

TRANSPORT AND TRAVEL

27 September 2016

Transport and Travel in Scotland 2015

This bulletin provides the results of the Transport and Travel related questions asked in the Scottish Household Survey (including the travel diary) and uses data from a range of sources to provide context. The survey and travel diary had around 9,400 respondents in 2015.

This publication is split into 4 broad themes:

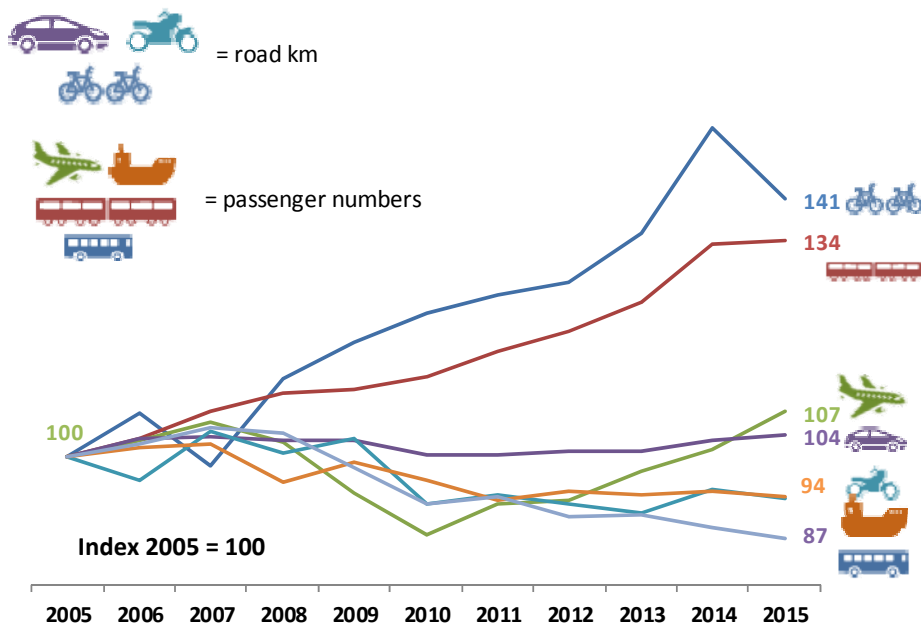
- Personal travel
- Motor vehicles, traffic and driving
- Public transport, ferries and aviation
- Walking and cycling

This bulletin provides updates to two National Indicators, which form part of the Scotland Performs national framework – **congestion**, which shows performance **maintaining**, and **public and active travel to work**, which shows performance **maintaining**.

Overview of travel trends in Scotland

Rail and air passenger numbers and **distance cycled** estimated to have increased between 2005 and 2015. **Ferry passenger numbers** were lower in 2015 than ten years ago and **car traffic** was at a similar level. Bus passenger figures have not been updated.

Figure 1: Mode use trends



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Transport and Travel in Scotland 2015 - Summary

- Car and bike ownership
- Travel to work and school
- Congestion
- Public and active travel

In Scotland in 2015,

77%

reported travelling the previous day, the same as in 2014.



Work

66%

14%

11%

4%

2%

Usual mode of travel



School

26%

49%

21%

1%

1%

Most households (70%) had one or more **car or van available for private use** in 2015. 35% of households had at least one **bike available in 2015**.



30%



or more

70%



or more

27%



or more

35%



74%

Of people were satisfied with public transport in 2015 – a decrease from 75% the previous year.

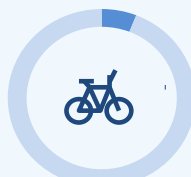
Percentage of adults using each mode of travel at least once per week in 2014/15:



61%



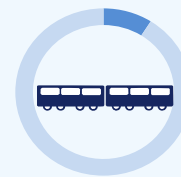
67%



6%



31%



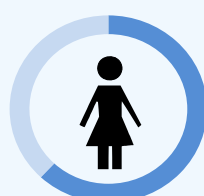
9%

68%

of the population had a **driving licence** in Scotland in 2015, the same proportion as in 2014.



73% of men



63% of women

owned a driving licence .

The difference in licence ownership between men and women is smaller in younger age groups

Modal share of all journeys:



63%



22%



10%



2%



1%

Other

2%

For web publication and further information, visit

<http://bit.ly/TSSStats-TATIS>



2. NATIONAL INDICATORS

This bulletin provides updates to two National Indicators, which form part of the Scottish Government's National Performance Framework. The National Performance Framework measures and reports on the progress towards the Scottish Government's Purpose: creating a more successful country, with opportunities for all to flourish through increasing sustainable economic growth.

FURTHER INFORMATION:

For further information on the **Scottish Government's National Performance Framework**, please visit:

<http://www.gov.scot/About/Performance/scotPerforms>

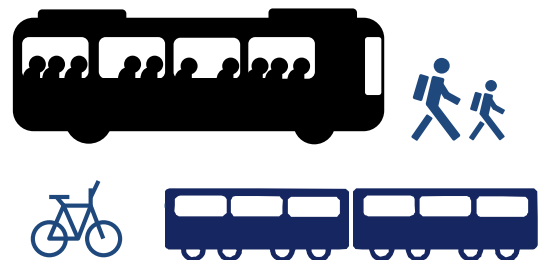
Progress towards the Purpose is tracked by 7 Purpose Targets and supported by 16 National Outcomes - describing the kind of Scotland we want to be - and 50 National Indicators, covering key areas of health, justice, environment, economy, and education to measure progress.

National Indicator No. 4: Reduce number of driver journeys delayed due to traffic congestion

12.5% of driver journeys were perceived to be **delayed by congestion** in 2015



National Indicator No. 48: Increase the proportion of journeys to work made by public or active travel



31.4% of journeys to work were by public or active travel in 2015

NATIONAL INDICATORS - DETAIL

31.4% of journeys to work were by **Public or Active travel**, an increase on 2014 (29.8%). This figure provides an update to National Indicator 48, which will show **performance maintaining**. Fourteen percent of journeys to work were on foot, eleven percent were by bus, four percent were by train and just over two percent were by bicycle.

12.5% of driver journeys were **delayed due to congestion**, a higher proportion than in 2013 (11.7%) but just below the 2006 baseline. This figure provides an update to National Indicator 4 which will show **performance maintaining**.

3. INTRODUCTION

Traffic and passenger numbers in Scotland, 2010, 2014 and 2015

	2010	2014	2015	% change over 1 year	% change over 5 years
Car traffic (m/veh km) on all roads &	33,591	34,415	34,669	+0.7%	+3.2%
Pedal cycles (m/veh km) on all roads &	298	369	342	-7.3%	+14.8%
ScotRail passengers (millions) [§]	78.3	92.7	93.2	+0.5%	+19.0%
Bus passengers (millions) [§]	432	414	407*	-1.7%	-5.8%
Air passengers (millions)	20.91	24.08	25.51	+5.9%	+22%
Ferry passengers in Scotland (millions) [#]	8.02	7.88	7.82	-0.8%	-2.5%

Sources: DfT, ORR, CAA, ferry operators (Not all National Statistics)

Notes: [§] Based on financial year, *provisional figures, [#] Does not include figures for passenger numbers on the Corran ferry service, & traffic estimates indicate the broad level of traffic, so year-on-year comparisons should be made with caution as they are estimated based on a small cross-section of Scottish roads, particularly for cycle traffic.

This bulletin provides the results of the Transport and travel related questions asked in the Scottish Household Survey, including information from the travel diary, and uses data from a range of other sources to provide some context around transport and travel in Scotland.

The graph on the front page of the report and the table above provide a time series of trends in transport mode usage. This is provided to give context to the SHS estimates published in the following chapters. The measures are indexed to a 2005 base year and include annual passenger numbers for rail, ferry, bus and air travel, as well as DfT traffic volume estimates for bicycle and car travel.

A lookup table for confidence intervals is included (Table A), which can be used in conjunction with the estimates and sample size, to give an indication of what inferences can reliably be made from the data. In some cases, where the sample size would be below 50 respondents, years have been combined or estimates suppressed.

Data sources are listed in Section 9 of this publication. Further explanation of definitions can be found in the relevant topic chapters of Scottish Transport Statistics

<http://www.transportscotland.gov.uk/statistics/scottish-transport-statistics-all-editions>

Scottish Transport Statistics will be published in February 2017 and will contain a comprehensive statistical picture of transport statistics in Scotland. For a **full list of transport statistics publications** see:

<http://www.transportscotland.gov.uk/analysis/statistics/publications>.

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4. PERSONAL TRAVEL

This section contains analysis and headline findings from the Scottish Household Survey questions relating to personal travel (including the Travel Diary part of the survey).

WHO TRAVELS?

More than three quarters (77%) of adults travelled the previous day. The number of people travelling the previous day has remained the same as in 2014. Men were more likely to have travelled than women; 78 percent of men had travelled the previous day compared to 75 percent of women. Older people were less likely to have travelled the previous day. Only 51 percent of those aged 80 and over had travelled the previous day and 68 percent of those aged 70 to 79. [Table TD1]

WHY DO PEOPLE TRAVEL?

Most journeys were for the purpose of commuting (22%) or shopping (24%). [Table TD3].

There has been little change in journey purpose over the past year.

When asked about their main place of work, fourteen percent of employed Scottish adults worked mainly from home in 2015 – an increase on the previous year and the highest percentage recorded by the survey.

Travel to Work

How do people travel to work?

Two thirds of people not working from home usually travelled to work by car / van, either as a driver (60%) or passenger (6%). Fourteen percent of people usually travelled to work on foot. Eleven percent of people usually travelled to work by bus and four percent travelled by rail. Just more than two (2.2) percent of people usually travelled to work by bicycle in 2015. [Table SUM1]

31.4%
of people usually
travelled to work by
public or active
travel in 2015.

14.1%
of employed adults
worked from home
in 2015.

Who travels to work by which mode?

Men were more likely to drive to work than women. Women were more likely than men to walk or catch the bus to work. Men were also more likely to cycle to work. The proportion of people who usually walked or travelled by bus to work was lower in households with higher levels of income. Younger people (aged 16 to 29) were least likely to drive to work. [Table 7]

Why do people choose these modes?

Of those who drive to work, 48% said that they could use public transport, but that the main reasons for not using public transport were that it takes too long (45% of respondents), that it is inconvenient (17% of respondents) and that there is no direct route (21% of respondents). These questions are asked biennially so were not updated in 2015 – data refer to 2014. [Table 13 and Table 14]

Thirteen percent of people car shared in 2015, a similar proportion to 2013. Of these, the majority (92%) arranged it between themselves, with only 7% organising it through their employer (the remaining 1% used some other means for arranging car sharing, including use of car clubs). The main reasons given for not car sharing were that nobody from work lives nearby (64%) and the lack of regular work hours (22%). [Table 11]

Relatively few people have changed the mode of transport they used to get to work compared to the previous year. Based on data for the last 5 years, 97 percent of car commuters hadn't changed modes in the previous year. For other modes, the biggest shift was to driving; 9.3 percent of those who cycled and 5.4 percent of those who walked a year ago now reported driving. [Table 10]

The main reasons given by respondents for changing their usual mode of travel to work in 2015 were changing job (35%) and moving house (25%). [Table 10a]

Of those who didn't cycle to work in 2014, the main reason given for not doing so was 'it's too far' (33%), followed by 'too many cars on the road' (18%). 'The weather' and 'traffic travels too fast' accounted for 16 percent and 12 percent respectively. These questions are asked biennially so were not updated in 2015 – data refer to 2014. [Table 26]

Travel to School

How do children travel?



Around half of children (49%) walked to school, twenty one percent travelled by bus and around a quarter (26%) travelled by car. [Table SUM1]

There was variation in mode of travel by age, with 54 percent of those aged 4 to 11 walking to school compared to 41 percent of those aged 12 to 18. Older children were more likely to catch a bus than younger children; 26 percent compared to 8 percent. [Table 15]

These figures are similar to those reported in the Sustrans Hands Up Scotland publication: <http://www.sustrans.org.uk/scotland/what-we-do/schools-and-universities/hands-scotland>

Why do parents choose these modes?

90 percent walked because the school is close and 41 percent who travelled by car did so because it was the most convenient mode. 40 percent of those who used a school bus and 40 percent of those who used a service bus did so because it was the "most convenient". The second most popular reason for those who travel by car was that it was the safest method (20%), while for school bus the second most popular reason was that it

was the safest method and for service bus the second most common reason was “too far to walk”. [Table 16]

The main reason for primary children not using public transport was that ‘they are too young to travel on own’ (55%). For secondary-aged children the main reasons were that parents ‘prefer to use the car’ (49%) and that ‘it is inconvenient’ (27%). These questions are asked biennially so were not updated in 2015 – data refers to 2014. [Table 17]

WHEN DO PEOPLE TRAVEL?

As could be expected, more journeys were reported on weekdays (14-15% of journeys on each day) than at weekends, with most journeys reported on Fridays (16%) and least travel reported on Sundays (12% of journeys). [Table TD8]

Peak travel on a weekday was between 7 am and 9:30 am (20% of weekday journeys started between these times). The afternoon peak is more spread out with 18 percent of journeys starting between 2 pm and 4:30 pm and another 15 percent starting between 4:30 pm and 6:30 pm. A quarter (25%) of weekend journeys started between 12 noon and 2 pm, with over 27 percent of weekend journeys starting before noon and 48% of journeys starting after 2pm.

There has been little change in these travel patterns reported in the survey over recent years. [Table TD7 and Table TD8]

Duration

Most journeys were short: Sixty four percent of journeys lasted up to 20 minutes. thirty-one percent lasted between five and ten minutes. Twenty one percent of journeys lasted more than half an hour (an increase on the previous year) and around seven percent lasted more than an hour. [Table TD6]

Perceptions of Congestion

The main reason suggested for delays was ‘volume of traffic’ (76%), down from 82 percent in 2014. Delays as a result of road maintenance have risen from 19 percent to 28 percent in 2015. [Table TD10a]

12.5% of car driver journeys were perceived to be delayed due to congestion in 2015, an increase on 2014 (11.7%). This provides an update to National Indicator 4, which will show performance maintaining. Ten percent of bus journeys were delayed due to congestion, down slightly from 11 percent in 2014. [Table TD11]

Around three quarters (77.8%) of all journeys to work were perceived to not be affected by congestion. Thirty nine percent of people who drive to work reported experiencing congestion at least once a week. The proportion was 43 percent for buses. [Table 8]

Over a quarter (26%) of drivers allowed no extra time for congestion on their journey to work and over a third (35%) allow ten minutes or less. The proportions were similar for bus passengers where 30 percent allowed no extra time and 30 percent allowed ten minutes or less. [Table 8]

12.5%
of driver journeys
were perceived to be
delayed due to
congestion in 2015,
an increase on 2014
(11.7%).

Twenty two percent of driver commuting journeys and 17 percent of driver business journeys were delayed by congestion. . As would be expected, the morning and evening peak periods on weekdays saw the highest proportion of driver journeys delayed by congestion; 25 percent for journeys starting between 7 and 8 am and 28 percent between 5 and 6 pm. *[Table TD12]*

HOW DO PEOPLE TRAVEL?

The car remained the most popular mode of transport: 51 percent of journeys were made as a car driver, an increase from 48 percent in 2014. A further 13 percent were made as a passenger - the same as in 2014. *[Table TD2 and Table SUM1]*

The second most used mode of transport was walking at 22 percent, a decrease from 25 percent in 2014. *[Table TD2 and Table SUM1]*

There has been little change in share for other modes of transport with ten percent of journeys made by bus, 2 percent by rail and just more than one (1.2) percent by bicycle in 2015. *[Table TD2]*

Similar estimates of mode share were seen when looking at journey stages. *[Table TD2b]*

Use of multiple modes / Park and Ride

Three percent of journeys reported in the Travel Diary in 2015 were multi-stage. Some of the increase in recent years (from around 1 percent previously) may be as a result of changes in the structure of the travel diary in 2011/12 to improve the quality of the data (See appendix A). *[Table TD2c]*

Two thirds of multi-stage journeys reported consisted of two stages. *[Table TD2c]*

Multi-stage journeys are highest for ferry and air travel with an average of just more than 2 stages for every journey with one of these mode used as the main mode. For rail the average is 1.4 stages per journey and for all other modes the average number of stages per journey is just more than one. *[Table TD2c]*

The proportion of people reporting having made park and ride journeys in the last month fell between 2014 and 2015 from 17 percent to 16 percent. The most popular locations used were car park at bus and train stations or airports (31%) and specially designated park and ride facility (30%). Those that did not use a dedicated park and ride facility cited 'no facility available' (83%) and 'journey would take longer' (10%) as reasons. *[Table 21]*

Just more than half (54%) used a train for their onward journey, 29 percent used a bus and 14 percent walked. *[Table 22]*

WHERE DO PEOPLE TRAVEL?

Twenty two percent of all journeys in Scotland either start or end in Edinburgh or Glasgow. Most journeys started and finished in the same local authority. The proportion was highest in Highlands/Islands and Grampian (Aberdeen City, Aberdeenshire and Moray), where 95% of journeys started and finished in the same area and lowest in Glasgow and South Lanarkshire (70%).*[Table TD13 + TD14]*

HOW FAR DO PEOPLE TRAVEL?

Twenty three percent of journeys were under 1 km and half were under 3 km. People reported slightly fewer very short journeys in 2015 (22.7% under 1 km) compared to 2014 (25.4% under 1 km) which may be a result of the decrease in walking journeys reported in

the survey. *[Table TD4]* The median journey length was 3.3 km and the mean journey length was 8.9 km. *[Table TD5]*

Walking journeys had the shortest average (mean) length (1.0 km) then bicycle (4.7 km). The average car driver journey was 10.8 km, bus journeys averaged 9.0 km and rail journeys had the longest average length at 20.6 km. *[Table TD5a]*

Two thirds (65%) of journeys under 1 km were made on foot, however car journeys accounted for most of the remainder (26%). *[Table TD2a]*

5. MOTOR VEHICLES, TRAFFIC AND DRIVING

This section contains analysis and headline findings from the Scottish Household Survey questions on driving and car access (including the Travel Diary part of the survey), as well as comparisons with data from a range of other sources.

DRIVING LICENCES

Sixty eight percent of the population (17+) had a driving licence in 2015, the same proportion as in 2014. [Table SUM1 and Table 1]

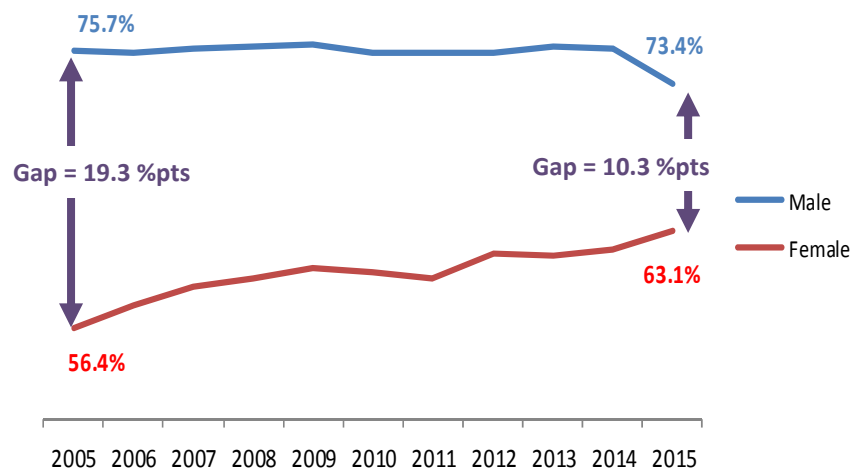
Three quarters (73%) of men aged 17+ had a driving licence, compared to 63 percent of women. There has been a narrowing of this gap over the years of the survey. [Table 1 and Figure 2]

Driving licence possession was lowest amongst younger and older people (17-19: 26% and 80+: 43%) and highest amongst those aged 40-49 (81%). [Table 1]

Driving licence possession increased with net annual household income (45% for adults in households with less than £10,000 of income compared to 89% in households with an income over £40,000). [Table 19]

Driving licence possession increases with rurality (61% of adults in large urban areas have a driving licence, compared to 81% of those in remote rural areas). [Table 19]

Figure 2 – Driving licence possession by gender



CAR AND VAN ACCESS

Seventy percent of households had access to one or more cars or vans for private use in 2015. Around a quarter (27%) of households had access to two or more cars (or vans). These proportions are similar to 2014. [Tables 18 & SUM1]

The proportion of households with access to a car was higher in households with a higher net annual income; the number of cars the household had access to was also higher in higher income households; 64% of households with an annual income of more than £40,000 had access to two or more cars, compared to 8 percent of households with an annual income of less than £10,000. [Table 18]

Households in rural areas were more likely to have access to a car than those in urban areas, and households in rural areas were also more likely to have access to more than one car than households in urban areas. [Table 18]

FREQUENCY OF DRIVING

Sixty one percent of those aged 17+ drove at least once a week in 2015, with 41 percent driving every day. [Tables 3 & SUM1]

Frequency of driving increased with income and with rurality. Thirty four percent of adults in large urban areas drove every day compared to forty eight percent of adults in remote rural areas. Eighteen percent of adults living in households with a total annual income of under £10,000 drove every day, compared to sixty two percent of those who lived in households with a total annual income of over £40,000. [Table 20]

CAR OCCUPANCY

The average car occupancy was 1.5 people in 2015; the rate has remained similar in recent years. The proportion of single occupancy journeys has seen increases in recent years and accounted for around two thirds (65%) of car journeys in 2015, an increase from 61% in 2005. [Table TD9]

FUEL SPEND

The average amount which households spent on fuel in the last month fell sharply between 2014 and 2015, from £123.70 to £109.2, with the median figure dropping from £100 to £80. [Table 2]

LICENSED VEHICLES

There were 268,200 new vehicles registered in Scotland in 2015, the highest number of new registrations since the peak of 228,300 in 2003. [Table SUM2]

The number of vehicles licensed for use on the roads increased by 1.5 percent from 2.82 million to 2.86 million between 2014 and 2015. [Table SUM2]

More detailed statistics on vehicles licensed in Scotland can be found in the [Road Transport Vehicles Chapter of Scottish Transport Statistics](#).

ROAD NETWORK

There were 55,990 km of road in Scotland in 2014. Of this, 6.4 percent (3,570 km) is Trunk road, the remaining 52,420 km are managed by Local Authorities. There has been an increase in road length of one percent over the last five years. *These figures have not yet been updated for 2015.* [Table SUM2]

More detailed statistics on the road network in Scotland can be found in the [Road Network chapter of Scottish Transport Statistics](#).

ROAD TRAFFIC

The estimated volume of traffic on Scotland's roads was at its highest ever - 45.4 billion vehicle kilometres in 2015, an increase of 1 percent on 2014 and slightly above the previous recent peak in 2007 of 44.7 billion. *[Table SUM2]* More detailed statistics on road traffic in Scotland can be found in the [Road Traffic chapter of Scottish Transport Statistics](#).

REPORTED ROAD CASUALTIES

Provisional figures show a total of 10,950 road casualties reported to the police in 2015 (357 fewer than in 2014), the lowest figure since records began in 1950. Of these, there were 162 fatalities; 41 fewer than in 2014. There were 1,759 serious injuries; 107 fewer than in 2014 and 9,191 slightly injured: 209 fewer than in 2014. More detailed statistics can be found in [Key Reported Road Casualties](#).

6. PUBLIC TRANSPORT, AVIATION AND FERRIES

This section contains analysis and headline findings from the Scottish Household Survey questions on public transport (including the Travel Diary part of the survey), as well as comparisons with data from a range of other sources.

SATISFACTION WITH PUBLIC TRANSPORT

Seventy four percent of people were very or fairly satisfied with public transport in 2015, a decrease on 2014 (75 percent). The proportion of people that are very satisfied has remained at 23 percent. *[Table 4]*

LOCAL BUS SERVICES

There were 407 million bus journeys made in Scotland in 2015/16, a reduction from 414 million in 2014/15. *[Table SUM2]*

Thirty one percent of adults used the bus at least once a week. Fifty-four percent had not used it in the past month. *[Table 28]*

Women tended to use buses more frequently than men (35% of women used the bus at least once a week compared to 28 percent of men). *[Table 28]*

Frequency of bus use was highest amongst younger people (only 34% of 16-19 year olds had not used the bus in the last month, compared to two thirds (64%) of those aged 40-49 and 52% of those aged 80+). *[Table 28]*

Frequency of bus use was also higher in urban areas (47% of people in large urban areas use the bus at least once a week compared to 11% in remote rural areas). *[Table 28]*

People were satisfied with most of the aspects of bus services asked about in the survey. Agreement was highest for respondents feeling safe and secure during the day (94%), for finding it simple to decide which ticket to use (89%) and for finding routes and times easily (86%). Lowest levels of agreement were with fares being good value (60%) and buses being environmentally friendly (66%). This question was not asked in 2015 and so data in this paragraph refer to 2014. *[Table 29]*

When asked what discourages them from using the bus more, 20 percent said they had no need to use the bus more, 19 percent of respondents said they used their own car and 16 percent gave no particular reason. Reasons around service provision ('Takes too long', 'lack of service' and 'no direct route') were each cited by over 10 percent of respondents. This question was not asked in 2015 and so data in this paragraph refer to 2014 *[Table 41]*

Further bus statistics can be found in the [Bus and Coach Chapter of Scottish Transport Statistics](#).

Concessionary travel

The National Concessionary Travel Scheme was rolled out across Scotland in April 2006. The scheme enables individuals aged 60+ or those with a disability (who meet certain criteria) to travel free on buses across Scotland.

There were 148 million concessionary travel journeys in 2014 (the latest year for which data are available), accounting for 36 percent of all bus journeys in that year. *[Table 2.2a Scottish Transport Statistics]*

Eighty-seven percent of adults aged 60+ hold a National Concessionary Travel pass in 2015, a similar figure to previous years. Twenty eight percent of adults aged 16+ hold a pass. [Table 5]

Of those aged 60+, thirty nine percent have a card and use it at least once a week (12% use it every day or almost every day). Thirty one percent have a pass but hadn't used it in the last month. [Table 32]

Those living in urban areas use their pass more frequently than those living in rural areas. Women use their pass more frequently than men (44% of women aged 60+ have a pass and use it at least once a week, compared to 34% of men aged 60+). [Table 32]

Statistics on concessionary journeys, and card holder numbers from the National Concessionary Travel administrative systems, are included in [the Bus and Coach chapter of Scottish Transport Statistics](#).

RAIL TRAVEL

There were 93.2 million passengers carried by ScotRail in 2014, an increase of 0.6 percent from 92.7 million in 2014, and an increase of 19 percent over the last five years. [Table SUM2]

Nine percent of the population (16+) reported using the train at least once a week in 2015. Seventy percent had not used the train in the last month, a reduction from 80 percent in 2005. [Table 28 and Table SUM1]

The proportion of people who reported that they hadn't used the train in the last month increased with age (61% of those aged 16-19 hadn't used the train in the last month, compared to 92% of those aged 80+). [Table 28]



Photo courtesy of ScotRail

Train use was higher in higher income households (78% of those interviewed with a household income of less than £15,000 had not used the train in the last month, compared to 57% for those in households with an income of more than £40,000. [Table 28]

Of those who had used the train in the last month, thirty nine percent had used it for a shopping trip. A quarter (26%) had used the train to visit friends / relatives. Ten percent had used the train in the course of work and 12 percent had used it for commuting in 2014. [Table 44]

People were satisfied with most aspects of rail services that the survey asks about. The level of agreement was highest with personal safety (97%), running to timetable, stability of service and ease of finding out about routes and times (91% for the latter three). The lowest level of agreement was with the statement that train fares are good value (57%). These question were not asked in 2015 so data in this paragraph refer to 2014. [Table 30]

When asked what discourages train users from using the train more, the main reason given, other than nothing (56%) or "no need" (17%) was cost (12%) with the next largest

proportion being ‘no nearby station’(6%). For those who hadn’t used the train in the previous month, the main reasons were “nothing” (39%), “no need” (23%), “no nearby station” (16%), cost (10%) and “health reasons” (5%). These questions were not asked in 2015 so data in this paragraph refer to 2014. *[Table 42 & 42a]*

Detailed rail statistics can be found in the [Rail Chapter of Scottish Transport Statistics](#).

