

Statistical Bulletin

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Government



Household Transport in 2008

This bulletin presents further analyses of transport-related information collected by the Scottish Household Survey. Headline results were published earlier in the year.

1 Main points

1.1 **Sixty-six per cent of respondents used the car to travel to work, of which only six per cent travelled as a passenger.** The percentage of those driving to work has been stable since 1999, but percentage of passengers has fallen from 12 per cent. [Table 12].

1.2 **Twenty-six per cent of households had access to two or more cars in 2008 (up from 18 per cent in 1999), whilst 30 per cent had no access to a car (down from 37% in 1999).** Seventy-six per cent of males and 60 per cent of females possessed a full driving licence. Over three quarters of those living in rural areas drove at least once a week. [Table 1, Table 3, Table 17].

1.3 **A quarter of respondents had a regular bus service (at least 5 buses an hour) in 2008.** Forty-six per cent had used their local bus service in the last month (up from 41% in 2002), with 24 per cent using their local train (up from 15% in 2002). Twenty-one per cent had made a part driving/parking journey in the last month, where they chose to drive only part of the journey. Fifty-six per cent of those aged 60 and over used a concessionary pass at least once a month (52% in previous years). [Table 2, Table 6, Table 25].

1.4 **Eighty-one per cent of respondents felt that public transport was very or fairly convenient to access in 2008.** Nine per cent of the respondents with a limiting illness or disability had difficulty with at least one type of travel activity (walking/car/bus/train/taxi). [Table 14, Table 32].

1.5 **Half of all journeys to school were made by walking or cycling in 2008 (down from 55 per cent in 1999).** Children in primary school were more likely to walk (55%) or be driven (30%) to school than children in secondary school (42 per cent and 16 per cent respectively). [Table 13].

1.6 **Thirty-seven per cent of households had access to at least one bicycle in 2008 (up from 32 per cent in 1999).** Forty-five per cent of respondents had walked for pleasure in past seven days, and 5 per cent had cycled. [Table 1, Table 26, Table 27].

CONTENTS

1	MAIN POINTS	1
2	INTRODUCTION TO THE SCOTTISH HOUSEHOLD SURVEY	3
3	DRIVING LICENCE, CAR OWNERSHIP AND FREQUENCY OF DRIVING	4
4	RAIL AND BUS USE, AND ACCESSIBILITY	9
5	WALKING AND CYCLING	15
6	ACCESS TO SERVICES	18
	FIGURE 1: HOUSEHOLD CAR ACCESS BY YEAR, 1999 - 2008	4
	FIGURE 2: ADULTS (AGED 17+) WITH A FULL DRIVING LICENCE BY GENDER, 2008	5
	FIGURE 3: HOUSEHOLD CAR ACCESS BY ANNUAL NET HOUSEHOLD INCOME, 2008	6
	FIGURE 4: WHERE PARKED LAST TIME USED PART DRIVING/PARKING, 2007-2008	7
	FIGURE 5: MODE OF TRANSPORT USED TO COMPLETE PART DRIVING/PARKING JOURNEY, 2007-2008	8
	FIGURE 6: ADULTS WHO HAVE USED A BUS OR TRAIN IN THE PAST MONTH, 2008	11
	FIGURE 7: POSSESSION AND USE OF CONCESSIONARY FARE PASS, 2008	13
	FIGURE 8: WALKING AS A MEANS OF TRANSPORT OR FOR PLEASURE BY URBAN/RURAL, 2008	17
	FIGURE 9: TRAVEL TO WORK A) 1999 AND B) 2008	18
	FIGURE 10: MAIN METHOD OF TRAVEL TO WORK BY ANNUAL NET HOUSEHOLD INCOME, 2008	19
	FIGURE 11: MODE OF TRANSPORT TO SCHOOL A) 1999 AND B) 2008	20
	FIGURE 12: MODE OF TRANSPORT TO SCHOOL BY SCHOOL TYPE, 2008	20
	FIGURE 13: RESPONDENTS WHO FELT THAT PUBLIC TRANSPORT WAS VERY OR FAIRLY CONVENIENT, 2008	21
	FIGURE 14: RESPONDENTS WHO FELT THAT SERVICES WERE VERY OR FAIRLY CONVENIENT TO ACCESS, 2008	21
	FIGURE 15: CAR USE TO KEY MEDICAL FACILITIES BY AGE, 2008	22
	FIGURE 16: ADULTS WITH LIMITED MOBILITY, 2008	23
	TABLE 1: [CAR AND BICYCLE ACCESS] HOUSEHOLDS WITH CARS AND BICYCLES AVAILABLE FOR PRIVATE USE, 1999 – 2008	25
	TABLE 2: [BUS ACCESS] HOUSEHOLDS' BUS FACILITIES, 1999 – 2007	25
	TABLE 3: [DRIVING LICENCE] PEOPLE AGED 17 OR OVER - THOSE WHO HOLD FULL DRIVING LICENCE, 1999 – 2008	25
	TABLE 4: [FREQUENCY OF DRIVING] PEOPLE AGED 17 OR OVER - FREQUENCY OF DRIVING*, 1999 – 2008	26
	TABLE 5: [BUS AND TRAIN USE] FREQUENCY OF USING LOCAL BUS AND TRAIN SERVICES IN PAST MONTH, 2002 – 2008	26
	TABLE 6: [BUS USE IN THE EVENING] FREQUENCY OF TRAVELLING BY BUS IN THE EVENING, 2001 – 2008	27
	TABLE 7: [TRAIN USE IN THE EVENING] FREQUENCY OF TRAVELLING BY TRAIN IN THE EVENING, 2001 – 2008	27
	TABLE 8: [CONCESSIONARY FARE PASS] POSSESSION OF A CONCESSIONARY FARE PASS, 2003 – 2008	27
	TABLE 9: [WALKING] FREQUENCY OF WALKING IN THE PREVIOUS SEVEN DAYS*, 1999 – 2008	28
	TABLE 10: [CYCLING] FREQUENCY OF CYCLING IN THE PREVIOUS SEVEN DAYS*, 1999 – 2008	28
	TABLE 11: [WORKPLACE] EMPLOYED ADULTS PLACE OF WORK*, 1999 – 2008	28
	TABLE 12: [TRAVEL TO WORK] EMPLOYED ADULTS NOT WORKING FROM HOME - USUAL METHOD OF TRAVEL TO WORK*, 1999 – 2008	29
	TABLE 13: [TRAVEL TO SCHOOL] PUPILS IN FULL-TIME EDUCATION AT SCHOOL - USUAL METHOD OF TRAVEL TO SCHOOL, 1999 – 2008	29
	TABLE 14: [MOBILITY PROBLEMS] ADULTS WITH LIMITED MOBILITY, 1999 – 2008	29
	TABLE 15: [CAR AND BICYCLE ACCESS] HOUSEHOLDS WITH CARS AND BICYCLES AVAILABLE FOR PRIVATE USE, 2008	30
	TABLE 16: [DRIVING LICENCE] PEOPLE AGED 17+ THAT HOLD A FULL DRIVING LICENCE, 2008	31
	TABLE 17: [FREQUENCY OF DRIVING] PEOPLE AGED 17+, FREQUENCY OF DRIVING, 2008	32
	TABLE 18: [PARK & RIDE] PART DRIVING/PARKING JOURNEYS, 2007 - 2008	33
	TABLE 19: [PARK & RIDE] MODE OF TRANSPORT USED IN CONJUNCTION WITH DRIVING BY WHERE PARKED, 2007 - 2008	33
	TABLE 20: [BUS ACCESS] HOUSEHOLDS BUS AVAILABILITY, 2008	34
	TABLE 21: [BUS AND TRAIN USE] ADULTS USE OF LOCAL BUS AND TRAIN SERVICES, IN THE PAST MONTH, 2008	35
	TABLE 22: [BUS TRAVEL IN THE EVENING] FREQUENCY AND SAFETY WHEN TRAVELLING BY BUS IN THE EVENING, 2008	36
	TABLE 23: [TRAIN TRAVEL IN THE EVENING] FREQUENCY AND SAFETY WHEN TRAVELLING BY TRAIN IN THE EVENING, 2008	37
	TABLE 24: [CONCESSIONARY FARE PASS] POSSESSION OF CONCESSIONARY FARE PASS FOR ALL ADULTS AGED 16+, 2008	38
	TABLE 25: [CONCESSIONARY FARE PASS] POSSESSION OF CONCESSIONARY FARE PASS FOR ALL ADULTS AGED 60+, 2008	38
	TABLE 26: [WALKING] FREQUENCY OF WALKING IN THE PREVIOUS SEVEN DAYS, 2008	39
	TABLE 27: [CYCLING] FREQUENCY OF CYCLING IN THE PREVIOUS SEVEN DAYS, 2008	40
	TABLE 28: [TRAVEL TO WORK] EMPLOYED ADULTS NOT WORKING FROM HOME - USUAL METHOD OF TRAVEL TO WORK*, 2008	41
	TABLE 29: [TRAVEL TO SCHOOL] SCHOOL CHILDREN IN FULL-TIME EDUCATION, USUAL METHOD OF TRAVEL, 2008	42
	TABLE 30: [TRAVEL TO SCHOOL REASONS] MAIN REASONS FOR TRANSPORT CHOICE TO CHILDREN'S FULL-TIME EDUCATION ESTABLISHMENT, 2001 - 2008	43
	TABLE 31: [TRAVEL TO SCHOOL REASONS] REASONS WHY PUBLIC TRANSPORT CAN NOT BE USED FOR SCHOOL CHILDREN, 2001 - 2008	43
	TABLE 32: [ACCESS TO SERVICES] ACCESS TO SERVICES RESPONDENTS WHO THOUGHT THAT THEY WERE VERY OR FAIRLY CONVENIENT, 2008	44
	TABLE 33: [ACCESS TO DENTIST] HOW ADULTS NORMALLY TRAVEL TO A DENTIST, 2008	45
	TABLE 34: [ACCESS TO GP] HOW ADULTS NORMALLY TRAVEL TO A DOCTORS' SURGERY 2008	46
	TABLE 35: [ACCESS TO HOSPITAL OUTPATIENTS] HOW ADULTS NORMALLY TRAVEL TO A HOSPITAL OUTPATIENTS DEPARTMENT, 2008	47
	TABLE 36: [CONFIDENCE LIMITS] 95% CONFIDENCE LIMITS FOR ESTIMATES, BASED ON SHS SUB-SAMPLES SIZES	48

2 Introduction to the Scottish Household Survey

2.1 This bulletin provides further analyses of transport related questions, asked by the Scottish Household Survey (SHS) from 1999 to 2008.

2.2 The SHS is a survey of *private* households and does not cover some sections of the population - e.g. does not collect information about many students living in halls of residence.

2.3 The SHS collects a wide range of information with questions asked of either:

- the household as a whole
- one randomly-chosen adult (aged 16 or over) member of the household
- one schoolchild (if there is one in the household)
- Highest Income Householder

The results are then weighted to take account of differences in selection probabilities.

2.4 The main changes to this edition include

- the addition of two new tables on Park & Ride facilities [Table 18, Table 19].
- the addition of information on the Young Persons' Concessionary Travel Scheme

2.5 Where questions were asked of small numbers of individuals (due to sub sampling or the particular relevance of a question) results are produced by combining years to increase the sample size and therefore the reliability.

2.6 The data was extracted from the SHS database in autumn 2009 and does not take into account any subsequent revisions to the data.

2.7 Results are subject to sampling variability and **care should be taken when interpreting year-on-year changes**. Table 36 shows the confidence limits for the results and section A.18 describes how these should be used.

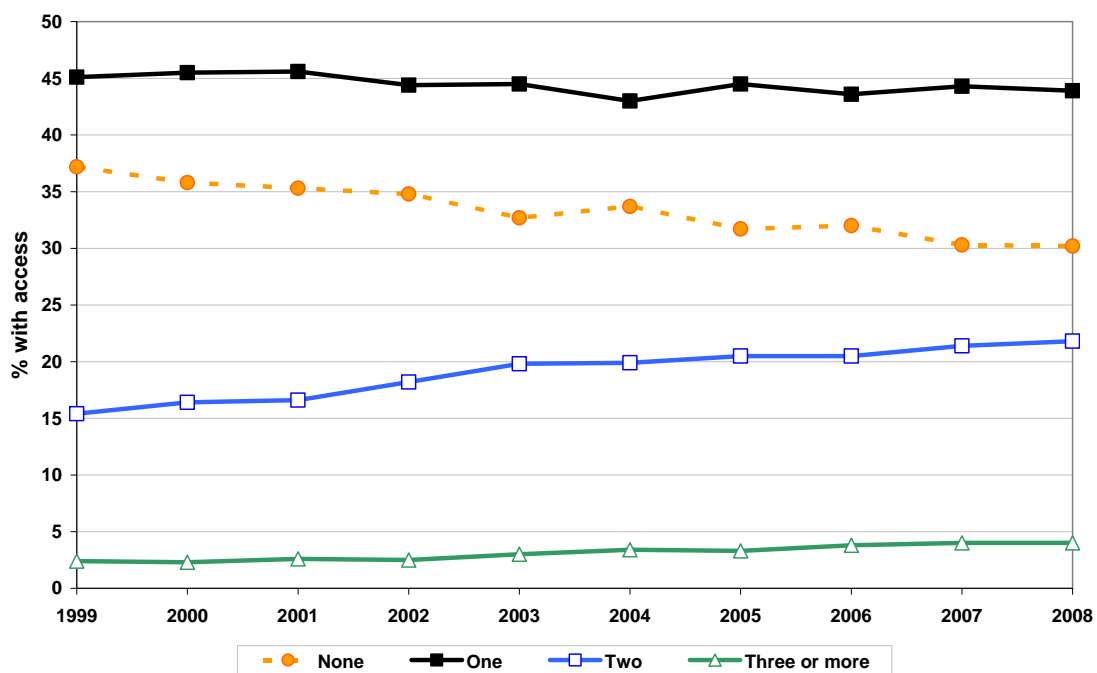
3 Driving licence, car ownership and frequency of driving

- Twenty-six per cent of households had access to two or more cars in 2008, whilst 30 per cent had no access to a car.
- Seventy-six per cent of males and 60 per cent of females possessed a full driving licence in 2008.
- Car access increased as annual net household income increased.
- Over three quarters of those living in rural areas drove at least once a week, with over half driving every day.
- Twenty-one per cent of respondents had made a part driving/parking journey in the last month, where they chose to drive only part of the journey. Nine per cent had made a journey where they could have used a Park & Ride facility but chose not to.

Car access and licence possession

3.1 In 2008, 26 per cent of households had access to two or more cars, an increase of 8 percentage points since 1999. [Table 1]. Conversely, there was a decrease of 7 percentage points from 1999 (37%) to 2008 (30%) in the number of households with no access to a car. (Figure 1).

Figure 1: Household car access by year, 1999 - 2008



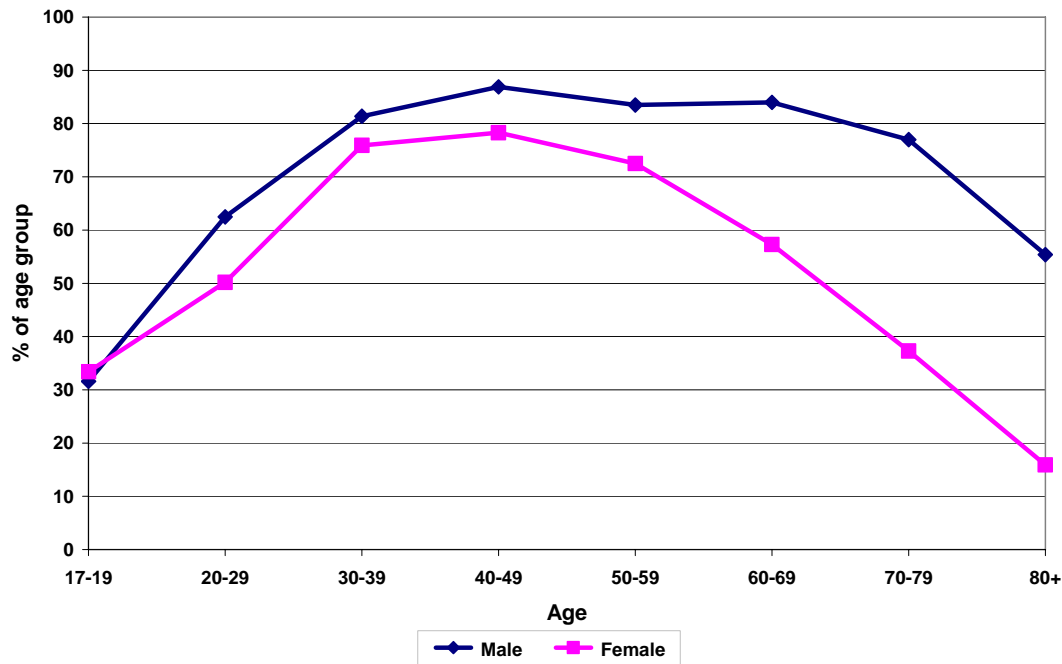
3.2 Households with only one adult (single adult, single parent & single pensioner) were the least likely to have access to a car in 2008. In particular, 65 per cent of single pensioner households had no access to a car, compared to 10 – 12 per cent for family households. [Table 15].

3.3 Over two-thirds of all respondents had a full driving licence in 2008, an increase of 4 percentage points since 1999. This varies with age, increasing from 33 per cent in 17 to 19

year olds to peak at 83 per cent of 40 to 49 year olds, before decreasing back down to 31 per cent of those 80 or over. [Table 3].

3.4 There is a disparity in driving licence possession with regards to gender, with 76 per cent of males and only 60 per cent of females possessing a licence in 2008. However, due to an increase in percentage of females with a full driving licence since 1999, this gap has decreased from 25 percentage points in 1999 to 16 percentage points in 2008. [Table 3]. The gender gap is more marked in the older age groups than it is in the younger age groups, which explains why it is decreasing over the years as the population ages. [Table 16]. (Figure 2).

Figure 2: Adults (aged 17+) with a full driving licence by gender, 2008



Frequency of driving

3.5 Sixty-one per cent of respondents drove at least once a week, and the majority drove on a daily basis (45%), a trend that has been stable since 2003. * [Table 4].

3.6 Employed respondents were more likely to drive every day. In particular, 72 per cent of self employed people drove every day, compared to less than 20 per cent of those unemployed or unable to work due to sickness or disability. [Table 17].

3.7 Respondents aged 30 to 59 were more likely to have driven every day than younger and older respondents, and men were more likely to have driven every day than women.

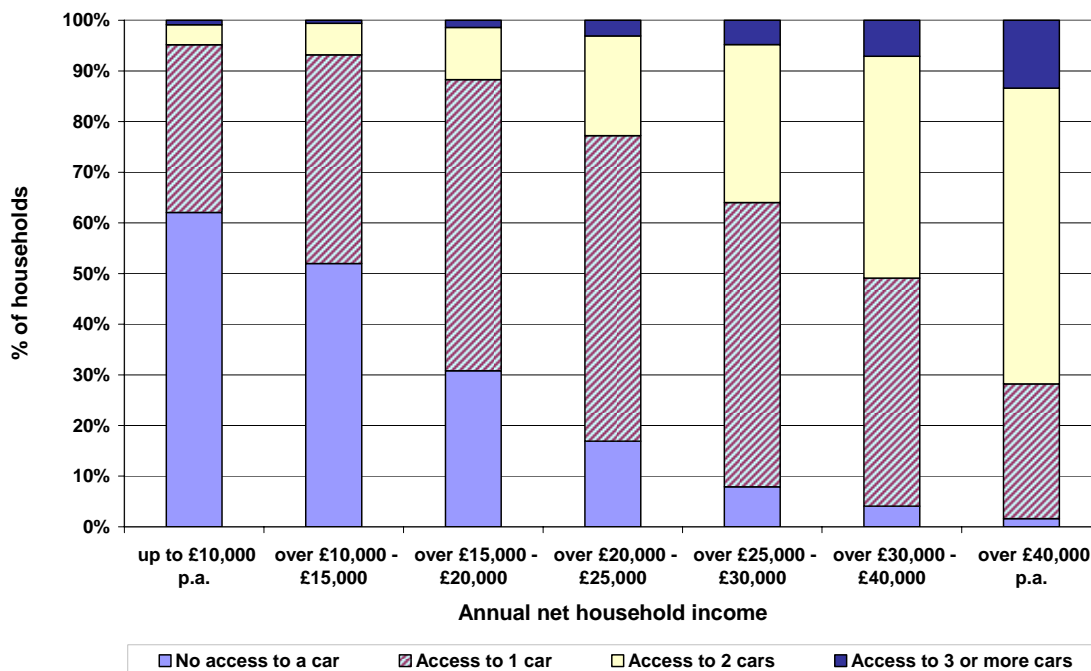
Income

3.8 Car access was found to be dependent on annual net household income (Figure 3), i.e. car access increased as income increased. Thirty-eight per cent of those households with up to £10,000 net income per year had access to at least one car, compared to 98 per cent of those in households with over £40,000 net income per year. Thirteen per cent of

* The apparent increase since 1999 is due to a change in the question. Pre 2003 the question was asked of the highest income householder only.

households in the highest income bracket had access to three or more cars. This may, in part, be due to household type, with high earning household more likely to contain two or more adults. [Table 15].

