



## Bus and Coach Statistics 2011-12

27<sup>th</sup> February 2013



## **Bus and Coach Statistics 2011-12**

Transport Scotland's Statisticians today published Bus and Coach Statistics, 2011-12 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**

**The number of bus journeys made in Scotland rose in the last year, but the total distance covered by buses dropped for the fourth year running.**

- Passenger bus journeys on local services in Scotland increased by 2 per cent from the previous year. However, the number remains around 10 per cent lower than a recent peak in 2007/08 [Table 1]
- This contrasts with figures for GB as a whole, which show a modest increase of around 1 per cent since 2007/08 [Table 1]
- The total number of vehicle kilometres made by Scottish local bus services fell for the fourth year running following the peak in 2007/08, a pattern broadly similar to GB as a whole [Table 4]

### **Personal bus use**

**Around half of all journeys made in Scotland (by all modes of transport) are for the purposes of commuting and shopping. Journeys made by bus show a similar pattern.**

- The most common purposes for a bus journey were commuting (27%) and shopping (21%). Between them, these two purposes accounted for almost half of all bus journeys. This is a similar pattern to journeys made by all modes of transport [Table 19] [Figures for all modes come from the SHS [Travel Diary publication](#)]
- Travel to education accounted for 10.5 per cent of journeys made by bus in 2011, this is a significantly greater proportion than for journeys made by all modes. Only 3.6 per cent of journeys made by all modes combined were for the purposes of education [Table 19] [Figures for all modes come from the SHS [Travel Diary publication](#)]
- The most popular reasons given for commuters not using public transport to get to work were 'no direct route' (39%) and 'takes too long' (37%) [Table 21]
- When asked why they didn't use the bus more regularly the top reasons for infrequent bus users were 'takes too long' (20%) and that they had 'no need' (16%) [Table 22]

## **Finance**

**Over the past 5 years, operating costs for bus travel have increased at a faster rate in Scotland than in GB as a whole (outwith London). However, ticket prices and passenger revenue have risen more slowly in Scotland than in GB as a whole (outwith London).**

**Operating costs *per vehicle kilometre* in Scotland are similar to those in GB as a whole. However, operating costs *per passenger journey* are higher in Scotland. This difference is likely to be down to longer passenger journeys and lower bus occupancy in Scotland compared to GB (outwith London).**

- Operating costs per passenger journey in Scotland exceeded those for GB (outwith London) for the third consecutive year and displayed a 21 per cent increase over the past 5 years [Table 11]
- Operating costs per vehicle kilometre remain marginally lower in Scotland than in GB (outwith London). However, over the past 5 years operating costs have increased by 27 per cent in Scotland compared with only 9 per cent in GB (outwith London). The gap is now the lowest that it has been in the past 8 years [Table 10]
- Over the past 5 years, bus fares (excluding inflation) have risen by around 6 per cent in Scotland, this compares with a rise of around 10 per cent for GB as a whole [Table 6]
- Local bus operators in Scotland experienced a 1 per cent increase in passenger revenue in the last year. This compares with a 2 per cent increase for operators across GB [Table 8]

## **Concessionary travel**

- As in the past few years, around one-third of bus journeys were undertaken by those who hold a concessionary travel pass. [Tables 3 & 19]
- There were a total of 1.3 million concessionary passes enabling free bus travel issued as at January 2013. Just over one million of these were issued on the basis of the holder being aged 60 or over. [Table 24]
- Government support for concessionary bus fares in Scotland amounted to £181 million in 2011-12. This represents an increase of around 4 per cent above inflation since 2006/07, which was the first year of the national scheme providing free travel to adults aged over 60 and some disabled users [Table 9]

## **Bus fleet characteristics**

- Despite more than doubling between 2005-06 and 2011-12, the percentage of buses in Scotland fitted with CCTV is lower than the equivalent figure for GB as a whole [Table 12]
- Eighty-nine per cent of buses in Scotland in 2011-12 had live Smart-card readers compared to 60 per cent across GB (outwith London) [Table 12]
- Eighty-four per cent of buses in Scotland in 2011-12 had either an accessibility certificate low floor access, an increase of 38 per cent over the past 5 years [Table 13]

## **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 2012 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:

<https://www.gov.uk/government/organisations/department-for-transport/series/bus-statistics>

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**Table 1: Passenger journeys on local bus services<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	2011-12	% change over 1 year 5 years	
														<i>million</i>	
Scotland	455	458	466	471	478	460	466	476	488	484	459	431	439	2	-8
Great Britain	4,376	4,420	4,455	4,550	4,681	4,631	4,721	4,915	5,165	5,272	5,214	5,203	5,233	1	6
<b>Annual growth rates</b>															
Scotland	7%	1%	2%	1%	1%	-4%	1%	2%	3%	-1%	-5%	-6%	2%		
Great Britain	1%	1%	1%	2%	3%	-1%	2%	4%	5%	2%	-1%	0%	1%		

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

<sup>2</sup> This table uses figures gathered through the Department for Transport's survey of PSV operators. Figures obtained from this source are revised as a matter of course and this table is likely to differ from previously published figures. Links to further information can be found on the *Sources* sheet.

**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	2011-12	% 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	5,255	1	3
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	61,426	2	4
<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	90.6	91.5	93.0	94.9	93.6	88.4	82.5	83.5	1	-10
Great Britain	77.0	77.6	77.9	79.0	80.9	79.7	80.7	83.5	87.2	89.0	86.9	86.1	85.2	-1	2
<b>Ratio Scotland/GB</b>	1.16	1.17	1.18	1.18	1.17	1.14	1.13	1.11	1.09	1.05	1.02	0.96	0.98	2	-12

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

<sup>2</sup> This table uses figures gathered through the Department for Transport's survey of PSV operators. Figures obtained from this source are revised as a matter of course and this table is likely to differ from previously published figures. Links to further information can be found on the *Sources* sheet.

**Table 3: Concessionary passenger journeys on local bus services<sup>1</sup>**

	2006-07	2007-08	2008-09	2009-10	2010-11	2011-12	% change over 1 year 4 years <sup>2</sup>	
							<i>million</i>	
Scotland <sup>3,4</sup>	156	159	158	152	147	150	1	-6
Great Britain <sup>5</sup>	...	1,648	1,748	1,759	1,781	1,814	2	10
<b>Annual growth rates</b>								
Scotland	...	2%	-1%	-4%	-3%	1%		
Great Britain	...	...	6%	1%	1%	2%		

<sup>1</sup> This table uses figures gathered through the Department for Transport's survey of PSV operators. Figures obtained from this source are revised as a matter of course and this table is likely to differ from previously published figures. Links to further information can be found on the *Sources* sheet.

<sup>2</sup> 4 year % change has been provided to enable comparison between Scotland and GB.

<sup>3</sup> Figures include a degree of estimation (e.g. allowances for claims not yet been processed) and may incur some small revisions to previously published data.

<sup>4</sup> Administrative data collected by Transport Scotland in relation to the older and disabled persons scheme and the young persons scheme bus journeys. This is around 2-5% different from Scotland level estimates calculated from DfT survey data.

<sup>5</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	2011-12	% change over	
														1 year	5 years
	<i>million vehicle kilometres</i>														
<b>Scotland</b> <sup>3</sup>	363	369	368	374	369	359	374	384	389	385	376	346	337	-3	-12
Commercial	307	314	306	311	302	300	308	307	310	311	302	280	279	0	-9
Subsidised	56	56	62	63	67	59	66	77	79	74	74	66	58	-12	-25
<i>Subsidised % of total</i>	15.4%	15.2%	16.9%	16.9%	18.2%	16.4%	17.6%	20.1%	20.3%	19.2%	19.7%	19.1%	17.2%		
<b>Annual growth rate</b>	2%	2%	0%	2%	-1%										
<b>GB outwith London</b>	2,306	2,283	2,242	2,217	2,147	2,141	2,162	2,162	2,179	2,179	2,141	2,112	2,075	-2	-4
Commercial	1,934	1,907	1,828	1,790	1,719	1,684	1,691	1,668	1,681	1,670	1,637	1,620	1,635	1	-2
Subsidised	372	376	414	427	428	457	471	494	498	509	504	492	440	-11	-11
<i>Subsidised % of total</i>	16.1%	16.5%	18.5%	19.3%	19.9%	21.3%	21.8%	22.8%	22.9%	23.4%	23.5%	23.3%	21.2%		
<b>Great Britain</b>	2,670	2,653	2,622	2,619	2,590	2,611	2,622	2,627	2,644	2,652	2,620	2,593	2,560	-1	-2.6

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

<sup>2</sup> This table uses figures gathered through the Department for Transport's survey of PSV operators. Figures obtained from this source are revised as a matter of course and this table is likely to differ from previously published figures. Links to further information can be found on the Sources sheet.

