


Portfolio Holder Decision
Warwick District
Waiting Restrictions, On-street parking places
and Residents parking (Consolidation)
Variation No. 7 (Electric Vehicles)
Order 2021

Portfolio Holder	Portfolio Holder for Transport and Planning – Cllr Jeff Clarke
Date of decision	12 March 2021
	Signed 

Decision taken

- 1.0 That the Portfolio Holder for Transport and Planning approves the making of the below named Variation Order as consulted upon between 14 January 2021 and 5 February 2021, with the modifications described in this Report: -
- 1.1 “The Warwickshire County Council (District of Warwick) (Civil Enforcement Area) (Waiting Restrictions, On-street parking places and Residents parking) (Consolidation) (Variation No.7 (Electric Vehicles)) Order 2021” with the following modification:
- 1.2 That all references to Northgate Street contained within the proposed Variation Order as advertised and consulted upon between 14 January 2021 and 5 February 2021 are removed, and that the parking arrangements currently in place in Northgate Street remain. No charge points will be installed in Northgate Street at the present time.

Reasons for decisions

The Variation Order consulted upon comprised of the following proposals which are shown on the accompanying plans which can be found in Appendix B: -

**Proposed Parking Bays for All-Electric Vehicles or
Plug-In Hybrid Vehicles whilst connected to a Charge Point Only
(maximum stay of 2 hours, no return within 4 hours)**

Market Place, Warwick

2 no. spaces on the west side of Market Place (the 2 southernmost spaces of 12 adjacent to nos.14-26 Market Place).

Northgate Street, Warwick

2 no. spaces on the eastern side of Northgate Street, totalling 10 metres in length, southwards from a point 109 metres south of the junction with Northgate.

**Proposed Pay & Display* Mon-Sat 9am to 5pm
(Waiting limited to 2 hours, no return within 4 hours)**

Market Place, Warwick

9 no. spaces on the west side of Market Place (excluding the northernmost and 2 southernmost spaces of 12 adjacent) to nos. 14-26 Market Place.

*(*additional Charge Points would also be available for All-Electric and Plug-In Hybrid vehicles in these spaces and those vehicles will be exempt from parking charges whilst connected to a Charge Point)*

Northgate Street, Warwick

6 no. spaces on the eastern side of Northgate Street, totalling 30 metres in length, southwards from a point 79 metres south of the junction with Northgate.

*(*additional Charge Points would also be available for All-Electric and Plug-In Hybrid vehicles in these spaces and those vehicles will be exempt from parking charges whilst connected to a Charge Point).*

Market Place, Warwick

The proposed variation to the existing Order is intended to put in place two dedicated on-street parking bays for all-electric vehicles/plug-in hybrid vehicles with charge points, and a further ten bays intended for shared use between electric vehicles and fossil-fuel powered vehicles. This includes the existing bay marked for use by blue badge holders only. In this way, all of the existing twelve bays will be available for electric vehicle charging, with two of those bays restricted purely to all electric or plug in hybrid vehicles.

In order to facilitate uptake by electric vehicles and provide sufficient time for charging, it is proposed to increase the waiting restriction from thirty minutes to two hours, with no return in four hours. This will allow drivers of electric vehicles to 'top-up' their cars while visiting

high street shops and premises.

The creation of the shared use bays will allow vehicles of any fuel type to continue to park on-street in Market Place. There is not expected to be a significant impact on parking availability as a result of the two dedicated bays for all electric or plug-in hybrid vehicles only.

This is an effective compromise which promotes the uptake of electric vehicles. It will also contribute to improving local air quality and help to tackle climate change in line with central government's wishes to see new fossil fuel cars phased out from 2030 and a carbon neutral UK by 2050. Much of Warwick town centre is affected by levels of nitrogen dioxide in excess of permitted limits.

The installation of charge points is not anticipated to substantially affect the visual amenity of Market Place which contains numerous items of street furniture at the present time.

Northgate Street, Warwick

The proposed variation to the existing Order was intended to put in place two dedicated on-street parking bays for all-electric vehicles/plug-in hybrid vehicles with charge points, and a further six bays intended for shared use between electric vehicles and fossil-fuel powered vehicles.

Several objections were received which indicated that the local amenity value of Northgate Street was such that varying the Order in order to install charge points for electric vehicles would damage the attractiveness of the street, which is largely free of street furniture at the present time.

