

TRAFFIC REGULATION ORDERS – REPRESENTATIONS REPORT

SECTION 1 – Cover Sheet	
Order Title:	THE WARWICKSHIRE COUNTY COUNCIL (DISTRICT OF STRATFORD ON AVON) (CIVIL ENFORCEMENT AREA) (WAITING RESTRICTIONS, ON STREET PARKING PLACES AND RESIDENTS' PARKING) (CONSOLIDATION) (VARIATION NO. EV1) ORDER 2025
Order Type:	Civil Parking Enforcement
Location:	Various Roads, District of Stratford
Consultation Start Date:	24 October 2025
Consultation End Date:	17 November 2025
Officer/Team Name:	Candie Humphreys (Minor Works)
Legal ref no.:	E64810

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

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

Background of Proposals
The proposals to formalise existing EV recharging bays, which are not currently enforceable, will provide clear delineation between bays available for use by any vehicles including those with internal combustion engines (ICE) and those for EV charging only; the provision of EV infrastructure having a potential beneficial impact on air quality as well as supporting the authority's Electric Vehicle (EV) Charging Infrastructure Strategy by enhancing EV parking options. In determining the designation of pay and display parking places for EV vehicles, the Council has considered both the interests of traffic and those of the owners/occupiers of adjoining properties with regard to the need for maintaining the free movement of traffic whilst maintaining reasonable access to owned/occupied premises. In certain locations adjacent parking restrictions will be adjusted provide consistent restrictions on-street for both ICE and EV vehicles, providing clear and straightforward messaging to motorists, and clarity for civil enforcement officers.

Legal Services
Legal Services have confirmed via email that the proposed Order was subject to statutory advertisement on the dates reported (section 1) in the Stratford Observer/Herald. Representations were received as noted above.

Risk Implications
The Corporate Risk Management Approach has been compiled with to identify and access the significant risks associated with this decision / project. This includes (but not limited to) political, legislation and reputational risks.

Overview of Representations		
Elements within the Order with <u>no objections</u> :		1
1	Chestnut Walk, Stratford (North side) - Electric Vehicles Only Pay & Display 2 Hours No Return 4 Hours Except Permit Holders (S7) 8am – 6pm	
Elements within the Order with objections:		No. of Objections:
1	High Street, Henley (East side) - Electric Vehicles Only Limited Wait 2 hours no return 4 Except Permit Holders (HA) Mon-Sat 9am-5pm	9

Documents Attached:

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

Additional Documentation:
Statement of Reason and Schedule Public Notice 2025 Variation Order 2017 Consolidation Order FW27 rev 1 HQ36 rev 4

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

Order Element:	High Street, Henley (East side) - Electric Vehicles Only Limited Wait 2 hours no return 4 Except Permit Holders (HA) Mon-Sat 9am-5pm
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Representations received

Total no. objections	9
Total no. support	0

Representations	Officer Response	Total number of responses containing the comment
Lack of parking available at location / Reduction in available High Street parking	Proposal would reduce available high street parking for ICE vehicles by 8	8
Previous assurance from Parish Council bays would never be formalised. Breaches principle of legitimate expectation	No evidence provided to confirm this. Internal investigate confirms initial proposals implements without formalisation but confirmed possibility for future formalisation	2
Unfairly affects residential properties. Properties (105 – 111) should be exempt / all permit holders should be exempt	There is no absolute right to parking on-street, and as the Highway Authority we have the responsibility to provide a balance between the needs of residents and those of visitors to the area. Charge points historically installed at location. Scheme remit does not extend to relocation of charging units	6
Bays should remain shared use (EV / ICE)	Due to proportion of ICE / EV vehicles, retention of shared use may result in continued underutilisation of charging units	3
Lack of utilisation data, DDA/Equality/Access assessment for scheme	Utilisation data held has commercial value so not distributed. Additionally, data is limited in the fact it can only show use of the charging unit, not the bay itself Proposed number of bays equates to approximately 5% of parking bays available on High Street, not deemed viable number for such assessments There are no requests to adjust any of the parking bays at the location to disabled parking bays.	3

