



## OLD LAIRA ROAD

### 1. INTRODUCTION

This report seeks delegated authority to implement amendments to The City of Plymouth (Moving & Speed Traffic Regulation Orders) (Consolidation) Order 2014 (as amended) in association with the Old Laira Road TRO.

### 2. TRAFFIC REGULATION ORDERS REQUIRED

2.1 The elements that need a Traffic Regulation Order are as follows:

#### To Add;

#### 20mph Zone

- Old Laira Road – from a point 65.5 metres west of its junction with Efford Lane to a point 210 metres east of its junction with Pike Road
- Chesterfield Road – for its entirety
- Efford Lane – from its junction with Old Laira Road to a point 52 metres north of Western Drive
- Western Drive – for its entirety
- Castle Rise – for its entirety
- Hyfield Terrace Lane – for its entirety
- Beverley Road – for its entirety
- Wycliffe Road – for its entirety
- Wycliffe Road Lane East – for its entirety
- Tollox Place – for its entirety
- Tollox Place Lane East – for its entirety
- Hanover Road – for its entirety
- Hanover Road Lane East – for its entirety
- Riga Terrace – for its entirety
- Riga Terrace Lane East – for its entirety
- Brockley Road – for its entirety
- Norfolk Road – for its entirety
- Fox Field Close – for its entirety
- Norfolk Close – for its entirety
- Bramley Road – for its entirety
- Federation Road Lane North – for its entirety
- Federation Road – for its entirety
- Federation Road Lane South – for its entirety
- Federation Road Ope East – for its entirety
- Pike Road – from its junction with Old Laira Road for a distance of 37 metres in a northerly direction
- Laira Avenue – for its entirety
- Huntley Place – for its entirety
- Mullet Road – for its entirety
- Mullet Avenue – for its entirety
- Mullet Close – for its entirety
- Curlew Mews - for its entirety

- Finch Close – for its entirety
- Brandon Road – for its entirety

## **SCHEDULE OF REVOCATIONS**

### **30 MPH Maximum Speed Limit**

- Old Laira Road – from a point 65.5 metres west of its junction with Efford Lane to a point 210 metres east of its junction with Pike Road
- Chesterfield Road – for its entirety
- Efford Lane – from its junction with Old Laira Road to a point 52 metres north of Western Drive
- Western Drive – for its entirety
- Castle Rise – for its entirety
- Hyfield Terrace Lane – for its entirety
- Beverley Road – for its entirety
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- Mullet Close – for its entirety
- Curlew Mews - for its entirety
- Finch Close – for its entirety
- Brandon Road – for its entirety

## **3. STATUTORY CONSULTATION**

### **Proposals**

The proposals for the Old Laira Road TRO were advertised on street, in the Herald and on the Plymouth City Council website on 19<sup>th</sup> October 2021. Details of the proposals were sent to the Councillors representing the affected wards and statutory consultees on 14<sup>th</sup> October 2021.

**There have been 47 representations received relating to the Traffic Regulation Order proposals as below:**

Consultation	Comments
<p>We are grateful that the situation of speeding vehicles through Old Laira Road, Pike Road and Blandford Road have been taken seriously.</p> <p>My main concern is the speed cushions will not stop the motorbikes that race up and down each night. Could we not have average speed cameras installed? By installing speed cameras this will gain revenue for PCC and allow them to introduce more restrictions in other needed areas.</p>	<p><b>Standard response sent:</b></p> <p>Thank you for your recent comments towards the proposals – 2021.2137268.</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>In addition :- In response to concerns over both the effectiveness and noise/vibration effects of the proposed speed cushions the potential for an average Speed Camera system has been explored and is now recommended as a way forward removing the need for physical traffic calming. It should be noted that Plymouth City Council derives no income from Safety Camera activity. Average Speed Cameras where successful can be expected to generate enough income to cover maintenance and operating costs.</p>
<p>This is all highly commendable but why only impose a 20mph speed limit for the first 37m in Pike Road. I use this road as a pedestrian every day and the speeds that some people drive on Pike road beggars belief so maybe some more enforcement as well as lower speed limits.</p>	<p><b>Standard response sent as above</b></p> <p>In addition :- The scheme as advertised had already extended considerably on the original concept which was confined to a minor extension of the existing 20mph Speed Limit on Old Laira Rd. Extending the scheme is beyond the scope of the current project. However, whilst there is currently no funding to extend the scheme the proposal has now been modified to include an Average Speed Camera System which might make extension of the 20mph Zone easier in future.</p>
<p>As speed humps are known to increase vehicle emissions (by 2-3 times), how can Plymouth City (who have declared a climate emergency) possibly consider installing additional speed cushions? Sure Plymouth must provide other traffic calming measures that do not increase vehicle emissions.</p>	<p><b>Standard response sent as above</b></p> <p>In addition :- PCC do not accept that traffic calming will automatically increase vehicle emissions by the amounts indicated. These figures are based on fairly dated research and do not take into account the efficiency of engines in the newer vehicle fleet or the move to electric vehicles. However and in response</p>

Secondly, these additional emissions are adversely impacting air quality which is already poor along many roads in Plymouth, with a resulting increase in respiratory diseases. How can Plymouth City Council justify the additional deaths caused by installing these speed cushions?

