



**TRANSPORT
SCOTLAND**
CÒMHDHAIL ALBA

Transport and Travel in Scotland

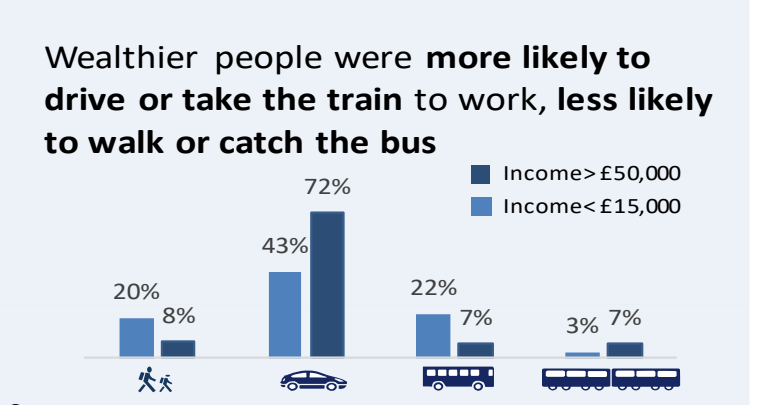
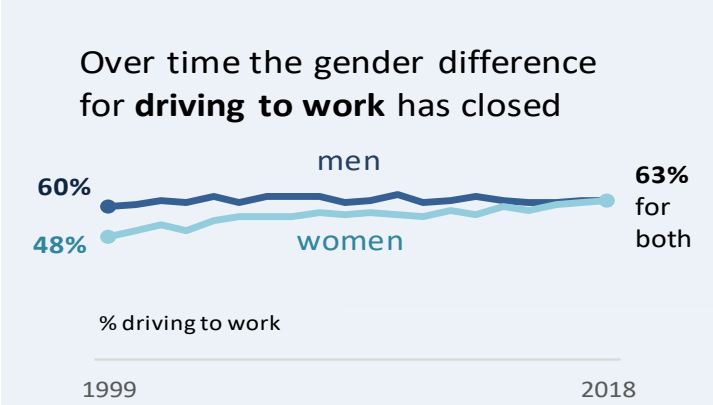
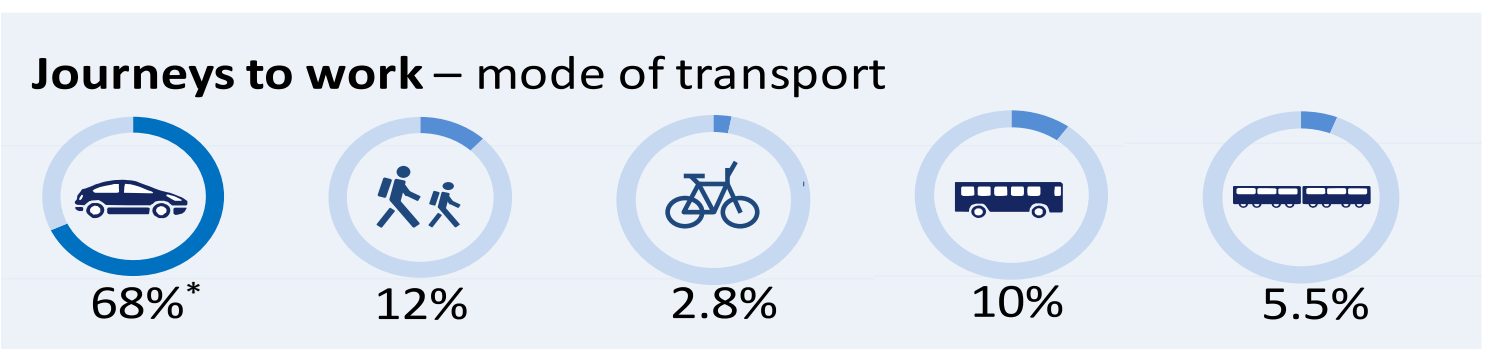
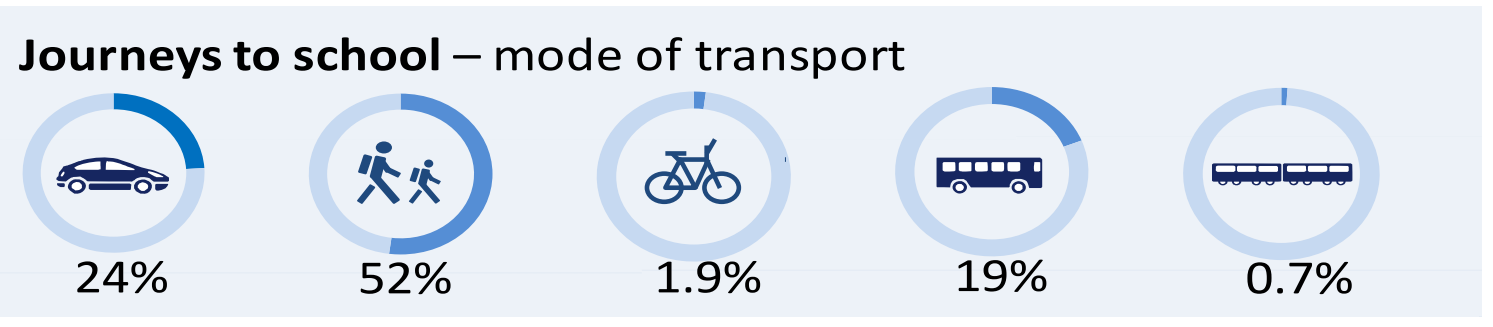
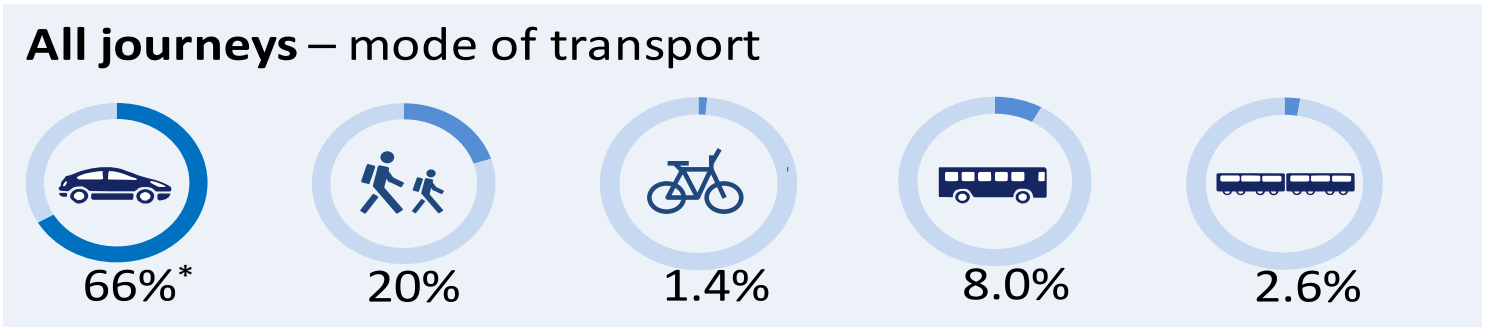
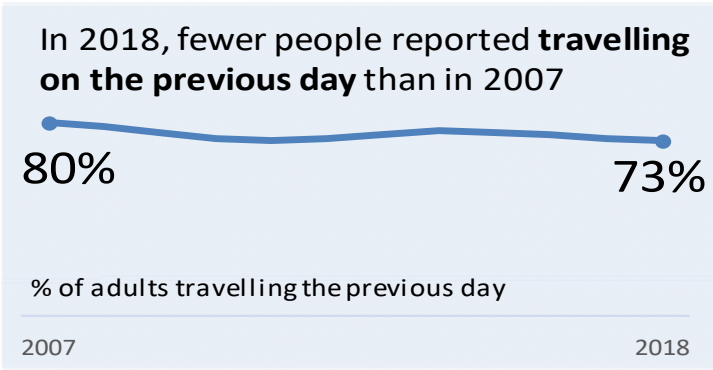
Results from the Scottish Household Survey



Contents

<u>1. INFOGRAPHIC SUMMARY SHEET</u>	3
<u>2. INTRODUCTION</u>	4
<u>3. NATIONAL INDICATOR</u>	5
<u>4. PERSONAL TRAVEL</u>	6
<u>5. MOTOR VEHICLES, TRAFFIC AND DRIVING</u>	17
<u>6. PUBLIC TRANSPORT AND AVIATION</u>	24
<u>7. WALKING AND CYCLING</u>	30
<u>8. STATISTICAL TABLES</u>	34
<u>9.BACKGROUND INFORMATION</u>	81

1. Transport and Travel in Scotland 2018 - Summary



*Includes journeys as both driver and passenger

2. Introduction

This bulletin provides the results of the Transport and Travel related questions asked in the Scottish Household Survey (SHS), including information from both the travel diary and social survey components of the SHS.

This publication is split into 4 broad themes:

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

The Scottish Household Survey

The Scottish Household Survey (SHS) is a continuous survey based on a sample of the general population in private residences in Scotland. The survey has been conducted annually since 1999. In 2018, the SHS had around 9,700 respondents.

The Travel Diary is a section of the survey which involves respondents recounting details of all the journeys they made the previous day. 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.

The more conventional survey content is referred to here as the Social Survey.

Non-transport-related SHS results and methodological information for the survey can be found on the [SHS web pages](#).

Interpretation of results

In order to maximise the utility of the data, most tables in Transport and Travel in Scotland (TATIS) provide estimates for single years where possible. Care should be taken when using estimates with lower sample sizes.

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

Transport Scotland Statistics

For a more comprehensive statistical picture of transport in Scotland, Scottish Transport Statistics (a compendium publication presenting statistics from a range of sources) is published each February.

For a full list of transport statistics publications see: <https://www.transport.gov.scot/our-approach/statistics/#>

For queries relating to the publication, please contact:

Keith Hoy
Transport Analytical Services
Transport Scotland
Victoria Quay
Edinburgh EH6 6QQ
Telephone: 0131 244 3004 Email: transtat@transport.gov.scot

3. National Indicator

In 2018 the Scottish Government launched a refreshed National Performance Framework (NPF), which sets out a vision for Scotland. The NPF incorporates 11 National Outcomes that reflect this vision of improved wellbeing and quality of life for the people of Scotland.

FURTHER INFORMATION:

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

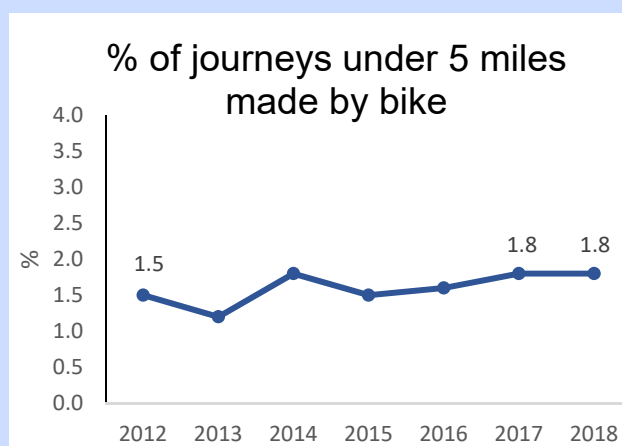
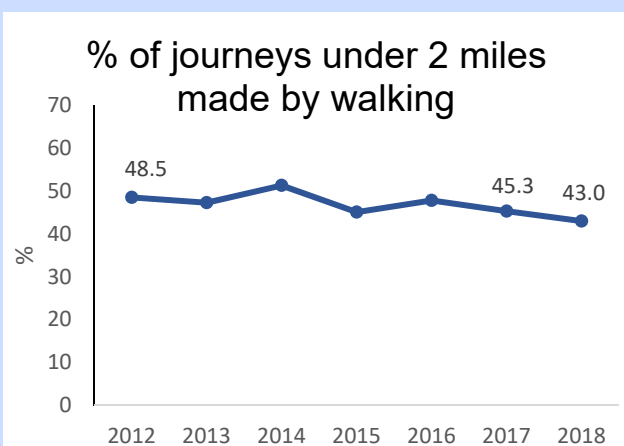
<http://nationalperformance.gov.scot/>

The refreshed framework includes a National Indicator on 'Journeys by active travel', which monitors the proportion of short journeys that are made by the two main active travel modes: walking and cycling.

National Indicator

In 2018, 1.8% of journeys under 5 miles were made by bike (the same percentage as in 2017) and 43.0% of journeys under 2 miles were made on foot (a 2.3% fall from 2017).

Although the proportion of cycling journeys remained steady, the fall in the proportion of walking journeys means that the National Indicator status is determined as **Performance Worsening**.



More information on the indicator, including further details on how performance is assessed can be found on the [National Performance Framework](http://nationalperformance.gov.scot/) website.

4. PERSONAL TRAVEL

WHO TRAVELS?