Figure 3: Household car access by annual net household income, 2008



3.9 Household income was also a factor in whether a person holds a full driving licence, with 41 per cent of those in the lowest income bracket (up to £10,000 per year) holding a licence, compared to 91 per cent of those in households earning over £40,000 per year. [Table 16].

3.10 Those in high income households were more likely to drive at least once a week. Eighty-eight per cent of those in households with an income of over £40,000 per year drove at least once a week compared to 31 per cent of those in households earning up to £10,000 per year. [Table 17].

Urban/rural

3.11 Forty-one per cent of households in large urban areas had no access to a car. This is more than double that of rural areas. This may reflect the necessity of a car in more rural areas in order to have access to services, such as food shopping and medical facilities. [Table 15].

3.12 Half of respondents living in large urban areas drove a car at least once a week. Over three quarters of those living in rural areas drove at least once a week, with over half driving every day. [Table 17].

Comparisons with Great Britain

3.13 The National Travel Survey 2008 (NTS08)* showed similar patterns for GB. Twenty-five per cent of households in GB had no access to a car and 32 per cent had access to two or more cars. It also found car ownership increased as income increased and that those living in rural areas were more likely to own a car than those in urban areas.

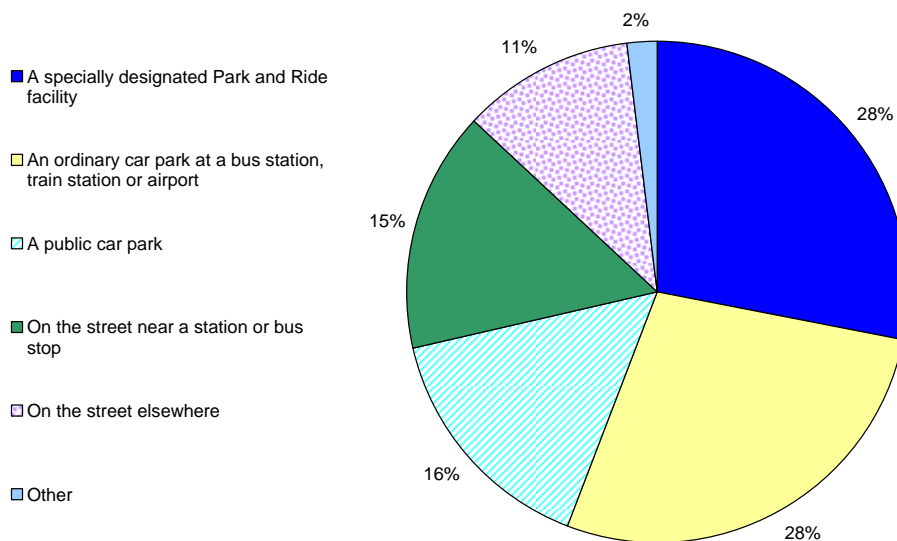
3.14 At GB level, 72 per cent of households had a full driving licence, with men more likely to own a licence than women (81% and 65%, respectively, 2008 NTS) and 30 to 59 year-olds were the most likely group to own a licence (82-83%).

Park & Ride

3.15 In 2007 new questions were added to the survey on Park & Ride use in Scotland. Park & Ride facilities allow drivers to park at dedicated car parks and continue the rest of their journey via public transport, such as bus or train. In most cases either the parking or the bus/train fare are free. Due to small sample sizes, responses on Park & Ride from both the 2007 and 2008 Scottish Household Survey have been combined in order to produce more robust results.

3.16 One in five respondents had made a journey in the last month where they chose to drive only part of the way, and completed their journey using another form of transport. Of these, 28 per cent parked in a designated Park & Ride facility and a further 28 per cent used an ordinary car park at a bus or train station or airport. (Figure 4) [Table 18]

Figure 4: Where parked last time used part driving/parking, 2007-2008



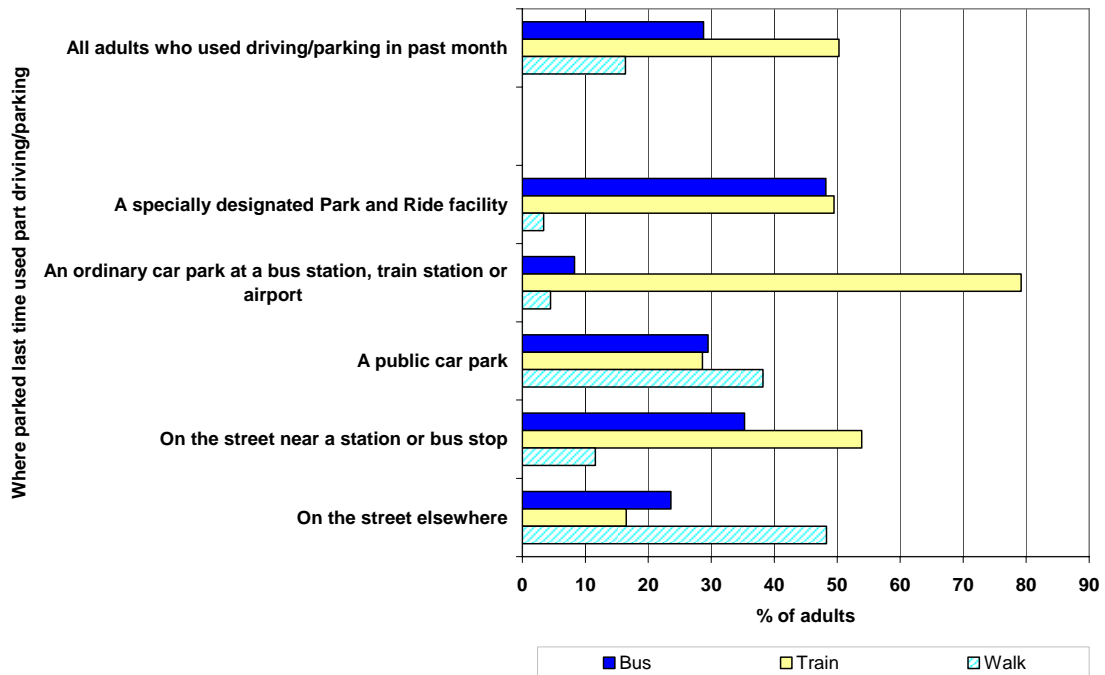
3.17 Nine per cent of respondents had made a journey where they could have used a Park & Ride facility but chose not to. The main reason for not using the Park & Ride was that the journey would take longer.

3.18 Half of those who had made a part driving/parking journey continued their journey by train, 29 per cent used the bus and 16 per cent walked to their destination. This varied depending on the location that they parked, with almost half of those who used a designated Park & Ride facility continuing their journey by bus compared to only 8 per cent

* For further information on the National Travel Survey: http://www.statistics.gov.uk/ssd/surveys/national_travel_survey.asp

of those who chose to park in an ordinary car park at a bus or train station or airport. Those who parked on the street (not near a station or bus stop) were more likely to walk to their destination than to take the bus or train. (Figure 5). [Table 19].

Figure 5: Mode of transport used to complete part driving/parking journey, 2007-2008



4 Rail and bus use, and accessibility

- Forty-six per cent of respondents had used their local bus service in the last month, with 24 per cent using their local train.
- Respondents in households earning over £40,000 per year were the least likely to have used the bus in the last month and the most likely to have used a train.
- A quarter of respondents had a regular bus service (at least 5 buses an hour) in 2008.
- Seventy-eight per cent of respondents never used the bus in the evening and 54 per cent thought it was safe in 2008.
- Fifty-six per cent of those aged 60 or over used their concessionary pass at least once a month (52% in previous years) with 28 per cent having a pass but not using it.

Train use

4.1 Twenty-four per cent of respondents had used the train in the past month in 2008. This is an increase of 9 percentage points since 2002. Only 7 per cent used the train at least once a week. [Table 5].

4.2 In 2008, 4 per cent of respondents travelled to work by train, and 1 per cent of children travelled to school by train. [Table 12]. [Table 13].

Age/gender

4.3 The younger the age group the more likely they were to have used a train in the last month. (Figure 6). [Table 21].

Income, deprivation and urban/rural

4.4 Train use increased as household income increased. Thirty-five per cent of those in households earning over £40,000 per year used the train at least once a month compared to 19 per cent of those in the lowest income households (up to £10,000 per year).

4.5 Those living in more rural areas were less likely to travel by train, with only 11 per cent of those living in remote rural areas using a train at least once a month compared to over 20 per cent of those living in urban areas and accessible towns.

Evening travel and safety

4.6 Over three quarters of respondents had never used the train in the evening and less than 1 per cent used it most days. Thirteen per cent of respondents in 2008 felt very safe when travelling by train in the evening, a 5 percentage drop since 2001. However, it should be noted that the sample size was halved from 2007 onwards. [Table 7].

4.7 Gender had no effect on people's frequency of travel by train in the evening, however females were less likely to think it was safe (42 per cent of females compared to 62 per cent of males). [Table 23].

4.8 The older the age group the less likely they were to travel by train in the evening. They were also less likely to feel safe, which may be the reason they chose not to travel.

4.9 Those in employment or further/higher education were the most likely to travel by train in the evening.

4.10 Those in households earning over £40,000 per year were the most likely to report feeling very safe when travelling by train in the evening (21 per cent).

4.11 Those respondents who travel by train in the evening frequently (at least once a week or once a month) are more likely to report feeling safe than those travelling less frequently.

GB comparison

4.12 The SHS shows similar results to that of the GB (2008 NTS), which found that 6 per cent used the train at least once a week (compared to 7% from the SHS).

Bus use

4.13 A quarter of respondents had a regular bus service (at least 5 buses an hour) in 2008. This is an increase of 5 percentage points since 1999. Eighty-six per cent lived within 6 minutes walk to a bus stop, although this may not be the bus stop that they regularly use. Twenty-three per cent have both, i.e. a regular bus service that is within 6 minutes walk from their house. [Table 2].

4.14 Forty-six per cent of respondents had used the local bus service in the past month. This is an increase of 5 percentage points since 2002. [Table 5].

Age/gender

4.15 Younger and older age groups were the most likely to use the bus, while less than 40 per cent of those aged between 30 and 59 used the bus in the past month. This is consistent with the results on frequency of driving, which showed that the 30 to 59 year age groups were the most likely to drive every day. [Table 21].

4.16 Women were more likely to use the bus, with over 50 per cent responding that they had used the bus in the last month, compared to only 41 per cent of men. [Table 21]. However, men were more likely to use the bus in the evening than women were (24% and 20% respectively). [Table 22].

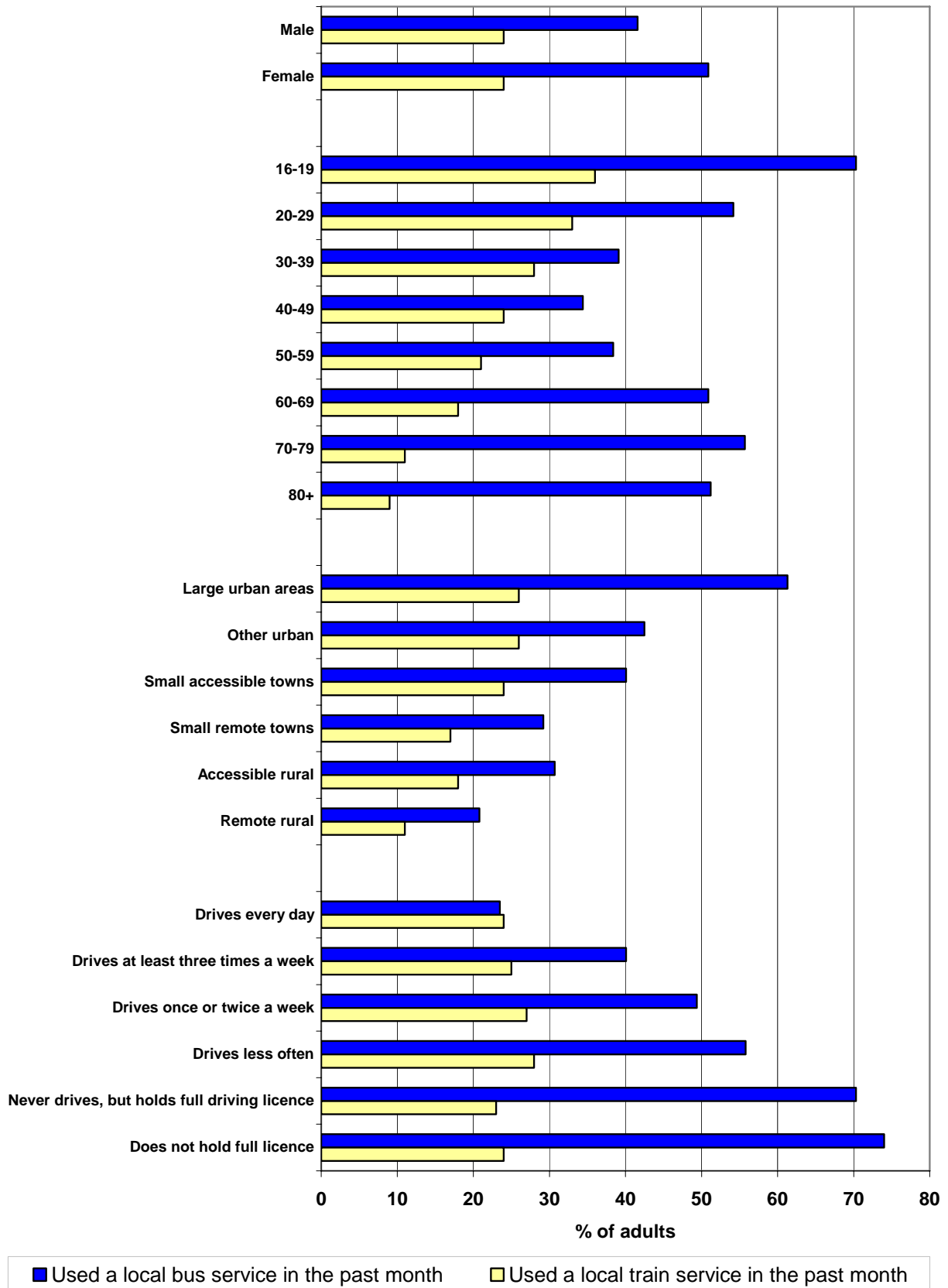
Income, deprivation and urban/rural

4.17 Respondents in more deprived areas were more likely to have a good bus service (bus stop within 6 minute walk and 5+ buses per hour) than respondents in the least deprived areas (36% and 22%, respectively). [Table 20].

4.18 Urban areas, particularly large urban areas, had more frequent bus services. Forty-one per cent of households in large urban areas had a bus stop within 6 minutes walk of their home, with a frequency of at least 5 buses an hour. This compares to remote rural areas, where there were no households who were served by a bus stop with at least 5 buses an hour. [Table 20].

4.19 Those in large urban areas were the most likely to travel by bus almost or every day (20 per cent compared to only 3% of those living in remote rural areas). (Table 21).

Figure 6: Adults who have used a bus or train in the past month, 2008



Evening travel and safety

4.20 Seventy-eight per cent of respondents never used the bus in the evening and 54 per cent thought it was safe from crime. The percentage of respondents claiming to feel that bus travel in the evening is safe has fallen by 13 percentage points since 2001.

4.21 Those living in large urban areas were most likely to travel by bus in the evening, possibly due to the more frequent service. However, those living in remote areas (either towns or rural areas) were the most likely to feel very safe using the bus in the evening.

4.22 Respondents aged between 16 and 29 were more likely to travel by bus in the evening than older age groups, and they were also more likely to feel safe.

GB comparison

4.23 The SHS shows similar results to that of the GB (2008 NTS), which found that 28 per cent used the bus at least once a week (compared to 33% from the SHS).

Bus use compared to train use

4.24 Frequency of driving and driving licence possession had a significant effect on whether respondents travelled by bus. Thirty-two per cent of those holding a full driving licence had used the local bus service in the past month, compared to 74 per cent of those who don't hold a full licence. Those who drove more frequently were less likely to travel by bus. However, train travel was comparatively unaffected by either frequency of driving or driving licence possession. [Table 21].

4.25 Women were more likely to use the bus than men, while there was no difference in train use by gender (Figure 6).

4.26 Adults aged 16 to 19 were much more likely to use the bus almost or every day than older age groups (27% compared to an average of 13% for all adults). Whereas 20 to 29 year olds were the most likely to take the train every day. Older age groups (60 and over) were more likely to travel by bus than those aged 30-59, while train use decreased as age increased. [Table 21].

4.27 The lower the household income bracket the more likely it is that the respondent used the bus in the last month. This is in direct contrast to train use, which has a decreased likelihood the lower the household income, implying that the higher cost of rail travel is a deterrent to those on lower incomes. [Table 21].

Concessionary Travel

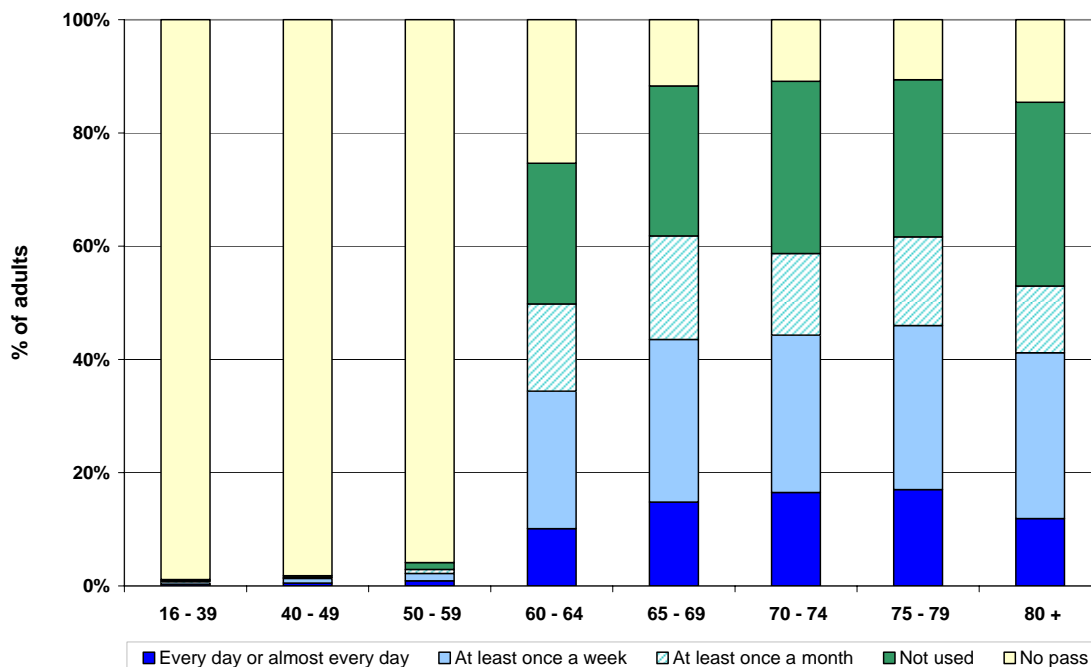
4.28 The National Concessionary Travel Scheme was rolled out across Scotland in April 2006. The scheme enables individuals aged 60+ or those with certain types of disabilities to travel free on buses across Scotland. Tables 24 and Table 25 only contain statistics for respondents with a concessionary pass described above.

4.29 Twenty-four per cent of adults (16+) had a concessionary fare pass in 2008, and 84 per cent of those aged 60 or over. [Table 8]. However, only 56 per cent of respondents aged 60 or over actually used their pass at least once a month. [Table 25].

