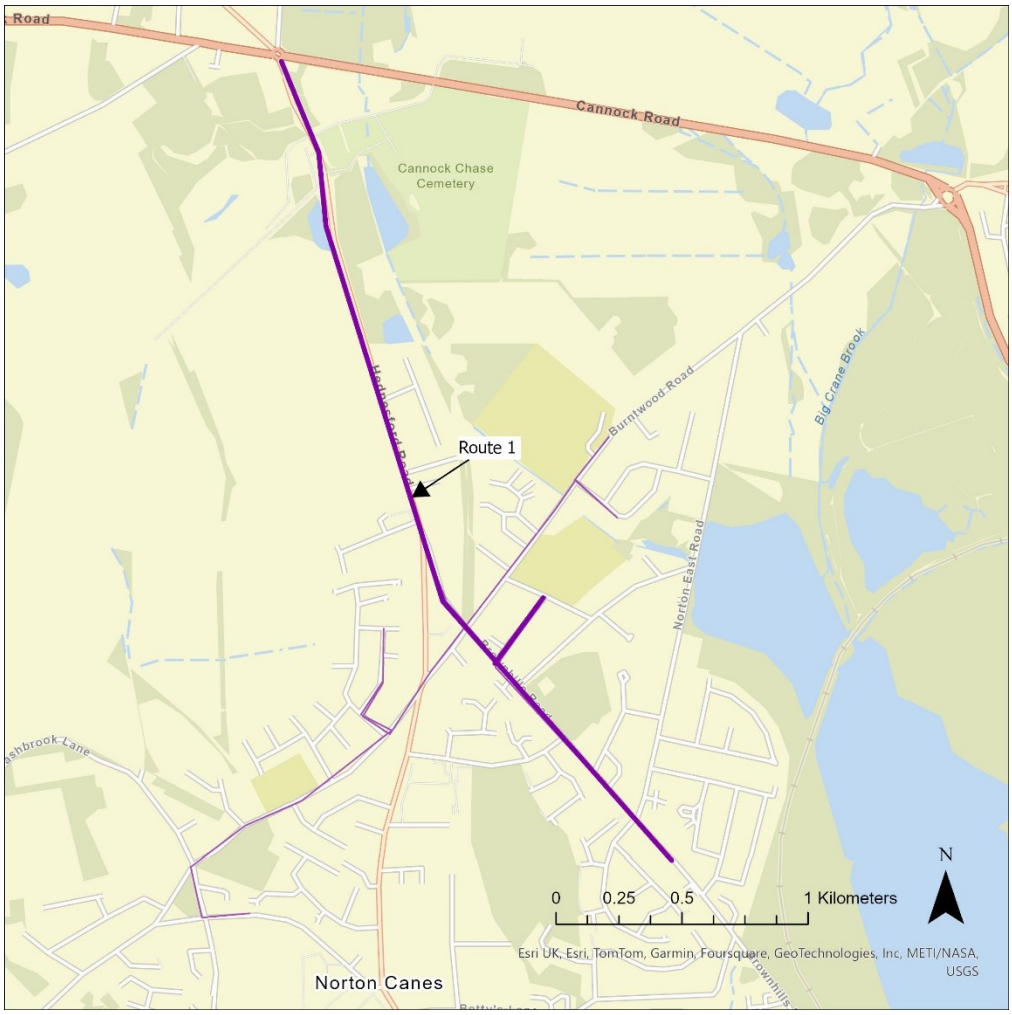
Burntwood and Norton Canes

Route Number	Route Name	Total WRAT Score
1	Hednesford Road and Brownhills Road	13
2	Chapel Street and Burntwood Road	18
3	Rugeley Road and High Street	14
4	Cannock Road	22
5	Beech Crescent to Edwards Road	19
6	Holly Grove to Cross Street	21
7	Sycamore Road to Oakdene Road	20
8	Meadway Street to Larkspur Avenue	24
9	Boney Hay Road to Elder Lane	25
10	Chase Road to St Matthew's Road	25
11	Birch Terrace to Queen Street	20

Table 2 Summary of WRAT scores on all routes

Figure 14 Map of walking routes that were scored using the WRAT in Burntwood and Norton Canes

Route 1: Hednesford Road and Brownhills Road



Criterion	WRAT scores
Attractiveness	1
Comfort	5
Directness	5
Safety	1
Coherence	1
Total	**13**

Figure 15 – Map of route 1

Table 2 – WRAT scores for route 1

Attractiveness

Maintenance: 1

Some overgrown vegetation.

Fear of crime: 0

not overlooked and poorly lit.

Traffic noise and pollution: 0

High traffic and speed.

Comfort

Condition: 1

Footway edges are in poor condition with some vegetation and poor surface quality.

Footway width: 0

Footway is narrow in some locations.

Directness

Gaps in traffic (where no controlled crossings present or if likely to cross outside of controlled crossing): 0

Difficult road to cross as it is wide in some places and some stretches only have one footway.

Safety

Traffic volume: 0
High volume of cars.

Traffic speed: 0
High traffic speed.

Visibility: 1
Mixed visibility.

Coherence

Dropped kerbs and tactile paving: 1
Mixed provision.

Route 1 – The issues with highest priority for intervention are:

- Footway width – consider widening, tightening junction radii, and installing continuous footways.
- Crossings – consider installing more.
- Fear of crime – consider lighting, CCTV and more people on the street.
- Traffic noise, pollution, speed and volume – consider schemes to reduce these or create alternative direct walking routes away from here.

Route 2: Chapel Street and Burntwood Road

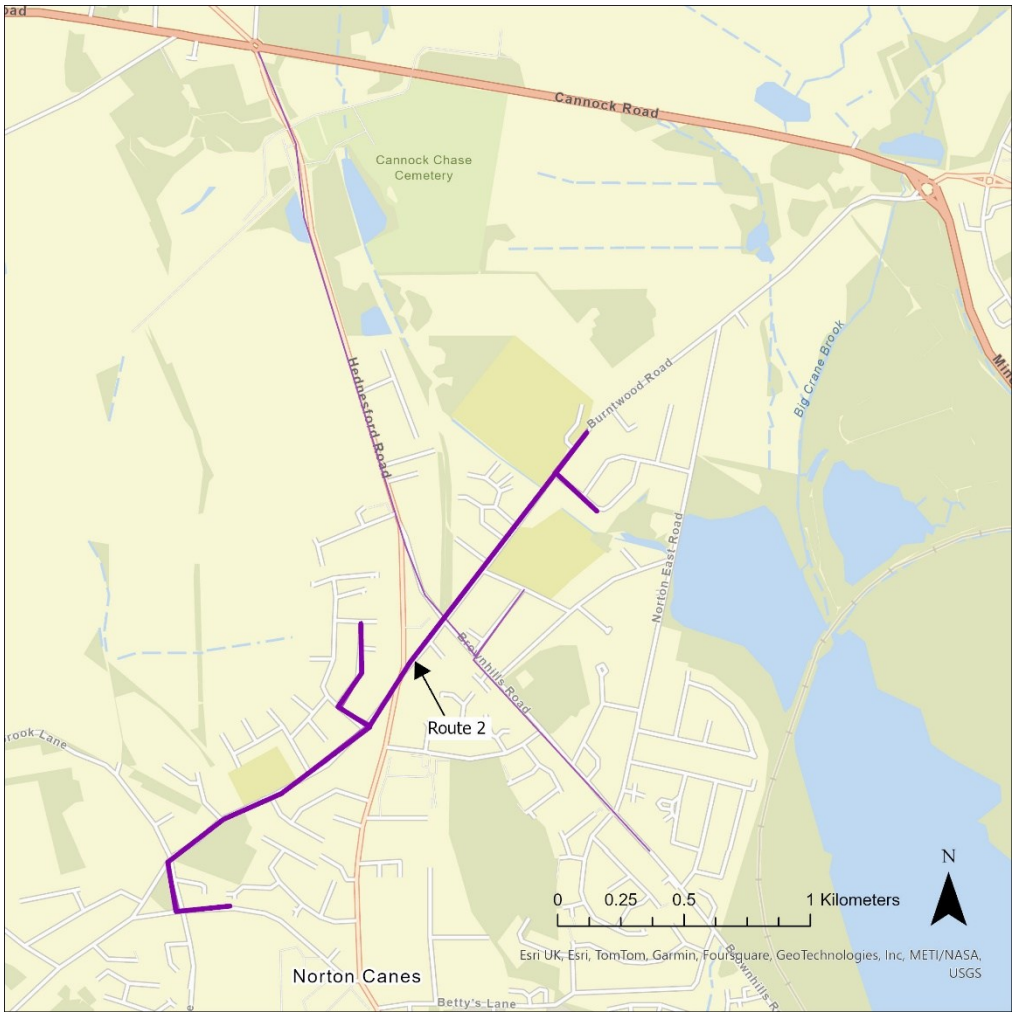


Figure 16 – Map of route 2

Criterion	WRAT scores
Attractiveness	4
Comfort	3
Directness	7
Safety	3
Coherence	1
Total	**18**

Table 3 – WRAT scores for route 2

Attractiveness

Maintenance: 1

Mixed. Chapel Street is in good condition, but Burntwood Road is less so. Overhanging vegetation outside school on Chapel Street.

Traffic noise and pollution: 1

Continuous traffic creates continuous noise.

Comfort

Condition: 0

Footways are in poor condition with patches of flooding at dropped curbs and poor-quality edges.

Footway width: 1

Footways are 1.5m in some places. Entrance to Cooperative carpark on Burntwood Road has a tiny pavement on one side.

Footway parking: 0

Significant footway parking.

Gradient: 1

Some slopes on footway creating flooding at kerb line.

Other: 0

Long stretches of guard railings along footways near school should be removed.

Directness

Location of crossings in relation to desire lines: 1

Crossings could be more direct as guard railings are in place.

Impact of controlled crossings on journey time: 1

Crossroads means that you may need to cross two crossings.

Green man time: 1

Green man time could be improved for pedestrians.

Safety

Traffic volume: 1

Traffic volume is significant.

Traffic speed: 1

Traffic speeds are high – Chapel Street has speedbumps.

Visibility: 1

Coherence

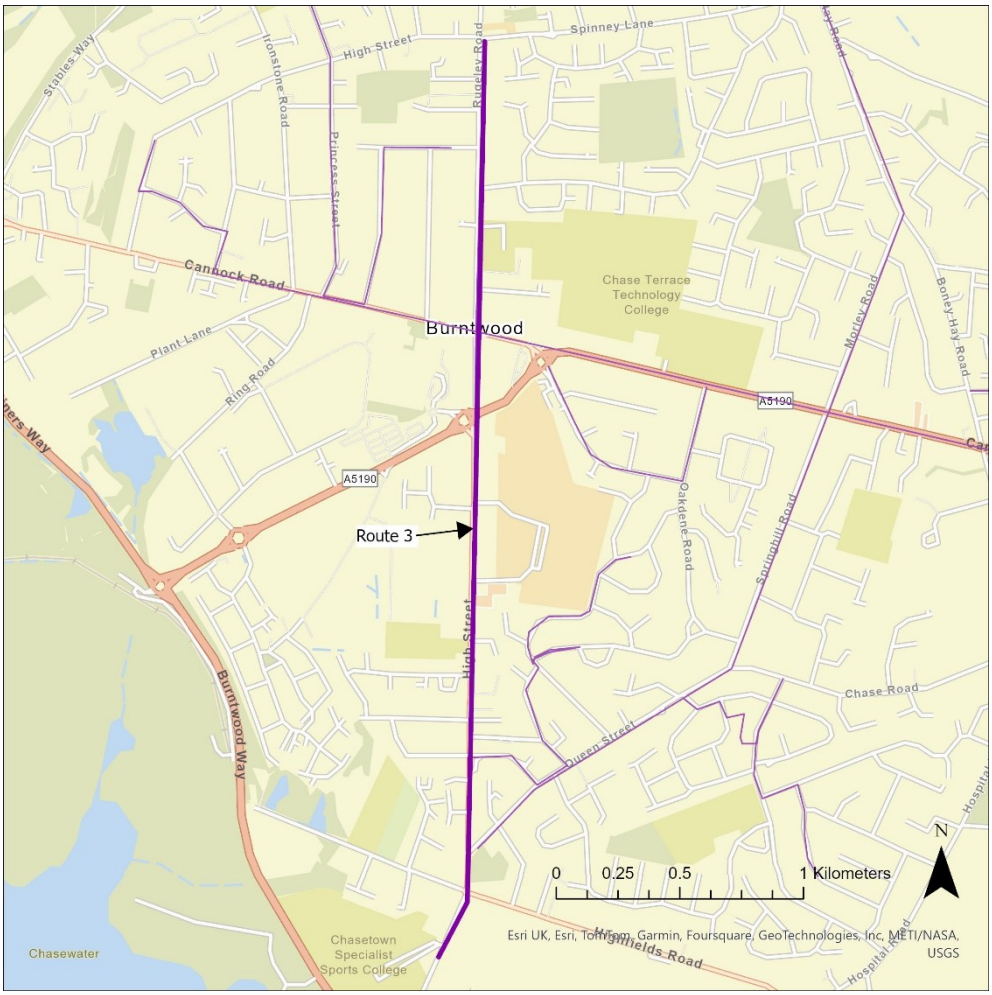
Dropped kerbs and tactile paving: 1

Dropped kerbs don't have tactiles. Entrance to Cooperative carpark on Burntwood Road has no dropped kerbs.

Route 2 – The issues with highest priority for intervention are:

- Footway condition and provision – consider resurfacing, installing new footways where missing, tightening junction radii, and installing continuous footways.
- Footway parking – consider signs and behaviour change project.
- Desire lines – consider removing guard railings around junctions.

Route 3: Rugeley Road and High Street



Criterion	WRAT scores
Attractiveness	4
Comfort	4
Directness	2
Safety	3
Coherence	1
Total	**14**

Figure 17 – Map of route 3

Table 4 – WRAT scores for route 3

Attractiveness

Traffic noise and pollution: 0

Continuous traffic noise.

Comfort

Condition: 1

Mixed condition.

Footway width: 1

Some sections of footway are 1.5 wide.

Width on staggered crossings/pedestrian islands/ refuges: 0

No pedestrian crossings on junction with Cannock Road.

Footway parking: 0

Footway parking on narrow roads.

Directness

Footway provision: 0

Traffic islands do not have convenient crossings.

Location of crossings in relation to desire lines: 0

Traffic islands do not have convenient crossings.

Gaps in traffic (where no controlled crossings present or if likely to cross outside of controlled crossing): 1

Busy road makes crossing difficult, but the road width is narrow.

Impact of controlled crossings on journey time: 1

One zebra crossing.

Green man time: 0

No green man on crossings.

Safety

Traffic volume: 1

Traffic volume moderate and pedestrians in close proximity.

Traffic speed: 1

Traffic speeds moderate and pedestrians in close proximity.

Visibility: 1

Visibility not good on crossings.

