

Statistical Bulletin

Transport Series

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Transport and Travel in Scotland 2013

Background

This bulletin provides the results of the Transport and Travel related questions asked in the Scottish Household Survey (including the travel diary) and uses data from a range of sources to provide context. There have been small falls in car traffic, air passengers and ferry passengers over the past 5 years. Rail passenger numbers have risen and the distance cycled is estimated to have increased over the past 5 years.

Overview of travel in Scotland

	2008	2012	2013	% change over 1 year	% change over 5 years
Car traffic (m/veh km) on all roads ¹	34,357	33,777	33,811	0%	-2%
Pedal cycles (m/veh km) on all roads ^{1 #}	273	310	329	+6%	+21%
ScotRail passengers (millions) ^{2 \$}	76.4	83.3	86.3	+4%	+13%
Bus passengers (millions) ^{2 \$}	484	423	..	..	-13%*
Air passengers (millions) ²	24,348	22,207	23,250	+5%	-5%
Ferry passengers in Scotland (millions) ²	8.00	7.89	7.83	-1%	-2%

Note pedal cycle estimates are based on small sample sizes.

\$ Based on financial year

* Change between 2008 and 2012

Source:

1. Scottish Transport Statistics
2. Transport and Travel in Scotland table SUM2

1 Main Points

National Indicators

1.1 Thirty one per cent of journeys to work are by Public or Active travel, a similar proportion to 2012. This figure provides an update to the Travel to Work National Indicator, number 48, which will show performance maintaining. Thirteen per cent of journeys to work are on foot, eleven per cent are by bus and 2.5 per cent are by bicycle.

1.2 9.7 per cent of driver journeys are delayed due to congestion, a similar proportion to 2012 (9.9%) but the lowest figure recorded in the survey and three percentage points below the 2006 baseline. This figure provides an update to National Indicator 4 which will show performance maintaining.

Personal Travel

1.3 Modal share: The car remains the most popular mode of transport. Half (50%) of journeys are made as a car driver, an increase from 48 per cent in 2012. A further 14 per cent are made as a passenger an increase from 13 per cent in 2012. Public transport is used for ten per cent of journeys (of which bus is 9% and rail 1%). Walking (23%) and cycling (1%) together account for almost a quarter of journeys.

1.4 People travelling: The number of people travelling the previous day has increased from 73 per cent of respondents in 2012 to 76 per cent in 2013.

1.5 Journey duration: Most journeys are short. Seventy per cent of journeys last less than 20 minutes. Forty two per cent last less than ten minutes.

1.6 Journey distance: A quarter of journeys are under 1 km and half are under 3 km. Walking journeys have the shortest average length (1km) then bicycle (4.4km). The average car journey is 10.8km and rail journeys have the longest average length at 33km.

1.7 Travel to school: Around half of children (52%) walk to school. Twenty per cent travel by bus.

1.8 Multi-stage journeys: Four per cent of journeys are multi-stage. Most users (84%) reported no difficulties changing between modes of public transport. Seven per cent reported that they had to wait too long, whereas four per cent reported not having enough time to change modes.

1.9 Perceptions of congestion: The main reason for delay in driver journeys is volume of traffic (80%, up from 73% in 2012). Delays as a result of road maintenance have fallen from 26% in 2012 to 18% in 2013.

Motor vehicles, traffic and driving

1.10 Driving Licences: Sixty eight per cent of the population (17+) have a driving licence, a proportion unchanged in recent years.

1.11 Access to cars / vans: Seventy per cent of households have access to one or more cars / vans for private use. A quarter (24%) of households have access to two or more cars. These proportions are similar to 2012.

1.12 New registrations: There were 241,000 new vehicles registered in Scotland in 2013, the highest number of new registrations since 2007.

1.13 Traffic volumes: The estimated volume of traffic on Scotland's roads was 43.8 billion vehicle kilometres in 2013, an increase of one per cent on 2012 but still two per cent below the 2007 peak of 44.6 billion.

1.14 Frequency of driving: Sixty per cent of those aged 17+ drive at least once a week with 42 per cent driving every day.

1.15 Car occupancy: The average car occupancy is 1.5 people but the proportion of single occupancy journeys has been increasing and now accounts for around two thirds (65 per cent) of car journeys, an increase from 60 per cent in 2008 / 2009.

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1.16 **Spend on fuel:** The average amount households spent a month on fuel fell slightly between 2012 and 2013, from £134.50 to £129, however the median figure remains at £100.

Public Transport

1.17 **Satisfaction:** Seventy one per cent of people are very or fairly satisfied with public transport, a similar proportion to 2012 (72%). The proportion of people that are very satisfied has increased from 21 per cent to 24 per cent.

1.18 **Bus use:** There were 423 million bus passengers in 2012 (the latest year available). Thirty per cent of adults used the bus at least once a week. Fifty-five per cent had not used it in the past month. When asked what discourages them from using the bus more, 20 per cent of respondents said they used their own car and 19 per cent said they had no need to use the bus more.

1.19 **Concessionary travel:** There were 148 million concessionary travel journeys in 2012 (the latest year available), accounting for 35 per cent of all bus journeys. Eight-six per cent of adults age 60+ hold a National Concessionary Travel pass, a similar figure to previous years.

1.20 **Rail use:** There were 86.3 million passengers carried by ScotRail in 2013, an increase of four per cent from 83.3 million in 2012, and an increase of 13 per cent over the last five years. Eight per cent of the population (16+) use the train at least once a week. When asked what discourages them from using the train more, the main reason given, other than nothing (56%), was cost (17%).

1.21 **Air passengers:** Air terminal passengers increased by five per cent between 2012 and 2013, from 22.20 million to 23.25 million. In 2013, 47 per cent of people had flown for leisure purposes in the previous 12 months and 8 per cent had flown for business. Most leisure flights are to Europe whilst most business flights are to the rest of the UK.

1.22 **Ferries:** There were 7.83 million ferry passengers carried on routes within Scotland in 2013, a reduction of one per cent from 7.89 million in 2012. Less than five per cent of respondents had used the ferry in the last month.

Walking and cycling

1.23 **Bicycle access:** A third (34%) of households have access to a bicycle for adult use.

1.24 **Cycling journeys:** One per cent of journeys have cycling as the main mode of transport, a similar proportion to 2012. The average cycling journey is 4.4 km in length.

1.25 **Walking journeys:** Twenty three per cent of journeys have walking as the main mode of transport. The average walking journey is 1 km in length. When asked what discourages them from walking more, the main reason given, other than nothing (60%) was health (16%) and weather (11%).

2 Background

2.1 This bulletin provides the results of the Transport and travel related questions asked in the Scottish Household Survey (including the travel diary) and uses data from a range of sources to provide context. This publication replaces three previous statistical publications (Main Transport Trends and Household Transport, in 2011 and from the 2013 edition incorporates SHS Travel Diary results). This latter merging is to ensure all SHS transport and travel data is available in the same place and at the same time.

2.2 This publication is split into 4 broad themes:

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

2.3 The tables are split as follows:

- Scottish Household Survey trends over the past ten years - Table SUM1 (STS Table S3)
- Modal trends in Scotland over the past ten years - Table SUM2 (STS Table S1)
- Scottish Household Survey tables – Tables 1 to 45 (*note that not all tables are updated and included in this publication due to changes to the SHS, see para 2.12*)
- Scottish Household Survey Travel Diary Tables – Tables TD1 to TD14

(note that table numbering remains the same as in 2012 publications, see para. 2.14)

2.4 Table SUM1 contains statistics which underpin Scotland's National Indicators on congestion (National Indicator 4) and travel to work (National Indicator 48). More information on **National Indicators** can be found on the Scotland Performs website www.scotland.gov.uk/About/scotPerforms/indicators/publicTransport

2.5 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>

2.6 Scottish Transport Statistics will be published in February 2015 and will contain a comprehensive statistical picture of transport statistics in Scotland. For a **full list of Transport statistics publications** see:

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

Scottish Household Survey

2.7 Most of the tables in this bulletin provide analyses of transport related questions, asked by the Scottish Household Survey (SHS) from 1999 to 2013.

2.8 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.

2.9 The SHS collects a wide range of information with questions asked about:

- 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)
- the Highest Income Householder

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

2.11 The random adult is asked the Travel Diary section of the survey. This asks about travel the respondent made on the previous day, gathering data on where people travelled, the purpose for the journey and how they travelled. There are also some more detailed questions asked for each car journey reported eg about parking and whether the driver perceived the journey to be delayed due to congestion.

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 to make room for new questions.

2.13 More detail about the SHS and the changes to the survey can be found in **Appendix A** and the Scottish Household Survey Annual Report and on the [Transport Scotland statistics pages](#).

2.14 Where no new data is available eg for biennial questions, the latest data has been included for completeness, so some tables show 2012 data and won't have changed since TATIS 2012. For ease of comparison with previous publications, tables have not been renumbered but tables from the SHS Travel diary publication are pre-fixed TD eg Table TD1 is table 1 from the 2012 SHS Travel Diary publication. Table 1 is table one from the TATIS 2012 publication.

Sample size and variability

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

2.16 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.

2.17 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 PERSONAL TRAVEL

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

3.1 Who travels?

- Three quarters (76%) of survey respondents travelled the previous day. [Table TD1]
- The number of people travelling the previous day has increased from 73 per cent of respondents in 2012 to 76 per cent in 2013. [Table TD1]
- Men are more likely to have travelled than women, 77 per cent of men had travelled the previous day compared to 74% of women. [Table TD1]
- Older people are less likely to have travelled the previous day. Only 47 per cent of those aged 80 and over had travelled the previous day and 64% of those aged 70 to 80. [Table TD1]

3.2 What is the purpose of travel?

- Most journeys are for the purpose of commuting (22%) or shopping (22%). [Table TD3]
- There has been little change in journey purpose since 2012. [Table TD3]

3.2.1 Travel to Work

How do people travel?

- Two thirds of journeys to work are by car / van, either as a driver (61%) or passenger (6%). [Table SUM1]
- **Thirty one per cent of journeys to work are by Public or Active travel.** This provides an update to the Travel to Work National Indicator, number 48, which will show performance maintaining. [Table SUM1]
- Thirteen per cent of journeys to work are on foot. [Table SUM1]
- Eleven per cent of journeys to work are by bus and four per cent of journeys to work are by rail. [Table SUM1]
- 2.5 per cent of journeys to work were by bicycle in 2013, the highest proportion recorded in the survey, but not a statistically significant increase on 2012. [Table SUM1]

Who travels by which mode?

- Men are more likely to drive to work than women. Women are more likely than men to walk or catch the bus to work. Men are also more likely to cycle to work. [Table 7]
- Walking and bus travel to work reduce as household income increases. [Table 7]
- Younger people (aged 16 to 20) are least likely to drive to work. [Table 7]

Reasons for transport choice?

- Of those who drive to work, 45% say they could use public transport. The main reasons for not using Public Transport are that it takes too long (49%) and no direct route (32%). [Table 13 and Table 14]

- 15 per cent of people car share. Of these, the majority (90%) arrange it between themselves, with only 9% organising it through their employer. [Table 11]
- The main reasons given for not car sharing are that nobody in my work lives near me (57%) and don't work regular hours (26%). [Table 11]
- Relatively few people have changed the mode of transport they use to get to work compared to last year. Of those who drove to work a year ago, 97 per cent still drive to work. For other modes, the biggest shift is to driving, for example 6 per cent of those who walked a year ago now drive. [Table 10]
- The main reasons given for changing mode of travel to work are changing job (33%) and moving house (23%). [Table 10a]
- Of those who don't currently cycle to work, the main reason given for not doing so is 'it's too far' (37% in 2013), followed by 'the weather' (20% in 2013). 'Not having a bike' and 'Too many cars on the road' account for 14 per cent each. [Table 26]

3.2.2 Travel to School

How do children travel?

- Around half of children (52%) walk to school. [Table SUM1]
- Twenty per cent travel by bus. [Table SUM1]
- Around a quarter (24%) travel by car. [Table SUM1]
- There is variation in mode of travel by age with 58 per cent of those aged 4 to 11 walking to school compared to 44 per cent of those aged 12 to 18. Older children are more likely to catch a bus than younger children, 34 per cent compared to 9 per cent. [Table 15]
- These figures are similar to those reported in the Sustrans Hands Up Scotland publication: <http://www.sustrans.org.uk/scotland/what-we-do/schools-and-universities/hands-scotland>

Why do parents choose these modes?

- 85 per cent walk because the school is close. [Table 16]
- 48 per cent who travel by car do so because it's the most convenient mode. Half of those who use a school bus and 43 per cent of those who use a service bus do so for the same reason. [Table 16]
- The second most popular reason for those who travel by car or bus is that it is too far to walk. [Table 16]
- The most popular reason for primary children not using public transport is that they are too young (56%). For Secondary aged children the main reasons are inconvenient (36%) and prefer to use car (32%). [Table 17]

3.3 When are people travelling?

- As would be expected, more journeys are reported on weekdays (14-15% of journeys on each day) than at weekends, with least travel reported on Sundays (12% of journeys). [Table TD8]
- Peak travel on a weekday is between 7 am and 9:30 am (19% of weekday journeys start between these times). The afternoon peak is more spread out with 17 per cent

of journeys starting between 2 pm and 4:30 pm and another 17 per cent starting between 4:30 pm and 6:30 pm. [Table TD7]

- A quarter (25%) of weekend journeys start between 12 noon and 2 pm, with over 27 per cent of weekend journeys starting before noon and 49% of journeys starting after 2pm. [Table TD7]
- There has been little change in these travel patterns reported in the survey over recent years. [Table TD7 and Table TD8]

3.3.1 Perceptions of Congestion

- **9.7 per cent of driver journeys are delayed due to congestion**, a similar proportion to 2012 (9.9%) but the lowest figure recorded in the survey and three percentage points below the 2006 figure. This provides an update to National Indicator 4, which will show performance maintaining. [Table SUM1 and Table TD10]
- The main reason for delay is volume of traffic (80%) up from 73 per cent in 2012. Delays as a result of road maintenance have fallen from 26 per cent to 18 per cent. [Table TD10a]
- Ten per cent of bus journeys are delayed due to congestion, a similar figure to previous years. [Table TD11]
- Half (50%) of journeys to work are never affected by congestion but the proportions are lower for car and bus journeys (39% of car driver journeys and 35% of bus journeys). [Table 8]
- Thirty seven per cent of people who drive to work experience congestion at least once a week. The proportion is 43 per cent for buses. [Table 8]
- Over a quarter (28%) of drivers allow no extra time for congestion on their journey to work and a third (34%) allow ten minutes or less. The proportions are similar for bus passengers with 32 per cent allowing no extra time and 28 per cent allowing ten minutes or less. [Table 8]
- Eighteen per cent of driver commuting journeys and 16 per cent of driver business journeys were delayed by congestion. The percentages for all other purposes were less than ten per cent. [Table TD12]
- As would be expected, the morning and evening peak periods on weekdays saw the highest proportion of driver journeys delayed by congestion, around 20 per cent. [Table TD12]

3.3.2 Duration

- Most journeys are short. Seventy per cent of journeys last less than 20 minutes. Forty two per cent last less than ten minutes. Only 15 per cent of journeys last more than half an hour with less than 5 per cent lasting more than an hour. [Table TD6]

3.4 How are people travelling?

- The car remains the most popular mode of transport. Half of journeys are made as a car driver, an increase from 48 per cent in 2012. A further 14 per cent are made as a passenger an increase from 13 per cent in 2012. [Table TD2 and Table SUM1]
- The second most used mode of transport is walking 23 per cent, a reduction from 26 per cent in 2012. [Table TD2 and Table SUM1]

- There has been little change in share for other modes of transport with 8.5 per cent of journeys by bus, 1.7 per cent by rail and 1 per cent by bicycle. [Table TD2]
- Analysis of modal share by stage instead of journey does not alter these findings. [Table TD2b]

3.4.1 Use of multiple modes / Park and Ride

- Four per cent of journeys reported in the Travel Diary are multi-stage. Note that prior to the changes in the structure of the travel diary to improve the quality of the data (See appendix A), the survey was reporting one per cent. [Table TD2c]
- Three quarters of multi-stage journeys reported consist of two stages. [Table TD2c]
- Multi-stage journeys are highest for ferry and air travel with an average of over 2 stages per journey. For rail the average is 1.4 and for all other modes the average number of stages per journey is just over one. [Table TD2c]
- The proportion of people reporting having made park and ride journeys in the last month fell between 2012 and 2013 from 19 per cent to 16 per cent of respondents. [Table 21]
- The most popular locations used were park and ride facility (29%) and car park at bus / train station or airport (31%). [Table 21]
- Those that did not use a dedicated park and ride facility cited 'no facility available' (73%) and 'journey would take longer' (10%). [Table 21]
- Almost half (49%) used a train for their onward journey, 29 per cent used a bus and 17 per cent walked. [Table 22]

3.5 Where are people travelling?

- Twenty two per cent of all journeys in Scotland either start or end in Edinburgh or Glasgow. [Table TD13 and Table TD14]
- Most journeys start and finish in the same area. This proportion is highest in Highlands / islands / Grampian where 95% of journeys start and finish in the same area and lowest in Glasgow (70%). [SHSTD Table 13 and Table 14]

3.6 How far are people travelling?

- A quarter of journeys are under 1 km and half are under 3 km. [Table TD4]
- People reported fewer very short journeys in 2013 (24.6% under 1 km) compared to 2012 (25.9% under 1 km) which will be a result of the reduction in walking journeys reported in the survey. [Table TD4]
- Half of all journey lengths reported were 3 km or less and the mean journey length is 8.5 km. [Table TD5]
- Walking journeys have the shortest average length (1 km) then bicycle (4.4 km) and bus (7.7 km). The average car journey is 10.8 km and rail journeys have the longest average length at 33 km. [Table TD5a]
- Almost two thirds (64%) of journeys under 1 km are made on foot, however car journeys account for most of the remainder (32%). [Table TD2a]

4. Motor vehicles, traffic and driving

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

4.1 Possession of driving licenses

- Sixty eight per cent of the population (17+) have a driving licence, a proportion unchanged in recent years. *[Table SUM1 and Table 1]*
- Three quarters of men aged 17+ have a driving licence, compared to 61 per cent of women. There has been a narrowing of this gap over the years of the survey. *[Table 1]*
- Driving licence possession is lowest amongst younger and older people (17-19: 26% and 80+: 41%) and highest amongst those aged 40-59 (80%). *[Table 1]*
- Driving licence possession increases with net annual household income (47% for adults in households with less than £10,000 of income compared to 90% in households with an income over £40,000). *[Table 19]*
- Driving licence possession increases with rurality (61% of adults in large urban areas have a driving licence, compared to 87% of those in remote rural areas). *[Table 19]*

4.2 Access to cars / vans

- Seventy per cent of households have access to one or more cars / vans for private use. Around a quarter (26%) of households have access to two or more cars. These proportions are similar to 2012. *[Table SUM1]*
- As income increases, the proportion of households with access to a car increases, as does the number of cars the household has access to. *[Table 18]*
- Households in rural areas are more likely to have access to a car than those in urban areas, and households in rural areas are also more likely to have access to more than one car. *[Table 18]*

4.3 Frequency of driving

- Sixty per cent of those aged 17+ drive at least once a week with 42 per cent driving every day. *[Table SUM1]*
- Frequency of driving increases with income and with rurality (34% of those in large urban areas drive every day compared to 58% of those in remote rural areas). *[Table 20]*

4.4 Car occupancy

- The average car occupancy is 1.5 people but the proportion of single occupancy journeys has been increasing and now accounts for around two thirds (65%) of car journeys, an increase from 60% in 2008 / 2009. *[Table TD9]*

4.5 Fuel spend

- The average amount households spent on fuel in the last month fell slightly between 2012 and 2013, from £134.50 to £129, however the median figure remains at £100. *[Table 2]*

4.6 Licensed vehicles

- There were 241,000 new vehicles registered in Scotland in 2013, the highest number of new registrations since 2008. *[Table SUM2]*
- The number of vehicles licensed for use on the roads increased by 2 per cent from 2.72 million to 2.76 million. *[Table SUM2]*
- More detailed statistics on vehicles licensed in Scotland can be found in the Road Transport Vehicles Chapter of Scottish Transport Statistics.

4.7 The road network

- There are 55,961 km of road in Scotland. Of this, 6.3 per cent (3,550 km) is Trunk road, the remaining 52,411 km are managed by Local Authorities. There has been an increase in road length of one per cent over the last five years. *[Table SUM2]*
- More detailed statistics on the road network in Scotland can be found in the Road Network chapter of Scottish Transport Statistics.

4.8 Road traffic

- The estimated volume of traffic on Scotland's roads was 43.8 billion vehicle kilometres in 2013, an increase of 1 per cent on 2012 but still 2 per cent below the 2007 peak of 44.6 billion. *[Table SUM2]*
- More detailed statistics on road traffic in Scotland can be found in the Road Traffic chapter of Scottish Transport Statistics.

4.9 Reported road casualties

- Provisional figures show there were a total of 11,493 road casualties reported to the police in 2013 (1,229 or 10% fewer than in 2012), the lowest figure recorded. Of which there were:
 - 172 fatalities: 6 (or 3%) fewer than in 2012
 - 1,667 serious injuries: 315 (or 16%) fewer than in 2012
 - 9,654 slightly injured: 908 (or 9%) fewer than in 2012.
- More details can be found in 'Key Reported Road Casualties Scotland 2013' on the Transport Scotland website. Detailed road casualty statistics for 2013 will be published in 'Reported Road Casualties Scotland 2013' in October 2014.

5 Public transport, aviation and ferries

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

5.1 Satisfaction with public transport

- Seventy one per cent of people are very or fairly satisfied with public transport, a similar proportion to 2012 (72 per cent). The proportion of people that are very satisfied has increased from 21 per cent to 24 per cent. [Table 4]

5.2 Local bus services

- There were 423 million bus journeys made in Scotland in 2012. [Table SUM2]
- Thirty per cent of adults used the bus at least once a week. Fifty-five per cent had not used it in the past month. [Table 28]
- Women use buses more frequently than men (34% of women use the bus at least once a week compared to 27 per cent of men). [Table 28]
- Bus use is highest amongst younger people (only 30% of 16-19 year olds had not used the bus in the last month, compared to two thirds of those aged 40-59). [Table 28]
- Bus use is higher in urban areas (33% of people in large urban areas use the bus at least once a week compared to 9% in remote rural areas). [Table 28]
- People were satisfied with most aspects of bus services that the survey asks about. Agreement rates were highest for feeling safe and secure during the day (93%), simple deciding the ticket needed (89%) and ease of finding routes and times (80%). Lowest levels of agreement were for good value fares (55%) and buses are environmentally friendly (56%). [Table 29]
- When asked what discourages them from using the bus more, 20 per cent of respondents said they used their own car, 19 per cent said they had no need to use the bus more and 14 per cent said nothing. Reasons around service provision ('Takes too long', 'lack of service' and 'no direct route') were all cited by just over 10 per cent of respondents. [Table 41]
- Detailed bus statistics can be found in the Bus and Coach Chapter of Scottish Transport Statistics.

5.3 Concessionary travel

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

- There were 148 million concessionary travel journeys in 2012, accounting for 35 per cent of all bus journeys. [Table 2.2a Scottish Transport Statistics]
- Eighty-six per cent of adults aged 60+ hold a National Concessionary Travel pass. A similar figure to previous years. Twenty six per cent of adults aged 17+ hold a pass. [Table 5]
- Of those aged 60+, 37 per cent have a card and use it at least once a week (11% use it every day or almost every day). Thirty one per cent have a pass but hadn't used it in the last month. [Table 32]

- Those living in urban areas use their pass more frequently than those living in rural areas. Women use their pass more frequently than men (42% of women have a pass and use it at least once a week, compared to 33% of men aged 60+). [Table 32]
- Statistics on concessionary journeys, and card holder numbers from the National Concessionary Travel administrative systems, are included in the Bus and Coach chapter of Scottish Transport Statistics.