4.30 This is consistent with Transport Scotland data showing 26 per cent of the adult population owning a concessionary fare pass (1,122,846 passes issued by end February 2009; GROS mid-year 2008 population estimate of 4,254,966).

4.31 Twenty-five per cent of respondents aged 60 to 64 did not have a pass, compared with 15 per cent or less for all older age groups. (Figure 7). [Table 24].

Figure 7: Possession and use of concessionary fare pass, 2008



4.32 Women were more likely to have used their pass than men (61% and 50% respectively) and they tended to use it more frequently, with 46 per cent using it on a daily or at least weekly basis, compared to 35 per cent of men. [Table 25].

4.33 Of all adults aged 60 or over, those who were permanently retired were more likely to have a pass than those in employment (88% and 68% respectively). This may indicate that those in employment are unaware that they are eligible for a pass.

4.34 Fifty per cent of adults aged 60 or over and in lower income households (up to £10,000 per year) used their pass at least once a week compared to 30 per cent of those in households with over £20,000 per year. [Table 25].

4.35 Frequency of driving had a considerable effect on how often concessionary passes were used by the over 60s. Of those who drove every day, only 20 per cent used their pass at least once a week compared to over 50 per cent of those who drove less than once a week. [Table 25].

Young Persons' Concessionary Travel

4.36 The Scotland-wide Concessionary Travel Scheme for Young People started on 8 January 2007. It allows all 16 - 18 year olds and young full-time volunteers up to the age of 25 concessionary travel on buses, rail and ferries throughout Scotland. The scheme provides a third off bus and rail travel throughout Scotland and two free return ferry journeys to the mainland each year if you live on a Scottish Island. A question on young persons concessionary travel was added to the survey in 2008.

4.37 Of those aged 16 to 18, 21 per cent had a pass, with 12 per cent using it at least once a fortnight. No one over 18 had a pass. This analysis is based on small sample sizes and therefore may be subject to larger sampling variation than other figures.

5 Walking and cycling

- Walking and cycling accounted for 15 per cent and public transport 16 per cent of all journeys to work in 2008.
- Half of all journeys to school were made by walking or cycling in 2008 (down from 55% in 1999).
- Forty-five per cent of respondents had walked for pleasure in past seven days in 2008, and 5 per cent had cycled for pleasure.
- Thirty-seven per cent of households had access to at least one bicycle in 2008.
- Respondents living in urban areas and towns were more likely to walk as a means of transport and less likely to walk for pleasure than respondents living in rural areas.

Travel to Work

5.1 Thirteen per cent of adults travelled to work on foot in 2008. This figure has been relatively stable since 1999. The number of adults cycling to work was 2.3 per cent, which is the highest it has been from 1999 to 2008. Sixteen per cent travelled to work by public transport in 2008. [Table 12].

Travel to School

5.2 Half of all pupils in full time education walked or cycled to school in 2008. This was a decrease of 5 percentage points from 1999. [Table 13].

Walking and cycling as a mode of transport

5.3 Almost fifty per cent of respondents had not walked as a means of transport in the previous seven days in 2008, relatively unchanged since 1999. [Table 9]. **Note:** Only journeys longer than $\frac{1}{4}$ of a mile are collected in the independent walking and cycling questions. This figure is higher than the travel to work question (paragraph 5.1) and will include journeys where walking and cycling is a stage of the journey but not the longest distance mode.

5.4 Five per cent of respondents had made a transport related journey by bicycle in the previous seven days. This is the highest figure in the cycling time series from 1999 to 2008, which is consistent with the findings on travel to work. [Table 10].

Pleasure

5.5 Forty-five per cent of respondents had walked for pleasure in past seven days in 2008, an increase of 5 percentage points since 1999. Five per cent of respondents had cycled for pleasure in the past seven days.

Bicycle access

5.6 Thirty-seven per cent of households had access to at least one bicycle in 2008, an increase of 5 percentage points since 1999. [Table 1]. The percentage of households with access to a bicycle varied with household type with families and large adult households

the most likely to have access to a bicycle (61 – 66%) and single pensioners the least likely to have access to a bicycle (8%). [Table 15].

5.7 As household income increased so did the likelihood of the household having access to at least one bicycle, with 69 per cent of those in the highest income bracket (over £40,000 per year) compared to 16 per cent in the lowest income bracket (up to £10,000 per year).

5.8 A similar pattern can be seen in the deprivation and the urban/rural figures; as deprivation increased, and as rurality increased, the number of bicycles available increased.

Age/gender

5.9 Gender had no effect on frequency of walking, either as a form of transport or for pleasure. Older people were less likely to walk, particularly those over 80. Only 22 per cent of those aged 80 and above had gone for a walk for pleasure in the last seven days, compared to the average of 45 per cent for all adults. [Table 26].

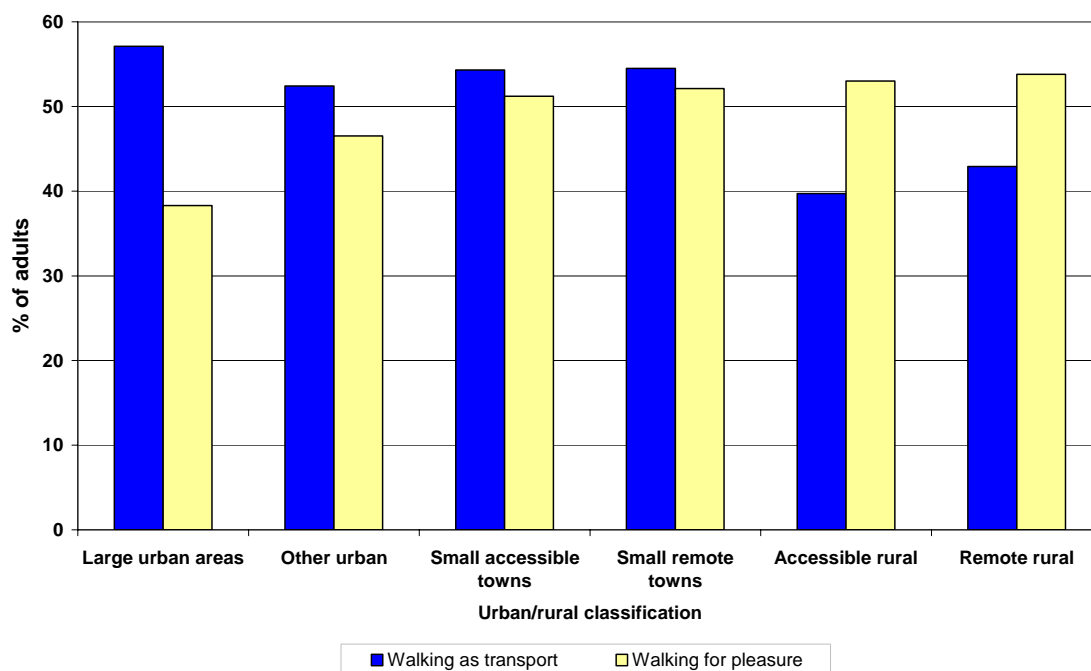
5.10 Men were more likely than women to cycle, both as a means of transport and for pleasure, with approximately 7 per cent of men claiming to have cycled in the last seven days compared to 2 per cent of women. Older age groups were less likely to cycle than younger people. Those in full time employment or further/higher education were the most likely to cycle as a means of transport, while self employed people were the most likely to cycle for pleasure. [Table 27].

Income, deprivation and urban/rural

5.11 Income had little effect on transport related walking journeys but households on high-incomes were more likely to make pleasure related walking journeys in 2008.

5.12 Those living in urban areas and towns were more likely to walk as a means of transport compared to those living in rural areas. However, they were less likely to walk for pleasure, with only 38 per cent of those living in large urban areas responding that they had walked for pleasure in the last seven days compared to 54 per cent of respondents living in remote rural areas. (Figure 8).

**Figure 8: Walking as a means of transport or for pleasure by urban/rural, 2008
(on one or more of the previous seven days)**



5.13 Unsurprisingly, the frequency of driving affected the percentage of transport walking trips recorded in the past seven days but it had little significant affect on the percentage of pleasure walking trips.

5.14 There was little significant difference with household income, deprivation or urban/rural classification with cycling.

GB comparisons

5.15 Although no direct comparison can be drawn between SHS Scotland results and 2008 NTS GB results due to a difference in question methodology (the NTS is only asked of journeys over 20 minutes) the results are broadly consistent. The NTS shows 44 per cent of children walk to school and 2 per cent cycle (compared to 49% and 2% respectively).

5.16 GB figures from the NTS08 show walking accounts for 10 per cent of commuting trips, which is similar to the SHS 2008 figure of 13 per cent of people who walk to work.

6 Access to services

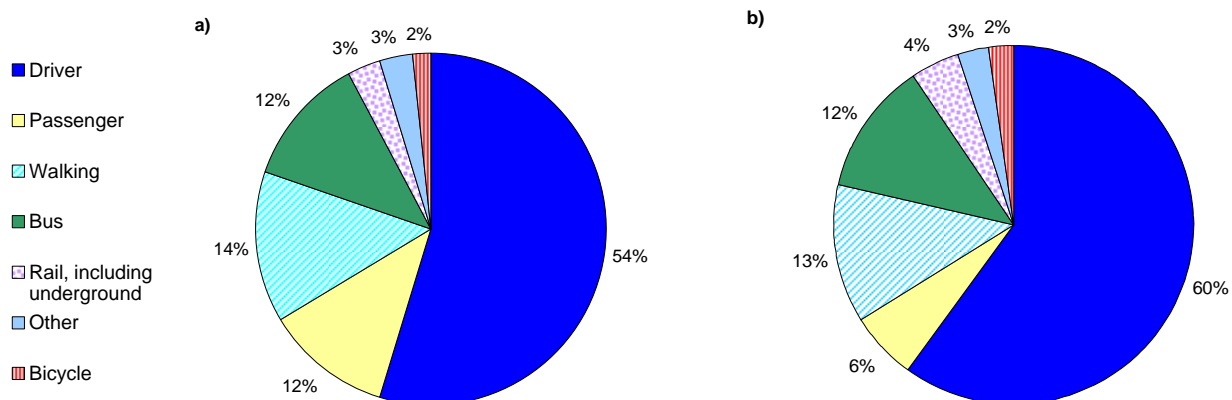
- Sixty-six per cent of respondents used the car to travel to work, of which only six per cent travelled as a passenger (down from 12% in 1999).
- Females were more likely to walk to work than men, while men were more likely to drive to work than women.
- Children in primary school were more likely to walk or be driven to school than children in secondary school.
- Eighty-one per cent of respondents felt that public transport was very or fairly convenient to access in 2008.
- Respondents travelling to hospital out-patients departments were more likely to be passengers, as opposed to drivers, than those travelling to the dentist or doctors.
- Nine per cent of the respondents with limiting illness or disability, had difficulty with at least one type of travel activity (walking/car/bus/train/taxi).

Travel to work

6.1 Ten per cent of employed adults worked from home in 2008. Although this has been fairly stable since 2005, it is still an increase of 3 percentage points since 1999. [Table 11]. The GB figures in the NTS08 show 4 per cent of employed adults always work from home, with a further 6 per cent working from home at least one day in the previous week. The higher figures seen in Scotland may be due to the less accessible landscapes found in Scotland, which make it more difficult to travel to a workplace.

6.2 In 2008, as it was in 1999, 66 per cent of adults travelled to work by car. Although the percentage travelling to work by car is unchanged from 1999, there has been an increase in those driving, rather than being a passenger, with the percentage of those travelling as passengers falling from 12 per cent in 1999 to 6 per cent in 2008. This is likely to be due to increased access to cars and the number of households with more than one car since 1999. (Figure 9).

Figure 9: Travel to work a) 1999 and b) 2008



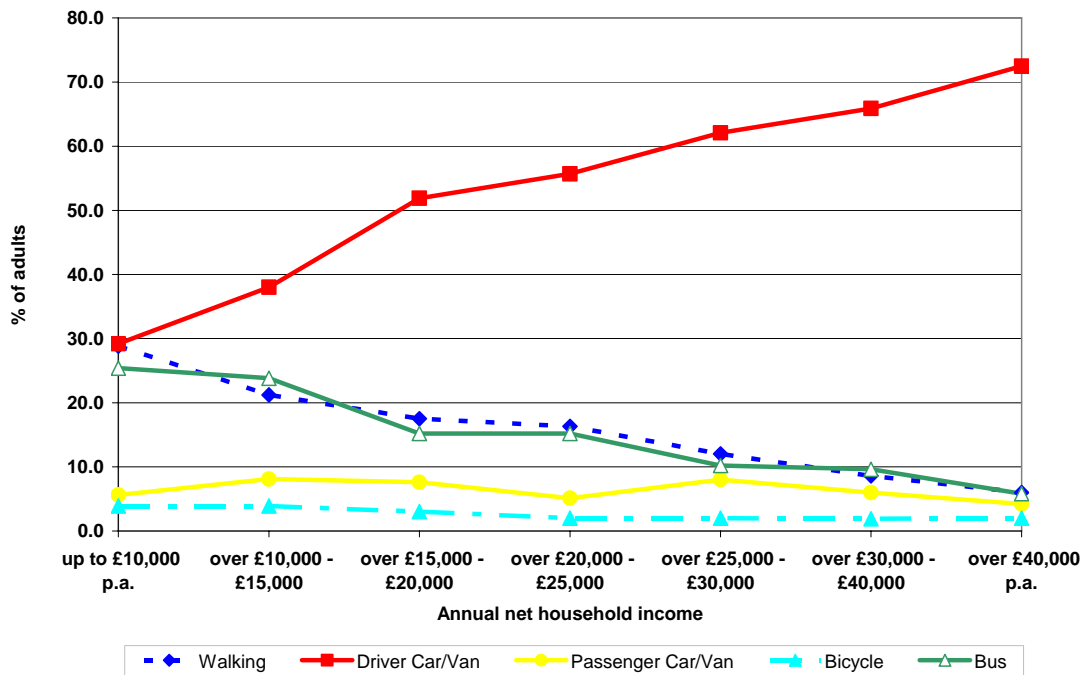
6.3 GB figures show a similar picture: The Autumn 2008 Labour Force Survey shows 69 per cent of people travelling to work by car and 16 per cent by public transport.

6.4 Respondents methods of travelling to work were dependent on gender, with females more likely to walk than men (16% and 9% respectively), while men were more likely to drive to work than women. [Table 28].

6.5 Self employed people were less likely travel to work by bus, and part time workers were more likely to walk, which may be due to part time workers being more likely to live close to their place of work.

6.6 As household income increases respondents were more likely to drive to work and less likely to walk or take the bus (Figure 10).

Figure 10: Main method of travel to work by annual net household income, 2008



6.7 Those living in large urban areas were more likely to use public transport to get to work (26% compared to the average for all adults of 16%), which may be due to the increased accessibility and frequency of public transport services in these areas.

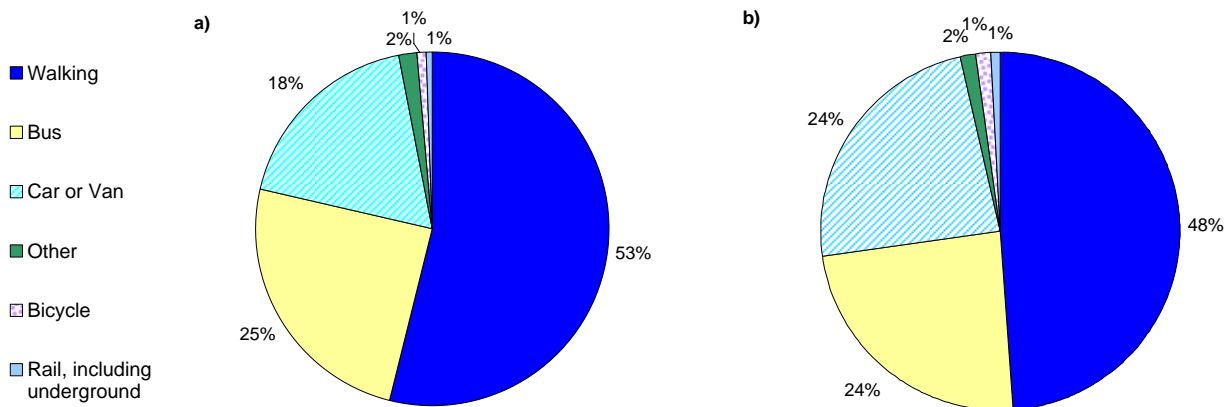
6.8 The more cars a household had access to the greater the likelihood of them driving to work. Those households with no cars generally took the bus (41%) or walked to work (35%). [Table 28].

6.9 Single parent families were the most likely to walk to work, and also the most likely to take the bus.

Travel to School

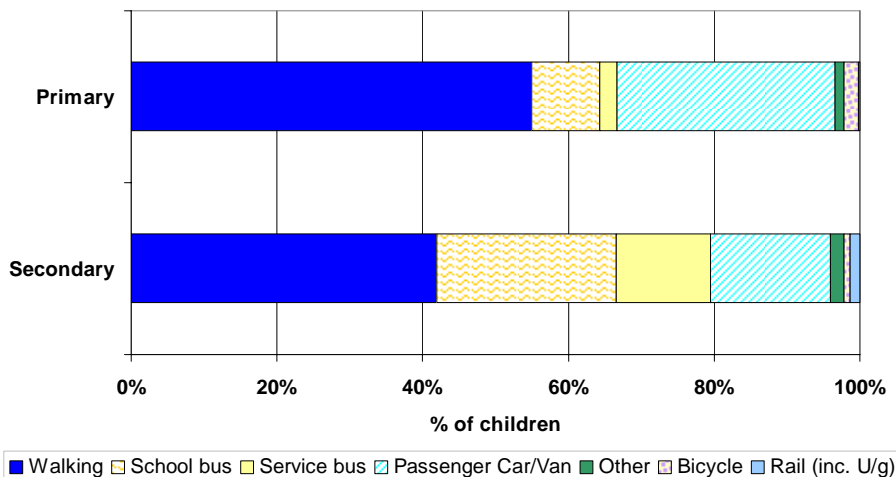
6.10 Just under half of journeys to school were made on foot in 2008. This has fallen 5 percentage points since 1999. (Figure 11). As walking journeys have fallen, those being driven to school have increased. [Table 13].

Figure 11: Mode of transport to school a) 1999 and b) 2008



6.11 How children travel to school is dependent on their age. Children in primary school, aged between 4-11, were more likely to walk or be driven to school than children in secondary, aged between 12-18. Secondary school children were more likely to take the bus than those in primary school. (Figure 12). This is likely to be partly due to primary schools generally being closer than secondary schools, therefore people are more likely to walk, but also, many respondents from the survey indicated that they felt primary school children were too young to travel on public transport on their own. [Table 29].

Figure 12: Mode of transport to school by school type, 2008



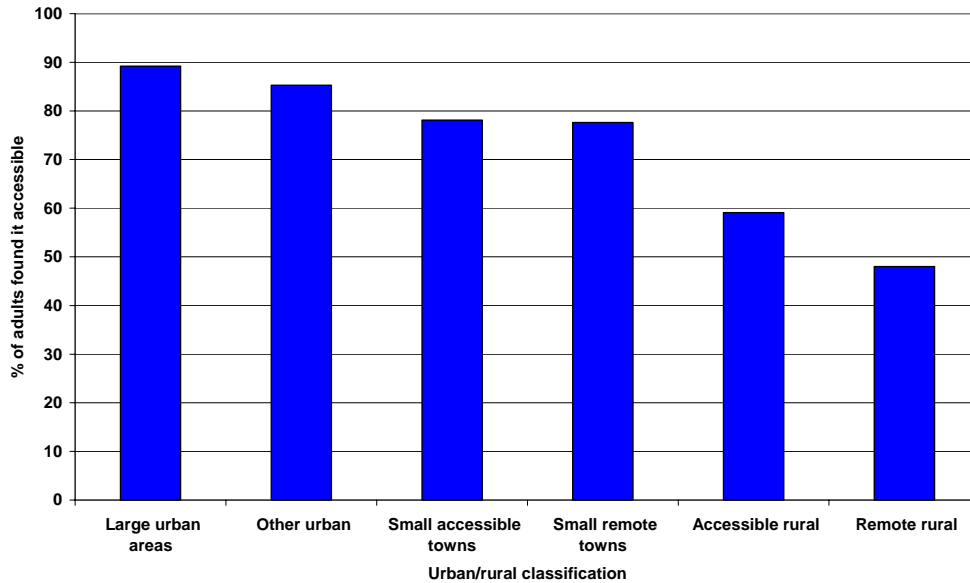
6.12 Over 50 per cent of children in towns and urban areas walked to school in 2008. Children in rural areas were much less likely to walk to school and tended instead to travel by school bus. This service is less widely available in large urban areas, where 12 per cent of children used a service bus to get to school. [Table 29].

