

# Statistical Bulletin

## Transport Series

Trn / 2013/ 2

28 August 2013



### Transport and Travel in Scotland 2012

This bulletin summarises a range of transport statistics in Scotland to highlight the main trends and present the results of the 2012 Scottish Household Survey transport questions in context. Some comparisons with Great Britain (or the UK) are also included.

#### 1 Main Points

##### Motor vehicles, traffic and driving

**1.1 The estimated total volume of traffic on Scotland's roads in 2012 was over 43 billion vehicle kilometres** – 0.4 per cent more than in 2011 and the first increase since 2007. [Table S1]

**1.2 In 2012 there were around 216,000 new vehicle registrations in Scotland, an increase of 7 per cent on 2011, the largest increase in the last ten years.** [Table S1]

**1.3 There were 2.7 million motor vehicles licensed in Scotland in 2012, a one per cent increase on 2011 and 17 per cent higher than in 2002.** [Table S1]

**1.4 68% of people aged 17 or over had a full driving licence in 2012, the highest figure for the last decade.** [Table S3]

**1.5 Driving licence possession varies with age. Seventeen to 19 year olds have the lowest rate of licence possession (28%) with the rate increasing with age to peak at 80 per cent of 40 to 49 year olds, before decreasing back down to 37 per cent of those 80 or over.** [Table 1]

**1.6 Males were more likely to hold a full driving license than females (76% vs. 62%);** male licence possession has been fairly stable whilst female possession has been steadily increasing over the last decade. [Table S3]

**1.7 Twenty-six per cent of households had access to two or more cars in 2012, whilst 31 per cent had no access to a car.** The proportions have remained similar over the last five years. [Table S3]

**1.8 One in five respondents had made a journey in the last month where they chose to drive only part of the way, and completed their journey using another form of transport.** Of these, 29 per cent parked in a designated Park & Ride facility and a

further 29 per cent used an ordinary car park at a bus station, train station or airport. [Table 21]

**1.9 Half of households spend £100 or less on fuel for their cars each month, the same amount as in 2011.** Households reported an average spend of £134 on fuel for their cars in the past month – an increase of £34 over the last three years. [Table 2]

## **Public transport, ferries and aviation**

**1.10 More people are using trains. ScotRail patronage increased by 2.7 per cent (to 83.3 million) in 2012/13** – the highest level recorded and an increase of 45% since 2003/04. [Table S1]

**1.11 Twenty-eight per cent of respondents to the SHS used the train in the last month, up from 26 per cent in 2011 and an increase from 15 per cent in 2002.** Forty two per cent used a local bus in the last month. [Table S3]

**1.12 The majority of people are satisfied with public transport. Seventy-two per cent of people were satisfied or very satisfied in 2012.** This is a fall from 76 per cent in 2011 and higher than in 2007 (69%). [Table 4]

**1.13 Most people agreed that it was easy to change from buses and trains to other forms of transport (82% for trains and 75% for buses) and to find out route and timetable information (91% for trains and 84% for buses).** [Table 29]

**1.14 Younger people and women are more likely to use the bus.** Two thirds of 16-19 year olds had used the bus in the last month, compared to one third of those aged 40-49. 45 per cent of women had used the bus in the last month compared to 38 per cent of men. [Table 28]

**1.15 Fifty-five per cent of those aged 60 or over used their concessionary pass at least once a month.** Thirty-four per cent have a pass but haven't used it. Twelve per cent have no pass. [Table 32]

**1.16 There were 22.2 million air terminal passengers at airports in Scotland in 2012.** An increase of less than one per cent on 2011. [Table S1]

**1.17 The number of passenger journeys from Scottish airports to destinations outwith the UK was higher than the number of internal flights for the first time (10.21m compared to 10.05m)** [Table S4]

**1.18 Forty-six per cent of SHS respondents took a flight for leisure purposes in 2012 and 8 per cent for business.**

**1.19 In 2012, 5.5 million passengers were carried on Caledonian MacBrayne, Northlink Orkney and Shetland and Orkney ferry services, a fall of 2.5 per cent from 2011.** [Table S1]

## **Walking and cycling**

**1.20 Thirty-five per cent of households had access to at least one bicycle for adult use in 2012.** This proportion has remained stable over the last decade. [Table S3]

## **Travel to work and school**

**1.21 Thirty per cent of respondents travelled to work by public or active transport,** continuing the trend of little change in recent years. This figure provides an update to the indicator used in the Scottish Government's National Performance Framework which is considered to be 'performance maintaining'. [Table S3]

**1.22 Active travel accounted for 16 per cent (walking: 13.6%, cycling: 2.0%) and public transport 14 per cent (bus: 10.1%, rail: 4.3%) of all journeys to work in 2012.** [Table S3]

**1.23 Fifty-two per cent of all journeys to school were made by walking or cycling in 2012.** The levels have remained relatively stable over the last ten years. [Table S3]

**1.24 Children in primary school were more likely to walk or be driven to school than children in secondary school.** Secondary school pupils are more likely to catch a bus. [Table 15]

## **Access to services**

**1.25 Eighty-four per cent of respondents felt that public transport was very or fairly convenient to access in 2012.** [Table 33]

## **Freight**

**1.26 The amount of freight lifted in Scotland continues to fall. Excluding road transport, freight lifted fell 3% to 64.9 million tonnes in 2012.**

**1.27 Two thirds of freight lifted in Scotland was transported by road in 2010** (the latest year for which road freight data is available).

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## 2 Background

2.1 This bulletin provides some of the main transport trends in Scotland from a range of administrative and survey data sources. It provides analysis of the Transport related questions asked in the Scottish Household Survey and uses some of the main transport trends in Scotland from a range of data sources and included some comparisons with Great Britain as context. This publication replaced two publications, Main Transport Trends and Household Transport, in 2011.

2.2 This publication is split into 6 broad themes:

- Motor vehicles, traffic and driving
- Public transport, ferries and aviation
- Walking and cycling
- Travel to work and school
- Access to services
- Freight

2.3 The tables are split as follows:

- modal trends in Scotland over the past ten years - Tables S1 and S2
- Scottish Household Survey trends over the past ten years - Table S3
- cross-border transport trends over the past ten years - Table S4
- Scotland and GB (or the UK) comparisons - Tables SGB1 to SGB3
- longer-term trends in some statistics, for Scotland - Tables H1 to H4
- Scottish Household Survey tables – Tables 1 to 37 (*note that not all tables are updated and included in this publication due to changes to the SHS, see para 2.12*)

2.4 Table S3 contains statistics which underpin Scotland's National Indicator on travel to work. More information on **National Indicators** can be found on the Scotland Performs website. [www.scotland.gov.uk/About/scotPerforms/indicators/publicTransport](http://www.scotland.gov.uk/About/scotPerforms/indicators/publicTransport)

2.5 This bulletin's purpose is to highlight the main trends in transport and travel in Scotland and present the results of the 2012 Scottish Household Survey transport questions in context. For a **full list of Transport statistics publications** see: <http://www.transportscotland.gov.uk/analysis/statistics/publications>.

2.6 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/analysis/statistics/publications/scottish-transport-statistics-previous-editions>

2.7 Scottish Transport Statistics will be published in February 2014 and will contain a comprehensive statistical picture of transport statistics in Scotland. Analysis of the Scottish Household Survey Travel Diary will be published in November 2013.

## Scottish Household Survey

2.8 A number of tables in this bulletin provide analyses of transport related questions, asked by the Scottish Household Survey (SHS) from 1999 to 2012.

2.9 The SHS is a survey of *private* households and does not cover some sections of the population - e.g. those living on military bases and most students living in halls of residence will not be included.

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

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

2.11 To produce representative results, data are weighted to take account of differences in selection probabilities and non-response.

2.12 There were changes to the SHS survey methodology for the 2012 survey. This needs to be considered when analysing the survey results. The main changes affecting this publication are a reduction in the sample size for some questions, and a change in the survey structure meaning some questions now only provide data biennially. Additionally, a number of questions (including some which previously provided data for this publication) have been removed from the survey.

2.13 Where no new data is available, a table has not been included in this publication. The most recent data for these tables can be found in Transport and Travel in Scotland 2011. Table numbers have not been changed as updated versions of these tables are likely to be included in Transport and Travel in Scotland 2013. More detail about the changes can be found in the 2012 [Scottish Household Survey Annual Report](#) and on the [Transport Scotland statistics pages](#).

### **Sample size and variability**

2.14 Results are subject to sampling variability and **care should be taken when interpreting year-on-year changes**. Table 37 shows the confidence limits for the results (Appendix A describes how these should be used).

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

2.16 The data was extracted from the SHS database in summer 2013 and does not take into account any subsequent revisions to the data.

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### 3 Motor vehicles, traffic and driving

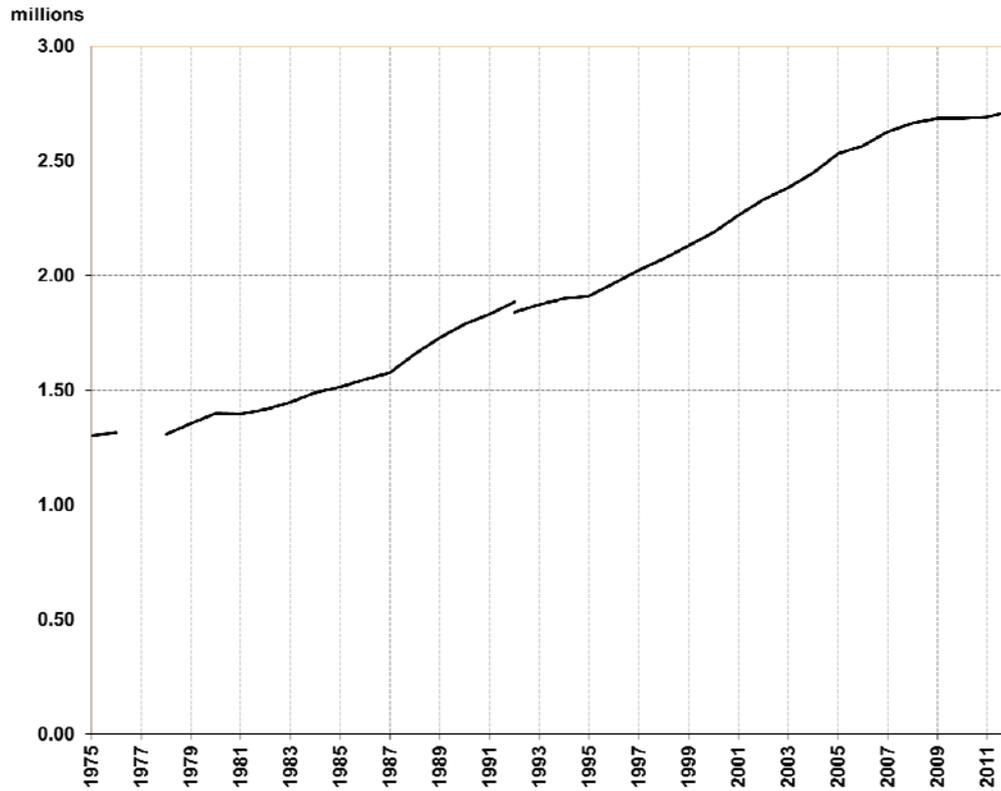
- **The estimated total volume of traffic on Scotland's roads in 2012 was over 43 billion vehicle kilometres** – 0.4 per cent more than in 2011 and the first increase since 2007.
- **In 2012 there were around 216,000 new vehicle registrations in Scotland, an increase of 7 per cent on 2011, the largest increase in the last ten years.**
- **There were 2.7 million motor vehicles licensed in Scotland in 2012, a one per cent increase on 2011 and 17 per cent higher than in 2002.**
- **68% of people aged 17 or over had a full driving licence in 2012**, the highest the level has been since the survey began in 1999.
- **Driving licence possession varies with age.** Seventeen to 19 year olds have the lowest rate of licence possession (28%) with the rate increasing with age to peak at 80 per cent of 40 to 49 year olds, before decreasing back down to 37 per cent of those 80 or over. [Table 1]
- **Males were more likely to hold a full driving license than females (76% vs. 62%);** male licence possession has been fairly stable whilst female possession has been steadily increasing over the years of the survey.
- **Twenty-six per cent of households had access to two or more cars in 2012, whilst 31 per cent had no access to a car.** Whilst the percentage of households with more than 2 cars proportions is currently the highest it has been, the proportions have remained broadly similar over the last five years.
- **Households with higher annual net household income are more likely to have access to a car.**
- **People living in rural areas used their cars more frequently than those in urban areas.** Around three quarters of those living in rural areas drove at least once a week. This contrasts with around half of those living in large urban areas driving at least once a week.
- **One in five respondents had made a journey in the last month where they chose to drive only part of the way, and completed their journey using another form of transport.** Of these, 29 per cent parked in a designated Park & Ride facility and a further 29 per cent used an ordinary car park at a bus station, train station or airport. [Table 21]
- **Half of households spend £100 or less on fuel for their cars each month, the same amount as in 2011.** Households reported an average spend of £134 on fuel for their cars in the past month – an increase of £34 over the last three years.

#### Licensed Vehicles

3.1 There were 2.7 million motor vehicles licensed in Scotland in 2012, a one per cent increase on the previous year and 17 per cent higher than in 2002. The steady upward trend has flattened out in the last couple of years. [Table S1] Figure 1 shows the trends since 1975: showing increases in almost every year, and the number of vehicles licensed has almost doubled in the last 30 years.

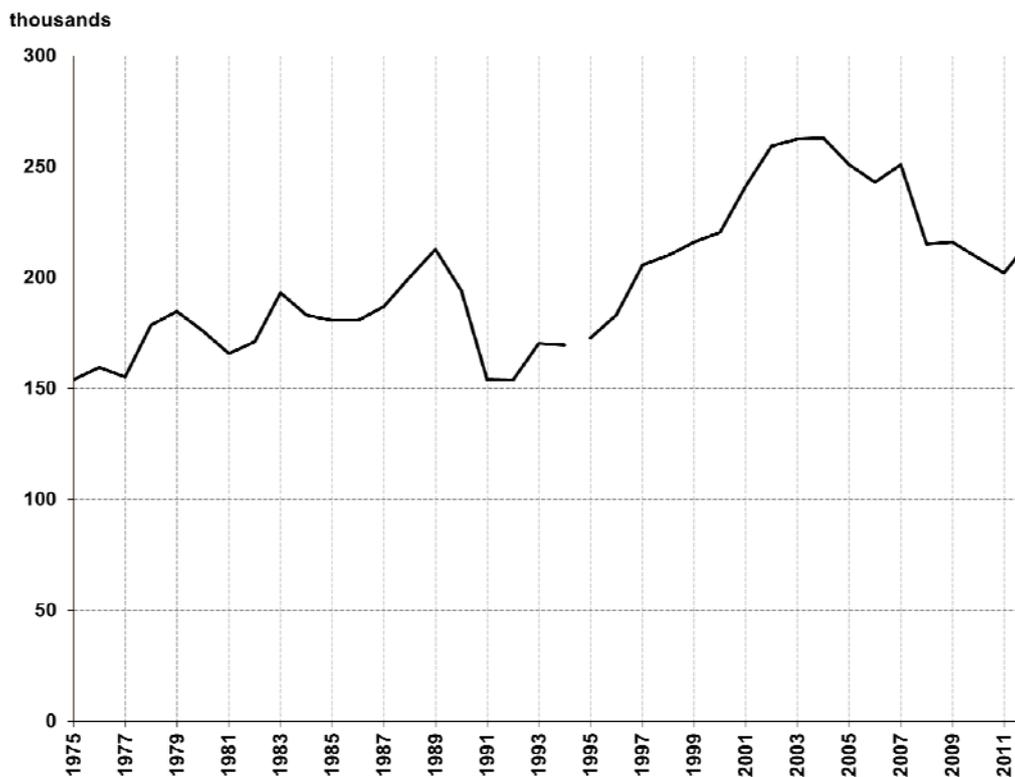
3.2 In 2012 there were 216,000 new vehicle registrations in Scotland, an increase of 7 per cent on 2011, the largest increase in the last ten years. Figure 2 shows new vehicle registrations rising and falling a number of times since 1975, reaching a quarter of a million per year a few times in the last 10 years (2002 – 2005; 2007).

**Figure 1: Vehicles licensed in Scotland**



NB: breaks exist in the series due to changes in the collection process. Collection moved from local taxation offices to the DVLA (annual vehicle census) in 1978 while figures from 1993 onwards originate from the DfT Vehicle Information Database.

**Figure 2: New registrations of vehicles in Scotland**



NB: a break in the series exists in 1994. Results prior to this are taken from DVLA geographical analysis with results thereafter estimated using post town area data.

Figure 3: Vehicles licensed per 100 population

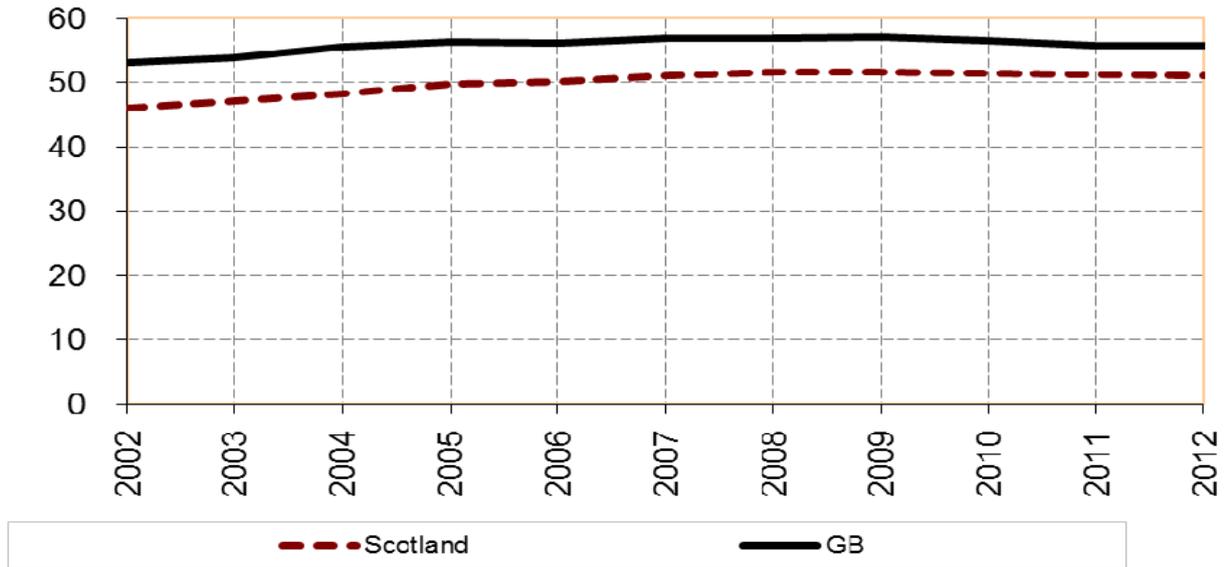
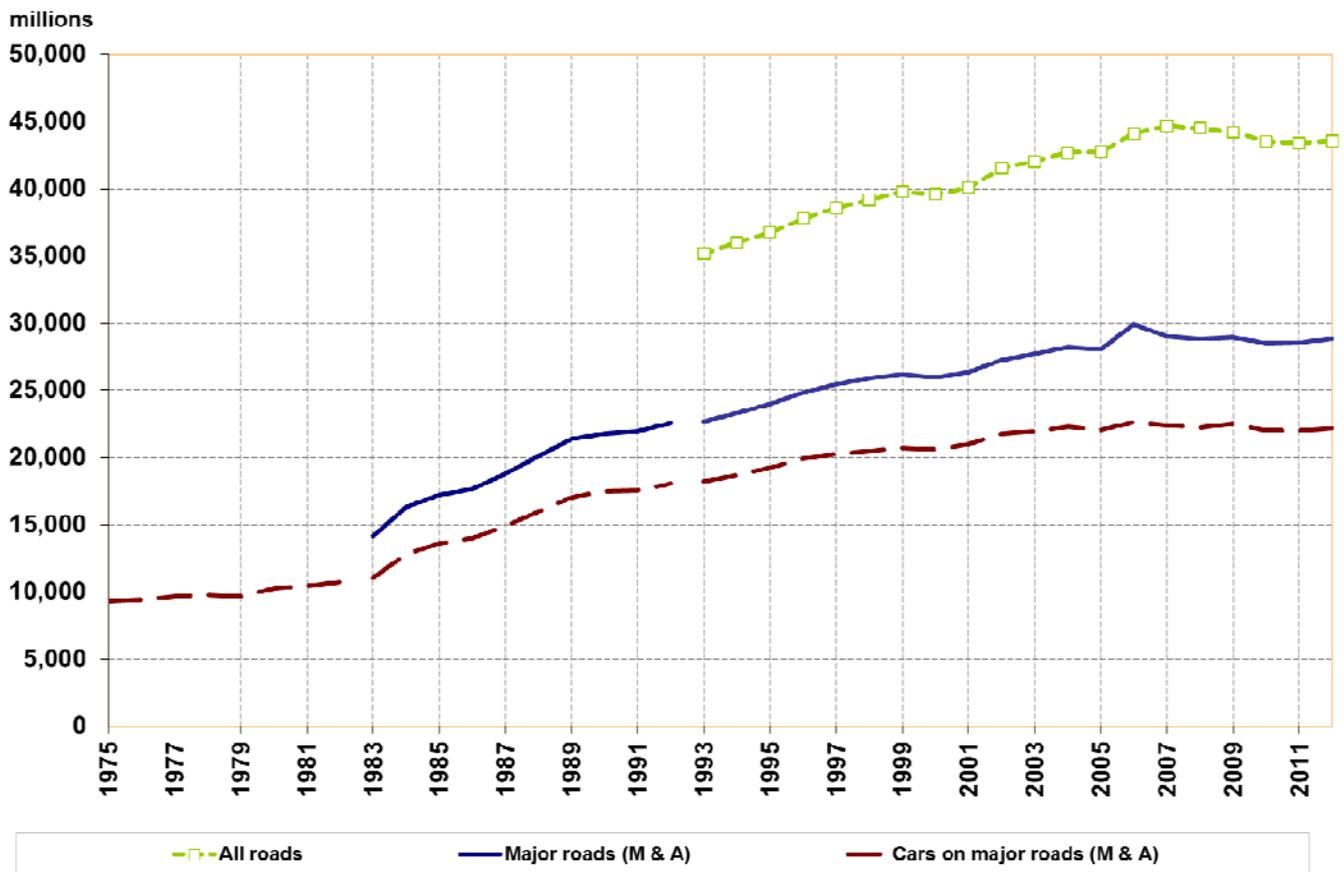


Figure 4: Traffic (vehicle kilometres) in Scotland



NB: breaks in the series exist as the DfT revised its method of estimating traffic volumes from 1993. Estimates of traffic on minor roads are not available prior to 1993.

## The road network

Provisional figures show there were almost 55,900 kilometres of public road in Scotland in 2012 with the trunk road network accounting for 6 per cent. Compared to Great Britain, Scotland has a greater road length relative to the size of the population: in 2012, Scotland had 10.5 kilometres of road per 1,000 population whereas GB had only 6.4 kilometres per 1,000 population.

## Road traffic

3.3 The estimated total volume of traffic on Scotland's roads in 2012 was over 43 billion (thousand million) vehicle kilometres – 0.4 per cent more than 2011, the first increase since traffic levels peaked at 44.7 billion vehicle kilometres in 2007. Prior to this, the trend had been steadily upward, rising from 35.2 billion vehicle kilometres in 1993. [Table S1]

3.4 Whilst Scotland saw a 0.4 per cent increase, Great Britain as a whole saw a 0.4 per cent decrease in volume of traffic. [Table SGB1].

3.5 Figure 4 shows the longer-term trends in Scotland. It is estimated that the volume of car traffic on major roads (Motorways and A roads) has more than doubled, from an estimated 9,300 million vehicle kilometres in 1975 to around 22,170 million vehicle kilometres in 2012. Figure 4 shows much of this rise was between 1983 and 1995.

3.6 Compared to Great Britain as a whole, Scotland had less traffic (per head of population) on Motorways, more traffic on A roads, and more traffic on all roads taken together (including B, C and unclassified roads). Despite accounting for 20 per cent of the road network, Motorway and A roads account for two thirds of traffic in Scotland.

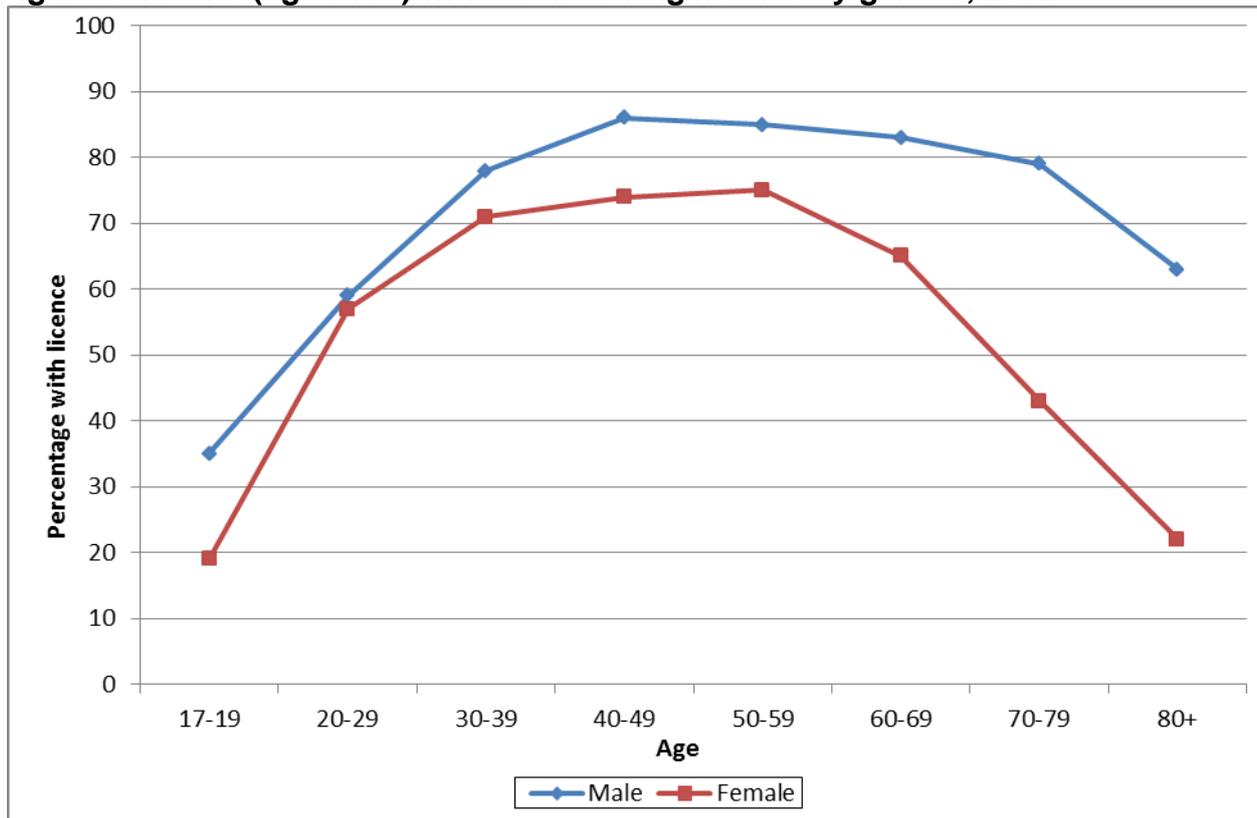
## Possession of driving licenses

3.7 **68.3% of respondents to the Scottish Household Survey aged 17 or over had a full driving licence in 2012**, an increase of almost 4 percentage points over the last ten years, and the highest figure since the survey began in 1999.

3.8 Driving licence possession varies with age. Seventeen to 19 year olds have the lowest rate of licence possession (28%) with the rate increasing with age to peak at 80 per cent of 40 to 49 year olds, before decreasing back down to 37 per cent of those 80 or over. [Table 1]

3.9 There is a disparity in driving licence possession with regards to gender. Seventy-six per cent of males and only 62 per cent of females possessed a licence in 2012. However, due to an increase in percentage of females with a full driving licence since 1999, this gap has decreased from 23 percentage points in 2002 to 14 percentage points in 2012. [Table 1] The gender gap is more marked in the older age groups than it is in the younger age groups, which explains why it is decreasing over time. [Table 19] (Figure 5)

3.10 Household income is also a factor in whether a person holds a full driving licence, with 45 per cent of those in the lowest income bracket (up to £10,000 per year) holding a licence, compared to 90 per cent of those in households earning over £40,000 per year. [Table 19]

**Figure 5: Adults (aged 17+) with a full driving licence by gender, 2012**

3.11 At Great Britain level the patterns are similar. Seventy-three per cent of adults had a full driving licence in 2012 (the latest National Travel Survey data available – DfT website, table nts0201), with men more likely to own a licence than women (80% and 66%, respectively). The National Travel Survey also found that 40 to 49 year-olds were the most likely group to own a licence (85%) across the whole of Great Britain.