5.4 Rail travel

- There were 86.3 million passengers carried by ScotRail in 2013, an increase of 4 per cent from 83.3 million in 2012, and an increase of 13 per cent over the last five years. [Table SUM1]
- Eight per cent of the population (16+) use the train at least once a week. Almost three quarters (72%) had not used the train in the last month, a reduction from 83 per cent in 2003. [Table 28 and Table SUM1]
- The proportion of people who haven't used the train in the last month increases with age (57% of those aged 16-19 hadn't used the train in the last month, compared to 93% of those aged 80+). [Table 28]
- Train use is higher in higher income households (81% of those interviewed with a household income of less than £15,000 had not used the train in the last month, compared to 58% for those in households with an income of over £40,000. [Table 28]
- Of those who had used the train in the last month, a third (34%) had used it for a shopping trip. A quarter (25%) had use the train to visit friends / relatives. Twelve per cent had used the train in the course of work and 11 per cent had used it for commuting in 2013. [Table 44]
- People were satisfied with most aspects of rail services that the survey asks about. The level of agreement was highest for personal safety (97%), running to timetable (92%) and ease of finding out about routes and times (91%). The lowest level of agreement was with the statement that train fares are good value (51%). [Table 30]
- When asked what discourages them from using the train more, the main reason given, other than nothing (56%) was cost (17%) with the next largest proportion being 'no nearby station' (5%). [Table 42]
- Detailed rail statistics can be found in the Rail Chapter of Scottish Transport Statistics.

5.5 Aviation

- Air terminal passengers increased by 5 per cent between 2012 and 2013, from 22.21 million to 23.25 million. [Table SUM2]
- In 2013, 47 per cent of people had flown for leisure purposes in the previous 12 months and 8 per cent had flown for business. [Table 37a and 38a]
- Of those who flew for leisure in the last 12 months, half made two flights (returns count as two, as does changing flights). Ninety two per cent flew eight times or less. [Table 37b]
- Most people who fly for leisure fly to Europe. Of those who flew for leisure in the last 12 months, 74 per cent made at least one flight to Europe in the previous year. Six per cent made at least one flight within Scotland, 30 per cent made at least one

flight to the rest of the UK and 30 per cent made at least one flight out of Europe. [Table 37b]

- Of those who flew for business in the last 12 months, half made six flights or less but one in five made more than 20 flights (returns count as two, as does changing flights). [Table 38b]
- Most people who fly for business fly within the UK. Of those who flew for business in the last 12 months, 72 per cent had flown to the rest of the UK. Fifteen per cent had flown within Scotland, 36 per cent had flown to Europe and 19 per cent had flown outside of Europe. [Table 38b]
- The majority of people flying within the UK do so because it is quicker than alternative modes (80%). Just under a quarter (23%) do so because it is cheaper, though this proportion has fallen from 28 per cent in 2012. [Table 39]
- Detailed aviation statistics can be found in the aviation Chapter of Scottish Transport Statistics.

5.6 Ferries

- There were 7.83 million ferry passengers carried on routes within Scotland in 2013, a reduction of one per cent from 7.89 million in 2012. [Table SUM2]
- Less than five per cent of respondents had used the ferry in the last month. Four per cent use a ferry once a fortnight or once a month and less than one per cent use it more frequently. [Table 40a]
- Half (52%) of people who had used a ferry had done so for a holiday or day trip. Twenty seven per cent had used a ferry to visit friends or relatives. Ten per cent had used a ferry for a shopping trip and 9 per cent had used a ferry in the course of business. [Table 40b]
- Two thirds of people chose to use the ferry because there was no feasible alternative. Eleven per cent said they chose the ferry as they could take their own vehicle. Nine per cent chose the ferry because it was quicker and a similar proportion said it was cheaper. [Table 40c]
- Detailed ferry statistics can be found in the Water Transport Chapter of Scottish Transport Statistics.

5.7 Changing between public transport modes

- Thirty per cent of journeys where rail was the main mode of transport had two or more stages. Seven per cent had three or more. [Table TD2c]
- Four per cent of journeys where service bus was the main mode of transport had two or more stages. [Table TD2c]
- Most users (84%) reported no difficulties changing between modes of public transport. Seven per cent reported that they had to wait too long, where as four per cent reported not having enough time to change modes. A lack of information was reported by 3 per cent of users. [Table 45]

6 Walking and Cycling

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

6.1 Cycling

- Distance cycled on all roads is estimated to have increased from 310 million vehicle kilometres in 2012 to 329 million vehicle kilometres in 2013. [DfT traffic estimates 2013]
- One per cent of journeys have cycling as the main mode of transport, a similar proportion to 2012. [Table SUM1]
- The average cycling journey is 4.4 km in length. [Table TD5a]
- 2.5 per cent of adults cycle to work, the highest proportion recorded in the survey, but not a statistically significant increase on 2012. 1.2 per cent of children cycle to school. [Table SUM1]
- When asked why they don't cycle to work, the main reason given was 'it's too far' (37%) followed by the weather (20%). Fourteen per cent don't cycle because they don't have a bike and a similar proportion said there were too many cars on the roads. [Table 26]

6.1.1 Bicycle access

- A third (34%) of households have access to a bicycle for adult use. Nineteen per cent have access to two or more. [Table 18]
- Household access to bikes increases with household income and household size (two thirds of households with an income of £40,000 or more have access to one or more bikes). Bicycle access is also higher in rural areas than urban areas. [Table 18]

6.2 Walking

- Since 2012 questions on walking are asked every other year in the survey so there are no updated figures for 2013. The next update will be for 2014. Results below are therefore for 2012.
- Twenty three per cent of journeys reported in the SHS travel diary have walking as the main mode of transport. [Table SUM1]
- The average walking journey is 1 km in length. [Table TD5a]
- Thirteen per cent of adults walk to work and 52 per cent of children walk to school. [Table SUM1]
- Two thirds of people had walked as a means of transport on at least one day in the last week. Twenty three per cent had walked as a means of transport on 6-7 days. [Table 3]
- More than half (55%) of people had walked for pleasure at least once in the last week. [Table 3]
- Frequency of walking decreases with age (18% of those aged 16-19 had not walked to go somewhere in the last week, compared to 65% of those aged 80+). [Table 25]
- When asked what discourages them from walking more, the main reason given, other than nothing (60%) was health (16%) and weather (11%). [Table 43]

SHS Transport and Travel Tables

(Note Tables are number the same way as in TATIS 2012, apart from SUM1 and SUM2 which were S3 and S1 respectively)

		<u>Table type</u>	<u>Topic</u>	<u>Notes</u>
Table SUM1	Summary of Scottish Household Survey Results: 2003-2013	Time series		UPDATED. Table is Table S3 in Scottish Transport Statistics
Table SUM2	Summary of Transport in Scotland	Time series		UPDATED. Table is Table S1 in Scottish Transport Statistics
Table 1	People aged 17 or over - those who hold full driving licence: 2003-2013	Time series	Driving	UPDATED
Table 2	Amount spent on fuel in the past month: 2003-2013	Time series	Driving	UPDATED
Table 3	Frequency of walking in the previous seven days: 2003-2012	Time series	Walking and Cycling	BIENNIAL QUESTION - NOT UPDATED
Table 4	Adults views on satisfaction* of public transport: 2007-2013	Time series	Public Transport	UPDATED
Table 5	Possession of a concessionary fare pass: 2003-2013	Time series	Concessionary Travel	UPDATED
Table 6	<i>Adults with limited mobility</i>	Data no longer collected - see earlier editions of TATIS for last available data		
Table 7	Employed adults not working from home -usual method of travel to work: 2013	Single year, detail	Travel to work	UPDATED
Table 8	Effects of traffic congestion on travel to work journey: 2009-2013	Combined years, detail	Travel - congestion	UPDATED
Table 9	<i>Journeys carried out on way to/from work</i>	Data no longer collected - see earlier editions of TATIS for last available data		
Table 10	How random adult usually travelled to work a year ago by current main mode of travel: 2008-2013	Combined years, detail	Travel to work	UPDATED
Table 10a	Reason for changing mode of travel to work: 2012-2013	Time series	Travel to work	NEW TABLE
Table 11	Car sharing journeys to work: 2009-2013	Combined years, detail	Travel to work	UPDATED
Table 12	<i>Whether workplace has a travel plan</i>	Data no longer collected - see earlier editions of TATIS for last available data		
Table 13	Employed adults method of travel to work and whether they could use public transport: 2012	Single year, detail	Travel to work	BIENNIAL QUESTION - NOT UPDATED
Table 14	Reasons why public transport is not used for travel to work: 2008-2012	Combined years, detail	Travel to work	BIENNIAL QUESTION - NOT UPDATED
Table 15	School children in full-time education, usual method of travel: 2013	Single year, detail	Travel to school	UPDATED
Table 16	Reasons for transport choice to children's full time education establishment: 2004-2013	Combined years, detail	Travel to school	UPDATED
Table 17	Reasons why public transport is not used by school children: 2004-2013	Combined years, detail	Travel to school	UPDATED
Table 18	Households with bicycles and cars available for private use: 2013	Single year, detail	Driving and Cycling	UPDATED
Table 19	People aged 17+ that hold a full driving licence: 2013	Single year, detail	Driving	UPDATED
Table 20	People aged 17+, frequency of driving: 2013	Single year, detail	Driving	UPDATED
Table 21	Part driving/parking journeys: 2009-2013	Time series	Travel - How?	UPDATED
Table 22	Mode of transport used in conjunction with driving by where parked: 2009-2013	Combined years, detail	Travel - How?	UPDATED
Table 23	<i>Concerns with traffic growth</i>	Data no longer collected - see earlier editions of TATIS for last available data		
Table 24	<i>Incidents of road rage directed at respondents in past year</i>	Data no longer collected - see earlier editions of TATIS for last available data		
Table 25	Frequency of walking in the previous seven days: 2012	Single year, detail	Walking and Cycling	BIENNIAL QUESTION - NOT UPDATED
Table 26	Reasons why do not cycle to work: 2009-2013	Time series	Travel to work	UPDATED
Table 27	<i>Households' bus availability</i>	Data no longer collected - see earlier editions of TATIS for last available data		
Table 28	Adults use of local bus and train services, in the past month: 2013	Single year, detail	Public Transport	UPDATED
Table 29	Adults (16+) who have used the bus in the previous month, views on their local bus services: 2012	Single year, detail	Public Transport	BIENNIAL QUESTION - NOT UPDATED
Table 30	Adults (16+) who have used the train in the previous month, views on their local train services: 2012	Single year, detail	Public Transport	BIENNIAL QUESTION - NOT UPDATED
Table 31	Possession of concessionary fare pass for all adults aged 16+: 2013	Single year, detail	Concessionary Travel	UPDATED
Table 32	Possession of concessionary fare pass for all adults aged 60+: 2013	Single year, detail	Concessionary Travel	UPDATED
Table 33	Access to services that respondents thought were very or fairly convenient: 2012	Single year, detail	Travel - How?	BIENNIAL QUESTION - NOT UPDATED
Table 34	<i>How adults normally travel to a doctors surgery</i>	Data no longer collected - see earlier editions of TATIS for last available data		
Table 35	<i>How adults normally travel to a hospital outpatients department</i>	Data no longer collected - see earlier editions of TATIS for last available data		
Table 36	<i>How adults normally travel to a dentist</i>	Data no longer collected - see earlier editions of TATIS for last available data		
Table 37	Whether taken flights for leisure in the last 12 months: 2012-2013	Time series	Aviation	NEW TABLE
Table 38	Whether taken flights for business in the last 12 months: 2012-2013	Time series	Aviation	NEW TABLE
Table 39	Reasons for choosing flying within the UK over other modes of transport: 2012-2013	Time series	Aviation	NEW TABLE
Table 40	Ferry use, journey purpose and reasons for choosing mode: 2012-2013	Time series	Ferry	NEW TABLE
Table 41	In general, What discourages you from using buses more often than you do?: 2012-2013	Time series	Public Transport	NEW TABLE
Table 42	In general, What discourages you from using trains more often than you do?: 2012-2013	Time series	Public Transport	NEW TABLE
Table 43	In general, What discourages you from walking more often than you do?: 2012-2013	Time series	Walking and Cycling	NEW TABLE
Table 44	Purpose of train journeys: 2012-2013	Time series	Public Transport	NEW TABLE
Table 45	Difficulties experienced when changing between public transport: 2012	Single year, detail	Public Transport	NEW TABLE

SHS Travel Diary Tables

		<u>Table type</u>	<u>Topic</u>	<u>Notes</u>
Table TD1	Percentage of adults travelling on previous day: 2003-2013	Time series	Travel - Who?	UPDATED
Table TD2	Percentage of journeys made by main mode of travel: 2003-2013	Time series	Travel - How?	UPDATED
Table TD2a	Percentage of journeys by main mode of travel and distance: 2013	Single year, detail	Travel - How?	UPDATED
Table TD2b	Percentage of stages by main mode of travel: 2003-2013	Time series	Travel - How?	UPDATED
Table TD2c	NEW - Multi Stage journeys	Time series	Travel - How?	New table
Table TD3	Percentage of journeys made by purpose of travel: 2003-2013	Time series	Travel - Why?	UPDATED
Table TD4	Percentage of journeys made by distance of travel: 2003-2013	Time series	Travel - How?	UPDATED
Table TD4a	Percentage of journeys made by distance and main mode of travel: 2013	Single year, detail	Travel - How?	UPDATED
Table TD5	Distance summary statistics: 2003-2013	Time series	Travel - How?	UPDATED
Table TD5a	Distance summary statistics by mode of transport: 2013	Single year, detail	Travel - How?	UPDATED
Table TD6	Percentage of journeys made by duration of journey: 2003-2013	Time series	Travel - When?	UPDATED
Table TD7	Percentage of journeys made by start time of journey: 2003-2013	Time series	Travel - When?	UPDATED
Table TD8	Percentage of journeys made by day of travel: 2003-2013	Time series	Travel - When?	UPDATED
Table TD9	Percentage of car stages by car occupancy: 2003-2013	Time series	Travel - How?	UPDATED
Table TD10	Percentage of car/van stages delayed by congestion: 2003-2013	Time series	Travel - congestion	UPDATED
Table TD10a	Reason for congestion for car/van stages: 2012-2013	Combined years, detail	Travel - congestion	UPDATED
Table TD11	Percentage of bus stages where passenger experienced delay: 2003-2013	Time series	Travel - congestion	UPDATED
Table TD12	Percentage of driver stages where delay experienced by amount of delay: 2013	Single year, detail	Travel - congestion	UPDATED
Table TD13	Percentage of journeys originating in each council area by destination council area: 2004-2013 (combined)	Combined years, detail	Travel - where?	UPDATED
Table TD14	Percentage of journeys ending in each council area by area of origin: 2004-2013 (combined)	Combined years, detail	Travel - where?	UPDATED
Table TD15	Percentage of employed people resident in each council area by council area of workplace: 2004-2013 (combined)	Combined years, detail	Travel - where?	UPDATED
Table TD16	Percentage of employed people in each council area by council area of residence: 2004-2013 (combined)	Combined years, detail	Travel - where?	UPDATED
Table A	95% confident limits for estimates, based on SHS sub-sample sizes			UPDATED
Annex A	Tables 2a, 4, 4a, 5 and 5a calculated using road network distan	Time series & single year	Travel - How?	NEW

Table SUM1: Summary of Scottish Household Survey results¹ (Table S3 in Scottish Transport Statistics)

	2003	2004	2005	2006	2007	2008	2009	2010	2011	2012	2013
	<i>column percentages</i>										
Modal share of all journeys³											
Walking	15.6	15.3	13.5	13.6	22.0	22.2	21.8	22.0	22.1	26.0	23.3
Driver car/van	53.7	52.7	54.6	54.5	50.2	49.8	51.0	51.1	49.9	48.3	50.0
Passenger car/van	16.2	15.8	15.4	15.4	13.4	13.8	13.3	14.3	13.1	12.7	13.6
Bicycle	0.8	0.8	0.9	0.9	0.7	1.0	0.9	0.8	1.3	1.2	1.0
Bus	9.7	10.3	10.4	11.2	9.3	9.1	8.6	8.7	9.1	8.1	8.5
Taxi/minicab	1.6	1.9	2.2	1.6	1.5	1.5	1.4	0.8	1.3	1.3	1.6
Rail	1.3	1.7	1.9	1.8	1.7	1.6	1.9	1.4	2.0	1.8	1.7
Other	1.1	1.4	1.2	0.9	1.1	1.0	1.0	1.0	1.2	0.7	0.3
Sample size (=100%)	26,790	27,122	24,658	25,215	20,519	20,449	18,679	16,296	17,593	19,739	20,183
Place of work											
Works from home	9.1	9.0	11.1	10.7	11.2	10.0	11.4	10.1	10.6	13.2	13.3
Does not work from home	90.9	91.0	88.9	89.3	88.8	90.0	88.6	89.9	89.4	86.8	86.7
Sample size (=100%)	6,681	7,058	6,841	6,845	5,888	6,092	6,103	5,862	6,189	4,734	4,848
Travel to work²											
Walking	12.6	12.7	12.7	13.8	11.9	12.5	12.3	13.4	12.9	13.6	12.9
Car or Van	68.5	67.0	67.4	66.8	68.0	66.0	67.0	67.3	66.6	67.3	66.2
Driver	59.8	58.9	59.8	59.8	61.3	59.9	60.7	61.0	59.1	61.4	60.6
Passenger	8.7	8.1	7.5	7.0	6.7	6.1	6.4	6.3	7.5	6.0	5.6
Bicycle	1.8	1.9	1.6	2.0	1.7	2.3	2.4	2.3	2.0	2.0	2.5
Bus	11.6	12.7	12.1	11.8	12.7	12.1	12.1	10.8	12.0	10.1	11.3
Rail, including underground	2.9	3.5	3.9	3.6	3.5	4.3	3.9	3.6	3.9	4.3	4.0
Other	2.6	2.3	2.3	2.0	2.3	2.7	2.3	2.7	2.6	2.6	3.1
Sample size (=100%)	6,033	6,359	6,044	6,068	5,175	5,437	5,371	5,221	5,508	4,103	4,157
% Public and Active Travel (National Indicator 48)	28.9	30.7	30.4	31.2	29.7	31.2	30.7	30.1	30.8	30.1	30.7
Travel to school											
Walking	52.4	51.2	52.5	51.1	52.8	48.8	50.0	49.7	50.6	51.4	51.7
Car or Van	21.7	21.6	21.0	21.7	21.9	23.6	24.4	23.0	23.4	24.1	24.4
Bicycle	1.2	1.0	0.6	0.9	0.8	1.5	1.0	1.4	1.4	0.8	1.2
Bus (school or service)	22.4	23.6	23.6	23.7	21.9	23.9	22.0	23.9	21.7	21.1	19.9
School bus	16.9	16.9	16.5	17.0	14.8	16.5	16.0	16.1	15.1	14.9	14.5
Service bus	5.5	6.7	7.1	6.7	7.1	7.3	5.9	7.8	6.6	6.2	5.4
Rail, including underground	0.5	0.9	0.7	1.2	0.9	0.7	0.7	0.3	0.7	0.4	0.6
Other	1.8	1.8	1.6	1.3	1.7	1.5	1.8	1.7	2.2	2.2	2.2
Sample size (=100%)	3,250	3,347	3,272	3,240	2,517	2,750	2,881	2,676	2,715	1,923	1,975
Household access to car⁴ / bike											
No car	32.7	33.8	31.7	32.0	30.3	30.2	30.7	30.3	30.1	31.0	30.2
One car	44.5	43.0	44.5	43.7	44.3	43.9	43.7	44.0	44.5	43.0	44.0
Two Cars	19.8	19.9	20.5	20.5	21.4	21.9	21.5	21.6	21.0	21.3	21.3
Three or more cars	3.0	3.4	3.3	3.8	4.0	4.0	4.2	4.1	4.4	4.7	4.6
One or more cars	67.3	66.3	68.3	68.0	69.7	69.8	69.3	69.7	69.9	69.0	69.8
Two or more cars	22.8	23.3	23.8	24.4	25.3	25.8	25.6	25.7	25.4	26.0	25.8
1+ Bicycles which can be used by adults	34.4	35.0	35.0	35.3	36.9	36.8	35.5	34.3	35.1	35.0	34.3
Sample size	14,880	15,942	15,392	15,616	13,414	13,821	14,190	14,214	14,358	10,644	10,652
Driving (aged 17+)											
Those with a full driving licence											
Male	76.5	75.8	75.7	75.5	75.8	76.0	76.2	75.6	75.6	75.6	76.0
Female	56.0	56.9	56.4	58.0	59.2	59.9	60.6	60.2	59.8	61.6	61.4
All	65.8	65.8	65.6	66.4	67.0	67.6	68.0	67.6	67.3	68.3	68.4
Frequency of driving											
Every day	43.3	41.4	41.8	40.9	45.2	44.9	43.4	41.4	40.7	42.0	41.90
At least three times a week	10.2	11.2	11.2	11.6	10.0	10.4	11.9	12.8	13.3	13.1	13.30
Once or twice a week	5.5	5.7	5.8	6.7	5.1	5.6	5.6	6.0	6.2	6.0	5.60
At least 2-3 times a month	0.7	0.8	0.8	1.0	0.9	1.0	0.9	0.9	0.9	0.8	1.00
At least once a month	0.4	0.6	0.5	0.5	0.6	0.4	0.4	0.4	0.4	0.3	0.50
Less than once a month	1.7	1.6	1.4	1.4	1.7	1.3	1.6	1.8	1.7	1.7	1.60
Holds full licence, never drives	4.1	4.5	4.1	4.4	3.5	4.0	4.2	4.3	4.1	4.5	4.50
Does not have a full driving licence	34.2	34.2	34.4	33.6	33.0	32.4	32.0	32.4	32.7	31.7	31.60
Sample size (=100%)	13,850	14,660	13,968	14,075	12,152	12,263	12,447	12,361	12,801	9,828	9,838
Percentage of car / van stages delayed by traffic congestion											
National Indicator 4	10.8	11.9	11.6	12.7	14.4	13.1	11.0	10.5	11.2	9.9	9.7
Sample size (=100%)	10,817	14,463	13,780	14,011	9,264	9,324	8,679	7,580	8,314	9,827	10,197
Frequency of use of local bus/train service (aged 16+)											
Bus service											
Every day or almost every day	10.5	11.1	11.9	12.0	12.3	12.6	11.3	11.0	11.1	9.3	11.3
2 or 3 times per week	11.5	11.2	11.6	11.7	11.7	12.2	11.8	11.7	12.5	11.0	11.4
About once a week	7.6	7.5	7.7	7.9	7.7	7.8	8.4	7.7	7.8	7.8	7.8
Once or twice a month	10.6	10.6	12.1	12.2	13.9	13.9	14.1	13.5	14.2	13.7	14.1
Not used in the past month	59.7	59.5	56.7	56.2	54.4	53.6	54.5	56.1	54.3	58.2	55.4
Train service											
Every day or almost every day	1.7	1.8	2.0	2.0	2.0	2.3	2.1	1.9	2.0	2.5	2.2
2 or 3 times per week	1.3	1.6	1.5	1.6	1.8	2.0	2.1	1.9	2.2	2.4	2.5
About once a week	2.5	2.7	2.6	2.8	3.2	3.2	3.7	3.5	3.7	4.2	4.0
Once or twice a month	11.4	12.3	14.3	13.7	16.3	16.4	15.9	17.3	17.9	19.1	19.5
Not used in the past month	83.1	81.6	79.5	79.8	76.6	76.1	76.2	75.5	74.2	71.8	71.8
Sample size (=100%)	13,960	14,774	14,063	14,183	12,118	12,298	12,517	12,422	12,888	9,893	9,918

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

Table SUM2: Summary of Transport in Scotland (Table S1 in Scottish Transport Statistics)

