



HONICKNOWLE TRO

I. INTRODUCTION

This report seeks delegated authority to implement amendments to The City of Plymouth (Traffic Regulation and Street Parking Places) (Consolidation) Order 2004 in association with the Honicknowle TRO.

2. TRAFFIC REGULATION ORDERS REQUIRED

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

To Add;

No Waiting At Any Time

- (i) Denham Close, the east side from its junction with Shakespeare Road for a distance of 6 metres in a northerly direction
- (ii) Denham Close, the west side from its junction with Shakespeare Road for a distance of 5 metres in a northerly direction
- (vi) Ruskin Crescent, both sides from its junction with St Peters Road for a distance of 6 metres in a westerly direction
- (x) Ruskin Crescent, the east side from its junction with St Peters Road for a distance of 8 metres in a northerly direction
- (xiv) Ruskin Crescent, the west side from its junction with St Peters Road for a distance of 6 metres in a northerly direction
- (xviii) Shakespeare Road, the north side from the boundary of Nos. 113/115 to its junction with Shakespeare Road northern arm (between house numbers 119 and 131)
- (xxii) Shakespeare Road Northern Arm (between Numbers 119 And 131), both sides from its junction with Shakespeare Road for a distance of 5 metres in a northerly direction
- (xxvi) St Peters Road, the west side from the boundary of Nos. 158/160 for a distance of 10 metres in a northerly direction
- (xxx) St Peters Road And Shakespeare Road, the outer side Central Island for its entire length.

- (xxxiv) St Peters Road Northern Arm (turning Area Rear Of Numbers 78 And 94), the east side from its junction with St Peters Road for a distance of 6 metres in a northerly direction
- (xxxviii) St Peters Road Northern Arm (turning Area Rear Of Numbers 78 And 94), the west side from its junction with St Peters Road for a distance of 4 metres in a northerly direction
- (xlii) St Peters Road Southern Arm, the west side from its junction with Shakespeare Road for a distance of 7 metres in a southerly direction
- (xlvi) St Peters Road Southern Arm, the west side from a point 17 metres north-east of the boundary of Nos. 138/140 St Peters Road for a distance of 14 metres in a north-easterly and northerly direction
- (l) Whin Bank Road, the north side from its junction with St Peters Road for a distance of 10 metres in an easterly direction
- (liv) Whin Bank Road, the south side from its junction with St Peters Road for a distance of 11 metres in an easterly direction

3. STATUTORY CONSULTATION

Proposals

The proposals for the Honicknowle TRO were advertised on street, in the Herald and on the Plymouth City Council website on 29th July 2022. Details of the proposals were sent to the Councillors representing the affected wards and statutory consultees on 12th April 2022.

There has been one representation received relating to the proposals included in the Traffic Regulation Order.

Consultation	Comments
<p>We fully endorse the order proposal. Not before time I might add as we have witnessed a few near misses at the Ruskin Crescent/St Peters Rd junction! However I wish to make the following observations and comments.</p> <p>The Statement of Reasons in the order states the changes are due to a significant increase in attendances at Bolitho Park (home of Plymouth Parkway FC and latterly Truro City FC). Whilst this is true, I am surprised no mention was made of increased attendances and functions at the Plymouth Argyle Community Trust Manadon Hub which also</p>	<p>Thank you for your recent comments towards the proposals – 2022.2137280.</p> <p>Whilst we appreciate that these issues occur for all of the facilities at Manadon Park, however the level of complaints escalated with the increased attendances at Bolitho Park. The owner of the club is fully aware and supportive of our plans.</p> <p>We have not had complaints from residents at any other time apart from Saturdays afternoon, I will however ensure that your</p>

presents significant parking issues in the area. I feel the Hub should have been included in the reasoning statement along with Bolitho Park which although co-located with the same entry/exit point, are two completely separate entities who operate independently of each other.

The main problems occur when there are functions and activities simultaneously at the Hub and Bolitho Park and even more so now that Plymouth CS and Roborough use the cricket pitch at the Hub for their home games at weekends and some evenings. Obviously when the football and cricket seasons overlap, the parking situation worsens.