This is acknowledged and, while the proposed charge points are of a slimline and unobtrusive nature, they may not be appropriate at this location. It is recommended therefore that the proposals for Northgate Street are abandoned and that the Variation Order does not include Northgate Street. No charge points would then be installed in Northgate Street.

Comments in support of the advertised orders and notices

Warwickshire Police responded with no objection to the proposals as advertised.

Email Ref	Comments	Response
S1	<p>Full support for the installation of electric car infrastructure in Warwick.</p> <p>As an EV driver we have always avoided Warwick because it has no charging points. I look forward to the time when petrol and diesel vehicles are squeezed out of the town centre and you will be able to walk around the town in peace. Do not hesitate in completing this work.</p>	
S2	<p>We welcome the proposal to install charge points in Warwick which will be needed if we are to meet future environmental targets.</p> <p>We welcome the change to two-hour parking in Market Place as this will move towards consistency across the town.</p>	<p>Note that this email response to the consultation also contained an objection to the installation of charge points in Northgate Street and has been recorded as such as email ref Ob.6 below.</p>

Comments in opposition to the advertised orders and notices with officer's response

Summary of recurring objections

Email ref	Objection	Response
1, 2, 3, 5, 6, 7, 8, 9	Warwick town centre is a conservation area and the installation of electric vehicle charge points will spoil the visual amenity.	This is acknowledged and it is proposed to remove Northgate Street from the proposed Variation Order, with the result that no electric vehicle charge points would be installed at this location. The installation of charge points in Market Place is not thought to have significant impact on the visual amenity of the area.
1, 2, 3	Town centre parking should be short-term. Waiting times should not be increased simply to allow for electric vehicle charging.	The current waiting limit in Market Place is 30 minutes with no return in one hour. This will be increased to two hours with no return within four hours. This is unavoidable if drivers of electric vehicles are to be provided with an opportunity to 'top-up' their vehicles; currently most top-up charging is for approximately one hour. As charge point technology evolves and improves, charging is likely to become more efficient and faster. WCC will continue to monitor the charging environment and may seek to propose decreased waiting times in line with advancing charging technology.
1, 2, 3, 4, 5, 8	Charge points should be installed in car parks instead.	West Rock car park and St Marys Area 2 are also planned for off-street charge point installation, to complement short stay on-street provision with longer stay facilities.
1, 2	Air quality will be adversely affected by the proposals which would encourage cars into the	Increasing public awareness of electric vehicle charge points is likely to encourage a more rapid switch from

	town centre.	fossil-fuel powered cars to electric vehicles. This will result in less nitrogen dioxide and other combustion gases and fewer particulates being emitted into the Warwick town centre atmosphere, improving air quality overall.
Additional non-recurring objections		
Email Ref	Objections	Response
Ob.1	<p>WCC Constitution part IV s13 requires the involvement of the local councillor and I have not been involved so this cannot proceed.</p> <p>Working with WDC to locate the charging points elsewhere would help to reduce traffic in Warwick town centre.</p>	<p>WCC's Constitution Part 2(10) delegates a power to the Strategic Director of Communities to propose the making of orders relating to road traffic, parking places and speed limits and, in the event of no objections being received, to make the order. In the event of objections being received, the power to determine road traffic regulation is given to the Portfolio Holder for Transport and Planning, in consultation with the local member(s). The local elected member has objected to the proposals and discussions have since taken place between the WCC officer and the elected member to discuss a way forward. The member has not withdrawn the objection to the variation as advertised but agrees with the proposal to drop Northgate Street as a location.</p> <p>WCC has collaborated with each of the district and borough councils to identify suitable on- and off-street locations for the installation of electric vehicle charge points. In Warwick, West Rock and St Marys Area 2 car parks have been chosen to complement the on-street sites.</p>
Ob.2		

