# Bus Facts

#### (Figures are for GB unless stated)



## A day in the life

- Buses travel over 3.4 million miles every day across Great Britain<sup>1</sup>
- They carry over 10.2 million passengers a day<sup>2</sup>
- In England
  - 22% of journeys were made to leisure activities
  - 27% of journeys took students to schools and colleges
  - 22% of journeys were made to shops
  - 22% of journeys took people to work<sup>3</sup>
- 58% of all public transport passenger journeys are made by bus, making it the most popular mode of public transport<sup>4</sup>
- On average, people in England use the bus over 48 times a year<sup>5</sup>



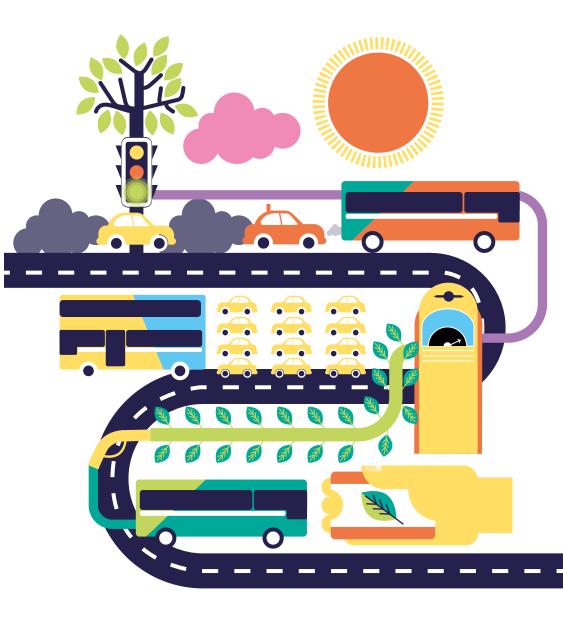
#### **Economic contribution**

- The bus industry is a major employer bus operators employ an estimated 103,000 full time equivalent staff, including 82,000 drivers<sup>6</sup>
- Bus passengers drive local economies, spending an average of:
  - £22 in the local area when at work
  - £28 on day time leisure trips
  - £39 on night time leisure trips
  - £41 on shopping trips<sup>7</sup>
- In total their annual contribution to the economy includes:
  - £9.2 billion spent in town and city centres while at work
  - £13 billion on leisure
  - £18.7 billion spent at the shops<sup>8</sup>
- In addition, previous research has estimated that bus commuters add around £64 billion a year to the economy<sup>9</sup>



#### **Environmental contribution**

- Aside from ZEBRA funding, English commercial bus operators have invested more than £2 billion in Euro VI and green buses technology of their own funds over the last eight years. And as part of ZEBRA funding, over £230 million was invested by operators through both the standard track and fast track ZEBRA schemes<sup>10</sup>
- A fully loaded double decker bus can remove up to 75 cars off the road<sup>11</sup>
- Euro 6 diesel cars emit 10 times more nitrogen oxide emissions per passenger/km than a Euro VI diesel bus<sup>12</sup>
- Buses and coaches account for just 2% of the UK's road transport nitrogen oxide emissions and 1% of particulate matter emissions, compared to cars and taxis which account for 32% and 20% respectively<sup>13</sup>
- Transport accounts for 26% of the UK's Greenhouse Gas Emissions, of which cars account for 52%, with just 2% from buses and coaches<sup>14</sup>
- 60% of people agree increasing the use of public transport is important to help the UK reach net zero<sup>15</sup>



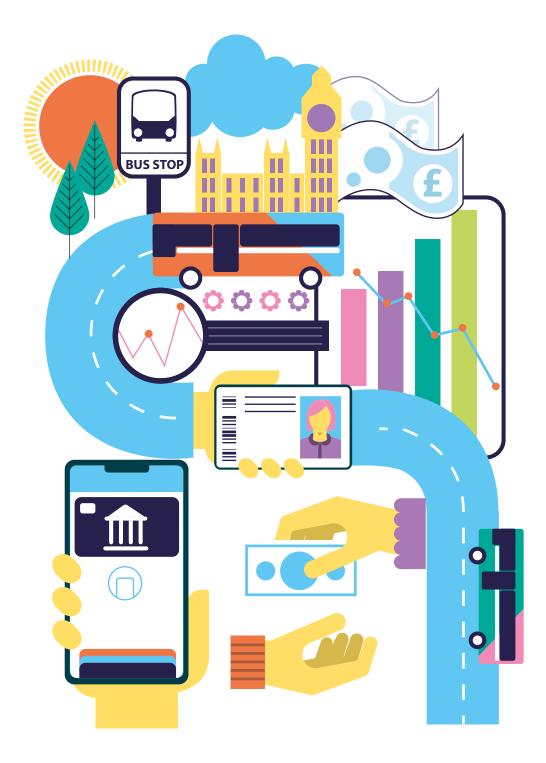
### Social contribution

- 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>16</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>17</sup>
- 11% of older people, aged over 65 years, would not travel at all if there were no bus services<sup>18</sup>
- Buses provide an essential service for job seekers, more than three quarters of whom do not have access to a car<sup>19</sup>
- Buses are essential for social inclusion. In England, 40% of low income households have no access to a car<sup>20</sup>, and use the bus over three times more a year than those from high income households<sup>21</sup>