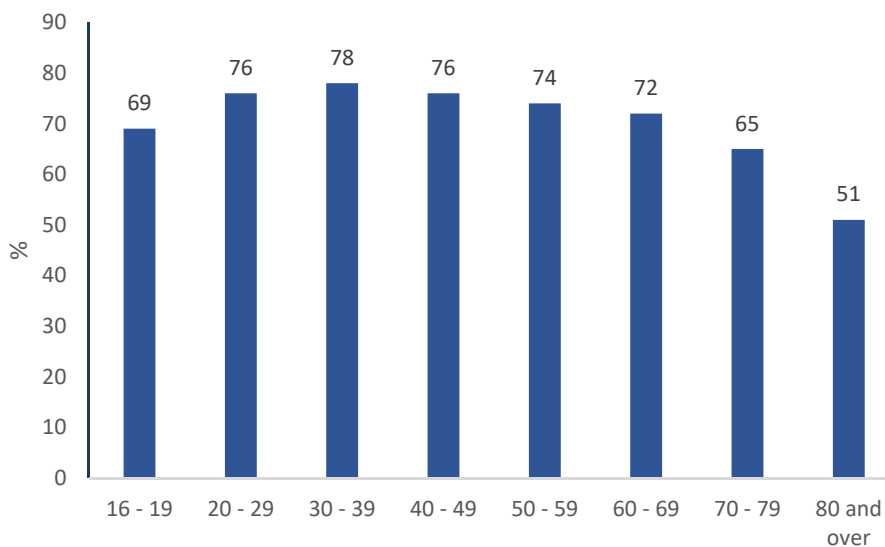
The proportion of adults who travelled the previous day is dropping over time.

Around three quarters (73%) of adults travelled the previous day. This has decreased from 79% in 2008. [Table TD1]

As in previous years, Older people were less likely to have travelled the previous day than younger age groups. [Table TD1 and Figure 1]

As in previous years, in 2018 men were more likely to have travelled than women (74% vs 72%) [Table TD1]

Figure 1: Percentage of adults travelling the previous day by age, 2018

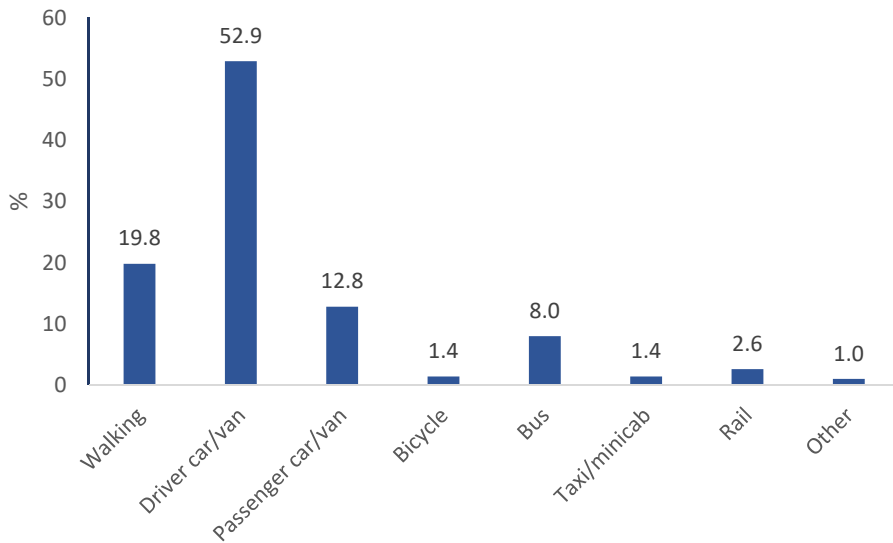


HOW DO PEOPLE TRAVEL?

Over half of journeys are made by driving a car or van (53%, up from 48% in 2012).

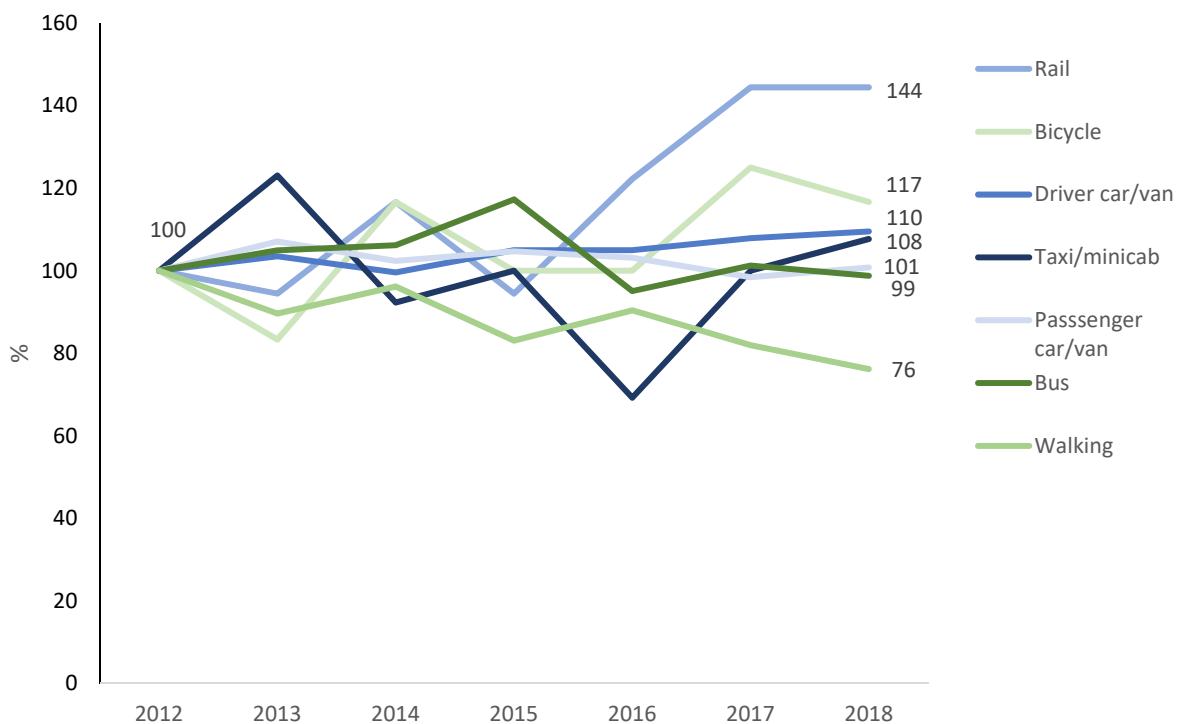
Walking is the next most popular mode of transport (20% of journeys, down from 26% in 2012), followed by passenger of car or van (13%) and bus (8%). [Table TD2, Table SUM1, and Figure 2]

Figure 2: Modal share of all journeys, 2018



Although rail travel makes up only a small proportion of total journeys, the percentage of journeys that are made by rail has increased since 2012. Walking journeys have decreased [Table SUM1 and Figure 3].

Figure 3: Indexed modal share of journeys, 2012-2018 (2012=100)



Multi-stage journeys

Individual journeys can be broken down into different stages, where, for example, the traveller switches to a different mode of transport.

Only around three per cent of journeys reported in the Travel Diary in 2017 were multi-stage. [Table TD2c]

Multi-stage journeys were most common where the journey involved ferry or air travel. [Table TD2c]

WHY DO PEOPLE TRAVEL?

Most journeys were for the purpose of commuting (24%), shopping (23%) or visiting friends or relatives (10%). [Table TD3].

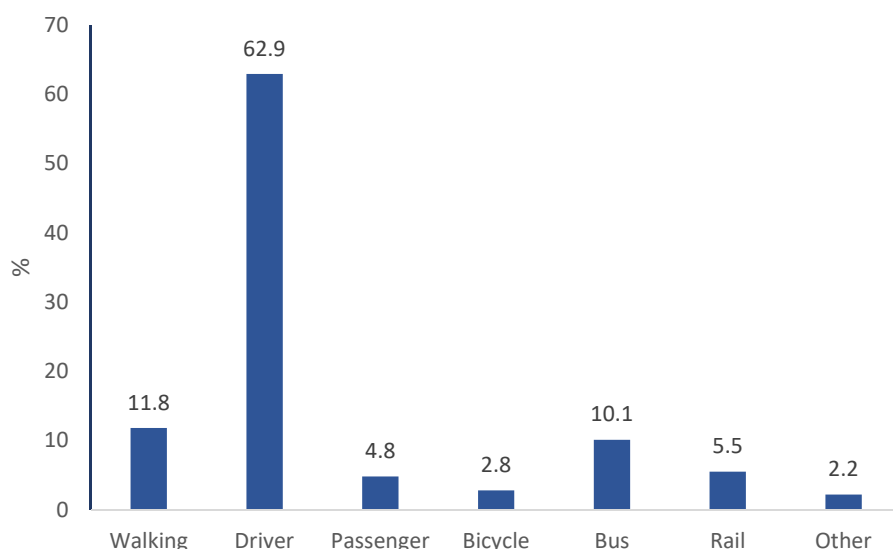
There has been little change in the proportion of journeys made for each purpose since 2012.

Travel to Work

How do people travel to work?

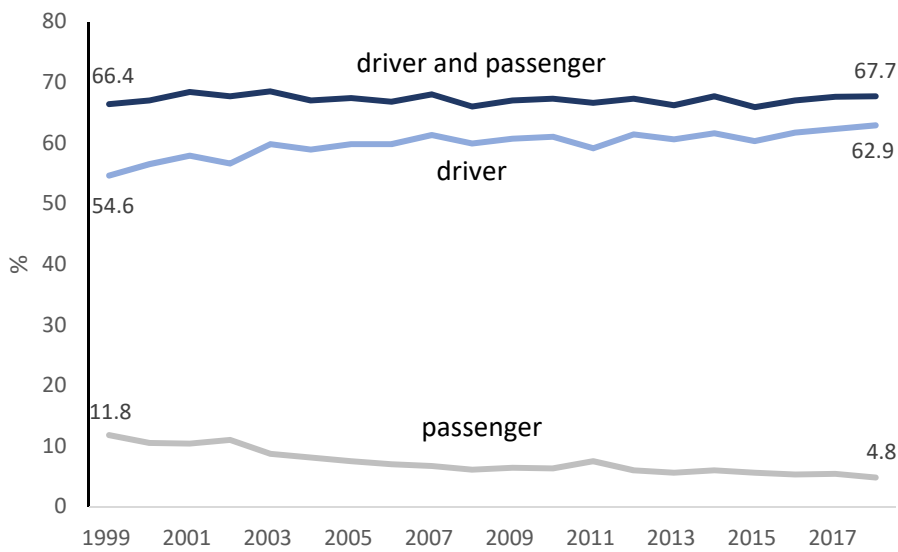
Sixty-eight per cent of people usually travelled to work by car or van, either as a driver (63%) or passenger (5%). Twelve per cent of people usually walked to work. Ten per cent of people usually took the bus and six per cent travelled by rail. Three per cent of people usually cycled to work in 2017. [Table SUM1 and Figure 4]

Figure 4: Method of travel to work, 2018



Although the combined car/van driver and car/van passenger percentage has changed relatively little since 1999, within this the percentage of drivers has increased from 55% to 63%, and passengers has decreased from 12% to 5%. Rail travel has increased from 3% to 5% over this period. [Table SUM1 and Figure 5]

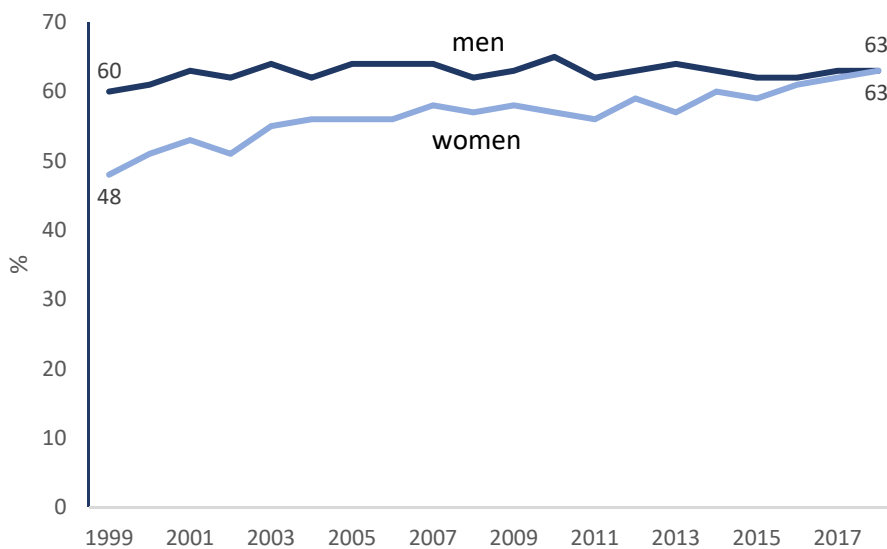
Figure 5: Percentage usually travelling to work as a driver or passenger of a car or van, 1999-2018



Who travels to work by which mode?

