



Notice of Non-key Executive Decision

Subject Heading:	Great Nelmes Chase – Proposed Introduction of Experimental Waiting Restrictions
Decision Maker:	Imran Kazalbash Director of Environment
Cabinet Member:	Cabinet Member for Environment, Cllr Barry Mugglestone
ELT Lead:	Neil Stubbings Strategic Director of Place
Report Author and contact details:	Gareth Nunn Senior Highways Engineer Schemes 01708 433139 Gareth.nunn@havering.gov.uk
Policy context:	None.
Financial summary:	The estimated cost of implementing the scheme under an experimental traffic order is £0.001m, which will be funded from existing Schemes revenue budgets.
Relevant Overview & Scrutiny Sub Committee:	Place
Is this decision exempt from being called-in?	No

Non-key Executive Decision

The subject matter of this report deals with the following Council Objectives

People - Things that matter for residents X

Place - A great place to live, work and enjoy X

Resources - A well run Council that delivers for People and Place X

Part A – Report seeking decision

DETAIL OF THE DECISION REQUESTED AND RECOMMENDED ACTION

Following the informal consultation of the proposed waiting restrictions, this Executive Decision seeks approval to:

- I. agree to the implementation of:

(a) Waiting Restrictions under an experimental traffic order

Introduce waiting restrictions in Great Nelmes Chase, from its junction with Wingletye Lane to numbers 11 and 20, on both sides of the road, operational 8am to 9am and from 2.45pm to 3.45pm, under an experimental traffic order (plan attached as Appendix A)

(b) 'At Any Time' Waiting Restrictions under an experimental traffic order

Introduce 'at any time' waiting restrictions on the junction of Great Nelmes Chase and Chase House Gardens, under an experimental traffic order (plan attached as Appendix A)

AUTHORITY UNDER WHICH DECISION IS MADE

Council's Constitution Part 3.3.5 (1.5)

To authorise the issue, amendment or suspension of temporary traffic orders, experimental traffic orders, temporary traffic notices and temporary prohibitions of waiting and loading

3.3.1 (5.1) covers sub-delegations:

The Chief Officers may delegate any of the powers listed in this part to another Officer, in so far as is legally permissible. Such delegation will specify whether the Officer is permitted to make further sub-delegations. Any such delegation or sub-delegation must be: (a) recorded in writing; and (b) lodged with the Monitoring Officer who will keep a public record of all such delegations. Any such delegation / sub-delegation will become valid only when these conditions are complied with.

STATEMENT OF THE REASONS FOR THE DECISION

Following concerns raised by residents of Great Nelmes Chase regarding dangerous, obstructive, and nuisance parking during school drop-off and collection times, a site

Non-key Executive Decision

meeting was held with Council Officers, Councillors, and local residents to discuss the issue.

As a result of this meeting, it was agreed to consult residents on proposals to introduce waiting restrictions that would operate during school drop-off and collection periods. In November 2025, a questionnaire was sent to all residents of Great Nelmes Chase, asking whether they support the implementation of these restrictions outside their properties to help address the problems currently being experienced.

Residents were advised that that we would not consider proposing intermittent sections of yellow lines across individual properties. Instead, any proposal will be for continuous restrictions in sections of Great Nelmes Chase where the majority of residents, have been supportive of such measures.

It was also agreed that, due to the potential for displaced parking, non-compliance with restrictions, and the need to monitor the effectiveness of the scheme, any proposals would be implemented under an Experimental Traffic Order (EXTMO) which would be in place for 18 months after which further consultation would be carried out to determine if the scheme was to be made permanent or removed. This approach allows the scheme to be closely observed and enables adjustments to be made easily if necessary.

OTHER OPTIONS CONSIDERED AND REJECTED

The option not to progress this scheme was considered but rejected. Consideration was also given to requests for a 'school street' and one-way system. However, these were not considered viable

PRE-DECISION CONSULTATION

The survey with residents of Great Nelmes Chase took place between 3rd November and 24th November 2025 and asked if residents would be supportive of waiting restrictions being introduced outside their properties, operational between 8am to 9am and from 2.45pm to 3.45pm, under an experimental traffic order.

The responses to the informal survey are summarised below:

Properties	Responses	Response %	In Favour	Against	In Favour %	Against %
38	25	66%	18	7	72%	28%

The locations of all respondents were assessed to ensure that restrictions are proposed only on sections of the road where the majority supported the proposals as agreed on site.

Non-key Executive Decision

As a result, the final extent of the scheme is between Wingletye Lane and numbers 15 and 20 on both sides of Great Nelmes Chase, where 17 respondents were in favour and 4 respondents were against the proposals.

