

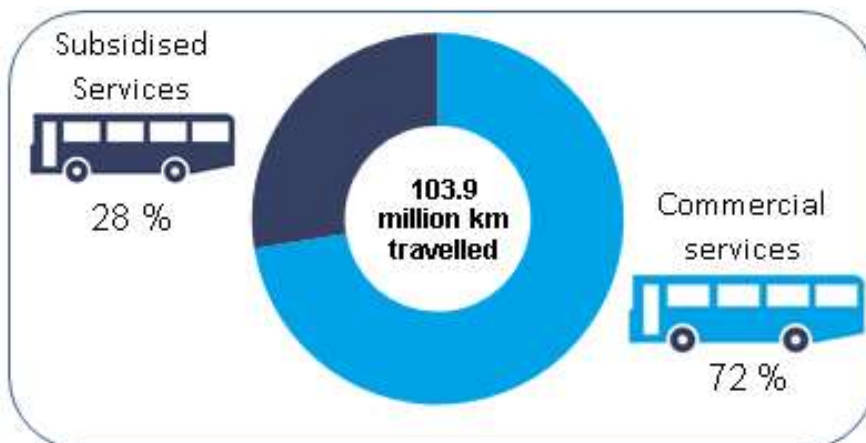


Public Service Vehicles in Wales, 2015-16

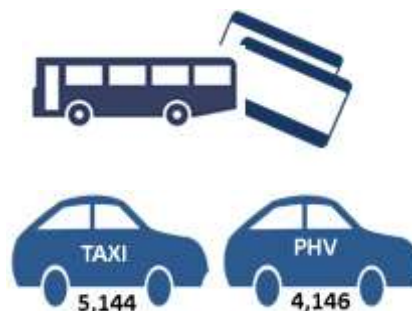
16 March 2017
SB15/2017

Key points

- Numbers of bus journeys have fallen consistently both in Wales and the rest of Great Britain over the past few years. This trend continued in Wales in 2015-16 albeit with a smaller decrease than seen in recent years.
- The local bus industry in Wales employed 4,990 staff and had 2,700 vehicles in operation during the 2015-16 financial year ([table 1](#) and [2](#))
- During the year 100.5 million passenger journeys were undertaken on local buses which travelled 103.9 million vehicle kilometres ([table 3](#));



- Bus fares in Wales increased by 0.4 per cent compared with the previous year, but when adjusted for inflation (real terms) a decrease of 1.1 per cent was reported rather than an increase ([table 5](#));
- Of all bus passenger journeys taken in Great Britain, 2.0 per cent of them took place in Wales ([chart 2](#)).
- In Wales, 5,144 taxis and over 4,146 private hire vehicles (PHV) were licensed by local authorities ([table 7](#)).



About this bulletin

This annual statistical bulletin reports on public service vehicles (buses, taxis and private hire vehicles) in 2015-16.

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The local bus industry in Wales

A local service is defined as “a bus service using Public Service Vehicles to carry passengers at separate fares over short distances”. The 2011 Census showed that 23 per cent of the population of Wales had no access to a car or van. Bus services are a vital part of Welsh economic and social life; every day people rely on the bus to get to work, for hospital appointments, visiting friends, go shopping and to access leisure services.

The local bus industry employed 4,990 staff and had 2,700 vehicles in operation at the end of March 2016 ([tables 1](#) and [2](#)). The 4,990 employed in 2015-16 represents a 2.4 per cent increase on 2014-15. The number of staff employed has remained broadly stable over the last 5 years, and in 2015-16 77 per cent (3,830) of staff were drivers, 14 per cent (680) of staff were maintenance staff and 9 per cent (480) were other staff ([table 1](#)).

Table 1: Number of staff employed on buses and coaches in Wales from 2011-12 to 2015-16 (a)

	<i>Thousands</i>				
Staff	2011-12	2012-13	2013-14	2014-15	2015-16
Drivers (b)	3.80	3.90	3.67	3.70	3.83
Maintenance staff	0.60	0.72	0.70	0.69	0.68
Other staff	0.40	0.49	0.49	0.48	0.48
All staff	4.80	5.12	4.86	4.87	4.99

Source: WG analysis of Department for Transport (DfT) data

Notes:

(a) As at 31 March at the end of each period e.g. 2014-15 relates to 31 March 2015.

(b) Includes other on-vehicle staff.

