

Report subject	Our people and communities: Subsidised Bus Services Review
Meeting date	4 February 2026
Status	Public Report
Executive summary	During 2025/26 financial year the council will spend over £1.59m supporting subsidised bus services from a combination of council derived revenue budget and external grants. By 2027/28 the cost is forecast to exceed £2.0m. Continuing to fund the subsidised network in its current form is not sustainable. This report presents recommended changes to the network informed by a performance review including public consultation. The recommendation has been developed in partnership with morebus (main enhanced bus partnership operator). Whilst undertaking the review the council has engaged with the Department for Transport (DfT) Bus Reform Team throughout to ensure that the recommended revised subsidised network is eligible to be funded from the recently announced £2,621,127 Local Authority Bus Grant (LABG) 2026/27 revenue allocation. A report setting out the full planned investment of both the revenue and capital LABG allocations shall be presented to Cabinet in March 2026.
Recommendations	It is RECOMMENDED that: (a) Cabinet recommends to Council the phased withdrawal of the council bus subsidy budget commencing May 2026 resulting in the service changes set out in Appendix 4. (b) Cabinet recommends to Council the use of Local Authority Bus Grant to fund the revised subsidised bus network as set out in Appendix 4.
Reason for recommendations	The subsidy of local bus services is non-statutory, although Local Transport Authorities (LTAs) have a duty to assess the transport needs of their area and the impact of bus services being withdrawn, on the elderly, disabled, and people with mobility problems. There is a statutory duty for the council to provide transport services to schools to meet the requirements of the Education Act 1996.

	The council has undertaken a comprehensive review of subsidised bus services, including a public consultation, and worked in partnership with the local bus operator to develop the proposed revised subsidised bus network that minimises the impact on passengers/residents as follows: Evening and Weekend routes: with minimal adjustments these services to be operated commercially. Weekday routes: the majority either retained without adjustment, enhanced, or retained with minimal adjustment to make them commercial. Subsidised School Service Route 40 recommended to be discontinued at end of the 2025/26 academic year due to high cost per passenger journey, few and reducing numbers of passengers and there is an alternative commercial service covering most of the route indicating that the service is not essential. Subsidised School Service Route 425 recommended to be discontinued at end of 2026/27 academic year due to high cost per passenger journey and there are suitable alternative commercial services that cover most of the route. Reason for retaining this for a year longer than Route 40 is that the alternative journey is less direct with a need to change bus. Extending the service allows parents time to plan for change. Subsidised School Service Routes 81 is recommended to be combined with the 46 service to reduce the level of subsidy required. Routes 744 and 448 subsidies to be retained in their existing form due to them being considered good value for money.
Portfolio Holder(s):	Councillor Andy Hadley, Cabinet Member for Climate Mitigation, Energy and Environment Councillor Mike Cox, Cabinet Member for Finance Councillor Richard Burton, Cabinet Member for Children, Young People, Education and Skills
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Wards	Council-wide
Classification	For Recommendation

Background

1. Bus subsidy is funding provided by the council to support bus services (or part thereof) that would not otherwise operate, due to there being too few passengers to generate sufficient revenue to cover the cost of operating the service and generate a profit.
2. Most bus routes across BCP operate without extra financial help from the council. However, some routes with fewer passengers, such as evening and Sunday services, and some school services, or those that serve areas away from the busy roads, have needed financial support (subsidy) to keep running.
3. When subsidising a bus route, the council specifies the service that it needs to be provided and procures the service, usually via an open tender, to any interested operators.
4. The council has a statutory duty under the Education Act 1996 to provide home to school transport for eligible children of compulsory school age. To help councils to comply with this duty the Department for Education published guidance in 2024 titled *Travel to school for children of compulsory school age*.
5. Section 509AD of the Education Act 1996 requires local authorities to have regard to any wish of a parent to have their child educated at a school based on their religion or belief when exercising their school travel duties. This does not mean local authorities must arrange travel to a school with a designated religious character for a child whose parents have chosen it on the grounds of their religion or belief (unless the child would be eligible for free travel to that school due to extended rights to support low-income families to exercise school choice), and they should not have a blanket policy that they never provide travel assistance to schools with a designated religious character and may need to make decisions on a case-by-case basis if asked to exercise their discretionary power in relation to such a school.
6. A child under the age of 8 is eligible for free travel to their nearest suitable school if it is more than 2 miles from their home. A child aged 8 years or over is eligible for free travel to their nearest suitable school if it is more than 3 miles from their home. Extended rights also apply to support low-income families. For children aged 8 or over but under 11, assistance is provided to their nearest suitable school if it is more than 2 miles from their home. For children aged 11 to 16, assistance is provided to attend their nearest suitable school provided it is more than 2 miles but not more than 6 miles from their home, or to attend a school chosen on the ground of their religion or belief provided it is their nearest faith school and it is more than 2 miles but not more than 15 miles from their home.
7. A 'suitable school' for school travel purposes is a qualifying school that is suitable for the child's age, ability, aptitude and any special educational needs they may have. It should also be suitable for the child's sex, for example a girls' school could not be considered the nearest suitable school for a boy. 'Suitable school' does not mean the most suitable school for a child. Schools are able to meet a wide range of needs. The nearest secondary school to the home of a child of secondary school age, for example, will almost always be their nearest suitable school (provided it would be able to admit them).
8. When a local authority assesses whether the distance between a child's home and their school is further than the statutory walking distance, the route they measure must be the shortest route along which a child, accompanied as necessary, may walk in reasonable safety. This is not necessarily the shortest distance by road. The

route may also include footpaths, bridleways, other pathways and alternative entrances to the school.

9. The relevant guidance states journey times need to be taken into account. Young people should be able to reach their education or training without incurring such stress, strain, or difficulty that they would be prevented from benefiting from the education provided. For example, a young person should not have to make several changes of public service bus to get to their education or training, if that would result in an unreasonably long journey time. In this context, local authorities should consider which mode of transport will best meet the need to ensure a reasonable journey time.

Guidance suggests that a child of primary school age may reasonably be expected to travel up to 45 minutes, and a child of secondary school age may reasonably be expected to travel up to 75 minutes each way to access learning.

10. Based on the Education Act 1996 local authority guidance none of the subsidised school services are required to mitigate the nearest suitable school requirement.
11. Some school children and young people are eligible for free home to school transport due to special educational needs (SEN), disability or mobility problems. Typically, very few children with SEN, disability or mobility problems utilise the subsidised school services and are instead transported by more specialist travel solutions; parents who receive a mileage rate or taxis with Passenger Assistants which generally pick up multiple passengers on route to a school.
12. In 2023/24 the council funded bus subsidy budget was £868k. As part of 2024/25 budget setting in the MTFP, the budget was reduced by £155k to £713k. This was achievable at the time due to a Department for Transport (DfT) provided Bus Service Improvement Plan Plus grant (BSIP+). In addition, approximately £80k was provided by Children's Services.
13. In 2024/25, the council spent £1.59million to keep subsidised bus services running. Note that due to the need to renew a number of contracts this is expected to increase to more than £2million by 2027/28 if the network/services are not adjusted. £860k of the £1.59m came from council revenue and the remainder from the devolved Bus Service Operators Grant (BSOG) and BSIP+. In addition, approximately £84k was provided by Children's Services.
14. Decision making to balance the 2024/25 council budget in the MTFP included a proposed future year review of the services and potential phased removal of the Bus Subsidy budget across the 2026/27 and 2027/28 financial years, subject to full consideration of the public consultation outputs and a performance review. The current year (2025/26) budget is £713k plus £84k from Children's Services.
15. The subsidy of bus services is non-statutory. However, Local Transport Authorities (LTAs) have a duty to assess the transport needs of their area and the impact of bus services being withdrawn on the elderly, disabled, and people with mobility problems.
16. In addition to council derived bus subsidy funding, ringfenced support is currently provided from the devolved government's Bus Service Operators' Grant (BSOG), which now forms part of a Local Authority Bus Grant (LABG) settlement – see paragraph below. Support for the network is also currently provided across BCP by a temporary Bus Service Improvement Plan Plus (BSIP+) grant which was awarded to local authorities in previous financial years to help them support services in the aftermath of the Covid-19 pandemic.

17. The council has been allocated £5.64m of Local Area Bus Grant (LABG) funding for 2026/27 of which £2.62m is revenue and £3.02m is capital. LABG is being allocated to local authorities nationally to work with local enhanced bus partnerships with the principal aim of delivering Bus Service Improvement Plans (BSIPs) objectives. The revenue allocation is repeated in 2027/28 and 2028/29. The capital funding allocation is also repeated (and slightly inflated) for 2027/28 and 2028/29. A Cabinet paper shall be presented in March 2026 setting out the recommended investment of this grant. The LABG conditions preclude the direct 'like for like' replacement of council bus subsidy. The more LABG that is allocated to subsidising services the less grant is available to enhance and promote bus services, it is therefore very important that services that are considered essential are funded utilising LABG.
18. As the council was aware that the LABG would include the 'like for like' condition, it engaged with the DfT at the beginning of 2025, and it agreed that, subject to a full review of all subsidised local bus services and the council maintaining its 'overall base bus funding' (funding for buses in BCP from all sources), the LABG revenue element could be used to support contracted routes.
19. In mid-December 2025 and through further dialogue in January 2026, DfT confirmed that it would permit the council to utilise the BCP Local Authority Bus Grant (LABG) revenue allocation to fund bus subsidy at a higher level than the legacy BSOG payment. This is on the basis that the local network has been reviewed following consultation (see section below) and a performance review undertaken to demonstrate best value for money. It was also due to the council being able to demonstrate that the overall base bus funding across BCP from all sources is set to increase in 2026/27 owing to substantial amounts of Section 106 funding from the development industry being utilised to prime new services.

Existing Subsidised Services

20. The council currently subsidises 24 local bus service contracts – see **Appendix 1** for indicative route maps. These include six school services (two of these school routes are funded by Children's Services and were originally introduced to transport children with a statutory entitlement to home to school transport).
21. The two dedicated school buses funded through the Children's Services Home to School Transport budget historically carried high numbers of children with a statutory entitlement to free school transport. However, these numbers are now low, and it is likely to be more cost effective to meet this duty in other ways (smaller vehicle, network bus pass, or potentially parental payment).
22. The remainder of the routes are either Monday to Saturday day-time services, or Sunday and Evening Services for otherwise commercial services.
23. Many of the contracts are due for renewal by April 2027 which will very likely result in price increases which would need a substantial increase in BCP council derived subsidy to offset. One of the contracts, Service 20 (Poole to Castlepoint), is due for renewal by April 2026.

Public Consultation

24. On 25 March 2025, Council agreed to a full review of the subsidised local bus service contracts.

25. The review comprised of on-bus passenger surveys; analysis of passenger boarding information supplied by the bus operator, morebus; discussions with morebus; and a ['Have your say' public consultation](#) which ran from 9 July to 18 August 2025.
26. Residents were asked to give their opinions on the council's subsidised bus services with the option of completing paper questionnaires that were made available on the bus routes affected or by submitting responses online. The council's Consultation Team engaged an external research company to undertake the data entry and analysis. A summary of the outcome is attached as **Appendix 2**.
27. There were 2,989 responses to the consultation, 765 (25.6%) of these were received online and 2,224 (74.4%) were on paper questionnaires. Most respondents (2,589) indicated that they use at least one of the Monday to Saturday routes. 919 respondents used at least one of the Sunday services and 881 used the evening routes. 140 respondents identified as users of at least one of the school routes. The key themes from the public consultation were:

Evening Routes

28. 881 respondents identified as users of at least one of the affected Monday to Saturday evening routes.
Route 4: Poole - Broadstone - Merley – Wimborne (301 respondents)
Route 8 & 9: Poole - Hamworthy - Turlin Moor - Upton - Creekmoor – Poole (297 respondents)
Route 14: Poole - Bourne Estate – Wallisdown – Kinson (153 respondents)
Route 16: Poole - Bourne Estate – Bournemouth (205 respondents)
Route 25 & Route 26: Poole - Canford Heath - Tower Park (299 respondents)
29. While evening bus users are disproportionately older, female, and living with disabilities, a significant proportion are younger adults and working age.
30. Core trip purposes include socialising, leisure, visiting family, shopping, attending medical appointments, and commuting to or from employment. Many users also rely on buses for caring responsibilities and volunteering.
31. Respondents fear increased isolation, loneliness, and poorer mental health if evening services are reduced or withdrawn. Many noted they would become housebound and unable to maintain community and family connections.
32. Without buses, many would be unable to access leisure, cultural venues, or evening appointments. Safety concerns were raised about walking long distances after dark, particularly for older people, women, and young people. Many described unmanageable journey times and disrupted routines.
33. Respondents highlighted that withdrawal would prevent them from accessing evening or night-shift employment in hospitality, healthcare, and retail. Alternative options, such as driving or taxis, were described as unaffordable.
34. Families with children, carers, and volunteers reported that withdrawal would make managing responsibilities extremely difficult.
35. Loss of services would push more people into car use, increasing congestion and emissions. Respondents also noted impacts on volunteering, community participation, and local cultural venues, which depend on accessible evening transport.

36. One third of respondents (34%) did not offer an opinion on the proposal to remove evening route subsidies. Among those who did, the majority disagreed with subsidy withdrawal, with strongest opposition from users, female respondents, and younger and middle-aged adults.

Sunday routes

37. 919 respondents identified as users of at least one of the affected Sunday routes.

Route 4: Poole – Broadstone – Merley – Wimborne (324 respondents)

Route 8 & 9: Poole - Hamworthy - Turlin Moor- Upton - Creekmoor – Poole (283 respondents)

Route 16: Poole - Bourne Estate – Bournemouth (191 respondents)

Route 25 & 26: Poole - Canford Heath - Tower Park (283 respondents)

Route X6: Poole - Bearwood (– Ringwood) (172 respondents)

38. Most Sunday route users are over 65, female, and/or living with disabilities. While many users have older persons' bus passes, a significant number of users travel without concessionary passes, reflecting a mix of pensioners, working-aged people, and families.
39. The most common reasons for travel are socialising, leisure, shopping, visiting family, attending church, and commuting to weekend employment.
40. Respondents consistently highlighted risks of increased isolation, loneliness, and poor mental health if Sunday buses were reduced or withdrawn. Many feared becoming housebound or losing contact with friends, family, and faith communities.
41. Withdrawal would restrict access to shops, leisure facilities, church, volunteering, and medical appointments. For many with mobility challenges, walking to distant alternative stops or using multiple connections was described as unfeasible.
42. Loss of Sunday services would jeopardise access to work, particularly weekend and evening shifts in retail, hospitality, and care. Alternatives such as taxis were considered unaffordable.
43. Reduced availability would force longer or more complex journeys, increase waiting times, and disrupt daily routines. Families also noted difficulties in meeting caring responsibilities.
44. Respondents warned that withdrawal would increase car dependency, congestion, and emissions. Community and cultural activities reliant on accessible transport would also be negatively affected.

One third of respondents (32%) did not offer an opinion on the proposal to remove Sunday route subsidies. Of those who did, most disagreed with subsidy withdrawal, with opposition particularly strong among users, female respondents, and those aged younger than 65.

Monday to Saturday (daytime) routes

45. 2,589 respondents indicated that they use at least one of the Monday - Saturday routes.

Route One: Poole Bus Station - Hospital - Rail Station - Quay - Baiter Park (742 respondents)

Route 7A/B/C: Alderney East / Bloxworth Estate / Tower Park - Upper Parkstone (250 respondents)

Route 10: Poole - Sterte - Wessex Gate - Lytchett Matravers (319 respondents)

Route 18: Broadstone (West Way) - Canford Heath – Bournemouth (574 respondents)
Route 20: Poole – Penn Hill - Bournemouth – Castlepoint (489 respondents)
Route 32: Poole – Broadstone - Merley – Slades Farm – Bournemouth (238 respondents)
Route 33: Bournemouth – East Cliff - Bournemouth Hospital – Christchurch (447 respondents)
Route 36: Talbot View – Bournemouth – Kinson (527 respondents)

46. Most weekday route users are over 65, female, and/or living with disabilities. A high proportion hold older persons or disabled bus passes, underlining the accessibility and equity role of these services.
47. Core purposes include shopping for essentials, attending medical appointments, meeting friends, leisure, caring responsibilities, and connecting to other bus services. Many passengers rely on these buses multiple times per week, with significant proportions travelling daily.
48. Respondents expressed concern that reductions or withdrawal would lead to isolation, reduced independence, and poorer mental health, particularly for elderly and disabled residents. Many described the bus as a lifeline.
49. Most users have no alternative means of transport. Withdrawal would prevent many from attending hospital appointments, shopping for essentials, or maintaining family and community connections.
50. Many users would face significant additional costs from taxis or car use, which they described as unaffordable. Some anticipated impacts on their ability to reach work, leading to potential loss of employment.
51. Reduced services would increase travel times, create overcrowding on other routes, and force difficult journey planning, particularly for those with mobility issues.
52. Withdrawal is expected to increase car dependency, traffic congestion, and emissions, undermining environmental efforts. Respondents also noted negative impacts on volunteering and caring responsibilities.
53. Most respondents (93%) expressed an opinion on the proposal to remove Monday–Saturday daytime route subsidies, with most strongly disagreeing with subsidy removal. Opposition was consistent across demographics, with route users particularly opposed.

School routes

54. 140 respondents identified as users of at least one of the affected school routes.

School routes funded from Children's Services Budget:

Route 40: Hamworthy - Turlin Moor - Upton - St Edward's & St Mary's Schools (57 respondents)
Route 425: Wallisdown - Bearwood - Merley - Corfe Hills & Broadstone Middle Schools (43 respondents)

School routes funded from Bus Subsidy budget:

Route 46: Throop - Avonbourne Academies (5 respondents)
Route 81: Charminster - Avonbourne Academies (8 respondents)
Route 448: Old Town - Hamworthy - Parkstone & Poole Grammar Schools (37 respondents)
Route 744: Baiter - Old Town - Oakdale Junior School (18 respondents)

55. Most respondents rely on these services daily, highlighting their importance for routine and reliable school attendance.
56. If bus subsidies were withdrawn, respondents reported they would be forced to rely on driving, lifts from friends and family, taxis, or complex multi-bus journeys. Some indicated their children would be unable to reach school at all. Many children would face longer, more complicated, or unsafe journeys. For some, particularly those with additional needs, the bus is their only viable means of travel.
57. Families anticipate increased costs from fuel, taxis, and lost working hours, with several suggesting the change could jeopardise their employment. Parents with children in different schools described unmanageable schedules if bus routes are withdrawn. Respondents noted environmental impacts from increased car use and higher congestion. Respondents were also concerned over their children's independence and safety.
58. More than a third of respondents (37%) did not offer an opinion on the proposal to remove school route subsidies. Of those who did, the majority disagreed with the withdrawal of subsidies, with strongest opposition from current users, residents, female respondents, and those aged 16–64.

General Consultees Comments

59. Respondents were asked to provide their reasons for their agreement/disagreement. Respondents feared increased isolation, loss of independence, reduced ability to socialise, and negative mental health impacts. Buses were repeatedly described as a lifeline, particularly for older and disabled residents.
60. Respondents emphasised that buses are often their only viable transport option. Cuts would limit access to shops, healthcare, education, work, and social activities. Concerns about safety, distance to alternative stops, and already limited provision were common.
61. Respondents anticipated longer, more complex journeys, reliance on multiple buses, and increased strain on already crowded services.
62. Respondents stressed that buses are the most affordable option. Alternatives such as taxis were unaffordable, and many feared losing employment, particularly shift and weekend work. Some also highlighted that they had chosen homes based on bus access.
63. Respondents noted that subsidy removal would undermine environmental aims, increase congestion, and hinder volunteering and caring responsibilities. Some felt it would erode trust in the council.
64. Respondents feared children would lose access to education, particularly those in rural areas or from low-income families. Some argued pupils should attend local schools, but the dominant view was that removing subsidies would disadvantage children unfairly.
65. A smaller number of respondents supported subsidy withdrawal, arguing that public funds should not support services not used by everyone, or that bus users should bear the cost. Some felt alternative travel options were available.
66. Many respondents proposed alternatives to complete withdrawal, including reducing frequency, introducing smaller buses, diverting existing high-frequency routes, or restructuring services into circular/linked loops. These suggestions were framed as ways to reduce costs while avoiding leaving communities without any service.

