

## Annual Bus Statistics 2010/11

This publication presents the latest annual statistics on the local bus sector in England, including passenger journeys, vehicle miles and levels of government support. The latest figures usually relate to the 2010/11 financial year.

Most of the data are derived from the department's main annual survey of bus and coach operators. This covers more than 1,000 Public Service Vehicle (PSV) operators of all sizes. However, certain statistics (including quarterly patronage estimates and annual statistics on finance and service reliability) are derived from smaller surveys of the larger bus operators.

**Important Note: Figures on bus support and revenue were updated in January 2012 to use final out-turn data for 2010/11.**



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### The key findings from Bus Statistics 2010/11 include:

- There were 4.6 billion bus passenger journeys in England in 2010/11. This is a 0.1 per cent increase from the 2009/10 level.
- Journeys in London increased by 1.4 per cent over this period and now account for nearly half (49 per cent) of all bus passenger journeys in England.
- Seasonally adjusted, passenger journeys in England in 2011 Q2 (April – June) were 0.8 per cent lower than in 2010 Q2.
- Bus vehicle miles in England increased by 0.1 per cent between 2009/10 and 2010/11, with 23 per cent of mileage outside London on local authority supported services in 2010/11.
- Bus fares in England were at the same level in real terms in March 2011 as in March 2010. 53.5 per cent of operating revenue for local bus services came from passenger fare receipts in 2010/11 (50.9 per cent in 2009/10).
- Net public funding support for local bus services in England decreased by 7.3 per cent in real terms between 2009/10 and 2010/11.

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### FURTHER INFORMATION

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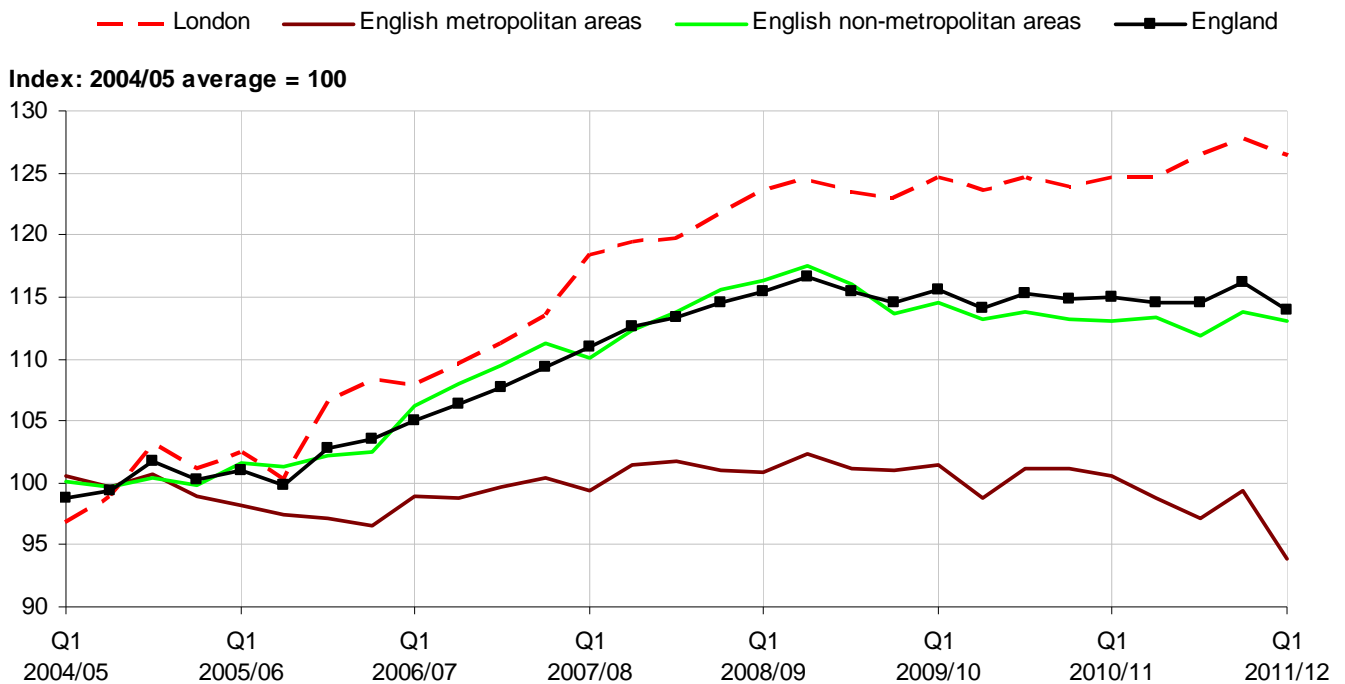
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# 1. Bus passenger journeys

This release contains final estimates of bus patronage for the financial year 2010/11, and provisional estimates for Q2 (April – June) 2011.