6.13 For those children who walked to school, 84 per cent stated the reason for walking was that the school was nearby. Those taking the bus cited convenience as the reason for mode choice, with many feeling that it was too far to walk. [Table 30].

Access to services

6.14 Eighty-one per cent of respondents felt that public transport was very or fairly convenient to access in 2008. This figure was considerably lower for those living in rural areas. (Figure 13). [Table 32].

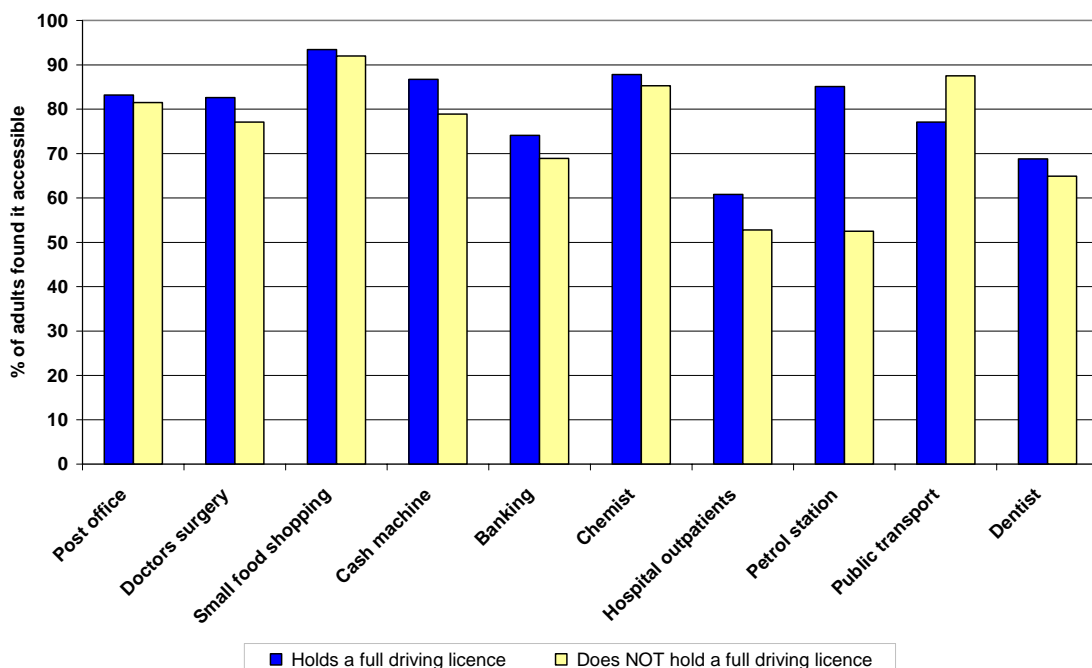
Figure 13: Respondents who felt that public transport was very or fairly convenient, 2008



6.15 Gender and age had little effect on how respondents felt about access to services, although those over 60 tended to be less likely to find access was very or fairly convenient.

6.16 Respondents with a full driving licence were more likely to say that services were very or fairly convenient to access, than those without a driving licence, except when asked about access to public transport, which those without a licence were more likely to find convenient (Figure 14).

Figure 14: Respondents who felt that services were very or fairly convenient, 2008



Access to medical services

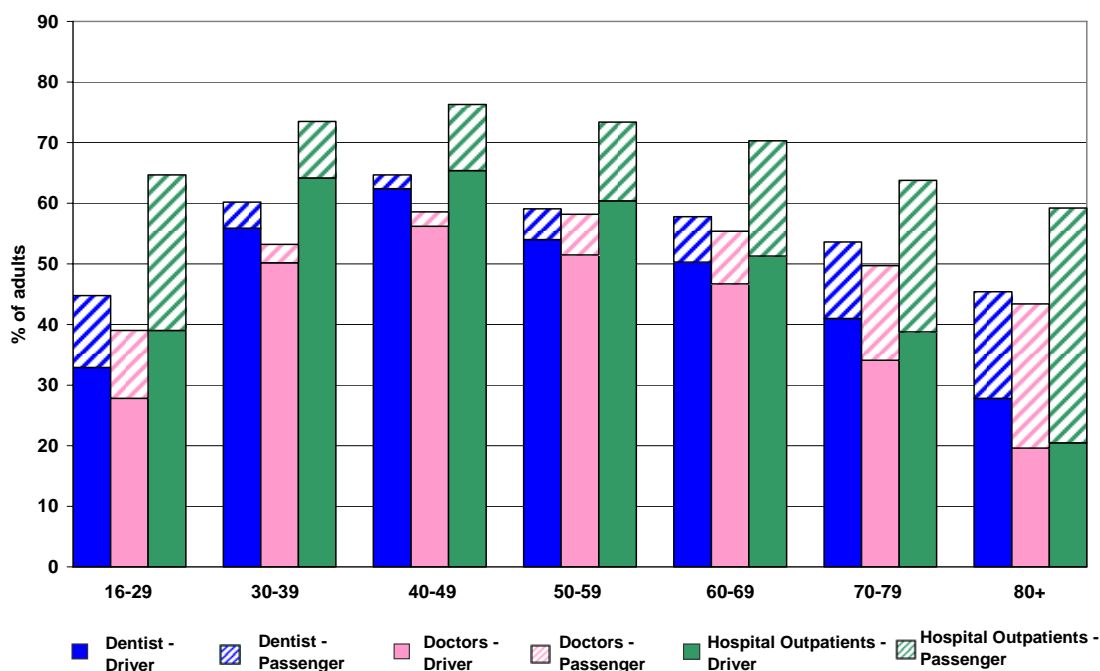
6.17 In 2007 new questions were added to the SHS that addressed how adults travelled to key medical facilities i.e. dentists, doctors' surgeries, and hospital out-patient departments. [Table 33 - Table 35].

6.18 Sixty-eight per cent of respondents felt that access to the dentist was very or fairly convenient, rising to 81 per cent for access to doctors' surgeries, and 58 per cent thought hospital out-patients departments were accessible. [Table 32].

6.19 Men were more likely than women to drive to medical facilities, while women were more likely than men to take the bus.

6.20 Older and younger age groups were less likely to travel to medical facilities by car, with those aged 40 to 49 most likely to use the car. Older and younger age groups were also more likely to be passengers rather than drivers. Those travelling to hospital out-patients departments were more likely to be passengers, as opposed to drivers, than those travelling to the dentist or doctors (Figure 15).

Figure 15: Car use to key medical facilities by age, 2008



6.21 As household income increases respondents were more likely to drive to medical facilities and less likely to walk or take the bus. This pattern is concurrent with findings found in earlier sections [Table 33 - 35].

Adults with mobility problems

6.22 Nine per cent of the respondents with a limiting illness or disability had difficulty with at least one type of travel activity (walking/bus/train/taxi). This has fallen by 2 percentage points since 1999. (Figure 16). Walking for at least 10 minutes is the most common mobility problem, followed by travelling by bus. The number of blue badge holders rose to 6 per cent in 2008, compared to 4 per cent in 1999. [Table 14]. This is consistent with Transport Scotland data showing 6.1 per cent of the adult population to

have a blue badge (257,813 blue badges issued by March 2008; GROS mid-year 2008 population estimate of 4,254,966).

Figure 16: Adults with limited mobility, 2008

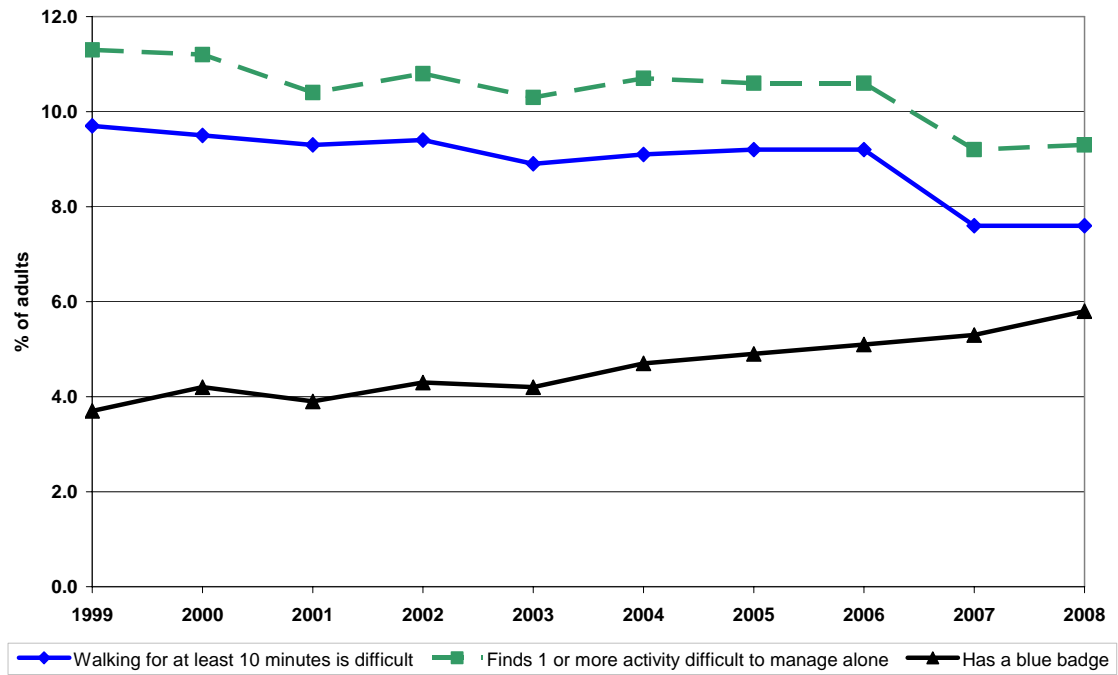


Table 1: [Car and bicycle access] Households with cars and bicycles available for private use, 1999 – 2008

	1999	2000	2001	2002	2003	2004	2005	2006	2007	2008
	<i>column percentages</i>									
None	37.2	35.8	35.3	34.8	32.7	33.7	31.7	32.0	30.3	30.2
One	45.1	45.5	45.6	44.4	44.5	43.0	44.5	43.6	44.3	43.9
Two	15.4	16.4	16.6	18.2	19.8	19.9	20.5	20.5	21.4	21.8
Three or more	2.4	2.3	2.6	2.5	3.0	3.4	3.3	3.8	4.0	4.0
One or more cars	62.8	64.2	64.7	65.2	67.3	66.3	68.3	68.0	69.7	69.8
Two or more cars	17.7	18.6	19.1	20.8	22.8	23.3	23.8	24.4	25.3	25.8
1+ Bicycles available for use	31.8	34.2	N/A	34.9	34.4	35.0	35.0	35.3	36.9	36.8
Sample size (=100%)	14,679	15,547	15,566	15,073	14,880	15,942	15,392	15,616	13,414	13,821

Table 2: [Bus access] Households' bus facilities, 1999 – 2008

	1999	2000	2001	2002	2003	2004	2005	2006	2007*	2008
	<i>column percentages</i>									
Time it would take to walk to nearest bus stop										
Up to 6 min walk	84.7	84.6	84.8	86.3	85.4	86.6	85.4	84.9	84.8	85.7
5+ per hour (up to 13 min freq)	19.6	19.4	18.5	21.6	23.4	24.2	24.8	22.5	24.3	25.0
Up to 6 mins walk and 5+ buses per hour	18.1	18.0	17.1	19.9	21.6	22.4	22.9	20.8	22.4	22.9
Service freq not known	19.2	20.0	23.4	23.1	22.6	23.0	24.6	24.3	23.1	23.1
Sample size (=100%)	14,671	15,547	15,561	15,072	14,879	15,941	15,392	15,616	9,274	6,846

* Sample size was reduced to ½ sample from June 2007.

Table 3: [Driving licence] People aged 17 or over - those who hold full driving licence*, 1999 – 2008

	1999	2000	2001	2002	2003	2004	2005	2006	2007	2008
	<i>cell percentages</i>									
All aged 17+	63.5	64.0	64.7	64.6	65.8	65.8	65.6	66.4	67.0	67.6
Gender										
Male	76.9	76.2	75.6	76.7	76.5	75.8	75.7	75.5	75.8	76.0
Female	51.5	53.0	55.0	53.8	56.0	56.9	56.4	58.0	59.2	59.9
Age										
17-19	25.9	25.2	23.3	20.7	27.8	26.0	20.8	30.2	28.1	32.5
20-29	66.5	63.3	64.8	61.6	58.1	60.6	59.6	58.5	57.7	56.4
30-39	77.6	77.7	76.2	80.6	79.9	78.6	78.7	76.0	78.4	78.5
40-49	76.1	77.0	79.0	77.3	80.5	79.2	79.2	79.3	80.0	82.6
50-59	70.0	73.3	72.0	72.0	74.0	74.3	74.8	76.1	76.4	77.8
60-69	56.2	58.9	60.8	62.0	64.0	65.2	65.4	68.2	69.1	70.1
70-79	42.0	40.2	44.7	42.9	44.8	47.5	48.9	50.8	55.2	53.4
80+	21.6	23.8	24.1	23.8	27.0	28.3	26.6	28.7	35.4	30.8
Sample size (=100%)	13,660	14,440	14,527	13,936	13,850	14,660	13,970	14,075	12,152	12,267

*Prior to April 2003, information on driving licence possession was collected from the head of the household of their spouse/partner, about all adults in the household. From April 2003 it is collected from the random adult interview. Figures given here for 1999 to 2002 use only the random adult data.

Table 4: [Frequency of driving] People aged 17 or over - frequency of driving*, 1999 – 2008

	1999	2000	2001	2002	2003	2004	2005	2006	2007	2008
Frequency of driving										<i>column percentages</i>
Every day	44.2	44.7	45.8	45.5	43.3	41.4	41.8	40.9	45.2	44.9
At least 3 times per week	7.6	7.9	8.0	8.0	10.2	11.2	11.2	11.6	10.0	10.4
1 - 2 times per week	4.5	4.2	3.9	4.2	5.5	5.7	5.8	6.7	5.1	5.6
At least 2 - 3 times per month	1.0	0.9	1.0	0.9	0.7	0.8	0.8	1.0	0.9	1.0
At least once a month	0.5	0.5	0.6	0.4	0.4	0.6	0.5	0.5	0.6	0.4
Less than once a month	1.7	1.8	1.9	2.1	1.7	1.6	1.4	1.4	1.7	1.3
Has licence but never drives	4.0	4.0	3.5	3.5	4.1	4.5	4.1	4.4	3.5	4.0
Does not have a full driving licence	36.5	36.0	35.3	35.4	34.2	34.2	34.4	33.6	33.0	32.4
Sample size (=100%)	13,660	14,440	14,527	13,936	13,850	14,660	13,968	14,075	12,152	12,263

* Frequency of driving is only shown for those with a full driving licence. Prior to April 2003, information on driving licence possession was collected from the head of the household of their spouse/partner, about all adults in the household. From April 2003 it is collected from the random adult interview. Figures given here for 1999 to 2002 use only the random adult data.

Table 5: [Bus and train use] Frequency of using local bus and train services in past month, 2002 – 2008

	1999	2000	2001	2002	2003	2004	2005	2006	2007	2008
Frequency of using local bus service:										<i>column percentages</i>
Every day, or almost every day	11.0	10.5	11.1	11.9	12.0	12.3	12.6
2 or 3 times per week	11.6	11.5	11.2	11.6	11.7	11.7	12.2
About once a week	7.9	7.6	7.5	7.7	7.9	7.7	7.8
About once a fortnight, or about once a month	10.9	10.6	10.6	12.1	12.2	13.9	13.9
Not used in past month	58.6	59.7	59.5	56.7	56.2	54.4	53.6
Frequency of using local train service:										
Every day, or almost every day	1.6	1.7	1.8	2.0	2.0	2.0	2.3
2 or 3 times per week	1.0	1.3	1.6	1.5	1.6	1.8	2.0
About once a week	2.0	2.5	2.7	2.6	2.8	3.2	3.2
About once a fortnight, or about once a month	10.4	11.4	12.3	14.3	13.7	16.3	16.4
Not used in past month	84.9	83.1	81.6	79.5	79.8	76.6	76.1
Sample size (=100%)				14,037	13,960	14,774	14,063	14,183	12,118	12,298

Table 6: [Bus use in the evening] Frequency of travelling by bus in the evening, 2001 – 2008

	1999	2000	2001	2002	2003	2004	2005	2006	2007*	2008
Frequency of travel by bus in evening								<i>column percentages</i>		
Most days	2.7	2.9	2.9	3.0	2.9	3.7	1.2	1.6
At least once a week	7.5	6.8	6.9	6.2	6.8	7.6	5.3	5.8
At least once a month	4.3	4.2	3.6	3.9	4.2	4.2	4.1	4.6
Less than once a month	9.6	9.6	8.3	8.6	8.8	9.1	8.8	8.7
Never	75.6	76.2	78.1	78.0	76.9	74.8	78.9	78.0
Don't know	0.3	0.3	0.2	0.3	0.4	0.7	1.7	1.4
How safe from crime they felt, or would feel, by bus travel in the evenings										
Very safe	22.5	18.1	15.1	14.5	13.6	15.2	13.6	13.6
Fairly safe	44.7	40.8	39.3	40.5	42.2	41.8	40.9	40.3
Not particularly safe	11.4	13.2	13.1	14.2	14.6	14.5	16.5	16.7
Not safe at all	5.6	7.3	7.3	7.6	7.1	8.0	9.2	8.3
Don't know	15.8	20.5	25.2	23.2	22.5	20.6	19.6	21.0
Sample size (=100%)			14,643	14,042	13,965	14,777	14,070	14,190	10,252	9,162

*Format of question changed in 2007 and sample reduced to ¾ from June 2007 onwards.

Table 7: [Train use in the evening] Frequency of travelling by train in the evening, 2001 – 2008

	1999	2000	2001	2002	2003	2004	2005	2006	2007*	2008
Frequency of travel by train in evening								<i>column percentages</i>		
Most days	0.6	0.7	0.7	0.7	0.8	0.7	0.5	0.4
At least once a week	2.6	1.6	1.9	1.9	2.1	1.9	2.0	2.2
At least once a month	4.1	3.2	2.6	2.8	3.5	3.7	3.8	4.0
Less than once a month	12.8	9.6	9.1	9.2	9.8	10.9	10.9	12.3
Never	79.1	84.0	85.3	84.8	82.6	80.9	78.1	77.5
Don't know	0.7	1.0	0.5	0.6	1.2	1.8	4.7	3.6
How safe from crime they felt, or would feel, by train travel in the evenings										
Very safe	17.4	14.2	12.5	11.6	11.1	12.1	11.2	12.8
Fairly safe	36.7	34.1	33.5	34.8	36.8	37.1	39.1	38.3
Not particularly safe	11.0	12.8	12.7	13.6	13.6	13.6	12.2	11.9
Not safe at all	6.7	8.1	7.8	8.1	7.2	8.2	7.4	6.1
Don't know	28.2	30.8	33.6	31.8	31.3	29.0	30.1	30.9
Sample size (=100%)			14,643	14,042	13,965	14,777	14,070	14,190	6,022	6,112

*Format of question changed and sample reduced to ½ from 2007 onwards.

Table 8: [Concessionary fare pass] Possession of a concessionary fare pass, 2003 – 2008

	1999	2000	2001	2002	2003*	2004	2005	2006*	2007	2008
<i>percentages of adults in the relevant sub-group</i>										
Adults aged 16+	21.8	22.9	23.0	24.1	23.5	24.5
Adults aged 60+	75.7	78.2	80.2	83.1	81.5	84.3
Adults aged 60-64	60.0	65.8	69.3	75.8	74.9	74.7
Adults aged 65+	81.0	82.2	83.9	85.6	84.0	88.1
Sample size - adults aged 16+ (=100%)					10,285	14,778	14,071	10,808	12,242	12,372

*Figures from 2003, relate to the period from April to December 2003, as the concessionary pass question was asked only from April. Figures from 2006, relate to April to December 2006, as a new concessionary fare scheme was introduced in April 2006. Prior to April 2006 the question only concerned off-peak concessionary passes.

