

○ Defining a bus service standard and identifying gaps in provision

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In partnership with 



Why set a bus service standard?

- We believe having access to a decent level of bus service should be an essential public right
- Having inadequate bus provision can mean missing out on education, employment, essential services and social interaction
- Local authorities are required to identify existing socially necessary services, but not the gaps in provision
- We have been working with Podaris to define a bus service standard and identify any gaps



○ Set parameters on the basis of:

Population density

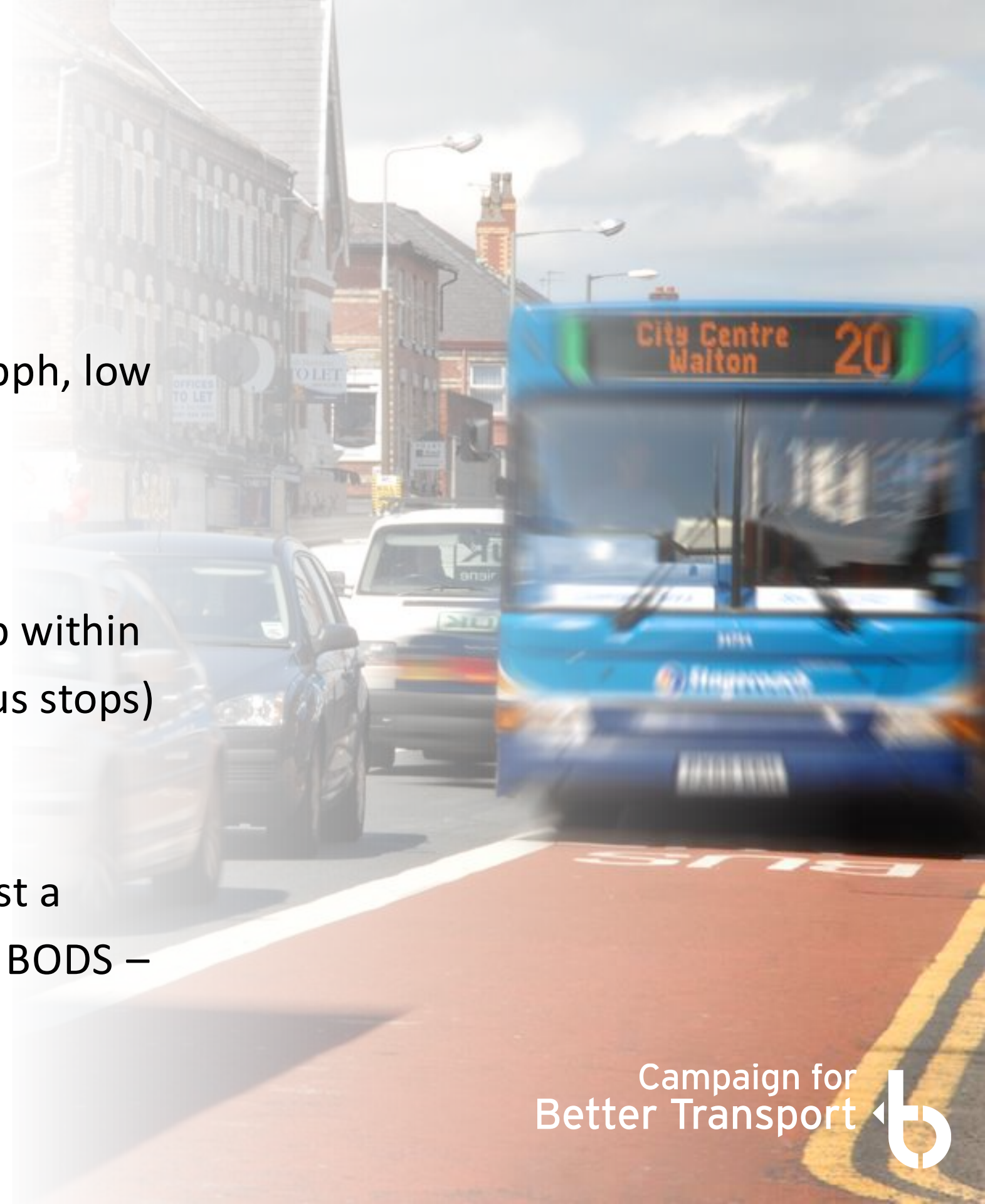
People per hectare: high >40 pph, mid 10-40 pph, low <10 pph (Census 2021, ONS)