AVIATION

Air terminal passengers increased by 5.9 percent between 2014 and 2015, from 24.1 million to 25.5 million. *[Table SUM2]*

Questions on aviation were not asked in 2015 so data in this section refer to 2014.

In 2014, 46 percent of people had flown for leisure purposes in the previous 12 months and 8 percent had flown for business. *[Table 37a and 38a]*

Of those who flew for leisure in the last 12 months, half made up to two flights (return flights count as two, as does changing flights). Ninety one percent flew eight times or fewer. *[Table 37b]*

Most people who flew for leisure flew to Europe. Of those who flew for leisure in the last 12 months, 76 percent made at least one flight to Europe in the previous year. Five percent made at least one flight within Scotland, 28 percent made at least one flight to the rest of the UK and 31 percent made at least one flight out of Europe. *[Table 37b]*

Of those who flew for business in the last 12 months, fifty seven percent made six flights or fewer but around one in five (19%) made more than 20 flights (returns count as two, as does changing flights). *[Table 38b]*

Most people who fly for business flew within the UK. Of those who flew for business in the last 12 months, 72 percent had flown to the rest of the UK. Thirteen percent had flown within Scotland, 33 percent had flown to Europe and 23 percent had flown outside of Europe. *[Table 38b]*

The majority of people flying for business or leisure within the UK did so because it was quicker than alternative modes (85%). Just under a quarter (22%) did so because it was cheaper, though this proportion has fallen slightly from 23 percent in 2013 and 28 percent in 2012. *[Table 39]*

Detailed aviation statistics can be found in the [Aviation Chapter of Scottish Transport Statistics](#).

FERRIES



There were 7.81 million ferry passengers carried on routes within Scotland in 2015, a decrease of 0.9 percent from 7.88 million in 2014. [Table SUM2]

Questions on ferries were not asked in 2015 so data in this section refer to 2014.

Just over four percent of respondents had used the ferry in the last month. Three percent used a ferry once a fortnight or

once a month and less than one percent used it more frequently. [Table 40a]

Just under half (46%) of people who had used a ferry had done so for a holiday or day trip. Twenty five percent had used a ferry to visit friends or relatives. Fifteen percent had used a ferry in the course of work and ten percent had used a ferry for a shopping trip. [Table 40b]

Two thirds (68%) of people chose to use the ferry because there was no feasible alternative. Eleven percent chose the ferry because it was quicker, nine percent said they chose the ferry as they could take their own vehicle and six percent said it was cheaper. [Table 40c]

Detailed ferry statistics can be found in the [Water Transport Chapter of Scottish Transport Statistics](#).

CHANGING MODES

Thirty three percent of journeys where rail was the main mode of transport had two or more stages. Ten percent had three or more. Five percent of journeys where service bus was the main mode of transport had two or more stages. [Table TD2c]

Most users (86%) reported no difficulties changing between modes of public transport. Six percent reported that they had a long wait between journeys and three percent reported not having enough time to change modes. A lack of information about connecting modes was reported by 2 percent of users. These questions were not asked in 2015 so data in this paragraph refer to 2014. [Table 45]

7. WALKING AND CYCLING

This section contains analysis and headline findings from the Scottish Household Survey questions on cycling and walking (including the Travel Diary part of the survey).

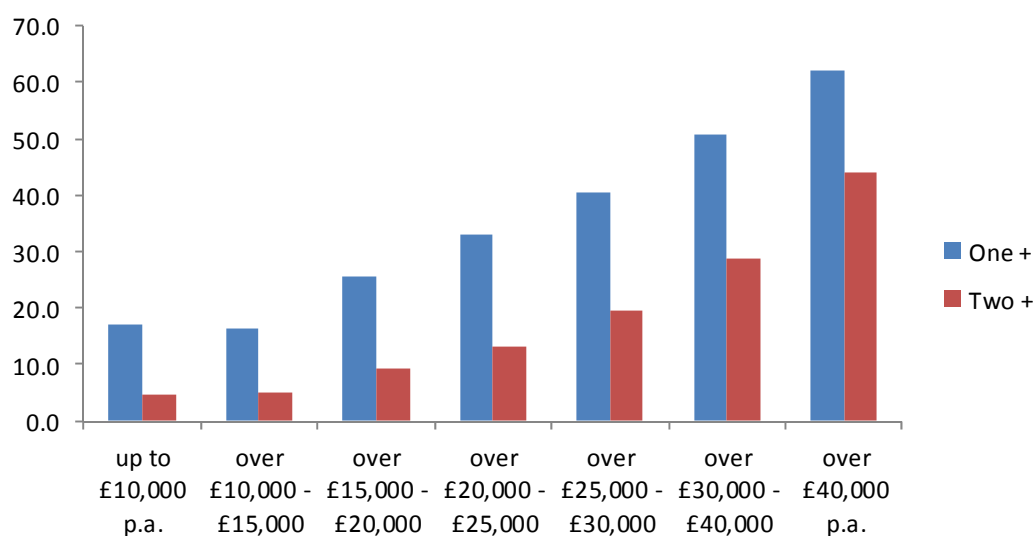
CYCLING

Distance cycled on all roads is estimated to have decreased from 369 million vehicle kilometres in 2014 to 342 million vehicle kilometres in 2015. [DfT traffic estimates 2015] Traffic estimates indicate only the broad level of traffic, so year-on-year comparisons should be made with caution as they are estimated based on a small cross-section of Scottish roads.

One percent of journeys had cycling as the main mode of transport, a similar proportion to 2014. [Table SUM1 & TD2] The average (mean) cycling journey was 4.7 km in length. [Table TD5a]

Just over two (2.2) percent of adults usually cycle to work, compared to 2.6 percent in 2014. Just over one percent (1.2%) of children cycled to school in 2015. [Tables 7, 15 & SUM1]

Figure 3: Percentage of households with access to more than one or more than two bikes by annual household income, 2015



When asked why they don't cycle to work, the main reason given was 'it's too far' (33%) followed by 'too many cars on the road' (18%). Sixteen percent don't cycle because of bad weather and twelve percent said that traffic travelled too fast. This question was not asked in 2015 so data in this paragraph refer to 2014, [Table 26]

Bicycle access

A third (35%) of households had access to at least one bicycle for adult use in 2015. Eighteen percent had access to two or more. [Table 18]

Household access to bikes increased with household income and household size (two thirds of households with an income of £40,000 or more have access to one or more bikes). Bicycle access was higher in rural areas than urban areas. [Table 18]

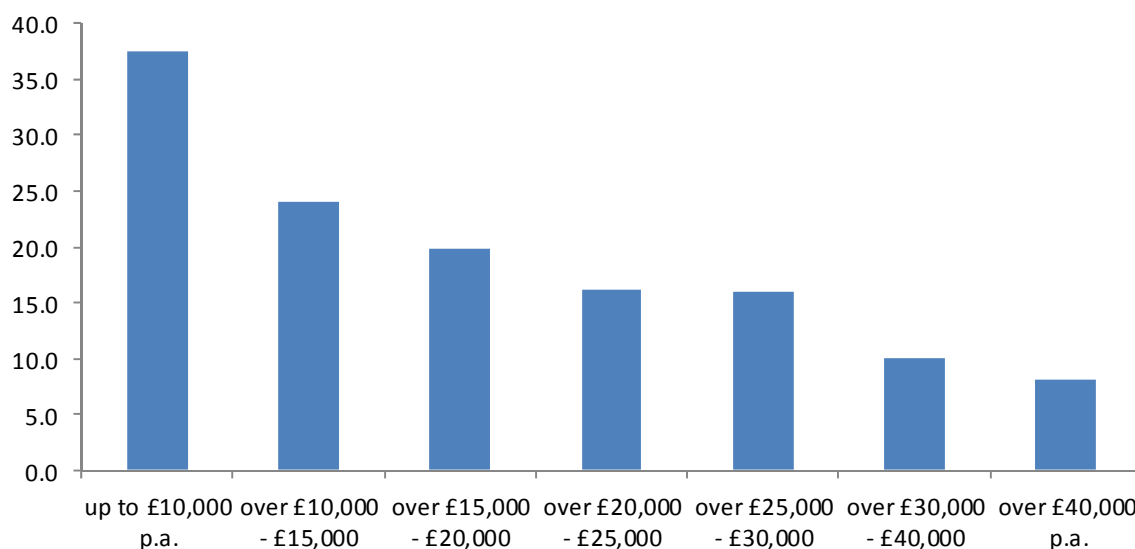
WALKING

Twenty two percent of journeys reported in the SHS travel diary in 2015 had walking as the main mode of transport. Fourteen percent of adults usually walk to work and 49 percent of children usually walk to school as their main mode of transport. [Tables 7, 15, TD2 & SUM1]

The average walking journey was 1.0 km in length. [Table TD5a]

Two thirds of people had walked as a means of transport on at least one day in the previous week. Twenty two percent had walked as a means of transport on 6-7 days. More than half (58%) of people had walked for pleasure at least once in the last week. [Table 3a] Frequency of walking decreased with age (81% of those aged 16-19 had walked to go somewhere in the last week, compared to 39% of those aged 80+). This question was not asked in 2015 so data in this paragraph refer to 2014, [Table 25a]

Figure 4: Percentage of adults whose main mode of travel to work was walking by annual household income, 2015



When respondents were asked what discourages them from walking more, the main reasons given, other than nothing (57%) were health and weather (both 15%). This question was not asked in 2015 so data in this paragraph refer to 2014. [Table 43]

8. NEW QUESTIONS AND ANALYSIS

This section contains analysis and findings from new questions added to the Scottish Household Survey questionnaire in recent years and from experimental analysis conducted on existing data.

New estimates of awareness and uptake of sustainable transport policies, including car clubs, electric vehicles, cycle hire schemes and fuel efficient driving schemes can be found in the accompanying tables 46 and 47. [Tables 46 and 47]

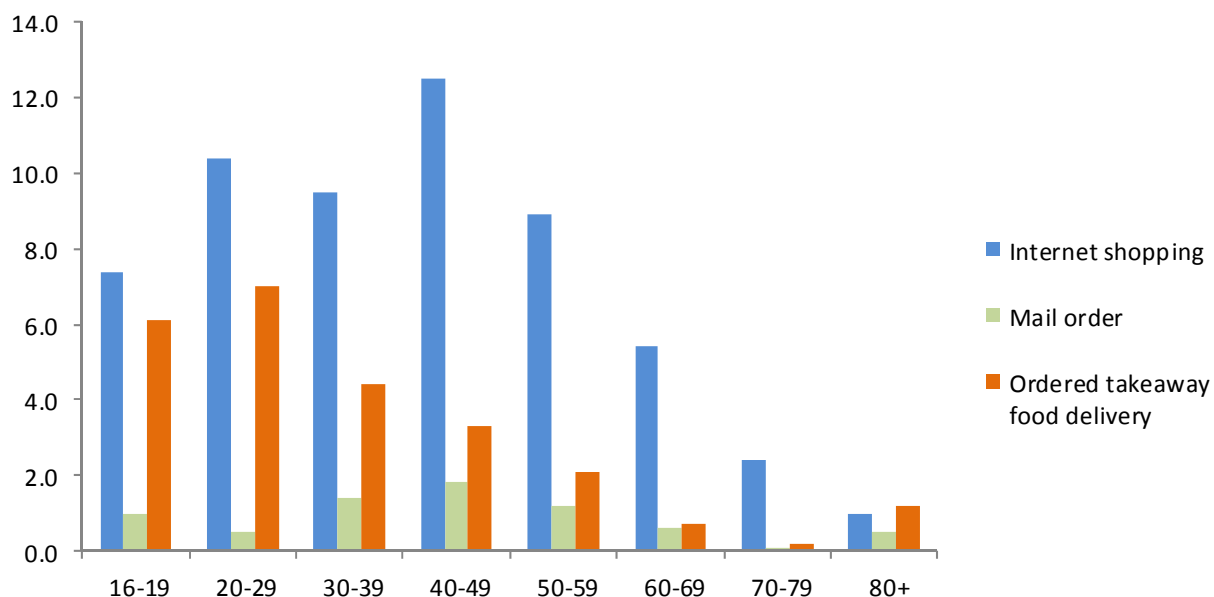
A new question was asked of car-owning respondents in the SHS in 2015 about total miles driven in the previous year – results can be found in table 48. This shows that on average, car-owning adults drove 8,000 miles in the previous year. Men tended to have driven more than women, with men driving 9,600 miles and women 6,300 miles on average. Self-employed people drove the most, with an average of 11,000 miles compared to 9,600 for full-time employees and 6,400 for part-time employees. Car mileage increased with income and was higher for rural areas. [Table 48]

Figure 5: Average (mean) distance driven in miles in the last year by annual household income, 2015



A new set of questions was asked around the use of ordering services, which asked if respondents had used supermarket delivery, internet shopping, mail order, ordered goods by phone or ordered takeaway food the previous day. Internet shopping was the most commonly used, being used by 8.5% of respondents the previous day, with takeaway food the second most common service, being used by 3.3% of respondents the previous day. The other types of delivery services had been used by around 1 percent of respondents the previous day. Further demographic breakdowns for these can be found in table TD17. Of those who used these services, only 18 percent said that this impacted on the number of journeys they made. [Table TD17]

Figure 6: Percentage of respondents who had used ordering services the previous day by age, 2015



Following an exploratory project using data from the Scottish Household Survey Travel Diary, experimental tables of annualised estimates of personal travel (trips per person per year and distance per person per year) by mode for a variety of journey lengths and demographic categories have been provided alongside the travel diary tables. These are experimental data based on a one-day travel diary and as such the absolute figures likely represent an undercount of the total volume of trips made and distance travelled by Scottish residents. We would welcome any comments or suggestions around the use of these data. [Tables can be found in the Travel Diary Excel workbook]

8. STATISTICAL TABLES

SHS TRANSPORT AND TRAVEL TABLES

Table SUM1	Summary of Scottish Household Survey results
Table SUM2	Summary of Transport in Scotland
Table 1	People aged 17 or over –full driving licence: 2004-2015
Table 2	Amount spent of fuel in the past month: 2004-2015
Table 3	Frequency of walking in the previous seven days: 2004–2015
Table 3a	Frequency of cycling in the previous seven days: 2004–2015
Table 4	Adults views on satisfaction* of public transport: 2010-2015
Table 5	Possession of a concessionary fare pass: 2004-2015
Table 7	Employed adults not working from home -usual method of travel to work: 2015
Table 8	Effects of traffic congestion on travel to work journey: 2007-2015
Table 10	How random adult usually travelled to work a year ago by current main mode of travel: 2008-2015
Table 10a	Reason for changing mode of travel to work: 2012-2015
Table 11	Car sharing journeys to work: 2009-2015
Table 13	Employed adults method of travel to work and whether they could use public transport: 2015
Table 14	Reasons why public transport is not used for travel to work: 2008-2015
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Table 16	Reasons for transport choice to children's full time education establishment: 2004-2015
Table 17	Reasons why public transport is not used by school children: 2004-2015
Table 18	Households with bicycles available for private use: 2015
Table 18	Households with cars available for private use: 2015
Table 19	People aged 17+ that hold a full driving licence: 2015
Table 20	People aged 17+, frequency of driving: 2015
Table 21	Part driving/parking journeys: 2009-2015
Table 22	Mode of transport used in conjunction with driving by where parked: 2009-2015
Table 25a	Frequency of walking in the previous seven days: 2015
Table 25b	Frequency of cycling in the previous seven days:2015
Table 26	Reasons why do not cycle to work: 2009-2015
Table 28	Adults use of local bus and train services, in the past month: 2015
Table 29	Adults (16+) who have used the bus in the previous month, views on their local bus services: 2015
Table 30	Adults (16+) who have used the train in the previous month, views on their local train services: 2015
Table 31	Possession of concessionary fare pass for all adults aged 16+: 2015
Table 32	Possession of concessionary fare pass for all adults aged 60+: 2015
Table 33	Access to services that respondents thought were very or fairly convenient: 2015
Table 37a&37b	Whether taken flights for leisure in the last 12 months: 2012-2015
Table 38a&38b	Whether taken flights for business in the last 12 months: 2012-2015
Table 39	Reasons for choosing flying within the UK over other modes of transport: 2012-2015
Table 40	Ferry use, journey purpose and reasons for choosing mode: 2012-2015

- Table 41** In general, What discourages you from using buses more often than you do?: 2012-2015
- Table 42&42a** In general, What discourages you from using trains more often than you do?: 2012-2015
- Table 43** In general, What discourages you from walking more often than you do?: 2012-2015
- Table 44** Purpose of train journeys: 2012-2015
- Table 45** Difficulties experienced when changing between public transport: 2015
- Table 46** Awareness of sustainable transport policies, 2015
- Table 47** Uptake of sustainable transport policies (of those who were aware of the policy), 2015
- Table 48** Annual car mileage (those who own a car which they use for transport), 2015

SHS TRAVEL DIARY TABLES

- Table TD1** Percentage of adults travelling on previous day: 2004-2015
- Table TD2** Percentage of journeys made by main mode of travel: 2004-2015
- Table TD2a** Percentage of journeys by main mode of travel and distance: 2015
- Table TD2b** Percentage of stages by main mode of travel: 2004-2015
- Table TD2c** NEW - Multi Stage journeys
- Table TD3** Percentage of journeys made by purpose of travel: 2004-2015
- Table TD4** Percentage of journeys made by distance of travel: 2004-2015
- Table TD4a** Percentage of journeys made by distance and main mode of travel: 2015
- Table TD5** Distance summary statistics: 2004-2015
- Table TD5a** Distance summary statistics by mode of transport: 2015
- Table TD6** Percentage of journeys made by duration of journey: 2004-2015
- Table TD7** Percentage of journeys made by start time of journey: 2004-2015
- Table TD8** Percentage of journeys made by day of travel: 2004-2015
- Table TD9** Percentage of car stages by car occupancy: 2004-2015
- Table TD10** Percentage of car/van stages delayed by congestion: 2004-2015
- Table TD10a** Reason for congestion for car/van stages: 2013-2015
- Table TD11** Percentage of bus stages where passenger experienced delay: 2004-2015
- Table TD12** Percentage of driver stages where delay experienced by amount of delay: 2015
- Table TD13** Percentage of journeys originating in each council area by destination council area: 2004-2015 (combined)
- Table TD14** Percentage of journeys ending in each council area by area of origin: 2004-2015 (combined)
- Table TD15** Percentage of employed people resident in each council area by council area of workplace: 2004-2015 (combined)
- Table TD16** Percentage of employed people in each council area by council area of residence: 2004-2015 (combined)
- Table TD17** Use of ordering services the previous day, 2015
- Annex A** Road network distance
- Table A** 95% confidence limits for estimates, based on SHS sub-samples sizes
- Tables TD2a to TD5a** Distance estimates calculated using road network
- Table TD3** Uncorrected historical series presented for continuity
- Experimental data tables – annualised estimates of personal travel**

LOCAL AUTHORITY ANALYSIS OF SHS DATA

Local Authority tables will be published online at <http://bit.ly/TATIS2014-LA>

Table Sum 1 Summary of Scottish Household Survey results ¹

	2004	2005	2006	2007	2008	2009	2010	2011	2012	2013	2014	2015
	<i>column percentages</i>											
Modal share of all journeys ³												
Walking	15.3	13.5	13.6	22.0	22.2	21.8	22.0	22.1	26.0	23.3	25.0	21.6
Driver car/van	52.7	54.6	54.5	50.2	49.8	51.0	51.1	49.9	48.3	50.0	48.1	49.7
Passenger car/van	15.8	15.4	15.4	13.4	13.8	13.3	14.3	13.1	12.7	13.6	13.0	13.3
Bicycle	0.8	0.9	0.9	0.7	1.0	0.9	0.8	1.3	1.2	1.0	1.4	1.2
Bus	10.3	10.4	11.2	9.3	9.1	8.6	8.7	9.1	8.1	8.5	8.6	9.5
Taxi/minicab	1.9	2.2	1.6	1.5	1.5	1.4	0.8	1.3	1.3	1.6	1.2	1.3
Rail	1.7	1.9	1.8	1.7	1.6	1.9	1.4	2.0	1.8	1.7	2.1	1.7
Other	1.4	1.2	0.9	1.1	1.0	1.0	1.0	1.2	0.7	0.3	0.6	0.6
Sample size (=100%)	27,120	24,660	25,220	20,520	20,450	18,680	16,300	17,590	19,740	20,180	19,930	18,710
Place of work												
Works from home	9.0	11.1	10.7	11.2	10.0	11.4	10.1	10.6	13.2	13.3	13.1	14.1
Does not work from home	91.0	88.9	89.3	88.8	90.0	88.6	89.9	89.4	86.8	86.7	86.9	85.9
Sample size (=100%)	7,060	6,840	6,850	5,890	6,090	6,100	5,860	6,190	4,730	4,850	4,810	4,670
Travel to work ²												
Walking	12.7	12.7	13.8	11.9	12.5	12.3	13.4	12.9	13.6	12.9	12.9	13.6
Car or Van	67.0	67.4	66.8	68.0	66.0	67.0	67.3	66.6	67.3	66.2	67.7	65.9
Driver	58.9	59.8	59.8	61.3	59.9	60.7	61.0	59.1	61.4	60.6	61.6	60.3
Passenger	8.1	7.5	7.0	6.7	6.1	6.4	6.3	7.5	6.0	5.6	6.0	5.6
Bicycle	1.9	1.6	2.0	1.7	2.3	2.4	2.3	2.0	2.0	2.5	2.6	2.2
Bus	12.7	12.1	11.8	12.7	12.1	12.1	10.8	12.0	10.1	11.3	10.2	11.2
Rail, including underground	3.5	3.9	3.6	3.5	4.3	3.9	3.6	3.9	4.3	4.0	4.2	4.4
Other	2.3	2.3	2.0	2.3	2.7	2.3	2.7	2.6	2.6	3.1	2.5	2.7
Sample size (=100%)	6,360	6,040	6,070	5,180	5,440	5,370	5,220	5,510	4,100	4,160	4,130	3,950
% Public and Active Travel (National II)	30.7	30.4	31.2	29.7	31.2	30.7	30.1	30.8	30.1	30.7	29.8	31.4
Travel to school												
Walking	51.2	52.5	51.1	52.8	48.8	50.0	49.7	50.6	51.4	51.7	51.2	48.8
Car or Van	21.6	21.0	21.7	21.9	23.6	24.4	23.0	23.4	24.1	24.4	24.5	25.8
Bicycle	1.0	0.6	0.9	0.8	1.5	1.0	1.4	1.4	0.8	1.2	1.7	1.2
Bus (school or service)	23.6	23.6	23.7	21.9	23.9	22.0	23.9	21.7	21.1	19.9	20.3	21.0
School bus	16.9	16.5	17.0	14.8	16.5	16.0	16.1	15.1	14.9	14.5	14.5	15.3
Service bus	6.7	7.1	6.7	7.1	7.3	5.9	7.8	6.6	6.2	5.4	5.8	5.7
Rail, including underground	0.9	0.7	1.2	0.9	0.7	0.7	0.3	0.7	0.4	0.6	0.7	1.1
Other	1.8	1.6	1.3	1.7	1.5	1.8	1.7	2.2	2.2	2.2	1.7	2.1
Sample size (=100%)	3,350	3,270	3,240	2,520	2,750	2,880	2,680	2,720	1,920	1,980	1,980	1,880
Household access to car⁴ / bike												
No car	33.8	31.7	32.0	30.3	30.2	30.7	30.3	30.1	31.0	30.2	30.8	30.0
One car	43.0	44.5	43.7	44.3	43.9	43.7	44.0	44.5	43.0	44.0	43.3	43.3
Two Cars	19.9	20.5	20.5	21.4	21.9	21.5	21.6	21.0	21.3	21.3	21.1	21.7
Three or more cars	3.4	3.3	3.8	4.0	4.0	4.2	4.1	4.4	4.7	4.6	4.7	5.1
One or more cars	66.3	68.3	68.0	69.7	69.8	69.3	69.7	69.9	69.0	69.8	69.2	70.1
Two or more cars	23.3	23.8	24.4	25.3	25.8	25.6	25.7	25.4	26.0	25.8	25.9	26.8
1+ Bicycles which can be used by adults	35.0	35.0	35.3	36.9	36.8	35.5	34.3	35.1	35.0	34.3	34.4	35.1
Sample size	15,940	15,390	15,620	13,410	13,820	14,190	14,210	14,360	10,640	10,650	10,630	10,330
Driving (aged 17+)												
Those with a full driving licence												
Male	75.8	75.7	75.5	75.8	76.0	76.2	75.6	75.6	75.6	76.0	75.8	73.4
Female	56.9	56.4	58.0	59.2	59.9	60.6	60.2	59.8	61.6	61.4	61.8	63.1
All	65.8	65.6	66.4	67.0	67.6	68.0	67.6	67.3	68.3	68.4	68.5	68.0
Frequency of driving												
Every day	41.4	41.8	40.9	45.2	44.9	43.4	41.4	40.7	42.0	41.9	40.9	40.9
At least three times a week	11.2	11.2	11.6	10.0	10.4	11.9	12.8	13.3	13.1	13.3	13.9	14.5
Once or twice a week	5.7	5.8	6.7	5.1	5.6	5.6	6.0	6.2	6.0	5.6	5.9	5.9
At least 2-3 times a month	0.8	0.8	1.0	0.9	1.0	0.9	0.9	0.9	0.8	1.0	0.9	0.8
At least once a month	0.6	0.5	0.5	0.6	0.4	0.4	0.4	0.4	0.3	0.5	0.7	0.5
Less than once a month	1.6	1.4	1.4	1.7	1.3	1.6	1.8	1.7	1.7	1.6	1.8	1.4
Holds full licence, never drives	4.5	4.1	4.4	3.5	4.0	4.2	4.3	4.1	4.5	4.5	4.3	4
Does not have a full driving licence	34.2	34.4	33.6	33.0	32.4	32.0	32.4	32.7	31.7	31.6	31.5	32
Sample size (=100%)	14,660	13,970	14,080	12,150	12,260	12,450	12,360	12,800	9,830	9,840	9,720	9,340
Percentage of car / van stages delayed by traffic congestion												
National Indicator 4	11.9	11.6	12.7	14.4	13.1	11.0	10.5	11.2	9.9	9.7	11.7	12.5
Sample size (=100%)	14,460	13,780	14,010	9,260	9,320	8,680	7,580	8,310	9,830	10,200	9,820	9,315
Frequency of use of local bus/train service (aged 16+)												
Bus service												
Every day or almost every day	11.1	11.9	12.0	12.3	12.6	11.3	11.0	11.1	9.3	11.3	9.7	11.7
2 or 3 times per week	11.2	11.6	11.7	11.7	12.2	11.8	11.7	12.5	11.0	11.4	11.3	11.6
About once a week	7.5	7.7	7.9	7.7	7.8	8.4	7.7	7.8	7.8	7.8	7.6	8.1
Once or twice a month	10.6	12.1	12.2	13.9	13.9	14.1	13.5	14.2	13.7	14.1	13.6	14.3
Not used in the past month	59.5	56.7	56.2	54.4	53.6	54.5	56.1	54.3	58.2	55.4	57.7	54.2
Train service												
Every day or almost every day	1.8	2.0	2.0	2.0	2.3	2.1	1.9	2.0	2.5	2.2	2.2	2.1
2 or 3 times per week	1.6	1.5	1.6	1.8	2.0	2.1	1.9	2.2	2.4	2.5	2.1	2.5
About once a week	2.7	2.6	2.8	3.2	3.2	3.7	3.5	3.7	4.2	4.0	5.0	4.4
Once or twice a month	12.3	14.3	13.7	16.3	16.4	15.9	17.3	17.9	19.1	19.5	21.2	20.7
Not used in the past month	81.6	79.5	79.8	76.6	76.1	76.2	75.5	74.2	71.8	71.8	69.5	70.2
Sample size (=100%)	14,770	14,060	14,180	12,120	12,300	12,520	12,420	12,890	9,890	9,920	9,800	9,410

1. The apparent year-to-year fluctuations in some of the figures may be due to sampling variability.
2. Employed adults (aged 16+) not working from home
3. The Travel diary methodology changed in 2007 and in 2012, creating a break in the time series.
4. From 2012 Q4 the question was changed to ask about access to cars / vans instead of just cars.

