

# Coity Higher Community Council



**Active Travel Plan**  
Route Submission December 2018

# Contents

- Executive Summary.
- Background.
- Routes Overview.
- Safe Routes to Coety School.
- Safe Routes to Litchard School.
- Routes to Comprehensive Schools
- Schedule of Interventions.

# Executive Summary

- This document summarises Coity Higher Community Council's application for funding to develop safe routes to the two primary schools within the community – Coety and Litchard
- This submission is based upon the Community Access plan developed by the Community Council in 2017.
- The routes will facilitate modal shift from car travel to pedestrian and cycle journeys by creating safe routes to schools. This is in line with the Welsh Government's policy.
  - Coety Primary school sits within the new Parc Derwen development which is (will be) well served by a footpath cycle network within the estate. However, routes from the wider catchment including Coity Village and the hamlet of Simonston are poor. This submission seeks to create safe routes to the new footpath network and onwards to the school.
  - Litchard Primary school is situated within a long establish suburban area. However, the existing footpath network is of low quality with limited safe crossing points and dropped kerbs. The school serves a number of neighbouring communities which are poorly linked. Litchard Primary school also serves a section of the Parc Derwen development and Clos Joslin. These latter routes are particularly poor.
  - Both schools suffer from extreme congestion during drop off and pick up times. The development of the community access plan indicated that school runs account for a large proportion of car journeys within the community council area. Development of this submission will alleviate the congestion through the encouragement of walking and cycling.
- This submission is intended to complement projects that have been identified within BCBCs Active Travel Plan.

# Background

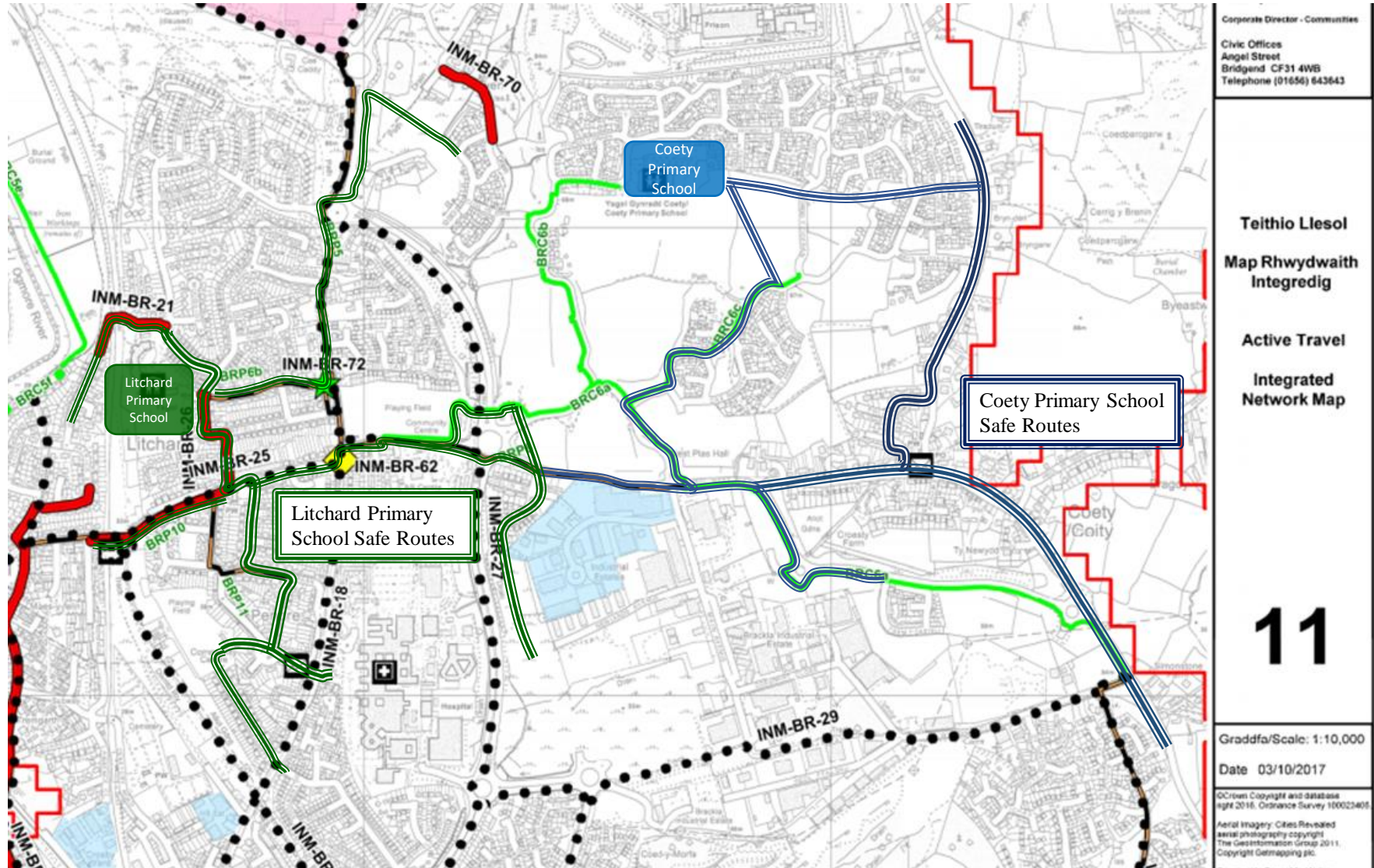
- In 2016 and 2017 Coity Higher Community Council commenced the development of a Community Access Plan to develop interventions that increase pedestrian and cycling for day to day journeys.
- The plan was supported by residents' surveys, consultation and route surveys.
- The access plan identifies a large number of interventions that are necessary to ensure that the Coity Higher community has an integrated community access network. Some require significant investment and fall firmly within the remit of BCBC, others are smaller and may be delivered directly by the Community Council although many require co-operation with BCBC to implement.
- The Access Plan was submitted to BCBC to inform their consultation on the development of an Active Travel Plan.
- During a subsequent meetings with BCBC officers it was concluded that:
  - There were a number of areas of alignment where interventions were already planned by BCBC or had been included within their draft Active Travel Plan.
  - That Coity Higher Community Council would review the access plan and identify interventions along key routes that would specifically encourage modal shift.
    - A further submission would be submitted to BCBC for incorporation into their Active Travel Plan submission to Welsh Government by the end of November 2017.
- Following feedback from an unsuccessful (but highly commended) bid in 2017, the community council has produced a revised submission, supported by further consultation that focusses on safe routes to schools.

# Overview of Routes

- Following review of the Community Access Plan with a focus on the primary schools within Coity Higher, two safe route networks were identified that required specific interventions to encourage modal shift from car to walking and cycling.
- These networks link residents within the catchment areas of both schools. There is a degree of overlap between the safe route networks reflecting the catchments of the schools.
- The routes were either lacking pedestrian facilities altogether or there were specific shortcomings that require intervention.
- A key consideration was the provision of safe routes for all, including the elderly, those with physical impairment, partial sight & blindness, infirmity, wheelchairs and pushchairs.
- Although the focus is on safe routes to school the route selections will also serve to join up communities within the Coity Higher area and onwards via public transport.

# Overview of Safe School Routes

(Overlaid on BCBC active Travel Plan)