In 1999 a greater proportion of men than women drove to work (60% compared to 48%). The gap has now closed with the figures equal at 63%. [Table 7 and Figure 6]

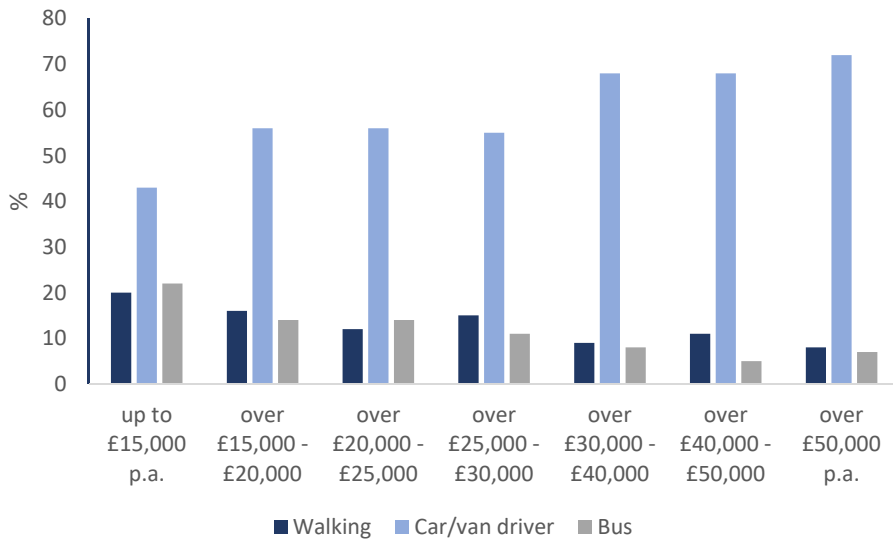
Figure 6: Percentage of men and women driving to work, 1999-2018



In 2018 women were more likely than men to walk or catch the bus to work. Men were more likely to cycle to work. [Table 7]

People in lower income households were more likely to walk or take the bus to work than those in higher income households. People in higher income households were more likely to drive. [Table 7 and Figure 7]

Figure 7: Percentage of people taking the three most common methods of travel to work by household income

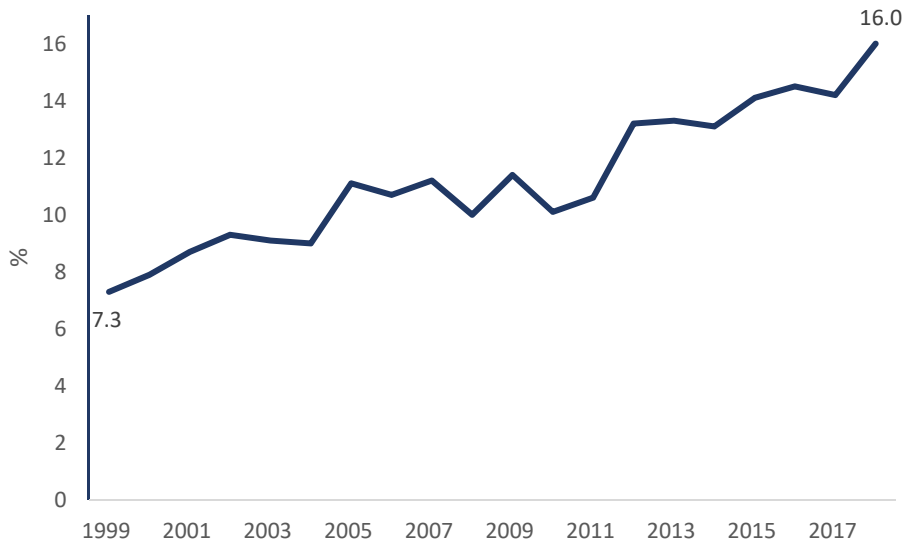


People in rural areas were also more likely to drive than those in urban areas. Younger people (aged 16 to 29) were most likely to take the bus. [Table 7]

White Scottish and White other British people were more likely to drive than most other ethnic groups and less likely to take the bus. [Table 7]

There has been an upward trend in the percentage of employed or self-employed adults working from home, rising from 7% in 1999 to 16% in 2018. [Sum 1 and Figure 8]

Figure 8: Percentage of employed or self-employed adults who are working from home, 1999-2018



Why do people choose these modes?

Relatively few people have changed the mode of transport they used to get to work in the past year. Of all the modes, driving showed least change. Based on data for the last 5 years, of those who drove to work a year ago, 97 per cent still drove to work [Table 10]

The main reasons given by respondents for changing their usual mode of travel to work in 2018 were changing job (30%) and moving house (24%). [Table 10a]

Of those who drove to work, fifty three percent said they could not use public transport to work. For those who did not use public transport but could, the main reasons given were: takes too long (45%), no direct route (23%), inconvenient (20%) and prefer to use car (16%). For those who did not use public transport and could not, the main reason were: no direct route (35%), lack of service (23%), takes too long (20%). [Table 14, Figure 9, and Figure 10]

Figure 9: Reasons why those who drove to work and could use public transport did not, 2018

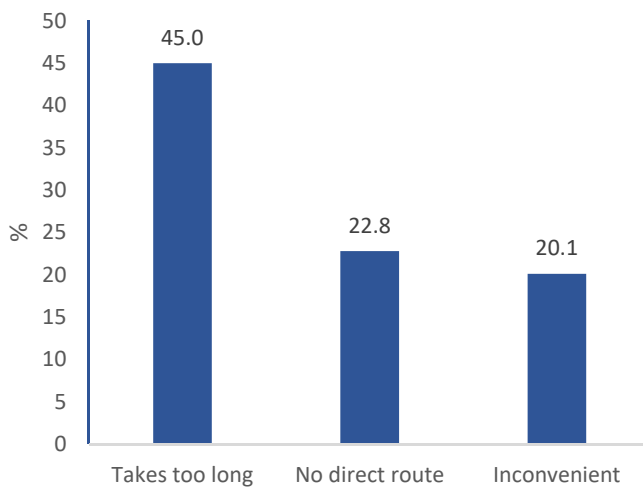
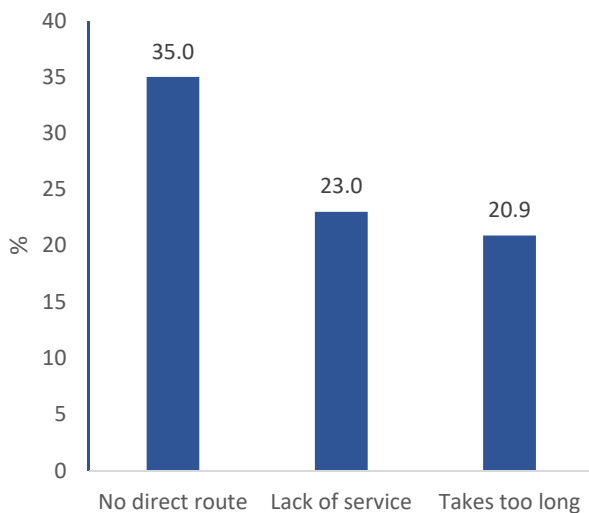


Figure 10: Reasons why those who drove to work and could not use public transport did not, 2018



Travel to School

How do children travel?

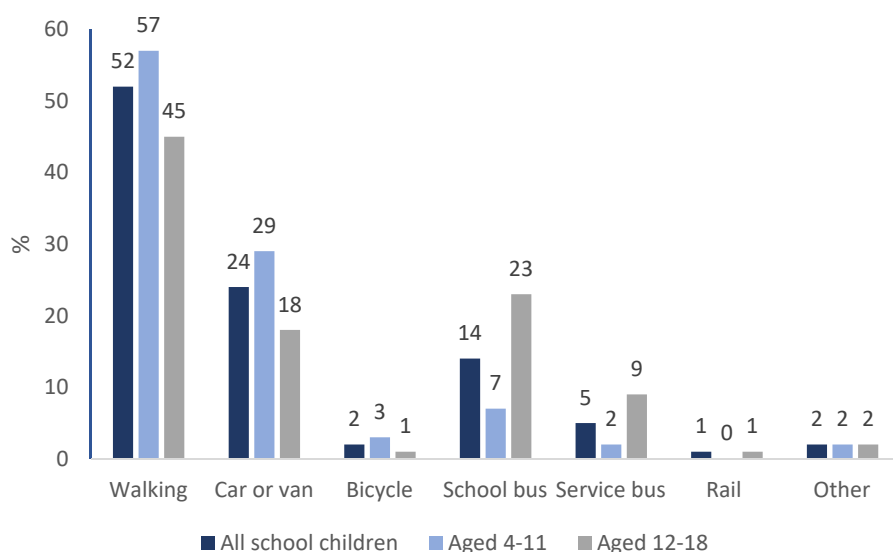


Around half of children (52%) walked to school, nineteen per cent travelled by bus and around a quarter (24%) travelled by car. [Table SUM1]

There was variation in mode of travel by age. In the 4 to 11 age group, 57 per cent reported walking to school, compared to 45 per cent in the 12 to 18 age group. The older age group were more likely to catch a bus than younger children (33% compared to

9%). [Table 15 and Figure 11]

Figure 11: Method of travel to school, 2018



The Sustrans Hands Up Scotland publication also covers travel to school. Due to the use of different categories, it is not possible to make a direct comparison with the Scottish Household Survey: <https://www.sustrans.org.uk/our-blog/projects/2019/scotland/hands-up-scotland-survey/>.

Why do parents choose these modes?

Of those walking, eighty nine per cent did so because the school is close by. Of those travelling by car, most parents used this because it was the most convenient mode (36%). Parents also chose to use the car to take their children to school because it was too far to walk (15%) and because it was the safest method (18%) or the quickest method (19%) [Table 16]

'Most convenient' was the most popular reason for children traveling by school bus (40%) and service bus (38%). The second most popular reason for those who travel by school bus (21%) or service bus (24%) was that it was too far to walk. [Table 16]

WHEN DO PEOPLE TRAVEL?

Slightly more journeys were reported on weekdays than at weekends. Sixteen per cent of journeys were on Fridays, the most popular day to travel, whereas only 12% were on Sundays. [Table TD8]

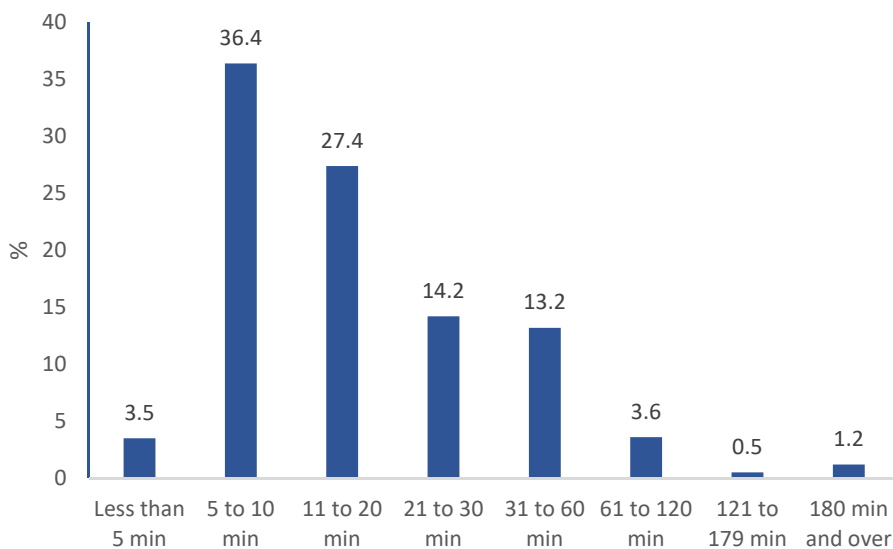
Peak travel on a weekday was between 7 am and 9:30 am (20% of weekday journeys started between these times). The busiest time for travel on the weekend is between 12 noon and 2pm, with just under a quarter (23%) of weekend journeys taking place between these times.

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

Duration

The majority of journeys reported in 2017 were of short duration. Sixty seven per cent of journeys lasted up to 20 minutes. Only nineteen per cent of journeys lasted more than half an hour, of which around five per cent lasted more than an hour. [Table TD6 and Figure 12]

Figure 12: Percentage of journeys made by duration of journey, 2018



Perceptions of Congestion

Thirteen per cent (13.0%) of car driver journey stages¹ were perceived to be delayed due to congestion in 2017. This compares with 12.8% in 2017. [Table TD10 and Sum1]

Eleven per cent of bus stages were delayed due to congestion, similar to the figures for the recent years. [Table TD11]

The main reason suggested for car or van stage delays was 'volume of traffic' (78%). [Table TD10a]

Over the combined three year period from 2016 to 2018, the travel diary's reported congestion figures were highest for commuting (22%) and business travel (18%) stages. Weekday journey stages were more frequently affected by congestion than weekend stages. As might be expected, the morning and evening peak periods on weekdays saw the highest proportion of driver journey stages delayed by congestion. [Table TD12]

Questions in the social survey, which focused only on commuting congestion, found that over the combined five year period from 2014-18, 34% of all journeys to work were perceived to be affected by congestion at least once a week. This figure was higher for both car/van drivers (44%) and bus passengers (44%). [Table 8]

WHERE DO PEOPLE TRAVEL?

When looking at travel between areas of Scotland, fourteen council groupings are used. Some councils are merged to preserve sufficiently large sample sizes.