Table Sum 2 Summary of Transport in Scotland
Numbers

SUMMARY

	2005	2006	2007	2008	2009	2010	2011	2012	2013	2014	2015
Vehicles Licensed											<i>thousands</i>
Private and Light Goods ¹	2,231	2,259	2,313	2,347	2,362	2,364	2,369	2,395	2,436	2,496	2,537
All Vehicles ¹	2,531	2,564	2,627	2,665	2,684	2,685	2,691	2,717	2,759	2,821	2,863
New Registrations	251	243	251	215	216	209	202	216	241	262	268
Local Bus Services²											<i>millions</i>
Passenger Journeys (boardings) ³	466	476	488	484	459	432	437	423	424	414	407 ¹²
Vehicle Kilometres ³	374	385	397	386	376	346	338	327	331	331	..
Passenger Revenue at latest year's prices ³	606	667	690	715	709	668	674	683	671	654	..
											<i>£ million</i>
Freight Lifted											<i>million tonnes</i>
Road ^{4,9}	165.6	170.0	176.8	157.0	131.9	131.9	144.2	150.6	135.8	137.6	153.9
Rail ²	14.32	12.96	11.35	10.36	9.69	8.33	9.87	8.43	..	..	..
Coastwise traffic	25.5	20.6	22.8	23.3	19.8	18.0	16.3	12.5	11.4	11.8	..
One Port traffic	1.76	1.48	1.83	1.75	3.59	1.88	2.42	2.57	2.10	2.19	..
Inland waterway traffic	10.19	10.16	10.50	12.19	10.10	10.89	10.70	10.79	10.69	9.41	..
Pipelines ⁵	27.6	27.8	27.5	27.6	27.6	27.6	27.8	28.2	..	..	..
Total	245.0	243.0	250.8	232.2	202.7	198.6	211.3	213.1	..	..	..
Public Road Lengths											<i>kilometres</i>
Trunk (A and M) ¹⁰	3,505	3,518	3,505	3,505	3,520	3,518	3,523	3,553	3,551	3,570	..
Other Major (A and M)	7,433	7,424	7,381	7,421	7,421	7,414	7,467	7,473	7,473	7,406	..
Minor Roads	43,909	44,026	44,300	44,418	44,591	44,694	44,769	44,873	44,938	45,011	..
All Roads ^{10, 12}	54,847	54,968	55,186	55,344	55,532	55,626	55,758	55,898	55,962	55,987	..
Road Traffic											<i>million vehicle-kilometres</i>
Motorways ¹¹	6,151	6,433	6,577	6,683	6,633	6,503	6,570	7,140	7,262	7,421	7,477
A roads	21,904	22,465	22,408	22,126	22,327	21,992	21,996	21,712	21,786	22,025	22,395
All roads (incl. B, C, uncl.)	42,718	44,119	44,666	44,470	44,219	43,488	43,390	43,549	43,840	44,839	45,374
Reported Road Accident Casualties ¹⁰											
Killed	286	314	281	270	216	208	185	178	172	203	162
Killed and Serious	2,952	2,949	2,666	2,845	2,503	2,177	2,065	2,157	1,843	1,907	1,759
All (Killed, Serious, Slight)	17,885	17,269	16,239	15,592	15,043	13,338	12,790	12,714	11,505	11,307	10,950
Passenger Rail ^{2,6}											<i>millions</i>
ScotRail passenger journeys ⁶	69.4	71.6	74.5	76.4	76.9	78.3	81	83.3	86.3	92.7	93.2
ORR data:											
Rail journeys in/from Scotland ⁷	66.7	69.8	72.7	76.3	76.5	79.4	83.3	85.8	86.7	91.7	..
Passenger receipts (£2014 mill)	311.8	321.1	365.6	367.0	403.2	417.8	428.2	444.9	458.1	481.7	..
Air Transport											<i>thousands</i>
Terminal Passengers	23,795	24,437	25,132	24,348	22,496	20,907	22,065	22,207	23,250	24,076	25,507
Transport Movements	408.8	420.6	428.2	417.1	382.7	354.4	366.3	372.1	376.4	376.2	376.4
Freight	79.4	83.3	66.1	50.2	50.9	47.5	45.2	52.2	54.2	59.9	..
											<i>thousand tonnes</i>
Ferries ⁸											<i>thousands</i>
Passengers	10,573	10,589	10,721	10,014	10,219	9,990	9,631	9,698	9,662	9,679	9,546
Vehicles	3,026	3,113	3,244	3,056	3,128	3,063	3,051	3,057	2,951	3,033	3,098
of which on routes within Scotland											
Passengers	8,327	8,453	8,516	8,001	8,272	8,016	7,773	7,888	7,831	7,885	7,816
Vehicles	2,503	2,610	2,713	2,569	2,648	2,554	2,551	2,628	2,577	2,625	2,700

1 DfT has revised the figures for the light goods and goods body types back to 2001. DfT does not have the underlying data to revise earlier years' figures.

2 Financial years

3 The DfT have revised figures from 2004/05 onwards as a result of methodological improvements. Figures prior to this period are not directly comparable. See Chapter 2 for more detail. Figures from 2006 include Government support for buses which is not available for the two previous years.

4 Freight lifted in Scotland by UK-registered hauliers, regardless of whether the destination is in Scotland, elsewhere in the UK or outwith the UK. The figures for 2004 onwards are not compatible with those for earlier years due to changes in methodology and processing system for the survey.

5 The estimated amounts of crude oil and products carried by pipelines over 50km in length. 2012 figures are provisional.

6 ScotRail introduced a new methodology which better estimates Strathclyde Zonecard journeys from 2009/10. Figures from 2003/04 onwards present the impact of this on previously reported data to provide a more meaningful year on year comparison. Note that this has no impact on actual journeys undertaken.

7 The Office of Rail Regulation (ORR) produce total passenger figures. These are not adjusted to reflect ScotRail's revised methodology and are therefore not comparable with ScotRail figures. There is a series break between 2007-08 and 2008-09 due to a change in the methodology. From 2008-09 estimates of PTE travel (zone cards) are included.

8 Services to Europe, Northern Ireland and within Scotland (Previous versions of STS only included services where data is available back to 1975, this can still be found in Table H1). Figures for passenger numbers on the Corran ferry service in 2013 and 2014 have not been included in the total for Scotland as the figures are new estimates and considered as 'data under development'.

9 Domestic freight estimates for 2006 to 2009 were revised on 27 October 2011. Data for later years has not been published by DfT.

10 Totals have been revised in 2012 to include slip roads on Trunk A roads which had previously excluded. See Road Network chapter for more information. Data for 2012 were extracted from the database on 10 October 2013.

11 Changes in the layout of the M74/M77/M8 during 2012 are likely to have affected the traffic data for motorways.

12 Provisional

Table 1: [Driving licence] People aged 17 or over - those who hold full driving licence, 2005 – 2015

	2005	2006	2007	2008	2009	2010	2011	2012	2013	2014	2015	2015 sample size
All aged 17+ by gender:	65.6	66.4	67.0	67.6	68.0	67.6	67.3	68.3	68.4	<i>cell percentages</i>		9,340
Male	75.7	75.5	75.8	76.0	76.2	75.6	75.6	75.6	76.0	75.8	73.4	4,210
Female	56.4	58.0	59.2	59.9	60.6	60.2	59.8	61.6	61.4	61.8	63.1	5,130
by age:												
17-19	20.8	30.2	28.1	32.5	24.8	26.6	25.9	27.5	26.3	29.3	25.8	190
20-29	59.6	58.5	57.7	56.4	58.4	57.8	54.1	58.3	56.2	56.1	54.4	1,070
30-39	78.7	76.0	78.4	78.5	76.8	76.3	77.0	74.9	74.2	73.2	71.8	1,310
40-49	79.2	79.3	80.0	82.6	80.1	80.8	80.3	79.8	80.0	82.1	81.9	1,470
50-59	74.8	76.1	76.4	77.8	78.1	77.9	78.1	79.3	80.0	79.1	77.8	1,680
60-69	65.4	68.2	69.1	70.1	74.6	72.3	73.9	73.5	74.3	74.4	75.7	1,700
70-79	48.9	50.8	55.2	53.4	54.6	54.2	57.5	59.0	60.2	61.2	62.0	1,220
80+	26.6	28.7	35.4	30.8	37.4	36.5	35.4	37.2	41.2	39.8	43.1	700
Sample size (=100%)	13,970	14,080	12,150	12,270	12,450	12,360	12,800	9,830	9,840	9,720	9,340	

Table 2: [Fuel] Amount spent on fuel in the past month*, 2005-2015

	2005	2006	2007	2008	2009	2010	2011	2012	2013	2014	2015
Amount spent on fuel in the past month										<i>column percentages</i>	
£1 to £19	3.8	3.1	..	..	2.7	2	1.6	1.1	1.4	1.2	1.5
£20 to £39	15.8	14.6	..	..	13.8	11.5	7.5	7.9	8.2	7.9	11.1
£40 to £59	22.7	21.7	..	..	20.4	18.3	14.7	15.3	15.6	16.9	19.2
£60 to £99	24.6	23.8	..	..	22.9	20.9	20.3	21.2	19.9	21.1	23
£100 to £149	17.9	18.6	..	..	18.9	20.3	22.6	19.8	21.2	22.6	19.9
£150 and over	15.2	18.2	..	..	21.3	27	33.3	34.7	33.7	30.3	25.3
Median	60	70	..	..	80	80	100	100	100	100	80
Average	85	92.1	..	..	99.6	112.2	131	134.5	128.9	123.7	109.2
Sample size(=100%)	9,690	9,840	..	..	9,100	9,100	9,280	4,580	7,020	6,900	6,760

*In 2001, the question referred to expenditure on fuel for "motor vehicles" of which around 95% were cars. From April 2003, the question refers to cars only. The question was

Table 3: [Walking] Frequency of walking in the previous seven days*, 2005 – 2015

	2005	2006	2007	2008	2009	2010	2011	2012	2013	2014	2015
As a means of										<i>column percentages</i>	
None	46.0	46.0	48.0	47.5	41.0	38.0	36.9	34.2	..	33	..
1-2 days	15.3	15.8	17.9	17.2	17.5	18.9	19.1	19.8	..	19	..
3-5 days	22.0	21.3	19.8	21.7	22.4	24.3	24.4	23.2	..	26	..
6-7 days	16.7	17.0	14.3	13.6	19.1	18.8	19.6	22.7	..	22	..
1+ days	54.0	54.0	52.0	52.5	59.0	62.0	63.1	65.8	..	67	..
Sample size (=100%)	6,992	7,111	6,116	6,197	6,137	6,178	6,381	9,841	..	9,740	..
Just for pleasure:											
None	53.9	53.3	53.1	54.9	51.6	48.7	46.0	45.1	..	42	..
1-2 days	16.9	16.5	17.6	18.4	19.1	17.7	18.9	18.9	..	20	..
3-5 days	14.2	13.7	13.7	13.0	13.1	16.5	16.7	16.7	..	18	..
6-7 days	15.1	16.4	15.5	13.7	16.1	17.2	18.5	19.3	..	20	..
1+ days	46.1	46.7	46.9	45.1	48.4	51.3	54.0	54.9	..	58	..
Sample size (=100%)	6,990	7,110	6,120	6,210	6,120	6,140	6,370	9,810	..	9,690	..

*Only relates to journeys over a quarter of a mile. In 2005 and 2006 the question was asked of half the sample. Between 2007 and 2011 the question was asked of 1/3 of the sample. From 2012 the question is asked of the full sample every other year so no data is available from the 2013 survey.

Table 3a: [Cycling] Frequency of cycling in the previous seven days*, 2005 – 2015

	2005	2006	2007	2008	2009	2010	2011	2012	2013	2014	2015
As a means of										<i>column percentages</i>	
None	96.9	96.8	96.8	96.2	..	..	..	93.9	..	93.9	..
1-2 days	1.3	1.3	1.7	1.7	..	..	..	2.7	..	2.7	..
3-5 days	1.3	1.3	1.1	1.4	..	..	..	2.3	..	2.3	..
6-7 days	0.5	0.7	0.4	0.7	..	..	..	1.1	..	1.2	..
1+ days	3.1	3.2	3.2	3.8	..	..	..	6.1	..	6.1	..
Sample size (=100%)	7,030	7,110	6,150	6,230	..	..	..	9,890	..	9,800	..
Just for pleasure:											
None	95.9	95.5	95.4	96.2	..	..	..	94.1	..	93.9	..
1-2 days	2.9	2.8	3.2	2.8	..	..	..	3.1	..	3.5	..
3-5 days	0.8	1.1	1.0	0.9	..	..	..	1.9	..	2	..
6-7 days	0.4	0.6	0.3	0.2	..	..	..	0.9	..	0.7	..
1+ days	4.1	4.5	4.6	3.8	..	..	..	5.9	..	6	..
Sample size (=100%)	7,030	7,110	6,150	6,230	..	..	..	9,890	..	9,800	..

*Only relates to journeys over a quarter of a mile. In 2005 and 2006 the question was asked of half the sample. Between 2007 and 2008 the question was asked of 1/3 of the sample and was then not asked again until 2012. From 2012 the question is asked of the full sample every other year so no data is available from the 2015 survey.

Table 4: [Public Transport] Adults views on satisfaction* of public transport, 2007-2015

Satisfaction with public transport	2007	2008	2009	2010	2011	2012	2013	2014	2015	
	<i>Column percentages</i>									
Very satisfied		18.6	20.6	26.8	26.8	26.3	21.2	23.6	22.7	23.3
Fairly satisfied		50.7	52.2	48.2	47.5	49.7	51	47.5	52.4	50.4
Neither satisfied nor dissatisfied		13.8	12	10.6	12.1	9.9	13.8	12.2	13.5	12.1
Fairly dissatisfied		10.7	10	9	8.6	8.7	9.4	10.6	7.3	8.9
Very dissatisfied		6.2	5.2	5.4	5	5.4	4.7	6.1	4.2	5.4
sample size[†] (=100%)		8,600	7,740	8,110	7,590	8,220	8,330	8,400	8,480	8,180

* Excludes respondents who answered 'no opinion' in line with figures published in the SHS Annual Report and the National Indicator on improving people's perceptions of the quality of public services. Approximately 15% of all respondents answered 'no opinion' in 2007-2011.

[†] Sample sizes relate to those who provided an opinion on public transport only and so will differ from that reported in the SHS Annual Report.

Table 5: [Concessionary fare pass] Possession of a concessionary fare pass, 2005-2015

	2005	2006	2007	2008	2009	2010	2011	2012	2013	2014	2015
	<i>cell percentages</i>										
Adults aged 16+	23.0	24.5	23.5	24.5	26.4	26.6	26.7	27.0	26.3	27.0	27.6
Adults aged 60+	80.2	82.6	81.5	84.3	86.7	87.1	87.5	88.4	86.4	87.3	86.9
Adults aged 60-64	69.3	74.7	74.9	74.7	78.1	78.5	80.3	81.5	75.0	75.3	73.8
Adults aged 65+	83.9	85.3	84.0	88.1	90.0	90.5	90.2	91.0	90.4	91.3	91.2
Sample size (=100%)	14,070	14,190	12,240	12,370	12,540	12,440	12,890	9,890	9,920	9,800	9,410

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

Table 6: Adults with limited mobility

Following changes to the Scottish Household survey, data for **Table 6** is no longer collected - Please see TATIS 2011 for the most recently produced version of the table.

Table 7: [Travel to work] Employed adults not working from home -usual method of travel to work*, 2015

	Walking	Driver	Passenger	bicycle	bus	rail	Other	Sample size (=100%)	% Public / Active (National Indicator)
	<i>Row percentages</i>								
All	13.6	60.3	5.6	2.2	11.2	4.4	2.7	3,950	31.4
by gender:									
Male	11.3	62.1	5.2	3.4	9.9	4.4	3.8	1,830	28.9
Female	16.0	58.6	6.0	1.0	12.6	4.4	1.6	2,120	33.9
by age:									
16 - 19	23.2	42.2	13.1	.	18.7	2.8	0.0	50	44.7
20 - 29	18.1	47.5	7.8	4.0	14.7	4.4	3.4	620	41.2
30 - 39	14.2	60.3	4.8	2.4	10.8	5.0	2.5	900	32.4
40 - 49	10.2	66.0	3.7	2.1	9.2	5.6	3.3	1,010	27.0
50 - 59	11.7	66.1	6.2	1.3	9.9	3.2	1.6	1,010	26.1
60 and over	14.2	63.7	4.3	0.4	11.6	2.2	3.6	370	28.4
by current situation:									
Self employed	16.2	73.1	2.1	2.3	0.7	3.2	2.5	180	22.3
Employed full time	11.2	61.4	5.5	2.4	11.3	5.1	3.1	2,880	30.0
Employed part time	21.8	53.7	6.6	1.5	12.9	2.2	1.4	890	38.3
by annual net household income:									
up to £10,000 p.a.	37.6	34.3	3.2	2.7	17.0	1.6	3.6	130	58.9
over £10,000 - £15,000	24.1	35.9	10.0	3.3	20.9	3.6	2.2	370	52.0
over £15,000 - £20,000	19.8	48.3	7.1	2.9	14.5	3.8	3.6	520	41.0
over £20,000 - £25,000	16.2	56.5	7.2	1.8	14.1	3.1	1.1	470	35.3
over £25,000 - £30,000	16.0	56.9	8.7	2.2	10.4	3.8	2.1	480	32.3
over £30,000 - £40,000	10.0	65.5	5.7	1.6	10.3	4.4	2.4	810	26.4
over £40,000 p.a.	8.1	70.7	2.8	2.2	7.4	5.5	3.3	1,140	23.2
by Scottish Index of Multiple Deprivation:									
1 - Most Deprived	18.6	46.4	10.9	1.2	17.1	4.0	1.8	620	40.9
2	18.4	53.4	6.0	3.4	11.7	4.3	2.7	810	37.8
3	13.2	61.4	5.9	1.4	10.2	5.6	2.3	900	30.4
4	10.0	68.7	3.4	1.8	8.2	3.8	4.1	930	23.8
5 - Least Deprived	9.3	68.0	3.0	3.1	10.4	4.0	2.1	700	26.9
by urban/rural:									
Large urban areas	15.8	49.8	4.9	3.5	18.3	5.8	1.9	1200	43.5
Other urban	12.9	61.8	7.2	1.8	8.9	4.7	2.8	1350	28.2
Small accessible towns	11.7	69.9	3.9	2.7	6.6	3.9	1.2	370	24.9
Small remote towns	30.5	56.3	1.7	0.1	3.7	1.7	6.0	240	36.0
Accessible rural	7.1	75.9	3.6	0.5	6.5	2.3	3.9	420	16.5
Remote rural	12.2	70.8	8.7	0.5	2.3	0.0	5.4	370	15.1
by number of cars:									
none	40.2	1.5	8.9	5.9	34.0	6.3	3.3	670	86.3
one	13.0	59.7	7.1	2.4	10.5	5.0	2.4	1820	30.8
two +	5.0	81.4	3.1	0.7	4.0	3.2	2.7	1460	12.9
Household type									
Single adult	19.2	52.6	3.9	3.1	13.0	5.3	2.8	960	38.1
Small adult	15.7	61.1	5.9	2.7	10.1	2.7	1.8	960	30.3
Single parent	19.0	54.7	3.1	0.1	18.5	3.5	1.1	270	38.6
Small family	9.8	66.3	3.9	2.0	8.8	7.2	2.0	820	22.6
Large family	9.6	63.8	6.1	3.4	10.1	3.6	3.5	250	26.5
Large adult	10.3	57.4	8.9	1.5	13.5	3.9	4.5	380	29.8
Older smaller	16.6	60.7	5.8	0.4	10.9	2.3	3.4	320	31.3

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

** value suppressed as cell contains fewer than 5 responses

Table 8: [Congestion] Effects of traffic congestion on travel to work journey, 2011-2015

	Driver car/van	Passenger car/van	Bus	Other	All
How often journey to work affected by traffic congestion					<i>column percentages</i>
At least once a week	39.1	31.7	43.2	7.3	31
Less Often	23.2	19.3	21.2	6.8	18.4
Never	37.7	49	35.6	85.9	50.6
Sample size (=100%)	12,040	1,140	2,440	5,090	20,714
How much extra time normally allowed for journey to work					
None	26.2	25	30.3	38.7	27.7
less than 5 mins	7.8	8.9	6.8	9.2	7.8
5-10 mins	26.7	31	23	19.9	25.8
11-30 mins	31.5	28.9	29.3	24.4	30.4
31-60 mins	6	4.8	7.4	5.9	6.1
more than 1 hr	1.9	1.4	3.1	1.9	2.1
Sample size (=100%)	6,760	520	1,480	680	9,440

Table 9: Journeys carried out on way to/from work

Following changes to the Scottish Household survey, data for **Table 9** is no longer collected - Please see TATIS 2011 for the most recently produced version of the table.

Table 10: [Travel to work] How random adult usually travelled to work a year ago by current main mode of travel (2011-2015)

	Usual mode one year ago							All
	Walking	Driver	Passenger	bicycle	bus	rail	Other	
Current usual mode								<i>column percentages</i>
Walking	87.1	0.9	1.7	3.2	4.4	2.5	1.4	12.7
Driver	5.4	97.2	5.5	9.3	4.6	9.2	8.6	62.3
Passenger	2.2	0.5	88.6	0.3	2.6	0.8	0.9	5.6
bicycle	0.8	0.2	0.5	83.3	0.8	1	0.3	2.3
bus	2.9	0.5	1.9	2.2	85.7	2.9	1.7	10.3
rail	0.6	0.5	0.8	0.6	1.4	82.9	1.9	4.2
Other	1	0.3	1.1	1	0.4	0.8	85.3	2.5
Sample size (=100%)	2,420	11,200	870	380	1,830	690	440	17,840

** denotes cell value suppressed as based on fewer than 5 responses

Table 10a: Reason for changing mode of transport for travel to work, 2012-2015

	2012	2013	2014	2015	2013-2015
					<i>column percentages</i>
Changed job	36.3	29.2	41.7	34.9	35.3
Moved home	23.9	22.7	20.6	24.7	22.8
Employer re-located	3.6	11.2	2.2	7.9	7.1
Bought a car	3.9	6.1	9.0	7.1	7.4
Sold car	2.8	2.1	2.2	1.8	2.0
Lost licence	**	**	0.5	0.1	0.6
Public transport service added	.	**	1.1	0.6	0.8
Public transport service withdrawn	**	**	0.0	1.5	0.7
Changed working hours	**	**	2.6	3.6	2.6
Had a baby	.	**	0.6	0.4	0.9
Passed driving test	**	**	2.9	6.1	3.9
Husband/wife/Partner has more need for car	**	2.0	0.8	0.2	0.9
Fresh air / exercise	**	5.9	1.9	2.6	3.4
Other	29.0	25.7	21.7	16.1	20.8
Sample size (=100%)	210	230	240	250	720

** denotes cell value suppressed as based on fewer than 5 responses

Columns will sum to more than 100% as multiple responses can be provided.

Table 11: [car share] Car sharing journeys to work, 2013-2015

	2013-2015
Whether involved in any car sharing arrangement	
<i>column percentages</i>	
Yes	13.3
No	86.7
Sample size (=100%)	8,200
How car sharing is organised	
Normally between ourselves	91.9
Through Employer	7.4
Other	0.7
Sample size (=100%)	1,070
Reasons why not involved in a car share arrangement	
Nobody in my work lives near me	63.9
Don't work regular hours	22.4
Journey to work is not regular/work in different places	6.5
Wouldn't like to share with a stranger	5.7
Prefer to drive on my own	4.0
Prefer to drive than be a passenger	1.9
Make journey longer	0.8
Only work a few days a week	1.1
Other people would be unreliable / late	0.8
Other	1.2
Sample size (=100%)	7,130

Columns will sum to more than 100% as multiple responses can be provided.

Table 12: Whether workplace has a travel plan

Following changes to the Scottish Household survey, data for **Table 12** is no longer collected - Please see TATIS 2011 for the most recently produced version of the table.