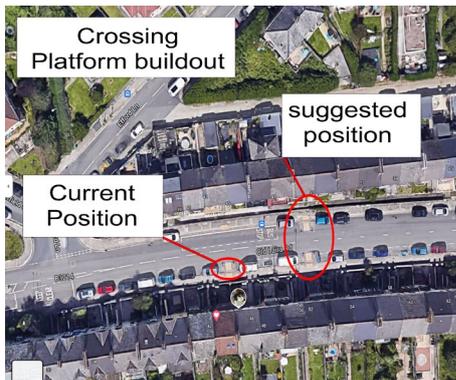
to concerns over both the effectiveness and noise/vibration effects of the proposed speed cushions the potential for an average Speed Camera system has been explored and is now recommended as a way forward removing the need for physical traffic calming.

My partner and I have both reviewed the plans for Old Laira Rd, and wish to convey our safety concerns for the plans in the attached letter to this email.

**Standard response sent as above**

Further more we would also like to ask you to reconsider the plans to increase the pedestrian crossing buildout that sits between 44 and 46 Old Laira rd. According to the plans the pedestrian crossing build out is to be widened.

In addition :- The existing buildout will be widened slightly into the road to provide better visibility for those crossing. This is just to improve the current situation. It is beyond the scope of the scheme to remove one buildout and build two others that would also result in an additional loss of parking. There is no history of pedestrian vehicle collisions on this section of Old Laira Rd.



In response to concerns over both the effectiveness and noise/vibration effects of the proposed speed cushions the potential for an average Speed Camera system has been explored and is now recommended as a way forward removing the need for physical traffic calming. However, Speed Cushions are designed to fit between the wheelbase of buses and locating them at bus stops is not unusual.

We feel that the crossing buildout is already poorly placed as when standing on the crossing buildout, you have nothing to meet you at the other side of the road except an open bus stop which would be busy with open traffic. Widening the crossing will not alleviate this problem as the crossing buildout is opposite the middle of the bus stop. We feel that the current build out should be removed and replaced further down the road in front the bus stop and a corresponding buildout placed on the opposite side of the road. We feel this would be a much improved option, increasing safety for pedestrians crossing the road as they would have another buildout opposite them to reach rather than an open part of the bus stop. Shortening the distance to the cross

The crossing location is not dangerous and visibility from both directions is adequate given the speed of approaching traffic which will be enforced by a speed camera system. The Crossing will be built out from the kerb on the southern side of the road further enhancing inter-visibility between pedestrians and Approaching Drivers. This is the location that the Council have been asked to look at within the current scheme limits. By definition, providing a Pedestrian Crossing will slow or stop traffic and can add to congestion. This is not a reason not to install one when community severance issues have been identified.

Installing a Zebra Crossing at the Trefusis Park or Primary School locations is beyond the scope of the current scheme and both locations currently have crossing facilities with Pedestrian Islands in place.

There is a reference to Double Yellow Lines on one of the plans. This was in error and should have been removed from a previous version. No proposals for Double Yellow Lines have been advertised and the proposals will result in the loss of one parking space

open road. We also feel that a speed cushion on a bus stop would not be the best option. We feel the plans as they currently are, have not been thoroughly thought through for 'real world' use's on Old Laira. 20mph speed reduction, plus speed cushions, plus pedestrian crossing on an already notoriously busy junction makes little sense on paper, let alone for day to day usage. After speaking to many residents on the street and surrounding streets, we had 100% universal agreement that no one thinks the plans as they currently stand are fit for purpose. We feel an escalation in measures would be better suited.

For example: Reduce speed to 20mph and monitor to confirm a speed reduction of drivers. If this fails, add a average speed camera. This then all but guarantees a reduction in speed from traffic and generates income for the council. There would be no need for speed cushions and reduces the need for a zebra crossing at all. Especially if crossing build outs exist and traffic islands that are already in place at the suggested zebra crossing point. Again, moving the crossing build outs and speed bumps in front of the bus stop would make more sense, while increasing safety for pedestrians.

I, Location of the Zebra Crossing as seen in PLAN I

We believe this is not a good location for a zebra crossing. This is a very busy and often bottle necked with traffic trying to turn up or down Efford lane adding a crossing into this busy zone will only make congestion worse and therefore more dangerous. Visibility is very poor on this section of road due to it being a brow of a hill which again makes it a poor location for a crossing.

We believe this should be moved closer to Alexander Bridge or even opposite the primary school as this would benefit the pedestrians and school children. Please see the google map as a reference to where we believe the zebra crossing would be better suited as the current

because of the zig-zag marking on the approach to the Zebra Crossing.