Table 9: [Walking] Frequency of walking in the previous seven days*, 1999 – 2008

	1999	2000	2001	2002	2003	2004	2005	2006	2007	2008
As a means of transport:	<i>column percentages</i>									
None	47.6	46.4	44.9	45.1	45.6	45.8	46.0	46.0	48.0	47.5
1-2 days	18.7	18.3	19.1	18.3	17.5	16.8	15.3	15.8	17.9	17.2
3-5 days	18.2	20.5	21.6	22.1	21.9	21.3	22.0	21.3	19.8	21.7
6-7 days	15.4	14.7	14.5	14.6	15.0	16.0	16.7	17.0	14.3	13.6
1+ days	52.4	53.6	55.1	54.9	54.4	54.2	54.0	54.0	52.0	52.5
Just for pleasure:										
None	60.3	58.6	57.1	59.3	56.1	56.1	53.9	53.3	53.1	54.9
1-2 days	15.9	16.9	18.2	18.0	17.8	16.4	16.9	16.5	17.6	18.4
3-5 days	10.5	11.7	12.1	10.7	12.4	13.3	14.2	13.7	13.7	13.0
6-7 days	13.2	12.8	12.6	12.1	13.7	14.2	15.1	16.4	15.5	13.7
1+ days	39.7	41.4	42.9	40.7	43.9	43.9	46.1	46.7	46.9	45.1
Sample size (=100%)	13,757	14,516	14,643	14,041	13,925	14,713	6,993	7,111	6,121	6,209

*Only relates to journeys over a quarter of a mile.

Table 10: [Cycling] Frequency of cycling in the previous seven days*, 1999 – 2008

	1999	2000	2001	2002	2003	2004	2005	2006	2007	2008
As a means of transport:	<i>column percentages</i>									
None	96.7	96.8	96.8	97.1	96.9	97.1	96.9	96.7	96.8	95.3
1-2 days	1.5	1.5	1.3	1.2	1.3	1.2	1.3	1.3	1.7	2.1
3-5 days	1.0	1.0	1.2	1.2	1.2	1.1	1.3	1.3	1.1	1.8
6-7 days	0.7	0.6	0.6	0.5	0.6	0.5	0.5	0.7	0.4	0.8
1+ days	3.3	3.2	3.2	2.9	3.1	2.9	3.1	3.3	3.2	4.7
Just for pleasure:										
None	96.0	96.4	96.3	96.9	95.9	96.1	95.8	95.5	95.4	95.2
1-2 days	2.8	2.6	2.6	2.2	2.9	2.8	2.9	2.9	3.2	3.4
3-5 days	0.8	0.6	0.7	0.6	0.9	0.7	0.8	1.1	1.1	1.1
6-7 days	0.4	0.4	0.3	0.3	0.3	0.4	0.4	0.6	0.3	0.2
1+ days	4.0	3.6	3.7	3.1	4.1	3.9	4.2	4.5	4.6	4.8
Sample size (=100%)	13,731	14,530	14,629	13,989	13,937	14,747	6,985	7,083	6,047	5,005

*Only trips longer than a quarter of a mile are recorded.

Table 11: [Workplace] Employed adults place of work*, 1999 – 2008

	1999	2000	2001	2002	2003	2004	2005	2006	2007	2008
	<i>column percentages</i>									
Works from home	7.3	7.9	8.7	9.3	9.1	9.0	11.1	10.7	11.2	10.0
Does not work from	92.7	92.1	91.3	90.7	90.9	91.0	88.9	89.3	88.8	90.0
Sample size (=100%)	6,534	6,818	6,922	6,597	6,681	7,058	6,841	6,845	5,888	6,092

*Those whose current situation was described as 'self-employed', 'full-time employed' and 'part-time employed'

Table 12: [Travel to work] Employed adults not working from home - usual method of travel to work*, 1999 – 2008

	1999	2000	2001	2002	2003	2004	2005	2006	2007	2008
	<i>column percentages</i>									
Walking	13.7	13.7	13.1	13.2	12.6	12.7	12.7	13.8	11.9	12.5
Car or Van	66.4	67.0	68.4	67.7	68.5	67.0	67.4	66.8	68.0	66.0
Driver	54.6	56.5	57.9	56.6	59.8	58.9	59.8	59.8	61.3	59.9
Passenger	11.8	10.5	10.4	11.0	8.7	8.1	7.5	7.0	6.7	6.1
Bicycle	1.7	1.7	1.7	1.6	1.8	1.9	1.6	2.0	1.7	2.3
Bus	12.1	12.5	12.2	12.2	11.6	12.7	12.1	11.8	12.7	12.1
Rail, including underground	3.0	2.3	2.3	3.1	2.9	3.5	3.9	3.6	3.5	4.3
Other	3.0	2.8	2.4	2.3	2.6	2.3	2.3	2.0	2.3	2.7
Sample size (=100%)	6,020	6,253	6,276	5,973	6,033	6,359	6,044	6,068	5,175	5,437

*Those whose current situation was described as 'self-employed', 'full-time employed' and 'part-time employed'.

Table 13: [Travel to school] Pupils in full-time education at school - usual method of travel to school, 1999 – 2008

	1999	2000	2001	2002	2003	2004	2005	2006	2007	2008
	<i>column percentages</i>									
Walking	53.9	53.8	51.9	55.5	52.4	51.2	52.5	51.1	52.8	48.8
Car or Van	18.3	19.7	20.8	19.0	21.7	21.6	21.0	21.7	21.9	23.6
Bicycle	0.7	0.6	0.6	0.7	1.2	1.0	0.6	0.9	0.8	1.5
Bus*	24.8	23.5	24.5	22.4	22.4	23.6	23.6	23.7	21.9	23.9
School bus	17.4	16.9	17.7	15.1	16.9	16.9	16.5	17.0	14.8	16.5
Service bus	7.4	6.6	6.8	7.3	5.5	6.7	7.1	6.7	7.1	7.3
Rail, including underground	0.7	0.6	0.5	0.4	0.5	0.9	0.7	1.2	0.9	0.7
Other	1.7	1.7	1.7	2.1	1.8	1.8	1.6	1.3	1.7	1.5
Sample size (=100%)	2,636	3,475	3,463	3,295	3,250	3,347	3,272	3,240	2,517	2,750

*Bus includes those who travel by private bus and works bus.

Table 14: [Mobility problems] Adults with limited mobility*, 1999 – 2008

	1999	2000	2001	2002	2003	2004	2005	2006	2007	2008
Activities that the person would normally find difficult to manage on their own										
	<i>column percentages</i>									
Walking for at least 10 mins	9.7	9.5	9.3	9.4	8.9	9.1	9.2	9.2	7.6	7.6
Using a car	2.1	2.3	1.9	1.9	2.0	2.0	2.2	1.9	2.0	1.8
Using a taxi	2.0	2.1	1.8	1.9	1.9	2.2	2.0	2.0	1.8	1.6
Using a bus	6.4	6.3	5.5	5.7	5.2	5.7	5.3	4.9	5.0	4.8
Using a train	4.6	4.5	4.2	4.8	3.9	4.1	4.0	3.8	3.7	3.5
Number of activities difficult to manage on their own due to limited mobility										
None	88.6	88.9	89.6	89.2	89.7	89.2	89.4	89.4	90.7	90.7
One	5.1	5.0	4.8	5.0	5.2	5.1	5.4	5.6	4.4	4.5
2 or 3	4.3	4.2	3.9	3.9	3.3	3.7	3.3	3.2	3.2	3.4
4 or 5	1.9	2.0	1.7	1.9	1.8	1.9	1.9	1.8	1.6	1.4
1 or more	11.3	11.2	10.4	10.8	10.3	10.7	10.6	10.6	9.2	9.3
Has a blue badge	3.7	4.2	3.9	4.3	4.2	4.7	4.9	5.1	5.3	5.8
Sample size (=100%)	13,780	14,557	14,643	14,041	13,968	14,778	14,071	14,190	12,242	12,372

*Only people with a long-standing illness, health problem or disability are asked if there are activities that they would normally find difficult to manage on their own. For the purpose of this analysis, other people are counted as *not* having such difficulties.

Table 15: [Car and bicycle access] Households with cars and bicycles available for private use, 2008

	Cars available for private use:					1 + Bicycles that can be used by adults	Sample size (=100%)	
	None	One	Two	Three +	Two +			1 +
	<i>row percentages</i>							
All households in 2008:	30	44	22	4	26	70	36	13,821
by household type:								
Single adult	47	50	3	0	3	53	29	2,127
Small adult	17	43	37	3	40	83	43	2,378
Single parent	50	47	2	0	3	50	38	708
Small family	12	45	41	2	44	88	61	1,829
Large family	10	40	39	11	50	90	66	907
Large adult	13	30	36	21	57	87	54	1,306
Older smaller	19	59	21	1	22	81	22	2,205
Single pensioner	65	34	1	0	1	35	8	2,361
by annual net household income:								
up to £10,000 p.a.	62	33	4	1	5	38	16	2,623
over £10,000 - £15,000	52	41	6	1	7	48	21	2,469
over £15,000 - £20,000	31	58	10	1	12	69	33	1,918
over £20,000 - £25,000	17	60	20	3	23	83	39	1,443
over £25,000 - £30,000	8	56	31	5	36	92	50	1,273
over £30,000 - £40,000	4	45	44	7	51	96	61	1,850
over £40,000 p.a.	2	27	58	13	72	98	69	1,739
by Scottish Index of Multiple Deprivation:								
1 (20% most deprived)	53	38	8	1	9	47	20	2,682
2	39	44	14	2	17	61	30	2,874
3	26	47	23	5	28	74	38	2,983
4	17	46	31	6	37	83	46	2,897
5 (20% least deprived)	13	46	35	6	41	87	48	2,384
by urban/rural classification:								
Large urban areas	41	41	16	2	18	59	28	4,874
Other urban	28	46	23	4	27	72	37	4,058
Small accessible towns	25	46	25	5	30	75	38	1,267
Small remote towns	25	53	19	2	22	75	44	828
Accessible rural	12	41	38	8	47	88	49	1,516
Remote rural	15	49	29	7	36	85	50	1,278

Table 16: [Driving licence] People aged 17+ that hold a full driving licence, 2008

	Age group								All aged 17+	Sample size (=100%)
	17-19	20-29	30-39	40-49	50-59	60-69	70-79	80+		
	<i>percentage of the relevant sub-group**</i>									
All people aged 17+ in 2008:	33	56	79	83	78	70	53	31	68	12,267
by gender:										
Male	32	63	81	87	84	84	77	55	76	5,289
Female	33	50	76	78	73	57	37	16	60	6,978
by current situation:										
Self employed	*	*	90	96	95	95	*	*	94	666
Employed full time	*	71	87	90	87	83	*	*	83	4,141
Employed part time	*	47	79	82	75	78	*	*	72	1,274
Looking after the home or family	*	22	61	70	64	*	*	*	52	720
Permanently retired from work	*	*	*	*	80	66	53	31	55	3,951
Unemployed/seeking work	*	24	*	*	*	*	*	*	34	359
In further/higher education	*	54	*	*	*	*	*	*	51	299
Permanently sick or disabled	*	*	*	40	45	55	*	*	42	663
by annual net household income:										
up to £10,000 p.a.	*	26	42	46	46	58	48	23	41	2,415
over £10,000 - £15,000	*	40	54	58	56	62	49	27	50	2,302
over £15,000 - £20,000	*	52	63	71	74	66	56	46	61	1,728
over £20,000 - £25,000	*	62	78	77	79	76	68	*	71	1,276
over £25,000 - £30,000	*	73	84	90	84	82	*	*	80	1,099
over £30,000 - £40,000	*	80	90	91	89	90	*	*	85	1,556
over £40,000 p.a.	*	79	94	99	94	91	*	*	91	1,461
by Scottish Index of Multiple Deprivation:										
1 (20% most deprived)	*	42	53	61	50	46	25	15	44	2,392
2	*	52	74	74	69	58	42	14	59	2,564
3	*	63	85	85	83	76	61	29	73	2,665
4	*	68	89	94	88	84	64	47	80	2,566
5 (20% least deprived)	*	71	92	94	93	84	73	47	83	2,080
by urban/rural:										
Large urban areas	*	51	70	75	68	60	42	26	58	4,233
Other urban	*	58	83	84	78	68	53	31	68	3,612
Small accessible towns	*	*	82	85	79	75	56	*	72	1,117
Small remote towns	*	*	*	86	87	75	59	*	75	771
Accessible rural	*	*	92	95	92	84	72	*	84	1,353
Remote rural	*	*	92	90	91	90	73	*	83	1,181
Sample size of age groups	249	1,346	1,827	2,171	2,001	2,129	1,658	886	12,267	

* Cells with 100 respondents or less are not included.

** Denominator includes people for whom it was not known, or not recorded, what type of driving licence (if any) was held.

Table 17: [Frequency of driving] People aged 17+, frequency of driving, 2008*

	Every day	At least 3 times per week	1 - 2 times per week	At least 2 - 3 times per month	At least once a month	Less than once a month	Has licence but never drives	Does not have a full driving licence	Sample size (=100%)
<i>row percentages</i>									
All people aged 17+ in 2008:	45	10	6	1	0	1	4	32	12,263
by gender:									
Male	52	11	6	1	0	1	4	24	5,289
Female	38	10	5	1	0	1	4	40	6,974
by age:									
17-19	20	3	3	0	0	2	4	68	249
20-29	38	6	5	1	0	2	5	44	1,346
30-39	56	11	6	1	1	1	3	22	1,826
40-49	61	11	6	1	0	1	2	17	2,170
50-59	56	11	5	1	1	1	4	22	2,000
60-69	40	16	6	1	0	1	6	30	2,129
70-79	23	14	8	2	0	1	5	47	1,657
80+	11	7	6	1	0	1	4	69	886
by current situation:									
Self employed	72	14	5	1	0	1	2	6	666
Employed full time	63	9	6	1	0	1	3	18	4,139
Employed part time	53	10	4	1	1	1	2	28	1,274
Looking after the home or family	31	10	7	1	0	1	3	48	719
Permanently retired from work	24	15	7	1	0	1	6	45	3,950
Unemployed and seeking work	16	6	3	1	1	1	6	67	359
In further/higher education	24	5	6	1	1	6	8	49	299
Permanently sick or disabled	14	9	5	1	1	2	9	58	663
Unable to work due to short-term illness or injury	19	9	6	0	0	0	5	60	107
by annual net household income:									
up to £10,000 p.a.	18	8	5	0	1	2	7	59	2,415
over £10,000 - £15,000	25	10	5	1	1	2	6	51	2,300
over £15,000 - £20,000	38	10	5	1	0	2	4	39	1,728
over £20,000 - £25,000	48	10	6	1	0	1	5	29	1,276
over £25,000 - £30,000	59	11	5	1	1	1	3	20	1,099
over £30,000 - £40,000	63	11	7	1	0	1	2	15	1,554
over £40,000 p.a.	70	12	6	1	0	0	1	10	1,461
by Scottish Index of Multiple Deprivation:									
1 (20% most deprived)	29	6	3	1	0	1	5	56	2,389
2	39	8	5	1	0	1	4	41	2,564
3	49	11	5	1	0	2	4	28	2,665
4	55	13	6	1	1	1	3	20	2,565
5 (20% least deprived)	54	15	8	2	0	2	4	17	2,080
by urban/rural:									
Large urban areas	35	9	6	1	0	2	5	42	4,233
Other urban	49	9	5	1	1	1	3	32	3,612
Small accessible towns	51	11	4	1	0	1	3	28	1,116
Small remote towns	49	12	7	2	0	1	4	25	771
Accessible rural	60	14	6	1	0	1	2	16	1,353
Remote rural	52	17	8	1	0	1	3	17	1,178

*The frequency of driving is shown only for those who hold a full driving licence

Table 18: [Park & Ride] Part driving/parking journeys, 2007 - 2008

(a) Whether made any journeys using part driving/parking in past month	
	<i>column percentages</i>
Yes	21
No	79
Sample size (=100%)	8,984

(b) Where parked last time used part driving/parking	
A specially designated Park and Ride facility	28
An ordinary car park at a bus station, train station or airport	28
A public car park	16
On the street near a station or bus stop	15
On the street elsewhere	11
Other	2
Sample size (=100%)	1,808

(c) If no designated Park & Ride facility was used in past month, was it available	
Yes	9
No	90
Sample size (=100%)	8,468

(d) If designated Park & Ride facility was available, reasons for not using it*	
Journey would take longer	37
Too much to carry	17
Cost, too expensive	8
Other	9
Sample size (n=100%)	551

*Table only includes those who have given a reason.

Table 19: [Park & Ride] Mode of transport used in conjunction with driving by where parked, 2007 - 2008*

	Bus	Train	Walk	Sample size (=100%)
	<i>row percentages</i>			
All adults who used driving/parking in past month by where parked:	29	50	16	1,856
A specially designated Park and Ride facility	48	50	3	498
An ordinary car park at a bus station, train station or airport	8	79	5	490
A public car park	30	29	38	296
On the street near a station or bus stop	35	54	12	277
On the street elsewhere	24	17	48	208

*Percentages may total to more than 100% as respondents can give multiple answers.

Table 20: [\[Bus access\]](#) Households public transport availability, 2008

	Up to 6 mins walk to nearest bus stop	5+ buses per hour (but may have a long walk)	Bus stop within 6 min <i>and</i> 5+ buses per hour	Sample size (=100%)
All households in 2008:	86	25	23	6,846
by household type:				
Single adult	90	32	30	1,042
Small adult	88	25	24	1,157
Single parent	90	32	30	350
Small family	88	21	19	923
Large family	85	26	24	479
Large adult	84	23	21	670
Older smaller	80	22	19	1,043
Single pensioner	83	24	20	1,182
by annual net household income:				
up to £10,000 p.a.	85	29	26	1,285
over £10,000 - £15,000	86	29	26	1,194
over £15,000 - £20,000	87	25	23	959
over £20,000 - £25,000	87	28	26	703
over £25,000 - £30,000	87	21	20	630
over £30,000 - £40,000	86	20	18	920
over £40,000 p.a.	82	17	16	902
by Scottish Index of Multiple Deprivation:				
1 (20% most deprived)	91	38	36	1,334
2	91	27	25	1,386
3	83	20	18	1,462
4	79	14	13	1,429
5 (20% least deprived)	84	25	22	1,235
by urban/rural classification:				
Large urban areas	89	45	41	2,400
Other urban	91	20	19	2,008
Small accessible towns	89	6	5	646
Small remote towns	88	0	0	406
Accessible rural	69	2	1	749
Remote rural	62	0	0	637

Table 21: [Bus and train use] Adults use of local bus and train services, in the past month, 2008

