



# **Bus and Coach Statistics: 2010-11**

29 February 2012

## **A National Statistics Publication for Scotland**

Transport Scotland's Statisticians today published Bus and Coach Statistics, 2010-11 in the form of a webtables update.

The purpose of the publication is to bring together a range of bus and coach data to provide a more comprehensive and complete understanding of travel trends and behaviours across these modes. Comparisons are made with GB where possible.

Data presented includes Department for Transport (DfT) Scottish bus operator data, Transport Scotland concessionary bus fare data and further analysis of bus-related information collected by the Scottish Household Survey (SHS). All data is secondary release of these statistics i.e. data from these sources has been released through previous publications.

### **Passenger journeys and Vehicle Kilometres**

- Passenger journeys per head of population were greater in GB than Scotland for the first time in the last ten years. [Table 2]
- Vehicle Kilometres fell in the last year with the exception of GB (outwith London) subsidised services which experienced a 1 per cent increase. [Table 4]
- The greatest decline for both passenger journeys and Vehicle Kilometres was experienced by services in the South West and Strathclyde region. [Tables 15-16]

### **Finance**

- Scotland experienced a 1 per cent decline in passenger revenue from the previous year whereas at GB level, there was a 1 per cent increase. [Table 8]
- Total Government support on local buses services in Scotland was £295 million in 2010-11 – 8 per cent less than 2009-10 which is in line with the decline in GB spending. [Table 9]
- Operating costs per vehicle kilometre are consistently higher in GB (outwith London) than Scotland (163 pence/vkm vs 152 pence/vkm in 2010-11). However, over the 5 year period these have increased by 25 per cent in Scotland but only 12 per cent in GB (outwith London). [Table 10]
- Operating costs per passenger journey in Scotland exceeded those for GB (outwith London) for a second consecutive year. The increase over the 5 year period is considerably greater in Scotland than GB (23% vs 6%). [Table 11]

### **Bus fleet characteristics**

- The percentage of buses in Scotland fitted with CCTV has more than doubled between 2005-06 and 2010-11 (28% to 58%) although this is still lower than the 2010-11 GB figure of 69 per cent. [Table 12]
- Similarly, 54 per cent of buses were fitted with Automatic Vehicle Location devices in 2010-11 – up from 25 per cent in 2006-07 but still less than the 63 per cent across GB. [Table 12]

- Seventy-seven per cent of buses in Scotland in 2010-11 had live Smart-card readers compared to 33 per cent in GB (outwith London). [Table 12]
- Over 80 per cent of buses in Scotland in 2010-11 were accessible or had a low floor – an increase of 57 per cent over the 5 year period. [Table 13]

### **Personal bus use**

- The majority of bus journeys were carried out for the purposes of commuting (28%) and shopping (28%) in 2010. [Table 19]
- Bus travel was most common amongst 20-29 year olds at peak travel times and in the evening. In contrast, those who are permanently retired were most likely to use the bus out-with these times (i.e. 9.30am and before 4.30pm). [Table 20]
- The most popular reasons given for commuters not using the bus to travel to work were 'takes too long' (36%) and 'no direct route' (33%). [Table 21]
- For general bus use, one fifth of respondents stated that there was 'no need'; the second most common response was 'takes too long' (17%). [Table 22]

### **Concessionary travel**

- Around one-third (34%) of bus journeys in 2010 were undertaken by those who hold a concessionary travel pass. [Table 19]
- There were a total of 1.2 million concessionary passes issued as at January 2012. Just over one million of which were issued to those aged 60 and over. [Table 24]

### **Other bus and coach statistics**

This publication does not contain the full scope of bus and coach data collected by Transport Scotland. It aims to provide more in-depth analysis of bus and coach data released via earlier publications as well as drawing comparison with GB. Links to other data sources are contained within the associated Excel file. Alternatively, Bus and Coach statistics can be found in the following publications:

***Scottish Transport Statistics*** – a compendia publication covering all aspects of travel and transport statistics. Chapter 2 of the 2011 edition is dedicated to Bus and Coach Travel. The publication is updated annually, usually in December.

<http://www.transportscotland.gov.uk/analysis/statistics/publications/scottish-transport-statistics-previous-editions>

***Transport and Travel in Scotland*** – a 'mini' compendia publication highlighting initial main transport trends and presenting the first release of Scottish Household Survey transport data. The publication is updated annually, around late Summer/early Autumn.

<http://www.transportscotland.gov.uk/analysis/statistics/publications/transport-and-travel-in-scotland-previous-editions>

***Department for Transport*** – for further information on bus and coach data collected on at GB level or behalf of Scotland by the DfT visit the Buses section of their website here: <http://www.dft.gov.uk/statistics/series/buses/>

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**Table 1:** Passenger journeys on local bus services by area <sup>1,2</sup>

	1999-00	2000-01	2001-02	2002-03	2003-04	2004-05	2005-06	2006-07	2007-08	2008-09	2009-10	2010-11	% change over 1 year 5 years	
												<i>million</i>		
Scotland	455	458	466	471	478	461	468	482	498	493	467	438	-6	-6
Great Britain	4,376	4,420	4,455	4,550	4,681	4,587	4,664	4,890	5,137	5,244	5,188	5,160	-1	11
<b>Annual growth rates</b>														
Scotland	7%	1%	2%	1%	1%	-3%	2%	3%	3%	-1%	-5%	-6%		
Great Britain	1%	1%	1%	2%	3%	-2%	2%	5%	5%	2%	-1%	-1%		

<sup>1</sup> There is a break in the series in 2004/05 due to changes in the estimation methodology.<sup>2</sup> Figures may differ from previously published due to data revisions.**Table 2:** Passenger journeys on local bus services per head of population <sup>1,2</sup>

	1999-00	2000-01	2001-02	2002-03	2003-04	2004-05	2005-06	2006-07	2007-08	2008-09	2009-10	2010-11	% change over 1 year 5 years	
<b>Population</b>												<i>thousands</i>		
Scotland	5,072	5,063	5,064	5,055	5,057	5,078	5,095	5,117	5,144	5,169	5,194	5,222	1	2
Great Britain	56,802	56,960	57,149	57,622	57,850	58,132	58,511	58,843	59,227	59,263	60,003	60,462	1	3
<b>Passenger journeys per head of population</b>												<i>passenger journeys per head</i>		
Scotland	89.7	90.5	92.0	93.1	94.4	90.8	91.9	94.2	96.8	95.4	89.9	83.9	-7	-9
Great Britain	77.0	77.6	77.9	79.0	80.9	78.9	79.7	83.1	86.7	88.5	86.5	85.3	-1	7
<b>Ratio Scotland/GB</b>	1.16	1.17	1.18	1.18	1.17	1.15	1.15	1.13	1.12	1.08	1.04	0.98	-5	-15

<sup>1</sup> There is a break in the series in 2004/05 due to changes in the estimation methodology.<sup>2</sup> Figures may differ from previously published due to data revisions.**Table 3:** Concessionary passenger journeys on local bus services by area

	2006-07	2007-08	2008-09	2009-10	2010-11	% change over 1 year 3/4 years <sup>1</sup>	
					<i>million</i>		
Scotland <sup>1</sup>	156	159	157	151	146	-3	-6
Great Britain <sup>2</sup>	...	1,623	1,719	1,761	1,767	0	9
<b>Annual growth rates</b>							
Scotland	...	2%	-1%	-4%	-3%		
Great Britain	...	...	6%	2%	0%		

<sup>1</sup> Where data is not available to provide a 5 year % change, the start of the time period has been used as the base year.<sup>2</sup> Administrative data collected by Transport Scotland. This is around 2-5% different from Scotland level estimates calculated from DfT survey data.<sup>3</sup> Estimated from DfT survey data; this will not be directly comparable with administrative data for Scotland.

