



LARKHAM LANE ZEBRA CROSSING & ROAD HUMPS

1. INTRODUCTION

This report seeks delegated authority to implement a Zebra Crossing & Road Humps on Larkham Lane.

2. CROSSINGS & HUMPS REQUIRED

There are no elements of this scheme that requires a Traffic Order. However, the decision to be taken is to add:

- a Zebra Crossing to Larkham Lane, approx. 11 metres south of the centreline of its junction with Farm Close
- a Flat top road hump to Larkham Lane, approx. 11 metres south of the centreline of its junction with Farm Close
- speed cushions to Larkham Lane, Approx. 30 metres north of the centreline of its junction with Farm Close
- speed cushions to Larkham Lane, Approx. 50 metres south of the centreline of its junction with Farm Close

3. STATUTORY CONSULTATION

Proposals

The proposals for the advertisement of this Zebra Crossing & Road Humps were advertised on street, in the Herald and on the Plymouth City Council website on 28th June 2021. Details of the proposals were sent to the Councillors representing the affected wards and statutory consultees on 24th June 2021

There have been seven representations received relating the proposals on Larkham Lane

Consultation	Comments
<p>I write to express my concerns regarding the proposed new road layout to make way for the new pedestrian crossing on the junction of Farm Close into Larkham Lane.</p> <p>Whilst I fully support the crossing, I am concerned over the proposed plans to extend the current zig zags. We do not have any off road parking available to us. We have a shared drive and unfortunately when the houses were built the parking outside of the garages will not allow for both cars to park on the driveway. This has never been an issue for us. We have always agreed that our neighbours could have full access to their garage and drive and we would</p>	<p>Thank you for your recent comments towards the proposals – 2021.2137260.</p> <p>Your comments have been logged on our records and will be considered as part of the final decision making process. At the end of the consultation period, a report will be prepared summarising any concerns that have been raised and making recommendations. In line with the statutory process, the decision on whether or not to proceed with these proposals will be made by the Cabinet Member for Transport.</p> <p>You will be notified if and when the proposals will be implemented.</p>

<p>park on the road. Houses on the same side as us also have the same issues.</p> <p>If the zig zags are to be extended, then this will mean we will lose parking outside of our house. It is difficult enough to get parking around here - especially during the day with the number of cars from staff working at the Dental Surgery that park there Monday - Friday. I also have a child to consider and I need to be able to park safely and close to my house for her.</p> <p>One of the biggest issues is the Dental Surgery and staff parking. They will leave the car park half full to allow for their patients to park, but if they allowed their staff to double park in the car park this would reduce the amount of cars that are parked along Larkham Lane during school hours. By asking their patients to park on the road it would also alleviate the need for patients to park in the car park and go across the pedestrian crossing at busy school times. The surgery staff should also be encouraged to use public transport or have a cycle to work scheme - particularly when they live close by but still choose to bring their vehicle to work.</p> <p>I was disappointed to see that you had consulted the surgery over the proposed plans, but had failed to contact the residents that are near the proposed crossing, who live with these issues on a daily basis.</p> <p>I have lived on Larkham Lane for 16 years. The issue with speeding started when the road humps were removed when the golf course was being built. Since then Larkham has been used as a rat run and drivers do not stick to the speed limit. It is too dangerous to have this road as 30 MPH, especially with the school entrance.</p> <p>There is no question that a crossing is required, but there is a much bigger issue with the traffic and additional cars the dental surgery generate to the area.</p>	<p>I have attached the design to this email. As you can see, the lines are due to stop on the boundary between 51 & 53 and therefore will stop prior to your house.</p> <p>However, I will also pass your comments onto the designer of this scheme to see if they can reduce the zig zags by two.</p>
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<p>So in summary, I am not against the new crossing but I am against the extension of the zig zags which will lose the current road parking available to me as a homeowner. I also strongly feel that the dental surgery needs to be held to account for the amount of road parking its staff are using along Larkham Lane during the day which is forcing their patients to use the car park and go across the pedestrian pathway at busy school times. There have been many near misses where children have almost been hit because of drivers entering the car park during the busy school arrival and departure times.</p> <p>Please could you confirm that our current available road parking will remain intact once these works have been completed?</p>	
<p>The amended scheme to reduce the entrance into Farm Close from Larkham Lane to allow for the pedestrian crossing to be sited presents no immediate problem in the general scheme of things.</p> <p>However the consistent indiscriminate parking of both Dentistry patients and Parents on the double yellow lines in Farm Close concerns me greatly.</p> <p>With the access into Farm Close reduced, this illegal parking would make access difficult for emergency vehicles as the road is already narrow. It would also make access to properties difficult in some cases. As most of the residents of Farm Close are 'elderly' I feel this needs to be addressed immediately before any works go ahead. A few parking tickets should do the trick plus the attendance of a traffic warden on occasions.</p> <p>I have emailed the school on a few occasions to ask them to tell the parents not to park on the yellow lines, but mostly ignored.</p>	<p>Thank you for your recent comments towards the proposals – 2021.2137260.</p> <p>Your comments have been logged on our records and will be considered as part of the final decision making process. At the end of the consultation period, a report will be prepared summarising any concerns that have been raised and making recommendations. In line with the statutory process, the decision on whether or not to proceed with these proposals will be made by the Cabinet Member for Transport.</p> <p>You will be notified if and when the proposals will be implemented.</p> <p>With regards to the illegal parking on the double yellow lines, I will pass this to our enforcement team to ensure they are enforcing this area more regularly.</p>

