



CPT Coach facts

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About the coach sector



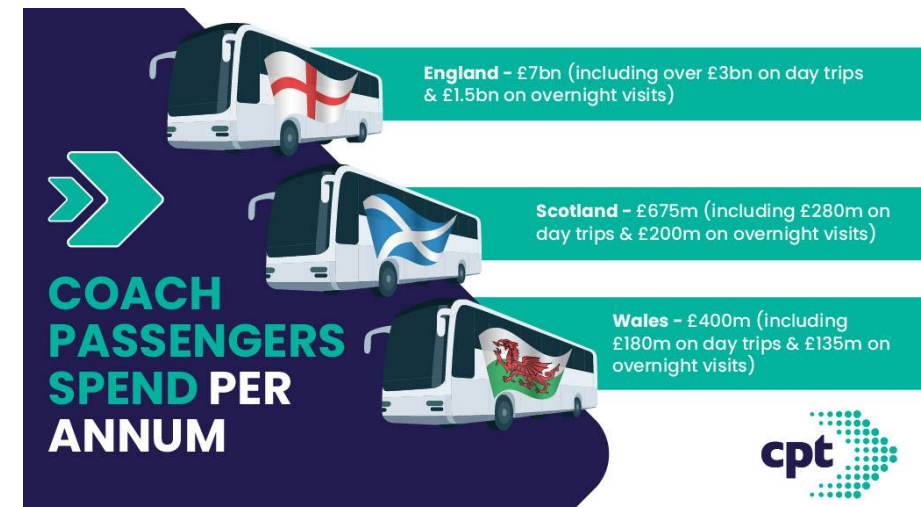
- There are an estimated 2,500 coach operators in the UK, providing over 450 million journeys every single year. This is equivalent to 40% of the journeys taken on the entire national rail network.¹
- Coaches are the main provider of home-to-school trips in Great Britain, facilitate airport transfers and intercity travel, and capture a large segment of the leisure travel market.
- Coaches are a highly flexible and resilient part of the transport sector, often stepping in to fill gaps left by other parts – including as rail replacement services.
- Unlike other segments of the transport sector, the coach market is populated by a very large number of SMEs, many of which are family-run businesses.



Economic contribution



- The coach industry directly employs 54,000 people in Britain, with a further 27,000 indirectly employed in supply chains.²
- The total value of direct, indirect, and induced employment, including wages, operating costs, operating profits, and taxes is estimated at as much as £6.4 billion per year.
- Coach passengers contribute £8.3 billion per year in local economies, made up of:
 - £5.4 billion is spent annual by coach passengers at tourist destinations.
 - £610 million is spent by international tourists.
 - £2.3 billion is spent by coach passengers who travel to shopping and leisure facilities.
- Without the availability of coach travel, it is likely that many of these journeys – some to remote tourist destinations – would not be made at all.



Local economies



Welcoming **one coach carrying 49 passengers** every day for a year could bring as much as...



£1M INTO A LOCAL ECONOMY



Environmental contribution

- Coaches already represent one of the most environmentally-friendly means of travel. In 2022, cars and taxis represented 59.6% of UK road emissions, with bus and coach representing 2.6%.³
- One standard coach is capable of removing up to 50 cars from the road. A 15% increase in coach journeys could save over a quarter of a million tonnes of carbon dioxide.⁴
- A standard petrol car journey emits twice the carbon dioxide per passenger kilometre of an equivalent coach journey.⁵
- Since 2019, over 80 zero emission coaches have been ordered, with over half of these now in service on UK roads.⁶
- However, the cost of low and zero emission coaches remains prohibitively high for many operators, slowing the transition.



Social contribution

- Coaches represent a cost-effective means of travel, with the average single coach ticket priced at as much as 80% less than the average single rail fare.⁷
- Moreover, coaches are one of the most flexible means of travel, and can be booked for bespoke purposes, thereby enabling people who might otherwise struggle to access public transport to travel.
- Coaches are responsible for taking over 600,000 children to school every day, as well as enabling thousands of students to undertake day and residential trips in the UK every year. Without coaches, the availability of these trips would be seriously restricted.
- Coaches also represent one of the safest modes of travel. In 2023, bus and coach occupants represented only 0.24% of road-based fatalities.⁸



Sources



1. KPMG, The economic impact of coach services, October 2024: <https://www.cpt-uk.org/media/zbvptkz1/241001-economic-impact-of-coach-services-final.pdf>.
2. Ibid.
3. Department for Transport, Greenhouse gas emissions from transport, 2022: <https://www.gov.uk/government/statistics/transport-and-environment-statistics-2024/greenhouse-gas-emissions-from-transport-in-2022>.
4. CPT Research, 2021.
5. KPMG, The economic impact of coach services.
6. Zemo, ZEB Market Monitoring Update, April 2024: https://www.zemo.org.uk/assets/workingdocuments/BWG-P-24-12_Zemo_ZEB_Market_Monitoring_Update_April_2024.pdf.
7. KPMG, The economic impact of coach services.
8. Department for Transport, Reported road casualties Great Britain: road user risk, 2023 data, September 2024: <https://www.gov.uk/government/statistics/reported-road-casualties-great-britain-road-user-risk-2023/reported-road-casualties-great-britain-road-user-risk-2023-data#fn:3>.