Chargers are rarely / intermittently used. Bays be left empty if TRO implemented	As above, data is limited in the fact it can only show use of the charging unit, not the bay itself. Observational data from various WCC officers confirms units occupied/blocked by ICE vehicles but this is not consistently inspected as team does not have an enforcement role. Civil Enforcement are unable to enforce in relation to vehicle type, as such enforcement data is not available. Average of 14.84 charges per week.	2
Order unclear on whether EV only section of the order applies to resident permit holders	Proposals regarding EV Only use of bays affect both limited wait and resident permit holders	1
Bays should be installed in local car parks	Car parks are not WCC assets	5
Negative impact on local businesses	No data to support or object to statement	4
Providing parking for vehicles which make up approximately 5% of vehicles in the UK is unnecessary	Proposed number of bays equates to approximately 5% of parking bays available on High Street	1
Most EV drivers in Henley have home charging points / Charging points for visitors are unnecessary / Not appropriate for parking area which is mainly residential	No data to support or object to statement	2
More chargers being installed are not necessary / unsuitable for conservation area	Further chargers are not being proposed. Proposals relate to adjustment of restrictions at existing charge points only	4
EV vehicles are larger and require more space and poor parking has caused damaged to resident owned vehicles	Report regarding size of bays in Henley sent to officers responsible for the annual Civil Parking Enforcement programme to determine whether adjustments are required in the town	1
Discrimination against other forms of vehicles	Proposed number of bays equates to approximately 5% of parking bays available on High Street	1

Note – Representations are redacted and show only the detail of the correspondence, not the correspondent or any identifying information.

Officer Recommendations
To withdraw element “<i>High Street, Henley (East side) - Electric Vehicles Only Limited Wait 2 hours no return 4 Except Permit Holders (HA) Mon-Sat 9am-5pm</i>” from proposed order prior to making. Alternative proposals for High Street, Henley in Arden will be drawn up for proposal and readvertised at a later date

Members Comments
Councillors Kate Rolfe and James Crocker as local members and Jennifer Warren as Portfolio Holder were consulted at time of advertising, no representations have been received in response.

SECTION 3 – Recommendations & Approvals

Element	Recommendation	Recommendation upheld?
High Street, Henley (East side) - Electric Vehicles Only Limited Wait 2 hours no return 4 Except Permit Holders (HA) Mon-Sat 9am-5pm	To withdraw element from order	☐

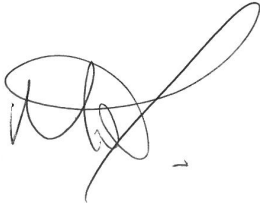
Additional information

e.g.

Detail of reasoning for not upholding recommendations

Forward actions

Referral to Portfolio Holder

Signature:	
Mark Ryder – Executive Director of Communities <i>or</i> Nominated representative of Executive Director of Communities Name & Position: xxx	☒ ☐
Date:	06.02.2026

SECTION 4 – Constitutional Definitions of Minor Traffic Orders

Warwickshire County Council Constitution

Part 2(10), Appendix A, 10.5 Executive Director for Communities “Rights of Way, Traffic Regulation, Planning and Environment”

Rights of Way and Traffic Regulation			
	Powers and Duties	Statutory Reference	Function Type
5*	5.1 To make temporary traffic regulation orders and experimental traffic regulation orders; 5.2 To propose the making of Minor Traffic Orders (as defined in item 18 of this table below) and, subject to consideration of all objections duly made under the relevant Regulations and not withdrawn (if any), to make the Minor Traffic Orders; 5.3 To propose the making of orders (other than temporary orders and Minor Traffic Orders) relating to road traffic, parking places and speed limits and, in the event of no more than two objections being received (and not withdrawn) under the relevant Regulations, to make the orders.	Part I, II, IV and VI, Road Traffic Regulation Act 1984	Executive
18*	To propose and make minor road traffic orders provided that the local member does not object. A “minor traffic order” is one falling into one of 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 centreline of the road. (iii) introduction or removal of on-street 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 centreline of the road. (iv) Amendments to hours of operation of existing on-street parking places. (v) Extension of an existing speed limit 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 of an existing speed limit to encompass any new accesses to new development (vii) Waiting restrictions, moving traffic orders, speed limits as recommended by a Road Safety Audit (viii) Waiting restrictions, eligibility for residents parking permits, moving traffic orders, speed limits as an integral component of wider schemes. (ix) Structural weight limits as required by load capacity assessments. (x) Individual bays for Disabled Badge Holders Only within residential streets which already have on-street parking places. (xi) Any other traffic order designated by the Director of Environment, Planning and Transport as such following consultation with the Executive Director for Communities, 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 orders and to amendments to existing orders.	Parts I and II, Road Traffic Regulation Act 1984	Executive