**Table 4:** Vehicle kilometres on local bus services by type of service <sup>1,2</sup>

	1999-00	2000-01	2001-02	2002-03	2003-04	2004-05	2005-06	2006-07	2007-08	2008-09	2009-10	2010-11	% change over 1 year 5 years	
	<i>million vehicle kilometres</i>													
<b>Scotland<sup>3</sup></b>	363	369	368	374	369	369	382	387	390	365	379	354	-7	-7
Commercial	307	314	306	311	302	310	317	313	316	294	300	285	-5	-10
Subsidised	56	56	62	63	67	59	65	74	74	71	79	69	-13	6
<i>Subsidised % of total</i>	<i>15.4%</i>	<i>15.2%</i>	<i>16.9%</i>	<i>16.9%</i>	<i>18.2%</i>	<i>16.0%</i>	<i>17.0%</i>	<i>19.1%</i>	<i>19.0%</i>	<i>19.5%</i>	<i>20.8%</i>	<i>19.5%</i>		
<b>Annual growth rate</b>	2%	2%	0%	2%	-1%	0%	4%	1%	1%	-6%	4%	-7%		
<b>GB outwith London</b>	2,670	2,653	2,622	2,619	2,590	2,636	2,611	2,662	2,659	2,630	2,614	2,591	-1	-1
Commercial	1,934	1,907	1,828	1,790	1,719	1,723	1,698	1,719	1,719	1,662	1,660	1,629	-2	-4
Subsidised	372	376	414	427	428	444	452	478	476	494	475	481	1	6
<i>Subsidised % of total</i>	<i>13.9%</i>	<i>14.2%</i>	<i>15.8%</i>	<i>16.3%</i>	<i>16.5%</i>	<i>16.8%</i>	<i>17.3%</i>	<i>18.0%</i>	<i>17.9%</i>	<i>18.8%</i>	<i>18.2%</i>	<i>18.6%</i>		

<sup>1</sup> There is a break in the series in 2004/05 due to changes in the estimation methodology.

<sup>2</sup> Figures may differ from previously published due to data revisions.

<sup>3</sup> Commercial and subsidised totals may not match Scotland totals due to rounding.

**Table 5:** Vehicle kilometres on local bus services per head of population <sup>1,2</sup>

	1999-00	2000-01	2001-02	2002-03	2003-04	2004-05	2005-06	2006-07	2007-08	2008-09	2009-10	2010-11	% change over 1 year 5 years	
<b>Population</b>	<i>thousands</i>													
Scotland	5,072	5,063	5,064	5,055	5,057	5,078	5,095	5,117	5,144	5,169	5,194	5,222	1	2
Great Britain	56,802	56,960	57,149	57,622	57,850	58,132	58,511	58,843	59,227	59,263	60,003	60,462	1	3
<b>Vehicle kilometres per head of population</b>	<i>vehicle km per head</i>													
Scotland	71.7	72.9	72.6	73.9	73.0	72.7	75.0	75.6	75.8	70.6	73.0	67.8	-7	-10
Great Britain	47.0	46.6	45.9	45.5	44.8	45.3	44.6	45.2	44.9	44.4	43.6	42.9	-2	-4
<b>Ratio Scotland/GB</b>	1.52	1.57	1.58	1.63	1.63	1.60	1.68	1.67	1.69	1.59	1.67	1.58	-6	-6

<sup>1</sup> There is a break in the series in 2004/05 due to changes in the estimation methodology.

<sup>2</sup> Figures may differ from previously published due to data revisions.

**Table 6: Fare indices - local bus services<sup>1</sup>**

	1999	2000	2001	2002	2003	2004	2005	2006	2007	2008	2009	2010	2011
<b>Current prices</b>	<i>Index 1999/00 = 100</i>												
Scotland	100.0	102.4	105.4	106.9	109.8	111.0	114.3	120.1	127.3	133.4	144.6	148.0	151.1
Great Britain	100.0	103.4	107.5	110.4	114.0	119.3	127.7	137.8	141.0	144.8	157.2	164.8	172.7
<b>Constant prices *</b>													
Scotland	100.0	99.7	100.4	100.4	100.1	98.6	98.4	101.0	102.2	103.1	112.3	110.1	106.6
Great Britain	100.0	100.6	102.4	103.9	103.9	106.1	110.0	116.0	113.3	112.1	122.1	122.5	121.9

<sup>1</sup> As at March.

\* Adjusted for general inflation using the Retail Prices Index.

**Table 7: Price indices - passenger transport, Great Britain**

	1999-00	2000-01	2001-02	2002-03	2003-04	2004-05	2005-06	2006-07	2007-08	2008-09	2009-10	2010-11	% chan. 1 year
<b>Current prices</b>	<i>Index 1999/00 = 100</i>												
Motoring costs <sup>1</sup>	100.0	103.8	103.3	102.5	103.8	104.8	105.5	107.0	108.4	111.7	110.9	125.5	13
Rail fares	100.0	101.7	105.6	108.1	109.9	114.1	118.7	123.4	129.8	135.4	142.6	154.0	8
Local bus services fares	100.0	104.0	108.4	111.7	116.4	122.4	130.5	132.3	139.8	148.5	157.5	164.5	4
Other travel costs <sup>2</sup>	100.0	103.7	106.3	109.4	121.7	123.9	128.7	129.8	138.3	149.7	154.8	164.4	6
<b>Constant prices*</b>													
Motoring costs (CHBK)	100.0	100.8	98.6	96.2	94.7	92.8	90.9	89.3	86.8	86.0	85.8	92.8	8
Rail fares (DOCW)	100.0	98.7	100.8	101.5	100.3	101.1	102.2	103.0	103.9	104.2	110.4	113.9	3
Local bus services fares (DOCX)	100.0	101.0	103.4	104.9	106.2	108.4	112.4	110.4	111.9	114.3	121.9	121.7	0
Other travel costs (DOCY)	100.0	100.7	101.4	102.7	111.1	109.7	110.8	108.3	110.7	115.2	119.8	121.6	1

<sup>1</sup> Motoring costs include purchase of a vehicle, maintenance, petrol and oil tax and tax and insurance.<sup>2</sup> Other travel costs comprise holiday air travel and excursion travel. Data published in ONS Consumer Price Indices.

\* Adjusted for general inflation using the Retail Prices Index.

**Table 8: Passenger revenue<sup>1</sup> on local bus services**

	2004-05	2005-06	2006-07	2007-08	2008-09	2009-10	2010-11	% change over 1 year 5 years	
<b>Current prices</b>	<i>£ Million</i>								
Scotland	273	300	302	330	321	320	327	2	9
Great Britain	2,597	2,820	2,811	2,949	2,953	3,135	3,275	4	16
<b>2011-11 Prices*</b>									
Scotland	318	343	334	355	336	330	327	-1	-5
Great Britain	3,023	3,223	3,109	3,172	3,090	3,228	3,275	1	2

<sup>1</sup> Passenger fare receipts only include faren receipts retained by bus operators. On some tendered or supported services, fare receipts are passed to the local authority.

\* Adjusted for general inflation using the GDP market price deflator.