<p>No residents have objections to the temporary parking in Farm Close to unload children for school safely as long as their drives are not used for turning or blocked for access. The same applies to Dentistry patients.</p> <p>I would like your assurance that this matter will be dealt with before any works go ahead and the new term starts in September with this matter unresolved.</p>	
<p>I am opposed to the crossing measures on Larkham Lane. The crossing is already a raised bump. There is already 20 mph restriction. Any drivers using Larkham Lane are very aware when children are arriving or leaving school as there are lots of them mostly accompanied by grown ups. Everyone knows that children are unpredictable and therefore exercise caution. Much of the traffic at these times are parents or carers dropping off or picking up children and so are sensitive to the issue. These works will disrupt access for residents. The crossing will not be much different than what already exists. I think a flashing signal in the area with a speed detector would be more effective than the proposed over engineered measures.</p> <p>I would like to see the highways department investing the extra money in the multitude of pot holes and dropped drain covers that create a greater hazard to drivers and cyclists alike.</p>	<p>Thank you for your recent comments towards the proposals – 2021.2137260.</p> <p>Your comments have been logged on our records and will be considered as part of the final decision making process. At the end of the consultation period, a report will be prepared summarising any concerns that have been raised and making recommendations. In line with the statutory process, the decision on whether or not to proceed with these proposals will be made by the Cabinet Member for Transport.</p> <p>You will be notified if and when the proposals will be implemented.</p>
<p>I am emailing to show my support for the crossing that is planned for Larkham Lane, Plympton. It will be great for the school pupils as well as the local community as this is quite a quick road.</p>	<p>Thank you for your recent comments towards the proposals – 2021.2137260.</p> <p>Your comments have been logged on our records and will be considered as part of the final decision making process. At the end of the consultation period, a report will be prepared summarising any concerns that have been raised and making recommendations. In line with the statutory process,</p>

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<p>I understand the amended scheme for a pedestrian crossing at Larkham Lane is presently under consideration. I fully support this installation as it is urgently required for the safety of all pedestrians, but in particular for the children crossing to the school, unfortunately, the lollipop lady has never been replaced.</p> <p>I would also request consideration for a crossing at the top of Crossway please. I see so many children and adults, including my own family, struggling to cross Crossway by the green. They range from going to and from the school, the shop, using buses and generally out walking, with or without dogs. The many junctions, parked vehicles, buses, and vehicles travelling too quickly in both directions make it very dangerous. I regularly wait for long periods to cross in this area, it is very difficult for adults to judge the speed of vehicles as they appear up Crossway, let alone a child. The visibility has been impacted further, particularly for shorter individuals, by the long grass that is a result of 'no mow May'. It has been an absolute nightmare...so dangerous! It is only a matter of time before there is a serious accident here. I feel a pedestrian crossing is vital for pedestrian safety, drivers will become more aware of the need to slow down as they approach the area, and pedestrians won't have to play 'Crossy Road' for real.</p> <p>I would really appreciate your consideration. Many thanks.</p>	<p>Thank you for your recent comments towards the proposals – 2021.2137260.</p> <p>Your comments have been logged on our records and will be considered as part of the final decision making process. At the end of the consultation period, a report will be prepared summarising any concerns that have been raised and making recommendations. In line with the statutory process, the decision on whether or not to proceed with these proposals will be made by the Cabinet Member for Transport.</p> <p>You will be notified if and when the proposals will be implemented.</p>