The section of Great Nelmes Chase that will remain unrestricted had 1 respondent in favour and 3 respondents against the proposals.

Following the determining of the extent of the recommended proposals, it was noted that this brings the proposed restrictions close to the junction with Chase House Gardens. To prevent displaced vehicles from obstructing this junction, it is further proposed to introduce modest 'at any time' waiting restrictions at the junction of Great Nelmes Chase and Chase House Gardens, ensuring it remains clear of parked vehicles.

Ward Councillors were advised of the final proposals recommended by officers and are supportive of the proposals.

The first six months of the experimental order will also serve as a formal consultation period, during which residents will have the opportunity to provide feedback. This feedback will be considered before a decision is made on whether to make the scheme permanent and can also be used to make changes (such as the times of operation or the extent of the scheme) if it is deemed they would be beneficial.

NAME AND JOB TITLE OF STAFF MEMBER ADVISING THE DECISION-MAKER

Name: Gareth Nunn

Designation: Senior Schemes Engineer

Signature:



Date: 05/12/2025

Part B - Assessment of implications and risks

LEGAL IMPLICATIONS AND RISKS

The Council has powers under Section 9(1) of the Road Traffic Regulation Act 1984 (“RTRA 1984”) to regulate or control vehicular traffic on roads as set out in Part 1 of the RTRA 1984 or to create a controlled parking zone as set out in Part IV of the RTRA 1984.

Before an experimental order is made the Council should ensure that the statutory procedures set out in section 22 of the Local Authorities Traffic Orders (Procedure)(England & Wales) Regulations 1996 (SI 1996/2489) are complied with.

If the experimental order is to be made permanent, Section 23 of the Regulations must be considered. The Traffic Signs Regulations & General Directions 2016 govern road traffic signs and road markings.

The Council must allow a 6-months objections period to lapse before a decision can be taken on whether or not the order is made permanent and such a decision must be taken within 18-months of the order coming into force. Section 9 RTRA 1984 (3) provides that an experimental order shall not continue in force for longer than 18 months.

Section 122 RTRA 1984 imposes a general duty on local authorities when exercising functions under the RTRA. It provides, insofar as is material, to secure the expeditious, convenient and safe movement of vehicular and other traffic (including pedestrians) and the provision of suitable and adequate parking facilities on and off the highway. This statutory duty must be balanced with any concerns received over the implementation of the proposals.

FINANCIAL IMPLICATIONS AND RISKS

The total estimated costs of £0.001m for advertising, detailed design, and implementation will be funded from within existing Schemes revenue budgets, which at the time of reporting, has sufficient budget.

This initiative falls within the standard scope of delivery for Schemes and current assessments indicate that the project can be delivered within the proposed budget. A contingency allowance has been incorporated into the financial estimate to mitigate potential cost variations. As this is a standard project, there is no expectation that the works will exceed the estimated cost.

In the unlikely event of a budget overrun, any additional expenditure will be managed within the overall Environment Directorate's budget envelope, ensuring no adverse impact on other funded commitments.

A detailed breakdown of costs is provided below:

<u>Item</u>	<u>£</u>
Physical works (Lining and Signing)	345.54
Traffic Management Order Legal work	300.00

Non-key Executive Decision

10% Contingency	64.55	
Total Value	710.09	

HUMAN RESOURCES IMPLICATIONS AND RISKS (AND ACCOMMODATION IMPLICATIONS WHERE RELEVANT)

The proposal can be delivered within the standard resourcing within Highways, Traffic and Parking and has no specific impact on staffing/HR issues.

EQUALITIES AND SOCIAL INCLUSION IMPLICATIONS AND RISKS

Havering has a diverse community made up of many different groups and individuals. The council values diversity and believes it essential to understand and include the different contributions, perspectives and experience that people from different backgrounds bring.

The Public Sector Equality Duty (PSED) under section 149 of the Equality Act 2010 requires the council, when exercising its functions, to have due regard to:

- (i) the need to eliminate discrimination, harassment, victimisation and any other conduct that is prohibited by or under the Equality Act 2010;
- (ii) the need to advance equality of opportunity between persons who share protected characteristics and those who do not, and;
- (iii) foster good relations between those who have protected characteristics and those who do not.

Note: 'Protected characteristics' are: age, sex, race, disability, sexual orientation, marriage and civil partnerships, religion or belief, pregnancy and maternity and gender reassignment.

The council demonstrates its commitment to the Equality Act in its decision-making processes, the provision, procurement and commissioning of its services, and employment practices concerning its workforce. In addition, the council is also committed to improving the quality of life and wellbeing of all Havering residents in respect of socio-economics and health determinants.

These measures improve road safety for all road users.