	2003	2004	2005	2006	2007	2008	2009	2010	2011	2012	2013
Vehicles Licensed											
	<i>thousands</i>										
Private and Light Goods ¹	2,104	2,158	2,231	2,259	2,313	2,347	2,362	2,364	2,369	2,395	2,436
All Vehicles ¹	2,383	2,448	2,531	2,564	2,627	2,665	2,684	2,685	2,691	2,717	2,759
New Registrations	262	263	251	243	251	215	216	209	202	216	241
Local Bus Services²											
	<i>millions</i>										
Passenger Journeys (boardings) ³	478	460	466	476	488	484	459	431	439	423	..
Vehicle Kilometres ³	369	359	374	384	389	386	376	346	338	327	..
Passenger Revenue at latest year's prices ³	..	442	467	524	546	567	553	525	530	539	..
	<i>£ million</i>										
Freight Lifted											
	<i>million tonnes</i>										
Road ^{4,9}	153.4	173.1	165.6	170.0	176.8	157.0	131.9	131.9	..	..	..
Rail ²	8.32	11.25	14.32	12.96	11.35	10.36	9.69	8.33	7.61	..	..
Coastwise traffic	19.5	20.5	25.5	20.6	22.8	23.3	19.8	18.0	16.3	12.5	..
One Port traffic	1.54	1.33	1.76	1.48	1.83	1.75	3.59	1.88	2.42	2.57	..
Inland waterway traffic	10.06	9.97	10.19	10.16	10.50	12.19	10.10	10.89	10.70	10.79	..
Pipelines ⁵	27.7	27.6	27.6	27.8	27.5	27.6	27.6	27.6	27.8	28.2	..
Total	220.5	243.8	245.0	243.0	250.8	232.2	202.7	198.6	..	..	..
Public Road Lengths											
	<i>kilometres</i>										
Trunk (A and M) ¹⁰	3,485	3,482	3,505	3,518	3,505	3,505	3,520	3,518	3,530	3,561	3,550
Other Major (A and M)	7,418	7,418	7,433	7,424	7,381	7,421	7,421	7,414	7,467	7,473	7,473
Minor Roads	43,657	43,691	43,909	44,026	44,300	44,418	44,591	44,694	44,769	44,873	44,938
All Roads ^{10,12}	54,559	54,590	54,847	54,968	55,186	55,344	55,532	55,626	55,765	55,906	55,961
Road Traffic											
	<i>million vehicle-kilometres</i>										
Motorways ¹¹	5,856	6,094	6,151	6,433	6,577	6,683	6,633	6,503	6,570	7,140	7,262
A roads	21,826	22,114	21,904	22,465	22,408	22,127	22,327	21,992	21,996	21,713	21,786
All roads (incl. B, C, uncl.)	42,038	42,705	42,718	44,119	44,666	44,470	44,219	43,488	43,390	43,549	43,840
Reported Road Accident Casualties											
Killed	336	308	286	314	281	270	216	208	185	178	172
Killed and Serious	3,293	3,074	2,952	2,949	2,666	2,845	2,503	2,177	2,065	2,160	1,839
All (Killed, Serious, Slight)	18,756	18,502	17,885	17,269	16,239	15,592	15,043	13,338	12,785	12,722	11,493
Passenger Rail ^{2,6}											
	<i>millions</i>										
ScotRail passenger journeys ⁶	57.5	64.0	69.4	71.6	74.5	76.4	76.9	78.3	81.1	83.3	86.3
ORR data:											
Rail journeys in/from Scotland ⁷	55.9	61.3	66.7	69.8	72.7	76.3	76.5	79.4	83.3	85.8	..
Passenger receipts (£2012 mill)	278.1	294.6	295.5	304.4	346.5	347.9	382.2	396.1	405.9	421.8	..
Air Transport											
	<i>thousands</i>										
Terminal Passengers	21,084	22,555	23,795	24,437	25,132	24,348	22,496	20,907	22,065	22,207	23,250
Transport Movements	367.3	385.6	408.8	420.6	428.2	417.1	382.7	354.4	366.3	372.1	376.4
	<i>thousand tonnes</i>										
Freight	80.8	81.0	79.4	83.3	66.1	50.2	50.9	47.5	45.2	52.2	54.2
Ferries ⁸											
	<i>thousands</i>										
Passengers	10,671	10,837	10,573	10,589	10,721	10,014	10,219	9,990	9,631	9,698	9,662
Vehicles	2,955	3,077	3,026	3,113	3,244	3,056	3,128	3,063	3,051	3,057	..
of which on routes within Scotland											
Passengers	8,034	8,293	8,327	8,453	8,516	8,001	8,272	8,016	7,773	7,888	7,831
Vehicles	2,388	2,476	2,503	2,610	2,713	2,569	2,648	2,554	2,551	2,628	2,577

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 Zonocard journeys from 2009/10. Figures from 2003/04 onwards present the impact of this on previously reported data to provide a more meaningful year on year comparison. Note that this has no impact on actual journeys undertaken.

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

8 Services to Europe, Northern Ireland and within Scotland (Previous versions of STS only included services where data is available back to 1975, this can still be found in Table H1).

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

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

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

Table 6: Adults with limited mobility

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

Table 7: [Travel to work] Employed adults not working from home -usual method of travel to work*, 2013

	Walking	Driver	Passenger	bicycle	bus	rail	Other	Sample size (=100%)	% Public / Active (National Indicator)
	<i>Row percentages</i>								
All	12.9	60.6	5.6	2.5	11.3	4	3.1	4,157	30.7
by gender:									
Male	9.9	64.3	3.8	3.4	9	4.6	5	1,974	26.9
Female	15.9	56.8	7.4	1.6	13.6	3.4	1.3	2,183	34.5
by age:									
16 - 20	19.2	35.7	22.1	**	16.7	**	**	146	41.7
21 - 29	16.8	53.1	5.8	1.7	15.5	5	2.2	612	38.9
30 - 39	11.7	60.9	3.8	3.5	11.8	5	3.3	923	32.0
40 - 49	11.7	66.9	3.7	3	8	3.1	3.7	1,056	25.8
50 - 59	11.3	64.4	4.3	2.7	10.1	3.6	3.7	1,038	27.6
60 and over	11.7	62.4	8.2	**	11.3	2.8	3.4	382	26.0
by current situation:									
Self employed	10.6	62.3	6.4	4.1	5.2	5	6.3	206	25.0
Employed full time	10.6	64.1	5.5	2.6	9.9	4	3.4	3,038	27.0
Employed part time	21.7	47.6	5.5	2	17.6	3.8	1.7	913	45.2
by annual net household income:									
up to £10,000 p.a.	29	37.5	7.9	**	19	3.3	**	134	53.0
over £10,000 - £15,000	21.2	42	7.9	3.3	21	2	2.6	445	47.5
over £15,000 - £20,000	21.6	48.8	6.7	1.4	15.5	4	2	509	42.5
over £20,000 - £25,000	17	53.4	9.3	3.1	12.8	2.6	1.8	539	35.5
over £25,000 - £30,000	12.6	58.8	7	1.9	13.8	3.1	2.7	528	31.5
over £30,000 - £40,000	10.5	66.6	5	2.2	9.8	3.4	2.3	836	26.0
over £40,000 p.a.	7	70.1	2.9	3	6.3	5.9	4.8	1,149	22.1
by Scottish Index of Multiple Deprivation:									
1 - Most Deprived	18.3	46.5	8.3	1.3	18.8	3.8	3	644	42.2
2	13.3	57.8	6.6	2.1	15.1	2.8	2.2	826	33.4
3	12.9	61.7	6.4	1.9	9.2	2.7	5.1	944	26.7
4	10	67.8	4.7	2.4	7.8	4.6	2.7	960	24.8
5 - Least Deprived	11.3	65.4	2.6	4.5	7.7	6	2.5	783	29.5
by urban/rural:									
Large urban areas	15.3	51.2	5.7	3.4	16.6	5.2	2.6	1,387	40.6
Other urban	11.8	63.3	4.8	1.5	10.8	4.2	3.6	1,257	28.3
Small accessible towns	10.2	67.3	6.5	3.3	7.9	3.1	1.7	374	24.5
Small remote towns	29.2	55.9	4.6	2.6	2.4	**	4.5	287	35.0
Accessible rural	4.9	73.9	7.4	2.1	4.5	3	4.1	425	14.5
Remote rural	8.7	77.3	4.8	1.2	3.8	**	3.5	427	14.3
by number of cars:									
none	37.8	1.8	8.3	5.2	38.5	4.6	3.7	623	86.1
one	13.9	56	8	3	11.4	4.9	2.9	1,986	33.1
two +	4.4	82.7	2.3	1.3	3	3	3.2	1,548	11.7
Household type									
Single adult	17.9	56.6	3.5	3.2	12.5	3	3.3	947	36.6
Small adult	15.2	55.8	6.4	2.6	12.6	4.2	3.2	1,015	34.7
Single parent	16.7	58.2	2.9	1.9	16.3	2.1	**	271	37.1
Small family	8.7	67.5	4.2	2.6	8.9	4.9	3.1	843	25.1
Large family	11.1	64.1	3.2	4.6	9.9	3.9	3.2	297	29.5
Large adult	11.9	59.5	8.4	1.7	11.2	3.7	3.6	452	28.5
Older smaller	11.8	62.6	8	**	11.3	4	2.2	332	27.2

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

** value suppressed as cell contains less than 5 responses

Table 8: [Congestion] Effects of traffic congestion on travel to work journey, 2009-2013

	Driver car/van	Passenger car/van	Bus	Other	All
How often journey to work affected by traffic congestion					<i>column percentages</i>
At least once a week	37	31	43	8	30
Less Often	24	21	22	8	20
Never	39	48	35	84	50
Sample size (=100%)	10,168	992	1,973	4,035	17,168
How much extra time normally allowed for journey to work					
None	28	27	32	39	29
less than 5 mins	8	9	5	10	8
5-10 mins	26	29	23	20	25
11-30 mins	31	28	29	22	30
31-60 mins	5	5	8	6	6
more than 1 hr	2	2	3	3	2
Sample size (=100%)	5,735	462	1,235	601	8,033

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

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

Table 10: [Travel to work] How random adult usually travelled to work a year ago by current main mode of travel (2008-2013)

	Usual mode one year ago							All
	Walking	Driver	Passenger	bicycle	bus	rail	Other	
Current usual mode								<i>column percentages</i>
Walking	88	1	2	4	3	1	2	12
Driver	6	97	6	8	5	7	9	62
Passenger	2	1	88	**	3	**	**	6
bicycle	1	0	1	84	1	**	**	2
bus	3	1	3	2	86	4	2	11
rail	1	0	**	**	2	85	2	4
Other	1	0	1	1	0	1	81	2
Sample size (=100%)	2,316	11,176	893	396	1,907	641	416	17,745

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

Table 10a: Reason for changing mode of transport for travel to work

	2012	2013	2012-2013
<i>column percentages</i>			
Changed job	36.3	29.2	32.7
Moved home	23.9	22.7	23.3
Employer re-located	3.6	11.2	7.5
Bought a car	3.9	6.1	5.0
Sold car	2.8	2.1	2.4
Lost licence	**	**	**
Public transport service added	.	**	**
Public transport service withdrawn	**	**	**
Changed working hours	**	**	1.4
Had a baby	.	**	**
Passed driving test	**	**	2.4
Husband/wife/Partner has more need for car	**	2.0	1.2
Fresh air / exercise	**	5.9	3.9
Other	29.0	25.7	27.3
Sample size (=100%)	214	234	448

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

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

Table 11: [car share] Car sharing journeys to work, 2009-2013

	2009-2013
<i>column percentages</i>	
Whether involved in any car sharing arrangement	
Yes	15
No	85
Sample size (=100%)	16,410
How car sharing is organised	
Normally between ourselves	90
Through Employer	9
Other	1
Sample size (=100%)	2,335
Reasons why not involved in a car share arrangement	
Nobody in my work lives near me	57
Don't work regular hours	26
Journey to work is not regular/work in different places	7
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
Sample size (=100%)	14,075

Table 12: Whether workplace has a travel plan

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

Table 13: [Travel to work] Employed adults method of travel to work and whether they could use public transport, 2012*¹

	Usual method of travel to work				Car/van commuters [†]		
	Car/van	Bus	Other	Sample size	Could use PT	Could not use PT	Sample size
	(=100%)				(=100%)		
	<i>row percentages</i>				<i>row percentages</i>		
All people aged 16+ in 2012:	67	10	23	4,103	47	53	2,529
by gender:							
Male	69	8	23	1,902	43	57	1,187
Female	66	12	22	2,201	52	48	1,342
by age:							
16 - 29	56	14	30	710	57	43	361
30 - 39	67	11	23	940	46	54	582
40 - 49	72	8	21	1,123	48	52	725
50 - 59	74	8	18	956	43	57	631
60 and over	70	10	20	374	41	59	230
by current situation:							
Self employed	76	6	18	220	36	64	146
Employed full time	69	9	22	2,943	48	52	1,845
Employed part time	60	15	25	940	50	50	538
by annual net household income:							
up to £10,000 p.a.	43	22	35	169	42	58	71
over £10,000 - £15,000	54	16	30	447	49	51	219
over £15,000 - £20,000	58	17	24	532	44	56	290
over £20,000 - £25,000	63	12	25	605	45	55	361
over £25,000 - £30,000	64	11	25	511	50	50	310
over £30,000 - £40,000	73	9	18	799	46	54	533
over £40,000 p.a.	77	4	19	1,018	50	50	734
by Scottish Index of Multiple Deprivation:							
1 (20% most deprived)	58	17	25	654	57	43	332
2	64	13	23	848	49	51	498
3	66	10	24	870	40	60	542
4	77	6	18	983	43	57	680
5 (20% least deprived)	70	7	24	748	51	49	477
by urban/rural classification:							
Large urban areas	57	16	27	1,344	61	39	654
Other urban areas	74	7	19	1,248	46	54	822
Accessible small towns	78	5	17	374	47	53	267
Remote small towns	56	7	37	254	37	63	147
Accessible rural	79	6	15	445	39	61	328
Remote rural	73	4	23	438	14	86	311

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

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

1. Question only asked in the survey every other year. 2012 is the most recent data available.

Table 14: [Travel to work reasons] Reasons why public transport is not used for travel to work, 2008-2012 ¹

	Car/Van Driver/Passenger
	<i>column percentages</i>
By whether they could use public transport	
Yes	45
No	54
Sample size (=100%)	16,466
If they <u>could</u> use public transport, reasons for not using it	
Takes too long	49
No direct route	32
Prefer to use car	15
Need a car for work	14
Work unusual hours	9
Cost	9
Lack of service	8
Nothing	6
Public transport is unreliable	5
Too infrequent	5
Too much to carry	4
Long walk to bus stop	3
Dislike waiting about	2
Uncomfortable	1
Collect/drop off children on way	1
Health reasons	1
Prefer to walk	1
<i>Other reasons are all less than 1% when rounded</i>	
Sample size (=100%)	4,049
If they <u>could not</u> use public transport, reasons why they cannot ²	
No direct route	43
Lack of service	25
Takes too long	22
Inconvenient	19
Need a car for work	17
Work unusual hours	16
Prefer to use car	8
Too much to carry	7
Too infrequent	6
Public transport is unreliable	3
Nothing	2
Long walk to bus stop	2
Cost	2
Live centrally / within walking distance	1
<i>Other reasons are all less than 1% when rounded</i>	
Sample size (=100%)	3,152

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

2. Question not asked in 2008. Results in this section use 2009-2012

Table 15: [Travel to school] School children in full-time education, usual method of travel, 2013 ¹

	Walking	Car or van	Bicycle	School bus*	Service bus	Rail (inc. Glas U/g)	All other modes	Sample size (=100%)
	<i>Row percentages</i>							
All people	51.7	24.4	1.2	14.5	5.4	0.6	2.2	1,975
by gender:								
Male	51.6	24.3	1.9	14.2	5.6	0.3	2.2	1,072
Female	51.8	24.4	**	15	5.1	1	2.2	903
by age:								
age 4-5	51.9	35.6	**	8.2	**	0	**	172
age 6-7	60.7	28.5	**	7.2	1.9	0	1.4	345
age 8-9	59.7	28.3	2.3	5.1	1.9	0	2.6	324
age 10-11	54.7	29	2.4	8.7	2.5	0	2.7	292
All 4-11	57.6	29.5	1.5	7.2	1.8	0	2.4	1,133
age 12-13	46	18.3	**	25.4	8	**	**	286
age 14-15	39.9	16.7	**	27	11.4	1.8	2.9	344
age 16-18	47.2	18.4	**	17.2	11.2	**	**	212
All 12-18	43.9	17.7	0.8	24.2	10.1	1.5	1.9	842
by annual net household income:								
Up to £15,000	60.9	11.4	**	13.4	11	**	1.9	222
£15,000 - £20,000	62.6	16.4	**	9.8	6.1	**	2.7	292
£20,000 - £25,000	51	24.5	2.2	14.3	6.4	**	**	252
£25,000 - £30,000	53.8	23.9	**	12.9	4.5	0	4.1	242
£30,000 - £40,000	48.1	25.1	1.7	18.9	4.5	**	**	358
over £40,000 p.a.	44.6	32.5	1.3	15.4	3.5	**	2.2	596
by Scottish Index of Multiple Deprivation:								
1 - Most Deprived	60.8	13.5	**	10.6	9.9	**	2.9	406
2	58	21	1	11.6	6.5	**	**	334
3	47.7	26	**	18.4	4.5	**	2.7	427
4	40.2	31	1.9	21	2.6	**	2.6	428
5 - Least Deprived	52.6	30.2	1.9	10.4	3.5	**	**	380
by urban/rural:								
Large urban areas	54.7	26.1	1.2	5.8	8.2	1.1	2.8	608
Other urban	59.2	22.3	0.8	12.2	4.1	**	1	664
Small accessible towns and small remote towns	63.3	16.6	**	15.2	3.2	**	**	270
Accessible rural	24.6	32.1	1.4	32.6	3.6	**	5.1	229
Remote rural	30.5	24.4	3.7	35	4.4	0	1.9	204
by number of cars:								
None	73.6	1.4	**	9.2	9.7	**	3.5	349
One	53	24.7	1.3	13.5	5.5	0.5	1.5	807
Two +	40.7	34.1	1.3	17.9	3.4	**	2.2	819
Household type								
Single parent	62.2	17.6	**	10.6	7.3	**	1.5	408
Small family	48.5	28.6	1.3	14	4.6	0.8	2.2	862
Large family/Large adult	49.4	23.7	1.5	17	5.1	**	2.5	679

Table 16: [Travel to school reasons] Reasons for transport choice to children's full time education establishment, 2004-2013

	Usual method of travel to school			
	Walking	Car or van	School bus	Service bus
	<i>Cell percentages</i>			
Close / Nearby / Not far away	85%	4%	3%	6%
Most convenient	13%	48%	50%	43%
Travel with friends	4%	2%	4%	4%
Safest method	1%	15%	13%	7%
Quickest method	4%	14%	8%	10%
Only method available	2%	8%	20%	17%
Too far to walk	0%	16%	25%	28%
No public transport	1%	5%	4%	1%
Publ transp unsuitable (eg too infreq.)	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%	1%	8%	2%
On way to work	0%	8%	1%	0%
Too young to travel any other way	0%	7%	1%	0%
Relative meets child	0%	1%	0%	0%
Other reason(s)	1%	4%	3%	3%
Sample size (=100%)	8,674	3,960	2,869	1,100

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

Table 17: [Travel to school reasons] Reasons why public transport is not used by school children, 2004-2013*

	Age		
	Primary: 4-11	Secondary: 12-18	All
by whether they could use public transport	<i>cell percentages</i>		
Yes	25	54	34
No	75	46	66
Sample size (=100%)	2,923	1,295	4,218
If they <u>could</u> use public transport, reasons for not using it			
Too young to travel on own	56%	8%	33%
Inconvenient	23%	36%	29%
No service available	5%	5%	5%
Too far to bus stop	3%	3%	3%
Cost,too expensive	8%	15%	11%
Too short a distance,not worth it	5%	3%	4%
Prefer to use car	16%	32%	24%
Others	11%	22%	16%
Sample size (=100%)	787	746	1,533
If they <u>could not</u> use public transport, reasons why they cannot			
Too young to travel on own	44%	7%	37%
No service available	44%	66%	48%
Inconvenient	8%	15%	9%
Too far to bus stop	4%	5%	4%
Cost,too expensive	1%	2%	1%
Too short a distance,not worth it	13%	7%	12%
Prefer to use car	5%	7%	5%
Others	2%	5%	3%
Sample size (=100%)	1,843	454	2,297

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

Table 18: [Car / Bicycle access] Households with bicycles cars / vans available for private use, 2013

	Bicycles that can be used by adults:							Cars / vans ¹ available for private use:						
	None	One	Two	Three +	One +	Two +	Sample size (=100%)	None	One	Two	Three +	One+	Two+	Sample size (=100%)
	<i>Row percentages</i>				<i>cell percentages</i>			<i>Row percentages</i>				<i>cell percentages</i>		
All households	66	16	13	6	34	18	10,652	30	44	21	5	70	26	10,652
by household type:														
Single adult	74	22	3	1	26	4	1,858	48	47	4	1	52	5	1,858
Small adult	57	17	21	5	43	26	1,687	20	44	33	4	80	36	1,687
Single parent	73	19	6	2	27	8	590	49	47	4	0	51	5	590
Small family	43	19	27	10	57	37	1,348	12	44	41	2	88	44	1,348
Large family/adult	44	18	21	17	56	38	1,592	13	33	35	20	87	55	1,592
Older smaller	75	12	10	3	25	13	1,767	15	56	26	2	85	29	1,767
Single pensioner	92	7	1	0	8	1	1,810	59	39	1	0	41	2	1,810
by annual net household income:														
up to £10,000 p.a.	85	12	3	1	15	4	1,381	61	34	4	1	39	5	1,381
over £10,000 - £15,000	81	12	5	1	19	7	1,955	52	39	7	2	48	9	1,955
over £15,000 - £20,000	76	15	6	3	24	9	1,622	37	50	10	2	63	12	1,622
over £20,000 - £25,000	66	19	10	4	34	15	1,250	21	60	15	4	79	19	1,250
over £25,000 - £30,000	61	18	15	5	39	21	998	12	59	24	4	88	29	998
over £30,000 - £40,000	50	19	22	9	50	31	1,377	7	47	38	8	93	46	1,377
over £40,000 p.a.	35	19	29	16	65	45	1,739	3	31	54	12	97	65	1,739
by Scottish Index of Multiple Deprivation:														
1 - Most Deprived	81	12	5	2	19	7	2,021	54	36	9	1	46	10	2,021
2	75	13	8	4	25	12	2,142	38	46	13	3	62	16	2,142
3	63	19	13	5	37	18	2,316	26	47	23	4	74	27	2,316
4	55	18	18	8	45	26	2,263	17	45	30	7	83	37	2,263
5 - Least Deprived	52	18	19	11	48	30	1,910	14	45	33	8	86	41	1,910
by urban/rural classification:														
Large urban areas	72	15	9	4	28	13	3,567	40	42	15	3	60	17	3,567
Other urban	65	17	12	6	35	18	3,229	29	45	22	4	71	26	3,229
Small accessible towns	62	15	16	7	38	23	971	24	47	23	6	76	29	971
Small remote towns	64	16	14	6	36	20	648	24	50	21	4	76	25	648
Accessible rural	53	20	19	8	47	27	1,154	11	44	34	10	89	44	1,154
Remote rural	57	16	18	10	43	28	1,083	13	43	35	9	87	44	1,083

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

Table 19:[Driving licence] People aged 17+ that hold a full driving licence, 2013