<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	2011-12	% 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	5,255	1	3
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	61,426	2	4
<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	70.7	73.4	75.0	75.6	74.5	72.4	66.3	64.1	-3	-15
Great Britain	47.0	46.6	45.9	45.5	44.8	44.9	44.8	44.6	44.6	44.7	43.7	42.9	41.7	-3	-7
<b>Ratio Scotland/GB</b>	1.52	1.57	1.58	1.63	1.63	1.57	1.64	1.68	1.69	1.66	1.66	1.54	1.54	0	-8

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

<sup>2</sup> This table uses figures gathered through the Department for Transport's survey of PSV operators. Figures obtained from this source are revised as a matter of course and this table is likely to differ from previously published figures. Links to further information can be found on the Sources sheet.

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

	1999	2000	2001	2002	2003	2004	2005	2006	2007	2008	2009	2010	2011	2012	% change over	
	Index 2001 = 100														1 year	5 years
<b>Current prices</b>																
Scotland	94.9	97.2	100.0	101.4	104.2	105.3	108.5	114.0	120.8	126.6	137.2	140.5	143.4	150.9	5	25
Great Britain	93.1	96.2	100.0	102.7	106.1	111.1	118.9	128.3	131.3	134.8	146.4	153.4	160.8	170.5	6	30
<b>Constant prices*</b>																
Scotland	99.6	99.4	100.0	100.1	99.7	98.2	98.0	100.7	101.8	102.7	111.8	109.6	106.2	107.9	2	6
Great Britain	97.6	98.3	100.0	101.3	101.4	103.5	107.4	113.2	110.5	109.3	119.2	119.5	119.0	121.8	2	10

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

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

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

	1999	2000	2001	2002	2003	2004	2005	2006	2007	2008	2009	2010	2011	2012	% change over	
	Index 2001 = 100														1 year	5 years
<b>Current prices</b>																
Motoring costs <sup>1</sup>	96.8	100.6	100.0	99.2	100.5	101.5	102.2	103.7	104.9	108.2	107.4	121.5	132.2	133.3	1	27
Rail fares	94.7	96.3	100.0	102.3	104.0	108.0	112.4	116.8	122.8	128.2	135.0	145.8	156.2	163.7	5	33
Local bus services fares	92.2	96.0	100.0	103.1	107.4	112.9	120.3	122.0	129.0	137.0	145.3	151.7	161.8	170.6	5	32
Other travel costs <sup>2</sup>	94.1	97.6	100.0	103.0	114.6	116.6	121.1	122.1	130.1	140.9	145.7	154.8	166.6	172.5	4	33
<b>Constant prices*</b>																
Motoring costs (CHBK)	100.0	100.8	98.6	96.2	94.7	92.9	90.9	89.4	86.8	86.0	85.9	92.8	96.0	93.8	-2	8
Rail fares (DOCW)	100.0	98.8	100.8	101.4	100.2	101.1	102.2	103.1	103.9	104.3	110.4	113.9	116.0	117.8	2	13
Local bus services fares (DOCX)	100.0	101.0	103.5	104.9	106.2	108.4	112.4	110.5	112.0	114.3	121.9	121.7	123.4	126.1	2	13
Other travel costs (DOCY)	100.0	100.7	101.4	102.7	111.0	109.8	110.8	108.3	110.7	115.3	119.8	121.6	124.5	124.9	0	13

<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<sup>2</sup>**

	2004-05	2005-06	2006-07	2007-08	2008-09	2009-10	2010-11	2011-12	% change over	
	£ Million								1 year	5 years
<b>Current prices</b>										
Scotland	275	297	298	320	337	331	329	340	3	14
Great Britain	2,656	2,827	2,843	2,967	3,079	3,158	3,302	3,435	4	21
<b>2011-12 Prices*</b>										
Scotland	324	342	335	351	359	347	336	340	1	1
Great Britain	3,131	3,258	3,192	3,249	3,282	3,317	3,372	3,435	2	8

<sup>1</sup> Passenger fare receipts only include fare receipts retained by bus operators. On some tendered or supported services, fare receipts are passed to the local authority.<sup>2</sup> This table uses figures gathered through the Department for Transport's survey of PSV operators. Figures obtained from this source are revised as a matter of course and this table is likely to differ from previously published figures. Links to further information can be found on the Sources sheet.

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

**Table 9:** Government support on local bus services by type of support<sup>1</sup>

	2004-05	2005-06	2006-07	2007-08	2008-09	2009-10	2010-11	2011-12	% change over		
									1 year	5 years	
<b>Current Prices</b>											
	<i>£ Million</i>										
<b>Local Authority bus support<sup>2</sup></b>											
Scotland	38	45	48	53	53	61	57	58	2	21	
Great Britain	995	1,089	1,160	1,217	1,341	1,318	1,145	1,079	-6	-7	
GB outwith London	446	494	544	556	618	628	581	561	-3	3	
<b>Concessionary fares</b>											
Scotland (bus) <sup>3</sup>	...	...	155	163	180	187	175	181	4	17	
Scotland (all modes) <sup>4</sup>	90	95	166	173	193	202	183	188	3	14	
Great Britain (bus) <sup>5,6</sup>	...	...	931	1,027	1,172	1,224	1,246	1,248	0	34	
GB outwith London (bus) <sup>5,6</sup>	...	...	769	851	991	1,041	1,055	1,038	-2	35	
Great Britain (all modes) <sup>5,6</sup>	616	624	942	1,037	1,185	1,239	1,254	1,255	0	33	
GB outwith London (all modes) <sup>5,6</sup>	478	473	780	861	1,004	1,056	1,063	1,045	-2	34	
<b>Bus Service Operators Grant<sup>7</sup></b>											
Scotland	56	57	59	60	63	64	63	60	-4	2	
Great Britain	419	435	441	472	504	515	505	512	1	16	
GB outwith London	328	340	344	369	391	403	397	401	1	17	
<b>All government support</b>											
Scotland (bus)	...	...	262	276	296	312	295	299	2	14	
Scotland (all modes)	184	197	273	286	309	327	303	306	1	12	
Great Britain (bus) <sup>6</sup>	...	...	2,531	2,716	3,017	3,056	2,896	2,839	-2	12	
GB outwith London (bus) <sup>6</sup>	...	...	1,655	1,775	1,998	2,069	2,033	2,000	-2	21	
Great Britain (all modes) <sup>6</sup>	2,027	2,148	2,542	2,726	3,030	3,071	2,904	2,846	-2	12	
GB outwith London (all modes) <sup>6</sup>	1,242	1,306	1,666	1,785	2,011	2,084	2,041	2,007	-2	20	
<b>2011-12 Prices*</b>											
<b>Local Authority bus support<sup>2</sup></b>											
Scotland	45	52	54	58	57	64	58	58	0	8	
Great Britain	1,173	1,255	1,302	1,333	1,430	1,384	1,169	1,079	-8	-17	
GB outwith London	526	570	610	609	659	659	593	561	-5	-8	
<b>Concessionary fares</b>											
Scotland (bus) <sup>3</sup>	...	...	174	179	192	196	179	181	1	4	
Scotland (all modes) <sup>4</sup>	106	110	186	189	206	212	187	188	1	1	
Great Britain (bus) <sup>5,6</sup>	...	...	1,045	1,125	1,250	1,286	1,273	1,248	-2	19	
GB outwith London (bus) <sup>5,6</sup>	...	...	863	932	1,057	1,093	1,078	1,038	-4	20	
Great Britain (all modes) <sup>5,6</sup>	726	719	1,057	1,136	1,263	1,301	1,281	1,255	-2	19	
GB outwith London (all modes) <sup>5,6</sup>	564	545	876	943	1,070	1,109	1,086	1,045	-4	19	
<b>Bus Service Operators Grant<sup>7</sup></b>											
Scotland	66	66	66	66	67	67	64	60	-6	-9	
Great Britain	494	502	495	517	538	541	516	512	-1	3	
GB outwith London	386	392	386	404	417	423	405	401	-1	4	
<b>All government support</b>											
Scotland (bus)	...	...	294	302	316	328	301	299	-1	2	
Scotland (all modes)	217	227	306	313	329	343	309	306	-1	0	
Great Britain (bus) <sup>6</sup>	...	...	2,841	2,975	3,217	3,210	2,957	2,839	-4	0	
GB outwith London (bus) <sup>6</sup>	...	...	1,858	1,944	2,130	2,173	2,076	2,000	-4	8	
Great Britain (all modes) <sup>6</sup>	2,390	2,476	2,854	2,986	3,231	3,226	2,966	2,846	-4	0	
GB outwith London (all modes) <sup>6</sup>	1,464	1,505	1,870	1,955	2,144	2,189	2,084	2,007	-4	7	

<sup>1</sup> This table includes some figures gathered through the Department for Transport's survey of PSV operators. Figures obtained from this source are revised as a matter of course and this table is likely to differ from previously published figures. Links to further information can be found on the Sources sheet.