Table 13: [Travel to work] Employed adults method of travel to work and whether they could use public transport, 2014*¹

	Usual method of travel to work				Car/van commuters [†]		
	Car/van	Bus	Other	Sample size (=100%)	Could use PT	Could not use PT	Sample size (=100%)
All people aged 16+ in 2014:	68	10	22	4,130	48	52	2,530
	<i>row percentages</i>				<i>row percentages</i>		
by gender:							
Male	69	8	23	1,930	43	57	1,190
Female	66	12	22	2,200	52	48	1,340
by age:							
16 - 29	59	15	26	710	50	50	370
30 - 39	65	10	25	900	54	46	530
40 - 49	70	7	22	1,090	46	54	700
50 - 59	73	8	18	1,010	44	56	670
60 and over	74	11	15	420	42	58	270
by current situation:							
Self employed	77	2	20	190	31	69	130
Employed full time	69	10	21	3,030	47	53	1,890
Employed part time	61	14	25	910	53	47	510
by annual net household income:							
up to £10,000 p.a.	50	18	32	160	46	54	70
over £10,000 - £15,000	46	24	30	410	49	51	170
over £15,000 - £20,000	61	14	25	570	50	50	310
over £20,000 - £25,000	66	9	25	530	50	50	327
over £25,000 - £30,000	67	13	20	510	46	54	320
over £30,000 - £40,000	70	8	22	770	43	57	500
over £40,000 p.a.	76	6	18	1,170	49	51	820
by Scottish Index of Multiple Deprivation:							
1 (20% most deprived)	59	15	26	670	51	49	340
2	64	13	23	780	47	53	450
3	71	9	20	950	43	57	620
4	74	7	19	980	44	56	660
5 (20% least deprived)	67	9	24	760	55	45	470
by urban/rural classification:							
Large urban areas	54	17	28	1,250	61	39	570
Other urban areas	73	7	20	1,350	48	52	870
Accessible small towns	77	5	17	390	51	49	270
Remote small towns	61	4	35	260	26	74	150
Accessible rural	84	6	11	470	38	62	370
Remote rural	75	6	19	410	17	83	300

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

[†]Excludes respondents who don't know if it's possible to travel by public transport

1. Question only asked in the survey every other year. 2014 is the most recent data available.

Table 14: [Travel to work reasons] Reasons why public transport is not used for travel to work, 2009-2014 ¹

	Car/Van Driver/Passenger
	<i>column percentages</i>
By whether they could use public transport	
Yes	45
No	53
Sample size (=100%)	19,040
If they <u>could</u> use public transport, reasons for not using it	
Takes too long	48
No direct route	30
Prefer to use car	15
Need a car for work	13
Work unusual hours	8
Cost	9
Lack of service	7
Nothing	5
Public transport is unreliable	4
Too infrequent	5
Too much to carry	4
Long walk to bus stop	3
Dislike waiting about	2
Uncomfortable	1
Health reasons	1
Prefer to walk	1
<i>Other reasons are all less than 1% when rounded</i>	
Sample size (=100%)	5,200
If they <u>could not</u> use public transport, reasons why they cannot ²	
No direct route	42
Lack of service	25
Takes too long	21
Inconvenient	18
Need a car for work	17
Work unusual hours	15
Prefer to use car	8
Too much to carry	7
Too infrequent	5
Public transport is unreliable	3
Nothing	1
Long walk to bus stop	2
Cost	2
Live centrally / within walking distance	1
<i>Other reasons are all less than 1% when rounded</i>	
Sample size (=100%)	3,620

1. Question asked every other year from 2012. 2014 data is latest available.

2. Question not asked in 2008. Results in this section use 2009-2014

Table 15: [Travel to school] School children in full-time education, usual method of travel, 2015 ¹

	Walking	Car or van	Bicycle	School bus*	Service bus	Rail (inc. Glas U/g)	All other modes	Sample size (=100%)
	<i>Row percentages</i>							
All people	48.8	25.8	1.2	15.3	5.7	1.1	2.1	1,880
by gender:								
Male	47.9	26.1	1.9	15.5	4.6	1.3	2.6	980
Female	49.7	25.5	0.5	15.0	6.8	1.0	1.6	900
by age:								
age 4-5	53.0	35.4	0.3	5.7	4.6	0.0	1.0	170
age 6-7	51.9	38.8	0.6	7.1	1.1	0.3	0.3	350
age 8-9	61.4	26.0	3.6	4.7	2.0	0.0	2.3	310
age 10-11	49.5	30.2	2.2	11.3	2.4	1.2	3.2	270
All 4-11	54.2	32.4	1.9	7.3	2.2	0.4	1.7	1,100
age 12-13	45.7	15.6	0.6	24.5	9.9	0.0	3.6	280
age 14-15	39.1	16.5	0.2	28.7	10.6	2.7	2.2	310
age 16-18	38.1	18.8	0.0	25.3	11.1	4.6	2.1	190
All 12-18	41.3	16.7	0.3	26.4	10.5	2.2	2.7	780
by annual net household income:								
Up to £15,000	56.9	18.5	1.1	7.3	12.8	0.6	2.9	170
£15,000 - £20,000	54.9	16.5	2.1	17.3	5.7	0.5	3.0	220
£20,000 - £25,000	52.2	23.8	0.7	13.6	6.8	0.7	2.1	240
£25,000 - £30,000	45.4	25.6	0.7	18.9	6.2	0.8	2.5	230
£30,000 - £40,000	45.6	26.6	1.3	18.0	4.9	1.3	2.5	390
over £40,000 p.a.	46.5	31.6	1.1	14.2	3.8	1.5	1.3	620
by Scottish Index of Multiple Deprivation:								
1 - Most Deprived	51.2	21.7	0.6	12.3	9.2	0.4	4.6	340
2	52.7	23.5	0.8	13.3	6.1	1.3	2.4	350
3	45.5	26.4	0.7	22.6	3.4	0.4	1.1	430
4	43.9	28.5	2.4	16.8	5.5	1.5	1.4	410
5 - Least Deprived	51.6	28.8	1.5	10.1	4.5	2.1	1.4	360
by urban/rural:								
Large urban areas	50.2	29.7	1.0	5.9	8.8	2.4	2.0	520
Other urban	53.3	25.5	1.4	12.5	4.4	0.3	2.6	640
Small accessible towns and small remote towns	63.2	15.5	1.6	14.0	4.6	0.5	0.7	300
Accessible rural	32.9	26.3	1.0	31.3	4.7	1.1	2.8	250
Remote rural	21.4	30.4	0.6	42.7	2.2	1.0	1.7	170
by number of cars:								
None	65.4	1.7	1.7	13.2	12.7	0.6	4.7	280
One	50.8	24.6	1.3	14.1	5.6	1.2	2.4	800
Two +	41.2	35.3	1.0	17.1	3.3	1.2	1.0	790
Household type								
Single parent	49.6	21.1	2.3	17.1	7.6	0.6	1.8	400
Small family	50.4	29.5	0.8	12.2	4.4	0.4	2.2	820
Large family	47.5	25.5	1.2	16.6	4.9	1.9	2.2	520
Large adult	41.9	19.7	0.0	22.5	13.2	2.4	0.4	110

Table 16: [Travel to school reasons] Reasons for transport choice to children's full time education establishment, 2004-2015

	Usual method of travel to school			
	Walking	Car or van	School bus	Service bus
	<i>Cell percentages</i>			
Close / Nearby / Not far away	90%	7%	5%	11%
Most convenient	8%	41%	40%	40%
Travel with friends	4%	1%	6%	4%
Safest method	1%	20%	22%	2%
Quickest method	4%	14%	10%	7%
Only method available	2%	11%	18%	23%
Too far to walk	0%	16%	21%	24%
No public transport	0%	3%	4%	2%
Publ transp unsuitable (eg too infreq.)	0%	2%	2%	0%
Good exercise / fresh air	5%	0%	0%	0%
No car / transport	0%	0%	0%	3%
Cheapest method	0%	1%	1%	1%
It is free	0%	0%	14%	0%
On way to work	0%	9%	0%	0%
Too young to travel any other way	0%	7%	2%	1%
Relative meets child	0%	1%	0%	0%
Other reason(s)	0%	5%	1%	2%
Sample size (=100%)	930	470	290	100

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

Table 17: [Travel to school reasons] Reasons why public transport is not used by school children, 2004-2015

	Age		
	Primary: 4-11	Secondary: 12-18	All
by whether they could use public transport	<i>cell percentages</i>		
Yes
No
Sample size (=100%)
If they <u>could</u> use public transport, reasons for not using it			
Too young to travel on own
Inconvenient
No service available
Too far to bus stop
Cost,too expensive
Too short a distance,not worth it
Prefer to use car
Others
Sample size (=100%)
If they <u>could not</u> use public transport, reasons why they cannot			
Too young to travel on own
No service available
Inconvenient
Too far to bus stop
Cost,too expensive
Too short a distance,not worth it
Prefer to use car
Others
Sample size (=100%)

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

Table 18: [Car / Bicycle access] Households with bicycles cars / vans available for private use, 2015

	Bicycles that can be used by adults:							Cars / vans ¹ available for private use:						
	None	One	Two	Three +	One +	Two +	Sample size (=100%)	None	One	Two	Three +	One+	Two+	Sample size (=100%)
	<i>Row percentages</i>				<i>cell percentages</i>			<i>Row percentages</i>				<i>cell percentages</i>		
All households	64.9	16.8	12.0	6.3	35.1	18.3	10,330	30.0	43.3	21.7	5.1	70.1	26.8	10,330
by household type:														
Single adult	72.6	22.4	3.7	1.3	27.4	5.0	1,820	49.7	45.6	3.6	1.2	50.4	4.8	1,820
Small adult	56.9	17.6	18.8	6.7	43.1	25.5	1,650	20.4	40.4	35.1	4.1	79.6	39.2	1,650
Single parent	70.4	20.6	6.6	2.4	29.6	9.0	560	49.1	46.9	3.3	0.7	50.9	4.0	560
Small family	43.6	20.9	24.2	11.4	56.5	35.6	1,300	11.3	42.8	42.8	3.2	88.8	46.0	1,300
Large family	38.7	18.0	20.3	23.0	61.3	43.3	590	9.7	37.2	39.5	13.6	90.3	53.1	590
Large adult	43.9	20.4	18.1	17.6	56.1	35.7	890	13.1	24.8	34.7	27.4	86.9	62.1	890
Older smaller	74.7	12.1	10.6	2.6	25.3	13.2	1,760	14.8	58.6	24.1	2.4	85.1	26.5	1,760
Single pensioner	91.2	7.1	1.4	0.4	8.9	1.8	1,760	57.3	40.9	1.6	0.2	42.7	1.8	1,760
by annual net household income:														
up to £10,000 p.a.	83.0	12.2	3.8	1.0	17.0	4.8	1,190	59.9	32.3	5.8	2.0	40.1	7.8	1,190
over £10,000 - £15,000	83.6	11.4	4.0	1.0	16.4	5.0	1,770	53.2	39.9	6.1	0.8	46.8	6.9	1,770
over £15,000 - £20,000	74.3	16.5	6.8	2.4	25.7	9.2	1,560	39.9	49.3	8.4	2.5	60.2	10.9	1,560
over £20,000 - £25,000	67.0	20.0	9.4	3.6	33.0	13.0	1,210	26.1	55.0	16.0	2.8	73.8	18.8	1,210
over £25,000 - £30,000	59.4	21.1	13.4	6.1	40.6	19.5	960	14.6	55.0	24.8	5.5	85.3	30.3	960
over £30,000 - £40,000	49.4	22.0	19.5	9.1	50.6	28.6	1,430	7.9	47.1	37.0	7.9	92.0	44.9	1,430
over £40,000 p.a.	37.7	18.2	25.7	18.4	62.3	44.1	1,870	3.0	33.1	51.2	12.7	97.0	63.9	1,870
by Scottish Index of Multiple Deprivation:														
1 - Most Deprived	78.6	13.9	5.1	2.5	21.5	7.6	1,910	51.7	37.6	9.5	1.2	48.3	10.7	1,910
2	73.4	15.3	8.2	3.1	26.6	11.3	2,070	37.7	43.5	15.8	2.9	62.2	18.7	2,070
3	63.3	18.4	11.6	6.7	36.7	18.3	2,280	27.9	44.4	22.3	5.4	72.1	27.7	2,280
4	55.1	18.4	17.1	9.3	44.8	26.4	2,240	16.3	46.7	29.2	7.8	83.7	37.0	2,240
5 - Least Deprived	53.0	18.2	18.6	10.2	47.0	28.8	1,830	14.5	44.2	32.8	8.5	85.5	41.3	1,830
by urban/rural classification:														
Large urban areas	70.0	16.2	9.5	4.2	29.9	13.7	3,090	40.1	40.9	16.2	2.8	59.9	19.0	3,090
Other urban	67.4	16.2	10.6	5.8	32.6	16.4	3,490	29.6	45.7	20.3	4.4	70.4	24.7	3,490
Small accessible towns	59.1	19.6	13.8	7.5	40.9	21.3	960	21.9	43.3	26.7	8.1	78.1	34.8	960
Small remote towns	66.2	17.7	10.5	5.7	33.9	16.2	620	29.6	47.2	18.0	5.2	70.4	23.2	620
Accessible rural	50.4	16.7	20.1	12.7	49.5	32.8	1,120	11.7	40.8	37.0	10.5	88.3	47.5	1,120
Remote rural	54.3	19.2	17.9	8.6	45.7	26.5	1,040	16.8	45.3	29.9	8.0	83.2	37.9	1,040

1. From 2012 Q4 the question was amended to ask about access to cars / vans instead of just vans.

Table 19:[Driving licence] People aged 17+ that hold a full driving licence, 2015

	17-19	20-29	30-39	40-49	50-59	60-69	70-79	80+	All 17+	Sample size of group
	<i>percentage of the relevant sub-group*</i>									
All people aged 17+:	25.8	54.4	71.8	81.9	77.8	75.6	62.0	43.1	68.0	9,340
by gender:										
Male	28.0	55.4	72.8	84.6	83.8	83.3	75.8	66.6	73.4	4,210
Female	23.3	53.3	70.9	79.3	72.2	68.1	51.7	27.0	63.1	5,130
by current situation:										
Self employed	*	*	86.1	99.1	95.0	94.2	*	*	91.9	560
Employed full time	*	71.5	82.5	87.3	85.1	85.6	*	*	81.4	3,130
Employed part time	*	46.1	73.2	80.9	77.3	78.3	*	*	71.9	980
Looking after the home or family	*	28.4	46.8	73.5	68.7	*	*	*	53.4	450
Permanently retired from work	*	*	*	*	77.9	74.4	61.2	43.0	63.3	3,030
Unemployed and seeking work	*	20.4	29.1	41.9	45.4	*	*	*	28.7	300
In further / higher education	26.5	38.7	*	*	*	*	*	*	37.0	290
Permanently sick or disabled	*	*	21.0	39.8	42.3	42.4	*	*	36.5	460
by annual net household income:										
up to £10,000 p.a.	*	30.7	31.8	49.8	54.6	67.7	56.1	33.6	45.0	1,110
over £10,000 - £15,000	*	36.9	44.6	46.0	52.8	66.1	50.7	36.9	48.7	1,670
over £15,000 - £20,000	*	48.1	62.9	64.4	70.4	65.3	60.6	45.2	58.2	1,450
over £20,000 - £25,000	*	49.3	61.8	84.5	70.5	73.3	71.2	58.6	67.7	1,100
over £25,000 - £30,000	*	63.1	77.3	81.8	79.1	76.2	76.3	*	71.4	860
over £30,000 - £40,000	*	68.2	83.5	86.9	85.9	92.2	75.8	*	80.4	1,250
over £40,000 p.a.	*	81.4	86.9	96.7	93.2	93.5	93.0	*	88.8	1,600
by Scottish Index of Multiple Deprivation:										
1 - Most Deprived	*	44.3	51.8	53.8	48.4	46.6	40.8	22.1	45.9	1,720
2	*	47.7	70.2	75.4	70.2	64.5	46.9	30.6	58.9	1,900
3	*	56.8	73.3	84.9	84.5	75.5	61.0	40.2	70.7	2,040
4	*	61.4	86.7	92.2	90.4	89.4	76.0	49.1	81.1	2,060
5 - Least Deprived	*	68.1	80.9	96.6	90.4	93.6	77.8	66.0	82.1	1,620
by urban/rural:										
Large urban areas	17.9	51.9	65.3	78.0	70.7	67.6	47.1	39.8	60.9	2,740
Other urban	25.2	52.9	75.0	77.8	73.9	73.2	62.2	37.7	66.2	3,200
Small accessible towns	*	68.2	70.9	88.5	84.1	83.0	64.4	48.0	75.8	850
Small remote towns	*	55.7	66.4	65.5	78.2	75.1	67.3	42.8	64.4	580
Accessible rural	*	67.4	85.1	97.3	89.4	89.0	83.7	56.1	83.9	1,000
Remote rural	*	52.9	85.3	89.4	93.8	87.7	75.1	58.6	81.2	970
Sample size of age groups	190	1,070	1,310	1,470	1,680	1,700	1,220	700	9,340	

** Percentages based on a denominator of 50 respondents or fewer are not shown.

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

Estimates based on smaller sample sizes may be subject to larger levels of variation and therefore may see relatively large fluctuations over time

Table 20: [Frequency of driving] People aged 17+, frequency of driving, 2015*

	Every day	At least 3 times per week	1 - 2 times per week	At least 2 - 3 times per month	At least once a month	Less than once a month	Has licence but never drives	Does not have a full driving licence	sample size (=100%)
All people	40.9	14.5	5.9	0.8	0.5	1.4	4.0	32.0	9,340
by gender:									
Male	45.7	15.1	6.5	0.6	0.5	1.3	3.6	26.6	4,210
Female	36.5	14.0	5.4	1.0	0.4	1.5	4.3	36.9	5,130
by age:									
17-19	16.5	3.4	3.2	0.0	0.0	0.2	2.5	74.2	190
20-29	33.1	9.8	3.4	1.0	0.4	2.4	4.2	45.6	1,070
30-39	48.2	12.6	5.2	1.1	0.6	1.2	3.0	28.2	1,310
40-49	57.7	13.6	5.7	0.3	0.6	0.7	3.3	18.1	1,470
50-59	49.9	15.5	6.4	0.9	0.2	1.3	3.5	22.2	1,680
60-69	38.1	21.6	8.8	0.6	0.3	1.4	4.9	24.4	1,700
70-79	26.2	19.3	6.3	1.0	1.0	2.6	5.7	38.0	1,220
80+	12.0	14.2	9.0	0.4	0.4	1.0	6.0	56.9	700
by current situation:									
Self employed	66.7	16.7	6.1	0.3	0.0	0.7	1.4	8.1	560
Employed full time	57.5	13.2	5.6	0.8	0.4	1.3	2.6	18.6	3,130
Employed part time	49.6	12.1	4.4	0.5	0.2	1.3	3.6	28.1	980
Looking after the home or family	25.7	18.8	5.1	0.3	0.5	0.4	2.6	46.6	450
Permanently retired from work	25.8	20.4	8.5	0.9	0.6	1.5	5.6	36.7	3,030
Unemployed and seeking work	8.9	6.2	5.0	0.7	0.6	1.8	5.5	71.3	300
In further / higher education	15.6	6.8	3.2	1.0	1.1	2.3	7.0	63.0	290
Permanently sick or disabled	7.7	9.3	4.7	0.8	0.6	4.1	9.3	63.5	450
by annual net household income:									
up to £10,000 p.a.	17.7	11.5	5.4	1.1	0.6	2.0	6.6	55.0	1,110
over £10,000 - £15,000	21.9	10.7	5.9	0.7	0.7	1.6	7.2	51.3	1,670
over £15,000 - £20,000	29.0	15.1	5.3	0.9	0.6	2.0	5.4	41.8	1,450
over £20,000 - £25,000	38.6	16.0	5.8	0.7	0.5	2.3	3.9	32.3	1,100
over £25,000 - £30,000	45.4	13.7	6.7	0.9	0.1	1.4	3.2	28.6	860
over £30,000 - £40,000	56.0	14.6	6.1	0.8	0.2	1.0	1.7	19.6	1,250
over £40,000 p.a.	61.9	17.2	6.3	0.7	0.4	0.8	1.5	11.2	1,600
by Scottish Index of Multiple Deprivation:									
1 - Most Deprived	26.9	8.9	4.1	0.4	0.2	0.8	4.5	54.1	1,720
2	34.2	11.9	5.0	0.6	0.6	2.2	4.3	41.1	1,900
3	42.8	14.1	6.4	1.0	0.3	1.5	4.6	29.3	2,040
4	49.9	18.1	7.6	0.8	0.4	1.4	2.9	18.9	2,060
5 - Least Deprived	49.6	19.1	6.5	1.0	0.8	1.3	3.7	17.9	1,620
by urban/rural:									
Large urban areas	33.5	12.3	6.2	1.0	0.7	1.8	5.3	39.1	2,740
Other urban	40.4	14.6	5.3	0.8	0.3	1.3	3.5	33.8	3,200
Small accessible towns	51.0	14.5	6.0	0.2	0.3	0.6	3.2	24.2	850
Small remote towns	37.5	16.5	5.9	0.4	0.1	1.4	2.6	35.6	580
Accessible rural	55.1	17.1	6.3	0.6	0.6	1.4	2.8	16.1	1,000
Remote rural	47.6	20.8	7.4	0.8	0.0	1.3	3.4	18.8	970

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

Table 21: [Park & Ride] Part driving/parking journeys, 2009 - 2015

	2009	2010	2011	2012	2013	2014	2015
Whether made any journeys using part driving/parking in past month							
Yes	19.3	19.2	19.9	18.7	16.3	17.2	16.4
No	80.6	80.5	80	81.3	83.5	82.8	83.5
Sample size (=100%)	7,730	7,610	7,910	6,110	6,220	6,080	5,920
Where parked last time used part driving/parking							
A specially designated Park and Ride facility	27.4	27.2	29.4	30	29.3	28.2	29.8
An ordinary car park at a bus station, train station or airport	27.7	29.9	27.5	30.3	30.7	28.6	30.8
A public car park	15.2	14.7	14.5	13.9	13.4	15.4	11.9
On the street near a station or bus stop	15.2	14.2	13.3	13.8	17.2	14.9	15.9
On the street elsewhere	11.8	13.3	12.2	11.5	8.6	12.7	9.3
Other	2.6	0.6	3.1	0.6	0.8	0.1	2.3
Sample size (=100%)	1,430	1,430	1,540	1,100	1,000	1,000	940
Reasons for not using designated park and ride facility when made a part driving/parking journey							
No designated Park and Ride facility available				74.5	73.4	77.6	83.4
Journey would take longer				10.8	10.0	12.2	9.8
No need/car park in town				4.9	1.9	4.2	1.5
Other (specify)				3.5	6.0	1.6	1.9
Too much to carry				2.3	2.8	0.9	1.3
Costs too much				2.0	5.0	1.0	1.0
Concerns about vehicle / car park security				0.9	**	1.2	1.4
Sample size (=100%)				690	630	670	610

*Table only includes those who have given a reason.

Table 22: [Park & Ride] Mode of transport used in conjunction with driving by where parked, 2012 - 2015*

	Bus	Train	Walk	Sample size (=100%)
All adults who used driving/parking in past month by where parked:				
A specially designated Park and Ride facility	28.7	53.5	14.1	4,080
An ordinary car park at a bus station, train station or airport	45.4	54.5	1.2	1,150
A public car park	9.6	82.0	2.4	1,220
On the street near a station or bus stop	33.0	32.1	28.8	600
On the street elsewhere	37.7	46.6	15.2	630
	19.0	13.5	58.6	410

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

Table 23: Concerns with traffic growth

Following changes to the Scottish Household survey data for **Table 23** is no longer collected - Please see TATIS 2011 for the most recently produced version of the table.

Table 24: Incidents of road rage directed at respondents in past year

Following changes to the Scottish Household survey data for **Table 24** is no longer collected - Please see TATIS 2011 for the most recently produced version of the table.

Table 25a: [Walking] Frequency of walking in the previous seven days*, 2014 ¹

	Walking as a means of transport				Walking just for pleasure / to keep fit				Sample size (=100%)
	None	1-2 days	3-5 days	6-7 days	None	1-2 days	3-5 days	6-7 days	
All people:	33	19	26	22	42	20	18	20	9,690
by gender:									
Male	32	19	26	23	41	20	18	21	4,390
Female	34	19	26	20	43	20	17	20	5,300
by age:									
16-19	19	16	41	25	40	18	28	14	290
20-29	24	19	29	27	39	24	17	20	1,140
30-39	28	20	28	24	37	24	18	21	1,350
40-49	33	22	25	20	36	22	20	22	1,590
50-59	35	19	26	20	38	20	18	25	1,670
60-69	36	19	24	21	43	18	17	22	1,660
70-79	44	18	20	18	54	16	14	17	1,280
80+	61	14	15	10	73	10	8	9	720
by current situation:									
Self employed	36	19	26	20	32	19	22	27	540
Employed full time	30	22	27	21	37	24	19	20	3,230
Employed part time	28	21	29	23	33	22	19	26	1,000
Looking after the home/family	25	16	31	28	34	19	18	29	450
Permanently retired from work	44	18	20	18	53	15	14	18	3,080
Unemployed/seeking work	20	15	33	32	37	19	19	26	420
In further/higher education	14	16	36	33	36	26	20	19	320
Permanently sick or disabled	61	14	14	11	71	8	9	12	460
by annual net household income:									
up to £10,000 p.a.	31	17	26	26	46	18	16	21	1,290
over £10,000 - £15,000	37	16	25	22	49	16	16	19	1,770
over £15,000 - £20,000	34	18	23	24	46	18	15	21	1,540
over £20,000 - £25,000	36	18	26	20	47	19	17	17	1,150
over £25,000 - £30,000	30	22	27	21	43	20	16	21	910
over £30,000 - £40,000	31	22	28	20	33	24	20	23	1,180
over £40,000 p.a.	33	22	27	18	34	24	21	21	1,600
by Scottish Index of Multiple Deprivation quintiles:									
1 (20% most deprived)	32	19	26	23	47	18	16	19	1,890
2 [†]	36	17	26	21	48	19	15	18	1,980
3 [†]	35	18	26	21	40	18	20	22	2,090
4 [†]	36	19	24	21	36	23	18	23	2,090
5 (20% least deprived)	26	23	29	22	36	23	20	21	1,640
by urban/rural classification:									
Large urban areas	26	18	27	29	44	20	17	19	2,880
Other urban	34	20	27	18	44	20	17	19	3,220
Small accessible towns	35	19	31	14	36	23	20	21	930
Small remote towns	32	18	25	25	39	19	20	22	590
Accessible rural	42	19	22	17	34	20	20	25	1,050
Remote rural	44	19	18	19	39	16	18	27	1,020
by frequency of driving[†]:									
Every day	41	22	23	15	38	21	18	22	3,770
At least three times a week	31	23	30	16	35	25	23	18	1,390
Once or twice a week	27	21	28	25	39	22	16	23	580
Less often	23	14	28	35	39	25	17	19	280
Never, but holds full driving licence	27	15	23	35	45	21	12	23	450

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

[†]Only includes those with a full driving licence.

1. Question asked in survey every other year. 2014 is the most recent data available.

Table 25b: [Cycling] Frequency of cycling in the previous seven days*, 2014 ¹

	Cycling as a means of transport				Cycling just for pleasure / to keep fit				Sample size
	None	1-2 days	3-5 days	6-7 days	None	1-2 days	3-5 days	6-7 days	
All people:	94	3	2	1	94	3	2	1	9,790
by gender:									
Male	91	4	3	2	91	5	3	1	4,440
Female	96	2	1	1	96	2	1	1	5,350
by age:									
16-19	94	1	4	1	95	1	3	1	290
20-29	92	3	3	2	94	3	2	0	1,160
30-39	92	4	3	2	92	5	2	1	1,370
40-49	91	4	3	2	89	6	3	1	1,600
50-59	94	3	2	1	93	4	2	1	1,680
60-69	97	1	1	1	96	2	2	1	1,680
70-79	99	1	0	0	98	1	0	0	1,290
80+	99	0	0	0	99	0	1	0	730
by current situation:									
Self employed	91	4	4	2	89	6	3	2	540
Employed full time	92	3	3	1	92	5	2	1	3,250
Employed part time	93	3	2	2	94	3	2	1	1,010
Looking after the home/family	96	2	1	1	97	2	1	0	460
Permanently retired from work	98	1	1	0	98	1	1	1	3,120
Unemployed/seeking work	94	3	2	1	94	2	2	2	430
In further/higher education	90	6	3	2	93	3	2	1	330
Permanently sick or disabled	99	1	0	1	99	0	0	1	460
by annual net household income:									
up to £10,000 p.a.	95	2	1	2	97	2	1	1	1,310
over £10,000 - £15,000	96	2	1	1	96	2	1	1	1,780
over £15,000 - £20,000	96	2	1	1	97	2	1	1	1,550
over £20,000 - £25,000	95	2	3	1	96	2	2	1	1,160
over £25,000 - £30,000	94	3	2	1	94	3	2	1	920
over £30,000 - £40,000	92	3	3	1	92	5	2	1	1,190
over £40,000 p.a.	91	4	4	1	89	6	4	1	1,600
by Scottish Index of Multiple Deprivation quintiles:									
1 (20% most deprived)	95	2	2	1	96	2	1	1	1,920
2 [†]	96	2	2	1	97	2	1	0	2,000
3 [†]	94	2	2	1	93	3	2	1	2,110
4 [†]	93	3	3	1	92	5	3	1	2,110
5 (20% least deprived)	92	3	3	2	92	5	3	1	1,660
by urban/rural classification:									
Large urban areas	93	3	3	2	95	3	2	1	2,950
Other urban	95	2	2	1	94	3	2	0	3,230
Small accessible towns	96	1	2	1	95	3	2	0	940
Small remote towns	91	2	4	2	91	3	4	2	600
Accessible rural	94	3	2	1	91	5	2	1	1,060
Remote rural	92	5	2	1	90	6	3	1	1,020
by frequency of driving[†]:									
Every day	95	3	2	1	93	5	2	1	3,790
At least three times a week	92	3	4	1	91	5	3	0	1,410
Once or twice a week	89	2	7	2	91	3	4	2	590
Less often	89	3	3	4	94	2	1	3	290
Never, but holds full driving licence	92	3	1	3	95	2	1	2	460

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

[†]Only includes those with a full driving licence.

1. Question asked in survey every other year. 2014 is the most recent data available.

Table 26: [Cycling] Reasons why do not cycle to work, 2009-2015¹

	2009	2010	2011	2012	2013	2014	2015	Average for 2012-2015
Reasons why do not cycle to work								<i>cell percentages</i>
Too far to cycle	35.6	38.9	34.9	34.3	37.4	33.3	..	..
Weather too cold / wet / windy	17.6	18.2	19.3	21.0	19.8	16.2	..	..
Do not have a bike	13.8	13.9	12.2	16.4	14.3	11.9	..	..
Too many cars on the road	15.7	12.8	11.9	14.8	14.7	18.2	..	..
Traffic travels too fast	13.2	11.5	10.1	12.4	11.6	12.4	..	..
Prefer to drive	10.2	11.4	9.1	10.6	10.0	9.1	..	..
Inconsiderate drivers	10.0	8.5	8.0	9.9	8.9	9.1	..	..
Concerns for personal safety on dark / lonely roads	9.9	9.1	9.6	9.1	9.0	6.7	..	..
No way to carry luggage / shopping	9.4	10.3	7.9	8.3	7.9	5.9	..	..
Nowhere at work to shower / change	7.7	7.8	7.6	7.5	7.3	5.5	..	..
Don't have time to cycle	7.9	7.9	7.0	9.2	8.3	9.2	..	..
Too hilly	5.8	5.9	7.2	7.6	6.2	4.4	..	..
Not fit enough	5.7	6.6	6.0	5.8	4.9	5.6	..	..
Can't be bothered	6.4	6.3	6.4	6.8	5.9	5.3	..	..
Road surfaces are dangerous	3.9	5.1	6.1	4.9	5.6	4.2	..	..
Not enough safe places to lock bike	2.5	2.7	2.7	2.2	4.1	1.7	..	..
Can't ride a bike	2.4	1.7	1.8	2.1	2.4	2.1	..	..
Health reasons	2.3	1.9	1.4	2.3	1.9	2.5	..	..
Difficult taking bike onto other forms of transport ²	..	..	..	1.7	2.0	1.6	..	..
Inconsiderate pedestrians in towns/cities	1.0	0.6	0.6	0.5	0.7	0.7	..	..
Worried about pollution from traffic	1.6	1.6	1.1	1.5	1.3	1.5	..	..
Nowhere to keep a bicycle at home	0.6	0.9	0.6	0.3	0.8	0.5	..	..
Too many bikes stolen	0.9	0.5	0.5	0.4	0.7	1.3	..	..
Sample size (=100%)	2,770	2,350	2,580	1,610	1,540	1,590	..	..