Signs are required to enable the 20mph Speed Limit to be enforced.

The reason for the consultation is to find out what residents think about the proposals and has resulted in significant changes to the scheme

proposed crossing is on the bow of a hill. Due to the extremely bad visibility from all angles we suggest a crossing to be situated opposite Trefusis park where the island is currently and mostly used as a safer crossing by all the locals it is also closer to more bus stops and will help children cross the road for primary and secondary schools in that area and going to and from the popular park.

2. Noise & Pollution; We are greatly concerned that there will be an increase in noise as impatient drivers and motorcyclists rev their engines due to congestion, which in turn increases pollution. Old Laira Road is a major bus route and coach route in and out of the city. Buses will struggle on the speed cushions and already struggle on the hard turn up Efford Lane thus causing more congestion on the busy road. With a number of elderly residents and young families, we feel that this is a concern for health and well being.

3. It is widely felt by the residents of Old Laira rd that there has been a lack of consultation with the residents and we believe this is reflected by the Proposal consultation.

4. Physical strain and undue stress on elderly residents and young families. We have a number of elderly neighbours who struggle to walk any distance. These proposals would reduce parking, forcing these residents to park further away from their homes.

5. Reduced parking in an already very strained parking area for residents which in turn will decrease property values; the current proposal will reduce parking outside a large number of residents houses and this will increase stress for these residents, but also in the surrounding streets as these residents have to park streets away from their homes. As Old Laira Road backs onto the train line residents do not have alternative parking areas for their properties.

6. Eye Sore; Speed cushions and signs everywhere, along with slower traffic and more congestion due to the stop start nature of having a crossing and speed cushions will make Old Laira Rd a less safer and less desirable place to live for everyone.

7. After living here a number of years, we have seen first hand, stressed out erratic drivers, dangerously pulling out inappropriately at the Efford lane junction onto Old Laira rd with numerous near misses due to being held up in bottle necks of traffic. We believe that these plans would compound this issue making the roads surrounding the junction more dangerous for pedestrians and drivers alike.

**Conclusion:**

After speaking to a wide range of residents who live on Old Laira rd, no one thinks these plans make the area safer or better for the residents in anyway. Most people thought a slow escalation in safety measures was the best and most appropriate response.

Firstly by making the area a 20mph zone which we believe should be extend to Lipson Vale Primary which is area where children cross both for the primary and secondary school. Then adding an average speed camera at either end of the street. This way, speeding drivers are discouraged from speeding with fines and points and the residents do not suffer from a poorly placed crossing and speed cushions every time they leave to work and return. These average speed cameras will also deter the mopeds and motorbikes that often speed down the road who would not be as affected by the speed cushions.

As residents we strongly hope you consider our informed opinions on our local area as many of us have lived on Old Laira Road for well over 10 years. We would like our voices heard and used to improve our living environment.

