

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 AND RESIDENTS' PARKING) (CONSOLIDATION) (VARIATION NO. EV1) ORDER 2025
Order Type:	Civil Parking Enforcement
Location:	Various Roads, District of Warwick
Consultation Start Date:	24 October 2025
Consultation End Date:	17 November 2025
Officer/Team Name:	Candie Humphreys (Minor Works)
Legal ref no.:	E64812

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 Leamington Courier. Representations were received as noted below.

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> :		2
1	Binswood Avenue, Leamington Spa (North Side) - Electric Vehicles Only	
2	Guy’s Cliffe Road, Leamington Spa (East Side) - Electric Vehicles Only	
Elements within the Order with objections:		No. of Objections:
1	Market Place, Warwick (West Side) - Electric Vehicles Only Pay & Display 2 Hours No Return 4 Hours Mon-Sat 9am-5pm	3

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 FU60 rev 7 FX59 rev 4 GB53 rev 3

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

Order Element:	Market Place, Warwick (West Side) - Electric Vehicles Only Pay & Display 2 Hours No Return 4 Hours Mon-Sat 9am-5pm
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Representations received

Total no. objections	3
Total no. support	0

No.	Representations	Officer Response
1	Summary of representation (see attachment for full representation) - Unnecessary, barely any vehicles park at location - Cape Road spaces taken from the public	- At this site lack of infrastructure use is often due to the spaces being inaccessible, due to the presence of non-EV vehicles which can park at the location without restriction. These proposals seek to prevent such parking enabling the spaces to be used by EV vehicles only. - We are aware that during Covid this Cape Road car park was opened up to the public for use during office hours as well as during evenings and weekends following a decision by Warwickshire's Corporate Board. The decision to revert to pre-pandemic usage i.e. evenings and weekends permitted for public use, earlier this year was again determined by Corporate Board and is not an area of responsibility covered under the Traffic Regulation Order process.
2	Summary of representation (see attachment for full representation) - Support EV infrastructure but these bays shouldn't be for exclusive use - Time frame not reasonable for actually charging should make any EV bays 4 hour - Should only do 3 bays at location as there are 6 dedicated bays 200 yards away	- The proposed 2-hour time frame attributed to bays is determined by their location, requiring shorter parking time frames to accommodate short term turnover of parked vehicles common in town centre locations. - There is no other on-street EV charging provision in Warwick, which Warwickshire County Council are responsible for and the closest public chargers being approximately 0.2km away in Warwick District Councils West Rock car park, the location of which may not be as accessible for some users.
3	Summary of representation (see attachment for full representation) - Can't get commercial parking - ticketing in loading bay after 5 minutes - Should provide for businesses, not EV, plenty of this elsewhere	- There is no other on-street EV charging provision in Warwick, which Warwickshire County Council are responsible for and the closest public chargers being approximately 0.2km away in Warwick District Councils West Rock car park, the location of which may not be as accessible for some users. - The issuing of Penalty Charge Notices falls outside of this TRO consultation and cannot be discussed outside of the appeals process, because there is a legally prescribed appeals process already in place. - Civil Enforcement have confirmed business permits are not being considered by WCC at this time

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

Officer Recommendations
To withdraw element “Market Place, Warwick (West Side) - Electric Vehicles Only Pay & Display 2 Hours No Return 4 Hours Mon-Sat 9am-5pm” from proposed order prior to making. Alternative proposals for Market Place, Warwick will be drawn up for proposal and readvertised at a later date

Members Comments
Councillors John Holland and Max Langer as the local members, and Jennifer Warren as the Portfolio Holder, were consulted at time of advertising. No representations have been received in response.

SECTION 3 – Recommendations & Approvals

Element	Recommendation	Recommendation upheld?
Market Place, Warwick (West Side) - Electric Vehicles Only Pay & Display 2 Hours No Return 4 Hours Mon-Sat 9am-5pm	To withdraw element from order	☐

Additional information

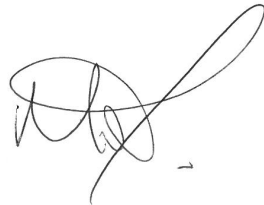
e.g.

Detail of reasoning for not upholding recommendations

Forward actions

Referral to Portfolio Holder

Signature:



Mark Ryder – Executive Director of Communities

☒

or

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