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Quarterly Bus Statistics, Great Britain Q2 2012

This Statistical Release presents data on local bus passenger journeys and fares in Great Britain up to Q2 (April to June) 2012, and annual statistics on bus punctuality.

Passenger journey figures are based on data collected from a panel survey of the largest bus operators, and are seasonally adjusted. The bus fares index is compiled from data provided by a representative sample of operators. Bus punctuality statistics are based on figures provided by local authorities.



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The key findings include:

Passenger journeys

Comparing Q2 (April to June) 2012 with the same quarter in the previous year:

- There was no change in bus passenger journeys in England with a 1.2 per cent increase for London, a 0.4 per cent decrease in metropolitan areas, and a decrease of 2.0 per cent in non-metropolitan areas.
- Over the same period there was a decrease of 1.6 per cent in passenger journeys in Scotland, and a decrease of 5.3 per cent in Wales.

Comparing Q2 (April to June) 2012 with the previous quarter, there was a fall of 2.1 per cent in seasonally adjusted bus passenger journeys in England, with falls in each area type. Quarter on quarter changes should be interpreted with caution.

Bus fares index

Comparing June 2012 with June 2011:

- There was an increase in bus fares of 6.5 per cent in England (5.4 per cent in London, 6.8 per cent in metropolitan areas and 7.6 per cent in non-metropolitan areas). The all items retail prices index increased by 2.8 per cent over this period
- Over the same period there was an increase of 5.4 per cent in fares in Scotland, and an increase of 9.6 per cent in Wales.

Bus punctuality

- In 2011/12, an estimated 82.7 per cent of non-frequent bus services in England ran on time (defined as between 1 minute early and 5 minutes 59 seconds late)

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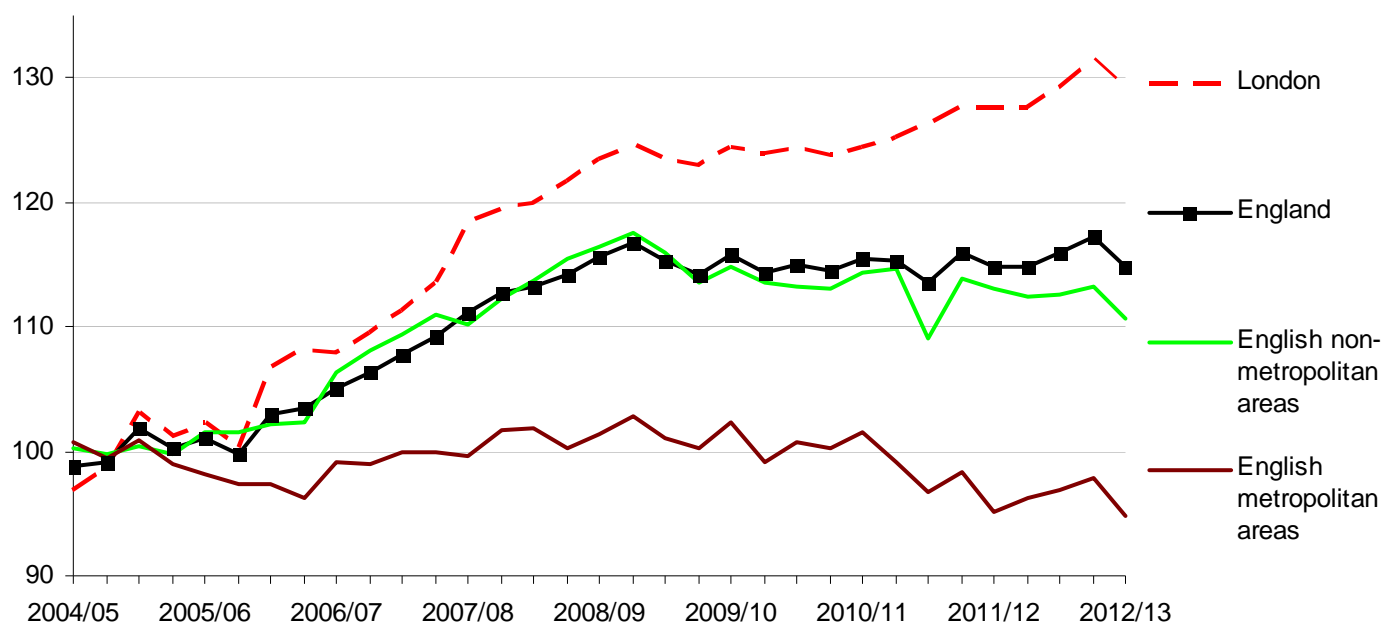
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1. Passenger journeys

- Bus passenger journeys in England increased by around 15 per cent between 2004/05 and 2008/09, a period in which the English National Concessionary Travel Scheme was introduced. Growth was greater in London, with a smaller increase in the metropolitan areas outside London over this period.
- Since 2008/09, passenger journeys have remained broadly flat, with continued growth in London offsetting a gradual decline in passenger numbers outside London.
- Though figures for individual quarters should be interpreted with caution, they show a fall in seasonally adjusted journeys of 2 per cent for England compared with the previous quarter, with falls in London, metropolitan and non-metropolitan areas.