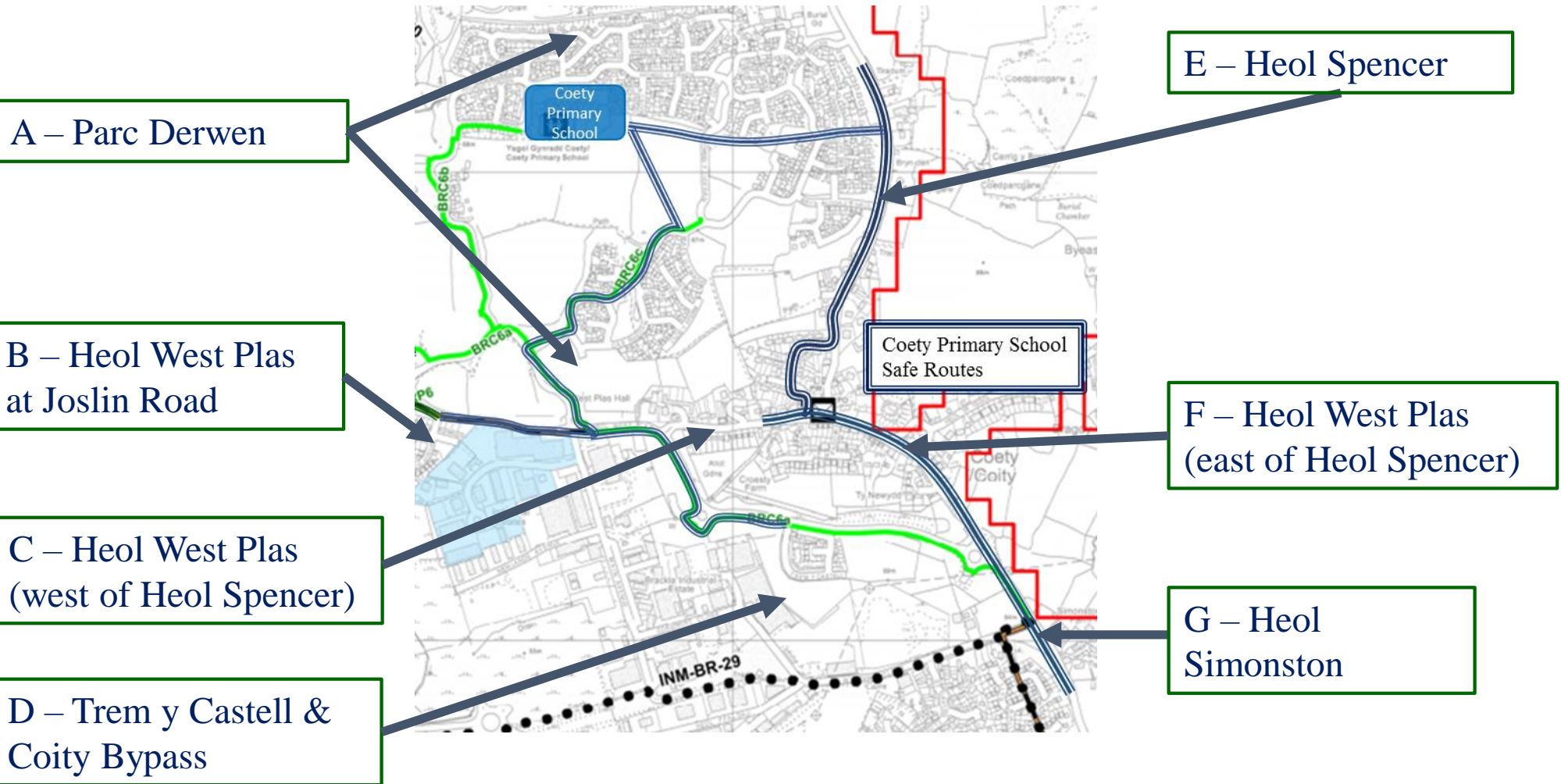




# Overview of Routes – Coety Primary School

- The primary objective of this safe route network is to create pedestrian corridors linking Coety primary school to its catchment, all of which is within walking or cycling distance.
- Coety School is situated within the new development of Parc Derwen. The residents of that development are well served by a footpath and cycle network however, links from the wider catchment (Coity Village and Heol Simonston) to the boundary of Parc Derwen are extremely poor.
- There is currently no safe walking route from the houses at Heol Simonston to the existing foot/cycle path routes.
- Coity Village has disconnected or missing footpaths that result in limited direct safe walking or cycling routes from the village to Coety School.
- This network requires the connection of the properties along Heol Spencer via a new pavement to the existing footpath network within Parc Derwen thus enabling safe walking routes between the village, the Parc Derwen foot/cyclepath network and onto Coety School
- The route intersects with key aspects of the Active Travel Plan and other proposed BCBC projects:
  - Joslin Road connection to the Parc Derwen Foot/Cyclepath network.
- The route will consist of a multiple interventions, primarily crossing points and the improvement of tactile paving. There will also be a requirement for sections of pavement linking the hamlet on Heol Simonston to the existing and along Heol Spencer tying into the existing at Pwll Evan Ddu. It is also proposed to install speed actuated signs on Heol Spencer, Heol West Plas and Heol Simonston.
- The major intervention within this network will be the construction of a new section of pavement along Heol Spencer. This will require localised narrowing, which is supported by residents, and in installation of speed actuated signs.

# Coety Primary School Routes Detail

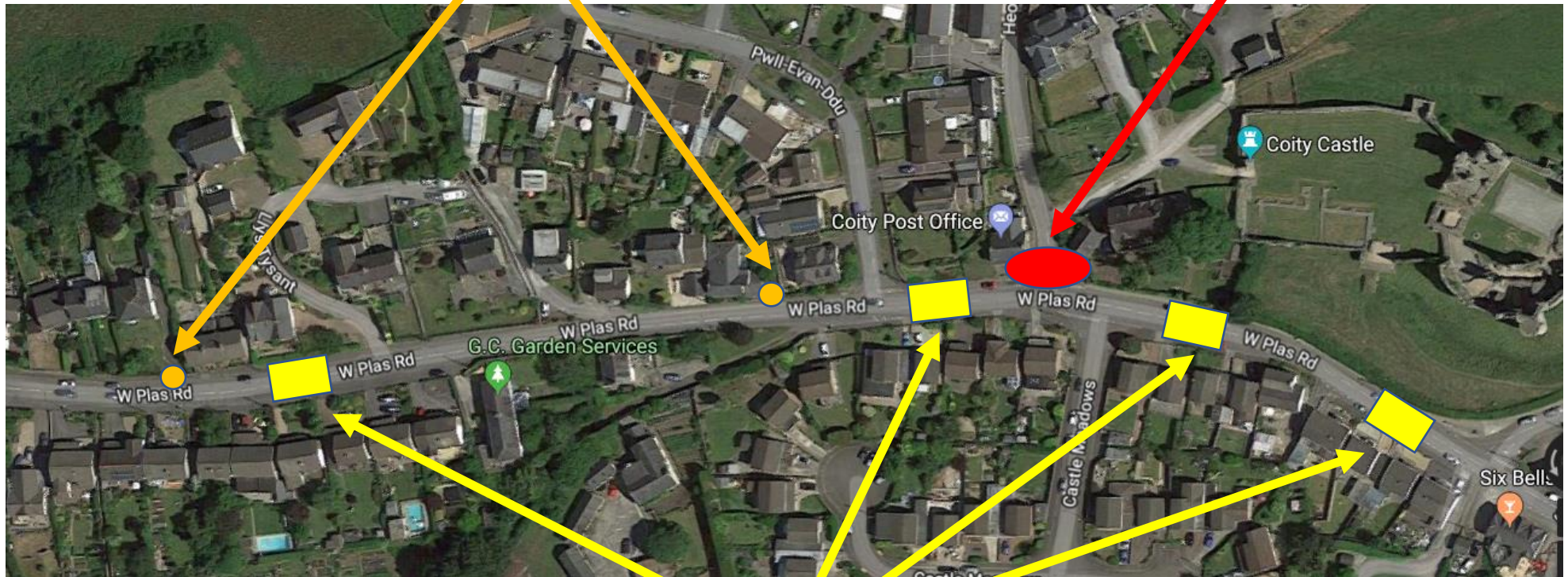




# Coity Village Interventions (Heol West Plas)

Speed actuated signs

Crossing point and  
pavement widening



“Chicane” type crossing points  
(Consider a controlled crossing in the vicinity of the Post Office)

# Coity Village Interventions (Heol Spencer)



Localised Narrowing\* to accommodate pavement at pinch point.

Note: following a meeting with neighbouring residents there is some concern that a narrowing may cause localised congestion – further consultation and optioneering will be required in the design phase



