



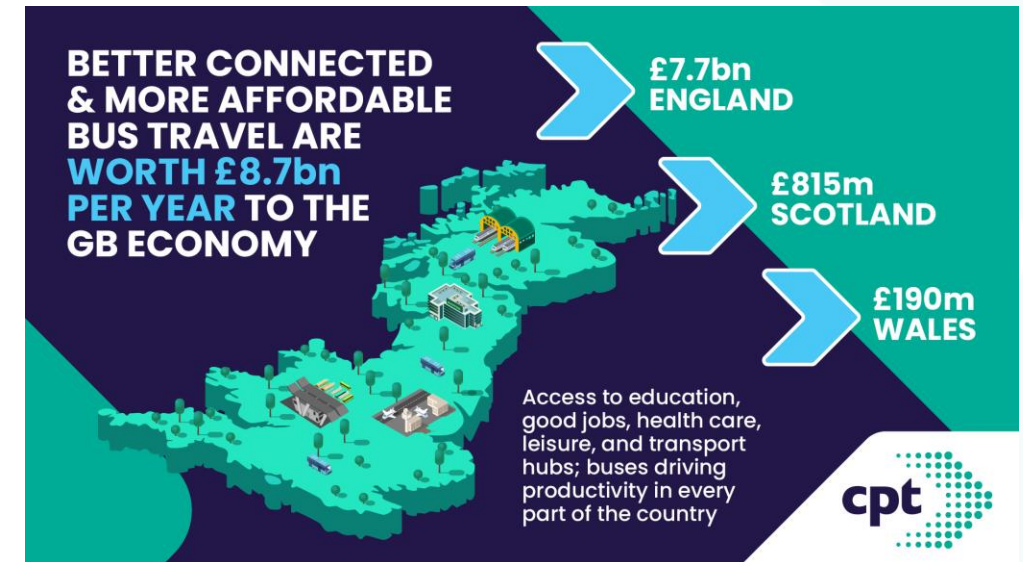
# CPT Bus facts

Updated January 2025

# A day in the life



- Buses travel over 3.4 million miles every day across Great Britain, equating to 1.2 billion miles annually, or 4.04 billion journeys. Bus journeys increased by 8% GB-wide in 2023-2024.<sup>1</sup>
- For every journey on the national rail network, 2.5 journeys are made by bus.<sup>2</sup>
- In England, they carry 10.2 million passengers each day, for a range of purposes:<sup>3</sup>
  - 25% of journeys were made to leisure activities
  - 21% of journeys took students to schools and colleges
  - 24% of journeys were made to shops
  - 21% of journeys took people to work<sup>4</sup>
- 62% of all public transport passenger journeys are made by bus, making it the most popular mode of public transport.<sup>5</sup>



# Economic contribution

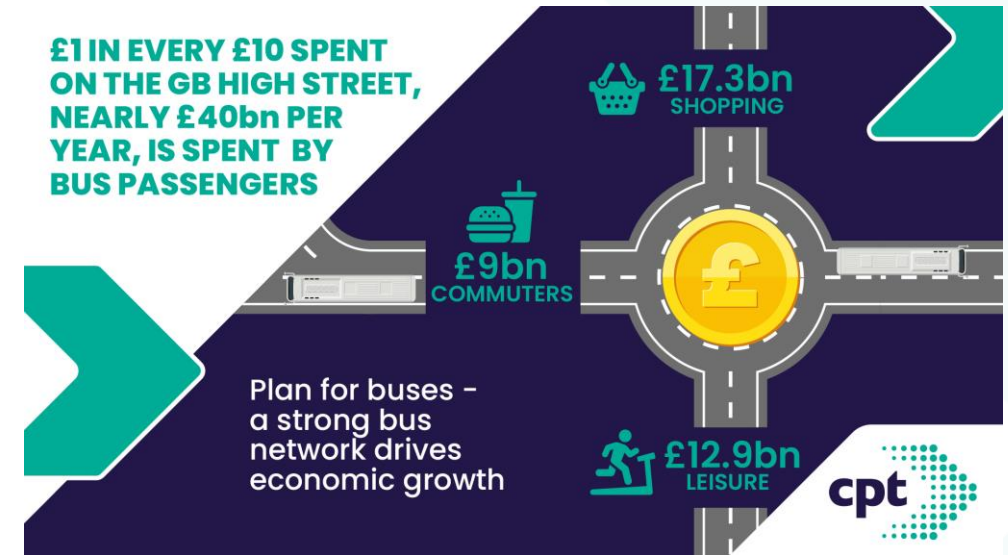
- The bus industry is a major employer – 106,000 people are directly employed in the provision of bus services, including 86,000 drivers.<sup>7</sup>
- In addition, almost 53,000 people are indirectly employed by the sector, working in supply chains including vehicle manufacturers, fuel suppliers, maintenance and parts, technology providers, and those responsible for bus stations, stops and depots.
- The total net value of direct, indirect, and induced employment, including wages, operating costs, operating profits, and taxes is more than £11 billion per year.<sup>8</sup>