	Frequency of using local bus service in past month					Frequency of using local train service in past month					Sample size (=100%)*
	Almost or every day	2 or 3 times per week	Once a week	Less Often	Not used	Almost or every day	2 or 3 times per week	Once a week	Less Often	Not used	
All people aged 16+ in 2008:	13	12	8	14	54	2	2	3	16	76	12,298
by gender:											
Male	11	11	7	13	59	3	2	3	16	76	5,312
Female	14	14	9	15	49	2	2	3	17	76	6,986
by age:											
16-19	27	17	11	16	30	4	3	7	22	64	352
20-29	19	13	7	16	46	5	2	5	21	67	1,337
30-39	9	10	7	13	61	4	3	2	19	72	1,811
40-49	8	8	6	14	66	2	2	2	18	75	2,155
50-59	10	8	7	14	62	1	2	3	15	79	1,995
60-69	12	17	9	13	49	0	1	3	14	82	2,120
70-79	14	19	10	13	44	0	1	3	7	89	1,645
80+	11	18	11	11	49	0	1	1	7	91	883
by current situation:											
Self employed	4	4	5	11	76	2	1	2	17	78	665
Employed full time	11	6	5	14	63	4	2	3	21	70	4,125
Employed part time	13	11	8	15	52	2	2	3	16	76	1,272
Looking after the home or family	10	16	11	17	47	1	2	2	14	81	716
Permanently retired from work	13	19	10	12	46	0	1	2	10	86	3,927
Unemployed and seeking work	18	26	10	14	32	1	3	4	12	80	361
In further/higher education	28	15	7	18	32	9	4	6	25	57	308
Permanently sick or disabled	9	17	11	12	50	0	1	1	6	92	659
by annual net household income:											
up to £10,000 p.a.	18	21	10	13	39	1	2	3	13	81	2,405
over £10,000 - £15,000	17	18	10	14	40	1	1	2	11	84	2,295
over £15,000 - £20,000	13	13	8	15	51	3	2	2	15	79	1,731
over £20,000 - £25,000	14	10	7	15	53	2	2	4	16	77	1,286
over £25,000 - £30,000	10	8	7	14	61	3	2	4	15	76	1,108
over £30,000 - £40,000	10	7	6	14	63	3	2	3	19	72	1,567
over £40,000 p.a.	6	6	5	14	69	3	3	4	25	65	1,479
by Scottish Index of Multiple Deprivation:											
1 (20% most deprived)	21	17	9	13	40	2	2	3	13	79	2,388
2	15	14	9	14	48	3	2	3	17	75	2,575
3	9	10	7	13	61	1	2	3	15	79	2,665
4	8	9	7	14	63	2	2	3	17	76	2,580
5 (20% least deprived)	10	10	8	16	56	3	3	4	19	71	2,090
by urban/rural:											
Large urban areas	20	17	10	15	39	3	3	4	16	74	4,221
Other urban	11	11	8	13	58	2	2	4	18	73	3,636
Small accessible towns	8	10	8	15	60	2	1	2	19	76	1,126
Small remote towns	4	6	6	13	71	0	0	2	15	83	775
Accessible rural	4	7	5	15	69	1	1	2	14	82	1,355
Remote rural	3	4	4	11	79	0	0	1	10	89	1,185
by frequency of driving†:											
Every day	1	4	4	14	77	2	1	3	18	77	5,196
At least three times a week	8	10	8	14	60	1	2	3	19	75	1,337
Once or twice a week	14	11	8	16	51	5	2	3	17	72	694
Less often	13	17	9	17	44	4	3	4	17	72	313
Never, but holds full driving licence	24	20	12	14	30	4	1	3	15	77	526
by driving licence:											
Holds a full driving licence	5	7	6	15	68	2	2	3	18	76	8,066
Does not hold full licence	27	23	11	13	26	3	3	4	14	77	4,232

* Sample size given is for train use as the bus use and train use numbers are comparable. † Only includes those with a full driving licence

Table 22: [Bus travel in the evening] Frequency and safety when travelling by bus in the evening, 2008

	Frequency of travel by bus in the evening						Safety from crime when travelling in the evening					
	Most days	At least once a week	At least once a month	Less than once a month	Never	Don't know	Very safe	Fairly safe	Not particularly safe	Not safe at all	Don't know	Sample size (=100%)
All people aged 16+ in 2008:	2	6	5	9	78	1	14	40	17	8	21	9,162
by gender:												
Male	2	7	5	9	76	2	19	43	12	5	21	3,944
Female	1	5	5	8	80	1	9	38	21	11	21	5,218
by age:												
16-19	5	15	12	11	56	1	16	50	19	5	10	277
20-29	4	11	6	11	67	2	18	44	19	8	11	989
30-39	1	5	4	8	80	1	15	43	14	9	20	1,377
40-49	1	4	4	9	81	1	13	43	15	7	21	1,599
50-59	1	4	4	9	82	1	14	42	16	8	21	1,456
60-69	1	4	3	8	83	1	12	34	19	9	26	1,565
70-79	1	3	2	7	86	1	9	31	18	11	31	1,253
80+	0	2	2	4	90	2	6	25	15	11	42	646
by current situation:												
Self employed	0	3	2	7	85	3	20	33	14	5	28	475
Employed full time	2	5	5	10	77	1	16	46	16	6	17	3,109
Employed part time	2	7	5	9	76	1	11	42	19	9	19	927
Looking after the home or family	1	4	3	7	85	0	7	40	19	12	21	533
Permanently retired from work	0	3	3	7	86	1	10	31	18	11	31	2,928
Unemployed and seeking work	4	12	7	12	65	2	17	45	14	10	14	282
In further/higher education	9	16	8	13	53	1	17	48	18	7	10	226
Permanently sick or disabled	1	5	4	6	83	2	10	31	17	17	25	475
by annual net household income:												
up to £10,000 p.a.	2	8	5	7	78	1	12	36	17	11	25	1,787
over £10,000 - £15,000	2	7	4	9	77	1	13	36	18	11	22	1,702
over £15,000 - £20,000	2	7	4	9	77	1	14	38	17	8	24	1,287
over £20,000 - £25,000	2	5	6	9	75	2	13	43	17	7	20	958
over £25,000 - £30,000	1	4	4	8	82	1	15	42	16	9	19	809
over £30,000 - £40,000	1	4	6	10	78	1	15	47	16	6	16	1,180
over £40,000 p.a.	1	4	4	9	80	2	15	41	16	7	21	1,123
by Scottish Index of Multiple Deprivation:												
1 (20% most deprived)	3	8	5	9	73	1	10	40	19	12	19	1,784
2	1	7	3	7	79	1	13	39	17	10	22	1,886
3	1	5	4	8	80	2	17	38	13	8	24	1,994
4	1	4	5	8	81	2	16	40	18	7	20	1,909
5 (20% least deprived)	1	5	5	11	76	1	12	45	17	6	20	1,589
by urban/rural:												
Large urban areas	3	9	6	12	69	1	11	42	19	10	18	3,153
Other urban	1	6	4	7	82	1	13	40	18	9	21	2,709
Small accessible towns	1	3	2	7	84	2	12	41	17	10	21	828
Small remote towns	1	1	2	4	91	2	23	39	9	3	27	575
Accessible rural	0	1	4	8	84	2	16	39	14	6	25	1,015
Remote rural	0	1	3	5	89	3	28	31	6	3	32	882
by driving licence:												
Holds a full driving licence	1	3	4	8	83	2	14	41	16	7	22	6,023
Does NOT hold a full driving licence	4	11	7	10	68	1	13	40	18	11	19	3,139
by frequency of bus travel in the evenings:												
At least once a week							27	59	9	4	1	544
At least once a month							25	61	11	2	2	350
Less than once a month							18	60	16	4	3	725
Never							11	36	18	10	25	7,391
Don't know							9	23	8	5	56	152

†Only includes those with a full driving licence

Table 23: [Train travel in the evening] Frequency and safety when travelling by train in the evening, 2008

	Frequency of travel by train in the evening						Safety from crime when travelling in the evening					
	Most days	At least once a week	At least once a month	Less than once a month	Never	Don't know	Very safe	Fairly safe	Not particularly safe	Not safe at all	Don't know	Sample size (=100%)
All people aged 16+ in 2008:	0	2	4	12	78	4	13	38	12	6	31	6,112
by gender:												
Male	1	2	5	14	75	3	18	44	7	3	28	2,635
Female	0	2	3	11	80	4	8	34	16	9	34	3,477
by age:												
16-19	0	6	8	14	67	6	16	44	11	2	28	180
20-29	1	3	6	15	73	3	17	44	11	5	22	677
30-39	1	4	5	14	73	3	15	40	13	5	27	887
40-49	0	2	4	15	76	4	13	44	11	5	27	1,081
50-59	0	2	3	14	77	4	13	40	12	6	29	977
60-69	0	1	2	8	86	3	10	32	14	7	38	1,067
70-79	0	1	1	6	88	4	6	25	13	11	45	821
80+	0	0	1	3	89	8	5	20	12	10	54	422
by current situation:												
Self employed	1	1	5	12	76	5	17	40	11	5	28	306
Employed full time	1	3	5	18	70	3	17	46	11	4	23	2,093
Employed part time	1	1	2	10	82	4	11	36	16	7	31	624
Looking after the home or family	0	0	4	6	86	4	8	33	16	7	36	370
Permanently retired from work	0	1	1	6	88	4	7	27	13	9	44	1,940
Unemployed and seeking work	0	2	3	6	85	5	14	49	4	5	29	187
In further/higher education	0	6	7	17	68	2	12	47	11	1	29	146
Permanently sick or disabled	0	1	1	2	92	4	7	27	13	16	38	311
by annual net household income:												
up to £10,000 p.a.	0	1	3	6	85	5	10	29	11	8	42	1,196
over £10,000 - £15,000	0	1	2	6	86	5	8	30	12	10	40	1,115
over £15,000 - £20,000	0	2	4	9	82	4	10	37	13	6	34	851
over £20,000 - £25,000	1	2	4	11	80	3	13	39	13	4	32	645
over £25,000 - £30,000	1	3	5	14	75	3	15	42	13	6	25	530
over £30,000 - £40,000	0	3	4	18	73	2	14	46	13	4	23	831
over £40,000 p.a.	1	4	7	22	62	3	21	46	9	4	20	721
by Scottish Index of Multiple Deprivation:												
1 (20% most deprived)	0	2	4	8	84	3	9	35	12	9	35	1,183
2	0	2	3	12	78	5	13	36	12	7	32	1,264
3	0	2	3	13	79	3	15	37	11	5	33	1,332
4	1	2	5	13	77	3	15	39	12	6	29	1,266
5 (20% least deprived)	0	3	5	17	70	5	13	46	13	4	26	1,067
by urban/rural:												
Large urban areas	0	3	4	11	77	4	10	39	11	6	33	2,111
Other urban	1	2	5	15	75	3	13	41	15	7	24	1,814
Small accessible towns	0	1	2	15	78	4	13	35	18	5	30	533
Small remote towns	0	1	3	9	85	3	21	30	8	5	36	394
Accessible rural	0	1	3	11	81	3	16	40	8	8	29	670
Remote rural	0	0	1	8	84	6	15	28	4	3	50	590
by frequency of train travel in the evenings:												
At least once a week							38	55	3	5	0	136
At least once a month							34	60	6	1	0	194
Less than once a month							25	57	14	3	2	625
Never							9	35	13	7	35	4,890
Don't know							2	8	1	0	88	267

†Only includes those with a full driving licence

Table 24: [Concessionary fare pass] Possession of concessionary fare pass for all adults aged 16+, 2008

	How often uses free travel pass						Not used	No pass	Sample size (=100%)
	Every day	Almost every day	2 or 3 times a week	Once a week	Once a fortnight	Once a month			
National Concessionary Travel Scheme							<i>row percentages</i>		
a) All people aged 16+	1	3	6	3	2	3	8	76	12,372
16 - 39	0	0	0	0	0	0	0	99	3,527
40 - 49	0	0	1	0	0	0	0	98	2,171
50 - 59	0	1	1	0	0	0	1	96	2,001
60 - 64	4	6	16	9	6	9	25	25	1,133
65 - 69	5	10	21	8	7	12	27	12	996
70 - 74	5	11	20	8	7	8	30	11	889
75 - 79	5	12	19	10	7	9	28	11	769
80 +	4	8	20	9	5	7	33	15	886
Young Persons' Concessionary Travel Scheme*									
16 - 18	1	4	2	1	5	4	5	79	272

* This scheme offers reduced fares on bus and rail for those aged 16-18. It is independent of the National Concessionary Travel Scheme, which applies to those aged 60+ or with certain disabilities.

Table 25: [Concessionary fare pass] Possession of concessionary fare pass for all adults aged 60+, 2008

	How often uses free travel pass						Not used	No pass	Sample size (=100%)
	Every day	Almost every day	2 or 3 times a week	Once a week	Once a fortnight	Once a month			
							<i>row percentages</i>		
b) All people aged 60+:	5	9	19	9	6	9	28	16	4,673
by gender:									
Male	3	8	16	8	6	10	30	20	1,923
Female	6	10	21	9	7	9	26	13	2,750
by current situation:									
Employed	5	5	10	7	8	8	27	32	604
Permanently retired	5	10	21	9	6	9	28	12	3,816
Permanently sick/disabled	3	4	20	8	2	10	25	28	144
Other	4	9	15	10	8	7	23	25	109
by annual net household income:									
up to £10,000 p.a.	5	12	23	10	5	7	26	11	1,468
£10,000 - £15,000	5	11	21	9	7	8	26	13	1,271
£15,000 - £20,000	4	8	15	8	6	11	30	18	709
over £20,000 p.a.	3	6	14	7	7	11	30	22	992
by Scottish Index of Multiple Deprivation quintiles:									
1 (20% most deprived)	9	14	23	9	5	7	22	12	818
2	6	11	20	8	5	8	28	14	1,010
3	2	8	16	7	8	10	31	19	1,072
4	2	7	15	8	6	12	31	20	997
5 (20% least deprived)	4	6	22	11	7	8	27	14	776
by urban/rural classification:									
Large urban areas	9	14	25	9	6	7	18	13	1,520
Other urban	3	10	19	9	6	11	29	13	1,312
Small accessible towns	2	6	19	9	7	8	33	17	479
Small remote towns	2	4	7	10	10	13	39	16	316
Accessible rural	1	3	12	7	7	11	38	22	508
Remote rural	0	1	5	5	7	10	42	30	538
by frequency of driving†:									
Every day	1	1	10	8	8	13	36	24	1,300
At least once a week	1	4	19	8	10	13	32	14	939
Less often	6	16	21	8	4	7	25	14	402
by whether they hold a full driving licence:									
Holds a full driving licence	2	4	15	8	8	12	33	19	2,607
Does NOT have full licence	9	16	25	10	4	5	21	11	2,066

†Only includes those with a full driving licence

Table 26: [Walking] Frequency of walking in the previous seven days*, 2008

	Walking as a means of transport				Walking just for pleasure / to keep fit				Sample size (=100%)
	None	1-2 days	3-5 days	6-7 days	None	1-2 days	3-5 days	6-7 days	
All people in 2008:	48	17	22	14	55	18	13	14	6,209
by gender:									
Male	47	17	21	15	53	20	13	14	2,664
Female	48	17	23	12	56	18	13	13	3,545
by age:									
16-19	28	20	41	11	52	20	19	9	157
20-29	36	17	27	20	58	19	14	10	695
30-39	43	19	23	15	50	22	14	14	867
40-49	50	18	18	14	52	20	12	16	1,103
50-59	51	18	19	12	52	20	12	16	1,030
60-69	52	16	20	12	52	17	14	18	1,101
70-79	60	15	15	10	66	12	11	11	800
80+	68	12	11	9	78	7	8	7	456
by current situation:									
Self employed	55	16	17	13	49	23	14	14	335
Employed full time	45	18	23	14	50	24	14	13	2,070
Employed part time	41	19	26	14	49	18	16	17	645
Looking after the home/family	37	16	27	20	56	14	12	18	368
Permanently retired from work	58	15	16	11	62	13	11	14	1,997
Unemployed/seeking work	42	13	23	22	63	10	7	20	168
In further/higher education	25	22	31	23	59	18	16	7	154
Permanently sick or disabled	73	11	9	7	79	8	5	8	354
by annual net household income:									
up to £10,000 p.a.	51	15	18	16	64	12	10	13	1,217
over £10,000 - £15,000	48	15	22	15	63	13	12	12	1,188
over £15,000 - £20,000	46	16	22	17	60	15	11	14	852
over £20,000 - £25,000	49	17	22	12	54	22	11	13	655
over £25,000 - £30,000	44	20	26	10	53	21	15	12	568
over £30,000 - £40,000	48	18	20	14	47	23	14	16	797
over £40,000 p.a.	47	20	21	11	41	26	17	16	717
by Scottish Index of Multiple Deprivation quintiles:									
1 (20% most deprived)	45	16	23	16	66	14	9	11	1,194
2	48	17	20	15	62	15	11	12	1,332
3	50	16	23	12	53	19	14	15	1,364
4	50	18	20	12	45	22	16	17	1,301
5 (20% least deprived)	45	20	23	13	49	22	16	13	1,018
by urban/rural classification:									
Large urban areas	43	18	23	16	62	16	11	11	2,149
Other urban	48	18	22	12	54	21	14	12	1,837
Small accessible towns	46	17	23	15	49	21	13	18	549
Small remote towns	46	14	24	16	48	19	14	19	394
Accessible rural	60	13	17	10	47	19	15	19	682
Remote rural	57	16	16	11	46	18	16	19	598
by frequency of driving†:									
Every day	56	18	17	9	49	21	15	15	2,640
At least three times a week	43	20	26	12	44	25	14	18	669
Once or twice a week	40	18	24	18	50	20	16	15	334
Less often	35	10	31	23	64	12	15	9	163
licence	38	15	23	25	58	17	12	13	253

*Only trips longer than a quarter of a mile are recorded.

†Only includes those with a full driving licence

Table 27: [Cycling] Frequency of cycling in the previous seven days*, 2008

	Cycling as a means of transport				Cycling just for pleasure / to keep fit				Sample size (=100%)
	None	1-2 days	3-5 days	6-7 days	None	1-2 days	3-5 days	6-7 days	
All people in 2008:	95	2	2	1	95	3	1	0	5,001
by gender:									
Male	93	3	3	2	93	5	2	0	2,167
Female	98	1	1	0	97	2	0	0	2,834
by age:									
16-19	92	6	2	1	94	4	2	0	118
20-29	94	2	3	1	95	3	1	0	561
30-39	94	2	2	1	95	4	1	0	711
40-49	94	3	2	1	93	6	1	0	903
50-59	96	2	2	0	95	4	1	0	823
60-69	98	1	1	1	96	2	1	0	880
70-79	98	0	1	1	98	1	1	0	632
80+	99	0	0	0	100	1	0	0	373
by current status:									
Self employed	95	4	1	0	92	6	2	0	268
Employed full time	93	3	3	1	94	5	2	0	1,693
Employed part time	96	2	2	1	94	4	1	0	508
Looking after the home/family	97	2	0	1	98	3	0	0	304
Permanently retired from work	98	1	1	1	98	1	1	0	1,590
Unemployed	96	2	0	2	98	2	0	0	136
In further/higher education	92	3	4	1	94	5	1	1	124
Permanently sick or disabled	99	0	0	0	100	0	0	0	279
income:									
up to £10,000 p.a.	97	1	2	1	98	2	0	0	964
over £10,000 - £15,000	95	2	2	1	96	3	1	0	972
over £15,000 - £20,000	96	1	2	1	95	2	2	1	682
over £20,000 - £25,000	95	3	1	1	95	4	1	0	540
over £25,000 - £30,000	97	1	2	0	97	2	1	0	459
over £30,000 - £40,000	95	3	1	1	94	5	1	0	636
over £40,000 p.a.	94	3	2	1	92	6	2	0	580
by Scottish Index of Multiple Deprivation quintiles:									
1 (20% most deprived)	97	1	1	1	98	1	1	0	955
2	97	2	1	1	97	3	1	0	1,086
3	95	2	3	1	94	4	2	0	1,073
4	94	3	1	1	94	4	1	0	1,066
5 (20% least deprived)	94	3	3	1	92	6	2	0	821
by urban/rural classification:									
Large urban areas	95	1	2	1	95	3	1	0	1,709
Other urban	96	2	1	1	96	3	1	0	1,493
Small accessible towns	95	3	2	0	96	4	1	0	430
Small remote towns	96	1	3	0	93	5	2	0	316
Accessible rural	95	3	2	1	94	5	0	0	559
Remote rural	94	5	1	0	92	6	2	1	494
by frequency of driving†:									
Every day	97	2	1	0	95	5	1	0	2,145
At least three times a week	93	2	5	0	93	4	3	0	543
Once or twice a week	94	2	3	2	94	3	2	0	272
Less often	85	3	7	5	86	7	6	1	137
Never, but holds full licence	94	1	3	2	97	0	2	1	204

*Only trips longer than a quarter of a mile are recorded.