#### Access to cars / vans

3.12 In 2012, there were 51 vehicles per 100 population in Scotland compared with 56 in Great Britain. Figure 3 shows that the number of vehicles per head of population had been rising steadily, though the trend has flattened in the last three years. Vehicles per head of population has been consistently lower in Scotland than in Great Britain, though the gap has narrowed over the last ten years.

3.13 The Scottish Household Survey shows there has been little change in the number of households with access to a car over the last few years. In 2012, 26 per cent of households had access to two or more cars, an increase of 5 percentage points since 2002. [Table S3] Conversely, there was a decrease of 4 percentage points from 2002 (35%) to 2012 (31%) in the number of households with no access to a car. In both cases, the significant change happened between 2002 and 2007. (Figure 6)

3.14 Households with only one adult (single adult, single parent & single pensioner) were the least likely to have access to a car in 2012. In particular, 61 per cent of single pensioner households had no access to a car, compared to 12 per cent for large family households. [Table 18b]

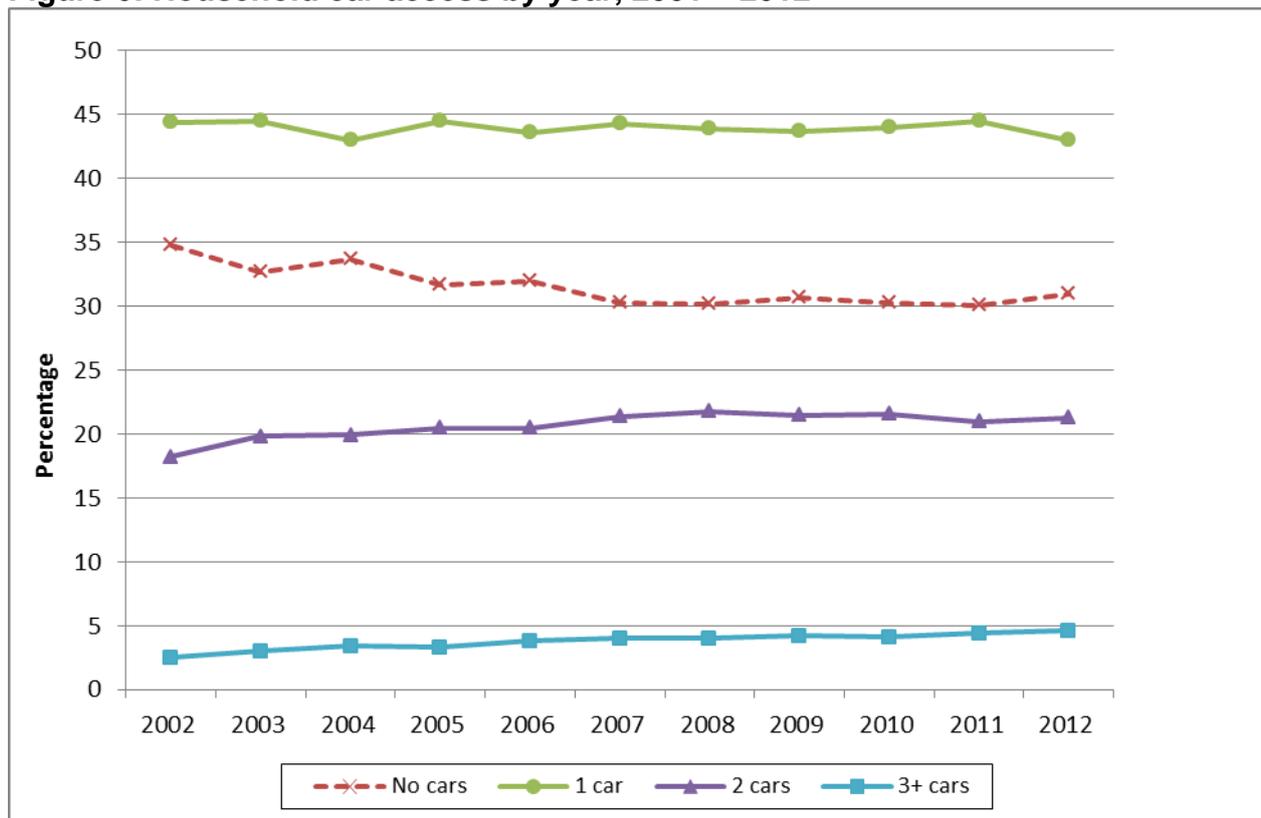
3.15 Car access was found to be dependent on annual net household income (Figure 7), i.e. car access increased as income increased. Thirty six per cent of those households with up to £10,000 net income per year had access to at least one car, compared to 98 per cent of those in households with over £40,000 net income per year. Fourteen per cent of households in the highest income bracket had access to three or more cars. This may, in

part, be due to household type, with higher earning household more likely to contain two or more adults. [Table 18b]

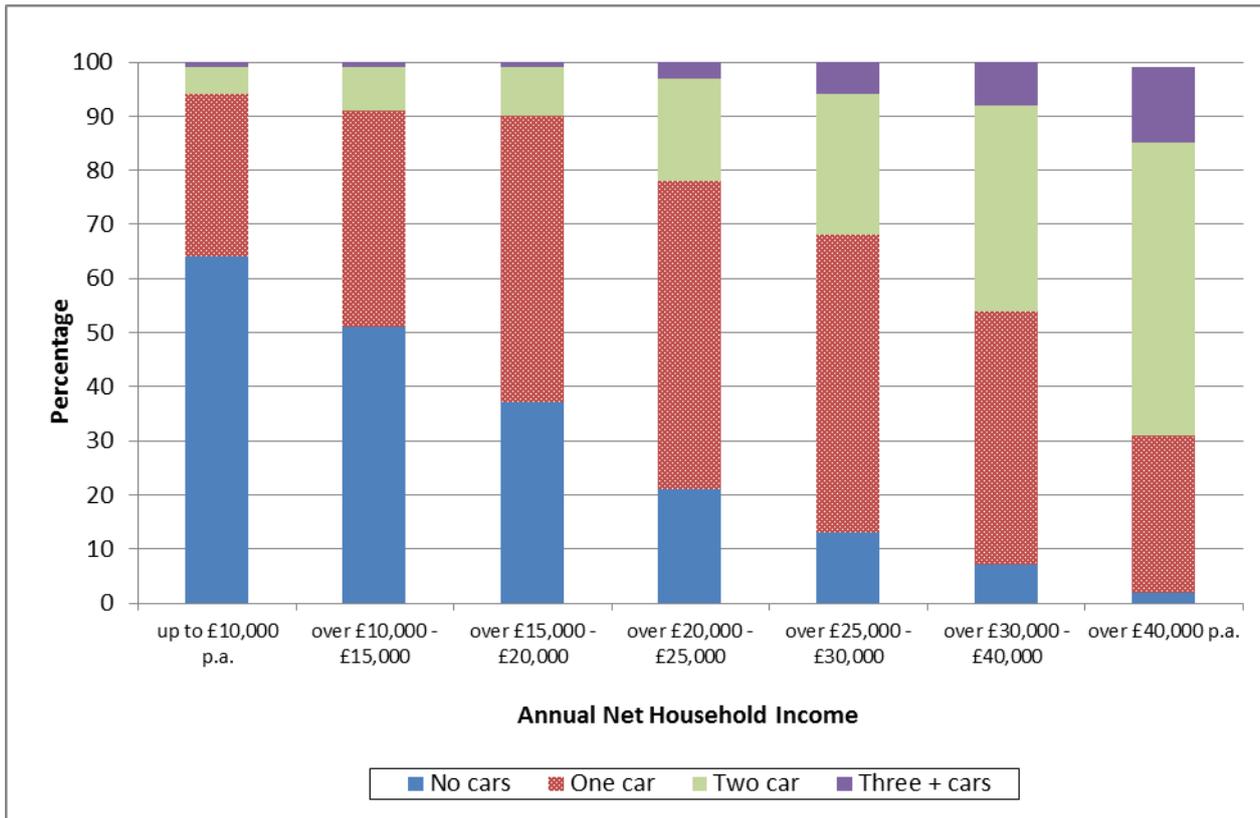
3.16 Forty-one per cent of households in large urban areas had no access to a car. This compares to only seventeen per cent in rural areas. This chimes with the findings that there is greater car use in rural areas and reflects the necessity of a car in more rural areas in order to have access to services, such as food shopping and medical facilities. [Table 18b]

3.17 The patterns seen in the SHS results are similar to the trends and patterns seen across Great Britain using the National Travel Survey, Expenditure and Food Survey and the General Household Survey.

**Figure 6: Household car access by year, 2001 – 2012**



**Figure 7: Household car access by annual net household income, 2012**



### **Frequency of driving**

3.18 Sixty one per cent of respondents drove at least once a week, and of those the majority drove on a daily basis (42% of respondents), a trend that has been consistent since 2003.<sup>1</sup> [Table S3] Those who said they drove at least 3 times a week (but not every day) rose from 8 per cent in 2002 to 13 per cent in 2012.

3.19 Employed respondents were more likely to drive every day. In particular, 65 per cent of self employed people drove every day, compared to 15 per cent of unemployed people. [Table 20]

3.20 Respondents aged 30 to 59 were more likely to have driven every day than younger and older respondents, and men were more likely to have driven every day than women. [Table 20]

3.21 Fifty two per cent of respondents living in large urban areas drove a car at least once a week. In contrast, three quarters of those living in rural areas drove at least once a week, with around half driving every day. [Table 20]

### **Income**

3.22 Those in high income households were more likely to drive at least once a week. Eighty-eight per cent of those in households with an income of over £40,000 per year drove at least once a week compared to 33 per cent of those in households earning up to £10,000 per year. [Table 20] These findings are as expected given the higher levels of car access in households with higher incomes.

### **Park & Ride**

3.23 In 2007 new questions were added to the Scottish Household Survey on Park & Ride use in Scotland. Park & Ride facilities allow drivers to park at dedicated car parks and continue the rest of their journey via public transport, such as bus or train. In most cases either the parking or the bus/train fare are free. Due to small sample sizes, responses on Park & Ride from the 2008-2012 Scottish Household Surveys have been combined in order to produce more robust results.

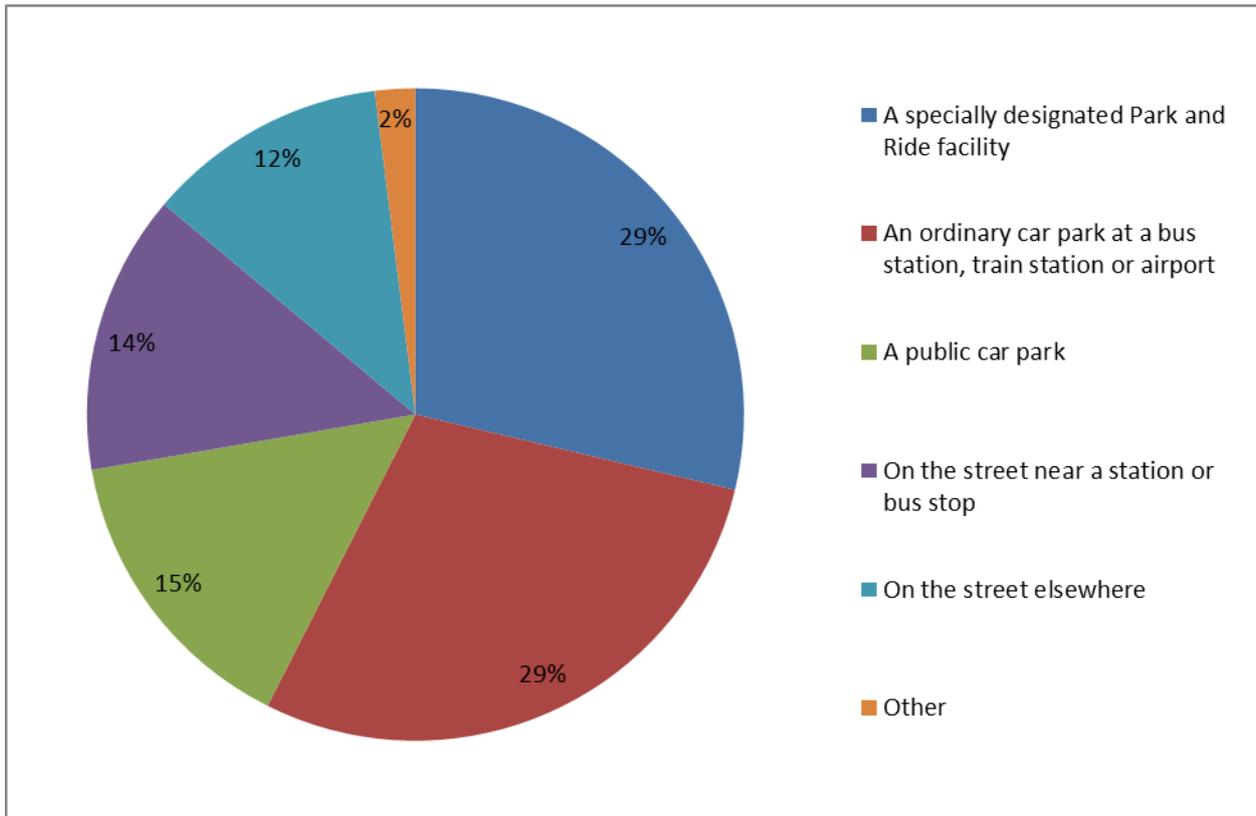
3.24 As part of wider survey changes, the park and ride questions were modified from the 2012 onwards.

3.25 One in five respondents had made a journey in the last month where they chose to drive only part of the way, and completed their journey using another form of transport. Of these, 29 per cent parked in a designated Park & Ride facility and a further 29 per cent used an ordinary car park at a bus station, train station or airport. (Figure 8) [Table 21]

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<sup>1</sup> The apparent increase since 1999 is due to a change in the question. Pre 2003 the question was asked of the highest income householder only.

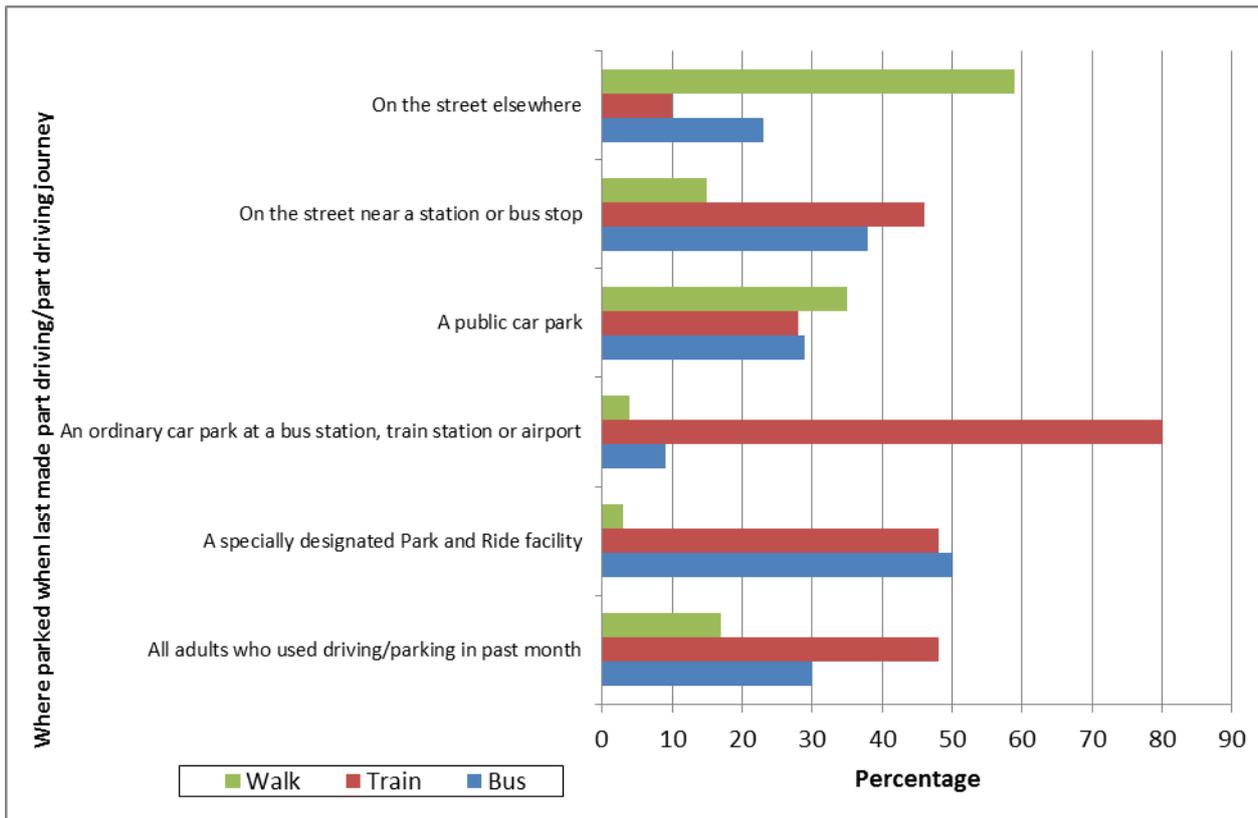
**Figure 8: Where parked last time undertook a part driving, part parking journey, 2008-2012**



3.26 Of those that made a park and ride journey without using a designated park and ride facility, by far the most common reason for not using a designated facility was that none was available (74%). The next most common reason was that it would take longer to use the designated facility (11%).

3.27 Around half of those who had made a park and ride journey continued their journey by train, 30 per cent used the bus and 17 per cent walked to their destination after leaving their car. [Table 22]

3.28 The mode used to continue the park and ride journey varied depending on the choice of parking location. Ninety-eight per cent of those parking in a designated park and ride facility continued their journey by bus or train. In contrast, those parking in a public car park or on-street parking (away from a station or bus stop) were most likely to continue their journey on foot. (Figure 9) [Table 22]

**Figure 9: Mode of transport used to complete part driving/parking journey, 2008-2012**

### Fuel spend

3.29 Over a third of households reported spending over £150 on fuel for their cars in the last month, a small increase from last year but more than double the amount spent in 2005. [Table 2]

3.30 Households reported an average spend of £134.50 on fuel for their cars in the past month - up a little from £131 in 2011, but a significant increase from £78 in 2003.

3.31 The median spend reported in 2012 was £100 (ie half of people spend £100 a week or less) which is the same as 2011 and an increase from £80 in 2010 and £60 in 2003.

3.32 Some of this increase in earlier years will be due to households' increasing access to cars and in more recent years a rise in distance travelled (vehicle kilometres) and single occupancy car journeys. However, the increase is still below the level of inflation recorded for fuel prices over the period. Care should be taken when using SHS figures as they are based on a sample survey and spend figures are estimated by household members. [Table 2]

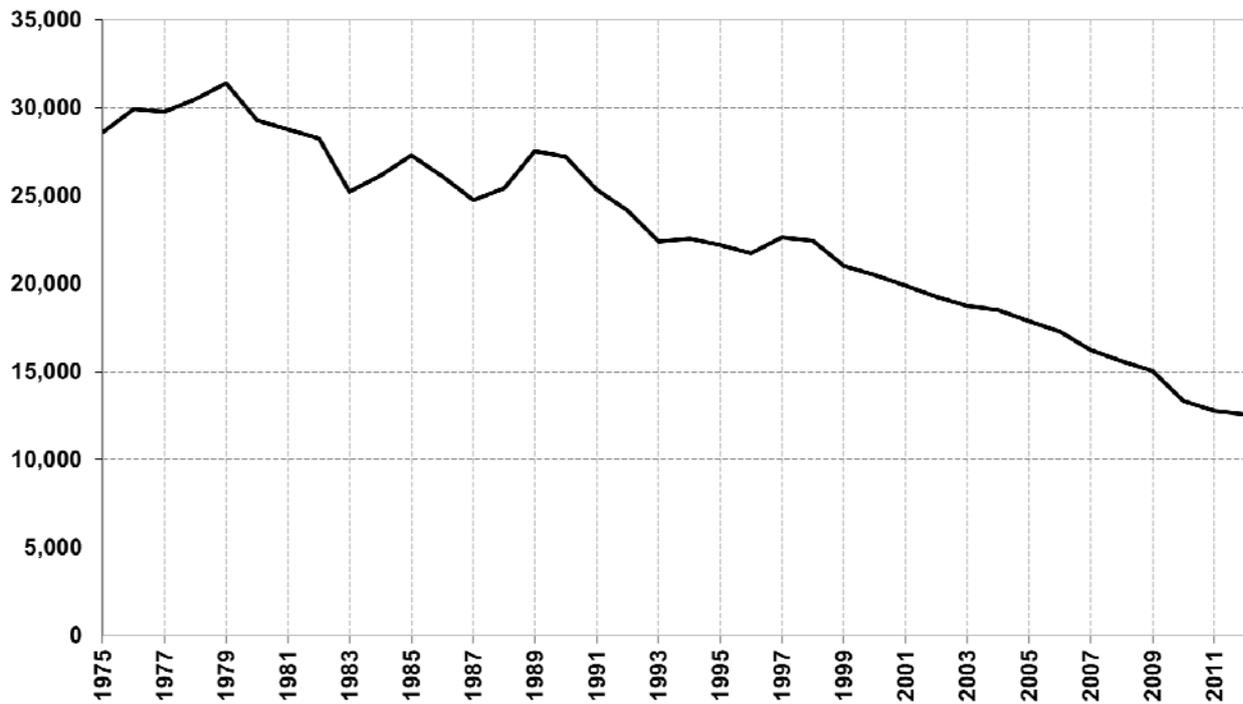
### Reported road casualties

3.33 Provisional figures for 2012 were published in Key Reported Road Casualties Scotland in June 2013. This is the data used to monitor National Indicator 32, to reduce deaths on Scotland's roads, and to measure progress towards the targets set out in Scotland's road safety framework. Final figures for 2012, taking account of late amendments to the data, will be published in Reported Road Casualties Scotland 2012 in October 2013.

3.34 The provisional figures show there were 170 road deaths reported in Scotland in 2012, 16 (or 9%) fewer than in 2011, and the lowest figure since current records began. 1,959 people were reported as seriously injured in road accidents in 2012, 4 per cent more than in 2011. Over the past ten years, the number of people reported injured in road accidents has fallen by 35 per cent to 12,575 in 2012. Figure 10 shows falls in most years since 1979 and indicates a general downward trend in road casualties

3.35 Since 2002, the fall in the number of people killed or seriously injured in road accidents in Scotland has been slightly better than for Great Britain (40% lower compared to 37%). The number of people killed or seriously injured per thousand population was the same for Scotland as Great Britain in 2012 (0.4 per thousand population).

**Figure 10: Reported road casualties\***



\* figures for 2012 are provisional

## 4 Public transport, ferries and aviation

- **More people are using the train. ScotRail patronage increased by 2.7 per cent (to 83.3 million) in 2012/13 – the highest level recorded and an increase of 45% since 2003/04.** [Table S1]
- **Twenty-eight per cent of respondents to the SHS used the train in the last month, up from 26 per cent in 2011 and 15 per cent in 2002.** Forty two per cent used a local bus in the last month. [Table S3]
- **There were 439 million passenger journeys on local bus services in Scotland in the (financial year) 2011/12,** an increase of 2 per cent on the previous year.
- **The majority of people are satisfied with public transport. Seventy-two per cent of people were satisfied or very satisfied in 2012.** This is a fall from 76 per cent in 2011 and higher than 2007 (69%). [Table 4]
- **Younger people and women are more likely to use the bus.** Two thirds of 16-19 year olds had used the bus in the last month, compared to one third of those aged 40-49. 45 per cent of women had used the bus in the last month compared to 38 per cent of men. [Table 28]
- **Most people agreed that it was easy to change from buses and trains to other forms of transport (82% for trains and 75% for buses) and to find out route and timetable information (91% for trains and 84% for buses).** [Table 29]
- **Fifty-five per cent of those aged 60 or over used their concessionary pass at least once a month.** Thirty-four per cent have a pass but haven't used it. Twelve per cent have no pass. [Table 32]
- **Of all adults aged 60 or over, those who were permanently retired were more likely to have a pass than those in employment (91% and 76% respectively).** [Table 32]
- **There were 22.2 million air terminal passengers at airports in Scotland in 2012.** An increase of less than one per cent on 2011. [Table S1]
- **The number of passenger journeys from Scottish airports to destinations outwith the UK was higher than the number of internal flights for the first time (10.21m compared to 10.05m).** [Table S4]
- **Forty-six per cent of SHS respondents took a flight for leisure purposes in 2012 and 8 per cent for business.**
- **In 2012, 5.5 million passengers were carried on Caledonian MacBrayne, Northlink Orkney and Shetland and Orkney ferry services.** This was 2.5 per cent lower than the previous year. [Table S1]

### Local bus services

4.1 There were 439 million passenger journeys on local bus services in Scotland in the (financial year) 2011/12. This is an increase (of 2%) on the previous year and a flattening of the downward trend from a peak of 488 million passenger journeys in 2007. These figures represent a revised series from 2004/05 onwards and caution is advised when comparing with data prior to 2004/05.

4.2 Longer-term trends show a decline in bus patronage. There were almost 1,700 million passenger journeys on local bus services in 1960. The number had almost halved by 1975. Since then, it has roughly halved again, from 891 million in 1975 to 467 million in

2009-10 with falls in almost every year between 1960 and 1999. Figure 13 shows the trends since 1975 and show (alongside Figure 14) that local bus passenger numbers are significantly higher than other modes of public transport.

4.3 Forty-two per cent of respondents had used the local bus service in the past month. This is broadly similar to 2002 levels although 4.5 percentage points lower than a recent peak in 2008. [Table S3]

### **Age/gender**

4.4 Younger and older age groups were the most likely to use the bus. Two thirds of 16-19 year olds had used the bus in the past month which contrasts with only one third of those aged 40-49. This is consistent with the results on frequency of driving, which showed that the 30 to 59 year age groups were the most likely to drive every day. [Table 28]

4.5 Women were more likely to use the bus, with 45 per cent responding that they had used the bus in the last month, compared to only 38 per cent of men. This again reflects driving trends reported in Section 3. [Table 28]

### **Income, deprivation and urban/rural**

4.6 Those in large urban areas were the most likely to travel by bus almost or every day (15% compared to only 3% of those living in remote rural areas). [Table 28] This is unsurprising as data previously collected through the SHS shows that urban areas receive more frequent and accessible bus services. [See Table 17 of Transport and Travel in Scotland 2011]

4.7 Areas of multiple deprivation tend to be located in urban areas and therefore it is unsurprising that bus use is also higher amongst those living in areas of multiple deprivation. [Table 28]

### **Satisfaction with service**

4.8 People were satisfied with most aspects of bus services that the survey asked them about. At least 74 per cent of respondents were satisfied with: the extent to which buses ran to timetable; the cleanliness of buses; the ease of changing to other forms of transport; the ease of finding out route and timetable information and; the simplicity of deciding what ticket they need. [Table 29]

4.9 Respondents gave lower satisfaction scores for the extent to which buses were environmentally friendly (56%) and whether the fares were good value (55%).

4.10 Additionally, there was a noticeable difference in those who felt safe on the bus during the day and in the evening. Ninety-three per cent of respondents agreed that they felt safe using the bus during the day compared to 62 per cent in the evening. [Table 29]

### **Great Britain comparison**

4.11 The SHS shows broadly similar levels of bus use in Scotland to that of Great Britain. Figures for Great Britain were collected through the 2012 National Travel Survey and found that 27 per cent of respondents used the bus at least once a week (compared to 28% from the SHS). (From Table: NTS0313)

## Concessionary travel

4.12 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.