<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> Figures refer to Transport Scotland spending on elderly, disabled and youth schemes. Prior to the centralisation of funding in 2006/07 it is not possible to split out spending on bus schemes alone.

<sup>4</sup> Includes Local Authority spending.

<sup>5</sup> GB figures cover the total of all local authorities' net costs of concessionary bus travel and include funding for tax tokens as well as administration costs.

<sup>6</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>7</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<sup>1,2</sup>

	2004-05	2005-06	2006-07	2007-08	2008-09	2009-10	2010-11	2011-12	% 1 year 5 years	
<b>At 2011-12 Prices ( including depreciation )</b>									<i>Pence per Vehicle Kilometre</i>	
Scotland	132	127	139	141	153	156	160	176	10	27
GB outwith London <sup>3</sup>	148	151	163	165	170	175	172	178	3	9

<sup>1</sup> Adjusted for general inflation using the GDP market price deflator.

<sup>2</sup> This table uses figures gathered through the Department for Transport's survey of PSV operators. Figures obtained from this source are revised as a matter of course and this table is likely to differ from previously published figures. Links to further information can be found on the Sources sheet.

<sup>3</sup> Buses in London operate under a different regulatory model to the rest of the country, and comparisons on an operating costs basis between London and the rest of the country would have little meaning. London figures are therefore excluded from this table.

**Table 11:** Operating costs per passenger journey for local bus services<sup>1,2</sup>

	2004-05	2005-06	2006-07	2007-08	2008-09	2009-10	2010-11	2011-12	% 1 year 5 years	
<b>At 2011-12 Prices ( including depreciation )</b>									<i>Pence per passenger journey</i>	
Scotland	103	102	112	113	122	128	128	135	5	21
GB outwith London <sup>3</sup>	112	115	121	120	122	126	124	127	2	5

<sup>1</sup> Adjusted for general inflation using the GDP market price deflator.

<sup>2</sup> This table uses figures gathered through the Department for Transport's survey of PSV operators. Figures obtained from this source are revised as a matter of course and this table is likely to differ from previously published figures. Links to further information can be found on the Sources sheet.

<sup>3</sup> Buses in London operate under a different regulatory model to the rest of the country, and comparisons on an operating costs basis between London and the rest of the country would have little meaning. London figures are therefore excluded from this table.

**Table 12: Public Service Vehicle characteristics (Local Operators)<sup>1</sup>**

	2004-05	2005-06	2006-07	2007-08	2008-09	2009-10	2010-11	2011-12	% change over	
									1 year	5 years
<b>Number of buses used as Public Service Vehicles</b>	<i>thousands</i>									
Scotland	5.1	5.1	5.3	5.4	5.4	5	4.8	4.8	0	-9
Great Britain	41.8	42	42.8	42.6	42.8	42.7	42.3	42.2	0	-1
<b>Average age of the bus fleet</b>										
Scotland	...	8.7	8.5	8.3	8.3	7.8	7.9	8.4	6	-1
Great Britain	...	7.9	7.8	7.8	7.8	7.6	7.7	7.8	1	0
<b>Percentage of buses with CCTV</b>									%	
Scotland	...	24	35	39	47	53	59	63	7	80
Great Britain	...	41	49	54	60	67	70	72	3	47
<b>Percentage of bus fleet with automatic vehicle location (AVL) device</b>									%	
Scotland	...	...	22	35	45	44	57	76	33	245
Great Britain	...	...	34	45	52	56	66	73	11	115
<b>Percentage of buses with live ITSO Smart-card readers</b>									%	
Scotland	...	...	...	...	...	...	86	89	3	...
Great Britain (outwith London) <sup>2</sup>	...	...	...	...	...	...	37	60	62	...

<sup>1</sup>This table covers all operators who run local bus services, including those who also do non-local work (e.g. private hire, school contracts).

In previous years this table has also included operators who do solely non-local work. However, the Department for Transport no longer collects figures for these 'non-local' operators.

In previous years non-local operators have accounted for around 8% of the Public Service Vehicles in use. Figures presented here will be lower than those previously published by a corresponding margin.

<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 (Local Operators)<sup>1</sup>**

	2004-05	2005-06	2006-07	2007-08	2008-09	2009-10	2010-11	2011-12	% change over	
									1 year	5 years
<b>Buses with accessibility certificate<sup>2</sup></b>										
Number (thousands)	0.8	1.1	1.5	1.9	2.2	2.6	2.8	3.0	5	94
Percentage of all buses	15	22	29	35	41	51	59	62		
<b>Buses with low floor access<sup>3</sup></b>										
Number (thousands)	0.9	1.2	1.4	1.1	1.6	1.4	1.1	1.1	-4	-23
Percentage of all buses	17	23	26	21	29	27	23	22		
<b>Total accessible or low-floor buses</b>										
Number (thousands)	1.7	2.3	2.9	3.1	3.8	3.9	3.9	4.0	2	38
Percentage of all buses	33	45	55	57	70	78	82	84		

<sup>1</sup>This table covers all operators who run local bus services, including those who also do non-local work (e.g. private hire, school contracts).

In previous years this table has also included operators who do solely non-local work. However, the Department for Transport no longer collects figures for these 'non-local' operators.

In previous years non-local operators have accounted for around 8% of the Public Service Vehicles in use. Figures presented here will be lower than those previously published by a corresponding margin.

<sup>2</sup> Buses which have an Accessibility certificate issued under the Disability Discrimination Act PSV Accessibility Regulations 2000 (DDA PSVAR 2000 Certificate)

<sup>3</sup> Buses which do not have a DDA PSVAR 2000 Certificate but which have low floor designs, suitable for wheelchair access

**Table 14:** Passenger journeys by region for local bus services<sup>1,2</sup>

	2004-05	2005-06	2006-07	2007-08	2008-09	2009-10	2010-11	2011-12	% change over 1 year 5 years	
	<i>million passenger journeys</i>									
<b>North East, Tayside and Central</b>	65	68	65	68	66	64	62	65	5	1
<b>Highlands, Islands and Shetland</b>	12	11	15	14	14	14	14	13	-10	-16
<b>South East</b>	159	162	174	174	170	162	162	167	3	-4
<b>South West and Strathclyde</b>	223	225	223	232	234	219	193	194	1	-13
<b>Scotland</b>	460	466	476	488	484	459	431	439	2	-8

<sup>1</sup> Regional groupings have been dictated by commercial sensitivities around the disclosure of bus operators' financial information.

<sup>2</sup> This table uses figures gathered through the Department for Transport's survey of PSV operators. Figures obtained from this source are revised as a matter of course and this table is likely to differ from previously published figures. Links to further information can be found on the Sources sheet.

**Table 15:** Vehicle kilometres by region for local bus services<sup>1,2</sup>

	2004-05	2005-06	2006-07	2007-08	2008-09	2009-10	2010-11	2011-12	% change over 1 year 5 years	
	<i>million vehicle kilometres</i>									
<b>North East, Tayside and Central</b>	55	56	56	51	55	58	55	56	3	0
<b>Highlands, Islands and Shetland</b>	38	39	39	32	27	38	37	33	-9	-14
<b>South East</b>	103	109	111	117	118	105	103	101	-2	-9
<b>South West and Strathclyde</b>	163	171	178	189	186	175	151	147	-3	-17
<b>Scotland</b>	359	374	384	389	386	376	346	338	-2	-12

<sup>1</sup> Regional groupings have been dictated by commercial sensitivities around the disclosure of bus operators' financial information.

<sup>2</sup> This table uses figures gathered through the Department for Transport's survey of PSV operators. Figures obtained from this source are revised as a matter of course and this table is likely to differ from previously published figures. Links to further information can be found on the Sources sheet.

