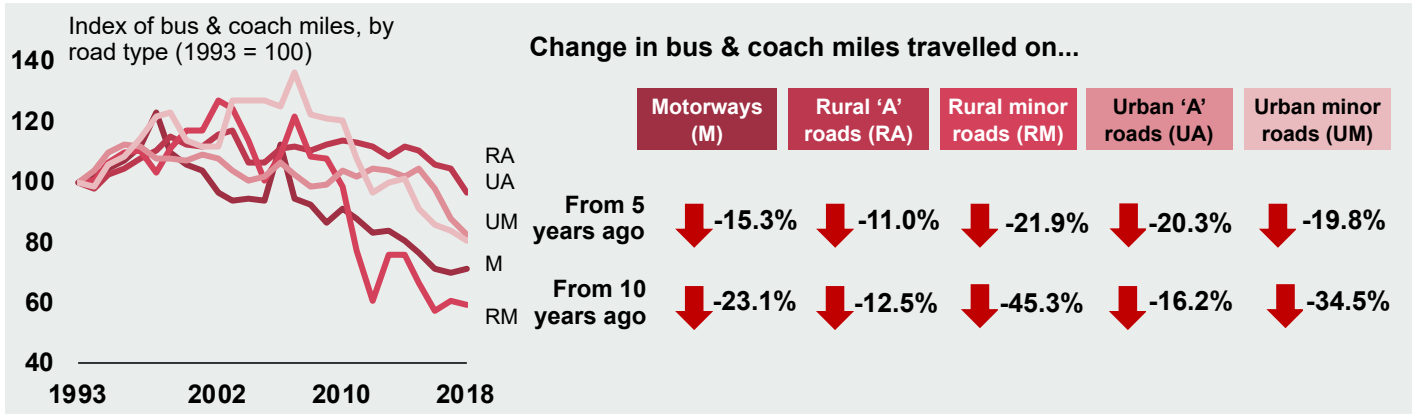
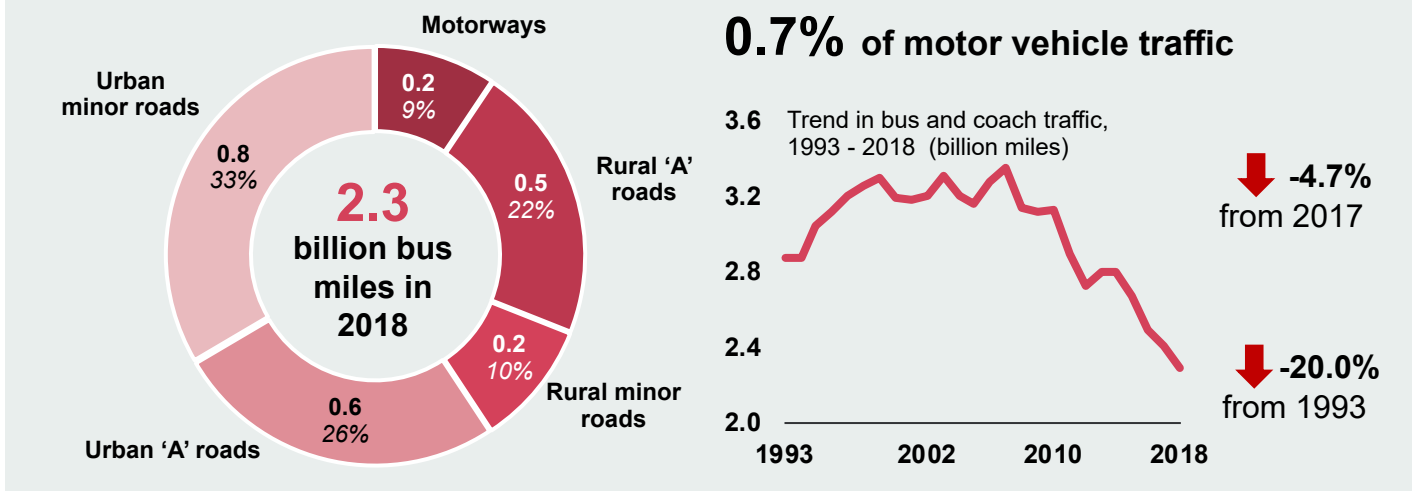




Buses & coaches

Bus and coach traffic fell by 4.7% between 2017 and 2018 - the largest decrease of any vehicle type. This is similar to the trend seen in recent years.



Local bus mileage and passenger mileage

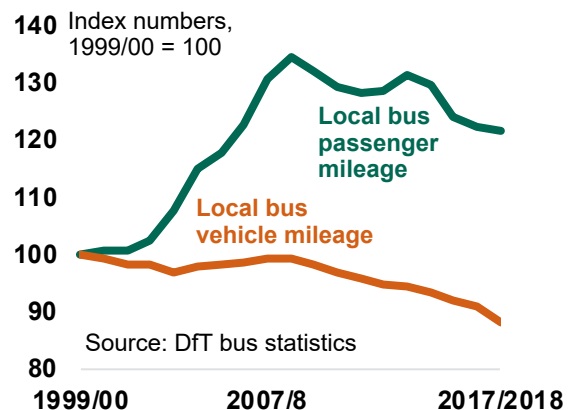
Changes in local bus services have a strong influence on the overall trend in bus and coach traffic, because local bus service mileage makes up a large proportion of the total (approximately 60%).