ENVIRONMENTAL AND CLIMATE CHANGE IMPLICATIONS AND RISKS

Non-key Executive Decision

The reduction in the perceived parking provision may discourage drivers from using this location and therefore this may reduce emissions in line with the Climate Change Action Plan 2021.

APPENDICES

Appendix A – Waiting Restriction Plan

Appendix B – Survey Comments

Appendix A – Waiting Restriction Plan



Appendix B – Survey Comments

Great Nelmes Chase – Comments received from respondents of survey

**Although multiple comments may have been submitted from the same property, these were counted as a single response for a property for or against the proposals. However, all individual comments received are included in this document.*

Comments from respondents in favour of the proposals

Comments 1

Definitely required to improve street safety for residents, pedestrians and school children.

If the street is patrolled and the parking restrictions enforced, it will prevent road blockages, cars mounting kerbs and improve the safety massively for those walking their children to school

Comments 2

Residents should be given some permits for workmen or guests visiting properties during the restricted hours.

Comments 3

How soon can it be done ?. I am blocked in so often I have been unable to collect my own children who go to school further away on time from school.

I am fed up of the aggressive parents who are so rude when asked to move their huge vehicles from blocking my drive.

I also have an elderly relative staying with me that regularly requires medical attention there is no chance an emergency vehicle would be able to get through quickly on the road during the school rush hour.

Comments 4

I support parking restrictions, but at those times there is also regular congestion down this road as cars coming off Wingley Lane from the A127 use our road as a 'rat run'. I would be supportive of restrictions to vehicles turning into the road from Wingley Lane during that time as well. This congestion has significantly increased due to the work at Gallows corner. Cars continually veer in and out of parked cars and sometimes onto the pavement to pass each other. Children walking to school could be in danger.

Non-key Executive Decision

Comments 5

Yes the parking is an inconvenience, however if greater concern is the fact that during these times we have lots of children walking home from the school on our road, due to the parking you often see cars driving on the pavement to get past each other and this is an accident waiting to happen

Comments 6

During school drop off and pick up, it is hard to get in or out of your drive and we have received abuse when challenging those parked over our driveway. There is a residential home right opposite and any emergency vehicles would be affected by the thoughtless driving/parking in GNC.

Comments 7

This is an excellent proposal. We have lived here for nearly 40 years and every September with new children starting at Nelmes, the parking gets busier and drivers less considerate. At least twice per week, I have trouble getting out of drive. My grandchildren attend Ardleigh Green Infant School and I collect them on certain afternoons. On one occasion I couldn't get out of my drive, so obviously when driver returned, I was very angry. I have had to phone Nelmes School on many occasions and my blood pressure goes through the roof, so yes, I definitely welcome this proposal outside no. ■

Comments 8

Great Nelmes Chase is an unusually narrow road.

1. If a vehicle is parked on either side of the road outside our property it can be difficult to drive out of our property and pass the parked vehicle without doing a 'three-point turn'.
2. During school pick up and drop off times in some parts of Great Nelmes Chase cars driving down the road have been seen to come onto the pavement to pass parked vehicles causing a danger to school children and other pedestrians.
3. With a vehicle parked on either side of the road it can be difficult for large lorries to proceed down the road. Such lorries have on occasion caused damage to street trees in doing so.
4. Although not part of the council's proposals I would also like to see a 20mph speed limit introduced just for Great Nelmes Chase.

Non-key Executive Decision

Comments 9

Parking is horrendous during school time and very dangerous for the kids.

Comments 10

Definitely in favour, as unregulated parking has been a problem for a considerable time now.

The road is too narrow for cars to be parked the length of it on a free for all basis, restricting the free flow of traffic.

You only have to observe the chaos that ensues during term time when parents park, often inconsiderately, with no thought for other drivers or pedestrians.

For residents, getting in or out of your driveway during those times can be a nightmare.

Passing traffic zig-zags as best it can as it attempts to travel from the Wingletye Lane end to Nelmes Crescent and vice versa as pandemonium ensues.

Many cars even mount the pavement endangering children and parents alike.

REGARDING GREAT NELMES CHASE'S PARKING.

IN PARTICULAR, IT'S ABOUT TIME THAT DOUBLE YELLOW LINES WERE INSTALLED OUTSIDE THE BEND WHERE PROPERTY NUMBER 17 AND THE OPPOSITE PROPERTY, NUMBER 20 IS.

VEHICLES OFTEN PARK DIRECTLY ON THE BEND, MAKING IT VERY DANGEROUS FOR OTHER VEHICLES TO PASS BY SINCE IT PUTS THEM INTO THE PATH OF ONCOMING VEHICLES EFFECTIVELY IN A BLIND SPOT.

