

North Essex Parking Partnership

Purlieu Way and Harewood Hill

Parking Pressure Review Report

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Executive Summary

The consideration of parking restrictions in Purlieu Way and Harewood Hill has been on-going for some time. One hour no waiting restrictions were initially introduced in 2007 by Essex County Council in a number of residential streets in Theydon Bois to prevent commuter parking. These spread to most residential streets in the area until Purlieu Way and Harewood Hill were the only remaining unrestricted streets in the village. Following residents requests for no waiting restrictions in Purlieu Way, one-hour no waiting restrictions were advertised by NEPP in August 2021. This gave rise to both agreement and objections through the consultation process for these proposals. In light of the objections, the Council decided to undertake a more detailed review to determine how necessary restrictions might be.

It is clear from the history to date, and from having undertaken this review, that residents hold strong views both ways on this issue. Some are very much in favour of restrictions in Purlieu Way, others in this road do not consider there is a parking problem and do not want restrictions. The majority of respondents from Harewood Hill do not consider restrictions necessary in their road, and question the necessity for them in Purlieu Way, but are mainly concerned about the probable impact on their parking if restrictions are implemented in Purlieu Way.

The review comprised an on-street survey of vehicles parked on street in Purlieu Way and Harewood Hill between 31st January and 4th February, 2022 and a letter and questionnaire delivered to all properties in both roads on 31st January. This report sets out the findings from the survey and analysis of the questionnaire responses received up to 28th February, being a response rate of about 50% for each of the roads.

The on-street surveys found that the majority of parking in both streets is undertaken by what we identified as resident vehicles. Those vehicles that arrived after 6am and were still present at 3pm did not all appear to be commuter vehicles, they were mostly trade vehicles or vans undertaking work at properties in Purlieu Way or Harewood Hill. On street parking was never observed at capacity throughout the week, but parking levels would prevent some residents from parking in close proximity to their own property, or make it less convenient to enter or exit their own driveway. Please see site photographs taken in both roads at 12 noon on Monday 31st January set out in Appendix 13. It is possible that some residents choose to park on street, even if they have off-street parking available, which helps to exasperate their neighbour's feelings of parking problems. Several views were also expressed that parking demand has reduced because of the pandemic, with a reduction in commuter travel from the local underground station. It may also have increased the number of resident vehicles that remain parked on street if their owners are currently working from home.

Analysis of the questionnaires shows a majority of respondents in Purlieu Way are in favour of a one hour no waiting restriction. A common view expressed by these respondents is that it would prevent commuter parking, amongst several other issues that are raised in favour of restrictions. Please see the chapter on Residents Comments and Concerns. Others, some who indicate that they actually park a vehicle on street, state that they are able to do so without a problem. The majority of respondents in Harewood Hill are against the implementation of restrictions on their

road, but acknowledge there would be a requirement for restrictions if Purlieu Way implemented them.

In summary, the on-street review and the stated preference of the residents of Purlieu Way seem to contradict each other at this point in time. There is a concern that in the future the situation may revert to higher commuter parking demand within these streets, but this is not evident currently. If the Council wished to meet the stated preference of respondents in Purlieu Way, and implement a one hour no waiting restriction, it would also need to do so in Harewood Hill, against the initial stated preference of the majority of respondents from that road for no restrictions.

Currently, the implementation of restrictions would primarily prevent residents leaving a vehicle on street all day. This is not felt to be appropriate or necessary when the roads under consideration are not parked to capacity and do not appear to have an intrusive parking demand from outside this area. As we move further out of the pandemic and if commuter parking demand returns to the area, this position could change. The one issue raised by respondents that we feel should be considered currently on the grounds of safety would be a length of no waiting at any time on the curvature in Purlieu Way, outside numbers 38 to 44 and 23 to 25. It is our recommendation that no other changes be implemented at this time, but that the parking demand in these roads be monitored to determine any change to parking demand in the future.

The detail of our findings are set out in the following report.

Introduction

In 2021, in response to representations from residents of Purlieu Way, the Council proposed the introduction of a no waiting restriction for one hour each day on this road. This was in line with surrounding residential streets that already had a one hour no waiting restriction from either 10am to 11am or 11am to 12 Noon Monday to Fridays.

The arguments that had been put forward for parking restrictions were:

1. The road is narrow and on street parking makes it hazardous for utility and delivery vehicles to navigate the road;
2. It would deter all day commuter parking;
3. It would make it easier for residents to access or leave their own driveways;
4. It would ensure that parking space was available for residents visitors, carers and deliveries;
5. It would prevent residents of neighbouring restricted streets from leaving vehicles in an unrestricted road when going away for holidays or other periods of time; and
6. It would remove a lot of on-street parking, which would be aesthetically more pleasing for residents.

Although probably not an exhaustive list of all reasons given by residents for wanting restrictions, it indicates why restrictions had originally been proposed in Purlieu Way.

The consultation for the introduction of the new Traffic Regulation Order (TRO) for Purlieu Way, which was advertised in August 2021, resulted in a number of

agreements and objections being received from both residents of Purlieu Way and the adjoining road Harewood Hill, which is the only other residential road in this area of Theydon Bois that does not have a no waiting restriction.

The objections gave numerous reasons why some residents felt that a no waiting restriction was not required, or would be disadvantageous, including:

1. A restriction was unnecessary as there was not excessive demand for kerb space and residents, visitors and trades vehicles could always park when they wished to do so;
2. The restriction would be an inconvenience for those residents parked on street as vehicles would need to be moved while the restriction was in force;
3. Residents of Harewood Hill were concerned that parkers would be displaced from Purlieu Way into Harewood Hill, causing residents of Harewood Hill inconvenience and parking problems;
4. It would encourage more residents to create off-street parking by sacrificing their front garden space, so as to avoid leaving vehicles on street; and
5. There would be an adverse effect on the environment, property values and a greater risk of flooding in the area.

Again, there are other arguments against restrictions being implemented but the summary above covers in essence most of the alternatives.

Due to the conflicting opinions from those that had requested parking restrictions be implemented in Purlieu Way originally, and those that objected to this proposal when the TRO was advertised for consultation, the Council commissioned an independent consultant, Buchanan Order Management (BOM), to undertake a Parking Demand Review of both Purlieu Way and Harewood Hill and a Resident Survey by Questionnaire of both roads.

Purlieu Way and Harewood Hill are within a 10/15 minute walking distance of the Underground Station, which is on the Central Line. All residential streets within the area of the Underground and surrounding Purlieu Way and Harewood Hill are restricted, mostly with a one hour no waiting restriction around midday to prevent all-day commuter parking. These surrounding streets and the no waiting restrictions in place are:

1. Dukes Avenue – No Waiting Mon-Fri 11am to Noon;
2. Heath Drive – No Waiting Mon-Fri 10am-11am;
3. Baldocks Road – No Waiting Mon-Fri 10am-11am;
4. Woodland Way – No Waiting Mon-Fri 11am to Noon;
5. Morgan Crescent – No Waiting Mon-Fri 10am-11am;
6. The Weind – No Waiting Mon-Fri 10am-11am;
7. Forest Drive – No Waiting Mon-Fri 11am-Noon;
8. Elizabeth Drive – No Waiting Mon-Fri 11am-Noon;
9. Buxton Road – No Waiting Mon-Fri 11am-Noon;
10. Orchard Drive – Close to the B172 – Mon-Sat 8am-7pm
11. Orchard Drive – Away from the B172 – Mon-Fri 10am-11am

It is unclear why Purlieu Way and Harewood Hill remain the only two unrestricted roads when Essex County Council was proposing and introducing restrictions to prevent commuter parking in the roads surrounding Theydon Bois underground

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station. It is also understood that prior to the pandemic, this did result in commuters targeting these roads for free all-day parking within easy walking distance (10 to 15 minutes) of the station. This would seem logical if these roads provided the only unrestricted free parking opportunity compared to paying for all day parking at the station, which costs of £6 per day, £28.80 per week, £120.00 per month, 360 per quarter or £1,320 per annum, as indicated in the photograph included below.