	<p>There is no indication as to what type of charge points these new points will be. They will have to be fast chargers to allow for sufficient charging time. Is there sufficient energy supply in the town centre? Would it be green energy?</p> <p>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.</p>	<p>The charge points will be slimline bp pulse 7 models, which are fast chargers, supplying 7 to 22kW. This information has since been supplied to objectors and enquirers, along with dimensions and images of the charge points. The electricity distribution network operator, Western Power, have been consulted to establish that the installation of the charge points is suitable in the locations identified. WCC has a green energy strategy and seeks to use energy from renewable sources wherever possible.</p> <p>Most on-street parking is of roughly one-hour duration, tying in with the average charging time for top-up visits by drivers of electric vehicles, so it is not anticipated that the spaces will suffer from significantly restricted turnover. 80% of the parking bay will be shared use between electric vehicles and fossil-fuel powered cars.</p>
Ob.3	<p>There should be charge points for disabled spots in the town centre.</p> <p>There will be a loss of revenue with free parking for charging EVs.</p> <p>22kW chargers do not allow a full charge.</p> <p>Green energy should be used.</p>	<p>The existing bay for blue badge holders will be served by one of the twin headed charge points intended for Market Place.</p> <p>This has been taken into account in considering the health and air quality benefits of providing charge points for electric vehicles and WCC's wish to promote the switch to greener forms of transport.</p> <p>This is recognised. On-street charging is usually a topping up process, rather than from 'flat', of around one hour duration.</p> <p>WCC has a green energy strategy and seeks to use energy from renewable sources wherever possible.</p>
Ob.4	<p>Cars should not be encouraged into the Market Place at all.</p>	<p>WCC recognises that more sustainable forms of transport such as cycling and</p>

	<p>On-street installations will cause potential trip hazards for pedestrians.</p> <p>Less air pollution would be achieved by closing the Market Place to cars except for disabled badge holders and installing cycle racks to promote even greener transport into town.</p>	<p>walking should be encouraged in our town centres. However, local businesses also rely on visits from shoppers and tourists who arrive by car.</p> <p>The locations of the charge points at the head of the bays should not significantly increase trip hazards, through cable connections, for pedestrians using the footway in the usual way.</p> <p>Outside the scope of this report.</p>
Ob.5	Concerns over damage to Conservation Area (see recurring objections above).	See recurring objections response above.
Ob.6	Concerns over damage to Conservation Area (see recurring objections above).	See recurring objections response above.
Ob.7	Concerns over damage to Conservation Area (see recurring objections above).	See recurring objections response above.
Ob.8	Concerns over damage to Conservation Area and suggestion to install in car parks instead (see recurring objections above).	See recurring objections response above.
Ob.9	<p>Concerns over damage to Conservation Area (see recurring objections above).</p> <p>Impose tripping hazards for pedestrians as a result of cable</p>	<p>See recurring objections response above.</p> <p>The length of cable from charge point to vehicle is likely to be relatively short and</p>

	connections from charge points to cars.	contained largely within the parking bay. Pedestrians using the footway should not be impacted by additional trip hazards.
Recommendations It is recommended that the Portfolio Holder for Transport and Planning approves the making of The Warwickshire County Council (District of Warwick) (Civil Enforcement Area) (Waiting Restrictions, On-street parking places and Residents parking) (Consolidation) (Variation No.7 (Electric Vehicles)) Order 2021, as modified by the removal of the variations relating to Northgate Street.		
Members Comments The local member for Warwick West, Cllr John Holland, responded to object to the proposals. Cllr Holland's comments are summarised in the recurring objections, additional comments are recorded in email reference Ob1 and the full text is available in background papers.		

Background information

- The statutory criteria for decisions on making Traffic Regulation Orders are included as **Appendix A**.
- Drawings showing published proposals for waiting restrictions are found in **Appendix B**.

Financial implications

All TRO work will be carried out with the existing 2020/21 CPE budget. The installation of the electric vehicle charge points is financed through the Energy Savings Trust and the Office for Zero Emission Vehicles.

Environmental implications

The making of the Variation Order as modified and the installation of electric vehicle charge points will have a positive impact on local air quality. The widespread installation of electric vehicle charging infrastructure is a crucial first step towards encouraging the adoption of greener, more sustainable transport options. Electric vehicle uptake will make a positive contribution towards phasing out new fossil-fuel powered vehicles by 2030 and the aim of a carbon neutral UK by 2050.

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Urgent matter?	No
Confidential or exempt?	No
Is the decision contrary to the budget and policy framework?	No

List of background papers
Redacted email correspondence.

Members and officers consulted and informed
Portfolio Holder – Councillor Jeff Clarke Corporate Board – N/A Legal – Serena Cammish Finance – Purnima Sherwood Equality – Keira Rounsley Democratic Services – Isabelle Moorhouse Councillors – Golby, Shilton, Holland, Fradgley and Kondakor Local Member(s): Cllr John Holland