BCP Council Bus Subsidies Consultation 2025

Data Collection, Analysis and Reporting by Darmax Research

Introduction

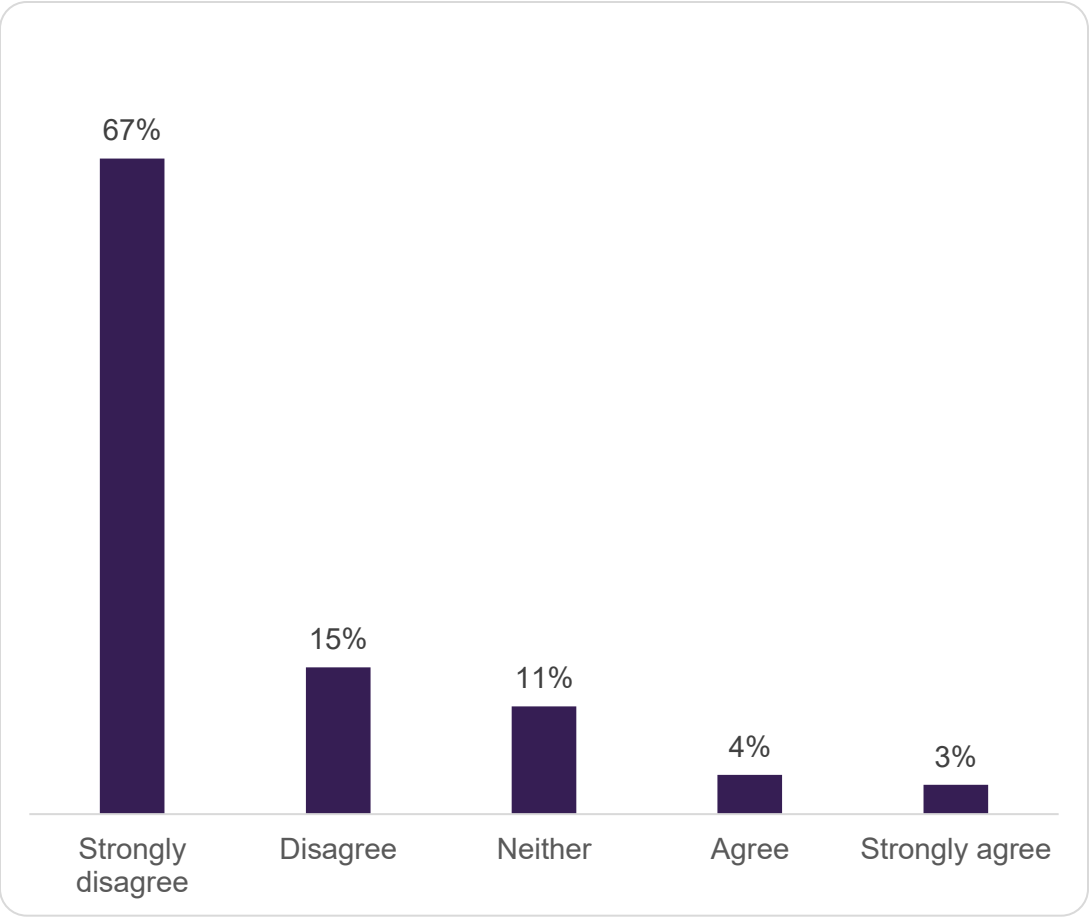
- BCP Council are undertaking a review of subsidised bus services to confirm whether council subsidies are still needed to provide services and to see if viable alternatives exist. The council supports 24 local bus service contracts, consisting of school services (n=6), Monday - Saturday routes (n=8), 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bus services, views and suggestions on the proposals and what users would do if the routes were reduced in frequency or withdrawn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use the school route 40 would have to rely on friends / family to get them or their child to school if the route was withdrawn, while 33% would have to drive.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 4use 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.