# Coity Village Interventions (Heol Spencer)

New Pavement

Existing  
footpath to  
Coety School



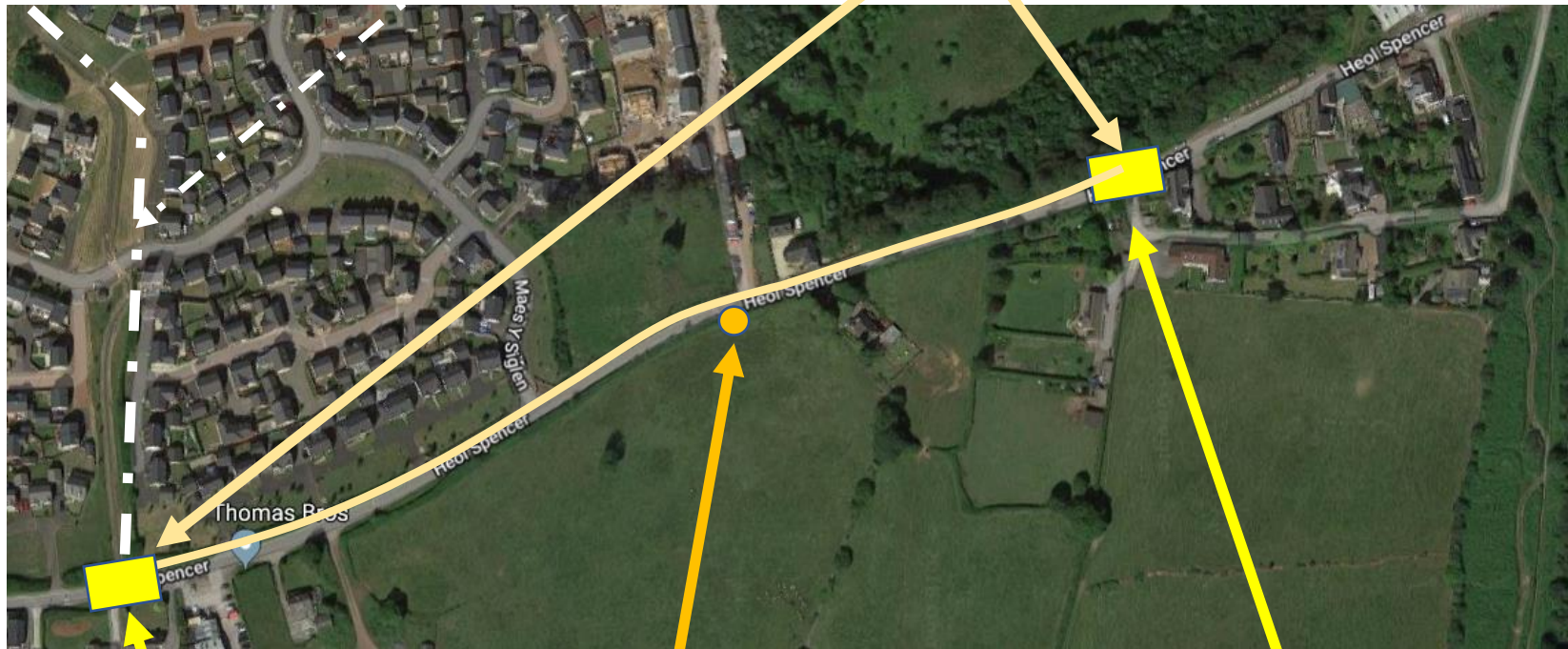
Speed actuated sign

"Chicane" type  
crossing point

# Coity Village Interventions (Heol Spencer)

Existing footpath  
to Coety School

New Pavement



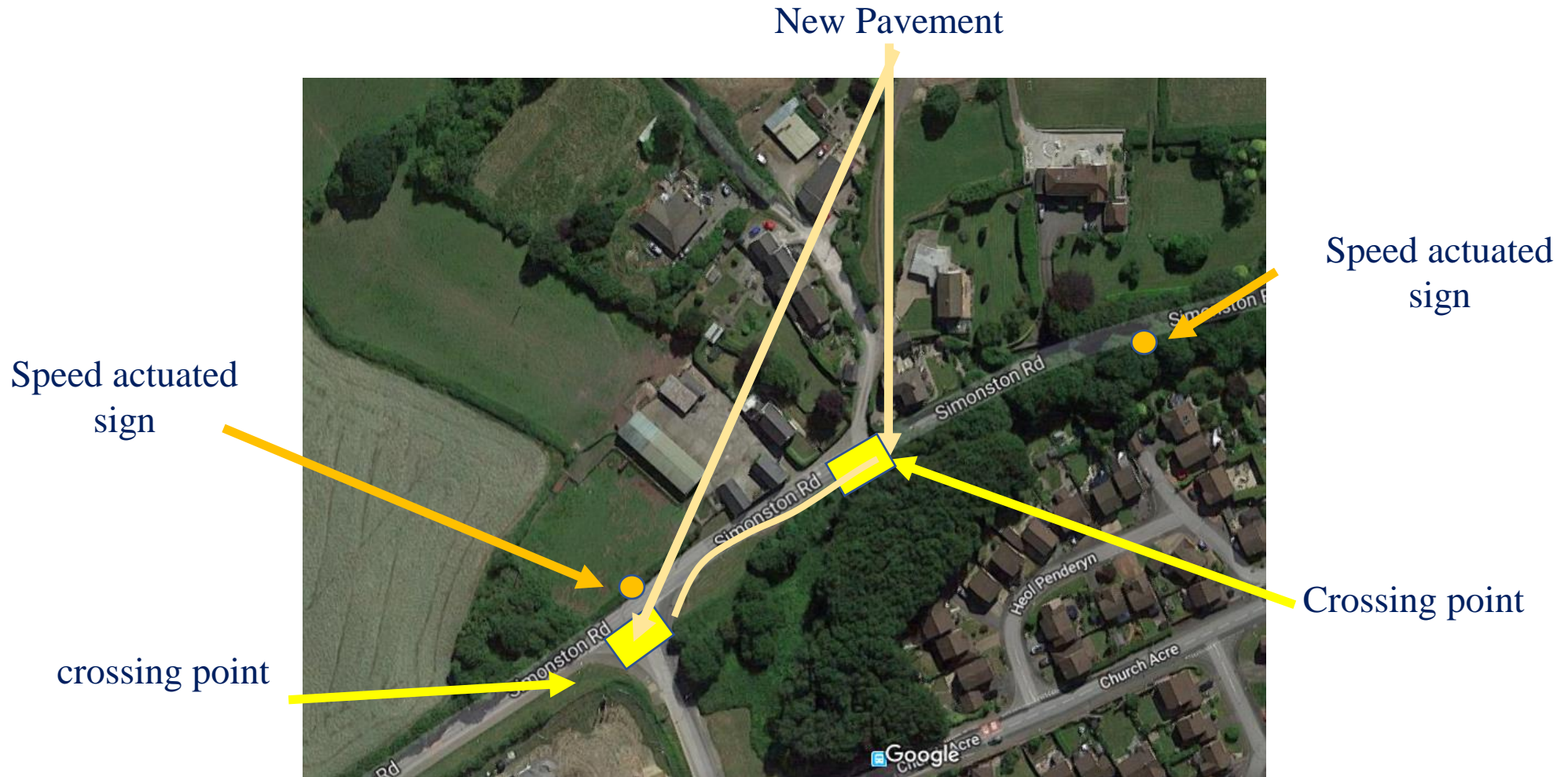
“Chicane” type  
crossing point

Speed actuated sign

“Chicane” type  
crossing point



# Coity Village Interventions (Heol Simonston)





# Coety Primary

## A – Parc Derwen.

Although there are numerous issues with respect to incomplete construction works and the interaction of construction traffic with pedestrians the development has been designed to facilitate pedestrians and cyclists and will have a comprehensive network of safe routes connecting to the school.

The challenge for all parties including the School, local councillors, developers and both councils is to encourage the expeditious completion of construction works.

However, there is significant congestion in the vicinity of Coety Primary school exacerbated by the fact that the proposed drop off cannot be opened for safety reasons. Consideration needs to be given to the introduction of parking controls in the vicinity of the school such as single yellow lines and zig zags. The uncontrolled crossing points are often blocked by parked cars so consideration could be give to upgrading crossings in the location to zebra crossings.

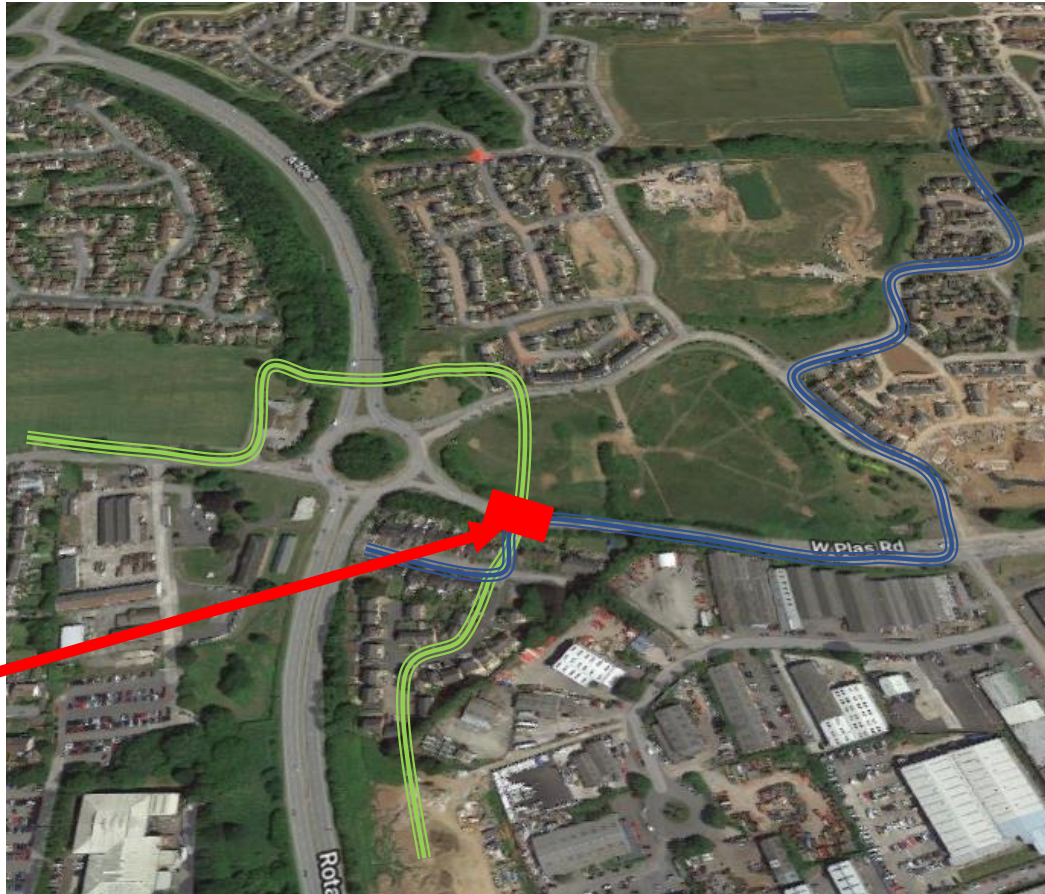
# Coety Primary & Litchard Primary

B – Heol West Plas at Joslin Road

Safe Route to  
Litchard  
Primary School

Safe Route to  
Coety Primary  
School

Crossing point



# Coety Primary & Litchard Primary

## B – Heol West Plas at Joslin Road

The small estate comprising Joslin Road, Joslin Terrace and Close Joslin It is effectively cut off from easy access to the schools unless by car. The only safe pedestrian routes are a long diversion back towards Coety Village then into the Parc Derwen Development linking to Coety School or onwards over the footbridge to Litchard. Or (For Litchard school) a dangerous crossing of the link road that is wholly unsuitable for the infirm, children or the partially sighted or those with limited mobility.

Joslin Road & Terrace are in the catchment for Coety Primary. Clos Joslin and the new adjacent development under construction are in Litchard Primary Catchment

A dedicated crossing and refuge island at this point, allowing direct access into the Parc Derwen footpath network and onto Coety school. This will also create a link to the footbridge crossing the busy link road and onwards to Litchard School via Litchard Cross.



# Coety Primary

## C – Coity Village – Heol West Plas West of Heol Spencer



The photo above is looking west, to the right is looking east.

It is proposed that “chicane” crossing points are installed that will not only facilitate safe crossing but also narrow the road at key points thus both slowing traffic and discouraging through traffic and reducing traffic volume.

West of Heol Spencer the pavement is interrupted. The road at this point is particularly dangerous with high volumes of speeding traffic. The road is regularly enforced by “Go Safe”.

Safe crossing points are essential to achieve modal shift within the village. Coity is currently particularly unfriendly for those with limited mobility or visual impairment.





# Coety Primary

## C – Coity Village – Heol West Plas West of Heol Spencer



A further “chicane” style crossing point should be installed at this location to enable children residing to the south or Heol West Plas to safely cross this dangerous road and journey onwards to Coety School.