The pandemic has seen a major change in working patterns, with many employees working from home, rather than commuting. It is therefore believed that the nature of parking on Purlieu Way and Harewood Hill has also changed since the start of the pandemic with fewer resident vehicles leaving to go to work and a reduced demand from external commuters using the location for free parking.

This has been borne out by the survey findings. Daily patrols were undertaken by BOM in these roads at 6am, Noon and 3pm on and between 31st January and 4th February 2022. These have indicated that the majority of the on-street parkers are residents, or visitors to residents, throughout the day. A number of vehicles were identified as "All-Day Parkers", but observations suggested some of these were associated with long term building work being carried out to properties in the surveyed roads. One resident expressed initial views to the BOM surveyor that commuter parking was still a problem, but then proceeded to identify the majority of

parked vehicles in the vicinity of his property as being vehicles belonging to other residents with a lack of sufficient off-street parking. Another resident enquiring about the survey activities stated that the major problem was residents choosing to park on street rather than park vehicles off-street on their own drives.

This report sets out the findings from undertaking the Parking Demand Review and analysis of responses provided to the Resident Questionnaire Survey.

Parking Demand Review

Vehicles were identified parked on street during each review by noting the last four digits of their registrations to avoid recording information that could be considered personal data. However, the four digits recorded enabled the surveyors to determine whether vehicles were just parked on a single patrol or were parked on more than one patrol.

The results of the three patrols each day were interpreted as follows:

1. Vehicles parked at 6am were considered to be a “Resident” vehicles and were classified as such on each other patrol if also still parked on street at noon and 3pm;
2. If a vehicle 4-digit identifier was not seen at 6am, but was seen on the noon patrol and 3pm patrol, it was classified as an “All Day Parker”. This could have been a resident vehicle that was parked off-street at 6am, but left on-street at noon and 3pm, or it could have been a visitor to a resident that was visiting for most of the day, or it could have been a commuter using the opportunity to park free before heading off for the day to go to work.
3. If a vehicle was identified on either the noon or the 3pm patrol, but was not parked at 6am, it was classified as a “Visitor”. This could be a short-term visitor to a resident, a carer visit, or a trade visitor or delivery. It could also be a resident vehicle that is normally parked off-street, but was identified on street on only one occasion throughout a day. In this latter case, if the same 4-digit identifier was on another review day identified as a “Resident” vehicle at 6am this single identification on another day would also be classified as a “Resident” vehicle.

Clearly, the above analysis is not a full-proof method of determining the true nature of all vehicles parked on street. A vehicle from another road being left on one of the survey roads for the whole week, for example when the driver was away on holiday, would be classified as “Resident”, when it should really be classified as an “All Day Parker”. Similarly, two works vehicles were classified as “All Day Parkers”, although on one occasion one vehicle was left at the property over-night and was identified the following day at 6am. It is therefore uncertain as to whether these were residents with an alternative place to stay while working on a property or just visiting workers that choose to leave one vehicle at the property overnight.

Although, there will have been the occasional exception, as noted here, we feel that the majority of the on-street parking identified during the surveys was correctly classified for the purposes of understanding the nature of parking in these two roads.

The review also measured the extent of kerb-side along both roads where there is an opportunity to park and the extent of dropped kerb, where any parking, other than by

the occupant of that property, would be obstructive. Please see the results of this exercise at Appendix 9 and 10. This provides a theoretical parking maximum supply giving the number of vehicles that could be parked before the on-street parking is at 100% capacity. In both Purlieu Way and Harewood Hill, the roads are narrow and necessitate vehicles being parked on one side, or the other, as vehicles parked on both sides opposite each other would prevent traffic from passing. This does not mean that all vehicles are only parked on one side of the road, but where parking does take place on both sides there needs to be a sufficient off-set of the vehicles to enable traffic to manoeuvre around the parked cars. This might result in some kerb-space that could be used for parking, having to be left free to help maintain the passage of moving vehicles, and therefore the theoretical maximum would not be achieved.

Parking Review Results

To see the outcome of the Parking Review Surveys, we have prepared graphs of the findings for Purlieu Way and Harewood Hill, which are presented here at Appendix 1 and 2, respectively. The survey data on which the graphs were based can be found at Appendix 3 and 4, respectively.

These results indicate that Purlieu Way has a theoretical maximum of 29 on-street parking spaces that could be used. Due to the curvature of the road and its junction with Harewood Hill, the vast majority of vehicles were only ever observed parking on the eastern side.

The following was determined from the observations in Purlieu Way throughout the week:

1. "Resident" parkers' were highest at 6am on Monday at 16 vehicles and lowest at noon on Thursday at 9 vehicles;
2. "Resident" parking averaged 15 vehicles at 6am and 11 vehicles at noon and 3pm throughout the week;
3. "All Day Parkers" were highest at 10 vehicles on Thursday at noon and at 3pm;
4. "All Day Parkers" averaged 6 vehicles at noon and 3pm throughout the week;
5. "Visitors" were highest at noon on Thursday at 6 vehicles and averaged 4 vehicles at noon and 3 vehicles at 3pm throughout the week;
6. The highest volume of on-street parking was observed at 3pm on Thursday at 26 vehicles, or 90% of capacity.
7. Average total volumes of on-street parking throughout the week were:
 - a. 15 vehicles at 6am, or 52% of capacity;
 - b. 21 vehicles at noon, or 72% of capacity; and
 - c. 22 vehicles at 3pm, or 76% of capacity.
8. At all times observed it was possible for additional vehicles to park on street, although it might not be possible to park within close proximity of a particular property when parking demand is high.

The kerb-space in Harewood Hill makes it possible to park a maximum of 21 vehicles on the northeast side, but only 19 vehicles on the southeast side, an average capacity of 20 vehicles. This theoretical maximum would also be reduced by vehicles being parked on both sides, necessitating sufficient off-set between parked vehicles to enable vehicles to pass, given Harewood Hill is also a narrow road.

The observations throughout the week determined the following for Harewood Hill:

1. "Resident" parkers' were highest at 6am on Thursday at 11 vehicles and lowest at 3pm on Monday and Noon and 3pm on Friday at 5 vehicles;
2. "Resident" parking averaged 9 vehicles at 6am and 7 vehicles at noon and 3pm throughout the week;
3. "All Day Parkers" were highest at 3 vehicles at noon and at 3pm on Monday and Tuesday;
4. "All Day Parkers" averaged 2 vehicles at noon and 3pm throughout the week;
5. "Visitors" were highest at noon on Monday at 4 vehicles and averaged 2 vehicles at noon and 3pm throughout the week;
6. The highest volume of on-street parking was observed at noon on Monday at 14 vehicles, or 70% of average capacity.
7. Average total volumes of on-street parking throughout the week were:
 - a. 9 vehicles at 6am, or 45% of average capacity; and
 - b. 11 vehicles at noon and at 3pm, or 55% of average capacity.
8. As with Purlieu Way, at all times observed it was possible for additional vehicles to park on street, and it was more likely that vehicles would be able to park within close proximity of a particular property.