<p>I'm in support of the proposed pedestrian in Larkham Lane outside of the Woodford School entrance</p>	<p>Thank you for your recent comments towards the proposals – 2021.2137260.</p> <p>Your comments have been logged on our records and will be considered as part of the final decision making process. At the end of the consultation period, a report will be prepared summarising any concerns that have been raised and making recommendations. In line with the statutory process, the decision on whether or not to proceed with these proposals will be made by the Cabinet Member for Transport.</p> <p>You will be notified if and when the proposals will be implemented.</p>
<p>Referencing Amd.2021.2137260 Larkham Lane, my local councillors have advised residents to write to you in support of the project, unfortunately I cannot support this for a number of reasons.</p> <p>It does feel like this project has been enacted with consultation with the parents of Woodford School and not with the residents of Larkham Lane or Farm Close, specifically those who will be directly affected by the construction of the crossing and the dangers it will create in an area with unfortunately poor visibility.</p> <p>The construction of the crossing is designed to alleviate safety concerns with regards crossing Larkham Lane at this juncture; these concerns have arisen due to the lack of replacement for the “lollypop lady” who retired back in 2019. I am aware that Plymouth City Council did attempt to fill the post but for varying reasons was unable to do so. Although I am also aware that the Council when contacted with regards to alternatives such as job-share so as to make the job more viable for those who already work part-time their response was the inadequate “no-one does this”. Someone always has to be the first.</p> <p>The easiest solution of course to the problem of children crossing the road is</p>	<p>Thank you for your recent comments towards the proposals – 2021.2137260.</p> <p>Your comments have been logged on our records and will be considered as part of the final decision making process. At the end of the consultation period, a report will be prepared summarising any concerns that have been raised and making recommendations. In line with the statutory process, the decision on whether or not to proceed with these proposals will be made by the Cabinet Member for Transport.</p> <p>You will be notified if and when the proposals will be implemented.</p>

for Woodford school (although I will admit the least politically palatable) to close this exit. The Larkham Lane entrance was always intended as the back entrance to the school which has three other much safer exits available. This solution would actually solve a number of issues in the area one of which is the fact that parents park on the street blocking resident access, blocking access for the dental practice and contributing to the poor visibility on the road. The Council should be reminded that this has been an ongoing problem due to the fact that resident housing in the area between the dentist and St. Margaret's road is primarily shared driveway. As a result (and with householders owning multiple cars) at least half of the cars parked in this section on both sides of the road are residents and further to this, residents have had increasing issues with parents blocking driveways and being aggressive towards them in recent years when they are attempting to access their own homes. It has become a frequent situation towards the St. Margaret's end with residents having to remind parents that driveways need to remain accessible. At one stage residents resorted to placing rocks of varying sizes on the grass kerbs to prevent anti-social parking this had resulted in a decrease in the number of parents doing so, however as parents have changed this situation has been on the rise again as of late.

Due to both resident parking and parent parking a chicane scenario is often created during the school pick-up/drop-off periods with cars being forced to the opposite side of the road to pass. This chicane generally stretches from 34 Larkham Lane through to the school entrance, this scenario will not be alleviated by the creation of the zebra crossing and indeed will likely be made worse. I am also aware that the use of parked cars to slow traffic has been a part of Council policy for a number of years and it does indeed do this job

<p>although has made visibility more difficult for both pedestrians and drivers.</p> <p>I did note in the description of the project that the zig-zag lines will be lengthened around the school, a scenario to be celebrated of course as this will create a potentially better sightline around the school entrance itself. However, the council is forgetting the chicane situation listed. Drivers are already looking from 34 Larkham Lane to the school entrance and looking for which cars are parked and which cars are waiting to enter the chicane. A car approaching from the St. Margaret's direction will note the parked car at the crossing and will hopefully approach the crossing with caution but the chicane will prevent the driver from noting anyone on the crossing until they are at 24a. Of course, an argument can be made that this is similar to whenever the "lollypop lady" was stepping out into the road, but a person in high-viz is much easier to spot than one on a crossing who is hidden behind parked vehicles.</p> <p>Of course, the lengthening of the no-parking zone does come with further problems. As stated, the majority of homes from the school to St. Margaret's road possess shared driveways, leading most cars to be parked on the street. The extension of the no-parking zone to cover one driveway completely and encroach towards a second will exacerbate the parking issues in the area and the grievances between residents and parents.</p> <p>It was interesting to note in the recent missive sent to householders by the local Ward Councillors that an onsite visit took place in which it was decided that the crossing should be moved to being directly in front of the school gates and that the entrance to Farm Close should be narrowed. It would be interesting to see the new diagrams however when asked, the Ward Councillors informed residents that we had already received the plans back in December (we received the original not the adapted as</p>	
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the adapted had not been created). It's an interesting decision to narrow a turning already difficult to manoeuvre in. At present the residents of Farm Close already have issues with their bin collections as a result of the turning, narrowing it will not make it easier. It will also make it harder for the homes on the corner to leave their drive. Placing a crossing directly next to a turning also seems a very strange decision from a safety point of view as residents will be turning directly onto or off the crossing.