- **Bus passenger journeys** in England increased by around 15 per cent between 2004/05 and 2008/09, but have remained broadly flat since then, with an increase in London offset by decreases outside London (see chart).
- Between 2009/10 and 2010/11, journeys in England increased by 0.1 per cent to 4.61 billion, of which 2.27 billion (49 per cent) were in London. There were decreases of 1.7 per cent in metropolitan areas and 0.6 per cent in non-metropolitan areas, but an increase of 1.4 per cent in London.
- Latest quarterly estimates, for 2011 Q2 (April – June), compared with the corresponding period in the previous year (2010 Q2) suggest a further decrease in journeys in English metropolitan areas (6.6 per cent) with no change in non-metropolitan areas and an increase of 1.4 per cent in London.

**Quarterly bus passenger journeys in England, from 2004/05 (indexed 2004/05 = 100)**  
(Table BUS0106)



- In 2010/11 concessionary bus passenger journeys made up 34 per cent of all bus passenger journeys in England, the same as in 2009/10.

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## 2. Bus vehicle miles

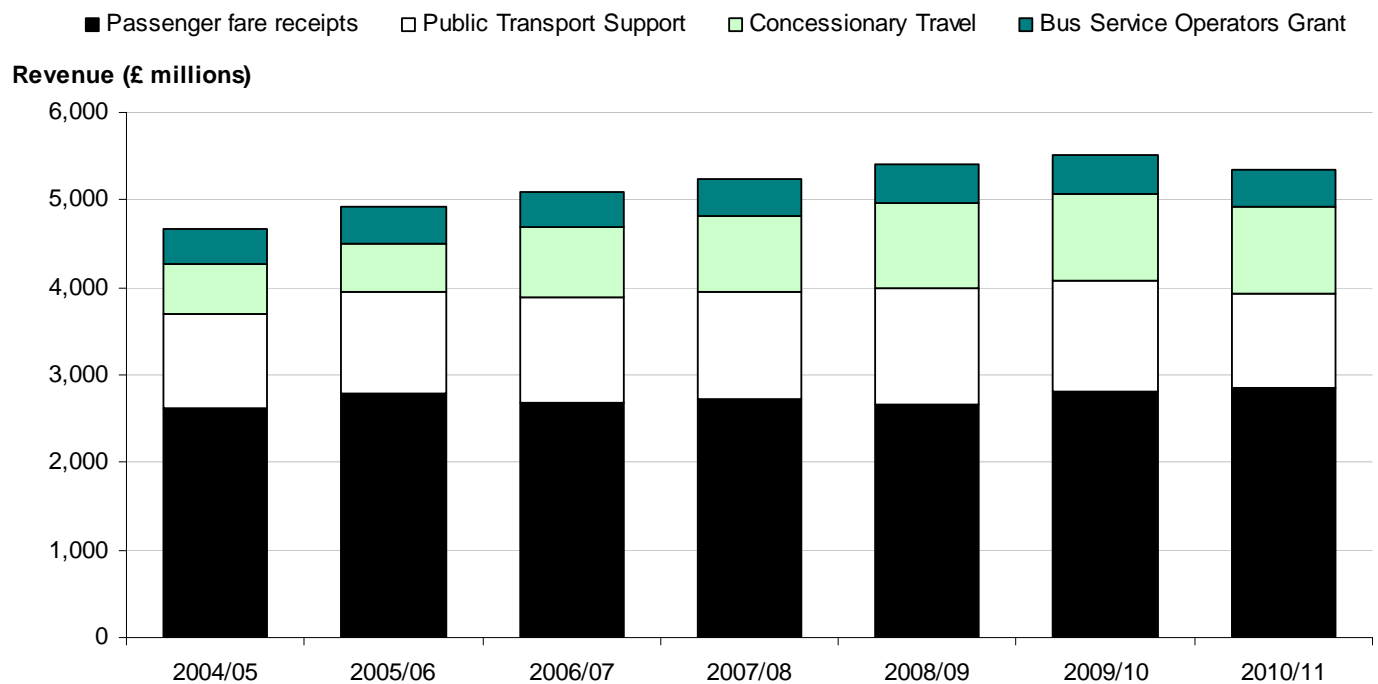
- **Vehicle miles** on local bus services in England have remained broadly unchanged since 2004/05, with between 1.30 and 1.34 billion miles each year. The 2010/11 estimate of 1.31 billion miles represents an increase of 0.1 per cent compared with 2009/10, with a 0.5 per cent increase in London bus mileage.
- In 2010/11 23 per cent of all vehicle miles in England outside London were on local authority supported (rather than commercial) services. This compares to 22 per cent in 2009/10. Around a quarter (26 per cent) of mileage in non-metropolitan areas was on subsidised services, compared with around a sixth (16 per cent) in metropolitan areas.
- Mileage in English non-metropolitan areas accounted for 51 per cent of total mileage in England in 2010/11 (the same proportion as in 2009/10).