	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>									
All people aged 17+:	26	56	74	80	80	74	60	41	68	9,838
by gender:										
Male	24	60	78	84	88	86	76	64	76	4,405
Female	29	52	71	76	72	64	48	26	61	5,433
by current situation:										
Self employed	0	74	92	97	97	94	93	**	93	602
Employed full time	62	74	82	89	90	91	91	0	84	3,249
Employed part time	30	44	72	74	72	72	79	0	67	993
Looking after the home or family	0	29	60	66	70	65	**	**	55	538
Permanently retired from work	0	0	0	100	87	72	59	41	62	3,128
Unemployed and seeking work	4	21	36	31	62	60	**	0	32	475
In further / higher education	27	45	73	64	**	0	**	0	41	278
Permanently sick or disabled	**	22	38	49	42	39	9	0	40	455
by annual net household income:										
up to £10,000 p.a.	23	40	45	40	55	62	55	26	47	1,316
over £10,000 - £15,000	12	37	48	61	62	63	55	39	52	1,852
over £15,000 - £20,000	20	44	56	71	64	72	58	40	58	1,516
over £20,000 - £25,000	27	53	68	67	77	77	61	50	65	1,170
over £25,000 - £30,000	28	66	79	81	84	83	70	61	75	896
over £30,000 - £40,000	27	71	84	92	88	84	80	76	81	1,232
over £40,000 p.a.	40	84	92	95	97	91	76	90	90	1,556
by Scottish Index of Multiple Deprivation:										
1 - Most Deprived	14	30	53	56	53	53	33	14	44	1,874
2	21	55	72	71	69	64	54	26	61	2,012
3	21	64	78	85	85	77	60	43	73	2,125
4	42	69	84	91	90	80	73	58	79	2,080
5 - Least Deprived	25	73	87	94	96	91	82	56	84	1,747
by urban/rural:										
Large urban areas	19	53	67	73	74	64	48	31	61	3,279
Other urban	16	50	74	79	79	74	58	39	66	2,977
Small accessible towns	19	70	75	88	82	84	67	37	73	899
Small remote towns	58	54	83	79	79	72	61	62	71	608
Accessible rural	47	74	98	91	93	86	78	58	85	1,048
Remote rural	75	93	90	92	91	90	77	65	87	1,027
Sample size of age groups	211	1,201	1,337	1,632	1,754	1,703	1,286	714	9,838	

** Percentages are not shown where cell contains less than 5 respondents. Rows 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, 2013*

	Every day	At least 3 times per week	1 - 2 times per week	At least 2 - 3 times per month	At least once a month	Less than once a month	Has licence but never drives	Does not have a full driving licence	sample size (=100%)
All people	42	13	6	1	0	2	4	32	9,838
by gender:									
Male	49	14	6	1	0	1	4	24	4,405
Female	36	13	5	1	1	2	5	39	5,433
by age:									
17-19	17	2	**	**	0	2	**	74	211
20-29	34	8	3	1	1	2	6	44	1,201
30-39	51	11	6	0	0	2	4	26	1,337
40-49	57	13	5	1	0	1	3	20	1,632
50-59	52	13	7	1	**	1	4	20	1,754
60-69	39	20	7	1	1	1	5	26	1,703
70-79	22	21	8	1	1	3	5	40	1,286
80+	13	12	7	1	**	1	7	59	714
by current situation:									
Self employed	67	16	7	1	**	1	2	7	602
Employed full time	62	11	5	1	0	1	3	16	3,249
Employed part time	45	13	3	1	**	1	4	33	993
Looking after the home or family	32	13	4	1	0	1	3	45	538
Permanently retired from work	24	20	8	1	1	2	5	38	3,128
Unemployed and seeking work	11	6	3	**	**	2	9	68	475
In further / higher education	13	6	4	2	2	5	9	59	278
Permanently sick or disabled	11	9	5	**	0	3	11	60	455
by annual net household income:									
up to £10,000 p.a.	18	11	5	1	1	3	8	53	1,316
over £10,000 - £15,000	25	10	7	1	0	2	7	48	1,852
over £15,000 - £20,000	32	13	5	1	1	2	5	42	1,516
over £20,000 - £25,000	39	13	5	2	0	2	4	35	1,170
over £25,000 - £30,000	46	15	6	2	1	1	3	25	896
over £30,000 - £40,000	57	14	5	**	0	1	3	19	1,232
over £40,000 p.a.	65	15	6	1	**	1	2	10	1,556
by Scottish Index of Multiple Deprivation:									
1 - Most Deprived	27	8	3	0	**	1	5	56	1,874
2	36	11	5	1	1	2	5	39	2,012
3	46	14	6	1	1	2	4	27	2,125
4	51	15	7	1	0	1	4	21	2,080
5 - Least Deprived	50	19	7	1	1	2	4	16	1,747
by urban/rural:									
Large urban areas	34	12	6	1	1	2	6	39	3,279
Other urban	42	13	4	1	0	1	4	34	2,977
Small accessible towns	47	15	5	1	**	1	4	27	899
Small remote towns	43	14	7	1	**	1	3	29	608
Accessible rural	57	16	7	1	**	1	3	15	1,048
Remote rural	58	16	8	1	0	1	2	13	1,027

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

** Cell value suppressed as contain less than 5 responses

Table 21: [Park & Ride] Part driving/parking journeys, 2009 - 2013

	2009	2010	2011	2012	2013
Whether made any journeys using part driving/parking in past month				<i>column percentages</i>	
Yes	19.3	19.2	19.9	18.7	16.3
No	80.6	80.5	80	81.3	83.5
Sample size (=100%)	7,731	7,610	7,912	6,112	6,216
Where parked last time used part driving/parking				<i>cell percentages</i>	
A specially designated Park and Ride facility	27.4	27.2	29.4	30	29.3
An ordinary car park at a bus station, train station or airport	27.7	29.9	27.5	30.3	30.7
A public car park	15.2	14.7	14.5	13.9	13.4
On the street near a station or bus stop	15.2	14.2	13.3	13.8	17.2
On the street elsewhere	11.8	13.3	12.2	11.5	8.6
Other	2.6	0.6	3.1	0.6	0.8
Sample size (=100%)	1,425	1,431	1,536	1,097	1,003
Reasons for not using designated park and ride facility when made a part driving/parking journey				<i>column percentages</i>	
No designated Park and Ride facility available				74.5	73.4
Journey would take longer				10.8	10.0
No need/car park in town				4.9	1.9
Other (specify)				3.5	6.0
Too much to carry				2.3	2.8
Costs too much				2.0	5.0
Concerns about vehicle / car park security				0.9	**
Sample size (=100%)				692	629

*Table only includes those who have given a reason.

Table 22: [Park & Ride] Mode of transport used in conjunction with driving by where parked, 2009 - 2013*

	Bus	Train	Walk	Sample size (=100%)
All adults who used driving/parking in past month	29	49	17	6,557
by where parked:				
A specially designated Park and Ride facility	48	50	3	1,850
An ordinary car park at a bus station, train station or airport	10	80	4	1,836
A public car park	28	28	34	993
On the street near a station or bus stop	37	45	16	961
On the street elsewhere	22	10	60	739

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

Table 23: Concerns with traffic growth

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

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

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

Table 25: [Walking] Frequency of walking in the previous seven days*, 2012 †

	Walking as a means of transport				Walking just for pleasure / to keep fit				Sample size (=100%)
	None	1-2 days	3-5 days	6-7 days	None	1-2 days	3-5 days	6-7 days	
All people:	34	20	23	23	45	19	17	19	9,805
by gender:									
Male	34	19	23	24	44	20	16	20	4,369
Female	35	20	24	21	46	18	17	19	5,436
by age:									
16-19	18	19	34	29	39	21	22	19	272
20-29	22	18	28	31	43	21	19	18	1,137
30-39	29	20	24	27	39	22	18	21	1,448
40-49	35	24	21	20	41	21	17	21	1,612
50-59	36	21	23	20	43	19	16	22	1,630
60-69	39	19	21	20	47	16	16	20	1,740
70-79	46	19	19	15	57	15	12	16	1,252
80+	65	11	13	12	76	9	7	8	714
by current situation:									
Self employed	38	19	21	22	36	23	17	24	579
Employed full time	32	23	23	22	41	23	18	18	3,099
Employed part time	29	20	28	23	40	19	19	21	1,007
Looking after the home/family	20	22	24	33	35	15	18	32	472
Permanently retired from work	46	18	19	17	56	14	13	17	3,179
Unemployed/seeking work	23	16	28	33	38	15	22	25	482
In further/higher education	14	11	37	38	36	22	24	18	312
Permanently sick or disabled	62	12	15	11	71	6	10	13	503
by annual net household income:									
up to £10,000 p.a.	32	15	23	30	49	13	14	24	1,391
over £10,000 - £15,000	35	18	22	25	51	15	15	19	1,865
over £15,000 - £20,000	38	18	21	23	49	18	15	18	1,522
over £20,000 - £25,000	36	20	22	22	46	18	16	20	1,259
over £25,000 - £30,000	34	20	25	21	45	20	16	19	891
over £30,000 - £40,000	34	22	24	20	40	23	18	19	1,181
over £40,000 p.a.	32	25	25	19	37	24	20	19	1,368
by Scottish Index of Multiple Deprivation quintiles:									
1 (20% most deprived)	32	19	24	25	50	17	17	17	1,854
2	34	19	23	23	48	17	15	21	2,056
3	35	19	23	22	46	17	17	20	2,130
4	38	19	23	20	41	20	17	23	2,104
5 (20% least deprived)	31	24	23	23	42	24	17	17	1,661
by urban/rural classification:									
Large urban areas	27	19	25	28	48	19	16	16	3,204
Other urban	38	23	23	17	48	17	17	18	2,977
Small accessible towns	33	22	24	20	41	25	16	18	890
Small remote towns	34	16	25	26	45	17	14	23	589
Accessible rural	45	16	20	19	36	18	19	26	1,052
Remote rural	44	16	16	24	37	19	14	29	1,093
by frequency of driving†:									
Every day	42	24	20	15	42	22	16	20	3,882
At least three times a week	33	22	28	18	38	21	22	19	1,356
Once or twice a week	34	17	23	26	46	22	15	17	575
Less often	25	11	25	38	49	17	18	15	259
Never, but holds full driving licence	27	12	25	37	46	15	17	22	487

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

†Only includes those with a full driving licence.

1. Question asked in survey every other year. 2012 is the most recent data available.

Table 26: [Cycling] Reasons why do not cycle to work, 2009-2013¹

	2009	2010	2011	2012	2013	Average for 2009-2013
Reasons why do not cycle to work						<i>cell percentages</i>
Too far to cycle	35.6	38.9	34.9	34.3	37.4	36.2
Weather too cold / wet / windy	17.6	18.2	19.3	21.0	19.8	19.0
Do not have a bike	13.8	13.9	12.2	16.4	14.3	13.9
Too many cars on the road	15.7	12.8	11.9	14.8	14.7	13.9
Traffic travels too fast	13.2	11.5	10.1	12.4	11.6	11.7
Prefer to drive	10.2	11.4	9.1	10.6	10.0	10.2
Inconsiderate drivers	10.0	8.5	8.0	9.9	8.9	9.0
Concerns for personal safety on dark / lonely roads	9.9	9.1	9.6	9.1	9.0	9.4
No way to carry luggage / shopping	9.4	10.3	7.9	8.3	7.9	8.9
Nowhere at work to shower / change	7.7	7.8	7.6	7.5	7.3	7.6
Don't have time to cycle	7.9	7.9	7.0	9.2	8.3	7.9
Too hilly	5.8	5.9	7.2	7.6	6.2	6.5
Not fit enough	5.7	6.6	6.0	5.8	4.9	5.9
Can't be bothered	6.4	6.3	6.4	6.8	5.9	6.4
Road surfaces are dangerous	3.9	5.1	6.1	4.9	5.6	5.1
Not enough safe places to lock bike	2.5	2.7	2.7	2.2	4.1	2.8
Can't ride a bike	2.4	1.7	1.8	2.1	2.4	2.1
Health reasons	2.3	1.9	1.4	2.3	1.9	1.9
Difficult taking bike onto other forms of transport ²	..	..	..	1.7	2.0	1.9
Inconsiderate pedestrians in towns\cities	1.0	0.6	0.6	0.5	0.7	0.7
Worried about pollution from traffic	1.6	1.6	1.1	1.5	1.3	1.4
Nowhere to keep a bicycle at home	0.6	0.9	0.6	0.3	0.8	0.7
Too many bikes stolen	0.9	0.5	0.5	0.4	0.7	0.6
Sample size (=100%)	2,765	2,346	2,575	1,607	1,543	10,836

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

². Asked from 2012 only

Table 27: Households' bus availability

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

Table 28: [Bus and train use] Adults use of local bus and train services, in the past month, 2013

	Bus					Train					Sample size(=100%)*
	Every day, or almost every day	2 or 3 times per week	About once a week	About once a fortnight, or about once a month	Not used in past month	Every day, or almost every day	2 or 3 times per week	About once a week	About once a fortnight, or about once a month	Not used in past month	
	<i>Row percentages</i>					<i>Row percentages</i>					
All people aged 16+	11	11	8	14	55	2	2	4	19	72	9,918
by gender:											
Male	10	10	7	14	60	3	3	4	19	72	4,447
Female	12	13	9	15	51	2	2	4	20	72	5,471
by age:											
16-19	25	17	10	18	30	5	11	6	22	57	291
20-29	17	12	7	15	49	4	3	5	25	63	1,201
30-39	9	9	8	15	59	3	2	5	24	65	1,337
40-49	8	7	6	12	66	2	1	5	22	69	1,632
50-59	7	7	6	13	66	2	2	3	20	72	1,754
60-69	9	16	10	15	50	0	2	4	15	79	1,703
70-79	11	18	10	13	47	0	1	2	10	88	1,286
80+	12	14	8	9	58	0	0	1	6	93	714
by current situation:											
Self employed	3	4	5	14	73	1	3	4	21	72	602
Employed full time	9	5	6	13	67	4	2	5	25	64	3,252
Employed part time	15	12	7	14	51	2	3	5	23	67	994
Looking after the home or family	7	15	8	15	55	0	1	3	15	81	538
Permanently retired from work	11	16	10	13	49	0	1	2	11	85	3,128
Unemployed and seeking work	15	24	13	19	29	1	5	4	17	74	479
In further / higher education	28	18	6	22	26	5	11	4	25	55	292
Permanently sick or disabled	8	17	10	9	55	0	1	3	10	85	455
by annual net household income:											
up to £10,000 p.a.	14	18	8	15	45	1	1	3	13	81	1,318
over £10,000 - £15,000	16	16	9	14	44	1	2	3	14	81	1,863
over £15,000 - £20,000	12	15	10	12	51	1	2	4	15	77	1,525
over £20,000 - £25,000	10	12	9	13	56	2	2	4	18	75	1,181
over £25,000 - £30,000	12	9	8	12	59	3	1	3	22	71	907
over £30,000 - £40,000	10	8	5	15	62	2	4	4	22	68	1,248
over £40,000 p.a.	7	5	5	16	67	4	4	6	27	58	1,575
by Scottish Index of Multiple Deprivation:											
1 - Most Deprived	18	17	9	12	44	2	2	4	15	75	1,891
2	14	11	9	14	52	1	2	4	18	76	2,018
3	9	10	7	14	60	1	2	3	19	74	2,149
4	8	8	6	13	65	2	3	4	19	71	2,097
5 - Least Deprived	8	11	8	18	55	4	3	5	26	63	1,763
by urban/rural:											
Large urban areas	18	15	10	16	41	3	3	5	21	67	3,304
Other urban	10	12	7	14	58	2	2	4	22	70	3,005
Small accessible towns	8	8	7	15	62	2	4	3	20	72	910
Small remote towns	2	6	4	13	75	1	1	1	11	86	613
Accessible rural	5	6	6	11	73	2	1	2	17	78	1,056
Remote rural	2	4	3	10	80	0	0	1	8	90	1,030
by frequency of driving†:											
Every day	1	3	4	14	78	1	1	4	22	71	3,925
At least three times a week	4	10	7	16	63	2	2	4	20	72	1,386
Once or twice a week	8	14	7	16	55	4	2	4	19	72	610
Less often	17	13	8	18	43	5	2	2	23	67	295
Never, but holds full driving licence	26	18	15	12	30	3	3	7	22	65	461
by driving licence:											
Holds a full driving licence	5	6	6	15	69	2	2	4	21	71	6,677
Does NOT hold a full driving licence	25	22	12	13	28	3	4	4	15	74	3,241

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

† Only includes those with a full driving licence

Table 31: [Concessionary fare pass] Possession of concessionary fare pass for all adults aged 16+, 2013

	How often uses free travel pass						Not used	No pass	Sample size (=100%)
	Every day	Almost every day	2 or 3 times a week	Once a week	Once a fortnight	Once a month			
All adults aged 16+	1	2	5	3	2	3	9	74	9,918
16 - 39	0	0	0	0	0	0	0	99	2,829
40 - 49	0	0	1	1	0	0	1	97	1,632
50 - 59	0	0	1	0	0	0	1	96	1,754
60 - 64	3	7	15	8	8	12	23	25	882
65 - 69	3	9	18	10	6	15	29	10	821
70 - 74	4	10	19	11	6	9	34	8	696
75 - 79	3	7	21	9	7	10	32	10	590
80 +	3	9	15	9	4	5	44	11	714

Table 32: [Concessionary fare pass] Possession of concessionary fare pass for all adults aged 60+, 2013

	How often uses free travel pass						Not used	No pass	Sample size (=100%)
	Every day	Almost every day	2 or 3 times a week	Once a week	Once a fortnight	Once a month			
All	3	8	17	9	6	11	31	14	3,703
by gender:									
Male	3	7	15	8	6	10	35	16	1,592
Female	4	9	19	10	7	11	28	11	2,111
by current situation:									
employed	3	6	10	6	6	14	28	27	528
Permanently retired	3	9	19	10	6	11	32	10	3,025
by annual net household income:									
up to £10,000 p.a.	4	10	22	9	5	10	26	14	711
£10,000 - £15,000	4	12	20	8	6	8	32	11	999
£15,000 - £20,000	2	9	17	9	6	12	33	12	647
over £20,000 p.a.	3	4	14	11	7	12	33	16	1,208
by Scottish Index of Multiple Deprivation quintiles:									
1 - Most Deprived	7	14	24	7	5	5	28	10	596
2	3	8	18	9	8	10	32	11	781
3	2	7	13	11	4	13	34	15	819
4	3	6	14	10	5	14	34	15	807
5 - Least Deprived	2	7	18	11	9	11	27	15	700
by urban/rural classification:									
Large urban areas	6	15	23	10	5	7	22	11	1,096
Other urban	3	7	19	10	7	12	30	13	1,095
Small accessible towns	1	4	14	9	9	13	36	13	372
Small remote towns	0	2	8	8	5	13	44	20	241
Accessible rural	1	3	13	9	7	12	38	17	441
Remote rural	1	2	4	7	6	14	47	19	458
by frequency of driving[†]:									
Every day	1	2	7	9	8	14	40	19	1,029
At least once a week	1	4	18	11	8	14	32	12	979
Less often	6	13	23	10	5	12	25	7	329
by whether they hold a full driving licence									
Holds a full driving licence	1	4	14	10	8	14	35	14	2,309
Does NOT hold a full driving licence	7	15	24	9	4	6	24	12	1,394
by whether has a long term physical / mental health condition / illness									
No	3	9	18	10	6	12	27	14	1,859
Yes	3	7	17	9	6	9	35	13	1,820
If yes, does it impact on ability to carry out day to day activities									
A lot	2	5	16	8	5	8	40	16	857
A little	3	8	20	11	7	9	31	10	662
None	6	10	15	8	8	16	28	9	301

[†]Only includes those with a full driving licence

Table 33: [Access to services] Access to services that respondents thought were very or fairly convenient, 2012 ¹

	Post office	Doctors surgery	Small food shopping	Cash machine	Banking	Chemist	Hospital outpatients	Petrol station	Public transport	Dentist	Sample size (=100%)
All	85	84	93	87	74	88	60	74	84	75	9,893
by gender:											
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
by age:											
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
by urban/rural classification:											
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
by annual net household income:											
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
by licence possession:											
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
by number of cars available:											
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

1. Questions asked every other year in the survey. 2012 is the most recent data available.

Table 34: How adults normally travel to a doctors surgery

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

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

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

Table 36: How adults normally travel to a dentist

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

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

	2009	2010	2011	2012	2013	2009-2013
						<i>Column percentages</i>
Yes	46.8	44.3	43.4	45.9	46.7	45.3
No	52.9	55.5	56.5	54.1	53.3	54.5
Sample size (=100%)	12,543	12,439	12,893	9,893	9,918	57,686

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

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

	2009	2010	2011	2012	2013	2009-2013
All leisure flights						<i>Column percentages</i>
1 or 2	49.8	50.9	50.6	49.4	50.2	50.2
3 or 4	25.1	23.8	24.3	24.9	23.6	24.4
5 or 6	11.4	10.8	10.4	11.5	12.2	11.2
7 or 8	6.1	5.6	5.6	6.2	5.9	5.9
9 to 12	4.4	5.0	5.1	5.1	5.1	4.9
13 to 20	2.3	2.8	3.1	2.0	2.2	2.5
More than 20	0.9	1.2	0.9	0.9	0.9	0.9
Lower decile	2	2	2	2	2	2
Lower quartile	2	2	2	2	2	2
Median	3	2	2	3	2	2
Upper quartile	5	5	5	6	6	5
Upper decile	8	8	8	8	8	8
Mean*	4.2	20.8	4.3	4.2	4.3	7.2
Of which:						
Flights within Scotland						
0	92.9	93.8	95.9	94.2	94.3	94.2
1 or 2	4.9	4.6	2.8	4.1	4.0	4.1
3 or 4	1.2	0.9	0.7	1.0	0.8	0.9
5 or 6	0.5	0.3	0.3	0.3	0.5	0.4
7 or 8	0.2	0.1	0.1	0.1	0.2	0.2
9 to 12	0.2	0.3	0.1	0.2	0.2	0.2
13 to 20	0.1	**	**	0.1	0.1	0.1
More than 20	0.1	**	**	0.0	**	0.0
Flights to rest of UK						
0	67.2	67.0	68.9	69.8	70.5	68.6
1 or 2	22.4	22.0	20.3	19.8	18.8	20.7
3 or 4	5.8	5.7	5.3	6.0	5.5	5.7
5 or 6	2.3	2.2	2.2	2.0	2.3	2.2
7 or 8	0.8	1.5	1.3	1.3	1.3	1.2
9 to 12	0.8	0.9	1.3	0.8	1.0	1.0
13 to 20	0.4	0.4	0.5	0.2	0.2	0.4
More than 20	0.2	0.3	0.2	0.1	0.3	0.2
Flights to other European Countries						
0	27.1	30.5	28.1	26.2	25.9	27.5
1 or 2	49.7	47.8	48.6	48.7	48.7	48.7
3 or 4	15.3	13.5	15.1	17.0	16.2	15.4
5 or 6	4.7	4.3	4.5	4.6	5.8	4.8
7 or 8	2.0	2.1	1.9	2.2	1.9	2.0
9 to 12	0.9	1.2	1.1	1.2	1.2	1.1
13 to 20	0.3	0.5	0.5	0.2	0.2	0.3
More than 20	**	0.2	0.1	**	0.2	0.1
Flights to countries outside Europe						
0	68.3	63.5	66.1	67.3	70.2	67.1
1 or 2	25.2	29.0	26.6	26.6	23.7	26.2
3 or 4	4.3	4.9	5.0	4.0	4.1	4.5
5 or 6	1.3	1.5	1.5	1.1	1.2	1.3
7 or 8	0.4	0.7	0.3	0.4	0.4	0.4
9 to 12	0.3	0.4	0.5	0.3	0.2	0.3
13 to 20	0.1	0.1	**	0.2	**	0.1
More than 20	**	**	.	**	**	0.0
Sample size (=100%)	5,305	4,177	5,096	4,250	4,376	23,204