4.13 Twenty-seven per cent of all adults (16+) had a concessionary fare pass in 2012, and 88 per cent of those aged 60 or over had a pass. [Table 5]

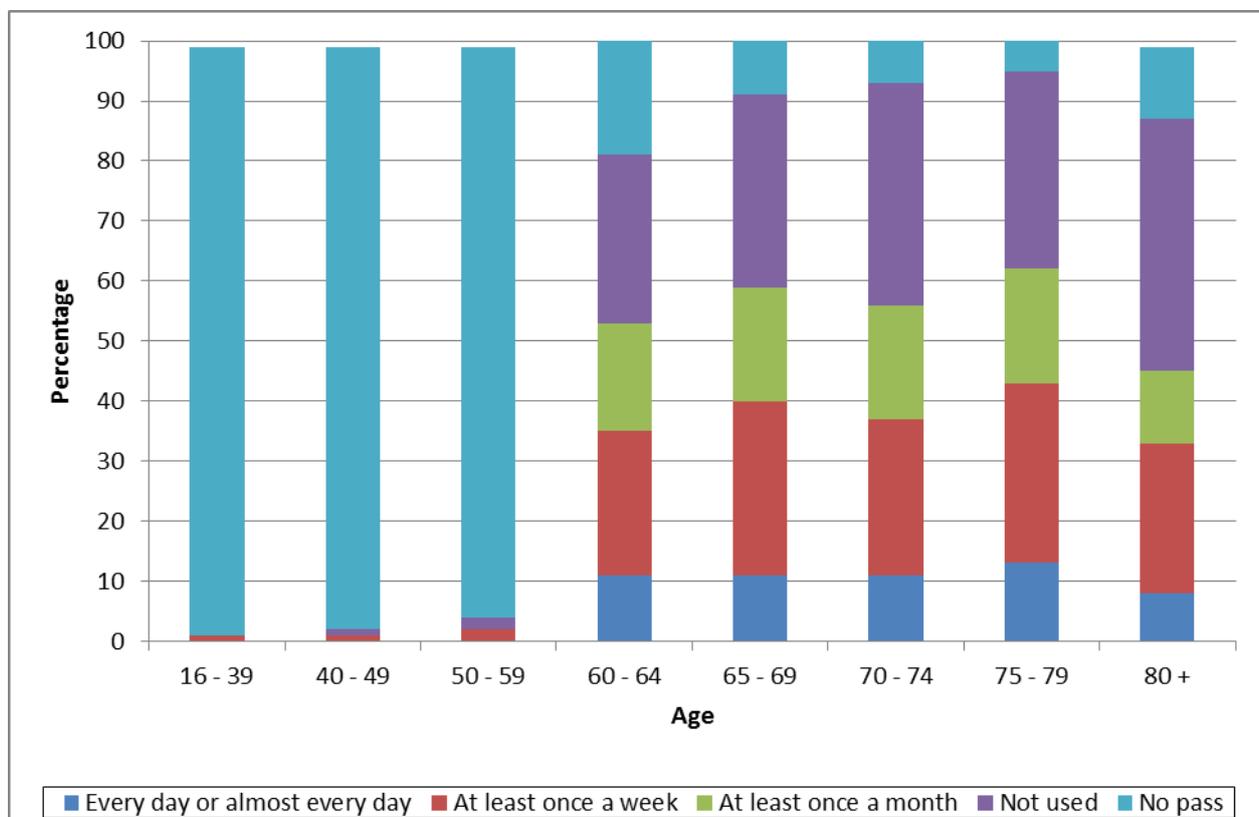
4.14 However, only 55 per cent of respondents aged 60 or used their pass at least once a month, with 34 per cent owning a pass and using it less than once a month. [Table 32]

4.15 Of those aged over 60, younger people were less likely to have a pass. Nineteen per cent of respondents aged 60 to 64 did not have a pass, compared with 12 per cent or less for older age groups. (Figure 11) [Table 31]

4.16 Females were more likely to use their pass than males (59% and 51% respectively) and they tended to use it more frequently, with 42 per cent using it at least weekly, compared to 32 per cent of males. This is consistent with other SHS figures, which suggest that females use the bus more than males. [Table 32] [Table 28]

4.17 Of all adults aged 60 or over, those who were permanently retired were more likely to have a pass than those in employment (91% and 76% respectively). [Table 32] This may indicate that those in employment are unaware that they are eligible for a pass or that they simply would not need one, for example if they choose to travel to work by car. 28 per cent of people aged 60+ and in employment have a pass and use it at least once a week, compared to 38 per cent of those who are retired.

**Figure 11: Possession and use of concessionary fare pass, 2012**



4.18 Forty-one per cent of adults aged 60 or over and in lower income households (up to £10,000 per year) used their pass at least once a week compared to 30 per cent of those in households with over £20,000 per year. [Table 32]

4.19 Frequency of driving had a considerable effect on how often concessionary passes were used by those aged over 60. Of those who drove every day, only 16 per cent used their pass at least once a week compared to over 54 per cent of those who drove less than once a week. [Table 32]

### **Rail passenger services**

4.20 There were 83.3 million ScotRail passenger journeys recorded in 2012/13, 2.15 million (2.7 per cent) more than in the previous year and an increase of 45 per cent since 2003/04.

4.21 The ORR publish figures for the whole of Great Britain so include cross border services. ORR figures show a five per cent increase to 87.1 million passenger journeys, between 2010/11 and 2011/12. Figure 15 shows that, from 1982 until 2002/03, passenger numbers remained between 50 million and 60 million per year. Since 2002, passenger numbers have been rising steadily, reaching 87 million in 2011. Note that ORR have revised the methodology used to calculate journeys based on ticket sales which has resulted in a revision to data in previous years.

4.22 Over the last ten years, the number of passenger journeys started or finishing in Scotland has increased at a similar rate to rail travel in Great Britain. Figure 16 shows that, per head of population, there are fewer rail passenger journeys originating and / or finishing in Scotland than in Great Britain as a whole: 16.6 per head in Scotland in 2011-11, compared with 20 per head in Great Britain.

### **Train use**

4.23 Twenty-eight per cent of respondents had used the train in the past month. This is an increase from 26 per cent in 2011 and an increase of 13 percentage points since 2002. Only 9 per cent used the train once a week or more. [Table S3]

4.24 As in the past few years, 4 per cent of respondents travelled to work by train in 2012. [Table S3]

### **Age**

4.25 The younger the age group the more likely they were to have used a train in the last month. (Figure 12) [Table 28] Over 40 per cent of those aged 16-29 used the train in the last month, compared to less than 20 per cent of those aged over 60.

### **Income**

4.26 Broadly speaking, train use increased as household income increased. Forty-two per cent of those in households earning over £40,000 per year used the train at least once a month compared to 21 per cent of those in the lowest income households (up to £10,000 per year). [Table 28]

### **Urban/rural**

4.27 Those living in more rural areas were less likely to travel by train. Only 13 per cent of those living in remote rural areas using a train at least once a month compared to at least 29 per cent of those living in urban areas and accessible towns. [Table 28]

### **Satisfaction with train services**

4.28 In general, people were satisfied with train services offered. At least 82 per cent of respondents were satisfied with: the extent to which trains ran to timetable; the ease of finding out route and timetable information; the simplicity of deciding what ticket is needed and; ease to change from train to other forms of transport. [Table 30]

4.29 As with buses, there was a noticeable difference in feelings of safety on trains during the day and in the evening. Ninety-seven per cent of respondents agreed that they felt safe using the train during the day compared to 77 per cent feeling safe during the evening.[Table 30]

4.30 The lowest level of satisfaction related to whether train fares are good value(51% agreed).

### **Great Britain comparison**

4.31 The SHS shows similar results on train use to that of Great Britain (2012 National Travel Survey), which found that 7 per cent used the train at least once a week (SHS shows 8%). (See NTS table: NTS0313)

### **Bus use compared to train use**

4.32 Frequency of driving and driving licence possession had a significant effect on whether respondents travelled by bus. Twenty-nine per cent of those holding a full driving licence had used the local bus service in the past month, compared to 68 per cent of those who didn't hold a full licence. Those who drove more frequently were less likely to travel by bus.

4.33 However, train travel was comparatively unaffected by either frequency of driving or driving licence possession. This could suggest that trains are more likely to be used for longer journeys where cars are not a viable alternative, such as long distance journeys. [Table 28]

4.34 Females were more likely to use the bus than males, while there was no difference in train use by gender. (Figure 12) Table 28

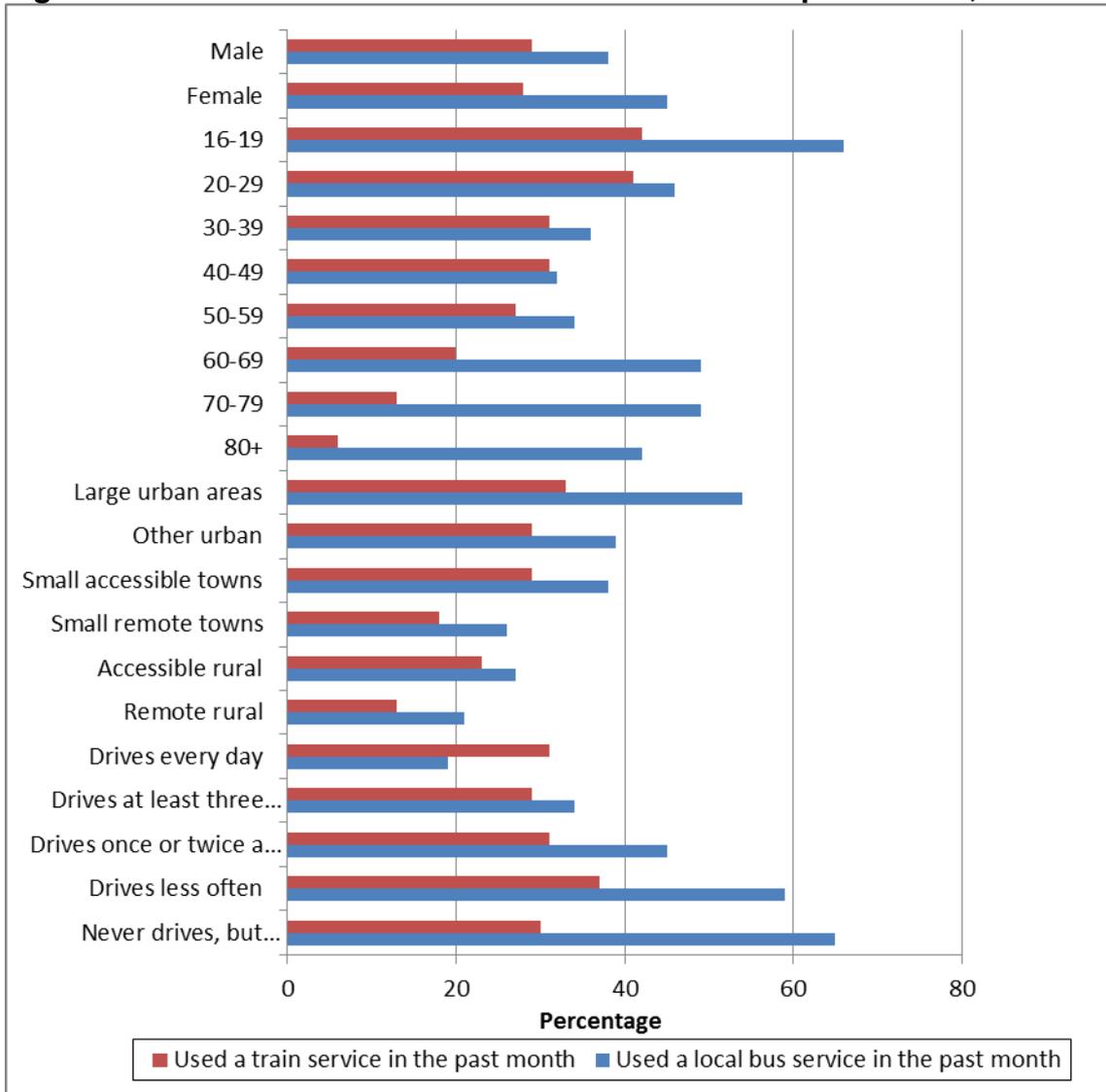
4.35 Adults aged 16 to 19 were much more likely to use the bus almost or every day than older age groups (20% compared to an average of 9% for all adults), however, 20-29 year olds were the age group most likely to use the train every day. Older age groups (60 and over) were more likely to travel by bus than those aged 30-59, while train use decreased as age increased. [Table 28]

4.36 The lower the household income bracket the more likely it is that the respondent used the bus in the last month. This is in direct contrast to train use, which, broadly speaking has a decreased likelihood the lower the household income, implying that the higher cost of rail travel is a deterrent to those on lower incomes. [Table 28]

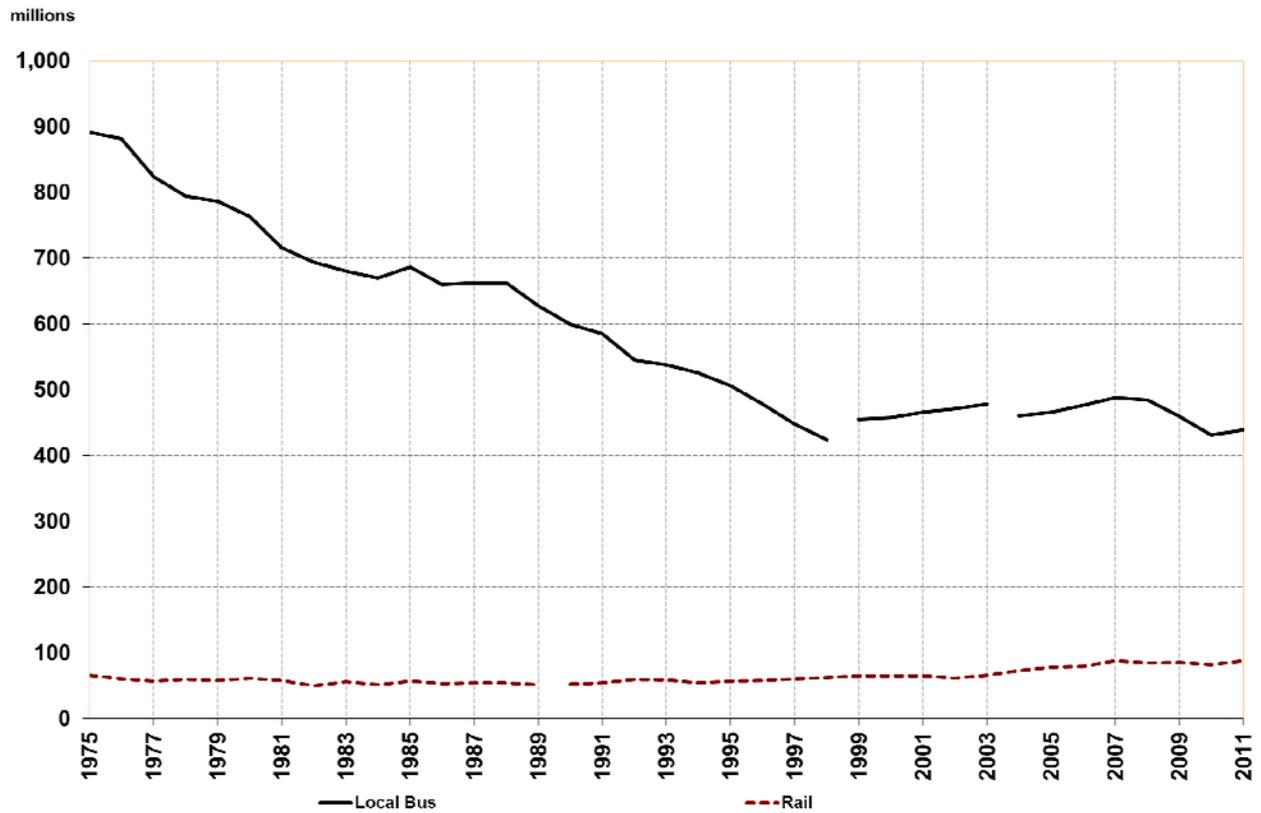
### **Satisfaction with public transport**

4.37 Seventy-two per cent of respondents were satisfied with public transport. This was a drop of 4 percentage points from 2011. There was actually no change in the proportion of people who were dissatisfied with public transport, instead there was an increase in the proportion responding that they were 'neither satisfied nor dissatisfied'. [Table 4]

**Figure 12: Adults who have used a bus or train in the past month, 2012**

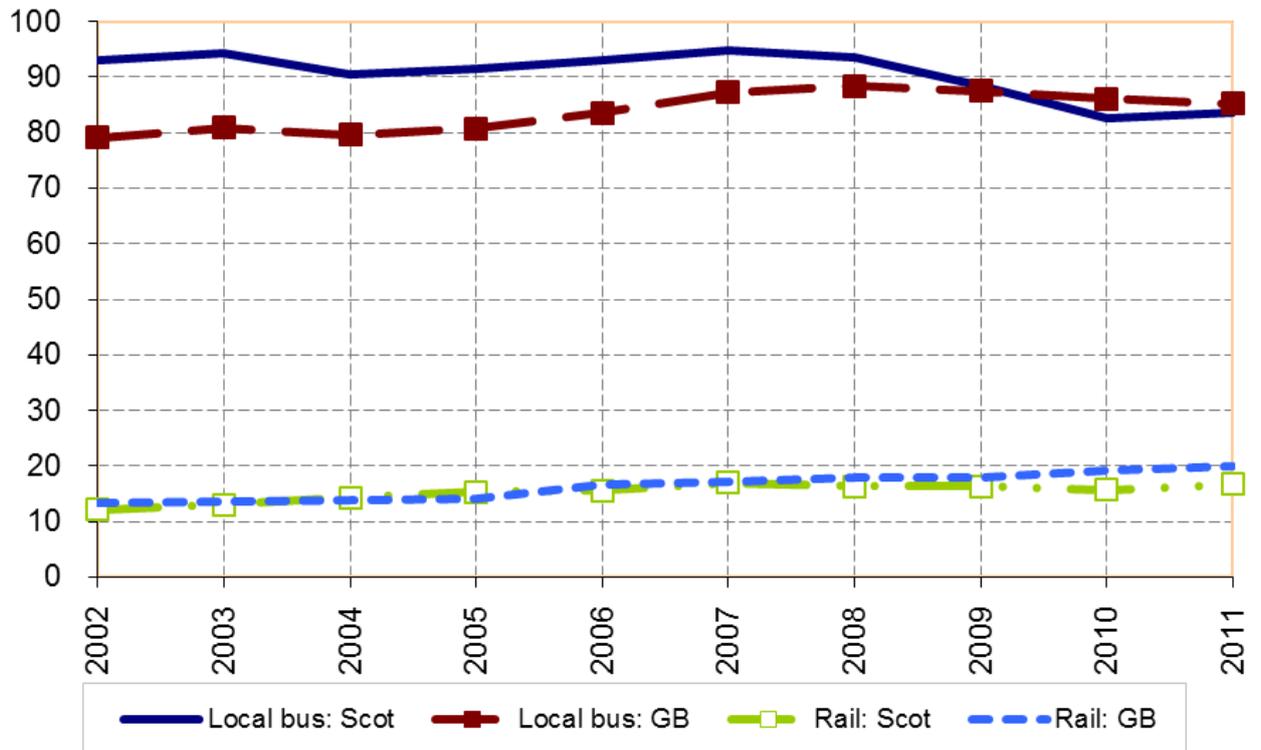


**Figure 13 : Passenger numbers: local bus and rail**



NB: Rail and bus figures are revised from 2004/05 onwards. See notes to table S1 and paragraph 4.4.

**Figure 14: Passenger numbers per head of population: local bus and rail**



## Aviation

### Air passengers

4.38 There were 22.2 million air terminal passengers at airports in Scotland in 2012: 0.6 per cent more than in the previous year, and 12 per cent more than in 2002. Figure 15 shows the increase since 1975. Over the longer-term, terminal passenger numbers grew from 1.2 million in 1960 to 22.2 million in 2012. [Table S1]

4.39 For the first time in 2012, the number of passenger journeys to destinations outwith the UK was higher than the number of passenger journeys from Scottish airports with destinations within the UK. [Table S4]

### Air Travel

4.40 Forty-six per cent of respondents took a flight for leisure purposes in 2012 and 8 per cent for business. Around half of those taking leisure flights took 1 or 2 over the year, with about a quarter taking 3 or 4. Business travel shows quite different patterns with over two fifths (44%) taking 7 or more trips.

4.41 The most common reason for respondents choosing to fly within the UK as opposed to other forms of travel was because they viewed it as 'quicker', with the next most common reason being 'cheaper'.

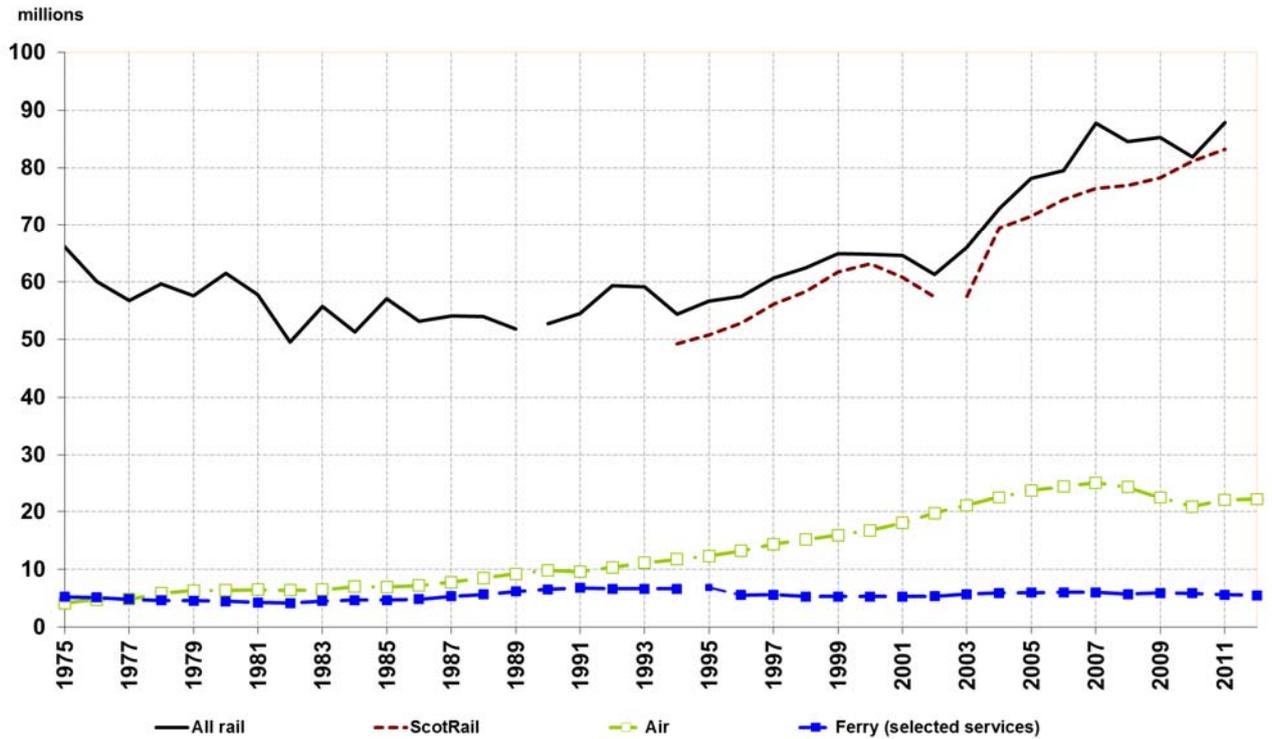
### UK Comparison

4.42 Between 2002 and 2012, the number of air terminal passengers increased by 12 per cent for Scotland and 17 per cent for the UK as a whole. Over the past ten years, the number of passengers per head of population has been higher for Scotland than for the UK (4.2 vs. 3.5). [Table SGB1]

### Ferry services

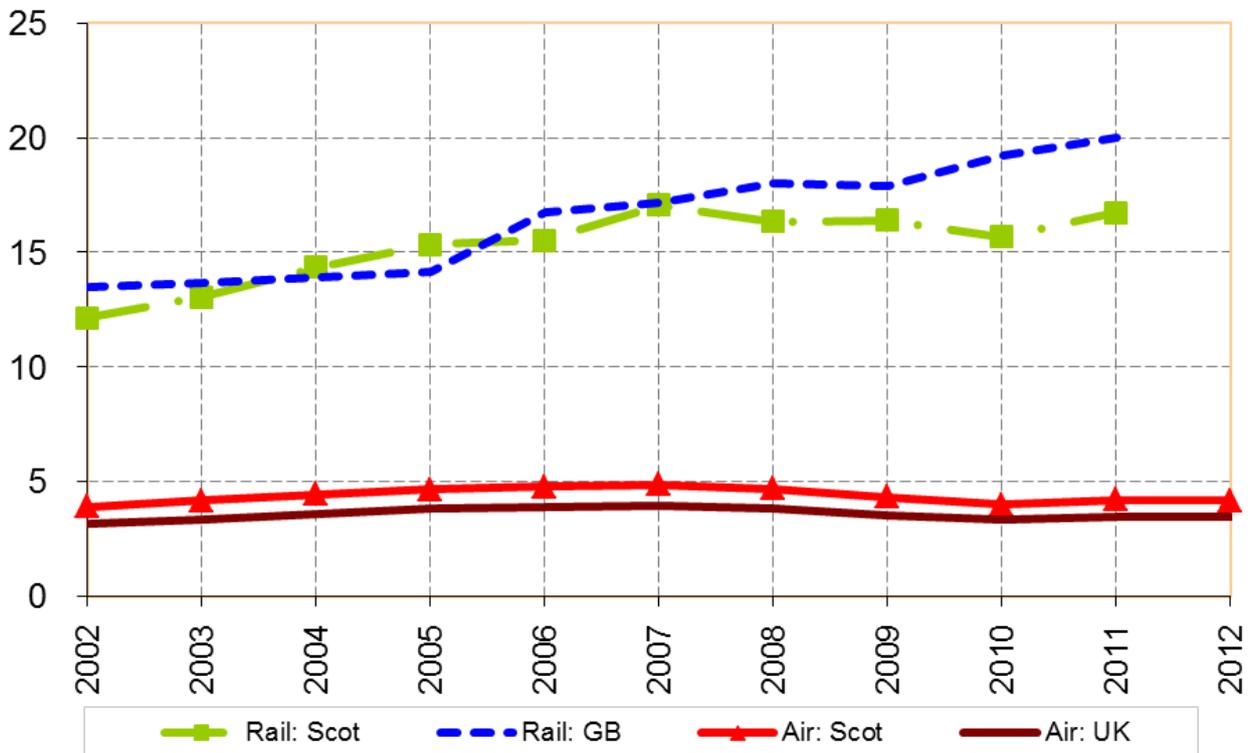
4.43 In 2012, 5.5 million passengers were carried on those shipping services within Scotland for which figures are available back to 1973 (i.e. Caledonian MacBrayne, P&O Scottish Ferries / NorthLink Orkney and Shetland, and Orkney Ferries). This was a decrease of 2 per cent on the previous year. Figure 15 shows the long-term trends, which were affected by the reduction in traffic that followed the opening of the Skye Bridge in 1995. [Table S1]

Figure 15: Passenger numbers: rail, air and ferry (selected services)



NB: Break in series for ScotRail figures due to change in methodology from 2003/04 onwards.

Figure 16: Passenger numbers per head of population: rail and air



## 5 Walking and Cycling

- **Thirty-five per cent of households had access to at least one bicycle for adult use in 2012.** This proportion has remained stable over the last decade. [Table S3]

### Bicycle access

5.1 Thirty-five per cent of households had access to at least one bicycle in 2012, continuing the trend of little change over the last decade. [Table S3] The percentage of households with access to a bicycle varied with household type with families and large adult households the most likely to have access to a bicycle (52 – 64%) and single pensioners the least likely to have access to a bicycle (6%). [Table 18a]

5.2 As household income increased so did the likelihood of the household having access to at least one bicycle. Sixty-seven per cent of households in the highest income bracket (over £40,000 per year) had access compared to 17 per cent of households in the lowest income bracket (up to £10,000 per year). [Table 18a]

5.3 Similar patterns can be seen in the deprivation and the urban/rural figures. As levels of deprivation decrease, the likelihood of a household having access to a bicycle increases and as rurality increases, the likelihood of having a bicycle also increases. [Table 18a]

### Reasons for not cycling to work

5.4 The most common reasons cited for not cycling to work can be split into a number of categories. The two main reasons are physical, that it was too far to cycle (36%) and poor weather'(19%). A number of reasons were related to safety, that there were too many cars (14%), speed of traffic (12%) and inconsiderate drivers (9%). There were also reasons around practicalities, respondents did not have a bike (14%), no showers at work (8%), unable to carry luggage / shopping (9%). [Table 26]

### Walking

5.5 The SHS Travel Diary showed that walking accounted for 22 per cent of journeys in 2011. The 2012 survey shows that 13.6 per cent of commutes are made on foot.