<p>I wish to register my objection to some of the changes proposed by the traffic management , on old Laira road.</p> <p>Having thought this proposal through, I believe it will make traffic build up worse .I have lived on this road 12 years . Though it is a busy road at rush hours , I have observed it only gets congested when there are road works and temporary traffic lights at Lipson vale. (Once a year)</p> <p>Objection to the position of the Zebra crossing .</p> <p>This is in a dangerous place . i) The proposed position on the junction between on the top of a hill where there is a blind spot to cars driving up the hill to spot pedestrians.</p> <p>ii) At the base of a steep hill (icy in winter) for cars, vans and buses coming down Efford lane, and doing a sharp right hand turn in to town. It will cause more traffic build up due to people creeping out to left hand traffic when and if they have stopped at the Zebra crossing.</p> <p>I have always instructed my 2 children to cross further down towards the park where there is good visibility (Highway Code) This is where most people choose to cross</p> <p>at busy times. This would be a much safer and logical position for the Zebra crossing and keep the rush hour traffic flowing safely.</p> <p>Objection to the double yellow lines.</p> <p>I cannot see the logic of removing from what I can count at least 16 parking spaces. from a residential area, for no good reason.I have never seen any blocked vehicles!</p> <p>Every one parks considerably, nicely tucked in all along Old laira road . So there is plenty of room for two buses to pass, it is a wide road . There really would be a huge inconvenience for everyone in the neighbourhood, Many people are trades persons withs heavy tools and equipment, elderly people,</p>	<p><b>Standard response sent as above</b></p> <p>In addition :- The crossing location has adequate visibility from both directions given the speed of approaching traffic which will be enforced by a speed camera system. The Crossing will be built out from the kerb on the southern side of the road further enhancing inter-visibility between pedestrians and Approaching Drivers. This is the location that the Council have been asked to look at within the current scheme limits. By definition, providing a Pedestrian Crossing will slow or stop traffic and can add to congestion. This is not a reason not to install one when community severance issues have been identified.</p> <p>Old Laira Road/Efford Lane junction is gritted when appropriate in cold weather.</p> <p>There is a reference to Double Yellow Lines on one of the plans. This was in error and should have been removed from a previous version. No proposals for Double Yellow Lines have been advertised and the proposals will result in the loss of one parking space because of the zig-zag marking on the approach to the Zebra Crossing.</p>
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<p>small children etc. to make everyone search further away is inconsiderate. Especially when available local parking is at capacity, it just about works at present. We all accept we can't park outside our houses all the time. We have been on a waiting for a garage with the council for several years, no offers there. What do you expect people to do. I urge you to reconsider your planned gratuitous use of yellow paint please.</p>	
<p>I have been looking at the latest proposals for traffic calming measures along Old Laira Road (which I welcome). Therefor I thought I would add suggestions regarding the area of Old Laira Road known as 'The Narrows'.</p> <p>As a resident on this section of the road I know how much the current speed limit is ignored each day. My main concern is that apart from signage there are no other means of calming the traffic on The Narrows, this may lead to drivers increasing their speed on this section of to the road after they have passed the speed cushions. I do understand that due to the inherent nature of this section of road, traffic calming is difficult. Therefore I would welcome monitoring of traffic on this section after a period of time to see whether this increase of speed is occurring. If the speed of traffic is increasing, ether a crossing or speed bump may have to be implemented.However lets us hope all is well for the future.</p>	<p><b>Standard response sent as above.</b></p> <p>In addition :- In response to concerns over both the effectiveness and noise/vibration effects of the proposed speed cushions the potential for an average Speed Camera system has been explored and is now recommended as a way forward removing the need for physical traffic calming.</p>
<p>I am writing to you in reference to the traffic calming plans for Old Laira Road. I totally agree with the 20mph speed but not to the speed humps which are planned. This will cause more congestion and much more pollution. Surely average speed cameras would be a better option. Also this main road is used a lot by</p>	<p><b>Standard response sent as above</b></p> <p>In addition :- In response to concerns over both the effectiveness and noise/vibration effects of the proposed speed cushions the potential for an average Speed Camera system has been explored and is now recommended as a way forward removing the need for physical traffic calming.</p>

<p>emergency vehicles which will dangerously slow them down because of the speed humps when they clearly need to get somewhere quickly. But my main concern about the speed humps is that I live just off of the main road on the Old Laira Road slip road which joins the main road at both ends. It is a access only road but people who do not live here take no notice of the signs telling them this. If the main road is busy with traffic or has a traffic queue cars and all vehicles to be honest speed down our slip road and up the other side to try and beat the traffic. This is only going to get much worse and could be a treat to life if these speed humps go ahead as we have only very narrow pavements to walk along on this slip road. Something seriously would have to be done to stop this from happening. I do think speed cameras are a better and cheaper option and as I have said above other dangers need to be looked at.</p>	
<p>We support the proposal to extend the area of the 20mph speed limit. The 'Laira Narrows' section can be particularly intimidating when vehicles are overtaking cyclists and these measures should prevent vehicles speeding on the approaches to the existing 20mph zone. However the speed limit extension in itself will not alter the behaviour or speed of drivers in the 'Narrows' without stricter enforcement.</p> <p>The proposal includes over 25 speed cushions and many new signs. Speed cushions can be problematic for cyclists when low -suspension vehicles zig-zag across the road to avoid grounding. We suggest that full-width speed tables as installed along Central Park Avenue do not create this problem.</p> <p>Ultimately it would be preferable to specify default 20mph zone for the whole localities enforced by GPS tracking,</p>	<p><b>Standard response sent as above</b></p> <p>In addition :- In response to concerns over both the effectiveness and noise/vibration effects of the proposed speed cushions the potential for an average Speed Camera system has been explored and is now recommended as a way forward removing the need for physical traffic calming.</p>