**Table 16: Walking time to nearest bus stop (household) by urban/rural split, 1999-2011<sup>1</sup>**

	1999	2000	2001	2002	2003	2004	2005	2006	2007	2008	2009	2010	2011	
<b>All households in 2011:</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	54.6	
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	29.6	
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	9.4	
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	3.7	
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	1.6	
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	1.1	
<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>14,358</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	58.7
	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	30.5
	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	8.2
	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	1.4
	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	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	1.1
<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>9,484</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	53.4
	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	31.7
	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	11.3
	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	2.6
	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	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	0.9
<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>2,006</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	38.2
	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	24.1
	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	12.9
	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	14.4
	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	9.4
	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	1.1
<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>	<b>2,866</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 17:** Frequency of bus service by characteristic (household), 2011

	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 2011:</b>	23	23	25	4	23	2	<b>14,358</b>
	<i>row percentages</i>						
<b>by household type:</b>							
Single adult	28	24	19	2	25	1	<b>2,360</b>
Small adult	25	21	23	4	25	2	<b>2,371</b>
Single parent	29	24	25	2	19	1	<b>766</b>
Small family	23	23	26	3	24	1	<b>1,838</b>
Large family	21	23	25	4	25	3	<b>863</b>
Large adult	20	23	26	4	25	2	<b>1,386</b>
Older smaller	18	24	30	6	19	2	<b>2,438</b>
Single pensioner	23	22	28	4	22	1	<b>2,336</b>
<b>by annual net household income:</b>							
up to £10,000 p.a.	27	25	24	3	19	1	<b>2,425</b>
over £10,000 - £15,000	25	24	27	4	18	1	<b>2,752</b>
over £15,000 - £20,000	26	23	24	4	22	1	<b>2,195</b>
over £20,000 - £25,000	22	24	24	4	23	2	<b>1,733</b>
over £25,000 - £30,000	22	22	23	5	26	2	<b>1,224</b>
over £30,000 - £40,000	21	21	25	5	26	2	<b>1,764</b>
over £40,000 p.a.	15	21	26	4	32	2	<b>1,744</b>
<b>by Scottish Index of Multiple Deprivation:</b>							
1 (most deprived 20% of areas)	35	27	19	1	19	0	<b>2,698</b>
2	27	25	23	2	22	1	<b>3,072</b>
3	18	18	29	8	24	3	<b>3,093</b>
4	16	17	29	6	27	4	<b>2,937</b>
5 (least deprived 20% of areas)	21	28	26	1	24	1	<b>2,545</b>
<b>by urban/rural classification:</b>							
Large urban areas	43	27	11	0	19	0	<b>5,166</b>
Other urban	18	29	26	2	25	0	<b>4,318</b>
Small accessible towns	3	23	47	1	25	0	<b>1,231</b>
Small remote towns	1	10	55	3	32	0	<b>775</b>
Accessible rural	2	9	43	11	26	8	<b>1,550</b>
Remote rural	1	1	29	29	28	12	<b>1,316</b>
<b>by number of cars household has access to:</b>							
No car available	34	27	23	2	14	0	<b>4,168</b>
One or more cars	19	21	26	5	27	2	<b>10,190</b>

**Table 18: Bus use the previous day (adults) by characteristic, 1999-2011<sup>1,2</sup>**

	1999	2000	2001	2002	2003	2004	2005	2006	2007 <sup>2,3</sup>	2008	2009	2010	2011
<b>by gender:</b>													
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	41.1
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	58.9
<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	10.5
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	20.8
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	13.9
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	12.4
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	12.1
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	13.3
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	11.4
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	5.7
<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	2.2
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	34.4
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	10.3
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	3.3
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	25.5
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	4.3
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	1.7
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	11.8
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	0.0
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	6.2
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	0.3
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	0.0
<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	27.1
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	10.5
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	21.0
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	2.7
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	7.3
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	11.8
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	6.1
Go home	...	...	...	...	...	...	...	...	3.9	3.2	3.9	2.3	3.9
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	9.7
<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	21.6
£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	22.9
£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	16.6
£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	12.8
£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	6.8
£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	8.0
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	6.8
<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	61.8
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	23.0
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	5.8
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	1.7
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	6.7
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	0.9
<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	7.0
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	5.1
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	6.4
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	5.0
Never, but holds full driving licence	8.3	7.4	8.0	6.2	9.6	7.2	7.1	8.4	9.1	7.2	9.6	6.6	9.3
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	67.2
<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	34.8
No	...	...	...	...	69.7	62.7	63.4	64.3	71.3	66.8	67.3	66.3	65.2
<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>	<b>1,565</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 be walking (only) journeys.

<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 19: Time and day of bus travel (adults) by characteristic, 2009 - 2011**

This table can be used to establish **what percentage of those travelling at each time belong to each demographic group**. For example:

- before 7am, 54% of those travelling on the bus are male
- between 12pm and 2pm, 18% of those travelling are aged 70-79
- between 4:30pm and 6:29pm, 53% of those travelling by bus are doing so for the purpose of commuting

	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			
	<i>column percentages</i>									
<b>by gender:</b>										
Male	54	41	36	38	43	42	47	41	40	41
Female	46	59	64	62	57	58	53	59	60	59
<b>by age:</b>										
16-19	16	16	6	10	12	12	14	12	7	11
20-29	16	26	12	17	22	30	25	22	17	21
30-39	18	19	9	9	13	18	17	14	13	14
40-49	16	13	11	11	12	12	15	12	15	13
50-59	15	12	10	10	11	13	8	11	16	12
60-69	17	7	21	17	15	10	12	14	13	14
70-79	2	5	23	18	10	4	7	11	13	11
80 and over	1	2	8	8	5	2	2	5	5	5
<b>by current status:</b>										
Self employed	1	1	2	1	1	2	1	2	1	1
Employed full time	63	48	12	13	24	51	41	32	34	33
Employed part time	9	13	7	9	10	10	12	10	12	10
Looking after the home or family	2	2	7	5	5	2	4	4	4	4
Permanently retired	6	11	48	39	26	10	16	25	28	25
Unemployed and seeking work	3	3	7	10	9	4	7	6	4	6
At school	1	3	1	1	4	2	4	2	2	2
In further/higher education	11	14	8	11	14	15	11	12	8	11
Gov't work or training scheme	.	0	.	0	.	0	.	0	1	0
Permanently sick or disabled	2	3	7	8	6	2	4	5	6	5
Unable to work because of short-term illness or injury	1	0	1	1	0	1	0	1	0	1
Other	1	0	.	1	1	.	.	0	0	0
<b>by journey purpose:</b>										
Commuting	66	55	9	11	23	53	34	32	13	28
Education	4	19	5	8	12	9	3	10	1	8
Shopping	5	10	49	40	25	7	4	23	31	25
Visit hospital or other health	1	2	8	6	6	1	2	4	1	4
On other personal business	4	4	10	10	7	4	4	7	6	6
Visiting friends or relatives	4	3	8	11	8	8	18	8	16	10
Sport/Entertainment	1	1	2	3	5	8	17	5	14	7
Go home	11	2	1	2	4	4	4	3	4	3
Other purpose	4	5	9	9	10	6	14	8	14	9
<b>by annual net household income<sup>1</sup>:</b>										
up to £10,000 p.a.	14	15	27	26	21	17	17	20	19	20
£10,000 - £15,000	19	18	28	25	22	17	20	22	28	23
£15,000 - £20,000	14	15	16	17	13	14	22	16	14	15
£20,000 - £25,000	17	13	8	11	10	12	10	11	14	12
£25,000 - £30,000	9	10	4	4	8	9	9	7	8	8
£30,000 - £40,000	15	11	7	6	9	14	9	10	9	10
over £40,000 p.a.	8	14	5	4	8	13	7	9	6	8
<b>by urban/rural classification:</b>										
Large urban areas	53	59	54	55	60	65	68	59	65	60
Other urban areas	28	22	30	29	28	20	15	25	21	24
Small accessible towns	6	6	8	6	4	4	9	6	6	6
Small remote towns	2	2	1	2	1	1	1	2	1	1
Accessible rural	8	10	6	7	7	7	6	7	6	7
Remote rural	3	2	2	1	1	2	1	2	1	1
<b>by frequency of driving:</b>										
Every day	7	6	4	5	6	8	7	6	9	7
At least three times a week	3	6	5	3	5	7	7	5	5	5
Once or twice a week	4	12	5	3	3	9	6	6	3	6
Less often	3	5	6	4	4	6	4	5	5	5
Never, but holds full licence	8	9	8	8	8	8	10	8	9	9
Does not hold a full licence	74	62	72	76	75	63	65	69	70	69
<b>Sample size (=100%)</b>	<b>131</b>	<b>694</b>	<b>774</b>	<b>826</b>	<b>692</b>	<b>517</b>	<b>331</b>	<b>3,965</b>	<b>653</b>	<b>4,618</b>