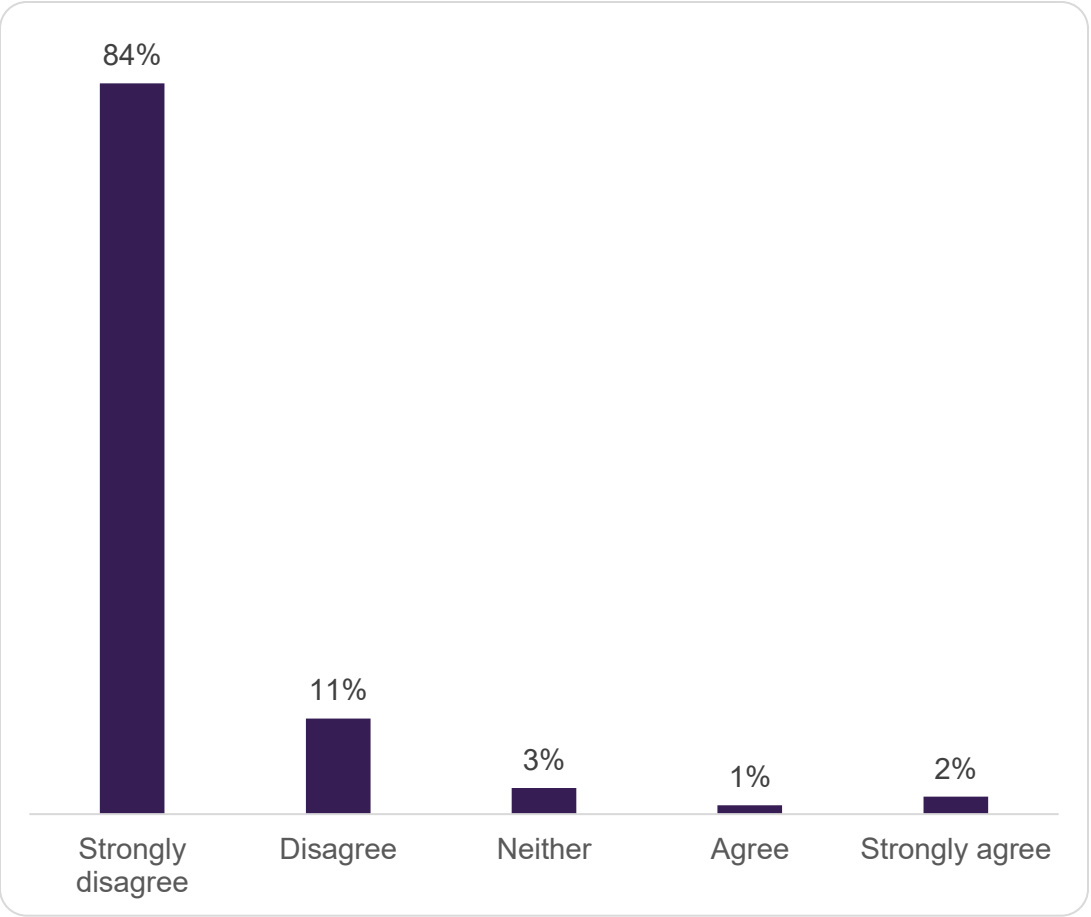
Other respondents commented that it would mean that they would be late to work, impact the hours that they could work and risk losing their job. These respondents also commented that it would cost them more money to get their child(ren) to school by other means.

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%).

89% 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%). 69% 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.

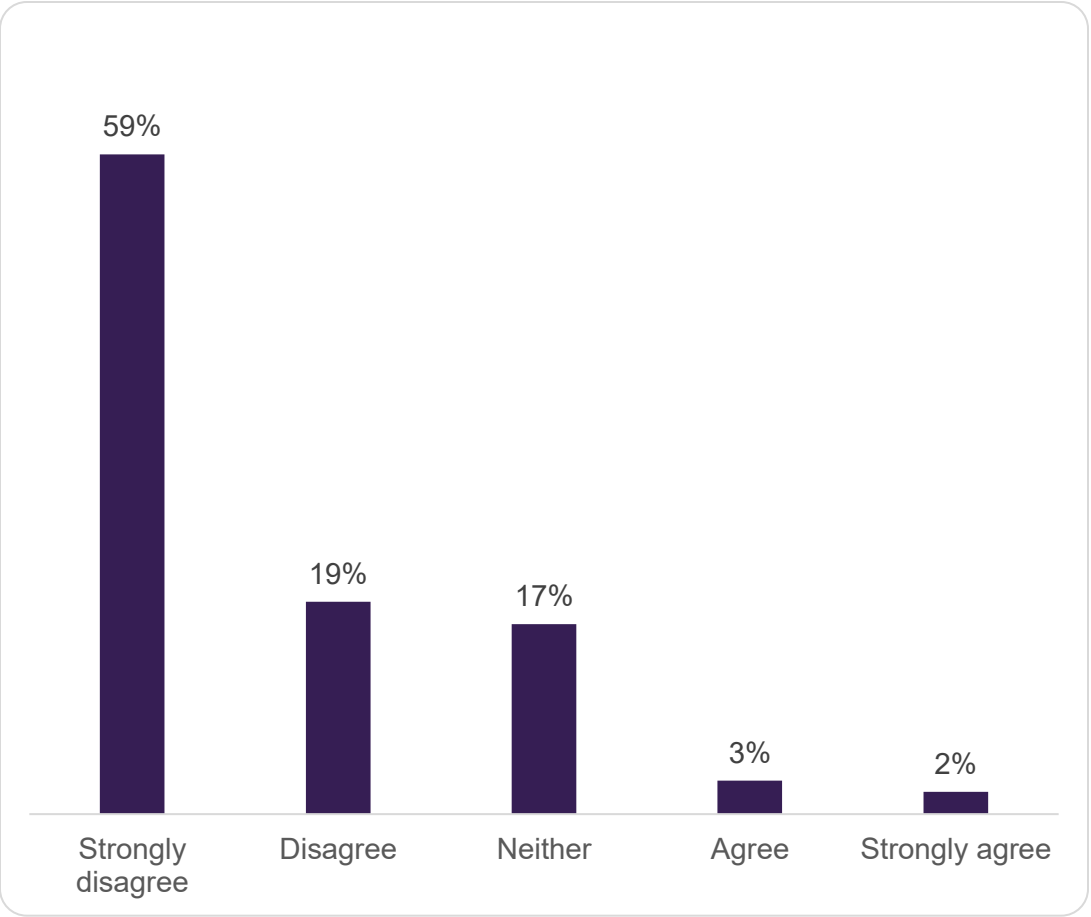
Many users would face significant additional and unaffordable costs from taxis or car use. Others anticipated impacts on their ability to reach work, leading to potential loss of employment.