**Table 9:** Government support on local bus services by type of support

	2004-05	2005-06	2006-07	2007-08	2008-09	2009-10	2010-11	% change over 1 year 4/5 years <sup>1</sup>	
Current Prices									
	£ Million								
Public transport support <sup>2</sup>									
Scotland	38	45	48	53	53	61	57	-7	27
Great Britain	995	1,089	1,159	1,218	1,341	1,317	1,145	-13	5
GB outwith London	439	493	542	556	616	625	581	-7	18
Concessionary fares									
Scotland (bus) <sup>3</sup>	...	...	155	163	180	187	175	-6	13
Scotland (all modes) <sup>3</sup>	90	95	166	173	193	202	183	-9	93
Great Britain (bus) <sup>4,5</sup>	...	...	931	1,027	1,172	1,224	1,246	2	34
GB outwith London (bus) <sup>4,5</sup>	...	...	769	851	991	1,041	1,055	1	37
Great Britain (all modes) <sup>4,5</sup>	616	624	942	1,037	1,185	1,239	1,254	1	101
GB outwith London (all modes) <sup>4,5</sup>	478	473	780	861	1,004	1,056	1,063	1	125
Bus Service Operators Grant <sup>6</sup>									
Scotland	56	57	59	60	63	64	63	-2	10
Great Britain	416	435	441	471	504	515	505	-2	16
GB outwith London	325	340	344	368	391	403	397	-2	17
All government support									
Scotland (bus)	...	...	262	276	296	312	295	-6	12
Scotland (all modes)	184	197	273	286	309	327	303	-7	54
Great Britain (bus) <sup>5</sup>	...	...	2,531	2,716	3,017	3,056	2,896	-5	14
GB outwith London (bus) <sup>5</sup>	...	...	1,655	1,775	1,998	2,069	2,033	-2	23
Great Britain (all modes) <sup>5</sup>	2,027	2,148	2,542	2,726	3,030	3,071	2,904	-5	35
GB outwith London (all modes) <sup>5</sup>	1,242	1,306	1,666	1,785	2,011	2,084	2,041	-2	56
2010-11 Prices*									
Public transport support <sup>2</sup>									
Scotland	44	51	53	57	55	63	57	-9	11
Great Britain	1,158	1,245	1,282	1,310	1,403	1,356	1,145	-16	-8
GB outwith London	511	564	599	598	645	644	581	-10	3
Concessionary fares									
Scotland (bus) <sup>3</sup>	...	...	171	175	188	193	175	-9	2
Scotland (all modes) <sup>3</sup>	105	109	184	186	202	208	183	-12	69
Great Britain (bus) <sup>4,5</sup>	...	...	1,030	1,105	1,226	1,260	1,246	-1	21
GB outwith London (bus) <sup>4,5</sup>	...	...	850	915	1,037	1,072	1,055	-2	24
Great Britain (all modes) <sup>4,5</sup>	717	713	1,042	1,116	1,240	1,276	1,254	-2	76
GB outwith London (all modes) <sup>4,5</sup>	556	541	863	926	1,051	1,087	1,063	-2	97
Bus Service Operators Grant <sup>6</sup>									
Scotland	65	65	65	65	66	66	63	-5	-4
Great Britain	484	497	488	507	527	530	505	-5	1
GB outwith London	378	389	380	396	409	415	397	-4	2
All government support									
Scotland (bus)	...	...	290	297	310	321	295	-8	2
Scotland (all modes)	214	225	302	308	323	337	303	-10	34
Great Britain (bus) <sup>5</sup>	...	...	2,799	2,922	3,157	3,147	2,896	-8	3
GB outwith London (bus) <sup>5</sup>	...	...	1,830	1,909	2,091	2,131	2,033	-5	11
Great Britain (all modes) <sup>5</sup>	2,360	2,455	2,811	2,932	3,170	3,162	2,904	-8	18
GB outwith London (all modes) <sup>5</sup>	1,446	1,493	1,842	1,920	2,104	2,146	2,041	-5	37

<sup>1</sup> Where data is not available to provide a 5 year % change, the start of the time period has been used as the base year.

<sup>2</sup> Total of all local authorities' gross costs incurred in support of bus services, either directly or by subsidies to operators or individuals.

<sup>3</sup> From 2006/07 onwards the Concessionary Fare scheme was funded centrally by Transport Scotland and spending on concessionary travel on buses (elderly, disabled and young persons) could be split out. This breakdown is not possible for earlier figures and it is unknown if other modes (e.g. rail, ferries) have been included; figures may not therefore be comparable and this creates a discontinuity in the time series between 2005/06 and 2006/07. Figures presented for 'all modes' include Local Authority spending.

<sup>4</sup> GB figures cover the total of all local authorities' net costs of concessionary bus travel and include funding for taxi tokens as well as administration costs.

<sup>5</sup> There is no information on concessionary spending for 'other' modes in England and Wales. Therefore, the only difference between the GB (bus) and GB (all modes) figures will be a result of the differences in the Scotland concessionary fares figures only.

<sup>6</sup> Bus Service Operators Grant (BSOG) is a subsidy provided by Central Government to operators of local bus services.

\* Adjusted for general inflation using the GDP market price deflator.



**Table 10:** Operating costs per vehicle kilometre for local bus services\*

	2004-05	2005-06	2006-07	2007-08	2008-09	2009-10	2010-11	% change over 1 year 5 years	
<b>At 2010-11 Prices ( including depreciation )</b>	<i>Pence per Vehicle Kilometre</i>								
Scotland	125	122	135	138	153	152	152	0	25
GB outwith London	137	145	157	157	163	169	163	-4	12

\* Adjusted for general inflation using the GDP market price deflator.

**Table 11:** Operating costs per passenger journey for local bus services\*

	2004-05	2005-06	2006-07	2007-08	2008-09	2009-10	2010-11	% change over 1 year 5 years	
<b>At 2010-11 Prices ( including depreciation )</b>	<i>Pence per passenger journey</i>								
Scotland	100	100	109	108	113	123	123	0	23
GB outwith London	107	112	119	116	117	122	119	-2	6

\* Adjusted for general inflation using the GDP market price deflator.

**Table 12: Public Service Vehicle characteristics**

	2004-05	2005-06	2006-07	2007-08	2008-09	2009-10	2010-11	% change over	
								1 year	4/5 years <sup>1</sup>
<b>Number of buses used as Public Service Vehicles</b>	<i>thousands</i>								
Scotland	5.6	5.7	5.9	5.9	5.9	5.5	5.4	-2	-5
Great Britain	46.4	46.4	47.4	47.2	47.1	46.9	46.3	-1	0
<b>Average age of the bus fleet</b>									
Scotland	...	8.6	8.2	8.0	8.1	7.8	7.9	1	-8
Great Britain	...	8.0	7.9	7.9	7.8	7.8	7.9	1	-1
<b>Percentage of buses with CCTV</b>							%		
Scotland	...	28	38	43	50	55	58	5	107
Great Britain	...	42	49	55	62	67	69	3	64
<b>Percentage of bus fleet with automatic vehicle location (AVL) device</b>							%		
Scotland	...	...	25	38	41	44	54	23	116
Great Britain	...	...	34	45	54	55	63	15	85
<b>Percentage of buses with live ITSO Smart-card readers</b>							%		
Scotland							77	...	...
Great Britain (outwith London) <sup>2</sup>							33	...	...

<sup>1</sup> Where data is not available to provide a 5 year % change, the start of the time period has been used as the base year.

<sup>2</sup> London buses (on local services) are equipped with non-ITSO (Oyster) smartcard readers.

**Table 13: Number of disability accessible or low-floor buses used as Public Service Vehicles in Scotland**

	2004-05	2005-06	2006-07	2007-08	2008-09	2009-10	2010-11	% change over	
								1 year	5 years
<b>Buses with accessibility certificate<sup>1</sup></b>									
Number (thousands)	1.0	1.4	1.8	1.9	2.5	2.9	3.1	7	121
Percentage of all buses	18%	25%	31%	32%	42%	53%	57%		
<b>Buses with low floor access<sup>2</sup></b>									
Number (thousands)	1.0	1.4	1.5	1.6	1.7	1.5	1.3	-13	-7
Percentage of all buses	18%	25%	25%	27%	29%	27%	24%		
<b>Total accessible or low-floor buses</b>									
Number (thousands)	2.0	2.8	3.3	3.5	4.2	4.4	4.4	0	57
Percentage of all buses	36%	49%	56%	59%	71%	80%	81%		

<sup>1</sup> Buses which have an Accessibility certificate issued under the Disability Discrimination Act PSV Accessibility Regulations 2000 (DDA PSVAR 2000 Certificate)

<sup>2</sup> Buses which do not have a DDA PSVAR 2000 Certificate but which have low floor designs, suitable for wheelchair access

**Table 14: Real Time Information (TRI) systems<sup>1</sup>, end 2010**

	Scotland	Great Britain
<b>Physical RTI Displays<sup>2</sup></b>		
LED displays	610	8,010
Full screen	460	2,090
<b>Virtual Dissemination<sup>3</sup></b>		
SMS	5,080	106,800
WAP	4,800	80,480
LA website	3,710	87,050
Transport Direct Portal	2,680	64,350
Other website	2,680	60,330
Phone hotline	2,500	68,110
Other	2,340	30,490

<sup>1</sup> All figures in this table are based on returns provided by local authorities. Missing returns are treated as 0 so it is possible that some figures will represent under-estimates.