5.6 Questions relating to frequency of walking are now asked biennially in the survey. Results for 2011 can be found in Transport and Travel in Scotland 2011. An update to these figures will be included in Transport and Travel in Scotland 2013.

## 6 Travel to work and school

- **Thirty per cent of respondents travelled to work by public or active transport**, continuing the trend of little change in recent years. This figure provides an update to the indicator used in the Scottish Government's National Performance Framework which is considered to be 'performance maintaining'. [Table S3]
- **Active travel accounted for 16 per cent (walking: 13.6%, cycling: 2.0%) and public transport 14 per cent (bus: 10.1%, rail: 4.3%) of all journeys to work in 2012.** [Table S3]
- **Females were more likely to walk or travel by bus to work than males, while males were more likely to drive to work than females.**
- **Forty per cent of car drivers and 32 per cent of passengers experienced delays to work at least once a week due to traffic congestion.** [Table 8]
- **Over a quarter of respondents regularly travelled to work using different modes on different days in 2012.**
- **Fifty-two per cent of all journeys to school were made by walking or cycling in 2012.** The levels have remained relatively stable over the last ten years. [Table S3].
- **Children in primary school were more likely to walk or be driven to school than children in secondary school.** Secondary school pupils are more likely to catch a bus.

### Travel to work

6.1 The Scottish Household Travel Diary shows that commuting is the most frequent purpose for travel in Scotland. The SHS travel to work data underpin Scotland's National Indicator on travel to work. More information on National Indicators, including more detail on the Travel to Work indicator can be found on the Scotland Performs website <sup>2</sup>.

6.2 Thirteen per cent of employed adults worked from home in 2012. This is an increase of four percentage points since 2001. [Table S3] Since 2005, the proportion has been around 10 or 11 per cent so a figure of 13 per cent is a relatively large increase. This could be a result of changes to the survey methodology, rather than an actual change in the number of people working from home.

### Mode of travel

6.3 **Thirty per cent of respondents travelled to work by public or active transport**, continuing the trend of little change in recent years. This figure provides an update to the indicator used in the Scottish Government's National Performance Framework and is considered to be 'performance maintaining' [Table S3]

**2 Active travel accounted for 16 per cent (walking: 13.6%, cycling: 2.0%) and public transport 14 per cent (bus: 10.1%, rail: 4.3%) of all journeys to work in 2012.** [Table S3] There has been little change in these proportions over the past decade.

6.1 In 2012, 67 per cent of adults travelled to work by car. Although there has been no change in the percentage travelling to work by car since 2001, there has been an increase in those driving, rather than being a passenger, with the percentage of those travelling as passengers falling from 11 per cent in 2002 to 6 per cent in 2012. This is likely to be due to

<sup>2</sup> [www.scotland.gov.uk/About/scotPerforms/indicators/publicTransport](http://www.scotland.gov.uk/About/scotPerforms/indicators/publicTransport)

increased access to cars and the number of households with more than one car since 2001. (Figure 18)

### Gender and household composition

6.2 Respondents' methods of travelling to work were dependent on gender, with females more likely to walk than males (16% and 12% respectively), while males were more likely to drive to work than females. [Table 7]

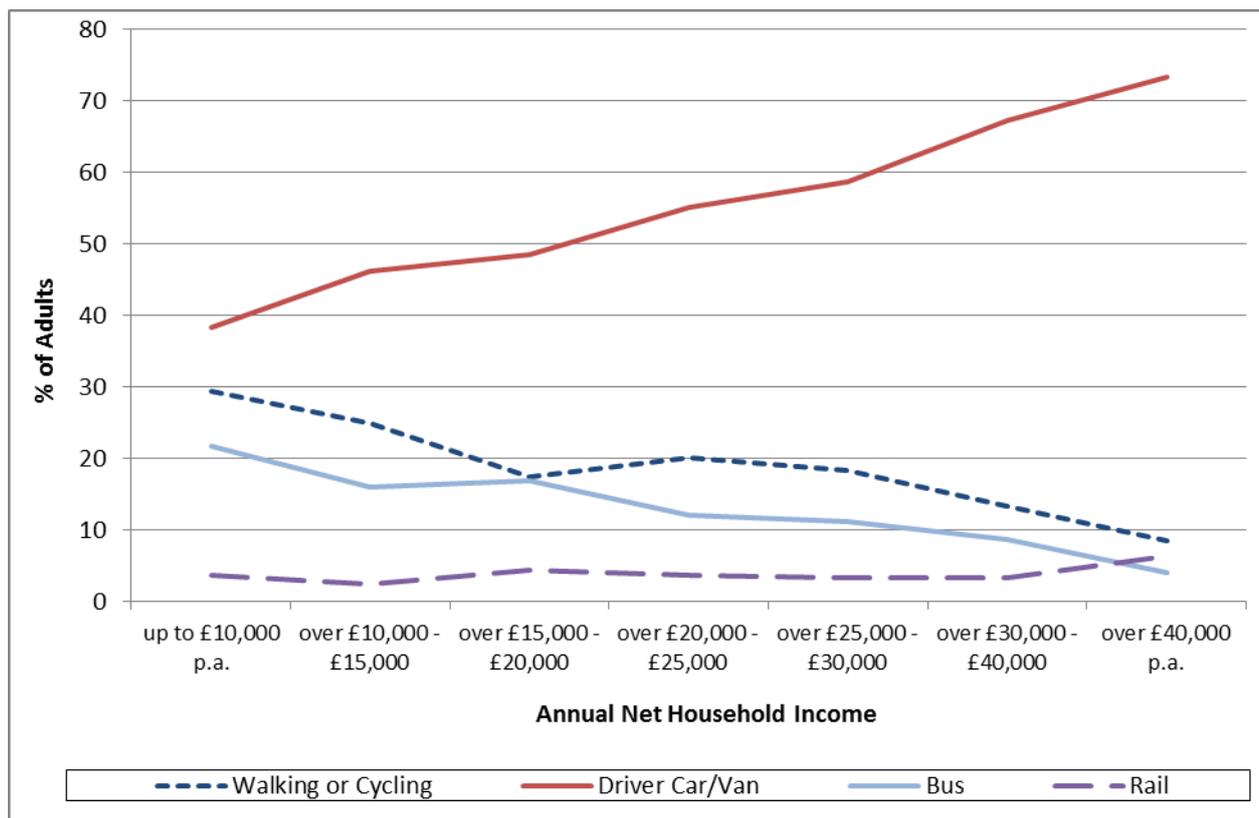
6.3 Adults in single adult or single parent families were the most likely to walk to work or take the bus with adults in large families (ie three or more adults in a household) being the most likely to drive.

### Employment status and income

6.4 Self-employed people were the least likely to travel to work by bus, and part time workers were the most likely to walk, this could be because people are less willing to travel longer distances for a part time job. [Table 7]

6.5 As household income increases respondents were more likely to drive to work and generally less likely to walk or take the bus. (Figure 17) [Table 7]

**Figure 17: Main method of travel to work by annual net household income, 2012**



### **Urban/rural and car ownership**

6.6 Those living in large urban areas were more likely to use public transport to get to work (22% compared to the average for all adults of 14%), which is likely to be due to the increased accessibility and frequency of public transport services in these areas.

6.7 The more cars a household had access to the greater the likelihood of them driving to work. Those households with no cars generally took the bus (36%) or walked to work (40%). [Table 7] 83% of adults living in households with two or more cars drove to work, this could be the reason for owning the cars.

### **Congestion**

6.8 Around two-thirds of those who drove or travelled to work by bus reported that their journey had been delayed by congestion, with 40 per cent of drivers and 46 per cent of bus commuters experiencing congestion at least once a week. Sixty-five per cent of drivers and 63 per cent of bus passengers allowed more than 5 extra minutes travel time for their journey as a result. [Table 8]

### **Car sharing and travel plans**

6.9 Fifteen per cent of respondents were involved in a car sharing arrangement in 2008-2012. The vast majority (89%) of these were arranged informally. The most common reason given for not car sharing was 'nobody in work lives near me' and that respondents did not work regular hours. [Table 11]

### **Changes to mode of travel**

6.10 Most people had not changed their mode of travel for their journey to work from the previous year. Car/van drivers were the least likely to do this with 97 per cent of those using this method the previous year continuing to do so. Those who travelled by bike the previous year were least likely (except for those using 'other' modes) to still be using this method of travel (16% had changed to another mode). [Table 10]

6.11 The most common reasons cited for not cycling to work were that it was too far to cycle (36%), poor weather'(19%), that there were too many cars (14%), and that respondents did not have a bike (14%). [Table 26]

### Alternative travel mode to work

6.12 Over a quarter of respondents regularly travelled to work using different modes on different days in 2012. Data from 2010-2012 shows that those who usually cycled to work were most likely to regularly use an alternative way of travelling to work, with 70% doing so. The most popular alternative modes were driving and walking respectively. This may be due to differing working patterns, weather conditions or participation in recreational activities.

6.13 Respondents who drove to work were least likely to use an alternative mode, with only 19 per cent citing another method (most commonly walking or bus). This contrasts with those who usually commuted as a car or van *passenger*, half of which regularly travelled to work by another means. The most common alternative mode for car passengers was bus.

### Great Britain comparisons

6.14 Thirteen per cent of employed adults worked at or from home in Scotland in 2012. In contrast, 2012 National Travel Survey figures for Great Britain show that 5 per cent of employed adults usually work from home. The higher figures seen in Scotland will be in part due to different questions being asked but may also be due to the less accessible landscapes found in Scotland, which make it more demanding to travel to a workplace. SHS data supports this with a higher proportion of employed adults in rural areas working from home.

6.15 Great Britain figures from the National Travel Survey 2012 show walking accounts for 11 per cent of commuting trips, which is similar to the SHS 2012 figure of 14 per cent of people who walk to work.

### Travel to school

6.16 Over half (51%) of journeys to school were made on foot in 2012 and there has been little change since 2002. The proportion of school pupils being driven to school has remained between 21 and 25 per cent since 2003. [Table S3]

6.17 How children travel to school is dependent on their age. Children in primary school, aged between 4-11, were more likely to walk or be driven to school than children in secondary, aged between 12-18. Secondary school children were more likely to take the bus than those in primary school. This is likely to be partly due to primary schools generally being closer than secondary schools, therefore people are more likely to walk, but also, many respondents from the survey indicated that they felt primary school children were too young to travel on public transport on their own. [Table 15]

6.18 The travel to school patterns reported in the Scottish Household Survey are broadly similar to those reported in the Sustrans Hands Up Scotland Survey, with walking being the most popular mode of transport (45.1% in Hands Up Scotland, with another 7.6% using 'park and stride', part driving, part walking). It is not possible to make direct comparisons due to differences in the survey methodology and questions asked.

6.19 Over half of children in towns and urban areas walked to school in 2012. Children in rural areas were much less likely to walk to school and tended instead to travel by school bus, which will in part be due to the distance to school. This service is less widely available in large urban areas, where 11 per cent of children used a conventional 'service' bus to get to school. [Table 15]

6.20 For those children who walked to school, 85 per cent stated the reason for walking was that the school was nearby. Those taking the bus and car cited convenience as the most common reason for mode choice, with many feeling that it was too far to walk and car travel was both the safest and quickest mode of travel. [Table 16]

### **Great Britain comparisons**

6.21 The results have some differences with those found for Great Britain in the National Travel Survey (NTS). For instance, the proportion of pupils walking to school is lower in the NTS than the SHS (42% vs 51%) and the percentage being driven to school is higher (35% vs 24%).

6.22 It should be noted that NTS methodology differs slightly and there is a different geographical coverage between this and the SHS - the NTS excludes school journeys greater than 50 miles and the Scottish Islands are excluded from the sample.

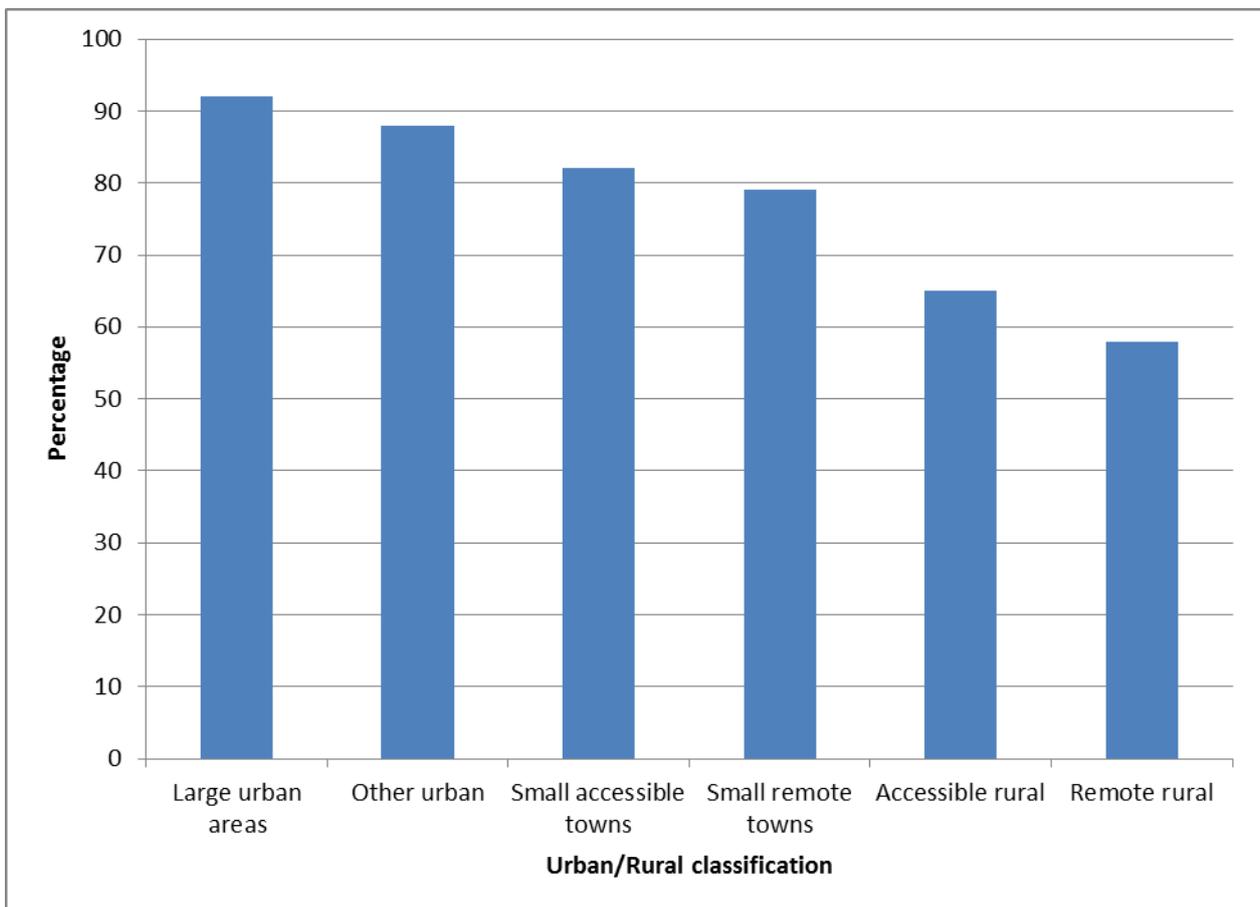
## 7 Access to services

- **Eighty-four per cent of respondents felt that public transport was very or fairly convenient to access in 2012.** This figure was considerably higher in urban areas (90%) and lower for those living in rural areas, around 60%.

### Access to services

7.1 Eighty-four per cent of respondents felt that public transport was very or fairly convenient to access in 2012. (Figure 18) [Table 33]

**Figure 18: Respondents who felt that public transport was very or fairly convenient to access, 2012**



7.2 Gender had little effect on how respondents felt about access to services, although those over 60 tended to be less likely to find access very or fairly convenient for each service. [Table 33]

7.3 Respondents with a full driving licence were more likely to say that services were very or fairly convenient to access than those without a driving licence. The exception was that when asked about access to public transport, those without a licence were more likely to find it convenient to access. [Table 33]

7.4 However, urban/rural location had a greater impact on respondents' views regarding the convenience of services than possession of driving licence or household access to car. Those in urban areas consistently found it more convenient to access services than those in rural areas. This was most pronounced for the accessibility of public transport [Table 33]

## 8 Freight

- **The amount of freight lifted in Scotland continues to fall. Excluding road transport, freight lifted fell 3% to 64.9 million tonnes in 2012.**
- **Two thirds of freight lifted in Scotland was transported by road in 2010 (the latest year for which road freight data is available).** (A slight fall from a peak of 71% in 2007). Four per cent is carried by rail, 14 per cent by pipeline and the rest by water. These proportions have changed little over the last ten years.
- **Sixteen million tonnes of coastwise freight traffic was lifted in Scotland in 2011, a fall of 30 per cent from the peak in 2008.**

### Freight lifted in Scotland.

8.1 Road Freight data for 2011 has yet to be published by DfT, it will be released in December 2013.

8.2 The amount of freight lifted in Scotland has been falling in recent years. Volume peaked in 2007 at 250.8 million tonnes. In 2010, 198.6 million tonnes were lifted, a fall of 20.8 per cent.

8.3 The amount of freight lifted by methods other than road has also been falling. Volumes peaked in 2008 at 75 million tonnes and by 2011 had fallen back to 64.9 million tonnes, a reduction of 14 per cent, this included a fall of 3% between 2010 and 2011.

### Road

8.4 There were 132 million tonnes of freight lifted by road in Scotland in 2010.

8.5 Caution is advised when comparing with figures prior to 2004-05 as DfT has improved the survey methodology and processing.

8.6 The 2010 figure continues a fall from a peak of 182 million tonnes in 2007. Over the longer-term, the amount of freight carried by road fluctuated between 1975 and 1987 (see Figure 19), rising to 172 million tonnes in 1976 and falling to 128 million tonnes in 1986. After 1988, it was more stable, varying between 149 million tonnes (in 1991) and 162 million tonnes (in 1996). Figures 26 and 27 show that, in terms of tonnes lifted, much more freight is carried by road than by any other mode of transport. Per head of population, the amount of freight which is lifted by road is slightly higher in Scotland than in Great Britain.

### Rail

8.7 The volume of rail freight traffic lifted in Scotland fell from 29.8 million tonnes in 1960 to 5.4 million tonnes in 1994-95. Figure 20 shows that since then it increased to a peak of 14 million tonnes in 2005-06 before falling back again to 7.6 million tonnes in 2011-12 (a fall of 47%).

### Coastal

8.8 Levels of Coastwise freight traffic lifted in Scotland have been falling since 2008, reaching 16.8 million tonnes in 2011. This is a fall of nine per cent on 2010 and 47 per cent on 2008. Per head of population, much more freight is lifted by coastwise shipping in Scotland than in Great Britain. [Table SGB3]

### **Inland Waterways**

The annual amount of freight lifted for inland waterways has remained between about 9 and 12 million tonnes since 1982. Figure 20 shows the trends since 1980 (inland waterway) and 1987 (coastwise traffic). [Table S1]

### **Air**

8.9 Fifty two thousand tonnes of freight was carried by air in 2012. This is 15 per cent higher than the amount carried in 2011 and the highest level for five years. It is still 37 per cent lower than the peak of 83 thousand tonnes in 2006. Air freight makes up less than 0.1 per cent of all freight transported in Scotland. [Table S1]

### **Pipelines**

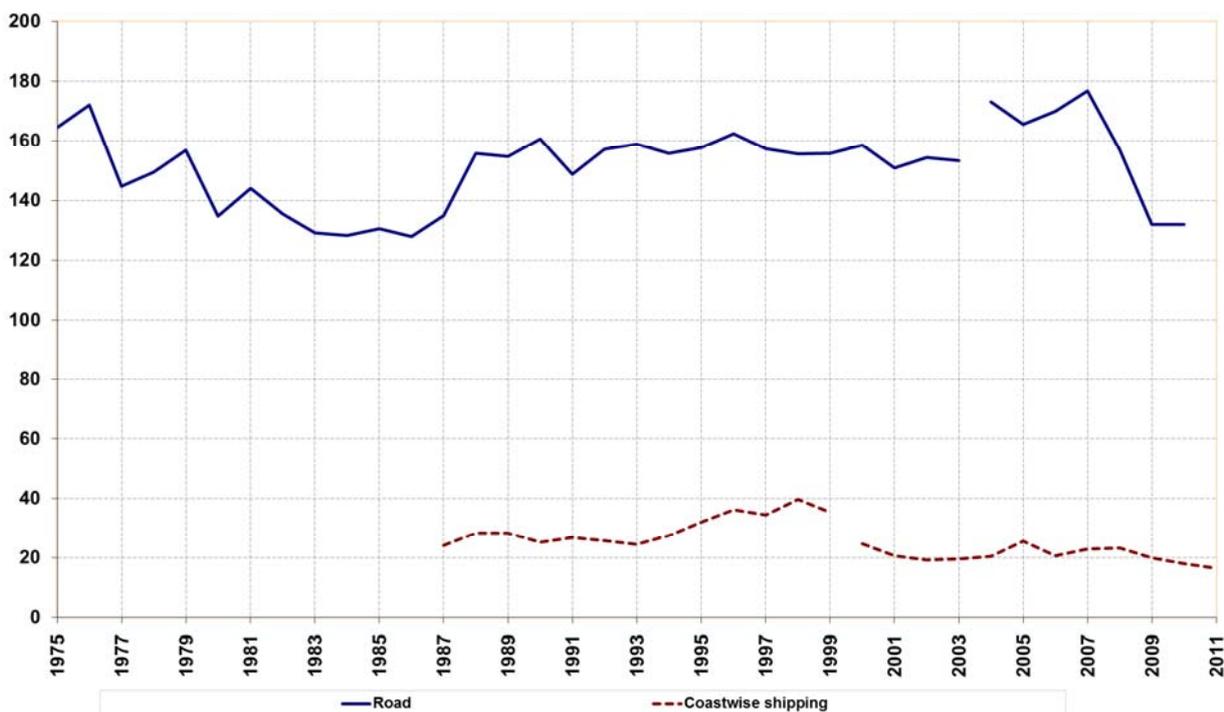
8.10 The amount of oil carried in Scottish pipelines rose rapidly to 28 million tonnes in 1979, and has remained at 28 million tonnes over the last ten years. Figure 20 shows the trends since 1975. Per head of population, the amount of freight which is lifted by pipeline is significantly greater in Scotland than in Great Britain.

### **Freight moved - tonne-kilometres**

8.11 Figures 26 and 27 showed that, in terms of tonnes lifted, more freight is carried by road than by any other mode of transport. However, a different picture can be seen when account is taken of the distance that freight is carried. Table H2(b) shows that, in terms of tonne-kilometres, coastwise shipping accounted for the largest amount of freight moved in most years, with road coming second (in 2004 the position was reversed). Rail and pipeline still move smaller amounts of freight than road. However, they represent a higher proportion of the total when they are measured in tonne-kilometres, because of the greater distance (on average) for which freight is carried by rail and by pipeline.

**Figure 19: Freight lifted: road and coastwise shipping**

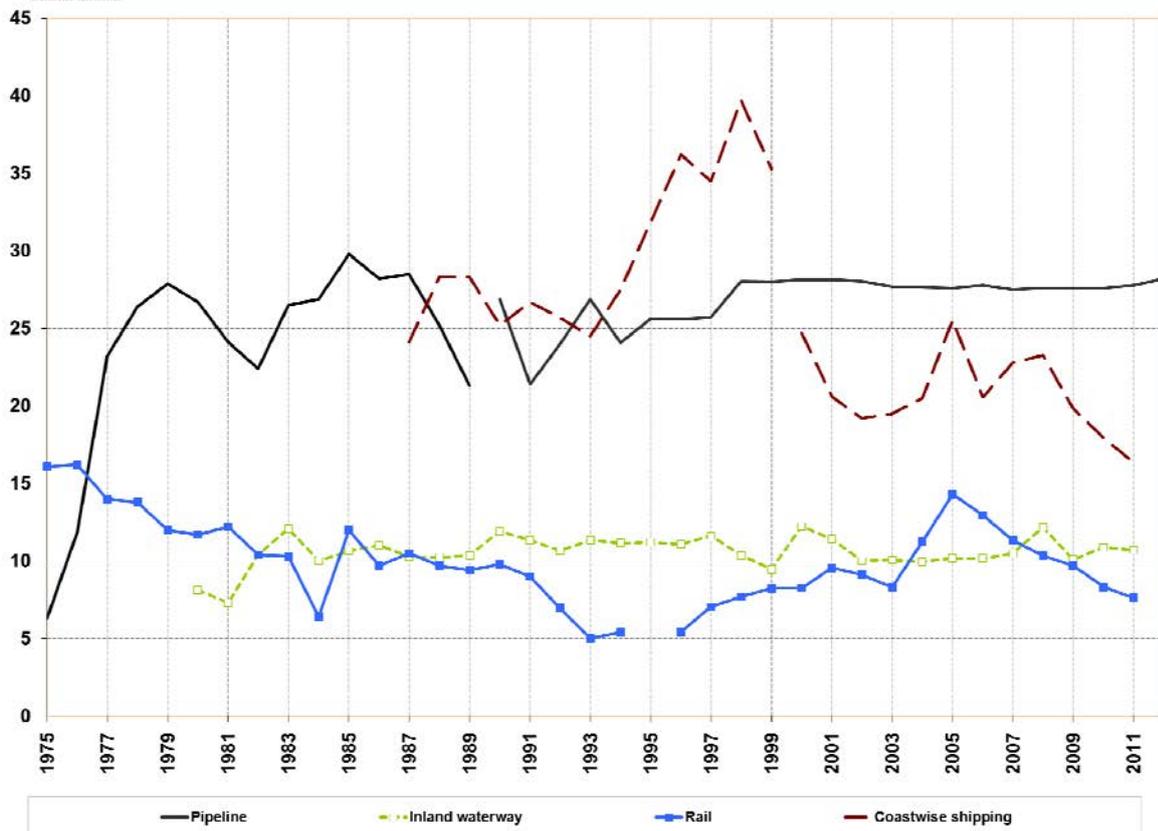
million tonnes



NB: breaks appear in the series due to changes in the survey methodology and processing.

**Figure 20: Freight lifted: coastwise shipping, pipelines, inland waterway and rail**

million tonnes



NB: breaks appear in the series due to changes in the survey methodology and processing. The increase in pipeline figures between 1989 and 1990 is believed to be due to a change in coverage.