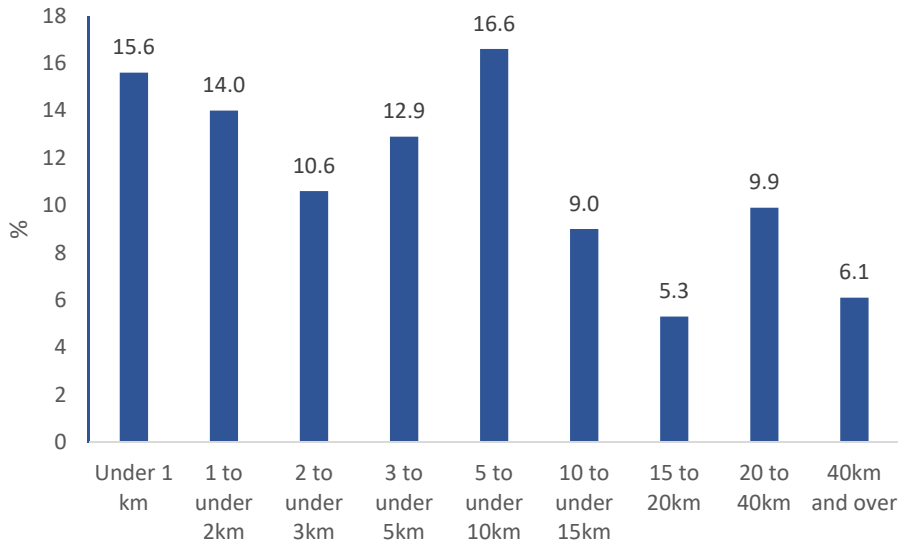
In the combined period from 2012 to 2018, most journeys in Scotland started and finished in the same local authority grouping. The proportion was highest in the Grampian group (Aberdeen City, Aberdeenshire and Moray) and Highlands and Islands, where this was the case for 97% of all journeys. The proportion of journeys starting and finishing in the same area was lowest in South Lanarkshire (71%) and Glasgow (72%). [Table TD13 and TD14]

HOW FAR DO PEOPLE TRAVEL?

The majority of journeys recorded in 2018 were short. Sixteen per cent of journeys were under 1 km, and more than half (53%) of journeys were under 5 km. These numbers are broadly similar to recent years. [Table TD4 and Figure 14] The median journey length was 4.5 km and the mean journey length was 11.4 km. [Table TD5]

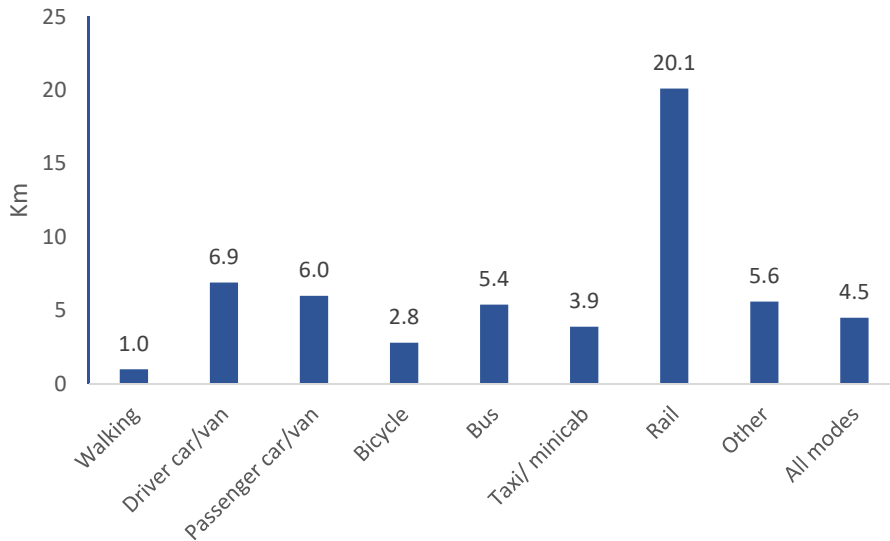
¹ A journey can consist of one or more stages. A new stage is defined when there is a change in the form of transport or when there is a change of vehicle requiring a separate ticket.

Figure 14: Percentage of journeys by road network distance, 2018



Walking journeys had the shortest average (median) length (0.9 km), with cycling next lowest at 2.7 km. The median car/van driver journey was 6.8 km, bus journeys averaged 5.2 km and rail journeys had the longest median length at 17.3 km. [Table TD 5a and Figure 15]

Figure 15: Average (median) distance by method of transport, 2018



The median length of journey for men (4.6 km) was not greatly different from that of women (4.3km) but the longest journeys of men (upper decile 33.4 km) were further than those of women (24.5 km). [Table TD5a]

Sixty two per cent of journeys under 1 km were made on foot; car journeys (whether as a driver or passenger) accounted for most of the remainder (34%). Car was the most common mode of travel for all distance groupings greater than 2 km. [Table TD2a]

INFLUENCE OF ORDERING SERVICES ON TRAVEL

Where individuals had used ordering services to have goods delivered the previous day, they reported a reduction in the number of trips they made that day in fifty-six per cent of cases. *[Table TD17]*

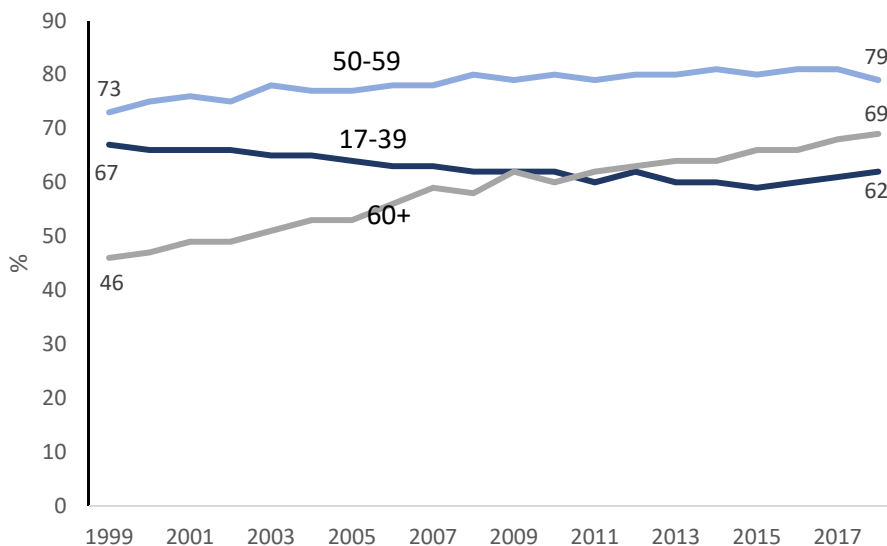
The most popular ordering service was internet shopping, which was used the previous day by 7% of the population, followed by takeaway food delivery (3%). Thirty to thirty-nine years olds were the most frequent users of internet shopping (10%). Takeaway food delivery was most popular with twenty to twenty four year olds (7%) and sixteen to nineteen year olds (6%). People aged over 80 used ordering services least. *[Table TD17]*

5. MOTOR VEHICLES, TRAFFIC AND DRIVING

DRIVING LICENCES

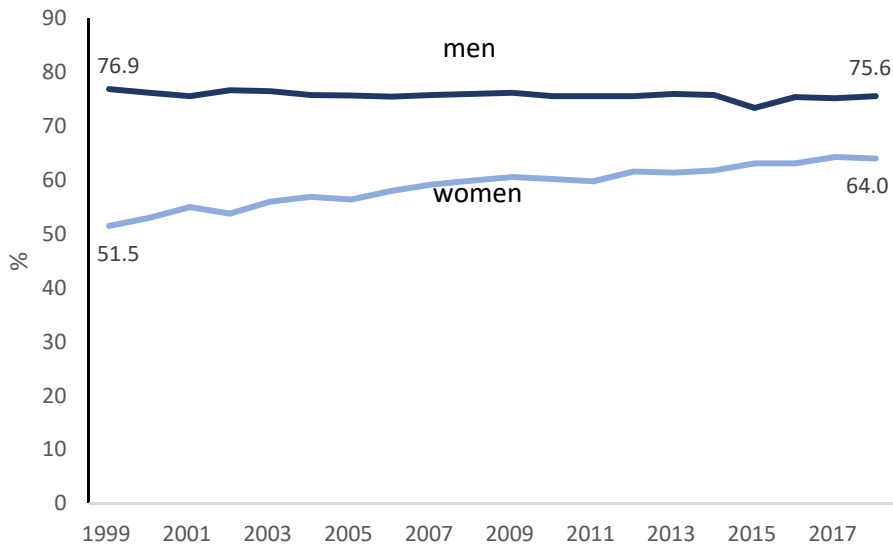
Seventy per cent of survey respondents aged 17+ had a driving licence in 2018, an increase compared with 63% in 1999 and 68% in 2008. The percentage has increased substantially for people aged over 60, but not for those aged 17 to 39, where a lower proportion of people have a licence than in 1999. [Table SUM1, Table 1, and Figure 18]

Figure 18: Percentage of adults aged 17+ holding driving licences by age band, 1999-2018



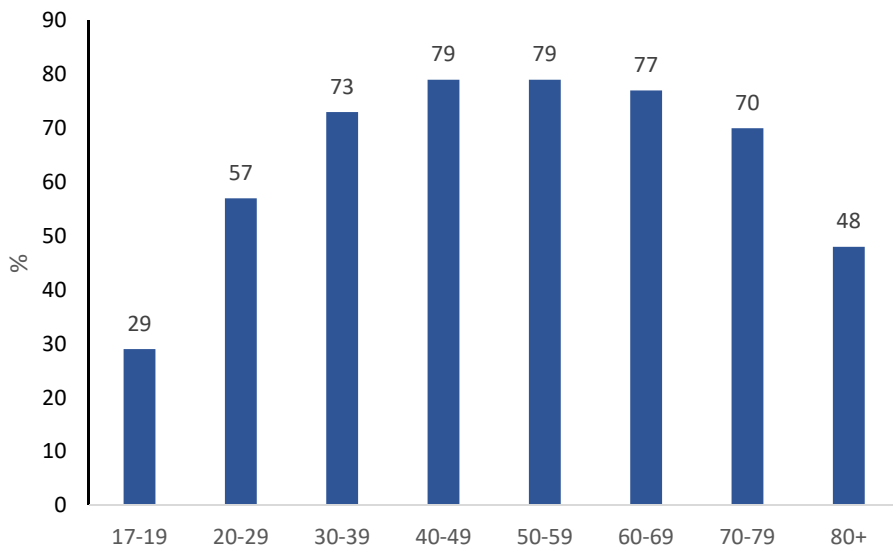
Men were more likely to hold a driving licence than women, with around three quarters (76%) of men aged 17+ having one, compared to 64 per cent of women. Since 1999, when 77% of men and 51% of women held licences, the percentage of men with licences has remained fairly stable and percentage of women has increased. [Table 1 and Figure 19]

Figure 19: Percentage of men and women over the age of 17 with driving licences, 1999-2018



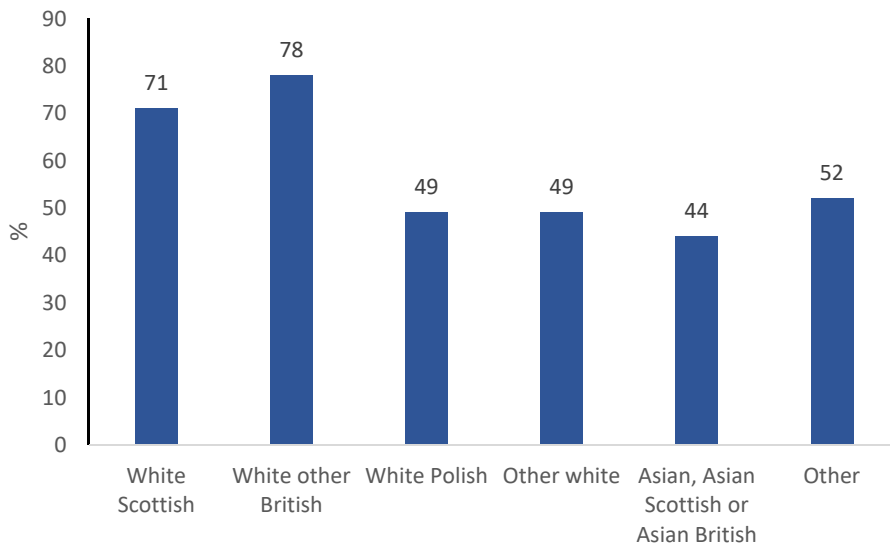
Driving licence possession was lowest amongst the youngest and oldest age groups (17-19: 29% and 80+: 48%) and highest amongst those aged 40-49 and 50-59 (both 79%). [Table 1 and Figure 20]

Figure 20: Percentage of people aged over 17 who hold a driving licence by age, 2018



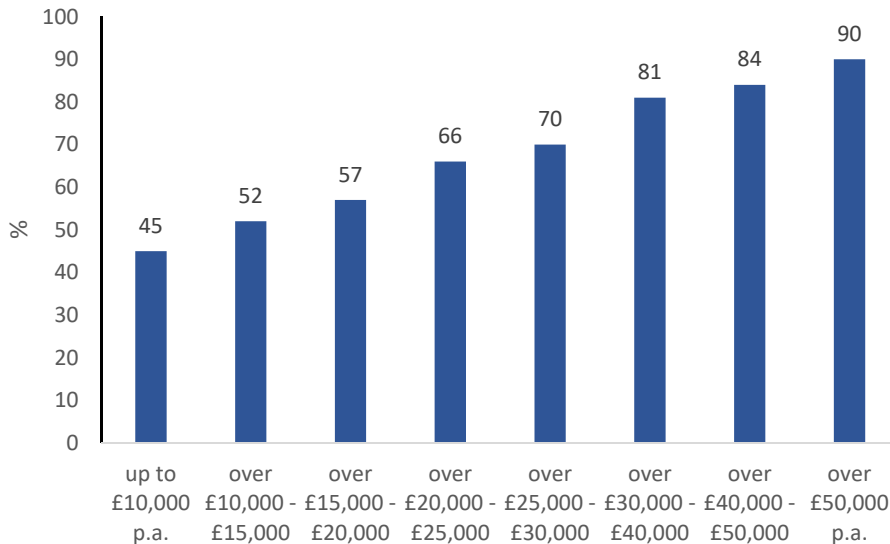
White other British (78%) and White Scottish (71%) people were more likely to hold a driving licence than other ethnic groups. For Asian, Asian Scottish and Asian British people the figure is only 44%. [Table 19 and Figure 21]