Detailed statistics (tables and charts) on “Bus passenger journeys, vehicle miles and passenger miles” can be found on the Bus Statistics web tables<sup>1</sup>, table numbers BUS0101 to BUS0301.

## 3. Bus public funding support, fares, costs and revenue

- Provisional figures suggest that in real terms (i.e. adjusting for inflation), **operating revenue** on local bus services in England decreased by 3.0 per cent between 2009/10 and 2010/11, with a 14 per cent increase from 2004/05. Revenue per passenger journey remained broadly flat for England as a whole over this period, and was 116 pence per journey in 2010/11.
- In 2010/11, 53.5 per cent of revenue came from passenger fare receipts (50.9 per cent in 2009) with the remainder from public transport support, concessionary travel and Bus Service Operators Grant.
- **Bus fares** in England in March 2011 were 11.2 per cent higher than in March 2005 in real terms. Overall, fares were at the same level in March 2011 as in March 2010, with a 2.0 decrease in non-metropolitan areas and increases of 0.9 per cent in metropolitan areas and 1.4 per cent in London over this period.
- **Operating costs** for local bus services in England *outside London* fell by 4.1 per cent in real terms between 2009/10 and 2010/11, but have increased by 16 per cent in real terms from 2004/05. Costs per mile show similar patterns, as mileage has remained broadly flat over this period.

## Operating revenue for local bus services in England, from 2004/05 (at 2010/11 prices) (Table BUS0401)



- Total **net public funding support** for local bus services in England was £2.36 billion in 2010/11, of which 40 per cent was public transport support, 43 per cent concessionary travel funding and 18 per cent Bus Service Operators Grant (BSOG).
- The fall of 7.3 per cent in real terms in net public support between 2009/10 and 2010/11 was largely due to a reduction in public transport support in London. Since 2004/05, total net support has increased by 20 per cent, mainly due to a 78 per cent increase in funding for concessionary travel (following the introduction of statutory free off-peak bus travel for the elderly and disabled).
- Between 2009/10 and 2010/11 in real terms there was a 15 per cent decrease in net funding support in London, with a 5 per cent decrease in English metropolitan areas and a 1 per cent decrease in non-metropolitan areas.
- Central government subsidy for the bus industry (through BSOG) per passenger journey fell in real terms from 9.6 pence in 2009/10 to 9.1 pence in 2010/11, with a 10 per cent fall from the 2004/05 level in 2010/11.

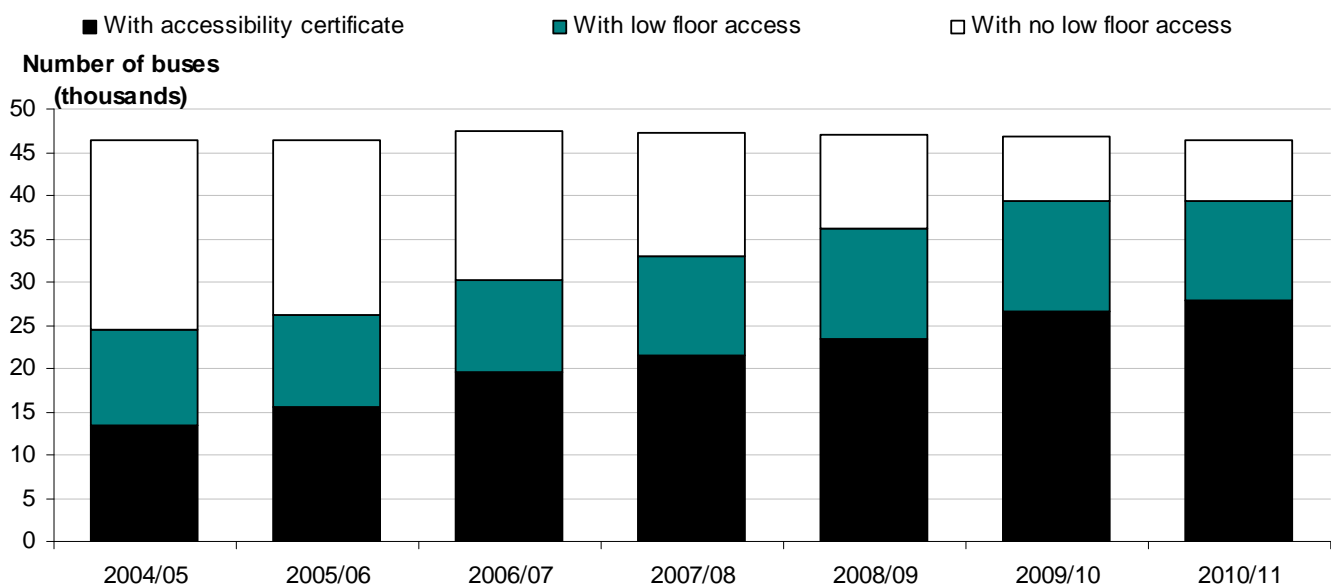
Detailed statistics (tables and charts) on “Bus Support, fares, costs and revenue” can be found on the Bus Statistics web tables<sup>1</sup>, table numbers BUS0401 to BUS0504.

