



Facts about the bus industry



Driving
the UK
forward





- Pre-pandemic, on average around 50 bus trips are made per person per year. [1]
- 60% of all public transport journeys are taken by bus. [2]
- 1% modal shift car to bus could see a 23% increase in bus demand. [3]
- The pandemic has shown the benefits of cracking congestion, with buses running 25% quicker during lockdown. [4]
- Research from the Active Travel Academy showing that one million more car journeys could be made as a result of Covid-19. [5]

The need to address air quality and the climate emergency has risen to the forefront of public and political consciousness. The facts below highlight the role buses will play to reach legally-binding Government targets:

- Operators have invested £2 billion over the last 5 years in new cleaner and greener buses, meaning the UK has its cleanest ever bus fleet. [6]
- A fully loaded double decker bus can take 75 cars off the road. [7]
- A brand new diesel car with a single occupant can emit more nitrogen oxides than a new bus carrying 50 or more passengers. [8]
- Buses and coaches account for just 6% of nitrogen oxide emissions from road transport compared to 71% for diesel cars and vans. [9]
- If everyone switched just one car journey a month to bus, there would be a billion fewer car journeys and a saving of 2 million tonnes of carbon dioxide per year. [10]
- In the UK 55% of greenhouse gas emissions from cars and just 3% are from buses. [11]
- In 2018 33% of nitrogen oxide emissions were from cars and just 2% were from buses. [12]
- In the UK buses are responsible for 3% of greenhouse gas emissions but deliver over 5% of the journeys we make. [13]



Buses are a vital part of the UK's economy. The facts below highlight the key contributions the bus industry makes:

- Buses are the primary mode of access to city centres facilitating 29% of city centre expenditure, contributing £21bn to the economy each year. [14]
- Pre-Covid 5 million trips were made by bus each day, which included: [15]
 - 1.3 million journeys for leisure purposes
 - 1 million people used the bus to get to school/college
 - 1.4 million people made journeys by bus for shopping purposes
 - Buses carried over 2 million people per day to work in 2019
- 1.4 billion shopping trips per year contributing £21 billion to the economy – nearly one third of city centre expenditure. [16]
- Pre-covid Bus commuters add £64 billion to the economy each year. [17]
- Buses provide an essential service for job seekers, more than three-quarters of whom do not have access to a car. [18]
- The bus industry is a major employer – local bus operators in England employ an estimated 100,000 full time equivalent staff. [19]
- Evaluation of past schemes has shown that every £1 spent on investment in local bus priority measures can deliver up to £5 of economic benefit. [20]
- A 10% decrease in bus speeds increases operating costs across the bus network by £400m a year. [21]



Buses serve a cross-section of society and keep people connected with friends, family, education and work opportunities and essential services. The points below illustrate how well-connected and reliable bus services can benefit society:

- 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. [22]
- It is thought that congestion has slowed bus speeds by, on average, 10% per decade, and that a 10% decrease in speed reduces patronage by at least 10%. [23]
- Before the pandemic 25% of car users said they would consider switching to buses if they were more reliable. [24]
- 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. [25]

Sources

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[3] Research carried out for CPT – not yet published

[4] CPT research

[5] <https://docs.google.com/document/d/18l-9NKiJrfqIR1d131k4YToY9l-UPEW2EucWL61IzpA/edit>

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[25]

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