Figure 21 : Percentage of people aged over 17 who hold a driving licence by ethnic group, 2018



Driving licence possession increased with net annual household income (45% for adults in households with less than £10,000 of income compared to 90% in households with an income over £40,000). [Table 19 and Figure 22]

Figure 22: Percentage of people aged 17+ holding a driving licence by income, 2018



People were more likely to have driving licences in rural areas (61% of adults in large urban areas had a driving licence, compared to 82% of those in accessible rural areas). [Table 19]

CAR AND VAN ACCESS

Seventy one per cent of households had access to one or more cars or vans for private use in 2018. There has been an upward trend since 1999, when the figure was 63%. Twenty nine per cent of households had access to two or more cars (or vans). [Table, Table SUM1, and Figure 23]

Figure 23: Percentage of households with one or more cars, 1999-2018

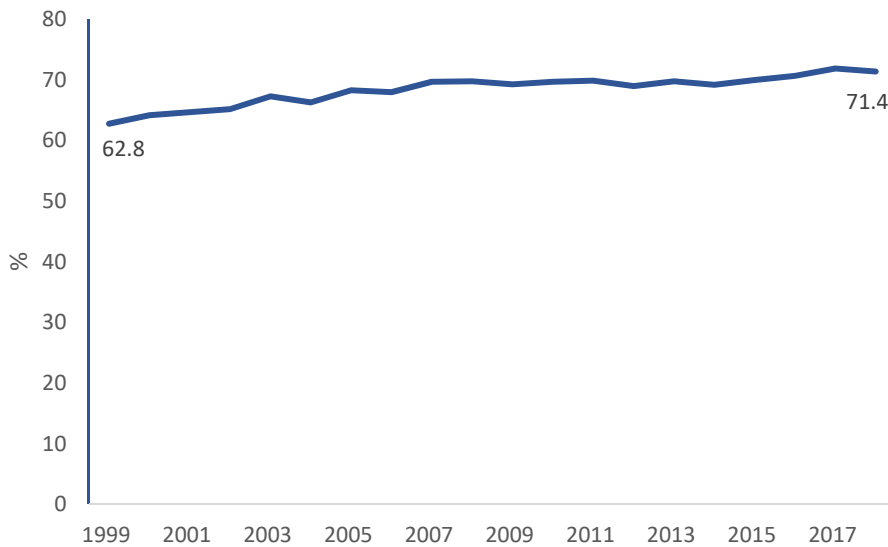
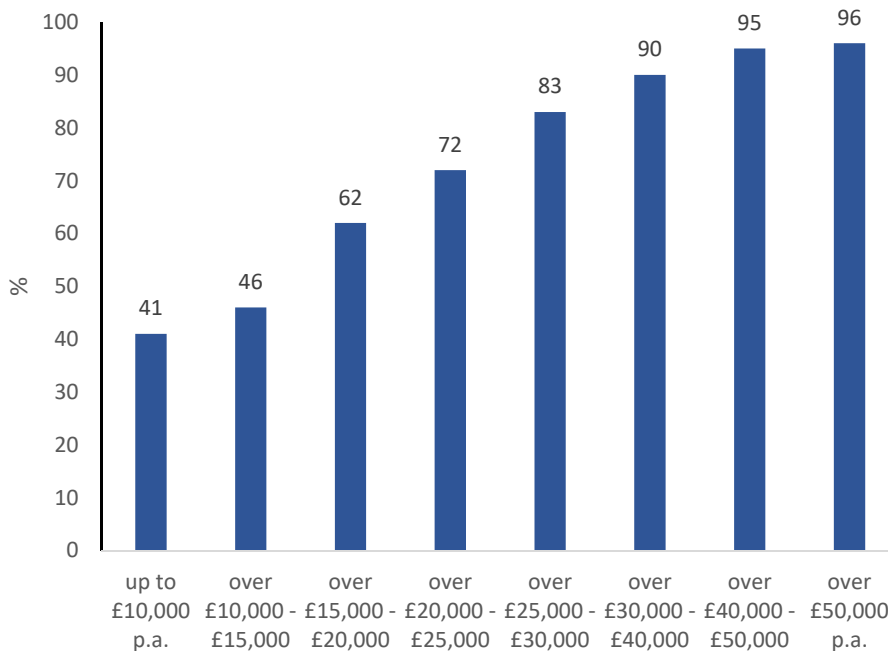


Figure 24: Household access to one or more cars by income, 2018



Car access increases with household income, as does the number of cars available per household: forty one per cent of households with an annual income up to £10,000 had access to one or more cars, compared to ninety six per cent of households with an annual income of more than £50,000. [Table 18 and Figure 24]

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

FREQUENCY OF DRIVING

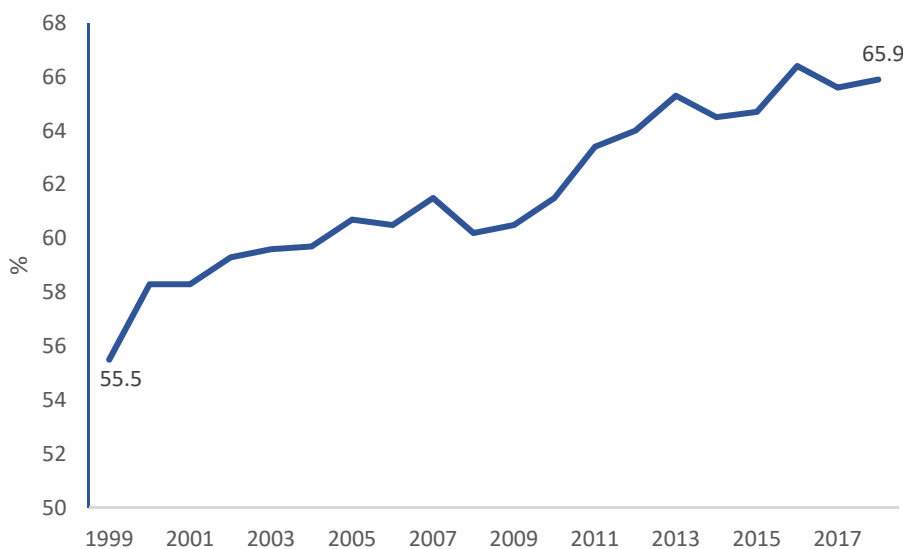
Sixty three per cent of those aged 17+ drove at least once a week in 2018, with 41 per cent driving every day. [Tables 20 & SUM1]

Frequency of driving was higher in rural areas than in urban areas, and increased with income. [Table 20]

CAR OCCUPANCY

The proportion of car stages where the driver is the only occupant of the car has increased over time. In 2018, the proportion of single occupancy stages was nearly two thirds (66%) of all car stages. This contrasts with 56 per cent in 1999. [Table TD9 and Figure 25]

Figure 25: Percentage of cars stages with a single occupant, 1999-2018

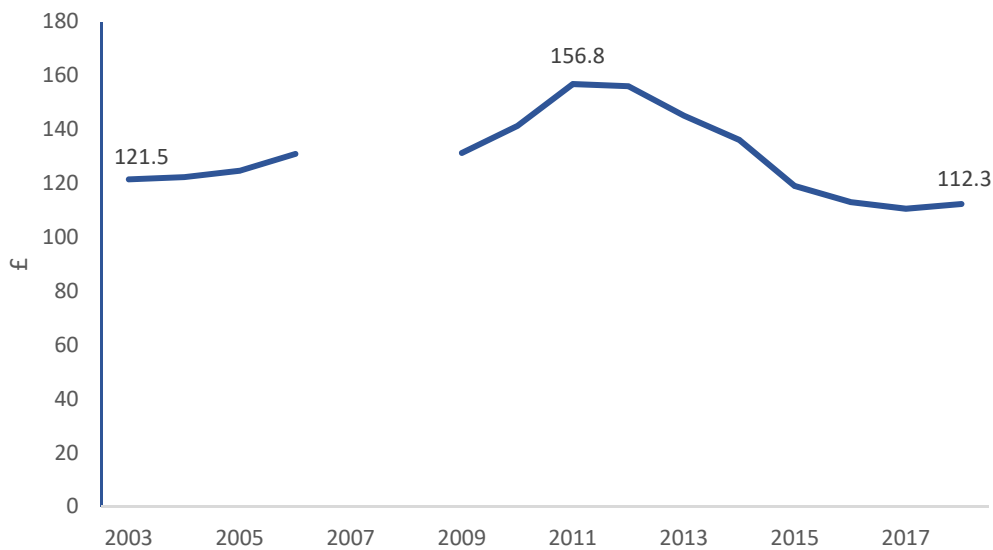


The average occupancy was 1.5 people per car in 2018. [Table TD9]

FUEL SPEND

The average (mean) amount which households had spent on fuel in the last month was £112 in 2018. When adjusted for general inflation using the Retail Prices Index (RPI), this is a fall from a peak of £157 in 2011. In 2003 the inflation adjusted price was £122. [Table 2 and Figure 26]

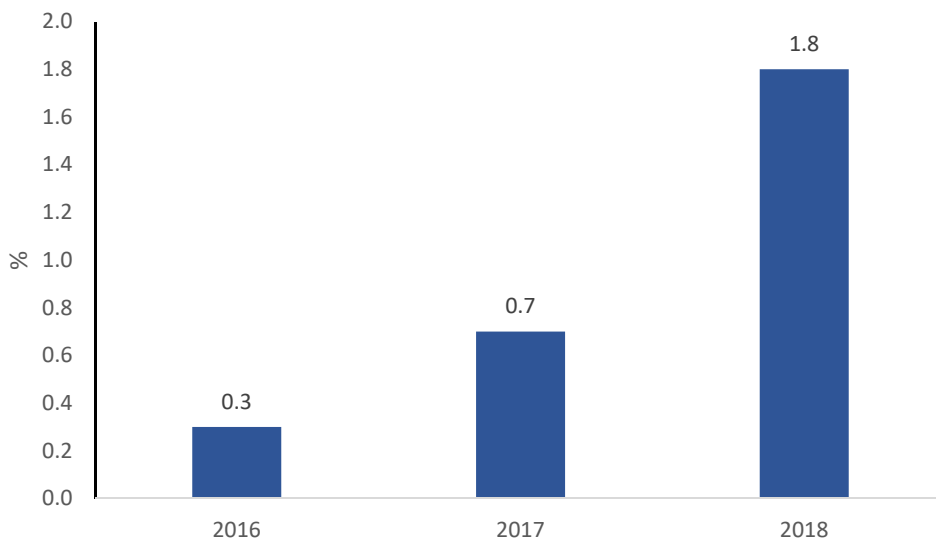
Figure 26: Expenditure on fuel in the past month (2018 prices), 2003-2006, 2009-2018



ELECTRIC VEHICLES

The proportion of people saying they owned an electric car or van has increased since the question was first introduced into the survey in 2016. In 2018 the figure was 1.8%, up from 0.7% in 2017 and 0.3% in 2016. [Figure 27]

Figure 27: Percentage of adults who own an electric car, 2016 to 2018



Forty four per cent of respondents said they would consider buying an electric car or van, an increase from 36% in 2016. [Table 49]

Of the people who had bought or would consider buying a plug-in electric car or vehicle, the main reasons were their environmental friendliness (68%) and their fuel or running costs (58%) [*Table 50*].

For those who said they would not consider buying an electric vehicle, the distance that could be travelled on a single charge (46%) and the availability or convenience of charging points (41%) were the main deterrents. [*Table 51*]

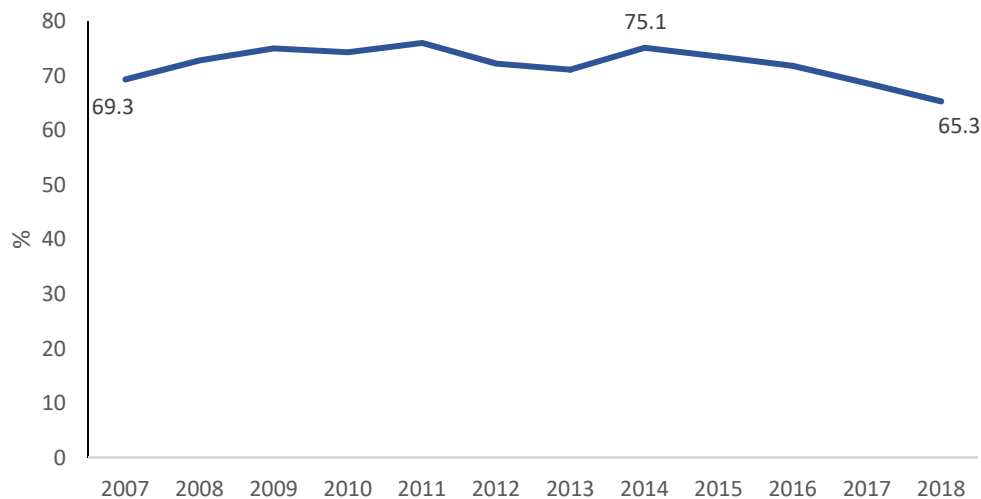
More detailed statistics on vehicles licensed, the road network, road traffic and reported road vehicles in Scotland can be found in the [Road Transport Vehicles Chapter of Scottish Transport Statistics](#).