**Table S1** Summary of Transport in Scotland  
Numbers

	2002	2003	2004	2005	2006	2007	2008	2009	2010	2011	2012
<b>Vehicles Licensed</b>											<i>thousands</i>
Private and Light Goods <sup>1</sup>	2,058	2,104	2,158	2,231	2,259	2,313	2,347	2,362	2,364	2,369	2,395
All Vehicles <sup>1</sup>	2,330	2,383	2,448	2,531	2,564	2,627	2,665	2,684	2,685	2,691	2,717
New Registrations	259	262	263	251	243	251	215	216	209	202	216
<b>Local Bus Services<sup>2</sup></b>											<i>millions</i>
Passenger Journeys (boardings) <sup>3</sup>	471	478	460	466	476	488	484	459	431	439	..
Vehicle Kilometres <sup>3</sup>	374	369	359	374	384	389	386	376	346	338	..
Passenger Revenue at latest year's prices <sup>3</sup>	..	..	..	..	637	661	683	675	638	639	..
											<i>£ million</i>
<b>Freight Lifted</b>											<i>million tonnes</i>
Road <sup>4,9</sup>	154.4	153.4	173.1	165.6	170.0	176.8	157.0	131.9	131.9	..	..
Rail <sup>2</sup>	9.12	8.32	11.25	14.32	12.96	11.35	10.36	9.69	8.33	7.61	..
Coastwise traffic	19.2	19.5	20.5	25.5	20.6	22.8	23.3	19.8	18.0	16.3	..
One Port traffic	1.81	1.54	1.33	1.76	1.48	1.83	1.75	3.59	1.88	2.42	..
Inland waterway traffic	10.01	10.06	9.97	10.19	10.16	10.50	12.19	10.10	10.89	10.70	..
Pipelines <sup>5</sup>	28.0	27.7	27.6	27.6	27.8	27.5	27.6	27.6	27.6	27.8	28.2
<b>Public Road Lengths</b>											<i>kilometres</i>
Trunk (A and M) <sup>10</sup>	3,488	3,485	3,482	3,505	3,518	3,505	3,505	3,520	3,518	3,530	3,530
Other Major (A and M)	7,417	7,418	7,418	7,433	7,424	7,381	7,421	7,421	7,414	7,467	7,473
Minor Roads	43,687	43,659	43,693	43,911	44,029	44,303	44,420	44,594	44,696	44,771	44,871
All Roads <sup>10,12</sup>	54,592	54,562	54,593	54,849	54,971	55,188	55,346	55,535	55,628	55,768	55,874
<b>Road Traffic</b>											<i>million vehicle-kilometres</i>
Motorways <sup>11</sup>	5,730	5,856	6,094	6,151	6,433	6,577	6,683	6,633	6,503	6,570	7,140
A roads	21,533	21,826	22,114	21,904	22,465	22,408	22,127	22,327	21,992	21,996	21,713
All roads (incl. B, C, uncl.)	41,535	42,038	42,705	42,718	44,119	44,666	44,470	44,219	43,488	43,390	43,549
<b>Reported Road Accident Casualties <sup>12</sup></b>											
Killed	304	336	308	286	314	281	270	216	208	186	170
Killed and Serious	3,533	3,293	3,074	2,952	2,949	2,666	2,845	2,504	2,176	2,061	2,129
All (Killed, Serious, Slight)	19,275	18,756	18,502	17,885	17,269	16,238	15,591	15,043	13,338	12,770	12,575
<b>Passenger Rail <sup>2,6</sup></b>											<i>millions</i>
ScotRail passenger journeys <sup>6</sup>	57.4	57.5	64.0	69.4	71.6	74.5	76.4	76.9	78.3	81.1	83.3
<b>ORR data:</b>											
Rail journeys in/from Scotland <sup>7</sup>	54.8	58.4	63.7	69.3	72.6	75.6	79.3	79.8	83.2	87.1	..
Passenger receipts (£2011 mill)	256.0	269.5	285.5	286.4	295.0	335.8	337.1	370.4	383.8	393.4	..
<b>Air Transport</b>											<i>thousands</i>
Terminal Passengers	19,783	21,084	22,555	23,795	24,437	25,132	24,348	22,496	20,907	22,065	22,207
Transport Movements	362.6	367.3	385.6	408.8	420.6	428.2	417.1	382.7	354.4	366.3	372.1
Freight	77.0	80.8	81.0	79.4	83.3	66.1	50.2	50.9	47.5	45.2	52.2
											<i>thousands tonnes</i>
<b>Ferries (selected services <sup>8</sup>)</b>											<i>thousands</i>
Passengers	5,365	5,721	5,921	5,971	6,020	6,012	5,699	5,935	5,872	5,626	5,488
Vehicles	1,241	1,260	1,338	1,365	1,372	1,416	1,377	1,445	1,408	1,351	1,305

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 Those services for which figures are (at least) available back to 1975: Caledonian MacBrayne, P&O Scottish Ferries / NorthLink Orkney & Shetland, and Orkney Ferries.

9 Domestic freight estimates for 2006 to 2009 were revised on 27 October 2011

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 are provisional.

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

12 Figures for 2012 are provisional.

**Table S2** Summary of Transport in Scotland - index numbers  
Index 2002=100

	2002	2003	2004	2005	2006	2007	2008	2009	2010	2011	2012
<b>Vehicles Licensed</b>											
Private and Light Goods <sup>1</sup>	100.0	102.2	104.9	108.4	109.7	112.4	114.1	114.8	114.9	115.1	116.4
All Vehicles <sup>1</sup>	100.0	102.3	105.1	108.6	110.1	112.7	114.4	115.2	115.2	115.5	116.6
New Registrations	100.0	101.2	101.3	96.8	93.6	96.7	82.9	83.3	80.5	78.0	83.4
<b>Local Bus Services<sup>2</sup></b>											
Passenger Journeys (boardings) <sup>3</sup>				100.0	102.1	104.7	103.9	98.5	92.5	94.2	..
Vehicle Kilometres <sup>3</sup>				100.0	102.7	104.0	103.2	100.5	92.5	90.4	..
Passenger Revenue at latest year's prices( 2006=100) <sup>3</sup>						100.0	103.3	102.1	96.6	96.7	..
<b>Freight Lifted</b>											
Road <sup>4,9</sup>	100.0	99.4	112.1	107.3	110.1	114.5	101.7	85.4	85.4	..	..
Rail <sup>2</sup>	100.0	91.2	123.4	157.0	142.1	124.5	113.6	106.3	91.3	83.4	..
Coastwise traffic	100.0	101.6	106.7	133.0	107.2	118.7	121.3	103.3	93.5	85.1	..
One Port traffic	100.0	85.1	73.5	97.2	81.8	101.1	96.7	198.3	103.9	133.7	..
Inland waterway traffic	100.0	100.5	99.6	101.8	101.5	104.9	121.8	100.9	108.8	106.9	..
Pipelines <sup>5</sup>	100.0	98.8	98.6	98.4	99.1	98.1	98.4	98.4	98.4	99.1	100.6
<b>Public Road Lengths</b>											
Trunk (A and M)	100.0	99.9	99.8	100.5	100.9	100.5	100.5	100.9	100.9	101.2	101.2
Other Major (A and M)	100.0	100.0	100.0	100.2	100.1	99.5	100.1	100.1	100.0	100.7	100.7
Minor Roads	100.0	99.9	100.0	100.5	100.8	101.4	101.7	102.1	102.3	102.5	102.7
All Roads <sup>12</sup>	100.0	99.9	100.0	100.5	100.7	101.1	101.4	101.7	101.9	102.2	102.3
<b>Road Traffic</b>											
Motorways	100.0	102.2	106.4	107.3	112.3	114.8	116.6	115.8	113.5	114.7	124.6
A roads	100.0	101.4	102.7	101.7	104.3	104.1	102.8	103.7	102.1	102.2	100.8
All roads (incl. B, C, uncl.)	100.0	101.2	102.8	102.8	106.2	107.5	107.1	106.5	104.7	104.5	104.8
<b>Reported Road Accident Casualties <sup>10</sup></b>											
Killed	100.0	110.5	101.3	94.1	103.3	92.4	88.8	71.1	68.4	61.2	55.9
Killed and Serious	100.0	93.2	87.0	83.6	83.5	75.5	80.5	70.9	61.6	58.3	60.3
All (Killed, Serious, Slight)	100.0	97.3	96.0	92.8	89.6	84.2	80.9	78.0	69.2	66.3	65.2
<b>Passenger Rail <sup>2,6</sup></b>											
ScotRail passenger journeys <sup>6</sup>	100.0	100.1	111.6	121.0	124.8	129.8	133.2	134.1	136.4	141.3	145.1
Rail journeys in/from Scotland <sup>7</sup>	100.0	106.6	116.2	126.5	132.4	138.0	144.7	145.6	151.8	158.9	..
Passenger receipts (£2011 mill)	100.0	105.3	111.5	111.9	115.2	131.2	131.7	144.7	149.9	153.6	..
<b>Air Transport</b>											
Terminal Passengers	100.0	106.6	114.0	120.3	123.5	127.0	123.1	113.7	105.7	111.5	112.3
Transport Movements	100.0	101.3	106.4	112.7	116.0	118.1	115.0	105.5	97.7	101.0	102.6
Freight	100.0	104.9	105.1	103.1	108.1	85.8	65.2	66.1	61.7	58.6	67.8
<b>Ferries (selected services <sup>8</sup>)</b>											
Passengers	100.0	106.6	110.4	111.3	112.2	112.1	106.2	110.6	109.4	104.9	102.3
Vehicles	100.0	101.5	107.8	110.0	110.6	114.1	111.0	116.4	113.4	108.9	105.2

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 of Scottish Transport Statistics 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.

8 Those services for which figures are (at least) available back to 1975: Caledonian MacBrayne, P&O Scottish Ferries / NorthLink Orkney & Shetland, and Orkney Ferries.

9 Domestic freight estimates for 2006 to 2009 were revised on 27 October 2011

10 Figures for 2012 are provisional.

**Table S3 Summary of Scottish Household Survey results <sup>1</sup>**

	2002	2003	2004	2005	2006	2007	2008	2009	2010	2011	2012
	<i>column percentages</i>										
<b>Place of work</b>											
Works from home	9.3	9.1	9.0	11.1	10.7	11.2	10.0	11.4	10.1	10.6	13.2
Does not work from home	90.7	90.9	91.0	88.9	89.3	88.8	90.0	88.6	89.9	89.4	86.8
Sample size (=100%)	6,597	6,681	7,058	6,841	6,845	5,888	6,092	6,103	5,862	6,189	4,734
<b>Travel to work <sup>2</sup></b>											
Walking	13.2	12.6	12.7	12.7	13.8	11.9	12.5	12.3	13.4	12.9	13.6
Car or Van	67.7	68.5	67.0	67.4	66.8	68.0	66.0	67.0	67.3	66.6	67.3
Driver	56.6	59.8	58.9	59.8	59.8	61.3	59.9	60.7	61.0	59.1	61.4
Passenger	11.0	8.7	8.1	7.5	7.0	6.7	6.1	6.4	6.3	7.5	6.0
Bicycle	1.6	1.8	1.9	1.6	2.0	1.7	2.3	2.4	2.3	2.0	2.0
Bus	12.2	11.6	12.7	12.1	11.8	12.7	12.1	12.1	10.8	12.0	10.1
Rail, including underground	3.1	2.9	3.5	3.9	3.6	3.5	4.3	3.9	3.6	3.9	4.3
Other	2.3	2.6	2.3	2.3	2.0	2.3	2.7	2.3	2.7	2.6	2.6
Sample size (=100%)	5,973	6,033	6,359	6,044	6,068	5,175	5,437	5,371	5,221	5,508	4,103
<b>Travel to school</b>											
Walking	55.5	52.4	51.2	52.5	51.1	52.8	48.8	50.0	49.7	50.6	51.4
Car or Van	19.0	21.7	21.6	21.0	21.7	21.9	23.6	24.4	23.0	23.4	24.1
Bicycle	0.7	1.2	1.0	0.6	0.9	0.8	1.5	1.0	1.4	1.4	0.8
Bus (school or service)	22.4	22.4	23.6	23.6	23.7	21.9	23.9	22.0	23.9	21.7	21.1
School bus	15.1	16.9	16.9	16.5	17.0	14.8	16.5	16.0	16.1	15.1	14.9
Service bus	7.3	5.5	6.7	7.1	6.7	7.1	7.3	5.9	7.8	6.6	6.2
Rail, including underground	0.4	0.5	0.9	0.7	1.2	0.9	0.7	0.7	0.3	0.7	0.4
Other	2.1	1.8	1.8	1.6	1.3	1.7	1.5	1.8	1.7	2.2	2.2
Sample size (=100%)	3,295	3,250	3,347	3,272	3,240	2,517	2,750	2,881	2,676	2,715	1,923
<b>Household access to car/bike</b>											
No car	34.8	32.7	33.7	31.7	32.0	30.3	30.2	30.7	30.3	30.1	31.0
One car	44.4	44.5	43.0	44.5	43.6	44.3	43.9	43.7	44.0	44.5	43.0
Two Cars	18.2	19.8	19.9	20.5	20.5	21.4	21.8	21.5	21.6	21.0	21.3
Three or more cars	2.5	3.0	3.4	3.3	3.8	4.0	4.0	4.2	4.1	4.4	4.6
One or more cars	65.2	67.3	66.3	68.3	68.0	69.7	69.8	69.3	69.7	69.9	69.0
Two or more cars	20.8	22.8	23.3	23.8	24.4	25.3	25.8	25.6	25.7	25.4	26.0
1+ Bicycles which can be used by adults	34.9	34.4	35.0	35.0	35.3	36.9	36.8	35.4	34.3	35.1	35.0
Sample size	15,073	14,880	15,942	15,392	15,616	13,414	13,821	14,190	14,214	14,358	10,644
<b>Driving (aged 17+)</b>											
<b>Those with a full driving licence</b>											
Male	76.7	76.5	75.8	75.7	75.5	75.8	76.0	76.2	75.6	75.6	75.6
Female	53.8	56.0	56.9	56.4	58.0	59.2	59.9	60.6	60.2	59.8	61.6
All	64.6	65.8	65.8	65.6	66.4	67.0	67.6	68.0	67.6	67.3	68.3
<b>Frequency of driving</b>											
Every day	45.5	43.3	41.4	41.8	40.9	45.2	44.9	43.4	41.4	40.7	42.0
At least three times a week	8.0	10.2	11.2	11.2	11.6	10.0	10.4	11.9	12.8	13.3	13.1
Once or twice a week	4.2	5.5	5.7	5.8	6.7	5.1	5.6	5.6	6.0	6.2	6.0
At least 2-3 times a month	0.9	0.7	0.8	0.8	1.0	0.9	1.0	0.9	0.9	0.9	0.8
At least once a month	0.4	0.4	0.6	0.5	0.5	0.6	0.4	0.4	0.4	0.4	0.3
Less than once a month	2.1	1.7	1.6	1.4	1.4	1.7	1.3	1.6	1.8	1.7	1.7
Holds full licence, never drives	3.5	4.1	4.5	4.1	4.4	3.5	4.0	4.2	4.3	4.1	4.5
Does not have a full driving licence	35.4	34.2	34.2	34.4	33.6	33.0	32.4	32.0	32.4	32.7	31.7
Sample size (=100%)	13,936	13,850	14,660	13,968	14,075	12,152	12,263	12,447	12,361	12,801	9,828
<b>Frequency of use of local bus/train service (aged 16+)</b>											
<b>Bus service</b>											
Every day or almost every day	11.0	10.5	11.1	11.9	12.0	12.3	12.6	11.3	11.0	11.1	9.3
2 or 3 times per week	11.6	11.5	11.2	11.6	11.7	11.7	12.2	11.8	11.7	12.5	11.0
About once a week	7.9	7.6	7.5	7.7	7.9	7.7	7.8	8.4	7.7	7.8	7.8
Once or twice a month	10.9	10.6	10.6	12.1	12.2	13.9	13.9	14.1	13.5	14.2	13.7
Not used in the past month	58.6	59.7	59.5	56.7	56.2	54.4	53.6	54.5	56.1	54.3	58.2
<b>Train service</b>											
Every day or almost every day	1.6	1.7	1.8	2.0	2.0	2.0	2.3	2.1	1.9	2.0	2.5
2 or 3 times per week	1.0	1.3	1.6	1.5	1.6	1.8	2.0	2.1	1.9	2.2	2.4
About once a week	2.0	2.5	2.7	2.6	2.8	3.2	3.2	3.7	3.5	3.7	4.2
Once or twice a month	10.4	11.4	12.3	14.3	13.7	16.3	16.4	15.9	17.3	17.9	19.1
Not used in the past month	84.9	83.1	81.6	79.5	79.8	76.6	76.1	76.2	75.5	74.2	71.8
Sample size (=100%)	14,037	13,960	14,774	14,063	14,183	12,118	12,298	12,517	12,422	12,888	9,893

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. Those who had made a trip of more than quarter of a mile for the specified purpose on at least one of the previous seven days

**Table S4** Summary of cross-border transport

	2002	2003	2004	2005	2006	2007	2008	2009	2010	2011	2012
<b>Passenger journeys</b> <span style="float: right;"><i>millions</i></span>											
<b>to / from other parts of UK</b>											
Rail	4.85	5.01	4.88	5.20	5.58	5.81	6.13	6.64	7.33	7.59	..
Air <sup>1</sup>	11.51	12.38	12.88	13.16	12.96	12.87	12.07	10.89	9.83	10.12	10.05
Ferry <sup>2</sup>	2.28	2.43	2.34	2.05	2.02	2.09	1.94	1.92	1.92	1.86	1.81
Total these modes	18.65	19.82	20.09	20.41	20.55	20.77	20.13	19.45	19.08	19.57	..
<b>to / from other countries</b>											
Air <sup>3</sup>	6.63	7.13	8.12	8.97	9.67	10.35	10.35	9.74	9.27	10.06	10.21
Ferry <sup>4</sup>	0.11	0.21	0.21	0.20	0.12	0.11	0.07	0.03	0.05	0	0
Total these modes	6.74	7.34	8.33	9.17	9.79	10.46	10.43	9.77	9.32	10.06	10.21
<b>Total cross-border passengers</b>											
Rail	4.85	5.01	4.88	5.20	5.58	5.81	6.13	6.64	7.33	7.59	..
Air	18.14	19.52	21.00	22.14	22.63	23.23	22.42	20.63	19.10	20.18	20.26
Ferry	2.40	2.64	2.54	2.25	2.14	2.20	2.01	1.95	1.97	1.86	1.81
Total these modes	25.39	27.16	28.42	29.58	30.34	31.24	30.56	29.22	28.41	29.63	..
<b>Freight</b> <span style="float: right;"><i>millions of tonnes lifted</i></span>											
<b>to other parts of UK</b>											
Road <sup>5,9</sup>	15.2	14.8	14.3	12.5	14.2	16.4	12.3	12.6	14.8	..	..
Rail	4.4	4.1	6.4	9.0	7.1	4.6	3.8	3.3	3.1	2.2	..
Water	17.6	17.6	18.7	22.5	17.9	19.7	21.0	17.6	16.6	16.6	..
Total these modes	37.1	36.5	39.4	44.0	39.3	40.6	37.1	33.4	34.5	..	..
<b>from other parts of UK</b>											
Road <sup>5,9</sup>	18.3	20.9	17.6	17.4	18.9	21.9	17.7	16.0	17.9	..	..
Rail	1.1	1.0	0.9	2.1	2.1	2.0	2.0	1.3	1.6	1.1	..
Water	5.1	4.6	5.4	5.9	5.6	5.5	5.1	4.9	5.5	4.9	..
Total these modes	24.4	26.6	23.9	25.3	26.6	29.4	24.8	22.1	25.0	..	..
<b>Total to / from other parts of UK</b>											
Road <sup>5,9</sup>	33.5	35.7	31.9	29.9	33.1	38.3	30.0	28.6	32.7	..	..
Rail	5.4	5.2	7.3	11.1	9.2	6.6	5.9	4.5	4.7	3.3	..
Water	22.6	22.2	24.0	28.4	23.6	25.2	26.1	22.4	22.1	21.6	..
Total these modes	61.5	63.0	63.2	69.3	65.9	70.0	61.9	55.6	59.5	..	..
<b>to other countries</b>											
Road <sup>5</sup>	0.6	0.6	0.5	0.4	0.4	0.6	0.5	0.5	0.4	..	..
Rail <sup>6</sup>	0.5	0.4	0.5	0.5	0.5	0.5	0.4	0.4	0.4	0.4	..
Water <sup>7</sup>	67.8	58.9	54.5	45.0	44.0	45.6	42.4	38.3	39.9	33.4	-
Total these modes	68.9	59.9	55.5	45.9	44.9	46.7	43.3	39.2	40.7	..	..
<b>from other countries</b>											
Road <sup>5</sup>	0.2	0.2	0.3	0.3	0.2	0.3	0.3	0.2	0.2	..	..
Rail <sup>8</sup>	0.6	0.5	0.5	0.5	0.5	0.4	0.5	0.4	0.4	0.4	..
Water <sup>7</sup>	11.4	9.5	15.0	17.0	17.9	14.6	16.1	13.5	13.2	14.2	-
Total these modes	12.3	10.2	15.8	17.8	18.6	15.3	16.9	14.2	13.8	..	..
<b>Total to / from other countries</b>											
Road	0.8	0.8	0.8	0.7	0.6	0.9	0.8	0.7	0.6	..	..
Rail	1.1	1.0	1.1	1.0	1.0	0.9	0.9	0.8	0.8	0.8	..
Water	79.2	68.4	69.4	62.0	61.9	60.2	58.5	51.9	53.1	47.6	..
Total	81.1	70.2	71.3	63.7	63.5	62.0	60.2	53.3	54.4	..	..
<b>Total cross-border freight</b>											
Road	34.3	36.5	32.7	30.6	33.7	39.2	30.8	29.3	33.3	..	..
Rail	6.6	6.1	8.3	12.1	10.2	7.5	6.7	5.3	5.5	4.1	..
Water	101.8	90.6	93.5	90.4	85.5	85.4	84.6	74.3	75.2	69.2	..
Total these modes	142.7	133.2	134.5	133.0	129.3	132.0	122.1	108.9	114.0	..	..

1 England, Wales or Northern Ireland - for the purposes of this table, UK offshore is not counted as another part of the UK.

2 Scotland / Northern Ireland ferries

3 Figures for 1999 and earlier years are available on the website. They are approximate as they include an element of estimation.

4 The Rosyth / Zeebrugge service started in May 2002, there was a drop in the frequency of service from November 2005 and the passenger service ceased in December 2010.

Figures for services between Lerwick and other countries are available from 1998.

5 Freight lifted by UK HGVs only - does not include freight carried by other HGVs or by other types of vehicle (such as light goods vehicles)

The figures for 2004 onwards are not directly comparable with earlier years, due to changes to the survey's methodology & processing.

6 The Rail figures for "outwith UK" include freight taken to Scottish, English or Welsh ports for export.

7 Figures relate only to exports/imports from major ports only. Note these have increased over the years.

8 The Rail figures for "outwith UK" include freight imported at an English or Welsh port, then brought into Scotland by rail.

9 Domestic freight estimates for 2006 to 2009 were revised on 27 October 2011

**Table SGB1** Comparisons of Scotland and Great Britain (or the UK) - numbers  
Numbers

	2002	2003	2004	2005	2006	2007	2008	2009	2010	2011	2012
<b>Vehicles Licensed</b> (all vehicles)											<i>thousand</i>
Scotland	2,330	2,383	2,448	2,531	2,564	2,627	2,665	2,684	2,685	2,691	2,717
GB	30,557	31,207	32,259	32,897	33,070	33,651	33,883	33,958	34,120	34,229	34,522
<b>Households with a Car</b> <sup>1</sup> (National Travel Survey)											<i>percent</i>
Scotland	..	69	..	69	..	70	..	70	..	70	..
GB	..	74	..	75	..	75	..	75	..	72	..
<b>Public Road Lengths</b> (all roads)								<i>thousand kilometres</i>	<i>thousand kilometres</i>		
Scotland	54.6	54.6	54.6	54.8	55.0	55.2	55.3	55.5	55.6	55.8	55.9
GB <sup>2</sup>	391.6	392.3	387.7	388.0	398.4	398.9	394.5	394.4	394.3	394.3	394.9
<b>Road Traffic</b>											<i>billion vehicle kilometres</i>
<b>Motorway</b>											
Scotland	5.73	5.86	6.09	6.15	6.43	6.58	6.68	6.63	6.50	6.57	7.14
GB	92.6	93.0	96.6	97.0	99.4	100.6	100.1	99.5	98.2	99.5	100.4
<b>A roads</b>											
Scotland	21.5	21.8	22.1	21.9	22.5	22.4	22.1	22.3	22.0	22.0	21.7
GB <sup>3</sup>	218.6	221.0	224.1	223.1	226.1	224.9	222.8	222.4	219.5	220.4	218.5
<b>All roads (incl. B, C, unclassified)</b>											
Scotland	41.5	42.0	42.7	42.7	44.1	44.7	44.5	44.2	43.5	43.4	43.5
GB <sup>3</sup>	486.5	490.4	498.6	499.4	507.5	513.0	508.9	504.0	495.9	488.9	487.1
<b>Reported Road Accident Casualties: Killed or Seriously Injured</b>											<i>thousand</i>
Scotland <sup>12</sup>	3.53	3.29	3.07	2.95	2.95	2.67	2.85	2.50	2.18	2.06	2.13
GB	39.4	37.2	34.4	32.2	31.8	30.7	28.6	26.9	24.5	25.0	24.8
<b>Local bus passenger journeys</b> <sup>2,4</sup>											<i>million</i>
Scotland	471	478	460	466	476	488	484	459	431	439	..
GB	4,550	4,681	4,631	4,721	4,915	5,165	5,272	5,214	5,203	5,233	..
<b>Rail passenger journeys</b> <sup>4,5,6</sup>											<i>million</i>
Scotland	61.4	66.1	72.9	78.1	79.5	87.7	84.5	85.2	81.9	87.9	..
GB <sup>11</sup>	775	791	808	827	984	1,018	1,074	1,065	1,160	1,230	..
<b>Air terminal passengers</b>											
Scotland	19.8	21.1	22.6	23.8	24.4	25.1	24.3	22.5	20.9	22.1	22.2
UK	188.8	200.0	215.7	228.2	235.2	240.7	235.4	218.1	210.7	219.3	220.6
<b>Freight Lifted</b>											<i>million tonnes</i>
<b>Road</b> <sup>8,9</sup>											
Scotland	154	153	173	166	170	177	157	132	132	..	..
GB	1,627	1,643	1,744	1,746	1,776	1,822	1,668	1,356	1,489	..	..
<b>Rail</b> <sup>4</sup>											
Scotland	9.12	8.32	11.25	14.32	12.96	11.35	10.36	9.69	8.33	7.61	..
GB	87	89	100	105	108	102	103	87	90	102	113
<b>Coastwise traffic</b>											
Scotland	19.2	19.5	20.5	25.5	20.6	22.8	23.3	19.8	18.0	16.3	..
UK	59.5	58.5	59.8	65.1	56.7	57.6	58.1	54.6	50.5	49.3	..
<b>Pipelines</b> <sup>7</sup>											
Scotland	28.0	27.7	27.6	27.6	27.8	27.5	27.6	27.6	27.6	27.8	28.2
GB	58.4	54.9	56.1	55.4	54.5	53.1	53.3	53.6	53.5	53.7	54.3
<b>Travel to Work</b> (Autumn: Labour Force Survey)											<i>percent</i>
<b>Car (or van, minibus, works van)</b>											
Scotland	70	70	69	68	69	69	69	70	71	68	..
GB	71	71	71	71	70	69	70	70	70	68	..
<b>Public transport (bus, rail, underground)</b>											
Scotland	14	15	15	16	17	16	17	15	14	16	..
GB	14	14	14	14	15	16	15	15	15	16	..

1 Figures are for combined years e.g. 2011 covers 2011/12.

2 DfT revised its methodology from 2004, causing a break in the series.

3 The GB figures relate to motor vehicle traffic only, and therefore exclude a small amount of pedal cycle traffic.

4 Financial years

5 Total passenger figures are produced by the ORR and have not been adjusted to reflect ScotRail's revised zone card methodology.

6 Figures are based on the origin and destination of trips and do not count stages of these trips separately.

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

8 These figures are for freight lifted by Heavy Goods Vehicles. The GB figures are for freight transported within GB; the Scottish figures include small amounts of freight destined for Northern Ireland and outside the UK.

9 Domestic freight estimates for 2006 to 2009 were revised on 27 October 2011

10 Figures for 2012 are provisional.

11 Figs for 2008-09 onwards have been revised due to an error in the LENNON calculation of journeys between Edinburgh and Glasgow.