†Only includes those with a full driving licence

Table 28: [Travel to work] Employed adults not working from home - usual method of travel to work*, 2008

	How random adult usually travels to work/education							Sample size (=100%)
	Walking	Driver Car/Van	Passenger Car/Van	Bicycle	Bus	Rail (inc. U/g)	Other	
<i>row percentages</i>								
All people aged 16+ in 2008:	12.5	59.9	6.1	2.3	12.1	4.3	2.7	5,437
By gender:								
Male	9.1	62.4	6.2	3.6	9.7	4.7	4.4	2,585
Female	16.3	57.1	6.1	0.9	14.9	3.8	1.0	2,852
by age:								
16 - 20	13.1	26.9	17.9	2.6	31.4	2.0	6.0	143
20 - 29	16.8	46.5	8.3	2.8	16.9	7.7	1.1	792
30 - 39	10.8	63.2	4.5	2.4	10.0	6.2	2.8	1,280
40 - 49	12.2	67.3	4.0	2.5	8.5	2.8	2.6	1,526
50 - 59	10.8	65.0	6.0	2.2	10.2	2.7	3.1	1,226
60 and over	12.7	66.1	5.1	0.1	11.5	1.1	3.3	470
by current situation:								
Self employed	10.7	71.5	4.5	0.3	3.6	2.8	6.6	309
Employed full time	10.3	60.9	6.4	2.7	11.9	4.9	2.9	3,941
Employed part time	21.0	53.0	5.5	1.6	15.4	2.5	1.0	1,187
by annual net household income:								
up to £10,000 p.a.	28.8	29.2	5.6	3.9	25.4	4.3	2.8	269
over £10,000 - £15,000	21.2	38.0	8.1	3.9	23.8	3.4	1.6	587
over £15,000 - £20,000	17.5	51.9	7.6	3.0	15.2	3.2	1.6	784
over £20,000 - £25,000	16.3	55.7	5.1	2.0	15.2	3.3	2.4	741
over £25,000 - £30,000	12.0	62.1	8.0	2.0	10.2	3.8	1.9	732
over £30,000 - £40,000	8.6	65.9	6.0	1.9	9.6	4.5	3.3	1,172
over £40,000 p.a.	6.0	72.5	4.2	2.0	5.8	5.7	3.8	1,116
by Scottish Index of Multiple Deprivation:								
1 (20% most deprived)	19.1	45.5	6.1	1.7	22.3	3.4	2.0	854
2	14.9	56.2	5.9	0.9	14.1	5.3	2.7	1,059
3	13.6	61.3	7.2	3.6	8.5	3.2	2.6	1,195
4	8.7	67.4	6.2	2.0	8.6	3.7	3.4	1,264
5 (20% least deprived)	8.1	65.5	5.3	3.3	9.4	5.6	2.8	1,065
by urban/rural classification:								
Large urban areas	14.8	48.8	4.7	3.4	19.2	6.6	2.4	1,811
Other urban	10.9	63.4	7.6	2.1	9.6	4.0	2.4	1,661
Small accessible towns	10.7	71.3	3.8	1.7	8.4	2.3	1.8	514
Small remote towns	20.8	55.9	9.0	0.6	5.7	0.8	7.3	361
Accessible rural	6.6	75.6	7.0	1.6	5.2	2.1	1.9	610
Remote rural	13.9	69.0	7.4	0.2	3.2	0.6	5.7	480
by number of cars available to household:								
None	35.4	2.2	8.0	4.4	40.6	6.7	2.6	821
One	13.7	55.4	8.6	2.8	11.0	5.0	3.6	2,621
Two +	4.2	82.3	3.1	1.2	4.5	2.8	2.0	1,995
by household type:								
Single adult	16.7	51.9	3.9	3.3	16.1	5.4	2.8	1,159
Small adult	13.3	60.4	5.9	2.4	10.9	5.0	2.1	1,425
Single parent	20.2	53.6	4.8	0.0	17.6	3.6	0.2	328
Small family	10.7	66.4	4.7	2.6	8.0	4.8	2.9	1,113
Large family	11.5	61.2	7.8	2.3	11.5	2.7	3.1	424
Large adult	10.2	55.5	9.3	2.1	15.3	3.6	3.9	585
Older smaller	11.8	65.6	4.3	1.6	12.4	2.4	1.9	280
Single pensioner	14.1	63.8	1.7	0.9	16.6	0.0	3.0	123

*Those in full-time employment, part-time employment and self-employed only.

Table 29: [Travel to school] School children in full-time education, usual method of travel, 2008

	How does the random schoolchild usually travel to school?							Sample size (=100%)
	Walking	Passenger Car/Van	Bicycle	School bus*	Service bus	Rail (inc. U/g)	Other	
	<i>row percentages</i>							
All children in full-time education, 2008:	48.8	23.6	1.5	16.5	7.3	0.7	1.5	2,750
By gender:								
Male	48.7	23.5	2.3	15.6	6.9	0.8	2.2	1,434
Female	49.0	23.8	0.6	17.5	7.8	0.6	0.7	1,316
by age:								
age 4-5	54.4	37.5	1.5	5.7	0.8	0.0	0.0	200
age 6-7	53.7	32.8	1.3	9.0	1.3	0.0	1.8	460
age 8-9	55.8	31.4	1.8	7.6	2.7	0.2	0.6	440
age 10-11	55.5	22.4	3.3	13.0	3.5	0.4	1.9	421
All 4-11	55.0	29.9	2.0	9.4	2.3	0.2	1.2	1,521
age 12-13	45.2	15.8	1.1	23.3	11.3	1.1	2.3	460
age 14-15	41.8	17.0	0.8	24.8	12.4	1.3	1.8	504
age 16-18	35.4	16.6	0.3	27.0	17.7	2.1	0.9	265
All 12 - 18	41.9	16.5	0.8	24.6	13.0	1.4	1.8	1,229
by annual net household income:								
up to £10,000 p.a.	53.2	17.5	0.6	14.4	13.2	0.5	0.5	154
over £10,000 - £15,000	47.9	14.7	1.4	19.2	12.1	0.7	3.9	306
over £15,000 - £20,000	53.5	19.7	0.0	16.3	8.7	0.6	1.2	338
over £20,000 - £25,000	54.8	18.3	0.6	17.6	7.5	0.0	1.3	305
over £25,000 - £30,000	50.1	22.9	1.6	15.0	7.8	0.8	1.7	340
over £30,000 - £40,000	45.8	30.1	1.6	14.1	6.0	0.7	1.6	588
over £40,000 p.a.	44.9	28.0	2.7	18.3	4.2	1.2	0.8	688
by Scottish Index of Multiple Deprivation:								
1 (20% most deprived)	54.9	17.4	0.5	13.2	12.1	0.5	1.4	518
2	51.4	20.3	0.8	16.9	8.9	0.8	1.0	526
3	47.3	21.6	1.7	20.5	5.3	0.8	2.8	575
4	36.0	31.0	3.1	22.5	5.6	0.5	1.3	590
5 (20% least deprived)	55.3	26.9	1.2	9.5	5.1	1.0	1.0	541
by urban/rural classification:								
Large urban areas	52.4	24.5	0.6	7.4	12.3	1.3	1.4	915
Other urban	56.7	24.2	1.7	11.4	4.7	0.3	1.0	836
Small accessible towns	51.9	17.1	1.4	25.1	4.5	0.0	0.0	267
Small remote towns	65.4	20.9	3.2	6.8	1.0	0.0	2.8	147
Accessible rural	24.5	25.3	1.5	38.0	5.9	1.2	3.6	344
Remote rural	21.7	23.9	4.3	45.4	2.3	0.0	2.3	241
by number of cars available to household:								
None	63.5	4.1	0.5	14.9	13.3	1.2	2.5	465
One	49.3	24.7	1.0	15.8	7.0	0.6	1.5	1,207
Two or more	41.7	31.1	2.4	18.1	5.0	0.7	1.1	1,078
by household type†:								
Single parent	49.9	22.7	0.6	16.1	7.7	0.5	2.5	553
Small family	50.6	26.3	2.0	13.6	5.7	0.7	1.0	1,233
adult	46.8	21.4	1.4	19.4	8.6	0.9	1.6	938

*Includes school bus, private bus and works bus.

†Small adult are not shown due to sample size, and large family and large adult have been combined.

Table 30: [Travel to school reasons] Main reasons for transport choice to children's full-time education establishment, 2001 - 2008*

	Usual method of travel to school			
	Walking	Passenger Car/Van	School bus	Service bus
	<i>column percentages</i>			
Close / Nearby / Not far away	84	3	2	3
Most convenient	19	53	54	49
Travel with friends	6	2	4	4
Safest method	2	18	13	7
Quickest method	7	18	10	16
Only method available	3	8	21	17
Too far to walk	0	16	25	29
No public transport	1	6	4	1
Public transport unsuitable	1	4	3	0
Good exercise / fresh air	9	0	0	0
No car / transport	1	0	1	2
Cheapest method	1	1	4	2
It is free	1	1	8	1
On way to work	0	6	1	0
Too young to travel any other way	0	9	1	1
Relative meets child	0	2	0	0
Other reason(s)	1	7	4	3
Sample size (=100%)	9,892	4,098	3,335	1,222

*Percentages may total to more than 100% as respondents can give multiple answers. Table only includes those who have given a reason (question asked only of a sub-sample from 2005).

Table 31: [Travel to school reasons] Reasons why public transport can not be used for school children, 2001 - 2008*

	Age		
	Primary: 4-11	Secondary: 12-18	All ages
	<i>column percentages</i>		
by whether they could use public transport			
Yes	23	49	30
No	67	39	59
Sample size (=100%)	3,852	1,534	5,386
If they could use public transport, reasons for not using it			
Too young to travel on own	56	8	35
No service available	5	6	5
Inconvenient	32	44	37
Too far to bus stop	3	5	4
Cost, too expensive	7	11	9
Too short a distance, not worth it	6	5	6
Prefer to use car	30	49	38
Others	43	48	45
Sample size (=100%)	709	602	1,311
If they could not use public transport, reasons why they cannot			
Too young to travel on own	43	7	37
No service available	49	70	52
Inconvenient	10	17	11
Too far to bus stop	4	4	4
Cost, too expensive	1	1	1
Too short a distance, not worth it	14	9	13
Prefer to use car	6	9	6
Others	7	14	8
Sample size (=100%)	2,234	480	2,714

*Percentages may total to more than 100% as respondents can give multiple answers. Table only includes those who have given a reason (question asked only of a sub-sample from 2005).

Table 32: [Access to services] Access to services respondents who thought that they were very or fairly convenient, 2008

	Post office	Doctors surgery	Small food shopping	Cash machine	Banking	Chemist outpatients	Hospital outpatients	Petrol station	Public transport	Dentist	Sample size (=100%)
All adults in 2008:	83	81	93	84	72	87	58	74	81	68	9,228
by gender:											
Male	82	80	94	83	71	87	57	77	80	66	3,963
Female	83	82	92	85	73	87	59	71	82	69	5,265
by age:											
16 - 39	83	77	94	88	71	86	58	75	84	66	2,608
40 - 49	83	82	94	87	72	88	59	80	77	70	1,612
50 - 59	83	82	92	87	75	88	60	80	78	71	1,504
60 +	81	84	91	75	73	87	57	66	81	66	3,504
by urban/rural classification:											
Large urban areas	80	78	93	84	72	88	58	70	89	68	3,174
Other urban	83	82	95	87	76	89	61	79	85	73	2,723
Small accessible towns	92	89	97	90	76	96	53	76	78	75	843
Small remote towns	88	87	93	92	85	95	76	84	78	66	575
Accessible rural	80	78	86	75	62	77	52	69	59	54	1,025
Remote rural	87	82	90	75	66	68	46	72	48	51	888
by annual net household income:											
up to £10,000 p.a.	83	79	91	75	71	86	55	55	86	62	1,803
over £10,000 - £15,000	82	80	93	80	71	85	55	65	84	65	1,771
over £15,000 - £20,000	80	81	93	83	73	87	55	73	81	67	1,283
over £20,000 p.a.	83	82	94	88	73	88	60	83	78	70	4,065
by driving licence:											
Holds a full driving licence	83	83	93	87	74	88	61	85	77	69	6,036
Does NOT hold a full driving licence	82	77	92	79	69	85	53	53	88	65	3,192

Table 33: [Access to dentist] How adults normally travel to a dentist, 2008

	Walking	Driver Car/Van	Passenger Car/Van	Bicycle	Bus	Rail (inc. U/g)	Other	Sample size (=100%)
	<i>row percentages</i>							
All people aged 16+ in 2008:	29	49	7	1	11	1	2	6,384
by gender:								
Male	28	54	5	2	9	1	2	2,617
Female	29	45	9	0	13	1	2	3,767
by age:								
16-19	43	13	26	2	14	1	1	210
20-29	34	44	5	1	13	3	2	714
30-39	30	56	4	1	7	1	1	1,077
40-49	25	62	2	1	7	1	1	1,311
50-59	28	54	5	1	10	1	1	1,128
60-69	26	50	8	0	14	0	1	1,046
70-79	24	41	13	0	20	1	2	645
80+	22	28	18	0	24	0	9	253
by current situation:								
Self employed	19	75	2	0	3	0	0	375
Employed full time	27	60	2	1	7	1	1	2,417
Employed part time	31	49	5	1	12	1	1	775
Looking after the home/family	34	42	6	1	16	1	1	405
Permanently retired from work	25	42	11	0	18	0	3	1,640
Unemployed/seeking work	44	23	6	1	27	0	0	171
In further/higher education	38	27	13	0	15	4	2	166
Permanently sick or disabled	28	23	24	0	18	0	7	285
by annual net household income:								
up to £10,000 p.a.	37	26	8	1	24	0	4	929
over £10,000 - £15,000	35	31	8	1	21	2	3	1,054
over £15,000 - £20,000	32	45	9	0	12	1	2	875
over £20,000 - £25,000	27	53	6	1	11	1	1	719
over £25,000 - £30,000	30	55	7	1	7	0	1	693
over £30,000 - £40,000	26	59	5	1	7	1	1	960
over £40,000 p.a.	22	64	7	2	4	2	1	980
by Scottish Index of Multiple Deprivation:								
1 (20% most deprived)	41	30	7	0	19	1	2	1,078
2	34	40	9	0	14	1	2	1,224
3	27	54	8	1	9	1	2	1,378
4	22	61	7	1	8	1	1	1,445
5 (20% least deprived)	24	56	6	2	8	2	2	1,259
by urban/rural:								
Large urban areas	36	37	6	1	16	2	2	2,182
Other urban	31	49	8	1	10	1	2	1,926
Small accessible towns	35	47	10	0	8	0	1	602
Small remote towns	41	45	6	0	5	1	2	371
Accessible rural	5	80	5	1	8	1	1	770
Remote rural	9	70	13	1	5	1	3	533

Table 34: [Access to GP] How adults normally travel to a doctors' surgery, 2008

	Walking	Driver Car/Van	Passenger Car/Van	Bicycle	Bus	Rail (inc. U/g)	Other	Sample size (=100%)
	<i>row percentages</i>							
All people aged 16+ in 2008:	34	43	8	1	10	0	3	7,703
by gender:								
Male	33	50	6	1	9	0	2	3,115
Female	36	38	11	1	12	0	3	4,588
by age:								
16-19	45	12	26	2	13	1	2	190
20-29	46	35	5	0	12	1	2	782
30-39	36	50	3	1	7	0	2	1,111
40-49	32	56	2	1	6	0	2	1,322
50-59	31	52	7	1	9	0	1	1,241
60-69	31	47	9	1	11	0	2	1,361
70-79	29	34	16	0	17	0	4	1,120
80+	25	20	24	0	19	0	13	576
by current situation:								
Self employed	25	69	3	1	2	0	0	389
Employed full time	33	56	3	1	6	0	1	2,375
Employed part time	41	46	4	1	8	0	1	811
Looking after the home/family	43	34	6	1	14	0	3	475
Permanently retired from work	29	35	15	0	16	0	5	2,625
Unemployed/seeking work	49	20	4	0	24	0	3	210
In further/higher education	54	21	10	1	11	1	2	178
Permanently sick or disabled	24	27	22	1	16	0	11	472
by annual net household income:								
up to £10,000 p.a.	40	22	12	0	20	0	5	1,548
over £10,000 - £15,000	39	29	10	0	17	0	5	1,501
over £15,000 - £20,000	35	40	9	1	12	0	4	1,058
over £20,000 - £25,000	35	48	7	1	8	0	2	780
over £25,000 - £30,000	33	53	6	1	6	0	1	707
over £30,000 - £40,000	30	56	7	1	5	1	1	947
over £40,000 p.a.	28	61	7	1	2	1	1	914
by Scottish Index of Multiple Deprivation:								
1 (20% most deprived)	41	27	8	0	19	0	5	1,461
2	36	36	10	0	14	0	3	1,611
3	35	46	9	1	7	0	2	1,696
4	28	54	9	1	7	0	1	1,654
5 (20% least deprived)	33	53	6	2	5	1	2	1,281
by urban/rural:								
Large urban areas	38	34	8	1	16	0	4	2,610
Other urban	33	44	10	1	10	0	3	2,273
Small accessible towns	48	39	7	0	4	0	2	698
Small remote towns	42	40	12	1	4	0	2	499
Accessible rural	22	65	6	1	5	0	1	864
Remote rural	21	62	11	1	4	0	2	759

Table 35: [Access to hospital outpatients] How adults normally travel to a hospital outpatients department, 2008

	Walking	Driver Car/Van	Passenger Car/Van	Bicycle	Bus	Rail (inc. U/g)	Other	Sample size (=100%)
	<i>row percentages</i>							
All people aged 16+ in 2008:	7	52	18	0	16	1	6	4,292
by gender:								
Male	7	62	13	0	14	1	5	1,747
Female	7	44	23	0	18	1	7	2,545
by age†:								
16-29	13	39	26	0	17	1	5	442
30-39	8	64	9	0	13	0	5	633
40-49	7	65	11	0	13	0	4	653
50-59	6	60	13	1	13	1	6	663
60-69	6	51	19	0	19	1	4	799
70-79	4	39	25	0	23	1	9	731
80+	3	21	39	0	19	0	19	371
by current situation:								
Self employed	6	79	8	0	5	0	2	192
Employed full time	8	73	7	1	8	1	3	1,017
Employed part time	10	63	11	0	14	0	2	423
Looking after the home or family	8	40	23	0	23	1	7	350
Permanently retired from work	4	39	25	0	22	1	9	1,634
Unemployed/seeking work	18	20	24	1	32	0	6	119
Permanently sick or disabled	6	26	33	0	23	1	13	388
by annual net household income:								
up to £10,000 p.a.	8	30	22	0	31	0	9	998
over £10,000 - £15,000	9	34	22	0	25	1	10	943
over £15,000 - £20,000	7	46	24	0	15	1	7	599
over £20,000 - £25,000	7	55	19	0	11	1	6	459
over £25,000 - £30,000	8	64	13	0	11	1	4	350
over £30,000 - £40,000	5	75	13	0	4	0	2	426
over £40,000 p.a.	6	80	9	1	3	0	2	362
by Scottish Index of Multiple Deprivation:								
1 (20% most deprived)	10	33	19	0	28	0	10	880
2	7	44	22	0	20	1	7	879
3	7	52	20	0	15	0	6	955
4	5	66	16	0	8	1	4	845
5 (20% least deprived)	6	67	14	0	9	1	3	733
by urban/rural:								
Large urban areas	9	41	16	0	24	1	9	1,421
Other urban	7	52	19	0	16	0	5	1,309
Small accessible towns	2	62	22	0	11	0	3	358
Small remote towns	20	41	19	1	11	1	8	282
Accessible rural	1	74	19	0	5	0	2	515
Remote rural	3	67	18	0	6	0	6	407

†Age groups 16-19 and 20-29 have been combined due to sample size.

