

30 October 2025**REPORT OF TRAFFIC MANAGER****Proposed New Bus Stop Clearway - Homefield Avenue, Arnold (GE0358)
(No Stopping At Any Time Except Buses)****CONSIDERATION OF OBJECTIONS****Purpose of the Report**

1. The purpose of this report is to consider the objection received in respect of the above proposed new bus stop clearway at the existing bus stop, and to determine if the proposals should be implemented as shown on drawing H/NG/5206/01.

Information

2. Homefield Avenue is in the market town of Arnold, in the north-east of Nottingham within the borough of Gedling. It runs between Surgeys Lane and Birchfield Road and forms part of the route for the Nottingham City Transport (NCTX) 58 bus service, which operates approximately every 10 minutes during weekdays. The road is predominantly residential, with a mix of property types, some with private driveways and others relying on on-street parking. The presence of parked vehicles along the street has created challenges for buses attempting to align properly with the kerb, leading to safety concerns for passengers, particularly those with limited mobility or using pushchairs.
3. Nottinghamshire County Council has over 5,700 bus stops throughout the County and continually invests in the network's infrastructure as part of the County Council's ongoing commitment to improve access to public transport.
4. The County Council works closely with all public transport operators across the County to identify bus stops that suffer from indiscriminate parking. To address this problem, bus stop clearways can be installed that prohibit cars from parking or waiting in the bus stop during specific times and these are clearly identified with new road markings and signage. The main benefits of bus stop clearways are to:
 - Help the bus align with the kerb to enable level access for passengers with limited mobility and pushchair users.
 - Ease congestion as a correctly aligned bus will not block the road for other road users.
 - Ensure that bus drivers discharge their duty to drop passengers off on the kerb and not on the road.
 - Ensure that bus services operate on time and are not delayed.

5. The County Council has received concerns from Nottingham City Transport, regarding an issue with accessibility to this bus stop on Homefield Avenue, Arnold due to buses not being able to align up to the existing raised kerbs causing issues for passengers accessing and exiting the bus.
6. In response to concerns raised, it is proposed to install a new, nineteen-metre bus stop clearway (No Stopping At Any Time Except Buses) adjacent to the existing bus stop, allowing passengers to use the raised kerbing to access and exit buses as shown on drawing reference H/NG/5206/01. The statutory consultation and public advertisement of the proposals was conducted between 17 September 2025 and 15 October 2025.
7. One response was received during the consultation, which was an objection.

Objection received

Objection – The bus stop causes privacy concerns for a resident.

8. A resident of Homefield Avenue stated that the bus stop compromises their family's privacy, as passengers on the bus can see directly into their property. They requested that the bus stop be moved.

Response

9. These proposals are to install a bus stop clearway parking restriction at the bus stop on Homefield Avenue. They will not influence existing issues of privacy from the bus stop, which is already in situ.
10. Nottinghamshire County Council (NCC) policy requires bus stops to be positioned at regular intervals (between 150 - 200m in urban and semi-rural areas) to ensure that the network is as accessible as possible. Relocating the stop to a different location would not meet this threshold and make the public transport network less accessible.

Other Options Considered

11. The option to not install the bus stop clearway and relocate the bus stop pole to a different location has been considered but this would not address the standard configuration set by Nottinghamshire County Council of bus stops to be in intervals of 150 – 200 metres.

Comments from Local Members

Councillors Wendy Lukacs and John Semens were informed of the scheme during the consultation period and expressed their full support to the proposal.

Reasons for Recommendations

12. It is considered that the proposed restrictions strike a reasonable balance facilitating the safe operation of the wider highway by drivers, cyclists, and pedestrians, commensurate with the Authority's duty to ensure the safe, convenient and expeditious movement of all traffic, including pedestrians.

Statutory and Policy Implications

13. This report has been compiled after consideration of implications in respect of crime and disorder, finance, human resources, human rights, the public-sector equality duty, safeguarding of children and vulnerable adults, service users, sustainability and the environment and where such implications are material they are described below. Appropriate consultation has been undertaken and advice sought on these issues as required.

Crime and Disorder Implications

14. Nottinghamshire Police had no objections the proposals. No additional crime or disorder implications are envisaged.

Financial Implications

15. This scheme is being funded through the Bus Service Improvement Programme capital budget totalling £575k which has been approved within the Transport and Environmental portfolio capital programme.