**Table SGB2** Comparisons of Scotland and Great Britain (or UK) - index numbers

Index 2002=100

	2002	2003	2004	2005	2006	2007	2008	2009	2010	2011	2012
<b>Vehicles Licensed</b> (all vehicles)											
Scotland	100.0	102.3	105.1	108.6	110.1	112.7	114.4	115.2	115.2	115.5	116.6
GB	100.0	102.1	105.6	107.7	108.2	110.1	110.9	111.1	111.7	112.0	113.0
<b>Public Road Lengths</b> (all roads)											
Scotland	100.0	99.9	100.0	100.5	100.7	101.1	101.4	101.7	101.9	102.2	102.3
GB <sup>1</sup>	100.0	100.2	99.0	99.1	101.7	101.9	100.7	100.7	100.7	100.7	100.8
<b>Road Traffic</b>											
Motorway											
Scotland	100.0	102.2	106.4	107.3	112.3	114.8	116.6	115.8	113.5	114.7	124.6
GB	100.0	100.4	104.3	104.8	107.3	108.6	108.1	107.5	106.0	107.5	108.4
A roads											
Scotland	100.0	101.4	102.7	101.7	104.3	104.1	102.8	103.7	102.1	102.2	100.8
GB <sup>2</sup>	100.0	101.1	102.5	102.1	103.4	102.9	101.9	101.7	100.4	100.8	100.0
All roads (incl. B, C, unclassified)											
Scotland	100.0	101.2	102.8	102.8	106.2	107.5	107.1	106.5	104.7	104.5	104.8
GB <sup>2</sup>	100.0	100.8	102.5	102.7	104.3	105.4	104.6	103.6	101.9	100.5	100.1
<b>Reported Road Accident Casualties Killed or Seriously Injured</b>											
Scotland <sup>9</sup>	100.0	93.2	87.0	83.6	83.5	75.5	80.5	70.9	61.6	58.3	60.3
GB	100.0	94.4	87.2	81.6	80.8	77.9	72.5	68.3	62.2	63.5	62.9
<b>Local bus passenger journeys</b> <sup>1,3</sup>											
Scotland	100.0	101.5	97.7	99.0	101.1	103.7	102.8	97.5	91.6	93.3	..
GB	100.0	102.9	101.8	103.8	108.0	113.5	115.9	114.6	114.4	115.0	..
<b>Rail passenger journeys</b> <sup>3,4,5</sup>											
Scotland	100.0	107.7	118.9	127.3	129.5	143.0	137.7	138.9	133.5	143.3	..
GB	100.0	102.1	104.3	106.7	126.9	131.3	138.5	137.4	149.7	158.6	..
<b>Air terminal passengers</b>											
Scotland	100.0	106.6	114.0	120.3	123.5	127.0	123.1	113.7	105.7	111.5	112.3
UK	100.0	105.9	114.2	120.9	124.6	127.5	124.7	115.5	111.6	116.1	116.9
<b>Freight Lifted</b>											
Road <sup>6,8</sup>											
Scotland	100.0	99.4	112.1	107.3	110.1	114.5	101.7	85.4	85.4	..	..
GB	100.0	101.0	107.2	107.3	109.2	112.0	102.5	83.3	91.5	..	..
Rail <sup>3</sup>											
Scotland	100.0	91.2	123.4	157.0	142.1	124.5	113.6	106.3	91.3	83.4	..
GB	100.0	102.2	115.1	121.0	124.6	117.7	118.0	100.2	103.3	116.9	130.0
Coastwise traffic											
Scotland	100.0	101.6	106.7	133.0	107.2	118.7	121.3	103.3	93.5	85.1	..
UK	100.0	98.3	100.5	109.4	95.3	96.8	97.6	91.8	84.9	82.9	..
Pipelines <sup>7</sup>											
Scotland	100.0	98.8	98.6	98.4	99.1	98.1	98.4	98.4	98.4	99.1	100.6
GB	100.0	94.0	96.0	94.9	93.3	90.9	91.3	91.8	91.6	91.9	93.0

1 DfT revised its methodology from 2004, causing a break in the series.

2 The GB figures relate to motor vehicle traffic only, and therefore exclude a small amount of pedal cycle traffic.

3 Financial years

4 Total passenger figures are produced by the ORR and have not been adjusted to reflect ScotRail's revised zone card methodology.

5 Figures are based on the origin and destination of trips and do not count stages of these trips separately.

6 These figures are for freight lifted by Heavy Goods Vehicles. The GB figures are for freight transported within GB; the Scottish figures include small amounts of freight destined for Northern Ireland and outside the UK.

7 The estimated amounts of crude oil and products carried by pipelines of length 50+ km. Pipeline figures for 2012 are provisional.

8 Domestic freight estimates for 2006 to 2009 were revised on 27 October 2011

9 Figures for 2012 are provisional.

**Table SGB3** Comparisons of Scotland and Great Britain (or UK) - relative to the population

	2002	2003	2004	2005	2006	2007	2008	2009	2010	2011	2012
<b>Vehicles Licensed (all vehicles)</b>											
	<i>per 100 population</i>										
Scotland	46	47	48	50	50	51	52	52	51	51	51
GB	53	54	55	56	56	57	57	57	56	56	56
<b>Public Road Lengths (all roads)</b>											
	<i>kilometres per 1,000 population</i>										
Scotland	10.8	10.8	10.8	10.8	10.7	10.7	10.7	10.7	10.7	10.6	10.5
GB	6.8	6.8	6.7	6.6	6.8	6.7	6.6	6.6	6.5	6.4	6.4
<b>Road Traffic</b>											
	<i>vehicle kilometres per head</i>										
<b>Motorway</b>											
Scotland	1,134	1,158	1,200	1,207	1,257	1,279	1,293	1,277	1,245	1,250	1,344
GB	1,610	1,608	1,662	1,659	1,689	1,699	1,679	1,669	1,624	1,620	1,622
<b>A Roads</b>											
Scotland	4,260	4,316	4,355	4,299	4,390	4,356	4,281	4,299	4,211	4,186	4,086
GB <sup>1</sup>	3,800	3,820	3,856	3,815	3,842	3,798	3,738	3,731	3,630	3,588	3,531
<b>All roads (incl. B, C and unclassified)</b>											
Scotland	8,217	8,312	8,409	8,385	8,622	8,683	8,604	8,513	8,328	8,257	8,196
GB <sup>1</sup>	8,456	8,477	8,578	8,539	8,624	8,663	8,537	8,455	8,202	7,959	7,872
<b>Road Accident Casualties Killed or Seriously Injured</b>											
	<i>per 1,000 population</i>										
Scotland <sup>6</sup>	0.70	0.65	0.61	0.58	0.58	0.52	0.55	0.48	0.42	0.39	0.40
GB	0.68	0.64	0.59	0.55	0.54	0.52	0.48	0.45	0.41	0.41	0.40
<b>Local bus passenger journeys<sup>2,3</sup></b>											
	<i>per head</i>										
Scotland	93	94	91	91	93	95	94	88	83	84	..
GB	79	81	80	81	84	87	88	87	86	85	..
<b>Rail passenger journeys<sup>3,4</sup></b>											
	<i>per head</i>										
Scotland	12.1	13.1	14.4	15.3	15.5	17.1	16.3	16.4	15.7	16.7	..
GB	13.5	13.7	13.9	14.1	16.7	17.2	18.0	17.9	19.2	20.0	..
<b>Air terminal passengers</b>											
	<i>per head</i>										
Scotland	3.9	4.2	4.4	4.7	4.8	4.9	4.7	4.3	4.0	4.2	4.2
UK	3.2	3.4	3.6	3.8	3.9	3.9	3.8	3.6	3.4	3.5	3.5
<b>Freight Lifted</b>											
	<i>tonnes per head</i>										
<b>Road</b>											
Scotland	30.5	30.3	34.1	32.5	33.2	34.4	30.4	25.4	25.3	..	..
GB	28.3	28.4	30.0	29.9	30.2	30.8	28.0	22.7	24.6	..	..
<b>Rail<sup>3</sup></b>											
Scotland	1.8	1.6	2.2	2.8	2.5	2.2	2.0	1.9	1.6	1.4	..
GB	1.5	1.5	1.7	1.8	1.8	1.7	1.7	1.5	1.5	1.7	1.8
<b>Coastwise traffic</b>											
Scotland	3.8	3.9	4.0	5.0	4.0	4.4	4.5	3.8	3.4	..	..
UK	1.0	1.0	1.0	1.1	1.0	1.0	1.0	0.9	0.8	..	..
<b>Pipelines<sup>5</sup></b>											
Scotland	5.5	5.5	5.4	5.4	5.4	5.3	5.3	5.3	5.3	5.3	5.3
GB	1.0	0.9	1.0	0.9	0.9	0.9	0.9	0.9	0.9	0.9	0.9

1 The GB figures relate to motor vehicle traffic only, and therefore exclude a small amount of pedal cycle traffic.

2 Bus patronage figures are provisional and should be treated with caution. See note 1 of Table S1.

3 Financial Year

4 Rail patronage trend presented here does not incorporate Scotrail's revised methodology. See notes to Table S1.

5 Pipeline figures for 2012 are provisional.

6 Figures for 2012 are provisional.

**Table H1** Summary of passenger traffic

Year <sup>1</sup>	Car vehicle kilometres on major roads (M and A)	Bus passenger journeys on local services <sup>2</sup>	Rail passenger journeys originating in Scotland <sup>3</sup>	Air terminal passengers at airports	Ferry passengers on selected ferry services <sup>4</sup>	Car	Bus	Rail	Air	Ferry
	<i>million</i>					<i>Index, 1985 = 100</i>				
1960	..	1,664	64.9	1.20	..	..	242	114	17	..
1961	..	1,633	63.4	1.41	..	..	238	111	20	..
1962	..	1,579	72.3	1.59	..	..	230	127	23	..
1963	..	1,561	71.7	1.82	..	..	227	126	26	..
1964	..	1,506	73.0	2.07	..	..	219	128	30	..
1965	..	1,417	71.0	2.29	..	..	206	124	33	..
1966	..	1,344	65.8	2.56	..	..	196	115	37	..
1967	..	1,297	65.9	2.76	..	..	189	115	40	..
1968	..	1,220	67.0	2.69	..	..	178	117	39	..
1969	..	1,169	68.4	2.91	..	..	170	120	42	..
1970	..	1,057	70.7	3.10	..	..	154	124	45	..
1971	..	1,019	66.5	3.20	..	..	148	116	46	..
1972	..	998	61.2	3.64	..	..	145	107	52	..
1973	..	975	60.5	4.07	4.82	..	142	106	59	103
1974	..	896	69.1	4.00	4.96	..	131	121	58	106
1975	9,318	891	66.2	4.18	5.28	68	130	116	60	113
1976	9,438	881	60.1	4.78	5.17	69	128	105	69	111
1977	9,622	824	56.8	4.85	4.82	71	120	99	70	103
1978	9,749	794	59.7	5.90	4.64	72	116	105	85	99
1979	9,643	786	57.6	6.33	4.56	71	114	101	91	98
1980	10,262	763	61.5	6.37	4.48	75	111	108	92	96
1981	10,418	716	57.8	6.50	4.27	77	104	101	94	91
1982	10,733	694	49.5	6.37	4.19	79	101	87	92	90
1983	11,043	680	55.7	6.48	4.51	81	99	98	93	97
1984	12,794	669	51.3	6.99	4.67	94	97	90	101	100
1985	13,606	687	57.1	6.94	4.67	100	100	100	100	100
1986	14,012	660	53.1	7.24	4.85	103	96	93	104	104
1987	14,881	662	54.1	7.81	5.35	109	96	95	112	115
1988	15,946	662	54.0	8.51	5.66	117	96	95	123	121
1989	17,027	628	51.8	9.23	6.18	125	91	91	133	132
1990	17,476	600	52.8	9.86	6.54	128	87	92	142	140
1991	17,553	585	54.5	9.57	6.80	129	85	95	138	146
1992	18,068	545	59.3	10.38	6.63	133	79	104	150	142
1993	18,211	538	59.1	11.12	6.63	134	78	104	160	142
1994	18,683	526	54.4	11.79	6.65	137	77	95	170	142
1995	19,226	506	56.7	12.31	6.86	141	74	99	177	147
1996	19,888	478	57.5	13.21	5.59	146	70	101	190	120
1997	20,266	448	60.7	14.39	5.63	149	65	106	207	121
1998	20,456	424	62.5	15.19	5.33	150	62	109	219	114
1999	20,700	455	64.9	15.94	5.33	152	66	114	230	114
2000	20,566	458	64.8	16.79	5.29	151	67	113	242	113
2001	20,977	466	64.6	18.08	5.30	154	68	113	260	114
2002	21,760	471	61.4	19.78	5.37	160	69	107	285	115
2003	21,922	478	66.1	21.08	5.72	161	70	116	304	123
2004	22,308	460	72.9	22.55	5.92	164	67	128	325	127
2005	22,060	466	78.1	23.80	5.97	162	68	137	343	128
2006	22,610	476	79.5	24.44	6.02	166	69	139	352	129
2007	22,392	488	87.7	25.13	6.01	165	71	154	362	129
2008	22,221	484	84.5	24.35	5.70	163	70	148	351	122
2009	22,496	459	85.2	22.50	5.93	165	67	149	324	127
2010	21,998	431	81.9	20.91	5.87	162	63	143	301	126
2011	21,986	439	87.9	22.07	5.63	162	64	154	318	121
2012	22,170	..	..	22.21	5.49	163	..	..	320	118

- 1 The figures for Car and Air are for calendar years; latterly, the figures for Bus and Rail are for the financial years which start in the specified calendar years (eg the 1996 figures are for 1996-97)
- 2 Pre-1975, the figures are the totals of passenger journeys for the Scottish Bus Group and the four city corporations. Therefore, they include any non-stage (non-local) services run by these operators, and exclude other operators' stage (local) services. Glasgow Corporation's figures may have included passenger journeys on trolley buses and the Glasgow Underground. Figures from 2004 onwards have been subject to revision due to methodological improvements
- 3 Rail patronage trend from 2003 onward incorporates Scotrail's revised methodology. See notes to Table S1.
- 4 Those routes for which figures are available back to 1973: Caledonian MacBrayne, P&O Scottish Ferries / NorthLink Orkney and Shetland Ferries, and Orkney Ferries. The figures from 1995 are affected by the reduction in traffic caused by the withdrawal of the Kyle-Kyleakin service when the Skye Bridge opened in October 1995.

Table H2 Summary of freight traffic<sup>1</sup>

(a) freight lifted - millions of tonnes

Year <sup>2</sup>	Air	Road	Rail	Coastal ship- ping	Coast- wise ship- ping	Inland water- way	Pipeline <sup>3</sup>	Air	Road	Rail	Coastal ship- ping	Coast- wise ship- ping	Inland water- way	Pipeline <sup>3</sup>
		lifted in Scotland	lifted in Scotland	see notes	lifted in Scotland	lifted in Scotland	see notes	lifted in Scotland	lifted in Scotland	lifted in Scotland	see notes	lifted in Scotland	lifted in Scotland	see notes
	<i>millions of tonnes lifted</i>							<i>Index, 1985 = 100</i>						
1960	..	..	29.8	..	..	..	..	..	..	248	..	..	..	..
1961	..	..	28.1	..	..	..	..	..	..	234	..	..	..	..
1962	..	..	24.7	..	..	..	..	..	..	206	..	..	..	..
1963	..	..	24.6	..	..	..	..	..	..	205	..	..	..	..
1964	..	..	25.4	..	..	..	..	..	..	212	..	..	..	..
1965	..	..	24.3	..	..	..	..	..	..	203	..	..	..	..
1966	..	..	21.4	..	..	..	..	..	..	178	..	..	..	..
1967	..	..	20.0	..	..	..	..	..	..	167	..	..	..	..
1968	..	..	20.9	..	..	..	..	..	..	174	..	..	..	..
1969	..	..	21.1	..	..	..	..	..	..	176	..	..	..	..
1970	..	..	20.8	..	..	..	..	..	..	173	..	..	..	..
1971	..	..	20.0	..	..	..	..	..	..	167	..	..	..	..
1972	..	..	18.1	..	..	..	..	..	..	151	..	..	..	..
1973	..	..	19.3	5.7	..	..	8.0	..	..	161	17	..	..	27
1974	..	160.7	17.9	5.7	..	..	7.5	123	149	17	..	..	..	25
1975	..	164.6	16.1	4.9	..	..	6.3	126	134	14	..	..	..	21
1976	..	172.0	16.2	7.0	..	..	11.9	132	135	20	..	..	..	40
1977	..	144.7	14.0	13.6	..	..	23.2	111	117	40	..	..	..	78
1978	..	149.5	13.8	18.6	..	..	26.4	115	115	54	..	..	..	89
1979	..	156.9	12.0	23.8	..	..	27.9	120	100	69	..	..	..	94
1980	..	134.7	11.7	33.5	..	8.1	26.7	103	98	98	..	..	76	90
1981	..	144.1	12.2	33.2	..	7.3	24.1	110	102	97	..	..	69	81
1982	..	135.4	10.4	34.5	..	10.4	22.4	104	87	101	..	..	98	75
1983	..	129.1	10.3	37.3	..	12.1	26.5	99	86	109	..	..	114	89
1984	..	128.3	6.4	35.6	..	10.0	26.9	98	53	104	..	..	94	90
1985	..	130.5	12.0	34.3	..	10.7	29.8	100	100	100	..	..	100	100
1986	..	128.0	9.7	32.3	..	11.0	28.2	98	81	94	..	..	103	95
1987	..	134.9	10.5	28.6	24.1	10.3	28.5	103	88	83	..	..	97	96
1988	..	155.7	9.7	31.9	28.3	10.2	25.2	119	81	93	..	..	96	85
1989	..	154.8	9.4	32.5	28.3	10.4	21.3	119	78	95	..	..	97	71
1990	..	160.6	9.8	29.9	25.2	11.9	26.9	123	82	87	..	..	112	90
1991	..	148.8	9.0	31.6	26.7	11.3	21.4	114	75	92	..	..	106	72
1992	..	157.1	7.0	30.1	25.7	10.7	24.0	120	58	88	..	..	100	81
1993	..	158.9	5.0	29.0	24.5	11.4	26.9	122	42	85	..	..	107	90
1994	..	155.8	5.4	32.0	27.5	11.2	24.1	119	45	93	..	..	105	81
1995	..	157.7	..	35.9	31.9	11.2	25.6	121	..	105	..	..	105	86
1996	..	162.4	5.4	40.3	36.2	11.1	25.6	124	45	117	..	..	104	86
1997	..	157.4	7.0	39.4	34.5	11.6	25.7	121	59	115	..	..	109	86
1998	..	155.6	7.7	45.7	39.7	10.4	28.1	119	64	133	..	..	97	94
1999 <sup>4</sup>	..	155.8	8.2	41.3	35.3	9.5	28.0	119	69	120	..	..	89	94
2000	0.08	158.5	8.3	30.9	24.7	12.2	28.1	121	69	90	..	..	115	94
2001	0.08	150.8	9.6	27.4	20.6	11.4	28.1	116	80	80	..	..	107	94
2002	0.08	154.4	9.1	24.5	19.2	10.0	28.0	118	76	71	..	..	94	94
2003 <sup>5</sup>	0.08	153.4	8.3	24.4	19.5	10.1	27.7	118	69	71	..	..	94	93
2004	0.08	173.1	11.3	25.8	20.5	10.0	27.6	133	94	75	..	..	94	93
2005	0.08	165.6	14.3	31.4	25.5	10.2	27.6	127	119	92	..	..	96	93
2006 <sup>6</sup>	0.08	170.0	13.0	25.7	20.6	10.2	27.8	130	108	75	..	..	95	93
2007 <sup>6</sup>	0.07	176.8	11.4	27.5	22.8	10.5	27.5	136	95	80	..	..	99	92
2008 <sup>6</sup>	0.05	157.0	10.4	28.3	23.3	12.2	27.6	120	86	83	..	..	114	93
2009 <sup>6</sup>	0.05	131.9	9.7	24.7	19.8	10.1	27.6	101	81	72	..	..	95	93
2010	0.05	131.9	8.3	23.9	18.0	10.9	27.6	101	69	70	..	..	102	93
2011	0.05	..	7.6	22.6	16.3	10.7	27.8	..	..	63	..	..	100	93
2012	0.05	..	..	..	..	..	28.2	..	..	..	..	..	..	95

1. The figures for 'road', 'rail', 'coastwise shipping' and 'inland waterways' are the total amounts lifted in Scotland.

The category of 'coastal shipping' is shown for historical reasons. It is defined in a different way:  
the 'coastal shipping' figure is the total lifted in Scotland plus  
the total lifted elsewhere in the UK which is delivered in Scotland.

The 'pipeline' figure is the estimated amount of crude oil carried by on-shore pipelines which are over 50km in length.

This table does not show one port traffic to / from oil rigs and the sea bed.

2. The figures are all for calendar years except for the figures for "rail" from 1985, which are for the financial years which start in the specified calendar years (e.g. the rail figures for 1997 are for 1997-98).

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

4. A new system for collecting port statistics was introduced in 2000. Data prior to that are on a different basis.

5. Changes to the methodology for collecting road freight data mean that previous figures are not comparable.

6. Domestic freight estimates for 2006 to 2009 were revised on 27 October 2011

Table H2 Summary of freight traffic<sup>1</sup>

(b) freight moved - millions of tonne-kilometres

Year <sup>2</sup>	Road	Rail	Coastwise shipping	Inland waterway	Pipeline <sup>3,6</sup>
	<i>lifted in Scotland</i>	<i>lifted in Scotland</i>	<i>lifted in Scotland</i>	<i>lifted in Scotland</i>	<i>see notes</i>
					<i>millions of tonne-kilometres</i>
1960	..	..	..	..	..
1961	..	..	..	..	..
1962	..	..	..	..	..
1963	..	..	..	..	..
1964	..	..	..	..	..
1965	..	..	..	..	..
1966	..	..	..	..	..
1967	..	..	..	..	..
1968	..	..	..	..	..
1969	..	..	..	..	..
1970	..	..	..	..	..
1971	..	..	..	..	..
1972	..	..	..	..	..
1973	..	..	..	..	..
1974	..	..	..	..	..
1975	..	..	..	..	..
1976	..	..	..	..	..
1977	..	..	..	..	..
1978	..	..	..	..	..
1979	..	..	..	..	..
1980	..	..	..	..	..
1981	..	..	..	..	..
1982	..	..	..	..	..
1983	..	..	..	..	..
1984	..	..	..	..	..
1985	9,706	..	..	..	..
1986	9,332	..	..	..	..
1987	10,225	..	19,810	262	..
1988	11,520	..	22,910	264	..
1989	12,339	..	23,020	268	..
1990	12,309	..	19,090	315	..
1991	11,909	..	22,850	298	..
1992	12,121	..	20,940	270	5,132
1993	12,426	..	19,710	290	..
1994	12,995	..	19,740	290	5,279
1995	13,965	..	25,110	300	5,693
1996	14,163	1,427	29,250	300	5,688
1997	14,236	2,145	26,280	310	5,717
1998	14,856	2,787	29,610	260	5,946
1999 <sup>4</sup>	14,988	2,891	26,850	240	5,905
2000	14,817	2,462	20,100	280	5,933
2001	14,425	3,099	15,600	280	5,929
2002	14,170	2,737	14,540	240	5,909
2003 <sup>5</sup>	14,432	2,519	14,850	240	5,832
2004	15,195	3,734	14,060	240	5,820
2005	13,507	4,304	17,457	251	5,869
2006	14,233	3,597	14,491	249	5,715
2007	15,349	2,883	16,909	268	5,726
2008	13,936	2,543	17,890	312	5,725
2009	12,348	2,549	15,321	244	5,725
2010	12,695	2,486	13,557	280	5,725
2011	..	2,001	13,011	270	5,752
2012	..	..	..	..	5,836

- The figures for 'road', 'rail', 'coastwise shipping' and 'inland waterways' relate to freight lifted in Scotland; for 'pipeline' it is the estimated tonne-kilometres for crude oil carried by on-shore pipelines which are over 50km in length. This table does not show the tonne-kilometres for one port traffic to / from oil rigs and the sea bed or for coastal shipping (as defined in part [a] of this table).
- The figures are all for calendar years except for the figures for rail, which are for the financial years which start in the specified calendar years (e.g. the rail figures for 1997 are for 1997-98).
- Over 50km
- A new system for collecting port statistics was introduced in 2000. Data prior to that are on a different basis.
- Changes to the methodology for collecting road freight data mean that previous figures are not comparable.
- Pipeline figures for 2012 are provisional.

Table H3: Traffic estimates

Year	Motorways	A roads	All major roads (M & A)	Minor roads (B, C & unclassif.)	All roads	Motorways	A roads	All major roads (M & A)	Minor roads (B, C & unclassif.)	All roads
	<i>million vehicle kilometres</i>					<i>index 1985=100</i>				
1962	..	..	..	..	..	..	..	..	..	..
1963	..	..	..	..	..	..	..	..	..	..
1964	..	..	..	..	..	..	..	..	..	..
1965	..	..	..	..	..	..	..	..	..	..
1966	..	..	..	..	..	..	..	..	..	..
1967	..	..	..	..	..	..	..	..	..	..
1968	..	..	..	..	..	..	..	..	..	..
1969	..	..	..	..	..	..	..	..	..	..
1970	..	..	..	..	..	..	..	..	..	..
1971	..	..	..	..	..	..	..	..	..	..
1972	..	..	..	..	..	..	..	..	..	..
1973	..	..	..	..	..	..	..	..	..	..
1974	..	..	..	..	..	..	..	..	..	..
1975	..	..	..	..	..	..	..	..	..	..
1976	..	..	..	..	..	..	..	..	..	..
1977	..	..	..	..	..	..	..	..	..	..
1978	..	..	..	..	..	..	..	..	..	..
1979	..	..	..	..	..	..	..	..	..	..
1980	..	..	..	..	..	..	..	..	..	..
1981	..	..	..	..	..	..	..	..	..	..
1982	..	..	..	..	..	..	..	..	..	..
1983	1,742	12,443	14,185	..	..	83	82	82	..	..
1984	1,920	14,382	16,302	..	..	91	95	95	..	..
1985	2,104	15,115	17,219	..	..	100	100	100	..	..
1986	2,116	15,531	17,647	..	..	101	103	102	..	..
1987	2,541	16,226	18,767	..	..	121	107	109	..	..
1988	2,961	17,137	20,098	..	..	141	113	117	..	..
1989	3,141	18,262	21,404	..	..	149	121	124	..	..
1990	3,286	18,501	21,786	..	..	156	122	127	..	..
1991	3,200	18,747	21,947	..	..	152	124	127	..	..
1992	3,516	19,060	22,575	..	..	167	126	131	..	..
1993	4,000	18,666	22,666	12,509	35,175	190	123	132	..	..
1994	4,147	19,153	23,300	12,700	36,000	197	127	135	..	..
1995	4,318	19,670	23,987	12,749	36,736	205	130	139	..	..
1996	4,586	20,253	24,839	12,938	37,777	218	134	144	..	..
1997	4,852	20,600	25,452	13,130	38,582	231	136	148	..	..
1998	5,072	20,812	25,885	13,284	39,169	241	138	150	..	..
1999	5,164	21,021	26,185	13,585	39,770	245	139	152	..	..
2000	5,405	20,531	25,936	13,625	39,561	257	136	151	..	..
2001	5,567	20,775	26,342	13,722	40,065	265	137	153	..	..
2002	5,730	21,533	27,262	14,272	41,535	272	142	158	..	..
2003	5,856	21,826	27,682	14,356	42,038	278	144	161	..	..
2004	6,094	22,114	28,209	14,496	42,705	290	146	164	..	..
2005	6,151	21,904	28,055	14,663	42,718	292	145	163	..	..
2006	6,433	22,465	29,898	15,221	44,119	306	149	174	..	..
2007	6,577	22,408	28,986	15,680	44,666	313	148	168	..	..
2008	6,683	22,127	28,810	15,659	44,470	318	146	167	..	..
2009	6,633	22,327	28,961	15,258	44,219	315	148	168	..	..
2010	6,503	21,992	28,495	14,992	43,488	309	145	165	..	..
2011	6,570	21,996	28,565	14,825	43,390	312	146	166	..	..
2012	7,140	21,713	28,853	14,696	43,549	339	144	168	..	..

**Table H4** Other vehicle related statistics

Year	Vehicles licensed	New registrations of vehicles	Reported road casualties all severities	Vehicles licensed	New registrations of vehicles	Reported road casualties
	<i>thousand</i>	<i>thousand</i>	<i>number</i>			<i>index 1985=100</i>
1962	775	86	26,703	51	48	98
1963	836	100	27,728	55	56	102
1964	900	117	30,527	59	65	112
1965	951	113	31,827	63	63	117
1966	991	113	32,280	65	62	118
1967	1,035	116	31,760	68	64	116
1968	1,065	119	30,649	70	66	112
1969	1,106	110	31,056	73	61	114
1970	1,124	117	31,240	74	65	114
1971	1,135	128	31,194	75	71	114
1972	1,181	161	31,762	78	89	116
1973	1,252	173	31,404	83	96	115
1974	1,274	143	28,783	84	79	105
1975 <sup>1</sup>	1,304	154	28,621	86	85	105
1976	1,314	159	29,933	87	88	110
1977	..	155	29,783	..	86	109
1978	1,308	179	30,506	86	99	112
1979	1,353	185	31,387	89	102	115
1980	1,398	176	29,286	92	97	107
1981	1,397	166	28,766	92	92	105
1982	1,416	171	28,273	94	95	104
1983	1,448	193	25,224	96	107	92
1984	1,489	183	26,158	98	101	96
1985	1,514	181	27,287	100	100	100
1986	1,546	181	26,117	102	100	96
1987	1,575	187	24,748	104	103	91
1988	1,657	200	25,425	109	111	93
1989	1,729	213	27,532	114	118	101
1990	1,788	194	27,228	118	107	100
1991	1,830	154	25,346	121	85	93
1992 <sup>2</sup>	1,884	154	24,173	124	85	89
1993	1,874	170	22,414	124	94	82
1994 <sup>3</sup>	1,900	170	22,573	125	94	83
1995	1,910	173	22,194	126	96	81
1996	1,966	183	21,716	130	101	80
1997	2,023	206	22,629	134	114	83
1998	2,073	210	22,467	137	116	82
1999	2,131	216	21,002	141	120	77
2000	2,188	220	20,518	145	122	75
2001 <sup>4</sup>	2,262	241	19,911	149	134	73
2002	2,330	259	19,275	154	144	71
2003	2,383	262	18,756	157	145	69
2004	2,448	263	18,502	162	145	68
2005	2,531	251	17,885	167	139	66
2006	2,564	243	17,269	169	134	63
2007	2,627	251	16,239	174	139	60
2008	2,665	215	15,592	176	119	57
2009	2,684	216	15,044	177	120	55
2010	2,685	209	13,338	177	116	49
2011	2,691	202	12,777	178	112	47
2012	2,717	216	12,575	179	120	46

1. The figures for vehicles licensed for 1974 to 1978 are on different bases, due to the effect on the annual "census" of the transfer of licensing records from local offices to the then DVLC

2. For years up to 1992 estimates are taken from the DVLA annual vehicle census, from 1993 onwards estimates are taken from the Vehicle Information Database and are not consistent with previous years. The VID figure for 1992 was 1,840,000 compared with the DVLA figure of 1,884,000.