The number of local operated vehicles in Wales in 2015-16 was 2,700. This has decreased by 200 (9.3 per cent) since 2011-12, but has increased by 110 (4.9 per cent) since 2014-15 ([table 2](#)). These vehicles were operated on 1,091¹ registered bus routes (as of Sept. 29th 2015).

Table 2: Number locally operated bus and coach vehicles in Wales from 2011-12 to 2015-16 (a)

	<i>Thousands</i>				
	2011-12	2012-13	2013-14	2014-15	2015-16
locally operated vehicles	2.90	2.90	2.72	2.59	2.70

Source: WG analysis of DfT data

Notes:

(a) As at 31 March at the end of each period e.g. 2014-15 relates to 31 March 2015.

(b) Covers all operators who run local bus services, including those who also do non-local work (eg. Private hire, school contracts).

(c) Operators who do solely non-local work are excluded.

During 2015-16, 103.9 million passenger journeys took place on local buses which travelled 100.5 million vehicle kilometres with just over three quarters of this distance travelled on commercial routes (see infographic on [page 1](#) and [table 3](#)). The number of vehicle kilometres travelled and passenger journeys have decreased year on year since 2011-12. The 2015-16 figures represent a 2.5 per cent and 0.8 per cent decrease on the 2014-15 figures and a 10.9 per cent and 13.4 per cent decrease on the 2011-12 figures for vehicle kilometres and passenger journeys respectively.

¹Consultation - Bus and Community Transport in Wales, BCT 09 Traveline Cymru response to consultation www.senedd.assembly.wales/ConsultationDisplay.

Table 3: Vehicle kilometres and passenger journeys on buses and coaches in Wales from 2011-12 to 2015-16

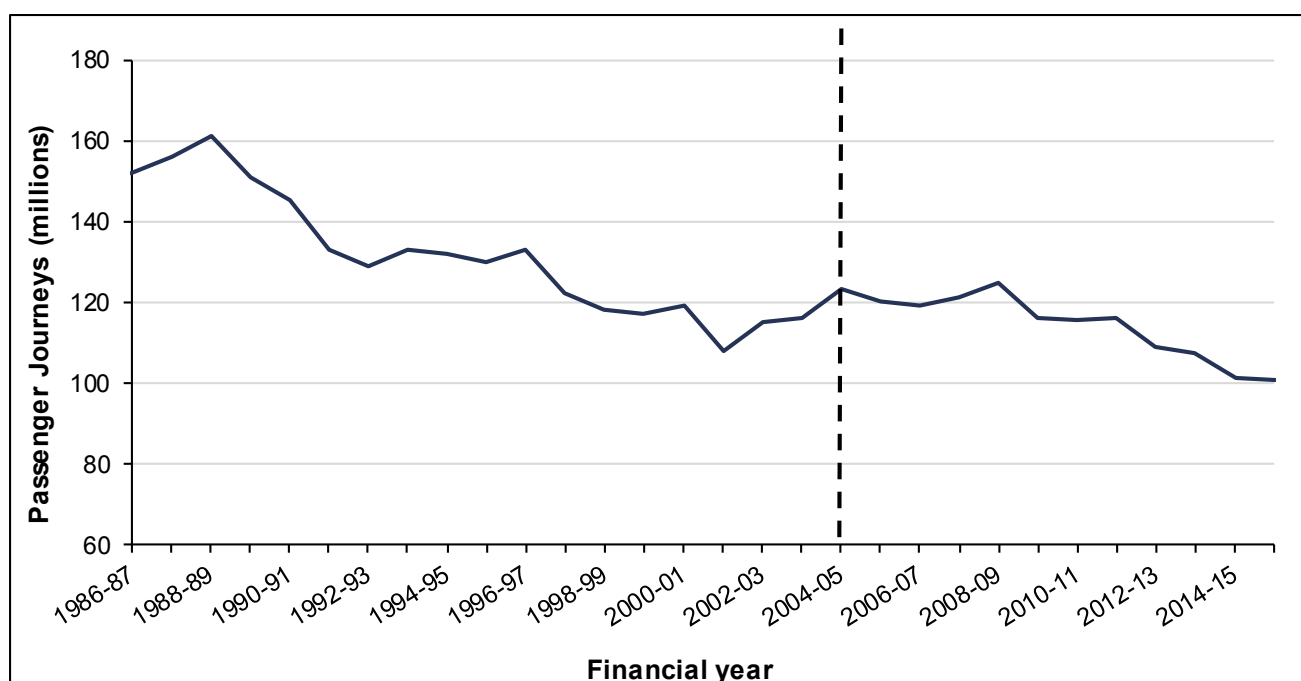
	<i>Millions</i>				
	2011-12	2012-13	2013-14	2014-15	2015-16
Vehicle kilometres travelled					
All local services	116.7	116.0	112.6	106.6	103.9
Commercial services	82.0	83.0	82.8	77.2	80.7
Subsidised services	34.8	33.0	29.8	29.4	23.3
Passenger journeys					
Local services	116.0	109.0	107.2	101.3	100.5