<p>which would obviate the need for road humps and multiple signs.</p> <p>We understand that this technology is some years off.</p>	
<p>With regards to the speed bumps on Old Laira Road ... would it be at all possible to suggest average speed cameras rather than speed bumps?</p> <ol style="list-style-type: none"> <li>1) Speed bumps do not tend to slow all drivers down (unless they are the full width of the road speed bumps).</li> <li>2) Speed bumps cause damage to cars.</li> <li>3) Cars still accelerate between speed bumps.</li> <li>4) Average speed cameras would make the council money by catching people speeding.</li> <li>5) Average speed cameras would slow people down (just like it does in Gdina Way &amp; in Cornwall).</li> <li>6) Trying to clear the cars in Old Laira Road to carry out the work will be a nightmare.</li> <li>7) Thinking about the time it would take to put speed bumps there ... you would think it would take less time putting cameras at each end (unless I'm being naive).</li> <li>8) Maintaining speed bumps with new concrete and markings etc may take more time and money than cameras.</li> <li>9) During the work it would cause a lot of traffic problems (worse than now).</li> <li>10) I always hear people accelerating through Old Laira Road at different times in the day/night therefore if the cameras started at the Chemist on Old Laira Road or near the Spar Shop &amp; went to Lipson Vale this would solve a lot of speeding issues.</li> </ol>	<p><b>Standard response sent as above</b></p> <p>In addition:- In response to concerns over both the effectiveness and noise/vibration effects of the proposed speed cushions the potential for an average Speed Camera system has been explored and is now recommended as a way forward removing the need for physical traffic calming.</p> <p>It should be noted that Plymouth City Council derives no income from Safety Camera activity. Average Speed Cameras where successful can be expected to generate enough income to cover maintenance and operating costs.</p> <p>There will be disruption to traffic and local parking during construction of the Zebra Crossing. This will be kept to a minimum.</p> <p>Speed Cushions are considerably cheaper to install and maintain than Safety Cameras</p>
<p>First I am in favour of the reduced speed limit on old laira road, but can anything be done about the zebra crossing and bus stop being so close together, I worry traffic may not see people crossing if a bus is using the bus stop and traffic is</p>	<p><b>Standard response sent as above</b></p> <p>In addition :- In response to concerns over both the effectiveness and noise/vibration effects of the proposed speed cushions the potential for an average Speed Camera system has been explored</p>

<p>heading east bound. Maybe an island half way??</p> <p>I am totally in favour of a zebra crossing as morning school runs for pedestrians can be very dangerous.</p> <p>Also over the years there have been many accidents on the bend by trefus park, can anything be put in place here too?</p>	<p>and is now recommended as a way forward removing the need for physical traffic calming.</p> <p>The crossing location has been chosen carefully and the Bus Stop will not impact on its safety as visibility towards approaching traffic from the City Centre will not be obstructed by a parked bus. Visibility from both directions is adequate given the speed of approaching traffic which will be enforced by a speed camera system. The Crossing will be built out from the kerb on the southern side of the road further enhancing inter-visibility between pedestrians and Approaching Drivers. This is the location that the Council have been asked to look at within the current scheme limits.</p>
<p>I wish my objection to be considered in relation to the proposed Old Laira Road Scheme, reference 2021.213726 Old Laira Road. I fully understand and support the need to make this road safer, however object to adding speed cushions along the length of the road as do not feel they will prevent speeding &amp; will only lead to speeding between each cushion. I would like to know what traffic/speed monitoring was been put in place to warrant such significant changes? Also, along with other residents, I have concerns in respect of the parking spaces that are likely to be lost. The parking around this area is already very tight &amp; to lose more spaces is just going to cause anxiety for those that live around the area. Surely the most cost effective &amp; deterrent to speeding would be to put average speed cameras along the length of Old Laira Road? I do hope this scheme will be seriously looked at again?</p>	<p><b>Standard response sent as above</b></p> <p>In addition:- In response to concerns over both the effectiveness and noise/vibration effects of the proposed speed cushions the potential for an average Speed Camera system has been explored and is now recommended as a way forward removing the need for physical traffic calming.</p> <p>There is a reference to Double Yellow Lines on one of the plans. This was in error and should have been removed from a previous version. No proposals for Double Yellow Lines have been advertised and the proposals will result in the loss of one parking space because of the zig-zag marking on the approach to the Zebra Crossing.</p>
<p>How do I object yellow lines being put outside my house? I already struggle to park and with 3 children it's very hard to cross the road etc especially with shopping children and a dog.</p> <p>I will be disputing it, as I brought this house and was told I would have parking outside my house.</p>	<p><b>Standard response sent as above</b></p> <p>In addition :- There is a reference to Double Yellow Lines on one of the plans. This was in error and should have been removed from a previous version. No proposals for Double Yellow Lines have been advertised and the proposals will result in the loss of one parking space because of the zig-zag marking on the approach to the Zebra Crossing.</p>
<p>About time! So glad to see work progressing especially through Old Laira Road! I hope that these measures are enforced.</p>	<p><b>Standard response sent as above</b></p> <p>Comments Noted</p>