Human Rights Implications

16. The implementation of the proposals within this report might be considered to have a minimal impact on human rights (such as the right to respect for private and family life and the right to peaceful enjoyment of property, for example). However, the Authority is entitled to affect these rights where it is in accordance with the law and is both necessary and proportionate to do so, in the interests of public safety, to prevent disorder and crime, to protect health, and to protect the rights and freedoms of others. The proposals within this report are within the scope of such legitimate aims.

Public Sector Equality Duty implications

17. As part of the process of making decisions and changing policy, the Council has a duty 'to advance equality of opportunity between people who share a protected characteristic and those who do not' by thinking about the need to:

- Eliminate unlawful discrimination, harassment and victimisation.
- Advance equality of opportunity between people who share protected characteristics (as defined by equalities legislation) and those who do not.
- Foster good relations between people who share protected characteristics and those who do not.

18. Disability is a protected characteristic, and the Council therefore has a duty to make reasonable adjustments to proposals to ensure that disabled people are not treated unfairly.

19. The proposals have been considered against the nine protected characteristics and there should be no adverse impact. People with a disability and requiring mobility aids should benefit from a reduction in vehicles parking at junctions and obstructing pedestrian access.

Implications for Sustainability and the Environment

20. The proposals aim to help promote sustainable transport choices by the introduction of the proposed bus stop clearway, designed to facilitate safer loading and alighting of

passengers, and to promote the safe operation of the wider highway network for drivers, cyclists, and pedestrians.

21. Improving the environment for vulnerable highway users, such as pedestrians and cyclists may encourage modal shift to sustainable modes of transport which have a positive impact on the environment.

Legal Implications

22. In deciding whether to make the Order, the decision-maker needs to be satisfied that it is expedient to make the TRO for, for example, avoiding danger to persons or other traffic using the road or any other road or for preventing the likelihood of such danger arising; for preventing damage to the road or to any building on or near the road; for facilitating the passage on the road or any other road of any class of traffic (including pedestrians); for preventing the use of the road by vehicular traffic of a kind or in a manner which is unsuitable having regard to the existing character of the road or adjoining property, for preserving the character of the road where it is especially suitable for use by persons on horseback or on foot; for preserving or improving the amenities of the area through which the road runs; or for improving air quality.
23. The decision-maker then needs to be satisfied that it remains expedient to make the TRO balancing the duty to secure the expeditious, convenient and safe movement of traffic and the provision of suitable and adequate parking facilities on and off the highway against, for example, the desirability of securing access to premises; the effect on the amenities of the locality; the national air quality strategy; the importance of facilitating the passage of buses and of securing the safety and convenience of persons using or desiring to use buses; and of any other traffic matters appearing to the decision-maker to be relevant.
24. Finally, the decision-maker must also be satisfied that the proposed TRO will, as far as is reasonably practicable having regard to any other relevant obligations, policies and objectives, achieve the objective of securing and facilitating the expeditious movement of traffic through the more efficient use of its road network or the avoiding, eliminating or reducing of road congestion or other disruption to the movement of road traffic.

RECOMMENDATION/S

It is **recommended** that:

- 1) That the proposed new bus stop clearway – Homefield Avenue, Arnold (No Stopping at Any Time Except Buses) is implemented, and the objector informed accordingly.

Name and Title of Report Author

Gareth Johnson – Traffic Manager- Nottinghamshire County Council

For any enquiries about this report please contact:

Mark Newton Improvements Manager 0115 8041957

Legal Comments (SLR 31/10/2025)

This executive decision falls within the delegation made to the Group Manager (Highways & Transport) by Cabinet Member for Transport & Environment on 30 May 2022. As with other quasi-judicial decisions, this decision is not subject to call-in.

Financial Comments (GB 31/10/2025)

It is proposed that the £575k of costs set out in this report is funded from the Bus Services Improvement Programme which is already approved within the Transport and Environment portfolio capital programme. There are no Local Government Reorganisation issues arising directly from this report.

Background Papers

All relevant documents for the proposed scheme are contained within the scheme file which can be found in the Major Projects and Improvements section at Trent Bridge House, Fox Road, West Bridgford, Nottingham.

Except for previously published documents, which will be available elsewhere, the documents listed here will be available for inspection in accordance with Section 100D of the Local Government Act 1972.

Electoral Division(s) and Member(s) Affected

Arnold North	Councillor Wendy Lukacs
Arnold North	Councillor John Semens