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

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

** value suppressed as cell contains less than 5 responses

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

	2009	2010	2011	2012	2013	2009-2013
						<i>Column percentages</i>
Yes	8.7	6.9	7.9	7.8	8.0	7.9
No	90.9	92.9	92.1	92.1	91.9	92.0
Sample size (=100%)	12,543	12,439	12,893	9,893	9,918	57,686

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

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

	2009	2010	2011	2012	2013	2009-2013
						<i>Column percentages</i>
All business flights						
1 or 2	33.8	31.0	28.7	31.5	27.8	30.6
3 or 4	15.9	15.6	18.1	14.1	17.2	16.3
5 or 6	9.4	9.7	8.7	10.2	9.1	9.4
7 or 8	6.9	5.3	6.7	5.8	8.0	6.6
9 to 12	10.3	9.3	8.7	8.6	8.9	9.2
13 to 20	7.3	9.6	9.4	9.5	8.4	8.8
More than 20	16.3	19.6	19.7	20.4	20.6	19.1
Lower decile	2	2	2	2	2	2
Lower quartile	2	2	2	2	2	2
Median	5	6	6	6	6	6
Upper quartile	12	16	16	18	16	16
Upper decile	30	40	40	40	40	37
Mean*	14.4	23.3	16.5	16.0	14.3	16.6
Of which:						
Flights within Scotland						
0	83.3	85.7	83.8	86.2	85.4	84.7
1 or 2	7.7	5.2	5.8	3.9	5.4	5.8
3 or 4	2.3	1.1	2.5	1.8	2.7	2.1
5 or 6	2.0	1.5	1.3	1.3	0.7	1.4
7 or 8	0.8	1.3	1.7	0.6	1.4	1.2
9 to 12	2.0	2.4	0.9	1.7	1.0	1.6
13 to 20	0.9	0.6	1.3	1.6	0.8	1.1
More than 20	1.0	2.1	2.5	3.0	2.6	2.2
Flights to rest of UK						
0	24.2	26.1	25.9	26.6	27.8	26.0
1 or 2	30.8	28.7	25.1	25.2	25.7	27.2
3 or 4	11.2	10.5	13.9	11.8	11.4	11.8
5 or 6	8.9	8.0	7.7	7.7	6.6	7.8
7 or 8	4.7	3.6	3.8	4.6	5.3	4.4
9 to 12	6.7	7.1	9.3	8.9	6.7	7.8
13 to 20	5.0	5.3	4.7	5.0	4.7	4.9
More than 20	8.5	10.7	9.5	10.1	11.8	10.0
Flights to other European Countries						
0	65.9	64.2	65.0	67.8	64.5	65.5
1 or 2	16.5	17.8	14.5	11.9	16.4	15.4
3 or 4	5.4	6.1	6.2	6.4	7.8	6.3
5 or 6	3.6	2.5	3.3	2.6	1.9	2.9
7 or 8	1.4	1.2	2.0	2.2	2.6	1.9
9 to 12	3.8	4.3	3.0	3.9	2.2	3.4
13 to 20	1.9	1.6	2.3	1.7	2.0	1.9
More than 20	1.5	2.4	3.7	3.4	2.6	2.7
Flights to countries outside Europe						
0	78.2	77.3	79.2	75.6	80.9	78.3
1 or 2	10.7	9.9	10.1	12.3	8.7	10.3
3 or 4	3.6	3.2	3.3	3.9	2.8	3.4
5 or 6	1.6	2.1	1.9	2.1	1.0	1.7
7 or 8	0.5	0.5	1.8	1.6	1.5	1.2
9 to 12	2.9	2.3	2.1	1.6	2.2	2.3
13 to 20	1.4	2.5	0.9	1.1	1.4	1.4
More than 20	1.0	2.3	0.8	1.8	1.5	1.4
Sample size (=100%)	982	685	928	743	737	4,075

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

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

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

	2009	2010	2011	2012	2013	2009-2013
						<i>Column percentages</i>
Quicker	80.4	82.8	83.1	83.2	82.5	82.4
Cheaper	27.7	28.1	25.2	27.8	23.4	26.4
Easy/convenient	3.6	1.5	1.3	1.6	2.2	2.1
Employer/someone else organised	2.6	1.2	1.1	1.2	1.7	1.6
Connecting flight/part of holiday	1.9	1.8	2.4	2.0	2.5	2.1
No alternative	1.6	1.1	1.6	0.8	1.3	1.3
Sample size (=100%)	1,585	1,509	1,152	2,011	2,054	8,311

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

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

	2012	2013	2012-2013
			<i>Column percentages</i>
Every day, or almost every day	0.1	0.1	0.1
2 or 3 times per week	0.2	0.1	0.2
About once a week	0.4	0.3	0.4
About once a fortnight, or about once a month	3.9	3.9	3.9
Not used in past month	95.4	95.5	95.5
Sample size (=100%)	9,893	9,918	19,811

Table 40b: Purpose of ferry use

	2012	2013	2012-2013
			<i>Column percentages</i>
Travel:			
To place of work	2.7	4.0	3.3
In the course of work	12.3	9.1	10.7
For Education	1.4	2.2	1.8
For Shopping	8.3	10.4	9.3
To hospital, doctor or other health service	4.2	5.7	4.9
To visit friends or relatives	32.1	27.1	29.6
for Holiday / day trip	43.3	52.2	47.7
for other recreational activity	9.4	8.9	9.2
Sample size (=100%)	725	700	1,425

Table 40c: Reason for choosing to travel by ferry

	2012	2013	2012-2013
			<i>Column percentages</i>
No feasible alternative	65.3	65.0	65.1
Cheaper	8.6	8.7	8.7
Quicker	8.6	8.7	8.7
Convenient	7.9	5.9	6.9
Can take my vehicle	10.2	11.0	10.6
Live close to terminal/ port	0.5	0.6	0.5
Service more frequent	**	**	0.2
Arrival/ departure time convenient	**	**	**
Safety/ fear of flying	**	**	0.2
Travelling with others/ animals	2.3	1.7	2.0
Accessibility better	1.1	1.9	1.5
More comfortable	0.4	1.5	0.9
Other	7.0	5.0	6.0
Sample size (=100%)	725	700	1,425

** value suppressed as cell contains less than 5 responses

Table 41: In general, What discourages you from using buses more often than you do? (2012-2013)

	2012	2013
Nothing discourages	14.4	14.2
Takes too long	16.5	13.2
Inconvenient	10.8	9.1
No direct route	12.4	10.6
Use my own car	23.8	20.6
Need a car for,at work	6.2	6.7
Cost	9.4	9.2
Work unsocial,unusual hours	2.1	2.4
Public transport unreliable	2.9	3.6
Lack of service	11.3	11.6
Too infrequent	5.2	4.4
Health reasons	9.4	8.7
Difficult access,on-off steps	1.3	1.6
Too much to carry,awkward	3.2	2.8
Uncomfortable	1.7	1.6
No need	16.0	19.0
Prefer to walk/cycle	4.1	5.0
Dislike waiting about	2.6	2.4
Long walk to bus stop	3.3	2.7
Lives centrally,within walking distance	2.5	2.6
Other choices - trains, taxi etc.	0.8	1.0
Smoking policy	**	.
Dirty/filthy	0.3	0.3
Given lifts	0.3	0.3
Too crowded	0.2	0.1
Don't feel safe	0.2	0.3
Laziness	0.1	0.1
No suitable bus service	.	0.2
Don't know bus times/routes/fares	0.4	0.3
Too difficult with small children/pushchairs	0.1	0.2
Bus drivers rude/unhelpful/poor drivers	0.2	0.1
Other passengers	0.4	0.5
Sample size (=100%)	7,901	7,700

** value suppressed as cell contains less than 5 responses

Table 43: In general, What discourages you from walking more often than you do? (2012-2013)

	2012	2013
Nothing	51.0	60.1
Takes too long	3.9	4.1
Health reasons / unable to walk far	15.9	15.9
Weather	20.3	11.1
Not safe	0.9	1.1
Lack of walking paths	0.7	1.0
Poor quality paths	0.4	0.8
Inconvenient	0.4	0.6
Too much to carry/awkward	0.5	0.5
Travelling with others	0.1	0.1
No need	2.6	1.5
Live too far away	0.4	1.0
Prefer to use other modes - car/bus/train	0.7	0.5
Given lifts	0.1	0.1
Laziness	4.4	4.8
Other	3.8	2.7
Sample size (=100%)	9,893	9,918

Table 42: In general, What discourages you from using the train more often than you do? (2012-2013)

	2012	2013
Nothing	57.0	55.8
No nearby station	3.7	4.6
Takes too long	1.3	1.3
Inconvenient	2.9	2.5
No direct route	2.2	2.2
Use my own car	5.5	2.5
Need a car for/at work	0.5	0.8
Cost	16.9	17.5
Work unsocial/unusual hours	0.2	**
Lack of service	1.8	1.4
Too infrequent	0.8	0.4
Health reasons	0.4	1.0
Difficult to access	**	0.6
Too much to carry/awkward	0.5	0.3
Uncomfortable	0.4	0.4
Prefer to walk	**	**
Dislike waiting	**	**
Live centrally/within walking distance	0.4	0.4
Use other things - bus/underground/taxi	0.5	**
Smoking policy	**	.
Dirty/filthy	**	**
Given lifts	**	**
Too crowded	0.8	0.7
Not safe	0.4	0.6
Laziness	**	**
Other	2.9	2.4
Sample size (=100%)	2,064	2,106

** value suppressed as cell contains less than 5 responses

Table 44: Journey purpose for train journeys¹

	2012	2013	2012-2013
Travel:		<i>Column percentages</i>	
To place of work	14.0	11.1	12.5
In the course of work	10.3	12.3	11.3
For Education	5.5	4.6	5.0
For Shopping	32.7	34.2	33.4
To hospital, doctor or other health service	2.7	2.7	2.7
To visit friends or relatives	26.2	25.4	25.8
for Holiday / day trip	12.5	13.4	13.0
for other recreational activity	18.4	20.5	19.4
Sample size (=100%)	2,437	2,477	4,914

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

Table 45: Difficulties experienced when changing between Public Transport: 2012¹

	2012
None	84.0
Not enough time to change modes	3.7
Long wait between journeys	6.9
Lack of information about connecting modes	2.9
Lack of signposting to connecting modes	1.2
Unable to use one ticket/ travel pass for all journeys/ modes	1.1
Stops/stations not close enough to each other	2.3
Accessibility between stops/stations	1.7
Other	3.1
Sample Size (=100%)	2,069

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

Table TD1: [Travel on previous day] Percentage of adults travelling on previous day 2003-2013

	2003	2004	2005	2006	2007 ¹	2008	2009	2010	2011	2012	2013	2013 sample size
All	71.3	69.3	68.6	69.9	80.4	78.5	76.6	73.9	73.2	73.4	75.6	9,918
Gender												
male	73.4	70.6	71.3	72.6	82.4	80.4	77.8	76.5	75.5	74.5	77.2	4,447
female	69.6	68.3	66.2	67.4	78.6	76.7	75.4	71.5	71.2	72.4	74.2	5,471
Age												
16 - 19	73.0	73.8	69.3	69.7	84.6	77.9	75.4	75.5	76.4	77.7	76.4	291
20 - 29	77.7	74.3	71.9	74.1	87.5	83.2	80.0	77.8	74.3	76.2	78.8	1,201
30 - 39	78.2	77.4	75.1	75.8	85.1	79.8	81.2	80.0	77.5	77.3	78.2	1,337
40 - 49	79.5	76.1	75.3	76.6	82.3	83.1	79.4	80.1	78.8	78.5	79.7	1,632
50 - 59	76.2	72.5	72.5	73.5	82.5	81.3	79.9	75.1	76.3	74.8	79.9	1,754
60 - 69	65.2	63.2	62.3	64.5	77.3	75.3	76.6	70.6	69.8	72.3	74.4	1,703
70 - 79	52.1	54.5	54.6	54.7	66.4	68.8	64.8	63.4	64.0	64.3	63.6	1,286
80 and over	39.6	40.1	36.3	38.3	50.8	55.0	50.9	38.6	48.7	40.1	47.2	714
Sample size (=100%)	13,960	14,774	14,061	14,181	8,817	9,149	9,303	8,593	9,236	9,893	9,918	

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

Table TD2: [Main mode] Percentage of journeys made by main mode¹ of travel 2003-2013²

	2003	2004	2005	2006	2007 ²	2008	2009	2010	2011	2012 ³	2013
Walking	15.6	15.3	13.5	13.6	22.0	22.2	21.8	22.0	22.1	26.0	23.3
Driver car/van	53.7	52.7	54.6	54.5	50.2	49.8	51.0	51.1	49.9	48.3	50.0
Passenger car/van	16.2	15.8	15.4	15.4	13.4	13.8	13.3	14.3	13.1	12.7	13.6
Bicycle	0.8	0.8	0.9	0.9	0.7	1.0	0.9	0.8	1.3	1.2	1.0
Bus	9.7	10.3	10.4	11.2	9.3	9.1	8.6	8.7	9.1	8.1	8.5
Taxi/minicab	1.6	1.9	2.2	1.6	1.5	1.5	1.4	0.8	1.3	1.3	1.6
Rail	1.3	1.7	1.9	1.8	1.7	1.6	1.9	1.4	2.0	1.8	1.7
Other	1.1	1.4	1.2	0.9	1.1	1.0	1.0	1.0	1.2	0.7	0.3
Sample size (=100%)	26,790	27,122	24,658	25,215	20,519	20,449	18,679	16,296	17,593	19,739	20,183

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

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

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

Table TD2a: [Main mode by distance] Percentage of journeys by main mode¹ 2013

	Main Mode of Transport							Sample size	
	Walking	Driver car/van	Passenger car/van	Bicycle	Bus	Taxi/ minicab	Rail		Other
All	23.3	50.0	13.6	1.0	8.5	1.6	1.7	0.3	20,183
by distance:									
Under 1 km	63.8	25.2	7.1	1.1	1.5	1.1	0.0	0.1	5,363
1 to under 2km	31.5	44.4	12.8	1.4	7.0	2.3	0.4	0.2	3,250
2 to under 3km	14.6	53.0	13.1	1.3	13.8	3.1	0.4	0.7	1,951
3 to under 5km	7.4	54.2	15.3	1.3	18.5	2.4	0.8	0.2	2,334
5 to under 10km	2.3	63.3	18.5	0.8	12.1	0.9	2.0	0.2	3,117
10 to under 15km	0.5	68.9	16.1	0.5	9.5	1.5	2.7	0.4	1,427
15 to 20km	0.4	71.9	15.6	0.5	6.1	0.8	4.7	0.0	791
20 to 40km	0.3	68.9	18.4	0.1	4.5	0.3	7.0	0.5	1,267
40km and over	..	62.9	19.0	0.5	5.8	1.1	9.3	1.4	683

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

Table TD2b: [Stage mode] Percentage of stages¹ by mode of travel 2003-2013

	2003	2004	2005	2006	2007 ²	2008	2009	2010	2011	2012 ³	2013
Walking	16	15.7	14.1	14.1	21.7	22.1	21.6	21.7	21.8	26.7	24.1
Driver car/van	53.5	52.6	54.3	54.2	50	49.6	50.9	50.8	49.8	47.4	49.2
Passenger car/van	15.8	15.4	14.9	15.1	13.5	13.8	13.3	14.3	13.1	12.7	13.5
Bicycle	0.8	0.8	0.8	1.0	0.8	1.0	0.9	0.8	1.3	1.3	1.0
Bus	9.6	10.3	10.3	11.0	9.5	9.1	8.7	8.8	9.3	8.1	8.5
Taxi/minicab	1.6	1.9	2.2	1.6	1.5	1.6	1.4	1.0	1.4	1.3	1.6
Rail	1.4	1.7	2.0	1.9	1.8	1.7	2.1	1.5	2.1	1.8	1.7
Other	1.3	1.6	1.5	1.2	1.2	1.1	1.2	1.2	1.3	0.7	0.4
Sample size (=100%)	28,412	28,881	26,387	27,177	20,727	20,637	18,934	16,552	17,810	20,314	20,781

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

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

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

Table TD3: [Purpose] Percentage of journeys made by purpose of travel 2003-2013^{1,2}

	2003	2004	2005	2006	2007 ^{1,2}	2008	2009	2010	2011	2012 ³	2013
commuting	24.9	24.5	26.8	25.6	23.6	24.2	23.8	26.5	25.8	22.8	22.1
business	3.7	3.8	4.3	4	1.5	1.2	1.2	0.9	0.7	1.8	2.4
Education	3.1	3.1	3.2	3.3	3.4	3.1	3.7	3.5	3.6	5.8	5.9
Shopping	23.2	22.9	21.2	21.3	23.4	22.8	23.1	23.3	21.1	21.7	21.5
Visit Hospital or other health	2.5	2.8	2.3	2.6	2.6	2.4	2.5	2.5	2.3	2.1	1.8
Other personal business	6.3	6.7	6.9	7.2	6.9	6.2	6.9	6.4	6.9	3.1	4.0
Visiting friends or relatives	11.2	10.6	10.4	11.1	10.9	12	11.2	10.8	11.9	10.2	11.0
Eating/Drinking	3.5	3.8	3.3	2.9	4.8	4.3	4.1	3.7	4.1	2.4	2.8
Sport/Entertainment	5.9	6.3	6.3	6.4	7.1	7.3	7.9	6.8	7.6	4.7	4.6
Holiday/daytrip	4.4	4.6	3.4	3.9	1.7	2	2.3	1.9	1.8	0.8	1.0
Other Journey	3.3	2.9	3.1	3.6	0.2	0.1	0.5	0.4	0.3	4.2	2.8
Escort	8	8	8.6	8.2	8	7.5	6.7	7.3	7.5	1.1	1.4
Go Home ²	..	..	..	..	2.6	3.2	3.2	2.7	3.4	14.3	13.7
Go for a walk ²	..	..	..	..	3.6	3.7	2.9	3.2	3	5.1	5.0
Sample size (=100%)	26,790	27,122	24,658	25,215	20,519	20,449	18,679	16,296	17,593	19,739	20,183

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

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

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

Table TD2c: [Multi stage journeys] Percentage of journeys by number of stages 2007-2013 ¹

	Number of stages in journey					Sample size (=100%)	Average (mean) number of stages
	1	2	3	4	5		
	<i>Row percentages</i>						
All journeys	98.1	1.5	0.4	0	0	133,377	1.02
Survey year							
2007	99.2	0.6	0.1	0	.	20,501	1.01
2008	99.3	0.6	0.1	0	0	20,422	1.01
2009	99	0.9	0.1	0	**	18,652	1.01
2010	98.8	1	0.2	**	**	16,291	1.01
2011	98.7	1.1	0.1	**	.	17,589	1.01
2012	95.5	3.4	1	0.1	0	19,739	1.06
2013	96.1	3	0.8	0.1	0.1	20,183	1.05
Main Mode of Transport							
Walking	98.9	0.8	0.2	**	**	31,529	1.01
Driver car/van	99.2	0.7	0.1	**	-	67,038	1.01
Passenger car/van	98.4	1.2	0.3	-	-	17,031	1.02
Other	97.8	**	.	**	.	188	1.02
Bicycle	99.2	0.5	**	.	**	1,256	1.01
School Bus	98.6	**	.	.	.	177	1.01
Works Bus	90.8	7.2	**	**	.	276	1.12
Service Bus	96.0	3.4	0.5	0.1	**	11,278	1.05
Taxi/minicab	97.8	1.6	0.5	**	.	1,729	1.03
Rail	69.9	22.8	6.6	0.5	0.2	1,838	1.38
Underground	90.6	7.9	**	.	.	154	1.11
Ferry	30.4	29.2	37.2	**	**	101	2.16
Aeroplane	36.4	24.3	27.7	11.7	.	161	2.15
Other	93.4	6.6	**	.	.	621	1.07

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

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

Table TD4: [Distance] Percentage of journeys made by distance¹ travelled, 2003-2013^{2,3}

	2003	2004	2005	2006	2007 ¹	2008	2009	2010	2011	2012 ⁴	2013
										<i>column percentages</i>	
Under 1 km	17.1	18.2	15.8	15.6	23.5	24.8	24.4	23.8	23.8	25.9	24.6
1 to under 2km	16.1	15.2	15.4	15.1	16.4	16.2	15.1	14.9	14.5	15.6	15.2
2 to under 3km	10.2	10.7	10.6	10.1	10.3	11.2	10.4	9.3	10.6	10.6	10.1
3 to under 5km	13.8	13.3	13.5	13.5	12.9	11.8	12.6	12.5	11.8	11.9	12.3
5 to under 10km	17.3	16.9	17.4	18.6	15.5	15.4	15.4	15.5	16.5	14.7	16.0
10 to under 15km	8.5	8.6	8.6	8.6	7.1	6.9	7.1	7.3	8.0	7.2	7.2
15 to 20km	4.6	4.9	5.0	5.0	4.1	3.6	3.7	4.4	3.9	4.0	4.2
20 to 40km	7.8	7.5	8.6	8.6	6.4	6.3	6.3	7.4	6.6	6.6	6.6
40km and over	4.6	4.8	5.2	5.0	3.9	3.8	5.1	4.8	4.3	3.5	3.8
<i>Sample size (=100%)</i>	<i>26,719</i>	<i>26,939</i>	<i>24,494</i>	<i>25,022</i>	<i>20,519</i>	<i>20,449</i>	<i>18,679</i>	<i>16,296</i>	<i>17,593</i>	<i>19,739</i>	<i>20,183</i>

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

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

³ Note that 1km = 0.6 miles

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

Table TD4a: [Distance by main mode] Percentage of journeys by distance¹ by main mode, 2013

	Under 1 km	1 to under 2km	2 to under 3km	3 to under 5km	5 to under 10km	10 to under 15km	15 to 20km	20 to 40km	40km and over	<i>Sample size</i>
									<i>Row percentages</i>	
All	24.6	15.2	10.1	12.3	16.0	7.2	4.2	6.6	3.8	20,183
by mainmode:										
Walking	67.3	20.6	6.3	3.9	1.6	0.1	0.1	0.1	.	4,893
Driver car/van	12.4	13.5	10.7	13.4	20.2	9.9	6.1	9.1	4.8	10,084
Passenger car/van	12.8	14.3	9.7	13.8	21.7	8.5	4.8	8.9	5.3	2,612
Bicycle	26.6	22.3	13.3	16.5	13.0	3.4	2.3	0.9	1.8	202
Bus	4.3	12.5	16.5	26.8	22.7	8.0	3.0	3.5	2.6	1,720
Taxi/minicab	17.5	21.8	19.7	18.8	9.2	6.9	2.3	1.2	2.6	281
Rail	0.2	3.2	2.5	5.7	18.4	11.1	11.6	26.7	20.6	308
Other	9.8	12.3	22.9	7.1	9.2	8.8	0.3	11.6	17.9	83

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

Table TD5: [Distance] Distance¹ summary statistics 2003-2013^{2,3}

	2003	2004	2005	2006	2007 ¹	2008	2009	2010	2011	2012 ⁴	2013
											<i>Kilometres</i>
Lower Decile	0.6	0.6	0.7	0.7	0.4	0.4	0.4	0.4	0.4	0.4	0.4
Lower Quartile	1.4	1.4	1.6	1.6	1.1	1.0	1.0	1.1	1.1	1.0	1.0
Median	3.8	3.7	4.1	4.3	3.0	2.8	3.0	3.3	3.1	2.7	3.0
Upper Quartile	10.3	10.4	11.2	10.9	8.4	8.2	8.7	9.5	8.9	8.3	8.7
Upper Decile	23.7	23.2	25.2	24.8	20.5	20.1	22.3	24.0	21.2	20.2	20.8
Mean	10.1	10.3	11.4	10.8	9.2	10.2	10.5	10.8	10.3	8.3	8.5
<i>Sample size</i>	<i>26,719</i>	<i>26,939</i>	<i>24,494</i>	<i>25,022</i>	<i>20,519</i>	<i>20,449</i>	<i>18,679</i>	<i>16,296</i>	<i>17,593</i>	<i>19,739</i>	<i>20,183</i>