3. New registration results to 1994 are taken from geographical analysis provided by DVLA. Results for 1995 onwards are estimated using post town area data. The vehicle taxation system was subject to major revisions from July 1995.

4. 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.

**Table 1: [Driving licence] People aged 17 or over - those who hold full driving licence, 1999 – 2012**

	2003	2004	2005	2006	2007	2008	2009	2010	2011	2012
<b>All aged 17+</b>	65.8	65.8	65.6	66.4	67	67.6	68	67.6	67.3	68.3
<b>by gender:</b>										
<b>Male</b>	76.5	75.8	75.7	75.5	75.8	76	76.2	75.6	75.6	75.6
<b>Female</b>	56	56.9	56.4	58	59.2	59.9	60.6	60.2	59.8	61.6
<b>by age:</b>										
<b>17-19</b>	27.8	26	20.8	30.2	28.1	32.5	24.8	26.6	25.9	27.5
<b>20-29</b>	58.1	60.6	59.6	58.5	57.7	56.4	58.4	57.8	54.1	58.3
<b>30-39</b>	79.9	78.6	78.7	76	78.4	78.5	76.8	76.3	77	74.9
<b>40-49</b>	80.5	79.2	79.2	79.3	80	82.6	80.1	80.8	80.3	79.8
<b>50-59</b>	74	74.3	74.8	76.1	76.4	77.8	78.1	77.9	78.1	79.3
<b>60-69</b>	64	65.2	65.4	68.2	69.1	70.1	74.6	72.3	73.9	73.5
<b>70-79</b>	44.8	47.5	48.9	50.8	55.2	53.4	54.6	54.2	57.5	59
<b>80+</b>	27	28.3	26.6	28.7	35.4	30.8	37.4	36.5	35.4	37.2
<b>Sample size (=100%)</b>	13,850	14,660	13,970	14,075	12,152	12,267	12,447	12,361	12,801	9,828

**Table 2: [Fuel] Amount spent on fuel in the past month\*, 2001-2012**

	2003	2004	2005	2006	2007	2008	2009	2010	2011	2012
<b>Amount spent on fuel in the past month</b>										
<b>£1 to £19</b>	4.2	3.9	3.8	3.1	..	..	2.7	2	1.6	1.1
<b>£20 to £39</b>	17.8	17.4	15.8	14.6	..	..	13.8	11.5	7.5	7.9
<b>£40 to £59</b>	24.4	23.6	22.7	21.7	..	..	20.4	18.3	14.7	15.3
<b>£60 to £99</b>	24.3	24.3	24.6	23.8	..	..	22.9	20.9	20.3	21.2
<b>£100 to £149</b>	16.8	17.3	17.9	18.6	..	..	18.9	20.3	22.6	19.8
<b>£150 and over</b>	12.5	13.5	15.2	18.2	..	..	21.3	27	33.3	34.7
<b>Median</b>	60	60	60	70	..	..	80	80	100	100
<b>Average</b>	78.2	81.1	85	92.1	..	..	99.6	112.2	131	134.5
<b>Sample size(=100%)</b>	7084	9845	9685	9839	..	..	9103	9098	9275	4579

\*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 not asked at all in 2002, 2007 and 2008 or in the first quarter of 2003.

**Frequency of walking in previous 7 days**

Table 3 has not been updated - See TATIS 2011 for latest table.

**Table 4: [Public Transport] Adults views on satisfaction\* of public transport, 2007-2012**

<b>Satisfaction with public transport</b>						
	<b>2007</b>	<b>2008</b>	<b>2009</b>	<b>2010</b>	<b>2011</b>	<b>2012</b>
Very satisfied	18.6	20.6	26.8	26.8	26.3	21.2
Fairly satisfied	50.7	52.2	48.2	47.5	49.7	51
Neither satisfied nor dissatisfied	13.8	12	10.6	12.1	9.9	13.8
Fairly dissatisfied	10.7	10	9	8.6	8.7	9.4
Very dissatisfied	6.2	5.2	5.4	5	5.4	4.7
<b>sample size<sup>†</sup> (=100%)</b>	<b>8,600</b>	<b>7,743</b>	<b>8,106</b>	<b>7,590</b>	<b>8,215</b>	<b>8,333</b>

\* 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 transport.

† 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, 2003-2012**

<b>National Concessionary Travel Scheme</b>										
	<b>2003</b>	<b>2004</b>	<b>2005</b>	<b>2006</b>	<b>2007</b>	<b>2008</b>	<b>2009</b>	<b>2010</b>	<b>2011</b>	<b>2012</b>
Adults aged 16+	21.8	22.9	23	24.5	23.5	24.5	26.4	26.6	26.7	27
Adults aged 60+	75.7	78.2	80.2	82.6	81.5	84.3	86.7	87.1	87.5	88.4
Adults aged 60-64	60	65.8	69.3	74.7	74.9	74.7	78.1	78.5	80.3	81.5
Adults aged 65+	81	82.2	83.9	85.3	84	88.1	90	90.5	90.2	91
<b>Sample size = (100%)</b>	<b>10,285</b>	<b>14,778</b>	<b>14,071</b>	<b>14,190</b>	<b>12,242</b>	<b>12,372</b>	<b>12,543</b>	<b>12,439</b>	<b>12,893</b>	<b>9,893</b>

\* 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.

#### **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\*, 2012**

	Walking	Driver	Passenger	bicycle	bus	rail	Other	Sample size (=100%)
<b>All</b>	13.6	61.4	6	2	10.1	4.3	2.6	4,103
<b>by gender:</b>								
Male	11.7	63.5	5.5	3	8.1	4.2	4	1,902
Female	15.5	59.2	6.5	1.1	12	4.5	1.1	2,201
<b>by age:</b>								
16 - 20	18.9	33.9	21.4	0	21.8	2.8	1.1	130
21 - 29	19.7	50.4	5.7	2.7	11.9	7.2	2.5	580
30 - 39	13.2	62.1	4.6	2.3	10.7	4.9	2.2	940
40 - 49	11.3	67.2	4.4	2.6	7.8	4.6	2.1	1,123
50 - 59	10.7	68.4	5.4	1.4	7.8	2.3	3.9	956
60 and over	13.8	63.2	6.8	0.9	9.9	2.6	2.9	374
<b>by current situation:</b>								
Self employed	8.7	71.9	4.1	0.1	5.6	2.2	7.4	220
Employed full time	11.8	63.5	5.4	2.5	9	5.1	2.7	2,943
Employed part time	20.7	51.8	8.3	1	14.6	2.4	1.2	940
<b>by annual net household income:</b>								
up to £10,000 p.a.	27.7	38.3	4.7	1.7	21.7	3.7	2.1	169
over £10,000 - £15,000	23	46.2	7.8	2	16.1	2.4	2.6	449
over £15,000 - £20,000	16.4	48.6	10.3	1.1	16.9	4.5	2.2	532
over £20,000 - £25,000	17.6	55.1	7.6	2.5	12.1	3.7	1.3	603
over £25,000 - £30,000	16.8	58.7	5.2	1.6	11.3	3.3	3.1	510
over £30,000 - £40,000	11.4	67.2	5.6	2	8.8	3.3	1.7	800
over £40,000 p.a.	6.2	73.3	3.9	2.4	4	6.4	3.8	1,018
<b>by Scottish Index of Multiple Deprivation:</b>								
1 - Most Deprived	15.9	49.4	9.1	1.6	16.7	5.3	1.9	654
2	15.9	56.8	7	1.7	12.8	4.2	1.6	848
3	15.8	59.3	6.4	1.4	10.1	3.1	4	870
4	9.6	72.2	4.6	1.8	5.5	3.2	3.1	983
5 - Least Deprived	11.6	66.2	3.5	3.6	6.8	6.1	2.3	748
<b>by urban/rural:</b>								
Large urban areas	16.9	51.2	5.4	2.8	15.9	5.8	2	1,344
Other urban	11.7	65.6	8	1.3	7	4.5	1.9	1,248
Small accessible towns	8.9	72.9	5.4	1.1	5.2	2.1	4.4	374
Small remote towns	27.5	51.5	4.3	3.2	6.8	2.5	4.1	254
Accessible rural	6.5	75.2	4.2	2.1	6	2.7	3.4	445
Remote rural	16	67.6	5.1	1.5	3.9	1.3	4.6	438
<b>by number of cars:</b>								
none	39.5	2.1	9.1	4	35.6	7.2	2.6	659
one	14.7	58.4	7.4	2.4	9.5	4.8	3	1,942
two +	4.3	83	3.6	1.1	2.7	3.1	2.2	1,502
<b>Household type</b>								
Single adult	18.5	55.4	3.1	2.4	13.7	4.1	2.8	978
Small adult	14.2	59.8	6.1	1.7	9.9	4.9	3.4	1,017
Single parent	18.1	55.2	3.2	1	15.4	4.8	2.4	280
Small family	10.5	66.5	4.7	2.7	8.5	5.3	1.8	765
Large family	10	66.8	4.8	3.3	9.9	2.1	3.1	280
Large adult	13.5	60.4	9.6	1.5	8.3	4.5	2.2	440
Older smaller	13.6	62.5	7.7	1.3	11	2.2	1.6	343

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

**Table 8:** [Congestion] Effects of traffic congestion on travel to work journey, 2008-2012**(a) How often journey to work affected by traffic congestion**

	Driver car/van	Passenger car/van	Bus	Other	All
	<i>column percentages</i>				
At least once a week	40	32	46	8	32
Less Often	23	21	21	8	19
Never	37	47	33	84	48
<b>Sample size (=100%)</b>	<b>9,243</b>	<b>865</b>	<b>1,706</b>	<b>3,507</b>	<b>15,321</b>

**(b) How much extra time normally allowed for journey to work**

	Driver	Passenger	bus	Other	All
	<i>column percentages</i>				
None	27	29	30	40	28
less than 5 mins	8	9	7	11	8
5-10 mins	26	26	23	21	25
11-30 mins	31	29	30	20	30
31-60 mins	6	5	7	7	6
more than 1 hr	2	2	3	3	2
<b>Sample size (=100%)</b>	<b>5,411</b>	<b>411</b>	<b>1,110</b>	<b>548</b>	<b>7,480</b>

**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

	Usual mode one year ago							All
	Walking	Driver	Passenger	bicycle	bus	rail	Other	
<b>Current usual mode</b>								
Walking	87	1	2	3	3	1	3	12
Driver	6	97	7	9	6	6	9	62
Passenger	2	1	88	0	3	1	2	6
bicycle	1	0	0	84	0	1	2	2
bus	3	1	3	2	85	5	2	11
rail	1	1	0	1	2	86	2	4
Other	1	0	0	1	0	2	80	2
<b>Sample size (=100%)</b>	<b>1,820</b>	<b>8,751</b>	<b>707</b>	<b>316</b>	<b>1,494</b>	<b>495</b>	<b>302</b>	<b>13,885</b>

**Table 11:** [car share] Car sharing journeys to work, 2008-2012

<b>(a) Whether involved in any car sharing arrangement</b>	
	<i>column percentages</i>
Yes	15
No	85
<b>Sample size (=100%)</b>	<b>14,528</b>

<b>(b) How car sharing is organised</b>	
	<i>column percentages</i>
Normally between ourselves	89
Through Employer	11
Other	1
<b>Sample size (=100%)</b>	<b>2,061</b>

<b>(c) Reasons why not involved in a car share arrangement</b>	
	<i>column percentages</i>
Nobody in my work lives near me	54
Don't work regular hours	27
Journey to work is not regular/work in different places	8
Wouldn't like to share with a stranger	7
Prefer to drive on my own	5
Prefer to drive than be a passenger	2
Make journey longer	1
Only work a few days a week	1
Other people would be unreliable / late	1
Other	1
<b>Sample size (=100%)</b>	<b>12,466</b>

**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.

**Employed adults method of travel to work and whether they could use public transport, 2010**

**Table 13** has not been updated - See TATIS 2011 for latest table.

**Reasons why public transport cannot be used when travelling to work**

**Table 14** has not been updated - See TATIS 2011 for latest table.

**Table 15:** [Travel to school] School children in full-time education, usual method of travel, 2012

	Walking	Car or van	Bicycle	School bus*	Service bus	Rail (inc. Glas U/g)	All other modes	Sample size (=100%)
<b>All</b>	51.4	24.1	0.8	14.9	6.2	0.4	2.2	1,923
<b>by gender:</b>								
Male	51	23.3	1.1	15.2	5.9	0.3	3.2	1,025
Female	51.9	25	0.5	14.4	6.6	0.5	1.1	898
<b>by age:</b>								
age 4-5	65.1	29.8	0.1	3.9	0.4	0	0.6	165
age 6-7	61	28.4	0.6	5.6	2.9	0	1.5	330
age 8-9	51.9	33.7	2.1	7.7	0.6	0	3.9	303
age 10-11	60.3	25.4	0.9	9.7	1.1	0	2.6	270
<b>All 4-11</b>	<b>58.8</b>	<b>29.3</b>	<b>1.1</b>	<b>7</b>	<b>1.4</b>	<b>.</b>	<b>2.3</b>	<b>1,068</b>
age 12-13	41.7	21.6	0.4	23.8	10.2	0.9	1.4	290
age 14-15	43.5	11	1	26.9	13.6	1.3	2.8	328
age 16-18	42	22.3	0	21.2	12.3	0.3	1.9	237
<b>All 12-18</b>	<b>42.5</b>	<b>17.8</b>	<b>0.6</b>	<b>24.3</b>	<b>12</b>	<b>0.9</b>	<b>2</b>	<b>855</b>
<b>by annual net household income:</b>								
Up to £15,000	60.1	16.1	0.2	11.2	10.6	0	1.8	214
£15,000 - £20,000	53.7	18.5	1.3	12.1	9.2	0.7	4.6	253
£20,000 - £25,000	59.1	19.6	0.5	11.2	7	0.2	2.4	263
£25,000 - £30,000	49.7	27	1.5	14.5	3.5	0.3	3.5	248
£30,000 - £40,000	47.7	26	0.2	19.5	5	0	1.6	401
over £40,000 p.a.	46.3	29.8	1.1	16.2	4.6	0.8	1.1	517
<b>by Scottish Index of Multiple Deprivation:</b>								
1 - Most Deprived	56.9	16.6	0.6	11.5	10.4	0	4	379
2	54.3	24.8	0.7	11.7	5.8	0.3	2.4	364
3	47.9	20.9	0.5	20.4	7.7	0.4	2.3	381
4	44.1	28	0.8	21.8	3.4	0.2	1.7	426
5 - Least Deprived	53.9	29.7	1.5	9.1	4	1.2	0.6	373
<b>by urban/rural:</b>								
Large urban areas	54.6	25.2	0.3	6	10.5	1	2.4	598
Other urban	59.5	25.5	1.3	8.4	3.6	0.2	1.6	602
Small accessible towns and small remote towns	56.4	20	1	18.7	2.4	0	1.4	284
Accessible rural	30	24.7	0.7	36.9	4.4	0	3.4	229
Remote rural	27.9	19.2	1.5	40.1	7.9	0	3.3	210
<b>by number of cars:</b>								
None	70.1	4	1.2	8.2	11.9	0.5	4.1	351
One	52.8	23.5	1.1	15.1	5.3	0.3	2	791
Two +	41.3	34.1	0.4	17.8	4.5	0.4	1.6	781
<b>Household type</b>								
Single parent	57.6	19.5	1	8.5	9.5	0.4	3.5	433
Small family	49.7	28.1	0.8	14.3	4.8	0.3	2.1	796
Large family/Large adult	50	22.9	0.8	18.9	5.6	0.4	1.4	662

**Table 16: [Travel to school reasons]** Reasons for transport choice to children's full time education establishment, 2002-2012

	Usual method of travel to school			
	Walking	Car or van	School bus	Service bus
Close / Nearby / Not far away	85%	3%	2%	4%
Most convenient	17%	51%	53%	47%
Travel with friends	5%	2%	4%	4%
Safest method	2%	17%	13%	7%
Quickest method	6%	17%	9%	14%
Only method available	2%	8%	21%	16%
Too far to walk	0%	16%	25%	27%
No public transport	1%	5%	3%	1%
Publ transp unsuitable (eg too infrec)	0%	4%	2%	0%
Good exercise / fresh air	8%	0%	0%	0%
No car / transport	1%	0%	1%	2%
Cheapest method	1%	1%	3%	2%
It is free	1%	0%	8%	2%
On way to work	0%	6%	1%	0%
Too young to travel any other way	0%	7%	1%	1%
Relative meets child	0%	1%	0%	0%
Other reason(s)	1%	6%	4%	4%
<b>Sample size (=100%)</b>	<b>11,097</b>	<b>4,828</b>	<b>3,709</b>	<b>1,385</b>

\*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, 2002 - 2012\*

	Age		
	Primary: 4-11	Secondary: 12-17	All ages
<b>by whether they could use public transport</b>	<i>column percentages</i>		
Yes	25	55	34
No	75	45	66
<b>Sample size (=100%)</b>	<b>3,916</b>	<b>1,657</b>	<b>5,573</b>
<b>If they could use public transport, reasons for not using it</b>			
Too young to travel on own	56%	8%	34%
No service available	5%	5%	5%
Too far to bus stop	3%	4%	3%
Cost,too expensive	7%	14%	10%
Too short a distance,not worth it	6%	4%	5%
Prefer to use car	22%	39%	30%
Others	31%	36%	34%
<b>Sample size (=100%)</b>	<b>787</b>	<b>746</b>	<b>1,533</b>
<b>If they could not use public transport, reasons why they cannot</b>			
Too young to travel on own	44%	7%	37%
No service available	46%	68%	51%
Too far to bus stop	4%	5%	4%
Cost,too expensive	1%	1%	1%
Too short a distance,not worth it	13%	8%	12%
Prefer to use car	5%	8%	6%
Others	4%	8%	5%
<b>Sample size (=100%)</b>	<b>2,604</b>	<b>610</b>	<b>3,214</b>

\*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 18a:** [\[Bicycle access\]](#) Households with bicycles available for private use, 2012

	<b>Bicycles that can be used by adults:</b>						<b>Sample size (=100%)</b>
	<b>None</b>	<b>One</b>	<b>Two</b>	<b>Three +</b>	<b>One +</b>	<b>Two +</b>	
<b>All households in 2012</b>	65	17	12	6	35	18	10,644
<b>by household type:</b>							
Single adult	72	23	4	2	28	5	1,883
Small adult	58	19	18	5	42	24	1,729
Single parent	70	21	5	4	30	9	610
Small family	42	19	28	12	58	40	1,242
Large family	36	19	24	21	64	45	610
Large adult	48	20	14	18	52	32	960
Older smaller	76	12	10	2	24	12	1,805
Single pensioner	94	5	1	1	6	1	1,805
<b>by annual net household income:</b>							
up to £10,000 p.a.	83	12	3	2	17	5	1,456
over £10,000 - £15,000	83	12	4	2	17	5	1,964
over £15,000 - £20,000	75	15	6	3	25	9	1,621
over £20,000 - £25,000	64	20	11	5	36	15	1,348
over £25,000 - £30,000	58	20	15	8	42	23	993
over £30,000 - £40,000	46	22	21	11	54	32	1,317
over £40,000 p.a.	33	20	30	17	67	47	1,562
<b>by Scottish Index of Multiple Deprivation:</b>							
1 - Most Deprived	80	13	5	2	20	8	2,030
2	72	16	8	3	28	12	2,209
3	64	17	13	6	36	19	2,288
4	55	19	16	10	45	26	2,285
5 - Least Deprived	52	18	18	11	48	29	1,832
<b>by urban/rural classification:</b>							
Large urban areas	72	15	9	5	28	13	3,524
Other urban	65	17	12	6	35	18	3,232
Small accessible towns	61	18	13	8	39	21	956
Small remote towns	64	17	13	6	36	19	621
Accessible rural	53	18	19	11	47	30	1,147
Remote rural	53	19	18	11	47	28	1,164

**Table 18b: Car access] Households with cars available for private use, 2012**

	<b>Cars available for private use:</b>							<b>Sample size (=100%)</b>
	<b>None</b>	<b>One</b>	<b>Two</b>	<b>Three +</b>	<b>One+</b>	<b>Two+</b>		
<b>All</b>	31	43	21	5	69	26	10,644	
<b>by household type:</b>								
Single adult	51	45	3	0	49	4	1,883	
Small adult	20	43	33	4	80	37	1,729	
Single parent	53	43	4	0	47	4	610	
Small family	12	42	42	3	88	45	1,242	
Large family/adult	11	32	37	20	89	57	1,570	
Older smaller	17	57	23	2	83	25	1,805	
Single pensioner	61	38	1	0	39	1	1,805	
<b>by annual net household income:</b>								
up to £10,000 p.a.	64	30	5	1	36	6	1,456	
over £10,000 - £15,000	51	40	8	1	49	9	1,964	
over £15,000 - £20,000	37	53	9	1	63	10	1,621	
over £20,000 - £25,000	21	57	19	3	79	22	1,348	
over £25,000 - £30,000	13	55	26	6	87	32	993	
over £30,000 - £40,000	7	47	38	8	93	46	1,317	
over £40,000 p.a.	2	29	54	14	98	69	1,562	
<b>by Scottish Index of Multiple Deprivation:</b>								
1 - Most Deprived	53	36	9	1	47	11	2,030	
2	39	44	15	2	61	18	2,209	
3	27	45	22	5	73	27	2,288	
4	17	47	28	8	83	36	2,285	
5 - Least Deprived	15	44	33	8	85	41	1,832	
<b>by urban/rural classification:</b>								
Large urban areas	41	41	16	2	59	18	3,524	
Other urban	30	43	23	5	70	27	3,232	
Small accessible towns	23	47	25	5	77	30	956	
Small remote towns	31	49	17	3	69	20	621	
Accessible rural	14	42	34	10	86	44	1,147	
Remote rural	17	48	27	7	83	35	1,164	

Table 19:[ Driving licence] People aged 17+ that hold a full driving licence, 2012

	17-19	20-29	30-39	40-49	50-59	60-69	70-79	80+	All 17+	Sample (=100%)
	<i>percentage of the relevant sub-group**</i>									
<b>All people aged 17+ in 2012:</b>	28	58	75	80	79	73	59	37	68	9,828
<b>by gender:</b>										
Male	35	59	78	86	85	83	79	63	76	4,377
Female	19	57	71	74	75	65	43	22	62	5,451
<b>by current situation:</b>										
Self employed	63	85	95	96	97	96	100	100	95	582
Employed full time	61	74	86	89	88	88	100	*	84	3,135
Employed part time	16	50	74	71	79	79	71	89	68	1,014
Looking after the home or family	19	31	61	58	69	68	58	100	55	476
Permanently retired from work	*	*	*	100	78	70	59	37	60	3,201
Unemployed and seeking work	10	24	33	52	63	67	*	*	39	485
In further / higher education	37	52	66	75	*	41	*	*	50	308
Permanently sick or disabled	*	16	27	43	41	45	17	*	38	506
<b>by annual net household income:</b>										
up to £10,000 p.a.	19	38	44	55	50	60	43	29	45	1,385
over £10,000 - £15,000	13	37	54	54	64	63	50	33	50	1,869
over £15,000 - £20,000	25	50	52	66	74	69	59	42	59	1,528
over £20,000 - £25,000	15	63	75	72	80	76	75	61	70	1,254
over £25,000 - £30,000	23	64	84	81	79	79	78	53	75	897
over £30,000 - £40,000	41	79	85	92	87	87	87	51	84	1,171
over £40,000 p.a.	47	81	93	95	95	97	93	63	90	1,364
<b>by Scottish Index of Multiple Deprivation:</b>										
1 - Most Deprived	12	47	56	52	57	49	29	22	47	1,874
2	29	55	74	72	69	61	50	30	61	2,063
3	17	58	77	84	78	78	62	36	70	2,135
4	36	68	87	90	92	85	71	46	80	2,102
5 - Least Deprived	46	71	85	96	96	90	78	47	84	1,654
<b>by urban/rural:</b>										
Large urban areas	26	55	68	72	75	65	52	34	62	3,256
Other urban	23	59	76	80	75	70	57	35	67	2,961
Small accessible towns	24	67	79	88	85	79	62	52	75	889
Small remote towns	44	51	80	74	73	77	72	33	67	584
Accessible rural	28	80	90	92	93	88	69	36	83	1,046
Remote rural	47	44	87	89	90	88	74	47	79	1,092
<b>Sample size of age groups</b>	210	1,154	1,466	1,626	1,641	1,752	1,261	718	9,828	

\* Cells with 100 respondents or less are not shown.

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

Table 20: [Frequency of driving] People aged 17+, frequency of driving, 2012\*

	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%)
<b>All</b>	42	13	6	1	0	2	4	32	9,828
<b>by gender:</b>									
Male	48	14	7	1	0	2	4	24	4,377
Female	37	12	5	1	0	2	5	38	5,451
<b>by age:</b>									
17-19	16	3	2	2	0	2	2	72	210
20-29	35	9	4	1	0	3	6	42	1,154
30-39	50	14	5	1	0	1	4	25	1,466
40-49	56	13	5	1	0	1	4	20	1,626
50-59	54	13	7	0	0	2	4	21	1,641
60-69	38	18	9	1	0	1	6	27	1,752
70-79	25	19	7	1	1	2	4	41	1,261
80+	12	10	8	1	0	2	4	63	718
<b>by current situation:</b>									
Self employed	65	18	8	1	0	1	1	5	582
Employed full time	62	12	5	1	0	1	3	16	3,135
Employed part time	46	14	3	0	0	1	3	32	1,014
Looking after the home or family	31	12	5	1	0	2	4	45	476
Permanently retired from work	26	18	9	1	0	2	5	40	3,201
Unemployed and seeking work	15	6	4	1	0	3	9	61	485
In further / higher education	18	9	6	1	1	4	11	50	308
Permanently sick or disabled	12	7	4	1	0	2	11	62	506
<b>by annual net household income:</b>									
up to £10,000 p.a.	18	9	6	1	0	3	9	55	1,385
over £10,000 - £15,000	24	12	5	1	0	2	6	50	1,869
over £15,000 - £20,000	33	12	6	1	1	2	6	41	1,528
over £20,000 - £25,000	44	14	6	1	0	1	4	30	1,254
over £25,000 - £30,000	48	15	7	1	0	1	3	25	897
over £30,000 - £40,000	58	15	6	1	0	1	2	16	1,171
over £40,000 p.a.	67	15	6	1	0	1	1	10	1,364
<b>by Scottish Index of Multiple Deprivation:</b>									
1 - Most Deprived	28	7	3	0	0	2	7	53	1,874
2	36	12	6	1	0	2	5	39	2,063
3	43	14	7	1	0	2	4	30	2,135
4	53	16	6	1	0	1	3	20	2,102
5 - Least Deprived	51	17	8	1	0	2	4	16	1,654
<b>by urban/rural:</b>									
Large urban areas	34	12	6	1	0	2	6	38	3,256
Other urban	45	12	4	1	0	1	4	33	2,961
Small accessible towns	46	16	6	2	0	2	3	25	889
Small remote towns	40	13	8	1	1	1	4	33	584
Accessible rural	57	15	7	1	0	1	2	17	1,046
Remote rural	49	16	9	1	0	1	3	21	1,092

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



**Table 26: [Cycling] Reasons why do not cycle to work, 2009-2012 \***

<b>Reasons why do not cycle to work</b>	<i>percentages</i>
Too far to cycle	36
Weather too cold / wet / windy	19
Do not have a bike	14
Too many cars on the road	14
Traffic travels too fast	12
Prefer to drive	10
Inconsiderate drivers	9
Concerns for personal safety on dark / lonely roads	9
No way to carry luggage / shopping	9
Nowhere at work to shower / change	8
Don't have time to cycle	8
Too hilly	7
Not fit enough	6
Can't be bothered	6
Road surfaces are dangerous	5
Not enough safe places to lock bike	3
Can't ride a bike	2
Health reasons	2
Difficult taking bike onto other forms of transport**	2
Inconsiderate pedestrians in towns\cities	1
Worried about pollution from traffic	1
Nowhere to keep a bicycle at home	1
Too many bikes stolen	1
<b>Sample size (=100%)</b>	<b>9,293</b>

\* 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.