<sup>2</sup> Physical displays include LED signs and full screen displays at bus stops, transport hubs or private buildings.

<sup>3</sup> Virtual dissemination relates to number of bus stops covered by SMS, WAP, Local Authority website and other websites and phone hotlines. Note that individual stops can be covered by more than one of these virtual methods so that figures cannot be sensibly aggregated.

**Table 15:** Passenger journeys by region for local bus services<sup>1</sup>

	2004-05	2005-06	2006-07	2007-08	2008-09	2009-10	2010-11	% change over 1 year 5 years	
	<i>million passenger journeys</i>								
<b>North East, Tayside and Central</b>	68	69	66	68	66	61	62	2	-10
<b>Highlands, Islands and Shetland</b>	11	11	15	14	14	15	15	0	36
<b>South East</b>	161	164	179	175	175	168	166	-1	1
<b>South West and Strathclyde</b>	220	224	222	240	238	223	196	-12	-13
<b>Scotland</b>	461	468	482	498	493	467	438	-6	-6

<sup>1</sup> Due to sensitivities around the disclosure of bus operators' financial information, regions have been grouped differently to previous publications as information can only be made available at higher geographical levels.

**Table 16:** Vehicle kilometres by region for local bus services<sup>1</sup>

	2004-05	2005-06	2006-07	2007-08	2008-09	2009-10	2010-11	% change over 1 year 5 years	
	<i>million vehicle kilometres</i>								
<b>North East, Tayside and Central</b>	58	54	54	61	56	57	57	0	6
<b>Highlands, Islands and Shetland</b>	36	37	38	34	30	40	38	-5	3
<b>South East</b>	104	109	108	99	94	108	104	-4	-5
<b>South West and Strathclyde</b>	172	181	187	195	185	174	156	-10	-14
<b>Scotland</b>	369	382	387	390	365	379	354	-7	-7

<sup>1</sup> Due to sensitivities around the disclosure of bus operators' financial information, regions have been grouped differently to previous publications as information can only be made available at higher geographical levels.

**Table 17:** Walking time to nearest bus stop (household) by urban/rural split, 1999-2010<sup>1</sup>

		1999	2000	2001	2002	2003	2004	2005	2006	2007	2008	2009	2010
<b>All households:</b>		<i>column percentages</i>											
	Up to 3 mins	54.4	53.9	51.8	55.0	55.1	55.8	55.1	54.3	55.5	56.2	55.2	55.5
	4 to 6 mins	30.3	30.7	32.9	31.2	30.4	30.8	30.3	30.6	29.3	29.5	29.1	29.7
	7 to 13 mins	9.8	9.7	9.6	8.8	8.9	8.3	9.3	8.9	9.1	8.6	9.2	9.0
	14 mins or more	3.6	3.8	3.3	2.9	3.1	3.0	2.8	3.8	3.8	3.8	4.1	3.4
	No bus service	1.1	1.3	1.1	1.1	1.5	1.0	1.1	1.2	1.1	1.0	1.2	1.3
	Don't know	0.7	0.7	1.2	1.0	1.0	1.1	1.4	1.2	1.2	0.9	1.2	1.2
	<b>Sample size (=100%)<sup>2</sup></b>	<b>14,671</b>	<b>15,547</b>	<b>15,561</b>	<b>15,072</b>	<b>14,879</b>	<b>15,941</b>	<b>15,392</b>	<b>15,616</b>	<b>9,274</b>	<b>6,846</b>	<b>14,190</b>	<b>14,214</b>
<b>by urban/rural classification</b>													
<b>Urban</b>	Up to 3 mins	57.6	57.5	55.5	57.8	58.1	58.4	58.5	57.0	58.4	59.1	58.8	58.5
	4 to 6 mins	31.6	31.7	33.5	32.4	31.9	32.0	31.0	32.4	30.7	30.6	30.1	31.1
	7 to 13 mins	8.8	8.7	8.6	7.9	7.9	7.5	8.2	7.9	8.5	8.1	8.5	8.1
	14 mins or more	1.3	1.6	1.1	1.0	1.1	1.0	0.9	1.5	1.4	1.4	1.5	1.1
	No bus service	0.1	0.0	0.0	0.0	0.0	0.1	0.0	0.0	0.1	0.0	0.0	0.0
	Don't know	0.7	0.6	1.2	0.9	0.9	1.1	1.3	1.2	1.0	0.9	1.1	1.2
	<b>Sample size (=100%)<sup>2</sup></b>	<b>9,533</b>	<b>9,988</b>	<b>10,044</b>	<b>9,869</b>	<b>9,523</b>	<b>10,362</b>	<b>10,073</b>	<b>10,153</b>	<b>5,805</b>	<b>4,408</b>	<b>9,265</b>	<b>9,203</b>
<b>Town</b>	Up to 3 mins	53.7	55.1	50.1	54.9	53.5	58.6	53.9	57.8	55.9	58.6	55.7	57.0
	4 to 6 mins	31.4	31.1	33.2	33.0	31.2	30.7	32.4	29.0	30.1	30.0	30.8	28.5
	7 to 13 mins	11.5	9.9	12.8	9.3	11.8	7.8	10.9	9.3	9.7	7.7	9.1	10.8
	14 mins or more	2.4	2.8	2.5	2.0	1.7	1.7	1.1	2.3	2.2	2.3	2.7	2.2
	No bus service	0.1	0.1	0.1	0.1	0.4	0.0	0.1	0.1	0.0	0.0	0.3	0.1
	Don't know	0.9	0.9	1.3	0.7	1.5	1.2	1.7	1.6	2.1	1.5	1.4	1.4
	<b>Sample size (=100%)<sup>2</sup></b>	<b>2,054</b>	<b>2,248</b>	<b>2,374</b>	<b>2,128</b>	<b>2,234</b>	<b>2,341</b>	<b>2,308</b>	<b>2,198</b>	<b>1,389</b>	<b>1,052</b>	<b>1,931</b>	<b>2,073</b>
<b>Rural</b>	Up to 3 mins	42.1	39.9	38.4	43.3	44.5	43.6	42.1	42.1	44.0	41.9	40.8	42.2
	4 to 6 mins	24.5	26.8	30.3	25.3	24.2	26.7	25.7	25.1	23.3	24.4	23.7	25.4
	7 to 13 mins	12.6	13.0	11.0	12.1	10.6	11.6	12.4	11.9	11.2	11.5	12.0	10.9
	14 mins or more	14.0	12.7	12.6	11.7	11.3	11.7	11.9	13.6	14.7	15.2	15.4	13.4
	No bus service	6.0	6.8	6.5	6.2	8.0	5.1	6.3	6.4	5.5	6.2	6.7	7.1
	Don't know	0.8	0.9	1.2	1.4	1.4	1.4	1.6	1.0	1.4	0.7	1.4	1.0
	<b>Sample size (=100%)<sup>2</sup></b>	<b>3,078</b>	<b>3,307</b>	<b>3,106</b>	<b>3,062</b>	<b>3,122</b>	<b>3,235</b>	<b>3,010</b>	<b>3,264</b>	<b>2,080</b>	<b>1,386</b>	<b>2,980</b>	<b>2,936</b>

<sup>1</sup> These results use an improved weighting system which better accounts for non-response bias and figures may differ to those previously published.<sup>2</sup> Sample size was reduced to half sample in June 2007 and increased to full sample again in January 2009.