The image on the right is a typical chicane style of traffic calming. It is proposed that chicanes of this nature incorporating pedestrian crossing points are installed along Heol West Plas at the locations detailed,





# Coety Primary

## D – Coity By-Pass and Trem Y Castell

Coity By-pass is a recently constructed link road linking Trem y Castell and Gerddi Castell to Coity Village, Parc Derwen and the wider footpath network.

It is well served with a combined footpath/cycleway.

The community council has recently arranged for the installation of speed actuated warning signs to reduce traffic speeds. No further interventions are required.

Although in catchment for Coychurch school a high number of residents attend Coety School.



# Coety Primary

## E – Coity Village – Heol Spencer

Heol Spencer is a key pedestrian route linking Coity Village and houses on Heol Spencer with Coety Primary school. However, it is extremely dangerous due to the lack of pavement and high speed & volume of traffic. A new pavement is essential to achieving a safe route to school. For example, many children living on Heol Spencer have a free bus to school yet a short length of pavement would enable them to walk or cycle. The addition of this pavement will have a significant impact and reduce reliance on the car for pupils residing in Coity Village.



# Coety Primary

## E – Coity Village – Heol Spencer(cont)

There length of pavement required is significant in total however in many locations it is a matter of filling in sections between existing pavements and footpaths. It is technically straightforward with limited drainage challenges due to the long fall of the road. In most places there is sufficient verge width.





# Coety Primary

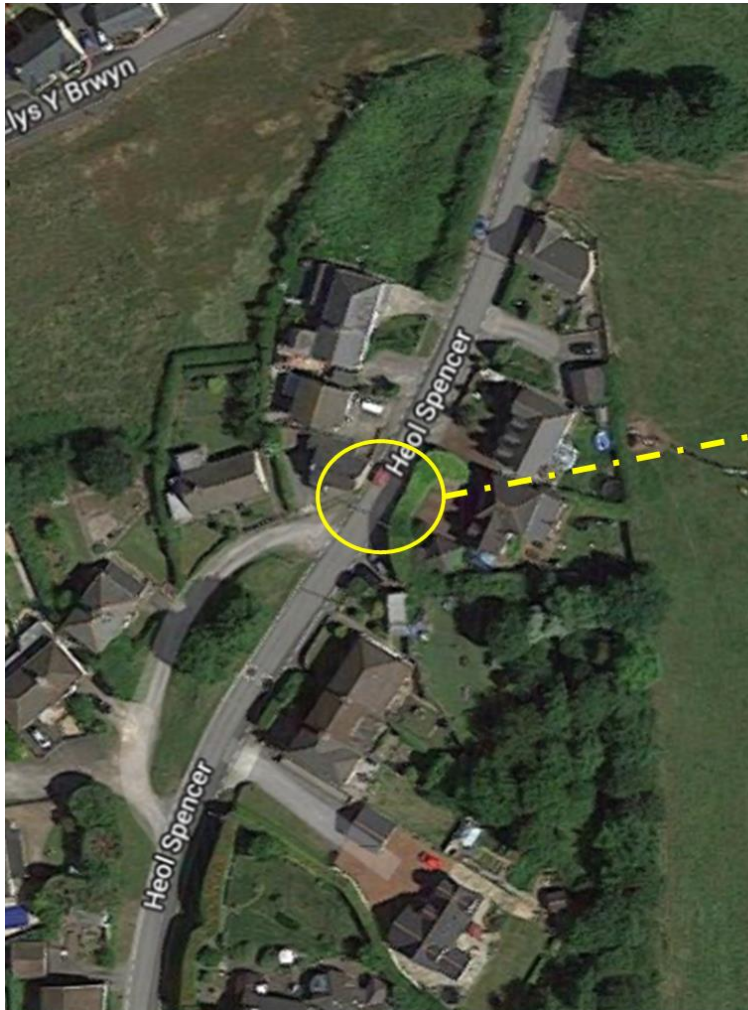
## E – Coity Village – Heol Spencer(cont

Although there is a pavement from the junction with Pwll Evan Ddu to the junction with Heol West Plas is extremely narrow. Because the road is also narrow there is limited scope to widened the pavement to make it suitable for wheelchair access. This is unfortunate as it severely restricts access to Gilead Chapel and hall for those with limited mobility. However, the pavement from Heol West Plas should be extended to enable safe access to the castle and play park.



# Coety Primary

## E – Coity Village – Heol Spencer(cont



At this point there an existing building impinges on the natural pavement route. Consideration will need to be given as to how best to overcome this obstruction. BCBC engineers have suggested a localised narrowing to create a single lane “give/take” restriction. The residents closest to this point have concerns that this may cause localised congestion. They have suggested locally realigning the road (to the east) to achieve sufficient pavement width. Further optioneering and consultation will be required during the design phase.



# Coety Primary

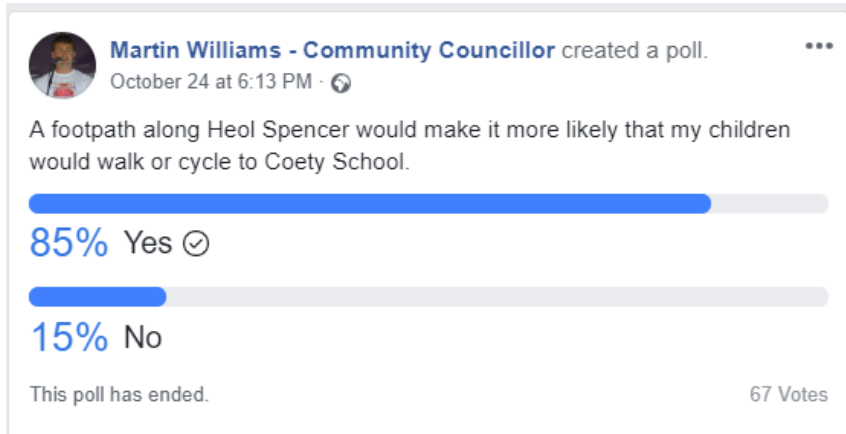
## E – Coity Village – Heol Spencer(cont

Because of the width restrictions at the bottom of Heol Spencer it is proposed that this route diverts through Pwll Evan Ddu as there are sufficiently wide pavements to cater for wheelchairs and pushchairs. This will require dropped kerbs and a crossing point at the junction of Pwll Evan Ddu and Heol Spencer. A crossing point is required at the junction with Heol West Plas.



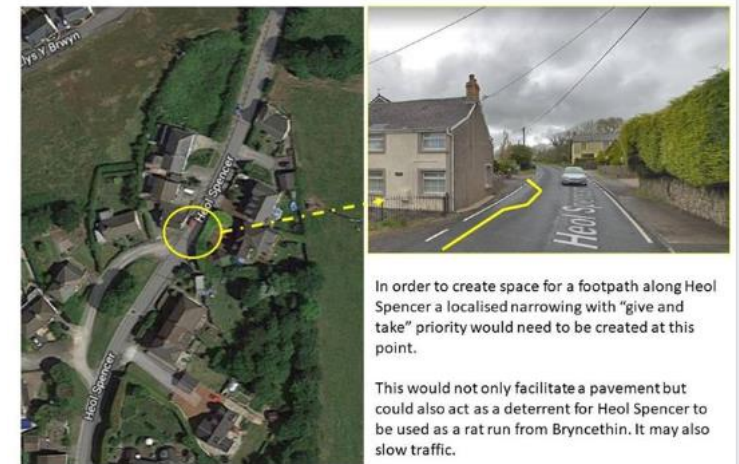
# Coety Primary

## E – Coity Village – Heol Spencer (Feedback)



In order to gauge public opinion of a potential footpath along Heol Spencer and whether it would encourage pupils/parents to walk or cycle to school Cllr Williams posted a poll on his Facebook page which was shared into the Coity Village Group. Of 67 responses 85% (57) respondents stated that it would encourage walking/cycling. Of the 15% (10) some stated that they already walked but considered the route to be hazardous.

Cllr Williams also sought feedback for the proposal to create a localised narrowing on Heol Spencer to accommodate a footpath. Feedback was overwhelmingly positive although some residents in the immediate vicinity expressed concern regarding possible localised congestion as a result. Having measured the highway it may be possible to realign the carriageway and accommodate the pavement however, detailed design will be required to establish if this is achievable. Its important to note that not all adjacent residents were against the narrowing and all were in favour of a pavement in principle. A meeting was held with adjacent residents on 25<sup>th</sup> November 2018. It was agreed that they are also supportive of a pavement but their preference would be for a localised realignment of the road away from the house towards the hedge-line. All options should be considered during the design phase to ensure as far as possible that there is agreement amongst residents that the correct solution has been achieved.



2,216

People Reached

2,067

Engagements

Boost Post

# Coety Primary

## E – Coity Village – Heol Spencer & Heol West Plas (traffic data)

“Go Safe” – the South Wales safety camera partnership actively enforce speed limits at Litchard Hill, Heol West Plas in Coity and occasionally Heol Spencer in Coity.

Heol Spencer – in a short period in 2016 22 excess speed offences highest 43mph in 30mph limit.

Heol Spencer – (15/11/15 – 31/05/16) – highest recorded speed 46mph average of all offences 36.9mph

In 2017 a Coity following correspondence with BCBC collated data from traffic surveys undertaken in March 2014 and November 2016. This saw a 23% increase in traffic on Heol Spencer and 10% increase on Heol West Plas. These are significant increases on volumes that were already significant.

Since 2016 there has been further development in Parc Derwen accessing onto Heol Spencer and the Parc Farm development which BCBC’s planning figures indicate will add 108 trips per day alone or approximately 600 trips per week.