¹: The survey routing was updated in 2012 to ensure that only those with at least one bike in their household were asked this question. To ensure comparability, responses from previous years have only been included in this table where the respondent's household had a bike.

²: Asked from 2012 only

This question was moved to biennial in 2015 so the last data refer to 2014

Table 27: Households' bus availability

Following changes to the Scottish Household survey data for **Table 27** is no longer collected - Please see TATIS 2011 for the most recently produced version of the table.

Table 28: [Bus and train use] Adults use of local bus and train services, in the past month, 2014

	Bus					Train					Sample size(=100%)*
	Every day, or almost every day	2 or 3 times per week	About once a week	About once a fortnight, or about once a month	Not used in past month	Every day, or almost every day	2 or 3 times per week	About once a week	About once a fortnight, or about once a month	Not used in past month	
	<i>Row percentages</i>					<i>Row percentages</i>					
All people aged 16+ by gender:	11.7	11.6	8.1	14.3	54.3	2.1	2.5	4.4	20.7	70.2	9410
Male	10.7	9.7	7.7	14.0	57.9	2.2	2.7	4.2	19.1	71.8	4240
Female	12.6	13.4	8.5	14.6	50.9	2.1	2.4	4.7	22.3	68.7	5160
by age:											
16-19	21.6	18.1	6.3	19.7	34.2	2.0	3.4	7.5	25.8	61.3	260
20-29	14.8	12.1	9.0	14.5	49.6	3.8	4.9	5.7	25.5	60.1	1070
30-39	11.0	10.7	7.7	12.0	58.7	3.3	2.7	5.6	21.9	66.5	1310
40-49	9.4	6.5	5.3	14.6	64.2	3.2	2.5	3.5	24.6	66.2	1470
50-59	8.7	7.8	6.4	14.3	62.9	1.9	2.0	4.9	21.8	69.5	1680
60-69	10.4	14.2	11.2	17.0	47.2	0.3	1.7	3.6	17.2	77.3	1700
70-79	13.3	18.9	11.4	11.5	45.1	.	1.1	2.3	12.3	84.4	1220
80+	11.9	15.2	8.6	12.5	51.8	.	0.8	1.7	6.0	91.6	700
by current situation:											
Self employed	2.7	4.7	4.5	10.4	77.7	1.1	1.1	6.9	21.3	69.5	560
Employed full time	10.8	5.7	6.2	14.0	63.3	4.1	3.0	4.5	24.8	63.6	3130
Employed part time	12.0	11.2	6.6	14.5	55.7	0.8	3.5	3.5	23.4	68.8	980
Looking after the home or family	8.2	20.1	9.4	13.9	48.4	0.7	2.1	3.7	17.0	76.6	450
Permanently retired from work	11.4	17.1	11.5	14.3	45.7	.	1.2	2.8	13.9	82.1	3030
Unemployed and seeking work	13.7	26.8	13.2	19.0	27.4	0.9	3.1	6.0	21.7	68.4	310
In further / higher education	25.5	11.5	8.0	14.7	40.3	5.5	5.8	6.9	24.1	57.6	300
Permanently sick or disabled	12.0	19.2	10.0	11.8	47.0	.	1.1	3.2	11.0	84.8	460
by annual net household income:											
up to £10,000 p.a.	16.5	16.5	10.6	14.4	42.1	1.0	1.4	4.7	14.9	78.1	1110
over £10,000 - £15,000	17.5	16.9	11.8	12.7	41.1	1.4	2.1	2.8	16.0	77.7	1670
over £15,000 - £20,000	13.6	13.7	9.7	15.0	48.0	1.4	3.5	3.4	15.8	76.0	1460
over £20,000 - £25,000	11.8	11.8	8.1	12.4	56.0	1.3	2.4	3.9	19.7	72.8	1110
over £25,000 - £30,000	9.4	13.6	6.8	13.2	57.0	1.6	3.2	3.7	19.4	72.2	870
over £30,000 - £40,000	9.7	7.1	6.6	15.2	61.5	2.6	2.3	4.4	22.2	68.5	1270
over £40,000 p.a.	7.0	6.8	5.5	15.6	65.1	4.0	2.8	6.7	29.8	56.7	1620
by Scottish Index of Multiple Deprivation:											
1 - Most Deprived	19.0	16.0	8.8	13.6	42.6	2.0	3.1	3.3	16.6	75.1	1740
2	13.4	12.0	9.2	12.7	52.8	1.9	2.8	4.1	17.9	73.4	1900
3	10.6	10.2	7.1	13.0	59.1	2.5	2.3	3.4	21.8	70.1	2050
4	7.3	8.2	6.7	13.7	64.1	2.0	2.2	4.9	21.8	69.2	2080
5 - Least Deprived	8.6	12.1	9.0	18.6	51.7	2.3	2.5	6.5	25.3	63.5	1640
by urban/rural:											
Large urban areas	18.8	16.3	11.4	16.2	37.3	2.9	3.2	5.9	23.1	64.9	2760
Other urban	10.3	10.9	7.1	12.8	58.9	2.4	2.8	3.9	22.3	68.6	3220
Small accessible towns	5.9	9.8	8.5	16.8	59.0	1.4	2.7	4.8	16.9	74.2	860
Small remote towns	1.8	5.9	5.5	11.1	75.7	0.2	0.2	1.9	16.4	81.2	580
Accessible rural	6.2	5.6	4.2	14.0	70.1	1.0	1.3	3.8	17.7	76.2	1010
Remote rural	2.5	6.0	2.9	11.0	77.6	.	.	1.3	11.4	87.2	980
by frequency of driving†:											
Every day	1.7	3.3	5.1	14.4	75.5	1.3	1.5	4.0	24.1	69.1	3680
At least three times a week	4.2	9.1	7.1	16.8	62.8	1.6	3.4	4.8	22.0	68.3	1450
Once or twice a week	8.3	13.6	9.0	17.1	52.0	6.2	0.5	3.0	15.7	74.5	560
Less often	12.1	12.8	11.2	17.8	46.1	5.6	1.9	7.9	23.1	61.5	230
Never, but holds full driving licence	22.4	22.1	12.3	13.2	30.1	3.5	3.8	5.1	16.8	70.8	430
by driving licence:											
Holds a full driving licence	4.4	6.9	6.6	15.2	66.9	2.1	2.0	4.3	22.4	69.2	6350
Does NOT hold a full driving licence	26.5	21.2	11.3	12.6	28.4	2.2	3.7	4.7	17.2	72.2	3060

* Sample size given is for train use as the bus use and train use numbers are comparable.

† Only includes those with a full driving licence

Table 29: [Users' views on local bus services] Adults (16+) who have used the bus in the previous month, views on their local bus services, 2014 ¹

	Strongly agree	Tend to agree	Total agree	Neither agree nor disagree	Tend to disagree	Strongly disagree	No opinion	Sample size (=100%)
	<i>Row percentages</i>							
Buses run to timetable	26.7	51.2	77.9	5.9	9.7	4.5	2.0	4,070
Bus service is stable and not regularly changing	29.8	53.6	83.4	6.4	5.5	2.1	2.6	4,070
Buses are clean	22.7	55.4	78.1	7.1	6.7	2.0	1.1	4,070
Buses are environmentally friendly	18.9	46.6	65.5	15.1	6.4	2.2	10.9	4,070
Feel safe/secure on bus during the day	43.8	50.3	94.1	3.1	1.4	0.4	1.0	4,070
It is simple deciding what type of ticket I need	43.7	45.7	89.4	4.1	2.5	0.6	3.4	4,070
Finding out about routes and times is easy	36.4	49.1	85.5	5.4	5.2	1.6	2.2	4,070
Easy to change from buses to other forms of transport	28.3	46.8	75.1	10.5	3.8	1.0	9.5	4,070
Bus fares are good value	28.2	32.2	60.4	10.0	13.8	11.2	4.8	4,070
Feel safe/secure on bus during the evening	26.5	42.8	69.3	8.8	6.6	2.5	12.7	4,070

1. Question asked every other year in the survey. 2014 is the most recent data available.

Table 30: [Users' views on local train services] Adults (16+) who have used the train in the previous month, views on their local train services, 2014 ¹

	Strongly agree	Tend to agree	Total agree	Neither agree nor disagree	Tend to disagree	Strongly disagree	No opinion	Sample size (=100%)
	<i>Row percentages</i>							
Trains run to timetable	43.3	47.9	91.2	3.7	3.0	0.6	1.6	2,640
Train service is stable and not regularly changing	43.1	48.1	91.2	4.3	2.0	0.2	2.4	2,640
Trains are clean	40.1	50.6	90.7	5.1	2.9	0.3	1.0	2,640
Feel safe/secure on trains during the day	54.2	42.4	96.6	1.8	0.3	0.2	1.0	2,640
It is simple decide what type of ticket I need	43.4	43.6	87.0	5.0	5.3	1.1	1.5	2,640
Finding out about routes and times is easy	45.3	45.8	91.1	4.4	2.1	0.7	1.7	2,640
Easy to change from trains to other forms of transport	35.9	44.4	80.3	8.8	2.9	0.7	7.3	2,640
Train fares are good value	19.5	37.2	56.7	11.0	20.7	9.9	1.6	2,640
Feel safe/secure on trains during the evening	37.5	43.1	80.6	6.5	4.9	1.5	6.6	2,640

1. Question asked every other year in the survey. 2014 is the most recent data available.

Table 31: [Concessionary fare pass] Possession of concessionary fare pass for all adults aged 16+, 2015

	How often uses free travel pass						Not used	No pass	Sample size (=100%)
	Every day	Almost every day	2 or 3 times a week	Once a week	Once a fortnight	Once a month			
All adults aged 16+	1.3	2.8	5.9	3.0	2.2	2.8	9.6	72.4	9,410
	<i>Row percentages</i>								
16 - 39	0.2	0.6	0.5	0.3	0.0	0.1	0.3	98.0	2,640
40 - 49	0.4	0.6	1.0	0.4	0.3	0.1	0.6	96.6	1,470
50 - 59	0.2	0.6	2.0	0.5	0.5	0.4	1.6	94.3	1,680
60 - 64	5.0	5.8	14.8	6.8	8.5	9.9	23.1	26.2	790
65 - 69	3.2	6.6	17.4	12.1	8.9	10.7	31.5	9.6	900
70 - 74	3.2	10.8	19.9	10.6	6.4	8.3	33.6	7.2	680
75 - 79	5.2	11.1	20.9	8.7	4.7	8.6	33.1	7.9	530
80 +	3.3	8.5	17.8	8.3	6.0	7.3	38.8	10.2	700

Table 32: [Concessionary fare pass] Possession of concessionary fare pass for all adults aged 60+, 2015

	How often uses free travel pass						Not used	No pass	Sample size (=100%)
	Every day	Almost every day	2 or 3 times a week	Once a week	Once a fortnight	Once a month			
All	4.0	8.1	17.8	9.4	7.2	9.2	31.3	13.1	3,610
	<i>Row percentages</i>								
by gender:									
Male	3.2	6.8	14.9	8.8	6.6	9.1	32.9	17.7	1,590
Female	4.6	9.3	20.3	9.9	7.7	9.2	29.9	9.1	2,030
by current situation:									
employed	4.9	5.3	12.0	5.9	5.0	8.3	29.0	29.6	530
Permanently retired	3.7	8.8	19.2	10.1	7.8	9.3	31.8	9.3	2,940
by annual net household income:									
up to £10,000 p.a.	7.3	9.1	18.1	8.9	8.8	8.9	29.0	9.9	610
£10,000 - £15,000	4.3	11.8	20.8	9.6	6.1	6.4	31.1	9.9	950
£15,000 - £20,000	3.6	9.7	18.2	10.5	7.2	8.8	31.0	11.0	660
over £20,000 p.a.	2.5	5.1	15.8	9.4	7.0	11.5	32.5	16.2	1,240
by Scottish Index of Multiple Deprivation quintiles:									
1 - Most Deprived	8.9	12.3	22.0	8.6	5.8	6.5	26.7	9.2	540
2	4.3	11.4	19.1	7.9	6.9	6.5	31.7	12.3	740
3	3.5	5.7	16.1	8.3	7.1	8.6	35.6	15.2	800
4	2.0	4.7	13.9	9.3	8.1	11.9	34.5	15.6	820
5 - Least Deprived	2.5	7.8	18.8	12.5	7.7	11.4	27.3	12.1	710
by urban/rural classification:									
Large urban areas	7.0	15.8	26.2	10.6	7.1	5.5	17.2	10.6	910
Other urban	4.2	7.3	16.7	9.4	7.0	9.7	34.5	11.2	1,240
Small accessible towns	1.8	3.0	13.3	13.4	9.9	11.7	34.4	12.4	350
Small remote towns	1.0	0.7	9.2	4.8	7.0	10.6	53.5	13.2	260
Accessible rural	0.9	2.2	12.6	6.8	8.8	12.2	35.5	21.0	410
Remote rural	0.4	1.8	8.4	6.2	2.9	12.2	48.5	19.6	450
by frequency of driving[†]:									
Every day	0.7	2.5	10.2	9.5	9.6	12.1	36.4	19.0	1,030
At least once a week	0.7	4.1	18.7	10.2	8.2	11.4	34.5	12.3	990
Less often	6.4	15.0	22.7	9.5	3.9	9.1	24.5	8.8	320
by whether they hold a full driving licence									
Holds a full driving licence	1.3	4.7	15.4	9.8	8.4	11.4	34.0	15.0	2,320
Does NOT hold a full driving licence	9.0	14.8	22.3	8.6	5.0	4.9	26.0	9.3	1,300
by whether has a long term physical / mental health condition / illness									
No	4.1	8.8	18.3	9.1	7.9	10.3	28.1	13.5	1,810
Yes	3.8	7.4	17.1	9.7	6.5	8.0	34.9	12.5	1,790
If yes, does it impact on ability to carry out day to day activities									
A lot	3.2	4.6	13.3	8.3	5.3	6.8	42.9	15.6	780
A little	3.6	10.1	18.7	9.6	7.7	8.5	31.1	10.6	680
None	5.6	8.3	22.0	12.8	7.0	9.5	25.1	9.7	360

[†]Only includes those with a full driving licence

Table 33: [Access to services] Access to services that respondents thought were very or fairly convenient, 2014 ¹

	Post office	Doctors surgery	Small food shopping	Cash machine	Banking	Chemist	Hospital outpatients	Petrol station	Public transport	Dentist	Sample size (=100%)
All	85	85	94	89	76	89	62	74	84	76	9,800
by gender:											
Male	86	85	94	89	76	89	63	75	83	76	4,440
Female	84	85	93	89	75	88	61	72	84	77	5,360
by age:											
16 - 39	87	84	96	92	76	90	61	72	86	75	2,820
40 - 49	87	86	95	91	75	90	66	80	86	79	1,600
50 - 59	86	86	94	90	77	90	64	80	81	81	1,680
60 +	81	85	91	84	74	86	59	68	81	74	3,690
by urban/rural classification:											
Large urban areas	84	84	95	91	76	90	64	70	91	78	2,950
Other urban	86	88	96	92	81	92	65	80	86	83	3,240
Small accessible towns	91	87	94	93	77	93	54	75	84	78	940
Small remote towns	93	92	97	96	90	97	78	89	85	84	600
Accessible rural	82	79	88	78	61	79	54	65	67	61	1,070
Remote rural	83	79	86	73	60	67	44	70	57	53	1,020
by annual net household income:											
up to £10,000 p.a.	86	83	93	87	76	88	57	59	84	73	1,310
£10,000 - £15,000	85	84	93	87	75	88	58	63	85	73	1,780
£15,000 - £20,000	86	85	94	88	77	89	64	69	85	77	1,550
over £20,000 p.a.	86	86	94	90	75	89	63	81	83	78	4,880
by licence possession:											
Holds a full driving licence	86	86	94	90	76	90	64	85	82	78	6,550
Does NOT hold a full driving licence	84	82	94	87	74	87	56	51	87	74	3,250
by number of cars available:											
none	83	83	94	87	74	88	55	41	88	71	2,950
one +	86	86	94	90	76	89	64	85	82	78	6,850

1. Questions asked every other year in the survey. 2014 is the most recent data available.

Table 34: How adults normally travel to a doctors surgery

Following changes to the Scottish Household survey data for **Table 34** is no longer collected - Please see TATIS 2011 for the most recently produced version of the table.

Table 35: How adults normally travel to a hospital outpatients department

Following changes to the Scottish Household survey data for **Table 35** is no longer collected - Please see TATIS 2011 for the most recently produced version of the table.

Table 36: How adults normally travel to a dentist

Following changes to the Scottish Household survey data for **Table 36** is no longer collected - Please see TATIS 2011 for the most recently produced version of the table.

Table 37a: Flights in the last 12 months for leisure, holidays, visiting friends or family ¹

	2009	2010	2011	2012	2013	2014	2015
							<i>column percentages</i>
Yes	46.8	44.3	43.4	45.9	46.7	46.16	...
No	52.9	55.5	56.5	54.1	53.3	53.78	...
Sample size (=100%)	12,540	12,440	12,890	9,890	9,920	9,800	...

1. Percentages may not add up to exactly 100% as very small numbers of people responded 'don't know' or refused to answer.

Table 37b: Frequency of flying for leisure by destination in last 12 months for those who have flown

	2009	2010	2011	2012	2013	2014	2015
							<i>column percentages</i>
All leisure flights							
1 or 2	49.8	50.9	50.6	49.4	50.2	49.6	...
3 or 4	25.1	23.8	24.3	24.9	23.6	24.2	...
5 or 6	11.4	10.8	10.4	11.5	12.2	11.0	...
7 or 8	6.1	5.6	5.6	6.2	5.9	5.9	...
9 to 12	4.4	5.0	5.1	5.1	5.1	5.3	...
13 to 20	2.3	2.8	3.1	2.0	2.2	2.9	...
More than 20	0.9	1.2	0.9	0.9	0.9	1.1	...
Lower decile	2.0	2.0	2.0	2.0	2.0	2.0	...
Lower quartile	2.0	2.0	2.0	2.0	2.0	2.0	...
Median	3.0	2.0	2.0	3.0	2.0	3.0	...
Upper quartile	5.0	5.0	5.0	6.0	6.0	6.0	...
Upper decile	8.0	8.0	8.0	8.0	8.0	8.0	...
Mean*	4.2	20.8	4.3	4.2	4.3	4.4	...
Of which:							
Flights within Scotland							
0	92.9	93.8	95.9	94.2	94.3	95.2	...
1 or 2	4.9	4.6	2.8	4.1	4.0	3.3	...
3 or 4	1.2	0.9	0.7	1.0	0.8	0.8	...
5 or 6	0.5	0.3	0.3	0.3	0.5	0.3	...
7 or 8	0.2	0.1	0.1	0.1	0.2	0.2	...
9 to 12	0.2	0.3	0.1	0.2	0.2	0.1	...
13 to 20	0.1	**	**	0.1	0.1	0.1	...
More than 20	0.1	**	**	0.0	**	0.1	...
Flights to rest of UK							
0	67.2	67.0	68.9	69.8	70.5	71.7	...
1 or 2	22.4	22.0	20.3	19.8	18.8	17.8	...
3 or 4	5.8	5.7	5.3	6.0	5.5	5.6	...
5 or 6	2.3	2.2	2.2	2.0	2.3	2.6	...
7 or 8	0.8	1.5	1.3	1.3	1.3	1.0	...
9 to 12	0.8	0.9	1.3	0.8	1.0	0.8	...
13 to 20	0.4	0.4	0.5	0.2	0.2	0.4	...
More than 20	0.2	0.3	0.2	0.1	0.3	0.2	...
Flights to other European Countries							
0	27.1	30.5	28.1	26.2	25.9	24.0	...
1 or 2	49.7	47.8	48.6	48.7	48.7	49.5	...
3 or 4	15.3	13.5	15.1	17.0	16.2	15.7	...
5 or 6	4.7	4.3	4.5	4.6	5.8	6.2	...
7 or 8	2.0	2.1	1.9	2.2	1.9	2.3	...
9 to 12	0.9	1.2	1.1	1.2	1.2	1.7	...
13 to 20	0.3	0.5	0.5	0.2	0.2	0.6	...
More than 20	**	0.2	0.1	**	0.2	0.1	...
Flights to countries outside Europe							
0	68.3	63.5	66.1	67.3	70.2	69.3	...
1 or 2	25.2	29.0	26.6	26.6	23.7	24.2	...
3 or 4	4.3	4.9	5.0	4.0	4.1	4.1	...
5 or 6	1.3	1.5	1.5	1.1	1.2	1.3	...
7 or 8	0.4	0.7	0.3	0.4	0.4	0.6	...
9 to 12	0.3	0.4	0.5	0.3	0.2	0.4	...
13 to 20	0.1	0.1	**	0.2	**	0.1	...
More than 20	**	**	.	**	**	.	...
Sample size (=100%)	5,310	4,180	5,100	4,250	4,380	4,280	...

1. Sample size is those who answered yes to previous question asking whether respondent had flown for leisure, holidays and

* Note mean value can be dragged up by a handful of respondents reporting making a large number of flights eg in 2010. The median is a better measure of the average.

** value suppressed as cell contains fewer than 5 responses

Table 38a: Flights in the last 12 months for work or business purposes¹

	2009	2010	2011	2012	2013	2014	2015
							<i>column percentages</i>
Yes	8.7	6.9	7.9	7.8	8.0	7.9	...
No	90.9	92.9	92.1	92.1	91.9	92.05	...
Sample size (=100%)	12,540	12,440	12,890	9,890	9,920	9,800	...

1. Percentages may not add up to exactly 100% as very small numbers of people responded 'don't know' or refused to answer.

Table 38b: Frequency of flying for business by destination in last 12 months¹

	2009	2010	2011	2012	2013	2014	2015
							<i>column percentages</i>
All business flights							
1 or 2	33.8	31.0	28.7	31.5	27.8	31.4	...
3 or 4	15.9	15.6	18.1	14.1	17.2	15.2	...
5 or 6	9.4	9.7	8.7	10.2	9.1	10.1	...
7 or 8	6.9	5.3	6.7	5.8	8.0	5.9	...
9 to 12	10.3	9.3	8.7	8.6	8.9	10.0	...
13 to 20	7.3	9.6	9.4	9.5	8.4	8.5	...
More than 20	16.3	19.6	19.7	20.4	20.6	18.9	...
Lower decile	2	2	2	2	2	2	...
Lower quartile	2	2	2	2	2	2	...
Median	5	6	6	6	6	6	...
Upper quartile	12	16	16	18	16	14	...
Upper decile	30	40	40	40	40	34	...
Mean*	14.4	23.3	16.5	16.0	14.3	14.1	...
Of which:							
Flights within Scotland							
0	83.3	85.7	83.8	86.2	85.4	86.5	...
1 or 2	7.7	5.2	5.8	3.9	5.4	4.9	...
3 or 4	2.3	1.1	2.5	1.8	2.7	1.6	...
5 or 6	2.0	1.5	1.3	1.3	0.7	0.8	...
7 or 8	0.8	1.3	1.7	0.6	1.4	0.9	...
9 to 12	2.0	2.4	0.9	1.7	1.0	0.6	...
13 to 20	0.9	0.6	1.3	1.6	0.8	0.9	...
More than 20	1.0	2.1	2.5	3.0	2.6	3.9	...
Flights to rest of UK							
0	24.2	26.1	25.9	26.6	27.8	28.1	...
1 or 2	30.8	28.7	25.1	25.2	25.7	25.1	...
3 or 4	11.2	10.5	13.9	11.8	11.4	11.6	...
5 or 6	8.9	8.0	7.7	7.7	6.6	8.3	...
7 or 8	4.7	3.6	3.8	4.6	5.3	4.1	...
9 to 12	6.7	7.1	9.3	8.9	6.7	7.6	...
13 to 20	5.0	5.3	4.7	5.0	4.7	5.4	...
More than 20	8.5	10.7	9.5	10.1	11.8	9.7	...
Flights to other European Countries							
0	65.9	64.2	65.0	67.8	64.5	67.0	...
1 or 2	16.5	17.8	14.5	11.9	16.4	13.2	...
3 or 4	5.4	6.1	6.2	6.4	7.8	6.7	...
5 or 6	3.6	2.5	3.3	2.6	1.9	4.2	...
7 or 8	1.4	1.2	2.0	2.2	2.6	3.0	...
9 to 12	3.8	4.3	3.0	3.9	2.2	2.7	...
13 to 20	1.9	1.6	2.3	1.7	2.0	1.2	...
More than 20	1.5	2.4	3.7	3.4	2.6	2.0	...
Flights to countries outside Europe							
0	78.2	77.3	79.2	75.6	80.9	77.4	...
1 or 2	10.7	9.9	10.1	12.3	8.7	11.0	...
3 or 4	3.6	3.2	3.3	3.9	2.8	4.4	...
5 or 6	1.6	2.1	1.9	2.1	1.0	1.3	...
7 or 8	0.5	0.5	1.8	1.6	1.5	0.7	...
9 to 12	2.9	2.3	2.1	1.6	2.2	2.5	...
13 to 20	1.4	2.5	0.9	1.1	1.4	1.7	...
More than 20	1.0	2.3	0.8	1.8	1.5	1.2	...
Sample size (=100%)	980	690	930	740	740	710	...

1. Sample size is those who answered yes to previous question asking whether respondent had flown for work or business purposes in the last 12 months.

* Note mean value can be dragged up by a handful of respondents reporting making a large number of flights eg in 2010. The median is a better measure of the average.

Table 39: Reason for choosing flying within the UK over other forms of transport¹

	2009	2010	2011	2012	2013	2014	2015
Quicker	80.4	82.8	83.1	83.2	82.5	84.6	..
Cheaper	27.7	28.1	25.2	27.8	23.4	22.3	..
Easy/convenient	3.6	1.5	1.3	1.6	2.2	0.7	..
Employer/someone else organised	2.6	1.2	1.1	1.2	1.7	1.2	..
Connecting flight/part of holiday	1.9	1.8	2.4	2.0	2.5	2.2	..
No alternative	1.6	1.1	1.6	0.8	1.3	0.6	..
Sample size (=100%)	1,590	1,510	1,150	2,010	2,050	1,920	..

1. Percentages will sum to more than 100% as multiple answers can be given.

Table 40a: Frequency of use of ferry services: 2012-2013

	2012	2013	2014	2015
Every day, or almost every day	0.1	0.1	0.1	..
2 or 3 times per week	0.2	0.1	0.2	..
About once a week	0.4	0.3	0.4	..
About once a fortnight, or about once a month	3.9	3.9	3.4	..
Not used in past month	95.4	95.5	95.9	..
Sample size (=100%)	9,890	9,920	9,800	..

Table 40b: Purpose of ferry use

	2012	2013	2014	2015
Travel:				
To place of work	2.7	4.0	2.9	..
In the course of work	12.3	9.1	15.2	..
For Education	1.4	2.2	0.3	..
For Shopping	8.3	10.4	9.6	..
To hospital, doctor or other health service	4.2	5.7	5.7	..
To visit friends or relatives	32.1	27.1	25.2	..
for Holiday / day trip	43.3	52.2	46.0	..
for other recreational activity	9.4	8.9	11.3	..
Sample size (=100%)	730	700	620	..