Coherence

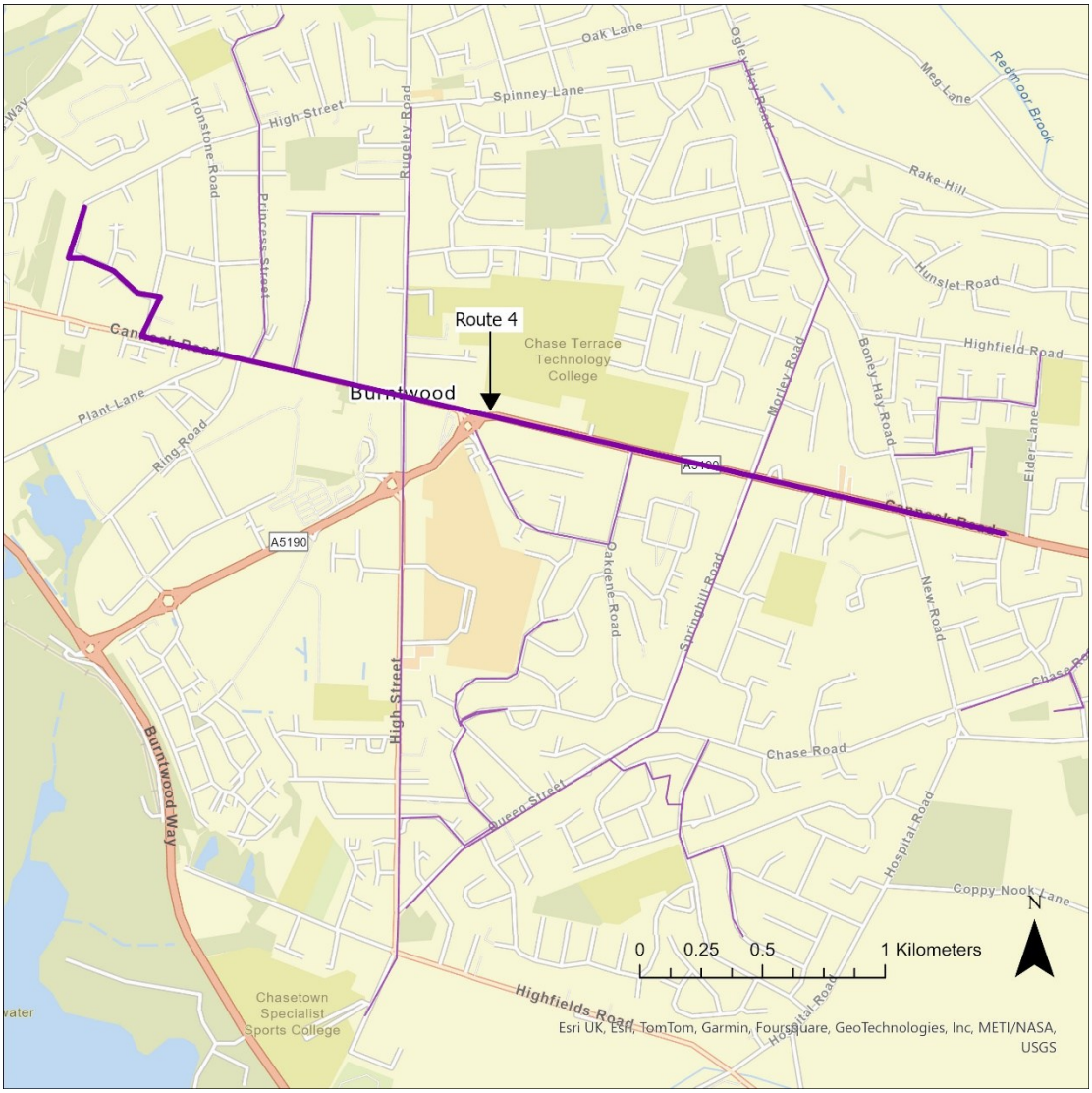
Dropped kerbs and tactile paving: 1

Some locations with kerbs and tactiles.

Route 3 – The issues with highest priority for intervention are:

- Footway provision – consider installing new footways where missing, tightening junction radii, and installing continuous footways.
- Footway parking – consider signs and behaviour change project.
- Crossings – consider installing more, at locations on desire lines, with green man signals.
- Traffic noise and pollution – consider schemes to reduce these or create alternative direct walking routes away from here.

Route 4: Cannock Road



Criterion	WRAT scores
Attractiveness	4
Comfort	5
Directness	9
Safety	4
Coherence	0
Total	**22**

Figure 18 – Map of route 4

Table 5 – WRAT scores for route 4

Attractiveness

Traffic noise and pollution: 0
Continuous traffic noise.

Comfort

Condition: 1
Mixed condition.

Footway width: 1
Some sections of pavement are 1.5m wide.

Footway parking: 0
Footway parking is a significant issue.

Directness

Green man time: 1
Green man time could be improved for pedestrians.

Other: 0
Long lengths of guard railing.

Safety

Traffic volume: 1
Relatively high volumes of traffic.

Traffic speed: 1

Relatively high traffic speeds.

Coherence

Dropped kerbs and tactile paving: 0

Poor provision of dropped kerbs and tactiles.

Route 4 – The issues with highest priority for intervention are:

- Footway parking – consider signs and behaviour change project.
- Lack of dropped kerbs and tactiles – consider installation of both.
- Traffic noise and pollution – consider schemes to reduce these or create alternative direct walking routes away from here.
- Desire lines – consider removing guard railings around junctions.

Route 5: Beech Crescent to Edwards Road

Figure 19 – Map of route 5

Criterion	WRAT scores
Attractiveness	5
Comfort	7
Directness	7
Safety	0
Coherence	0
Total	**19**

Table 6 – WRAT scores for route 5

Attractiveness

Traffic noise and pollution: 1
Some traffic noise.

Comfort

Width on staggered crossings/pedestrian islands/refuges: 1
Some pedestrian crossings.

Footway parking: 0
Issues with footway parking.

Directness

Location of crossings in relation to desire lines: 1
Cross junction pedestrian crossings are not in the desire line.

Gaps in traffic (where no controlled crossings present or if likely to cross outside of controlled crossing): 1
Straight roads provide visibility but gaps in traffic are few.

Green man time: 1
Green man times could be improved for pedestrians.

Safety

Visibility: 1
Visibility could be somewhat improved but unlikely to result in collisions.

Coherence

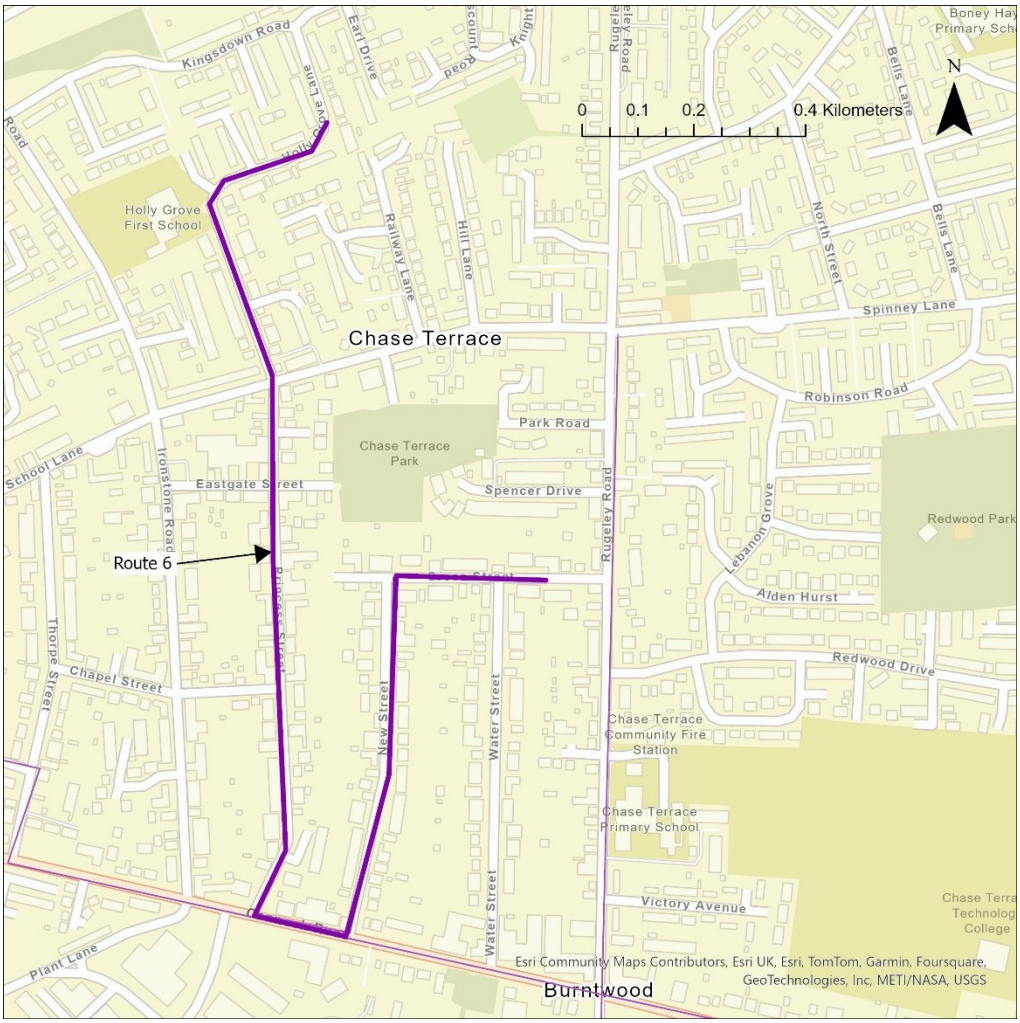
Dropped kerbs and tactile paving: 1

Mixed provision.

Route 5 – The issues with highest priority for intervention are:

- Footway priority – consider tightening junction radii, and installing continuous footways.
- Footway parking – consider signs and behaviour change project.

Route 6: Holly Grove to Cross Street



Criterion	WRAT scores
Attractiveness	6
Comfort	4
Directness	8
Safety	3
Coherence	0
Total	**21**

Figure 20 – Map of route 6

Table 7 – WRAT scores for route 6

Comfort

Condition: 1
Footway surface defects noted but not severe.

Footway width: 1
Footway width is 1.5m average.

Footway parking: 0
Significant issue on the majority of this route, often leaving no space for pedestrians.

Gradient: 1
Dropped kerbs for driveways means the gradient isn't consistent.

Safety

Traffic volume: 1
Speedbumps indicate high volumes using these roads as a rat-run.

Traffic speed: 1
Speedbumps indicate relatively high traffic speeds.

Visibility: 1
Parked cars make visibility difficult.

Coherence

Dropped kerbs and tactile paving: 0
Many junctions and side roads don't have dropped kerbs or tactiles.

Route 6 – The issues with highest priority for intervention are:

- Footway parking – consider signs and behaviour change project.
- Lack of dropped kerbs and tactiles – consider installation of both.
- Footway priority – consider tightening junction radii, and installing continuous footways.

Route 7: Sycamore Road to Oakdene Road

Criterion	WRAT scores
Attractiveness	6
Comfort	5
Directness	6
Safety	3
Coherence	0
Total	**20**

Figure 21 – Map of route 7

Table 8 – WRAT scores for route 7

Comfort

Condition: 0
Issues with footway surface and carriageway surface where people would cross roads.

Footway width: 1
Footway width is narrow in some places.

Footway parking: 1
Footway parking is an issue.

Directness

Footway provision: 1
Some pavements are not continuous and become verges.

Safety

Traffic volume: 1
Speedbumps and give way speed calming infrastructure suggest high traffic volumes.

Traffic speed: 1
Speedbumps and give way speed calming infrastructure suggest high traffic speeds.

Visibility: 1
Some issues due to curvature of the road.

Coherence

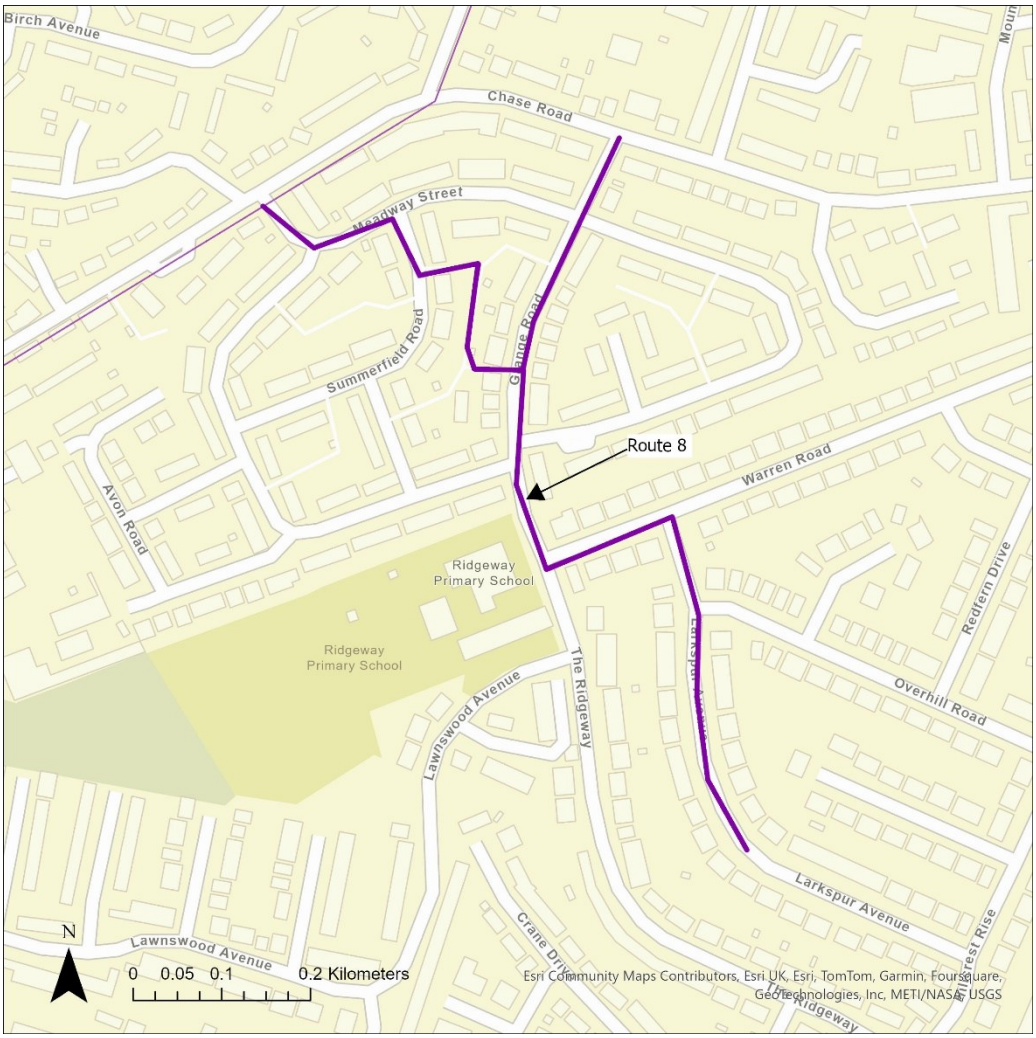
Dropped kerbs and tactile paving: 0

Lack of dropped kerbs and tactiles.

Route 7 – The issues with highest priority for intervention are:

- Footway condition – consider resurfacing, tightening junction radii, and installing continuous footways.
- Lack of dropped kerbs and tactiles – consider installation of both.

Route 8: Meadway Street to Larkspur Avenue



Criterion	WRAT scores
Attractiveness	6
Comfort	6
Directness	7
Safety	4
Coherence	1
Total	**24**

Figure 22 – Map of route 8

Table 9 – WRAT scores for route 8

Comfort

Footway parking: 1
Some footway parking.

Gradient: 0
Some steep gradients.

Safety

Traffic volume: 1
Speedbumps suggest relatively high traffic volumes.

Traffic speed: 1
Speedbumps suggest relatively high traffic speeds.

Coherence

Dropped kerbs and tactile paving: 1
Dropped kerbs and tactiles on major roads but not on side roads.

Route 8 – The issues with highest priority for intervention are:

- Gradients – consider signage of alternative walking routes with less steep gradients.
- Footway priority – consider tightening junction radii, and installing continuous footways.

Route 9: Boney Hay Road to Elder Lane

Criterion	WRAT scores
Attractiveness	6
Comfort	6
Directness	7
Safety	6
Coherence	0
Total	**25**

Figure 23 – Map of route 9

Table 10 – WRAT scores for route 9

Comfort

Condition: 1
Footway surface is damaged creating trip hazards.

Footway width: 1
Footway width is consistently 1.5 and above.

Footway parking: 1
Issues of footway parking on many streets. Parking spaces on driveways which are not deep enough are also an issue – resulting in parked cars overhanging the footway.

Coherence

Dropped kerbs and tactile paving: 0
Lack of dropped kerbs and tactiles.

Route 9 – The issues with highest priority for intervention are:

- Lack of dropped kerbs and tactiles – consider installation of both.
- Footway priority – consider tightening junction radii, and installing continuous footways.

Route 10: Chase Road to St Matthew's Road

Figure 24 – Map of route 10

Criterion	WRAT scores
Attractiveness	6
Comfort	7
Directness	6
Safety	4
Coherence	1
Total	**24**

Table 11 – WRAT scores for route 10

Comfort

Condition: 1
Some damage to pavements but not severe.

Footway parking: 1
Some instances of footway parking.

Directness

Footway provision: 1
Road line is prioritised over footway line with wide road widths and slip lanes for very minor roads/ residential junctions.

Gaps in traffic (where no controlled crossings present or if likely to cross outside of controlled crossing): 1
Chase Road is busy and therefore, difficult to cross.

Safety

Traffic volume: 1
High volume on Chase Road.

Traffic speed: 1
High speeds across the route. Some locations have speedbumps.