Another resident has suggested moving the location of the crossing closer to the St. Mary's road turning thus removing the cost of the narrowing of Farm Close and taking the crossing away from the chicane situation further along the street.

Finally speed cushions: I understand the reason why the Council has elected to place them near the crossing to slow down traffic however the Council appears to have a selective memory with regards speed cushions and Larkham Lane. Larkham Lane did used to have speed cushions but they were removed for a number of reasons 1) drainage issues, 2) noise pollution, 3) vehicular damage, 4) resident access and 5) emergency vehicle access (Larkham Lane is the only road onto the Woodford estate that does not have speed cushions interfering with access). The fourth point seems rather timely as the plans currently indicate for a speed cushion to be placed at a right-angle to 24a's driveway thus preventing residents from turning right out of their drive.

I do not argue that the speed limit during school pick-up/drop-off times should not be reduced to 20mph and I do not argue that a crossing patrol is not needed. However, a zebra crossing (which is an uncontrolled crossing not a controlled crossing as advertised) is not needed and appears as an expensive tick-box exercise for the Council.

Responses to summarised reasons for objection.

1. There is no Chicane situation adjacent to the crossing so this point is not understood
2. The effect on parking available to residents will be minimal with restrictions largely outside the school and dental surgery
3. Farm Close currently has an extremely wide access and narrowing it to a more conventional width should not affect the residents as suggested. The narrowing is required so that the Crossing can be safely sited. Farm Close will continue to be protected by Double Yellow lines to discourage obstructive parking.

<p>To summarise my reasons for opposing the project:</p> <ol style="list-style-type: none">1. Introducing a new danger to crossing Larkham Lane in the area outside the school due to the placement of the crossing next to a chicane situation.2. Reducing resident parking.3. Narrowing of Farm Close and the issues that will entail for the residents.4. Resident access to homes due to speed cushions blocking access.5. Woodford School already has three other much safer exits, if this exit is proving to be unsafe then a simpler option is to close it and keep it only as an emergency exit.6. Removal of a non-speed cushioned entry onto the Woodford estate for emergency vehicles. <p>The creation of the crossing while an excellent idea in theory does not do what it is intended to do and that is ensure safety when crossing Larkham Lane.</p>	<ol style="list-style-type: none">4. Speed Cushions do not block access to residences. They have been sited equidistant between driveways to minimise any inconvenience to residents.5. The entrance being used is very popular with Parents and Children in the area and the crossing is proposed on the desire line where hundreds of pedestrian cross the road every hour at peak periods. This is the safest location to cross and use of the entrance avoids the need to walk much further on the local roads and discourages further driving to school which would then add to congestion at the other entrances mentioned.6. The speed cushions and Speed Table are designed to cause minimum disruption and discomfort to Emergency Vehicles which have wide wheelbases capable of spanning the cushions.
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4. RECOMMENDATION

It is recommended to proceed with original proposals as advertised.

5. LEGAL CONSIDERATIONS

The lawful implications and consequences of the proposal have been considered and taken into account in the preparation of this report.

When considering whether to make a traffic order it is the Council's responsibility to ensure that all relevant legislation is complied with. This includes Section 122 of the Road Traffic Regulation Act 1984 (as amended) that sets out that it is the duty of a local authority, so far as practicable subject to certain matters, to secure the expeditious, convenient and safe movement of vehicular and other traffic (including pedestrians) and the provision of suitable and adequate parking facilities on and off the highway. It is considered that the proposals comply with Section 122 of the Act as they practically secure the safe and expeditious movement of traffic in and around Plymouth and provide for suitable and adequate associated parking facilities.