# Local economies



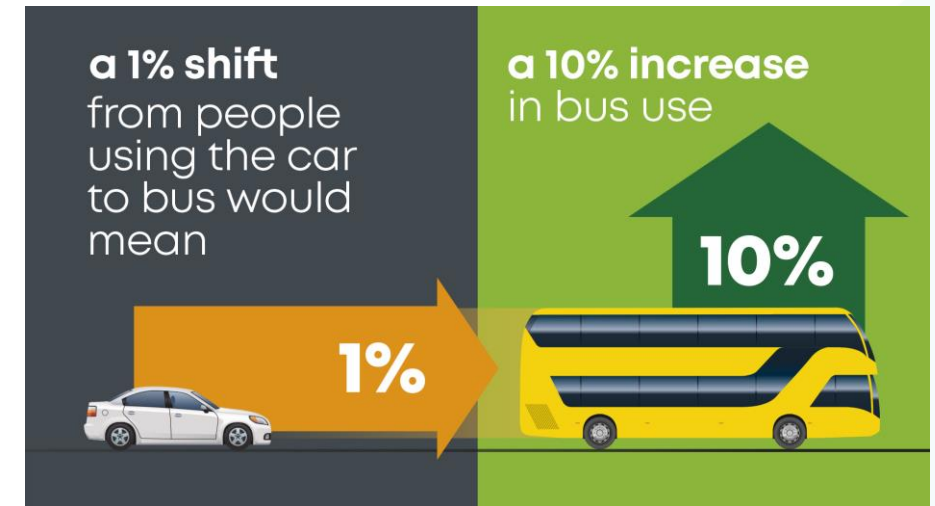
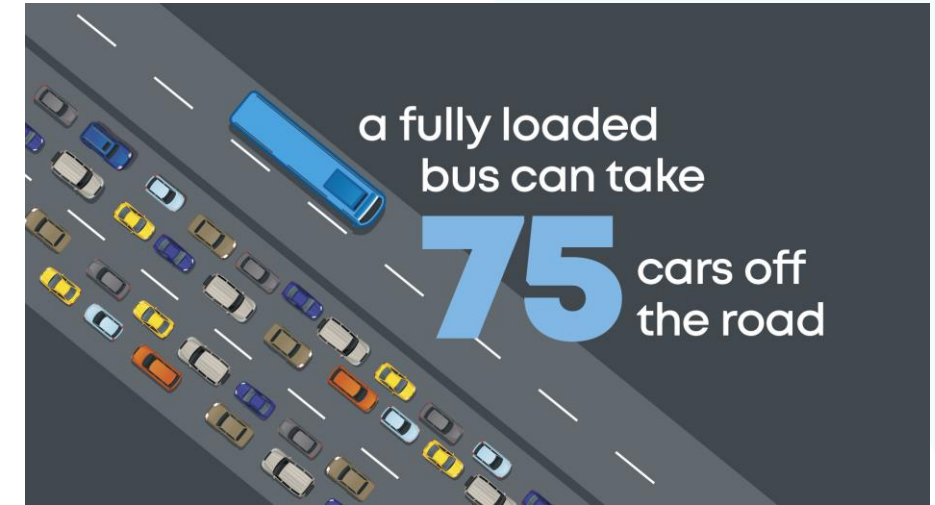
- Bus passengers spend £39.1 billion per year in local economies:
  - Leisure spend is £12.9bn
  - Commuter spend is £9.0bn
  - Shopping spend is £17.3bn<sup>9</sup>
- Bus passengers spend on average £32 per return journey in shops, cafes, restaurants and leisure facilities at their destinations.<sup>10</sup>
- Bus commuters earn £72 billion per year and generate additional tax revenue of more than £15 billion per year.<sup>11</sup>
- The bus sector spends £180 million per year on capital investment in UK-manufactured buses and generates £3.1 billion in wages.<sup>12</sup>