Source: WG analysis of DfT Public Service Vehicle Survey, Transport for London

[Chart 1](#) shows the numbers of passenger journeys that took place between 1986-87 and 2015-16. For the most part, passenger journeys have been declining since 1986-87 to the present day, with a 34 per cent decrease in passenger journeys observed in 2015-16 when compared to 1986-87. This increase may in part be due to the concessionary fares passes for the elderly and they disabled being extended in 2002.

Since 2008-09 to present day passenger journeys have showed a continuing downward trend, with large year-on-year falls in 2009-10 (7 per cent decrease) and 2014-15 (6 per cent decrease). The decrease between 2014-15 and 2015-16 was the smallest decrease observed during this time (0.8 per cent decrease).

Chart 1: Local bus journeys in Wales from 1986-87 to 2015-16



Source: WG analysis of DfT Public Service Vehicle Survey, Transport for London

Notes:

(1) From 2004-05 there was a break in the local bus series due to changes in the estimation methodology

The local bus industry in Wales compared with the rest of Great Britain



Local Bus Services – Fares

[Table 4](#) shows how bus fares in Wales have changed, in comparison to bus fares in Great Britain as a whole. Fare prices are indexed to equal 100 in 2005, so the relative price changes in bus fares since 2005 are easily shown. Figures on the left half of the table are in current prices (actual prices paid); figures on the right half are in constant prices (adjusted for the effect of inflation). The data shows that bus fares have increased in both Wales and in Great Britain.

The most recent data for Wales shows that there was a price increase of 0.4 per cent in current prices between 2015 and 2016; however when adjusted for inflation, bus fares actually decreased by 1.1 per cent. Over the same period, fares in Great Britain increased at a faster rate of 1.9 per cent in current prices, which when adjusted for inflation is a 0.3 per cent increase.

In general, over the long term bus fares in Wales have moved broadly in line with those for Great Britain as a whole, but that there can be substantial differences between prices changes in Wales, as compared with the rest of Great Britain, when looking year-on-year.

Table 4: Fare indices for local bus services and percentage change in Wales and Great Britain from 2005-2016

Year	Current prices				Constant prices			
	Wales		Great Britain		Wales		Great Britain	
	Index (2005=100)	% change (on prev. year)	Index (2005=100)	% change (on prev. year)	Index (2005=100)	% change (on prev. year)	Index (2005=100)	% change (on prev. year)
2005	100.0	..	100.0	..	100.0	..	100.0	..
2006	105.0	↑ 5.0	107.9	↑ 7.9	102.6	↑ 2.6	105.4	↑ 5.4
2007	111.5	↑ 6.2	110.4	↑ 2.3	103.9	↑ 1.3	102.9	↓ 2.4
2008	117.5	↑ 5.4	113.4	↑ 2.7	105.6	↑ 1.6	101.8	↓ 1.1
2009	125.3	↑ 6.6	123.1	↑ 8.6	113.0	↑ 7.0	111.0	↑ 9.0
2010	128.7	↑ 2.7	129.0	↑ 4.8	111.0	↓ 1.8	111.3	↑ 0.3
2011	130.1	↑ 1.1	135.2	↑ 4.8	106.6	↓ 4.0	110.8	↓ 0.4
2012	137.8	↑ 5.9	143.4	↑ 6.1	109.0	↑ 2.3	113.4	↑ 2.3
2013	147.2	↑ 6.8	150.1	↑ 4.7	112.8	↑ 3.5	115.0	↑ 1.4
2014	149.5	↑ 1.6	154.7	↑ 3.1	111.8	↓ 0.9	115.7	↑ 0.6
2015	155.8	↑ 4.2	159.7	↑ 3.2	115.4	↑ 3.3	118.4	↑ 2.3
2016	156.5	↑ 0.4	162.7	↑ 1.9	114.2	↓ 1.1	118.7	↑ 0.3

Source: WG analysis of DfT Fares Survey, Office for National Statistics

Notes:

- (1) Index as at March 31st.
- (2) Index (2005 = 100)
- (3) Percentage (%) change is compared to previous year
- (4) Adjusted for general inflation using the Retail Prices Index.