### Paying for buses

- In England, 43% of revenue came from fare paying passengers and a further 17% from the government paying the fares of concessionary passholders during 2022<sup>22</sup>
- Regular support for English bus services in the form of Bus Service Operators Grant (BSOG) fell by 50.7% in real terms between the financial years ending 2005 and 2022<sup>23</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>24</sup>
- Regular bus users get an average of 22% discount when purchasing weekly tickets<sup>25</sup>
- On average, a weekly bus ticket costs
  2.6% of the average weekly wage<sup>26</sup>



#### **Passenger experience**

- When surveyed:
  - 85% of passengers using buses outside of London were satisfied with their journey<sup>27</sup>
  - 76% of commuters were satisfied with their bus journey to work<sup>28</sup>
  - 87% of passengers travelling to leisure activities were satisfied with their bus journey<sup>29</sup>
  - 77% of all passengers were satisfied with the helpfulness of their drive<sup>30</sup>
  - 82% of passengers were satisfied with their bus journey time<sup>31</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>32</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 CO2e, 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>33</sup>
- A 10% increase in bus speeds to just under 12 miles per hour on average - could reduce operating costs by 8%, or £250 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>34</sup>
- A 10% increase in bus speeds could increase passenger demand by 2.5%, if combined with increasing the cost of running a car, passenger demand could increase to nearer 20%<sup>35</sup>
- Nationally in 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  $\pounds120.5$  million<sup>36</sup>
- Bus priority measures can speed up buses and make them more reliable by keeping them out of congestion. Evaluation of previous schemes has shown that every £1 spent on investment in local bus priority measures can deliver up to £5 of economic benefit<sup>37</sup>



<sup>1</sup>DfT, Annual Bus Statistics 2023, BUS02b\_mi

<sup>2</sup>DfT, Annual Bus Statistics 2023, BUS01a

<sup>3</sup>DfT, National Travel Survey 2022, NTS0409a. Figures are for England only

<sup>4</sup>DfT, Transport Statistics Great Britain 2023, TSGB0102

<sup>5</sup>DfT, National Travel Survey 2022, NTS0303b; Domestic Transport Use by Mode. We have adjusted the figures for subsequent growth in 2023 using DfT's daily transport use figures. Figures are for England only.

<sup>6</sup>DfT, Bus Statistics BUS07a

<sup>7</sup>CPT and Opinium Polling 2023

<sup>8</sup>CPT and Opinium Polling 2023

<sup>9</sup>Buses and Economic Growth, University of Leeds, 2012

<sup>10</sup>CPT research and ZEMO figures

<sup>11</sup>Greener Vision Congestion is not just a drag on the economy, it kills. (greener-vision.com)

<sup>12</sup>Begg, D. (2017) "Improving air quality in towns and cities: why buses are an integral part of the solution", report for Greener journeys https://greenertransportsolutions.com/wpcontent/uploads/2017/04/Improving-Air-Qualityin-Towns-and-CitiesPROF-DAVID-BEGG-Final.pdf

<sup>13</sup>DfT, Energy and Environment, Pollutants, emissions and Noise, ENV0301

<sup>14</sup>DfT, Transport and environment statistics 2023

<sup>15</sup>Red Brick Road Polling

<sup>16</sup>Greener Journeys (2016) The Value of the Bus to Society

<sup>17</sup>KPMG (June 2017) The 'true value' of local bus services: A report to Greener Journeys 2017

<sup>18</sup>CPT and Opinium Polling 2023

<sup>19</sup>Johnson, D. Mackie, P., and Shires, J. (2014) Buses and the Economy II, Institute for Transport Studies, University of Leeds

<sup>20</sup>DfT, National Travel Survey, NTS0703. England only <sup>21</sup>DfT, National Travel Survey, NTS0705, Enaland only <sup>22</sup>DfT, Annual Bus Statistics 2022, BUS05i. England only <sup>23</sup>DfT, Annual Bus Statistics 2022, BUS05i. England only <sup>24</sup>TAS National Bus Fares Survey 2022 <sup>25</sup>TAS National Bus Fares Survey 2022 <sup>26</sup>TAS National Bus Fares Survey 2022 <sup>27</sup>Transport Focus, Bus User Survey, Edition 18 <sup>28</sup>Transport Focus, Bus User Survey, Edition 18 <sup>29</sup>Transport Focus, Bus User Survey, Edition 18 <sup>30</sup>Transport Focus, Bus User Survey, Edition 18 <sup>31</sup>Transport Focus, Bus User Survey, Edition 18 <sup>32</sup>Transport Focus, Bus User Survey, Edition 18 <sup>33</sup>The Decarbonisation Dividend WPI Economics 2022 <sup>34</sup>Industry Research <sup>35</sup>2FM Bus Industry Costs report 2022 <sup>36</sup>2FM Bus Industry Costs report 2022 <sup>37</sup>KPMG (June 2017) The 'true value' of local bus services: A report to Greener Journeys 2017



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