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

**Table 20:** Main reasons for not using public transport <sup>1,2</sup>, 2008 - 2011

	No direct route	Takes too long	Need a car for/ at work	Lack of service	Work unsocial/ unusual hours	Too infrequent	Cost	Public transport unreliable	Too much to carry, awkward	Live Centrally	Sample size
	<i>row percentages</i>										
<b>Adults travelling to work:</b>	39	37	18	17	14	6	6	5	4	1	<b>6,741</b>
<b>by possibility of using public transport for commute:</b>											
Yes	35	54	15	8	10	6	4	9	5	2	<b>2,930</b>
No	41	22	20	23	17	6	7	2	4	0	<b>3,811</b>
<b>by gender:</b>											
Male	38	35	20	16	17	5	6	4	4	1	<b>3,289</b>
Female	39	38	15	17	11	6	5	5	5	2	<b>3,452</b>
<b>by age:</b>											
16-25	38	42	12	17	14	6	6	4	4	2	<b>471</b>
26-39	39	37	16	14	15	5	6	6	4	1	<b>2,075</b>
40-59	39	35	20	17	13	6	6	5	4	1	<b>3,565</b>
60 and over	40	33	18	22	12	7	6	2	6	1	<b>630</b>
<b>by current status:</b>											
Self employed	33	30	39	15	8	6	17	2	3	0	<b>446</b>
Employed full time	39	37	18	16	15	6	5	5	5	1	<b>4,955</b>
Employed part time	38	36	11	19	11	6	5	5	4	1	<b>1,340</b>
<b>by annual net household income:</b>											
up to £10,000 p.a.	45	35	11	17	12	7	4	3	3	3	<b>191</b>
over £10,000 - £15,000	39	33	11	15	14	5	4	7	4	1	<b>585</b>
over £15,000 - £20,000	37	34	19	15	14	5	5	5	5	1	<b>893</b>
over £20,000 - £25,000	39	35	16	15	15	6	7	4	5	1	<b>964</b>
over £25,000 - £30,000	38	35	19	18	17	4	6	4	4	1	<b>887</b>
over £30,000 - £40,000	37	36	17	19	14	6	6	5	5	1	<b>1,515</b>
over £40,000 p.a.	40	41	20	16	11	6	5	5	4	1	<b>1,673</b>
<b>by urban/rural classification:</b>											
Large urban areas	41	39	18	8	11	4	6	4	5	1	<b>1,810</b>
Other urban areas	39	42	19	12	16	3	6	5	4	1	<b>2,137</b>
Small accessible towns	43	39	18	18	12	6	7	6	5	2	<b>654</b>
Small remote towns	31	19	15	21	21	8	4	5	3	1	<b>420</b>
Accessible rural	41	33	16	31	14	11	6	5	6	0	<b>1,000</b>
Remote rural	21	13	17	46	16	15	6	3	3	1	<b>714</b>
<b>by usual method of travel to work:</b>											
Driver car/van	39	37	19	17	14	6	6	5	4	1	<b>6,249</b>
Passenger car/van	40	33	7	16	14	5	4	7	5	2	<b>492</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 21:** Reasons for adults not using buses more frequently<sup>1,2</sup>, April 2006 - December 2011

	Takes too long	No need	No direct route	Lack of service	Need a car for/ at work	Health reasons	Prefer to walk	Cost	Too infrequent	Public transport unreliable	Work unsocial/ unusual hours	Too much to carry, awkward	Live Centrally	Long walk to bus stop	Dislike waiting	Uncomfortable	Difficult access, on-off steps	Sample size
	row percentages																	
<b>Adults travelling to work:</b>	20	16	15	12	8	10	7	7	7	5	4	5	3	3	3	3	2	<b>17,172</b>
<b>by gender:</b>																		
Male	21	16	16	12	11	8	7	7	6	5	4	3	3	3	3	2	1	<b>7,795</b>
Female	19	16	15	12	6	12	7	7	7	5	3	6	3	3	3	3	3	<b>9,377</b>
<b>by age:</b>																		
16-19	14	28	7	11	2	3	14	9	5	5	1	2	4	3	3	2	0	<b>396</b>
20-29	21	17	16	10	7	2	10	11	6	7	5	4	5	1	4	3	1	<b>1,730</b>
30-39	23	14	17	12	12	4	7	9	6	5	5	5	3	2	3	2	1	<b>2,855</b>
40-49	24	14	19	14	12	5	7	9	8	5	4	4	2	3	3	3	1	<b>3,255</b>
50-59	21	15	17	14	12	9	5	7	8	6	4	5	3	3	3	2	1	<b>3,004</b>
60-69	18	17	13	14	6	15	5	2	8	4	2	6	2	5	3	3	3	<b>2,754</b>
70-79	12	18	8	9	1	28	4	1	6	3	0	6	3	7	3	3	6	<b>1,987</b>
80 and over	4	18	4	5	1	49	2	0	2	1	0	3	2	4	2	3	9	<b>1,191</b>
<b>by current status:</b>																		
Self employed	21	13	17	17	27	1	4	5	8	4	3	7	2	4	1	2	1	<b>1,133</b>
Employed full time	25	14	20	14	13	1	6	7	7	6	6	3	3	2	4	2	0	<b>6,265</b>
Employed part time	23	13	19	13	7	2	8	10	8	5	5	6	3	2	3	2	1	<b>1,775</b>
Looking after the home or	14	17	9	12	1	9	10	11	7	4	1	10	3	4	2	3	3	<b>954</b>
Permanently retired	13	18	9	10	1	27	4	1	6	3	0	5	2	6	3	3	5	<b>4,966</b>
Unemployed and seeking	16	25	10	7	1	3	19	17	4	5	0	3	3	0	3	3	0	<b>546</b>
At school	11	29	4	9	1	4	16	12	7	4	1	1	2	2	1	0	0	<b>112</b>
In further/higher education	18	24	11	8	3	3	13	13	5	7	2	3	9	2	4	3	0	<b>369</b>
Permanently sick or disabled	8	16	5	5	0	52	5	5	3	2	0	3	2	3	3	4	7	<b>857</b>
Unable to work because of short-term illness or injury	26	19	10	7	3	23	7	16	3	9	1	10	2	5	8	2	4	<b>124</b>
<b>by annual net household income:</b>																		
up to £10,000 p.a.	13	22	9	9	2	19	9	6	5	4	1	4	4	3	3	3	3	<b>3,002</b>
over £10,000 - £15,000	14	19	9	9	4	20	9	7	5	3	2	4	4	3	3	3	3	<b>3,039</b>
over £15,000 - £20,000	19	18	12	11	7	13	7	8	6	6	3	4	3	2	3	3	3	<b>2,417</b>
over £20,000 - £25,000	20	15	17	13	10	8	7	7	8	5	4	5	3	3	4	3	2	<b>2,025</b>
over £25,000 - £30,000	24	16	17	12	10	4	5	8	6	6	5	5	2	2	3	2	1	<b>1,631</b>
over £30,000 - £40,000	23	15	20	14	13	3	5	7	9	6	5	5	2	3	3	2	1	<b>2,328</b>
over £40,000 p.a.	26	10	21	16	13	2	4	7	9	6	4	5	1	4	3	2	1	<b>2,208</b>
<b>by urban/rural classification:</b>																		
Large urban areas	20	17	13	5	8	12	8	6	4	5	2	4	3	2	3	4	2	<b>4,939</b>
Other urban areas	23	17	15	6	10	10	8	8	4	4	4	5	3	2	4	3	2	<b>5,169</b>
Small accessible towns	22	19	17	9	8	10	4	9	6	7	3	5	2	2	4	2	2	<b>1,633</b>
Small remote towns	14	20	14	12	8	8	11	6	7	3	4	4	6	2	2	2	2	<b>1,107</b>
Accessible rural	19	10	22	28	9	6	1	7	14	6	5	5	0	8	2	1	2	<b>2,279</b>
Remote rural	10	12	11	39	6	7	3	4	17	4	3	7	2	6	2	2	2	<b>2,043</b>
<b>by usual method of travel to work:</b>																		
Walk	13	31	8	6	1	2	25	9	5	3	1	2	11	1	2	2	0	<b>1,251</b>
Driver car/van	27	10	24	15	16	1	3	8	8	7	7	4	1	3	4	2	1	<b>5,922</b>
Passenger car/van	20	21	17	10	4	1	5	9	5	6	6	1	4	3	5	2	0	<b>473</b>
Other	24	22	12	11	2	3	9	8	7	6	1	2	3	2	2	2	1	<b>879</b>
Do not travel to work	14	18	9	11	5	21	6	5	6	4	1	6	2	4	3	3	4	<b>8,647</b>

<sup>1</sup> Only those who had used the bus at best once a week and at worst 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 22(a): Concessionary travel pass possession by age, April 2006 - December 2011**

This table can be used to establish **what percentage of those in each age and characteristic group have a concessionary travel pass**. For example:

- Of all those who are male and aged 60-64, 73% have a concessionary travel pass
- Of all those living in remote rural areas and aged 40-49, 2% have a concessionary travel pass
- Of all those living in Strathclyde and aged 80+, 90% have a concessionary travel pass