Existing Network Performance Analysis

67. **Appendix 3** contains a schedule of the existing services, including the route description, frequency, cost, number of passengers (annual and daily average), cost per passenger trip and consultation outputs.
68. The performance review identified that the evening routes (5 services) and the Sunday routes (5 services) have, on average, the lowest subsidy with the average being £1.22 (range £0.23 to £2.79) per passenger trip.
69. That the Monday to Saturday (daytime) services have a support per passenger trip cost average of £1.35 (range £0.46 to £2.66). This level of support is considered relatively low for a subsidised bus service, suggesting good value for money. There are high numbers of older people using these routes, mainly travelling with concessionary bus passes. It should be noted that concessionary bus travel is a statutory provision and is a subsidy to the passenger and not the bus operator.
70. The school routes (6 services) were found to be the most expensive to operate with an average cost per passenger trip of £4.69 (range £1.37 to £8.28).
- Note: that one of the routes, Route 40, is currently being operated on a temporary basis until the end of the Summer Term 2026 due to the contract being terminated by the previous operator and a new provider procured. This change has resulted in a price increase equating to more than £9k per annum to maintain the service resulting in the cost of subsidy per passenger trip of £8.28.
71. The price that parents pay for their children to utilise the services also varies from route to route. The table 1 below schedules the price of a return trip using each of the respective school routes:

Table 1 – Passenger fares for using subsidised school routes

Bus Route	Price per term [£]	Daily price for a return trip [£]	Notes
46	£247.50	£4.58	-
81	£247.50	£4.58	-
448	£257.40	£4.77	-
744	n/a	£3.40	Zone A bus network period tickets accepted on this service
40	n/a	£2.40	-
425	£212.90	£3.94	-

Note: the price of unlimited travel on the BCP bus network using commercial services when purchased via the morebus app on a weekly basis is £16.70 so if used across 5 days the average price of a return journey is £3.34. If purchased monthly (30-day pass) at a cost of £64.00 this reduces the average cost of a return journey to £3.20 (assuming 20 days travel to/from school). This cost is reduced even further if a 90-day pass is purchased at a price of £165.00 with the average cost of a return journey being £2.75 (assuming 60 days travel to/from school).

For some students using service 425, which travels into Dorset, students using the commercial alternative would require a Zone AB bus network ticket. When purchased via the morebus app on a weekly basis the price is £20.50, so if used across 5 days the average price of a return journey would be £4.10. A 30-day pass costs £73.00 reducing the average cost of a return journey to £3.65 (assuming 20 days travel to/from school). A 90-day pass costs £188.00 making the average cost of a return journey £3.13 (assuming 60 days travel to/from school).

Revised Subsidised Bus Service Network Proposal

72. Using the performance analysis alongside the consultation feedback and informed by dialogue with the DfT, a revised subsidised bus service network proposal has been developed through partnership working with the local bus operator, it is set out in **Appendix 4** and comprises the following:
73. The 10 evening and weekend supported services to become commercial (operated without subsidy) following increases in patronage. There would be changes to some of the routes and/or timetables though these would be expected to maintain a similar level of service to the current provision.
74. This would secure the evening and Sunday services to the key suburbs across the conurbation and is testament to the positive benefit of partnership working, the council's delivery of high-quality waiting facilities, Real Time Passenger Information, CCTV, the priming of routes with Bus Service Improvement Plan (BSIP) funded fares initiatives, and bus priority measures, being matched by morebus' significant investment in new vehicles, driver training and smart ticketing.
75. 3 of the 8 Monday to Saturday daytime services would be adjusted and combined with other services to create new routes. The results of the consultation, together with analysis of Electronic Ticket Machine (ETM) boarding data, has been used to form these proposals. New peak hour services would be introduced, and cross-conurbation links (including to Bournemouth Hospital) would be provided. Some of the services could be enhanced, further utilising additional LABG to prime them and are designed with longer term commerciality in mind.
76. 5 of the 8 Monday to Saturday daytime services would remain in their current form. These routes are considered the most socially necessary and have a low subsidy per passenger journey but are not currently fully commercial. The existing timetables are seen to be efficient and optimised.
77. 4 of the 6 school services are not considered sustainable in their current form because of a combination of the following: they require high or very high subsidy per passenger journey; there is a suitable alternative service and/or there are very low passenger numbers. Therefore, the following is recommended:
 - a. Subsidised School Service Route 40 is recommended to be discontinued at the end of the 2025/26 academic year because the cost per passenger journey is high, there are very few passengers, and a suitable alternative commercial service exists.
 - b. Subsidised School Service Route 425 is recommended to be discontinued at the end of 2026/27 academic year because the cost per passenger journey is high and there are suitable alternative commercial services. The rationale for retaining this for a year longer than Route 40 is that the alternative journey is more complex with a change of bus, hence, delaying the withdrawal affords parents more time to plan for the change.

- c. Subsidised School Service Routes 81 is recommended to be discontinued owing to the high cost per passenger albeit this shall be mitigated by being combined with the 46 service which shall reduce the level of subsidy required to cover the area representing better value for money.
78. Routes 744 and 448 are recommended to be retained in their existing form as the existing timetables are considered efficient and optimised.
79. The council has introduced child period tickets for the first time this year using Bus Grant funding which would help students potentially transferring from dedicated school buses to network services. It has also invested millions in walking and cycling infrastructure making active travel (walking/wheeling) journeys much safer and convenient compared to when the services were originally conceived.

Options Appraisal

80. The following options have been considered when reviewing the subsidised bus network.

81. Option 1 - no changes to existing subsidised bus service network.

This would result in no reductions in service provision in the short term and therefore no immediate impact on passengers. However, in the medium term (from April 2027 onwards) unless the council bus subsidy budget is significantly increased (not currently viable due to ongoing financial pressure) then there would be a need to review all services again and make cuts because many of the services shall need to be retendered which will result in increased costs (more than £500k) – the council cannot afford to increase bus subsidy budgets.

Furthermore, the review has demonstrated that several of the services are commercially viable and that other services do not represent good value for money, hence, if the services are not adjusted then the council would be unable to justify the use of Local Area Bus Grant (LABG) to operate the services. This option is therefore not considered sustainable in the medium/long term and is **not recommended**.

82. Option 2 – Changes to the Evening/Sunday services to enable them to be operated commercially and some daytime Monday to Saturday services and all School Services retained in their current form.

The service provision would be as per **Appendix 4**, but with all the school services retained in their existing form. In consideration of the performance review, whilst the proposals for adjusting the Evening/Sunday Services and the Monday to Saturday daytime services demonstrate best value and use of the LABG to support them is justifiable, some of the school services by comparison are very expensive to operate (Routes 40 and 425 specifically) resulting in poor value for money and there are suitable alternative options via the commercial network (**refer to Appendix 5**).

The LABG has been awarded to the council to improve and grow bus services and not to support services that are not good value for money or not essential. The costs of operating Routes 40 and 425 are set to substantially increase in future years because both services need to be retendered soon (the 40 now and 425 in August 2027) which will result in increased costs (expected to be nearly double) making them even less sustainable.

Using LABG to operate services that largely duplicate the commercial network and that have limited patronage making them very expensive to operate, is not

considered to be the best use of public money, hence, this option is **not recommended**.

83. Option 3 – withdrawal council derived subsidy for bus services and utilise Local Authority Bus Grant to fund a revised subsidised bus network

The service provision would be as set out in **Appendix 4**, which has been developed in full consideration of the consultation and performance review outputs and is considered to represent the best value for money and as such is suitable to be LABG funded with the exception of the 40 and 425 routes which are not good value for money and therefore recommended to cease in a phased manner (they shall continue to be funded by Children's Services until they finish operating).

The council has reviewed the impact on parents and children that use the existing school services to consider the impacts they ceased to operate. Potential suitable options either via the commercially operated bus network or active travel for some or part of the journeys are set out in **Appendix 5**.

The proposed revised network is affordable (utilising the LABG), and some elements could potentially become commercial in the future. This option is considered sustainable in the medium/long term, it is therefore **recommended**.

- 84. Bus timetables across BCP are adjusted for the summer and winter seasons. To minimise disruption to passengers, it is proposed that if any changes to Monday to Saturday daytime, evening and Sunday are approved that they would dovetail with the morebus summer 2026 timetable effective from 24 May 2026.i.e., no services would change until 24 May 2026 and bus subsidy would need to be utilised during 2026/27 financial year to cover the period 1 April to 24 May 2026.
- 85. The variation, or termination of local bus service contracts requires 16 weeks' notice. Morebus has agreed to reduce the notice period to 12 weeks meaning that all the options set out below are deliverable ahead of the 24 May 2026 timetable change date.
- 86. School services would not be withdrawn part-way through the academic year. If the decision is made to withdraw the subsidy to Route 40 it would continue to be operated until the end of the 2025/26 academic year (20 July 2026).
- 87. If the decision is made to withdraw the subsidy to Route 425 it would continue to be operated until the end of the 2026/27 academic year.
- 88. If the decision is made to combine the 46 and 81 they would continue to be operated in current form until the end of the 2025/26 academic year (20 July 2026) funded using bus subsidy and in advance of September 2026 a new timetable would be published for a revised 46 covering both the 46 and required parts of the 81 service that would be funded into the future utilising LABG.

Summary of financial implications

- 89. Refer to options 1 to 3 set out above.
- 90. There would be a substantial increase in financial pressure on the council to maintain the existing services in their current form in 2026/27 and beyond. These services have been in-effect maintained (funded) whilst the bus subsidy review has been undertaken by utilising one off BSIP+ grant to top up, council derived bus subsidy grant and BSOG.

There is no more BSIP+ funding available and BSOG is now incorporated into the LABG settlement. By 2027/28 the cost of providing the subsidised network is estimated to increase from £1.59m to over £2m due to the retendering of existing long-term contracts for services that expire in April 2027 and that are currently being operated on a temporary contract. This is not considered sustainable.

91. Option 3 is sustainable. It can be funded into the future utilising BCP LABG revenue allocation. It is estimated that in 2026/27 financial year £138k of council bus subsidy revenue budget would be used to subsidise the existing services until the respective May timetable changes and end of the school year.

£53k of the £138k would be funded from Children's Services to subsidise Route 40 to the end of the 2026 summer term and to provide the 425 during the 2026/27 financial year. £13k would also be required in 2027/28 financial year from the Children's Services budget to operate the service until the end of the 2027 summer term.

92. On 5 December 2025 DfT published LABG revenue allocations and the council has been allocated £2,621,127 for 2026/27 and the same amount annually through to 2028/29 financial year. This indicates that the recommended proposal would be sustainable until at least end of March 2029. There is no indication that beyond 2028/29 that this annual commitment would cease.

Summary of legal implications

93. Local Transport Authorities (LTAs) have a duty to assess the transport needs of its area and the impact of bus services being withdrawn, on the elderly, disabled, and people with mobility problems. The council, as the LTA, must not decide on the budget cut, and then simply find several bus services that if cut would save them that amount. This review has included a full assessment of how changes to subsidised routes would impact on passengers. The consultation undertaken as part of the review did not predetermine the outcome and sufficient time was allocated to ensure full consideration of the outcome.
94. A reduced timescale has been agreed with morebus for any contract variations or terminations resulting from this review.
95. Local authorities must provide free home-to-school transport for eligible children, but they are not required to run a full public bus network; instead, they arrange suitable transport (like contracted school buses, taxis, or public bus passes) to meet specific needs, for those living beyond walking distance or with special needs/disabilities, focusing on safe, stress-free access to education. The duty under the Education Act 1996 is to ensure access, not necessarily a general public service, using commissioned services or public transport where appropriate.

Summary of human resources implications

96. No significant human resources implications have been identified. There is potential that some BCP Council employees could be affected by any reductions in bus services, either directly or indirectly.

Summary of sustainability impact

97. A Decision Impact Assessment DIA Proposal ID 741 has been created for this decision, and the impact summary is set out below. Major negative impacts were identified for the Transport and Accessibility category; however, these would be

largely mitigated should Option 3 be adopted. No positive or negative impacts were identified for Water and Resource use or Sustainable Procurement.

98. Concern was raised from the Natural Environment perspective that reductions in bus services do not affect the opportunity for people to travel to green spaces, highlighting that green spaces offer huge benefits for health and wellbeing, community cohesion, volunteering and environmental engagement.
99. The remaining categories identified minor negative impacts, or the impacts were unknown. The overall impact is considered **Moderate**.

Impact Summary



Climate Change & Energy	Amber - Minor negative impacts identified / unknown impacts	
Communities & Culture	Amber - Minor negative impacts identified / unknown impacts	
Waste & Resource Use	No positive or negative impacts identified	
Economy	Amber - Minor negative impacts identified / unknown impacts	
Health & Wellbeing	Amber - Minor negative impacts identified / unknown impacts	
Learning & Skills	Amber - Minor negative impacts identified / unknown impacts	
Natural Environment	Amber - Minor negative impacts identified / unknown impacts	
Sustainable Procurement	No positive or negative impacts identified	
Transport & Accessibility	Red - Major negative impacts identified	

Answers provided indicate that the score for the carbon footprint of the proposal is: 7.5

Answers provided indicate that the carbon footprint of the proposal is:	Moderate	
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Summary of public health implications

100. A decision by Council to reduce or withdraw subsidised local bus services is likely to have varying public health implications.
101. A change that encourages those that can do so to walk to a bus stop further away from their usual stop is likely to have positive health benefits. Also, bus passengers switching to cycling for some or all their bus journeys are also likely to have a positive benefit.
102. However, bus journeys that are replaced by car journeys (non-EV) will have a negative effect. Diesel cars are the single biggest contributor to NOx levels, responsible for 41% of all NOx emissions from road transport, impacting on air quality and public health.
103. Bus passengers that do not have alternative modes of travel are likely to make fewer journeys or not travel at all. This is likely to have a negative effect on both physical and mental health.
104. The Revised Subsidised Bus Service Network Proposal and offer of help to plan alternative ways to travel aims to minimise public health implications.

Summary of equality implications

105. An EIA conversation/screening document has been completed for this decision and is attached at **Appendix 6**.

The profile of people that use buses, from both national and local evidence, are groups the Equality Act is intended to benefit by advancing equality of opportunity between people who share a protected characteristic and those who do not. Much older, much younger age groups, people with a disability, women, other ethnic groups, other religions, other sexual orientations and residents from more deprived areas are all more likely to use buses, compared to others in their protected groups.

Any deterioration in service following a decision to reduce or withdraw subsidised bus routes will disproportionately impact on these groups unless adequate mitigation actions can be put in place.

Negotiations with Morebus have resulted in their agreement to operate the evening and Sunday routes on a commercial basis and minimum impact on passengers is expected. In addition, the authorisation from the DfT to use Bus Grant revenue allocation (subject to conditions) will significantly reduce the impact on most passengers.

Alternative journeys for school children currently using the two dedicated school buses proposed for withdrawal and transferring to the general bus network have been investigated. This has concluded that there are options available, albeit involving a change of bus and/or a longer walk to/from the bus stop.

Summary of risk assessment

106. The main risks identified were ensuring that public consultation is undertaken and that the outputs used to understand the impacts to passengers (including children and young people) accessing essential services, employment and education if changes were made to subsidised services. Ensuring that statutory duties regarding public transport and access to education are met. And that sufficient information was/is provided to ensure that decision makers are fully informed of the impacts of recommended changes.

Background papers

None

Appendices

Appendix 1: Indicative route map of the existing subsidised bus network

Appendix 2: BCP Council Bus Subsidies Consultation 2025 Report (Summary)

Appendix 3: Performance Review of the existing subsidised bus network

Appendix 4: Subsidised Bus Service Network Proposal (Option 3)

Appendix 5: Alternative journey choices examples

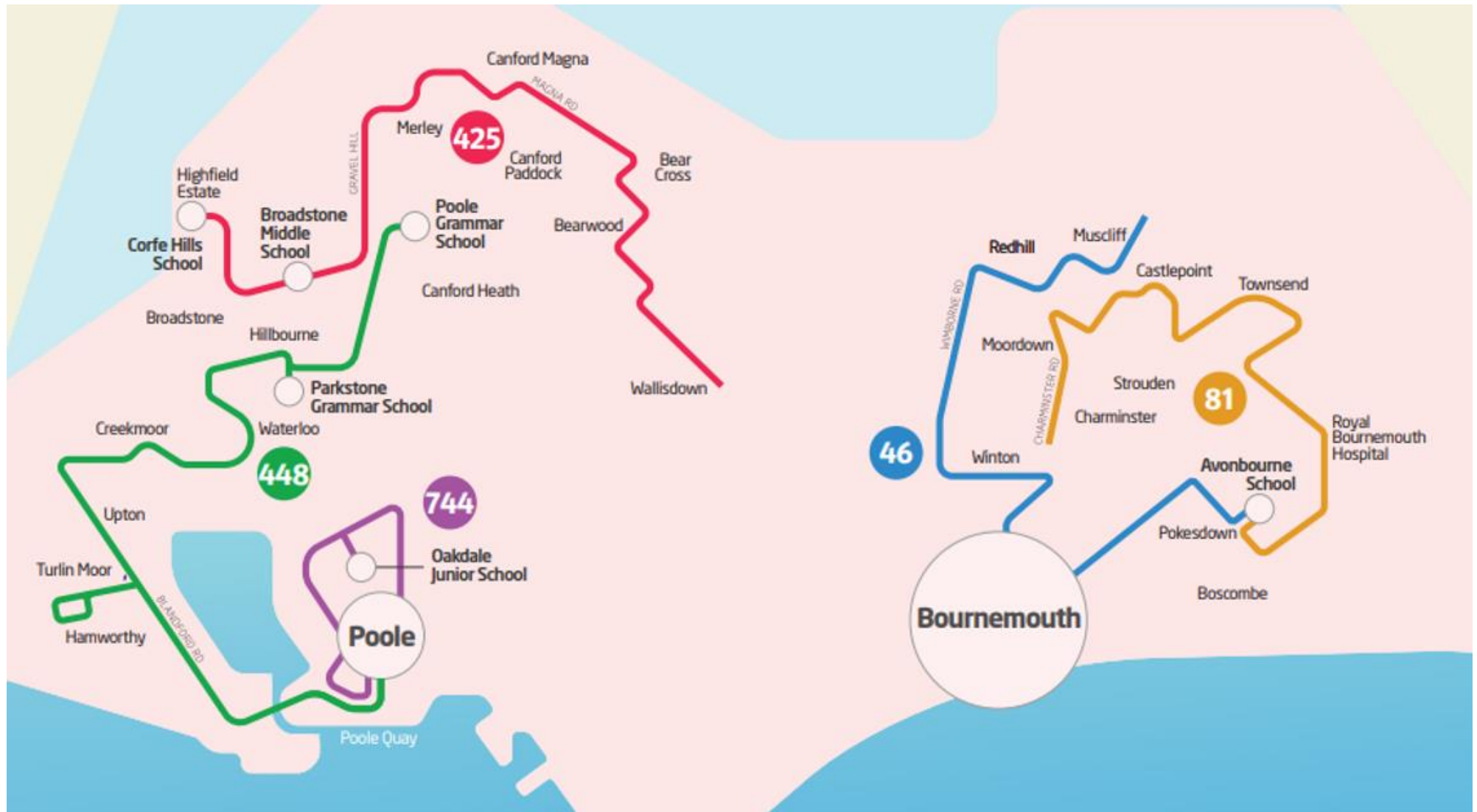
Appendix 6: Equalities Impact Assessment Conversation/Screening