## 4. Vehicles and staff

- In 2010/11 there were 84.5 thousand Public Service **Vehicles** (PSVs) in use by PSV operators in Great Britain, of which 46.3 thousand (55 per cent) were buses and the remainder minibuses and coaches. This represents a decrease of around 1,300 PSVs and 600 buses compared with the equivalent figures for 2009/10.
- In 2010/11, 60 per cent of all buses in Great Britain were issued with an accessibility certificate (the DDA PSVAR 2000 Certificate) and a further 25 per cent had low floor access (but no certificate). This compares to 29 per cent and 24 per cent respectively in 2004/05.

### Number of disability accessible or low-floor buses: Great Britain from 2004/05

(Table BUS0603)



- In 2010/11, 69 per cent of all buses in Great Britain had CCTV, compared to 42 per cent in 2004/05.
- In 2010/11, 63 per cent of buses in Great Britain had automatic vehicle location/GPS devices, an increase from 34 per cent in 2004/05.
- An estimated 33 per cent of buses in Great Britain had live ITSO smart-card readers in 2010/11.
- In 2010/11 171 thousand **staff** were employed by local and non-local PSV operators in Great Britain, with 131 thousand of these being platform staff (mostly drivers). The number of staff employed has remained broadly flat since 2004/05.

Detailed statistics (tables and charts) on “Bus staff and vehicles” can be found on the Bus Statistics web tables<sup>1</sup>, table numbers BUS0601 to BUS0704

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## 5. Strengths and weaknesses of the data

These statistics are derived from a number of sources, with the main source being the DfT annual Public Service Vehicle (PSV) survey of 1,600 bus and coach operators which provides data on passenger journeys, vehicle miles, revenue and costs, and vehicles and staff.

Many of these statistics have been collected on a broadly comparable basis from operators for many years, however following revisions to the methodology used to compile the published figures 2004/05 is the earliest year for which figures are comparable on exactly the same basis.

The PSV survey uses imputation techniques to derive key figures for operators who were either not selected in the sample for that year, or who did not respond. On occasion, imputations for earlier years can be improved using directly-reported data for later years. Minor revisions to back-data can occur as a result, although trends are rarely affected substantively. In addition, figures relating to public funding support for the latest year are provisional when first published, and based on applying year on year growth shown by budget data to the latest out-turn. These figures are revised as soon as out-turn data become available.

For the key indicators (passenger journeys and vehicle miles operated) the data provided by operators covers around or above 90 per cent of the total figure with the remainder imputed. Comparison with other sources suggests that, at aggregate (national) level, the statistics are likely to provide a reasonably robust measure of levels and broad trends.

However, figures representing smaller groups of operators and single year on year changes should be treated with caution as these are more susceptible to measurement errors (for example, an inaccurate return by an operator, or a change in an operators method of producing the figures required) which are more likely to even out at the national level. Regional, and particularly local authority, level figures should be interpreted with caution.

Further details of the full range of data sources and methods used in the production of these statistics can be found in the notes and definitions document (see link below).

## 6. Background notes

1. The web tables give further detail and regional breakdowns of the key results presented in this statistical release and statistics on other related topics. They are available here:

[http://www.dft.gov.uk/statistics?post\\_type=table&series=buses](http://www.dft.gov.uk/statistics?post_type=table&series=buses)

2. Full guidance on the sources and methods used to compile these statistics can be found here:

<http://assets.dft.gov.uk/statistics/series/buses/bus-notes-definitions.pdf>

3. National Statistics are produced to high professional standards set out in the National Statistics Code of Practice. They undergo regular quality assurance reviews to ensure they meet customer needs.

4. Details of Ministers and officials who receive pre-release access to these statistics up to 24 hours before release can be found here: <http://assets.dft.gov.uk/statistics/series/buses/pre-release.pdf>

5. The next Quarterly Bus Statistics release will be published on Thursday 15<sup>th</sup> December. It will contain estimates for 2011 Q3 (July to September). The next Annual Bus Statistics will be published in Autumn 2012.

6. Although this release only describes statistics for England, data are collected for the whole of Great Britain and the accompanying tables include figures for Scotland and Wales where relevant.