6. PUBLIC TRANSPORT AND AVIATION

SATISFACTION WITH PUBLIC TRANSPORT

Sixty five per cent of people were very or fairly satisfied with public transport in 2018. Satisfaction has fallen in each of the last four years, from seventy five per cent in 2014. [Table 4 and Figure 28]

Figure 28: Percentage of adults 'very satisfied' or 'fairly satisfied' with public transport, 2007-2018



LOCAL BUS SERVICES

In 2018, 42 per cent of survey respondents had used the bus in the past month. This is similar to the percentage in 2002 (41%). [Table 28]

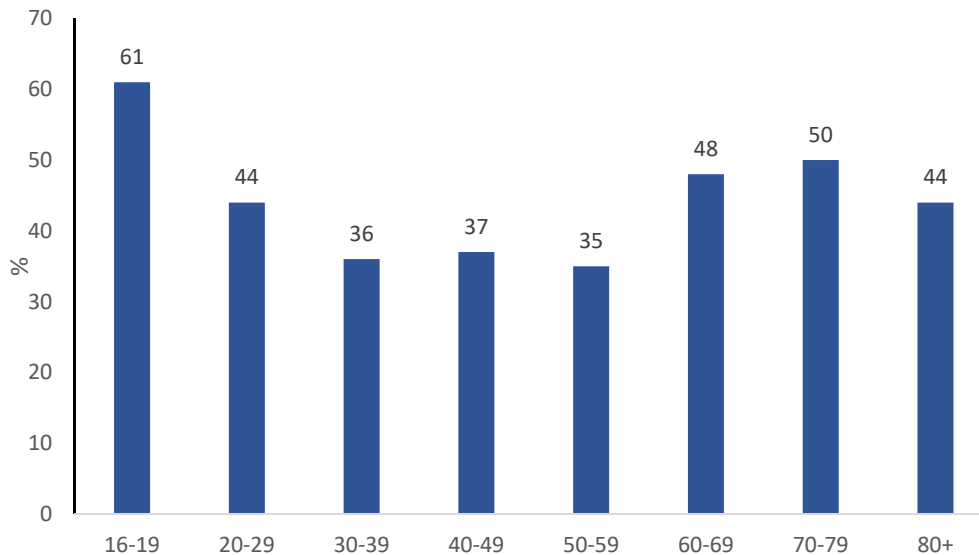
However there is evidence from the survey that bus users are using the bus less frequently. Amongst those that had used the bus, the percentage only using it 'once or twice' a month has increased since 2002 (from 11% to 15%) [Table Sum1].

Other sources suggest more clearly that bus use has been declining. Provisional estimates from DfT's survey of bus operators indicate that there were 377 million bus journeys made in Scotland in 2018, a decrease compared with 388 million in 2017 and 471 million in 2002. [Table Sum 2]

Women tended to use buses more frequently than men (31% of women used the bus at least once a week compared to 25% of men). [Table 28]

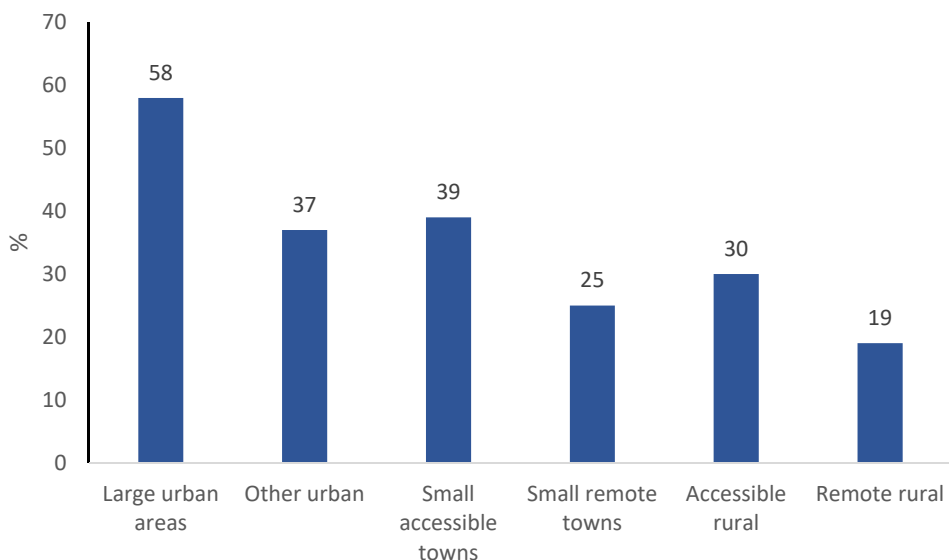
Frequency of bus use differed across age groups and was highest amongst younger people (61% of 16-19 year olds had used the bus in the last month). It was lowest for people aged 50 to 59 (35%), but higher at older ages, with fifty per cent of those aged 70 to 79 having taken the bus. [Table 28 and Figure 29]

Figure 29: Percentage of adults using the bus at least once a month, by age



Frequency of bus use was also higher in urban areas (58% of people in large urban areas used the bus at least once a month compared to 19% in remote rural areas). [Table 28 and Figure 30]

Figure 30: Percentage of adults using the bus at least once a month, by urban rural category



The most common reasons for not using the bus more frequently were 'Use my own car' (26%) and 'No need' (19%). [Table 41]

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

Bus Access

Annex B provides the results of experimental analysis on the accessibility of bus services in Scotland, carried out by the GI-SAT team in Scottish Government. The 2019 Scottish Access to Bus Indicator (SABI) gives a score for the accessibility of bus services in each data zone and provides an objective measure of accessibility to public transport by bus in Scotland.

As the maps show, weekday access to bus services is highest in urban areas, in the central belt and Aberdeen. Outside these areas, access to bus services is poorer. The results are similar for weekend access.

The tables confirm this picture. The weekday scores by quintile show that 45% of all datazones in large urban areas are in the quintile with the highest access to bus. For remote rural areas, 0% of datazones are in the highest access quintile, and 84% is in the lowest access quintile. *[SABI table 3]*

RAIL TRAVEL

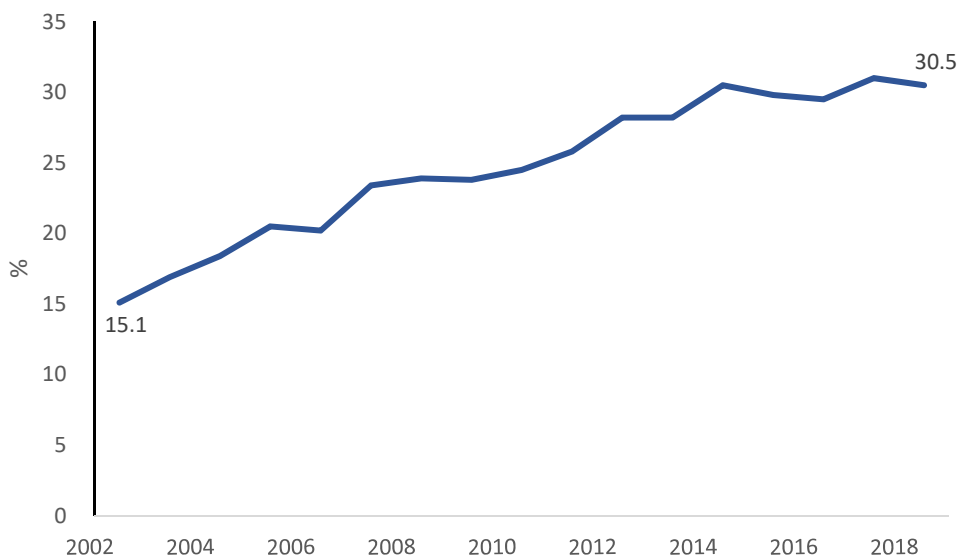
Thirty-one per cent of the population used the train in the last month. There has been an upward trend since 2002, when the figure was fifteen percent. *[Table 28, Table SUM1, and Figure 31]*

Passenger figures from ScotRail also show a similar trend. There were 97.8 million passengers carried by ScotRail in 2018, compared with 57.4 million in 2002. *[Table SUM2]*



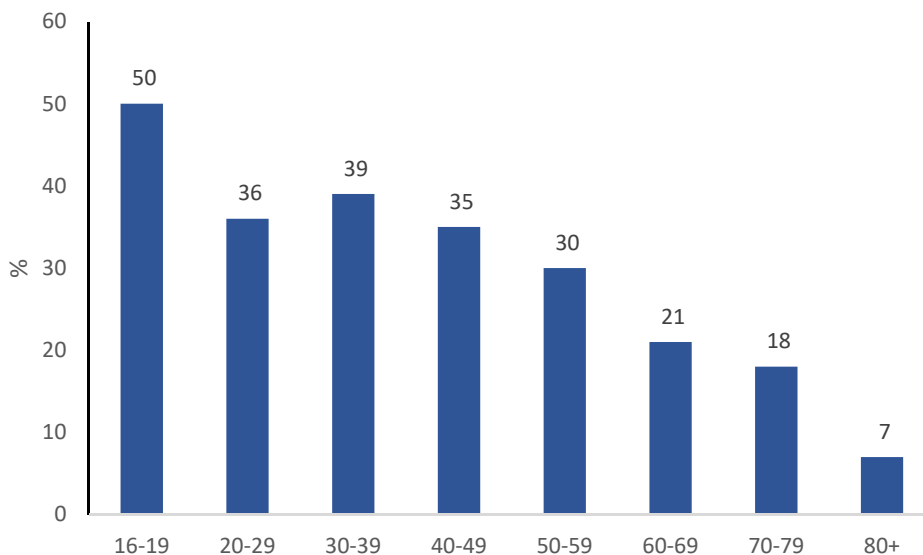
Photo courtesy of ScotRail

Figure 31: Percentage of adults using the train at least once in the past month, 2002-2018



The proportion of people who reported that they had used the train in the last month decreased with age (50% of those aged 16-19 had used the train in the last month, compared to 7% of those aged 80+). [Table 28 and Figure 32]

Figure 32: Percentage of adults using the train at least once in the past month by age, 2018



Train use was higher in higher income households (48% of those interviewed with a household income of over £50,000 had used the train in the last month, compared to 19% for those in households with an income of £10,000-£15,000). [Table 28 and Figure 33]

Figure 33: Percentage of adults using the train at least once in the past month by income, 2018



Of those who had used the train in the last month, the most frequent journey purpose was shopping (33%), followed by visiting friends or relatives (26%) and other recreational activities (23%). [Table 44]

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

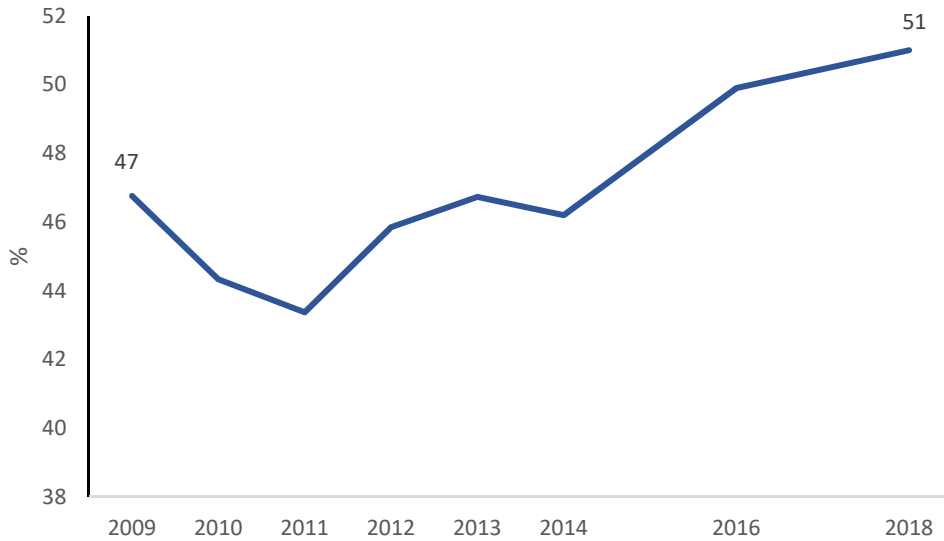
AVIATION

Fifty one percent of adults took at least one flight for leisure in 2018. This is an increase from 2009 (47%) when the question was first asked. [Table 37 and Figure 34]

Eight per cent of adults took at least one flight for business. This is similar to the 2009 figure of 9% [Table 38].