Appendix 1: Indicative route map of the existing subsidised bus network

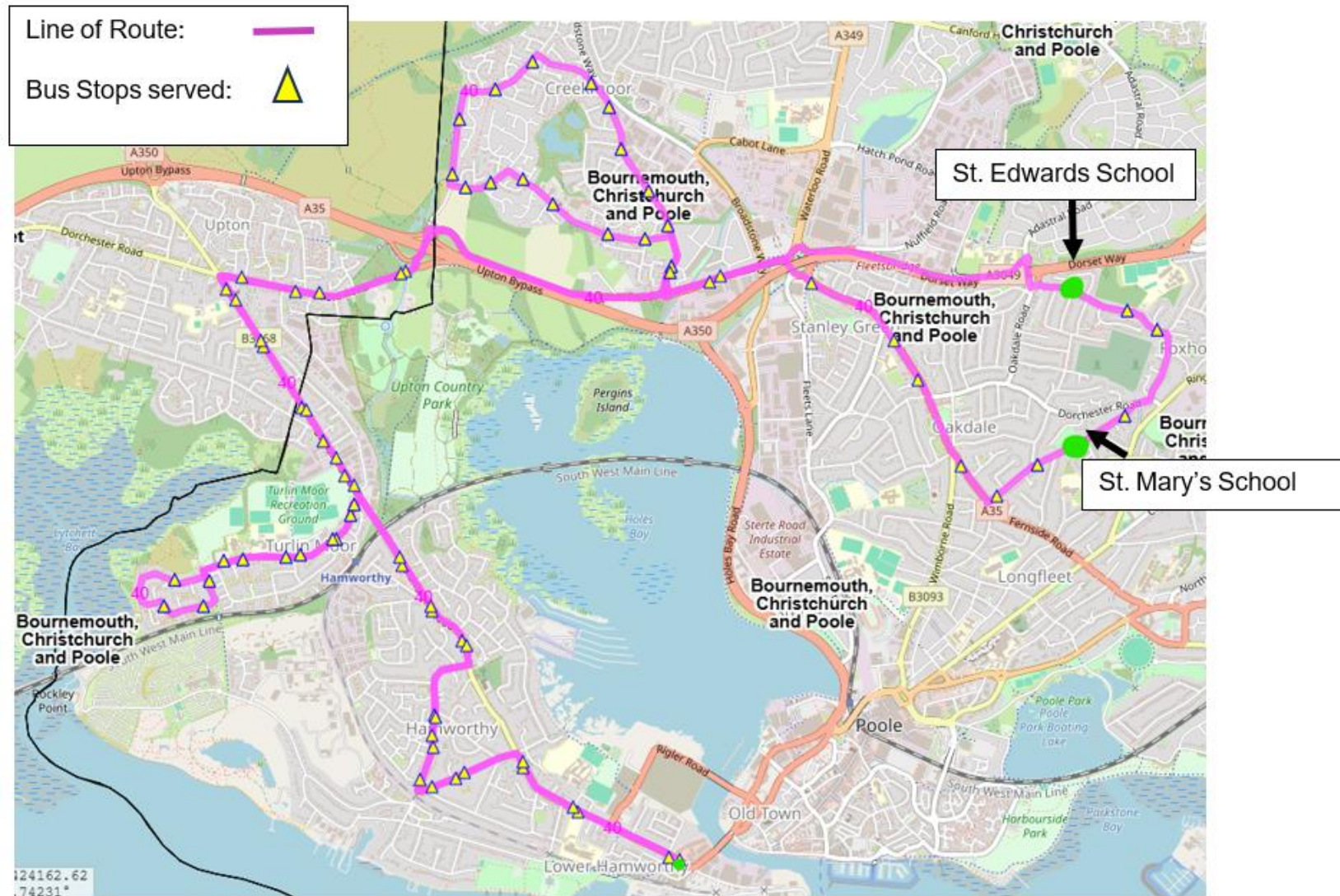
Infographic showing subsidised daytime Monday to Saturday routes (excluding school routes)

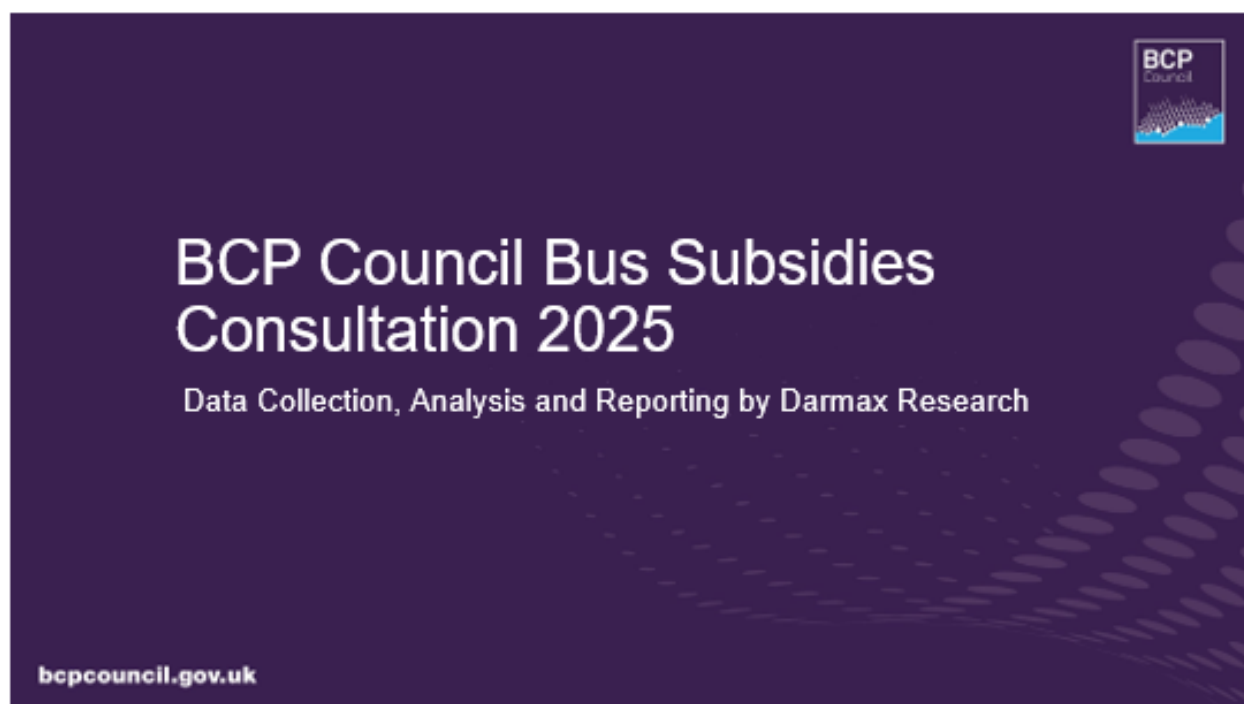


Infographic showing subsidised school bus service routes provided by morebus



Indicative route map showing subsidised school service 40 operated by Linkrider





Introduction



- BCP Council are undertaking a review of subsidised bus services to confirm whether council subsidies are still needed to provide services and to see if viable alternatives exist. The council supports 24 local bus service contracts, consisting of school services (n=6), Monday - Saturday routes (n=8), evening routes (n=5) and Sunday routes (n=5)
- This consultation will inform decision making on which routes the council continue to subsidise
- A survey was designed to collect evidence on the use of subsidised bus services, views and suggestions on the proposals and what users would do if the routes were reduced in frequency or withdrawn
- Paper versions of the survey were made available on buses and in all of BCP Council's libraries. Respondents could also provide their views by completing the survey online
- A total of 2,989 survey responses were received
- Fieldwork took place between 7th July and 18th August 2025
- The council commissioned Darmax Research to undertake the data collection, analysis and reporting of survey results

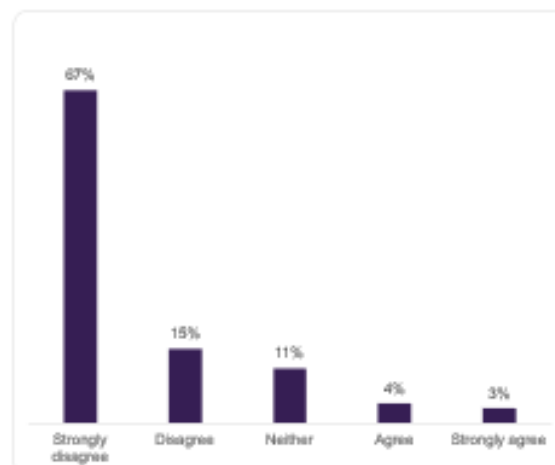
School routes



The majority of respondents disagreed with the proposal to withdraw subsidies on school routes.

Respondents who were significantly most likely to strongly disagree with the proposal to remove the subsidy for school routes were:

- Respondents who use one of the school routes
- Bournemouth, Poole and Dorset residents
- Female respondents
- Those aged 16-64 years



Route 40: Hamworthy - Turlin Moor - Upton - St Edward's & St Mary's Schools



57 respondents indicated that they or their child(ren) use the school route 40.

More than half of the respondents who use the school route 40 do so on a daily basis (57%), while the majority of the other users do so either 2-4 times a week (17%) or weekly (11%).

33% of those who use the school route 40 would have to rely on friends / family to get them or their child to school if the route was withdrawn, while 33% would have to drive. Respondents also indicated that they / their child would walk (17%), use a bus on a different route (15%) or use a taxi (13%).

Some respondents indicated their child(ren) would be unable to reach school at all.

Respondents commented that withdrawing this school route would put additional stress on parents and mean that they would be late to work, impacting the hours that they could work and risk losing their job. These respondents also commented that it would cost them more money to get their child(ren) to school by other means.

Parents with children in different schools described unmanageable schedules if bus routes are withdrawn.



Route 46: Throop - Avonbourne Academies

5 respondents indicated that they or their child(ren) use the school route 46.

4 of these respondents use route 46 on a daily basis.

Respondents would have to drive, rely on friends / family to get them or their child to school, use a taxi or use a bus on a different route if route 46 was withdrawn.

Respondents commented that they have to get to work at the same time that school starts and withdrawing this school route would mean that they would be late to work, impacting the hours that they could work and risk losing their job.

Respondents also commented that it would cost them more money to get their child(ren) to school by other means and that their child would be more tired by travelling to school by alternative means.



Route 81: Charminster - Avonbourne Academies

8 respondents indicated that they or their child(ren) use the school route 81.

4 of these respondents use route 81 on a daily basis, while the other 4 use it either weekly or 2-4 times a week.

Respondents would have to drive, rely on friends / family to get them or their child to school, use a taxi or use a bus on a different route if route 46 was withdrawn.

Respondents commented that they have to get to work at the same time that school starts and withdrawing this school route would mean that they would be late to work, impacting the hours that they could work and risk losing their job.

Respondents also commented that it would cost them more money to get their child(ren) to school by other means or they would be forced to drive, increasing congestion and their environmental impact.

Some respondents commented that it would cause their child to be late to school, or would be unable to get to school at all.





Route 425: Wallisdown - Corfe Hills & Broadstone Middle Schools

43 respondents indicated that they or their child(ren) use the school route 425.

67% of respondents who use the school route 425 do so on a daily basis, while the other users do so either 2-4 times a week (14%) or weekly (19%).

37% of those who use the school route 425 would have to rely on friends / family to get them or their child to school if the route was withdrawn, while 33% would have to drive.

Respondents indicated their child(ren) would be late or unable to reach school at all if this route was withdrawn. Respondents also commented that they are unable to drive and this route is the only way their child can get to school.

Other respondents commented that it would mean that they would be late to work, impact the hours that they could work and risk losing their job. These respondents also commented that it would cost them more money to get their child(ren) to school by other means.

Parents with children in different schools described unmanageable schedules if bus routes are withdrawn, while the route is vitally important for children with a disability.



Route 448: Old Town - Hamworthy - Parkstone & Poole Grammar Schools

37 respondents indicated that they or their child(ren) use the school route 448.

67% of respondents who use the school route 448 do so on a daily basis, while the majority of other users do so either 2-4 times a week (11%) or weekly (14%).

52% of those who use the school route 448 would have to rely on friends / family to get them or their child to school if the route was withdrawn, while 30% would have to drive. Respondents also indicated that they / their child would walk (18%), cycle (15%) or use a taxi (15%).

Respondents indicated their child(ren) would be late or unable to reach school at all if this route was withdrawn. Respondents also commented that they are unable to drive and this route is the only way their child can get to school. It is too far to walk to school and parents are concerned for their child's safety if they had to cycle.

Other respondents commented that it would mean that they would be late to work, impact the hours that they could work and risk losing their job. These respondents also commented that it would cost them more money to get their child(ren) to school by other means.

Parents with children in different schools would struggle if bus routes are withdrawn.



Route 744: Baiter - Old Town - Oakdale Junior School

18 respondents indicated that they or their child(ren) use the school route 744.

78% of respondents who use the school route 744 do so on a daily basis.

47% of those who use the school route 744 would have to rely on friends / family to get them or their child to school if the route was withdrawn, while 41% would walk. Other respondents would use a taxi (18%) or a bus on a different route (12%).

Respondents indicated their child(ren) would be late or unable to reach school at all if this route was withdrawn. Respondents also commented that it is too far to walk to school and parents would be concerned for their child's safety.

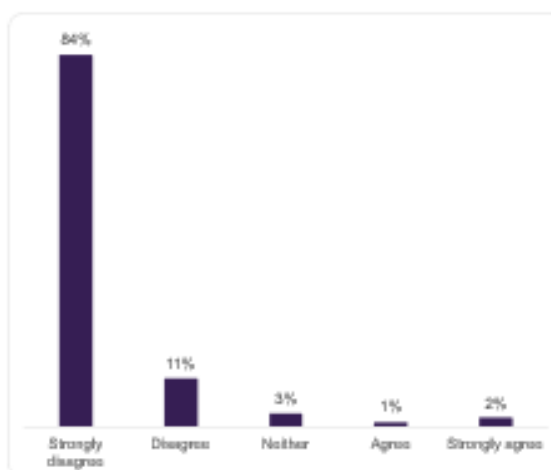
Other respondents commented that it would mean that they would be late to work, impact the hours that they could work and risk losing their job. These respondents also commented that it would cost them more money to get their child(ren) to school by other means.

Parents with children in different schools would struggle if bus routes are withdrawn.

Monday - Saturday routes

The vast majority of respondents disagreed with the proposal to withdraw subsidies on Monday - Saturday routes.

Respondents who were significantly most likely to strongly disagree with the proposal to remove the subsidy for Monday - Saturday routes were those who use one of the routes



Route One: Poole Bus Station - Hospital - Rail Station - Quay - Baiter Park



742 respondents indicated that they use Route One on Monday - Saturday.

The vast majority of Route One users live in Poole (87%) and are older than 65 years of age (80%). 67% of respondents who use Route One are female, while 70% have a disability. The majority of users have an older persons bus pass (76%).

80% of users travel on this route at least once a week.

The most common reasons for travelling on Route One are shopping for food, shopping for other items, social/meeting friends, medical reasons and for leisure purposes.

Respondents travel on Route One because it is too far/difficult to walk and they don't have the option of travelling by other means. In addition, users of this route do so because they have a disability and it is both better for the environment and more convenient than the car.

Respondents would not go anymore (35%), don't know what they would do (29%) or would travel at a different time (28%) if the route was reduced in frequency.

Respondents would not go anymore (44%) or don't know what they would do (32%) if the route was withdrawn.

Respondents expressed concern that they have no alternative means of transport. Withdrawal would prevent many from attending medical appointments, shopping for essentials, or maintaining family and community connections. Reductions or withdrawal would lead to isolation and poorer mental health, particularly for elderly and disabled residents.

Many users would face significant additional and unaffordable costs from taxis or car use. Some anticipated impacts on their ability to reach work, leading to potential loss of employment. Withdrawal is expected to increase traffic congestion and emissions, undermining environmental efforts. Respondents also noted negative impacts on volunteering and caring responsibilities.

Route 7A/B/C: Alderney East / Bloxworth Estate / Tower Park - Upper Parkstone



250 respondents indicated that they use Route 7A/B/C on Monday - Saturday.

The vast majority of Route 7A/B/C users live in Poole (96%) and are older than 65 years of age (76%). 68% of respondents who use Route 7A/B/C are female, while 67% have a disability. The majority of users have an older persons bus pass (68%).

92% of users travel on this route at least once a week.

The most common reasons for travelling on Route 7A/B/C are shopping for food, shopping for other items, social/meeting friends, medical reasons and for leisure purposes.

Respondents travel on Route 7A/B/C because it is too far/difficult to walk and they don't have the option of travelling by other means.

Respondents would not go anymore (45%) or don't know what they would do (33%) if the route was reduced in frequency.

Respondents would not go anymore (55%) or don't know what they would do (33%) if the route was withdrawn.

Respondents expressed concern that they have no alternative means of transport. Withdrawal would prevent many from attending medical appointments, shopping for essentials, or maintaining family and community connections. Reductions or withdrawal would lead to isolation, loneliness and poorer physical and mental health, particularly for elderly and disabled residents.

Many users would face significant additional and unaffordable costs from taxis or car use. Some anticipated impacts on their ability to reach work, leading to potential loss of employment.

Route 10: Poole - Sterte - Wessex Gate - Lytchett Matravers



319 respondents indicated that they use Route 10 on Monday - Saturday.

64% of Route 10 users live in Dorset, while 32% live in Poole. 65% of users are older than 65 years of age. 72% of respondents who use Route 10 are female, while 49% have a disability. 33% of users do not have an older persons bus pass or a disabled persons bus pass.

80% of users travel on this route at least once a week.

The most common reasons for travelling on Route 10 are shopping for other items, social/meeting friends, shopping for food, leisure purposes and for medical reasons.

Respondents travel on Route 10 because it is too far/difficult to walk, they don't have the option of travelling by other means and it is more convenient, cheaper and better for the environment than the car.

Respondents would not go anymore (37%) or don't know what they would do (32%) if the route was reduced in frequency. 21% would drive, rely on friends / family or travel at a different time.

Respondents would not go anymore (46%) or don't know what they would do (34%) if the route was withdrawn. 19% would drive and 20% would rely on friends / family.

Respondents expressed concern that they have no alternative means of transport and it is too far/difficult to walk to alternative bus stops. Withdrawal would prevent many from attending medical appointments, shopping for essentials, or maintaining family and community connections. Reductions or withdrawal would lead to isolation, loneliness and poorer physical and mental health.

Many users would face significant additional and unaffordable costs from taxis or car use. Others anticipated impacts on their ability to reach work, leading to potential loss of employment.

Route 18: Broadstone (West Way) - Canford Heath - Bournemouth



574 respondents indicated that they use Route 18 on Monday - Saturday.

The majority of Route 18 users live in Poole (84%), while just less than three quarters of users are older than 65 years of age (72%). Two thirds of respondents who use Route 18 are female (67%), while more than half have a disability (56%). Two thirds of users (65%) have an older persons bus pass.

83% of users travel on this route at least once a week.

The most common reasons for travelling on Route 18 are shopping for food, social/meeting friends, shopping for other items, leisure purposes and for medical reasons.

Respondents travel on Route 18 because it is too far/difficult to walk, they don't have the option of travelling by other means, they have a disability and it is more convenient, cheaper and better for the environment than the car.

Respondents would not go anymore (33%) or don't know what they would do (26%) if the route was reduced in frequency. 27% would use a bus on a different route, 24% would travel at a different time, 17% would rely on friends / family and 15% would drive.

Respondents would not go anymore (40%) or don't know what they would do (27%) if the route was withdrawn. 28% would use a bus on a different route.

Respondents expressed concern that they have no alternative means of transport and it is too far/difficult to walk to alternative bus stops. Withdrawal would prevent many from attending medical appointments, shopping for essentials, or maintaining family and community connections. Reductions or withdrawal would lead to isolation, loneliness and poorer physical and mental health.

Many users would face significant additional and unaffordable costs from taxis or car use. Others anticipated impacts on their ability to reach work, leading to potential loss of employment. Some warned that it would increase congestion and emissions, while others commented that it would impact on their ability to undertake volunteering and/or help with caring responsibilities.

Route 20: Poole - Penn Hill - Bournemouth - Castlepoint



489 respondents indicated that they use Route 20 on Monday - Saturday.

Two thirds of Route 20 users live in Poole (66%), while one third live in Bournemouth (32%). The majority of users are older than 65 years of age (82%). Two thirds of respondents who use Route 20 are female (66%), while more than half have a disability (60%). More than three quarters of users (78%) have an older persons bus pass.

86% of users travel on this route at least once a week.

The most common reasons for travelling on Route 20 are shopping for other items, shopping for food, social/meeting friends, leisure purposes and for medical reasons.

Respondents travel on Route 20 because it is too far/difficult to walk, they don't have the option of travelling by other means, they have a disability and it is more convenient, cheaper and better for the environment than the car and other means of transport.

Respondents would not go anymore (36%) or don't know what they would do (27%) if the route was reduced in frequency. 28% would travel at a different time and 25% would use a bus on a different route.

Respondents would not go anymore (40%) or don't know what they would do (29%) if the route was withdrawn. 26% would use a bus on a different route.

Respondents expressed concern that they have no alternative means of transport and it is too far/difficult to walk to alternative bus stops. Withdrawal would prevent many from attending medical appointments, shopping for essentials, or maintaining family and community connections. Reductions or withdrawal would lead to isolation, loneliness and poorer physical and mental health.

Many users would face significant additional and unaffordable costs from taxis or car use. Others anticipated impacts on their ability to reach work, leading to potential loss of employment. Some warned that it would increase congestion and emissions, while others commented that it would impact on their ability to undertake volunteering and/or help with caring responsibilities.

Route 32: Poole - Broadstone - Merley - Slades Farm - Bournemouth



238 respondents indicated that they use Route 32 on Monday - Saturday.