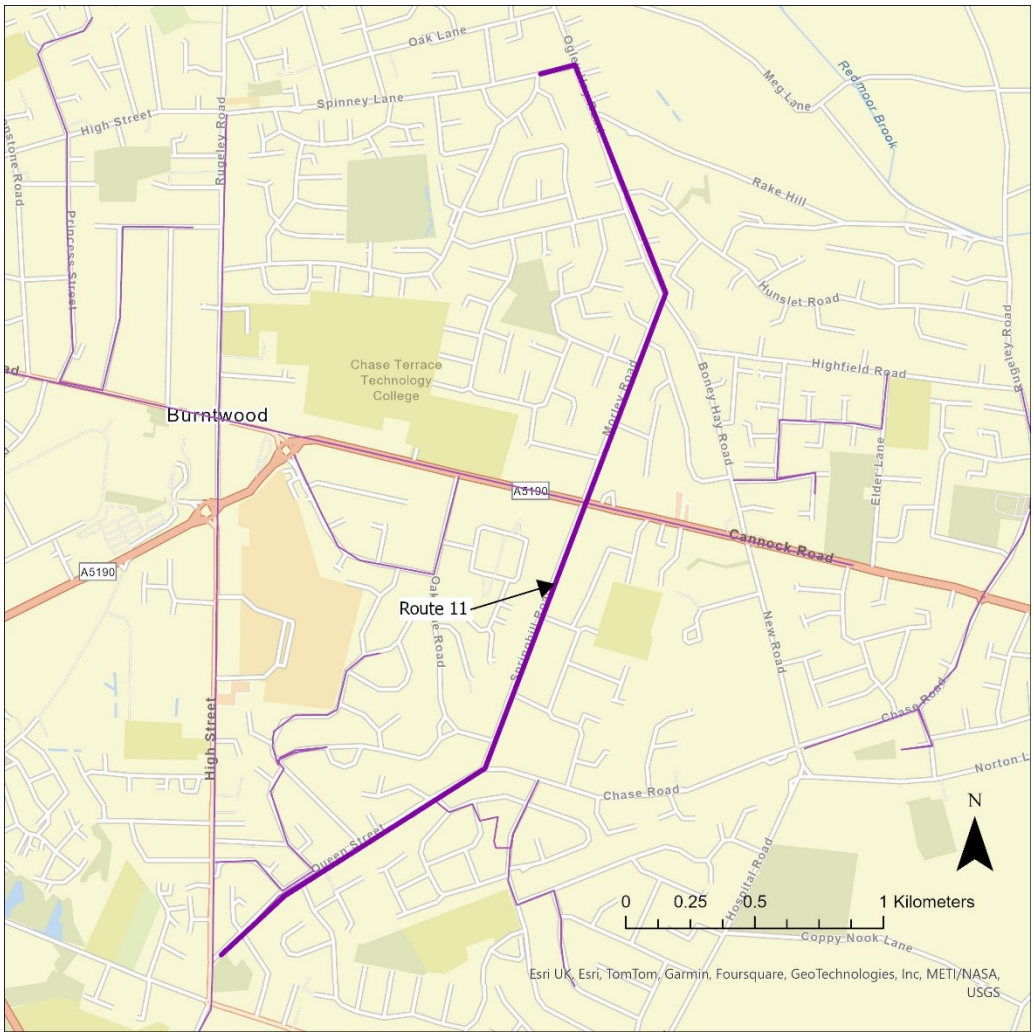
Coherence

Dropped kerbs and tactile paving: 1
Some provision of dropped kerbs and tactiles but not consistent.

Route 10 – The issues with highest priority for intervention are:

- Footway priority – consider tightening junction radii, and installing continuous footways.

Route 11: Birch Terrace to Queen Street



Criterion	WRAT scores
Attractiveness	5
Comfort	6
Directness	5
Safety	4
Coherence	0
Total	**20**

Figure 25 – Map of route 11

Table 12 – WRAT scores for route 11

Attractiveness

Maintenance: 1

Overgrown vegetation on Ogley Hay Road creates a narrow pavement to one side.

Comfort

Footway width: 1

Reduced footway due to overgrown vegetation.

Width on staggered crossings/pedestrian islands/ refuges: 0

Width of footway adjacent to zebra crossing on Springhill Rd is narrow.

Footway parking: 1

Some evidence of footway parking.

Directness

Footway provision: 0

Road entrance to Springhill Road is very wide. Junction between Springhill Road and Oakdene Road does not have footway provision. Footway is not continuous on Springhill Road and unnecessary layby prioritises parked cars; remove if possible. Footway is not in direct line on one side of Ogley Hay Road – it is on the other side of a verge and a layby for parked cars; this makes crossing the road very difficult.

Location of crossings in relation to desire lines: 1
Insufficient crossing provision.

Gaps in traffic (where no controlled crossings present or if likely to cross outside of controlled crossing): 1
Consistent levels of traffic on some roads.

Safety

Traffic volume: 1
Speedbumps indicate relatively high traffic volume.

Traffic speed: 1
Speedbumps indicate relatively high traffic speeds.

Coherence

Dropped kerbs and tactile paving: 0
Lack of provision.

Route 11 – The issues with highest priority for intervention are:

- Footway provision, width and priority – consider installing new footways where missing (junction from Springhill Road to Oakdene Road), widening narrow footways, tightening junction radii (especially Springhill Road entrance), and installing continuous footways.
- Lack of dropped kerbs and tactiles – consider installation of both.

Cheslyn Hay and Great Wryley

Route Number	Route Name	Total WRAT Score
1	Streets Lane	23
2	Landywood Lane	18
3	Dundalk Lane	26
4	High Street	18
5	Saredone Road	10
6	Low Street and Station Street	22
7	Rosemary Road to Glenthorne Drive	23
8	Hall Lane	19
9	A34 Walsall Road	15
10	Norton Lane	18
11	Telford Avenue to Wardles Road	19
12	Hilton Lane to Holly Lane	12
13	Anson Road to Achilles Close	18

Table 3 Summary of WRAT scores on all routes

Figure 26 Map of walking routes that were scored using the WRAT in Cheslyn Hay and Great Wyrley

Route 1: Streets Lane

Criterion	WRAT scores
Attractiveness	6
Comfort	5
Directness	6
Safety	6
Coherence	0
Total	**23**

Figure 27 – Map of route 1

Table 2 – WRAT scores for route 1

Comfort

Condition: 1

Footways in need of resurfacing in some locations.

Footway width: 0

Only in one location did footway narrow to less than 1.5m caused by mature tree encroaching on footway.

Gradient: 1

Slight crossfall gradients on limited sections of footway.

Directness

Location of crossings in relation to desire lines: 0

Crossings generally fine, but dangerous when you reach Landywood Lane. Dangerous crossing and requires redesign of junction.

Coherence

Dropped kerbs and tactile paving: 0

No tactile paving at any side road crossing.

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Route 1 – The issues with highest priority for intervention are:

- Lack of dropped kerbs and tactiles – consider installation of both.
- Footway priority – consider tightening junction radii, and installing continuous footways.
- Crossings – consider redesign of crossing on Landywood Lane.

Route 2: Landywood Lane

Criterion	WRAT scores
Attractiveness	2
Comfort	5
Directness	6
Safety	3
Coherence	0
Total	**16**

Figure 28 – Map of route 2

Table 3 – WRAT scores for route 2

Attractiveness

Maintenance: 1

Footways are maintained but verge and footway parking is an issue and makes the area look unsightly.

Fear of crime: 1

Natural surveillance is low.

Traffic noise and pollution: 0

Traffic noise and pollution are issues and made worse by how close you are to the road.

Comfort

Footway width: 0

Footways are narrow considering the width of the road and traffic speeds.

Footway parking: 0

Pavement/ verge parking prevents good sightlines in some locations as well as reducing pavement width.

Directness

Gaps in traffic (where no controlled crossings present or if likely to cross outside of controlled crossing): 1

Traffic speeds are higher than 30mph so it can be difficult to cross the road.

Safety

Traffic volume: 1

Traffic speed: 1

Narrow footway in close proximity to road and speeds relatively high.

Visibility: 1

No visibility crossing wide junction at Landywood Green Road.

Coherence

Dropped kerbs and tactile paving: 0

Dropped kerbs but no tactile paving.

Route 2 – The issues with highest priority for intervention are:

- Footway parking – consider signs and behaviour change project.
- Lack of dropped kerbs and tactiles – consider installation of both.
- Footway width and priority – consider widening narrow footways, tightening junction radii, and installing continuous footways.
- Traffic noise and pollution – consider schemes to reduce these or create alternative direct walking routes away from here.

Route 3: Dundalk Lane

Criterion	WRAT scores
Attractiveness	6
Comfort	9
Directness	8
Safety	3
Coherence	0
Total	**26**

Figure 29 – Map of route 3

Table 4 – WRAT scores for route 3

Comfort

Width on staggered crossings/pedestrian islands/refuges: 1

Narrowing of the road near to an off-road footpath. Vegetation could be cut back to improve sightlines.

Safety

Traffic volume: 1

In some locations the road narrows so vehicles feel close to the footway.

Traffic speed: 1

In some locations the road narrows so vehicles feel close to the footway.

Visibility: 1

Visibility is mostly good but poor in some locations.

Coherence

Dropped kerbs and tactile paving: 0

No tactile paving.

Route 3 – The issues with highest priority for intervention are:

- Lack of dropped kerbs and tactiles – consider installation of both.
- Footway priority – consider tightening junction radii, and installing continuous footways.

Route 4: High Street

Criterion	WRAT scores
Attractiveness	5
Comfort	3
Directness	6
Safety	3
Coherence	1
Total	**18**

Figure 30 – Map of route 4

Table 5 – WRAT scores for route 4

Attractiveness

Traffic noise and pollution: 1

Traffic levels likely to be higher than when we surveyed the route.

Comfort

Condition: 1

Trenching and patching along footway.

Footway width: 0

Some pinch points across this section could easily be widened without presenting an issue to other road users as the road is one-way.

Width on staggered crossings/pedestrian islands/ refuges: 0

No crossing facility at the junction with Queen Street. Wide junction, so it could benefit from a crossing.

Footway parking: 0

Significant footway parking outside sheltered accommodation.

Safety

Traffic volume: 1

Traffic volumes likely to be higher at peak times.

Traffic speed: 0

One-way street increases vehicles speeds.

Coherence

Dropped kerbs and tactile paving: 1

Tactile paving missing at the majority of junctions.

Route 4 – The issues with highest priority for intervention are:

- Footway width – consider widening.
- Footway parking – consider signs and behaviour change project.
- Lack of dropped kerbs and tactiles – consider installation of both.
- Traffic speed – consider schemes to reduce vehicle speed e.g. chicanes with cycling provision.
- Crossings – consider installing one on the junction of Queen Street.

Route 5: Saredone Road

Criterion	WRAT scores
Attractiveness	3
Comfort	4
Directness	3
Safety	1
Coherence	1
Total	**12**

Figure 31 – Map of route 5

Table 6 – WRAT scores for route 5

Attractiveness

Maintenance: 0

Footways in poor condition and unsightly in some locations.

Traffic noise and pollution: 1

Levels of traffic make this road unpleasant.

Comfort

Condition: 0

Footway is non-existent in some locations.

Footway width: 1

Widths are inconsistent.

Footway parking: 0

Lots of evidence of footway parking, including some regular footway parking outside the school.

Directness

Footway provision: 0

Near to the school, pedestrians are prevented from walking straight across the roundabout junction and are diverted up Wolverhampton Road to cross. The entrance to the school is wide without footway provision on the one side.

Location of crossings in relation to desire lines: 0

The new pedestrian crossing is in an inconvenient location and footway widths are too narrow.

Gaps in traffic (where no controlled crossings present or if likely to cross outside of controlled crossing): 1

Busy roads and relatively high speeds at the roundabout result in difficult crossings.

Impact of controlled crossings on journey time: 1

Crossing are not in the most convenient location.

Safety

Traffic volume: 1

Traffic volumes at school times may be unsuitable for the narrow road.

Traffic speed: 0

Speeds at roundabout and where the road is one-way are problematic.

Visibility: 0

High traffic speeds are problematic when combined with poor visibility at roundabout.

Coherence

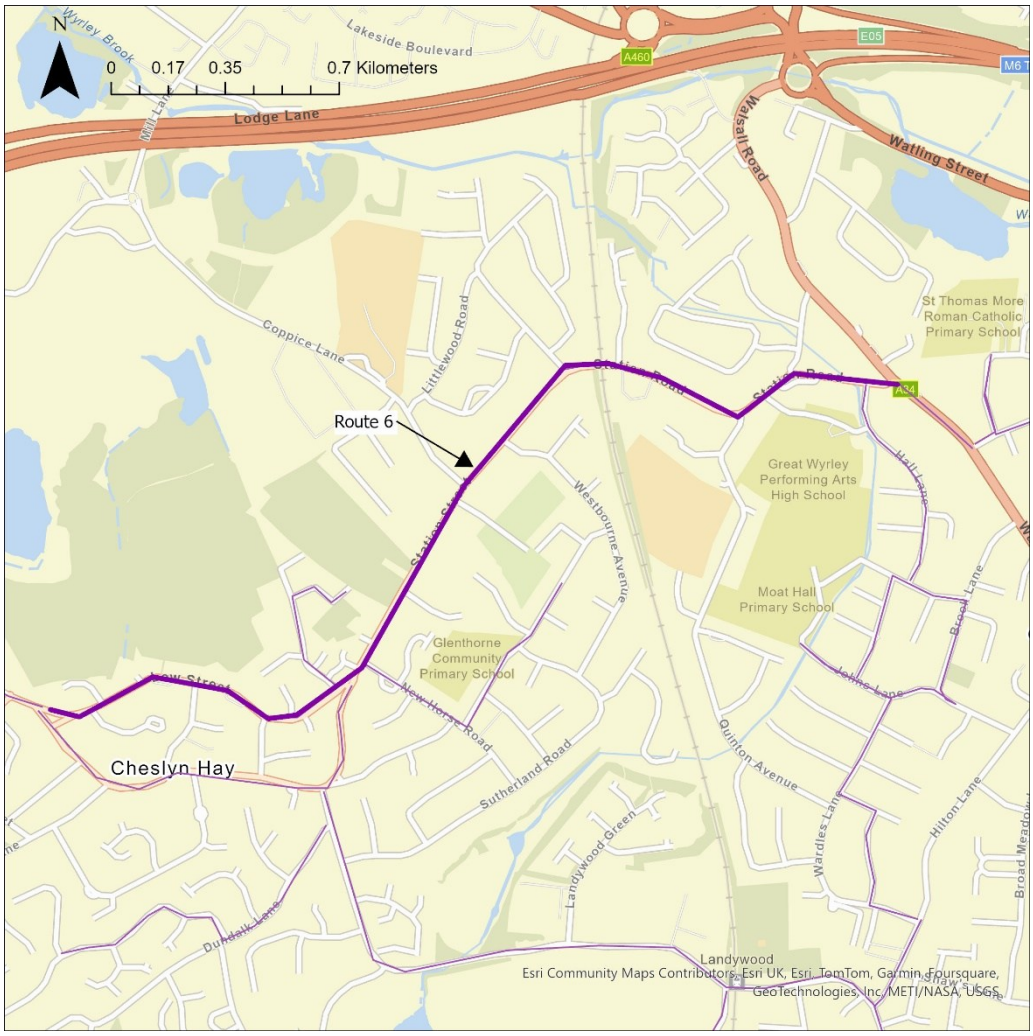
Dropped kerbs and tactile paving: 1

Mixed provision of tactiles and dropped kerbs.

Route 5 – The issues with highest priority for intervention are:

- Footway maintenance, condition and provision – consider resurfacing, installing new footways where missing, tightening junction radii, and installing continuous footways.
- Footway parking – consider signs and behaviour change project.
- Traffic speed and visibility – consider schemes to reduce speed and improve visibility for pedestrians at the roundabout where the road is one-way.
- Crossings – consider moving to more direct and convenient locations for pedestrians.

Route 6: Low Street and Station Street



Criterion	WRAT scores
Attractiveness	4
Comfort	6
Directness	7
Safety	5
Coherence	0
Total	**22**

Figure 32 – Map of route 6

Table 7 – WRAT scores for route 6

Attractiveness

Maintenance: 1

Council lawns mown and hedges are mostly cut back, apart from one stretch which reduces footway width.

Traffic noise and pollution: 1

Not the busiest road, but cars are driven fast.

Comfort

Condition: 1

No dropped kerbs at side roads and wide sweeping entrances. Top surfaces of footways are worn, with trenches and minor but extensive damage.

Footway width: 1

Footway widths are wide on one side and narrower (1.5m) on the other. Narrow where hedges grow over pavement.

Footway parking: 1

Minor instances of footway parking.

Directness

Location of crossings in relation to desire lines: 1

Lack of dropped kerbs means that crossing points are inconvenient if required.

Safety

Traffic speed: 1

One-way road which leads to higher speeds.

Coherence

Dropped kerbs and tactile paving: 0

No dropped kerbs or tactile paving.

Route 6 – The issues with highest priority for intervention are:

- Lack of dropped kerbs and tactiles – consider installation of both.
- Footway priority – consider tightening junction radii, and installing continuous footways.

Route 7: Rosemary Road to Glenthorne Drive

Criterion	WRAT scores
Attractiveness	5
Comfort	6
Directness	6
Safety	6
Coherence	0
Total	**23**

Figure 33 – Map of route 7

Table 8 – WRAT scores for route 7

Attractiveness

Maintenance: 1

Weeds growing up in cracks on footway and carriageway.