Bus stop access

% of the population who can access a bus stop within a 5/10-minute walk (source: NaPTAN active bus stops)

Bus service frequency

% of the population who have access to at least a certain number of bus trips per week (source: BODS – DRT services not included)



We defined two service standards

Minimum baseline

the lowest level of provision that could reasonably be considered acceptable in a given context

Density	Bus stop catchment	Population who can access a stop	Service frequency	Population who can access that frequency
High	5 mins	>95%	300 trips/week	>75%
Mid	10 mins	>90%	150 trips/week	>50%
Low	10 mins	>50%	50 trips/week	>40%

Ambition benchmark

high-quality, best-practice provision that local transport authorities can work towards within 10 years

Density	Bus stop catchment	Population who can access a stop	Service frequency	Population who can access that frequency
High	5 mins	>95%	500 trips/week	>75%
Mid	5 mins	>75% (note reduced catchment)	250 trips/week	>50%
Low	10 mins	>70%	150 trips/week	>50%

Wards scored on the basis of meeting one or both parameters

Green

Meets both
parameters for the
standard

Yellow

Requires additional bus
stops

Amber

Requires additional
services

Red

Falls short in terms of
both stop density and
service frequency

Access the tool at <https://bettertransport.org.uk/bus-mapping/>



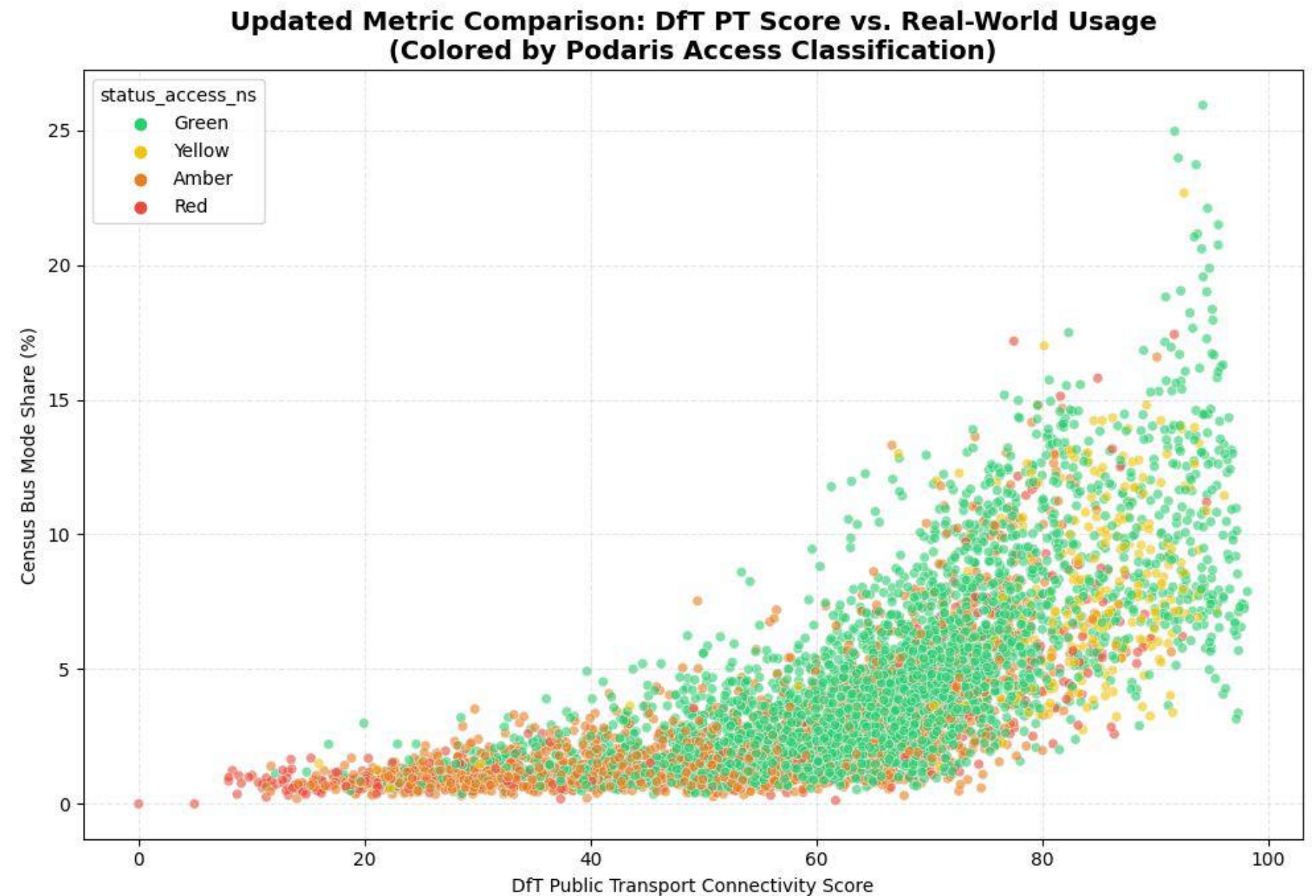
What the tool does and does not measure

This methodology

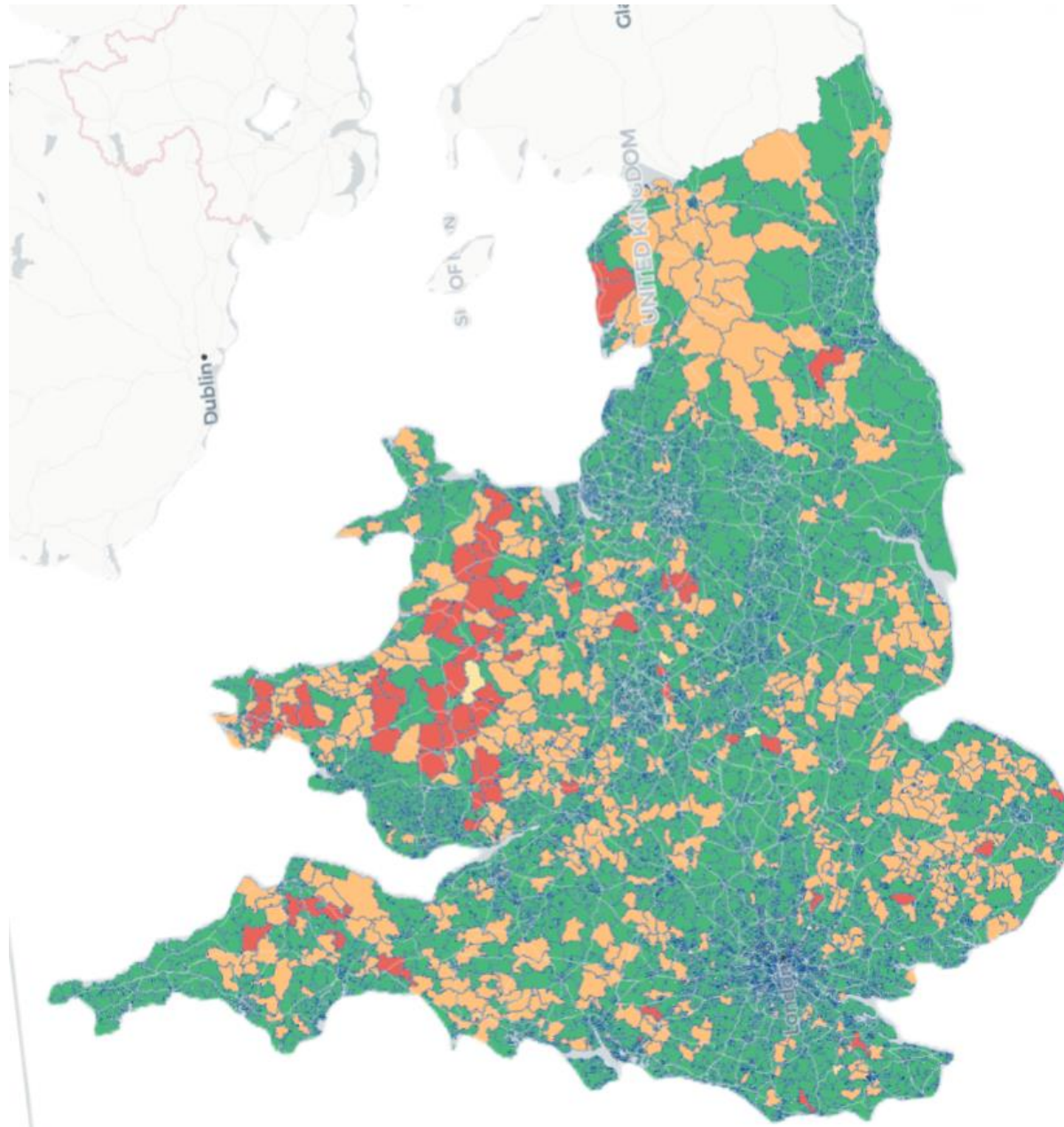
- Measures service provision and people's proximity to services
- Doesn't measure bus use – but greater provision increases bus use