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

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

³ Note that 1km = 0.6 miles

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

Table TD5a: [Distance] Distance summary statistics by mode of transport 2013

	Main Mode of Transport								All modes
	Walking	Driver car/van	Passenger car/van	Bicycle	Bus	Taxi/ minicab	Rail	Other	
									<i>Kilometres</i>
Lower Decile	0.2	0.9	0.8	0.5	1.5	0.7	4.0	1.1	0.4
Lower Quartile	0.3	1.9	1.9	0.9	2.5	1.3	8.3	2.1	1.0
Median	0.7	5.0	4.9	2.1	4.2	2.3	18.7	4.3	3.0
Upper Quartile	1.2	12.1	11.0	4.1	7.5	4.4	35.0	32.0	8.7
Upper Decile	2.2	24.7	27.9	8.1	13.5	12.3	67.1	71.1	20.8
Mean	1.0	10.8	10.8	4.4	7.7	6.5	33.1	23.6	8.5
<i>Sample size</i>	<i>4,893</i>	<i>10,084</i>	<i>2,612</i>	<i>202</i>	<i>1,720</i>	<i>281</i>	<i>308</i>	<i>83</i>	<i>20,183</i>

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

Table TD6: [Duration] Percentage of journeys made by duration of journey, 2003-2013

	2003	2004	2005	2006	2007 ¹	2008	2009	2010	2011	2012 ²	2013
										<i>column percentages</i>	
Less than 5 min	1.6	1.6	1.5	1.6	6.2	6.9	6.3	5.5	5.1	4.5	4.1
5 to 10 min	25.9	26.6	26.3	24.4	39.6	39.4	38.4	36.4	37.7	40.1	38.3
11 to 20 min	31	30.1	29.6	30.6	26.6	26.9	25.9	26.9	26.4	26.9	28.1
21 to 30 min	18.1	18.2	18	18.1	12.5	12.4	12.8	13.5	14.2	13.4	14.2
31 to 60 min	14.6	14.8	15.3	15.6	10.5	10	10.8	11.5	11.1	10.8	10.9
61 to 120 min	5.1	5.1	5.3	5.7	3.3	3.1	3.7	4.1	3.7	3	3.1
121 to 179 min	1.2	1.1	1.1	1.3	0.4	0.4	0.6	0.7	0.6	0.4	0.4
180 min and over	2.5	2.5	2.9	2.7	0.8	0.9	1.5	1.4	1.2	0.9	0.8
<i>Sample size (=100%)</i>	<i>26,789</i>	<i>27,121</i>	<i>24,636</i>	<i>25,199</i>	<i>20,519</i>	<i>20,449</i>	<i>18,679</i>	<i>16,296</i>	<i>17,593</i>	<i>19,739</i>	<i>20,183</i>

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

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

Table TD7: [Start time] Percentage of journeys made by start time of journey, 2003-2013¹

	2003	2004	2005	2006	2007 ¹	2008	2009	2010	2011	2012	2013
										<i>column percentages</i>	
Weekdays											
Before 7am	2.9	3.3	3.7	3.3	4.8	4.2	4.2	4.2	4.0	3.7	3.9
7am to 9:30am	18.9	18.7	20.0	19.6	18.2	18.9	20.2	19.9	20.5	18.8	19.3
After 9:30am to before 12noon	13.9	14.3	13.1	13.3	13.6	13.1	13.6	13.3	12.7	13.1	12.6
12noon to 2 pm	15.6	15.2	15.1	15.0	15.5	14.9	15.2	15.5	14.6	15.2	15.1
After 2pm to before 4:30pm	17.5	18.0	17.0	17.4	16.5	16.4	15.9	15.8	16.5	17.9	17.4
4:30pm to before 6:30pm	16.0	15.5	16.3	16.3	15.3	15.6	15.4	15.8	16.3	16.6	16.6
6:30pm onwards	15.3	15.0	14.9	15.2	16.1	17.0	15.7	15.5	15.3	14.8	15.2
<i>Sample size (=100%)</i>	<i>20,623</i>	<i>21,050</i>	<i>19,595</i>	<i>19,901</i>	<i>16,209</i>	<i>16,068</i>	<i>14,995</i>	<i>12,830</i>	<i>13,942</i>	<i>15,411</i>	<i>15,894</i>
Weekends											
Before 9:30am ²	10.1	10.6	11.6	10.0	11.0	9.7	9.9	9.8	10.3	9.8	8.4
9:30am to before 12noon	19.0	18.9	16.6	17.6	19.0	17.4	19.4	20.4	19.1	18.5	18.5
12noon to 2 pm	21.2	21.6	23.1	23.4	21.8	22.9	23.2	22.7	23.9	23.6	24.7
After 2pm to before 4:30pm	19.7	18.8	18.1	19.8	16.5	18.1	16.9	18.2	18.1	18.4	19.1
4:30pm to before 6:30pm	14.5	13.5	13.8	14.0	14.4	13.3	15.0	14.2	13.5	14.1	13.6
6:30pm onwards	15.6	16.7	16.7	15.3	17.3	18.7	15.8	14.7	15.1	15.7	15.8
<i>Sample size (=100%)</i>	<i>6,167</i>	<i>6,071</i>	<i>5,047</i>	<i>5,302</i>	<i>4,310</i>	<i>4,381</i>	<i>3,684</i>	<i>3,466</i>	<i>3,651</i>	<i>4,328</i>	<i>4,289</i>

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

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

Table TD8: [Travel Day] Percentage of journeys made by day of travel, 2003-2013

	2003	2004	2005	2006	2007 ¹	2008	2009	2010	2011	2012	2013
										<i>column percentages</i>	
Monday	13.4	13.7	13.6	14.6	14.1	14.1	14	13.9	14.9	14.6	14.0
Tuesday	14.3	14.7	14.1	14.9	14.9	14.5	14.5	14.9	15.2	15.7	15.3
Wednesday	14.6	15.3	15.7	14.5	15.3	14.8	14.9	14.8	14.6	15.5	15.1
Thursday	15.7	15.7	15.5	13.9	15.4	14	14.8	15.2	15.3	15.3	15.9
Friday	16	16	15.8	17.2	14.8	15.9	14.3	15.9	15.5	15.1	15.2
Saturday	14.3	13.5	14.1	12.8	13.3	14.8	13.9	13.2	12.8	12.5	12.6
Sunday	11.6	11.1	11.1	12	12.2	11.7	13.7	12	11.7	11.4	11.9
<i>Sample size (=100%)</i>	<i>26,790</i>	<i>27,122</i>	<i>24,658</i>	<i>25,215</i>	<i>20,519</i>	<i>20,449</i>	<i>18,679</i>	<i>16,296</i>	<i>17,593</i>	<i>19,739</i>	<i>20,183</i>

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

Table TD9: [Car Occupancy] Percentage of car stages ¹ by car occupancy, 2003-2013 ²

	2003	2004	2005	2006	2007	2008	2009	2010	2011	2012	2013
	<i>column percentages</i>										
One	59.6	59.7	60.7	60.5	61.5	60.2	60.5	61.5	63.4	64.0	65.3
Two	27.3	26.7	26.6	26.8	26.3	27.1	25.8	25.8	25.6	25.4	23.6
Three	8.0	8.6	8.0	8.1	7.3	7.4	8.3	8.1	6.8	6.9	7.1
Four	3.8	3.9	3.5	3.5	3.7	3.9	4.3	3.2	3.4	2.8	3.0
Five or More	1.4	1.1	1.1	1.1	1.2	1.4	1.1	1.3	0.9	0.9	1.1
Average occupancy	1.6	1.6	1.58	1.58	1.57	1.59	1.6	1.57	1.53	1.51	1.51
<i>Sample size (=100%)</i>	15,110	15,044	14,399	14,790	10,365	10,331	9,655	8,328	8,881	9,827	10,197

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

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

Table TD10: [Congestion] Percentage of car / van stages ¹ delayed by traffic congestion, 2003-2013 ²

	2003	2004	2005	2006	2007	2008	2009	2010	2011	2012	2013
Driver congestion	10.8	11.9	11.6	12.7	14.4	13.1	11.0	10.5	11.2	9.9	9.7
<i>Sample size (=100%)</i>	10,817	14,463	13,780	14,011	9,264	9,324	8,679	7,580	8,314	9,827	10,197

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

² Question first asked in 2003

Table TD10a: [Congestion - reason] Reason for congestion for car / van stages, 2012-2013 ¹

	2012	2013
Volume of traffic	72.8	80.0
Road or maintenance	25.8	17.9
Road accident	1.1	1.6
Broken down car	0.7	**
Traffic lights / signals not	3.1	2.6
Lane blocked by parked	1.3	**
Bad weather	1.4	1.6
Other	2.8	3.2
Don't know	0.4	**
<i>Sample size (=100%)</i>	808	779

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

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

Table TD11: [Bus Delays] Percentage of bus stages ¹ where passenger experienced delay, 2003-2013 ²

	2003	2004	2005	2006	2007	2008	2009	2010	2011	2012	2013
Service Bus	7.6	8.9	9.5	8.9	12.5	14.4	9.9	12.4	10.5	11.1	10.2
<i>Sample size (=100%)</i>	1,965	2,752	2,548	2,726	1,674	1,724	1,456	1,311	1,439	1,536	1,685

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

² Question first asked in 2003

Table TD12: [Congestion delays] Percentage of driver stages¹ where congestion delays were experienced by amount of time delayed, 2013²

	Not delayed	0-2 minutes	about 5 mins	about 10 mins	about 15 mins	20 to 30 mins	over 30	Delayed	Sample size (=100%)
All driver stages	90.3	0.6	3.2	2.7	1.3	1.6	0.3	9.7	10,197
by purpose of journey:									
Commuting	82.4	0.6	5.3	5.2	2.4	3.4	0.8	17.6	2,573
Business	83.6	**	2.2	4.0	5.5	3.5	**	16.4	386
Education	91.1	**	4.1	1.6	**	**	**	8.8	439
Shopping	94.1	0.8	2.6	1.6	0.4	0.5	.	5.8	2,052
Visit hospital/other health	92.1	.	3.4	2.6	**	**	.	7.9	221
Other personal business	96.8	**	0.9	**	.	.	**	3.2	436
Visiting friends/relatives	93.4	0.6	1.9	1.7	0.8	1.3	**	6.6	1,220
Eating/drinking	99.4	**	.	.	.	.	.	0.6	136
Sport/entertainment	94.1	.	3.3	1.5	.	1.1	.	5.9	499
Holiday/day trip	96.5	.	.	**	**	.	**	3.5	105
Other	90.6	**	3.8	3.0	**	1.2	**	9.4	298
Escort	92.0	.	4.9	**	**	.	.	8.0	203
Go home	94.0	**	1.9	1.3	1.3	1.1	**	6.0	1,468
Just go for a walk	98.1	.	**	**	**	.	.	1.9	161
by day of the week:									
Monday	91.4	0.6	2.7	2.4	1.6	1.4	**	8.6	1,799
Tuesday	86.4	0.9	3.5	3.9	2.2	2.2	0.7	13.6	1,912
Wednesday	88.8	0.3	4.5	2.4	1.3	2.4	**	11.2	1,758
Thursday	88.4	1.2	3.5	3.6	1.4	1.4	**	11.6	1,373
Friday	89.1	0.4	4.2	2.5	1.3	2.0	**	10.9	1,306
Saturday	94.0	.	2.3	2.1	0.5	0.9	.	5.7	675
Sunday	97.2	**	0.6	1.2	**	**	**	2.8	1,374
Weekday journeys - by start time:									
Before 7 a.m.	89.3	.	2.3	3.4	2.0	2.6	**	10.7	317
7:00 to 7:59 a.m.	80.4	**	5.3	5.7	1.7	5.7	**	19.6	517
8:00 to 8:59 a.m.	80.8	2.3	6.0	5.3	3.1	2.0	**	19.1	748
9:00 to 9:59 a.m.	93.1	**	3.7	1.5	**	**	.	6.9	487
10:00 to 10:59 a.m.	93.2	**	2.0	3.4	**	**	.	6.8	433
11:00 to 11:59 a.m.	97.1	**	1.0	**	**	**	.	2.9	493
noon to 12:59 p.m.	94.9	**	1.5	1.3	**	**	.	5.1	495
1:00 to 1:59pm	97.1	**	1.7	**	**	**	.	2.9	479
2:00 to 2:59pm	95.8	**	1.9	**	**	**	.	4.2	550
3:00 to 3:59pm	89.3	**	2.4	3.7	1.9	0.9	1.3	10.7	630
4:00 to 4:59pm	81.3	1.1	5.2	5.7	1.5	3.9	1.4	18.7	790
5:00 to 5:59pm	77.2	1.3	9.4	4.7	4.0	2.8	0.5	22.8	785
6:00 to 6:59pm	87.8	**	3.6	2.6	2.3	3.4	.	12.2	488
7:00 to 7:59pm	98.3	.	.	**	**	.	.	1.7	348
8:00 to 8:59pm	99.2	**	**	.	.	.	.	0.8	260
9:00 to 9:59pm	98.8	**	.	.	.	.	.	1.2	164
After 10pm	96.3	.	**	.	**	.	.	3.7	164
Weekend journeys - by start time:									
Before 9:30am	94.9	.	**	**	**	**	.	5.2	198
9:30am to before 12noon	97.0	.	**	**	.	**	**	2.4	399
12noon to 2 pm	94.0	**	3.0	1.7	**	**	.	6.0	515
After 2pm to before 4:30pm	94.4	.	1.7	3.6	**	.	.	5.6	373
4:30pm to before 6:30pm	96.3	.	**	**	**	**	.	3.7	275
6:30pm onwards	98.7	.	**	.	**	.	.	1.3	289
by urban/rural classification:									
Large urban areas	87.3	0.4	3.7	3.6	1.9	2.5	0.5	12.7	2,783
Other urban areas	91.7	0.7	3.5	2.3	1.0	0.8	**	8.3	3,184
"Accessible" small towns	89.2	**	1.9	3.3	2.0	3.0	**	10.8	1,019
"Remote" small towns	92.1	1.5	3.1	2.6	**	.	.	7.9	650
"Accessible" rural areas	90.6	0.7	3.3	1.9	1.0	1.7	0.8	9.3	1,366
"Remote" rural areas	97.0	**	0.9	1.2	**	.	.	2.7	1,195

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

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

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

Table TD13: [Council travel - destination]]Percentage of journeys originating in each council area by destination council area, 2004-2013

Journey Origin (Council Area)	council area of destination														Sample size (=100%)			
	Highland / Islands	Grampian	Tayside	Central	Fife	Edinburgh	Lothians	Glasgow	Dunbartonshire / Argyll & Bute	Renfrewshire / Inverclyde	North Lanarkshire	South Lanarkshire	Ayrshire	Borders / Dumfries & Galloway		Outside Scotland	Not Known	
Highland / Islands	95	1	0	0	0	0	0	0	0	0	**	0	0	0	0	0	2	21,904
Grampian	1	95	1	0	0	0	0	0	0	0	0	0	0	0	0	0	2	20,694
Tayside	0	2	89	1	3	1	0	0	0	0	0	0	0	0	0	0	3	14,372
Central	0	0	1	83	1	2	2	2	1	1	2	1	0	0	0	0	2	14,742
Fife	0	0	4	1	85	3	1	0	0	0	0	0	0	0	0	0	3	11,864
Edinburgh	0	0	1	1	2	81	10	1	0	0	0	0	0	1	0	0	3	18,380
Lothians	**	0	0	2	1	17	72	1	0	0	1	1	0	1	0	0	3	12,875
Glasgow	0	0	0	1	0	1	0	70	6	8	4	5	2	0	0	0	3	21,278
Dunbartonshire / Argyll & Bute	0	0	0	2	0	0	0	14	75	3	2	1	1	0	0	0	2	12,585
Renfrewshire / Inverclyde	0	0	0	0	0	0	0	14	2	73	1	2	3	0	0	0	3	13,684
North Lanarkshire	**	0	0	2	0	1	1	9	2	1	72	7	0	0	0	0	3	9,783
South Lanarkshire	0	**	0	1	0	0	1	11	1	2	8	70	1	0	0	0	5	9,073
Ayrshire	0	0	0	0	0	0	0	3	0	3	0	1	89	1	0	0	3	13,514
Borders / Dumfries & Galloway	0	0	0	0	0	2	2	0	0	0	0	0	1	90	1	0	3	9,642
Outside Scotland	1	6	6	3	6	8	4	7	4	6	3	6	3	19	17	0	2	593
Not Known	5	8	8	5	8	10	6	11	5	6	5	9	7	5	0	0	3	5,470
All journeys reported	6	10	8	6	6	10	6	12	6	6	6	5	7	4	0	3	210,453	

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

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

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

Table TD14: [Council travel - origin] Percentage of journeys ending in each council area by area of origin, 2004-2013

Journey Destination (Council Area)	council area of origin														Sample size (=100%)			
	Highland / Islands	Grampian	Tayside	Central	Fife	Edinburgh	Lothians	Glasgow	Dunbartonshire / Argyll & Bute	Renfrewshire / Inverclyde	North Lanarkshire	South Lanarkshire	Ayrshire	Borders / Dumfries & Galloway		Outside Scotland	Not Known	
Highland / Islands	95	1	0	0	0	0	**	0	0	0	**	0	0	0	0	0	2	21,906
Grampian	1	95	1	0	0	0	0	0	0	0	0	**	0	0	0	0	2	20,724
Tayside	0	2	89	1	4	1	0	0	0	0	0	0	0	0	0	0	3	14,400
Central	0	0	1	83	2	2	2	2	2	0	2	1	0	0	0	0	3	14,770
Fife	0	0	4	1	85	3	1	0	0	0	0	0	0	0	0	0	3	11,829
Edinburgh	0	0	1	1	2	81	10	1	0	0	0	0	0	1	0	0	3	18,419
Lothians	0	0	0	2	1	17	72	1	0	0	1	1	0	1	0	0	3	12,873
Glasgow	0	0	0	1	0	1	0	69	7	8	4	5	2	0	0	0	2	21,390
Dunbartonshire / Argyll & Bute	0	0	0	2	0	0	0	14	75	3	2	1	1	0	0	0	3	12,574
Renfrewshire / Inverclyde	0	0	0	0	0	0	0	14	2	73	1	2	3	0	0	0	3	13,683
North Lanarkshire	**	0	0	2	0	1	1	9	2	1	72	7	0	0	0	0	3	9,760
South Lanarkshire	0	0	0	1	0	1	1	11	1	2	8	70	1	0	0	0	5	9,080
Ayrshire	0	0	0	0	0	0	0	3	0	3	0	1	88	1	0	0	3	13,541
Borders / Dumfries & Galloway	0	0	0	0	0	2	2	0	0	0	0	0	1	90	1	0	3	9,647
Outside Scotland	0	4	5	2	3	8	5	5	4	4	6	5	2	23	22	0	4	460
Not Known	5	8	8	5	8	10	6	11	5	6	5	9	7	5	0	0	3	5,397
All journeys reported	6	10	8	6	6	10	6	12	6	6	6	5	7	4	0	3	210,453	

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

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

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

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

Table TD15: [Council travel to work - workplace] Percentage of employed people (who do not work at home) resident in each council area by council area of workplace 2004-201:

Council area of residence	Council area of workplace														Sample size (=100%)			
	Highlands / Islands	Grampian	Tayside	Central	Fife	Edinburgh	Lothians	Glasgow	Dunbartonshire / Argyll & Bute	Renfrewshire / Inverclyde	North Lanarkshire	South Lanarkshire	Ayrshire Borders / Dumfries & Galloway	Outside Scotland		Not Known		
Highlands / Islands	82	1	0	**	**	**	.	0	0	.	**	**	**	**	**	16	5,665	
Grampian	1	88	1	**	**	0	**	**	**	.	.	.	.	**	**	0	10	5,968
Tayside	0	2	83	1	2	1	0	0	**	**	0	**	**	**	**	0	9	3,578
Central	**	0	1	62	2	7	3	5	2	0	3	1	**	**	**	0	13	3,632
Fife	**	0	6	1	70	8	2	1	**	**	0	0	**	**	**	0	11	3,468
Edinburgh	**	**	0	1	1	80	7	1	**	**	0	0	.	.	0	0	8	4,306
Lothians	**	0	0	2	1	35	49	1	.	**	2	0	**	**	**	0	9	3,772
Glasgow	**	0	0	1	0	1	0	65	4	6	3	4	1	**	**	0	14	4,796
Dunbartonshire / Argyll & Bute	**	0	**	1	0	0	0	26	50	5	2	1	0	**	**	0	13	3,118
Renfrewshire / Inverclyde	.	0	**	1	**	1	0	25	3	51	2	3	2	.	.	1	13	3,699
North Lanarkshire	**	0	**	3	0	2	2	17	2	1	48	9	0	.	.	0	13	2,786
South Lanarkshire	.	.	0	1	**	2	2	21	1	2	9	45	1	0	**	**	16	2,676
Ayrshire Borders / Dumfries & Galloway	**	**	**	0	0	0	**	9	1	5	1	2	68	0	1	14	3,483	
Scotland	5	10	7	4	5	12	5	13	4	5	5	4	5	4	0	12	53,446	

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

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

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

Table TD16: [Council travel to work - residence] Percentage of those working (other than from home) in each council area by council area of residence 2004-201:

Council area of workplace	Council area of residence														Sample size (=100%)	
	Highlands / Islands	Grampian	Tayside	Central	Fife	Edinburgh	Lothians	Glasgow	Dunbartonshire / Argyll & Bute	Renfrewshire / Inverclyde	North Lanarkshire	South Lanarkshire	Ayrshire Borders / Dumfries & Galloway	Outside Scotland		Not Known
Highlands / Islands	98	2	0	**	**	**	**	**	.	**	.	.	.	**	**	4,721
Grampian	0	97	1	0	0	**	0	0	0	0	.	.	**	**	**	5,451
Tayside	0	1	91	1	6	1	0	0	**	**	0	**	**	**	**	3,312
Central	**	**	2	81	2	2	3	2	1	1	4	1	0	**	**	2,734
Fife	**	**	3	2	90	3	1	0	**	0	**	0	**	**	**	2,718
Edinburgh	**	0	1	3	5	66	20	1	0	0	1	1	0	2	**	5,654
Lothians	.	**	0	3	2	14	70	1	0	0	3	2	**	**	**	2,464
Glasgow	0	**	0	2	0	1	1	51	10	12	8	9	4	0	**	6,441
Dunbartonshire / Argyll & Bute	0	**	**	3	**	**	.	11	74	5	4	1	1	1	**	2,112
Renfrewshire / Inverclyde	.	.	.	0	**	**	**	13	5	69	2	3	7	**	**	2,640
North Lanarkshire	**	.	0	4	0	1	2	7	3	2	67	12	1	**	**	2,099
South Lanarkshire	**	.	**	1	1	0	1	9	2	4	14	65	3	**	**	1,886
Ayrshire Borders / Dumfries & Galloway	**	**	**	**	**	**	.	**	2	0	2	0	1	93	0	2,558
Scotland	**	4	4	4	6	9	6	8	4	8	3	**	9	33	**	213
Not Known	8	10	6	6	6	6	5	13	6	7	7	8	8	3	**	6,313
All working respondents (other than from home)	6	11	7	6	7	10	7	10	5	6	6	6	7	5	**	53,446

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

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

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

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

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

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

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

2013 Design factor = 1.16

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

The following tables replicate earlier travel diary tables using an updated methodology to calculate travel distances, more information on the methodological changes can be found in the 'Calculating Distance' section of Appendix A of Transport and Travel in Scotland 2013.