Comfort

Condition: 1

Poor surface condition on Rosemary Road creates trip hazards.

Footway parking: 0

Footway parking is an issue on Rosemary Road.

Directness

Footway provision: 1

Footway is diverted around car parking for shops on Glenthorne Road.

Coherence

Dropped kerbs and tactile paving: 0

No provision of tactiles and only a few junctions have dropped kerbs.

Route 7 – The issues with highest priority for intervention are:

- Footway parking – consider signs and behaviour change project.
- Lack of dropped kerbs and tactiles – consider installation of both.
- Footway priority – consider tightening junction radii, and installing continuous footways.

Route 8: Hall Lane

Criterion	WRAT scores
Attractiveness	5
Comfort	5
Directness	6
Safety	3
Coherence	0
Total	**19**

Figure 34 – Map of route 8

Table 9 – WRAT scores for route 8

Attractiveness

Traffic noise and pollution: 1
Speedbumps imply traffic speeds / volume are higher than should be expected.

Comfort

Condition: 1
Minor cracking and poor condition at kerb edge.

Footway width: 1
1.5m average width.

Footway parking: 1
Some footway parking towards southern end of Hall Lane. Yellow line appears to prevent footway parking towards northern end of Hall Lane and school.

Gradient: 1
Some slopes on footway.

Directness

Footway provision: 1
Provision is consistent but pathway diverts around car parking.

Safety

Traffic volume: 1
Speedbumps imply traffic volume is higher than should be expected.

Traffic speed: 1

Speedbumps imply traffic speed is higher than should be expected.

Visibility: 1

Road curvature reduces visibility. Wide road entrances hinder visibility for side road crossing.

Coherence

Dropped kerbs and tactile paving: 0

No dropped kerbs or tactile paving.

Route 8 – The issues with highest priority for intervention are:

- Lack of dropped kerbs and tactiles – consider installation of both.
- Footway priority – consider tightening junction radii, and installing continuous footways.

Route 9: A34 Walsall Road

Figure 35 – Map of route 9

Criterion	WRAT scores
Attractiveness	2
Comfort	6
Directness	5
Safety	1
Coherence	1
Total	**15**

Table 10 – WRAT scores for route 9

Attractiveness

Maintenance: 1
Weeds present.

Fear of crime: 1
Houses are set back, many with walls and hedges so natural surveillance is low.

Traffic noise and pollution: 0
Very busy and noisy road.

Comfort

Condition: 1
Notable defects but minor.

Footway width: 0
Footways less than 1.5m in some places.

Directness

Location of crossings in relation to desire lines: 1
More crossings required.

Gaps in traffic (where no controlled crossings present or if likely to cross outside of controlled crossing): 0
Difficult to cross the road without controlled crossings.

Safety

Traffic volume: 0

High traffic volume.

Traffic speed: 0

High traffic speeds.

Visibility: 1

Visibility is fine but this road is busy so it wouldn't help with crossing.

Coherence

Dropped kerbs and tactile paving: 1

Tactile paving and dropped kerbs are present but in poor condition.

Route 9 – The issues with highest priority for intervention are:

- Footway width – consider widening footways.
- Traffic noise, pollution, speed and volume – consider schemes to reduce these or create alternative direct walking routes away from here.
- Crossings – consider installation of controlled crossings due to traffic volume and speed.

Route 10: Norton Lane

Criterion	WRAT scores
Attractiveness	4
Comfort	5
Directness	6
Safety	3
Coherence	0
Total	**18**

Figure 36 – Map of route 10

Table 11 – WRAT scores for route 10

Attractiveness

Maintenance: 1
Hedges are in good condition.

Traffic noise and pollution: 1
Moderate traffic noise and pollution on Norton Lane.

Comfort

Footway width: 0
Very narrow footway and pinch point on Norton Lane.

Footway parking: 0
Footway parking on Manor Avenue. Issues with school parking on Hut Hill Lane. Footway parking only on one side of Hut Hill Lane.

Safety

Traffic volume: 1
High traffic volume at School times.

Traffic speed: 1
Traffic speeds on Norton Lane likely to be higher than they should be – cut through from A34 to A5.

Visibility: 1
Some junctions are more difficult to cross due to poor visibility.

Coherence

Dropped kerbs and tactile paving: 0

Key junctions don't have dropped kerb or tactile paving.

Route 10 – The issues with highest priority for intervention are:

- Footway parking – consider signs and behaviour change project.
- Lack of dropped kerbs and tactiles – consider installation of both.
- Footway width and priority – consider widening narrow footways, tightening junction radii, and installing continuous footways.

Route 11: Telford Avenue to Wardles Road

Criterion	WRAT scores
Attractiveness	4
Comfort	7
Directness	6
Safety	1
Coherence	1
Total	**19**

Figure 37 – Map of route 11

Table 12 – WRAT scores for route 11

Attractiveness

Maintenance: 1

Traffic noise and pollution: 1
Speedbumps imply that noise is high for these residential streets.

Comfort

Condition: 1
Footways level but surface quality is poor.

Footway parking: 1
Some evidence of footway parking.

Safety

Traffic volume: 0
Speedbumps imply that speed volume is higher than expected.

Traffic speed: 0
Speedbumps imply that speed is higher than expected.

Visibility: 1
Visibility is poor with parked cars and road curvature on Johns Lane.

Coherence

Dropped kerbs and tactile paving: 1

Some dropped kerbs but no tactile paving.

Route 11 – The issues with highest priority for intervention are:

- Traffic speed and volume – consider schemes to reduce these or create alternative direct walking routes away from here.

Route 12: Hilton Lane to Holly Lane

Criterion	WRAT scores
Attractiveness	2
Comfort	5
Directness	3
Safety	2
Coherence	0
Total	**12**

Figure 38 – Map of route 12

Table 13 – WRAT scores for route 12

Attractiveness

Maintenance: 0
General environment in disrepair.

Traffic noise and pollution: 0
Busy road.

Comfort

Condition: 0
Poor general condition.

Footway width: 1
Some pinch points but on average the footways are a good width.

Gradient: 1
Some gradients on footways.

Directness

Location of crossings in relation to desire lines: 0
Insufficient crossings; one zebra crossing in a dangerous location on junction entrance. Zebra markings also in poor condition.

Gaps in traffic (where no controlled crossings present or if likely to cross outside of controlled crossing): 0

Busy road so gaps in traffic infrequent.

Impact of controlled crossings on journey time: 0

Insufficient crossings.

Safety

Traffic volume: 0

High levels of traffic.

Traffic speed: 0

High traffic speeds. Gorsey Lane has speedbumps.

Coherence

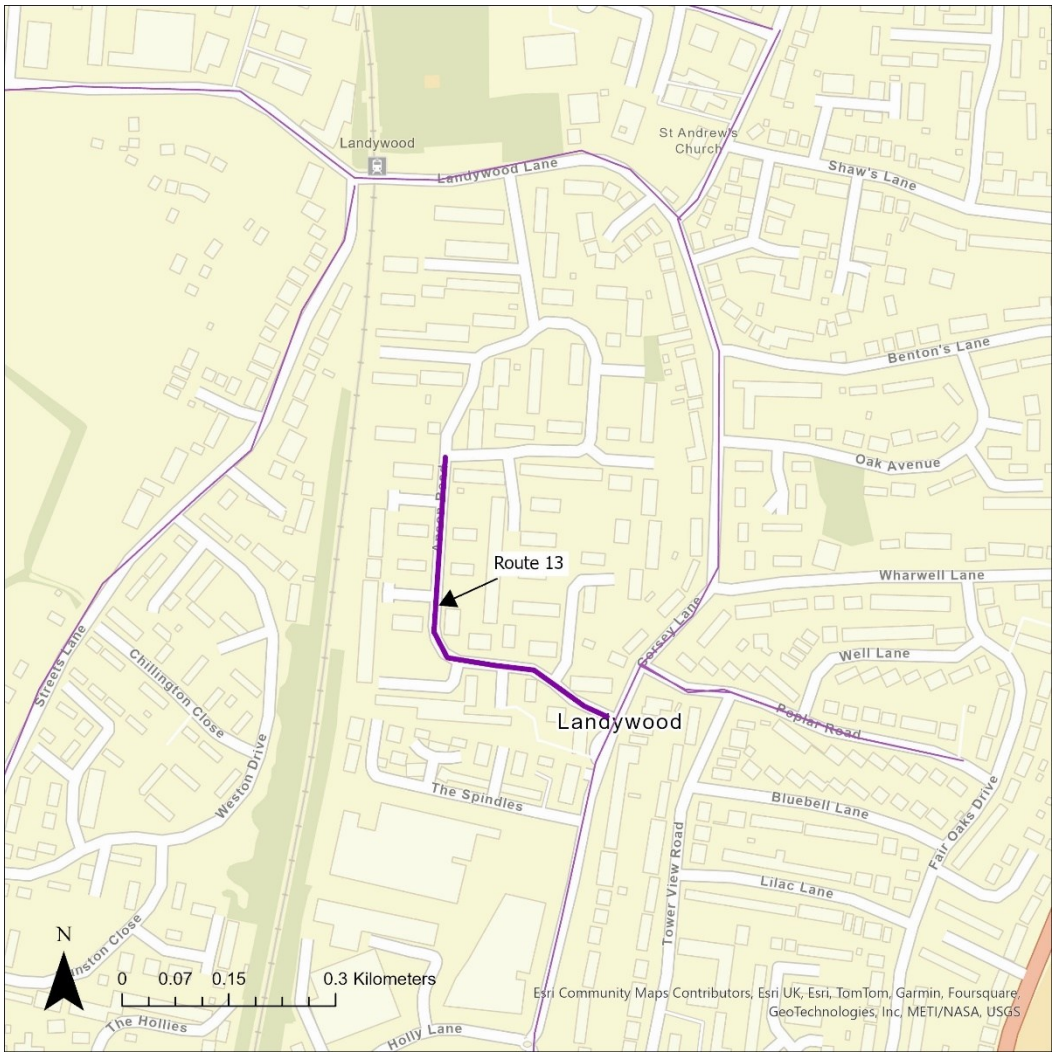
Dropped kerbs and tactile paving: 0

Lack of dropped kerbs and tactile paving.

Route 12 – The issues with highest priority for intervention are:

- Footway condition – consider resurfacing, tightening junction radii, and installing continuous footways.
- Lack of dropped kerbs and tactiles – consider installation of both.
- Traffic noise, pollution, speed and volume – consider schemes to reduce these or create alternative direct walking routes away from here.
- Crossings – consider installation of more, taking into account desire lines, and upgrading zebra crossing in poor condition.

Route 13: Anson Road to Achilles Close



Criterion	WRAT scores
Attractiveness	3
Comfort	5
Directness	6
Safety	4
Coherence	0
Total	**18**

Figure 39 – Map of route 13

Table 14 – WRAT scores for route 13

Attractiveness

Maintenance: 1
Some general damage to footway and maintenance issues.

Traffic noise and pollution: 0
Unsuitable levels of through traffic (speedbumps are present).

Comfort

Condition: 0
Footways in poor condition.

Footway parking: 0
Footway parking is an issue.

Directness

Location of crossings in relation to desire lines: 0
Footways often divert around parking bays which take priority.

Safety

Traffic volume: 1
Traffic volume likely to be too high.

Traffic speed: 1
Traffic speed likely to be too high.

Coherence

Dropped kerbs and tactile paving: 0

Majority of junctions do not have dropped kerbs or tactiles.

Route 13 – The issues with highest priority for intervention are:

- Footway parking – consider signs and behaviour change project.
- Lack of dropped kerbs and tactiles – consider installation of both.
- Footway condition and priority – consider resurfacing, tightening junction radii, and installing continuous footways.
- Traffic noise and pollution – consider schemes to reduce these, especially from through traffic.

Kidsgrove

Route Number	Route Name	Total WRAT Score
1	Banbury Street to Mitchell Drive	12
2	Mitchell Avenue to Hardingswood Road	19
3	Trent and Mersey Canal	16
4	Gloucester Road and William Road	24
5	Lapwing Road across Newchapel Park	18
6	Gloucester Road and Galleys Bank	17
7	Rutland Road	21
8	Vine Bank Road	19
9	Poplar Drive	21
10	Stone Bank Road	24
11	Kingsley Road	24

Table 4 Summary of WRAT scores on all routes

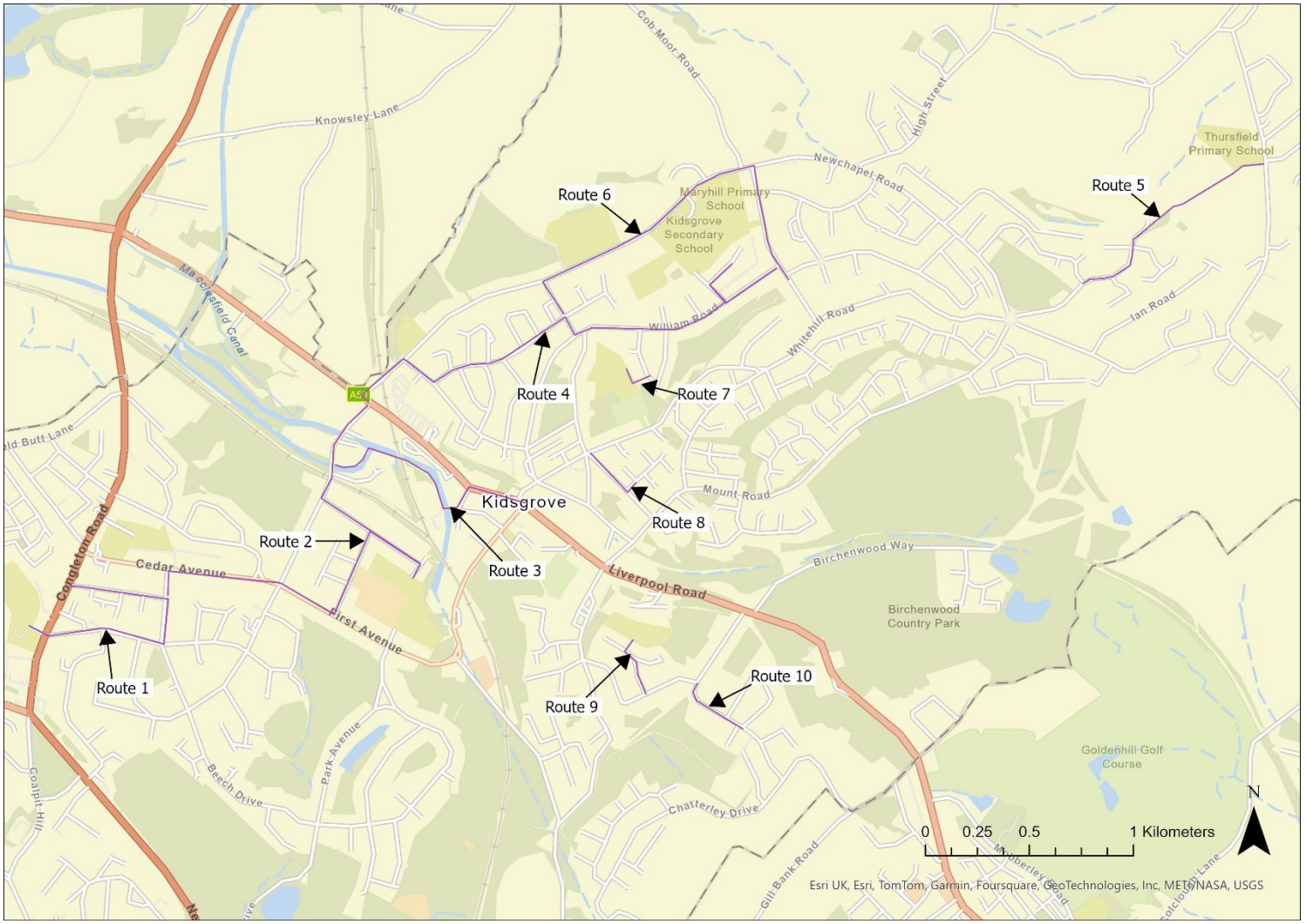


Figure 40 Map of walking routes that were scored using the WRAT in Kidsgrove

SUStrans

Route 1: Banbury Street to Mitchell Drive

Criterion	WRAT scores
Attractiveness	2
Comfort	4
Directness	6
Safety	0
Coherence	0
Total	**12**

Figure 41 – Map of route 1

Table 2 – WRAT scores for route 1

Attractiveness

Maintenance: 1

A sense of disrepair on St Savior's Street.

Fear of crime: 1

Busy road makes the area not feel as safe as other locations.

Traffic noise and pollution: 0

Very busy road – Congleton Road.

Comfort

Condition: 1

Some minor cracks and surface damage but not severe.