Local Bus Services – Passengers

[Table 5](#) compares passenger journeys in Wales with those in England, Scotland and Great Britain as a whole. It shows that Wales has a relatively small part of the local bus market in Great Britain with just 2.0 per cent of the passenger journeys in 2015-16 compared with Great Britain as a whole.

Table 5: Number of passenger journeys on local bus services and percentage change (a) by country from 2011-12 to 2015-16 (r)

<i>Millions and percentage change</i>								
Year	Wales		England		Scotland		Great Britain	
	Journeys	% change	Journeys	% change	Journeys	% change	Journeys	% change
2011-12	115.7	..	4,661.2	..	435.8	..	5,212.7	..
2012-13	108.8	↓ 6.0	4,587.4	↓ 1.6	241.1	↓ 3.4	5,117.2	↓ 1.8
2013-14	107.2	↓ 1.5	4,671.0	↑ 1.8	422.0	↑ 0.2	5,200.2	↑ 1.6
2014-15	101.2	↓ 5.6	4,648.4	↓ 0.5	415.6	↓ 1.5	5,165.3	↓ 0.7
2015-16	100.5	↓ 0.7	4,529.6	↓ 2.6	409.1	↓ 1.2	5,039.2	↓ 2.4

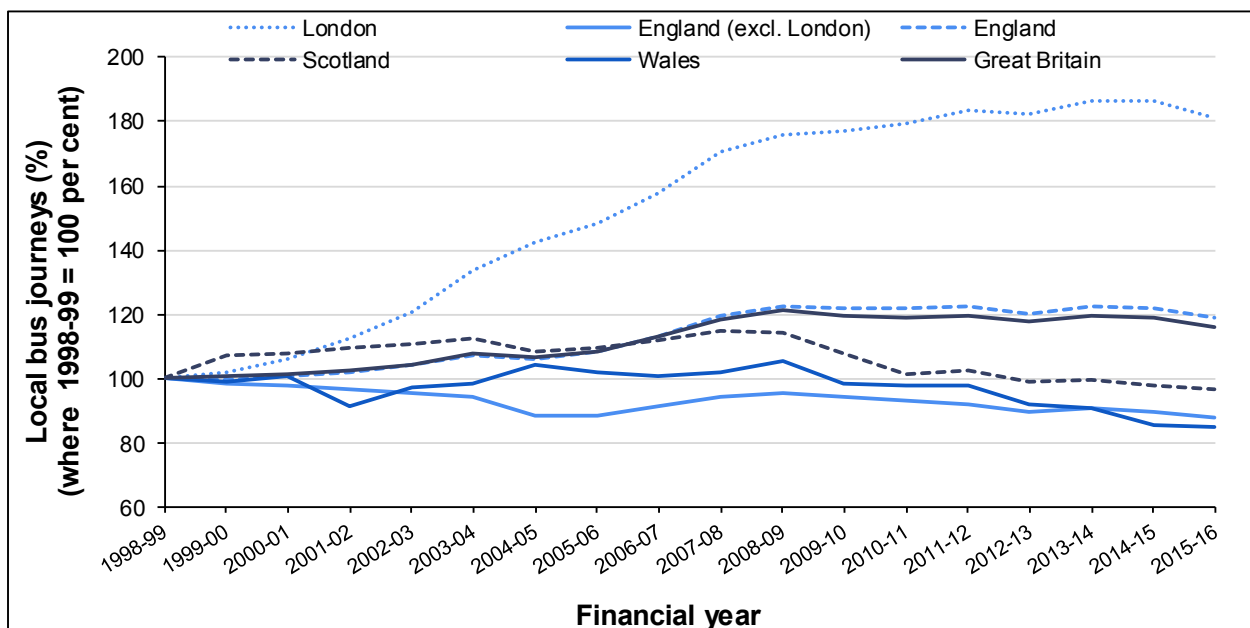
Source: WG analysis of DfT Public Service Vehicle Survey, Transport for London

Notes:

- (a) Percentage change from previous year
- (r) revised as of 24th March 2017

[Chart 2](#) shows that the growth in bus travel in Great Britain since 1998-99 has been driven by the growth in bus use in London. This is part of the general pattern where the substantial growth in the demand for travel in London has been met through public transport (bus, underground and rail). Bus travel in Wales has fluctuated year-on-year with the 2015-16 figures being the lowest recorded figures since 1998-99. This is a similar trend to the trend observed in Scotland, albeit at slightly different levels.