Passenger journeys on local bus services by metropolitan area status: England, quarterly from 2004/05 [table bus0106, which also includes figures for Great Britain]

Index: 2004/05=100



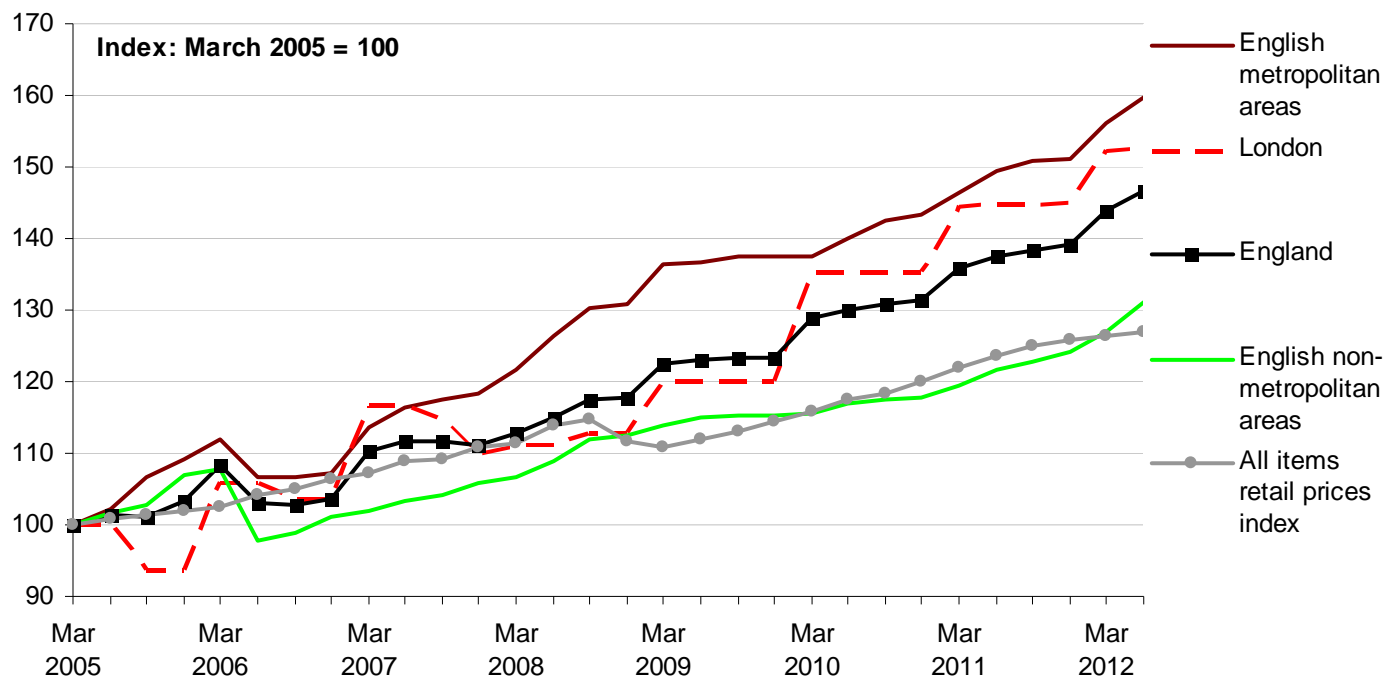
2. Bus fares index

- Average bus fares paid by passengers in England increased by 33 per cent between March 2007 and June 2012¹, with a greater increase in metropolitan areas (40 per cent) than in London (31 per cent) and in non-metropolitan areas (28 per cent increase). This compares with an 18 per cent increase in the all items retail prices index (RPI), which means that bus fares have increased in real terms over this period.
- The latest figures suggest that average fares paid have increased by 5.4 per cent between December 2011 and June 2012, compared with a 1 per cent increase in the all items RPI; this

¹ The launch of the English National Concessionary Travel Scheme (ENCTS) in April 2006 resulted in some passengers who had previously paid fares being able to travel for free. As the Bus fares index reflects changes in the average costs of bus travel across all users of bus services, the ENCTS launch resulted in a one-off downward step-change in the index between March 2006 and June 2006. However, passengers who were fare-payers both before and after the launch of the ENCTS would not have seen a reduction in the cost of bus travel. Therefore changes are reported from March 2007, after this one-off change. The chart below shows the trend from 2005.

means that bus fares increased by 4.3 per cent in real terms over this period. Bus Service Operators Grant, a central government subsidy to bus operators based on fuel consumption, was cut by 20 per cent in England in April 2012.

