

## **Purlieu Way and Harewood Hill Frequently Asked Questions**

### **Background**

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 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. Since then, requests for parking restrictions on Purlieu Way have been received from some residents.

### **Introduction of Restrictions**

At the Joint Parking Committee on 27<sup>th</sup> October the NEPP Joint Committee voted to introduce one-hour restriction on both Purlieu Way and Harewood Hill. These one-hour restrictions will be introduced by an Experimental Order.

Details about NEPP Joint Committee meetings including agendas and minutes of meetings can be found on the Parking Partnerships website at:

[Joint Committee | North Essex Parking Partnership](#)

### **Why was the decision made?**

The decision was made by the members of the committee following consideration of the report that is available in the agenda, the views that were expressed in the “Have your say” section, the views of councillors, the restrictions on the rest of the estate, as well as the history of the discussions about restrictions on Purlieu Way and Harewood Hill.

### **Why has Harewood Hill been included?**

Harewood Hill has been included in the order to prevent displacement of vehicles from Purlieu Way causing inconvenience for residents on Harewood Hill. In the review that took place, a majority of responses from Harewood Hill residents indicated that they would also want restrictions if they were introduced on Purlieu Way.

### **What is an Experimental Order?**

An Experimental Order is similar to a permanent order with one-hour restrictions being enforceable from the date the order becomes operational. However, unlike a permanent order, an experimental order can be amended in view of any objections or other comments that are received after the order has started without needing to readvertise the whole proposal. The experimental order will allow us to determine whether the new restrictions have been successful, if amendments are needed, or if the restrictions should be withdrawn. An experimental order can be in place for up to 18 months, but objections or other comments can be considered and the restrictions changed after 6 months of the order starting.

### **What restrictions will be introduced?**

A no waiting restriction between 10am and 11am Monday to Friday (single yellow line) will be introduced on both Purlieu Way and Harewood Hill. A waiting restriction is being introduced as that is the type of restriction that most residents favoured when the area was reviewed.

### **Do the restrictions apply on Bank Holidays?**

NEPP does not patrol on single yellow lines on bank or public holidays.

### **Who do the restrictions apply to?**

The restriction applies to all motorists including residents. Any vehicles that are left on the yellow line during the operational times may receive a Penalty Charge Notice (currently £70 reduced to £35 if paid within 14 days of the date of issue).

### **Can I get a permit to park on the one-hour restriction?**

No – permits are not available to allow residents or their visitors to park on waiting restrictions.

### **How can I comment or object to the restrictions?**

Once the order becomes operational, any objections or other comments can be made within six months of the experimental order start date. Details of how to object or comment on the new restrictions will be available on notices that are displayed prior to the start of the restriction. It is not possible to formally comment or object to the new restrictions until the order starts.

### **When will the Experimental Order be introduced?**

No date has been set for the start of the order, but it is likely to be in April 2023. This is because the thermoplastic that is used for road markings does not bind well with the carriageway surface in wet or damp conditions.