Table 40c: Reason for choosing to travel by ferry

	2012	2013	2014	2015
No feasible alternative	65.3	65.0	67.6	..
Cheaper	8.6	8.7	6.0	..
Quicker	8.6	8.7	11.0	..
Convenient	7.9	5.9	4.5	..
Can take my vehicle	10.2	11.0	8.8	..
Car parked at other end	**	**	0.4	..
Live close to terminal/ port	0.5	0.6	0.5	..
Service more frequent	**	**	0.2	..
Arrival/ departure time convenient	**	**	0.5	..
Safety/ fear of flying	**	**	0.1	..
Travelling with others/ animals	2.3	1.7	0.9	..
Accessibility better	1.1	1.9	0.2	..
More comfortable	0.4	1.5	0.3	..
Other	7.0	5.0	5.8	..
Sample size (=100%)	730	700	620	..

** value suppressed as cell contains fewer than 5 responses

Table 41: In general, What discourages you from using buses more often than you do? (2012-2014)

	2012	2013	2014	2015
Nothing discourages	14.4	14.2	16.3	..
Takes too long	16.5	13.2	15.6	..
Inconvenient	10.8	9.1	7.5	..
No direct route	12.4	10.6	10.1	..
Use my own car	23.8	20.6	18.9	..
Need a car for,at work	6.2	6.7	4.6	..
Cost	9.4	9.2	8.2	..
Work unsocial,unusual hours	2.1	2.4	1.6	..
Public transport unreliable	2.9	3.6	2.6	..
Lack of service	11.3	11.6	10.1	..
Too infrequent	5.2	4.4	4.5	..
Health reasons	9.4	8.7	8.1	..
Difficult access,on-off steps	1.3	1.6	1.1	..
Too much to carry,awkward	3.2	2.8	2.1	..
Uncomfortable	1.7	1.6	1.4	..
No need	16.0	19.0	20.2	..
Prefer to walk/cycle	4.1	5.0	3.9	..
Dislike waiting about	2.6	2.4	1.7	..
Long walk to bus stop	3.3	2.7	2.3	..
Lives centrally,within walking distance	2.5	2.6	2.7	..
Other choices - trains, taxi etc.	0.8	1.0	1.1	..
Smoking policy	**	.	.	..
Dirty/filthy	0.3	0.3	0.2	..
Given lifts	0.3	0.3	0.1	..
Too crowded	0.2	0.1	0.1	..
Don't feel safe	0.2	0.3	0.2	..
Laziness	0.1	0.1	0.0	..
No suitable bus service	.	0.2	0.1	..
Don't know bus times/routes/fares	0.4	0.3	0.3	..
Too difficult with small children/pushchairs	0.1	0.2	0.1	..
Bus drivers rude/unhelpful/poor drivers	0.2	0.1	0.2	..
Other passengers	0.4	0.5	0.5	..
Sample size (=100%)	7,900	7,700	7,759	..

Question not asked in 2015

Table 42a: In general, What discourages you from using the train? (only those who did not take the train at all in the past month) (2014)

	2014	2015
Nothing	39.0	..
No nearby station	16.1	..
Takes too long	0.7	..
Inconvenient	1.7	..
No direct route	3.0	..
Use my own car	3.7	..
Need a car for/at work	0.7	..
Cost	9.8	..
Work unsocial/unusual hours	0.1	..
Lack of service	1.9	..
Too infrequent	0.4	..
Health reasons	5.2	..
Difficult to access	0.4	..
Too much to carry/awkward	0.1	..
Uncomfortable	0.3	..
No need	22.6	..
Prefer to walk	0.1	..
Dislike waiting	0.0	..
Live centrally/within walking distance	0.2	..
Use other things - bus/underground/taxi	0.9	..
Smoking policy	.	..
Dirty/filthy	0.1	..
Given lifts	0.1	..
Too crowded	0.3	..
Not safe	0.2	..
Laziness	0.0	..
Other	1.6	..
Sample size (=100%)	7,160	..

Question not asked in 2015 - moved to biennial

Table 42: In general, What discourages you from using the train more often than you do? (2012-2014)

	2012	2013	2014	2015
Nothing	57.0	55.8	56.3	..
No nearby station	3.7	4.6	5.8	..
Takes too long	1.3	1.3	0.8	..
Inconvenient	2.9	2.5	1.1	..
No direct route	2.2	2.2	1.7	..
Use my own car	5.5	2.5	1.9	..
Need a car for/at work	0.5	0.8	0.7	..
Cost	16.9	17.5	12.0	..
Work unsocial/unusual hours	0.2	0.2	0.2	..
Lack of service	1.8	1.4	1.2	..
Too infrequent	0.8	0.4	0.8	..
Health reasons	0.4	1.0	0.3	..
Difficult to access	0.1	0.6	0.3	..
Too much to carry/awkward	0.5	0.3	0.1	..
Uncomfortable	0.4	0.4	0.1	..
No need	8.1	10.1	16.9	..
Prefer to walk	0.2	0.3	0.2	..
Dislike waiting	0.1	0.3	0.1	..
Live centrally/within walking distance	0.4	0.4	0.2	..
Use other things - bus/underground/taxi	0.5	0.1	1.0	..
Smoking policy	0.1	.	.	..
Dirty/filthy	0.2	0.1	0.2	..
Given lifts	0.0	0.1	.	..
Too crowded	0.8	0.7	0.5	..
Not safe	0.4	0.6	0.3	..
Laziness	0.1	0.0	0.1	..
Other	2.9	2.4	1.6	..
Sample size (=100%)	2,060	2,110	2,300	..

1. This question is now also asked of people who did not use a train at all in the previous month; results for these respondents are provided in Table 42a. This table continues the series on the same basis as previous years, excluding respondents who had not taken the train in the previous month.

Question not asked in 2015 - moved to biennial

Table 43: In general, What discourages you from walking more often than you do? (2012-2014)

	2012	2013	2014	2015
Nothing	51.0	60.1	57.3	..
Takes too long	3.9	4.1	4.5	..
Health reasons / unable to walk far	15.9	15.9	15.3	..
Weather	20.3	11.1	14.7	..
Not safe	0.9	1.1	0.7	..
Lack of walking paths	0.7	1.0	0.4	..
Poor quality paths	0.4	0.8	0.5	..
Inconvenient	0.4	0.6	0.3	..
Too much to carry/awkward	0.5	0.5	0.3	..
Travelling with others	0.1	0.1	0.1	..
No need	2.6	1.5	1.8	..
Live too far away	0.4	1.0	0.4	..
Prefer to use other modes - car/bus/train	0.7	0.5	0.5	..
Given lifts	0.1	0.1	0.1	..
Laziness	4.4	4.8	4.4	..
Other	3.8	2.7	3.2	..
Sample size (=100%)	9,890	9,920	9,800	..

Question not asked in 2015

Table 44: Journey purpose for train journeys¹

	2012	2013	2014	2015
Travel:				
To place of work	14.0	11.1	10.7	11.9
In the course of work	10.3	12.3	12.2	9.5
For Education	5.5	4.6	4.3	3.5
For Shopping	32.7	34.2	32.8	39.0
To hospital, doctor or other health service	2.7	2.7	1.7	2.0
To visit friends or relatives	26.2	25.4	25.3	26.2
for Holiday / day trip	12.5	13.4	13.5	15.6
for other recreational activity	18.4	20.5	20.2	20.6
Sample size (=100%)	2,440	2,480	2,639	2,500

¹. This question is asked of anyone who has used the train in the last month. There is no similar question for bus users. not asked of bus users.

Table 45: Difficulties experienced when changing between Public Transport: 2012-2014¹

	2012	2013	2014	2015
None	84.0	...	86.1	...
Not enough time to change modes	3.7	...	2.9	...
Long wait between journeys	6.9	...	6.0	...
Lack of information about connecting modes	2.9	...	2.5	...
Lack of signposting to connecting modes	1.2	...	1.0	...
Unable to use one ticket/ travel pass for all journeys/ modes	1.1	...	1.0	...
Stops/stations not close enough to each other	2.3	...	1.6	...
Accessibility between stops/stations	1.7	...	0.7	...
Other	3.1	...	2.8	...
Sample Size (=100%)	2,070	..	1,850	..

¹. This question is asked of those who use public transport at least once a month. The question is asked in the survey every other year.

Table 46: Awareness of sustainable transport policies, 2015

	Aware of - car clubs or formal car sharing schemes?	Aware of - fuel efficient driver training courses?	Aware of - electric vehicles?	Aware of - cycle hire schemes?	Sample size (=100%) percent
All people:	37.7	16.1	60.5	39.3	9,410
by gender:					
Male	40.4	20.6	65.2	42.2	4,240
Female	35.1	11.8	56.2	36.7	5,160
by age:					
16-19	19.1	9.5	52.8	28.9	260
20-29	31.8	14.7	59.0	37.2	1,070
30-39	42.3	17.7	66.1	46.0	1,310
40-49	49.3	17.7	68.3	49.0	1,470
50-59	43.1	20.6	63.4	44.0	1,680
60-69	39.2	16.8	63.0	38.8	1,700
70-79	28.5	11.0	47.9	25.7	1,220
80+	17.5	8.6	37.5	16.2	700
by current situation:					
Self employed	55.7	24.0	74.8	51.1	560
Employed full time	46.7	20.1	69.1	47.4	3,130
Employed part time	38.5	14.3	63.2	39.8	980
Looking after the home/family	27.0	9.7	46.0	32.2	450
Permanently retired from work	30.7	12.8	52.1	30.2	3,030
Unemployed/seeking work	20.8	8.6	49.8	27.3	310
In further/higher education	29.2	18.9	58.0	42.9	300
Permanently sick or disabled	19.4	10.3	46.5	23.8	460
by annual net household income:					
up to £10,000 p.a.	21.0	11.3	46.5	28.9	1,110
over £10,000 - £15,000	23.9	9.7	49.2	28.5	1,670
over £15,000 - £20,000	31.0	13.6	53.6	31.6	1,460
over £20,000 - £25,000	33.9	14.9	58.5	34.9	1,110
over £25,000 - £30,000	41.6	17.8	65.3	42.4	870
over £30,000 - £40,000	45.1	21.3	66.9	45.5	1,270
over £40,000 p.a.	54.7	20.1	74.3	53.6	1,620
by Scottish Index of Multiple Deprivation quintiles:					
1 (20% most deprived)	23.9	12.0	50.8	29.1	1,740
2'	32.4	14.3	55.5	34.9	1,900
3'	37.8	16.1	62.2	39.9	2,050
4'	44.2	19.0	66.4	44.6	2,080
5 (20% least deprived)	49.3	18.6	66.9	47.6	1,640
by urban/rural classification:					
Large urban areas	39.6	14.8	58.6	43.0	2,760
Other urban	33.3	15.8	59.6	35.3	3,220
Small accessible towns	40.5	17.1	63.7	38.9	860
Small remote towns	32.8	13.1	55.9	29.3	580
Accessible rural	43.9	20.5	67.5	45.7	1,010
Remote rural	38.8	16.8	61.8	35.7	980
by frequency of driving[†]:					
Every day	50.0	22.2	72.2	48.5	3,690
At least three times a week	47.5	19.2	69.3	44.6	1,460
Once or twice a week	44.7	19.8	68.0	43.1	600
Less often	39.2	14.8	62.7	46.5	280
Never, but holds full driving licence	22.8	9.3	54.0	34.4	700

Table 47: Uptake of sustainable transport policies (of those who were aware of the policy), 2015

	Member of a car club or formal car sharing scheme	Sample size (=100%)	Attended a fuel efficient driver training course	Sample size (=100%)	Used a cycle hire scheme in the last 12 months	Sample size (=100%) percent
All people:	2.2	2990	10.9	1340	3.2	3,030
by gender:						
Male	2.7	1530	13.3	820	3.4	1,560
Female	1.6	1460	6.6	520	3.1	1,470
by age:						
16-19	*	30	*	10	*	40
20-29	1.0	260	4.5	130	4.2	310
30-39	2.9	480	18.1	210	3.8	520
40-49	3.0	640	14.0	250	4.4	620
50-59	2.7	640	12.6	310	3.0	640
60-69	1.2	580	8.0	250	0.8	570
70-79	1.1	280	2.4	120	.	240
80+	.	90	4.7	50	.	80
by current situation:						
Self employed	0.5	280	9.9	130	2.2	260
Employed full time	2.8	1350	15.1	630	4.4	1,380
Employed part time	3.6	330	10.1	130	3.9	330
Looking after the home/family	1.0	90	*	30	0.9	110
Permanently retired from work	1.4	760	5.2	330	0.7	720
Unemployed/seeking work	*	50	*	20	11.6	60
In further/higher education	0.6	60	*	30	.	90
Permanently sick or disabled	.	60	*	30	.	70
by annual net household income:						
up to £10,000 p.a.	0.7	180	7.1	90	0.6	220
over £10,000 - £15,000	1.2	320	8.7	130	0.8	330
over £15,000 - £20,000	1.7	370	8.7	170	1.3	370
over £20,000 - £25,000	1.9	350	6.4	160	3.7	340
over £25,000 - £30,000	1.5	320	7.1	150	2.6	350
over £30,000 - £40,000	3.0	540	13.6	260	2.7	540
over £40,000 p.a.	2.6	850	14.2	350	5.4	830
by Scottish Index of Multiple Deprivation quintiles:						
1 (20% most deprived)	1.8	320	10.2	150	3.8	370
2'	2.0	490	10.4	230	3.1	510
3'	1.9	620	7.8	290	3.3	640
4'	3.0	810	14.3	380	2.4	790
5 (20% least deprived)	1.9	750	10.5	290	3.7	720
by urban/rural classification:						
Large urban areas	1.7	890	9.7	320	4.3	920
Other urban	3.2	910	10.0	420	2.1	930
Small accessible towns	1.2	310	10.8	140	4.1	300
Small remote towns	2.7	170	14.1	90	4.0	160
Accessible rural	1.9	420	15.5	200	1.7	420
Remote rural	1.9	300	8.2	170	4.5	290
by frequency of driving[†]:						
Every day	2.5	1810	12.6	850	3.1	1,790
At least three times a week	1.6	650	8.0	260	3.2	630
Once or twice a week	1.7	250	12.1	110	3.0	250
Less often	2.7	100	*	40	4.7	120
Never, but holds full driving licence	0.5	170	5.8	70	3.5	230

Table 48: Annual car mileage (those who own a car which they use for transport), 2015

	0-2500 miles	2501- 5000 miles	5001- 10000 miles	10001- 15000 miles	15001- 20000 miles	20000+ miles	Mean	Median	Sample size (=100%)
						percent		miles	
All people:	15.3	21.6	37.2	15.8	5.4	4.6	8000	6500	2990
by gender:									
Male	10.7	19.0	37.1	18.5	7.8	6.9	9600	8000	1530
Female	20.7	24.7	37.2	12.8	2.7	2.0	6300	5000	1460
by age:									
16-19	*	*	*	*	*	*	*	*	30
20-29	18.0	19.7	40.2	13.1	4.9	4.1	7200	6000	260
30-39	12.7	18.3	38.4	18.3	7.3	5.0	8400	7500	480
40-49	8.8	19.2	36.1	22.4	7.2	6.3	9700	8000	640
50-59	11.7	18.9	36.8	19.3	6.0	7.3	9400	8000	640
60-69	16.3	25.0	40.8	11.1	4.3	2.5	7300	6000	580
70-79	24.1	32.3	34.7	6.2	1.4	1.3	5400	5000	280
80+	30.0	44.5	22.2	3.0	.	0.2	3900	3500	90
by current situation:									
Self employed	9.3	13.2	34.8	24.7	9.4	8.5	11100	10000	280
Employed full time	10.1	17	38	20.3	7.8	6.8	9600	8000	1350
Employed part time	17.2	23.8	41.7	12.2	3.7	1.4	6400	6000	330
Looking after the home/family	15.4	32.5	34.9	10.5	.	6.6	6900	5000	90
Permanently retired from work	21.2	32.4	36	7.9	1.7	0.9	5700	5000	760
Unemployed/seeking work	28.2	19.3	42.2	6.7	.	3.5	5800	4000	50
In further/higher education	37.9	21.6	29.9	8.2	1.7	0.6	4100	2000	60
Permanently sick or disabled	42.1	17.7	25.8	11.5	2.8	.	4700	3000	60
by annual net household income:									
up to £10,000 p.a.	25.5	28.8	34.1	7.1	1.4	3.1	5800	5000	180
over £10,000 - £15,000	22.2	30.5	34.7	8.1	2.3	2.3	6100	5000	320
over £15,000 - £20,000	19.6	25.1	39.1	10.5	2.5	3.2	6600	5000	370
over £20,000 - £25,000	15.8	23.2	35.5	17.0	2.8	5.7	7900	6000	350
over £25,000 - £30,000	14.1	24.0	41.3	12.4	4.9	3.3	7700	6000	320
over £30,000 - £40,000	13.2	18.9	34.9	19.9	8.4	4.8	8900	7500	540
over £40,000 p.a.	11.6	16.2	38.5	20.4	7.3	5.9	9200	8000	850
by Scottish Index of Multiple Deprivation quintiles:									
1 (20% most deprived)	19.2	25.2	34.9	12.8	3.7	4.2	7100	5000	320
2'	16.6	21.7	35.7	15.5	6.0	4.6	8000	6000	490
3'	13.8	19.1	38.4	16.6	7.3	4.8	8400	7000	620
4'	13.1	21.9	36.7	18.1	5.0	5.2	8500	7500	810
5 (20% least deprived)	16.0	21.6	38.8	14.6	4.8	4.1	7700	6000	750
by urban/rural classification:									
Large urban areas	17.9	27.5	37.9	10.7	3.6	2.4	6400	5000	890
Other urban	15.9	19.9	38	15.7	5.6	4.9	8200	7000	910
Small accessible towns	12.7	18.8	38	18.9	5.4	6.2	8900	8000	310
Small remote towns	16.8	24.8	32.1	17.2	6.4	2.7	7500	6000	170
Accessible rural	10.8	16.8	35.2	22.4	7.3	7.5	9700	8000	420
Remote rural	13.9	17.9	34.8	20.3	7.5	5.7	9300	9000	300
by frequency of driving[†]:									
Every day	7.1	18.5	41.0	19.9	7.2	6.4	9800	8000	1810
At least three times a week	16.6	28.6	38.1	11.9	3.0	1.7	6600	5000	650
Once or twice a week	39.7	32.7	21.5	3.3	1.1	1.6	3700	2500	250
Less often	80.8	9.8	8.4	1.0	.	.	1200	100	100

Table TD1: [Travel on previous day] Percentage of adults travelling on previous day 2003-2015

	2004	2005	2006	2007 ¹	2008	2009	2010	2011	2012	2013	2014	2015	2015 sample size
All	69.3	68.6	69.9	80.4	78.5	76.6	73.9	73.2	73.4	75.6	76.9	76.6	9,410
Gender												<i>column percentages</i>	
male	70.6	71.3	72.6	82.4	80.4	77.8	76.5	75.5	74.5	77.2	78.6	78.4	4,240
female	68.3	66.2	67.4	78.6	76.7	75.4	71.5	71.2	72.4	74.2	75.2	74.9	5,160
Age													
16 - 19	73.8	69.3	69.7	84.6	77.9	75.4	75.5	76.4	77.7	76.4	80.0	82.2	260
20 - 29	74.3	71.9	74.1	87.5	83.2	80.0	77.8	74.3	76.2	79.8	80.5	79.3	1,070
30 - 39	77.4	75.1	75.8	85.1	79.8	81.2	80.0	77.5	77.3	78.2	79.7	80.2	1,310
40 - 49	76.1	75.3	76.5	82.3	83.1	79.4	80.1	78.8	78.5	79.7	82.2	82.3	1,470
50 - 59	72.5	72.5	73.5	82.5	81.3	79.9	75.1	76.3	74.8	79.9	78.7	76.4	1,680
60 - 69	63.2	62.3	64.5	77.3	75.3	76.6	70.6	69.8	72.3	74.4	75.6	75.4	1,700
70 - 79	54.5	54.6	54.7	66.4	68.8	64.8	63.4	64.0	64.3	63.6	68.0	67.5	1,220
80 and over	40.1	36.3	38.3	50.8	55.0	50.9	38.6	48.7	40.1	47.2	45.7	51.4	700
Sample size (=100%)	14,770	14,060	14,180	8,820	9,150	9,300	8,590	9,240	9,890	9,920	9,800	9,410	

¹ Prior to 2007 only journeys over 1/4 mile or 5 minutes on foot were recorded. Since 2007 all journeys are recorded. This creates a discontinuity in the time series between 2006 and 2007.

Table TD2: [Main mode] Percentage of journeys made by main mode¹ of travel 2003-2015²

	2004	2005	2006	2007 ²	2008	2009	2010	2011	2012 ³	2013	2014	2015	2015 sample size
Walking	15.3	13.5	13.6	22.0	22.2	21.8	22.0	22.1	26.0	23.3	25.0	21.6	9,410
Driver car/van	52.7	54.6	54.5	50.2	49.8	51.0	51.1	49.9	48.3	50.0	48.1	50.7	9,410
Passenger car/van	15.8	15.4	15.4	13.4	13.8	13.3	14.3	13.1	12.7	13.6	13.0	13.3	9,410
Bicycle	0.8	0.9	0.9	0.7	1.0	0.9	0.8	1.3	1.2	1.0	1.4	1.2	9,410
Bus	10.3	10.4	11.2	9.3	9.1	8.6	8.7	9.1	8.1	8.5	8.6	9.5	9,410
Taxi/minicab	1.9	2.2	1.6	1.5	1.5	1.4	0.8	1.3	1.3	1.6	1.2	1.3	9,410
Rail	1.7	1.9	1.8	1.7	1.6	1.9	1.4	2.0	1.8	1.7	2.1	1.7	9,410
Other	1.4	1.2	0.9	1.1	1.0	1.0	1.0	1.2	0.7	0.3	0.6	0.7	9,410
Sample size (=100%)	27,120	24,660	25,220	20,520	20,450	18,680	16,300	17,590	19,740	20,180	19,930	18,710	

¹ Where a journey involves more than one mode of transport (e.g. a bus then a train), the main mode is defined as the one used for the longest (in distance) stage.

² Prior to 2007 only journeys over 1/4 mile or 5 minutes on foot were recorded. Since 2007 all journeys are recorded. This creates a discontinuity in the time series between 2006 and 2007.

³ The questionnaire was changed in 2012 and as a result more walking journeys are recorded so there is a break in the time series between 2011 and 2012.

Table TD2a: [Main mode by distance] Percentage of journeys by main mode by distance¹ 2015

	Main Mode of Transport							Other	Sample size
	Walking	Driver car/van	Passenger car/van	Bicycle	Bus	Taxi/ minicab	Rail		
All	21.6	50.7	13.3	1.2	9.5	1.3	1.7	0.7	18,710
by distance:								<i>row percentages</i>	
Under 1 km	65.2	26.0	5.4	0.6	1.8	0.7	0.3	4,610	
1 to under 2km	28.2	45.1	12.4	1.9	8.7	3.0	0.2	2,880	
2 to under 3km	12.3	54.0	13.0	2.3	14.6	2.2	0.1	1,890	
3 to under 5km	6.8	56.5	16.2	2.0	15.2	0.9	1.3	2,300	
5 to under 10km	1.8	59.2	17.2	1.2	15.6	1.4	2.9	2,940	
10 to under 15km	0.4	67.1	18.3	0.5	9.1	1.3	2.8	1,380	
15 to 20km	0.5	70.1	17.6	0.6	8.0	0.1	3.0	770	
20 to 40km	0.1	69.0	16.2	0.5	6.5	0.5	7.2	1,290	
40km and over	0.1	66.9	18.2	0.2	8.2	0.1	4.5	670	

¹ Distances are calculated as a straight line between the start and end points of each stage / journey. A version of this table using the road network distance is included in Annex A of the web tables. More details on the differences between the straight line and road network distance can be found in TATIS Appendix A.

Table TD2b: [Stage mode] Percentage of stages¹ by mode of travel 2003-2015

	2004	2005	2006	2007 ²	2008	2009	2010	2011	2012 ³	2013	2014	2015	2015 sample size
Walking	15.7	14.1	14.1	21.7	22.1	21.6	21.7	21.8	26.7	24.1	25.9	22.8	18,710
Driver car/van	52.6	54.3	54.2	50	49.6	50.9	50.8	49.8	47.4	49.2	47.1	49.7	18,710
Passenger car/van	15.4	14.9	15.1	13.5	13.8	13.3	14.3	13.1	12.7	13.5	12.8	13.1	18,710
Bicycle	0.8	0.8	1.0	0.8	1.0	0.9	0.8	1.3	1.3	1.0	1.4	1.3	18,710
Bus	10.3	10.3	11.0	9.5	9.1	8.7	8.8	9.3	8.1	8.5	8.7	9.4	18,710
Taxi/minicab	1.9	2.2	1.6	1.5	1.6	1.4	1.0	1.4	1.3	1.6	1.3	1.4	18,710
Rail	1.7	2.0	1.9	1.8	1.7	2.1	1.5	2.1	1.8	1.7	2.1	1.7	18,710
Other	1.6	1.5	1.2	1.2	1.1	1.2	1.2	1.3	0.7	0.4	0.7	0.6	18,710
Sample size (=100%)	28,880	26,390	27,180	20,730	20,640	18,930	16,550	17,810	20,310	20,780	20,500	19,110	

¹ A stage is defined as a part of a journey involving one form of transport. A journey will have one or more stages (e.g. a bus then a train) counts as one bus stage and one train stage. Short walks between modes of transport are not included.

² Prior to 2007 only journeys over 1/4 mile or 5 minutes on foot were recorded. Since 2007 all journeys are recorded. This creates a discontinuity in the time series between 2006 and 2007.

³ The questionnaire was changed in 2012 and as a result more walking journeys are recorded so there is a break in the time series between 2011 and 2012.

Table TD3: [Purpose] Percentage of journeys made by purpose of travel 2003-2015^{1,2}

	2004	2005	2006	2007 ^{1,2}	2008	2009	2010	2011	2012 ³	2013	2014	2015	2015 sample size
commuting	24.5	26.8	25.6	23.6	24.2	23.8	26.5	25.8	23.4	22.5	23.0	22.4	18,710
business	3.8	4.3	4	1.5	1.2	1.2	0.9	0.7	1.9	2.5	2.3	2.2	18,710
Education	3.1	3.2	3.3	3.4	3.1	3.7	3.5	3.6	6.2	6.5	6.6	6.8	18,710
Shopping	22.9	21.2	21.3	23.4	22.8	23.1	23.3	21.1	23.1	23.1	22.6	23.8	18,710
Visit Hospital or other health	2.8	2.3	2.6	2.6	2.4	2.5	2.5	2.3	2.2	2.0	2.0	2.1	18,710
Other personal business	6.7	6.9	7.2	6.9	6.2	6.9	6.4	6.9	3.4	4.3	3.4	4.4	18,710
Visiting friends or relatives	10.6	10.4	11.1	10.9	12	11.2	10.8	11.9	11.3	12.1	10.6	11.3	18,710
Eating/Drinking	3.8	3.3	2.9	4.8	4.3	4.1	3.7	4.1	2.8	3.2	3.0	3.6	18,710
Sport/Entertainment	6.3	6.3	6.4	7.1	7.3	7.9	6.8	7.6	5.3	5.4	5.5	6.1	18,710
Holiday/daytrip	4.6	3.4	3.9	1.7	2	2.3	1.9	1.8	0.9	1.0	1.1	1.3	18,710
Other Journey	2.9	3.1	3.6	0.2	0.1	0.5	0.4	0.3	4.8	3.0	4.9	1.5	18,710
Escort	8	8.6	8.2	8	7.5	6.7	7.3	7.5	1.2	1.6	1.6	1.9	18,710
Go Home ²	..	..	..	2.6	3.2	3.2	2.7	3.4	8.0	7.3	6.9	7.8	18,710
Go for a walk ²	..	..	..	3.6	3.7	2.9	3.2	3	5.9	5.7	6.3	4.8	18,710
Sample size (=100%)	27,120	24,660	25,220	20,520	20,450	18,680	16,300	17,590	19,740	20,180	19,930	18,710	

¹ Prior to 2007 only journeys over 1/4 mile or 5 minutes on foot were recorded. Since 2007 all journeys are recorded. This creates a discontinuity in the time series between 2006 and 2007.