**Table 18:** Frequency of service by characteristic (household), 2010

	Frequency of service					None	Sample Size (=100%)
	5+ per hour (up to 13 mins)	3 - 4 per hour (14 to 26 mins)	1 - 2 per hour (27 to 63 mins)	Less frequent (64+ mins)	Frequency unknown		
<b>All households in 2010:</b>	24	22	27	4	23	1	<b>14,214</b>
<b>by household type:</b>					<i>row percentages</i>		
Single adult	29	21	22	2	25	1	<b>2,347</b>
Small adult	24	22	23	4	25	1	<b>2,321</b>
Single parent	29	24	26	2	19	0	<b>747</b>
Small family	23	21	25	4	26	2	<b>1,820</b>
Large family	22	22	28	3	23	1	<b>922</b>
Large adult	24	20	29	4	22	1	<b>1,311</b>
Older smaller	20	20	35	5	18	2	<b>2,415</b>
Single pensioner	21	23	29	4	22	1	<b>2,331</b>
<b>by annual net household income:</b>							
up to £10,000 p.a.	27	23	27	4	19	1	<b>2,394</b>
over £10,000 - £15,000	25	23	29	3	19	1	<b>2,627</b>
over £15,000 - £20,000	26	23	27	3	20	1	<b>2,033</b>
over £20,000 - £25,000	25	21	27	4	21	1	<b>1,557</b>
over £25,000 - £30,000	21	19	28	4	26	1	<b>1,245</b>
over £30,000 - £40,000	22	21	26	4	26	1	<b>1,886</b>
over £40,000 p.a.	19	20	26	4	30	2	<b>1,923</b>
<b>by Scottish Index of Multiple Deprivation:</b>							
1 (most deprived 20% of areas)	36	27	19	1	18	0	<b>2,740</b>
2	27	24	26	2	21	0	<b>2,847</b>
3	18	18	31	8	23	3	<b>2,983</b>
4	15	16	32	6	28	3	<b>2,992</b>
5 (least deprived 20% of areas)	23	23	28	2	24	1	<b>2,647</b>
<b>by urban/rural classification:</b>							
Large urban areas	44	24	13	0	19	0	<b>5,075</b>
Other urban	19	28	27	1	26	0	<b>4,128</b>
Small accessible towns	6	26	46	2	21	0	<b>1,275</b>
Small remote towns	1	5	60	3	30	0	<b>798</b>
Accessible rural	1	8	48	11	26	5	<b>1,761</b>
Remote rural	0	1	29	34	23	12	<b>1,175</b>
<b>by number of cars household has access to:</b>							
No car available	34	25	23	2	15	0	<b>4,155</b>
One or more cars	19	20	29	4	26	2	<b>10,059</b>

**Table 19: Bus use the previous day (adults) by characteristic, 1999-2010<sup>1,2</sup>**

	1999	2000	2001	2002	2003	2004	2005	2006	2007 <sup>2,3</sup>	2008	2009	2010
<b>by gender:</b>									<i>column percentages</i>			
Male	36.8	38.0	32.5	36.4	37.4	35.5	37.0	40.7	38.7	40.7	43.0	38.4
Female	63.2	62.0	67.5	63.6	62.6	64.5	63.0	59.3	61.3	59.3	57.0	61.6
<b>by age:</b>												
16-19	14.4	12.8	10.6	9.3	8.5	10.4	11.4	9.8	10.2	12.6	9.0	13.1
20-29	15.2	18.7	14.0	17.1	15.5	15.9	19.1	19.8	24.1	19.9	22.9	17.8
30-39	15.7	14.6	13.2	14.3	12.7	11.7	13.6	15.9	15.4	9.3	15.4	12.6
40-49	10.8	14.1	15.5	15.0	14.3	13.3	12.3	11.2	12.4	12.8	12.1	14.3
50-59	14.3	11.6	16.0	15.2	13.3	13.9	10.5	13.4	10.7	14.4	12.5	11.6
60-69	13.2	12.9	12.4	15.0	16.9	15.1	15.8	14.2	14.1	12.7	13.0	14.4
70-79	13.6	11.8	14.4	10.7	14.4	15.0	13.0	12.0	8.7	13.1	10.2	12.9
80 and over	3.0	3.5	3.9	3.3	4.4	4.6	4.3	3.7	4.5	5.2	5.0	3.2
<b>by current status:</b>												
Self employed	1.3	1.4	1.0	1.1	0.8	0.6	2.4	0.8	1.5	1.4	1.3	1.0
Employed full time	28.8	32.4	30.2	29.8	32.0	30.8	32.4	29.3	33.6	34.4	33.9	29.2
Employed part time	11.8	12.6	13.4	12.7	9.5	10.3	9.5	11.6	10.2	10.2	11.0	10.0
Looking after the home or family	8.2	6.8	8.5	7.2	6.8	5.7	5.2	6.0	6.5	4.5	4.9	4.1
Permanently retired from work	26.0	25.1	26.9	25.2	30.7	31.2	28.0	26.6	23.8	26.8	24.3	26.6
Unemployed and seeking work	4.7	4.4	4.2	3.9	3.5	4.5	3.5	4.5	3.0	5.8	6.4	7.2
At school	3.0	1.6	2.5	1.8	2.0	1.8	2.1	2.6	2.5	2.4	1.6	3.6
In further/higher education	8.6	8.6	5.4	10.4	8.1	8.8	9.5	9.3	9.9	8.0	9.1	13.6
Gov't work or training scheme	1.1	1.1	0.7	0.2	0.3	0.2	0.3	0.7	0.4	0.0	0.6	0.2
Permanently sick or disabled	5.4	4.8	6.1	7.1	4.9	4.6	5.4	7.2	6.4	4.2	5.7	3.7
Unable to work because of short-term illness or injury	0.4	0.5	0.8	0.3	1.0	0.9	0.6	1.2	1.8	1.5	0.7	0.6
Other	0.7	0.7	0.4	0.3	0.3	0.7	1.1	0.2	0.3	0.8	0.4	0.3
<b>by journey purpose<sup>3</sup>:</b>												
Commuting	27.6	28.9	29.0	27.8	26.8	25.8	27.7	27.8	28.9	28.2	28.9	28.1
Education	7.5	6.0	4.8	6.4	4.1	6.1	6.1	5.6	7.5	6.9	5.8	8.2
Shopping	29.3	28.8	31.1	32.3	30.6	30.2	28.3	26.4	28.7	28.7	25.7	28.0
Visit hospital or other health	3.4	2.9	3.8	3.2	4.0	5.9	3.3	5.0	3.5	4.8	4.2	4.3
On other personal business	5.6	3.8	4.6	4.4	5.9	6.0	5.9	9.2	5.9	5.1	7.7	4.3
Visiting friends or relatives	9.3	12.4	9.2	10.4	12.5	9.1	10.0	9.0	8.1	10.5	9.0	7.7
Sport/Entertainment	3.0	3.2	3.3	2.7	3.4	3.9	3.4	3.9	3.1	4.8	5.8	8.1
Go home	...	...	...	...	...	...	...	...	3.9	3.2	3.9	2.3
Other purpose	14.0	14.1	14.2	12.8	12.8	13.0	15.4	13.1	10.4	7.9	9.0	8.9
<b>by annual net household income:</b>												
up to £10,000 p.a.	44.1	36.6	34.8	31.4	31.2	31.4	27.0	26.8	20.9	21.2	19.9	18.9
£10,000 - £15,000	23.8	23.2	22.0	25.1	24.5	25.1	25.1	24.8	23.9	24.0	24.1	22.1
£15,000 - £20,000	14.4	17.5	17.1	14.2	15.4	13.0	14.9	16.0	17.0	14.6	12.3	17.6
£20,000 - £25,000	8.6	10.5	10.9	10.8	10.1	11.7	10.3	8.0	13.8	11.6	9.7	12.5
£25,000 - £30,000	4.1	5.4	6.8	6.7	5.4	6.5	5.7	6.9	6.7	7.2	10.8	5.1
£30,000 - £40,000	2.5	4.0	3.9	6.1	7.9	6.8	9.7	10.3	8.6	11.0	12.1	8.4
over £40,000 p.a.	1.0	1.1	1.4	2.8	3.5	1.9	4.4	3.7	5.8	6.6	6.0	11.5
<b>by urban/rural classification:</b>												
Large urban areas	57.2	52.9	64.2	64.2	62.2	61.2	57.6	58.9	60.4	62.2	61.3	57.5
Other urban	27.6	29.5	23.2	22.2	23.3	23.8	24.7	24.0	24.7	24.2	23.1	26.3
Small accessible towns	5.7	7.9	5.1	6.7	6.9	6.7	8.0	7.0	5.8	5.8	5.7	6.2
Small remote towns	1.6	1.4	0.7	0.4	0.4	0.7	1.3	1.6	1.3	1.5	1.5	0.9
Accessible rural	6.2	6.5	5.9	5.1	5.3	6.0	6.4	7.0	6.8	5.0	6.6	7.5
Remote rural	1.6	1.8	0.7	1.4	1.9	1.6	1.7	1.5	1.0	1.3	1.9	1.7
<b>by frequency of driving:</b>												
Every day	7.0	6.8	7.8	6.1	5.6	6.4	5.3	6.2	7.3	5.4	6.7	6.3
At least three times a week	5.7	5.6	4.5	5.1	6.2	5.0	5.5	4.7	5.6	7.3	5.1	4.8
Once or twice a week	3.9	4.4	3.5	4.5	4.4	4.7	3.3	4.2	3.6	6.0	5.3	5.5
Less often	3.9	4.8	5.4	5.5	4.3	4.1	4.2	3.5	6.2	4.0	4.7	4.3
Never, but holds full driving	8.3	7.4	8.0	6.2	9.6	7.2	7.1	8.4	9.1	7.2	9.6	6.6
Does not hold a full driving licence	71.3	71.1	70.8	72.5	69.8	72.6	74.7	73.1	68.2	70.1	68.7	72.4
<b>by whether or not respondent has concessionary travel pass<sup>4</sup>:</b>												
Yes	...	...	...	...	30.3	37.3	36.6	35.7	28.7	33.2	32.7	33.7
No	...	...	...	...	69.7	62.7	63.4	64.3	71.3	66.8	67.3	66.3
<b>Sample size (=100%)</b>	<b>2,669</b>	<b>2,848</b>	<b>2,857</b>	<b>2,698</b>	<b>2,697</b>	<b>2,840</b>	<b>2,639</b>	<b>2,889</b>	<b>1,854</b>	<b>1,893</b>	<b>1,615</b>	<b>1,438</b>