I wish to make you aware that illegal/dangerous parking also takes place during the closed football season when Bolitho Park is locked, secured and completely empty. The Hub is a very busy place and there are activities most evenings throughout the year and not just on a Saturday/Tuesday/Wednesday when Plymouth Parkway/Truro City are at home. Many Sundays during the football season are particularly bad for parking as the Plymouth Argyle Academy (age groups from Under 8's upwards) use the Hub and host numerous aged group teams from the likes of Bristol City, Bristol Rovers, Cheltenham, Swindon, Forest Green etc. Bolitho Park is once again deserted on these days! I have witnessed cars start arriving from around 0900 and with the car park quickly full up, parking spills over into the very areas highlighted in the order. This includes visiting teams coaches and minibuses. I would invite any interested parties, councillors, traffic managers etc to attend one of these Sunday morning events to see for themselves. I also note that on match days at Bolitho Park, stewards are employed by the club to control the car parking but this does not seem to be the case for the larger events at the Hub which becomes a free for all.

Just prior to the last local council elections some small "Residents Only Parking" signs appeared on a number of lamp posts in the vicinity including one at the rear of my property. As the area is not a designated residents parking permit area and we have no

concerns are noted and enforcement increased at all times.

The residents signs were installed following a request from residents in Ruskin Crescent and were installed as a courtesy and not as a defined resident parking zone, this would require a full consultation and cost to the residents, residents were hopeful that this would encourage motorists to park elsewhere.

This was a planning / finance issue to which we have no control and the scope of any improvements was at the behest of the developer/fund provider.

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.

You will be notified if and when the proposals will be implemented.

permits, these signs are purely for information and I assume not legally enforceable and are generally ignored by users of Bolitho Park and The Hub. My wife who has mobility issues and parks her car at the rear of our property on the road, myself and my neighbours have occasionally received verbal abuse when pointing these signs out to people parking their cars who are clearly non residents. The cynic might suggest these signs appeared just prior the local elections after pressure from the residents!

Being a long time resident, I attended the consultation presentations prior to the Hub being built and enquired as to why the car park would not be extended beyond its current area and include the area of what is now rough ground between the car park and the perimeter fence which borders St Peters Road. I was informed it had not been budgeted for and there was not enough money to do this. Had the car park included this area and provided additional spaces it would have alleviated but not entirely solved the parking issue. In light of the current situation, could this option not be revisited and the car park extended? Hindsight is a wonderful thing!

Historically there have always been parking issues. Prior to the Hub being built, the old all weather pitches administered at the time by Plymouth City Council were well used in the evenings and at weekends until they became neglected, derelict and eventually closed. Woodland Fort CC also used the old cricket pitch. There was no car park at the time and the current car park area was just rough ground, unlit and unattended and cars in those days parked wherever they could, usually in the surrounding streets. Bolitho Park in those days was nothing like today and consisted simply of a floodlit football pitch and a couple of grotty portacabins on the rough ground area which is now the car park, one as a small clubhouse, the other as the changing rooms. Having lived here for 32 years I can assure you parking issues are nothing new but have gradually worsened with the advent of the Hub and the expansion of Bolitho Park and the relative success of Plymouth Parkway FC. You may also wish to be aware that prior to the Hub/Bolitho Park development, illegal travellers have occasionally pitched up creating

<p>problems for the local residents and on one occasion resulted in a Plymouth Parkway game having to be postponed on safety grounds. Thankfully since the development and height barriers installed, this no longer occurs.</p> <p>Finally I have no axe to grind with either Bolitho Park or the Hub both of which are now excellent community facilities. I have been a regular at Plymouth Parkway since 2009 and follow them home and away, become an active, willing volunteer at the club and write the match reports which appear on social media and in the Herald. I also participate in walking football at the Hub on a Monday evening and Wednesday morning and know many of the Staff there personally. I also watch cricket there now and then and attend other community events.</p>	
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4. RECOMMENDATION

It is recommended to proceed with original proposals as advertised and make the Traffic Regulation Order

5. LEGAL CONSIDERATIONS

The lawful implications and consequences of the proposal have been considered and considered 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.