The Community Council and BCBC have commissioned further traffic surveys to be carried out in December 2018. At the time of writing the results are not available so will be forwarded when completed.

### Coity Traffic Survey Summary

Total vehicles recorded in 7 day period

#### Heol Spencer

Sensor above Pwll Evan Ddu

	March 2014	Nov 2016
North	12,899	15,874
South	9,779	11,512
Total	22,678	27,386

#### Heol West Plas

Sensor between lights and Pwll Evan Ddu

	March 2014	Nov 2016
East	22,324	24,625
West	18,671	20,046
Total	40,995	44,671



# Coety Primary

## F – Coity Village – Heol West Plas East of Heol Spencer



The photo above is looking west, to the right is looking east.

There are no dedicated crossing points, no tactile paving or dropped kerbs.

At Heol West Plas Crosses Castle Meadows a crossing point is also necessary.

Within Coity Village east of Heol Spencer the pavement to the south of Heol West Plas is interrupted. This results in houses that are stranded from the footpath network therefore restricting the opportunity for pupils to safely walk to Coety Primary school.



# Coety Primary

## G – Heol Simonston



There is a small hamlet off Heol Simonston that is completely disconnected to the footpath network. Heol Simonston is a particularly dangerous road with a history of accidents and fatalities. The only safe option for residents to access the village of Coity and services beyond is by car or taxi.

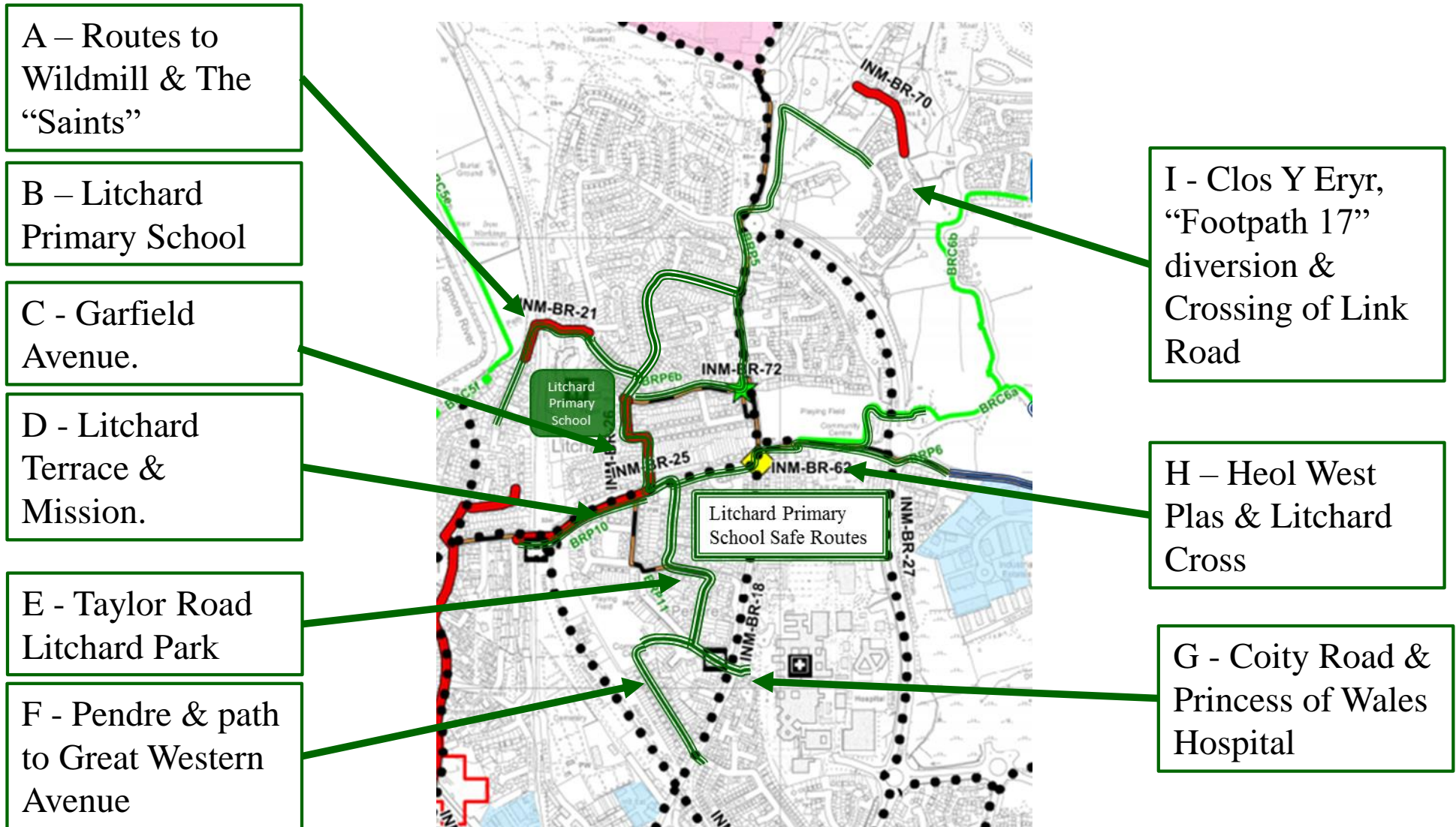
A short length of pavement along Heol Simonston and a crossing point from the houses will enable connection to the existing footpath/cycleway network and onwards to Coety School via Coity Village.

Speed actuated warning signs should also be installed.





# Litchard Primary School Routes Detail



# Overview of Routes – Litchard Primary School

- The primary objective of the Litchard School safe route network is to create pedestrian corridors linking all residents in catchment to the school. The Litchard School catchment is complex including:
- The neighbouring residential communities of Litchard & Pendre
- The western parts of Parc Derwen and the Joslin Road Estate
- Wildmill social housing estate and a residential area known as “The Saints” which fall outside the Coity Higher area in Bridgend Town.
- Although there is an extensive pavement network within Litchard, Pendre and Wildmill in many locations they are substandard with insufficient or inadequate crossing points.
- Provision for those with limited mobility or sight is inadequate as it is for those with pushchairs.
- The route within Litchard and Pendre will act as a pedestrian “spine” corridor through the residential areas providing a single corridor connecting to the school. The interventions will primarily comprise of improved crossing points and pavement improvements.
- The routes to south west Parc Derwen and Joslin will require interventions to construct an alternative footpath adjacent to Heol West Plas through Litchard Fields.
- The route linking north west Parc Derwen will require the completion of a planned footpath diversion to pavement standard and a controlled crossing of the busy A4061.

# Litchard Primary

## A – Routes from Wildmill and The “Saints”



There are two routes from Wildmill to Litchard Primary School.

Wildmill estate has three roads leading into it. Each main road has a railway Bridge running over it and the estate can only be accessed by cars and pedestrians travelling under the bridges.

Two bridges have a single pavement running under it in addition to a two lane road. The third bridge is a smaller bridge with single road and two pavements.

Children walking from Coity Higher to the local comprehensive school Brynteg would either use the route through Wildmill or Coity road to walk to school. Children from Wildmill, Quarella road or Cemetery road would also walk via Wildmill to access Litchard Primary school.

Route A is via the main road

Route B is access from Wildmill to the back of the school via a walk over footbridge across an active railway track.



# Litchard Primary

## A – Routes from Wildmill and The “Saints” Route A



From Quarella Road, Cemetery Road through Wildmill estate.

The road from Cemetery Road to Wildmill has no pavement or safe route to walk up to the railway bridge. From the railway bridge through Wildmill estate there are pavements on both sides of the road. There are however lack of drop kerb provision and limited tactile paving.

The estate is split by one main road running straight through from Quarella Road to Litchard with the railway bridge either ends. Children from the left hand side running up to Litchard primary would either use route A or B to access school. The children on the right side of the road would mainly use route A as it is more direct.

There is a subway running under the main road giving a safe route to cross the estate from one side to the other.



# Litchard Primary

## A – Routes from Wildmill and The “Saints” Route A



Children using route A have to use a narrow pavement when walking under the railway bridge with a single pavement to enable them to access the hill leading to Litchard primary school. At the top of the near the pavement narrows and isn't wide enough for a pushchair to access it.

From this point all of the issues within the routes from Pendre to Litchard school apply.

# Litchard Primary

## A – Routes from Wildmill and The “Saints” Route B

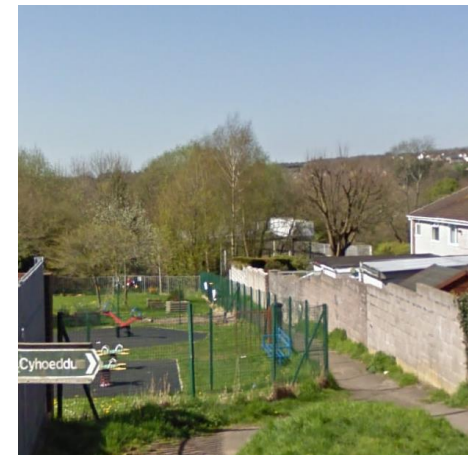
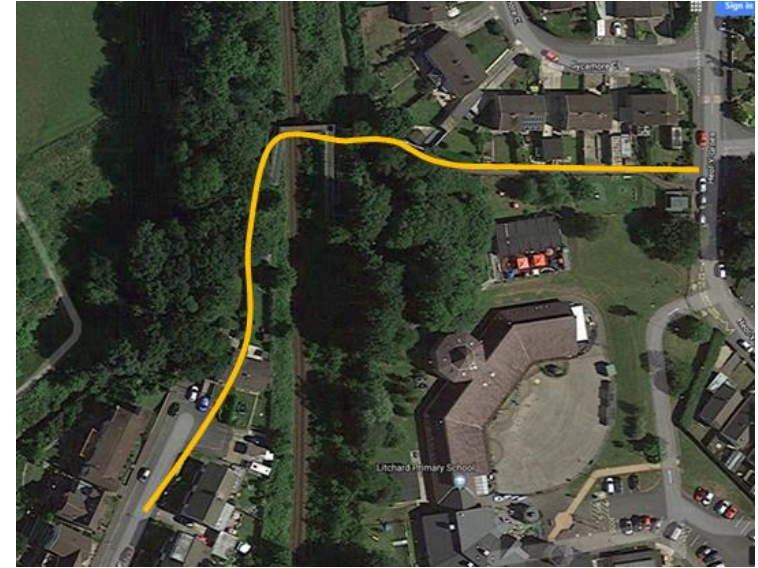
Route B is mainly used by people who live in north and western Wildmill and the consists of pavement which is mainly well maintained other than the need for dropped kerbs and tactile paving in various places.

