

**Part I – Item No.**

Electoral Divisions affected:  
Preston North,  
Preston North East,  
Preston Central North

**Bus Service Revisions – Preston**  
**Proposals Following Notification of Changes to Commercial Bus Services**

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**Executive Summary**

This report sets out proposals to provide a replacement subsidised bus service linking Broadwood Drive, Fulwood and Preston City Centre following notification from Rotala Preston Bus of their intention to withdraw their commercial service along Broadwood Drive.

The report summarises three options that are available:

1. Taking no further action to replace the withdrawn service;
2. Diverting an existing Lancashire County Council subsidised service, which would not lead to additional cost but would reduce the frequency of services on parts of the current route; or
3. Provide a new replacement bus service on this route for a period of up to 4 months to allow for a full review of the subsidised local bus services in the area to take place, with an estimated net annual subsidy of £55,000.

This is an Urgent Key Decision. The requirements of Standing Order No. 27 have been complied with.

**Recommendation**

The Cabinet Member for Highways and Transport is asked to approve option 2, the proposal to provide a replacement Monday to Saturday daytime bus service for the Broadwood area of Fulwood, Preston, by diverting existing LCC subsidised Service 4A at no additional cost.

This decision should be implemented immediately for the purposes of Standing Order 34(3) as any delay could adversely affect the execution of the County Council's responsibilities. The reason for this is to ensure bus service provision is maintained.

## **Background and Advice**

### **Service 19/19A Preston – Fulwood Royal Preston Hospital**

From 4 March 2013 Rotala Preston Bus will revise the route and timetable amending most journeys to no longer serve Broadwood Drive in Fulwood.

Service 19/19A currently operates a frequent service 7 days a week in each direction between Preston and Fulwood Royal Preston Hospital via Deepdale Road and Sharoe Green Lane with journeys additionally serving Broadwood Drive every 20 minutes during Monday to Saturday daytime.

Whilst frequent alternative services remain available on Sharoe Green Lane, there would be no bus service available for the many elderly residents in the Broadwood Drive area.

According to on-bus surveys and electronic ticket machine data, there are approximately 45,000 passenger trips made per annum boarding and alighting on Broadwood Drive. This is an average 900 weekly passenger trips made, broken down to around 150 passenger trips per day, equating to approximately 8 per journey.

### **Proposal**

There are three options in considering the withdrawal of bus services from Broadwood Drive:

#### **1. Take no further action**

In taking no further action, residents would be required to walk to the main bus stops on Sharoe Green Lane where the following Monday to Saturday frequencies exist:

Services 4/4A	every half hour to Preston
Service 19A	every 10 minutes to Preston
Services 22/23	every 10 minutes to Preston
Services 88A/88C	every 20 minutes (Orbit Services)

The walking distance from the furthest point on Broadwood Drive to the Sharoe Green Lane bus stops (Royal Preston Hospital/Booths) is approximately 550m

#### **2. Divert existing LCC subsidised service**

This proposal amends the route and timetable of Service 4A to loop Broadwood Drive in both directions and terminate at Conway Drive in Fulwood. This would provide an hourly Monday to Saturday daytime service for those residents of Broadwood Drive unable to access the frequent services on Sharoe Green Lane.

However, in order to accommodate this diversion within existing resources, Lightfoot Lane and Wychnor would be reduced in frequency from half hourly to hourly during Monday to Saturday daytime. This section of route represents an average 350

weekly passenger trips made to and from Lightfoot Lane and Wychnor, broken down to around 60 passenger trips per day, equating to approximately 5 per journey.

This proposal would not increase the current costs to provide Service 4A, where additional fares revenue from Broadwood Drive may improve the longer term sustainability of the route.

### 3. Provide additional service

#### **Service 4B Preston – Fulwood Circular**

The proposal provides for a new replacement bus service on this route for a period of up to 4 months to allow for a full review of the subsidised local bus services in the area to take place.

This new Monday to Saturday daytime service would operate every half hour from Preston City Centre to Fulwood via Garstang Road, Sharoe Green Lane, clockwise around Brooklands Avenue, South Drive, Broadwood Drive and Tower Lane then Sharoe Green Lane and Garstang Road back to Preston City Centre.

The cost of continuing operation of a local bus service for Broadwood Drive is an estimated annual net subsidy of £55,000 based on an estimated £48,000 revenue and 50,000 passenger trips per annum, returning a revenue to cost ratio of 47%. This represents an estimated £18,500 for 4-months operation during the period of the review of local subsidised bus services.

#### **Recommendation**

It is therefore recommended to proceed with Option 2 i.e. the proposal to divert LCC subsidised Service 4A via Broadwood Drive, maintaining a direct link from Broadwood Drive to Preston City Centre at no extra cost.

#### **Consultations**

Local Members have been advised of the service withdrawal and asked for their views and no adverse comments have been received.

#### **Implications:**

This item has the following implications, as indicated:

#### **Risk management**

In the event that a replacement service between Preston and Fulwood via Broadwood Drive was not provided, local residents would be required to walk to Sharoe Green to access public transport.

#### **Financial**

Proposal 3: The additional cost of £18,500 for 4-months operation will put strain on the bus services budget and a further review of local subsidised services, with a view

to making savings through efficiency measures, will be required to manage the impact of this increased expenditure.

### **List of Background Papers**

Paper	Date	Contact/Directorate/Tel
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Nil.

Reason for inclusion in Part II, if appropriate

N/A