Our observations did not provide any evidence of high commuter demand for parking space in either road. Several comments from residents acknowledge that the pandemic has reduced commuter parking, but they also feel concerned that this could return with a return to work.

An observation at Theydon Bois Underground Station during the week indicated that commuters use the charged parking, which is very limited, but also use an uncharged access road to an open area at the back of the Underground Station. This area is believed to be privately own, but unused, and a number of vehicles, believed to be commuter vehicles, were parked on the access road with easy access to the station via a pedestrian bridge. At the time observed this was not 100% parked, even though it would be free parking and require less than one minute of walking to access the station. This may well be a further evidence of the decreased commuter demand for parking in the Theydon Bois area generally during the pandemic.

Our Parking Demand Survey indicates that parking demand is higher on Purlieu Way than it is on Harewood Hill, but neither road was observed at capacity at any time during the surveys. On-street parking on these roads is more prevalent than on the residential roads surrounding this area, where one hour no waiting restrictions are in force. This restriction does not only deter commuter parking it also seems to encourage residents to keep their vehicles parked off-street to avoid moving them.

Our observations in Purlieu Way and Harewood Hill indicate that the majority of this on-street parking is actually by resident vehicles. Most properties on the roads surveyed have more than one off-street parking space, but responses to the questionnaires have indicated that average vehicle ownership in both roads is about 2 vehicles per property. The lack of an on-street restriction does not discourage residents leaving vehicles on-street, even where they have the capacity to park all vehicles off-street. There are only six residences in Purlieu Way, and two in Harewood Hill, out of a total of seventy three properties, that only have a single obvious off-street parking place. These properties would be more dependent on the

availability of on-street parking if they have more than one vehicle, which the statistics obtained for the roads, would suggest they do.

There are the issues previously raised by some residents as to why parking restrictions would be advantageous. Less parked vehicles would make navigating these roads easier, sightlines and ease for accessing and exiting private driveways would be improved and some would feel the aesthetics of the road would be improved with less on-street parking.

Weighed against this would be the fact that our observations suggest that restrictions are mainly going to impact on the residents, rather than deter an external parking demand, which may at this time not be as great as it has been in the past, due to the pandemic. Consideration would need to be given to the timing of restrictions, given that all surrounding roads are already restricted, to provide an opportunity for residents to find a viable alternative parking location during their own roads hour of restriction. Residents would also be inconvenienced throughout a restricted period because of the disruption caused to their visitors, carers and deliveries.

We will next consider the outcome of the questionnaire responses, but given the levels of parking demand indicated by the survey, we do not consider that the parking demand evidenced at this time provides a solid basis for recommending parking restrictions. We do however consider that the observations at this time may not reflect historic levels of parking demand within these roads. It is possible that with a reversion to pre-pandemic working patterns and an increase in commuter demand for parking, these streets being unrestricted would need to be reviewed again. This should be kept under review by the Council.

Parking Review Questionnaire Responses

The Council also asked the consultants to deliver a letter and questionnaire to all residents of both roads so that they would have the opportunity to inform the Council about the number of vehicles kept at each property, how many were parked off-street and would normally be parked on-street. These letters and questionnaires were hand delivered to all properties in Purlieu Way and Harewood Hill, a total of 73 properties, on Monday, 31st January. Responses received up to Monday 28th February, giving residents four weeks to submit their responses, have been included and analysed for this report.

In addition to the details of vehicles owned and parking locations for these vehicles, we also asked the residents to express their preference for one of the following options:

- A. No restrictions on their road;
- B. A one hour No Waiting restriction on both sides of their road;
- C. A one hour No Waiting restriction at different times of the day on both sides of their road; or
- D. A resident parking scheme.

In the event of “A” – No restrictions, being selected as the preference, the questionnaire also provided the option to consider whether this answer would be changed if the residents of the adjoining road had stated a preference to have a restriction imposed. This was to allow for an alternative preference when there would

be a higher probability of displacement parking, or higher demand for parking in the residents road if left without restrictions when the adjoining road was restricted.

A full list of all the residence's in each road to which the letter and questionnaire was hand delivered is included here at Appendix 5. Appendix 5 also indicates the properties from which a response was received up to 28th February and the percentage response rate. A summary of the analysis of responses is included at Appendix 6 and the detailed responses and comments are included at Appendix 7 for Purlieu Way and Appendix 8 for Harewood Hill. A copy of the letter to residents and questionnaire is also included here at Appendix 11 and 12 respectively.

Questionnaire Analysis Results

The analysis of the Questionnaire results has been summarised in Appendix 6. A few points arising from the detailed results are noted here.

Responses were received from 26 out of 48 properties on Purlieu Way, a response rate of 54.2%. In Harewood Hill, 12 properties out of 25 responded, being a response rate of 48%. One respondent questioned the validity of the responses as no deadline date was given for submissions and it was also suggested that the responses were invalidated by not being signed and dated. It is felt that the percentage response rate from both roads was good for this type of survey and we continued to consider responses for four weeks until they had almost ceased to arrive. Each response expresses the individual views from an identified property in each road, so it is not considered necessary for these to be signed and dated to be valid.

The average number of vehicles owned, at those properties from which a response was received, was two for both Purlieu Way and Harewood Hill. There were a few properties that owned less or more than two vehicles, but these were the exception. Most properties in both roads already cater for parking two vehicles off-street and the majority of properties have already modified their front gardens to allow two vehicles to be parked in front of their property. In fact, our observations indicated only 2 properties in Harewood Hill, and 6 properties in Purlieu Way appeared to have off-street parking for one vehicle only.

Of the responses received, Purlieu Way numbered 51 cars owned, of which 11 were identified as being parked on street, or about 22%. Harewood Hill's responses identified 25 cars owned, of which 5 are parked on street, about 20%.

Given the proportion of responses received from total properties is about 50%, an extrapolation of total resident vehicles parked on street might suggest 22 vehicles in Purlieu Way and 10 vehicles in Harewood Hill. However, these figures would be about twice the average number of resident vehicles observed to be parked on street during the week of on-street surveys. Please see the Graphs at Appendix 3 and 4.

The summary also indicates that 50% of Purlieu Way residents and 75% of Harewood Hill residents believe they are able to park on their road when they wish to do so. The figures for their visitors being able to park on their road when required was 46% and 75% respectively. The perception of a commuter parking problem on each road was stated as 65% and 33% respectively. Clearly, Purlieu Way residents that responded consider parking on their street to be a bigger problem than do

residents of Harewood Hill. This was also borne out by volumes of parked vehicles observed in both streets during the on-street surveys.

The responses on stated ability to park on-street reflected the stated preference for parking restrictions with only 23% in Purlieu Way stating their preference would be for no restrictions against 58% in Harewood Hill. Of those stating a preference for restrictions, the majority (69% in Purlieu Way and 33% in Harewood Hill) went for option “B” a No Waiting restriction for one hour, similar to other roads in the village. Overall 77% of respondents from Purlieu Way favoured a parking restriction (Options B, C or D), whereas in Harewood Hill only 42% did.

