

Traffic Regulation Orders – Representations Report

SECTION 1 – COVER SHEET

Order Title:	The Warwickshire County Council (District of Warwick) (Civil Enforcement Area) (Waiting Restrictions, On Street Parking Places & Residents' Parking) (Consolidation) (Variation No. SKC01) Order 2025
Order Type:	Stopping Restrictions – No Stopping on Entrance Markings
Location:	Warwick District area
Consultation Start Date:	30 th May 2025
Consultation End Date:	23 rd June 2025
Officer:	Candie Humphreys and Emily Brough

Classification (see Section 4 for definitions)	Minor	☐
	Non-Minor (2 or fewer objections)	☒

n.b. If neither of the above Classifications apply objections should be presented to the Portfolio Holder for Transport & Planning for decision.

SECTION 1A - (CPE Variations Only)

Schemes within the Order with NO OBJECTIONS:	17
Schemes within the Order with objections:	No. of Objections:
Barford St Peters, Barford	1

Documents Attached:

Public Notice	☒	Statement of Reasons	☒
Plan(s)	☒	Copies of Objection(s)	☒

Additional Documentation:

Document links

[Statement of Reason and Schedule](#)

[Public Notice](#)

[2025 Order](#)

[2017 Consolidation Order to be varied](#)

SECTION 2 – Objections & Comments (1 of 1) (1 per Scheme with Objections)

Emails/letters	
Total objections	1
Total support	0

Ref	Objections and comments received	Total number of responses containing the comment
A	1. The proposed restricted time of 8.00am -5.00pm does not satisfy the objective of ensuring consistent safety throughout the school day. The school day starts with Breakfast Club at 7.30 am and ends at 6.00 pm when the nursery school closes. Supplementary information: There is nothing wrong per se in adopting a County wide TRO. However, where a condition is applied to a population it has to span the highest and the lowest values in that population to be effective. ALL of the schools in phase1 offer a wraparound care in one form or another. The 0800 to 1700 restriction will only cover the school day at one of the 17 schools listed. All the others require times ranging between 0730 and 1800. It would seem unfair to prejudice the safety of those who rely on the breakfast and after school clubs. 2. The proposed restricted times without a relaxation out of peak times would make the school unserviceable. It has not been observed that the school has very restricted vehicular access and can only be serviced by vehicles stopping on the yellow zigzags to load and unload, pick up and drop off children on school outings etc.. The mobile library service would also need to be relocated. Whilst uniformity during school hours is desirable it does not need to be needlessly impractical or operationally impossible to achieve as has been recognised by many similar sites. Physical observation indicates that the number of movements outside peak hours other than for organised events is so low as to be considered negligible. Supplementary information: Warwickshire County Council operates in a strategic partnership with the school governance. The Council and its partners are not only obliged to comply with the restrictions but must also be seen to be compliant. WCC and the school governance are all responsible people, and it would be unfair and unreasonable to put them in a position where they and their suppliers have to be in breach in order to continue in operation. The blanket regulation is fine until it isn't. When it is not workable it has to be tailored to fit the individual circumstances. Common sense surely has to prevail at some point. 3. The yellow zigzags are in the wrong place. It has not been observed that the pedestrian access has at sometime been relocated to the extreme eastern edge of the site. This means that anyone exiting right out of the	1

