



Bus Facts

(Figures are for GB unless stated)



A day in the life

- Buses travel over 3.4 million miles every day across Great Britain¹
- They carry over 10.2 million passengers a day²
- 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 work³
- 58% of all public transport passenger journeys are made by bus, making it the most popular mode of public transport⁴
- On average, people in England use the bus over 48 times a year⁵



Economic contribution

- The bus industry is a major employer – bus operators employ an estimated 103,000 full time equivalent staff, including 82,000 drivers⁶
- 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 trips⁷
- 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 shops⁸
- In addition, previous research has estimated that bus commuters add around £64 billion a year to the economy⁹



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 deprivation¹⁶
- 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 journey¹⁷
- 11% of older people, aged over 65 years, would not travel at all if there were no bus services¹⁸
- Buses provide an essential service for job seekers, more than three quarters of whom do not have access to a car¹⁹
- Buses are essential for social inclusion. In England, 40% of low income households have no access to a car²⁰, and use the bus over three times more a year than those from high income households²¹



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 2022²²
- 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 2022²³
- 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 2009²⁴
- Regular bus users get an average of 22% discount when purchasing weekly tickets²⁵
- On average, a weekly bus ticket costs 2.6% of the average weekly wage²⁶



Passenger experience

- When surveyed:
 - 85% of passengers using buses outside of London were satisfied with their journey²⁷
 - 76% of commuters were satisfied with their bus journey to work²⁸
 - 87% of passengers travelling to leisure activities were satisfied with their bus journey²⁹
 - 77% of all passengers were satisfied with the helpfulness of their drive³⁰
 - 82% of passengers were satisfied with their bus journey time³¹
- 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 passengers³²



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 2019³³
- 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 network³⁴
- 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%³⁵
- 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 £120.5 million³⁶
- 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 benefit³⁷



- ¹DfT, Annual Bus Statistics 2023, BUS02b_mi
- ²DfT, Annual Bus Statistics 2023, BUS01a
- ³DfT, National Travel Survey 2022, NTS0409a. Figures are for England only
- ⁴DfT, Transport Statistics Great Britain 2023, TSGB0102
- ⁵DfT, 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.
- ⁶DfT, Bus Statistics BUS07a
- ⁷CPT and Opinium Polling 2023
- ⁸CPT and Opinium Polling 2023
- ⁹Buses and Economic Growth, University of Leeds, 2012
- ¹⁰CPT research and ZEMO figures
- ¹¹Greener Vision Congestion is not just a drag on the economy, it kills. (greener-vision.com)
- ¹²Begg, 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/wp-content/uploads/2017/04/Improving-Air-Qualityin-Towns-and-CitiesPROF-DAVID-BEGG-Final.pdf>
- ¹³DfT, Energy and Environment, Pollutants, emissions and Noise, ENV0301
- ¹⁴DfT, Transport and environment statistics 2023
- ¹⁵Red Brick Road Polling
- ¹⁶Greener Journeys (2016) The Value of the Bus to Society
- ¹⁷KPMG (June 2017) The 'true value' of local bus services: A report to Greener Journeys 2017
- ¹⁸CPT and Opinium Polling 2023
- ¹⁹Johnson, D. Mackie, P., and Shires, J. (2014) Buses and the Economy II, Institute for Transport Studies, University of Leeds
- ²⁰DfT, National Travel Survey, NTS0703. England only
- ²¹DfT, National Travel Survey, NTS0705. England only
- ²²DfT, Annual Bus Statistics 2022, BUS05i. England only
- ²³DfT, Annual Bus Statistics 2022, BUS05i. England only
- ²⁴TAS National Bus Fares Survey 2022
- ²⁵TAS National Bus Fares Survey 2022
- ²⁶TAS National Bus Fares Survey 2022
- ²⁷Transport Focus, Bus User Survey, Edition 18
- ²⁸Transport Focus, Bus User Survey, Edition 18
- ²⁹Transport Focus, Bus User Survey, Edition 18
- ³⁰Transport Focus, Bus User Survey, Edition 18
- ³¹Transport Focus, Bus User Survey, Edition 18
- ³²Transport Focus, Bus User Survey, Edition 18
- ³³The Decarbonisation Dividend WPI Economics 2022
- ³⁴Industry Research
- ³⁵2FM Bus Industry Costs report 2022
- ³⁶2FM Bus Industry Costs report 2022
- ³⁷KPMG (June 2017) The 'true value' of local bus services: A report to Greener Journeys 2017



Driving the industry forward for **50 years**