Footway parking: 0

Issues with footway parking.

Gradient: 0

Steep roads.

Directness

Footway provision: 1

Some sections of footway have been removed and replaced with gravel driveway.

Gaps in traffic (where no controlled crossings present or if likely to cross outside of controlled crossing): 0

Very difficult to cross Congleton Road.

Green man time: 1

Green man timings could be improved for pedestrians.

Safety

Traffic volume: 0

Very high traffic volumes.

Traffic speed: 0

Very high traffic speeds.

Visibility: 0

Difficult to cross junction mouth – Congleton Road/ St Savior's Street.

Coherence

Dropped kerbs and tactile paving: 0

Many locations do not have dropped kerbs or tactiles.

Route 1 – The issues with highest priority for intervention are:

- Traffic noise, pollution, speed and volume – consider schemes to reduce these or create alternative direct walking routes away from here.
- Footway parking – consider signs and behaviour change project.
- Lack of dropped kerbs and tactiles – consider installation of both.
- Visibility and priority at junctions – consider improving junctions for pedestrians.
- Crossings – consider installation of more.

Route 2: Mitchell Avenue to Hardingswood Road

Criterion	WRAT scores
Attractiveness	5
Comfort	4
Directness	8
Safety	2
Coherence	0
Total	**19**

Figure 42 – Map of route 2

Table 3 – WRAT scores for route 2

Attractiveness

Maintenance: 1

Issues with footway parking making verges look unkempt.

Comfort

Footway width: 1

The majority of footways are wide, however some areas over the canal bridge don't have footways.

Footway parking: 0

Footway parking is an issue.

Gradient: 0

Steep slopes on canal bridge.

Safety

Traffic volume: 1

Traffic speed: 0

High speeds on Cedar Avenue.

Visibility: 1

Good visibility on roads but poor visibility over canal bridge.

Coherence

Dropped kerbs and tactile paving: 0

Lack of dropped kerbs and tactiles.

Route 2 – The issues with highest priority for intervention are:

- Footway parking – consider signs and behaviour change project.
- Lack of dropped kerbs and tactiles – consider installation of both.
- Traffic speed – consider schemes to reduce this e.g. chicanes with cycle provision.
- Gradients – consider signing alternative walking routes with less steep gradients.

Route 3: Trent and Mersey Canal

Criterion	WRAT scores
Attractiveness	4
Comfort	5
Directness	6
Safety	1
Coherence	0
Total	**16**

Figure 43 – Map of route 3

Table 4 – WRAT scores for route 3

Attractiveness

Fear of crime: 0
Canals are not ideal after dark and they can feel isolating with few escape routes.

Other: 0
Long stretches of guard railing on Liverpool Road.

Comfort

Condition: 1
Towpath is in reasonable condition, but not suitable for some wheelchairs.

Footway width: 1
Width varies.

Gradient: 1
Slight gradient on canal towpath.

Directness

Gaps in traffic (where no controlled crossings present or if likely to cross outside of controlled crossing): 0
Crossing the canal is impossible and crossing Liverpool Road is difficult due to traffic volume.

Green man time: 0

Pedestrian crossing time could be improved.

Safety

Traffic volume: 0

High traffic volume on Liverpool Road.

Traffic speed: 1

Volume of stop/start traffic helps reduce speeds.

Visibility: 0

Visibility is poor on canal due to curvature of the section.

Coherence

Dropped kerbs and tactile paving: 0

Lack of dropped kerbs and tactiles.

Route 3 – The issues with highest priority for intervention are:

- Issues with canal including severance and fear of crime – consider signage for alternative walking routes.
- Lack of dropped kerbs and tactiles – consider installation of both.
- Traffic volume – consider schemes to reduce this.
- Crossings – consider installation of more due to volume of traffic, and improving green man times on existing ones.

Route 4: Gloucester Road and William Road

Criterion	WRAT scores
Attractiveness	5
Comfort	7
Directness	7
Safety	5
Coherence	0
Total	**24**

Figure 44 – Map of route 4

Table 5 – WRAT scores for route 4

Attractiveness

Maintenance: 1

Some verge damage due to footway parking.

Comfort

Footway parking: 0

Footway parking is an issue.

Directness

Gaps in traffic (where no controlled crossings present or if likely to cross outside of controlled crossing): 1

Long, straight roads create issues when trying to cross without a crossing.

Safety

Traffic speed: 1

Speedbumps indicate traffic speeds are high.

Coherence

Dropped kerbs and tactile paving: 0

Lack of dropped kerbs and tactiles.

Route 4 – The issues with highest priority for intervention are:

- Footway parking – consider signs and behaviour change project.
- Lack of dropped kerbs and tactiles – consider installation of both.
- Footway priority – consider tightening junction radii, and installing continuous footways.

Route 5: Lapwing Road across Newchapel Park

Figure 45 – Map of route 5

Criterion	WRAT scores
Attractiveness	3
Comfort	3
Directness	6
Safety	4
Coherence	2
Total	**18**

Table 6 – WRAT scores for route 5

Attractiveness

Maintenance: 1
Lapwing Road is in good condition, but path is not tarmacked.

Fear of crime: 0
Park path is not suitable.

Comfort

Condition: 0
Footways are not suitable for disabled people or people using pushchairs.

Footway parking: 0
Footway parking is an issue on Lapwing Road.

Gradient: 0
Significant slope on road and in park.

Directness

Footway provision: 1
Direct footway is provided but it is not accessible.

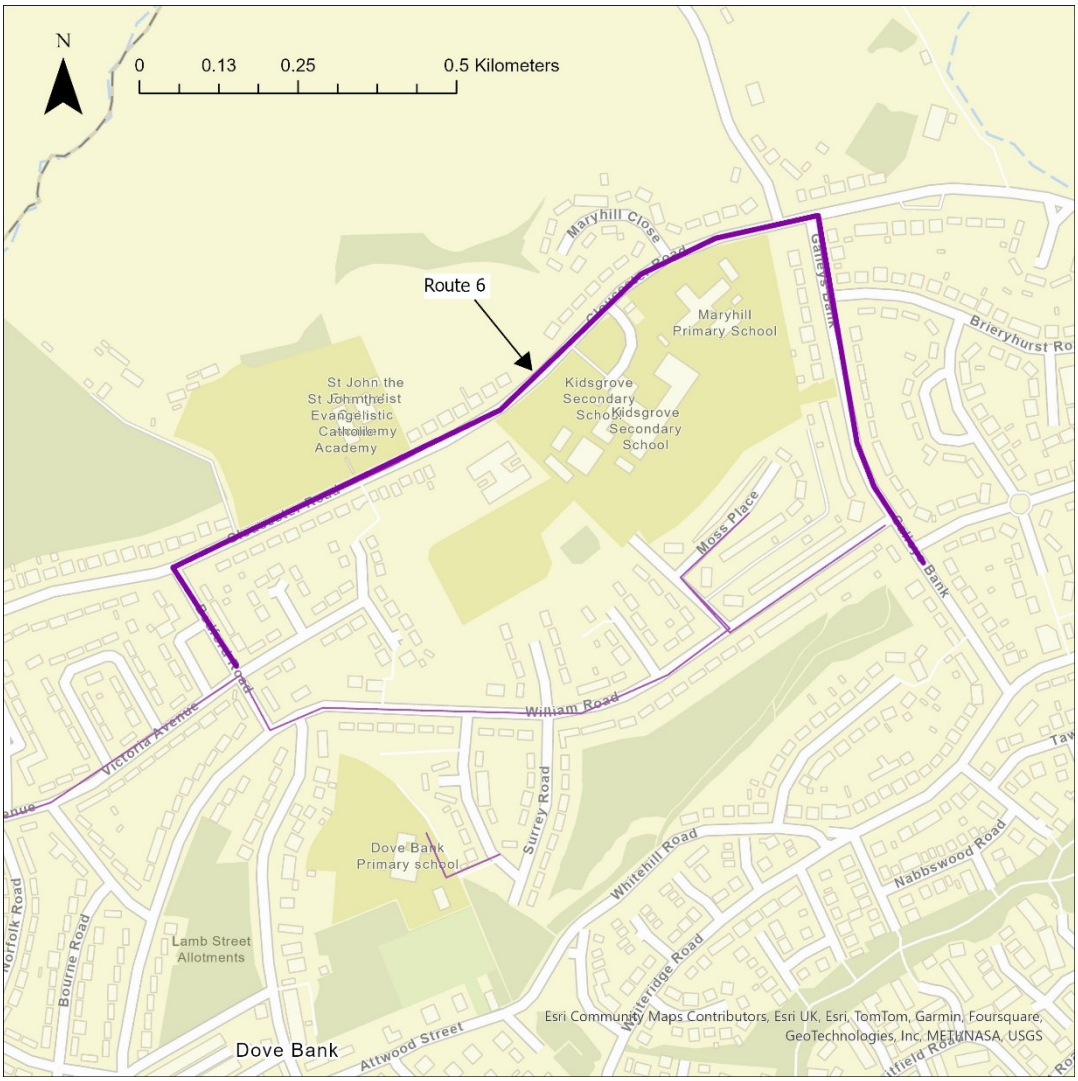
Safety

Visibility: 0
Poor visibility along park route.

Route 5 – The issues with highest priority for intervention are:

- Footway parking – consider signs and behaviour change project.
- Footway condition – consider resurfacing to suit all users, tightening junction radii, and installing continuous footways.
- Fear of crime and poor visibility in park – consider lighting, CCTV, more people in the park.
- Gradients – consider signage of alternative walking routes.

Route 6: Gloucester Road and Galleys Bank



Criterion	WRAT scores
Attractiveness	3
Comfort	3
Directness	8
Safety	3
Coherence	0
Total	**17**

Figure 46 – Map of route 6

Table 7 – WRAT scores for route 6

Attractiveness

Maintenance: 0

Verges are muddy due to extensive footway parking issue. Looks unsightly.

Fear of crime: 1

The verges and poor footway condition make the area feel less cared for and therefore less safe.

Comfort

Condition: 1

Some pavements are newly resurfaced and in good condition. Some are mixed. The road surface is in poor condition and this impacts both zebra crossing facilities.

Footway width: 1

Mixed provision, some very wide pavements but the prolific issue with footway parking means that pedestrians rarely benefit.

Width on staggered crossings/pedestrian islands/ refuges: 0

Width is good but the surface is poor and the painted white lines on the zebra crossings are faded.

Footway parking: 0

Major issue with cars parked completely on footways, and verges damaged. Some residents have installed posts to prevent pavement parking.

Gradient: 1

Some slopes on footway.

Directness

Gaps in traffic (where no controlled crossings present or if likely to cross outside of controlled crossing): 1

Continuous traffic and wide roads might be difficult to cross at peak times – there are two schools, so at drop off and pick up times.

Safety

Traffic volume: 1

Speedbumps suggest that traffic volume is high.

Traffic speed: 1

Speedbumps suggest that traffic speed is high.

Visibility: 1

Footway parking creates issues with visibility.

Coherence

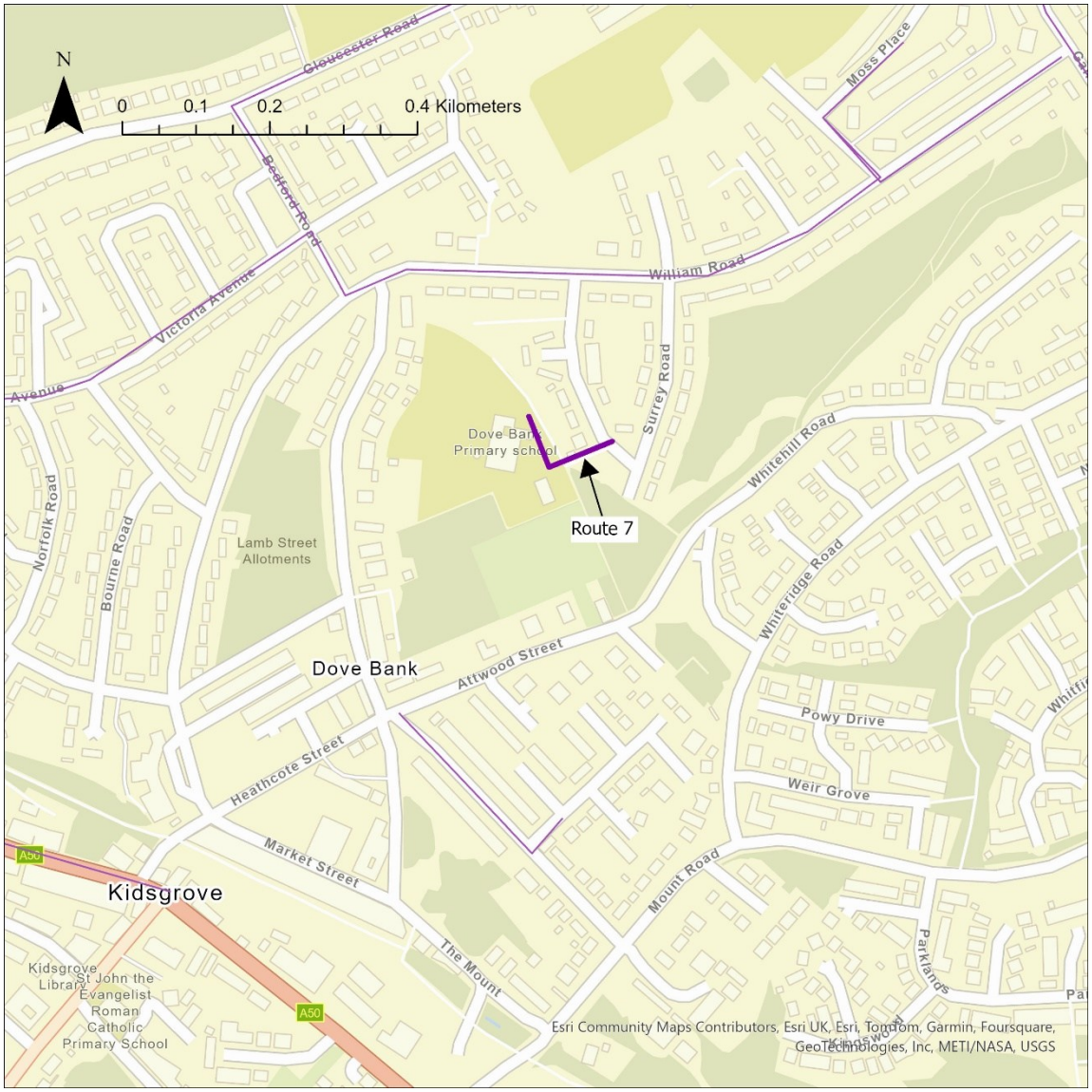
Dropped kerbs and tactile paving: 0

Lack of dropped kerbs and tactiles.

Route 6 – The issues with highest priority for intervention are:

- Footway parking and associated maintenance – consider signs and behaviour change project.
- Lack of dropped kerbs and tactiles – consider installation of both.
- Crossings – consider maintenance of zebra in poor condition.

Route 7: Rutland Road



Criterion	WRAT scores
Attractiveness	5
Comfort	5
Directness	5
Safety	6
Coherence	0
Total	**21**

Figure 47 – Map of route 7

Table 8 – WRAT scores for route 7

Attractiveness

Fear of crime: 1

The road leads to a dead end and wooded area – might feel unsafe at night.

Comfort

Condition: 1

Mixed condition – some broken paving slabs.

Footway width: 0

One side of Rutland Road doesn't have a footway and some parts are too narrow for school entrance area.

Footway parking: 1

Likely to be an issue at school drop off and pick up times. There are bollards next to a wide area of footway which indicate that it is an issue.

Directness

Footway provision: 0

Lack of provision and parking make some footway sections inaccessible.

Coherence

Dropped kerbs and tactile paving: 0

No dropped kerb or tactile provision.

Route 7 – The issues with highest priority for intervention are:

- Footway width and provision – consider widening footways, installing footways where missing, tightening junction radii, and installing continuous footways.
- Lack of dropped kerbs and tactiles – consider installation of both.

Route 8: Vine Bank Road

Criterion	WRAT scores
Attractiveness	4
Comfort	3
Directness	6
Safety	5
Coherence	1
Total	**19**

Figure 48 – Map of route 8

Table 9 – WRAT scores for route 8

Attractiveness

Maintenance: 1
Some overgrown vegetation and broken fences.

Fear of crime: 1
One side of the road is the back gardens of houses which reduces natural surveillance.

Comfort

Condition: 1
Some trip hazards due to poor footway condition in places.

Footway width: 0
Less than 1m in places.

Footway parking: 1
Some evidence of footway parking.

Gradient: 0
Very steep gradient.

Directness

Footway provision: 1
Guard railing prevents the most direct line for crossing the northern end of Vine Bank Road.

Safety

Visibility: 1

Parked cars on one side of Vine Bank Road have an impact on visibility for pedestrians and other road users.