Differences with the DfT Connectivity Tool

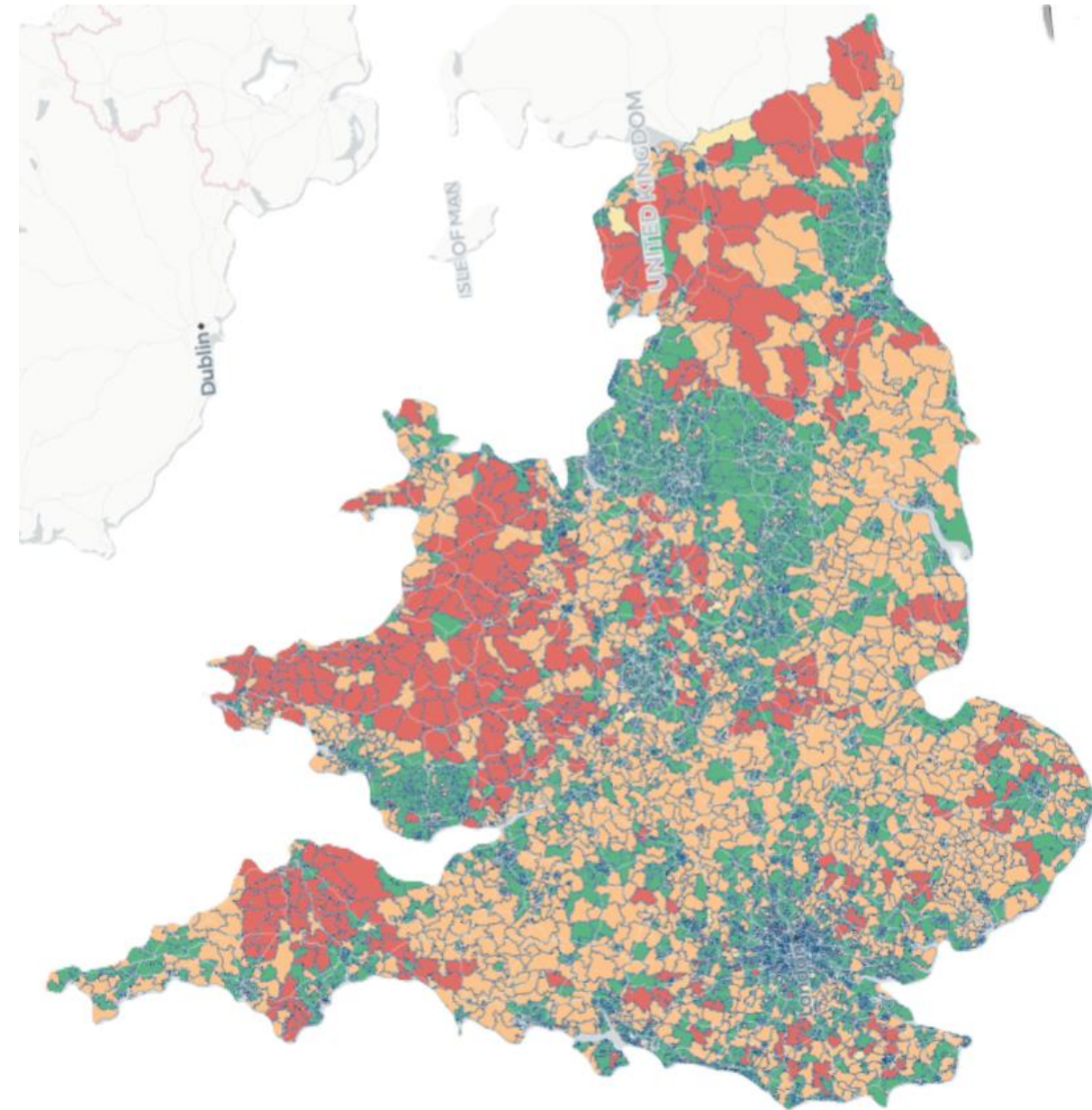
- Connectivity Tool measures access to destinations, this tool measures provision
- This tool focuses on buses as the backbone, Connectivity Tool looks at public transport as a whole
- Both are complementary, with clear correlation



