

## **Warwick District Electric Vehicle TRO variation consultation responses**

### **Comments received in support of the proposed variation**

#### Email ref S1

I'm writing in full support of the installation of an electric car infrastructure in Warwick. As an electric car driver of over 6 years we have always avoided Warwick because it has no charging points. It's quite frankly scandalous that our county town has avoided having any for so long. I look forward to the time where petrol and diesel vehicles are squeezed out of the town centre and replaced by zero emissions silent vehicles. You will be able to walk around the town in peace and breathe clean air. Please do not hesitate in completing this work.

Best regards

Name supplied

#### Email ref S2

Warwick Chamber of Trade welcomes the proposal to install on street electric charging points in Warwick which will be needed if we are to meet environmental targets in the future.

Several of our members have objected to having the charging points in Northgate Street and we would suggest putting them in Barrack Street which does not have the same historic visual appearance.

We welcome the change to 2 hour parking in Market Place as this will move towards a consistency across the town, something we have been asking for.

We obviously hope there will be rigorous enforcement of these spaces so that the free parking is not abused.

Sue Butcher

Chairman Warwick Chamber of Trade

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## **Comments received in objection to the proposed variation**

### Email ref Ob 1

I object to your proposed electric charging points but would support their location in a suitable location. West Rock car park may be suitable subject to consultation with neighbours.

Legal objection.

1.The WCC Constitution part IV s 13 requires the involvement of the local councillor and I have not been involved so this cannot proceed.

2.The location is in Conservation Area and the Planning Authority have not been involved. I expect WDDC to refuse.

3.The location is subject to a Air Quality Management Zone Order and the proposal would worsen pollution and is thus unlawful.

WCC Policies.

WCC and the private sector have spent £millions to restore Northgate Street which is a world heritage site. Charging points contradict all this work.

In 2016 Council resolved to reduce traffic in Warwick town centre. Locating the charging points jointly with WDC would reduce vehicle movements as drivers would not have to drive looking for a charging point.

Parking strategies for Market Place are very short-term parking to enable many different customers of town centre businesses to use each space during the day. Medium- and long-term parking is in car parks and thus that is where charging points must be located.

Parking in Northgate Street is to change to W2 zone resend parking while retaining pay and display as a present. The street is now majority residential, but business parking will be retained. This implies that charging cannot be accommodated.

Next steps.

1.Approach WDC with a view to passing funding to them for implementation in their car park.(Not New Street)

2.If not possible the work with me to consulta stakeholders.

I object to this proposal. This is a Conservation Area, and you propose charging equipment in front of Listed Buildings. The easy solution is to

put all your charging points in Barrack Street, which is also nearer the substation.

Residents have been promised that Northgate Street and New Street will be included in the W2 residents parking zone. It would help to include this in your Order.

Please phone when you have a minute.

Cllr John Holland, Warwick West

### Email ref Ob 2

Please note my objections as a District and Town Councillor for this area (Saltisford ward) to the recent proposed changes in relation to Electric vehicle parking and charging in Market Place and Northgate Street, Warwick (As per link: <https://www.warwickshire.gov.uk/news/article/1653/warwick-district-civil-parking-enforcement-area-variation-no-7-electric-vehicles> ).

My objections are as follows:

- Charging points are to be added in West Rock car park as far as I am aware, where the District Council and County Council were supposed to be working together on. This is a far better place to provide charging points for the centre of town where it already offers long term car parking close to the centre of town. This will encourage usage of the car park and not encourage cars to go into the centre of town.
- The increase of maximum waiting times in these areas is wrong to just allow sufficient charging time for electric vehicles. On street parking around the centre of town should be short term only, as it is now (I cannot see in the Technical documents a plan of current provision to refer to). Vehicles should be discouraged to be coming into the centre of town to park, at least for longer term parking. The development at the end of Northgate Street for example was surely part of that by discouraging vehicles turning right from the Saltisford.
- Charging Points to be added will mean digging up an unknown amount of new paving in Northgate Street that has only just been laid down from the recent development of Northgate Street. This is a conservation area, and any additions or disruptions should be very mindful of the aesthetics and damage to the pavements and roads. Has the conservation area been considered ?
- There is no indication as to what type of charging these new points will be. Bearing in mind my comments regarding extending maximum waiting time just so cars can be sufficiently charged, these charging points would have to be a fast-charging type with a higher capacity. Is there sufficient supply for these in the centre? Would it be green electric supply used ? (If not, going against WCC's Climate Emergency policy?) Again, as above, how much digging up of these areas, particularly Northgate St will it take to provide supply ? There is no information on this in the Technical documents and there is no detail plan on the Market Place places there either (Duplicate Northgate St plans in there ?). Why would anyone 'popping in' to town with an

electric vehicle want to put it on charge for 30 mins or so when it will surely not make much of a difference ?

- This would mean a loss of SHORT-TERM on-street parking spaces in the centre for non-electric vehicles which will have an impact on town centre businesses.
- The reasons for this include air quality improvements. As stated above, encouraging cars to come into the centre of town, which this will do is going to make air quality in this area worse. Bearing in mind also that it is not just fuel emissions that causes poor air quality, but particles from tyres and others also cause air quality issues.

Kind Regards, Cllr Dave Skinner  
Saltisford ward, Warwick

### Email ref Ob 3

Warwick Town Council would like to make the following objections and comments:

- There should be charge points for Disabled parking spots in the town centre.
- The proposed charge points are not in keeping for a conservation area – in particular in Northgate.  
Old Square would be a better location.
- The most suitable site for the charge points would be in “Off-street” (WDC-owned) Car Parks i.e. West Rock and / or New Street”.
- There will be a loss of revenue with the proposed charging points being free. There was a view that they should be chargeable.
- On road parking in the centre of the Town should be short term to allow for shoppers to use them.
- It was recommended that parking be made an hour in the centre of town.
- 22 kilo watts charging points would only allow a top up not a full charge.
- It was felt that “Green” electricity should be used.

Regards

*Jayne Topham*

Town Clerk & Steward Warwick Court Leet  
Warwick Town Council

### Email ref Ob 4

I am writing to object to the proposed installation of EV charging points on Northgate and Market Place.

For the safety of pedestrians and shoppers, cars of any form should not be encouraged into the marketplace. Never has the market square been a more pleasant place to be than when the square is closed to traffic and shoppers and visitors can walk around freely and safely. On street installations will cause potential trip hazards for pedestrians.

EV points should be installed in the existing car parks that are available and allow shoppers to stay for longer periods, for example West Rock or Barrack Street.

Or if you would like to encourage less air pollution may I suggest that the market place is closed to cars except for disabled badge holders and instead some of the spaces are converted into adequate parking for cyclists to allow even greener transport into the town centre.

Kind regards  
Name supplied

Email ref Ob 5

I have just come across WCCs proposals for electric vehicle charging points in central Warwick in both the Market Place and Northgate Street. Whilst I am supportive of measures to reduce carbon emissions and the generation of clean fuel I am totally opposed to the installation of such facilities within the Warwick Conservation Area.

I do wonder if you have any appreciation of the visual damage caused by even more Street clutter. Northgate Street has been described as one of the 'finest Georgian Streets in the Midlands' (Alex Clifton Taylor) and rightly so. A considerable amount of money has been spent on footway resurfacing, notwithstanding the conversion costs of the properties. The visual dominance of new charging points will be utterly detrimental to the character and quality of the street scene.

The same argument applies to Market Place.

It would be very helpful if you could produce images showing the size of the charging points and how they would visually fit into the street scene.

There is an obvious alternative, though that would necessitate a cessation of the pathetic posturing between WCC and WDC. That is of course the Car Park in New Street. It really is time that both Councils worked for and on behalf of the residents.

I look forward to hearing from you and would like my comments to be noted as an objection.