Two thirds of Route 32 users live in Poole (68%), while just less than one third live in Bournemouth (29%). Three quarters of users are older than 65 years of age (77%). Two thirds of respondents who use Route 32 are female (65%), while two thirds have a disability (64%). Three quarters of users (73%) have an older persons bus pass.

84% of users travel on this route at least once a week.

The most common reasons for travelling on Route 32 are shopping for food, shopping for other items, social/meeting friends, medical reasons and for leisure purposes.

Respondents travel on Route 32 because they don't have the option of travelling by other means and it is too far/difficult to walk. Others do so because they have a disability and it is more convenient and better for the environment than the car.

Respondents would not go anymore (41%) or don't know what they would do (31%) if the route was reduced in frequency. 20% would rely on friends / family.

Respondents would not go anymore (42%) or don't know what they would do (32%) if the route was withdrawn. 20% would use a bus on a different route.

Respondents expressed concern that they have no alternative means of transport and it is too far/difficult to walk to alternative bus stops. Withdrawal would prevent many from attending medical appointments, shopping for essentials, or maintaining family and community connections. Reductions or withdrawal would lead to isolation, loneliness and poorer physical and mental health.

Many users would face significant additional and unaffordable costs from taxis or car use. Others anticipated impacts on their ability to reach work, leading to potential loss of employment.

Route 33: Bournemouth - East Cliff - Bournemouth Hospital - Christchurch



447 respondents indicated that they use Route 33 on Monday - Saturday.

Just less than three quarters of Route 33 users live in Bournemouth (71%), while the remaining users are split between Poole (13%) and Christchurch (15%) residents. The majority of users are older than 65 years of age (83%). Just less than two thirds of respondents who use Route 33 are female (62%), while 59% have a disability. Three quarters of users (76%) have an older persons bus pass.

83% of users travel on this route at least once a week.

The most common reasons for travelling on Route 33 are medical reasons, shopping for food, shopping for other items, social/meeting friends and for leisure purposes.

Respondents travel on Route 33 because they don't have the option of travelling by other means and it is too far/difficult to walk. Others do so because they have a disability and it is more convenient and better for the environment than the car.

Respondents would not go anymore (28%) or don't know what they would do (28%) if the route was reduced in frequency. 27% would use a bus on a different route, 20% would rely on friends / family, 18% would travel at a different time or use a taxi. 16% would drive.

Respondents would not go anymore (32%) or don't know what they would do (39%) if the route was withdrawn. 31% would use a bus on a different route, 21% would rely on friends / family, 20% would travel at a different time and 17% would drive.

Respondents expressed concern that they have no alternative means of transport and it is too far/difficult to walk to alternative bus stops. Withdrawal would prevent many from attending medical appointments, shopping for essentials, or maintaining family and community connections. Reductions or withdrawal would lead to isolation, loneliness and poorer physical and mental health.

Many users would face significant additional and unaffordable costs from taxis or car use. Others anticipated impacts on their ability to reach work, leading to potential loss of employment.

Route 36: Talbot View - Bournemouth - Kinson



527 respondents indicated that they use Route 36 on Monday - Saturday.

The majority of Route 36 users live in Bournemouth (81%), while the remaining users live in Poole (19%). Two thirds of users are older than 65 years of age (68%). More than half of respondents who use Route 36 are female (58%), while half have a disability. Two thirds of users (65%) have an older persons bus pass.

90% of users travel on this route at least once a week.

The most common reasons for travelling on Route 36 are shopping for other items, social/meeting friends, shopping for food, leisure purposes and for medical reasons.

Respondents travel on Route 36 because they don't have the option of travelling by other means and it is too far/difficult to walk. Others do so because it is more convenient, better for the environment and cheaper than the car and other means of transport.

Respondents would not go anymore (36%) or don't know what they would do (32%) if the route was reduced in frequency. 21% would use a bus on a different route.

Respondents would not go anymore (48%) or don't know what they would do (26%) if the route was withdrawn. 23% would use a bus on a different route.

Respondents expressed concern that they have no alternative means of transport and it is too far/difficult to walk to alternative bus stops. Withdrawal would prevent many from attending medical appointments, shopping for essentials, or maintaining family and community connections. Reductions or withdrawal would lead to isolation, loneliness and poorer physical and mental health.

Many users would face significant additional and unaffordable costs from taxis or car use. Others anticipated impacts on their ability to reach work, leading to potential loss of employment.

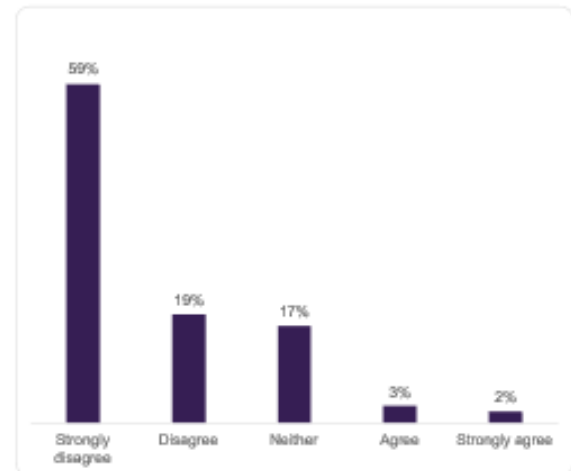
Evening routes



The majority of respondents disagreed with the proposal to withdraw subsidies on evening routes.

Respondents who were significantly most likely to strongly disagree with the proposal to remove the subsidy for evening routes were:

- Respondents who use one of the evening routes
- Bournemouth, Poole and Dorset residents
- Female respondents
- Those aged 16-24 years, as well as those aged 25-64



Route 4: Poole - Broadstone - Merley - Wimborne



301 respondents indicated that they use Route 4 in the evening.

The majority of Route 4 users live in Poole (87%), while two thirds of users are older than 65 years of age (65%). Just less than two thirds of respondents who use Route 4 are female (63%), while more than half have a disability (53%). 60% of users have an older persons bus pass.

55% of respondents who use Route 4 in the evening (after 6pm) use it at least once a week.

The most common reasons for travelling on Route 4 are social/meeting friends and for leisure purposes. In addition, respondents also use this route for shopping for other items, shopping for food and medical reasons.

Respondents travel on Route 4 because they don't have the option of travelling by other means and it is too far/difficult to walk. Others do so because it is more convenient, better for the environment and cheaper than the car.

Respondents would not go anymore (39%) or don't know what they would do (26%) if the route was reduced in frequency. 38% would use a bus on a different route, 21% would travel at a different time and 20% would drive.

Respondents would not go anymore (53%) or don't know what they would do (20%) if the route was withdrawn. 20% would drive.

Respondents expressed concern that they have no alternative means of transport and it would make travelling in the evening much more difficult. Withdrawal would prevent many from attending evening social or leisure activities, reducing opportunities to connect with friends, family, and their community. Reductions or withdrawal would lead to isolation, loneliness and poorer physical and mental health.

Many users would face significant additional and unaffordable costs from taxis or car use. Others anticipated impacts on their ability to reach work, leading to potential loss of employment.

Route 8 & 9: Poole - Hamworthy - Turlin Moor - Upton - Creekmoor - Poole



297 respondents indicated that they use Route 8 & 9 in the evening.

The majority of Route 8 & 9 users live in Poole (84%), while more than half of users are older than 65 years of age (57%). More than two thirds of respondents who use Route 8 & 9 are female (71%), while more than half have a disability (55%). While more than half of users have an older persons bus pass (53%), two fifths have no concessionary bus pass (39%).

68% of respondents who use Route 8 & 9 in the evening (after 6pm) use it at least once a week.

The most common reasons for travelling on Route 8 & 9 are social/meeting friends and for leisure purposes. In addition, respondents also use this route for shopping for food, shopping for other items, medical reasons and for commuting to/from work. Respondents travel on Route 8 & 9 because they don't have the option of travelling by other means and it is too far/difficult to walk. Others do so because they have a disability and it is more convenient, better for the environment and cheaper than the car.

Respondents would not go anymore (46%) or don't know what they would do (27%) if the route was reduced in frequency. 39% would use a bus on a different route, 21% would rely on friends / family and 18% would travel at a different time.

Respondents would not go anymore (56%) or don't know what they would do (27%) if the route was withdrawn. 20% would rely on friends / family.

Respondents expressed concern that they have no alternative means of transport and it would make travelling in the evening much more difficult. Withdrawal would prevent many from attending evening social or leisure activities, reducing opportunities to connect with friends, family, and their community. Reductions or withdrawal would lead to isolation, loneliness and poorer physical and mental health.

Many users would face significant additional and unaffordable costs from taxis or car use. Others anticipated impacts on their ability to reach work, leading to potential loss of employment.

Route 14: Poole - Bourne Estate – Wallisdown - Kinson



153 respondents indicated that they use Route 14 in the evening.

60% of Route 14 users live in Poole while 38% live in Bournemouth. Just less than half of users are older than 65 years of age (45%), while 44% are aged 25-64. 62% of respondents who use Route 14 are female, while more than half have a disability (61%). While 39% of users have an older persons bus pass, half have no concessionary bus pass (49%).

64% of respondents who use Route 14 in the evening (after 6pm) use it at least once a week.

The most common reasons for travelling on Route 14 are social/meeting friends and for leisure purposes. In addition, respondents also use this route for shopping for other items, medical reasons, shopping for food and for commuting to/from work.

Respondents travel on Route 14 because they don't have the option of travelling by other means and it is too far/difficult to walk. Others do so because they have a disability and it is more convenient, better for the environment and cheaper than the car.

Respondents would not go anymore (35%) or don't know what they would do (33%) if the route was reduced in frequency. 53% would use a bus on a different route, 20% would rely on friends / family and 20% would travel at a different time.

Respondents would not go anymore (41%) or don't know what they would do (30%) if the route was withdrawn. 25% would use a bus on a different route, 20% would use a taxi and 18% would rely on friends / family.

Respondents expressed concern that they have no alternative means of transport and it would make travelling in the evening much more difficult. Withdrawal would prevent many from attending evening social or leisure activities, reducing opportunities to connect with friends, family, and their community. Reductions or withdrawal would lead to isolation, loneliness and poorer physical and mental health. Respondents would also not be able to get to medical appointments or to shops.

Many users anticipated impacts on their ability to reach work, leading to potential loss of employment.

Route 16: Poole - Bourne Estate - Bournemouth



205 respondents indicated that they use Route 16 in the evening.

78% of Route 16 users live in Poole while 20% live in Bournemouth. Half of users are older than 65 years of age (51%), while 63% of respondents who use Route 16 are female. Half of Route 16 users have a disability (51%). While 45% of users have an older persons bus pass, 48% have no concessionary bus pass.

69% of respondents who use Route 16 in the evening (after 6pm) use it at least once a week.

The most common reasons for travelling on Route 16 are social/meeting friends and for leisure purposes. In addition, respondents also use this route for shopping for other items, shopping for food, commuting to/from work and for medical reasons.

Respondents travel on Route 16 because they don't have the option of travelling by other means and it is too far/difficult to walk. Others do so because it is more convenient, better for the environment and cheaper than the car and other means of transport.

Respondents would not go anymore (40%) or don't know what they would do (32%) if the route was reduced in frequency. 50% would use a bus on a different route and 19% would travel at a different time.

Respondents would not go anymore (48%) or don't know what they would do (26%) if the route was withdrawn. 28% would use a bus on a different route, 19% would rely on friends / family and 18% would use a taxi.

Respondents expressed concern that they have no alternative means of transport and it would make travelling in the evening much more difficult. Withdrawal would prevent many from attending evening social or leisure activities, reducing opportunities to connect with friends, family, and their community. Reductions or withdrawal would lead to isolation, loneliness and poorer physical and mental health. Respondents would also not be able to get to medical appointments or to shops.

Many users would face significant additional and unaffordable costs from taxis or car use. Others anticipated impacts on their ability to reach work, leading to potential loss of employment.

Route 25 & Route 26: Poole - Canford Heath - Tower Park



299 respondents indicated that they use Route 25 & Route 26 in the evening.

The vast majority of Route 25 & 26 users live in Poole (92%). More than half of users are older than 65 years of age (61%), while 67% of respondents who use Route 25 & 26 are female. Half of Route 25 & 26 users have a disability (53%). While 56% of users have an older persons bus pass, 36% have no concessionary bus pass.

64% of respondents who use Route 25 & 26 in the evening (after 6pm) use it at least once a week.

The most common reasons for travelling on Route 25 & 26 are social/meeting friends and for leisure purposes. In addition, respondents also use this route for shopping for food, shopping for other items, medical reasons and for commuting to/from work.

Respondents travel on Route 25 & 26 because they don't have the option of travelling by other means and it is too far/difficult to walk. Others do so because they have a disability and it is more convenient, better for the environment and cheaper than the car.

Respondents would not go anymore (41%) or don't know what they would do (31%) if the route was reduced in frequency. 28% would use a bus on a different route and 19% would travel at a different time. 21% would rely on friends / family and 18% would drive.

Respondents would not go anymore (50%) or don't know what they would do (28%) if the route was withdrawn. 21% would rely on friends / family and 20% would drive.

Respondents expressed concern that they have no alternative means of transport and it would make travelling in the evening much more difficult. Withdrawal would prevent many from attending evening social or leisure activities, reducing opportunities to connect with friends, family, and their community. Reductions or withdrawal would lead to isolation, loneliness and poorer physical and mental health. Respondents would also not be able to get to shops.

Many users would face significant additional and unaffordable costs from taxis or car use. Others anticipated impacts on their ability to reach work, leading to potential loss of employment.

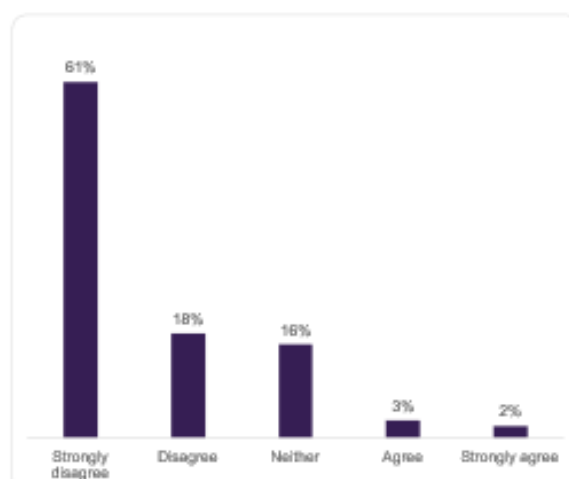
Sunday routes



The majority of respondents disagreed with the proposal to withdraw subsidies on Sunday routes.

Respondents who were significantly most likely to strongly disagree with the proposal to remove the subsidy for Sunday routes were:

- Respondents who use one of the Sunday routes
- Bournemouth, Poole and Dorset residents
- Female respondents
- Those aged 16-24 years, as well as those aged 25-64



Route 4: Poole - Broadstone - Merley-Wimborne



324 respondents indicated that they use Route 4 on Sundays.

The vast majority of Route 4 users live in Poole (86%). More than two thirds of users are older than 65 years of age (69%), while 68% of respondents who use Route 4 are female. More than half of Route 4 users have a disability (55%). While 63% of users have an older persons bus pass, 30% have no concessionary bus pass.

40% of respondents who use Route 4 on Sundays use it weekly.

The most common reasons for travelling on Route 4 are social/meeting friends and for leisure purposes. In addition, respondents also use this route for shopping for other items and food.

Respondents travel on Route 4 because they don't have the option of travelling by other means and it is too far/difficult to walk. Others do so because it is more convenient, better for the environment and cheaper than the car.

Respondents would not go anymore (47%) or don't know what they would do (24%) if the route was reduced in frequency. 19% would drive, 18% would travel at a different time and 15% would rely on friends / family.

Respondents would not go anymore (56%) or don't know what they would do (20%) if the route was withdrawn. 21% would drive and 16% would rely on friends / family.

Respondents expressed concern that they have no alternative means of transport and it would make travelling on Sundays much more difficult. Withdrawal would prevent many from attending social or leisure activities, reducing opportunities to connect with friends, family, and their community. Reductions or withdrawal would lead to isolation, loneliness and poorer physical and mental health. A withdrawal of service would also mean that they would not be able to get to church.

Many users would face significant additional and unaffordable costs from taxis or car use. Others anticipated impacts on their ability to reach work, leading to potential loss of employment.

Route 8 & 9: Poole - Hamworthy - Turlin Moor- Upton - Creekmoor - Poole



283 respondents indicated that they use Route 8 & 9 on Sundays.

The vast majority of Route 8 & 9 users live in Poole (84%). Two thirds of users are older than 65 years of age (63%), while 72% of respondents who use Route 8 & 9 are female. More than half of Route 8 & 9 users have a disability (56%). While 58% of users have an older persons bus pass, 35% have no concessionary bus pass.

50% of respondents who use Route 8 & 9 on Sundays use it weekly.

The most common reasons for travelling on Route 8 & 9 are social/meeting friends and for leisure purposes. In addition, respondents also use this route for shopping for other items and food.

Respondents travel on Route 8 & 9 because they don't have the option of travelling by other means and it is too far/difficult to walk. Others do so because they have a disability and it is more convenient, better for the environment and cheaper than the car.

Respondents would not go anymore (47%) or don't know what they would do (30%) if the route was reduced in frequency. 19% would travel at a different time, 19% would rely on friends / family and 15% would drive.

Respondents would not go anymore (60%) or don't know what they would do (26%) if the route was withdrawn. 20% would rely on friends / family and 14% would drive.

Respondents expressed concern that they have no alternative means of transport and it would make travelling on Sundays much more difficult. Withdrawal would prevent many from attending social or leisure activities, reducing opportunities to connect with friends, family, and their community. Reductions or withdrawal would lead to isolation, loneliness and poorer physical and mental health. A withdrawal of service would also mean that they would not be able to get to church.

Many users would face significant additional and unaffordable costs from taxis or car use. Others anticipated impacts on their ability to reach work, leading to potential loss of employment.

Route 16: Poole - Bourne Estate - Bournemouth



191 respondents indicated that they use Route 16 on Sundays.

The vast majority of Route 16 users live in Poole (86%). 61% of users are older than 65 years of age, while 67% of respondents who use Route 16 are female. More than half of Route 16 users have a disability (58%). While 55% of users have an older persons bus pass, 37% have no concessionary bus pass.

57% of respondents who use Route 16 on Sundays use it weekly.

The most common reasons for travelling on Route 16 are social/meeting friends and for leisure purposes. In addition, respondents also use this route for shopping for other items and food, commuting to/from work and for medical reasons.

Respondents travel on Route 16 because they don't have the option of travelling by other means and it is too far/difficult to walk. Others do so because they have a disability and it is more convenient, better for the environment and cheaper than the car and other means of transport.

Respondents would not go anymore (43%) or don't know what they would do (30%) if the route was reduced in frequency. 29% would use a bus on a different route, 22% would travel at a different time and 19% would rely on friends / family.

Respondents would not go anymore (53%) or don't know what they would do (24%) if the route was withdrawn. 26% would use a bus on a different route.

Respondents expressed concern that they have no alternative means of transport and it would make travelling on Sundays much more difficult. Withdrawal would prevent many from attending social or leisure activities, reducing opportunities to connect with friends, family, and their community. Reductions or withdrawal would lead to isolation, loneliness and poorer physical and mental health. A withdrawal of service would also mean that they would not be able to get to church.

Many users would face significant additional and unaffordable costs from taxis or car use. Others anticipated impacts on their ability to reach work, leading to potential loss of employment.

Route 25 & 26: Poole - Canford Heath - Tower Park



283 respondents indicated that they use Route 25 & 26 on Sundays.

The vast majority of Route 25 & 26 users live in Poole (94%). 65% of users are older than 65 years of age, while 89% of respondents who use Route 25 & 26 are female. More than half of Route 25 & 26 users have a disability (53%). While 59% of users have an older persons bus pass, 33% have no concessionary bus pass.

47% of respondents who use Route 25 & 26 on Sundays use it weekly.

The most common reasons for travelling on Route 25 & 26 are social/meeting friends and for leisure purposes. In addition, respondents also use this route for shopping for other items and food.

Respondents travel on Route 25 & 26 because they don't have the option of travelling by other means and it is too far/difficult to walk. Others do so because it is more convenient, better for the environment and cheaper than the car.

Respondents would not go anymore (35%) or don't know what they would do (33%) if the route was reduced in frequency. 19% would travel at a different time, 18% would drive and 16% would rely on friends / family.

Respondents would not go anymore (47%) or don't know what they would do (27%) if the route was withdrawn. 19% would drive and 18% would rely on friends / family.