Minimum baseline



Ambition benchmark



15% of people in England and Wales live in places below the baseline

Minimum baseline (England and Wales)

Classification	Number of wards	% of population
Red	150	1.5%
Amber	1,010	10.2%
Yellow	166	3.3%
Green	6,282	84.9%

Ambition benchmark (England and Wales)

Classification	Number of wards	% of population
Red	598	5.8%
Amber	2,708	29.9%
Yellow	290	6.0%
Green	4,012	58.4%

15% of people in England live in places below the baseline

Minimum baseline (England only)

Classification	Number of wards	% of population
Red	112	1.5%
Amber	879	10%
Yellow	164	3.5%
Green	5,691	85%

Ambition benchmark (England only)

Classification	Number of wards	% of population
Red	482	5.6%
Amber	2,407	29.4%
Yellow	288	6.3%
Green	3,669	58.7%

What would it take to address the gaps

Minimum baseline (England only)

	Red			Amber			Yellow			
Density	Number of wards	Cost per ward	Cost	Number of wards	Cost per ward	Cost	Number of wards	Cost per ward	Cost	Total cost per density
High	77	£220,000	£16.94m	334	£190,000	£63.5m	147	£50,000	£7.4m	£87.8m
Medium	2	£350,000	£0.7m	111	£300,000	£33.3m	14	£70,000	£980,000	£35m
Low	33	£450,000	£14.8m	434	£380,000	£164.9m	3	£90,000	£270,000	£180m
Total cost per severity	112		£32.49m	879		£261.7m	164		£8.6m	£302.8m