Coherence

Dropped kerbs and tactile paving: 1

Some provision of dropped kerbs but no tactiles.

Route 8 – The issues with highest priority for intervention are:

- Footway width and priority – consider widening, tightening junction radii, and installing continuous footways.
- Gradient – consider signage of alternative walking routes with less steep gradients.

Route 9: Poplar Drive

Criterion	WRAT scores
Attractiveness	6
Comfort	3
Directness	5
Safety	6
Coherence	1
Total	**21**

Figure 49 – Map of route 9

Table 10 – WRAT scores for route 9

Comfort

Condition: 0
Footway condition is in poor condition with some potholes.

Footway width: 1
Some sections of the footway are 1.5m or perhaps narrower in some sections.

Footway parking: 1
Some evidence of footway parking.

Gradient: 0
Some steep gradients.

Directness

Footway provision: 0
No footway provision to one side of the school entrance driveway.

Coherence

Dropped kerbs and tactile paving: 1
Lack of dropped kerbs and tactiles.

Route 9 – The issues with highest priority for intervention are:

- Footway width, provision and condition – consider widening, resurfacing, installing new footways where missing, tightening junction radii, and installing continuous footways.
- Gradient – consider signage of alternative walking routes with less steep gradients.

Route 10: Stone Bank Road

Criterion	WRAT scores
Attractiveness	6
Comfort	5
Directness	7
Safety	6
Coherence	0
Total	**24**

Figure 50 – Map of route 10

Table 11 – WRAT scores for route 10

Comfort

Condition: 1
Footway surface is old and the top surface is damaged.

Footway parking: 1
Some minor evidence of footway parking.

Gradient: 0
Significant gradient.

Coherence

Dropped kerbs and tactile paving: 0
Some dropped kerbs but not in the correct location and no tactiles.

Route 10 – The issues with highest priority for intervention are:

- Gradient – consider signage of alternative walking routes with less steep gradients.
- Lack of dropped kerbs and tactiles – consider installation of both.

Route 11: Kingsley Road

Criterion	WRAT scores
Attractiveness	6
Comfort	6
Directness	6
Safety	6
Coherence	0
Total	**24**

Figure 51 – Map of route 11

Table 12 – WRAT scores for route 11

Comfort

Footway width: 1

Footways approximately 2m wide, but footway parking is an issue.

Footway parking: 0

Footway parking is common.

Directness

Footway provision: 1

At the junction with Lodge Road, there are two large triangles of grass verge at the junction mouth. It means that pedestrians might not have the most convenient walking route. It also narrows the footway width.

Coherence

Dropped kerbs and tactile paving: 0

No provision of tactiles of dropped kerbs.

Route 11 – The issues with highest priority for intervention are:

- Footway parking – consider signs and behaviour change project.
- Lack of dropped kerbs and tactiles – consider installation of both.

Leek

Route Number	Route Name	Total WRAT Score
1	Westwood Park Drive to Wetenhall Drive	27
2	Westwood Road to Nab Hill Avenue	24
3	West Street to Strangman Street	24
4	Church Street to St Edward Street	14
5	Sheepmarket Street to Derby Street	30
6	A53 to A523	16
7	Wallbridge Drive	17
8	Tittesworth Avenue to Ball Haye Green	14
9	A53	10
10	Prince Street to Westminster Road	21
11	Queens Drive to Milltown Way	25
12	Cheddleton Road	13
13	Campbell Avenue	22

Table 5 Summary of WRAT scores on all routes

Figure 52 Map of walking routes that were scored using the WRAT in Leek

Route 1: Westwood Park Drive to Wetenhall Drive

Figure 53 – Map of route 1

Criterion	WRAT scores
Attractiveness	6
Comfort	8
Directness	6
Safety	6
Coherence	1
Total	**27**

Table 2 – WRAT scores for route 1

Comfort

Footway width: 1

Majority of footways are a good width, apart from sections on Westwood Park Drive which has large built-up bays with established trees, reducing the footway to 30cm.

Directness

Footway provision: 1

Some footways divert around parking bays but otherwise footways are direct.

Coherence

Dropped kerbs and tactile paving: 1

Mixed provision.

Route 1 – The issues with highest priority for intervention are:

- Footway priority – consider tightening junction radii, and installing continuous footways.

Route 2: Westwood Road to Nab Hill Avenue

Criterion	WRAT scores
Attractiveness	6
Comfort	5
Directness	7
Safety	6
Coherence	0
Total	**24**

Figure 54 – Map of route 2

Table 3 – WRAT scores for route 2

Comfort

Condition: 1
Mixed condition. Nab Hill Road in poorer condition.

Footway width: 1
Good footway width on Westwood Road but Nab Hill Road has older, narrow footways.

Footway parking: 0
Westwood Road has no issue, but Nab Hill Road has extensive footway parking.

Directness

Impact of controlled crossings on journey time: 1
Zebra crossings in poor condition.

Coherence

Dropped kerbs and tactile paving: 0
Poor provision.

Route 2 – The issues with highest priority for intervention are:

- Footway parking – consider signs and behaviour change project.
- Lack of dropped kerbs and tactiles – consider installation of both.
- Footway priority – consider tightening junction radii, and installing continuous footways.

Route 3: West Street to Strangman Street

Criterion	WRAT scores
Attractiveness	4
Comfort	6
Directness	7
Safety	6
Coherence	1
Total	**24**

Figure 55 – Map of route 3

Table 4 – WRAT scores for route 3

Attractiveness

Maintenance: 1
Cars dominate and area requires investment.

Fear of crime: 1
Some streets are focused on industry and therefore would not feel safe at night.

Comfort

Footway width: 1
Some issues with footway parking.

Footway parking: 0
Issues with footway parking.

Coherence

Dropped kerbs and tactile paving: 1
Mixed provision, Strangman Street has no dropped kerbs or tactiles.

Route 3 – The issues with highest priority for intervention are:

- Footway parking – consider signs and behaviour change project.
- Footway priority – consider tightening junction radii, and installing continuous footways.

Route 4: Church Street to St Edward Street

Criterion	WRAT scores
Attractiveness	3
Comfort	8
Directness	2
Safety	0
Coherence	1
Total	**14**

Figure 56 – Map of route 4

Table 5 – WRAT scores for route 4

sustrans

Attractiveness

Maintenance: 1
Unattractive general environment.

Traffic noise and pollution: 0
A523 is busy and polluted.

Comfort

Footway width: 1
Footway is narrow in some places. No footpath on one side of the A523.

Gradient: 1
Steep gradient on A523 but otherwise flat footways.

Directness

Footway provision: 0
Footway is split level, and one side of the footway to the A523 isn't wide enough to walk along.

Location of crossings in relation to desire lines: 1
Junction of A523 to Standley.

Gaps in traffic (where no controlled crossings present or if likely to cross outside of controlled crossing): 0
A523 is difficult to cross without formalised crossing facilities.

Impact of controlled crossings on journey time: 0
Some junctions are two staged without light control.

Safety

Traffic volume: 0
A523 is busy.

Traffic speed: 0
A523 has high traffic speeds.

Visibility: 0

Coherence

Dropped kerbs and tactile paving: 1
Mixed provision.

Route 4 – The issues with highest priority for intervention are:

- Footway width and provision – consider widening and levelling footways.
- Traffic noise, pollution, speed and volume – consider schemes to reduce these or create alternative direct walking routes away from here.
- Visibility – consider improving sightlines for pedestrians.
- Crossings – consider installation of more controlled crossings on A523.

Route 5: Sheepmarket Street to Derby Street

Figure 57 – Map of route 5

Criterion	WRAT scores
Attractiveness	5
Comfort	10
Directness	7
Safety	6
Coherence	2
Total	**30**

Table 6 – WRAT scores for route 5

Attractiveness

Traffic noise and pollution: 1

High street is attractive but A523 is busy and polluted.

Route 5 – The issues with highest priority for intervention are:

- None

Route 6: A53 to A523

Criterion	WRAT scores
Attractiveness	0
Comfort	8
Directness	5
Safety	2
Coherence	1
Total	**16**

Figure 58 – Map of route 6

Table 7 – WRAT scores for route 6

Attractiveness

Maintenance: 0

Fear of crime: 0

A53 pavements are hemmed in by high walls which is intimidating and doesn't have alternative exit routes.

Traffic noise and pollution: 0

Busy and polluted.

Comfort

Gradient: 0

Long gradient on A53.

Directness

Gaps in traffic (where no controlled crossings present or if likely to cross outside of controlled crossing): 0

Difficult to cross.

Impact of controlled crossings on journey time: 1

Staggered crossings.

Green man time: 0

Green man time could be improved.

Safety

Traffic volume: 0
High traffic volume.

Traffic speed: 0
High traffic speeds.

Coherence

Dropped kerbs and tactile paving: 1
Some provision but not consistent.

Route 6 – The issues with highest priority for intervention are:

- Traffic noise, pollution, speed and volume – consider schemes to reduce these or create alternative direct walking routes away from here.
- Crossings – consider installation of more and improving green man time on existing ones.
- Gradients – consider signing alternative walking routes with less steep gradients.
- Fear of crime – consider lighting, CCTV and more people on the street.

Route 7: Wallbridge Drive

Criterion	WRAT scores
Attractiveness	5
Comfort	6
Directness	4
Safety	2
Coherence	0
Total	**17**

Figure 59 – Map of route 7

Table 8 – WRAT scores for route 7

Attractiveness

Traffic noise and pollution: 1
A52 is busy.

Comfort

Footway width: 1
Mixed widths.

Gradient: 0
Gradient runs in a perpendicular direction to the main road route, which can be difficult for pedestrians and wheelchair users.

Directness

Footway provision: 1
Footway is diverted around bus stops and laybys.

Gaps in traffic (where no controlled crossings present or if likely to cross outside of controlled crossing): 0
A52 difficult to cross.

Safety

Traffic volume: 0
High volume on A52

Traffic speed: 0
High traffic speed on A52

Coherence

Dropped kerbs and tactile paving: 0

Lack of tactiles and dropped kerbs.

Route 7 – The issues with highest priority for intervention are:

- Traffic speed and volume – consider schemes to reduce these or create alternative direct walking routes away from here.
- Crossings – consider installation of more.
- Lack of dropped kerbs and tactiles – consider installation of both.
- Gradient – consider levelling footway.

Route 8: Tittesworth Avenue to Ball Haye Green

Figure 60 – Map of route 8

Criterion	WRAT scores
Attractiveness	4
Comfort	4
Directness	4
Safety	2
Coherence	0
Total	**14**

Table 9 – WRAT scores for route 8

Attractiveness

Maintenance: 1
General disrepair (minor).

Fear of crime: 1
The lane would not be suitable for pedestrians at night.

Comfort

Condition: 0
Defective footways.

Footway width: 0
Some footways are only on one side of the road.

Footway parking: 1
Some issues with footway parking.

Directness

Footway provision: 0
Huge junction entrance to Novi Lane, and bus stop diverts pedestrian desire line.

Gaps in traffic (where no controlled crossings present or if likely to cross outside of controlled crossing): 1
Ball Haye Green is relatively busy and parked cars make it difficult to cross.

Safety

Traffic volume: 1

Relatively high volume on Ball Haye Green.

Traffic speed: 1

Relatively high on Ball Haye Green.

Visibility: 0

Parked cars make crossing difficult.

Coherence

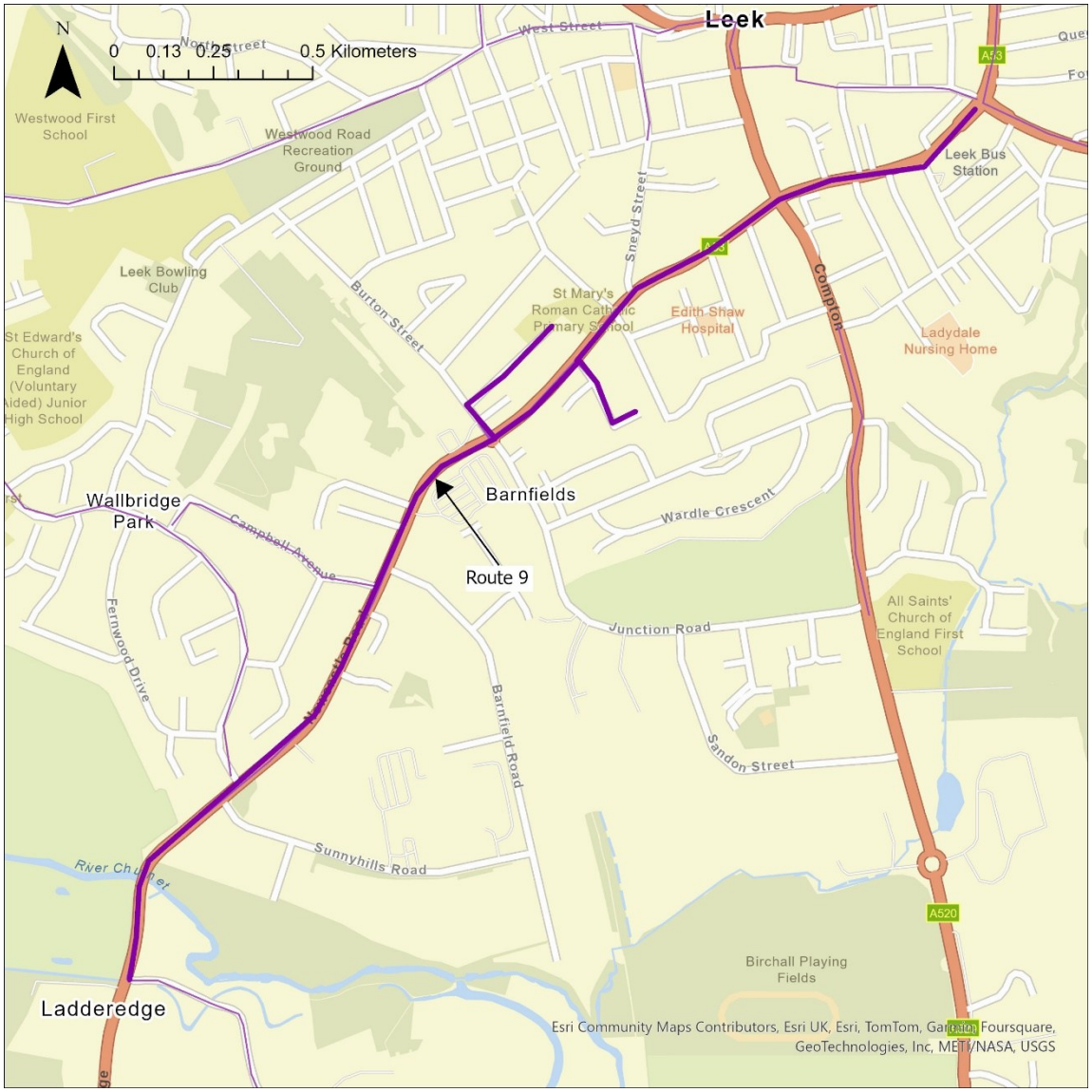
Dropped kerbs and tactile paving: 0

Some dropped kerbs and tactiles but they are cracked and need replacing.

Route 8 – The issues with highest priority for intervention are:

- Footway width, condition and provision – consider widening, resurfacing, installing new footways where missing, tightening junction radii, and installing continuous footways.
- Lack of dropped kerbs and tactiles – consider installation of both.
- Visibility at junctions – consider improving junctions for pedestrians.

Route 9: A53



Criterion	WRAT scores
Attractiveness	0
Comfort	4
Directness	2
Safety	3
Coherence	1
Total	**10**

Figure 61 – Map of route 9

Table 10 – WRAT scores for route 9

Attractiveness

Maintenance: 0

Footways in poor condition further out from the town centre.

Fear of crime: 0

Lack of surveillance further out from the town centre.

Traffic noise and pollution: 0

High levels of traffic and pollution.

Comfort

Condition: 1

Footways are level but some stretches are covered in mud from cars parked on the verge.

Footway width: 1

Some sections in the town centre are narrower due to stretches of guard railings and bollards. Further south there are narrow sections with high walls either side.

Width on staggered crossings/ pedestrian islands/ refuges: 0

Crossings are staggered in the town centre on a narrow road which is unnecessary.

Footway parking: 0
Significant issue of parking on verges.

Directness

Footway provision: 1
Wide junction entrances without easy pedestrian routes.

Location of crossings in relation to desire lines: 1
Location of crossing is set away from desire line.

Gaps in traffic (where no controlled crossings present or if likely to cross outside of controlled crossing): 0
Busy road which would be difficult to cross.

Impact of controlled crossings on journey time: 0
Staggered crossing delays crossing for pedestrians.

Green man time: 0
Green man time could be improved.

Safety

Traffic volume: 0
High traffic volume.