In simple terms this indicates that a majority of respondents in Purlieu Way are in favour of the restrictions proposed in August 2021 being implemented, whereas the majority of respondents in Harewood Hill would prefer not to have restrictions.

The position is further complicated by question 7, which asked for those that opted for “A” No Restrictions in their road at question 6, to consider if their answer would change in the event that restrictions were implemented in their neighbours adjoining road. Of the 6 respondents in Purlieu Way that stated their preference as “A” to Question 6, 3 or 50% kept their preference as “A” to question 7. Of the 7 respondents in Harewood Hill who choose “A” at question 6, only 2 or 17% opted for “A” as their response to question 7. This resulted in only 33% of respondents from Purlieu Way that selected “A” to question 6 wanting to change their preference to a restriction option in question 7, compared to 71% in Harewood Hill opting for a restriction at question 7. This is analysed further to consider the overall preference for restrictions in each road, should restrictions be implemented in the adjoining road, which gives a preference of 85% in Purlieu Way and 83% in Harewood Hill.

This implies that it would be difficult to implement restrictions in one road without also implementing restrictions on the adjoining road. Although there is a clear majority of respondents that would like restrictions in Purlieu Way at 77%, the implementation of restrictions in Harewood Hill, would go against the majority of respondents at 58% that would prefer no restrictions, unless they felt it was necessary to proceed with them purely because Purlieu Way had chosen restrictions.

It is also necessary to consider that the stated percentages are of responses received and this only represents the proportion of properties from which replies have been received, amounting to about 50% of the properties in each street. The decision to implement restrictions would directly impact on all properties and unfortunately those that have declined to express their preference at this stage may not remain silent if changes are proposed or are not proposed.

Resident Comments and Concerns

We have set out our conclusions arising from the on-street survey and analysis of the questionnaire responses in the Executive Summary at the front of this report. In more general terms, we have used the evidence arising from undertaking this review to help us address the multitude of resident views and comments that have been expressed about whether or not restrictions should be implemented in this area, as follows:

1. The roads are narrow and made more difficult to navigate with on-street parking, especially for larger delivery / utility vehicles, resulting in damage to the grass verges, kerbstones and concrete covers.

The roads are narrow, but there is sufficient width to allow most motor vehicles, service vehicles, emergency vehicles and utility vehicles to pass a vehicle parked parallel up against the kerb on one side of the road. Some trades vehicles / vans were observed parked up on the grass verge / pavement outside properties that are being renovated. Pavement parking enforcement, if implemented, would be a more effective deterrent against this parking behaviour and the damage it causes than a one hour restriction would be. Consideration could also be given to double yellow lines to prevent parking on the bend along Purlieu Way where navigation of larger vehicles past parked cars would be more difficult because of the curvature of the road.

2. Commuter parking on the roads makes it difficult for residents and their visitors to park on street.

At the time the review was carried out, there were very few vehicles identified as "All Day Parkers". It was also apparent in some cases that those that were are trade vehicles or vans that were working on properties in Purlieu Way or Harewood Hill, arriving in the morning and leaving late afternoon. Two people arrived back in Purlieu Way in a van just after 3pm, one of whom got into a car parked on street and left. A neighbour indicated to us that the resident in the van ran a business, and his colleague would often leave his car on street in Purlieu Way when going away to work with the resident. This was the only obvious observation of commuter parking seen during the survey. Very few vehicle movements were seen during the 6am beat, those that were seen were vehicles leaving the area rather than arriving and parking up.

3. Residents rent out their drives and park their own vehicles on street.

The survey would not have been able to identify this type of activity, the resident vehicle parked on street would have just been recorded as a "Resident" vehicle, if it was parked on street at 6am. A check of two web sites that advertise private parking spaces – www.yourparkingspace.co.uk and www.parkopedia.co.uk did not show any locations within Purlieu Way or Harewood Hill where parking could be contracted on a private drive. However, this would not identify any private arrangements that have been entered into by residents of these roads.

4. People parking outside my house is a real problem. I find it difficult to enter and exit my property's front drive due to parked cars.

The removal of parked cars would improve sight-lines for residents entering or exiting their driveways. Having said this, a one-hour restriction encourages residents to park off-street if they are able to do so, but it would not necessarily remove parked vehicles throughout the rest of the day. Our observations throughout the course of a week at different times of day showed very few vehicle movements within these quite residential roads. Accepting that sight-lines would be improved, it is also felt that the parked vehicles provide a traffic calming influence on moving traffic, which may be an advantage which would be lost if parked cars are removed.

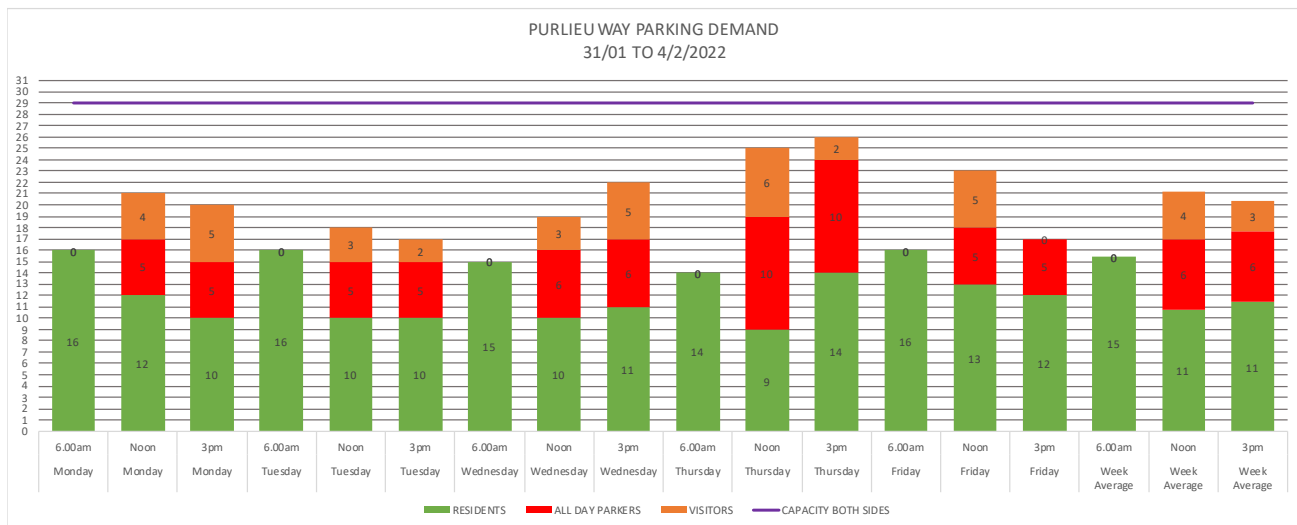
5. Vehicles are often parked in this street when owners go on holiday, causing me to regularly struggle to park outside my own property.
This issue would not have been identified by the survey. As Purlieu Way and Harewood Hill are the only unrestricted residential roads in this area, it is feasible that residents from the surrounding residential streets, which need to park a vehicle on street, would move it to one of these roads when going away. This would only be an occasional problem, rather than an on-going daily commuter parking problem. However, having said that, the one hour restriction being added to Purlieu Way and Harewood Hill, would prevent this type of parking in these roads.
6. The refuse lorry is able to reverse up Purlieu Way on Thursdays and I have video footage to prove this.
This was not observed during the survey, but was one residents counter claim to the inability of vehicles to navigate Purlieu Way due to the width of the road and the presence of parked cars.
7. I am very happy with the current situation and do not want it to change.
Respondents with a requirement to park on street, with more vehicles at their property than they have off-street parking for, tend to be the respondents that do not want the situation to change. Their position, that there are not problems with parking on street, was borne out by the evidence collected by our own on-street surveys, so we feel it is important to report there are alternative views to those respondents that are reporting problems. This does not in any way diminish the feelings of those that are unable to park outside their own property, or have others parked outside, making entry and exit to their driveway more difficult. It is just evidence that there are alternative views that are also held very strongly by residents as to whether there is, or is not, a parking problem, all of which need to be considered before proposing the introduction of restrictions.
8. The introduction of restrictions on Purlieu Way will adversely impact parking on Harewood Hill.
In August 2021 a one hour no waiting restriction on Purlieu Way was advertised, giving rise to a number of objections from residents in Harewood Hill as to the impact on their road. If restrictions were to be introduced, a request has been made for a different hour of enforcement to be applied to Purlieu Way and Harewood Hill, to enable vehicles to be moved between the roads as necessary. Having said this, the majority of respondents from Harewood Hill do not want restrictions in their road, but recognise that this would be a necessary consequence from the introduction of restrictions in Purlieu Way.
9. If more driveways and more off-street parking is created this will add to the flood risk due to lack of run-off. Harewood Hill is in a flood risk area and has suffered major floods before.
We are unable to determine the accuracy or otherwise of this statement provide by a resident of Harewood Hill. We would note that that there are only two properties remaining on Harewood Hill, and six properties on Purlieu Way, that have not already converted their frontage into a hard standing or double parking place. As this is only 8 properties out of a total of 73, we feel it