<p>I am happy to hear of extended speed restrictions in the area which is much needed.</p> <p>I live close to the proposed zebra crossing and have reservations about it. In a small incline stretch of road there is a bend at the bottom which traffic speed around from Lipson Vale . There is also a bus stop and two adjoining drives on the same side of the road. This all leads up to the junction of Efford Lane .</p> <p>Where exactly will it be placed ? I have read 14 metres from the junction but that is almost upon the bus stop. I live in one of the drives and can possibly anticipate difficulty with access .</p> <p>However it's a much needed road safety factor and would not want to appear negative towards the facility .</p> <p>Do hope someone will clarify my concerns and you register this email.</p> <p>Finally do hope this all goes ahead according to plans and not get stalled along the way .</p>	<p><b>Standard response sent as above</b></p> <p><b>In addition :-</b> The crossing location has been chosen carefully and the Bus Stop will not impact on its safety as visibility towards approaching traffic from the City Centre will not be obstructed by a parked bus. Visibility from both directions is adequate given the speed of approaching traffic which will be enforced by a speed camera system. The Crossing will be built out from the kerb on the southern side of the road further enhancing inter-visibility between pedestrians and Approaching Drivers. The proposals should not impact on access or egress form any of the driveways in the area.</p>
<p>I have had look at the proposals for Old Laira Road, and quite frankly I am disappointed with them. Attached are some better ideas as Speed Cushions only slow cars not motorcycles as they weave through and they damage Emergency Vehicles in the course of their duty. I don't really feel paying more taxes to fix these Emergency vehicles. The latest placing of a Zebra Crossing on Old Laira Road will cause more traffic congestion especially at Peak Times, even though we already have 2 already and the traffic is a nightmare. More Double Yellow Lines will cause more anger for residents as parking is already at a premium.</p> <p>I really feel strongly about these points and a re-think needs to be conducted to reach a satisfactory conclusion.</p>	<p><b>Standard response sent as above:</b></p> <p>In addition :- In response to concerns over both the effectiveness and noise/vibration effects of the proposed speed cushions the potential for an average Speed Camera system has been explored and is now recommended as a way forward removing the need for physical traffic calming.</p> <p>There is a reference to Double Yellow Lines on one of the plans. This was in error and should have been removed from a previous version. No proposals for Double Yellow Lines have been advertised and the proposals will result in the loss of one parking space because of the zig-zag marking on the approach to the Zebra Crossing.</p>
<p>I would like to raise a small objection to the Old Laira Road Scheme.</p> <p>The large part of the scheme appears fine, though I question the use of speed</p>	<p><b>Standard response sent as above:</b></p> <p>In addition :- In response to concerns over both the effectiveness and noise/vibration effects of the proposed speed cushions the potential for an</p>

<p>cushions to slow traffic and would prefer average speed cameras along Old Laira Road.</p> <p>Where I have an issue is in regards to the removal of parking spaces near the bottom of Efford Lane. Parking is already at a premium in this area and the removal of these spaces in only going to add to the congestion on Efford Lane and surrounding streets, none of which are equipped to deal with the extra vehicles.</p> <p>Surely the length of the hatching is sufficient enough to give a clear view of the zebra crossing to maintain safety without the loss of vital residential parking?</p>	<p>average Speed Camera system has been explored and is now recommended as a way forward removing the need for physical traffic calming.</p> <p>There is a reference to Double Yellow Lines on one of the plans. This was in error and should have been removed from a previous version. No proposals for Double Yellow Lines have been advertised and the proposals will result in the loss of one parking space because of the zig-zag marking on the approach to the Zebra Crossing.</p>
<p>I wish to object to part of this scheme in particular the crossing at the efford lane junction as the extra double yellow lines will put pressure on the already limited available parking spaces for residents.</p> <p>I have no objection to the reduction of speed limits or the speed calming measures.</p>	<p><b>Standard response sent as above:</b></p> <p>In addition :- There is a reference to Double Yellow Lines on one of the plans. This was in error and should have been removed from a previous version. No proposals for Double Yellow Lines have been advertised and the proposals will result in the loss of one parking space because of the zig-zag marking on the approach to the Zebra Crossing.</p>
<p>I wish to object to the proposal to install speed cushions on Old Laira Road as follows;</p> <ol style="list-style-type: none"> <li>1. Speed cushions increase noise pollution. This seems to go against the council's climate emergency plan.</li> <li>2. Speed cushions increase air pollution. This seems to go against the council's climate emergency plan.</li> <li>4. Speed cushions can increase the risk of vehicle damage.</li> <li>5. The cost of installing 7 speed cushions is more than the cost of the same number of speed cameras on the same stretch of road.</li> <li>6. Some motor vehicle traffic is likely to transfer onto alternative routes, potentially causing a problem on neighbouring roads. Traffic is likely to increase on Blandford Road which already has issues with speeding drivers.</li> <li>7. Bus companies and emergency services may oppose your wider speed</li> </ol>	<p><b>Standard response sent as above:</b></p> <p>In addition :- In response to concerns over both the effectiveness and noise/vibration effects of the proposed speed cushions the potential for an average Speed Camera system has been explored and is now recommended as a way forward removing the need for physical traffic calming.</p> <p>There is a reference to Double Yellow Lines on one of the plans. This was in error and should have been removed from a previous version. No proposals for Double Yellow Lines have been advertised and the proposals will result in the loss of one parking space because of the zig-zag marking on the approach to the Zebra Crossing.</p> <p>It should be noted that Speed Cushions are the most widely used and successful form of traffic calming used in the City and are significantly cheaper to install and maintain than Safety Cameras. Any damage to vehicles due to the placement of correctly installed speed cushions will be because the driver has been exceeding the design speed of the scheme.</p>