DfT bus statistics show that between 1999/00 and 2017/18, mileage of local bus services in Great Britain fell by around 12%. However, over the same period bus passenger miles rose by nearly one-quarter, from 13.9 billion in 1999/00 to 16.9 billion in 2017/18.

The difference in trend between vehicle mileage and passenger mileage reflects an increase in the average number of passengers travelling on each bus, from 8.4 passengers per bus in 1999/00 to 11.5 passengers per bus in 2017/18.

The large number of passengers per bus (in comparison to occupancy of cars, motorcycles and pedal cycles) means that, although bus and coach vehicle mileage is a similar level as motorcycle and pedal cycles miles, it accounts for an order of magnitude more trips by people.

Local bus vehicle mileage and passenger mileage, Great Britain 1999/00 - 2017/18



Long term trends: by road type

The majority (59%) of bus and coach miles in Great Britain are driven on urban roads, near to densely populated areas. This road type has, however, seen large decreases in bus traffic over the last decade.

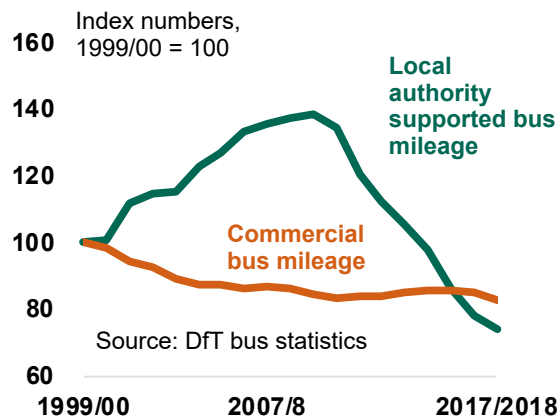
Since 2008, bus traffic has fallen 45% and 35% on rural and urban minor roads respectively. Bus traffic on rural and urban 'A' roads has also fallen over the same period but by a lesser amount (13% and 16% respectively).

The fall observed in bus and coach mileage over the last decade may partly be explained by the trends in local bus service mileage.

Local bus mileage in Great Britain fell 11% in the ten years since 2007/08. This was due to a decrease of 46% in local authority supported bus mileage in Great Britain outside London over the same period.

Increases in commercial bus mileage since 2010 have partially offset the decline in supported mileage, but these services may be more likely to use 'A' roads, causing a shift in mileage from minor to 'A' roads.

Supported and commercial bus mileage, Great Britain excluding London 1999/00 - 2017/18



DfT bus statistics

In addition to the estimates of bus and coach mileage published here, DfT also publishes statistics providing a wide range of information about [local bus services](#), mainly based on data from bus operators.

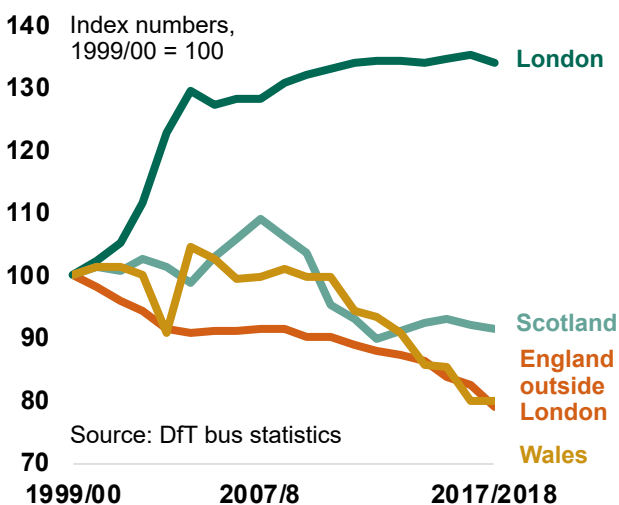
The bus statistics provide contextual information to help interpret the bus and coach traffic estimates.

Mileage estimates are available from both sources, and whilst they are not exactly comparable, it is estimated that local bus mileage makes up roughly three-fifths (1.5 billion vehicle miles) of all bus and coach traffic.

Long term trends: by location

Local bus services mileage trends since 1999/00 have not been consistent across the country.

Local bus vehicle mileage by country and London / non-London, 1999/00 - 2017/18



Local bus mileage in London rose rapidly until 2004/5, since when it has increased more slowly.

In the rest of Great Britain local bus mileage has seen an overall downward trend since 1999/00. The declines in Scotland and Wales have not been smooth, falling more rapidly since 2010.

Vehicle definition

Buses and coaches are defined as vehicles designed to transport people, which have a van chassis or larger, but excluding minibuses.

DfT road traffic statistics combine mileage of both public and private vehicles, because public and private vehicles cannot be distinguished in traffic counting surveys.