# Environmental contribution

- Aside from ZEBRA funding, private English bus operators have invested more than £2 billion in Euro VI and green bus technology over the last eight years. As part of ZEBRA funding, over £230 million was invested by operators through both the standard track and fast track ZEBRA schemes.<sup>13</sup>
- A fully-loaded double decker bus can remove up to 75 cars off the road. Bus priority measures can deliver 75% fewer emissions per bus passenger km than for car passengers.<sup>14</sup>
- Euro VI diesel cars emit 10 times more nitrogen oxide emissions per passenger/km than a Euro VI diesel bus.<sup>15</sup>
- A petrol car journey emits between 2.6 and 3.5 times more CO<sub>2</sub> emissions per passenger than the equivalent bus journey.<sup>16</sup>



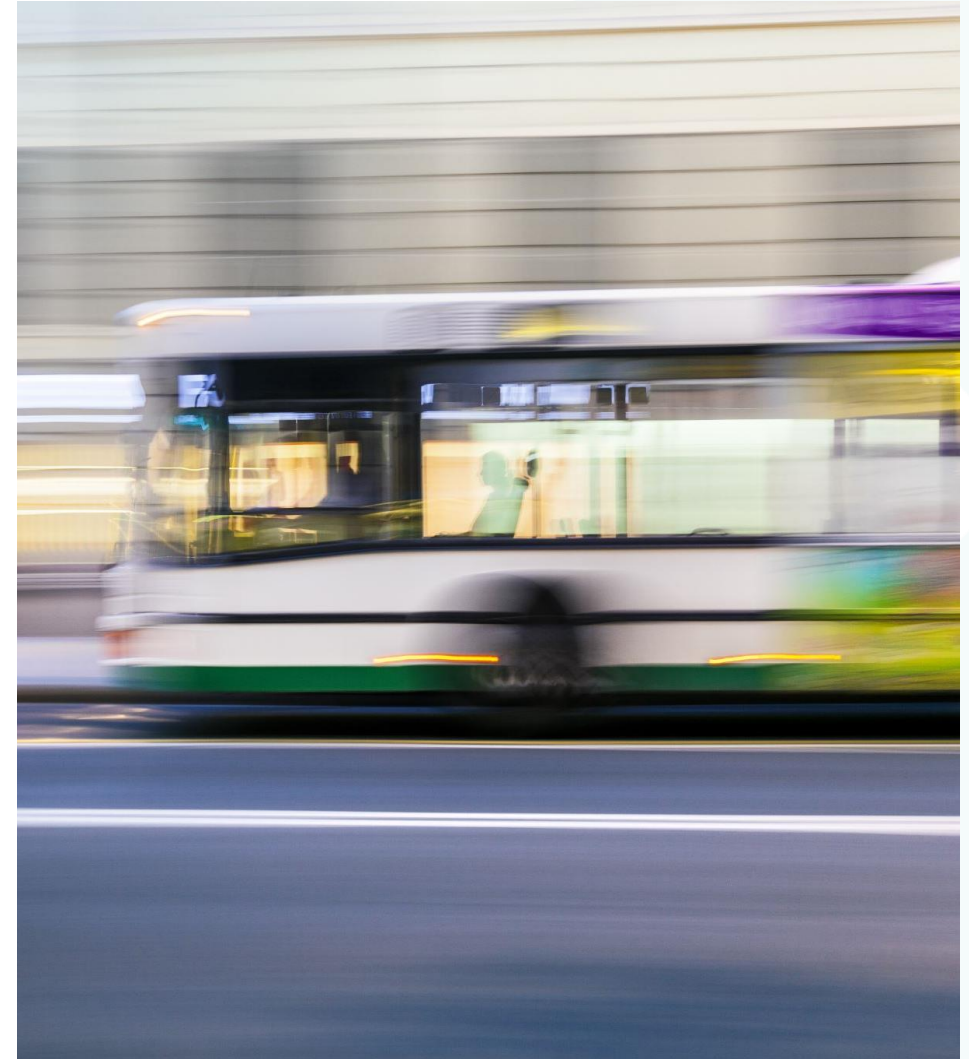
# Environmental contribution

- Buses and coaches account for just 2% of road transport nitrogen oxide emissions and 1% of particulate matter emissions, compared to cars and taxis which account for 32% and 21% respectively.<sup>17</sup>
- Transport accounts for 24% of the UK's Greenhouse Gas Emissions, of which cars account for 52%, with just 2% from buses and coaches.<sup>18</sup>
- 60% of people agree increasing the use of public transport is important to help the UK reach net zero.<sup>19</sup>



