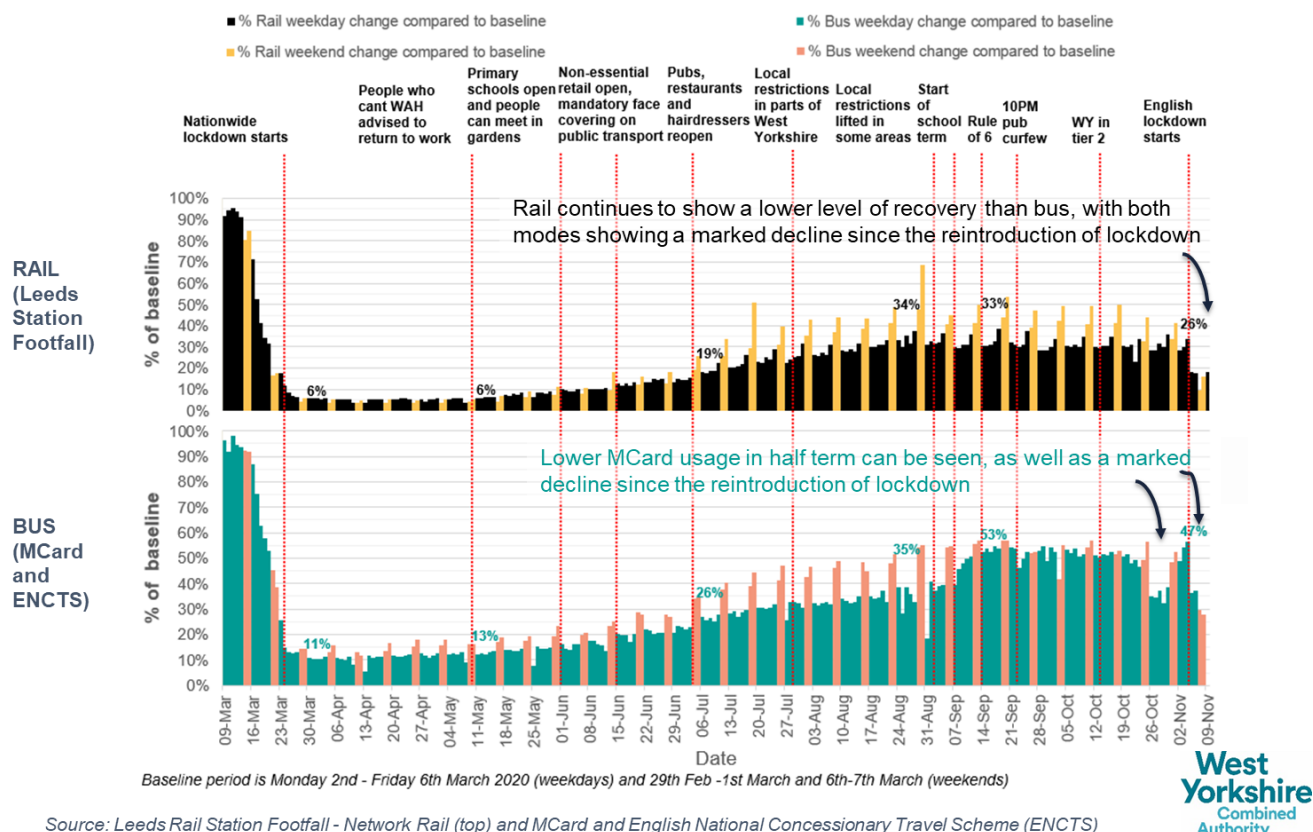
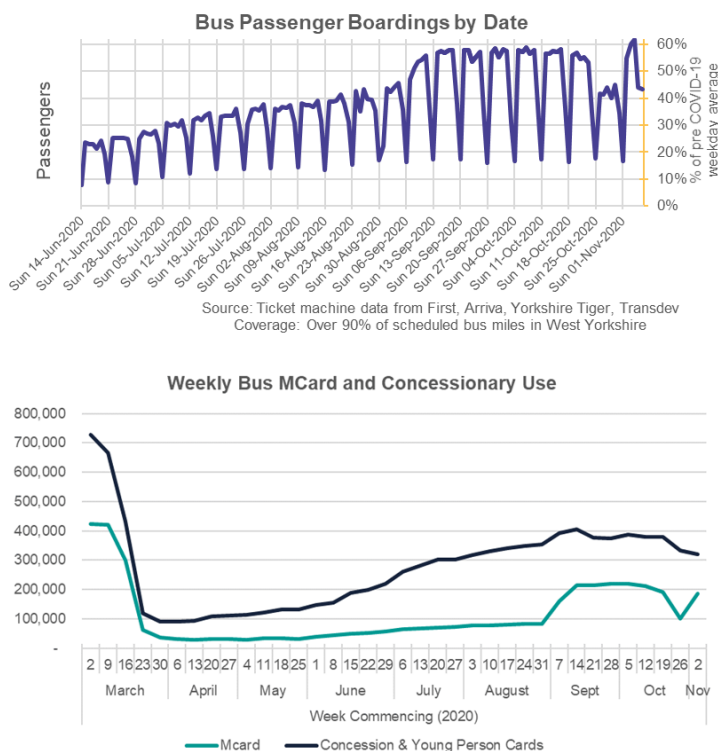