Chart 2: Local bus journeys by UK country and London, 1998-99 to 2015-16



Source: WG analysis of DfT Public Service Vehicle Survey, Transport for London

Notes:

- (1) There was a break in series in 2004-05; in order to provide this longer run comparison, the older data were linked onto the post 2004-05 data before indexing onto the 1998-99 base.
- (2) The year 1998-99 was chosen as the base year as that was the low-point in bus travel for Great Britain as a whole.
- (3) Data is for the financial year ending March 31st.

In 2015-16 passenger journeys on local bus services per head of population decreased in England, Scotland, Wales and Great Britain ([table 6](#)). England had the largest decrease (3.4 per cent) whereas Wales had the smallest decrease (0.9 per cent) when compared to 2014-15. Moreover, passenger journeys for the most part over the last 5 years have decreased from between 0.3 to 5.9 per cent apart from 2013-14 when there were increases in England (1.1 per cent), Scotland (0.1 per cent) and Great Britain (1.0 per cent).

Table 6: Passenger journeys on local bus services by UK Country per head of population from 2011-12 to 2015-16

<i>Journeys per head of population and percentage change</i>								
Year	England	% change	Scotland	% change	Wales	% change	Great Britain	% change
2011-12	88	..	82	..	38	..	85	..
2012-13	86	↓ 2.3	79	↓ 3.6	35	↓ 6.3	83	↓ 2.5
2013-14	87	↑ 1.1	79	↑ 0.1	35	↓ 1.7	84	↑ 1.0
2014-15	86	↓ 1.3	78	↓ 1.9	33	↓ 5.9	82	↓ 1.4
2015-16	83	↓ 3.4	76	↓ 2.0	32	↓ 0.9	80	↓ 3.2

Source: WG analysis of the DfT Public Service Vehicle Survey, Transport for London

Note:

1. The journey figures relate to all bus journeys, including non-residents. Population figures are for residents only and are as at June.
2. Percentage change refers to percentage change on previous year
3. Data is for the financial year ending March 31st



Local bus services – distance covered

This section provides information about the distance covered by buses operating across the local bus network in Wales compared with the rest of Great Britain. Since 2011-12 the total distance covered by all buses in Wales ranged from 103.9 to 116.7 vehicle kilometres with the distance covered declining year-on-year since 2011-12. The 2015-16 figure represents a 2.4 per cent reduction on the previous year. The vehicle kilometres travelled in Wales represents 4.2 per cent of all vehicle kilometres in Great Britain for 2015-16 ([table 7](#)).

In England and Scotland the distance covered by local bus services decreased slightly annually apart from in 2013-14 in Scotland where an increase of 1.5 per cent was reported. In 2015-16 the vehicle kilometres travelled in England and Scotland represent 82.3 and 13.4 per cent of all vehicle kilometres in Great Britain ([table 7](#)).

Table 7: Vehicle kilometres on local bus services by country, 2011-12 to 2015-16

Millions and percentage change

Year	Wales		England		Scotland		Great Britain	
	Vehicle km's	%change	Vehicle km's	%change	Vehicle km's	%change	Vehicle km's	%change
2011-12	116.7	..	2102.6	..	338.1	..	2557.3	..
2012-13	115.8	↓ 0.8	2087.8	↓ 0.7	327.0	↓ 3.3	2530.6	↓ 1.0
2013-14	112.6	↓ 2.8	2079.3	↓ 0.4	331.7	↑ 1.4	2523.6	↓ 0.3
2014-15	106.4	↓ 5.4	2056.2	↓ 1.1	330.1	↓ 0.5	2492.8	↓ 1.2
2015-16	103.9	↓ 2.4	2015.8	↓ 2.0	328.2	↓ 0.6	2447.9	↓ 1.8

Source: WG analysis of DfT Public Service Vehicle Survey, Transport for London data

Notes:

- (1) Data is for the financial year ending March 31st
- (2) Vehicle kms = vehicle kilometres



Licensed taxis and private hire vehicles in Wales

Table 8 below shows the number of taxis and private hire vehicles licensed, by local authority, in Wales. The table highlights how different local authorities take different approaches to licensing these vehicles. As of 31st of March 2015 5,144 taxis were licensed; however four of the local authorities (Wrexham, Neath Port Talbot, Merthyr Tydfil and Blaenau Gwent) issued no dual licences and instead licensed taxi drivers separately.