Sincerely  
Name supplied

Email ref Ob 6

Warwick Chamber of Trade welcomes the proposal to install on street electric charging points in Warwick which will be needed if we are to meet environmental targets in the future.

Several of our members have objected to having the charging points in Northgate Street and we would suggest putting them in Barrack Street which does not have the same historic visual appearance.

We welcome the change to 2 hour parking in Market Place as this will move towards a consistency across the town, something we have been asking for.

We obviously hope there will be rigorous enforcement of these spaces so that the free parking is not abused.

Sue Butcher  
Chairman Warwick Chamber of Trade

#### Email ref Ob 7

We recognise that there is no statutory requirement to consult or to take our views into account on works to the public highway. However, reference has been made in the press recently about engagement with the District Council regarding installation of electric charging points at Market Place and Northgate. As the District Council's Principal Conservation Officer, we have not been approached from my recollection and I am concerned about the potential visual impact that the charging points may have to 2 of the most sensitive areas – Market Place and Northgate – within Warwick Conservation Area. I note that the statement claims that WCC has worked with a supplier to provide units 'which will not be obtrusive in the town centre conservation area', but we have not been provided the opportunity to comment directly in regards to this. On the basis of information provided, it is difficult to ascertain what the impact could be and, in any case, there are likely to be areas of lower sensitivity for electric charging points. On the plans provided, it is also not exactly clear as to how many charging points are being proposed as the plans generally just refer to allocated parking bays for charging electric/hybrid vehicles, but without actually stating the number of units.

Kind regards,

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**Robert Dawson** BA (Hons), MA, IHBC  
Principal Conservation Officer  
Development Services  
Warwick District Council

#### Email ref Ob 8

I write to say how appalled we are to learn about this plan to put electric charging points in Northgate Street.

The need for these points will hopefully grow but they should not be sited in one of Warwick's finest streets and particularly, since the County Council spent so much time and money altering the area of the roundabout at the north end. Residents, visitors, tourists now enjoy a superb prospect looking up the street to St Mary's Church and street furniture needs to be kept to a minimum.

It would be better to find a place in the New Street car park for example and we request that this proposal is re-thought.

Yours sincerely  
Name supplied

Email ref Ob 9

The Warwick Society wishes to object to the proposal to install electric vehicle charging points in the Market Place and Northgate Street, Warwick.

We appreciate that their installation is not itself the subject of the draft variation in the parking order, which regulates the use of parking places. But we are concerned that their installation and use would damage the streetscape and public amenity, conflict with the policies which protect the Warwick Conservation Area and Listed Buildings within it, and the town centre retail area, and impose safety hazards, particularly on disabled and elderly people.

We would characterise the proposal as turning historic town centre streets, among them Northgate Street, architecturally one of the finest 18th century streets in England, into the 21st century version of a petrol station forecourt.

We would be grateful if you could send to us copies of the council's assessments of the proposal on the policies which protect this fine environment.

Subject to your reply to that request, the grounds of our objection are that the charging points would:

Damage the character of the Conservation Area;

Damage the setting of Listed Buildings, in particular St Mary's Church (Grade 1) and houses in Northgate Street;

Damage the amenity of residents and other users of the streets, and the quality of the retail environment, by reducing the space available for people on foot as well as by visual intrusion.

Impose tripping hazards for people using the streets on foot, when the cables are connected to cars and, with little visibility, occupy ground space around and between them, with this hazard made worse during the hours of darkness when light and shade would worsen their visibility on the road surface.

We are entirely in favour of facilitating the use of electric vehicles, but are concerned that this proposal treats that need in isolation from many other good policies. We would welcome the opportunity to discuss with the Council how charging could be made

available in the town centre – taking account also of the availability of electric power supplies – without the negative impacts of the current proposal. We would have contributed to your consideration of the matter at an earlier stage, but hope that we can still now help the Council to meet all the policy objectives.

We are sending a copy of this objection to the Ward Councillor, John Holland, and to other interested parties in the town

yours sincerely,

James Mackay

Chairman, The Warwick Society