² From 2007 onwards two new categories, 'Go home' and 'just go for a walk', have been added. See the background note for more details.

³ Changes to the questionnaire design in 2012 resulted in a higher proportion of journeys being recorded as 'Go home'. This creates a discontinuity in the time series between 2011 and 2012.

⁴ This table includes a revision to the number of journeys recorded as "Go home" from 2012 onwards, due to updated coding practices. The previous series is included in an annex.

Table TD2c: [Multi stage journeys] Percentage of journeys by number of stages 2007-2015 ¹

	Number of stages in journey					Sample size (=100%)	Average (mean) number of stages
	1	2	3	4	5		
	<i>Row percentages</i>						
All journeys	97.65	1.82	0.48	0.05	0.01	172,020	1.03
Survey year							
2007	99.17	0.64	0.15	0.04	.	20,500	1.01
2008	99.3	0.57	0.08	0.04	0.01	20,420	1.01
2009	98.95	0.9	0.11	0.03	0.01	18,650	1.01
2010	98.78	0.99	0.23	0	0	16,290	1.01
2011	98.75	1.11	0.13	0.01	.	17,590	1.01
2012	95.51	3.39	0.98	0.08	0.04	19,740	1.06
2013	96.12	2.98	0.79	0.06	0.06	20,180	1.05
2014	95.7	3.32	0.9	0.08	0.01	19,930	1.05
2015	96.77	2.3	0.86	0.07	.	18,710	1.04
Main Mode of Transport							
Walking	98.5	1.1	0.4	0.0	0.0	40,870	1.02
Driver car/van	99.0	0.9	0.1	.	0.0	76,750	1.01
Passenger car/van	98.2	1.4	0.4	0.0	0.0	19,460	1.02
Motorcycle/moped	97.9	1.7	.	0.5	.	230	1.03
Bicycle	99.0	0.8	0.1	.	0.1	1,730	1.01
School Bus	97.1	1.5	1.4	.	.	230	1.04
Works Bus	90.9	7.3	1.2	0.5	.	370	1.11
Service Bus	94.7	4.3	0.8	0.1	0.0	14,520	1.06
Taxi/minicab	96.5	2.7	0.6	0.2	.	2,230	1.05
Rail	66.7	23.6	8.9	0.7	0.2	2,410	1.44
Underground	85.6	9.9	4.5	.	.	200	1.19
Ferry	34.1	28.4	34.7	0.5	2.4	120	2.09
Aeroplane	37.9	25.0	24.6	12.0	0.6	190	2.12
Other	93.0	6.9	0.1	.	.	700	1.07

** Cell value is based on less than 5 journeys so the value is suppressed.

1. The survey methodology used for the Travel Diary changed in 2012 which is likely to have led to an increase in the reporting of multi-stage journeys.

Table TD4: [Distance] Percentage of journeys made by distance¹ travelled, 2003-2015^{2,3}

	2004	2005	2006	2007 ¹	2008	2009	2010	2011	2012 ⁴	2013	2014	2015
												<i>column percentages</i>
Under 1 km	18.2	15.8	15.6	23.5	24.8	24.4	23.8	23.8	25.9	24.6	25.4	22.7
1 to under 2km	15.2	15.4	15.1	16.4	16.2	15.1	14.9	14.5	15.6	15.2	14.9	15.3
2 to under 3km	10.7	10.6	10.1	10.3	11.2	10.4	9.3	10.6	10.6	10.1	9.8	10.0
3 to under 5km	13.3	13.5	13.5	12.9	11.8	12.6	12.5	11.8	11.9	12.3	12.6	13.1
5 to under 10km	16.9	17.4	18.6	15.5	15.4	15.4	15.5	16.5	14.7	16.0	15.3	16.2
10 to under 15km	8.6	8.6	8.6	7.1	6.9	7.1	7.3	8.0	7.2	7.2	7.5	7.2
15 to 20km	4.9	5.0	5.0	4.1	3.6	3.7	4.4	3.9	4.0	4.2	4.3	4.2
20 to 40km	7.5	8.6	8.6	6.4	6.3	6.3	7.4	6.6	6.6	6.6	6.8	7.2
40km and over	4.8	5.2	5.0	3.9	3.8	5.1	4.8	4.3	3.5	3.8	3.4	4.1
<i>Sample size (=100%)</i>	<i>26,940</i>	<i>24,490</i>	<i>25,020</i>	<i>20,520</i>	<i>20,450</i>	<i>18,680</i>	<i>16,300</i>	<i>17,590</i>	<i>19,740</i>	<i>20,180</i>	<i>19,930</i>	<i>18,710</i>

¹ Distances are calculated as a straight line between the start and end points of each stage / journey. A version of this table using the road network distance is included in Annex A of the web tables. More details on the differences between the straight line and road network distance can be found in TATIS Appendix A.

² Prior to 2007 only journeys over 1/4 mile or 5 minutes on foot were recorded. Since 2007 all journeys are recorded. This creates a discontinuity in the time series between 2006 and 2007.

³ Note that 1km = 0.6 miles

⁴ The questionnaire was changed in 2012 and as a result more walking journeys are recorded so there is a break in the time series between 2011 and 2012.

Table TD4a: [Distance by main mode] Percentage of journeys by distance¹ by main mode, 2015

	Under 1 km	1 to under 2km	2 to under 3km	3 to under 5km	5 to under 10km	10 to under 15km	15 to 20km	20 to 40km	40km and over	<i>Sample size</i>
All	22.7	15.3	10.0	13.1	16.2	7.2	4.2			
by mainmode:								<i>Row percentages</i>		
Walking	68.7	19.9	5.7	4.1	1.3	0.1	0.1	0.0	-	4,140
Driver car	11.6	13.7	10.8	14.7	19.0	9.7	5.9	9.5	5.1	9,300
Driver van	13.6	10.4	5.1	12.6	17.6	6.5	4.5	16.5	13.3	370
Passenger car	9.5	14.4	9.9	16.3	20.5	10.1	5.6	8.3	5.4	2,270
Passenger van	3.1	10.6	6.8	4.9	33.3	6.6	4.4	19.3	11.0	70
Bicycle	11.3	24.3	18.6	21.5	16.0	2.7	2.1	3.0	0.6	210
Bus	4.3	13.9	15.3	20.9	26.6	6.9	3.6	4.9	3.6	1,730
Taxi/minicab	12.5	34.1	16.4	8.4	17.7	7.3	0.3	2.9	0.4	250
Rail	-	1.8	0.8	9.9	27.5	11.8	7.5	30.0	10.8	270
Other	7.5	13.8	20.2	25.6	13.4	4.1	0.8	1.9	12.8	110

¹ Distances are calculated as a straight line between the start and end points of each stage / journey. A version of this table using the road network distance is included in Annex A of the web tables. More details on the differences between the straight line and road network distance can be found in TATIS Appendix A.

Table TD5: [Distance] Distance¹ summary statistics 2003-2015^{2,3}

	2004	2005	2006	2007 ¹	2008	2009	2010	2011	2012 ⁴	2013	2014	2015
												<i>Kilometres</i>
Lower Decile	0.6	0.7	0.7	0.4	0.4	0.4	0.4	0.4	0.4	0.4	0.4	0.4
Lower Quartile	1.4	1.6	1.6	1.1	1.0	1.0	1.1	1.1	1.0	1.0	1.0	1.1
Median	3.7	4.1	4.3	3.0	2.8	3.0	3.3	3.1	2.7	3.0	3.0	3.3
Upper Quartile	10.4	11.2	10.9	8.4	8.2	8.7	9.5	8.9	8.3	8.7	8.5	9.0
Upper Decile	23.2	25.2	24.8	20.5	20.1	22.3	24.0	21.2	20.2	20.8	20.2	21.8
Mean	10.3	11.4	10.8	9.2	10.2	10.5	10.8	10.3	8.3	8.5	8.4	8.9
<i>Sample size</i>	<i>26,940</i>	<i>24,490</i>	<i>25,020</i>	<i>20,520</i>	<i>20,450</i>	<i>18,680</i>	<i>16,300</i>	<i>17,590</i>	<i>19,740</i>	<i>20,180</i>	<i>19,930</i>	<i>18,710</i>

¹ Distances are calculated as a straight line between the start and end points of each stage / journey. A version of this table using the road network distance is included in Annex A of the web tables. More details on the differences between the straight line and road network distance can be found in TATIS Appendix A.

² Prior to 2007 only journeys over 1/4 mile or 5 minutes on foot were recorded. Since 2007 all journeys are recorded. This creates a discontinuity in the time series between 2006 and 2007.

³ Note that 1km = 0.6 miles

⁴ The questionnaire was changed in 2012 and as a result more walking journeys are recorded so there is a break in the time series between 2011 and 2012.

Table TD5a: [Distance] Distance summary statistics by mode of transport 2015

	Main Mode of Transport								All modes
	Walking	Driver car/van	Passenger car/van	Bicycle	Bus	Taxi/ minicab	Rail	Other	
									<i>Kilometres</i>
Lower Decile	0.2	0.9	1.0	0.9	1.5	0.9	4.6	1.4	0.4
Lower Quartile	0.3	2.0	2.1	1.6	2.5	1.4	6.3	2.2	1.1
Median	0.6	4.8	5.0	2.5	4.3	2.3	13.3	3.3	3.3
Upper Quartile	1.2	11.9	11.4	4.7	8.2	6.2	27.7	9.8	9.0
Upper Decile	2.2	26.0	24.0	9.1	17.0	10.0	41.6	72.1	21.8
Mean	1.0	10.8	11.3	4.7	9.0	4.5	20.6	32.0	8.9
<i>Sample size</i>	<i>4,140</i>	<i>9,300</i>	<i>2,270</i>	<i>210</i>	<i>1,730</i>	<i>250</i>	<i>270</i>	<i>110</i>	<i>18,710</i>

¹ Distances are calculated as a straight line between the start and end points of each stage / journey. A version of this table using the road network distance is included in Annex A of the web tables. More details on the differences between the straight line and road network distance can be found in TATIS Appendix A.

Table TD6: [Duration] Percentage of journeys made by duration of journey, 2003-2015

	2004	2005	2006	2007 ¹	2008	2009	2010	2011	2012 ²	2013	2014	2015
	<i>column percentages</i>											
Less than 5 min	1.6	1.5	1.6	6.2	6.9	6.3	5.5	5.1	4.5	4.1	3.7	3.9
5 to 10 min	26.6	26.3	24.4	39.6	39.4	38.4	36.4	37.7	40.1	38.3	38.1	31.4
11 to 20 min	30.1	29.6	30.6	26.6	26.9	25.9	26.9	26.4	26.9	28.1	28.3	29.3
21 to 30 min	18.2	18	18.1	12.5	12.4	12.8	13.5	14.2	13.4	14.2	13.9	15.7
31 to 60 min	14.8	15.3	15.6	10.5	10	10.8	11.5	11.1	10.8	10.9	11.8	13.1
61 to 120 min	5.1	5.3	5.7	3.3	3.1	3.7	4.1	3.7	3	3.1	3.0	4.4
121 to 179 min	1.1	1.1	1.3	0.4	0.4	0.6	0.7	0.6	0.4	0.4	0.4	0.9
180 min and over	2.5	2.9	2.7	0.8	0.9	1.5	1.4	1.2	0.9	0.8	0.8	2.1
Sample size (=100%)	27,120	24,640	25,200	20,520	20,450	18,680	16,300	17,590	19,740	20,180	19,930	18,710

¹ Prior to 2007 only journeys over 1/4 mile or 5 minutes on foot were recorded. Since 2007 all journeys are recorded. This creates a discontinuity in the time series between 2006 and 2007.

² The questionnaire was changed in 2012 and as a result more walking journeys are recorded so there is a break in the time series between 2011 and 2012

Table TD7: [Start time] Percentage of journeys made by start time of journey, 2003-2015¹

	2004	2005	2006	2007 ¹	2008	2009	2010	2011	2012	2013	2014	2015
	<i>column percentages</i>											
Weekdays												
Before 7am	3.3	3.7	3.3	4.8	4.2	4.2	4.2	4.0	3.7	3.9	3.7	4.2
7am to 9:30am	18.7	20.0	19.6	18.2	18.9	20.2	19.9	20.5	18.8	19.3	19.5	19.5
After 9:30am to before 12noon	14.3	13.1	13.3	13.6	13.1	13.6	13.3	12.7	13.1	12.6	13.2	13.1
12noon to 2 pm	15.2	15.1	15.0	15.5	14.9	15.2	15.5	14.6	15.2	15.1	14.8	15.5
After 2pm to before 4:30pm	18.0	17.0	17.4	16.5	16.4	15.9	15.8	16.5	17.9	17.4	17.1	17.7
4:30pm to before 6:30pm	15.5	16.3	16.3	15.3	15.6	15.4	15.8	16.3	16.6	16.6	16.3	15.4
6:30pm onwards	15.0	14.9	15.2	16.1	17.0	15.7	15.5	15.3	14.8	15.2	15.5	14.7
Sample size (=100%)	21,050	19,600	19,900	16,210	16,070	15,000	12,830	13,940	15,410	15,890	15,550	14,640
Weekends												
Before 9:30am ²	10.6	11.6	10.0	11.0	9.7	9.9	9.8	10.3	9.8	8.4	8.9	7.7
9:30am to before 12noon	18.9	16.6	17.6	19.0	17.4	19.4	20.4	19.1	18.5	18.5	20.4	19.4
12noon to 2 pm	21.6	23.1	23.4	21.8	22.9	23.2	22.7	23.9	23.6	24.7	25.1	24.9
After 2pm to before 4:30pm	18.8	18.1	19.8	16.5	18.1	16.9	18.2	18.1	18.4	19.1	18.9	18.5
4:30pm to before 6:30pm	13.5	13.8	14.0	14.4	13.3	15.0	14.2	13.5	14.1	13.6	13.4	14.1
6:30pm onwards	16.7	16.7	15.3	17.3	18.7	15.8	14.7	15.1	15.7	15.8	13.4	15.4
Sample size (=100%)	6,070	5,050	5,300	4,310	4,380	3,680	3,470	3,650	4,330	4,290	4,380	4,072

¹ Prior to 2007 only journeys over 1/4 mile or 5 minutes on foot were recorded. Since 2007 all journeys are recorded. This creates a discontinuity in the time series between 2006 and 2007.

² Before 7am combined with 7am to 9:30am for weekends due to small sample sizes

Table TD8: [Travel Day] Percentage of journeys made by day of travel, 2003-2015

	2004	2005	2006	2007 ¹	2008	2009	2010	2011	2012	2013	2014	2015
	<i>column percentages</i>											
Monday	13.7	13.6	14.6	14.1	14.1	14	13.9	14.9	14.6	14.0	14.1	14.6
Tuesday	14.7	14.1	14.9	14.9	14.5	14.5	14.9	15.2	15.7	15.3	14.7	14.44
Wednesday	15.3	15.7	14.5	15.3	14.8	14.9	14.8	14.6	15.5	15.1	15.1	14.78
Thursday	15.7	15.5	13.9	15.4	14	14.8	15.2	15.3	15.3	15.9	15.4	15.02
Friday	16	15.8	17.2	14.8	15.9	14.3	15.9	15.5	15.1	15.2	16.5	15.73
Saturday	13.5	14.1	12.8	13.3	14.8	13.9	13.2	12.8	12.5	12.6	12.7	13.85
Sunday	11.1	11.1	12	12.2	11.7	13.7	12	11.7	11.4	11.9	11.6	11.56
Sample size (=100%)	27,120	24,660	25,220	20,520	20,450	18,680	16,300	17,590	19,740	20,180	19,930	18,710

¹ Prior to 2007 only journeys over 1/4 mile or 5 minutes on foot were recorded. Since 2007 all journeys are recorded. This creates a discontinuity in the time series between 2006 and 2007.

Table TD9: [Car Occupancy] Percentage of car stages¹ by car occupancy, 2003-2015²

	2004	2005	2006	2007	2008	2009	2010	2011	2012	2013	2014	2015
	<i>column percentages</i>											
One	59.7	60.7	60.5	61.5	60.2	60.5	61.5	63.4	64.0	65.3	64.5	64.7
Two	26.7	26.6	26.8	26.3	27.1	25.8	25.8	25.6	25.4	23.6	24.7	25.0
Three	8.6	8.0	8.1	7.3	7.4	8.3	8.1	6.8	6.9	7.1	6.9	6.7
Four	3.9	3.5	3.5	3.7	3.9	4.3	3.2	3.4	2.8	3.0	3.0	3.0
Five or More	1.1	1.1	1.1	1.2	1.4	1.1	1.3	0.9	0.9	1.1	0.8	0.5
	<i>people</i>											
Average occupancy	1.6	1.58	1.58	1.57	1.59	1.6	1.57	1.53	1.51	1.51	1.51	1.50
<i>Sample size (=100%)</i>	<i>15,040</i>	<i>14,400</i>	<i>14,790</i>	<i>10,370</i>	<i>10,330</i>	<i>9,660</i>	<i>8,330</i>	<i>8,880</i>	<i>9,830</i>	<i>10,200</i>	<i>9,820</i>	<i>9,320</i>

¹ A journey can consist of one or more stages. A new stage is defined when there is a change in the form of transport or when there is a change of vehicle requiring a separate ticket.

² Based on drivers who responded to the question on car occupancy. Respondents asked for all car stages.

Table TD10: [Congestion] Percentage of car / van stages¹ delayed by traffic congestion, 2003-2015²

	2004	2005	2006	2007	2008	2009	2010	2011	2012	2013	2014	2015
Driver congestion	11.9	11.6	12.7	14.4	13.1	11.0	10.5	11.2	9.9	9.7	11.7	12.5
<i>Sample size (=100%)</i>	<i>14,460</i>	<i>13,780</i>	<i>14,010</i>	<i>9,260</i>	<i>9,320</i>	<i>8,680</i>	<i>7,580</i>	<i>8,310</i>	<i>9,830</i>	<i>10,200</i>	<i>9,820</i>	<i>9,320</i>

¹ A journey can consist of one or more stages. A new stage is defined when there is a change in the form of transport or when there is a change of vehicle requiring a separate ticket.

² Question first asked in 2003

Table TD10a: [Congestion - reason] Reason for congestion for car / van stages, 2012-2015¹

	2012	2013	2014	2015
Volume of traffic	72.8	80.0	82.0	76.2
Road or maintenance	25.8	17.9	18.9	27.7
Road accident	1.1	1.6	1.7	1.5
Broken down car	0.7	**	0.5	0.7
Traffic lights / signals not	3.1	2.6	2.0	2.1
Lane blocked by parked	1.3	**	0.4	0.3
Bad weather	1.4	1.6	1.5	1.0
Other	2.8	3.2	1.0	1.1
Don't know	0.4	**	0.3	0.2
<i>Sample size (=100%)</i>	<i>810</i>	<i>780</i>	<i>930</i>	<i>1023</i>

¹ Respondents can provide more than one reason so percentages will not add up to 100%

** Less than 1% and suppressed as based on fewer than 5 responses

Table TD11: [Bus Delays] Percentage of bus stages¹ where passenger experienced delay, 2003-2015²

	2004	2005	2006	2007	2008	2009	2010	2011	2012	2013	2014	2015
Service Bus	8.9	9.5	8.9	12.5	14.4	9.9	12.4	10.5	11.1	10.2	10.7	9.9
<i>Sample size (=100%)</i>	<i>2,750</i>	<i>2,550</i>	<i>2,730</i>	<i>1,670</i>	<i>1,720</i>	<i>1,460</i>	<i>1,310</i>	<i>1,440</i>	<i>1,540</i>	<i>1,690</i>	<i>1,630</i>	<i>1,690</i>

change in the form of transport or when there is a change of vehicle requiring a separate ticket.

² Question first asked in 2003

Table TD12: [Congestion delays] Percentage of driver stages¹ where congestion delays were experienced by amount of time delayed, 2015²

	Not delayed	0-2 minutes	about 5 mins	about 10 mins	about 15 mins	20 to 30 mins	over 30	Delayed	Sample size (=100%)
All driver stages	87.6	0.7	4.4	3.0	1.7	2.1	0.4	12.3	9,690
by purpose of journey:									
Commuting	77.8	0.9	5.6	6.1	3.9	4.6	0.7	21.8	2,470
Business	83.2	.	6.5	2.8	1.5	3.9	1.9	16.5	360
Education	84.6	0.5	5.7	4.6	1.5	3.1	.	15.4	500
Shopping	94.3	0.4	3.3	1.4	0.2	0.2	0.2	5.7	2,160
Visit hospital/other health	85.6	0.3	4.6	4.8	3.4	1.0	0.5	14.4	220
Other personal business	93.1	0.4	4.2	0.5	1.3	0.5	.	6.9	520
Visiting friends/relatives	91.7	0.7	3.2	1.6	1.3	1.3	0.2	8.3	1,140
Eating/drinking	93.5	.	2.6	2.6	1.4	.	.	6.5	180
Entertainment	92.5	0.4	2.5	0.5	.	3.0	1.1	12.0	120
Sport	92.8	1.0	2.2	1.6	0.4	1.7	.	6.9	410
Holiday/day trip	94.0	.	2.6	0.2	.	.	0.8	3.6	160
Other	87.1	2.5	6.7	1.6	.	2.1	.	12.9	170
Escort	87.2	1.9	8.1	1.5	1.3	.	.	12.8	280
Go home	89.9	1.0	4.1	2.2	1.1	1.2	0.5	10.1	870
Just go for a walk	91.9	1.8	3.0	2.1	.	1.3	.	8.1	150
by day of the week:									
Monday	87.5	0.4	5.9	2.6	1.8	1.3	0.1	12.1	1,770
Tuesday	84.4	0.5	5.3	4.7	2.3	2.5	0.2	15.5	1,780
Wednesday	82.4	0.9	6.1	3.5	2.8	3.2	1.1	17.6	1,660
Thursday	86.6	1.0	4.6	3.2	1.7	2.5	0.3	13.2	1,300
Friday	85.2	0.9	3.5	3.8	2.2	3.6	0.4	14.5	1,180
Saturday	94.2	0.9	2.8	1.5	0.1	0.2	0.3	5.7	790
Sunday	95.6	0.3	1.9	1.2	0.3	0.4	0.3	4.4	1,210
Weekday journeys - by start time:									
Before 7 a.m.	85.7	0.7	2.5	5.0	2.5	2.8	0.5	14.1	300
7:00 to 7:59 a.m.	74.1	1.0	5.3	5.5	5.0	7.0	1.2	25.0	530
8:00 to 8:59 a.m.	75.3	1.6	9.6	6.5	3.2	3.3	0.5	24.6	680
9:00 to 9:59 a.m.	91.8	0.5	3.7	1.7	0.9	1.4	0.2	8.2	430
10:00 to 10:59 a.m.	94.7	0.5	2.1	1.1	0.6	0.8	.	5.1	480
11:00 to 11:59 a.m.	93.1	0.9	2.4	1.3	1.1	1.1	.	6.9	490
noon to 12:59 p.m.	89.8	0.9	4.4	2.6	0.5	1.4	.	9.8	520
1:00 to 1:59pm	91.5	0.4	3.0	2.4	0.5	1.4	0.2	7.9	430
2:00 to 2:59pm	89.3	0.6	5.3	1.8	1.2	1.6	0.1	10.7	520
3:00 to 3:59pm	88.4	0.1	5.1	3.2	1.2	1.2	0.2	11.0	600
4:00 to 4:59pm	76.1	0.9	8.3	7.2	3.1	3.1	1.3	23.9	730
5:00 to 5:59pm	71.1	1.7	8.0	6.0	5.7	7.0	0.4	28.8	700
6:00 to 6:59pm	85.0	0.5	6.5	2.6	2.4	2.6	0.5	15.0	480
7:00 to 7:59pm	97.1	.	1.4	0.2	0.5	0.2	0.6	2.9	330
8:00 to 8:59pm	98.1	.	1.9	.	.	.	.	1.9	200
9:00 to 9:59pm	100.0	.	.	.	.	.	.	0.0	150
After 10pm	97.5	.	0.2	1.1	.	1.2	.	2.5	140
Weekend journeys - by start time:									
Before 9:30am	97.6	.	1.4	0.4	.	0.7	.	2.4	180
9:30am to before 12noon	94.9	0.9	2.2	1.0	.	0.1	0.7	4.9	430
12noon to 2 pm	92.6	0.6	3.7	2.5	0.4	0.3	0.1	7.4	500
After 2pm to before 4:30pm	94.6	1.3	1.8	1.5	0.2	0.3	0.2	5.4	380
4:30pm to before 6:30pm	95.5	0.3	1.8	1.4	0.2	0.4	0.3	4.5	300
6:30pm onwards	98.0	.	2.0	.	.	.	.	2.0	210
by urban/rural classification:									
Large urban areas	84.0	0.7	5.4	4.3	2.5	2.4	0.5	15.8	2,450
Other urban areas	86.5	1.0	5.0	2.8	1.7	2.2	0.5	13.2	3,250
"Accessible" small towns	89.8	0.5	3.6	2.4	1.6	1.9	0.1	10.2	980
"Remote" small towns	94.5	1.2	1.5	0.5	0.3	0.9	0.8	5.1	610
"Accessible" rural areas	91.4	0.4	3.1	2.3	0.9	1.7	0.3	8.6	1,340
"Remote" rural areas	93.9	0.2	2.2	2.3	0.3	0.7	0.2	6.0	1,060

¹ A journey can consist of one or more stages. A new stage is defined when there is a change in the form of transport or when there is a change of vehicle requiring a separate ticket.

² Car drivers were asked "was this part of your trip delayed due to traffic congestion?". No definition of "traffic congestion" is given, so respondents can interpret the term as they wish. Those drivers who said that they had been delayed by traffic congestion were asked "how much time do you think was lost due to traffic congestion?".

** Cell values suppressed as percentage figure based on less than 5 responses

Table TD13: [Council travel - destination]]Percentage of journeys originating in each council area by destination council area, 2005-2015

Journey Origin (Council Area)	council area of destination															Sample size (=100%)		
	Highland / Islands	Grampian	Tayside	Central	Fife	Edinburgh	Lothians	Glasgow	Dunbartonshire / Argyll & Bute	Renfrewshire / Inverclyde	North Lanarkshire	South Lanarkshire	Ayrshire	Borders / Dumfries & Galloway	Outside Scotland		Not Known	
Highland / Islands	95	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	23,500
Grampian	1	96	1	0	0	0	0	0	0	0	0	0	0	0	0	0	2	21,830
Tayside	0	2	90	1	3	1	0	0	0	0	0	0	0	0	0	0	2	16,140
Central	0	0	1	84	1	2	2	2	1	0	2	0	0	0	0	0	2	15,810
Fife	0	0	4	1	86	3	1	0	0	0	0	0	0	0	0	0	3	11,940
Edinburgh	0	0	1	1	2	82	10	1	0	0	0	0	0	1	0	0	2	18,930
Lothians	0	0	0	2	1	16	74	1	0	0	1	1	0	1	0	0	2	13,990
Glasgow	0	0	0	1	0	1	0	70	6	8	4	5	2	0	0	0	2	22,020
Dunbartonshire / Argyll & Bute	0	0	0	2	0	0	0	14	75	3	2	1	0	0	0	0	2	13,780
Renfrewshire / Inverclyde	0	0	0	0	0	0	0	15	2	73	1	2	3	0	0	0	2	14,660
North Lanarkshire	0	0	0	2	0	1	1	9	2	1	73	8	0	0	0	0	2	9,660
South Lanarkshire	0	0	0	1	0	0	1	11	1	2	8	70	1	0	0	0	4	9,030
Ayrshire	0	0	0	0	0	0	0	3	0	3	0	1	89	1	0	0	2	14,590
Borders / Dumfries & Galloway	0	0	0	0	0	2	1	0	0	0	0	0	1	90	1	3	10,360	
Outside Scotland	1	6	6	3	6	8	4	7	4	6	3	6	2	18	18	2	520	
Not Known	5	8	8	5	7	10	6	11	5	6	5	9	7	5	0	4	5,200	
All journeys reported	23530	21860	16190	15860	11920	19010	14030	22180	13780	14680	9660	9050	14620	10370	370	4870	221,970	

** denotes cells with values suppressed as they contain fewer than 5 respondents.

This table can be used to establish the percentage of journeys starting in a given council area that end in that and other council areas.