Traffic speed: 1
Relatively high traffic speed.

Coherence

Dropped kerbs and tactile paving: 1

Mixed provision of dropped kerbs and tactiles.

Route 9 – The issues with highest priority for intervention are:

- Fear of crime – consider lighting, CCTV and more people on the street.
- Traffic noise, pollution and volume – consider schemes to reduce these or create alternative direct walking routes away from here.
- Crossings – consider installation of more, and improving existing ones in terms of lengthening green man times and removing staggered crossing.
- Footway maintenance – consider improving.
- Footway/verge parking – consider signs and behaviour change project.

Route 10: Prince Street to Westminster Road

Criterion	WRAT scores
Attractiveness	5
Comfort	6
Directness	5
Safety	5
Coherence	0
Total	**21**

Figure 62 – Map of route 10

Table 11 – WRAT scores for route 10

Attractiveness

Maintenance: 1

Mixed street scene.

Comfort

Condition: 1

Mixed provision – some very poor surfaces on Princes Street.

Footway parking: 0

Significant issues with footway parking, particularly prevalent on Princes Street.

Directness

Footway provision: 0

Some junction entrances are 50m across.

Safety

Visibility: 1

Parked cars make crossing the road difficult in places.

Coherence

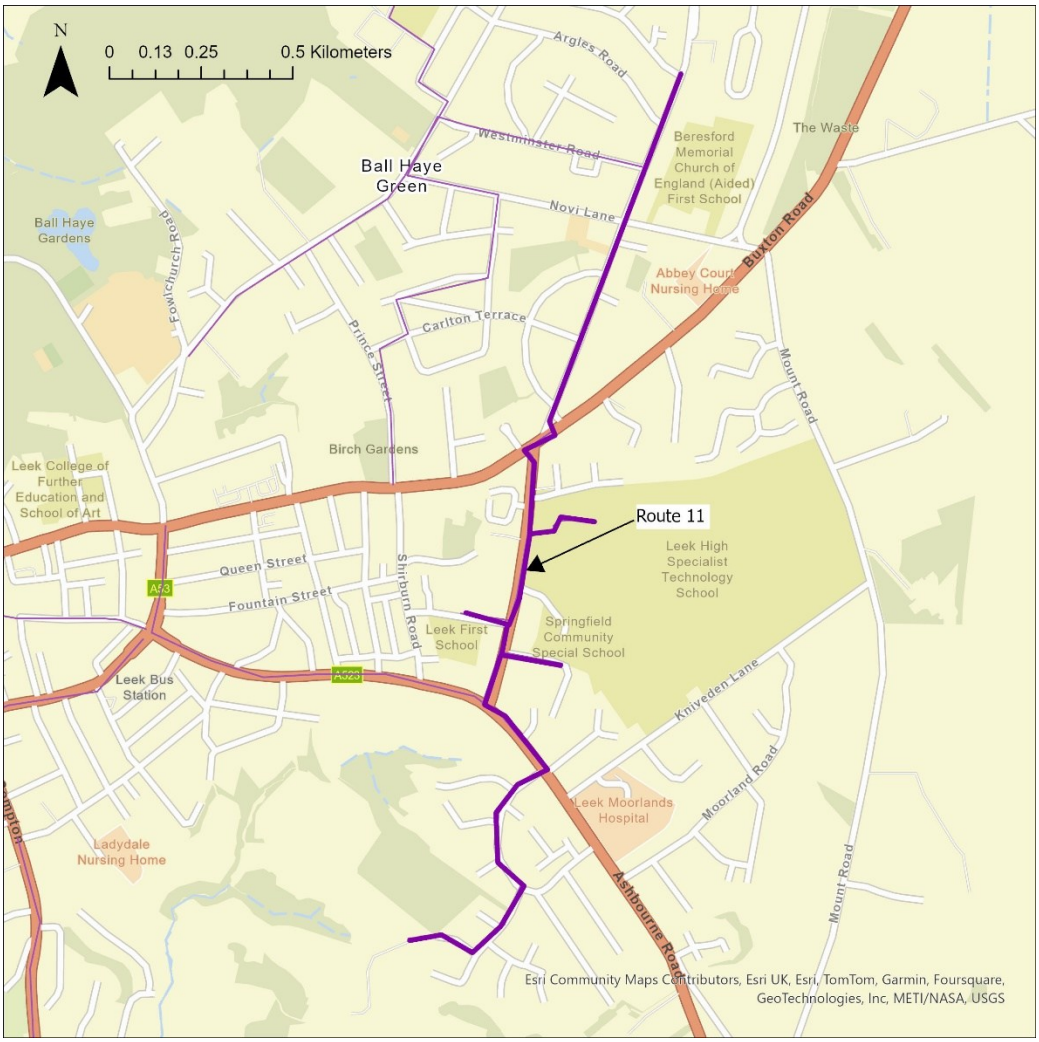
Dropped kerbs and tactile paving: 0

Lack of dropped kerbs and tactiles.

Route 10 – The issues with highest priority for intervention are:

- Footway provision – consider tightening junction radii, and installing continuous footways.
- Footway parking – consider signs and behaviour change project.
- Lack of dropped kerbs and tactiles – consider installation of both.

Route 11: Queens Drive to Milltown Way



Criterion	WRAT scores
Attractiveness	6
Comfort	9
Directness	5
Safety	4
Coherence	1
Total	**25**

Figure 63 – Map of route 11

Table 12 – WRAT scores for route 11

Comfort

Condition: 1
Mixed provision.

Directness

Footway provision: 1
At roundabout there are long stretches of guard railing to prevent desire line.

Location of crossings in relation to desire lines: 0
Pedestrian crossing is not in a convenient location – positioned away from the junction.

Gaps in traffic (where no controlled crossings present or if likely to cross outside of controlled crossing): 1
Some sections of road are fast.

Green man time: 1
Green man time could be improved for pedestrians.

Safety

Traffic speed: 0
Issues of speeding on Abbots Road in particular.

Coherence

Dropped kerbs and tactile paving: 1

Some good provision of dropped kerbs.

Route 11 – The issues with highest priority for intervention are:

- Traffic speed – consider schemes to reduce this.
- Crossings – consider moving crossing and removing guardrail to fit with desire line.

Route 12: Cheddleton Road

Criterion	WRAT scores
Attractiveness	2
Comfort	6
Directness	4
Safety	1
Coherence	0
Total	**13**

Figure 64 – Map of route 12

Table 13 – WRAT scores for route 12

Attractiveness

Fear of crime: 0
Little natural surveillance.

Traffic noise and pollution: 0
Busy and polluted road.

Comfort

Footway width: 0
Some sections of footway are 1.5m or less.

Gradient: 1
There are slopes on the footway.

Directness

Footway provision: 1
Wide junction entrances to fast roads would mean pedestrians might have to take a different line to the most direct.

Gaps in traffic (where no controlled crossings present or if likely to cross outside of controlled crossing): 0
Busy road – crossing without a formal facility would be difficult.

Safety

Traffic volume: 0
High traffic volume

Traffic speed: 0
High traffic speeds.

Visibility: 1
One section of road has poor visibility.

Coherence

Dropped kerbs and tactile paving: 0
Poor provision of dropped kerbs and tactiles.

Route 12 – The issues with highest priority for intervention are:

- Traffic noise, pollution, speed and volume – consider schemes to reduce these or create alternative direct walking routes away from here.
- Crossings – consider installation of at least one.
- Footway width and provision – consider widening, tightening junction radii, and installing continuous footways.
- Lack of dropped kerbs and tactiles – consider installation of both.
- Fear of crime – consider lighting, CCTV and more people on the street.

Route 13: Campbell Avenue

Criterion	WRAT scores
Attractiveness	6
Comfort	3
Directness	7
Safety	6
Coherence	0
Total	**22**

Figure 65 – Map of route 13

Table 14 – WRAT scores for route 13

Comfort

Condition: 0

Footways are made up of paving slabs, so the surface is uneven.

Footway width: 0

Verges either side mean that the footway is narrow – 1m and less.

Gradient: 0

Steep gradient.

Coherence

Dropped kerbs and tactile paving: 0

No provision.

Route 13 – The issues with highest priority for intervention are:

- Footway width and condition – consider resurfacing, widening, tightening junction radii, and installing continuous footways.
- Lack of dropped kerbs and tactiles – consider installation of both.
- Gradients – consider signing alternative walking routes with less steep gradients.

Rugeley

Route Number	Route Name	Total WRAT Score
1	Main Road Brereton	16
2	Armitage Lane	21
3	Lea Hall Lane, Seabrooke Road & Lees Close	27
4	Hill Top and Attlee Crescent	24
5	Flaxley Road, Coppice Road & Queensway	24
6	Hednesford Road and Sandy Lane	12
7	Burnthill Lane	22
8	Western Springs Road	13
9	Hagley Road, Woodcock Road & Penk Drive	19
10	Green Lane, Crabtree Way & Springfield Road	19
11	Church Street, Wolseley Road, B5013, Brook Street & Sheep Fair	22
12	Leasowe Road	24

Table 6 Summary of WRAT scores on all routes

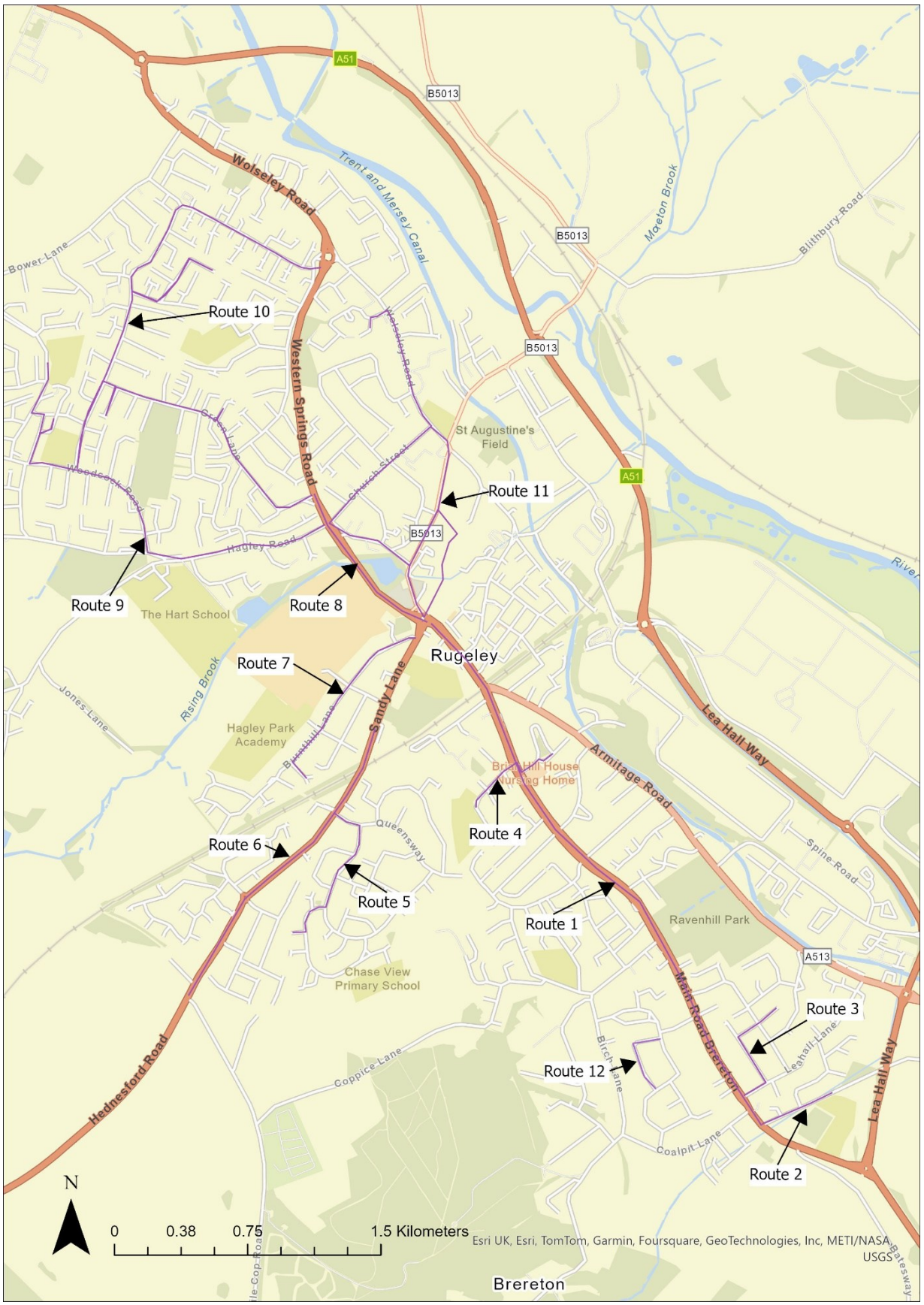


Figure 66 Map of walking routes that were scored using the WRAT in Rugeley

Route 1: Main Road Brereton

Criterion	WRAT scores
Attractiveness	2
Comfort	10
Directness	2
Safety	2
Coherence	0
Total	**16**

Figure 67 – Map of route 1

Table 2 – WRAT scores for route 1

Attractiveness

Maintenance: 1
General sense of disrepair.

Fear of crime: 1
General sense of disrepair leads to an increased sense of crime. Wide road and lack of “eyes on the street” also contributes.

Traffic noise and pollution: 0
Busy and noisy road with pollution.

Directness

Footway provision: 1

Location of crossings in relation to desire lines: 0
Inadequate number of crossings.

Gaps in traffic (where no controlled crossings present or if likely to cross outside of controlled crossing): 0
Road is too wide to cross easily.

Impact of controlled crossings on journey time: 0
Add significantly to journey time.

Green man time: 1
Green man times could be improved.

Safety

Traffic volume: 0

High traffic volumes.

Traffic speed: 0

High traffic speeds.

Coherence

Dropped kerbs and tactile paving: 0

Side roads do not have dropped kerbs or tactiles.

Route 1 – The issues with highest priority for intervention are:

- Traffic noise, pollution, speed and volume – consider schemes to reduce these or create alternative direct walking routes away from here.
- Crossings – consider installation of more.
- Lack of dropped kerbs and tactiles – consider installation of both.

Route 2: Armitage Lane

Figure 68 – Map of route 2

Table 3 – WRAT scores for route 2

Criterion	WRAT scores
Attractiveness	4
Comfort	5
Directness	7
Safety	5
Coherence	0
Total	**21**

Attractiveness

Fear of crime: 1
At night, the far end of Armitage Lane might be intimidating.

Traffic noise and pollution: 1
Likely to be busy during school drop off and pick up.

Comfort

Footway width: 1
Average width 1.5m.

Footway parking: 0
Footway parking is an issue.

Gradient: 1
At the eastern end of Armitage Lane, the gradient of the path is steep with no alternative.

Safety

Traffic volume: 1
Likely to be busy during school drop off and pick up times.

Coherence

Dropped kerbs and tactile paving: 0
No dropped kerbs or tactiles.

Route 2 – The issues with highest priority for intervention are:

- Footway parking – consider signs and behaviour change project.
- Lack of dropped kerbs and tactiles – consider installation of both.

Route 3: Lea Hall Lane, Seabrooke Road & Lees Close

Criterion	WRAT scores
Attractiveness	6
Comfort	8
Directness	7
Safety	6
Coherence	0
Total	**27**

Figure 69 – Map of route 3

Table 4 – WRAT scores for route 3

Comfort

Footway parking: 1

Some footway parking on Lea Hall Lane.

Coherence

Dropped kerbs and tactile paving: 0

No dropped kerbs or tactiles.

Route 3 – The issues with highest priority for intervention are:

- Lack of dropped kerbs and tactiles – consider installation of both.
- Footway priority – consider tightening junction radii, and installing continuous footways.

Route 4: Hill Top and Attlee Crescent

Criterion	WRAT scores
Attractiveness	5
Comfort	6
Directness	7
Safety	6
Coherence	0
Total	**24**

Figure 70 – Map of route 4

Table 5 – WRAT scores for route 4

Attractiveness

Maintenance: 1

Hill Top and Newman Grove are in reasonable condition, but Attlee Crescent is in poor condition. Overgrown vegetation etc.

Comfort

Condition: 1

Some footways in poor condition along Attlee Crescent.

Footway width: 1

Some footways along Attlee Crescent are less than 1.5m wide.

Footway parking: 1

Some evidence of footway parking.

Coherence

Dropped kerbs and tactile paving: 0

Few dropped kerbs and no tactiles.

Route 4 – The issues with highest priority for intervention are:

- Lack of dropped kerbs and tactiles – consider installation of both.
- Footway condition, width and priority – consider widening footways, tightening junction radii, and installing continuous footways.