<sup>1</sup> These results use an improved weighting system which better accounts for non-response bias and figures may differ to those previously published.

<sup>2</sup> Prior to 2007 only journeys over 1/4 mile were recorded. Since 2007 all journeys are recorded. This creates a discontinuity in the time series between 2006 and 2007.

<sup>3</sup> From 2007 onwards, two new categories, 'Go home' and 'Just go for a walk', were added. 'Go home' has been separated out in this table but 'Just go for a walk' has not as these are largely going to

<sup>4</sup> Sample size in 2003 was 2,004 as this data was not collected in quarter 1; sample size in 2006 was 2,181 as a new concessionary scheme was introduced in April 2006.

**Table 20:** Time and day of bus travel (adults) by characteristic, 2007 - 2010

	Weekday start time							All weekday journeys	All weekend journeys	All bus journeys
	Before 7am	7am to 9:30am	9:31am to 11:59am	12pm to 2pm	2:01pm to 4:29pm	4:30pm to 6:29pm	6.30pm onwards			
column percentages										
by gender:										
Male	57	42	34	35	42	44	50	41	37	40
Female	43	58	66	65	58	56	50	59	63	60
by age:										
16-19	8	14	5	8	12	13	12	10	15	11
20-29	26	28	13	16	18	28	29	22	19	21
30-39	18	18	9	10	13	18	15	14	10	13
40-49	17	12	12	13	11	12	17	13	13	13
50-59	17	13	10	11	13	13	10	12	14	12
60-69	12	7	22	18	15	10	8	14	13	14
70-79	1	5	21	16	12	5	6	11	12	11
80 and over	1	2	8	7	6	2	3	5	4	5
by current status:										
Self employed	1	2	1	1	1	2	1	1	1	1
Employed full time	69	48	11	15	24	52	43	33	33	33
Employed part time	10	12	9	10	11	9	11	10	11	10
Looking after the home or family	3	3	9	9	6	3	3	5	4	5
Permanently retired	5	12	46	38	28	13	15	25	26	25
Unemployed and seeking work	1	3	6	8	8	4	6	6	5	5
At school	0	3	1	1	5	2	2	2	3	2
In further/higher education	5	13	6	8	10	12	12	10	10	10
Permanently sick or disabled	2	2	9	8	5	2	5	5	4	5
Unable to work because of short-term illness or injury	4	1	2	2	1	0	1	1	1	1
Other	0	1	0	1	1	0	0	1	0	0
by journey purpose:										
Commuting	72	56	9	10	22	50	31	31	17	29
Education	1	16	4	7	10	8	4	9	1	7
Shopping	6	11	49	45	32	10	10	26	34	28
Visit hospital or other health	4	3	9	6	6	2	2	5	2	4
On other personal business	3	4	10	8	5	3	2	6	7	6
Visiting friends or relatives	4	3	7	9	8	7	17	8	14	9
Sport/Entertainment	2	1	2	3	4	6	15	4	9	5
Go home	6	2	1	2	4	5	4	3	5	3
Other purpose	3	4	9	10	8	7	17	8	12	9
by annual net household income <sup>1</sup> :										
up to £10,000 p.a.	12	14	29	28	23	15	15	21	19	20
£10,000 - £15,000	22	20	27	27	24	20	23	23	24	24
£15,000 - £20,000	14	16	17	15	12	14	16	15	16	15
£20,000 - £25,000	22	13	8	12	11	11	11	12	13	12
£25,000 - £30,000	9	10	5	4	8	8	10	8	7	7
£30,000 - £40,000	16	12	5	5	9	16	8	10	12	10
over £40,000 p.a.	4	12	5	3	6	13	12	8	4	7
by urban/rural classification:										
Large urban areas	54	61	54	59	58	65	70	60	62	60
Other urban areas	31	22	28	26	27	21	16	24	26	25
Small accessible towns	5	6	7	6	5	5	7	6	5	6
Small remote towns	1	1	7	2	2	1	1	1	1	1
Accessible rural	6	8	7	6	7	7	6	7	5	6
Remote rural	2	1	2	1	1	1	1	1	2	1
by frequency of driving:										
Every day	5	7	4	3	6	9	9	6	9	6
At least three times a week	5	7	6	3	6	8	9	6	4	6
Once or twice a week	4	9	4	3	3	9	5	6	3	5
Less often	4	6	5	4	4	7	6	5	4	5
Never, but holds full licence	8	8	8	9	7	7	9	8	9	7
Does not hold a full licence	75	64	73	77	73	61	63	69	71	70
Sample size (=100%)	200	1,007	1,163	1,200	1,053	722	535	5,880	920	6,800

<sup>1</sup> Does not include cases where income is unknown.