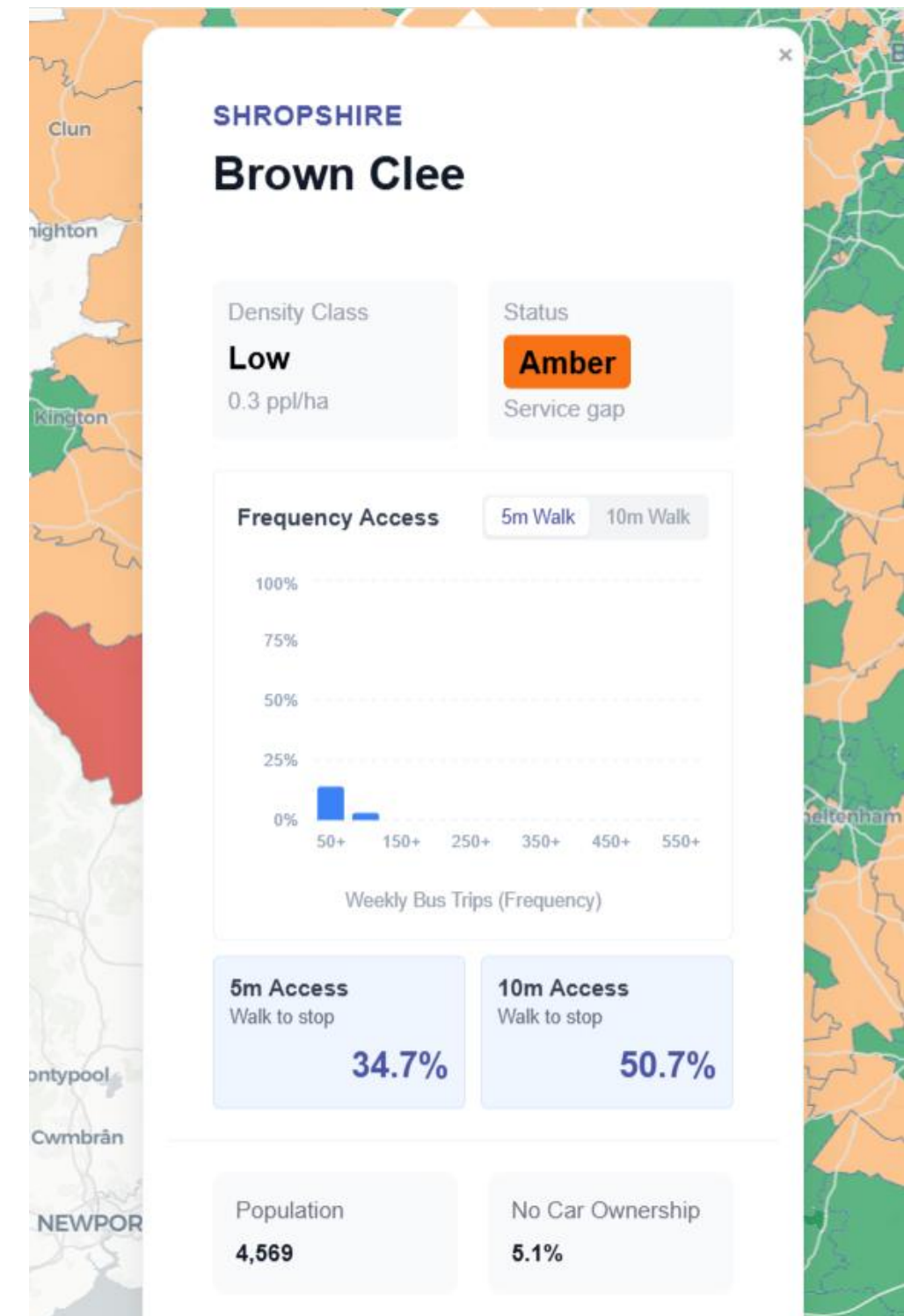
What would it take to address the gaps

Ambition benchmark (England only)

	Red			Amber			Yellow			
Density	Number of wards	Cost per ward	Cost	Number of wards	Cost per ward	Cost	Number of wards	Cost per ward	Cost	Total cost per density
High	196	£220,000	£43.1m	464	£190,000	£88.2m	232	£50,000	£11.6m	£142.9m
Medium	58	£350,000	£20.3m	798	£300,000	£239.4m	44	£70,000	£3.1m	£262.8m
Low	228	£450,000	£102.6m	1145	£380,000	£435.1m	12	£90,000	£1.1m	£538.8m
Total cost per severity	482		£166m	2407		£762.7m	288		£15.8m	£944.4m

How to use the mapping tool

- Search box allows you to search locations
- Network analysis results: gives you the ward categories breakdown for the parameters selected
- Scoring model: allows you to change between the models or select 'Custom Configuration' to test out different parameters
- High/mid/low density ward boxes: select custom parameters for each density ward type:
 - 5/10-min catchment area for bus stop access
 - Service frequency desired
 - These thresholds determine whether wards fall below or above the baseline/benchmark
- Show England only: deselect to include Wales in the picture and calculations
- Regional performance: shows % of people living in wards that meet the selected standard by region



How we plan to use the tool

- We're sharing the findings with LTAs and operators to help inform their bus improvement plans and investment
- Data should be viewed through the lens of local knowledge of network and bus use on the ground
- LTAs should consider how best to address the gaps in provision, e.g.:
 - Increased frequencies on existing routes
 - Improved evening and weekend services
 - Extended or additional routes
 - Additional bus stops
 - Accompanying local services (e.g. park and ride, digital DRT, community transport)
- Revenue investment requirement to reduce over time as passenger numbers increase



○ Thank you!

Find all information about the tool at
www.bettertransport.org.uk/bus-mapping/

To discuss further, contact
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To commission bespoke local analysis, contact
devon@podaris.com