There were 4,146 private hire fleet licensed vehicles in operation, with 1,324 drivers licensed and 679 operators licensed. There were 9,285 drivers licensed for both a taxi and private hire vehicle in Wales; with 36.2 per cent of these from the Cardiff and Swansea local authority. Of the 9,285 dual licence holders 17.4, 8.3, 21.1 and 53.1 per cent were from North Wales, Mid Wales, South West Wales and South East Wales respectively. South West Wales had over half of all the dual licence holders as of 31st of March 2015.

Table 8: Licensed taxis and licensed private hire vehicles, by local authority as of 31st of March 2015

Local Authority	<i>Number</i>					
	Taxis		Private hire vehicles			Dual licence holders
	Vehicles licensed	Drivers licensed	Fleet licensed (a)	Drivers licensed	Operator licences	
North Wales	760	43	1,078	666	225	1,617
Isle of Anglesey	92	0	42	0	18	169
Gwynedd	258	0	93	0	30	461
Conwy	134	0	130	177	40	205
Denbighshire	245	0	80	59	18	357
Flintshire	5	0	324	0	73	425
Wrexham	26	43	409	430	46	0
Mid Wales	335	0	187	0	88	771
Powys	164	0	164	0	73	534
Ceredigion	171	0	23	0	15	237
South West Wales	1,256	327	593	62	87	1,963
Carmarthenshire	344	0	98	0	37	565
Pembrokeshire	256	0	14	0	7	309
Swansea	403	0	451	0	26	1,089
Neath Port Talbot	253	327	30	62	17	0
South East Wales	2,793	674	2,288	596	279	4,934
Bridgend	368	0	69	0	26	448
Vale of Glamorgan	100	0	161	0	25	344
Cardiff	957	0	1,007	0	63	2,272
Rhondda Cynon Taf	371	0	110	0	49	519
Merthyr Tydfil	160	208	47	79	14	0
Caerphilly	307	0	104	0	27	600
Blaenau Gwent	236	466	4	5	3	0
Torfaen	58	0	169	0	18	278
Monmouthshire	129	0	88	0	28	268
Newport	107	0	529	512	26	205
Wales	5,144	1,044	4,146	1,324	679	9,285

Source: WG analysis of the DfT, Taxi Licensing Authorities data

Notes:

- (a) Number of fleet licences refers to the number of private hire vehicles.
- (b) Dual licence holders are drivers who hold a licence for a taxi and a private hire vehicle.
- (c) These figures in this table are outside the scope of National Statistics

Notes

1 Context

1.1 Related Publications

The Department for Transport produce [statistics on the local bus sector](#) in Great Britain presenting information on passenger journeys, vehicle miles, levels of revenue, costs and government support, the vehicle fleet, staff employed and other indicators including punctuality:

Transport Scotland produce an annual publication titled "[Bus and Coach Statistics](#)" which brings together a range of bus and coach data to provide a more comprehensive and complete understanding of travel trends and behaviours across these modes. Data presented includes Department for Transport (DfT) Scottish bus operator data, Transport Scotland concessionary bus fare data and further analysis of bus-related information collected by the Scottish Household Survey (SHS):

The Department for Regional Development in Northern Ireland produce an annual statistical publication titled "[Northern Ireland Transport Statistics](#)" which contains a chapter on public transport:

2 Data Source

Most of the information presented here is derived from annual returns made to DfT by a sample of 700 holders of Public Service Vehicle operators' licences ('the PSV survey'). This survey provides information on passenger journeys, vehicle miles, passenger receipts and operating costs. Separate, smaller, surveys managed by DfT collect information about fare changes, service reliability and quarterly patronage from the larger bus operators.

Full details of the data sources and methods used can be found in the [guidance](#).