Respondents expressed concern that they have no alternative means of transport and it would make travelling on Sundays much more difficult. Withdrawal would prevent many from attending social or leisure activities, reducing opportunities to connect with friends, family, and their community. Reductions or withdrawal would lead to isolation, loneliness and poorer physical and mental health.

Many users would face significant additional and unaffordable costs from taxis or car use. Others anticipated impacts on their ability to reach work, leading to potential loss of employment.

Route X6: Poole - Bearwood - Ringwood



172 respondents indicated that they use Route X6 on Sundays.

70% of Route X6 users live in Poole, 20% live in Bournemouth and 11% live in Dorset. 58% of users are older than 65 years of age, while 70% of respondents who use Route X6 are female. More than half of Route X6 users have a disability (59%). While 52% of users have an older persons bus pass, 39% have no concessionary bus pass.

43% of respondents who use Route X6 on Sundays use it weekly.

The most common reasons for travelling on Route X6 are social/meeting friends and for leisure purposes. In addition, respondents also use this route for shopping for other items and food.

Respondents travel on Route X6 because they don't have the option of travelling by other means and it is too far/difficult to walk. Others do so because they have a disability and it is more convenient, better for the environment and cheaper than the car and other means of transport.

Respondents would not go anymore (57%) or don't know what they would do (30%) if the route was reduced in frequency.

Respondents would not go anymore (83%) or don't know what they would do (22%) if the route was withdrawn.

Respondents expressed concern that they have no alternative means of transport and it would make travelling on Sundays much more difficult. Withdrawal would prevent many from attending social or leisure activities, reducing opportunities to connect with friends, family, and their community. Reductions or withdrawal would lead to isolation, loneliness and poorer physical and mental health. A withdrawal of service would also mean that they would not be able to get to church.

Many users would face significant additional and unaffordable costs from taxis or car use. Others anticipated impacts on their ability to reach work, leading to potential loss of employment.

Appendix 3: Performance Review of the existing subsidised bus network

Performance review: Evening services Monday to Saturday

Route	Route Description	Frequency	Cost of subsidy in 2025/26	Annual passenger numbers	Average number of passengers per evening (approx.)	Cost per passenger trip	Number of consultation responses linked to the route	Additional information (where applicable)
Route 4	Poole-Wimborne via Oakdale, Waterloo, Broadstone & Merley	4x return journeys after 19:00 until end of service	£50,580.97	42,612	137	£1.19	301	87% live in BCP area. 55% of respondents use the service at least once a week.
Route 8/9	Poole-Creekmoor-Upton	7x service 8 journeys. 6x service 9 operating from 18:20 until end of service	£78,966.79	91,668	294	£0.86	297	68% of respondents use the service at least once a week.
Route 14	Poole-Bourne Estate-Wallisdown-Kinson	5x return journeys hourly from 1910 operating to Kinson only.	£66,007.42	48,012	154	£1.37	153	Currently enhanced to extend journeys from Kinson to Royal Bournemouth Hospital
Route 16	Poole-Bourne Estate-Bournemouth	4x return journeys hourly from 20:30	£56,923.86	41,040	132	£1.39	205	
Route 25/26	Poole-Canford Heath/Tower Park	8x return journeys half-hourly from 18:30 then hourly from 21:15	£52,926.98	35,592	114	£1.49	299	

Performance review: Sunday Services

Route	Route Description	Frequency	Cost of subsidy in 2025/26	Annual passenger numbers	Average number of passengers per day (approx.)	Cost per passenger trip	Number of consultation responses linked to the route	Additional information (where applicable)
Route 4	Poole-Wimborne via Oakdale, Waterloo, Broadstone & Merley	Half-Hourly until 17:10 then 2x return journeys until 20:32	£20,603.50	30,444	585	£0.68	324	
Route 8	Poole-Turlin Moor via Creekmoor (Circular)	Hourly from 08:22 until 19:35. An additional 23:10 service 8 from Turlin Moor	£10,900.26	33,468	644	£0.33	283	
Route 16	Poole-Bournemouth via Newtown, Alderney, Rossmore and Westbourne	Hourly from 08:20 until 18:20. 3x return journeys from 18:30 until end of service	£8,478.08	36,564	703	£0.23	191	
Route 25	Poole-Canford Heath	1x return journey at 0830. Then 6x return journeys from 18:30 until end of service.	£11,384.70	4,080	78	£2.79	283	
Route X6	Poole-Bearwood	5x return journeys between Poole and Bearwood only	£12,959.27	6,804	131	£1.90	172	

Performance review: Monday to Saturday daytime services

Route	Route Description	Frequency	Cost of subsidy in 2025/26	Annual passenger numbers	Average number of passengers per day (approx.)	Cost per passenger trip	Number of consultation responses linked to the route	Additional information (where applicable)
Route ONE	Poole Town Circular via Hospital, Railway Station, Poole Quay and Baiter	Half-Hourly	£78,811.44	135,624	435	£0.58	742	80% of passengers aged 65+. 70% have a disability. 89% use this service at least once a week. 76% have a concessionary bus pass. Contract price will reduce in 2026 when vehicles are supplied by BCP Council.
Route 7 A/B/C	Upper Parkstone-Alderney East/Bloxworth/Tower Park (Circulars)	4x round trips for each service variation.	£20,623.40	44,388	142	£0.46	250	76% of passengers aged 65+. 67% have a disability. 92% use this service at least once a week. 68% have a concessionary bus pass.
Route 10	Poole-Lytchett Matravers via Sterte, Wessex Gate and Upton	7x round trips	£14,745.29	6,960	22	£2.12	319	64% of passengers live in Dorset. 65% of passengers aged 65+.
Route 18	Bournemouth-Broadstone via Westbourne, Upper Parkstone, Canford Heath	Hourly	£274,511.81	306,984	984	£0.89	574	72% of passengers aged 65+. 83% use this service at least once a week.
Route 20	Poole-Castlepoint via Lilliput, Penn Hill, Westbourne & Bournemouth	Hourly	£103,230.36	136,332	437	£0.76	489	82% of passengers aged 65+. 60% have a disability. 86% of passengers use this service at least once a week.
Route 32	Poole-Bournemouth via Oakdale, Broadstone, Merley, Kinson and Winton	2x return journeys	£72,305.44	27,132	87	£2.66	238	77% of passengers aged 65+. 64% have a disability. 84% travel on this route at least once a week.
Route 33	Bournemouth-Christchurch via East Cliff, Boscombe, RBH & Southbourne	Hourly. Reduced route on Saturday PM (Bournemouth to Royal Bournemouth Hospital only)	£227,159.85	160,212	514	£1.42	447	83% of passengers aged 65+. 59% have a disability. 83% use this service at least once a week.
Route 36	Talbot View-Kinson via Bournemouth, Branksome Woods & West Howe	Hourly	£231,428.36	119,280	382	£1.94	527	68% of passengers aged 65+. 50% have a disability. 90% use this service at least once a week.

Performance review: School Services

Route	Route Description	Frequency	Cost of subsidy in 2025/26	Annual passenger numbers (2024/25 academic year)	Average number of passengers per trip (approx.)	Cost per passenger trip	Number of consultation responses linked to the route	Additional information (where applicable)
Route 46	Throop-Avonbourne Academies via Winton, Charminster and Lansdowne	1 return journey on schooldays	£32,336.85	9,789	26	£3.30	5	13 passengers with statutory entitlement to school transport using the 46 and 81 routes. 4 of the respondents use the 46 route on a daily basis and 4 use the 81 route on a daily basis.
Route 81	Fiveways-Avonbourne Academies via Castle La. West & Chesildene Dr.	1 return journey on schooldays	£36,001.61	5,741	15	£6.27	8	
Route 448	Poole-Parkstone & Poole Grammar Schools via Hamworthy and Creekmoor	1 return journey on schooldays	£33,307.71	10,054	26	£3.31	37	67% of respondents use the 448 route on a daily basis.
Route 744	Baiter & Poole Old Town - Oakdale Junior School	1 return journey on schooldays	£15,726.36	11,445	30	£1.37	18	Approx 1.3 miles at furthest point. 78% of respondents use the 744 on a daily basis.
Route 40	Lower Hamworthy/T.Moor-St Edward's & St Mary's Schools via Creekmoor	1 return journey on schooldays	£45,600.00	5,510	15	£8.28	57	Price is for annual equivalent of current temporary contract set up until end of Summer Term 2026 following termination be previous operator. Previous price was £36,556 = £6.63 per passenger trip. 1 passenger with statutory entitlement to school transport. 57% use the 40 daily. Passengers redirected to alternative network bus routes.
Route 425	Wallisdown-Corfe Hills & Broadstone (Mid) Schools via Bearwood & Merley	1 return journey on schooldays	£38,339.00	6,864	18	£5.59	43	3 passengers with statutory entitlement to school transport. 67% of the respondents using the 425 travel daily.

Appendix 4: Subsidised Bus Service Network Proposal (Option 3)

Recommended changes (Option 3): Evening services Monday to Saturday

Route	Route Description	Current frequency	Cost of subsidy in 2025/26	Average number of passengers per evening (approx.)	Cost per passenger trip	Additional information (where applicable)	Recommended change	Estimated council derived bus subsidy spend in 2026/27 (up to end of May 2026)
Route 4	Poole-Wimborne via Oakdale, Waterloo, Broadstone & Merley	4x return journeys after 19:00 until end of service	£50,580.97	137	£1.19	87% live in BCP area. 55% of respondents use the service at least once a week.	Morebus to operate commercially. Timetable to be confirmed but is expected that some of the journeys will operate via Corfe Mullen rather than Merley. May be slight overall reduction in service.	£8,430.16
Route 8/9	Poole-Creekmoor-Upton	7x service 8 journeys. 6x service 9 operating from 18:20 until end of service	£78,966.79	294	£0.86	68% of respondents use the service at least once a week.	Morebus to operate commercially. Timetable to be confirmed. Poole-Hamworthy-Upton remains hourly. Other journeys expected to see some reduction.	£13,161.13
Route 14	Poole-Bourne Estate-Wallisdown-Kinson	5x return journeys hourly from 1910 operating to Kinson only.	£66,007.42	154	£1.37	Currently enhanced to extend journeys from Kinson to Royal Bournemouth Hospital	Morebus to operate commercially. Timetable to be confirmed but likely to see minor changes only.	£11,001.24
Route 16	Poole-Bourne Estate-Bournemouth	4x return journeys hourly from 20:30	£56,923.86	132	£1.39	-	Morebus to operate commercially. Timetable to be confirmed but likely to see minor changes only.	£9,487.31
Route 25/26	Poole-Canford Heath/Tower Park	8x return journeys half-hourly from 18:30 then hourly from 21:15	£52,926.98	114	£1.49	-	Morebus to operate commercially. Timetable to be confirmed but a minimum hourly service will be retained. Daytime commercial service will also be reviewed with expected reductions.	£8,821.16

Recommended changes (Option 3): Sunday Services

Route	Route Description	Frequency	Cost of subsidy in 2025/26	Average number of passengers per day (approx.)	Cost per passenger trip	Additional information (where applicable)	Recommended change	Estimated council derived bus subsidy spend in 2026/27 (up to end of May 2026)
Route 4	Poole-Wimborne via Oakdale, Waterloo, Broadstone & Merley	Half-Hourly until 17:10 then 2x return journeys until 20:32	£20,603.50	585	£0.68	-	Morebus to operate commercially. Timetable to be confirmed but no significant changes expected.	£3,433.92
Route 8	Poole-Turlin Moor via Creekmoor (Circular)	Hourly from 08:22 until 19:35. An additional 23:10 service 8 from Turlin Moor	£10,900.26	644	£0.33	-	Morebus to operate commercially. Timetable to be confirmed but no significant changes expected.	£1,816.71
Route 16	Poole-Bournemouth via Newtown, Alderney, Rossmore and Westbourne	Hourly from 08:20 until 18:20. 3x return journeys from 18:30 until end of service	£8,478.08	703	£0.23	-	Morebus to operate commercially. Timetable to be confirmed but no significant changes expected.	£1,413.01
Route 25	Poole-Canford Heath	1x return journey at 0830. Then 6x return journeys from 18:30 until end of service.	£11,384.70	78	£2.79	-	Morebus to operate commercially. Timetable to be confirmed but no significant changes expected.	£1,897.45
Route X6	Poole-Bearwood	5x return journeys between Poole and Bearwood only	£12,959.27	131	£1.90	-	Morebus to operate commercially. Timetable to be confirmed but no significant changes expected.	£2,159.88

Recommended changes (Option 3): Monday to Saturday daytime services

Route	Route Description	Frequency	Cost of subsidy in 2025/26	Average number of passengers per day (approx.)	Cost per passenger trip	Additional information (where applicable)	Recommended change	Estimated council derived bus subsidy spend in 2026/27 (up to end of May 2026)
Route ONE	Poole Town Circular via Hospital, Railway Station, Poole Quay and Baiter	Half-Hourly	£78,811.44	435	£0.58	80% of passengers aged 65+. 70% have a disability. 89% use this service at least once a week. 76% have a concessionary bus pass. Contract price will reduce in 2026 when vehicles are supplied by BCP Council.	No change to the route or timetable.	n/a in lieu of LABG
Route 7 A/B/C	Upper Parkstone-Alderney East/Bloxworth/Tower Park (Circulars)	4x round trips for each service variation.	£20,623.40	142	£0.46	76% of passengers aged 65+. 67% have a disability. 92% use this service at least once a week. 68% have a concessionary bus pass.	No change to the route or timetable.	n/a in lieu of LABG
Route 10	Poole-Lytchett Matravers via Sterte, Wessex Gate and Upton	7x round trips	£14,745.29	22	£2.12	64% of passengers live in Dorset. 65% of passengers aged 65+.	No change to the route or timetable.	n/a in lieu of LABG
Route 18	Bournemouth-Broadstone via Westbourne, Upper Parkstone, Canford Heath	Hourly	£274,511.81	984	£0.89	72% of passengers aged 65+. 83% use this service at least once a week.	No change to the route or timetable.	n/a in lieu of LABG
Route 20	Poole-Castlepoint via Lilliput, Penn Hill, Westbourne & Bournemouth	Hourly	£103,230.36	437	£0.76	82% of passengers aged 65+. 60% have a disability. 86% of passengers use this service at least once a week.	Revised hourly service to operate from Poole – Bournemouth - Castlepoint – Royal Bournemouth Hospital – Southbourne – Christchurch, replacing route 33 between Royal Bournemouth Hospital and Christchurch via Southbourne Additional peak hour journeys provided with new direct links to Bournemouth Hospital. Morebus to confirm revised timetable.	n/a in lieu of LABG
Route 32	Poole-Bournemouth via Oakdale, Broadstone, Merley, Kinson and Winton	2x return journeys	£72,305.44	87	£2.66	77% of passengers aged 65+. 64% have a disability. 84% travel on this route at least once a week.	No change to the route or timetable.	n/a in lieu of S106 developer funding
Route 33	Bournemouth-Christchurch via East Cliff, Boscombe, RBH & Southbourne	Hourly. Reduced route on Saturday PM (Bournemouth to Royal Bournemouth Hospital only)	£227,159.85	514	£1.42	83% of passengers aged 65+. 59% have a disability. 83% use this service at least once a week.	No change to the route or timetable.	n/a in lieu of LABG
Route 36	Talbot View-Kinson via Bournemouth, Branksome Woods & West Howe	Hourly	£231,428.36	382	£1.94	68% of passengers aged 65+. 50% have a disability. 90% use this service at least once a week.	No change to the route or timetable.	n/a in lieu of LABG

Recommended changes (Option 3): School Services

Route	Route Description	Frequency	Cost of subsidy in 2025/26	Average number of return journeys per day approx. 2024/25 academic year	Cost per passenger trip	Additional information (where applicable)	Recommended change	Estimated council derived bus subsidy spend in 2026/27
Route 46	Throop-Avonbourne Academies via Winton, Charminster and Lansdowne	1 return journey on schooldays	£32,336.85	26	£3.30	13 passengers with statutory entitlement to school transport using the 46 and 81 routes. 4 of the respondents use the 46 route daily and 4 use the 81 route daily.	Services 46 and 81 to be withdrawn at the end of the Summer Term 2026 and replaced with a new combined route from the start of the Autumn Term 2026.	£22,780.00
Route 81	Fiveways-Avonbourne Academies via Castle La. West & Chesildene Dr.	1 return journey on schooldays	£36,001.61	15	£6.27			
Route 448	Poole-Parkstone & Poole Grammar Schools via Hamworthy and Creekmoor	1 return journey on schooldays	£33,307.71	26	£3.31	67% of respondents use the 448 route daily.	No change to the route or timetable.	n/a in lieu of LABG
Route 744	Baiter & Poole Old Town - Oakdale Junior School	1 return journey on schooldays	£15,726.36	30	£1.37	Approx 1.3 miles at furthest point. 78% of respondents use the 744 daily.	No change to the route or timetable.	n/a in lieu of LABG
Route 40	Lower Hamworthy/T.Moor-St Edward's & St Mary's Schools via Creekmoor	1 return journey on schooldays	£45,600.00	15	£8.28	Price is for annual equivalent of current temporary contract set up until end of Summer Term 2026 following termination by previous operator. Previous price was £36,556 = £6.63 cost per passenger trip. 1 passenger with statutory entitlement to school transport. 57% use the 40 daily. Passengers redirected to alternative network bus routes. Sept to Dec 2025 data indicates the average number of return journeys has reduced to 9 per day. If this continued across the 2025/26 academic year, then the cost per passenger trip would be £13.33	Service to not operate beyond end of 2026 summer term. Passengers redirected to alternative network bus routes and/or other sustainable transport alternatives.	£15,200.00 (Children's Services)
Route 425	Wallisdown-Corfe Hills & Broadstone (Mid) Schools via Bearwood & Merley	1 return journey on schooldays	£38,339.00	18	£5.59	3 passengers with statutory entitlement to school transport. 67% of the respondents using the 425 travel daily. Sept to Dec 2025 data indicates the average number of return journeys has marginally increased. Sept to Dec 2024 the average number of return journeys was 22 per day. Sept to Dec 2025 the average number of return journeys was 23 per day.	Service to not operate beyond end of 2027 summer term. Passengers redirected to alternative network bus routes and/or other sustainable transport alternatives.	£40,256.00 (Children's Services) Note: approx. £13,000 required in 2027/28 financial year to operate service until end of Summer 2027 term.

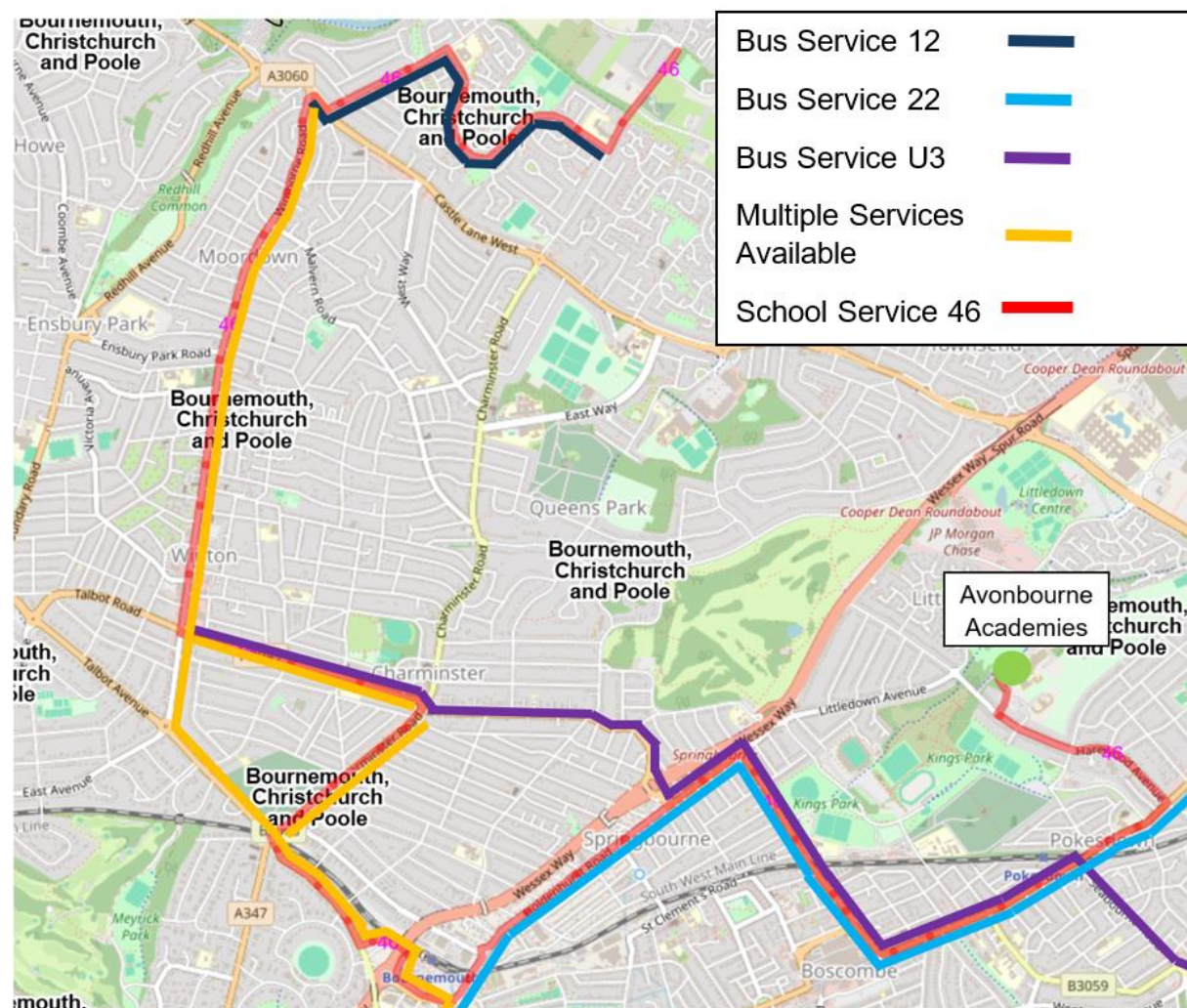
Appendix 5: Alternative journey options examples for school services and Children's Services Comments

Where local authority school bus services are recommended for withdrawal, there are instances where the existing local bus network can offer alternative travel options. Please note the following alternative journey suggestions are based on current timetabled services that make up the local bus network. These services could be subject to change by the operator. Services may also be subject to unforeseen disruption, such as breakdown or abnormal traffic congestion, which could lead to advertised journeys being delayed or cancelled.