The main problems with this route are that there is a steep hill running through the Saints which are streets in the privately owned area of Wildmill. This hill is challenging for parents or children who are of poor fitness and have ill or health or a disability. The second problem with route B is that the path leaves the street area and goes into a wooded area enclosed by trees.

From here pedestrians have to access a metal foot bridge over the train track. The footbridge is old and in three layered ramps. There is poor and limited lighting from where pedestrians leave the street in Windmill to where they then access the school.

Between the bridge and the school there is a short wooded path than can be dark and feel isolated in autumn and winter time.

There is substandard anti-slip material on the steep ramps.

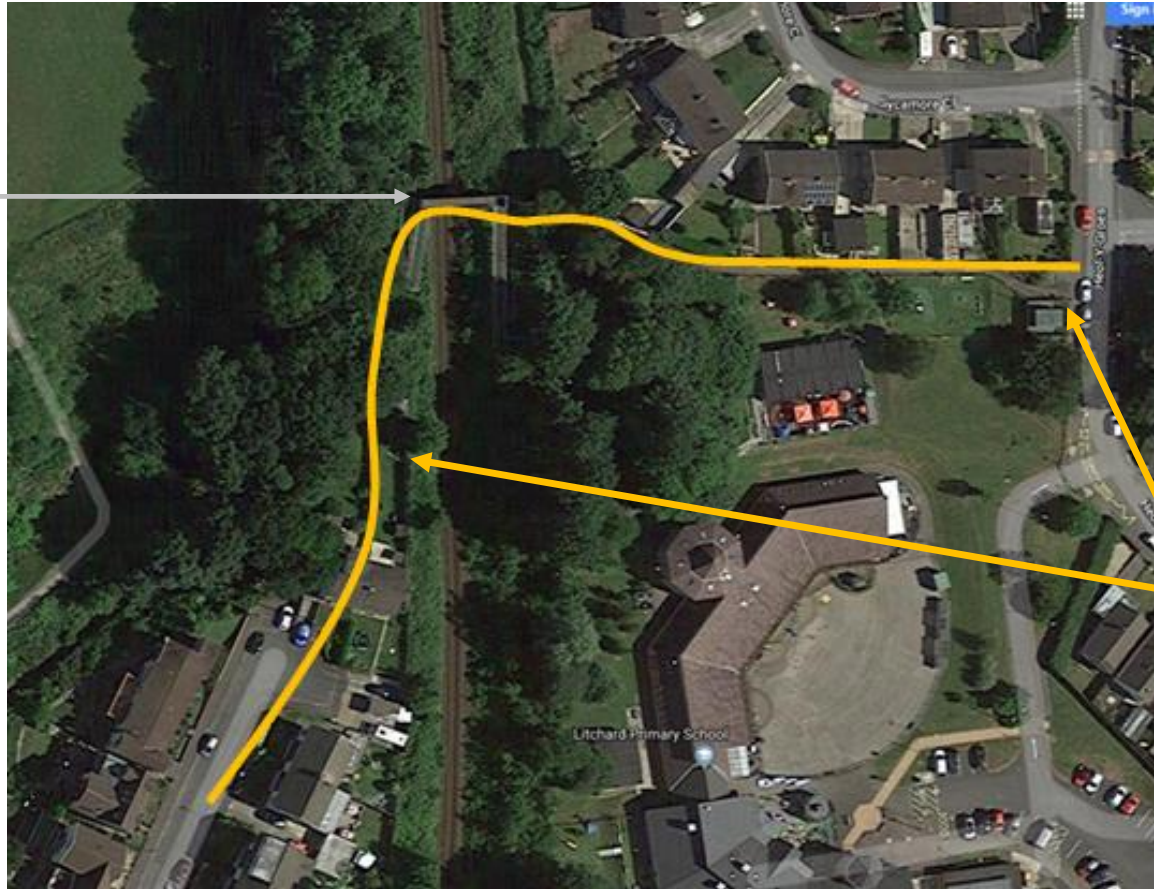




# Litchard Primary

## A – Routes from Wildmill and The “Saints” Route B

Anti slip  
surfacing  
required on  
footbridge



Lighting is  
required along  
the route



# Litchard Primary

## B – Litchard Primary School & Shop.



Litchard School accesses a busy road adjacent to a shop. Congestion at this location was cited within the access plan consultation. It is envisaged that this safe route network will reduce car journeys and alleviate congestion at peak times.

The route proceeds south bound along the RHS pavement. This section of pavement is in good order until the junction with the unnamed street. Consideration should be given to the installation of a crossing point to enable safe access to Pen y Allt Avenue and streets to the east of Bryn Llidiard



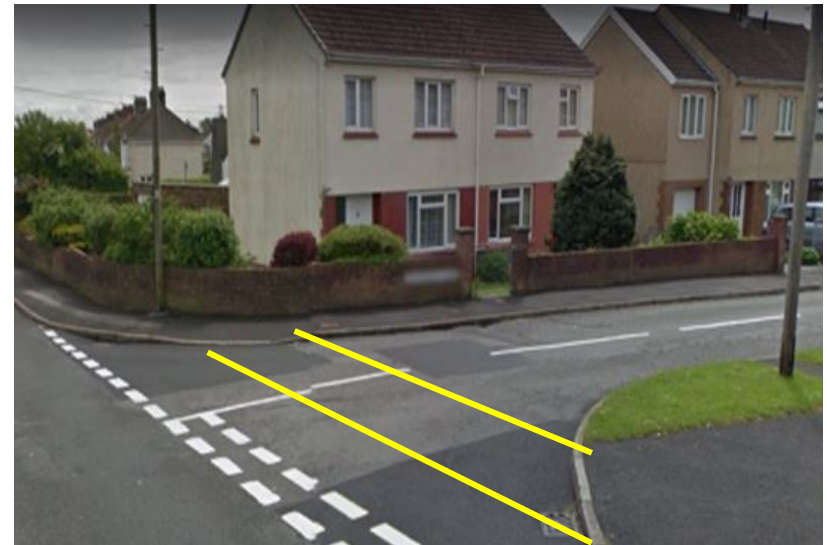
# Litchard Primary

## C – Garfield Avenue and Unnamed Road.



The route proceeds along Garfield Avenue and follows the continuous pavement into an unnamed road. Again the pavement is in good order at this point although a dedicated crossing point with dropped kerbs and tactile paving could be installed at this point to enable safe access eastwards along Garfield Avenue and onwards to Litchard Hill.

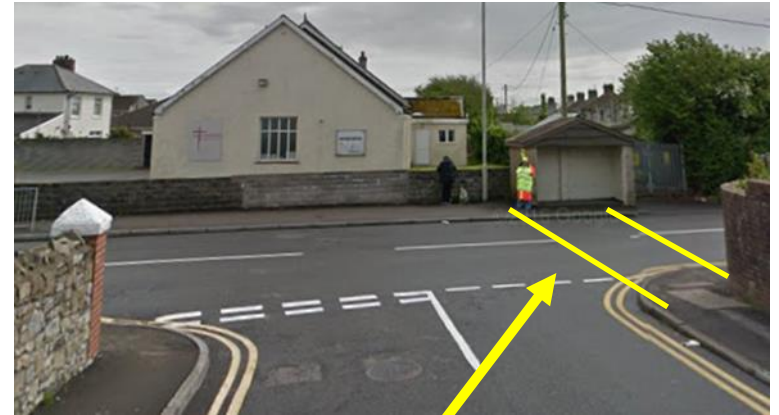
As the route crosses Greenwood Close dropped kerbs and tactile paving are required.



# Litchard Primary

## D – Litchard Terrace & Litchard Mission.

Where the unnamed road meets Litchard Terrace there is a natural crossing point which is a manned school crossing point. However, there is no designated crossing. Dropped kerbs and tactile paving are required to cross Litchard Terrace and to cross the unnamed road along Litchard Terrace



Consideration could be given to the introduction of a zebra crossing or similar.





# Litchard Primary

## D – Litchard Terrace

This key pedestrian route is critical as the main thoroughfare to Wildmill for children attending Litchard school. The pavement is too narrow along its length. To achieve a compliant width it is possible that one pavement may need to be removed in order to maintain highway width. This section of the Litchard Primary safe route network requires significant works.



As the road approaches Wildmill station the pavement becomes very narrow before ending, requiring a road crossing. This route is unsuitable for pedestrians and impossible for those with limited mobility or wheelchair users.

# Litchard Primary

## E - Litchard Mission



The pavement outside the Litchard Mission is cracked and uneven due to the action of the roots of the large adjacent tree. This area of pavement is a trip hazard for inform pedestrians, the partially sighted and provides difficulties for those in wheelchairs. The pavement will need to be re surfaced and consideration given to the removal of the tree.