<p>cushions (1.7m wide).</p> <p>8. The proposal does not indicate the type of material that the speed cushions will be composed of so it is difficult to ascertain the potential risk of damage to vehicles or the actual cost of installation and ongoing maintenance.</p> <p>I believe that speed cameras and/or a community speed watch would provide a more cost effective and sustainable approach.</p>	<p>Bus companies may object to Speed Cushions but have not done so in this case or any other case where speed cushions have been advertise recently within Plymouth.</p> <p>The cushions would have been constructed of a standard bituminous material common to other sites around the City. Maintenance of the cushions is not generally felt to be a problem.</p>
<p>Im writing this to oppose the plans that have been put forward for old laira road.(not sure this is the place) .</p> <p>I do agree that something needs doing in efford and laira but i can not agree to speed bumps they are vehicle damage and cost motorist money not to mention the added cost of maintaining speed bumps with the roads hardly being maintained to a high standard surely to slow speeds down within the area average speed cameras would be better. These make people slow down to the correct speed without the need for speed humps or any other damage to cars added noise to neighbours and or reducing car parking spaces in the area that will clog up more of the surrounding roads.</p> <p>The other issue is that the bumps will force people to use other routes out of the area causing issues for other roads around the area that are bad enough around other parts of the area with out the added traffic this will cause.</p> <p>I hope this reach the right hands and my objections are taken into consideration</p>	<p><b>Standard response sent as above:</b></p> <p>In addition :- In response to concerns over both the effectiveness and noise/vibration effects of the proposed speed cushions the potential for an average Speed Camera system has been explored and is now recommended as a way forward removing the need for physical traffic calming.</p>
<p><b>I would like to support the above proposal for more 20mph zones</b> in the Old Laira Road/Efford area of Plymouth. As both a driver and cyclists these are urgently needed.</p> <p>This is a congested part of the city with lots of pedestrians and cars. The cars and other motorised traffic cause pollution, with the associated damage to health and the environment, and the faster they go the more they pollute.</p>	<p><b>Standard response sent as above:</b></p> <p>In addition :- In response to concerns over both the effectiveness and noise/vibration effects of the proposed speed cushions the potential for an average Speed Camera system has been explored and is now recommended as a way forward removing the need for physical traffic calming.</p>

<p>Speed also results in more noise, to the detriment of the quality of life of local residents.</p> <p>The corridor along Old Laira Road is potentially a through route for cyclists, but most are deterred from using it because of the danger from speeding vehicles.</p> <p>I travel around the country and abroad and Plymouth is lagging far behind other major cities in implementing 20mph (30kph) limits.</p> <p>I would like to see the majority of Plymouth's roads subject to 20mph.</p> <p>I would however ask that the speed humps are designed to have a smooth incline, sufficient to slow traffic but not so steep as to risk damage to tyres and suspension (unless the vehicle is travelling too fast).</p> <p>Finally, as well as traffic calming measures enforcement is required, especially initially.</p>	
<p><b>Plymouth City Council received 27 signed comments as per the below:</b></p> <p>As residents of Old Laira rd we have been moved to write this letter in response to Amendment order No. 2021.21337268.</p> <p>After reading the proposed order we find a number of worrying concerns relating to safety and welfare of the residents of Old Laira Rd.</p> <p>Please find these concerns below;</p> <p>I, Location of the Zebra Crossing as seen in PLAN I below.</p> <p>We believe this is not a good location for a zebra crossing. This is a very busy and often bottle necked with traffic trying to turn up or down Efford lane adding a crossing into this busy zone will only make congestion worse and therefore more dangerous. Visibility is very poor on this section of road due to it being a brow of a hill which again makes it a poor location for a crossing.</p>	<p>I. The crossing location is not dangerous and visibility from both directions is adequate given the speed of approaching traffic. The Crossing will be built out from the kerb on the southern side of the road further enhancing inter-visibility between pedestrians and Approaching Drivers. This is the location that the Council have been asked to look at within the current scheme limits. By definition, providing a Pedestrian Crossing will slow or stop traffic and can add to congestion. This is not a reason not to install one when community severance issues have been identified.</p> <p>The locations suggested nearer to Alexander Bridge have worse visibility than the location chosen and are out of scope for the present scheme. The location on the inside of a bend is acceptable for the current configuration where a Pedestrian Refuge has been provided to allow pedestrians to cross half way but would not provide the required inter-visibility for a Zebra Crossing which would also sterilize far more parking than the current proposal due to the Zig Zag clearway markings.</p>