	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 +				
<b>All adults:</b>	1	3	6	80	89	92	91	88	3	87	26	<b>71,447</b>
<b>by gender:</b>												
Male	2	3	5	73	86	90	89	89	3	84	23	<b>30,943</b>
Female	1	3	6	86	92	94	93	87	3	90	29	<b>40,504</b>
<b>by current status:</b>												
Employed	0	0	1	70	77	80	**	**	0	72	6	<b>34,762</b>
Permanently retired	0	**	8	87	91	93	92	88	9	90	87	<b>22,654</b>
Permanently sick/disabled	37	37	42	79	82	**	**	**	39	81	48	<b>3,536</b>
Other	2	3	6	77	**	**	**	**	2	82	5	<b>10,495</b>
<b>by annual net household income:</b>												
up to £10,000 p.a.	3	7	13	84	90	94	92	86	6	89	46	<b>13,872</b>
£10,000 - £15,000	3	8	13	84	91	93	93	90	7	90	44	<b>13,890</b>
£15,000 - £20,000	2	5	10	82	90	93	91	89	4	88	32	<b>10,301</b>
over £20,000 p.a.	1	1	2	75	85	88	88	86	1	81	12	<b>30,934</b>
<b>by Scottish Index of Multiple Deprivation:</b>												
1 (most deprived 20% of areas)	2	7	12	80	94	94	96	89	5	90	26	<b>7,200</b>
2	2	4	10	80	91	94	93	91	4	89	28	<b>7,858</b>
3	1	3	5	77	86	92	92	86	3	86	27	<b>8,123</b>
4	1	2	3	72	83	88	89	87	2	82	25	<b>7,924</b>
5 (least deprived 20% of areas)	1	1	1	86	92	93	93	90	1	91	27	<b>6,647</b>
<b>by urban/rural classification:</b>												
Large urban areas	1	4	7	85	94	94	94	92	3	91	25	<b>24,712</b>
Other urban	1	3	7	81	92	94	93	90	3	89	27	<b>21,299</b>
Small accessible towns	2	2	4	80	90	94	93	88	3	88	28	<b>6,328</b>
Small remote towns	2	2	4	78	88	92	92	83	2	86	27	<b>4,104</b>
Accessible rural	2	1	3	71	79	86	85	76	2	78	24	<b>8,134</b>
Remote rural	1	2	3	70	77	84	80	77	2	77	28	<b>6,856</b>
<b>by frequency of using local bus service:</b>												
Every day, or almost every day	3	8	12	95	99	99	99	100	5	98	29	<b>7,937</b>
2 or 3 times per week	3	9	17	96	98	99	99	99	7	98	45	<b>8,992</b>
About once a week	2	6	9	97	99	100	98	99	4	98	35	<b>5,644</b>
Less often	1	3	5	89	97	97	98	99	2	95	25	<b>9,271</b>
Not used in past month	1	1	3	66	79	84	83	78	1	77	20	<b>39,600</b>
<b>by frequency of driving:</b>												
Every day	0	0	1	71	85	90	89	90	1	81	16	<b>28,773</b>
At least once a week	1	1	3	82	87	91	90	89	2	87	32	<b>12,906</b>
Less often	1	6	9	86	90	95	94	88	4	90	32	<b>5,142</b>
<b>by driving licence:</b>												
Holds a full driving licence	0	1	3	76	87	91	90	89	1	85	22	<b>46,822</b>
Does NOT hold a full driving licence	3	11	17	90	94	94	92	87	6	91	34	<b>24,625</b>
<b>by disability/illness status:</b>												
Yes, disability	32	24	28	81	91	91	91	84	28	87	61	<b>5,008</b>
Yes, illness or health problem	8	11	14	83	90	91	91	89	11	89	51	<b>9,433</b>
Yes, both	23	30	39	80	87	91	88	84	32	86	64	<b>5,221</b>
No, neither	0	0	0	79	89	93	93	91	0	87	17	<b>51,784</b>
<b>by Regional Transport Partnership area:</b>												
Highlands & Islands	2	2	3	75	79	90	86	77	2	81	27	<b>8,699</b>
North-East	1	2	4	74	88	91	90	84	2	84	24	<b>6,095</b>
Shetland	1	2	4	84	**	**	**	**	2	87	26	<b>1,226</b>
South East	2	3	6	83	91	93	92	90	3	89	26	<b>19,474</b>
South West	2	2	5	68	80	90	82	78	3	79	29	<b>2,162</b>
Strathclyde	1	3	7	82	92	93	94	90	3	90	26	<b>27,230</b>
Tayside & Central	1	3	3	74	86	90	91	89	2	85	27	<b>6,549</b>
<b>Sample size (age group)</b>	<b>21,279</b>	<b>12,330</b>	<b>11,396</b>	<b>6,255</b>	<b>5,722</b>	<b>5,056</b>	<b>4,313</b>	<b>5,096</b>	<b>45,005</b>	<b>26,442</b>	<b>71,447</b>	

<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 22(b): Sample sizes - Concessionary travel pass possession by age, April 2006 - December 2011**

This table provides the sample sizes for the percentages displayed in corresponding cells in table 22(a). It can be used to establish confidence limits in conjunction with table 25

	Age								All 16-59	All 60+	All 16+
	16 - 39	40 - 49	50 - 59	60 - 64	65 - 69	70 - 74	75 - 79	80 +			
<b>All adults:</b>	21,279	12,330	11,396	6,255	5,722	5,056	4,313	5,096	45,005	26,442	<b>71,447</b>
<b>by gender:</b>											
Male	9,051	5,634	5,337	2,868	2,577	2,077	1,591	1,808	20,022	10,921	<b>30,943</b>
Female	12,228	6,696	6,059	3,387	3,145	2,979	2,722	3,288	24,983	15,521	<b>40,504</b>
<b>by current status:</b>											
Employed	14,001	9,637	7,927	2,246	633	224	**	**	31,565	3,103	<b>34,668</b>
Permanently retired	0	**	709	3,217	4,904	4,718	4,141	4,949	709	21,929	<b>22,638</b>
Permanently sick/disabled	546	849	1,337	515	106	**	**	**	2,732	621	<b>3,353</b>
Other	6,732	1,828	1,423	277	**	**	**	**	9,983	277	<b>10,260</b>
<b>by annual net household income:</b>											
up to £10,000 p.a.	2,729	1,303	1,689	1,374	1,431	1,591	1,582	2,173	5,721	8,151	<b>13,872</b>
£10,000 - £15,000	3,312	1,525	1,717	1,277	1,612	1,579	1,340	1,528	6,554	7,336	<b>13,890</b>
£15,000 - £20,000	3,250	1,550	1,493	1,005	989	742	611	661	6,293	4,008	<b>10,301</b>
over £20,000 p.a.	11,378	7,735	6,143	2,358	1,456	880	538	446	25,256	5,678	<b>30,934</b>
<b>by Scottish Index of Multiple Deprivation:</b>											
1 (most deprived 20% of areas)	2,543	1,235	1,063	556	501	468	385	449	4,841	2,359	<b>7,200</b>
2	2,473	1,250	1,203	678	612	568	476	598	4,926	2,932	<b>7,858</b>
3	2,300	1,353	1,307	742	695	629	479	618	4,960	3,163	<b>8,123</b>
4	2,100	1,432	1,372	780	611	531	471	627	4,904	3,020	<b>7,924</b>
5 (least deprived 20% of areas)	1,654	1,259	1,117	664	586	483	395	489	4,030	2,617	<b>6,647</b>
<b>by urban/rural classification:</b>											
Large urban areas	8,669	4,090	3,470	1,869	1,777	1,573	1,416	1,848	16,229	8,483	<b>24,712</b>
Other urban	6,393	3,740	3,405	1,829	1,675	1,540	1,247	1,470	13,538	7,761	<b>21,299</b>
Small accessible towns	1,700	1,119	1,077	581	541	487	413	410	3,896	2,432	<b>6,328</b>
Small remote towns	1,151	648	654	348	330	346	283	344	2,453	1,651	<b>4,104</b>
Accessible rural	1,947	1,573	1,502	867	706	566	487	486	5,022	3,112	<b>8,134</b>
Remote rural	1,415	1,158	1,283	761	692	544	465	538	3,856	3,000	<b>6,856</b>
<b>by frequency of using local bus service:</b>											
Every day, or almost every day	2,929	1,024	968	661	679	631	544	501	4,921	3,016	<b>7,937</b>
2 or 3 times per week	2,362	959	987	957	1,014	1,004	860	849	4,308	4,684	<b>8,992</b>
About once a week	1,692	772	769	545	581	475	399	411	3,233	2,411	<b>5,644</b>
Less often	3,053	1,646	1,379	862	778	644	444	465	6,078	3,193	<b>9,271</b>
Not used in past month	11,243	7,929	7,292	3,230	2,669	2,301	2,066	2,870	26,464	13,136	<b>39,600</b>
<b>by frequency of driving:</b>											
Every day	9,019	6,951	5,789	2,499	1,812	1,331	815	557	21,759	7,014	<b>28,773</b>
At least once a week	2,966	2,070	2,080	1,499	1,470	1,120	958	743	7,116	5,790	<b>12,906</b>
Less often	1,418	754	829	509	556	390	331	355	3,001	2,141	<b>5,142</b>
<b>by driving licence:</b>											
Holds a full driving licence	13,403	9,775	8,699	4,507	3,838	2,841	2,104	1,655	31,877	14,945	<b>46,822</b>
Does NOT hold a full driving licence	7,876	2,555	2,697	1,748	1,884	2,215	2,209	3,441	13,128	11,497	<b>24,625</b>
<b>by disability/illness status:</b>											
Yes, disability	489	498	760	565	547	593	584	972	1,747	3,261	<b>5,008</b>
Yes, illness or health problem	1,280	1,082	1,446	1,115	1,069	1,112	1,093	1,236	3,808	5,625	<b>9,433</b>
Yes, both	411	525	817	613	588	668	645	954	1,753	3,468	<b>5,221</b>
No, neither	19,099	10,225	8,373	3,962	3,518	2,683	1,991	1,933	37,697	14,087	<b>51,784</b>
<b>by Regional Transport Partnership area:</b>											
Highlands & Islands	2,179	1,445	1,547	842	797	674	570	645	5,171	3,528	<b>8,699</b>
North-East	1,934	1,060	974	532	468	361	348	418	3,968	2,127	<b>6,095</b>
Shetland	352	222	203	121	**	**	**	**	777	121	<b>898</b>
South East	6,071	3,434	2,952	1,650	1,452	1,356	1,167	1,392	12,457	7,017	<b>19,474</b>
South West	467	332	390	243	208	187	142	193	1,189	973	<b>2,162</b>
Strathclyde	8,427	4,757	4,235	2,300	2,170	1,877	1,601	1,863	17,419	9,811	<b>27,230</b>
Tayside & Central	1,845	1,079	1,089	567	538	513	411	507	4,013	2,536	<b>6,549</b>
<b>Sample size (age group)</b>	<b>21,279</b>	<b>12,330</b>	<b>11,396</b>	<b>6,255</b>	<b>5,722</b>	<b>5,056</b>	<b>4,313</b>	<b>5,096</b>	<b>45,005</b>	<b>26,442</b>	<b>71,447</b>