Table 36: [Confidence limits] 95% confidence limits for estimates, based on SHS sub-samples sizes

Sub-sample size (=100%)	Estimate									
	5%	10%	15%	20%	25%	30%	35%	40%	45%	
	<i>or</i> 95%	<i>or</i> 90%	<i>or</i> 85%	<i>or</i> 80%	<i>or</i> 75%	<i>or</i> 70%	<i>or</i> 65%	<i>or</i> 60%	<i>or</i> 55%	50%
	<i>percentage points (+/-)</i>									
100	5.1	7.1	8.4	9.4	10.2	10.8	11.2	11.5	11.7	11.8
200	3.6	5	5.9	6.7	7.2	7.6	7.9	8.1	8.3	8.3
300	3	4.1	4.8	5.4	5.9	6.2	6.5	6.7	6.8	6.8
400	2.6	3.5	4.2	4.7	5.1	5.4	5.6	5.8	5.9	5.9
500	2.3	3.2	3.8	4.2	4.6	4.8	5	5.2	5.2	5.3
600	2.1	2.9	3.4	3.8	4.2	4.4	4.6	4.7	4.8	4.8
700	1.9	2.7	3.2	3.6	3.8	4.1	4.2	4.4	4.4	4.4
800	1.8	2.5	3	3.3	3.6	3.8	4	4.1	4.1	4.2
900	1.7	2.4	2.8	3.1	3.4	3.6	3.7	3.8	3.9	3.9
1,000	1.6	2.2	2.7	3	3.2	3.4	3.5	3.6	3.7	3.7
1,200	1.5	2	2.4	2.7	2.9	3.1	3.2	3.3	3.4	3.4
1,400	1.4	1.9	2.2	2.5	2.7	2.9	3	3.1	3.1	3.1
1,600	1.3	1.8	2.1	2.4	2.5	2.7	2.8	2.9	2.9	2.9
1,800	1.2	1.7	2	2.2	2.4	2.5	2.6	2.7	2.8	2.8
2,000	1.1	1.6	1.9	2.1	2.3	2.4	2.5	2.6	2.6	2.6
2,500	1	1.4	1.7	1.9	2	2.2	2.2	2.3	2.3	2.4
3,000	0.9	1.3	1.5	1.7	1.9	2	2	2.1	2.1	2.1
3,500	0.9	1.2	1.4	1.6	1.7	1.8	1.9	1.9	2	2
4,000	0.8	1.1	1.3	1.5	1.6	1.7	1.8	1.8	1.9	1.9
5,000	0.7	1	1.2	1.3	1.4	1.5	1.6	1.6	1.7	1.7
6,000	0.7	0.9	1.1	1.2	1.3	1.4	1.4	1.5	1.5	1.5
7,000	0.6	0.8	1	1.1	1.2	1.3	1.3	1.4	1.4	1.4
8,000	0.6	0.8	0.9	1.1	1.1	1.2	1.3	1.3	1.3	1.3
9,000	0.5	0.7	0.9	1	1.1	1.1	1.2	1.2	1.2	1.2
10,000	0.5	0.7	0.8	0.9	1	1.1	1.1	1.2	1.2	1.2
12,000	0.5	0.6	0.8	0.9	0.9	1	1	1.1	1.1	1.1
14,000	0.4	0.6	0.7	0.8	0.9	0.9	0.9	1	1	1
16,000	0.4	0.6	0.7	0.7	0.8	0.9	0.9	0.9	0.9	0.9
18,000	0.4	0.5	0.6	0.7	0.8	0.8	0.8	0.9	0.9	0.9
20,000	0.4	0.5	0.6	0.7	0.7	0.8	0.8	0.8	0.8	0.8
25,000	0.3	0.4	0.5	0.6	0.6	0.7	0.7	0.7	0.7	0.7
30,000	0.3	0.4	0.5	0.5	0.6	0.6	0.6	0.7	0.7	0.7
35,000	0.3	0.4	0.4	0.5	0.5	0.6	0.6	0.6	0.6	0.6
40,000	0.3	0.4	0.4	0.5	0.5	0.5	0.6	0.6	0.6	0.6
45,000	0.2	0.3	0.4	0.4	0.5	0.5	0.5	0.5	0.6	0.6
50,000	0.2	0.3	0.4	0.4	0.5	0.5	0.5	0.5	0.5	0.5

e.g. an estimate of 55% that is based on a sample of 800 has 95% confidence limits of 55% ± 4.1% points

Appendix A Background information

- [Interviewing, response rates and weighting](#)
- [Highest Income Householder](#)
- [Adult](#)
- [Household types](#)
- [Annual net household income](#)
- [The SHS urban/rural classification](#)
- [The Scottish Index of Multiple Deprivation \(SIMD\)](#)
- [Sampling variability and confidence limits](#)
- [Published results, and anonymised data](#)
- [Enquiries and further information](#)

A.1 The Scottish Household Survey (SHS) started in February 1999. Its principal purpose is to collect information to inform policy on Transport, Communities and Local Government, but other topics are covered, such as household composition, amenities, employment or unemployment, income, assets and savings, credit and debt, health, disabilities and care, and other topics. The SHS provides the first representative Scottish data on many subjects, such as access to the Internet, daily travel patterns, etc.

A.2 Where appropriate, the SHS uses the harmonised concepts and questions for government social surveys which have been developed by the Government Statistical Service, to facilitate comparison with the results of other government surveys. However, differences in sampling and survey methods mean that SHS results will differ from those of other surveys. The SHS is *not* designed to produce statistics on unemployment or income: it collects such information *only* for selecting the data for particular groups of people (such as the unemployed or the low-paid) for further analysis, or for use as background variables when analysing other topics.

A.3 The SHS is intended to be a survey of private households. For the purposes of the survey, a household is defined as one person or a group of people living in accommodation as their only or main residence and *either* sharing at least one meal a day *or* sharing the living accommodation. A student's term-time address is taken as his/her main residence, in order that they are counted where they live for most of the year.

A.4 The sample was drawn from the Small User file of the Postcode Address File (PAF), which is a listing of all active address points maintained by the Post Office. The Small User file excludes addresses where an average of more than 25 items of post are delivered per day. Blocks of flats etc, which have several dwellings at the same address, are *not* excluded from the Small User file: in such cases, the file's Multiple Occupancy Indicator is used to count each dwelling separately for the selection of the sample.

A.5 People in certain types of accommodation (such as nurses' homes, student halls of residence etc.) will be excluded from the SHS unless the accommodation is listed on the Small User file of the PAF and it represents the sole or main residence of the people concerned. People living in bed and breakfast accommodation may be included, *if* it is listed in the Small User file of the PAF and if it is their sole or main residence. Prisons, hospitals and military bases are excluded.

Interviewing, response rates and weighting

A.6 The survey interviews are carried out in respondents' homes using Computer Aided Personal Interviewing (CAPI). Each interview has two parts. The first part is carried out with the Highest Income Householder or their spouse or partner. This collects mainly factual information about the composition and characteristics of the household. Some questions are asked in respect of each household member. The second part is with a randomly-chosen adult (aged 16+) member of the household. This focuses on individual attitudes and behaviours.

A.7 The data are weighted to take account of the unequal probabilities of selection inherent in the sample design: the over-sampling (relative to their numbers of households) of the Councils with smaller populations, in order to obtain a minimum number of interviews in each Council; and the under-sampling (relative to their share of the adult population) of adults living in multi-adult households, because only one random adult is interviewed in each household.

A.8 In keeping with the main SHS, **these results use an improved weighting system for all years which better accounts for non response bias**. Time series figures may therefore differ slightly to those previously published although the main trends are mostly not effected.

A.9 Totals may appear to differ slightly from the apparent sums of their component parts, in cases where they have been calculated by adding up the unrounded values of the components and then rounding each figure independently. Similarly, percentages may appear not to sum to 100 per cent.

A.10 In tables that analyse the results of questions for which multiple answers were allowed, the percentages may total more than 100 per cent.

A.11 The underlying sample numbers shown in different tables may not be the same. In some cases, this is because the tables relate to different populations. In addition some questions were not asked of all respondents as they only applied in certain circumstances (e.g. questions about children would not be asked in a household without any children). In some cases, the bases differ because some people were unable to, or did not want to, answer certain questions (e.g. some households did not wish to provide details of their income).

Highest Income Householder

A.12 This is the household reference person for the first part of the interview. This must be a person in whose name the accommodation is owned or rented, or who is otherwise responsible for the accommodation. In households with joint householders, the person with the highest income is taken as the household reference person. If householders have exactly the same income, the older is taken as the household reference person.

Adult

A.13 For the purposes of the SHS, an adult is someone who was aged 16 or over at the time of the interview; a *child* is someone who was aged 15 or under.

Household types

- **Single pensioner** household consists of one adult of pensionable age (60+ for women, and 65+ for men) and no children
- **Single parent** household contains an adult and one or more children.
- **Single adult** household consists of an adult of non-pensionable age and no children.
- **Older smaller** household contains *either* (a) an adult of non-pensionable age and an adult of pensionable age and *no* children *or* (b) two adults of pensionable age and *no* children.
- **Large adult** household has three or more adults and *no* children under 16.
- **Small adult** household contains two adults of non-pensionable age and *no* children.
- **Large family** household consists of *either* (a) two adults and three or more children *or* (b) three or more adults and one or more children.
- **Small family** households consist of two adults and one or two children.

Annual net household income

This is the total annual *net* income (i.e. after taxation and other deductions) from employment, benefits and other sources, which is brought into the household by the highest income householder and/or their spouse or partner. This includes any contribution to household finances made by other household members. Due to refusals or don't knows, full information for the main components of household income was not collected from all households. Subsequently, SHS contractors impute the missing components of income for almost all of these households, using information that was obtained from other households that appeared similar.

The Scottish Index of Multiple Deprivation (SIMD)

A.14 The Scottish Index of Multiple Deprivation (SIMD) is used to rank the data zones used for the production of Scottish Neighbourhood Statistics in order of deprivation. More information can be found at the SIMD website (<http://www.scotland.gov.uk/simd>).

A.15 Households in the SHS sample have been allocated the SIMD value of the data zone that contains the postcode of the residence. In the small number of cases where a postcode is split between more than one data zone, the SIMD value used is that of the data zone into which the largest number of dwellings in that postcode falls. The SIMD values have further been assigned to one of 5 quintiles, with quintile 1 containing the most deprived 20 per cent of data zones in Scotland, and quintile 5 the least deprived 20 per cent.

The SHS urban/rural classification

A.16 The urban/rural classification is based on settlement sizes, and (for the less-populated areas) the estimated time that would be taken to drive to a settlement with a population of 10,000 or more. The classification is based on postcodes. Six categories were then defined:

- **Large urban areas** - settlements with populations of 125,000 or more.
- **Other urban areas** - other settlements of population 10,000 or more.
- **Accessible small towns** - settlements of between 3,000 and 9,999 people, which are within 30 minutes drive of a settlement of 10,000+ people
- **Remote small towns** - settlements of between 3,000 and 9,999 people, which are *not* within 30 minutes drive of a settlement of 10,000+ people
- **Accessible rural areas** - settlements of less than 3,000 people, which are within 30 minutes drive of a settlement of 10,000+ people
- **Remote rural areas** - settlements of less than 3,000 people, which are *not* within 30 minutes drive of a settlement of 10,000+ people

A.17 The urban/rural classification used for the SHS data is based on the Settlement file maintained by the General Register Office for Scotland (GROS).

Sampling variability and confidence limits

A.18 Although the SHS's sample is chosen at random, the people who take part in the survey will not necessarily be a representative cross-section of the people of Scotland. Purely by chance, the sample could include disproportionate numbers of certain types of people, in which case the survey's results would be affected.

A.19 The likely extent of sampling variability can be quantified, by calculating the standard error associated with the estimate of a quantity produced from a random sample. Statistical sampling theory states that, on average only about one sample in three would produce an estimate that differed from the (unknown) true value of that quantity by more than one standard error; only about one sample in twenty would produce an estimate that differed from the true value by more than two standard errors; only about one sample in 400 would produce an estimate that differed from the true value by more than three standard errors. By convention, the 95 per cent confidence interval for a quantity is defined as the estimate plus or minus about twice the standard error (from sampling theory, the interval is plus or minus 1.96 times the standard error), because there is only a 5 per cent chance (on average) that a sample would produce an estimate that differs from the true value of that quantity by more than this amount.

A.20 Table 36 shows the 95 per cent confidence limits for estimates of a range of percentages calculated from sub-samples of a range of sizes (NB: the confidence limits for estimates of x per cent and for $(100-x)$ per cent are the same). The table was produced in the same way as the tables of 95 per cent confidence limits in the Annual Report volumes of *Scotland's People*, but has a more detailed breakdown of the smaller sample sizes.

A.21 The interpretation of an entry in Table 36 is best explained by an example:

- The value in the cell at the intersection of the 45 per cent or 55 per cent column and the 800 row is 4.1
- this means that the 95 per cent confidence limits for an estimate of 55 per cent which is produced from a sub-sample of 800 are +/- 4.1 percentage-points
- the 95 per cent confidence interval for the estimate is 55 per cent +/- 4.1 percentage-points (i.e. from about 50.9 per cent to around 59.1 per cent, assuming that the value of the estimate is 55.0 per cent)

A.22 As the survey's estimates may be affected by sampling errors, apparent differences of a few percentage points between the figures for two sub-groups of the population may not be significant: it could be that the true values for the two sub-groups are similar, but the random selection of households for the survey has, by chance, produced a sample which gives a high estimate for one sub-group and a low estimate for the other.

A.23 One way of assessing significance at the 5% level involves comparing the difference with the 95 per cent confidence limits for the two estimates. Suppose that these are +/- 3.0 percentage-points and +/- 4.0 percentage-points, respectively. Clearly a difference which is *less* than the magnitude of the largest limit (4.0 percentage-points) is *not* significant; and a difference which is *greater* than the *sum* of the magnitudes of the limits (3.0 percentage-points + 4.0 percentage-points = 7.0 percentage-points) is significant. Statistical sampling theory suggests that a difference whose magnitude is between these values is significant *if* it is greater than the square root of the sum of the squares of the magnitudes of the limits for the two estimates - in this case, $(3.0^2 + 4.0^2)^{0.5} = 5.0$. So, in this case, a 5.0 percentage-point difference would be considered statistically significant (at the conventional 5% level). However, one may well find some apparently significant results that are actually just the result of sampling variability, having arisen by chance.

A.24 The above information relates only to sampling variability. The survey's results could also be affected by non-contact/non-response bias: the characteristics of the people who should have been in the survey but who could not be contacted, or who refused to take part, could differ markedly from those of the people who were interviewed. If that is the case, the SHS results will not be representative of the whole population. Without knowing the true values (for the population as a whole) of some quantities, one cannot be sure about the extent of any such biases in the SHS. However, comparison of SHS results with information from other sources suggests that they are broadly representative of the overall Scottish population, and therefore that any non-contact or non-response biases are not large overall. The *Fieldwork Outcomes* and *Methodology* volumes of *Scotland's People* provide more information on these matters.

Published results, and anonymised data

A.25 SHS results are also included in other Scottish Government publications, such as

- *Scottish Transport Statistics*
- *Main Transport Trends*
- *Scottish Household Survey Travel Diary results*
- *Bus & Coach Statistics*
- *SHS Annual Report – Scotland's People*
- *Local Authority tables – available as webtables*

A.26 These publications are available on the Scottish Government Transport Statistics website at www.scotland.gov.uk/transtat/latest.

A.27 Anonymised copies of the survey data are deposited at the UK Data Archive.

Enquiries and further information

A.28 General enquiries about the SHS should be addressed to the survey's Project Manager:

SHS Project Manager
Communities Analytical Services
Scottish Government
Victoria Quay
Edinburgh, EH6 6QQ

Tel: 0131 244 8420
Fax: 0131 244 7573
E-mail: **shs@scotland.gsi.gov.uk**

A.29 Enquiries about the statistics in this bulletin should be addressed to:

Transport Statistics
Scottish Government
Victoria Quay
Edinburgh, EH6 6QQ

Tel: 0131 244 1457
Fax: 0131 244 0888
E-mail: **transtat@scotland.gsi.gov.uk**

A.30 Further information about the survey can be found on the SHS *website* at <http://www.scotland.gov.uk/shs>

A.31 This website provides some background to the survey, information about the progress of the survey, and the published results. Copies of the Transport Statistics bulletins can be found on the Transport Statistics website at www.scotland.gov.uk/transtat/latest.

A.32 Please use the SHS Web site to register your interest in Population and Household Surveys if you wish to be added to an *e-mail mailing list* to be kept informed of SHS news and developments. The Project Manager will also, on request, distribute paper copies of information about the survey, and about significant developments when they occur, to people who are unable to access the website.

A.33 To keep informed with changes to Scottish statistics, please register your interest with ScotStat at www.scotland.gov.uk/scotstat.

Transport Statistics publications produced by other administrations

The **Department for Transport** (DfT) produces many statistical publications, most of which provide detailed breakdowns of the figures for GB/UK as a whole. However, some contain statistics for Scotland.

DfT's annual **Regional Transport Statistics** bulletin gives figures on many topics for Scotland, Wales, Northern Ireland and each of the regions of England. It should be the "first port of call" for anyone who wishes to compare any figures for transport in Scotland with those for some or all of the other parts of GB/UK.

Other DfT publications include some figures for Scotland, such as *Transport Statistics Great Britain* (which, like *Scottish Transport Statistics*, contains figures on many different aspects of Transport), *Maritime Statistics*, *Public Transport Statistics*, and *Road Casualties Great Britain*. Further information about DfT Transport Statistics publications is available via: www.dft.gov.uk/transtat

The **Welsh Assembly Government** produces various publications which contain statistics on transport in Wales, in particular *Welsh Transport Statistics*. More information is available via: <http://new.wales.gov.uk>

The statistical publications produced in **Northern Ireland** include *Northern Ireland Transport Statistics*. More information is available via: www.drndi.gov.uk/index/statistics.htm

TRANSPORT STATISTICS USERS' GROUP

The Transport Statistics Users' Group (TSUG) was set up in 1985 as a result of an initiative by the Statistics Users Council and The Institute of Logistics and Transport (then known as The Chartered Institute of Transport). From its inception, TSUG has had strong links with government departments responsible for transport statistics.

The aims of TSUG are:

- to identify problems in the provision and understanding of transport statistics, and to discuss solutions with the responsible authorities;
- to provide a forum for the exchange of views and information between users and providers;
- to encourage the proper use of statistics through publicity and education.

The main activities of TSUG are:

- The production of a **Newsletter** containing reviews of recently published transport statistics, which is sent to members about four times per year.
- The organisation of **Seminars** addressing contemporary issues in the field of transport statistics. Most seminars are held in London, but there is an **annual seminar in Edinburgh** and other ad hoc regional seminars. Reports of seminars appear in the Newsletter.
- The production of the **Transport Yearbook**, an easy-to-use but comprehensive reference guide to major UK transport organisations, sources of transport statistics and other important UK and international contacts. A copy of the Yearbook is sent to all members.

The membership of TSUG includes government agencies, local authorities, trade associations, transport consultants, transport operators and universities, as well as individual professionals. Corporate membership of the Group is £50, personal membership £22.50, and student membership £10. For further information about TSUG and membership, please visit the website at www.tsug.org.uk or contact:

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A NATIONAL STATISTICS PUBLICATION FOR SCOTLAND

Official and National Statistics are produced to high professional standards set out in the Code of Practice for Official Statistics at <http://www.statisticsauthority.gov.uk/assessment/code-of-practice/code-of-practice-for-official-statistics.pdf> Both undergo regular quality assurance reviews to ensure that they meet customer needs and are produced free from any political interference.

Statistics assessed, or subject to assessment, by the UK Statistics Authority carry the National Statistics label, a stamp of assurance that the statistics have been produced and explained to high standards and that they serve the public good.

Further information about Official and National Statistics can be found on the UK Statistics Authority website at www.statisticsauthority.gov.uk

SCOTTISH GOVERNMENT STATISTICIAN GROUP

Our Aim

To provide relevant and reliable information, analysis and advice that meets the needs of government, business and the people of Scotland.

For more information on the Statistician Group, please see the Scottish Government website at www.scotland.gov.uk/statistics

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Further contact details, e-mail addresses and details of previous and forthcoming publications can be found on the Scottish Government Website at www.scotland.gov.uk/statistics

Complaints and suggestions

If you are not satisfied with our service, please write to the Chief Statistician, Mr Rob Wishart, 1N.04, St Andrews House, Edinburgh, EH1 3DG, Telephone: (0131) 244 0302, e-mail rob.wishart@scotland.gsi.gov.uk. We also welcome any comments or suggestions that would help us to improve our standards of service.

ScotStat

If you would like to be consulted about new or existing statistical collections or receive notification of forthcoming statistical publications, please register your interest on the Scottish Government ScotStat website at www.scotland.gov.uk/scotstat

Most recent Transport Statistics Statistical Publications - all available at www.scotland.gov.uk/transtat

Ref no.	Title	Last published	Price
	Scottish Transport Statistics	December 2008	£10.00
Trn/2009/3	Main Transport Trends	August 2009	Web only
Trn/2009/5	Household Transport in 2008	November 2008	Web only
Trn/2007/6	Transport across Scotland: some SHS results for parts of Scotland	December 2007	£2.00
Trn/2007/1	Travel by Scottish residents: some National Travel Survey results	January 2007	£2.00
Trn/2009/1	Bus and Coach Statistics	March 2009	Web only
	Road Casualties Scotland	November 2009	£10.00
Trn/2009/2	Key Road Casualty Statistics	June 2009	Web only
Trn/2009/4	Scottish Household Survey: Travel Diary results	September 2009	Web only

Additional copies of these publications may be purchased from **Scottish Government Publication Sales, Blackwell's Bookshop, 53 South Bridge, Edinburgh, EH1 1YS**, Telephone: 0131 622 8283 or 0131 622 8258, Fax: 0131 557 8149. Cheques should be made payable to 'Blackwell's Bookshop'.

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