is necessary to keep the possible additional flood risk arising from implementation of restrictions in proportion, given there is little scope for more frontages to be converted.

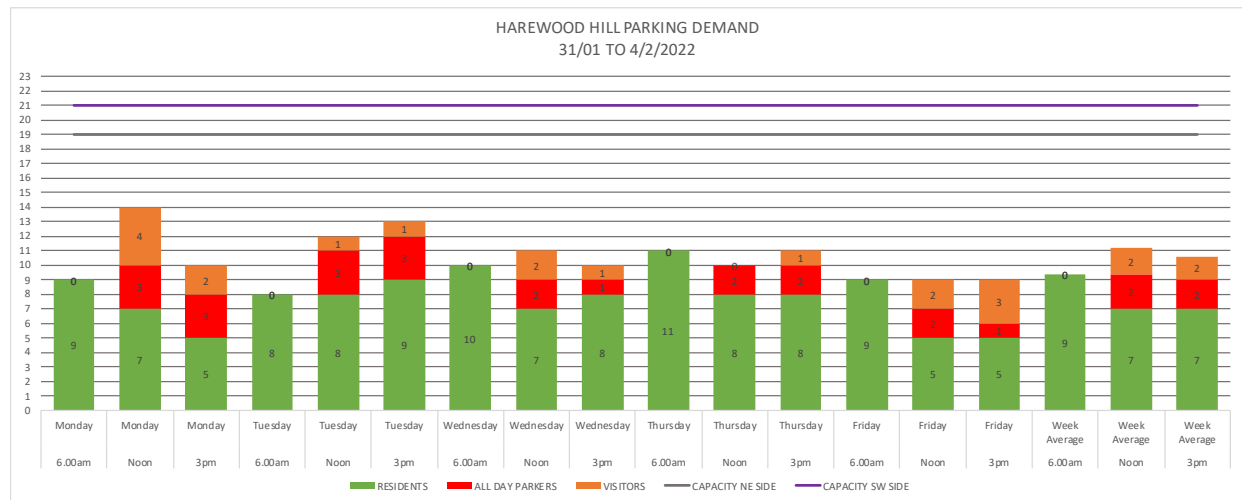
10. No controls are necessary as no parking issue exists.

This opinion, given by one resident of Harewood Hill, echoed others that expressed concerns that parking restrictions were being proposed only as a means of taxing residents. We would note that the implementation and enforcement of restrictions in a residential area like Purlieu Way and Harewood Hill is more likely to be a funding burden on the Council, rather than provide any surplus revenue. For this reason the Council would always want to be sure that restrictions are necessary to solve an actual problem and will benefit residents before proposing or implementing them.

APPENDIX 1 – Purlieu Way Parking Demand Survey Results



APPENDIX 2 – Harewood Hill Parking Demand Survey Results



APPENDIX 3 – Purlieu Way Survey Results Data

[illegible]

APPENDIX 4 – Harewood Hill Survey Results Data

Purlieu Way and Harewood Hill, Theydon Bois Parking Demand Review														
							Colour Key	Resident	All Day Parker	Visitor	Max Kerb Spaces NE	Max Kerb Spaces SW		
Harewood Hill	Harewood Hill	Harewood Hill	Harewood Hill	Harewood Hill	Harewood Hill	Harewood Hill	Harewood Hill	Harewood Hill	Harewood Hill	Harewood Hill	Harewood Hill	Harewood Hill	Harewood Hill	Harewood Hill
31-Jan 6.00am	31-Jan Noon	31-Jan 3pm	01-Feb 6.00am	01-Feb Noon	01-Feb 3pm	02-Feb 6.00am	02-Feb Noon	02-Feb 3pm	03-Feb 6.00am	03-Feb Noon	03-Feb 3pm	04-Feb 6.00am	04-Feb Noon	04-Feb 3pm
Monday	Monday	Monday	Tuesday	Tuesday	Tuesday	Wednesday	Wednesday	Wednesday	Thursday	Thursday	Thursday	Friday	Friday	Friday
6VBV	6VBV	6VBV									6VBV	6VBV		
9UWG	9UWG	9UWG	9UWG	9UWG	9UWG	9UWG	9UWG	9UWG	9UWG					
2EUE	2EUE		2EUE	2EUE	2EUE	2EUE	2EUE	2EUE	2EUE	2EUE	2EUE	2EUE	2EUE	2EUE
7KAO	7KAO		7KAO	7KAO	7KAO	7KAO	7KAO	7KAO	7KAO					
9VNJ	9VNJ	9VNJ	9VNJ	9VNJ	9VNJ	9VNJ	9VNJ	9VNJ	9VNJ	9VNJ	9VNJ			
6OSA			6OSA			6OSA	6OSA	6OSA	6OSA	6OSA	6OSA	6OSA	6OSA	6OSA
6YWX	6YWX	6YWX	6YWX	6YWX	6YWX	6YWX	6YWX	6YWX	6YWX	6YWX	6YWX	6YWX	6YWX	6YWX
7TKT	7TKT	7TKT	7TKT	7TKT	7TKT	7TKT	7TKT	7TKT	7TKT	7TKT	7TKT	7TKT	7TKT	7TKT
0ATY														
				4XYL	4XYL	4XYL								
			9DWO	9DWO	4RFY	4RFY								
					9DWO	9DWO		9DWO	4RFY			4RFY	9DWO	9DWO
									9DWO	9DWO		9DWO		
									9LLK					
									9YLC					
												7EXV		
												9OMJ		
	3WFL	3WFL		3WFL	3WFL						2UCD	2UCD	2UCD	
	4YTU	4YTU		5HNZ	5HNZ						0PHK	0PHK	2VKA	2VKA
	8BXA	8BXA		7MAZ	7MAZ									
	9XTP			7CCO			3WFL				2FNO		8LHG	6KVA
	0XOS				2GVF		6DGV						8BXA	6FMY
	2VKA							3220						8BXA
	1AKR													
		7NJZ												
		0RKA												
9	7	5	8	8	9	10	7	8	11	8	8	9	5	5
0	3	3	0	3	3	0	2	1	0	2	2	0	2	1
0	4	2	0	1	1	0	2	1	0	0	1	0	2	3
19	19	19	19	19	19	19	19	19	19	19	19	19	19	19
21	21	21	21	21	21	21	21	21	21	21	21	21	21	21

