

A double-decker bus carries the same number of people as 20 fully laden cars.

Source: TravelWise

Over 20 years from 1980 the overall cost of motoring in real terms remained at or below the 1980 level while bus fares rose by 31 per cent and rail fares by 37 per cent.

Source: DfT Transport Trends 2002

Between 1980 and 1998 the average distance travelled by bus per person in the UK declined by more than a fifth. Most EU countries experienced growth in demand for bus travel over the same period.

Source: Commission for Integrated Transport 2001

Overall levels of car traffic and the numbers of cars on the road have increased tenfold since 1955.

Source: RAC report 2003

Direct financial losses from climate change could run globally at £213bn a year by 2050, not counting social and environmental costs.

Source: United Nations Environment Programme



Traffic delays cost the country £20 billion a year.

Source: CBI

Traffic is projected to grow overall by 26 per cent by 2010 on 2000 levels, 31 per cent by 2015 and 40 per cent by 2025. Cars, light vans and articulated lorries are likely to account for much of the growth.

Source: Department for Transport 2004

Local bus use in England has fallen from 4.6 billion passenger journeys in 1982 to 4 billion in 2003/04. In the 2003/04 financial year 150 million passenger journeys were made in England by tram and light rail, more than three times the number in 1982.

Source: Department for Transport Transport Trends 2004

The 73% increase in road traffic between 1980 and 2002 has resulted in a 39% increase in greenhouse gas emissions from transport, which now accounts for 26% of UK emissions. Two-thirds of people now understand that transport emissions are a major factor contributing to climate change.

Source: DfT Transport Trends 2002

Bus services in the UK receive less Government subsidy than in any other country in the EU.

Source: CMT 2001



Time for

MODAL

SHIFT

Road traffic and aviation are the fastest growing sources of the main greenhouse gas, carbon dioxide.

Source: DETR

Globally we need to cut greenhouse gas emissions by 60 per cent by 2050 if we are to avoid catastrophic climate change.

Source: Royal Commission on Environmental Pollution



Greenhouse gas emissions from private cars rose from 59.6 million tonnes in 1990 to 67.8 million tonnes in 2003, an increase of 13.8%.

Source: Office of National Statistics 2005

On average six under-18s die every week on Britain's roads and 115 are seriously injured (injuries include brain damage, paralysis and limb-loss) and a staggering 776 per week receive minor injuries. Overall, road crashes are the second biggest killer of children in Britain and the single biggest killer of 15-19 year olds.

Source: Brake 2004

There was a doubling of asthma cases in children under five during the 1990s. One in eight children now suffer from the condition, a total of 1.4 million (this figure has increased six-fold in the past 25 years). Eighty-one per cent of people with asthma say pollution brings on asthma symptoms.

Source: National Asthma Campaign 2004

The annual carnage on the roads in the UK each year is equivalent to 30 average commercial aircraft crashing.

Source: DETR



Buses, coaches & trains in Britain are seven times safer than cars in terms of fatalities per passenger kilometre.

Source: Confederation of Passenger Transport 2003

Congestion is currently costing transport users and operators at least £15 billion a year and could double over the next ten years.

Source: RAC Foundation 2005

Twenty per cent of people in Britain think cars on the school run should be banned from roads in the rush hour. Nineteen per cent think lorries should be banned in the rush hour.

Source: MORI 2005

Transport produces around 25 per cent of global carbon dioxide ...and rising.

Source: Prime Minister Tony Blair in speech to CBI

In heavy traffic jams the air quality can be poorer inside the car than out. Car users suffer up to three times as much pollution as pedestrians.

Source: Environmental Transport Association

Motorways are the safest roads in the UK with 18 accidents per 100 million kilometres travelled. The most dangerous roads are those in built up areas with 73 accidents per 100 million kilometres travelled. On average nine people are killed and more than 100 seriously injured each day on Britain's roads.

Source: RAC report 2003