\*\* 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 23:** Concessionary fare passes issued to older and disabled people. As at January 2013<sup>1</sup>

	Disabled	Disabled + companion	Visually impaired	Visually impaired + companion	60+	All card holders
<b>All Scotland</b>	62,912	109,913	4,784	11,543	1,076,202	1,265,354
Aberdeen City	3,849	2,993	69	531	41,588	49,030
Aberdeenshire	2,105	2,257	187	334	49,859	54,742
Angus	965	1,203	147	167	27,069	29,551
Argyll and Bute	960	1,525	109	253	23,567	26,414
Clackmannanshire	721	735	31	64	10,373	11,924
Dumfries and Galloway	1,427	1,994	166	369	36,094	40,050
Dundee City	1,400	3,438	273	369	30,387	35,867
East Ayrshire	1,683	3,022	101	277	25,621	30,704
East Dunbartonshire	703	1,341	90	180	25,110	27,424
East Lothian	634	1,193	71	128	22,057	24,083
East Renfrewshire	1,128	1,644	73	197	19,415	22,457
Edinburgh	5,438	9,780	413	1,043	91,005	107,679
Eilean Siar	208	193	17	26	7,395	7,839
Falkirk	2,460	2,203	131	292	30,876	35,962
Fife	3,829	11,618	249	852	78,507	95,055
Glasgow	10,363	20,496	592	1,620	94,371	127,442
Highland	2,411	3,147	127	543	50,802	57,030
Inverclyde	1,114	2,679	116	217	17,462	21,588
Midlothian	1,011	1,783	40	188	18,132	21,154
Moray	987	973	75	130	19,923	22,088
North Ayrshire	1,790	3,510	216	421	32,020	37,957
North Lanarkshire	4,095	7,728	232	656	59,005	71,716
Orkney Islands	176	388	10	29	5,248	5,851
Perth and Kinross	997	1,714	200	264	34,268	37,443
Renfrewshire	2,053	4,150	212	469	35,655	42,539
Scottish Borders	1,440	1,215	106	217	28,046	31,024
Shetland Islands	149	381	7	21	5,182	5,740
South Ayrshire	1,525	2,554	131	278	28,601	33,089
South Lanarkshire	3,238	6,905	299	713	62,372	73,527
Stirling	1,005	1,046	92	161	17,802	20,106
West Dunbartonshire	1,249	2,660	101	259	17,841	22,110
West Lothian	1,799	3,445	101	275	30,549	36,169

<sup>1</sup>This table provides the most up to date figure for the number of concessionary passes on issue at Local Authority and national level. Table 24 displays changes over time at a national level.

**Table 24:** Concessionary fare passes issued to older and disabled people, 2006-2012<sup>1,2,3</sup>

	2006	2007 <sup>2</sup>	2008 <sup>2</sup>	2009 <sup>1</sup>	2010	2011	2012
<b>Card type</b>							
60+	820,863	896,913	952,177	957,852	1,018,941	1,049,490	1,074,616
Disabled	54,347	58,081	59,606	55,737	59,470	60,866	61,660
Disabled + companion	76,464	84,563	92,996	93,005	100,613	105,325	109,680
Visually impaired	5,800	5,141	4,967	4,980	4,782	4,790	4,751
Visually impaired + companion	9,830	10,776	11,943	11,272	11,269	11,373	11,554
<b>All cards</b>	<b>967,304</b>	<b>1,055,474</b>	<b>1,121,689</b>	<b>1,122,846</b>	<b>1,195,075</b>	<b>1,231,844</b>	<b>1,262,261</b>

<sup>1</sup>As at October in each year, with the exception of 2009 where the figure is as at February

<sup>2</sup>Figures for 2007 and 2008 should be interpreted with caution, due to possible double-counting in one Local Authority

<sup>3</sup>This table displays changes over time at a national level. For the most up to date figures at national and Local Authority level consult table 23

**Table 25: [Confidence limits] 95% confidence limits for estimates, based on SHS sub-samples sizes (2011)**

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	5.6%	7.6%	9.1%	10.2%	11.0%	11.7%	12.2%	12.5%	12.7%	12.7%
200	3.9%	5.4%	6.4%	7.2%	7.8%	8.3%	8.6%	8.8%	9.0%	9.0%
300	3.2%	4.4%	5.3%	5.9%	6.4%	6.7%	7.0%	7.2%	7.3%	7.4%
400	2.8%	3.8%	4.5%	5.1%	5.5%	5.8%	6.1%	6.2%	6.3%	6.4%
500	2.5%	3.4%	4.1%	4.6%	4.9%	5.2%	5.4%	5.6%	5.7%	5.7%
600	2.3%	3.1%	3.7%	4.2%	4.5%	4.8%	5.0%	5.1%	5.2%	5.2%
700	2.1%	2.9%	3.4%	3.9%	4.2%	4.4%	4.6%	4.7%	4.8%	4.8%
800	2.0%	2.7%	3.2%	3.6%	3.9%	4.1%	4.3%	4.4%	4.5%	4.5%
900	1.9%	2.5%	3.0%	3.4%	3.7%	3.9%	4.1%	4.2%	4.2%	4.2%
1,000	1.8%	2.4%	2.9%	3.2%	3.5%	3.7%	3.8%	3.9%	4.0%	4.0%
1,100	1.7%	2.3%	2.7%	3.1%	3.3%	3.5%	3.7%	3.8%	3.8%	3.8%
1,200	1.6%	2.2%	2.6%	2.9%	3.2%	3.4%	3.5%	3.6%	3.7%	3.7%
1,300	1.5%	2.1%	2.5%	2.8%	3.1%	3.2%	3.4%	3.5%	3.5%	3.5%
1,400	1.5%	2.0%	2.4%	2.7%	2.9%	3.1%	3.2%	3.3%	3.4%	3.4%
1,500	1.4%	2.0%	2.3%	2.6%	2.8%	3.0%	3.1%	3.2%	3.3%	3.3%
1,600	1.4%	1.9%	2.3%	2.5%	2.8%	2.9%	3.0%	3.1%	3.2%	3.2%
1,700	1.3%	1.9%	2.2%	2.5%	2.7%	2.8%	2.9%	3.0%	3.1%	3.1%
1,800	1.3%	1.8%	2.1%	2.4%	2.6%	2.8%	2.9%	2.9%	3.0%	3.0%
1,900	1.3%	1.8%	2.1%	2.3%	2.5%	2.7%	2.8%	2.9%	2.9%	2.9%
2,000	1.2%	1.7%	2.0%	2.3%	2.5%	2.6%	2.7%	2.8%	2.8%	2.8%
2,200	1.2%	1.6%	1.9%	2.2%	2.4%	2.5%	2.6%	2.7%	2.7%	2.7%
2,400	1.1%	1.6%	1.9%	2.1%	2.3%	2.4%	2.5%	2.5%	2.6%	2.6%
2,600	1.1%	1.5%	1.8%	2.0%	2.2%	2.3%	2.4%	2.4%	2.5%	2.5%
2,800	1.0%	1.4%	1.7%	1.9%	2.1%	2.2%	2.3%	2.4%	2.4%	2.4%
3,000	1.0%	1.4%	1.7%	1.9%	2.0%	2.1%	2.2%	2.3%	2.3%	2.3%
3,500	0.9%	1.3%	1.5%	1.7%	1.9%	2.0%	2.1%	2.1%	2.1%	2.2%
4,000	0.9%	1.2%	1.4%	1.6%	1.7%	1.8%	1.9%	2.0%	2.0%	2.0%
5,000	0.8%	1.1%	1.3%	1.4%	1.6%	1.7%	1.7%	1.8%	1.8%	1.8%
6,000	0.7%	1.0%	1.2%	1.3%	1.4%	1.5%	1.6%	1.6%	1.6%	1.6%
7,000	0.7%	0.9%	1.1%	1.2%	1.3%	1.4%	1.5%	1.5%	1.5%	1.5%
8,000	0.6%	0.9%	1.0%	1.1%	1.2%	1.3%	1.4%	1.4%	1.4%	1.4%
9,000	0.6%	0.8%	1.0%	1.1%	1.2%	1.2%	1.3%	1.3%	1.3%	1.3%
10,000	0.6%	0.8%	0.9%	1.0%	1.1%	1.2%	1.2%	1.2%	1.3%	1.3%
11,000	0.5%	0.7%	0.9%	1.0%	1.1%	1.1%	1.2%	1.2%	1.2%	1.2%
12,000	0.5%	0.7%	0.8%	0.9%	1.0%	1.1%	1.1%	1.1%	1.2%	1.2%
13,000	0.5%	0.7%	0.8%	0.9%	1.0%	1.0%	1.1%	1.1%	1.1%	1.1%
15,000	0.5%	0.6%	0.7%	0.8%	0.9%	1.0%	1.0%	1.0%	1.0%	1.0%
16,000	0.4%	0.6%	0.7%	0.8%	0.9%	0.9%	1.0%	1.0%	1.0%	1.0%
18,000	0.4%	0.6%	0.7%	0.8%	0.8%	0.9%	0.9%	0.9%	0.9%	0.9%
20,000	0.4%	0.5%	0.6%	0.7%	0.8%	0.8%	0.9%	0.9%	0.9%	0.9%
25,000	0.4%	0.5%	0.6%	0.6%	0.7%	0.7%	0.8%	0.8%	0.8%	0.8%
30,000	0.3%	0.4%	0.5%	0.6%	0.6%	0.7%	0.7%	0.7%	0.7%	0.7%
35,000	0.3%	0.4%	0.5%	0.5%	0.6%	0.6%	0.6%	0.7%	0.7%	0.7%
40,000	0.3%	0.4%	0.5%	0.5%	0.6%	0.6%	0.6%	0.6%	0.6%	0.6%
45,000	0.3%	0.4%	0.4%	0.5%	0.5%	0.6%	0.6%	0.6%	0.6%	0.6%
50,000	0.2%	0.3%	0.4%	0.5%	0.5%	0.5%	0.5%	0.6%	0.6%	0.6%