# Litchard Primary

## E – Taylor Road and Litchard Park.



Left - The pavement along Taylor road is in good order.

Where the Taylor Road meets Litchard Park there is no crossing point. Therefore dropped kerbs and tactile paving are required for pedestrians to safely cross Litchard Park. Consideration could be given to highlighting crossing points with red road surfacing.





# Litchard Primary

## E – Litchard Park



The pavement along Litchard Park towards Pendre is in good order. Although as Litchard Park heads eastwards towards Coity Road the tactile paving is inadequate and will need to be upgraded.



# Litchard Primary

## E – Pendre and Path to Pendre Community Centre



At the intersection between Litchard Park and Pendre a dropped kerb and tactile paving crossing is required to enable safe crossing of the road and onwards to the community centre (polling station) and Great Western Avenue Playing fields. Further tactile paving will be required as the pavement crosses the Pendre crescent

Required tactile paving crossing points

Pathway to Pendre Community Centre



# Litchard Primary

## F –Path to Great Western Avenue and Coity Road



A path to Great Western Avenue from Pendre and acts as the main route to Litchard school for residents of Great Western Avenue. It is poorly lit with uneven surfacing and a gate that is inadequate for wheelchair access.

This path requires resurfacing, new lighting and gate. Local consultation indicates that if this path is upgraded it will encourage parents and pupils to walk to Litchard Primary School. From Great Western Avenue and provides an alternative route from Springbridge and Rushfield Gardens



# Litchard Primary

## G – Coity Road and Princess of Wales Hospital



As the route progresses eastwards towards Coity Road the pavements are in good order and the route meets Pendre Post Office.

The route concludes at Coity Road adjacent to the controlled crossing point providing access to the Princess of Wales Hospital.

Residents of Coity Road, Rushfield and Springfield Gardens are able to access this point via the existing footpath network.



# Litchard Primary

## H – Heol West Plas at Litchard Cross



The route from Clos Joslin/Joslin Road proceeds west through Parc Derwen, over the foot bridge and through Litchard playing fields to this point where it joins the pavement along Heol West Plas as it approaches Litchard Cross. However, the pavement leading to Litchard Cross is in poor repair and inadequate for wheelchair users. It is recommended that the pavement is widened to standard width to accommodate the requirements of all pedestrians.

Therefore it is proposed that the footpath is continued through the field for a length of approximately 80m to a point where a new access onto Litchard Hill is required. The safe route will then cross Litchard Hill at the controlled crossing and onwards to Litchard school via Garfield Avenue

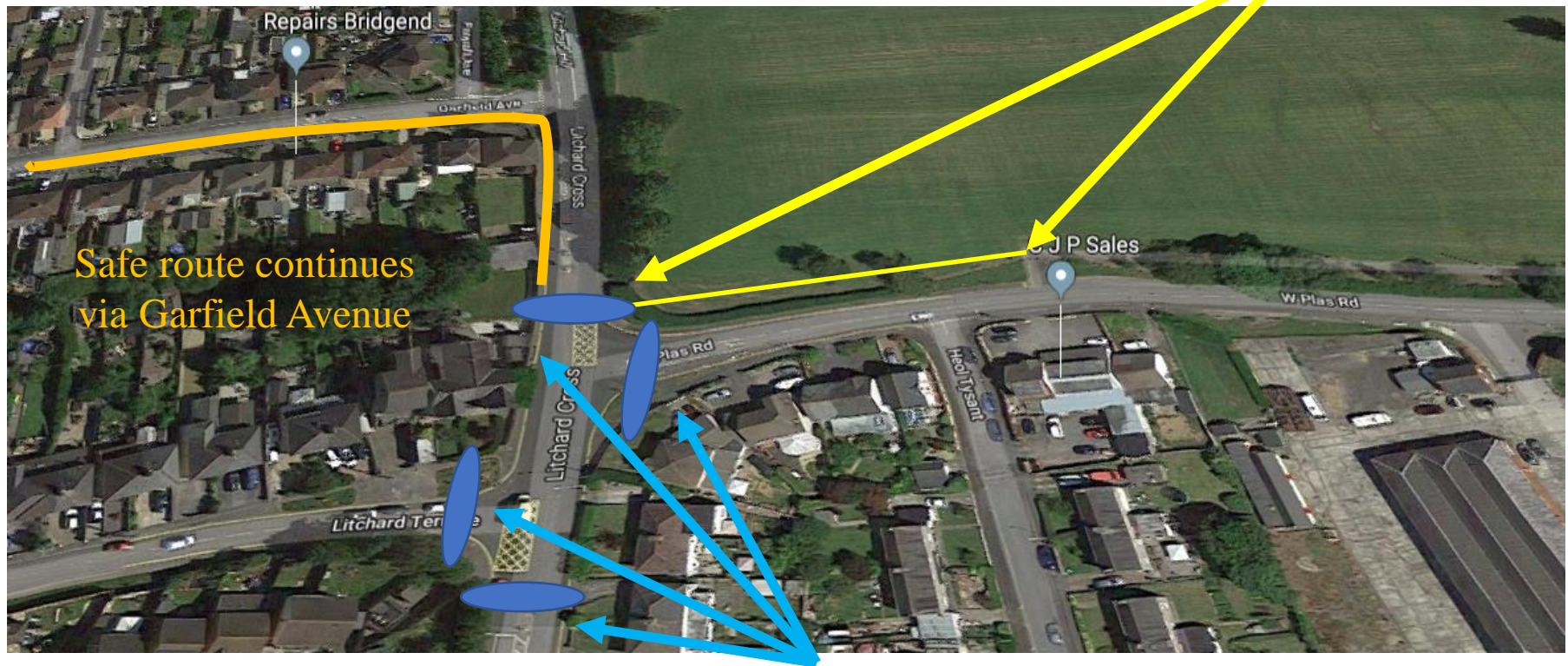




# Litchard Primary

## H – Heol West Plas at Litchard Cross

Footpath extended  
through playing field



Controlled crossing  
points on each "arm"  
of the junction



# Litchard Primary

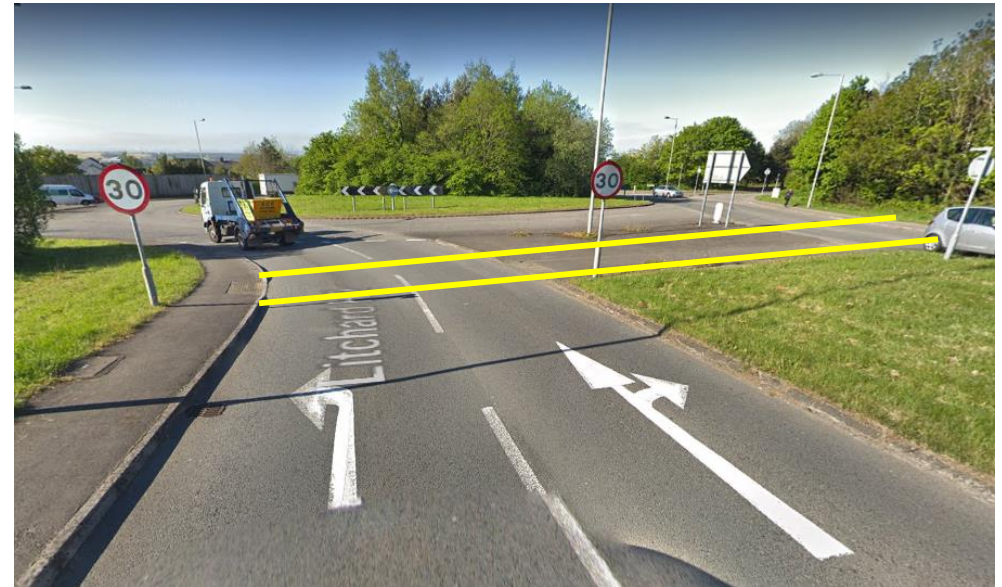
## I – Clos y Eryr (Parc Derwen)



Despite lying within the Parc Derwen Development and within sight of Coety Primary School Close Y Eryr is in fact in the Litchard Primary school catchment. There is no direct route out of the estate at this point apart from an entirely unsuitable historic right of way. BCBC are in the process of agreeing a footpath diversion, However this will need to be installed to footpath/cycleway standard.