Local bus fares index (in current prices) by metropolitan area status: England, quarterly from March 2005 [table bus0415, which also includes figures for Great Britain]



A longer time series is available in the annual bus fares index (table [bus0405](#))

3. Bus punctuality

Bus punctuality statistics are based on data reported by local authorities, and are outside the scope of National Statistics. There are different measures of punctuality for frequent and non-frequent services, published in tables [bus0903](#) and [bus0902](#) respectively. A frequent service is one which has 6 or more buses per hour.

- In 2011/12, an estimated 82.7 per cent of non-frequent bus services in England ran on time (defined as between 1 minute early and 5 minutes 59 seconds late).
- This represents an increase from 79.4 per cent in 2007/08, although trends over time should be interpreted with caution as they can be affected by changes in methods used or reflect random variability arising from the nature of the data collection.
- Frequent services do not operate in all areas. However, the proportion of non-frequent buses on time varies by local authority. In 2011/12 the proportion ranged from 64 per cent (Darlington) and 95 per cent (Gloucestershire).

4. Related information

Annual statistics on the bus sector in Great Britain, covering a wider range of topics including mileage run, revenue and support, costs and vehicles and staff are published by DfT, usually in the autumn. The latest published figures are available here:

<http://www.dft.gov.uk/statistics/series/buses/>

5. Users and uses of these statistics

These figures provide up to date information on trends in the bus sector. Within the Department for Transport they are used for ministerial briefing and to answer public enquiries. Outside DfT, passenger journeys figures are used as a measure of the overall health/state of the industry, for example by private research organisations, and are occasionally reported in the trade press. Bus fares data are used by the Office for National Statistics in calculating the Retail and Consumer Price Indices and in the National Accounts. The bus punctuality figures are used to monitor progress for the DfT business plan indicator related to the proportion of buses running on time (<http://www.dft.gov.uk/publications/dft-business-plan-indicators-impact-03/>).

We welcome feedback on any aspects of the Department's bus statistics including content, timing and format, by email to bus.statistics@dft.gsi.gov.uk

6. Strengths and weaknesses of the data

Estimates of local bus **passenger journeys** are based on a quarterly panel of the 18 largest non-metropolitan operators, Passenger Transport Executives (for metropolitan areas) and Transport for London (TfL). Data from the quarterly panel is scaled to annual figures from the Department's main annual survey of 700 PSV operators, and figures are then seasonally adjusted.

For Q2 2012, responses were received from all of the 18 panel members, covering over 90 per cent of the journeys made in Great Britain. However, the quarterly figures are less precise than the annual statistics which aims to report on all journeys, including those covered by smaller operators.

Quarterly figures are subject to revision due to the nature of the seasonal adjustment, and scaling to annual figures. However, these will typically be minor and not affect overall patterns shown.

The quarterly **bus fares index** is based on a sample survey of around 100 bus operators and TfL. The index measures change in the gross yield. This is the change in passenger receipts (excluding concessionary fare reimbursement and subsidies from government) which would result from a fares change, assuming no change in passenger numbers. Operators supply information each quarter.

In total the operators selected cover around 85 per cent of passenger receipts in Great Britain, and the sample design ensures operators in each area are adequately represented. The survey response rate is high, recently over 90 per cent. The index has been compiled on a consistent basis for many years and so should measure trends consistently.

Data on actual fare levels are not collected. The index assumes no change in passenger behaviour and therefore may not reflect changes in the average fare actually paid (for example if passengers switch to a different ticket type, or choose not to travel, as a result of fare changes).

Bus punctuality statistics are based on figures supplied by local authorities, derived from either manual surveys or electronic information used to provide real time bus running information. Local authorities are given guidance to ensure consistency across the country. However, there are some differences in the approach used in different areas which may affect the comparability of data across areas and over time.

National figures are calculated by weighting the local authority figures, based on the number of services in a particular Local Authority from the National Public Transport Data Repository (NPTDR) which holds information on bus timetables as at October each year. Figures derived from the NPTDR are published in table [bus1001](#).

7. 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.

The quarterly passenger journeys table is **BUS0106**. It is available here:

<http://www.dft.gov.uk/statistics/tables/bus0106>

The quarterly fares index table is **BUS0415**. It is available here:

<http://www.dft.gov.uk/statistics/tables/bus0415>

2. Further guidance on the methods used to compile these statistics can be found here: <http://www.dft.gov.uk/statistics/series/buses/>
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-quarterly.pdf>
5. The next Quarterly Bus Statistics for Q3 (July to September) 2012 are due to be published on 13 December 2012.