Service 46

Service 46 operates from Throop and serves Avonbourne Academies. The service departs at 07:20 and operates via Muscliff, Moordown, Winton, Charminster, Bournemouth Station, Springbourne, Boscombe and Pokesdown before arriving at Avonbourne Academies at 08:05. Students are required to be on site for registration at 08:30

Most of the route is covered by the local bus network, although for many, there would need to be a bus change as part of their journey. For students in Throop, they would need to undertake a 10-minute walk to the nearest bus stop on Shillingstone Drive for the nearest local bus service. There will also be a short walk between the bus stops and school site. The map below shows services available in comparison to the existing service.



Due to the location of the school relative to the nearest network provision, students have several choices where they can disembark bus services in Boscombe and Pokesdown, all of which are an approximate 20-minute walk to the school site. The map below shows the multiple walking routes available following disembarking from services 22 or U3.



For students in Moordown, Winton and Charminster, there are multiple services available to get students to Bournemouth Station. From there, they can connect with the Service 22 which departs Bournemouth Square at 07:25, connecting with the service at Bournemouth Station at 07:33. The service then reaches Boscombe at around 07:48. With walking considered, students would be on site at around 08:08. This is three minutes later than the scheduled arrival time for the current school service.

22	
Bournemouth Square [Q]	07:25
Bournemouth Railway Station [6]	07:33
Springbourne Library	07:38
Boscombe Bus Station [D]	07:48
Royal Bournemouth Hospital [C]	08:08
Mount Pleasant Drive	-
Townsend, Jewell Academy	08:16
Castlepoint, Hamblin Way [F]	08:22

Board service at Bournemouth Station at 07:33 to disembark at Boscombe at 07:48

Those in Winton and Charminster can also consider using Service U3 (during university term time only) which travels direct between Winton and Charminster to Boscombe. Students can board the service which departs Bournemouth University at 0735 and arrives at Boscombe around 08:02, With walking considered, students would be on site at around 08:22.

U3	
Bournemouth University, Talbot Campus [D]	07:35
Winton Banks, Alma Road [E]	07:42
Charminster, Richmond Park Road	07:48
Richmond Park Road, Gilbert Road	07:55
Boscombe, Christchurch Road	08:02
Pokesdown Railway Station	08:06
Douglas Mews	08:08
Southbourne, Fishermans Walk	08:10

Disembark at
Boscombe at 08:02

As mentioned, students living in Muscliff and Throop are impacted due to being at the furthest end of the route. One option available to students is to board Service 12 which departs Castlepoint at 07:04 and to disembark at Bournemouth Station at 07:31, to connect with the above-mentioned Service 22 from Bournemouth Square. However, this only gives students 2 minutes to make the switch between services; any delay to Service 12 could result in missing this connection.

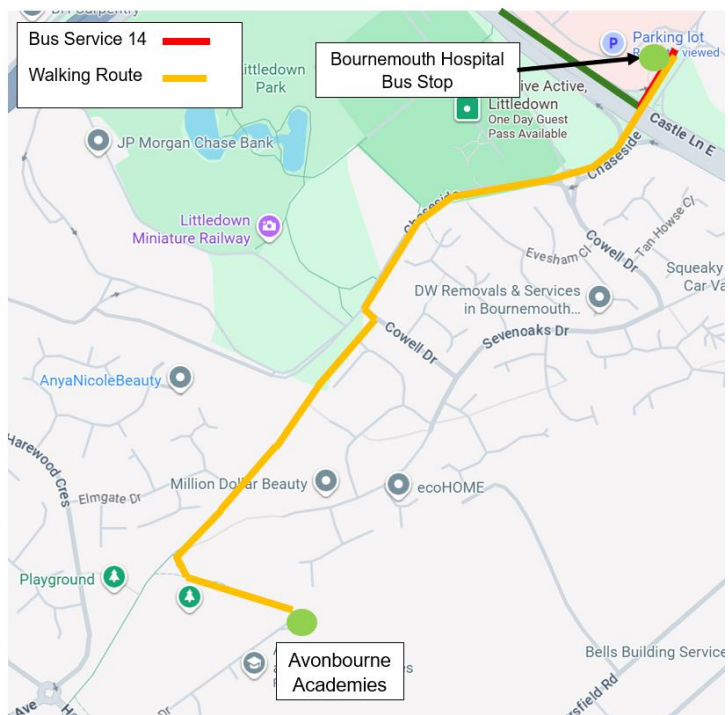
Alternatively, students in Muscliff can board Service 12 which departs Bournemouth Square at 06:32 and travel to Castlepoint, arriving at 07:02. The service then Service 22 departing Castlepoint at 07:05, arriving at Boscombe around 07:32. With walking from time from the bus stop considered, students would be arriving to school before 08:00; this is five minutes earlier than the current school service.

12	
Bournemouth Square [Z]	06:32
Bournemouth Railway Station [2]	06:39
Winton Banks, Waitrose [B]	06:45
Westover Retail Park	06:52
Muscliff Primary School	06:56
Castlepoint, Hamblin Way [E]	07:02

22	
Castlepoint, Hamblin Way [E]	07:05
Mount Pleasant Drive	-
Townsend, Jewell Academy	07:09
Royal Bournemouth Hospital [A]	07:18
Boscombe Bus Station [C]	07:32
Springbourne Library	07:39
Dorchester House, Holdenhurst Road [7]	07:42
Bournemouth Square [Q]	07:50

The final option would be for students in Muscliff to walk to Castle Lane West to connect with Service 14 which departs Poole Bus Station at 06:30. The service runs along Castle Lane West at around 07:24 and arrives at Bournemouth Hospital at 07:40. The walking time from Bournemouth Hospital to Avonbourne Academies is approximately 20 minutes, similar to the walking times for other services. Students would arrive on site at approximately 08:00, which is five minutes before the scheduled time of the current school service.

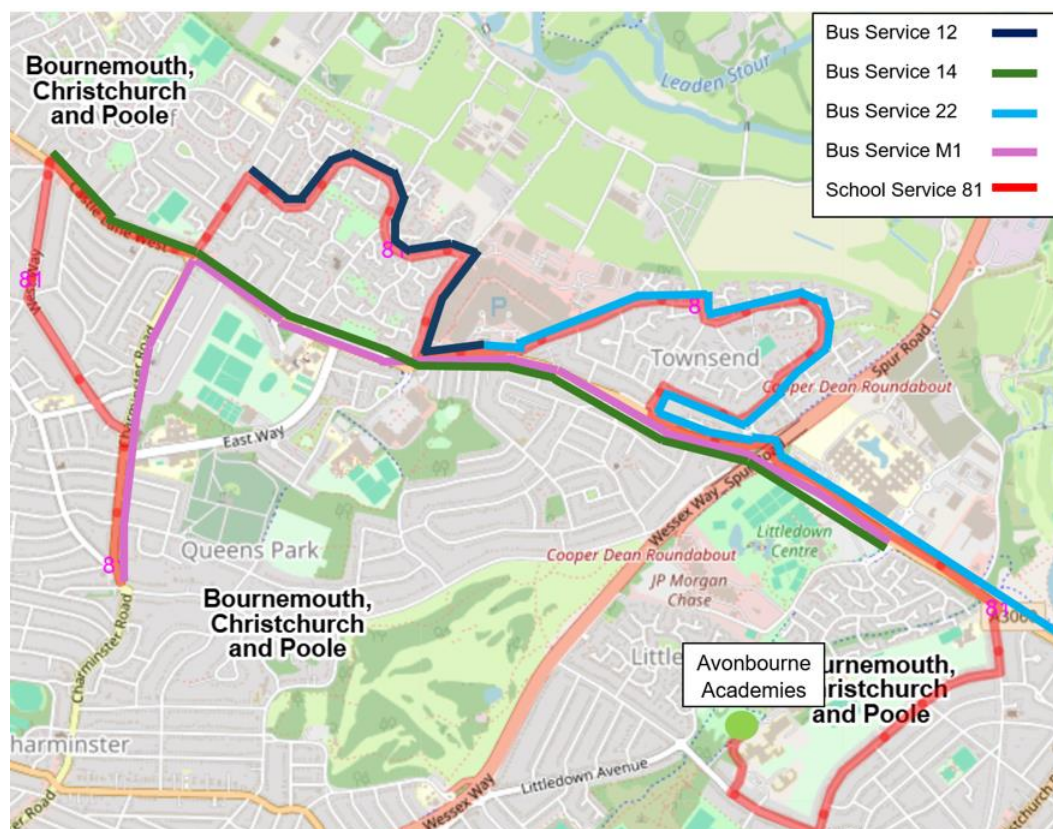
14	
Poole Bus Station [N]	06:30
Sea View, Constitution Hill [A]	06:38
Newtown Tesco	06:42
Alderney, Stone Park Corner	06:45
Mountbatten Roundabout, Walli...	06:49
Wallisdown Roundabout, Tesco	06:53
West Howe, Fernheath Road	06:56
West Howe, Cunningham Cresc...	07:02
Kinson Library, Wimborne Road	07:09
East Howe, Palfrey Road	07:12
Ensburry Park, Cherries Drive	07:17
Westover Retail Park	07:24
Castlepoint, Castle Lane [B]	07:31
Royal Bournemouth Hospital [C]	07:40



Service 81

Service 81 operates from The Fiveways, Charminster and serves Avonbourne Academies. The service departs at 07:23 and operates via Muscliff, Castlepoint and Townsend, arriving at Avonbourne Academies at 08:05.

The majority of the route is covered by the local bus network. A small section of the route that is uncovered is West Way. Students can either walk to Charminster Road to connect with service M1 or walk to Castle Lane West to connect with service 14. In both cases this walk is approximately 10 minutes from the existing route. Where sections are not covered, there may be a small walk for students to connect with these services. The map below shows services available in comparison to the existing service.



The majority of services terminate at Bournemouth Hospital, though service 22 continues along Castle Lane East, giving opportunity for students to alight at 'Castle Lane Tesco' bus stop. The map below shows the multiple walking routes available from these stops. The walking time for these routes is approximately 20 minutes, and these are currently utilised by existing students that use the local bus network.



For most students there are multiple journeys provided by services 14, 22 and M1 along Castle Lane West which give multiple options to travel to Bournemouth Hospital then walk to school. Whilst students in Muscliff can use options outlined in relation to Service 46 above.

12	
Bournemouth Square [Z]	06:32
Bournemouth Railway Station [2]	06:39
Winton Banks, Waitrose [B]	06:45
Westover Retail Park	06:52
Muscliff Primary School	06:56
Castlepoint, Hamblin Way [E]	07:02

22	
Castlepoint, Hamblin Way [E]	07:05
Mount Pleasant Drive	-
Townsend, Jewell Academy	07:09
Royal Bournemouth Hospital [A]	07:18
Boscombe Bus Station [C]	07:32
Springbourne Library	07:39
Dorchester House, Holdenhurst Road [7]	07:42
Bournemouth Square [Q]	07:50

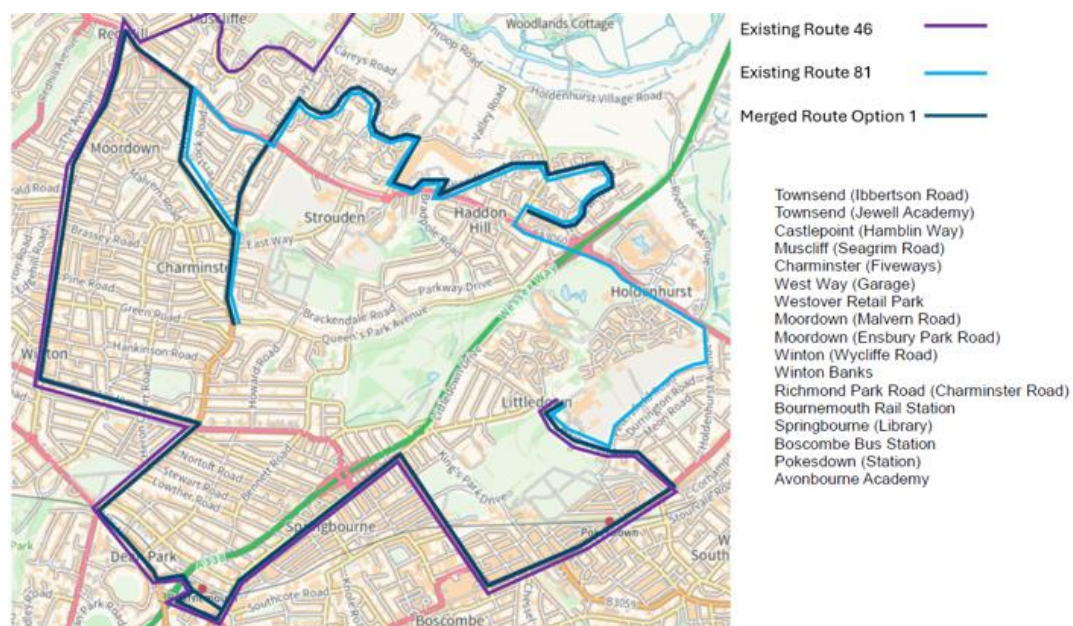
m1			
Poole Bus Station [A]	06:44	06:50	06:56
Lower Parkstone, Ashley Cross	06:51	06:57	07:03
Upper Parkstone, Jubilee Road	06:57	07:03	07:10
Westbourne, County Gates	07:04	07:11	07:18
Bournemouth Square [P]	07:13	07:21	07:29
Bournemouth Railway Station [4]	07:21	07:29	07:37
Charminster, Richmond Arms	07:27	07:35	07:43
Castlepoint, Castle Lane [B]	07:37	07:46	07:55
Royal Bournemouth Hospital [B]	07:43	07:53	08:02

14	
Poole Bus Station [N]	06:30
Sea View, Constitution Hill [A]	06:38
Newtown Tesco	06:42
Alderney, Stone Park Corner	06:45
Mountbatten Roundabout, Walli...	06:49
Wallisdown Roundabout, Tesco	06:53
West Howe, Fernheath Road	06:56
West Howe, Cunningham Cresc...	07:02
Kinson Library, Wimborne Road	07:09
East Howe, Palfrey Road	07:12
Ensbury Park, Cherries Drive	07:17
Westover Retail Park	07:24
Castlepoint, Castle Lane [B]	07:31
Royal Bournemouth Hospital [C]	07:40

Combining the 46 and 81:

Prior to the bus subsidy review, work had been underway to investigate the potential to combine services 46 and 81 into one single service, due to both services having higher operational costs due to low patronage.

The proposed amended service starts at Townsend operating a reverse of the current service 81 to Fiveways then travelling to Westover Retail Park before continuing the existing route of Service 46 to Avonbourne Academies. This route would result in earlier timing for students in Townsend. It is likely students in this area may use Services 14, 22 and M1 to travel to Bournemouth Hospital as previously mentioned instead.



This option covers the majority of both existing school services, using one vehicle instead of two. The cost of operating either option would be around £32,000.00. This would be a saving of around £36,000.00 based on current operating costs outlined in Appendix 3.

Children's Services Comments regarding the proposed withdrawal of Routes 81 and 46 in their current form and replacement with a new combined route

These routes are recommended to be withdrawn in their current form and will combine to form Route 46. This reflects high costs per person, low use and route overlaps with operational inefficiency. Route 46 was established as a dedicated school bus service for Avonbourne Academies, providing a direct journey at school times for pupils travelling from Throop, Muscliff, Moordown, Winton, Charminster and surrounding areas—offering a consistent, reliable single-bus journey aligned to school start times. Route 81 was set up to provide a direct, timetabled school-day link to Avonbourne Academies from the Fiveways and Castle Lane West area, ensuring pupils could travel to school on a single bus without the need for connections across sections of the network not then well served by the commercial bus system. Further detailed work will be required to understand the implications of withdrawing the current Routes 81 and 46 and introducing the proposed combined Route 46. The next steps outlined below set out the analysis needed to assess any potential impact on eligible children, ensure appropriate mitigations, and avoid unintended consequence.

Routes 81 and 46 Next Steps and Mitigations

- Understand the proposed combined route and investigate whether any eligible children would be adversely affected
- Work with schools to identify children with vulnerable identifiers and any other concerns
- Work with GIS colleagues to identify postcodes surrounding the route within a reasonable distance and investigate whether they would qualify for transport assistance under extended rights

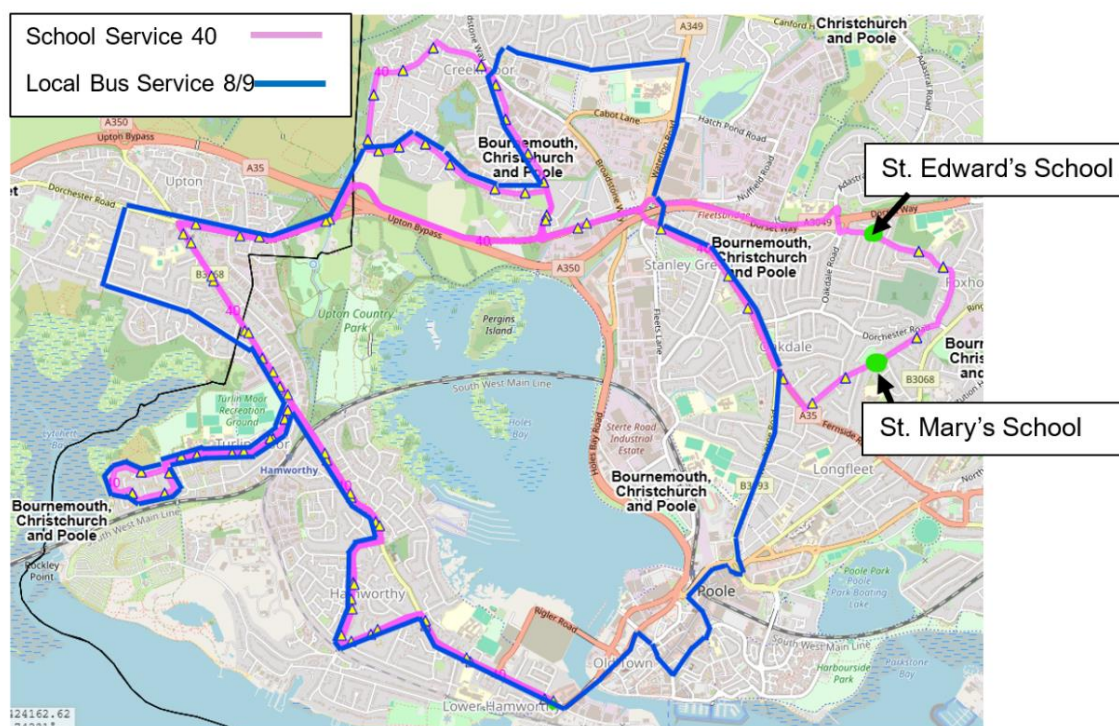
Service 40

Service 40 operates from Lower Hamworthy and serves St. Edward's and St. Mary's Schools. The route operates via Hamworthy, Turlin Moor, Upton, Creekmoor then to Oakdale to serve both schools. The service departs from Lower Hamworthy at 07:46, arriving at St Edwards School at 08:29 and St. Mary's School (Pound Lane) at 08:35. For both schools, students are required to be on site for registration at 08:45.