Appendix 5 - Properties to which the Resident Letter and Questionnaire were delivered

Purlieu Way		Purlieu Way		Harewood Hill	
House No.	Response Received	House No.	Response Received	House No.	Response Received
			Yes		Yes
	Yes		Yes		Yes
			Yes		Yes
	Yes		Yes		Yes
	Yes				
	Yes		Yes		
		Purlieu Way = 48			
	Yes	No. Responses = 26			Yes
	Yes	Response % = 54.2%			
	Yes				Yes
	Yes				Yes
					Yes
	Yes				
	Yes				
	Yes				Yes
					Yes
	Yes				
	Yes				Yes
				Harewood Hill = 25	
				No. Responses = 12	
				Response % = 48.0%	
	Yes				
				Survey Total No. = 73	
				Total Responses = 38	
				Total Response % = 52.1%	
	Yes				
	Yes				
	Yes				
	Yes				
	Yes				

Appendix 6 – Summary Analysis of Questionnaire Responses

Purlieu Way and Harewood Hill Parking Demand Resident Questionnaire Responses

Questions:		Responses:	Purlieu Way			Harewood Hill			Total Survey		
Number of Properties		Number	48			25			73		
Responses Received		Number	26			12			38		
Percentage responded		%	54%			48%			52%		
Ques. 1	No. of Vehicles at Property	Number	51	100%	Average 1.96	25	100%	Average 2.08	76	100%	Average 2
Ques. 2	No. Vehicles Parked On Street	Number	11	22%	Average 0.42	5	20%	Average 0.42	16	21%	Average 0.42
	No. Vehicles Parked Off Street	Number	40	78%	Average 1.54	20	80%	Average 1.67	60	79%	Average 1.58
Ques. 3	Are you able to park in your road when you wish to?	Yes	13	50%		9	75%		22	58%	
		No	11	42%		3	25%		14	37%	
		Blank	2	8%		0	0%		2	5%	
Ques.4	Is visitor / carer parking available in your road when required?	Yes	12	46%		9	75%		21	55%	
		No	14	54%		3	25%		17	45%	
		Blank	0	0%		0	0%		0	0%	
Ques. 5	Is there a commuter parking problem in your road?	Yes	17	65%		4	33%		21	55%	
		No	9	35%		6	50%		15	39%	
		Blank	0	0%		2	17%		2	5%	
Ques. 6	Restriction Stated Preference (If your preference is "A" see Ques. 7)	A	6	23%	23%	7	58%	58%	13	34%	34%
		B	18	69%	77%	4	33%	42%	22	58%	66%
		C	1	4%		0	0%		1	3%	
		D	1	4%		1	8%		2	5%	
		None	0	0%	0%	0	0%	0%	0	0%	0%
Ques. 7	If your answer to Ques.6 = "A" would you give an alternative Preference if the Adjoining Road is Restricted	A	3	12%	50%	2	17%	29%	5	13%	38%
		B	0	0%	33%	4	33%	71%	4	11%	54%
		C	1	4%		1	8%		2	5%	
		D	1	4%		0	0%		1	3%	
		None	1	4%	17%	0	0%	0%	1	3%	8%
		n/a	20	77%		5	42%		25	66%	

Analysis of 6 and 7 above	Of those responding how many are in favour of restrictions if restrictions are implemented in the adjoining road.	B	18	69%	85%	8	67%	83%	26	68%	84%
		C	2	8%		1	8%		3	8%	
		D	2	8%		1	8%		3	8%	
		None	1	4%	4%	0	0%	0%	1	3%	3%

PURLIEU WAY - QUESTIONNAIRE RESPONSES

House No.	Response Received	Ques. 1	Ques. 2		Ques. 3	Ques.4	Ques. 5	Ques. 6	Ques. 7	Additional Comments
		No. of Vehicles	Parked On Street	Parked Off Street	Resident Parking Available	Visitor Parking Available	Commuter Parking a Problem	Restriction Stated Preference	Alternative Preference if Adjoining Road is Restricted	
	Yes	2	0	2	No	No	Yes	B	n/a	Re your letter - Para 1, False. See Para 2, False. Commuter parking is back as I now write this there are 4 cars parked between Baldocks Road and Harewood Hill. These are the usual commuters.
	Yes	2	0	2	Blank	No	Yes	B	n/a	Weekends and Bank Holidays should not be [controlled] enforced.
	Yes	0	0	0	Blank	No	Yes	B	n/a	My daughter visits once a week from Chelmsford and has problems getting on my drive, with a small camper van, due to the car parked opposite.
	Yes	3	1	2	Yes	Yes	Yes	B	n/a	PW is too narrow for parking both sides.
	Yes	1	0	1	No	No	Yes	B	n/a	Very narrow street. This is now one of only two roads in the village with no restrictions. Commuters do park regularly and some residents rent out their drives and then move their cars to PW.
	Yes	1	0	1	Yes	Yes	No	B	n/a	Pre-Covid we were getting a lot of commuters in this street. So I am all for stopping them parking here!
	Yes	2	0	2	No	No	Yes	B	n/a	I have trouble reversing out of my driveway due to the cars parked opposite my driveway. Also there is commuter parking in PW. PW is a narrow road, parking only on one side.

Appendix 7 – Purlieu Way Questionnaire Responses and Comments

House No.	Response Received	Ques. 1	Ques. 2		Ques. 3	Ques.4	Ques. 5	Ques. 6	Ques. 7	Additional Comments
		No. of Vehicles	Parked On Street	Parked Off Street	Resident Parking Available	Visitor Parking Available	Commuter Parking a Problem	Restriction Stated Preference	Alternative Preference if Adjoining Road is Restricted	
	Yes	1	0	1	Yes	No	Yes	B	n/a	As already stated there used to be a lot of commuter parking in PW, which became a real problem. Commuters would arrive very early in the morning and take any available space. Our home is situated on the bend in the road. We would often have trouble trying to reverse out of our driveway. Also, the cars parked opposite our house, causes an already narrow section in the road to be further restricted. Delivery lorries, large vans and rubbish disposal lorries very often have trouble getting past the cars, and end up having to drive over the grass verge, which results in the grass damaged, kerbstones destroyed and a concrete cover cracked. As workers have been advised to return to work, this problem will return until there are restrictions.
	Yes	2	0	2	Yes	Yes	No	B	n/a	No comments.
	Yes	1	0	1	No	No	Yes	B	n/a	No comments.