**Table 21:** Main reasons for not using public transport <sup>1,2</sup>, April 2003 - December 2010

	Takes too long	No direct route	Need a car for/ at work	Lack of service	Work unsocial/ unusual hours	Too infrequent	Cost	Public transport unreliable	Too much to carry, awkward	Prefer to walk	Live Centrally	Sample size
<i>row percentages</i>												
<b>Adults travelling to work:</b>	36	34	19	16	16	6	5	5	5	3	2	<b>18,167</b>
<b>by possibility of using public transport for commute:</b>												
Yes	57	30	13	7	10	6	9	6	4	3	4	<b>7,504</b>
No	21	37	24	23	20	5	2	4	6	2	0	<b>10,663</b>
<b>by gender:</b>												
Male	34	33	23	16	19	5	5	4	5	3	1	<b>8,783</b>
Female	38	35	15	17	12	6	5	5	5	3	2	<b>9,384</b>
<b>by age:</b>												
16-25	40	33	12	15	15	5	6	6	4	4	3	<b>1,338</b>
26-39	37	34	19	15	16	5	5	5	5	4	2	<b>6,277</b>
40-59	35	34	21	17	15	6	4	5	5	2	2	<b>9,301</b>
60 and over	30	33	19	20	16	7	1	3	5	1	2	<b>1,251</b>
<b>by current status:</b>												
Self employed	28	26	44	15	11	5	3	4	16	3	1	<b>1,073</b>
Employed full time	36	35	19	16	17	5	5	5	4	3	2	<b>13,472</b>
Employed part time	37	33	12	18	13	7	4	4	5	3	2	<b>3,622</b>
<b>by annual net household income:</b>												
up to £10,000 p.a.	34	32	13	19	18	8	4	6	5	4	4	<b>783</b>
over £10,000 - £15,000	34	31	15	17	16	6	5	5	5	4	3	<b>2,068</b>
over £15,000 - £20,000	33	31	16	16	18	6	5	5	4	4	3	<b>2,768</b>
over £20,000 - £25,000	33	34	17	16	18	5	5	4	5	4	2	<b>2,794</b>
over £25,000 - £30,000	35	33	19	17	18	5	4	4	5	4	1	<b>2,752</b>
over £30,000 - £40,000	37	34	20	16	14	6	5	5	5	2	1	<b>3,840</b>
over £40,000 p.a.	41	38	25	16	11	6	5	5	6	1	1	<b>3,089</b>
<b>by urban/rural classification:</b>												
Large urban areas	40	35	20	7	13	3	4	5	5	3	2	<b>5,210</b>
Other urban areas	40	34	19	13	18	5	6	5	5	3	2	<b>5,645</b>
Small accessible towns	36	37	20	18	16	6	6	4	6	3	2	<b>1,914</b>
Small remote towns	19	26	16	21	23	7	4	3	5	0	1	<b>887</b>
Accessible rural	31	35	19	30	15	9	5	5	5	3	1	<b>2,714</b>
Remote rural	14	20	15	46	15	13	3	3	4	1	1	<b>1,792</b>
<b>by usual method of travel to work:</b>												
Driver car/van	36	34	21	16	16	6	4	5	5	2	2	<b>16,494</b>
Passenger car/van	38	31	4	16	16	6	9	6	3	6	3	<b>1,673</b>

<sup>1</sup> Includes responses for those who said they could use public transport to work and those who said they could not use public transport to work.

<sup>2</sup> Percentages may total more than 100 per cent as respondents can give more than one reason. Response options that were selected by a small number of respondents only have not been included.



**Table 22:** Reasons for adults not using buses more frequently (adults)<sup>1,2</sup>, April 2003 - December 2010

	No need	Takes too long	No direct route	Lack of service	Health reasons	Need a car for/ at work	Prefer to walk	Too infrequent	Cost	Public transport unreliable	Too much to carry, awkward	Live Centrally	Work unsocial/ unusual hours	Long walk to bus stop	Dislike waiting	Uncomfortable	Difficult access, on-off steps	Sample size
<i>row percentages</i>																		
<b>Adults travelling to work:</b>	20	17	12	11	10	8	7	6	6	4	4	4	3	3	3	2	2	<b>39,470</b>
<b>by gender:</b>																		
Male	20	17	12	11	7	10	7	6	6	4	3	4	4	3	3	2	1	<b>17,812</b>
Female	19	16	12	11	12	5	7	6	6	4	5	4	2	3	3	2	3	<b>21,658</b>
<b>by age:</b>																		
16-19	33	14	7	9	1	2	13	4	9	5	1	6	1	2	3	2	0	<b>883</b>
20-29	19	20	13	9	2	7	11	5	9	6	3	6	4	2	4	2	1	<b>4,103</b>
30-39	18	20	15	11	3	10	7	6	7	5	5	3	5	2	3	2	1	<b>7,201</b>
40-49	17	20	15	13	5	11	7	7	7	5	3	3	5	3	3	2	1	<b>7,387</b>
50-59	18	17	13	14	8	10	6	7	7	5	4	4	3	3	3	2	1	<b>6,710</b>
60-69	22	14	10	12	15	4	6	6	2	3	4	3	1	4	3	2	3	<b>5,879</b>
70-79	23	9	6	9	28	1	5	5	1	2	4	4	0	5	3	2	6	<b>4,550</b>
80 and over	22	3	3	5	48	0	4	2	0	1	2	3	0	4	1	2	11	<b>2,757</b>
<b>by current status:</b>																		
Self employed	16	18	13	18	1	23	4	7	4	4	7	2	4	3	2	1	1	<b>2,352</b>
Employed full time	18	22	17	12	1	12	6	6	7	5	3	3	6	2	4	2	2	<b>14,390</b>
Employed part time	18	20	14	12	2	7	8	7	8	4	5	4	4	2	3	1	1	<b>4,080</b>
Looking after the home or	22	12	6	11	8	0	11	6	8	3	8	5	0	3	3	2	2	<b>2,530</b>
Permanently retired	23	9	6	9	27	1	5	5	1	2	4	3	0	5	3	2	2	<b>11,350</b>
Unemployed and seeking	27	12	7	8	4	1	18	6	13	5	2	7	0	1	3	3	3	<b>1,175</b>
At school	37	11	4	6	3	2	13	5	12	2	0	5	2	2	2	1	1	<b>246</b>
In further/higher education	24	20	10	9	2	2	16	5	11	7	2	8	1	3	3	2	2	<b>833</b>
Permanently sick or	19	6	3	5	49	1	6	3	5	2	2	3	0	3	2	3	3	<b>2,029</b>
Unable to work because of short-term illness or injury	17	17	6	8	21	2	11	2	12	4	5	4	0	3	7	3	3	<b>301</b>
Other	16	16	14	7	7	3	8	8	9	4	5	7	3	6	3	5	5	<b>157</b>
<b>by annual net household income:</b>																		
up to £10,000 p.a.	26	9	6	8	19	2	11	4	5	3	3	6	1	3	3	2	4	<b>8,407</b>
over £10,000 - £15,000	23	12	8	8	18	4	9	4	5	3	3	4	2	3	3	2	4	<b>7,332</b>
over £15,000 - £20,000	21	15	11	11	11	7	8	5	6	5	3	4	4	3	3	2	2	<b>5,645</b>
over £20,000 - £25,000	18	18	13	13	6	8	6	7	6	4	4	3	4	3	3	2	1	<b>4,637</b>
over £25,000 - £30,000	19	21	14	12	3	10	5	6	7	5	4	3	5	2	4	2	1	<b>3,852</b>
over £30,000 - £40,000	16	23	17	13	2	12	5	8	7	5	4	2	4	3	3	2	1	<b>4,795</b>
over £40,000 p.a.	12	24	18	15	2	13	5	9	5	6	5	2	4	4	3	2	1	<b>3,489</b>
<b>by urban/rural classification:</b>																		
Large urban areas	21	18	11	4	12	7	9	3	5	5	3	4	2	2	3	3	2	<b>11,761</b>
Other urban areas	21	18	11	6	10	8	9	4	7	4	4	4	4	2	4	2	2	<b>11,385</b>
Small accessible towns	23	18	13	8	9	8	6	5	7	5	4	3	3	2	4	2	2	<b>4,245</b>
Small remote towns	22	12	10	9	8	7	12	5	5	2	3	10	3	2	1	2	2	<b>2,409</b>
Accessible rural	14	17	16	27	7	7	2	13	7	5	5	1	4	7	2	1	2	<b>5,368</b>
Remote rural	13	10	10	39	6	6	2	14	4	3	5	2	3	6	1	2	2	<b>4,298</b>
<b>by usual method of travel to work:</b>																		
Walk	38	9	6	6	1	1	28	4	8	2	2	11	1	1	2	1	0	<b>2,852</b>
Driver car/van	12	25	19	14	1	15	2	7	7	6	4	1	7	3	4	2	0	<b>13,410</b>
Passenger car/van	27	18	14	8	1	2	7	5	7	5	2	5	5	2	4	1	1	<b>1,245</b>
Other	25	20	9	10	3	2	9	6	8	6	2	5	2	2	3	2	1	<b>1,998</b>
Do not travel to work	22	11	7	10	21	4	7	5	4	3	5	4	0	4	3	2	4	<b>19,965</b>

<sup>1</sup> Only those who had used the bus at best once a week and at worse never in the previous month. Does not include statistics for those who used the bus more than once a week in the previous month.

<sup>2</sup> Percentages may total more than 100 per cent as respondents can give more than one reason. 'No reason' has been excluded.