# Social contribution

- Research by the University of Leeds found a 10% improvement in local bus connectivity to be associated with a 3.6% decrease in social deprivation.<sup>20</sup>
- Bus passengers on average undertake at least 20 minutes of exercise per day as part of their journey, which will often be cycling or walking before or after their bus journey.<sup>21</sup>
- 11% of people over 65 would not travel at all if there were no bus services.<sup>22</sup>
- Buses provide an essential service for job seekers, more than three quarters of whom do not have access to a car.<sup>23</sup>
- Buses are essential for social inclusion. In England, 44% of low-income households have no access to a car, and use the bus over three times more a year than those from high income households.<sup>24</sup>



# Paying for buses



- In 2024, there were 604 million concessionary bus journeys, up 6% on 2023. £708 million was reimbursed to bus operators by TCAs, down 6%.<sup>25</sup>
- In England, 56% of revenue came from fare paying passengers and a further 13% from the government paying the fares of concessionary passholders in the year ending March 2024.<sup>26</sup>
- The Bus Service Operator Grant (BSOG) paid to operators fell by 63% between 2005 and 2024.<sup>27</sup>
- The price of an average day ticket was £5.29 in 2022, an increase of 6% over the last three years, and only 12% since 2009, well below the 60.5% increase in Retail Price Index, and the 71.1% increase in rail tickets since 2009.<sup>28</sup>

• N.B. The National Fares Survey is due to be updated in 2025 and will reflect the £2 and £3 fare caps.



# Passenger experience

- When surveyed:
  - 85% of passengers using buses outside London were satisfied with their journey.
  - 76% of commuters were satisfied with their bus journey to work.
  - 87% of passengers travelling to leisure activities were satisfied with their bus journey.
  - 77% of all passengers were satisfied with the helpfulness of their driver.
  - 82% of passengers were satisfied with their bus journey time.<sup>29</sup>
- Bus passengers have a higher satisfaction with value for money than rail passengers, 73% of bus passengers felt that their bus journey was good value for money, vs 57% of rail passengers.<sup>30</sup>



# Making buses better

- If we all took the bus instead of the car twice a month, by 2050 this would create:
  - A reduction of 15.8 million tons of CO<sub>2</sub> e, which equates to the total emissions of the North East in 2019.
  - Reductions in air quality pollution valued at £28 million, enough to pay for 800 nurses for a year.
  - £14.9 billion of health benefits, enough to build 33 new hospitals.
  - Reductions in congestion valued at £29.4 billion, more than the Gross Domestic Product of Manchester in 2019.<sup>31</sup>



# Making buses better



- A 10% decrease in bus speeds increases operating costs across the bus network by £400 million a year. This is money which could be spent on providing an improved service for passengers by, for example, improving bus frequency, quality and/or expanding the network.<sup>32</sup>
- A 10% increase in bus speeds - to just under 12 miles per hour on average - could reduce operating costs by 8%. If combined with increasing the cost of running a car, increased passenger demand could reach nearer 20%.<sup>33</sup>
- A 10% increase in bus speeds could allow each driver to cover an additional 34 miles every week. With 84,000 drivers employed in the sector, this alone could enable operators to provide an additional 135 million miles of services each year at no extra cost.<sup>34</sup>
- Across England bus speeds fell by 3.1% in 2018/2019 when compared with data from 2014/2015, which led to a 2.4% increase in the number buses required. If applied across the whole English fleet, this would equate to 574 additional vehicles, costing £120.5 million.<sup>35</sup>
- Bus priority measures can speed up buses and make them more reliable by keeping them out of congestion. Every £1 spent on investment in local bus priority measures can deliver up to £5 of economic benefit.<sup>36</sup>



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