Figure from the Civil Aviation Authority show an increase in the number of air terminal passengers (passengers joining or leaving aircraft at Scottish airports) between 2009 and 2018 (from 22.5 million to 29.4 million). [Table SUM2]

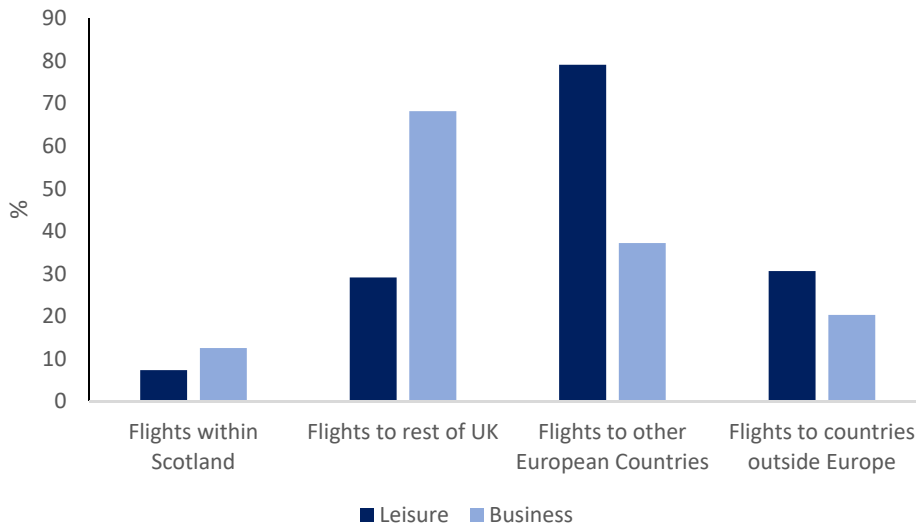
Figure 34: Percentage of adults taking flights for leisure, 2009-2018*



*The question was not asked in 2015 and 2017

Of those who had flown flights to Europe were most common for leisure travellers (79% flew at least once to Europe). For business flyers, flights to the rest of the UK were most common (68% flew at least once to the rest of the UK). [Tables 37a, 38a, and Figure 35]

Figure 35: Percentage of those who flew who took at least one flight to a destination area, leisure and business users



By far the two most common reasons for flying was that it was quicker (79%) and cheaper (30%). [Table 39]

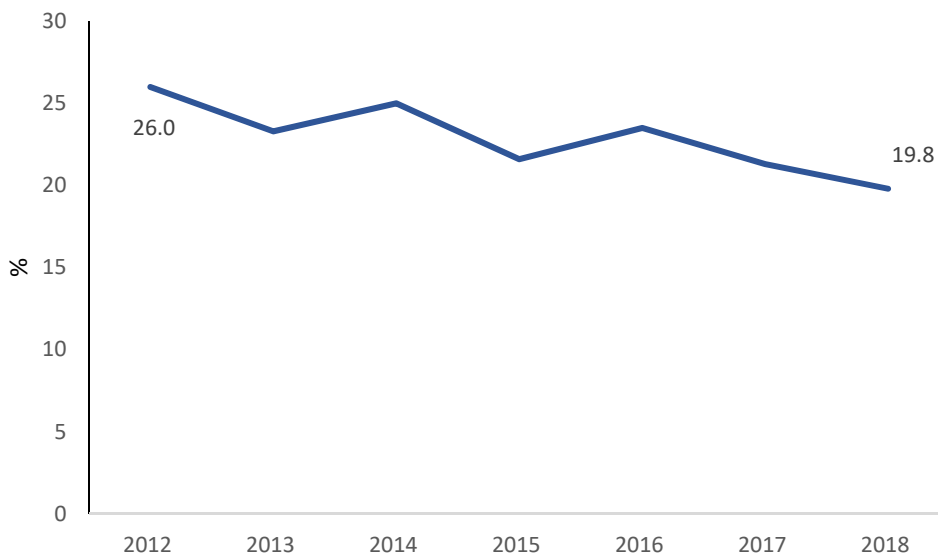
Detailed aviation statistics can be found in the [Aviation Chapter of Scottish Transport Statistics](#).

7. WALKING AND CYCLING

WALKING

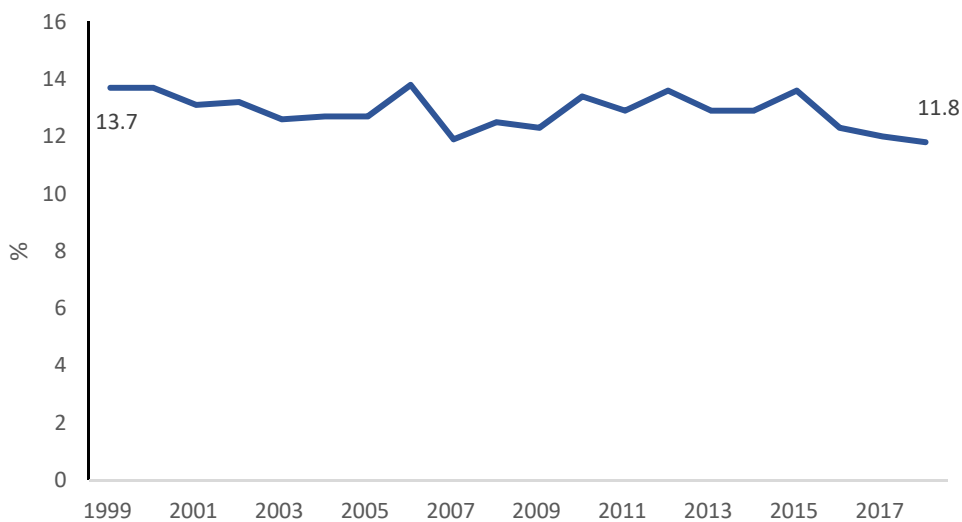
Of all journeys reported in the SHS travel diary, 20 per cent had walking as the main mode, a decrease from 26% in 2012. [Table Sum 1 and Figure 36]

Figure 36: Percentage of journeys with walking as the main mode, 2012-2017



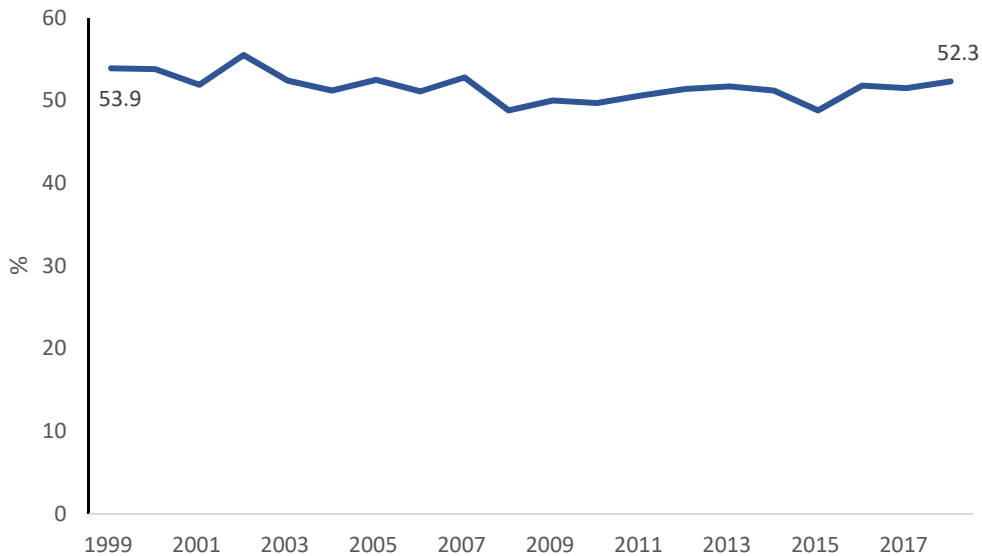
Twelve per cent of adults usually walked to work. There has been a slight downward trend since 1999, when the figure was 14% [Tables 7, TD2 & SUM1, and Figure 37].

Figure 37: Percentage of adults walking to work, 1999-2018



Fifty two per cent of children usually walked to school as their main mode of transport, this is similar to the 1999 figure of 54% [Tables 15, TD2 & SUM1 and Figure 38].

Figure 38: Percentage of children walking to school, 1999-2018

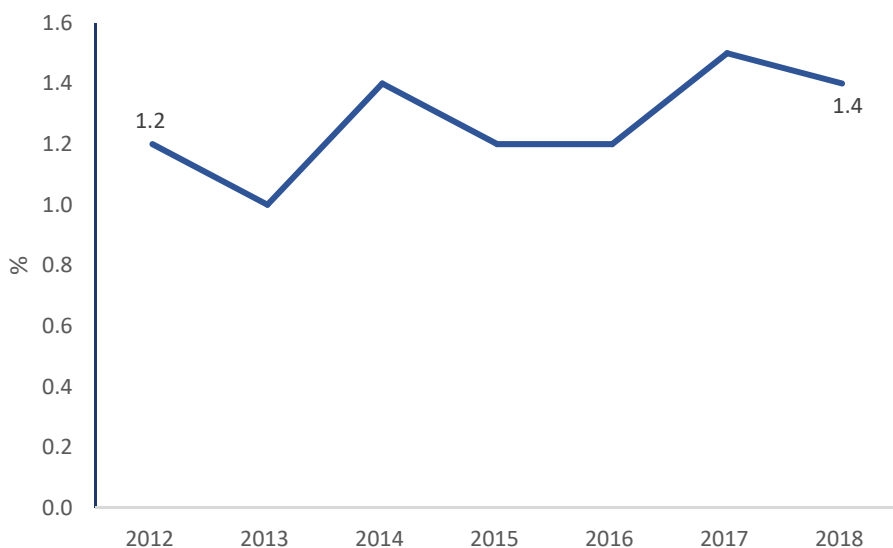


The average (median) walking journey was 1.0 km using road network distance. [Table TD5a]

CYCLING

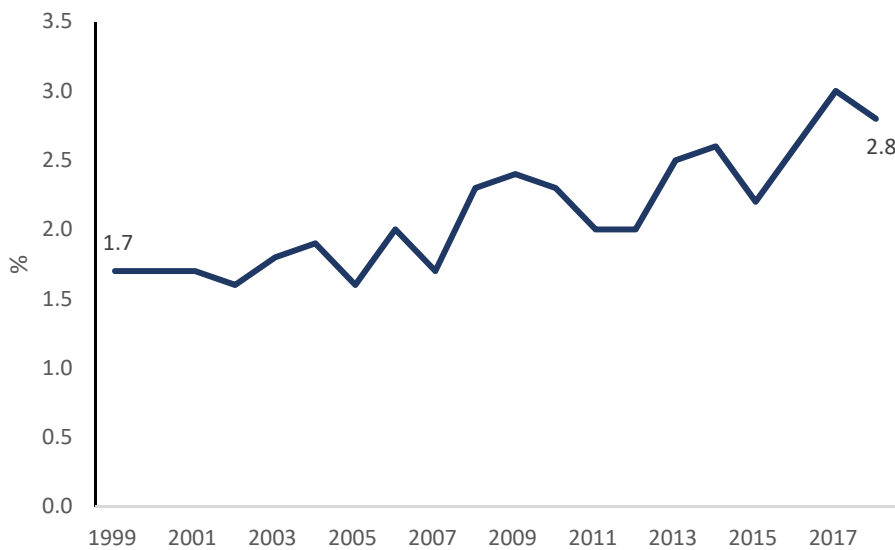
Of all journeys reported in the SHS travel diary, 1.4% were by bicycle. This is similar to the proportion in 2012 of 1.2% [Table 1 & Sum 1 and Figure 39].

Figure 39: Percentage of journeys with cycling as the main mode, 2012-2018



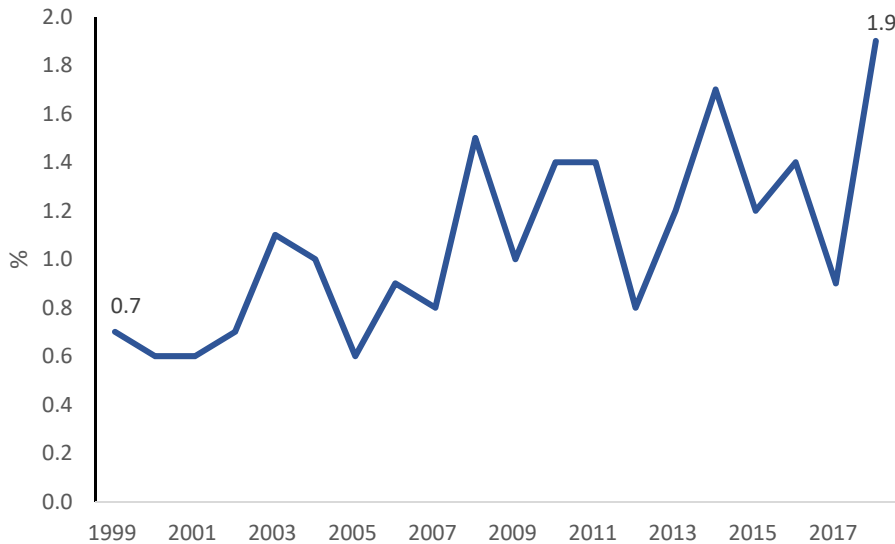
2.8 per cent of adults usually cycle to work. There has been an upward trend in since 1999, when the figure was 1.7% [Figure 40].