\*\* Asked from 2012 only (sample of 1,607)

#### **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, 2012

	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	
<b>All people aged 16+ in 2012:</b>	9	11	8	14	58	2	2	4	19	72	9,893
<b>by gender:</b>											
Male	8	10	7	13	62	3	3	4	19	72	4,408
Female	11	12	8	14	55	2	2	5	19	72	5,485
<b>by age:</b>											
16-19	20	18	9	19	34	3	4	8	27	57	275
20-29	13	11	7	15	54	6	5	6	24	59	1,154
30-39	7	9	6	14	63	4	2	4	21	68	1,466
40-49	7	7	6	12	68	3	3	3	22	69	1,626
50-59	6	7	7	14	66	2	2	4	19	74	1,641
60-69	10	14	11	14	51	0	1	4	15	80	1,752
70-79	9	18	9	13	50	0	1	2	10	87	1,261
80+	8	14	10	10	59	0	0	1	5	93	718
<b>by current situation:</b>											
Self employed	3	4	3	9	80	1	3	3	19	74	582
Employed full time	9	5	5	13	69	4	2	5	24	64	3,137
Employed part time	12	12	7	15	54	1	3	4	21	71	1,015
Looking after the home or family	7	12	11	15	54	1	1	5	16	76	476
Permanently retired from work	9	16	11	13	51	0	1	3	11	85	3,201
Unemployed and seeking work	8	21	14	21	37	2	3	5	18	72	488
In further / higher education	20	15	10	11	44	8	9	7	28	47	314
Permanently sick or disabled	5	18	9	12	55	1	1	1	8	89	506
<b>by annual net household income:</b>											
up to £10,000 p.a.	12	18	12	14	44	1	2	4	14	79	1,392
over £10,000 - £15,000	13	17	10	12	47	1	2	3	14	81	1,874
over £15,000 - £20,000	11	13	10	13	53	2	2	3	15	78	1,537
over £20,000 - £25,000	10	8	8	16	57	2	3	4	19	72	1,258
over £25,000 - £30,000	8	9	7	12	63	2	2	5	20	71	904
over £30,000 - £40,000	7	7	6	14	67	3	2	5	21	69	1,186
over £40,000 p.a.	4	5	3	14	73	5	4	6	28	58	1,381
<b>by Scottish Index of Multiple Deprivation:</b>											
1 - Most Deprived	15	17	9	12	46	2	2	4	15	77	1,882
2	13	12	8	13	54	2	2	4	20	73	2,076
3	8	8	7	13	63	2	3	4	18	74	2,145
4	5	8	6	13	68	2	2	4	20	72	2,119
5 - Least Deprived	6	10	8	16	59	4	3	6	23	63	1,671
<b>by urban/rural:</b>											
Large urban areas	15	14	10	15	45	4	3	6	20	67	3,273
Other urban	8	11	7	13	61	2	2	4	21	71	2,989
Small accessible towns	4	11	7	16	63	2	2	3	22	71	892
Small remote towns	2	5	6	13	73	1	2	2	13	82	589
Accessible rural	5	6	5	11	73	2	2	3	16	78	1,052
Remote rural	3	4	4	10	80	0	1	2	10	87	1,098
<b>by frequency of driving<sup>†</sup>:</b>											
Every day	1	2	4	12	81	2	2	4	23	70	3,894
At least three times a week	3	9	8	14	65	2	3	5	19	72	1,378
Once or twice a week	8	12	10	15	56	5	3	3	20	69	579
Less often	13	12	12	22	42	6	4	6	21	64	261
Never, but holds full driving licence	19	21	10	15	36	4	3	6	17	70	491
<b>by driving licence:</b>											
Holds a full driving licence	4	6	6	13	71	2	2	4	21	70	6,603
Does NOT hold a full driving licence	21	21	12	14	32	3	3	4	15	75	3,290

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

<sup>†</sup>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, 2012

	Strongly agree	Tend to agree	Total agree	Neither agree nor disagree	Tend to disagree	Strongly disagree	No opinion	Sample size (=100%)
Buses run to timetable	26	48	74	7	12	5	2	4,068
Bus service is stable and not regularly changing	28	50	78	6	10	3	3	4,068
Buses are clean	27	53	80	10	7	3	1	4,068
Buses are environmentally friendly	17	39	56	18	9	3	14	4,068
Feel safe/secure on bus during the day	47	46	93	3	2	1	1	4,068
It is simple deciding what type of ticket I need	47	42	89	4	2	1	4	4,068
Finding out about routes and times is easy	38	46	84	6	6	3	2	4,068
Easy to change from buses to other forms of transport	28	47	75	10	4	2	9	4,068
Bus fares are good value	27	28	55	9	15	16	6	4,068
Feel safe/secure on bus during the evening	24	38	62	10	9	4	15	4,068

**Table ' \$:** [Users' views on local train services] Adults (16+) who have used the train in the previous month, views on their local train services, 2012

	Strongly agree	Tend to agree	Total agree	Neither agree nor disagree	Tend to disagree	Strongly disagree	No opinion	Sample size (=100%)
Trains run to timetable	42	50	92	3	3	1	1	2,437
Train service is stable and not regularly changing	41	48	89	5	2	1	3	2,437
Trains are clean	38	51	89	5	3	1	1	2,437
Feel safe/secure on trains during the day	56	41	97	2	0	0	1	2,437
It is simple decide what type of ticket I need	44	43	87	4	5	3	2	2,437
Finding out about routes and times is easy	46	45	91	4	3	1	1	2,437
Easy to change from trains to other forms of transport	36	46	82	8	4	1	6	2,437
Train fares are good value	17	34	51	11	21	16	2	2,437
Feel safe/secure on trains during the evening	37	40	77	8	6	2	7	2,437

**Table 31: [Concessionary fare pass] Possession of concessionary fare pass for all adults aged 16+, 2012**

	How often uses free travel pass							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	Not used		
<b>All adults aged 16+</b>	1	3	5	3	2	3	10	73	9,893
<b>16 - 39</b>	0	0	1	0	0	0	0	98	2,895
<b>40 - 49</b>	0	0	1	0	0	0	1	97	1,626
<b>50 - 59</b>	0	0	1	1	0	0	2	95	1,641
<b>60 - 64</b>	3	8	15	9	8	10	28	19	882
<b>65 - 69</b>	2	9	19	10	10	9	32	9	870
<b>70 - 74</b>	3	8	19	7	6	13	37	8	687
<b>75 - 79</b>	3	10	20	10	6	13	33	6	574
<b>80 +</b>	2	6	17	8	6	6	42	12	718

**Table 32: [Concessionary fare pass] Possession of concessionary fare pass for all adults aged 60+, 2012**

	How often uses free travel pass							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	Not used		
<b>All</b>	3	8	18	9	7	10	34	12	3,731
<b>by gender:</b>									
Male	2	7	15	8	8	11	35	15	1,590
Female	3	9	20	10	7	10	33	9	2,141
<b>by current situation:</b>									
employed	2	8	11	7	9	8	32	24	484
Other	10	5	17	6	2	8	32	20	58
Permanently retired	2	8	19	9	7	11	34	9	3,100
Permanently sick/disabled	2	5	17	7	6	6	30	27	89
<b>by annual net household income:</b>									
up to £10,000 p.a.	3	11	19	8	7	8	31	12	724
£10,000 - £15,000	3	8	22	9	6	10	32	9	1,036
£15,000 - £20,000	2	7	19	11	8	9	35	9	714
over £20,000 p.a.	2	8	12	8	8	12	37	14	1,074
<b>by Scottish Index of Multiple Deprivation quintiles:</b>									
1 - Most Deprived	6	13	21	8	5	7	31	8	612
2	4	11	19	8	7	9	32	10	767
3	1	6	17	9	7	11	36	14	846
4	1	5	14	8	7	11	40	15	835
5 - Least Deprived	2	8	19	10	11	12	29	11	671
<b>by urban/rural classification:</b>									
Large urban areas	5	13	23	11	7	7	24	10	1,106
Other urban	2	9	18	9	8	10	36	9	1,135
Small accessible towns	1	5	16	8	9	15	38	8	351
Small remote towns	3	1	8	7	6	13	49	12	234
Accessible rural	1	4	13	5	8	11	40	18	406
Remote rural	0	2	6	6	7	14	47	19	499
<b>by frequency of driving:</b>									
Every day	0	2	7	7	11	13	43	16	1,030
At least once a week	0	5	18	10	8	14	35	10	940
Less often	7	13	23	11	6	5	25	10	325
<b>by whether they hold a full driving licence</b>									
Holds a full driving licence	1	4	13	9	9	12	38	13	2,266
Does NOT hold a full driving licence	5	15	25	9	4	6	27	9	1,465
<b>by whether has disability/illness</b>									
Yes, disability	1	5	18	8	5	11	38	14	266
Yes, illness or health problem	3	9	15	9	8	9	35	11	606
Yes, both disability and illness or health pr	2	6	17	6	4	8	39	16	358
No, neither	3	8	17	9	9	11	33	10	1,367

**Table 33: [Access to services]** Access to services that respondents thought were very or fairly convenient, 2012

	Post office	Doctors surgery	Small food shopping	Cash machine	Banking	Chemist	Hospital outpatients	Petrol station	Public transport	Dentist	Sample size (=100%)
<b>All</b>	85	84	93	87	74	88	60	74	84	75	9,893
<b>by gender:</b>											
Male	85	84	94	87	75	88	60	77	84	74	4,408
Female	85	85	93	87	74	88	61	71	84	76	5,485
<b>by age:</b>											
16 - 39	87	84	95	90	77	89	63	73	87	75	2,895
40 - 49	87	87	95	90	74	91	63	80	85	79	1,626
50 - 59	84	84	94	88	72	88	59	78	80	77	1,641
60 +	82	83	91	81	72	85	56	69	81	72	3,731
<b>by urban/rural classification:</b>											
Large urban areas	86	86	95	90	76	92	65	73	92	79	3,273
Other urban	84	85	94	89	78	90	63	79	88	79	2,989
Small accessible towns	91	88	96	93	78	93	49	72	82	79	892
Small remote towns	90	90	96	94	87	91	72	86	79	75	589
Accessible rural	80	77	86	74	59	77	51	65	65	62	1,052
Remote rural	83	80	88	77	61	73	46	67	58	54	1,098
<b>by annual net household income:</b>											
up to £10,000 p.a.	84	80	92	81	70	86	55	59	85	68	1,392
£10,000 - £15,000	85	84	92	85	72	86	57	63	86	74	1,874
£15,000 - £20,000	85	84	93	86	73	88	59	71	84	74	1,537
over £20,000 p.a.	85	86	94	89	76	89	63	81	83	78	4,729
<b>by licence possession:</b>											
Holds a full driving licence	85	86	94	88	75	89	63	84	82	77	6,603
Does NOT hold a full driving licence	84	82	92	85	72	87	56	52	88	73	3,290
<b>by number of cars available:</b>											
none	84	80	92	84	72	87	54	44	89	69	2,986
one +	85	86	94	88	75	89	62	84	82	77	6,907

**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.

**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.

**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 37: [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	5.1	7.1	8.4	9.4	10.2	10.8	11.2	11.5	11.7	11.8
200	3.6	5.0	5.9	6.7	7.2	7.6	7.9	8.1	8.3	8.3
300	3.0	4.1	4.8	5.4	5.9	6.2	6.5	6.7	6.8	6.8
400	2.6	3.5	4.2	4.7	5.1	5.4	5.6	5.8	5.9	5.9
500	2.3	3.2	3.8	4.2	4.6	4.8	5.0	5.2	5.2	5.3
600	2.1	2.9	3.4	3.8	4.2	4.4	4.6	4.7	4.8	4.8
700	1.9	2.7	3.2	3.6	3.8	4.1	4.2	4.4	4.4	4.4
800	1.8	2.5	3.0	3.3	3.6	3.8	4.0	4.1	4.1	4.2
900	1.7	2.4	2.8	3.1	3.4	3.6	3.7	3.8	3.9	3.9
1,000	1.6	2.2	2.7	3.0	3.2	3.4	3.5	3.6	3.7	3.7
1,200	1.5	2.0	2.4	2.7	2.9	3.1	3.2	3.3	3.4	3.4
1,400	1.4	1.9	2.2	2.5	2.7	2.9	3.0	3.1	3.1	3.1
1,600	1.3	1.8	2.1	2.4	2.5	2.7	2.8	2.9	2.9	2.9
1,800	1.2	1.7	2.0	2.2	2.4	2.5	2.6	2.7	2.8	2.8
2,000	1.1	1.6	1.9	2.1	2.3	2.4	2.5	2.6	2.6	2.6
2,500	1.0	1.4	1.7	1.9	2.0	2.2	2.2	2.3	2.3	2.4
3,000	0.9	1.3	1.5	1.7	1.9	2.0	2.0	2.1	2.1	2.1
3,500	0.9	1.2	1.4	1.6	1.7	1.8	1.9	1.9	2.0	2.0
4,000	0.8	1.1	1.3	1.5	1.6	1.7	1.8	1.8	1.9	1.9
5,000	0.7	1.0	1.2	1.3	1.4	1.5	1.6	1.6	1.7	1.7
6,000	0.7	0.9	1.1	1.2	1.3	1.4	1.4	1.5	1.5	1.5
7,000	0.6	0.8	1.0	1.1	1.2	1.3	1.3	1.4	1.4	1.4
8,000	0.6	0.8	0.9	1.1	1.1	1.2	1.3	1.3	1.3	1.3
9,000	0.5	0.7	0.9	1.0	1.1	1.1	1.2	1.2	1.2	1.2
10,000	0.5	0.7	0.8	0.9	1.0	1.1	1.1	1.2	1.2	1.2
12,000	0.5	0.6	0.8	0.9	0.9	1.0	1.0	1.1	1.1	1.1
14,000	0.4	0.6	0.7	0.8	0.9	0.9	0.9	1.0	1.0	1.0
16,000	0.4	0.6	0.7	0.7	0.8	0.9	0.9	0.9	0.9	0.9
18,000	0.4	0.5	0.6	0.7	0.8	0.8	0.8	0.9	0.9	0.9
20,000	0.4	0.5	0.6	0.7	0.7	0.8	0.8	0.8	0.8	0.8
25,000	0.3	0.4	0.5	0.6	0.6	0.7	0.7	0.7	0.7	0.7
30,000	0.3	0.4	0.5	0.5	0.6	0.6	0.6	0.7	0.7	0.7
35,000	0.3	0.4	0.4	0.5	0.5	0.6	0.6	0.6	0.6	0.6
40,000	0.3	0.4	0.4	0.5	0.5	0.5	0.6	0.6	0.6	0.6
45,000	0.2	0.3	0.4	0.4	0.5	0.5	0.5	0.5	0.6	0.6
50,000	0.2	0.3	0.4	0.4	0.5	0.5	0.5	0.5	0.5	0.5

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

## 9 List of Data Sources

Topic	Source
Vehicle Licensing	Department for Transport <a href="https://www.gov.uk/government/organisations/department-for-transport/series/vehicle-licensing-statistics">https://www.gov.uk/government/organisations/department-for-transport/series/vehicle-licensing-statistics</a>
Local Bus Services	Department for Transport <a href="https://www.gov.uk/government/organisations/department-for-transport/series/bus-statistics#publications">https://www.gov.uk/government/organisations/department-for-transport/series/bus-statistics#publications</a>
Freight (Road)	Department for Transport <a href="https://www.gov.uk/government/organisations/department-for-transport/series/road-freight-statistics">https://www.gov.uk/government/organisations/department-for-transport/series/road-freight-statistics</a>
Freight (Rail)	Freightliner/English Welsh & Scottish Railways/Direct Rail Services <a href="mailto:transtat@transportscotland.gsi.gov.uk">transtat@transportscotland.gsi.gov.uk</a>
Coastwise Traffic	Department for Transport <a href="https://www.gov.uk/government/organisations/department-for-transport/series/domestic-waterborne-freight-statistics">https://www.gov.uk/government/organisations/department-for-transport/series/domestic-waterborne-freight-statistics</a>
Pipelines	Department of Energy and Climate Change <a href="mailto:correspondence@decc.gsi.gov.uk">correspondence@decc.gsi.gov.uk</a>
Public Road Lengths	Transport Scotland <a href="mailto:transtat@transportscotland.gsi.gov.uk">transtat@transportscotland.gsi.gov.uk</a>
Road Traffic	Department for Transport <a href="https://www.gov.uk/government/organisations/department-for-transport/series/road-traffic-statistics">https://www.gov.uk/government/organisations/department-for-transport/series/road-traffic-statistics</a>
Road Accident Casualties	Transport Scotland Transport Statistics <a href="mailto:transtat@transportscotland.gsi.gov.uk">transtat@transportscotland.gsi.gov.uk</a>
Rail Services	Office of Rail Regulation & ScotRail <a href="mailto:rstats@orr.gsi.gov.uk">rstats@orr.gsi.gov.uk</a>
Air Transport	Civil Aviation Authority <a href="http://www.caa.co.uk/default.aspx?catid=80&amp;pagetype=88&amp;pageid=3&amp;sglid=3">http://www.caa.co.uk/default.aspx?catid=80&amp;pagetype=88&amp;pageid=3&amp;sglid=3</a>
Ferries	Caledonian MacBrayne & North Link Ferries <a href="mailto:transtat@transportscotland.gsi.gov.uk">transtat@transportscotland.gsi.gov.uk</a>
Scottish Household Survey	<a href="mailto:shs@scotland.gsi.gov.uk">shs@scotland.gsi.gov.uk</a>
Travel in GB - National Travel Survey	<a href="mailto:national.travelsurvey@dft.gsi.gov.uk">national.travelsurvey@dft.gsi.gov.uk</a>
Sustrans Hands Up Scotland Survey	<a href="http://www.sustrans.org.uk/scotland/what-we-do/schools-and-universities/hands-scotland">http://www.sustrans.org.uk/scotland/what-we-do/schools-and-universities/hands-scotland</a>
Scotland and GB Travel to Work – Labour Force Survey	<a href="mailto:lfs.dataservice@ons.gsi.gov.uk">lfs.dataservice@ons.gsi.gov.uk</a>



## Appendix A Scottish Household Survey - Background information

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

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

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

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

A.4 The sample was drawn from the Small User file of the Postcode Address File (PAF), which is a listing of all active address points maintained by the Post Office. The Small User file excludes addresses where an average of more than 25 items of post 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.

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

## Interviewing, response rates and weighting

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

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

A.8 In keeping with the main SHS, **these results use an improved weighting system for all years which better accounts for non response bias.** This was introduced in 2008 meaning time series figures will be the same as published last year but may differ slightly for years prior to this although the main trends are mostly not affected.

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

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

A.11 The underlying sample numbers shown in different tables may not be the same. There are a number of reasons for this – the questionnaire is streamed to allow more questions to be asked so not all respondents are asked all questions, tables may relate to specific populations (e.g. working aged population), not all questions will be applicable (e.g. households with no children would not be asked questions about children) and, in some cases, respondents were unable to, or did not want to, provide an answer (e.g. for income questions).

## Highest Income Householder

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

## Adult

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

## Household types

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

## Annual net household income

A.14 This is the total annual *net* income (i.e. after taxation and other deductions) from employment, benefits and other sources, which is brought into the household by the highest income householder and/or their spouse or partner. This includes any contribution to household finances made by other household members. Due to refusals or don't knows, full information for the main components of household income was not collected from all households. Subsequently, SHS contractors impute the missing components of income for almost all of these households, using information that was obtained from other households that appeared similar.

## The Scottish Index of Multiple Deprivation (SIMD)

A.15 The Scottish Index of Multiple Deprivation (SIMD) is used to rank the data zones used for the production of Scottish Neighbourhood Statistics in order of deprivation. More information can be found at the SIMD website ( <http://www.scotland.gov.uk/simd> ).

A.16 Households in the SHS sample have been allocated the SIMD value of the data zone that contains the postcode of the residence. In the small number of cases where a postcode is split between more than one data zone, the SIMD value used is that of the data zone into which the largest number of dwellings in that postcode falls. The SIMD values have further been assigned to one of 5 quintiles, with quintile 1 containing the most deprived 20 per cent of data zones in Scotland, and quintile 5 the least deprived 20 per cent.

## The SHS urban/rural classification

A.17 The urban/rural classification is based on settlement sizes and (for the less-populated areas) the estimated time that would be taken to drive to a settlement with a population of 10,000 or more. The classification is based on postcodes. Six categories were then defined:

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

A.18 The urban/rural classification used for the SHS data is based on the Settlement file maintained by the National Records of Scotland (NRS).

## Sampling variability and confidence limits

A.19 Although the SHS's sample is chosen at random, the people who take part in the survey will not necessarily be a representative cross-section of the people of Scotland. Purely by chance, the sample could include disproportionate numbers of certain types of people, in which case the survey's results would be affected.

A.20 The likely extent of sampling variability can be quantified, by calculating the standard error associated with the estimate of a quantity produced from a random sample. Statistical sampling theory states that, on average only about one sample in three would produce an estimate that differed from the (unknown) true value of that quantity by more than one standard error; only about one sample in twenty would produce an estimate that differed from the true value by more than two standard errors; only about one sample in 400 would produce an estimate that differed from the true value by more than three standard errors. By convention, the 95 per cent confidence interval for a quantity is defined as the estimate plus or minus about twice the standard error (from sampling theory, the interval is plus or minus 1.96 times the standard error), because there is only a 5 per cent chance (on average) that a sample would produce an estimate that differs from the true value of that quantity by more than this amount.

A.21 Table 37 shows the 95 per cent confidence limits for estimates of a range of percentages calculated from sub-samples of a range of sizes (NB: the confidence limits for estimates of  $x$  per cent and for  $(100-x)$  per cent are the same).

A.22 The interpretation of an entry in Table 37 is best explained by an example:

- The value in the cell at the intersection of the 45 per cent or 55 per cent column and the 800 row is 4.5
- This means that the 95 per cent confidence limits for an estimate of 55 per cent which is produced from a sub-sample of 800 are +/- 4.5 percentage-points

- The 95 per cent confidence interval for the estimate is 55 per cent +/- 4.5 percentage-points (i.e. from about 50.5 per cent to around 59.5 per cent, assuming that the value of the estimate is 55.0 per cent)

A.23 As the survey's estimates may be affected by sampling errors, apparent differences of a few percentage points between the figures for two sub-groups of the population may not be significant: it could be that the true values for the two sub-groups are similar, but the random selection of households for the survey has, by chance, produced a sample which gives a high estimate for one sub-group and a low estimate for the other.

A.24 One way of assessing significance at the 5 per cent level involves comparing the difference with the 95 per cent confidence limits for the two estimates. Suppose that these are +/- 3.0 percentage-points and +/- 4.0 percentage-points, respectively. Clearly a difference which is *less* than the magnitude of the largest limit (4.0 percentage-points) is *not* significant; and a difference which is *greater* than the *sum* of the magnitudes of the limits (3.0 percentage-points + 4.0 percentage-points = 7.0 percentage-points) is significant. Statistical sampling theory suggests that a difference whose magnitude is between these values is significant *if* it is greater than the square root of the sum of the squares of the magnitudes of the limits for the two estimates - in this case,  $(3.0^2 + 4.0^2)^{0.5} = 5.0$ . So, in this case, a 5.0 percentage-point difference would be considered statistically significant (at the conventional 5% level). However, one may well find some apparently significant results that are actually just the result of sampling variability, having arisen by chance.

A.25 The above information relates only to sampling variability. The survey's results could also be affected by non-contact/non-response bias: the characteristics of the people who should have been in the survey but who could not be contacted, or who refused to take part, could differ markedly from those of the people who were interviewed. If that is the case, the SHS results will not be representative of the whole population. Without knowing the true values (for the population as a whole) of some quantities, one cannot be sure about the extent of any such biases in the SHS. However, comparison of SHS results with information from other sources suggests that they are broadly representative of the overall Scottish population, and therefore that any non-contact or non-response biases are not large overall. The *Fieldwork Outcomes* and *Methodology* volumes of *Scotland's People* provide more information on these matters.

### **Published results, and anonymised data**

A.26 SHS results are also included in other Transport Scotland publications, such as

- *Scottish Transport Statistics*
- *Scottish Household Survey Travel Diary results*
- *Bus & Coach Statistics – available as web tables*
- *Local Area Analysis – available as web tables*

A.27 These publications are available on the Transport Scotland Statistics webpages at <http://www.transportscotland.gov.uk/analysis/statistics/publications>

A.28 The *SHS Annual Report* is published by the Scottish Government and can be found here: <http://www.scotland.gov.uk/Topics/Statistics/16002/PublicationAnnual>

A.29 Anonymised copies of the survey data are deposited at the UK Data Archive.

## Enquiries and further information

A.30 General enquiries about the SHS should be addressed to the survey's Project Manager:

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

Tel: 0131 244 8420  
Fax: 0131 244 7573  
E-mail: [shs@scotland.gsi.gov.uk](mailto:shs@scotland.gsi.gov.uk)

A.31 Enquiries about the statistics in this bulletin should be addressed to:

Transport Statistics  
Transport Scotland  
Scottish Government  
Victoria Quay  
Edinburgh, EH6 6QQ

Tel: 0131 244 1457  
E-mail: [transtat@transportscotland.gsi.gov.uk](mailto:transtat@transportscotland.gsi.gov.uk)

A.32 Further information about the survey can be found on the SHS *website* at <http://www.scotland.gov.uk/shs>

A.33 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/analysis/statistics/publications>

A.34 Please use the SHS Web site to register your interest in Population and Household Surveys if you wish to be added to an *e-mail mailing list* to be kept informed of SHS news and developments. The Project Manager will also, on request, distribute paper copies of information about the survey, and about significant developments when they occur, to people who are unable to access the website.

A.35 To keep informed with changes to Scottish statistics, please register your interest with ScotStat at [www.scotland.gov.uk/scotstat](http://www.scotland.gov.uk/scotstat).

## SCOTTISH GOVERNMENT STATISTICIAN GROUP

### OUR AIM

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

### OBJECTIVES

1. To produce statistics and analysis relevant to user needs by
  - Developing our understanding of customer requirements to ensure statistics are kept relevant and analysis is well targeted;
  - Developing the range of statistics and analysis we produce;
  - Where practicable improving timeliness;
  - Providing more statistics disaggregated by age, gender and ethnicity;
  - Developing more data for small areas through the Neighbourhood Statistics project;
  - Contributing to production of comparable statistics across the UK and internationally.
2. To ensure effective use of our statistics by
  - Contributing more directly to policy processes inside and where possible outside government;
  - Improving access to and presentation of data and analysis;
  - Improving the advice provided on statistics.
3. To work effectively with users and providers by
  - Maintaining arrangements to consult and involve users and providers;
  - Involving users and providers in planning developments in outputs and processes;
  - Minimising the burden on data providers through dropping or streamlining collections as appropriate, to ensure the benefits of the information justify the costs of collection.
4. To develop the quality of statistics by
  - Assuring and improving quality as an integral part of data collection and analysis and through regular reviews in line with National Statistics quality strategy;
  - Developing statistical methods, systems and classifications;
  - Working with the rest of the Government Statistical Service to develop joint approaches/solutions where appropriate.
5. To assure the integrity of statistics by
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  - Ensuring value for money;
  - Making best use of Information and Communications Technology;
  - Ensuring effective communication within the Statistician Group.
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  - Ensuring recruitment of staff with the necessary skills and potential;
  - Ensuring development of expertise amongst existing staff;
  - Promoting and upholding the standards of the statistics profession.

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Designation can be broadly interpreted to mean that the statistics:

- meet identified user needs;
- are well explained and readily accessible;
- are produced according to sound methods, and
- are managed impartially and objectively in the public interest.

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

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If you are not satisfied with our service, please write to the Chief Statistician, 3WR, St Andrews House, Edinburgh, EH1 3DG, Telephone: (0131) 244 0302 e-mail: [statistics.enquiries@scotland.gsi.gov.uk](mailto:statistics.enquiries@scotland.gsi.gov.uk). We also welcome any comments or suggestions that would help us to improve our standards of service.

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