**Table 23:** Concessionary travel pass possession by age, April 2006 - December 2010

	Age								All 16-59	All 60+	All 16+	Sample size
	16 - 39	40 - 49	50 - 59	60 - 64	65 - 69	70 - 74	75 - 79	80 +				
	cell percentages											
All adults:	1	3	6	80	89	92	91	87	3	87	26	58,576
by gender:												
Male	2	3	5	73	87	90	88	88	3	84	23	25,393
Female	1	3	6	86	91	94	93	87	3	90	28	33,183
by current status:												
Employed	0	0	1	70	78	79	**	**	0	72	5	28,759
Permanently retired	0	**	9	87	91	93	91	87	10	90	87	18,516
Permanently sick/disabled	37	37	41	80	**	**	**	**	39	82	48	2,892
Other	2	3	6	78	**	**	**	**	2	83	5	8,589
by annual net household income:												
up to £10,000 p.a.	3	8	13	84	90	94	92	86	6	89	47	11,629
£10,000 - £15,000	3	9	13	83	91	92	92	89	7	90	44	11,313
£15,000 - £20,000	2	5	10	83	91	93	91	90	4	89	32	8,302
over £20,000 p.a.	1	1	2	75	86	88	87	86	1	81	12	25,299
by Scottish Index of Multiple Deprivation:												
1 (most deprived 20% of areas)	2	6	11	79	96	93	96	87	5	90	25	4,790
2	2	4	11	78	90	93	93	90	4	88	28	5,105
3	1	3	5	76	85	91	92	87	3	85	27	5,301
4	1	2	4	73	87	89	89	85	2	83	25	5,301
5 (least deprived 20% of areas)	1	1	1	86	93	94	94	89	1	91	28	4,396
by urban/rural classification:												
Large urban areas	1	4	7	85	94	93	94	91	3	91	25	20,197
Other urban	1	3	7	81	92	94	93	89	3	89	27	17,367
Small accessible towns	2	2	5	79	91	94	93	88	2	88	28	5,219
Small remote towns	2	2	4	78	88	92	92	84	2	86	27	3,389
Accessible rural	2	2	4	71	79	86	85	74	2	78	24	6,751
Remote rural	1	2	3	70	77	82	81	76	2	77	28	5,641
by frequency of using local bus service:												
Every day, or almost every day	3	7	11	96	99	99	99	100	5	98	29	6,560
2 or 3 times per week	3	9	17	96	98	99	99	99	7	98	45	7,329
About once a week	2	5	8	97	99	100	98	99	4	98	35	4,622
Less often	1	3	5	89	97	97	99	99	2	95	25	7,529
Not used in past month	1	1	3	65	79	84	83	78	1	76	20	32,533
by frequency of driving:												
Every day	0	0	1	71	86	89	90	89	1	81	16	23,863
At least once a week	1	1	4	81	88	91	90	87	2	87	32	10,290
Less often	1	6	10	86	91	95	95	86	4	90	33	4,184
by driving licence:												
Holds a full driving licence	0	1	3	76	87	91	90	88	1	84	21	38,338
Does NOT hold a full driving licence	3	11	17	90	94	94	92	87	6	91	34	20,238
by disability/illness status:												
Yes, disability	32	24	28	81	92	91	91	84	28	87	62	1,426
Yes, illness or health problem	9	12	14	83	90	91	91	89	12	89	52	7,588
Yes, both	26	31	42	80	87	90	88	82	34	85	65	3,993
No, neither	0	0	0	79	89	93	93	90	0	87	17	42,868
by Regional Transport Partnership area:												
Highlands & Islands	2	2	3	75	78	90	85	76	2	80	26	7,231
North-East	1	1	4	75	89	91	91	85	2	85	23	5,009
Shetland	1	1	4	**	**	**	**	**	2	86	26	1,006
South East	1	3	5	83	91	93	91	90	3	89	25	15,946
South West	2	2	6	67	82	89	84	75	3	78	29	1,775
Strathclyde	1	3	7	82	92	93	94	89	3	90	26	22,252
Tayside & Central	1	2	3	74	87	89	89	89	2	85	27	5,345
Sample size (age group)	17,555	10,151	9,273	5,077	4,689	4,144	3,549	4,138	36,979	21,597	58,576	

<sup>1</sup> In April 2006 a new concessionary scheme was introduced. This scheme allows adults over 60 and some disabled users free any-time travel across Scotland.

\*\* Not given due to a cell size of less than 100 (but greater than 0) respondents. Sample sizes less than 100 are not recorded due to data accuracy.

**Table 24:** Concessionary fare passes issued to older and disabled people. As at January 2012

	Disabled	Disabled + companion	Visually impaired	Visually impaired + companion	60+	<i>All card holders</i>
<b>All Scotland</b>	60,848	105,757	4,698	11,409	1,050,778	1,233,490
Aberdeen City	3,443	2,924	67	548	41,401	48,383
Aberdeenshire	2,030	2,127	182	319	47,938	52,596
Angus	929	1,091	153	159	26,488	28,820
Argyll and Bute	956	1,453	109	254	23,003	25,775
Clackmannanshire	678	705	30	65	10,126	11,604
Dumfries and Galloway	1,468	1,789	155	387	34,969	38,768
Dundee City	1,339	3,198	266	382	30,118	35,303
East Ayrshire	1,647	2,892	99	261	25,088	29,987
East Dunbartonshire	678	1,262	76	165	24,599	26,780
East Lothian	587	1,119	64	120	21,381	23,271
East Renfrewshire	1,072	1,587	76	193	19,032	21,960
Edinburgh	5,176	9,742	423	1,078	88,723	105,142
Eilean Siar	207	185	16	23	7,211	7,642
Falkirk	2,349	2,046	128	290	30,113	34,926
Fife	3,666	11,678	231	845	76,495	92,915
Glasgow	9,962	19,878	588	1,623	93,155	125,206
Highland	2,480	2,817	147	520	48,828	54,792
Inverclyde	1,076	2,558	110	210	17,242	21,196
Midlothian	970	1,700	39	193	17,640	20,542
Moray	998	885	74	138	19,396	21,491
North Ayrshire	1,754	3,356	202	406	31,370	37,088
North Lanarkshire	4,126	7,433	217	641	57,599	70,016
Orkney Islands	177	362	11	24	5,157	5,731
Perth and Kinross	947	1,520	190	263	33,395	36,315
Renfrewshire	2,090	4,024	204	453	35,044	41,815
Scottish Borders	1,365	1,109	109	202	27,057	29,842
Shetland Islands	146	349	8	24	4,974	5,501
South Ayrshire	1,472	2,445	129	277	27,904	32,227
South Lanarkshire	3,267	6,660	300	675	60,832	71,734
Stirling	953	950	93	157	17,357	19,510
West Dunbartonshire	1,169	2,566	100	258	17,523	21,616
West Lothian	1,671	3,347	102	256	29,620	34,996

**Table 25:** 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%	
	or 95%	or 90%	or 85%	or 80%	or 75%	or 70%	or 65%	or 60%	or 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	5.0	5.9	6.7	7.2	7.6	7.9	8.1	8.3	8.3
300	3.0	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	5.0	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	3.0	3.3	3.6	3.8	4.0	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	3.0	3.2	3.4	3.5	3.6	3.7	3.7
1,200	1.5	2.0	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	3.0	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	2.0	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	1.0	1.4	1.7	1.9	2.0	2.2	2.2	2.3	2.3	2.4
3,000	0.9	1.3	1.5	1.7	1.9	2.0	2.0	2.1	2.1	2.1
3,500	0.9	1.2	1.4	1.6	1.7	1.8	1.9	1.9	2.0	2.0
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	1.0	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	1.0	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	1.0	1.1	1.1	1.2	1.2	1.2	1.2
10,000	0.5	0.7	0.8	0.9	1.0	1.1	1.1	1.2	1.2	1.2
12,000	0.5	0.6	0.8	0.9	0.9	1.0	1.0	1.1	1.1	1.1
14,000	0.4	0.6	0.7	0.8	0.9	0.9	0.9	1.0	1.0	1.0
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%  $\pm$  4.1% points