For example, the percentage of journeys starting in Fife which end in Edinburgh can be found by locating the row labelled *Fife* beneath *Journey Origin* and looking across to the figure appearing in the vertical column labelled *Edinburgh*. In this case 3% of journeys starting in Fife end in Edinburgh.

Table TD14: [Council travel - origin] Percentage of journeys ending in each council area by area of origin, 2005-2015

Journey Destination (Council Area)	council area of origin															Sample size (=100%)		
	Highland / Islands	Grampian	Tayside	Central	Fife	Edinburgh	Lothians	Glasgow	Dunbartonshire / Argyll & Bute	Renfrewshire / Inverclyde	North Lanarkshire	South Lanarkshire	Ayrshire	Borders / Dumfries & Galloway	Outside Scotland		Not Known	
Highland / Islands	95	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	23,530
Grampian	1	95	1	0	0	0	0	0	0	0	0	0	0	0	0	0	2	21,860
Tayside	0	2	89	1	3	1	0	0	0	0	0	0	0	0	0	0	2	16,190
Central	0	0	1	84	1	2	2	2	1	0	2	1	0	0	0	0	2	15,860
Fife	0	0	4	1	86	3	1	0	0	0	0	0	0	0	0	0	3	11,920
Edinburgh	0	0	1	1	2	81	9	1	0	0	0	0	0	1	0	0	2	19,010
Lothians	0	0	0	2	1	16	74	1	0	0	1	1	0	1	0	0	2	14,030
Glasgow	0	0	0	1	0	1	0	69	6	8	4	5	2	0	0	0	2	22,180
Dunbartonshire / Argyll & Bute	0	0	0	1	0	0	0	14	75	3	2	1	1	0	0	0	2	13,780
Renfrewshire / Inverclyde	0	0	0	0	0	0	0	14	2	73	1	2	3	0	0	0	2	14,680
North Lanarkshire	0	0	0	2	0	1	1	9	2	1	73	8	0	0	0	0	2	9,660
South Lanarkshire	0	0	0	1	0	1	1	11	1	2	8	70	1	0	0	0	4	9,050
Ayrshire	0	0	0	0	0	0	0	3	0	3	0	1	88	1	0	0	2	14,620
Borders / Dumfries & Galloway	0	0	0	0	0	2	2	0	0	0	0	0	1	90	1	3	10,370	
Outside Scotland	0	4	4	1	2	6	4	4	5	4	5	4	2	24	25	4	370	
Not Known	5	8	8	5	8	10	6	11	5	6	5	10	6	5	0	4	4,870	
All journeys reported	23500	21830	16140	15810	11940	18930	13990	22020	13780	14660	9680	9030	14590	10360	520	5200	221,970	

** denotes cells with values suppressed as they contain fewer than 5 respondents.

This table can be used to establish the percentage of journeys ending in a given council area that originated in that and other council areas.

For example, the percentage of journeys ending in Fife that started in Edinburgh can be found by locating the horizontal row labelled *Fife* beneath *Journey Destination* and looking across to the figure appearing in the vertical column labelled *Edinburgh*. In this case 2% of journeys ending in Fife originated in Edinburgh.

Note: In publications prior to 2011 this table has been orientated the opposite way to the above - with the origin council area forming the rows and the destination council area forming the columns.

Table TD15: [Council travel to work - workplace] Percentage of employed people (who do not work at home) resident in each council area by council area of workplace 2011-2011

Council area of residence	Council area of workplace														Sample size (=100%)		
	Highlands / Islands	Grampian	Tayside	Central	Fife	Edinburgh	Lothians	Glasgow	Dunbartonshire / Argyll & Bute	Renfrewshire / Inverclyde	North Lanarkshire	South Lanarkshire	Ayrshire Borders / Dumfries & Galloway	Outside Scotland			
	<i>Row percentages</i>																
Highlands / Islands	63.8	0.8	0.2	.	0	0.2	.	0.2	0	0	.	.	0.1	.	0.1	34.6	2,590
Grampian	0.4	81.9	0.1	.	0	0	0	.	0	.	.	.	0	.	0	17.3	2,190
Tayside	0.1	3.3	73.7	1.1	2.3	0.8	0.1	0.6	.	0.1	.	.	.	0.2	0.1	17.6	1,560
Central	0	0.2	0.6	52.4	1.5	5.7	3.3	2.1	1	0.2	2.3	0.4	.	0.1	.	30.1	1,680
Fife	0	0.5	5.5	0.7	54.7	7.2	1.2	0.4	.	.	0.3	0.1	.	.	0.1	29.2	1,130
Edinburgh	.	0.2	0.3	0.7	1.4	71.4	6.3	0.8	0.1	0.1	0.3	0	0	0.1	0.1	18.3	1,780
Lothians	0	.	0.2	1.5	0.4	31.5	42.7	1.2	.	0.1	0.9	0.5	.	0.5	0	20.5	1,560
Glasgow	.	0.1	0.2	0.4	0.2	0.6	0.4	48.2	3.5	4.4	2.1	3.2	0.6	0	0	36.1	1,910
Dunbartonshire / Argyll & Bute	0.2	0.2	.	1	0.1	0.6	0	20	38.8	3.7	2.1	0.7	0.6	.	0.2	31.8	1,460
Renfrewshire / Inverclyde	.	0.3	.	0.4	0.1	0.9	0.3	20.9	2.5	38.6	1	2	1.3	.	0.2	31.3	1,580
North Lanarkshire	0.1	0.1	.	1.9	0.3	1.7	2.6	12.3	1.8	0.9	35.6	6.7	0.3	.	0.1	35.6	1,000
South Lanarkshire	.	.	.	0.2	0.1	1.5	1.3	15.3	0.3	2.4	7.3	31.8	0.6	0.1	.	39	1,020
Ayrshire	.	0.1	.	0.1	0.2	0	.	8	0.7	2.9	0.1	0.9	52.4	0.4	0.6	33.5	1,430
Borders / Dumfries & Galloway	.	0.2	0.1	0.1	.	4	1.6	0.3	.	.	0.2	0.2	0.6	71.4	0.7	20.7	960
Scotland	3.8	10.2	6	3.6	4.1	10.8	4.3	10	2.7	3.5	3.4	3	3.6	3.3	0.1	27.5	21,850

** denotes cells with values suppressed as they contain fewer than 5 respondents.

This table can be used to establish the percentage of employed adults in a given council area who work in that and other council areas

For example, the percentage of employed adults living in Fife who work in Edinburgh can be found by locating the horizontal row labelled Fife under Council area of residence and looking across to the figure appearing in the vertical column labelled Edinburgh. In this case 8 per cent of those who live in Fife work in Edinburgh.

Table TD16: [Council travel to work - residence] Percentage of those working (other than from home) in each council area by council area of residence 2011-2011

Council area of workplace	Council area of residence														Sample size (=100%)	
	Highlands / Islands	Grampian	Tayside	Central	Fife	Edinburgh	Lothians	Glasgow	Dunbartonshire / Argyll & Bute	Renfrewshire / Inverclyde	North Lanarkshire	South Lanarkshire	Ayrshire Borders / Dumfries & Galloway			
	<i>Row percentages</i>															
Highlands / Islands	97.8	1.4	0.2	0.1	0.1	.	0.1	.	0.2	.	0.1	.	.	.	.	1,710
Grampian	0.5	95.9	2.4	0.1	0.3	0.2	.	0.1	0.1	0.2	0.1	.	0.1	0.1	0.1	1,880
Tayside	0.2	0.3	91.7	0.6	6.1	0.6	0.2	0.4	.	.	.	.	.	0.1	.	1,220
Central	.	.	2.2	84	1.4	2	3	1.1	1.3	0.8	3.5	0.4	0.3	0.1	.	1,040
Fife	0	0.1	4.1	2.1	87.7	3.5	0.7	0.5	0.2	0.2	0.5	0.1	0.3	.	.	680
Edinburgh	0.1	0	0.6	3	4.4	66.6	20.4	0.6	0.3	0.5	1	0.8	0	1.7	.	2,090
Lothians	.	0.1	0.2	4.4	1.9	14.7	69.6	1.1	0	0.5	3.9	1.9	.	1.7	.	870
Glasgow	0.1	.	0.4	1.2	0.3	0.8	0.8	50.7	10	13	8	9.5	5.1	0.1	.	2,020
Dunbartonshire / Argyll & Bute	0.1	0.1	.	2.1	.	0.3	.	13.4	71.7	5.7	4.2	0.8	1.6	.	.	780
Renfrewshire / Inverclyde	0	.	0.2	0.3	.	0.3	0.1	13.4	5.3	69	1.7	4.3	5.4	.	.	850
North Lanarkshire	.	.	.	3.9	0.7	0.8	1.8	6.5	3	1.8	67.8	13.3	0.1	0.3	.	570
South Lanarkshire	.	.	.	0.7	0.2	0.1	1.1	11.2	1.2	4.1	14.4	64.9	1.9	0.3	.	510
Ayrshire	0.2	0.1	.	.	.	0.1	.	1.7	0.8	2.3	0.5	1	92.7	0.8	.	830
Borders / Dumfries & Galloway	.	.	0.5	0.2	.	0.2	1.1	0.1	.	.	.	0.2	0.8	96.9	.	700
Outside Scotland	4.6	1.2	7	.	3.4	7.3	2	1.8	8.3	10.8	3.2	.	29	21.3	.	30
Not Known	7.3	7.5	4.8	6.3	7	6.7	5.2	13.9	5.8	7.1	8.4	8.8	7.8	3.4	.	6,070
All working respondents (other than from home)	5.8	11.9	7.4	5.7	6.6	10.1	7	10.6	5	6.2	6.5	6.2	6.4	4.5	.	21,850

** denotes cells with values suppressed as they contain fewer than 5 respondents.

This table can be used to establish the percentage of employed adults working in a given council area who reside in that or other council areas.

For example, the percentage of employed adults working in Fife who live in Edinburgh can be found by locating the horizontal row labelled Fife beneath Council area of workplace and looking across to the figure appearing in the vertical column labelled Edinburgh. In this case 3 per cent of those who work in Fife live in Edinburgh.

Notes: In publications prior to 2011 this table has been orientated the opposite way to the above - with the council area of residence forming the rows and the council area of workplace forming the columns.

Table TD17: Use of ordering services the previous day, 2015

	Supermarket home delivery	Internet shopping	Mail order	Ordered goods by phone	Ordered takeaway food delivery	Sample size (=100%)	(If used ordering services the previous day) did this impact on the number of trips you made yesterday?		Sample size (=100%) percent
							Yes	No	
All people:	0.7	8.5	1.0	0.8	3.3	6960	17.9	82.1	790
by gender:									
Male	0.6	8.2	0.9	1.0	3.4	3220	20.0	80.0	350
Female	0.7	8.8	1.0	0.5	3.3	3740	15.9	84.1	430
by age:									
16-19	0.1	7.4	1.0	0.8	6.1	200	*	*	30
20-29	0.7	10.4	0.5	0.4	7.0	840	21.8	78.2	130
30-39	1.1	9.5	1.4	1.3	4.4	1050	13.6	86.4	160
40-49	1.2	12.5	1.8	0.7	3.3	1200	20.6	79.4	180
50-59	0.5	8.9	1.2	0.9	2.1	1270	19.4	80.6	170
60-69	0.5	5.4	0.6	0.5	0.7	1240	18.2	81.8	80
70-79	0.1	2.4	0.1	0.8	0.2	810	*	*	30
80+	0.5	1.0	0.5	0.5	1.2	340	*	*	10
by current situation:									
Self employed	0.9	11.8	1.4	3.8	1.9	430	10.2	89.8	70
Employed full time	0.7	10.6	1.4	0.6	4.8	2660	20.8	79.2	400
Employed part time	1.1	8.8	1.0	0.3	3.5	820	12.7	87.3	100
Looking after the home/family	0.4	8.4	0.4	1.2	2.5	310	*	*	40
Permanently retired from work	0.4	4.1	0.5	0.5	0.4	1940	19.7	80.3	90
Unemployed/seeking work	0.0	1.5	0.0	0.9	2.1	210	*	*	10
In further/higher education	0.8	11.6	1.4	0.7	4.6	230	*	*	40
Permanently sick or disabled	0.8	3.8	0.3	0.5	5.8	230	*	*	20
by annual net household income:									
up to £10,000 p.a.	0.9	4.7	0.4	0.1	1.2	700	*	*	40
over £10,000 - £15,000	0.0	4.0	0.2	0.6	2.5	1140	14.5	85.5	70
over £15,000 - £20,000	0.7	5.9	0.9	0.3	4.2	1050	9.6	90.4	100
over £20,000 - £25,000	0.6	7.9	0.5	0.6	4.2	840	11.9	88.1	100
over £25,000 - £30,000	0.4	9.7	0.5	0.9	3.4	690	14.4	85.6	90
over £30,000 - £40,000	1.0	8.7	1.5	1.6	3.7	1020	22.5	77.5	140
over £40,000 p.a.	0.8	13.7	1.7	0.8	3.3	1340	20.8	79.2	230
by Scottish Index of Multiple Deprivation quintiles:									
1 (20% most deprived)	0.7	5.3	0.6	0.6	4.2	1210	13.8	86.2	120
2'	0.5	7.3	0.9	0.3	2.4	1390	13.4	86.6	130
3'	1.3	10.5	1.4	0.6	4.0	1510	23.6	76.4	190
4'	0.4	8.6	1.0	1.0	3.1	1550	18.6	81.4	190
5 (20% least deprived)	0.5	10.2	1.0	1.2	3.0	1300	16.7	83.3	160
by urban/rural classification:									
Large urban areas	0.5	8.6	0.9	0.7	3.8	2080	16.8	83.2	250
Other urban	0.6	8.1	0.9	0.5	4.0	2390	19.2	80.8	260
Small accessible towns	1.1	7.9	1.0	1.4	3.3	650	22.2	77.8	70
Small remote towns	1.3	6.1	0.2	2.3	1.1	420	*	*	40
Accessible rural	0.4	9.9	0.9	0.9	1.5	760	17.0	83.0	80
Remote rural	1.7	9.8	3.3	0.2	1.5	660	18.2	81.8	70
by frequency of driving†:									
Every day	0.6	10.4	1.4	1.1	3.1	3160	16.5	83.5	430
At least three times a week	0.5	9.6	1.2	0.4	2.9	1080	24.6	75.4	120
Once or twice a week	1.0	9.6	0.3	1.2	4.7	400	*	*	40
Less often	0.6	5.8	0.4	0.0	2.9	190	*	*	20
Never, but holds full driving licence	0.8	8.9	0.2	0.4	5.2	480	13.8	86.2	60

Table TD2a: [Main mode by distance] Percentage of journeys by main mode by road network distance 2015

	Main Mode of Transport									
	Walking	Driver car	Driver van	Passenger car	Passenger van	Bicycle	Bus	Taxi/ minicab	Rail	Other
All	21.6	48.7	2	12.8	0.5	1.2	9.5	1.3	1.7	0.6
by distance:	<i>row percentages</i>									
Under 1 km	60.0	28.1	1.5	5.5	0.3	0.6	2.7	0.6	0.2	0.5
1 to under 2km	43.2	35.6	1.7	9.3	0.3	1.5	5.5	2.3	0.1	0.4
2 to under 3km	22.7	47.1	1.1	13.1	0.3	2.2	11.0	2.1	0.1	0.3
3 to under 5km	10.3	49.8	1.2	15.6	0.1	1.7	16.3	2.3	0.8	1.7
5 to under 10km	3.6	57.4	2.0	15.1	0.4	1.4	15.8	1.4	2.4	0.4
10 to under 15km	2.9	62.5	1.2	17.4	0.9	1.2	10.1	0.8	2.4	0.4
15 to 20km	0.6	63.6	3.0	17.5	0.7	0.5	9.9	1.2	2.3	0.8
20 to 40km	1.3	64.2	3.4	15.6	0.5	0.9	7.7	0.6	5.6	0.3
40km and over	1.1	62.4	5.5	16.3	1.6	0.5	6.9	0.3	5.0	0.6

Table TD4: [Distance] Percentage of journeys made by road network distance travelled, 2012-2015¹

	2012 ²	2013	2014	2015
	<i>column percentages</i>			
Under 1 km	24.2	16.3	17.2	19.1
1 to under 2km	13.7	15.0	14.7	12.8
2 to under 3km	8.8	9.6	9.6	9.8
3 to under 5km	12.4	13.3	13.1	13.0
5 to under 10km	14.6	16.4	16.8	16.6
10 to under 15km	8.4	9.4	8.7	8.4
15 to 20km	4.2	5.0	4.9	4.7
20 to 40km	8.4	8.9	9.5	9.1
40km and over	5.4	6.2	5.4	6.6
Sample size (=100%)	19,290	20,180	19,930	18,490

¹ Note that 1km = 0.6 miles

² The questionnaire was changed in 2012 and as a result more walking journeys are recorded so there is a break in the time series between 2011 and 2012.

Table TD4a: [Distance by main mode] Percentage of journeys by road network distance by main mode, 2015

	Under 1 km	1 to under 2km	2 to under 3km	3 to under 5km	5 to under 10km	10 to under 15km	15 to 20km	20 to 40km	40km and over	Sample size
	All	19.1	12.8	9.8	13.0	16.6	8.4	4.7	9.1	6.6	18,490
by mainmode:	<i>Row percentages</i>									
Walking	53.1	25.6	10.3	6.2	2.7	1.1	0.1	0.5	0.3	4,110
Driver car	11.0	9.4	9.4	13.2	19.5	10.7	6.1	12.0	8.5	9,190
Driver van	14.2	10.7	5.2	7.8	16.9	4.8	7.0	15.4	18.0	370
Passenger car	8.2	9.3	10.0	15.8	19.5	11.3	6.4	11.1	8.4	2,230
Passenger van	12.2	7.7	6.2	3.9	15.1	16.4	7.0	9.0	22.6	70
Bicycle	9.6	16.0	17.9	18.4	18.7	8.6	1.8	6.6	2.5	200
Bus	5.4	7.5	11.3	22.2	27.6	8.9	4.9	7.4	4.8	1,710
Taxi/minicab	8.7	22.3	15.4	21.8	17.3	4.9	4.2	3.8	1.5	250
Rail	2.4	0.9	0.7	6.2	23.3	11.9	6.2	29.4	19.1	270
Other	15.1	8.5	4.8	37.9	10.1	5.7	6.4	4.9	6.6	100

Table TD5: [Distance] Distance (road network) summary statistics 2012-2015¹

	2012 ²	2013	2014	2015
	<i>Kilometres</i>			
Lower Decile	0.2	0.7	0.6	0.4
Lower Quartile	1.0	1.5	1.5	1.4
Median	3.4	4.2	4.2	4.1
Upper Quartile	10.7	11.9	11.8	12.1
Upper Decile	26.1	27.6	26.9	29.0
Mean	10.5	11.6	11.4	16.7
Sample size	19,290	20,180	19,930	18,490

¹ Note that 1km = 0.6 miles

² The questionnaire was changed in 2012 and as a result more walking journeys are recorded so there is a break in the time series between 2011 and 2012.

Table TD5a: [Distance] Distance (road network) summary statistics by mode of transport 2015

	Main Mode of Transport									
	Walking	Driver car	Driver van	Passenger car	Passenger van	Bicycle	Bus	Taxi/ minicab	Rail	Other
Lower Decile	0.0	0.9	0.7	1.2	0.0	1.0	1.7	1.1	4.9	0.2
Lower Quartile	0.4	2.5	2.0	2.7	2.5	1.9	3.0	1.7	7.7	2.6
Median	0.9	6.3	8.2	6.4	11.4	3.4	5.4	3.1	18.6	4.0
Upper Quartile	1.7	16.0	30.1	15.6	37.6	6.9	10.8	7.1	35.7	6.3
Upper Decile	3.2	34.9	50.9	35.1	72.3	18.2	22.6	12.6	54.2	20.9
Mean	1.5	20.6	22.4	21.6	27.1	13.9	18.8	6.1	38.0	59.2
Sample size	4,110	9,190	370	2,230	70	200	1,710	250	270	100

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

Sub-sample size (=100%)	Estimate									
	5% or 95%	10% or 90%	15% or 85%	20% or 80%	25% or 75%	30% or 70%	35% or 65%	40% or 60%	45% or 55%	50%
	<i>percentage points (+/-)</i>									
100	5.0	6.8	8.1	9.1	9.8	10.4	10.8	11.1	11.3	11.4
200	3.5	4.8	5.7	6.4	7.0	7.4	7.7	7.9	8.0	8.0
300	2.9	3.9	4.7	5.3	5.7	6.0	6.3	6.4	6.5	6.6
400	2.5	3.4	4.1	4.5	4.9	5.2	5.4	5.6	5.7	5.7
500	2.2	3.1	3.6	4.1	4.4	4.7	4.8	5.0	5.1	5.1
600	2.0	2.8	3.3	3.7	4.0	4.3	4.4	4.5	4.6	4.6
700	1.9	2.6	3.1	3.4	3.7	3.9	4.1	4.2	4.3	4.3
800	1.8	2.4	2.9	3.2	3.5	3.7	3.8	3.9	4.0	4.0
900	1.7	2.3	2.7	3.0	3.3	3.5	3.6	3.7	3.8	3.8
1,000	1.6	2.2	2.6	2.9	3.1	3.3	3.4	3.5	3.6	3.6
1,200	1.4	2.0	2.3	2.6	2.8	3.0	3.1	3.2	3.3	3.3
1,400	1.3	1.8	2.2	2.4	2.6	2.8	2.9	3.0	3.0	3.0
1,600	1.2	1.7	2.0	2.3	2.5	2.6	2.7	2.8	2.8	2.8
1,800	1.2	1.6	1.9	2.1	2.3	2.5	2.6	2.6	2.7	2.7
2,000	1.1	1.5	1.8	2.0	2.2	2.3	2.4	2.5	2.5	2.5
2,500	1.0	1.4	1.6	1.8	2.0	2.1	2.2	2.2	2.3	2.3
3,000	0.9	1.2	1.5	1.7	1.8	1.9	2.0	2.0	2.1	2.1
3,500	0.8	1.2	1.4	1.5	1.7	1.8	1.8	1.9	1.9	1.9
4,000	0.8	1.1	1.3	1.4	1.6	1.6	1.7	1.8	1.8	1.8
5,000	0.7	1.0	1.1	1.3	1.4	1.5	1.5	1.6	1.6	1.6
6,000	0.6	0.9	1.0	1.2	1.3	1.3	1.4	1.4	1.5	1.5
7,000	0.6	0.8	1.0	1.1	1.2	1.2	1.3	1.3	1.4	1.4
8,000	0.6	0.8	0.9	1.0	1.1	1.2	1.2	1.2	1.3	1.3
9,000	0.5	0.7	0.9	1.0	1.0	1.1	1.1	1.2	1.2	1.2
10,000	0.5	0.7	0.8	0.9	1.0	1.0	1.1	1.1	1.1	1.1
12,000	0.5	0.6	0.7	0.8	0.9	1.0	1.0	1.0	1.0	1.0
14,000	0.4	0.6	0.7	0.8	0.8	0.9	0.9	0.9	1.0	1.0
16,000	0.4	0.5	0.6	0.7	0.8	0.8	0.9	0.9	0.9	0.9
18,000	0.4	0.5	0.6	0.7	0.7	0.8	0.8	0.8	0.8	0.8
20,000	0.4	0.5	0.6	0.6	0.7	0.7	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	0.6	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	0.2	0.3	0.4	0.5	0.5	0.5	0.5	0.6	0.6	0.6
45,000	0.2	0.3	0.4	0.4	0.5	0.5	0.5	0.5	0.5	0.5
50,000	0.2	0.3	0.4	0.4	0.4	0.5	0.5	0.5	0.5	0.5

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

2013 Design factor = 1.16

Formula used is $CI = 1.16 \times 1.96 \times \text{SQRT}((\% \times (1-\%)) / n)$

9. SOURCES

- Vehicle Licensing** Department for Transport
<https://www.gov.uk/government/organisations/department-for-transport/series/vehicle-licensing-statistics>
- Local Bus Services** Department for Transport
<https://www.gov.uk/government/organisations/department-for-transport/series/bus-statistics#publications>
- Freight (Road)** Department for Transport
<https://www.gov.uk/government/organisations/department-for-transport/series/road-freight-statistics>
- Freight (Rail)** Freightliner/English Welsh & Scottish Railways/Direct Rail Services
<http://www.freightliner.co.uk/> <http://www.directrailservices.com/>
<http://www.rail.dbschenker.co.uk/>
- Coastwise Traffic** Department for Transport
<http://tinyurl.com/pkygo7d>
- Pipelines** Department of Energy and Climate Change
<https://www.gov.uk/government/organisations/department-of-energy-climate-change>
- Public Road Lengths** Transport Scotland
transtat@transportscotland.gsi.gov.uk
- Road Traffic** Department for Transport
<https://www.gov.uk/government/organisations/department-for-transport/series/road-traffic-statistics>
- Road Accident Casualties** Transport Scotland Transport Statistics
<http://www.transportscotland.gov.uk/statistics/reported-road-casualties-scotland-all-editions>
- Rail Services** Office of Rail Regulation & ScotRail
<http://orr.gov.uk/statistics>
- Air Transport** Civil Aviation Authority
<http://www.caa.co.uk/default.aspx?catid=80&pagetype=88&pageid=3&sqlid=3>
- Ferries** Caledonian MacBrayne & North Link Ferries
<http://www.calmac.co.uk/> <http://www.northlinkferries.co.uk/>
- Scottish Household Survey**
<http://www.scotland.gov.uk/Topics/Statistics/16002>
- Travel in GB -** National Travel Survey
<https://www.gov.uk/government/collections/national-travel-survey-statistics>
- Sustrans Hands Up Scotland Survey**
<http://www.sustrans.org.uk/scotland/what-we-do/schools-and-universities/hands-scotland>
- Scotland and GB Travel to Work – Labour Force Survey**
<https://www.gov.uk/government/statistical-data-sets/tsqb01-modal-comparisons>

10. BACKGROUND INFORMATION

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

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

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

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

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

Published results, and anonymised data

SHS results are also included in *Scottish Transport Statistics*, published in February.

Transport statistics publications are available on the Transport Scotland Statistics webpages at <http://www.transportscotland.gov.uk/analysis/statistics/publications>

The *SHS Annual Report* is published by the Scottish Government and can be found here: <http://www.scotland.gov.uk/Topics/Statistics/16002/PublicationAnnual>

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

Enquiries and further information

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

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

Tel: 0131 244 0824
Fax: 0131 244 7573
E-mail: shs@scotland.gsi.gov.uk

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

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Transport Scotland
Scottish Government
Victoria Quay
Edinburgh, EH6 6QQ

Tel: 0131 244 1457
E-mail: transtat@transportscotland.gsi.gov.uk

Further information about the survey can be found on the SHS *website* at www.scotland.gov.uk/shs

This website provides some background to the survey, information about the progress of the survey, and the published results. Copies of the Transport Statistics bulletins can be found on the Transport Scotland Statistics webpages at: <http://www.transportscotland.gov.uk/statistics/statistical-publications>

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

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

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For general enquiries about Scottish Government statistics please contact:

Office of the Chief Statistician, Telephone: 0131 244 0442,

e-mail: statistics.enquiries@scotland.gsi.gov.uk

How to access background or source data

The data collected for this statistical bulletin:

are available in more detail through Scottish Neighbourhood Statistics

are available as part of a GB dataset on data.gov.uk

may be made available on request, subject to consideration of legal and ethical factors. Please contact Transtat@transportscotland.gsi.gov.uk for further information.

cannot be made available by Scottish Government for further analysis as Scottish Government is not the data controller.

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