Table TD2a: [Main mode by distance] Percentage of journeys by main mode by road network distance 2013

	Main Mode of Transport								Sample size
	Walking	Driver car/van	Passenger car/van	Bicycle	Bus	Taxi/ minicab	Rail	Other	
All	23.3	50	13.6	1	8.5	1.6	1.7	0.3	20,183
by distance:	<i>row percentages</i>								
Under 1 km	69.9	21.2	6.3	0.7	0.9	0.8	0.1	0	3,664
1 to under 2km	42.3	38.5	10.9	1.5	4.6	2	0	0.2	3,217
2 to under 3km	26.1	44.6	14.3	1.5	9.6	2.6	0.6	0.6	1,947
3 to under 5km	12.1	52.6	13.6	1.2	16.5	3	0.8	0.3	2,638
5 to under 10km	5.6	58.8	16.5	1.3	15	1.5	1.2	0.2	3,151
10 to under 15km	2.3	64.7	18.6	0.6	10.1	1	2.2	0.4	1,826
15 to 20km	1.9	72.5	15.6	0.1	5.4	1.3	3	0.1	938
20 to 40km	1.6	69.3	16.7	0.3	5.9	0.6	5.4	0.3	1,663
40km and over	1.4	65.9	17.2	0.4	5	0.8	8.1	1.2	1,139

Table TD4: [Distance] Percentage of journeys made by road network distance travelled, 2012-2013 ¹

	2012 ²	2013
	<i>column percentages</i>	
Under 1 km	24.2	16.3
1 to under 2km	13.7	15.0
2 to under 3km	8.8	9.6
3 to under 5km	12.4	13.3
5 to under 10km	14.6	16.4
10 to under 15km	8.4	9.4
15 to 20km	4.2	5.0
20 to 40km	8.4	8.9
40km and over	5.4	6.2
Sample size (=100%)	19,288	20,183

¹ Note that 1km = 0.6 miles

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

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

	Under 1 km	1 to under 2km	2 to under 3km	3 to under 5km	5 to under 10km	10 to under 15km	15 to 20km	20 to 40km	40km and over	Sample size
	All	16.3	15.0	9.6	13.3	16.4	9.4	5.0	8.9		6.2	20,183
by mainmode:	<i>Row percentages</i>									
Walking	48.8	27.2	10.7	6.9	4.0	0.9	0.4	0.6	0.4	4,893
Driver car/van	6.9	11.5	8.6	14.0	19.3	12.1	7.2	12.3	8.2	10,084
Passenger car/van	7.6	12.0	10.1	13.3	19.8	12.8	5.7	10.9	7.8	2,612
Bicycle	12.2	23.5	15.1	15.9	21.7	6.2	0.5	2.3	2.7	202
Bus	1.8	8.2	10.9	25.9	29.1	11.2	3.2	6.1	3.6	1,720
Taxi/minicab	8.1	18.7	16.0	25.0	15.3	6.1	4.2	3.4	3.1	281
Rail	1.0	0.3	3.4	6.1	11.4	12.1	8.6	27.9	29.1	308
Other	1.5	11.2	17.8	12.8	9.2	12.4	2.3	7.6	25.2	83

Table TD5: [Distance] Distance (road network) summary statistics 2012-2013 ¹

	2012 ²	2013
	<i>Kilometres</i>	
Lower Decile	0.2	0.7
Lower Quartile	1.0	1.5
Median	3.4	4.2
Upper Quartile	10.7	11.9
Upper Decile	26.1	27.6
Mean	10.5	11.6
Sample size	19,288	20,183

¹ Note that 1km = 0.6 miles

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

Table TD5a: [Distance] Distance (road network) summary statistics by mode of transport 2013

	Main Mode of Transport								All modes
	Walking	Driver car/van	Passenger car/van	Bicycle	Bus	Taxi/ minicab	Rail	Other	
Lower Decile	0.2	1.3	1.2	1.9	0.8	2.0	1.1	4.6	0.7
Lower Quartile	0.5	2.8	2.6	2.7	1.7	3.3	1.8	10.6	1.5
Median	1.0	7.0	6.3	6.5	2.9	5.2	3.2	24.3	4.2
Upper Quartile	1.9	16.8	14.6	42.2	5.8	9.6	6.2	46.7	11.9
Upper Decile	3.5	34.3	33.3	86.4	11.5	19.2	16.2	77.1	27.6
Mean	2.1	14.8	14.1	32.0	6.1	9.9	8.7	42.3	11.6
Sample size	4,893	10,084	2,612	202	1,720	281	308	83	20,183

Table S2 Summary of Transport in Scotland - index numbers
Index 2003=100

	2003	2004	2005	2006	2007	2008	2009	2010	2011	2012	2013
Vehicles Licensed											
Private and Light Goods ¹	100.0	102.6	106.1	107.4	110.0	111.6	112.3	112.4	112.6	113.8	115.8
All Vehicles ¹	100.0	102.7	106.2	107.6	110.2	111.8	112.6	112.7	112.9	114.0	115.8
New Registrations	100.0	100.2	95.7	92.6	95.6	81.9	82.3	79.5	77.1	82.5	92.0
Local Bus Services²											
Passenger Journeys (boardings) ³			100.0	102.1	104.7	103.9	98.5	92.5	94.2	90.8	..
Vehicle Kilometres ³			100.0	102.7	104.0	103.2	100.5	92.5	90.4	87.4	..
Passenger Revenue at latest year's prices(2004=100) ³		100.0	105.6	118.6	123.4	128.3	125.2	118.8	120.0	122.1	..
Freight Lifted											
Road ^{4,9}	100.0	112.8	108.0	110.8	115.3	102.4	86.0	86.0	..	..	..
Rail ²	100.0	135.2	172.1	155.8	136.4	124.5	116.5	100.1	91.5	..	..
Coastwise traffic	100.0	105.0	130.9	105.5	116.8	119.3	101.7	92.0	83.7	64.1	..
One Port traffic	100.0	86.4	114.3	96.1	118.8	113.6	233.1	122.1	157.1	166.9	..
Inland waterway traffic	100.0	99.1	101.3	101.0	104.4	121.2	100.4	108.3	106.4	107.3	..
Pipelines ⁵	100.0	99.8	99.6	100.4	99.3	99.6	99.6	99.6	100.4	101.8	..
Total	100.0	110.5	111.1	110.2	113.7	105.3	91.9	90.0	..	..	..
Public Road Lengths											
Trunk (A and M)	100.0	99.9	100.6	100.9	100.6	100.6	101.0	100.9	101.3	102.2	101.9
Other Major (A and M)	100.0	100.0	100.2	100.1	99.5	100.0	100.0	99.9	100.7	100.7	100.7
Minor Roads	100.0	100.1	100.6	100.8	101.5	101.7	102.1	102.4	102.5	102.8	102.9
All Roads ¹²	100.0	100.1	100.5	100.7	101.1	101.4	101.8	102.0	102.2	102.5	102.6
Road Traffic											
Motorways	100.0	104.1	105.0	109.9	112.3	114.1	113.3	111.0	112.2	121.9	124.0
A roads	100.0	101.3	100.4	102.9	102.7	101.4	102.3	100.8	100.8	99.5	99.8
All roads (incl. B, C, uncl.)	100.0	101.6	101.6	105.0	106.3	105.8	105.2	103.4	103.2	103.6	104.3
Reported Road Accident Casualties ¹⁰											
Killed	100.0	91.7	85.1	93.5	83.6	80.4	64.3	61.9	55.1	53.0	51.2
Killed and Serious	100.0	93.3	89.6	89.6	81.0	86.4	76.0	66.1	62.7	65.6	55.8
All (Killed, Serious, Slight)	100.0	98.6	95.4	92.1	86.6	83.1	80.2	71.1	68.2	67.8	61.3
Passenger Rail ^{2,6}											
ScotRail passenger journeys ⁶	100.0	111.4	120.9	124.6	129.6	133.0	133.9	136.3	141.2	144.9	150.3
Rail journeys in/from Scotland ⁷	100.0	109.6	119.4	124.9	130.1	136.4	136.8	142.1	149.1	153.4	..
Passenger receipts (£2011 mill)	100.0	105.9	106.3	109.5	124.6	125.1	137.4	142.4	146.0	151.7	..
Air Transport											
Terminal Passengers	100.0	107.0	112.9	115.9	119.2	115.5	106.7	99.2	104.7	105.3	110.3
Transport Movements	100.0	105.0	111.3	114.5	116.6	113.5	104.2	96.5	99.7	101.3	102.5
Freight	100.0	100.2	98.3	103.1	81.8	62.2	63.0	58.8	55.9	64.6	67.1
Ferries ⁸											
Passengers	100.0	101.6	99.1	99.2	100.5	93.8	95.8	93.6	90.3	90.9	90.5
Vehicles	100.0	104.1	102.4	105.4	109.8	103.4	105.8	103.6	103.2	103.5	..
of which on routes within Scotland											
Passengers	100.0	103.2	103.7	105.2	106.0	99.6	103.0	99.8	96.8	98.2	97.5
Vehicles	100.0	103.7	104.8	109.3	113.6	107.6	110.9	106.9	106.8	110.1	107.9

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 Services to Europe, Northern Ireland and within Scotland (Previous versions of STS only included services where data is available back to 1975, this can still be found in Table H1).

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

¹⁰ Figures for 2012 are provisional.

Table S4 Summary of cross-border transport

	2003	2004	2005	2006	2007	2008	2009	2010	2011	2012	2013
Passenger journeys <i>millions</i>											
to / from other parts of UK											
Rail	5.01	4.88	5.20	5.58	5.81	6.13	6.64	7.33	7.59	7.74	..
Air ¹	12.38	12.88	13.16	12.96	12.87	12.07	10.89	9.83	10.12	10.05	10.30
Ferry ²	2.43	2.34	2.05	2.02	2.09	1.94	1.92	1.92	1.86	1.81	1.83
Total these modes	19.82	20.09	20.41	20.55	20.77	20.13	19.45	19.08	19.57	19.60	..
to / from other countries											
Air ³	7.13	8.12	8.97	9.67	10.35	10.35	9.74	9.27	10.06	10.21	10.86
Ferry ⁴	0.21	0.21	0.19	0.12	0.11	0.08	0.03	0.05	0	0	0
Total these modes	7.34	8.33	9.17	9.79	10.47	10.43	9.77	9.32	10.06	10.21	10.86
Total cross-border passengers											
Rail	5.01	4.88	5.20	5.58	5.81	6.13	6.64	7.33	7.59	7.74	..
Air	19.52	21.00	22.14	22.63	23.23	22.42	20.63	19.10	20.18	20.26	21.16
Ferry	2.64	2.54	2.25	2.14	2.21	2.01	1.95	1.97	1.86	1.81	1.83
Total these modes	27.16	28.42	29.58	30.34	31.24	30.56	29.22	28.41	29.63	29.82	..
Freight ¹⁰ <i>millions of tonnes lifted</i>											
to other parts of UK											
Road ^{5,9}	14.8	14.3	12.5	14.2	16.4	12.3	12.6	14.8	..	..	..
Rail	4.1	6.4	9.0	7.1	4.6	3.8	3.3	3.1	2.2	..	..
Water	17.6	18.7	22.5	17.9	19.7	21.0	17.6	16.6	16.6	8.8	..
Total these modes	36.5	39.4	44.0	39.3	40.6	37.1	33.4	34.5	..	..	..
from other parts of UK											
Road ^{5,9}	20.9	17.6	17.4	18.9	21.9	17.7	16.0	17.9	..	..	..
Rail	1.0	0.9	2.1	2.1	2.0	2.0	1.3	1.6	1.1	..	..
Water	4.6	5.4	5.9	5.6	5.5	5.1	4.9	5.5	4.9	2.1	..
Total these modes	26.6	23.9	25.3	26.6	29.4	24.8	22.1	25.0	..	..	..
Total to / from other parts of UK											
Road ^{5,9}	35.7	31.9	29.9	33.1	38.3	30.0	28.6	32.7	..	..	..
Rail	5.2	7.3	11.1	9.2	6.6	5.9	4.5	4.7	3.3	..	..
Water	22.2	24.0	28.4	23.6	25.2	26.1	22.4	22.1	21.6	10.8	..
Total these modes	63.0	63.2	69.3	65.9	70.0	61.9	55.6	59.5	..	..	..
to other countries											
Road ⁵	0.6	0.5	0.4	0.4	0.6	0.5	0.5	0.4	..	..	..
Rail ⁶	0.4	0.5	0.5	0.5	0.5	0.4	0.4	0.4	0.4	..	..
Water ⁷	58.9	54.5	45.0	44.0	45.6	42.4	38.3	39.9	33.4	32.1	..
Total these modes	59.9	55.5	45.9	44.9	46.7	43.3	39.2	40.7	..	..	..
from other countries											
Road ⁵	0.2	0.3	0.3	0.2	0.3	0.3	0.2	0.2	..	..	..
Rail ⁸	0.5	0.5	0.5	0.5	0.4	0.5	0.4	0.4	0.4	..	..
Water ⁷	9.5	15.0	17.0	17.9	14.6	16.1	13.5	13.2	14.2	16.3	..
Total these modes	10.2	15.8	17.8	18.6	15.3	16.9	14.2	13.8	..	..	..
Total to / from other countries											
Road	0.8	0.8	0.7	0.6	0.9	0.8	0.7	0.6	..	..	..
Rail	1.0	1.1	1.0	1.0	0.9	0.9	0.8	0.8	0.8	..	..
Water	68.4	69.4	62.0	61.9	60.2	58.5	51.9	53.1	47.6	48.3	..
Total	70.2	71.3	63.7	63.5	62.0	60.2	53.3	54.4	..	..	..
Total cross-border freight											
Road	36.5	32.7	30.6	33.7	39.2	30.8	29.3	33.3	..	..	..
Rail	6.1	8.3	12.1	10.2	7.5	6.7	5.3	5.5	4.1	..	..
Water	90.6	93.5	90.4	85.5	85.4	84.6	74.3	75.2	69.2	59.1	..
Total these modes	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. There have been delays to DfT's publication of freight data, the latest available figures are included here.

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

	2003	2004	2005	2006	2007	2008	2009	2010	2011	2012	2013
Vehicles Licensed (all vehicles) <i>thousand</i>											
Scotland	2,383	2,448	2,531	2,564	2,627	2,665	2,684	2,685	2,691	2,717	2,759
GB	31,207	32,259	32,897	33,070	33,651	33,883	33,958	34,120	34,229	34,522	35,034
Households with a Car ¹ (National Travel Survey) <i>percent</i>											
Scotland	69	..	69	..	70	..	70	..	70	..	..
GB	74	..	75	..	75	..	75	..	72	..	..
Public Road Lengths (all roads) <i>thousand kilometres</i>											
Scotland	54.6	54.6	54.8	55.0	55.2	55.3	55.5	55.6	55.8	55.9	56.0
GB ²	392.3	387.7	388.0	398.4	398.9	394.5	394.4	394.3	394.3	394.9	395.5
Road Traffic <i>billion vehicle kilometres</i>											
Motorway											
Scotland	5.86	6.09	6.15	6.43	6.58	6.68	6.63	6.50	6.57	7.14	7.26
GB	93.0	96.6	97.0	99.5	100.6	100.1	99.5	98.2	99.5	100.4	101.9
A roads											
Scotland	21.8	22.1	21.9	22.5	22.4	22.1	22.3	22.0	22.0	21.7	21.8
GB ³	221.0	224.1	223.1	226.1	224.9	222.8	222.4	219.5	220.4	218.5	218.6
All roads (incl. B, C, unclassified)											
Scotland	42.0	42.7	42.7	44.1	44.7	44.5	44.2	43.5	43.4	43.5	43.8
GB ³	486.7	493.9	493.9	501.1	505.4	500.6	495.8	487.9	488.9	487.1	488.8
Reported Road Accident Casualties: Killed or Seriously Injured <i>thousand</i>											
Scotland ¹²	3.29	3.07	2.95	2.95	2.67	2.85	2.50	2.18	2.07	2.16	1.84
GB	37.2	34.4	32.2	31.8	30.7	28.6	26.9	24.5	25.0	24.8	23.4
Local bus passenger journeys ^{2,4} <i>million</i>											
Scotland	478	460	466	476	488	484	459	431	439	423	..
GB	4,681	4,632	4,722	4,914	5,164	5,271	5,213	5,191	5,219	5,130	..
Rail passenger journeys ^{4,5,6} <i>million</i>											
Scotland	55.9	61.3	66.7	69.8	72.7	76.3	76.5	79.4	83.3	85.8	..
GB ¹¹	791	808	827	984	1,018	1,074	1,065	1,160	1,230	1,269	..
Air terminal passengers											
Scotland	21.1	22.6	23.8	24.4	25.1	24.3	22.5	20.9	22.1	22.2	23.3
UK	200.0	215.7	228.2	235.2	240.7	235.4	218.1	210.7	219.3	220.6	228.4
Freight Lifted <i>million tonnes</i>											
Road ^{8,9}											
Scotland	153	173	166	170	177	157	132	132	..	..	..
GB	1,643	1,744	1,746	1,776	1,822	1,668	1,356	1,489	..	..	..
Rail ⁴											
Scotland	8.32	11.25	14.32	12.96	11.35	10.36	9.69	8.33	7.61	..	..
GB	89	100	105	108	102	103	87	90	102	113	..
Coastwise traffic											
Scotland	19.5	20.5	25.5	20.6	22.8	23.3	19.8	18.0	16.3	12.5	..
UK	58.5	59.8	65.1	56.7	57.6	58.1	54.6	50.5	49.3	42.8	..
Pipelines ⁷											
Scotland	27.7	27.6	27.6	27.8	27.5	27.6	27.6	27.6	27.8	28.2	..
GB	54.9	56.1	55.4	54.5	53.1	53.3	53.6	53.5	53.7	54.3	..
Travel to Work (Autumn: Labour Force Survey) <i>percent</i>											
Car (or van, minibus, works van)											
Scotland	70	69	68	69	69	69	70	71	68	68	..
GB	71	71	71	70	69	70	70	70	68	69	..
Public transport (bus, rail, underground)											
Scotland	15	15	16	17	16	17	15	14	16	16	..
GB	14	14	14	15	16	15	15	15	16	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. Later years have yet to be published by DfT.

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 2003=100

	2003	2004	2005	2006	2007	2008	2009	2010	2011	2012	2013
Vehicles Licensed (all vehicles)											
Scotland	100.0	102.7	106.2	107.6	110.2	111.8	112.6	112.7	112.9	114.0	115.8
GB	100.0	103.4	105.4	106.0	107.8	108.6	108.8	109.3	109.7	110.6	112.3
Public Road Lengths (all roads)											
Scotland	100.0	100.1	100.5	100.7	101.1	101.4	101.8	102.0	102.2	102.5	102.6
GB ¹	100.0	98.8	98.9	101.6	101.7	100.6	100.5	100.5	100.5	100.7	100.8
Road Traffic											
Motorway											
Scotland	100.0	104.1	105.0	109.9	112.3	114.1	113.3	111.0	112.2	121.9	124.0
GB	100.0	103.9	104.3	107.0	108.2	107.6	107.0	105.6	107.0	108.0	109.6
A roads											
Scotland	100.0	101.3	100.4	102.9	102.7	101.4	102.3	100.8	100.8	99.5	99.8
GB ²	100.0	101.4	101.0	102.3	101.8	100.8	100.6	99.3	99.7	98.9	98.9
All roads (incl. B, C, unclassified)											
Scotland	100.0	101.6	101.6	105.0	106.3	105.8	105.2	103.4	103.2	103.6	104.3
GB ²	100.0	101.5	101.5	103.0	103.8	102.9	101.9	100.2	100.5	100.1	100.4
Reported Road Accident Casualties Killed or Seriously Injured											
Scotland ⁹	100.0	93.3	89.6	89.6	81.0	86.4	76.0	66.1	62.7	65.6	55.8
GB	100.0	92.3	86.4	85.6	82.5	76.8	72.3	65.9	67.2	66.6	62.8
Local bus passenger journeys ^{1,3}											
Scotland	100.0	96.3	97.6	99.7	102.2	101.3	96.1	90.2	91.9	88.6	..
GB	100.0	99.0	100.9	105.0	110.3	112.6	111.4	110.9	111.5	109.6	..
Rail passenger journeys ^{3,4,5}											
Scotland	100.0	109.6	119.4	124.9	130.1	136.4	136.8	142.1	149.1	153.4	..
GB	100.0	102.2	104.5	124.3	128.6	135.7	134.6	146.6	155.4	160.4	..
Air terminal passengers											
Scotland	100.0	107.0	112.9	115.9	119.2	115.5	106.7	99.2	104.7	105.3	110.3
UK	100.0	107.9	114.1	117.6	120.4	117.7	109.1	105.3	109.6	110.3	114.2
Freight Lifted											
Road ^{6,8}											
Scotland	100.0	112.8	108.0	110.8	115.3	102.4	86.0	86.0	..	..	..
GB	100.0	106.1	106.3	108.1	110.9	101.5	82.5	90.6	..	..	..
Rail ³											
Scotland	100.0	135.2	172.1	155.8	136.4	124.5	116.5	100.1	91.5	..	..
GB	100.0	112.6	118.4	121.9	115.2	115.5	98.1	101.1	114.4	127.2	..
Coastwise traffic											
Scotland	100.0	105.0	130.9	105.5	116.8	119.3	101.7	92.0	83.7	64.1	..
UK	100.0	102.2	111.3	96.9	98.5	99.3	93.3	86.3	84.3	73.2	..
Pipelines ⁷											
Scotland	100.0	99.8	99.6	100.4	99.3	99.6	99.6	99.6	100.4	101.8	..
GB	100.0	102.2	100.9	99.3	96.7	97.1	97.6	97.5	97.8	98.9	..