Item 6, Appendix 1: Summary of public transport use during the COVID-19 pandemic

Local rail and bus proxies show notably lower levels since the reintroduction of restrictions in England



Bus use in West Yorkshire showing impacts of half-term and the introduction of the new lockdown



Bus patronage including operators' own tickets shows a marginal downward trend from mid-September, then half-term, a pre-lockdown surge, and then the effects of the new lockdown. 4th November was the busiest day since 18th March. The data available is up to 6th November. The next slide reveals differences within the overall trends.

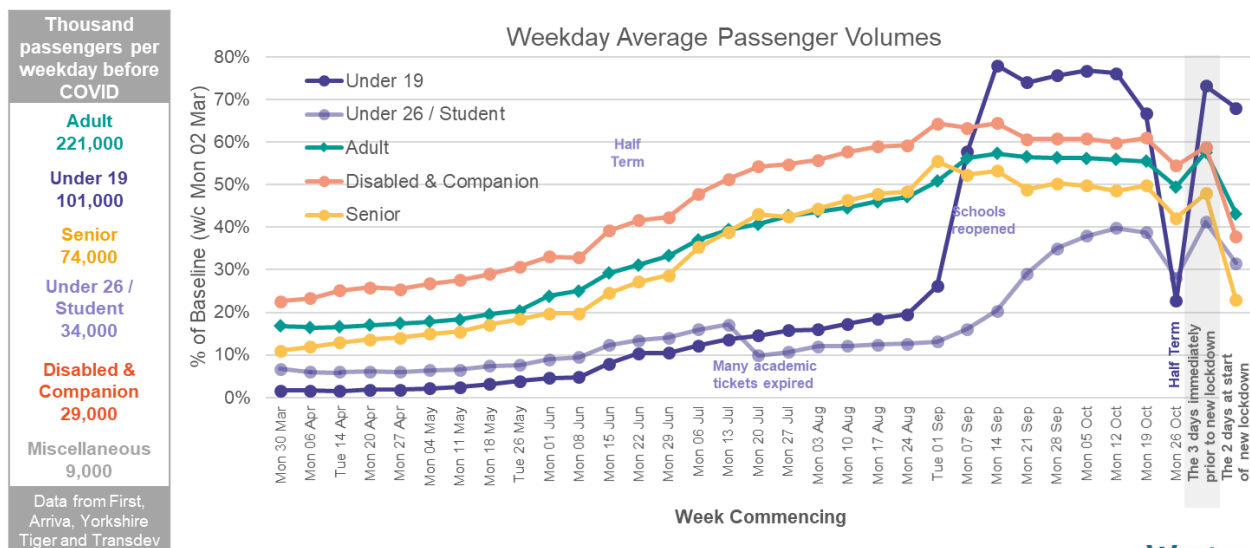
For the week beginning Monday 2nd November 2020, the combined level of MCard and concessionary fare use shows a reduction of 56% against the week beginning 2nd March 2020, an increase of 17% against the previous week. This shows a bounce back from half term levels in the previous week despite the English lockdown measures imposed on 5th November.

Bus use in West Yorkshire

Bus services are running similar mileage to that operated pre-pandemic however social distancing effectively reduces the capacity of each bus by half.

Overall bus patronage had recovered to around 50% of normal – there are instances of when “full” buses are leaving passengers – working to get buses in the right place to minimise this.

Graph below illustrates that under 19's bus use is around 70% of normal during school term, whilst adult use was around 55% prior to the effect of new England-wide restrictions. Initial indications suggest that use has dropped to levels seen in Summer rather than levels seen during the height of the Spring lockdown.



Baseline period is w/c Mon 02 Mar. Source: Bus operators electronic ticket machine data, passenger boarding locations in West Yorkshire. First, Arriva, Yorkshire Tiger and Transdev account for over 90% of bus services in West Yorkshire. Graph shows First and Transdev.