Appendix 7 – Purlieu Way Questionnaire Responses and Comments

House No.	Response Received	Ques. 1	Ques. 2		Ques. 3	Ques.4	Ques. 5	Ques. 6	Ques. 7	Additional Comments
		No. of Vehicles	Parked On Street	Parked Off Street	Resident Parking Available	Visitor Parking Available	Commuter Parking a Problem	Restriction Stated Preference	Alternative Preference if Adjoining Road is Restricted	
	Yes	1	0	1	No	No	Yes	B	n/a	Letter opening paragraph misleading, NEPP did not propose restrictions, I did. In response NEPP proposed Resident Parking Scheme (RSP). The joint committee favoured my proposal, before referring it to resurvey and consultation. Letter unbalanced in referring to 4 objections but no advantages of having restrictions one hour no waiting restrictions that majority of residents support. In particular their strong wish that "something must be done". There is no end date set for the submission of responses, which could prolong the exercise and gives an impression of no urgency to get anything done. Resident feels this invalidates the entire consultation exercise. In addition, there are failings of the questionnaire: 1. Should have asked residents for the number of off-street parking places they had; 2. Question 6C implies parking on both sides of PW, which would be impractical due to the curvature of the road; and 3. there is no requirement to sign and date the form.
	Yes	2	0	2	No	No	Yes	B	n/a	No comments.
	Yes	3	1	2	No	No	Yes	B	n/a	Answer to 6 C - One no waiting at different times on each side of road. NO!!! PW is a very narrow road and non-resident parking causes many problems for residents and traffic generally. A clear majority of residents of PW support a one hour restriction.

Appendix 7 – Purlieu Way Questionnaire Responses and Comments

House No.	Response Received	Ques. 1	Ques. 2		Ques. 3	Ques.4	Ques. 5	Ques. 6	Ques. 7	Additional Comments
		No. of Vehicles	Parked On Street	Parked Off Street	Resident Parking Available	Visitor Parking Available	Commuter Parking a Problem	Restriction Stated Preference	Alternative Preference if Adjoining Road is Restricted	
	Yes	2	1	1	No	No	Yes	B	n/a	In addition to commuter parking, we also often experience long term parking from local residents who are able to make use of our road not possessing yellow lines, sometimes in excess of two weeks. Due to this our friends and family, some who are elderly, are parking long distances from our property. We feel on the whole a one hour no waiting restriction has worked well for the rest of the area and would like our road to come under the same restrictions.
	Yes	1	1	0	No	No	Yes	C	n/a	People parking outside my house is a real problem. I find it difficult to enter and exit my property's front drive due to parked cars. They often block part of the dropped down kerb. I am also forced to pull out onto the road blind as the parked cars block my vision both ways. It seems ridiculous that when they put restrictions in all the other roads in the village that they left ours out. It was obvious that the problem would then converge on our street.
	Yes	2	2	0	Yes	Yes	No	A	C	As pointed out in previous representations of objection to scheme, but omitted from the letter, we are concerned re access for carer / [unknown word] visitors. If restrictions are implemented we are concerned about the environmental impact and finally we feel there was never a commuter problem for us at 24.
	Yes	2	1	1	Yes	Yes	No	A	D	No comments.

Appendix 7 – Purlieu Way Questionnaire Responses and Comments

House No.	Response Received	Ques. 1	Ques. 2		Ques. 3	Ques.4	Ques. 5	Ques. 6	Ques. 7	Additional Comments
		No. of Vehicles	Parked On Street	Parked Off Street	Resident Parking Available	Visitor Parking Available	Commuter Parking a Problem	Restriction Stated Preference	Alternative Preference if Adjoining Road is Restricted	
	Yes	2	1	1	No	No	Yes	B	n/a	Vehicles are often parked in this street when owners go on holiday, causing me to regularly struggle to park outside my own property. This would also stop commuter parking.
	Yes	3	1	2	Yes	Yes	No	A	A	We strongly oppose a residents parking scheme. We should never need to pay to park outside our own property.
	Yes	3	0	3	No	No	Yes	B	n/a	Against Permits as the price will increase over time! A 1 hour restriction will stop commuters from coming and dumping cars on street. Some cars are parked up and left for a week. 10am-11am or maybe 11am - Noon.
	Yes	2	0	2	Yes	Yes	No	B	n/a	No comments.
	Yes	4	1	3	Yes	Yes	No	A	A	Attached letter stating: Thank you for the opportunity to state preference; With regard to ques. 7 no restrictions on either road would be their main preference; Photos showing claims of commuter parking are groundless; and The refuse lorry is able to reverse up Purlieu Way on Thursdays and they have video footage to prove this.
	Yes	2	0	2	Yes	Yes	No	A	A	I feel that there are no parking issues in Purlieu Way and that options B and D would be counter-intuitive and would have a negative impact on not only residents, but also property values. I strongly oppose options B & D.
	Yes	3	1	2	Yes	Yes	Yes	A	None	I am very happy with the current situation and do not want it to change. Thank you.
	Yes	2	0	2	Yes	Yes	Yes	B	n/a	Re Ques 3, Normally we can park on street, but there are many occasions when this is not possible. Re Ques. 4 There has been the odd occasion when a person has parked their car whilst presumably on holiday for a week or even more.

Appendix 7 – Purlieu Way Questionnaire Responses and Comments

House No.	Response Received	Ques. 1	Ques. 2		Ques. 3	Ques.4	Ques. 5	Ques. 6	Ques. 7	Additional Comments
		No. of Vehicles	Parked On Street	Parked Off Street	Resident Parking Available	Visitor Parking Available	Commuter Parking a Problem	Restriction Stated Preference	Alternative Preference if Adjoining Road is Restricted	
	Yes	2	0	2	Yes	Yes	No	D	n/a	Because the road is consistently parked and often the cars are not parked well / considerably, delivery vehicles / large vehicles mount the kerb and damage the grass verges (eg opposite 58 PW). On more than one occasion in the last 12 months lorries have damaged the trees trying to get past parked cars.
48	26 54.2%	51	11	40	Yes = 13 No =11	Yes = 12 No =14	Yes = 17 No =9	A = 6 B =18 C =1 D =1	A = 3 B =0 C =1 D =1	TOTALS

HAREWOOD HILL - QUESTIONNAIRE RESPONSES

House No.	Response Received	Ques. 1	Ques. 2		Ques. 3	Ques.4	Ques. 5	Ques. 6	Ques. 7	Additional Comments
		No. of Vehicles	Parked On Street	Parked Off Street	Resident Parking Available	Visitor Parking Available	Commuter Parking a Problem	Restriction Stated Preference	Alternative Preference if Adjoining Road is Restricted	
	Yes	1	0	1	Yes	Yes	No	A	B	Whatever restrictions are introduced in PW, I will be adversely affected, as my property is nearest to the junction and the parking spaces are already taken up as it is.
	Yes	2	0	2	No	No	Yes	B	n/a	Although commuter parking reduced/stopped during the pandemic lockdown it is now returning as more people return to work in offices more, or all of the time. As one of only a few roads in Theydon without a one hour restriction Harewood Hill is an obvious place to park being only a 10 minute walk from the station. If Purlieu Way were to have restrictions and Harewood Hill NOT, then the situation on my road would be far worse. (A different hour on each road may be appropriate).
	Yes	1	0	1	Yes	Yes	No	A	A	6 D. - Permit Scheme answered as NEVER.
	Yes	2	0	2	Yes	Yes	No	A	B	No controls are necessary as no parking issue exists. This seems to be a way of taxing residents and I am against this or any restrictions of any kind. Commuter parking seems a myth - distance to station 0.75 mile, which no commuter wants to walk especially in the winter and the dark evenings given lack of street lighting. I guess it is on NEPP to introduce restrictions so that they can make money!!
	Yes	5	0	5	Yes	Yes	Yes	B	n/a	I think the less cars on the street the better. Dukes Avenue has become dangerous in parts, HH and PW are narrow streets. Also it looks untidy and cluttered on the streets.