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, 46% 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.

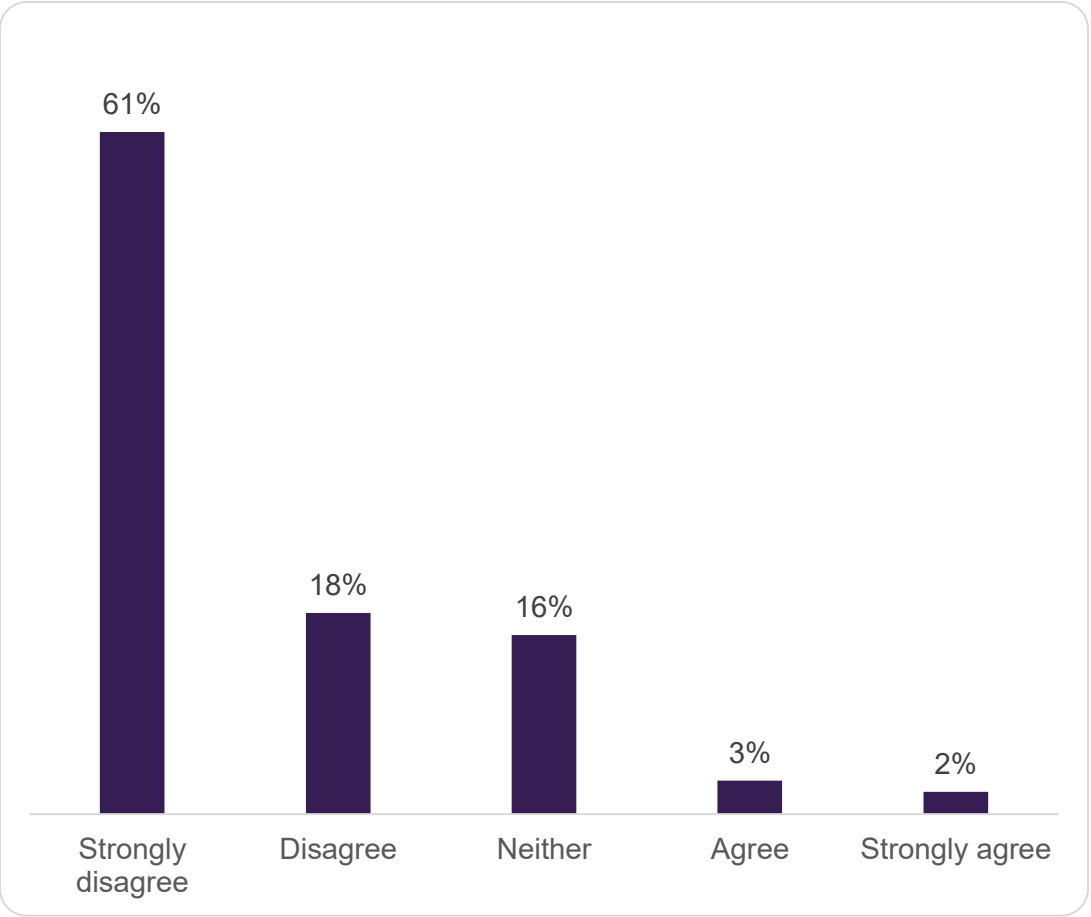
Many users would face significant additional and unaffordable costs from taxis or car use. Others anticipated impacts on their ability to reach work, leading to potential loss of employment.

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 69% 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 (63%) 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.