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 Scott 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

	2003	2004	2005	2006	2007	2008	2009	2010	2011	2012	2013
Vehicles Licensed (all vehicles)											
	<i>per 100 population</i>										
Scotland	47	48	50	50	51	51	51	51	51	51	52
GB	54	55	56	56	57	56	56	56	56	56	56
Public Road Lengths (all roads)											
	<i>kilometres per 1,000 population</i>										
Scotland	10.8	10.7	10.7	10.7	10.7	10.6	10.6	10.6	10.5	10.5	10.5
GB	6.8	6.7	6.6	6.7	6.7	6.6	6.5	6.5	6.4	6.4	6.4
Road Traffic											
	<i>vehicle kilometres per head</i>										
Motorway											
Scotland	1,155	1,199	1,204	1,253	1,272	1,284	1,268	1,236	1,240	1,344	1,363
GB	1,605	1,659	1,653	1,684	1,689	1,667	1,646	1,611	1,619	1,622	1,636
A Roads											
Scotland	4,306	4,349	4,286	4,376	4,334	4,253	4,267	4,179	4,150	4,086	4,089
GB ¹	3,815	3,848	3,802	3,827	3,776	3,711	3,678	3,601	3,585	3,531	3,510
All roads (incl. B, C and unclassified)											
Scotland	8,294	8,399	8,359	8,595	8,639	8,547	8,452	8,264	8,187	8,196	8,229
GB ¹	8,401	8,481	8,416	8,481	8,486	8,337	8,199	8,004	7,953	7,872	7,849
Road Accident Casualties Killed or Seriously Injured											
	<i>per 1,000 population</i>										
Scotland ⁶	0.65	0.60	0.58	0.57	0.52	0.55	0.48	0.41	0.39	0.41	0.35
GB	0.64	0.59	0.55	0.54	0.52	0.48	0.45	0.40	0.41	0.40	0.38
Local bus passenger journeys^{2,3}											
	<i>per head</i>										
Scotland	94	90	91	93	94	93	88	82	83	80	..
GB	81	80	80	83	87	88	86	85	85	83	..
Rail passenger journeys^{3,4}											
	<i>per head</i>										
Scotland	11.0	12.0	13.1	13.6	14.1	14.7	14.6	15.1	15.7	16.1	..
GB	13.7	13.9	14.1	16.7	17.1	17.9	17.6	19.0	20.0	20.5	..
Air terminal passengers											
	<i>per head</i>										
Scotland	4.2	4.4	4.7	4.8	4.9	4.7	4.3	4.0	4.2	4.2	4.4
UK	3.4	3.6	3.8	3.9	3.9	3.8	3.5	3.4	3.5	3.5	3.6
Freight Lifted											
	<i>tonnes per head</i>										
Road											
Scotland	30.3	34.0	32.4	33.1	34.2	30.2	25.2	25.1	..	..	..
GB	28.4	29.9	29.8	30.1	30.6	27.8	22.4	24.4	..	..	..
Rail³											
Scotland	1.6	2.2	2.8	2.5	2.2	2.0	1.9	1.6	1.4	..	..
GB	1.5	1.7	1.8	1.8	1.7	1.7	1.4	1.5	1.7	1.8	..
Coastwise traffic											
Scotland	3.8	4.0	5.0	4.0	4.4	4.5	3.8	3.4	3.1	..	..
UK	1.0	1.0	1.1	1.0	1.0	1.0	0.9	0.8	0.8	..	..
Pipelines⁵											
Scotland	5.5	5.4	5.4	5.4	5.3	5.3	5.3	5.2	5.2	5.3	..
GB	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 ¹	Car vehicle kilometres on major roads (M and A)	Bus passenger journeys on local services ²	Rail passenger journeys originating in Scotland ³	Air terminal passengers at airports	Ferry passengers on routes within Scotland and to NI and Europe ⁵	Ferry passengers on selected ferry services ⁴	Car	Bus	Rail	Air	Ferry Selected services ⁴
						<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	9.16	6.63	133	79	104	150	142
1993	18,211	538	59.1	11.12	9.53	6.63	134	78	104	160	142
1994	18,683	526	54.4	11.79	9.64	6.65	137	77	95	170	142
1995	19,226	506	48.9	12.31	10.49	6.86	141	74	86	177	147
1996	19,888	478	49.8	13.21	9.33	5.59	146	70	87	190	120
1997	20,266	448	53.1	14.39	9.92	5.63	149	65	93	207	121
1998	20,456	424	55.1	15.19	9.64	5.33	150	62	96	219	114
1999	20,700	455	57.6	15.94	9.96	5.33	152	66	101	230	114
2000	20,566	458	57.3	16.79	9.80	5.29	151	67	100	242	113
2001	20,977	466	53.0	18.08	9.79	5.30	154	68	93	260	114
2002	21,760	471	52.4	19.78	9.97	5.33	160	69	92	285	114
2003	21,922	478	55.9	21.08	10.67	5.71	161	70	98	304	122
2004	22,308	460	61.3	22.55	10.84	5.92	164	67	107	325	127
2005	22,060	466	66.7	23.80	10.57	5.97	162	68	117	343	128
2006	22,610	476	69.8	24.44	10.59	5.40	166	69	122	352	116
2007	22,392	488	72.7	25.13	10.72	5.40	165	71	127	362	116
2008	22,221	484	76.3	24.35	10.01	5.15	163	70	134	351	110
2009	22,496	459	76.5	22.50	10.22	5.40	165	67	134	324	116
2010	21,998	432	79.4	20.91	9.99	5.37	162	63	139	301	115
2011	21,986	439	83.3	22.07	9.63	5.22	162	64	146	318	112
2012	22,170	423	85.8	22.21	9.70	5.15	163	62	150	320	110
2013	22,217	..	..	23.25	9.66	..	163	..	..	335	..

- 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)
- 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
- Figures from 1995 onwards were revised by ORR in 2013 due to improvements to methodology. 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. Figures in 2001-02 and 2002-03 were affected by industrial action.
- This grouping was used in STS until 2012 and includes 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.
- All ferry routes within Scotland, between Scotland and Northern Ireland and between Scotland and Europe, for which passenger data is available (see chapter 9 for more detail)

Table H2 Summary of freight traffic¹

(a) freight lifted - millions of tonnes

Year ²	Air	Road	Rail	Coastal ship- ping	Coast- wise ship- ping	Inland water- way	Pipeline ³	Total	Air	Road	Rail	Coastal ship- ping	Coast- wise ship- ping	Inland water- way	Pipeline ³	
		<i>lifted in Scotland</i>	<i>lifted in Scotland</i>	<i>see notes</i>	<i>lifted in Scotland</i>	<i>lifted in Scotland</i>	<i>see notes</i>		<i>lifted in Scotland</i>	<i>lifted in Scotland</i>	<i>lifted in Scotland</i>	<i>see notes</i>	<i>lifted in Scotland</i>	<i>lifted in Scotland</i>	<i>see notes</i>	
	<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	236.9	..	103	88	83	..	97	96	
1988	..	155.7	9.7	31.9	28.3	10.2	25.2	261.0	..	119	81	93	..	96	85	
1989	..	154.8	9.4	32.5	28.3	10.4	21.3	256.7	..	119	78	95	..	97	71	
1990	..	160.6	9.8	29.9	25.2	11.9	26.9	264.3	..	123	82	87	..	112	90	
1991	..	148.8	9.0	31.6	26.7	11.3	21.4	248.8	..	114	75	92	..	106	72	
1992	..	157.1	7.0	30.1	25.7	10.7	24.0	254.5	..	120	58	88	..	100	81	
1993	..	158.9	5.0	29.0	24.5	11.4	26.9	255.7	..	122	42	85	..	107	90	
1994	..	155.8	5.4	32.0	27.5	11.2	24.1	255.9	..	119	45	93	..	105	81	
1995	..	157.7	..	35.9	31.9	11.2	25.6	262.3	..	121	..	105	..	105	86	
1996	..	162.4	5.4	40.3	36.2	11.1	25.6	281.0	..	124	45	117	..	104	86	
1997	..	157.4	7.0	39.4	34.5	11.6	25.7	275.7	..	121	59	115	..	109	86	
1998	..	155.6	7.7	45.7	39.7	10.4	28.1	287.1	..	119	64	133	..	97	94	
1999 ⁴	..	155.8	8.2	41.3	35.3	9.5	28.0	278.1	..	119	69	120	..	89	94	
2000	0.08	158.5	8.3	30.9	24.7	12.2	28.1	262.8	..	121	69	90	..	115	94	
2001	0.08	150.8	9.6	27.4	20.6	11.4	28.1	248.0	..	116	80	80	..	107	94	
2002	0.08	154.4	9.1	24.5	19.2	10.0	28.0	245.4	..	118	76	71	..	94	94	
2003 ⁵	0.08	153.4	8.3	24.4	19.5	10.1	27.7	243.5	..	118	69	71	..	94	93	
2004	0.08	173.1	11.3	25.8	20.5	10.0	27.6	268.4	..	133	94	75	..	94	93	
2005	0.08	165.6	14.3	31.4	25.5	10.2	27.6	274.7	..	127	119	92	..	96	93	
2006 ⁶	0.08	170.0	13.0	25.7	20.6	10.2	27.8	267.3	..	130	108	75	..	95	93	
2007 ⁶	0.07	176.8	11.4	27.5	22.8	10.5	27.5	276.5	..	136	95	80	..	99	92	
2008 ⁶	0.05	157.0	10.4	28.3	23.3	12.2	27.6	258.9	..	120	86	83	..	114	93	
2009 ⁶	0.05	131.9	9.7	24.7	19.8	10.1	27.6	223.9	..	101	81	72	..	95	93	
2010	0.05	131.9	8.3	23.9	18.0	10.9	27.6	220.6	..	101	69	70	..	102	93	
2011	0.05	..	7.6	22.6	16.3	10.7	27.8	..	..	..	63	66	..	100	93
2012	0.05	..	..	11.3	12.5	10.8	28.2	..	..	..	..	33	..	101	95
2013	0.05	..	..	..	..	..	..	..	..	..	..	..	..	..	..

- 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.
- 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).
- The estimated amounts of crude oil and products carried by pipelines over 50km in length. 2012 figures are provisional.
- 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.
- Domestic freight estimates for 2006 to 2009 were revised on 27 October 2011

Table H2 Summary of freight traffic¹

(b) freight moved - millions of tonne-kilometres

Year ²	Road <i>lifted in Scotland</i>	Rail <i>lifted in Scotland</i>	Coastwise shipping <i>lifted in Scotland</i>	Inland waterway <i>lifted in Scotland</i>	Pipeline ^{3,6} <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 ⁴	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 ⁵	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	..	..	8,744	269	5,836
2013	..	..	..	..	..

1. 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).

2. 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).

3. Over 50km

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. Pipeline figures for 2012 are provisional.

Table H3: Traffic estimates

Year	million vehicle kilometres					index 1985=100				
	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
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 ¹	7,140	21,713	28,853	14,696	43,549	339	144	168	..	..
2013	7,262	21,786	29,048	14,792	43,840	345	144	169	..	..

1. The increase in motorway traffic in 2012 is the result of new motorway opening. More detail can be found in the road network chapter.

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 ¹	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 ²	1,884	154	24,173	124	85	89
1993	1,874	170	22,414	124	94	82
1994 ³	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 ⁴	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	15,043	177	120	55
2010	2,685	209	13,338	177	116	49
2011	2,691	202	12,785	178	112	47
2012	2,717	216	12,722	179	120	47
2013	2,759	241	11,493	182	133	42

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.

10 List of Data Sources

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

Appendix A Scottish Household Survey - Background information

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- [Adult](#)
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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 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.9 In tables that analyse the results of questions for which multiple answers were allowed, the percentages may total more than 100 per cent.

A.10 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.11 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.12 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 (65+ 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.13 This is the total annual *net* income (i.e. after taxation and other deductions) from employment, benefits and other sources, which is brought into the household by the highest income householder and/or their spouse or partner. This includes any contribution to household finances made by other household members. Due to refusals or don't knows, full information for the main components of household income was not collected from all households. Subsequently, SHS contractors impute the missing components of income for almost all of these households, using information that was obtained from other households that appeared similar.

The Scottish Index of Multiple Deprivation (SIMD)

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

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

The SHS urban/rural classification

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

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

A.17 The urban/rural classification used for the SHS data is based on the Settlement file maintained by the National Records of Scotland (NRS).

SHS Travel Diary

A.18 The SHS Travel Diary collects information about travel for private purposes or for work or education, provided the main reason for the journey is not in the process of business. It includes the following types of travel - personal travel for domestic, social or recreational purposes and journeys made to take or escort someone else.

Journey Definitions

A.19 Journeys made by land, air or water within the United Kingdom are included. Journeys which start or end outwith the UK (e.g. a holiday flight from Spain) are excluded. However, if a respondent were to say that they had flown back from a holiday abroad on the previous day, the interviewer should record details of the journey home from the airport (but not record details of the flight to the UK).

A.20 The SHS Travel Diary does not cover: journeys which are made in the course of work by people who are employed as drivers or crew of public transport vehicles, to drive lorries, to deliver letters, parcels, leaflets or goods, as police officers etc. However, it does cover their journeys to and from their places of work; travel away from public roads or highways and recreational journeys.

A.21 The basic unit of travel, a journey, is defined as a one-way course of travel having a single main purpose. Outward and return halves of return journeys are treated as two separate journeys. If a single course of travel involves a mid-way change of purpose then it, too, is split into two journeys.

A.22 **From 2007 Journeys less than ¼ mile or shorter than 5 minutes on foot are recorded.** Previously these were excluded. This is in an attempt to reduce any under reporting of short (likely to be) walking journeys. This has resulted in an increase in the

proportion of walking journeys with corresponding decreases in the proportion of journeys by other modes. Care should be taken when comparing pre and post 2007 results as some time series data is not directly comparable. Some time series data are less affected by this change (e.g. driver journeys delayed due to congestion).

A.23 A journey can consist of one or more **stages**. A new stage is defined when there is a change in the form of transport or when there is a change of vehicle requiring a separate ticket.

A.24 The **purpose** of a journey is normally taken to be the activity at the destination. Prior to 2007 a journey home was defined by the purpose at the origin of the journey (e.g. a journey from shops to home would be defined as shopping).

A.25 **From 2007 onwards** only a direct reverse journey of the outward journey (e.g. going straight home from work after travelling directly there earlier in the day) is classed as the origin's purpose (i.e. going to work). Non direct return journeys (e.g. going to the cinema before travelling home) would be defined by their own purpose (e.g. cinema, then going home). Hence from 2007 onwards a new category of "**go home**" exists (in addition to "go for a walk" resulting from the inclusion of short journeys under 5 min or ¼ mile). Changes to the survey in 2012 resulted in a higher number of journeys being recorded as 'go home' because of changes to the way the return journeys were picked up.

A.26 Some of the categories which are identified in the survey do not appear in subsequent tables presenting detailed analysis, as few journeys were recorded for them.

Impact of analysing journeys over stages

A.27 Given that journeys can potentially be made up of many stages, it might be speculated that figures calculated for journeys would be different than those calculated for stages.

A.28 In practice, comparisons have found that there is little if any difference between the equivalent figures for journeys and stages. This is primarily because multi-stage journeys are rare. In 2011, only 217 journeys out of 17,806 had more than one stage and prior to 2012, only around 1 per cent of journeys were multi-stage. Since 2012, due to changes in survey methodology the proportion has increased to nearer 4 per cent but this doesn't impact on results, see Table TD2 and Table TD2b for comparisons. Given that the overwhelming majority of journeys are only one stage, it follows that the difference between figures for stages and journeys is slight.

Mode of transport.

A.29 Vans are included with cars; taxis and minicabs are in a separate category from ordinary cars; and there are separate categories for rail and underground, and for school bus, works bus and ordinary (service) bus. However, some of these modes of transport do not appear separately in the tables, because few journeys were recorded for them. Therefore, the other category includes, motorcycles, ferries, aeroplanes and all other forms of transport that are not shown separately.

A.30 Where a journey involves more than one mode of transport (e.g. a bus then a train), the main mode of a journey is defined, the main mode of the journey is the one used for the longest (in distance) stage (as in the GB National Travel Survey (NTS)). This definition does not use the total of the distances travelled by each of the different

modes to determine the main mode - e.g., a journey involving a 1 mile walk to a bus stop, a 1½ mile bus ride and a 1 mile walk to the ultimate destination is classified as 'main mode = bus', as bus is the mode of transport used for the longest stage of the journey, even though more than half the total distance is covered on foot. If there is no single longest stage, and the two (or more) longest stages do not involve the same mode of transport, the main mode of the journey is the mode used for the last of the longest stages. In practice, because of the way that the distances are calculated, it is unlikely that there will be many journeys which have two stages that involve exactly the same distance.

Day of the Week

A.31 The Travel Diary collects information about journeys that were made on the day before the interview: so, someone interviewed on Sunday will be asked about the journeys they made on Saturday. Journeys that start on one day and finish on another should be counted on the basis of the day on which they started.

A.32 Interviews are not spread evenly across the week, because some types of people are more likely to be found at home, available for interview, on certain days. Therefore, the results are weighted using factors, which depend upon the day of the week and the adult's current situation (or economic status), so that, within each category of current situation, the weighted number of interviews are spread evenly across the days of the week. The weighting process covers all interviews, including those with people who had not made any journeys on the day before the interview. Therefore, the weighted numbers of people who said that they had made journeys, and the weighted numbers of journeys themselves, are not necessarily evenly spread over the days of the week.

A.33 Although the total number of weighted interviews are evenly spread across the week, this is not the case at the local authority level. Therefore, any analysis by day of week should be treated with caution.

Bias

A.34 The SHS results may be biased, tending to over-estimate the number of journeys, because the interviewer asks only about travel on the previous day: e.g. people may be more likely to be interviewed on the days on which they made no journeys than on the days on which they made many journeys, since they are more likely to be available for interview on days on which they have not made any journeys. Therefore, the probability of being interviewed on a particular day depends, to some extent, upon the amount of travel on that day. It follows that the day for which the information about journeys is collected (the day before the interview) does not represent a "completely random" choice of day, and therefore that the Travel Diary results may not be properly representative.

A.35 However, comparisons with (pre-2007) results of the GB National Travel Survey (NTS) suggest that the SHS Travel Diary under-estimates the number of journeys made by adults. This may have been because prior to 2007 journeys of less than a quarter of a mile, or of less than five minutes by foot were excluded. Also details of the previous day's travel are provided 'off the top of the head', as opposed to logged in a week long diary (as per the NTS) and therefore some journeys may be overlooked.

A.36 Comparisons between the NTS and SHS Travel Diaries were the subject of an article in the National Travel Survey 2009/10: Scotland Results. The publication can be

accessed through the Transport Scotland website:

<http://www.transportscotland.gov.uk/strategy-and-research/publications-and-consultations/j221325-00.htm>

A.37 Detailed Scottish level information can be found at:

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

Imputation & Quality Assessment

A.38 Additional journeys have been imputed, in cases where it is obvious that they are missing - e.g. if the only journey recorded for the day was to work at 8.00 a.m., a return journey was imputed, using the same mode of transport and with the same duration. The imputation process uses information about the time spent at the destination by other people with the same current situation (economic status) who had reported making both an outward journey and a return journey for the same purpose. The average times spent at the destination, and the distributions of such times, are used to impute the times at which the return journeys would start. If the imputed time is after midnight, a return journey is not imputed.

A.39 Quality assurance procedures of Travel Diary data have also been improved, in light of the new Travel Diary structure. This has resulted some duplicate journeys deleted and some adjustment to raw data.

A.40 More information on the methods of imputation & quality assurance can be found in the Travel Diary User Guide, which is available on the SHS website:

<http://www.scotland.gov.uk/shs>

Calculating Distance

A.41 The interviewer asks where the person started from, and where they went to, and records the origin and destination of each stage of each journey. When appropriate, the interviewer can specify that the previous destination is the origin of the current stage/journey. Exact postcodes are determined/checked at a later stage in the processing of the data from the survey. In cases where only an approximate location is recorded (e.g. centre of Edinburgh), an arbitrary postcode (such as that of the main post office) is assigned. In some cases it may be unable to allocate a postcode from a postal district (e.g. EH10). Inevitably, there are occasions where no exact indication of location of the origin/destination can be determined. Continuous improvements to interviewers' computer systems result in improved location data over time.

A.42 The length of any journey stage is the estimated straight-line distance, based upon the grid co-ordinates of the centres of the postcodes of the origin/destination of that stage of the journey. In cases where the interviewer could not obtain sufficient details of the origin/destination to a postcode to be assigned, the distance travelled is imputed. The distance of a multi-stage journey is calculated by adding up the distances of each of its component stages. For series of calls journeys, the respondent estimates the total distance for series of calls journeys.

A.43 Distances are reported in kilometres. One kilometre is equivalent to 0.6 mile (or conversely, 1 mile = 1.609 km).

Straight line vs road network distance

A.44 As most journeys are not made in a straight line, the distance will underestimate the actual distance travelled. Since 2012, the survey contractors have provided an additional variable containing the road network distance. This has been used to recalculate those tables that use journey distance (Tables TD2a, TD4, TD4a, TD5 and TD5a) . A piece of work was undertaken in 2009 to investigate the extent of the underreporting of Travel Diary distance as a result of using the straight line distance, this was updated in 2014 using 2012 actual road distance data.

A.45 These reports conclude that:

- Straight line distance underestimates total distance travelled by around a third.
- Underestimates are greater for shorter journeys, as these are likely to stray further from a straight line. For example. a short journey in a town may have to take 3 sides of a square to get around buildings or follow a one way system.
- There is variation of scale of impact by mode of transport but this is a result of journey length ie walking and cycling journeys are shorter than car journeys on average.
-

A.46 There are caveats with the road network distance which is why it has not been used in the main SHS TD tables at this point. The limitations are:

- There are many routes through the road network between two points. The one used in the creation of the variable is the shortest distance but another possibility would be to use the route that takes the shortest time based on average speeds. Other factors that are harder to model would be route choice variation by time of day eg avoiding busy roads at rush hour.
- Road network distance is used for all modes due to the complex and time consuming nature of the computer processing.
 - This is likely to result in an overestimate of distance for cycling and walking as more direct routes may be used eg roads closed to through traffic that allow cyclists to pass through and short cuts people can take on foot across open ground.
 - Bus routes may not use the most direct route between two points eg the service may divert through an housing estate on the way between two points.
 - Rail journeys will obviously not use the road network, and as rail journeys are longer they will tend to be closer to a straight line. The road network distance for rail journeys is included as a comparison.

A.47 In future it would be possible to develop a distance measure that used the public transport network for bus and rail journeys, though it would be more difficult to create an accurate estimate of distance for walking and cycling. In the interim the road network tables are included for use alongside the straight line distance tables to understand the scale of underestimation. Whilst creating an indicator for distance using a mix of road and straight line distances which would provide improved accuracy for cars and buses, a choice would have to be made over which is the best measure for other modes of transport, and the resulting figure would be much harder to interpret.

A.48 Both reports, from 2012 and 2014, are available on the Transport Scotland website: <http://www.transportscotland.gov.uk/statistics/data-sources-and-methodology>

Calculating Duration

A.49 Prior to 2007 the duration of a journey was calculated from the start and end times. As the recording process will only be accurate to - at best - say the nearest five minutes. the estimated durations of some journeys would be subject to possibly large percentage errors. Due to coding problems in the CAPI script in October, November and December 1999, the start time and end time of some journeys are missing for around 4 per cent of journeys for 1999 as a whole. As duration is derived from the start time and end time of journeys, about 7 per cent of journeys in 1999 have a missing duration.

A.50 From 2007 onwards duration is collected direct from the respondent. This aims to improve the accuracy of the data. This means that data prior to 2007 may not be strictly comparable.

A.51 See more at: <http://www.transportscotland.gov.uk/statistics/j285661-33.htm#sthash.0ljbN1k3.dpuf>

Sampling variability and confidence limits

A.46 Although the SHS 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.47 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.

Table A shows the 95 per cent confidence limits for estimates of a range of percentages calculated from sub-samples of a range of sizes (NB: the confidence limits for estimates of x per cent and for $(100-x)$ per cent are the same). The formula used to calculate these confidence intervals is:

$$CI = DF \times 1.96 \times \text{SQRT}((\% \times (1-\%)) / n)$$

Where % is the percentage value of interest, n is the sample size it is based on and DF is the design factor for the relevant survey which varies from year to year as a result of the survey sample, see table below:

Year	2006	2007	2008	2009	2010	2011	2012	2013
Design Factor	1.2	1.2	1.2	1.3	1.2	1.3	1.15	1.16

A.48 The interpretation of an entry in Table A 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.49 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.50 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.51 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.52 SHS results are also included in *Scottish Transport Statistics*, published in February.

A.53 Transport statistics publications are available on the Transport Scotland Statistics webpages at <http://www.transportscotland.gov.uk/analysis/statistics/publications>

A.54 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.55 Anonymised copies of the survey data are deposited at the UK Data Archive.

Enquiries and further information

A.56 General enquiries about the SHS should be addressed to the survey's Project Manager:

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

Tel: 0131 244 0824

Fax: 0131 244 7573

E-mail: shs@scotland.gsi.gov.uk

A.57 Enquiries about the statistics in this bulletin should be addressed to:

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

Tel: 0131 244 1457

E-mail: transtat@transportscotland.gsi.gov.uk

A.58 Further information about the survey can be found on the SHS *website* at www.scotland.gov.uk/shs

A.59 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.60 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.61 To keep informed with changes to Scottish statistics, please register your interest with ScotStat at 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

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 - Developing more data for small areas through the Neighbourhood Statistics project;
 - Contributing to production of comparable statistics across the UK and internationally.
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 - Improving access to and presentation of data and analysis;
 - Improving the advice provided on statistics.
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The data collected for this statistical bulletin:

- are available in more detail through Scottish Neighbourhood Statistics
- are available as part of a GB dataset on data.gov.uk
- may be made available on request, subject to consideration of legal and ethical factors. Please contact Transtat@transportscotland.gsi.gov.uk for further information.
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	SHS Transport: Local Area Analysis (Now part of Transport and Travel in Scotland)	September 2013	Web only
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