Appendix 8 – Harewood Hill Questionnaire Responses and Comments

House No.	Response Received	Ques. 1	Ques. 2		Ques. 3	Ques.4	Ques. 5	Ques. 6	Ques. 7	Additional Comments
		No. of Vehicles	Parked On Street	Parked Off Street	Resident Parking Available	Visitor Parking Available	Commuter Parking a Problem	Restriction Stated Preference	Alternative Preference if Adjoining Road is Restricted	
	Yes	1	0	1	Yes	Yes	No	A	A	By introducing parking restrictions, not only would residents not be able to park outside their house all day, but with yellow lines they would also not be unable to park across their own driveway. There is no need for restrictions in Harewood Hill. PW does ot suffer excess parking either. If more driveways and more off-street parking is created this will add to the flood risk due to lack of run-off. Harewood Hill is in a flood risk area and has suffered major floods before. Additionally, Permits are expensive and very inconvenient. I have lived in a property with permits before.
	Yes	4	2	2	Yes	Yes	No	A	B	No comments.
	Yes	2	0	2	Yes	Yes	Blank	A	C	I would NOT want to see a permit scheme.
	Yes	1	1	0	Yes	Yes	Blank	D	n/a	Question 5 - Unknown - We moved in only a month ago during the pandemic
	Yes	3	1	2	No	No	Yes	B	n/a	Parking restrictions are required on the narrow roads like HH and PW. Residents are unable to park here. The roads are so narrow it makes the roads more dangerous and HGVs smash up all the kerbs as they can't pass through the village. As the effects of COVID subside, commuter parking will again become a serious problem.

Appendix 8 – Harewood Hill Questionnaire Responses and Comments

House No.	Response Received	Ques. 1	Ques. 2		Ques. 3	Ques.4	Ques. 5	Ques. 6	Ques. 7	Additional Comments
		No. of Vehicles	Parked On Street	Parked Off Street	Resident Parking Available	Visitor Parking Available	Commuter Parking a Problem	Restriction Stated Preference	Alternative Preference if Adjoining Road is Restricted	
	Yes	2	1	1	Yes	Yes	No	A	B	Preference is NO restrictions on Harewood Hill.
	Yes	1	0	1	No	No	Yes	B	n/a	Once lockdown reduces the commuters will return. The road is very busy with parked cars, a lot of people that have driveways do not use them. How are Emergency Vehicles or vans [Uncertain word] supposed to get down the road.
25	12 48%	25	5	20	Yes = 9 No =3	Yes = 9 No =3	Yes = 4 No =6	A = 7 B =4 C =0 D =1	A = 2 B =4 C =1 D =0	TOTALS



Contact: Technical Team
Phone: (01206) 282316
Email: Techteam@colchester.gov.uk
Your ref:
Our ref: PW&HH Review
Date: 31st January 2022

Dear Resident,

Re. Purlieu Way and Harewood Hill, Theydon Bois – Parking Demand Review

In 2021, following representations by residents, we proposed and consulted on the introduction of a one hour no waiting restriction in Purlieu Way. As a result we received objections to the introduction of restrictions from residents of Purlieu Way and Harewood Hill, covering the following points:

1. It is mainly residents, visitors to residents, carers and trades vehicles that park on Purlieu Way and therefore restrictions are not required;
2. There used to be commuter parking in Purlieu Way, but this has reduced since the on-set of the Covid-19 pandemic and is no longer a problem;
3. The lack of residential off-street parking would result in front gardens being paved over if parking restrictions are introduced; and
4. Residents of Harewood Hill were concerned about parking displacement into their road if parking restrictions were introduced in Purlieu Way.

We have therefore been asked by Councillors to undertake a further review of parking demand, in both Purlieu Way and Harewood Hill, to help determine if restrictions are required. We are undertaking two courses of action to help us determine this:

1. We have commissioned an independent parking demand survey to be undertaken in both roads; and
2. We attach a questionnaire for all residents of both roads to help us determine their demand for on-street parking and their stated preference as to whether they would like restrictions introduced, or not, and if so, what restrictions they would prefer.

We would very much appreciate the assistance of all residents on both roads in responding to the questionnaire so that we can get your views on how you would like us to take this forward. We are already aware that there are those in favour of restrictions and those against, but the demand survey and a response from each property in each road will help us to ascertain the facts and majority view on which we can then base our decisions moving forward.

We look forward to receiving your views on parking management in your area and thank you for your consideration and advice.

North Essex Parking Partnership

Please return your questionnaire using the pre-paid envelope provided, or e-mail a copy of your completed form to: techteam@colchester.gov.uk

Your views are very important to us and by responding to this questionnaire, you help to determine the parking controls that will be introduced, or not, within your street.

Purlieu Way and Harewood Hill, Theydon Bois – Parking Demand Review Questionnaire

Please complete this survey to ensure your views are considered. Only one response per property, please.

Name						
Address						
Phone Number (optional)						
Email Address (optional)						
1. Please give the total number of vehicles registered and regularly parked at your property?						
2. Of these vehicles, please indicate the number that would normally be parked on the public highway (on-street), or on your private property (off-street)?		<table border="1"> <tr> <td>On-Street</td> <td>Off-Street</td> </tr> <tr> <td></td> <td></td> </tr> </table>	On-Street	Off-Street		
On-Street	Off-Street					
		On-Street Only				
3. Can you normally park on-street when you wish to do so?		<table border="1"> <tr> <td>YES</td> <td>NO</td> </tr> </table>	YES	NO		
YES	NO					
4. Can your visitors, carers and trade visitors, park on your street when they visit your property?		<table border="1"> <tr> <td>YES</td> <td>NO</td> </tr> </table>	YES	NO		
YES	NO					
5. Do you think commuter parking on your street restricts parking availability for you or your visitors?		<table border="1"> <tr> <td>YES</td> <td>NO</td> </tr> </table>	YES	NO		
YES	NO					
6. Please tick your preference for one of the following options in your street:						
A. No on-street parking restrictions						
B. A one hour no waiting restriction during the day						
C. A one hour no waiting restriction, at different times during the day on each side						
D. A resident's permit scheme (Please see Note below.)						
7. If restrictions are implemented in the adjoining street being reviewed and you ticked 6 A. above, please enter your alternative choice from 6. here (Enter A. B. C. or D.)						
Please use this section to supply any further information relevant to the parking/controls in your area.						

Note:

First residential permit per property (12 months) - £55, Second residential permit per property (12 months) - £85, 10 x six hour visitor permits (virtual) - £6, 10 x twenty-four hour visitor permits (virtual) - £20.

Appendix 13 – Purlieu Way and Harewood Hill Photographs

Photographs taken at 12.00 noon Monday 31st January:

