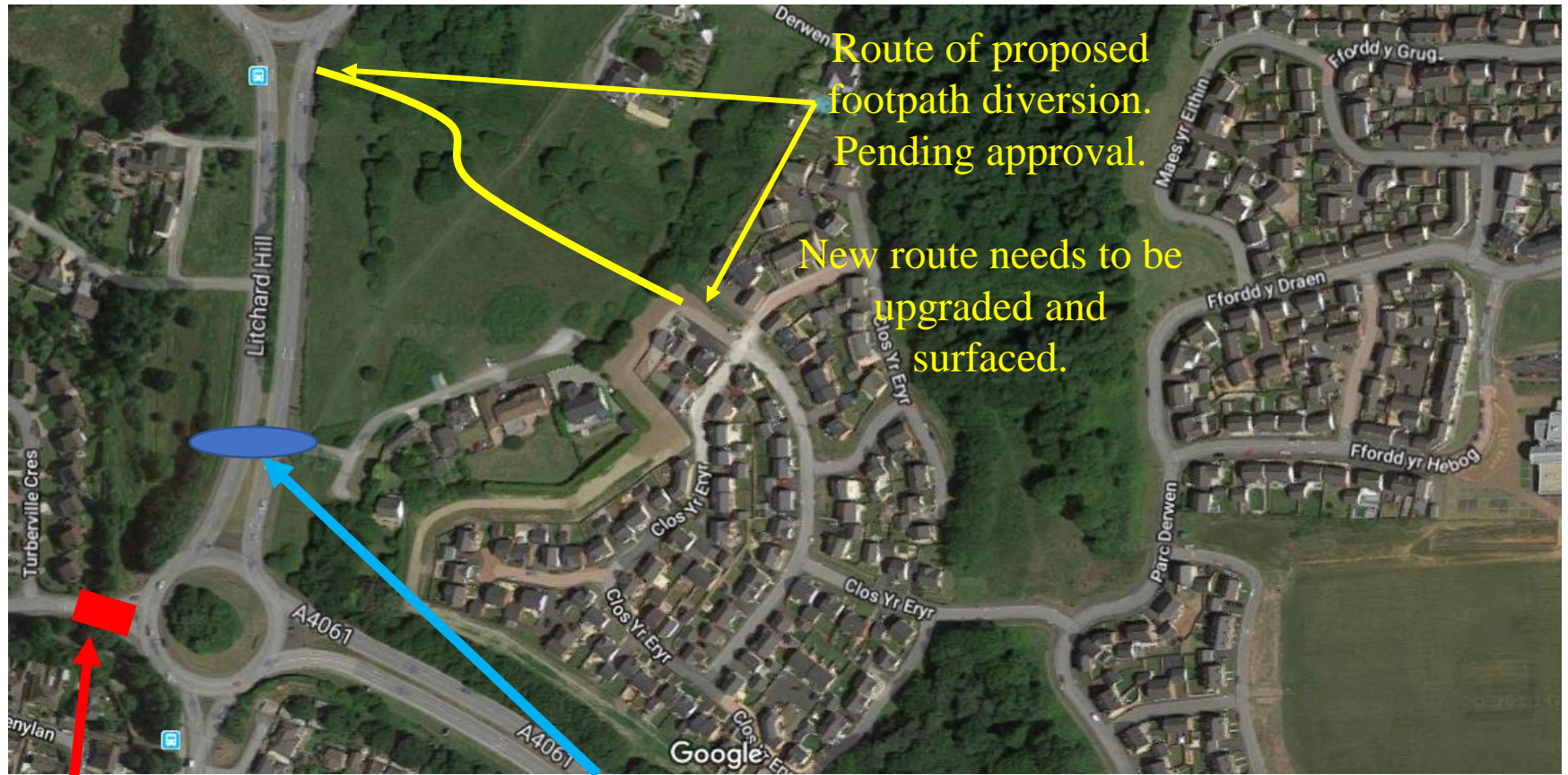
Once out of the Parc Derwen Estate the route to Litchard School heads south along the link road to a point where there is a substandard uncontrolled crossing point. This will require upgrading to a controlled crossing to ensure the safety of pedestrians at this point.

Beyond this point the route proceeds south along Litchard Hill, turning right into Garfield Avenue and onto Litchard school.



# Litchard Primary

## I – Clos y Eryr (Parc Derwen)



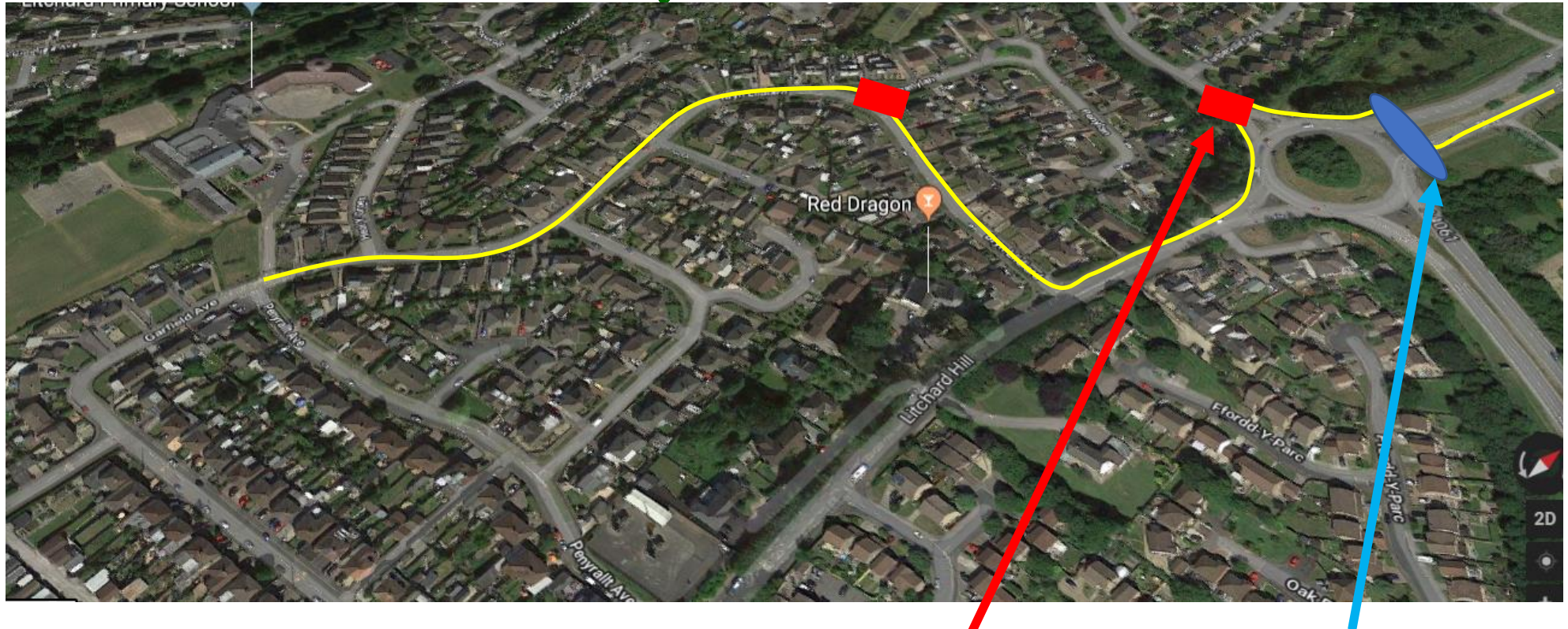
Crossing point

Controlled crossing  
point – exact location  
to be determined



# Litchard Primary

## H– Litchard Hill & Bryn Llidiard



Route to Litchard  
School follows the  
existing footpath along  
Litchard Hill and Bryn  
Llidiad

Crossing point

Controlled crossing  
point – exact location  
to be determined



# Routes to Comprehensive Schools

There are no comprehensive schools within the Coity Higher Community.

The catchments schools are Pencoed for most of Coity Ward and Brynteg for the remaining areas.

The Comprehensive Catholic School (Arch Bishop McGrath) is located in Brackla.

Welsh Medium comprehensive schools are located outside the area.

A number of children also attend Bryntirion Comprehensive school

There is no prospect of providing safe walking routes to Pencoed or the Welsh Medium schools due to the distance. However, despite the relatively long distances involved the safe route interventions contained within this report will enable safe walking routes from all parts of Coity Higher to Brynteg, Arch Bishop McGrath and Bryntirion via existing footpath networks in neighbouring council areas.

The safe route interventions will also ensure that there are safe walking routes to all school bus stops.

# Schedule of Interventions

Route	Location	Intervention	Number	Comments
Coety Primary	Heol Simonston	Uncontrolled crossing point	1	
Coety Primary	Heol Simonston	Pavement	1	60m
Coety Primary	Heol Simonston	Speed actuated signs	2	
Coety Primary	Heol West Plas (west of Heol Spencer)	Speed actuated signs	2	
Coety Primary	Heol West Plas (west of Heol Spencer)	Chicane Crossing point	2	
Coety Primary	Heol West Plas (east of Heol Spencer)	Chicane Crossing point	2	
Coety Primary	Heol West Plas/Heol Spencer Junction	Uncontrolled crossing point	1	
Coety Primary	Heol Spencer	Uncontrolled crossing point	2	
Coety Primary	Heol Spencer	Pavement	1	950m
Coety Primary	Heol Spencer	Chicane Crossing point	2	
Coety Primary	Heol Spencer	Speed actuated signs	2	
Coety Primary	Heol West Plas - Joslin Road	Pedestrian Refuge	1	
Litchard Primary	Litchard Terrace	Pavement widening	1	440m
Litchard Primary	O/S Litchard School	Uncontrolled crossing point	1	
Litchard Primary	Path and railway footbridge	Enhanced lighting	1	Lighting design TBC
Litchard Primary	Path and railway footbridge	Anti slip surfacing to footbridge		
Litchard Primary	Garfield Avenue & unnamed road	Uncontrolled crossing point	2	
Litchard Primary	Litchard Terrace junction with unnamed road	Uncontrolled crossing point	1	
Litchard Primary	O/S Litchard Mission	Pavement remedials	1	Remedials to pavement in vicinity of large tree
Litchard Primary	Taylor Road junction with Litchard Park	Uncontrolled crossing point	1	
Litchard Primary	Pendre Junction with Litchard Park	Uncontrolled crossing point	4	
Litchard Primary	Path linking Pendre to Great Western Avenue	Enhanced lighting	1	Lighting design TBC
Litchard Primary	Path linking Pendre to Great Western Avenue	Resurface path	1	60m
Litchard Primary	Clos Y Eryr	New footpath	1	200m
Litchard Primary	Link Road A4061	Controlled crossing point	1	
Litchard Primary	Heol Y Groes	Uncontrolled crossing point	1	
Litchard Primary	Bryn Llidiard/Penylan junction	Uncontrolled crossing point	1	
Litchard Primary	Heol West Plas - Litchard Cross	Extension of footpath through field	1	80m
Litchard Primary	Heol West Plas - Litchard Cross	Controlled crossing points on each arm of junction	4	