



Leicester
City Council

WARDS AFFECTED: KNIGHTON

OVERVIEW AND SCRUTINY MANAGEMENT BOARD

8th July 2008

PETITION – REINSTATEMENT OF ARRIVA BUS SERVICE 49A

Report of the Service Director – Regeneration, Highways & Transportation

1 Purpose of Report

- 1.1 This report is in response to a petition presented to full Council by Mrs C Blackburn on 29th March 2007, requesting the re-instatement of the Arriva 49A bus route.
- 1.2 The petition reads as follows:
“We wish Arriva to reinstate the 49A bus route from Leicester to the County so that the route is again by way of the Morrison Supermarket in the city.
- 1.3 The new route in operation by Arriva necessitates a long walk, with two flights of steps to gain access to Welford Road, then an uphill walk to the bus stop. This is not practical for the elderly and people with mobility problems.”

2 Summary

- 2.1 The supporting information provides details of the route followed by the Arriva Service 49A and the changes that have been made by Arriva, and the alternative options that are currently available.
- 2.2 The Scrutiny Board is asked to support the decisions of the Service Director.

3 Recommendations

- 3.1 It is recommended that the decisions of the Service Director as set out below, be supported:
 - a) to note the petitioners’ concerns,
 - b) to agree that the availability of other (less convenient) bus services, and the Dial a Ride Service means that the City Council cannot justify the cost of funding a bus service that links Freeman’s Park and Knighton.
 - c) to note that there is no City Council subsidised service which could be diverted to meet the needs of the Petitioners.
 - d) to request that Arriva reconsiders the option of re-instating this link.
 - e) to agree that the petitioners be notified accordingly.

4 Report

- 4.1 Service 49A is one of the commercial bus routes which Arriva operates between the City Centre and Wigston. Prior to August 2006, outbound journeys on Service 49A diverted from Welford Road to operate along Counting House Road, Freeman's Park Road and Putney Road in order to serve the bus stops at Freeman's Park and Putney Road. This diversion operated every 30 minutes.
- 4.2 There was no equivalent inbound diversion, as there is a bus stop on Almond Road, which is convenient for Freeman's Park.
- 4.3 From August 2006, the outbound diversion via Freeman's Park was withdrawn, with all services operating direct along Welford Road.
- 4.4 Welford Road residents who visit Freeman's Park consequently now have the following options for travelling home by bus:
- a) The bus stop on Welford Road between Tigers Way and Almond Road.
 - b) The bus stop by the entrance to Welford Road cemetery.
- 4.5 Neither of these stops are ideally situated, as they are 410m & 266m from Freeman's Park and the stop at the Cemetery is reached via an uphill gradient. For people who cannot access these stops, less direct options are:
- a) Catch an inbound bus to Pocklington's Walk and catch an outbound bus from Welford Place.
 - b) Catch a Service 48 from Freeman's Park to Wigston and then Welford Road.

Although these options are less direct and convenient, there is no cost penalty for Concessionary Pass Holders at offpeak times.

- 4.6 The Dial a Ride service to Knighton, which is for residents who are unable to access mainstream bus services, has been diverted to serve Morrisons at Freeman's Park.
- 4.7 There is no Council supported bus service operating along Welford Road, which could be diverted to serve Freeman's Park.
- 4.8 Representations have been made direct to Arriva and to the City Council by residents and Members, seeking the re-instatement of a link from Morrison Supermarket and Welford Road and Wigston.
- 4.9 Arriva reviewed the usage of this link, and responded that insufficient people used this diversion to justify the additional time, which it imposed, compared to the direct route along Welford Road.
- 4.10 The City Council has no powers concerning commercial services - these being determined by the commercial judgement of the bus operator.

5 Financial & Legal Implications

Financial Implications

- 5.1 There are no financial implications arising from these recommendations.

Martin Judson, Head of Finance (ext 297390)

Legal Implications

- 5.2 The Transport Act 1985 empowers District Councils to secure the provision of such public passenger transport services as they consider it appropriate to secure to meet any public transport requirements within their area which would not in their view be met apart from any action by them for that purpose.
- 5.3 A Local Authority is not permitted to subsidize a bus service, which competes with any commercial bus services.
- 5.4 The Council has no powers concerning the running of commercial bus services by bus operators or the routes they choose to run. It is up to the bus companies themselves to register the service in accordance with the Transport Act 1985.
- 5.5 Representations have been received requesting the Council to urge Arriva to re-consider its decision not to serve Freeman's Park. Recommendation 3.1(d) covers this concern.

Jamie Guazzaroni, Legal Services (Ext.6350)

6 Other Implications

OTHER IMPLICATIONS	YES/NO	Paragraph references within the report
Equal Opportunities	Yes	1.3
Policy	Yes	4.5
Sustainable and Environmental	Yes	
Crime and Disorder	NO	
Human Rights Act	NO	
Elderly/People on Low Income	Yes	4.4; 4.5; 4.6
Local Transport Plan	Yes	

7 Risk Assessment Matrix

- 7.1 No risks arise from this report.

8 Background Papers – Local Government Act 1972

- 8.1 None.

9 Consultations on the report

- 9.1 Arriva has been consulted and have confirmed their position as noted in 4.9 above.
- 9.2 The following people have been consulted in the preparation of this report.

Consultee	Date Consulted
Martin Judson (Head of Finance – Regeneration & Culture)	6 th June 2008
Anthony Cross	6 th June 2008

10 Powers of the Service Director

- 10.1 None required.

11 Decision of the Service Director

- 11.1 I approve the recommendations set out in Section 3.

Signed..... Date.....
Jeff Miller, Service Director Regeneration, Highways and Transportation

12 Report Author

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