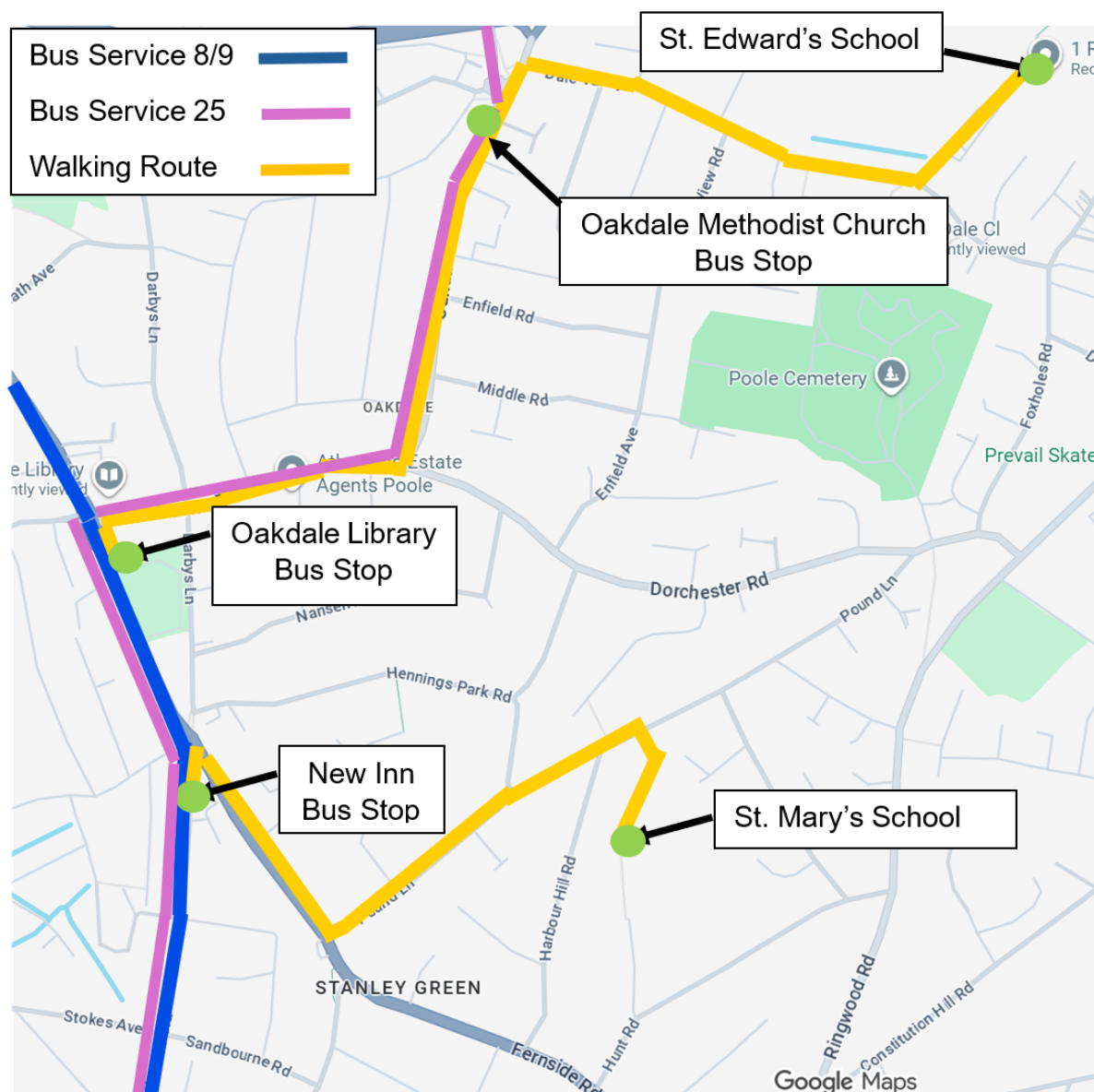
Service 40 timetable:

Morning	Time	Afternoon	Time
Blandford Road (Potter's Arms)	0746	Dale Valley Road (for St Edward's School)	1528
Blandford Road (Ashmore Avenue)	0747	Pound Lane (Bus bay near footpath to St Mary's School)	1535
Blandford Road (Coles Avenue/Co-op)	0748	Creekmoor Lane (Northmead Ave)	1543
Coles Avenue (Lakeside)	0750	Beechbank Avenue	1546
Lake Road (Hamilton Road)	0751	Longmeadow Lane	1548
Blandford Road (Dawkins Road)	0752	Woodpecker Drive	1550
Turlin Road (Fitzworth Avenue)	0754	Northmead Drive	1552
Turlin Road (Shops)	0756	Blandford Road (Upton Cross Roads)	1557
Egmont Road (Peeverell/Patchins Rd)	0758	Blandford Road (Sandy Lane)	1558
Blandford Road (Sandy Lane)	0804	Turlin Road (Fitzworth Avenue)	1601
Blandford Road (Upton Crossroads)	0806	Turlin Road (Shops)	1603
Creekmoor Lane (Northmead Ave)	0812	Turlin Road (Egmont/Patchins Rd)	1605
Beechbank Avenue	0815	Blandford Road (Dawkins Road)	1607
Longmeadow Lane	0817	Lake Road (Hamilton Road)	1609
Woodpecker Drive	0819	Coles Avenue (Lakeside)	1610
Northmead Drive	0821	Blandford Road (Coles Avenue/Co-op)	1612
Dale Valley Road (for St Edward's School)	0829	Blandford Road (Ashmore Avenue)	1613
Pound Lane (Bus bay near footpath to St. Mary's School)	0835	Blandford Road (Potter's Arms)	1614

Most of the school service route is replicated by Service 8 which operates a circular route between Poole, Hamworthy, Upton, Creekmoor, Fleetsbridge and back to Poole in a clockwise direction. Service 9 operates along the same line of route but in an anticlockwise direction. The map below shows the routes for both services for comparison.



As shown on the route map comparison, Services 8 and 9 do not directly pass either school; students therefore must undertake a walk from the nearest bus stop. The recommended walking routes for students is shown on the map below.



For St. Edward's School, pupils can disembark Service 8 or 9 from 'Oakdale Library' bus stop. It is then an approximate 23-minute walk to the school site from here. Students may also consider disembarking here to connect with Service 25 to travel as far as Oakdale Methodist Church; although this journey is only a couple of minutes, it does reduce overall walking time to 13 minutes. Pupils at St. Mary's School can disembark at 'New Inn' bus stop. It is then an approximate 15-minute walk to the school site.

As service 8 replicates much of the route and direction of travel, this could be the preferred option for many. Students can board the service which departs from Poole Bus Station at 07:03 and travel until reaching Oakdale at around 07:55 where they can disembark to then walk to school as described above. This option may be preferred for students living in the Upton and Creekmoor areas.

<< 8	
Poole Bus Station [F]	07:03
Poole, Old Orchard	07:07
Hamworthy, Ashmore Avenue	07:13
Hamworthy, Red Lion	07:18
Turlin Moor, Foreland Road	07:24
Upton, Sandy Close	07:33
Upton, Moorland Way	07:36
Upton Crossroads, Poole Road	07:39
Upton Country Park, entrance	07:41
Creekmoor, Northmead Dr/Millfield	07:47
Fleetsbridge, The Fleetsbridge	07:52
Oakdale Library	07:55
Poole Bus Station [F]	08:02

Disembark service at this point

Alternatively, students may consider using Service 9 travelling in an anticlockwise direction. The service departs Poole Bus Station at 08:05, reaching Oakdale at around 08:11; Students could also disembark the service and board Service 25. This is 16 minutes later than the most suitable Service 8 mentioned above, but would still ensure students are punctual for school, allowing for the walking time from bus stop to school site. This option may be preferable for students living in Hamworthy and Lower Hamworthy.

>> 9		9	9	9	9	9
Poole Bus Station	06:58	07:13	07:30	-	08:05	
Oakdale, Esso Garage	07:03	07:18	07:36	-	08:11	
Fleetsbridge, The Fleetsbridge	07:05	07:20	07:38	-	08:13	
Creekmoor, Northmead Dr/Millfi...	07:08	07:23	07:41	-	08:16	
Upton Crossroads, Dorchester ...	07:16	07:32	07:51	-	08:26	
Upton, Moorland Way	07:18	07:34	07:53	-	08:28	
Upton, Sandy Close	07:21	07:37	07:56	-	08:31	
Turlin Moor, Foreland Road	07:26	07:43	08:03	08:17	08:38	
Hamworthy, Red Lion	07:36	07:55	08:16	08:29	08:48	
Hamworthy, Ashmore Avenue	07:45	08:05	08:27	08:38	08:55	
Poole, Old Orchard	07:51	08:11	08:33	08:44	09:01	
Poole Bus Station	07:59	08:20	08:41	08:53	09:09	

25	
Poole Bus Station [D]	08:05
Oakdale Library	08:12
Canford Heath, The Pilot	08:17
Canford Heath Asda	08:26
Tollerford Road, Steeple Close	08:30
Tower Park	-

Disembark services from Poole Bus Station at this point for either service

Children's Services Comments regarding the proposed withdrawal of Route 40

Route 40 transports pupils from Turlin Moor and Hamworthy to St Mary's Catholic Primary School and St Edward's Catholic School. The service is recommended for withdrawal in July 2026 due to very high subsidy, low usage, and suitable network alternatives. Route 40 was introduced by Children's Services as a dedicated school bus to transport pupils who had a statutory entitlement to free home-to-school transport, and historically the route carried high numbers of eligible children. Details of our initial assessment are as follows:

Children Attending St Mary's Catholic Primary

- There are no children travelling on Route 40 to St Mary's Catholic Primary School who have been assessed as entitled to receive free assistance with home to school transport.
- The distance from Turlin Moor to St Mary's Catholic Primary School is approximately 4 miles safe walking distance. Children travelling to St Mary's indicates a distinct preference from families to attend a distant school likely on the basis of faith. Eligibility for transport assistance for primary-aged children depends on the nearest suitable school, not the preferred school and there is no entitlement on the grounds of faith alone.
- There are surplus places at other local schools in the Turlin Moor and Hamworthy area within 0.3–1.8 miles. This is well within the statutory walking distances of 2-3 miles depending on the age of the child.
- Details of any children who may be travelling on this route who are not eligible for home to school transport are not available.

Children Attending St Edward's RC CE Secondary

- One eligible pupil currently receives a bus pass under extended rights (FSM + nearest faith school). This entitlement will continue and there is an alternative public network service available for the continuation of travel.
- Three other FSM pupils live along the route and could apply for transport under extended rights but do not currently do so. If they applied and qualified, they would receive a bus pass.
- 31 additional non-FSM pupils from the same postcodes attend St Edward's RC CE Secondary School. Eligibility is unlikely unless other criteria apply.
- For families who no longer wish to travel to St Edward's RC CE Secondary School, local secondary places are available within 1.8 miles – this is within the 3-mile statutory walking distance.
- Alternative public transport is available. For children travelling from the area, the anticipated route would be:
 - 07:25 No. 9 to Poole Bus Station (30 min)
 - 08:05 No. 25 Canford Heath (10 min)
 - 08:15 Walk 0.5 miles to school (approx. 15 mins) (total journey time 55 minutes)
- The suggested alternative is within the recommended maximum journey time of 75 minutes for secondary-aged children.

Route 40 Summary Position Across both Schools

- Eligibility: Only 1 pupil is formally eligible; 3 others could become eligible if they apply; the remainder are non-eligible travellers.
- Access to education: All pupils have reasonable alternatives, either via the commercial network or via local schools within statutory walking distances.
- Risk: Potential unknown impacts for pupils with protected characteristics.

Route 40 Next Steps and Mitigations

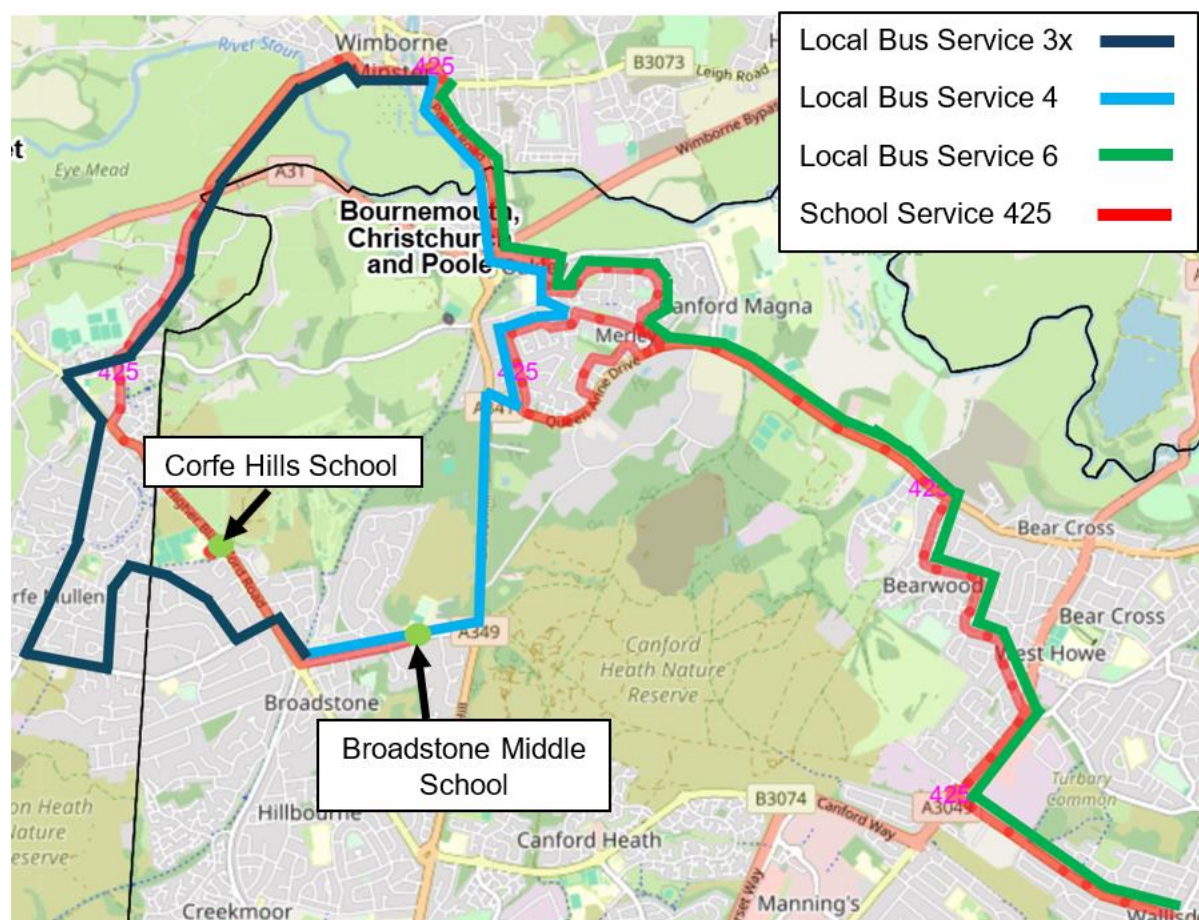
- Provide individual journey planning support
- Work with schools to identify children with vulnerable identifiers and any other concerns
- Consider appropriate mitigations for children in key year group i.e. Year 11

- Ensure that the council continues to support a diverse choice of schools for parents on the basis of faith. Faith schools are an important part of our rich offer of quality local schools and liaise with Diocesan Directors as appropriate.
- Communicate eligibility criteria as contained in the Council's policy on assistance with the costs of Home to School Transport and how to apply
- An Equalities Impact Assessment may be needed to confirm if there are any children impacted with protected characteristics.

Service 425

Service 425 operates from Wallisdown and serves Corfe Hills School and Broadstone Middle School. The service departs at 07:26 and operates via Bearwood, Merley, Wimborne, Corfe Mullen and Broadstone, arriving at Corfe Hills School at 08:23 and Broadstone Middle School at 08:35. Students at Corfe Hills School are required to be on site by 08:30 whilst those at Broadstone Middle School are required to be in school by 08:40.

The majority of the route is covered by the local bus network, although for most, there would need to be a bus change as part of their journey. For students in Wallisdown and Bearwood, there is no direct service to Corfe Mullen and Broadstone, therefore these students would need to travel to Merley/Wimborne to connect with other services. Students in the Merley and Wimborne area are better served, though there will most likely be a short walk between the bus stops and school site depending on which school and where students reside. The map below shows services available in comparison to the existing service



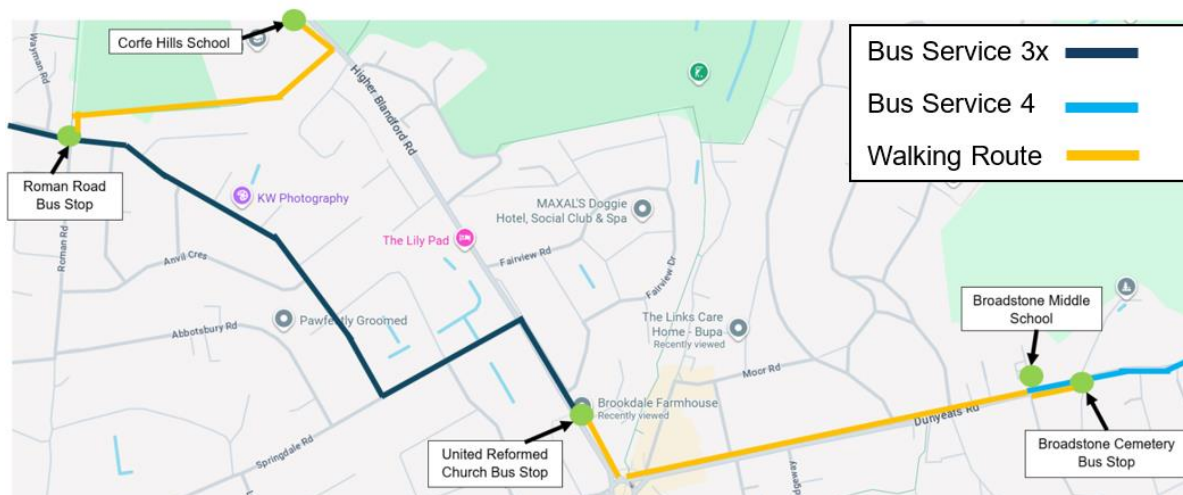
Service 425 timetable:

>>	425		425
<u>Wallisdown Roundabout, Tesco</u>	07:26	<u>Corfe Hills School</u>	15:20
<u>Mountbatten Roundabout, Fran...</u>	07:34	<u>Broadstone Middle School</u>	15:27
<u>High Howe Close</u>	07:36	<u>Merley, Willett Arms</u>	15:32
<u>Bearwood Co-op</u>	07:40	<u>Merley, Oakley Straight</u>	15:34
<u>Selkirk Close</u>	07:49	<u>The Lantern Church</u>	15:35
<u>De Montfort Road</u>	07:51	<u>Merley, Sopwith Crescent/Cock...</u>	15:37
<u>Queen Anne Drive</u>	07:53	<u>Selkirk Close</u>	15:38
<u>Egdon Drive</u>	07:55	<u>De Montfort Road</u>	15:41
<u>Merley, Sopwith Crescent/Cock...</u>	07:57	<u>Queen Anne Drive</u>	15:43
<u>The Lantern Church</u>	08:00	<u>Egdon Drive</u>	15:45
<u>Merley, Oakley Straight</u>	08:02	<u>Lynwood Drive</u>	15:47
<u>Julian's Bridge</u>	08:14	<u>Bearwood Co-op</u>	15:53
<u>Corfe Hills School</u>	08:23	<u>Wallisdown Roundabout, Tesco</u>	16:02
<u>Broadstone Middle School</u>	08:35		

Service 3x which operates from Wimborne via Corfe Mullen and Service 4 from Wimborne which operates via Merley are the most suitable alternative services. Walking distances for students will vary depending on which area they live and which school they attend.