e.g. an estimate of 55% that is based on a sample of 800 has 95% confidence limits of 55% ± 4.5% points

<b>Relevant tables in other sources</b>	<b>Source and table number</b>	<b>Link</b>
Staff employed by type of employment	Scottish Transport Statistics 2012, Table 2.4	<a href="http://www.transportscotland.gov.uk/strategy-and-research/publications-and-consultations/j251205-042.htm">http://www.transportscotland.gov.uk/strategy-and-research/publications-and-consultations/j251205-042.htm</a>
Employed adults - travel to work 1999-2010	Transport and Travel in Scotland 2011, Table S3	<a href="http://www.transportscotland.gov.uk/strategy-and-research/publications-and-consultations/00925-11.htm">http://www.transportscotland.gov.uk/strategy-and-research/publications-and-consultations/00925-11.htm</a>
Pupils in full-time education at school - travel to school, 1999-2010	Transport and Travel in Scotland 2011, Table S3	<a href="http://www.transportscotland.gov.uk/strategy-and-research/publications-and-consultations/00925-11.htm">http://www.transportscotland.gov.uk/strategy-and-research/publications-and-consultations/00925-11.htm</a>
Household access to bus service, 1999-2010	Transport and Travel in Scotland 2011, Table S3	<a href="http://www.transportscotland.gov.uk/strategy-and-research/publications-and-consultations/00925-11.htm">http://www.transportscotland.gov.uk/strategy-and-research/publications-and-consultations/00925-11.htm</a>
Frequency of use of local bus service, 2002-2010	Transport and Travel in Scotland 2011, Table S3	<a href="http://www.transportscotland.gov.uk/strategy-and-research/publications-and-consultations/00925-11.htm">http://www.transportscotland.gov.uk/strategy-and-research/publications-and-consultations/00925-11.htm</a>
Possession of a concessionary fare pass, 2003-2010	Transport and Travel in Scotland 2011, Table 5	<a href="http://www.transportscotland.gov.uk/strategy-and-research/publications-and-consultations/00925-25.htm">http://www.transportscotland.gov.uk/strategy-and-research/publications-and-consultations/00925-25.htm</a>
Adults use of local bus service in the past month, 2010	Transport and Travel in Scotland 2011, Table 28	<a href="http://www.transportscotland.gov.uk/strategy-and-research/publications-and-consultations/00925-48.htm">http://www.transportscotland.gov.uk/strategy-and-research/publications-and-consultations/00925-48.htm</a>
Adults (16+), who have used the bus in the previous month; views on their local bus service, 2010	Transport and Travel in Scotland 2011, Table 29	<a href="http://www.transportscotland.gov.uk/strategy-and-research/publications-and-consultations/00925-49.htm">http://www.transportscotland.gov.uk/strategy-and-research/publications-and-consultations/00925-49.htm</a>
School children in full-time education, usual method of travel, 2010	Transport and Travel in Scotland 2011, Table 15	<a href="http://www.transportscotland.gov.uk/strategy-and-research/publications-and-consultations/00925-35.htm">http://www.transportscotland.gov.uk/strategy-and-research/publications-and-consultations/00925-35.htm</a>
Reasons why public transport is not used for travel to work 2007-2010	Transport and Travel in Scotland 2011, Table 14	<a href="http://www.transportscotland.gov.uk/strategy-and-research/publications-and-consultations/00925-34.htm">http://www.transportscotland.gov.uk/strategy-and-research/publications-and-consultations/00925-34.htm</a>
Bus/rail experiences of delays by amount of time delayed 2009/10	Travel Diary 2009/10, Table 24	<a href="http://www.transportscotland.gov.uk/strategy-and-research/publications-and-consultations/j205156-32.htm">http://www.transportscotland.gov.uk/strategy-and-research/publications-and-consultations/j205156-32.htm</a>
Possession of concessionary fare pass for all adults aged 16+, 2010	Transport and Travel in Scotland 2011, Table 31	<a href="http://www.transportscotland.gov.uk/strategy-and-research/publications-and-consultations/00925-51.htm">http://www.transportscotland.gov.uk/strategy-and-research/publications-and-consultations/00925-51.htm</a>
Possession of concessionary fare pass for all adults aged 60+, 2010	Transport and Travel in Scotland 2011, Table 32	<a href="http://www.transportscotland.gov.uk/strategy-and-research/publications-and-consultations/00925-52.htm">http://www.transportscotland.gov.uk/strategy-and-research/publications-and-consultations/00925-52.htm</a>
Real Time Information (RTI) systems, end 2010	Bus and Coach statistics 2010-11, Table 14 (data is unavailable for 2011)	<a href="http://www.transportscotland.gov.uk/node/9959">http://www.transportscotland.gov.uk/node/9959</a>
Local Authority and RTP level results (SHS)	Local Authority and RTP level results (SHS)	<a href="http://www.transportscotland.gov.uk/analysis/statistics/publications/shs-local-area-analysis-previous-editions">http://www.transportscotland.gov.uk/analysis/statistics/publications/shs-local-area-analysis-previous-editions</a>

## **Main Sources**

### ***Public Service Vehicle (PSV) Operator Survey***

Tables 1-5, 8-13, & 15-16 use data gathered through the Department for Transport's Public Service Vehicles Operators Survey.

A number of resources relating to the survey, including information on revisions and the survey questionnaire can be found on the DfT's bus statistics webpages:

[Bus statistics: Notes and Guidance](#)

### ***Scottish Household Survey(SHS)***

Tables 17-23 use data gathered through the Scottish Household Survey (SHS).

The SHS is a continuous survey based on a sample of the general population in private residences in Scotland and has run since 1999. More detail can be found on the Scottish Government's SHS internet pages:

[Scottish Household Survey](#)

Other transport publications using SHS data, which include further information on methodology, can be found on the Transport Scotland website:

[Scottish Household Survey: Travel Diary  
Transport and Travel in Scotland](#)