3 Definitions

3.1 Coverage

The survey covers only those operators operating local bus services registered with the Traffic Commissioner.

3.2 Key definitions

Local bus service

Local services are scheduled stopping services registered with the Traffic Commissioner. A local service is defined as a bus service using Public Service Vehicles to carry passengers at separate fares over short distances. The route can be of any total length, as long as throughout its length passengers can get off within 24.15 kilometres (15 miles) (measured in a straight line) of the place where they were picked up. Each passenger must make a separate payment to the driver, conductor or agent in order to use the service. Excursions and tours need only be registered if separate fares are paid, the whole journey is within a 24.15 km (15 mile) radius of the starting point and they run one or more times a week for at least 6 weeks in

a row. Schools and works services may be local bus services if the users pay a separate fare but do not need to be registered if someone other than the bus operator is responsible for arranging the journey, and the journey is not advertised beforehand to the general public, and all passengers travel to or from the same place, and passengers pay the same fare no matter how far they travel.

Passenger journeys:

A count of the total number of boarding's of each vehicle, so a trip which requires a change from one bus to another would be counted as two journeys in these figures. Figures do not include children under 5 years of age.

Vehicle kilometres

Mileage (kilometres) operated on local bus service. This includes only 'live' (i.e. service) miles and not 'dead' running e.g. from depots to the start of a route.

4 Symbols

In tables where figures have been rounded to the nearest final digit, there may be an apparent discrepancy between the sum of the constituent items and the total shown.

The following symbols have been used throughout the bulletin:

↑ = percentage increase

↓ = percentage decrease

5 Key Quality Information

5.1 Relevance

DfT bus statistics represent the most comprehensive single source of official data on the bus industry in Great Britain, and provide data which is used in monitoring trends, developing policy and providing accountability for the subsidy provided to the industry at a high level.

5.2 Accuracy

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.

For the key indicators (passenger journeys and vehicle miles operated) the data provided by operator's covers around, or above, 90 per cent of the total figure, with the remainder imputed. Comparison with other sources suggests that, at aggregate (Great Britain) 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 operator's 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.

5.3 Timeliness and Punctuality

DfT collected data from operators during the summer for publication in October 2016.

5.4 Accessibility and Clarity

This Statistical Bulletin is pre-announced and then published on the [Statistics & Research](#) website and is accompanied by Stats Wales cubes.

5.5 Comparability

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.

National Statistics status

The [United Kingdom Statistics Authority](#) has designated these statistics as National Statistics, in accordance with the Statistics and Registration Service Act 2007 and signifying compliance with the [Code of Practice for Official Statistics](#).

National Statistics status means that official statistics meet the highest standards of trustworthiness, quality and public value.

All official statistics should comply with all aspects of the Code of Practice for Official Statistics. They are awarded National Statistics status following an assessment by the UK Statistics Authority's regulatory arm. The Authority considers whether the statistics meet the highest standards of Code compliance, including the value they add to public decisions and debate.

It is Welsh Government's responsibility to maintain compliance with the standards expected of National Statistics. If we become concerned about whether these statistics are still meeting the appropriate standards, we will discuss any concerns with the Authority promptly. National Statistics status can be removed at any point when the highest standards are not maintained, and reinstated when standards are restored.

Well-being of Future Generations Act (WFG)

The Well-being of Future Generations Act 2015 is about improving the social, economic, environmental and cultural well-being of Wales. The Act puts in place seven well-being goals for Wales. These are for a more equal, prosperous, resilient, healthier and globally responsible Wales, with cohesive communities and a vibrant culture and thriving Welsh language. Under section (10)(1) of the Act, the Welsh Ministers must (a) publish indicators (“national indicators”) that must be applied for the purpose of measuring progress towards the achievement of the Well-being goals, and (b) lay a copy of the national indicators before the National Assembly. The 46 national indicators were laid in March 2016 and this release does not include any of the 46 national indicators.

Information on indicators and associated technical information - [How do you measure a nation's progress? - National Indicators](#)

Further information can be found at the [Well-being of Future Generations \(Wales\) Act 2015](#).

Further details

The document is available at: <http://gov.wales/statistics-and-research/public-service-vehicles/>

Next update

January 2018

We want your feedback

We welcome any feedback on any aspect of these statistics which can be provided by email to: stats.transport@wales.gsi.gov.uk

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