Route 5: Flaxley Road, Coppice Road & Queensway

Criterion	WRAT scores
Attractiveness	6
Comfort	8
Directness	6
Safety	4
Coherence	0
Total	**24**

Figure 71 – Map of route 5

Table 6 – WRAT scores for route 5

Comfort

Footway parking: 1
Some footway parking.

Safety

Traffic volume: 1
Some evidence of high volumes due to speedbumps.

Traffic speed: 1
Some evidence of high speeds due to speedbumps.

Coherence

Dropped kerbs and tactile paving: 0
Dropped kerbs and tactile paving absent or incorrect.

Route 5 – The issues with highest priority for intervention are:

- Lack of dropped kerbs and tactiles – consider installation of both.
- Footway priority – consider tightening junction radii, and installing continuous footways.

Route 6: Hednesford Road and Sandy Lane

Criterion	WRAT scores
Attractiveness	0
Comfort	4
Directness	6
Safety	2
Coherence	0
Total	**12**

Figure 72 – Map of route 6

Table 7 – WRAT scores for route 6

Attractiveness

Maintenance: 0

Overgrown vegetation and guard railings in disrepair.

Fear of crime: 0

Not a pleasant place to walk, and part of the footway will be dark due to tree cover. Lack of natural surveillance.

Traffic noise and pollution: 0

High levels of traffic and pollution.

Comfort

Condition: 0

Footways vary but some parts are in poor condition – top surface is worn.

Footway width: 0

Footway is very narrow for some sections of the route.

Gradient: 0

Lots of dropped kerbs mean that the pavement gradient is very varied, and this is unpleasant next to a narrow, fast and busy road.

Directness

Location of crossings in relation to desire lines: 1

Too few crossings for a busy road.

Gaps in traffic (where no controlled crossings present or if likely to cross outside of controlled crossing): 0

Very difficult to cross without a crossing facility.

Green man time: 1

Green man time could be improved for pedestrians.

Safety

Traffic volume: 0

High traffic volume.

Traffic speed: 0

High traffic speeds, which is made worse by the narrow road.

Coherence

Dropped kerbs and tactile paving: 0

Lack of tactiles, some dropped kerbs but many junctions are missing both.

Route 6 – The issues with highest priority for intervention are:

- Footway condition, width and gradient – consider resurfacing, widening footways, tightening junction radii, and installing continuous footways to one level.
- Lack of dropped kerbs and tactiles – consider installation of both.
- Fear of crime – consider lighting, CCTV and more people on the street.
- Traffic noise, pollution, speed and volume – consider schemes to reduce these or create alternative direct walking routes away from here.
- Crossings – consider installation of at least one.

Route 7: Burnthill Lane

Criterion	WRAT scores
Attractiveness	5
Comfort	7
Directness	7
Safety	3
Coherence	0
Total	**22**

Figure 73 – Map of route 7

Table 8 – WRAT scores for route 7

Attractiveness

Traffic noise and pollution: 1
Speedbumps suggest high traffic volume and speed.

Comfort

Footway parking: 0
Significant footway parking all the way along Burntwood Lane.

Safety

Traffic volume: 1
Traffic volume may be an issue at school drop off and pick up.

Traffic speed: 1
Traffic speed may be an issue.

Visibility:1
Visibility is an issue due to the number of cars parked on the pavement.

Coherence

Dropped kerbs and tactile paving: 0
Very few dropped kerbs and tactiles.

Route 7 – The issues with highest priority for intervention are:

- Footway parking – consider signs and behaviour change project.
- Lack of dropped kerbs and tactiles – consider installation of both.
- Footway priority – consider tightening junction radii, and installing continuous footways.

Route 8: Western Springs Road

Criterion	WRAT scores
Attractiveness	3
Comfort	8
Directness	1
Safety	0
Coherence	1
Total	**13**

Figure 74 – Map of route 8

Table 9 – WRAT scores for route 8

Attractiveness

Fear of crime: 1

The road doesn't have natural surveillance, but it is open and busy with car traffic.

Traffic noise and pollution: 0

Very noisy and polluted.

Comfort

Footway width: 0

Footway is very narrow in places.

Directness

Footway provision: 1

Some routes are not direct due to the large roundabout.

Location of crossings in relation to desire lines: 0

The roundabout creates indirect routes for pedestrians.

Gaps in traffic (where no controlled crossings present or if likely to cross outside of controlled crossing): 0

Very difficult to cross without controlled crossings.

Impact of controlled crossings on journey time: 0
Staggered crossings with long sections to walk in between.

Green man time: 0
Green man timings could be quicker to change.

Safety

Traffic volume: 0
High volumes of traffic.

Traffic speed: 0
High traffic speeds.

Visibility: 0
Some sections have poor visibility.

Coherence

Dropped kerbs and tactile paving: 1
Some junctions do not have tactiles.

Route 8 – The issues with highest priority for intervention are:

- Footway width – consider widening footways.
- Traffic noise, pollution, speed and volume – consider schemes to reduce these or create alternative direct walking routes away from here.
- Visibility – consider improving for pedestrians.
- Crossings – consider installation of more, to fit desire lines, and improving existing crossings in terms of green man time and removing staggered facility.

Route 9: Hagley Road, Woodcock Road & Penk Drive

Criterion	WRAT scores
Criterion	6
Attractiveness	4
Comfort	5
Directness	4
Safety	0
Total	**19**

Figure 75 – Map of route 9

Table 10 – WRAT scores for route 9

Comfort

Footway width: 1

Some pavements are too narrow – issue is worsened by cars parked on the footway.

Footway parking: 0

Significant issue

Gradient: 0

Some significantly sloped footways.

Directness

Footway provision: 0

Some footways are diverted, and some are not present on one side.

Safety

Traffic volume: 1

Higher than expected traffic volume.

Traffic speed: 1

Speed bumps indicate there is an issue with speeding.

Coherence

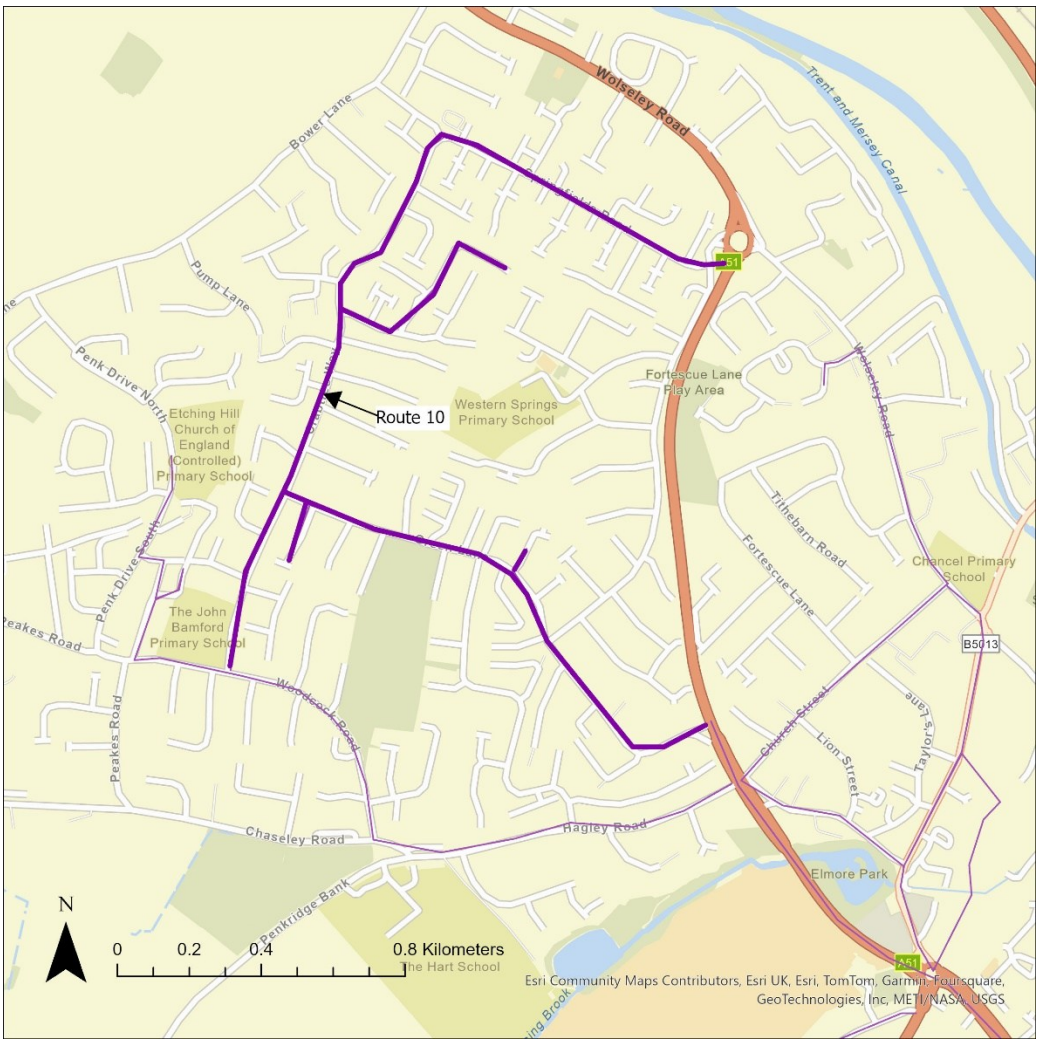
Dropped kerbs and tactile paving: 0

Very few dropped kerbs or tactiles.

Route 9 – The issues with highest priority for intervention are:

- Footway parking – consider signs and behaviour change project.
- Lack of dropped kerbs and tactiles – consider installation of both.
- Footway provision and priority – consider tightening junction radii, and installing continuous footways.
- Gradients – consider signing alternative walking routes with less steep gradients.

Route 10 : Green Lane, Crabtree Way & Springfield Road



Criterion	WRAT scores
Attractiveness	6
Comfort	5
Directness	5
Safety	3
Coherence	0
Total	**19**

Figure 76 – Map of route 10

Table 11 – WRAT scores for route 10

Comfort

Condition: 1

Some surface damage to footway, but overall not in a terrible condition.

Footway parking: 0

Footway parking is an issue on Green Lane. Crabtree Way is free from footway parking.

Gradient: 1

Some steep slopes on footway but the majority is flat.

Other: 0

Long stretch of guard railing on Crabtree Way outside John Bamford Primary School. Stops people crossing in convenient places with good visibility.

Directness

Footway provision: 0

Some footways are not in the most convenient line.

Safety

Traffic volume: 1

Traffic volumes are higher than expected. Speed bumps and slaloms have been incorporated.

Traffic speed: 1

Traffic speeds are higher than expected. Speed bumps and slaloms have been incorporated.

Visibility: 1

Visibility could be somewhat improved but unlikely to result in collisions.

Coherence

Dropped kerbs and tactile paving: 0

Very few dropped kerbs or tactiles.

Route 10 – The issues with highest priority for intervention are:

- Footway provision and priority – consider tightening junction radii, installing continuous footways, and removing guard rail from desire lines.
- Footway parking – consider signs and behaviour change project.
- Lack of dropped kerbs and tactiles – consider installation of both.

Route 11: Church Street, Wolseley Road, B5013, Brook Street & Sheep Fair

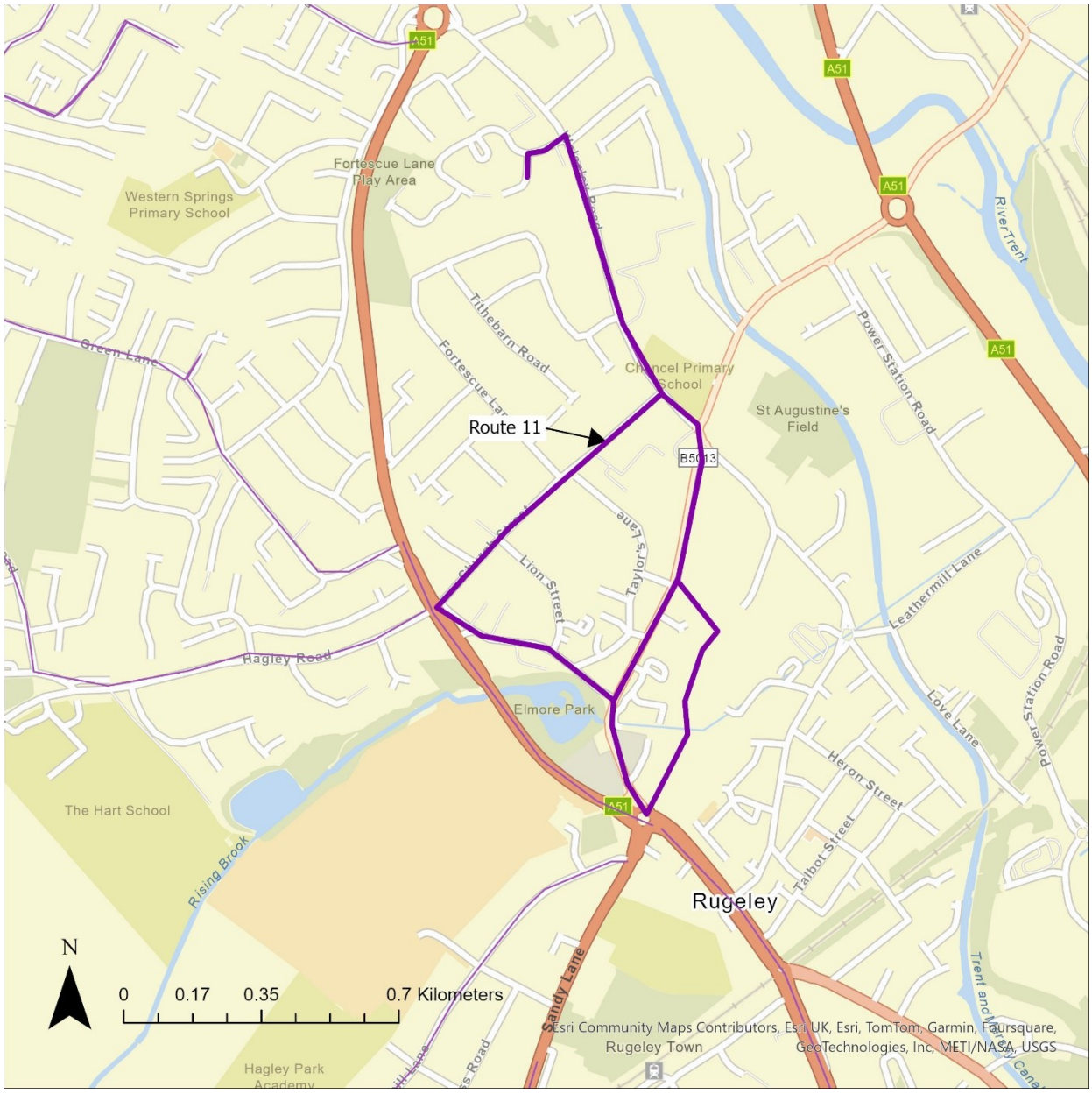


Figure 77 – Map of route 11

Criterion	WRAT scores
Attractiveness	5
Comfort	7
Directness	8
Safety	2
Coherence	0
Total	**22**

Table 17 – WRAT scores for route 11

Attractiveness

Traffic noise and pollution: 1

Wolseley Road is noisy.

Comfort

Footway width: 1

Some narrow footways along Church St but the majority are acceptable.

Width on staggered crossings/ pedestrian islands/ refuges: 0

Footway width on pedestrian crossing on Wolseley Road is too narrow.

Directness

Location of crossings in relation to desire lines: 1

Too few pedestrian crossings.

Gaps in traffic (where no controlled crossings present or if likely to cross outside of controlled crossing): 1

Much of the route is fine to cross apart from Wolseley Road.

Safety

Traffic volume: 0

Wolseley Road is busy.

Traffic speed: 0

Traffic speeds are high on much of this route.

Coherence

Dropped kerbs and tactile paving: 0

Many junctions missing dropped kerbs and tactiles.

Route 11 – The issues with highest priority for intervention are:

- Lack of dropped kerbs and tactiles – consider installation of both.
- Traffic speed and volume – consider schemes to reduce these or create alternative direct walking routes away from here.
- Crossings – consider improving width on staggered crossing.

Route 12: Leasowe Road

Criterion	WRAT scores
Attractiveness	6
Comfort	5
Directness	7
Safety	6
Coherence	0
Total	**24**

Figure 78 – Map of route 12

Table 13 – WRAT scores for route 12

Comfort

Footway width: 0
1m and less.

Footway parking: 0
Footway parking is an issue.

Coherence

Dropped kerbs and tactile paving: 0
No provision of tactiles or dropped kerbs.

Route 12 – The issues with highest priority for intervention are:

- Footway parking – consider signs and behaviour change project.
- Lack of dropped kerbs and tactiles – consider installation of both.
- Footway width and priority – consider widening footways, tightening junction radii, and installing continuous footways.

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