Students in Corfe Mullen going to Corfe Hills School can disembark Service 3x at Roman Road for a 10 minute walk to school, whilst those at Broadstone Middle School can continue on Service 3x until the United Reformed Church, where it is a 15 minute walk to school.

Students in Merley can travel to Broadstone Middle School on service 4 which stops outside of the school, meaning minimal walking time for these students.



Students at Broadstone Middle School are required to be in school for at least 08:40 for registration. Students from the Corfe Mullen area can use the Service 3x which departs Wimborne at 07:43 and arrives at United Reformed Church bus stop just before 08:17 followed by the 15 minute walk to school. Students in Merley can use the Service 4 which departs Wimborne at 08:00 and arrives at the Broadstone Cemetery bus stop just before 08:27.

For students at Corfe Hills School, the only suitable option available is to Service 3x which departs Wimborne at 07:43 and arrives at Roman Road at 08:05, followed by the 10 minute walk to school. This means for any students residing in Merley they will need to make their way to Wimborne to connect with this service. This can be achieved by boarding Service 6 which departs Bournemouth at 06:45 and calls at Merley at 07:27.

<<	3x	4
<u>Wimborne Square [A]</u>	07:43	08:00
<u>Allenbourn Middle School</u>	-	-
<u>Merley, Oakley Straight</u>	-	08:10
<u>Corfe Mullen, Lockyers School</u>	07:54	-

>> 6		3x		4
Bournemouth Square [S]	06:45	Wimborne Square [A]	07:43	08:00
Bournemouth Railway Station [2]	06:53	Allenbourn Middle School	-	-
Winton Banks, Talbot Road [D]	07:00	Merley, Oakley Straight	-	08:10
Bournemouth University, Talbot...	07:05	Corfe Mullen, Lockyers School	07:54	-
Wallisdown, Talbot Drive	07:07	Hill View Post Office	08:01	-
Mountbatten Roundabout, Fran...	07:13	Highfield Estate, Lancaster Drive	08:05	-
High Howe Close	07:15	Broadstone, Broadway	08:17	08:27
Bearwood Co-op	07:19	Waterloo Road Garage	08:21	-
Merley, Brabazon Road	07:27	Wessex Gate Retail Park, Willis ...	08:27	-
Merley, Willett Arms	-	Poole Bus Station [F]	08:37	-
Wimborne Square [B]	07:37	Waterloo Estate, Milne Road	-	08:34
		Creekmoor, Borley Road	-	08:40
		Fleetsbridge, The Fleetsbridge	-	08:46
		Oakdale Library	-	08:49
		Poole Bus Station [E]	-	08:56

As mentioned, students residing in Wallisdown and Bearwood would have to make their way to Wimborne or Merley to connect with the most suitable service. The most suitable service available is the 06:45 Service 6 from Bournemouth, which passes through Wallisdown at 07:07 and arrives at Wimborne at 07:37 to allow students to connect with either 07:43 Service 3x or 08:00 Service 4.

Children's Services Comments regarding the proposed withdrawal of Service 425

The 425 serves a large area and the route travels through areas within Dorset Council (Wimborne and Corfe Mullen). The route was established as a dedicated school service funded by Children's Services to meet statutory home-to-school transport duties for pupils

entitled to free transport, at a time when demand for these journeys was significantly higher. An initial analysis of the impact of the withdrawal of this route is set out below.

Children Attending Broadstone First School or Broadstone Middle School

- There are no children attending Broadstone Middle School (or Broadstone First School) in receipt of home to school travel assistance who use the route.
- Eligibility for transport assistance for primary-aged children depends on the nearest suitable school, not the preferred school.
- There are surplus places at other local schools in the areas the route serves therefore we do not anticipate that primary-aged children attending Broadstone First or Broadstone Middle would be eligible for assistance on the grounds of distance to school.
- Details of any children who may be travelling on this route who are not eligible for home to school transport are not available.

Children Attending Corfe Hills School

- There are 4 children living in the Bearwood area who receive transport assistance in the form of a bus pass specifically for use on the 425. Two children are in Year 11 and their transport entitlement is likely to cease in July 2026, one child is in Year 10 and their entitlement is likely to cease in July 2027 and one child is in Year 9 and their entitlement is likely to cease in July 2028.
- In considering alternatives for the two children in Year 9 and Year 10, they both live in the same area and therefore they currently travel on route 425 at 07:39 in the morning, arriving at Corfe Hills School at 08:25 (journey time 46 minutes). The suggested alternative journey would be:
 - 07:15 Number 6 to Wimborne
 - 07:43 Number 3x from Wimborne to Roman Road
 - 08:05 9 minute walk to Corfe Hills School (total journey time 59 minutes)
- The suggested alternative is within the recommended maximum journey time of 75 minutes for secondary-aged children.
- Initial investigations into children living within the areas currently served by the 425 indicate that two Corfe Hills students who receive free school meals reside close to the route. Given the wide geographic area covered, it would be advisable to conduct further analysis to establish how many children are eligible for free school meals (who are currently not accessing transport assistance) and whether they may qualify for extended rights travel assistance, should the route be withdrawn at the end of July 2027.
- Note: We do not provide statutory travel assistance for Dorset resident children but there is likely to be some cross boarder movement of children accessing this route.

Route 425 Next Steps and Mitigations

- Work with schools to identify children with vulnerable identifiers and any other concerns
- Work with GIS colleagues to identify postcodes surrounding the route within a reasonable distance and investigate whether they would qualify for transport assistance under extended rights
- Include in Parent/Carer Guide to Applying for a School Place changes to available routes and explore other media for promoting awareness prior to withdrawal in July 2027.

Children's Service's Comments regarding Communication and Engagement Activity and Financial Implications with regards to Routes 40 and 425

Communications and Engagement Activity: Effective communication will be essential to help schools, families and children understand the changes and plan accordingly. Engagement with affected families and local schools is a critical part of this work and will need to be significantly stepped-up as the proposals progress. Proposed communications activity includes

- Direct engagement with affected schools and families. It will be important that services work collaboratively to agree how best this is achieved
- Journey planning support and promotion of child period tickets
- Support for walking and cycling alternatives

Financial Implications: Two of the dedicated school bus routes Route 40 and Route 425 are already funded by Children's Services because they were originally introduced to transport pupils who had a statutory entitlement to free home-to-school transport. These routes historically carried high numbers of eligible children, but usage has now fallen significantly, with only 1 eligible pupil on Route 40 and 3 on Route 425, making the services increasingly expensive to operate.

The phased withdrawal of school routes will have direct and time-limited financial implications for Children's Services. Children's Services must continue to meet the cost of these routes until they are fully withdrawn in line with the phased timetable to the end of the 2025/26 academic year for Route 40 and to the end of the 2026/27 academic year for Route 425, with £53k required in 2026/27 and a further £13k in 2027/28 to complete the transition.

Under Option 3, the main report confirms that £53,000 of the £138,000 council bus subsidy revenue required in 2026/27 relates specifically to Children's Services funding for these school routes, and that a further £13,000 will be required in 2027/28 to operate Route 425 until the end of the 2027 summer term.

Therefore, while the wider bus subsidy budget is proposed to reduce, Children's Services must continue to meet the transport costs associated with Routes 40 and 425 during the transition period until their respective end dates. This includes ensuring that eligible pupils continue to receive transport support in line with the Education Act 1996 while the phased changes take effect. These costs will therefore remain a Children's Services financial commitment across 2026/27 and into 2027/28, aligned to the timetable for the withdrawal of these school services and until the relevant academic-year commitments have concluded.

Appendix 6: Equalities Impact Assessment Conversation/Screening

Equality Impact Assessment: Conversation Screening Tool

[Use this form to prompt an EIA conversation and capture the discussion. This completed form or if needed, a full EIA report (form 3) will be published as part of the decision-making process **Please delete prompts before publishing**

What is being reviewed?	BCP Council agreed to a full review of all subsidised local bus service contracts ahead of a planned proposed commencement of the withdrawal of the Bus Subsidy budget starting in 2026/27 in accordance with the council's Medium Term Financial Plan. The Department for Transport (DfT) recommended a full review of the subsidised bus network would be required to potentially unlock Bus Service Improvement Plan (BSIP) revenue funding for bus subsidy. Most bus routes across BCP run without extra financial help from the council. However, some routes with fewer passengers, such as evening and Sunday services or those that serve areas away from the busy roads, need financial support (subsidy) to keep running. The council supports 24 local bus service contracts which can be categorised as follows: 6 x School Routes 8 x Monday to Saturday Daytime Routes 5 x Monday to Saturday Evening Routes 5 x Sundays Routes The review comprised of on-bus passenger surveys; analysis of passenger boarding information supplied by the bus operator, morebus; discussions with morebus; and a 'Have your say' public consultation which ran from 9 July to 18 August 2025. Cabinet will be considering the results of this review at its meeting on 4 February 2026. Following this consideration, Cabinet may recommend to Council reductions in bus subsidy funding which could potentially result in the withdrawal or reduction of some services. Post-consultation negotiations with the principal bus operator, Morebus, and discussions with the Bus Reform Team at the Department for Transport, have resulted in recommendations that would reduce the impact of the withdrawal of BCP Council subsidy.
What changes are being made?	The potential outcome of the review is that with effect from the summer 2026 timetable change (23 May), some

	services could be withdrawn; some may be reduced in frequency or route; and some services could be combined together.
Service Unit:	Transport and Sustainable Travel
Participants in the conversation:	John McVey – Sustainable Transport Manager Nick Phillips – Sustainable Travel Operations Team Leader Kevin Brolan – Senior Transport Officer Richard Barnes – Service Unit Equality Champion and part of Sustainable Transport Policy Team.
Conversation date/s:	9 September 2025; 1 October 2025; 8 January 2026; 15 January 2026
Do you know your current or potential client base? Who are the key stakeholders?	The Enhanced Partnership (EP) Board which includes the principal local bus company operating in the BCP Council area, Morebus, as well BCP Council Members and Officers. People that currently travel by bus in the BCP Council area, both locals and visitors and future bus users. Bus Passenger representative groups/organisations. Schools, business and organisations in the locations where changes to bus routes may impact on access. Organisations and support groups who could be impacted by people no longer having access to bus services – due to isolation and linked detriment to mental health and wellbeing.
Do different groups have different needs or experiences?	Information is available regarding the equality profile of people that currently use buses. Bus use is particularly common for those aged 17-20, aged over 70, for women and girls, most ethnic minority groups and people on lower incomes (National Audit Office). Children and young people use school buses and therefore they may be disproportionately impacted on school days/at school times if their school bus route is changed or withdrawn. As bus use is highest for over 65s, older people may be disproportionately impacted by bus routes being changed, merged, or removed. This may be because they can no longer drive or own a car. Bus routes being removed could cause them to no longer be able to get out and about,

	preventing them from socialising or grocery shopping and making access to medical appointments more difficult. People with a disability are more likely to use a bus, and so if their bus route is changed or withdrawn, they may find that they can no longer access the services they need, socialise with people, or get to appointments. A Bournemouth Council travel survey undertaken October 2018 to January 2019 showed that 60% of respondents had used a bus within the last 12 months. Locally bus use was for age – highest for over 65s and under 24s; disability – disabled people were more likely to travel by bus than people without a disability; ethnicity – ‘White Other’ and BME people were more likely to use buses than white British people; sexual orientation – all other sexual orientations were more likely to travel by bus than heterosexual people; religion – all other religions were more likely to travel by bus compared to Christians and residents from more deprived areas were more likely to use buses. A BCP Council residents survey from September 2021 suggested that younger age groups are more satisfied with local bus services, particularly the 16-24 age groups. Those aged 35-44 are less satisfied. This could be as car ownership is higher compared to younger people so with more of this group having a choice of transport, they are less satisfied. Whether a household has a car available may result in a different need or experience. This could be linked to socio-economic conditions, with households from less prosperous areas having lower levels of car ownership and more likely to rely on bus services for transport needs. A BCP Council survey ‘Bus Back Better’ from 29 November 2021 to 7 January 2022 to inform priorities for the Enhanced Partnership (statutory partnership between the Local Transport Authority and the bus operators), identified safety and security concerns travelling on buses and waiting at stops and interchanges, particularly Poole Bus Station. These concerns are likely to be more prevalent amongst certain protected groups including women and some ethnic groups. There are not any identifiable or known impacts specific to Marriage and Civil Partnership, Gender reassignment, human rights, the Armed Forces or those with caring responsibilities.
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	A Transforming Travel Survey (August 2022) identified: • Respondents aged 18-24 are significantly more likely to frequently travel by bus than respondents aged 25-64 • Respondents aged 65+ are significantly more likely to frequently travel by bus than respondents aged 35-64 • Respondents aged 18-24 are significantly less likely to use the bus 'infrequently' or 'hardly ever' than respondents aged 25-64 • BAME respondents are significantly more likely to choose 'frequently' and 'occasionally' than White British respondents • Respondents with no disabilities are significantly more likely to travel by local bus infrequently than respondents with disabilities • Retired respondents are significantly more likely to frequently travel by bus than respondents in employment • Respondents in employment are significantly less likely to travel by bus occasionally than unemployed, retired and economically inactive respondents • Respondents in IMD quintile 2 are significantly more likely to frequently travel by bus than respondents in IMD quintiles 3-5 • Mosaic groups with above average frequent bus use include group N – Urban Cohesion, O – Rental Hubs and I – Family Basics • Mosaic groups with the highest proportions of respondents who hardly ever use a bus are Group E – Senior Security, L – Vintage Value and D – Rural Reality The 2024 Transport Focus' "Your Bus Journey" survey of bus users in Bournemouth, Christchurch and Poole in 2024 identified that out of over 1,000 respondents: • 53% identified as Female, 43% identified as Male, 3% preferred not to say, 0% preferred to self-describe • 40% were aged 26 – 64, 29% were aged 16 – 25, 29% were aged over 65, 2% preferred not to say. • 32% stated they were affected by a physical or mental health condition lasting or expected to last over 12 months. • 77% described their ethnicity as White, 7% described as Asian, 6% described as Black, 6% preferred not to say, the remaining 4% described as Other. • 40% of respondents did not drive, 47% did say they had a car available to them, however 28% of these respondents said they preferred not to drive.
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	47% of respondents have access to a car through others at least “some of the time”. 26% of respondents did not have anybody available with a car to assist
Will this change affect any service users?	Yes. The proposed changes could see services reduced in frequency, reduced in route and destinations served, or withdrawn. Some services may be combined together. The proposed changes will impact on choices and routines of some service users who may find they will no longer be able to catch their usual bus and so will need to find alternative arrangements. The arrangements could include (but not limited to): - An alternative bus service from the same bus stop, but require changing to another service along the route to reach desired destination. - An alternative bus service from an alternative bus stop. - Use of cycle (private or micromobility hire) to reach destination or connect with alternative bus service. - Use of private car including reliance on friends/relatives. - Walking or wheeling depending on journey distance and ability. - Not travelling and relying on home visits/deliveries, unless an emergency. The recommended changes will result in the majority of routes remaining, though some of these will be with changes to routes and timetables, including some reductions. The main impact will be on passengers using two of the six dedicated school buses as these are recommended to be withdrawn at the end of the Summer Term 2026 (Route 40) and end of the Summer Term 2027 (Route 425). For each of the school services affected, an analysis has been undertaken to identify alternative journey and ticketing options on the local bus network, as well as the potential for walking and cycling. Changes may also impact into the wider community including to those not directly using these services. Potential positive and negative impacts are outlined in the sections below.
[If the answer to any of the questions above is ‘don’t know’ then you need to gather more evidence. The best way to do this is to use forms 2 and 3. <i>*Please delete prompts before publishing*</i>]	

What are the benefits or positive impacts of the change on current or potential users?	Where services are combined together, this could provide new transport links for residents to previously unserved destination. This would be dependent on the services combined, and whether these changes are seen by residents as beneficial to them. The review and outcomes from the consultation has assisted in providing information about up-to-date use of the supported bus network, enabling recommendations for the routes receiving financial support to better fulfil current user requirements. There hasn't previously been a full review undertaken of the entire supported bus network.
What are the negative impacts of the change on current or potential users?	The alternative provisions may be less convenient for all service users including increased walking to the bus stop, less frequent buses, slower routes or requiring changing services along the journey. These will have varying impacts depending on personal needs and circumstances of service users. The agreement by morebus to operate the evening and Sunday routes on a commercial basis (though with some timetable revisions) and the authorisation from the DfT to use Bus Grant revenue allocation (subject to conditions) will significantly reduce the impact on most passengers. Passengers using the two dedicated school buses proposed for withdrawal and still choosing or needing to travel by bus, are likely to have journeys that take longer and involve a change of buses and/or longer walks to and from the bus stop. There will also be fare implications for these passengers as different types of tickets will be needed (e.g. day ticket or season ticket). Some will need to pay more though others may find their fares are cheaper. Regular commuters on bus services including active workers and students may have to plan their journeys in consideration of the potential increase in both 'first mile' and 'last mile' elements as they have to travel further to connect with an alternative service (this includes instances where interchanging between services is required). This requires increased commuting time which can lead to increased disruption in instances where services are unreliable, which can impact on a service users work and education prospects. This added disruption will also impact how service users connect with key services such as medical appointments and local doctors' surgeries or at key hospital facilities. Having to use alternative bus services including

	interchanging between services can have a socio-economic impact, with users having to purchase additional tickets, (such as periodic or cross network tickets) instead of being able to purchase a 'single' or 'return'. This can increase pressure on personal budgets and can either lead to users finding alternative work/education provision with less reliance on commuting or can lead to users changing how they spend money on other items such as food and clothing. The potential for increased 'first mile' or 'last mile' elements of a passenger's journey to connect with alternative services can be increasingly difficult for older people and those with a disability, particularly mobility difficulties, and even more so if changing between bus services is required as part of this new journey. This can prove especially difficult for those with limited mobility to the extent that it may not be possible for them to undertake these longer journeys independently. This loss of independent living could lead to a decline in both physical and mental health. The additional journey to alternative bus services may make some groups such as women, disabled people or elderly feel less safe depending on how well the route is lit at night and whether there are any anti-social concerns in the area. This again can severely limit employment opportunity as well as social integration within the community.
Will the change affect employees?	Many employees and others in their households will use buses, to get to/from work, for work business travel and general personal travel. The BCP employee travel survey 2022 stated that 7% sometimes used a bus to travel to/from work, with bus as the main mode for 4%. The majority of bus routes are operated on a commercial basis and are therefore unaffected by this review. However, it is possible that some employees would be impacted by any reductions or withdrawals.
Will the change affect the wider community?	Yes. Some passengers (most likely to be school children using the two dedicated school buses proposed for withdrawal) could find they can no longer catch their usual bus and will either need to find an alternative route, an alternative mode of travel, or not travel at all. Some passengers will find they still have a bus but it is less convenient (longer walk to bus stop; less frequent; slower route; need to change services along route). Where households have access to a car – should a bus service no longer be available, this could lead to additional replacement car journeys adding to congestion on our roads and increasing pollution with linked detrimental

	health and environmental impacts. This is contrary to the BCP Council Corporate Strategy ambition to tackle climate change through sustainable policies and practice.
What mitigating actions are planned or already in place for those negatively affected by this change?	Negotiations with Morebus have resulted in their agreement to operate the evening and Sunday routes on a commercial basis and minimum impact on passengers is expected. In addition, the authorisation from the DfT to use Bus Grant revenue allocation (subject to conditions) will significantly reduce the impact on most passengers. Alternative journeys for school children currently using the two dedicated school buses proposed for withdrawal and transferring to the general bus network have been investigated. This has concluded that there are options available, albeit involving a change of bus and/or a longer walk to/from the bus stop.
Summary of Equality Implications:	The profile of people that use buses, from both national and local evidence, are groups the Equality Act is intended to benefit by advancing equality of opportunity between people who share a protected characteristic and those who do not. Much older, much younger age groups, people with a disability, women, other ethnic groups, other religions, other sexual orientations and residents from more deprived areas are all more likely to use buses, compared to others in their protected groups. Any deterioration in service following a decision to reduce or withdraw subsidised bus routes will disproportionately impact on these groups unless adequate mitigation actions can be put in place. Negotiations with Morebus have resulted in their agreement to operate the evening and Sunday routes on a commercial basis and minimum impact on passengers is expected. In addition, the authorisation from the DfT to use Bus Grant revenue allocation (subject to conditions) will significantly reduce the impact on most passengers. Alternative journeys for school children currently using the two dedicated school buses proposed for withdrawal and transferring to the general bus network have been investigated. This has concluded that there are options available, albeit involving a change of bus and/or a longer walk to/from the bus stop.