<p>We believe this should be moved closer to Alexander Bridge or even opposite the primary school as this would benefit the pedestrians and school children. Please see the google map below as a reference to where we believe the zebra crossing would be better suited as the current proposed crossing is on the bow of a hill. Due to the extremely bad visibility from all angles we suggest a crossing to be situated opposite Trefusis park where the island is currently and mostly used as a safer crossing by all the locals it is also closer to more bus stops and will help children cross the road for primary and secondary schools in that area and going to and from the popular park.</p> <p>2. Noise &amp; Pollution; We are greatly concerned that there will be an increase in noise as impatient drivers and motorcyclists rev their engines due to congestion, which in turn increases pollution. Old Laira Road is a major bus route and coach route in and out of the city. Buses will struggle on the speed cushions and already struggle on the hard turn up Efford Lane thus causing more congestion on the busy road. With a number of elderly residents and young families, we feel that this is a concern for health and well being.</p> <p>3. It is widely felt by the residents of Old Laira rd that there has been a lack of consultation with the residents and we believe this is reflected by the Proposal consultation.</p> <p>4. Physical strain and undue stress on elderly residents and young families. We have a number of elderly neighbours who struggle to walk any distance. These proposals would reduce parking, forcing these residents to park further away from their homes.</p> <p>5.Reduced parking in an already very strained parking area for residents which in turn will decrease property values; the current proposal will reduce parking outside a large number of residents houses and this will increase stress for</p>	<p>There is a location close to the School provided with an existing uncontrolled crossing with excellent visibility. This could be converted to a Zebra Crossing at a later date if funding becomes available but is out of scope for the current scheme.</p> <ol style="list-style-type: none"> <li>2. In response to concerns over both the effectiveness and noise/vibration effects of the proposed speed cushions the potential for an average Speed Camera system has been explored and is now recommended as a way forward removing the need for physical traffic calming. It should be noted that Speed Cushions are specifically designed so that Buses can negotiate them without difficulty.</li> <li>3. The reason for the consultation is to find out what residents think about the proposals and has resulted in significant changes to the scheme</li> <li>4. &amp; 5. There is a reference to Double Yellow Lines on one of the plans. This was in error and should have been removed from a previous version. No proposals for Double Yellow Lines have been advertised and the proposals will result in the loss of one parking space because of the zig-zag marking on the approach to the Zebra Crossing.</li> <li>6. Signs are necessary to enforce the 20mph Speed Limit.</li> <li>7. Lower speed limits are generally associated with a safer road environment.</li> </ol> <p>Extending the scheme to cover a further section of Old Laira Rd is beyond the scope of the current scheme.</p>
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these residents, but also in the surrounding streets as these residents have to park streets away from their homes. As Old Laira Road backs onto the train line residents do not have alternative parking areas for their properties.

6. Eye Sore; Speed cushions and signs everywhere, along with slower traffic and more congestion due to the stop start nature of having a crossing and speed cushions will make Old Laira Rd a less safer and less desirable place to live for everyone.

7. After living here a number of years, we have seen first hand, stressed out erratic drivers, dangerously pulling out inappropriately at the Efford lane junction onto Old Laira rd with numerous near misses due to being held up in bottle necks of traffic. We believe that these plans would compound this issue making the roads surrounding the junction more dangerous for pedestrians and drivers alike.

**Conclusion:**

After speaking to a wide range of residents who live on Old Laira rd, no one thinks these plans make the area safer or better for the residents in anyway. Most people thought a slow escalation in safety measures was the best and most appropriate response.

Firstly by making the area a 20mph zone which we believe should be extend to Lipson Vale Primary which is area where children cross both for the primary and secondary school. Then adding an average speed camera at either end of the street. This way, speeding drivers are discouraged from speeding with fines and points and the residents do not suffer from a poorly placed crossing and speed cushions every time they leave to work and return. These average speed cameras will also deter the mopeds and motorbikes that often speed down the road who would not be as affected by the speed cushions.

<p>As residents we strongly hope you consider our informed opinions on our local area as many of us have lived on Old Laira Road for well over 10 years. We would like our voices heard and used to improve our living environment.</p>	
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Although there is universal support for the proposed 20mph Speed Limit, the proposal to physically enforce the limit with Speed Cushions received numerous objections due to the perception that they would cause congestion, noise and air pollution and vibrations. A scoping exercise has indicated that enforcement of the Speed Limit could be undertaken with the use of an Average Speed Camera System and a quotation from the supplier has indicated that this could be achieved within the budget allocated from the Active Travel Plan.

Concerns over the location of the Zebra Crossing were considered as part of the design and whilst there may be additional congestion at times due the presence of the crossing this is not a reason not to install one when community severance issues have been identified. The location chosen also minimises the loss of on street parking due to the requirement to place Clearway Markings (zig zags) on the approaches to the crossing.

**4. RECOMMENDATION**

**After reviewing all comments received, our recommendations are below:**

It is recommended that the 20mph Speed Limit and Zebra Crossing are implemented as advertised and that an Average Speed Camera Enforcement System is procured to support enforcement of the speed limit and ensure that approach speeds to the Zebra Crossing are appropriate.

**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.