Comments 11

Something needs to happen this street is an accident waiting to happen. These proposals are not enough there should be a no right turn into GNC from wingletyre lane and how you have not done something sooner is appalling.

Comments 12

Whilst not opposed to the proposed restrictions, as clearly something needs to be done to address the current congestion on GNC during school drop off and pick up, I am concerned the measures outlined will not be entirely effective, if a ticket inspector is not present.

These measures also do not address the level of local traffic passing through what is a very narrow road, with a very narrow pavement, during peak hours, quite often at speed. Many children walk to school down GNC on their way to school, my own

Non-key Executive Decision

included. Whilst the proposal looks to address congestion, it will by default allow more traffic to pass, without vehicles having to slow down to navigate parked cars. I would therefore like to see, in conjunction with the parking restrictions, the road be a designated 20mph Zone with speed bumps to better ensure the safety of children and pedestrians.

Overall, I feel strongly that the residents prior request for the safer school street scheme to be introduced, which would tackle both the issue of inconsiderate parking and children/pedestrian safety, is the most practical option. The response that the road is not eligible as the school is not on the road is contradicted by other school street schemes in the area, which do have these restrictions, despite the school not being not actually being on that specific road i.e Beltinge Road and Recreation Avenue.

Comments 13

Yes I agree to the restrictions but the only way to solve the traffic issue in Great Nelmes Chase is to make it no right turn from Wingeltye Lane

Comments 14

We are in favour of the proposal, but would like more information on visiting persons/deliveries during the hour timeframes. Although this will most definitely help our narrow road with the problem we face, as residents we shouldn't be disadvantaged from needs. Will there be some sort of permit system in place or will the allocated traffic warden be informed not to ticket vehicles e.g food deliveries?

Comments 15

The chaos caused by the school inconsiderate parking is unacceptable. Drivers park where they want over my driveway and leave their cars. On a regular basis I am blocked in and my wife is late for work. It is unfair that we have to leave home earlier so we are not blocked in and late for work. The drivers are rude when told not to park over our drive and just do it and leave the cars. I am 100% in favour of these restrictions we pay our council tax and expect to be treated fairly and be able to have free unobstructed access to our home.

Non-key Executive Decision

Great Nelmes Chase – Comments from respondents against the proposals

Comments 1

Yes, this will just move any problems to another street. A much more sensible approach would be only allow cars to park on one side of the road.

Comments 2

I think this maybe a problem for carers, visitors etc when the problem with parking has been greatly exaggerated by only a few residents.

Comments 3

Yellow lines will inconvenience us every day including outside school holidays where we have tradesmen working on our property. Also it would inconvenience our visitors in having to move cars/vans elsewhere during these times.

A no entry from Wingletye Lane either all the time or during school times would solve the problem by making the street one way at those times.

Comments 4

The length of time by school parking cars is very short, no more than half an hour in the morning and afternoon. The disruption caused by yellow lines at these times to carers, cleaners and workmen would cause considerable inconvenience and stress. I have never had anyone park across my drive denying me access or exit and I have lived in Great Nelmes Chase longer than anyone.

The advantage of parked cars at school time is that it stops non-residents' cars using Great Nelmes Chase as a rat-run and is safer for children/parents walking to school.

Yellow lines would result in cars being parked in adjoining roads and will not improve the situation.

Other schools in Havering (Coopers Coburn as an example) have used some of their land as off street turnarounds for visitors and Nelmes School has land to do the same.

I do not want yellow lines outside my property or Great Nelmes Chase. It would cause more problems

Non-key Executive Decision

Comments 5

I am not supportive of this as it will not make any difference, and further inconvenience the residents on our road. It will be used as a drop off zone, or parents will wait in the car for their children. Additionally as this is not enforced by camera people will continue to park and take the gamble. The only solution to fix this problem is a school streets scheme.

Comments 6

As a homeowner down Great Nelmes Chase, you have not made it clear on what you are proposing to do. What does the waiting restrictions actually mean? Can you drive down the road still? Does this have an impact on house prices? How will family, friends, suppliers access our property/this road during these times if needed?

Comments 7

No one in my family has any issues with parking problems within Great Nelmes Chase

Non-key Executive Decision

Part C – Record of decision

I have made this executive decision in accordance with authority delegated to me by the Leader of the Council and in compliance with the requirements of the Constitution.

Decision

Proposal agreed

Details of decision maker

Signed



Name: Imran Kazalbash
Director of Environment

Date: 15/01/2026

Lodging this notice

The signed decision notice must be delivered to Committee Services, in the Town Hall.

For use by Committee Administration

This notice was lodged with me on _____

Signed _____