	school premises or approaching from an easterly direction is not afforded clear visibility for safe crossing. 4. The siting of signage on the northern side of the road. There is no indication on the site plan of the location of signage. However, a contractor has attempted to install a sign at right angles to, close to the façade, and in a central position at 27a Church St. A sign of this magnitude and in this position creates an unreasonable obstruction to access for necessary maintenance. 27a Church St is grade 2 listed. The erection of the sign centrally in front of 27a is likely to negatively impact its special character or historic interest. There are many other opportunities for siting the signage in compliance with guidance.	
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Ref	Officer Comments
A	1/2. Enforcing School Keep Clear zones from 8:00 AM to 5:00 PM ensures consistent safety throughout the school day. Children, parents/carers and staff access the site throughout the school day—not just during drop-off and pick-up. All-day enforcement, Monday to Friday prevents obstructive parking and maintains clear visibility for safe crossing. A fixed time window also provides clarity for drivers, improving compliance and reducing risk. Additionally, the Traffic Signs Regulations and General Directions 2016 are prescriptive on sign design for all signs installed on the highway. The time period shown on the upright sign may be varied as appropriate but the legend “during term time” must not be used as this legend is not prescribed by the Regulations as not all drivers will be familiar with the exact dates of each school term, particularly as these can vary from one area to another. 3. Zig Zags are centred to protect crossing installed and do cover entrance of school (though not centrally positioned). While not centred on school property they are installed sited as they have been for a number of years. The site has good PIC record (no personal injury collisions in last 5 years) and so happy the offset of the markings provides appropriate protection. 4. Resolution direct with resident to place signage on outer footway and at end of property subject to site visit / utilities check.

Recommendations
To approve the making of the following Order as advertised. The Warwickshire County Council (District of Warwick) (Civil Enforcement Area) (Waiting Restrictions, On Street Parking Places & Residents’ Parking) (Consolidation) (Variation No. SKC01) Order 2025

Members Comments
Councillors Matecki, Falp, Stevens, Dickson, Jones, Chilvers, Boad, Edwards, Roberts, and Drew as local members were consulted at time of advertising, no representations have been received in response.

SECTION 3 – Recommendations & Approvals

Scheme Title	Recommendation	Recommendation upheld?
Barford St Peters, Barford	To approve the making of the following Order as advertised. The Warwickshire County Council (District of Warwick) (Civil Enforcement Area) (Waiting Restrictions, On Street Parking Places & Residents' Parking) (Consolidation) (Variation No. SKC01) Order 2025	☒

Signature:	
	Richard Fenwick - Director of Highways Mark Ryder – Executive Director of Communities ☒ ☐
Date:	10/09/2025

SECTION 4 – Constitutional Definitions of Minor Traffic Orders

Powers and Duties	Statutory Reference	Type of Function
A “minor traffic order” is one falling into the following categories: i. No waiting at any time restrictions at junctions including waiting restrictions required for the safe and efficient operation of traffic signals. ii. Introduction or removal of Waiting restrictions on one or both sides of a length of road extending no greater than 50 metres on a principal road or 100 metres on a non-principal road, when measured along the centre line of the road. iii. Introduction or removal of Parking Places, on one or both sides of a length of road extending no greater than 50 metres on a principal road or 100 metres on a non-principal road, when measured along the centre line of the road. iv. Amendments to hours of operation of existing Parking Places. v. Extension to a speed limit order on a length of road extending no greater than 50 metres on a principal road or 100 metres on a non-principal road, when measured along the centre line of the road. vi. Extension to a speed limit order encompassing new accesses to development with prior approval outside the boundaries of existing urban/village speed limits. vii. Waiting restrictions, moving traffic Orders, speed limits as specified by Road Safety Audit on wider schemes with prior approval. viii. Waiting restrictions, resident permit eligibility, moving traffic Orders, speed limits as an integral component of wider schemes with prior approval ix. Structural weight limits as required by load capacity assessments. x. Individual bays for Disabled Badge Holders Only within a residential context, in areas of existing Parking Places. xi. Any other traffic order designated by the Director of Environment, Planning and Transport as such following consultation with the relevant Portfolio Holder and the Chair of the relevant Overview & Scrutiny Committee. The maximum lengths of roads which come within the definition of “minor traffic order” apply to each separate proposal and not the total length of road covered by an order which may contain a number of proposals. The above definition of a “minor traffic order” will apply to new traffic orders and to amendments to existing traffic orders, including consolidation orders.	Parts I and II Road Traffic Regulation Act 1984	Executive