Figure 40: Percentage of adults who cycled as their usual method of travel to work, 1999-2018



1.9% of children cycled to school. There has been an upward trend since 1999, when the figure was 0.7%. [Tables 15, SUM1, and Figure 41]

Figure 41: Percentage of children who cycled as their usual method of travel to school, 1999-2018



The average (median) cycling journey was 2.8 km using road network distance. [Table TD5a]

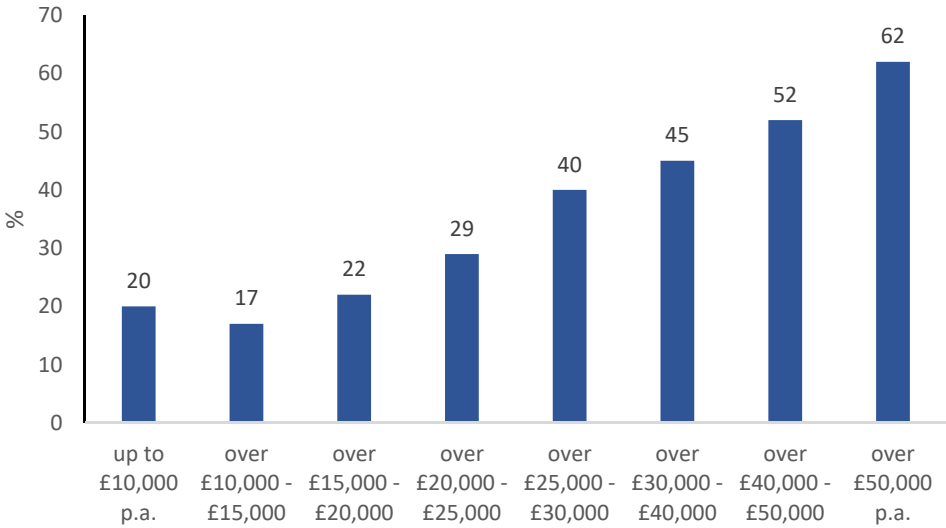
Bicycle access

Just over a third (35%) of households had access to at least one bicycle for adult use in 2018. Nineteen per cent had access to two or more. [Table 18]

Household access to bikes increased with household income and household size; 60% of households with an income of £40,000 or more have access to one or more bikes,

compared to 16% of households with an income up to £10,000. Bicycle access was higher in rural areas than urban areas. [Table 18 and Figure 42]

Figure 42: Access to one or more bicycles in household, by income, 2018



8. STATISTICAL TABLES

SHS TRANSPORT AND TRAVEL TABLES

Table SUM1	Summary of Scottish Household Survey results
Table SUM2	Summary of Transport in Scotland
Table 1	People aged 17 or over –full driving licence: 2008-2018
Table 2	Amount spent of fuel in the past month: 2009-2018
Table 3	Frequency of walking in the previous seven days: 2008–2016
Table 3a	Frequency of cycling in the previous seven days: 2008–2016
Table 4	Adults views on satisfaction with public transport: 2008-2018
Table 5	Possession of a concessionary fare pass: 2008-2017
Table 7	Employed adults not working from home - usual method of travel to work: 2018
Table 8	Effects of traffic congestion on travel to work journey: 2014-2018 (combined)
Table 10	How random adult usually travelled to work a year ago by current main mode of travel: 2014-2018 (combined)
Table 10a	Reason for changing mode of travel to work: 2012-2018
Table 11	Car sharing journeys to work: 2013-2018 (combined)
Table 13	Employed adults method of travel to work, and whether they could use public transport, 2018
Table 14	Reasons why public transport is not used for travel to work: 2014-2018
Table 15	School children in full-time education, usual method of travel: 2018
Table 16	Reasons for transport choice to children's full time education establishment: 2014-2018 (combined)
Table 17	Reasons why public transport is not used by school children: 2012-2016 (combined)
Table 18	Households with bicycles or cars/vans available for private use: 2018
Table 19	People aged 17+ that hold a full driving licence: 2018
Table 20	People aged 17+, frequency of driving: 2018
Table 21	Part driving/parking journeys: 2009-2017
Table 22	Mode of transport used in conjunction with driving by where parked: 2012-2017 (combined)
Table 25	Frequency of walking in the previous seven days: 2016
Table 25a	Frequency of cycling in the previous seven days: 2016
Table 26	Reasons why do not cycle to work: 2009-2014
Table 28	Adults use of local bus and train services, in the past month: 2018
Table 29	Adults (16+) who have used the bus in the previous month, views on their local bus services: 2016
Table 30	Adults (16+) who have used the train in the previous month, views on their local train services: 2016
Table 31	Possession of concessionary fare pass for all adults aged 16+: 2017
Table 32	Possession of concessionary fare pass for all adults aged 60+: 2017
Table 33	Access to services that respondents thought were very or fairly convenient: 2016
Table 37a	Flights in the last 12 months for leisure, holidays, visiting friends or family: 2009-2018
Table 37b	Frequency of flying for leisure by destination in last 12 months for those who have flown: 2009-2018
Table 38a	Flights in the last 12 months for business purposes: 2009-2018

Table 38b	Frequency of flying for business
Table 39	Reasons for choosing flying within the UK over other forms of Transport: 2009-2018
Table 41	In general, What discourages you from using buses more often than you do?: 2012-2018
Table 42	In general, What discourages you from using trains more often than you do?: 2012-2016
Table 42a	In general, What discourages you from using the train?: 2012-2016
Table 43	In general, What discourages you from walking more often than you do?: 2012-2016
Table 44	Purpose of train journeys: 2012-2018
Table 45	Difficulties experienced when changing between public transport: 2012-2016
Table 46	Awareness of sustainable transport policies: 2018
Table 47	Uptake of sustainable transport policies: 2017 or 2018
Table 49	Would you consider buying a plug-in electric car or van?: 2016-18
Table 50	Reasons for having bought or would consider buying a plug-in electric car or van: 2016-18
Table 51	Reasons for not considering to buy a plug-in electric car or van: 2016-18

SHS TRAVEL DIARY TABLES

Table TD1	Percentage of adults travelling on previous day: 2008-2018
Table TD2	Percentage of journeys made by main mode of travel: 2008-2018
Table TD2a	Percentage of journeys by main mode of travel and distance: 2018
Table TD2b	Percentage of stages by main mode of travel: 2008-2018
Table TD2c	Multi Stage journeys: 2012-2018 (combined)
Table TD3	Percentage of journeys made by purpose of travel: 2012-2018
Table TD4	Percentage of journeys made by distance of travel: 2012-2018
Table TD4a	Percentage of journeys made by distance and main mode of travel: 2018
Table TD4b	Percentage of journeys to work by distance and main mode of travel: 2018
Table TD4c	Percentage of journeys under 2 miles by road network distance by main mode: 2018
Table TD4d	Percentage of journeys under 5 miles by road network distance by main mode: 2018
Table TD5	Distance summary statistics: 2012-2018
Table TD5a	Distance summary statistics by mode of transport: 2018
Table TD6	Percentage of journeys made by duration of journey: 2008-2018
Table TD6a	Percentage of journeys to work by duration of journey: 2008-2018
Table TD7	Percentage of journeys made by start time of journey: 2008-2018
Table TD8	Percentage of journeys made by day of travel: 2008-2018
Table TD9	Percentage of car stages by car occupancy: 2008-2018
Table TD10	Percentage of car/van stages delayed by congestion: 2008-2018
Table TD10a	Reason for congestion for car/van stages: 2012-2018
Table TD11	Percentage of bus stages where passenger experienced delay: 2008-2018
Table TD12	Percentage of driver stages where delay experienced by amount of delay: 2016-18 (combined)
Table TD13	Percentage of journeys originating in each council area by destination council area: 2014-2018 (combined)
Table TD14	Percentage of journeys ending in each council area by area of origin: 2014-2018 (combined)

Table TD15 Percentage of employed people resident in each council area by council area of workplace: 2014-2018 (combined)

Table TD16 Percentage of employed people in each council area by council area of residence: 2014-2018 (combined)

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

Annex A Straight line distance

OTHER TABLES

Local Authority tables will be published online at

<https://www.transport.gov.scot/our-approach/statistics/#>

Table Sum 1 Summary of Scottish Household Survey results^{1,2}

	2008	2009	2010	2011	2012	2013	2014	2015	2016	2017	2018
Modal share of all journeys³											
Walking	22.2	21.8	22.0	22.1	26.0	23.3	25.0	21.6	23.5	21.3	19.8
Driver car/van	49.8	51.0	51.1	49.9	48.3	50.0	48.1	50.7	50.7	52.1	52.9
Passenger car/van	13.8	13.3	14.3	13.1	12.7	13.6	13.0	13.3	13.1	12.5	12.8
Bicycle	1.0	0.9	0.8	1.3	1.2	1.0	1.4	1.2	1.2	1.5	1.4
Bus	9.1	8.6	8.7	9.1	8.1	8.5	8.6	9.5	7.7	8.2	8.0
Taxi/minicab	1.5	1.4	0.8	1.3	1.3	1.6	1.2	1.3	0.9	1.3	1.4
Rail	1.6	1.9	1.4	2.0	1.8	1.7	2.1	1.7	2.2	2.6	2.6
Other	1.0	1.0	1.0	1.2	0.7	0.3	0.6	0.7	0.8	0.5	1.0
Sample size (=100%)	20,450	18,680	16,300	17,590	19,740	20,180	19,930	18,710	19,050	18,320	17,790
Place of work											
Works from home	10.0	11.4	10.1	10.6	13.2	13.3	13.1	14.1	14.5	14.2	16.0
Does not work from home	90.0	88.6	89.9	89.4	86.8	86.7	86.9	85.9	85.5	85.8	84.0
Sample size (=100%)	6,090	6,100	5,860	6,190	4,730	4,850	4,810	4,670	4,720	4,820	4,720
Travel to work^{4,5}											
Walking	12.5	12.3	13.4	12.9	13.6	12.9	12.9	13.6	12.3	12.0	11.8
Car or Van	66.0	67.0	67.3	66.6	67.3	66.2	67.7	65.9	67.0	67.6	67.7
Driver	59.9	60.7	61.0	59.1	61.4	60.6	61.6	60.3	61.7	62.3	62.9
Passenger	6.1	6.4	6.3	7.5	6.0	5.6	6.0	5.6	5.3	5.4	4.8
Bicycle	2.3	2.4	2.3	2.0	2.0	2.5	2.6	2.2	2.6	3.0	2.8
Bus	12.1	12.1	10.8	12.0	10.1	11.3	10.1	11.2	10.4	9.8	10.1
Rail, including underground	4.3	3.9	3.6	3.9	4.3	4.0	4.2	4.4	5.2	5.2	5.5
Other	2.7	2.3	2.7	2.6	2.6	3.1	2.5	2.7	2.4	2.4	2.2
Sample size (=100%)	5,440	5,370	5,220	5,510	4,100	4,160	4,130	3,950	3,970	4,070	3,910
% Public and Active Travel ⁶	31.2	30.7	30.1	30.8	30.1	30.7	29.9	31.4	30.7	30.1	30.3
% Journeys under 2 miles by walking	..	..	..	..	48.5	47.3	51.3	45.1	47.8	45.3	43.0
% Journeys under 5 miles by cycling	..	..	..	..	1.5	1.2	1.8	1.5	1.6	1.8	1.8
Travel to school⁷											
Walking	48.8	50.0	49.7	50.6	51.4	51.7	51.2	48.8	51.8	51.5	52.3
Car or Van	23.6	24.4	23.0	23.4	24.1	24.4	24.5	25.8	25.6	25.6	24.2
Bicycle	1.5	1.0	1.4	1.4	0.8	1.2	1.7	1.2	1.4	0.9	1.9
Bus (school or service)	23.9	22.0	23.9	21.7	21.1	19.9	20.3	20.9	19.2	19.8	19.0
School bus	16.5	16.0	16.1	15.1	14.9	14.5	14.5	15.2	12.9	14.2	13.9
Service bus	7.3	5.9	7.8	6.6	6.2	5.4	5.8	5.7	6.4	5.6	5.1
Rail, including underground	0.7	0.7	0.3	0.7	0.4	0.6	0.7	1.1	0.5	0.5	0.7
Other	1.5	1.8	1.7	2.2	2.2	2.2	1.7	2.1	1.5	1.7	2.0
Sample size (=100%)	2,750	2,880	2,680	2,720	1,920	1,980	1,980	1,880	1,890	1,830	1,720
Household access to car⁸ / bike											
No car	30.2	30.7	30.3	30.1	31.0	30.2	30.8	30.0	29.3	28.1	28.6
One car	43.9	43.7	44.0	44.5	43.0	44.0	43.3	43.3	42.1	42.7	42.0
Two Cars	21.8	21.5	21.6	21.0	21.3	21.3	21.1	21.7	23.0	23.4	23.7
Three or more cars	4.0	4.2	4.1	4.4	4.6	4.6	4.7	5.1	5.6	5.8	5.7
One or more cars	69.8	69.3	69.7	69.9	69.0	69.8	69.2	70.0	70.7	71.9	71.4
Two or more cars	25.8	25.6	25.7	25.4	26.0	25.8	25.9	26.7	28.5	29.2	29.4
1+ Bicycles which can be used by adults	36.8	35.4	34.3	35.1	35.0	34.3	34.4	35.1	33.8	34.4	34.7
Sample size	13,820	14,190	14,210	14,360	10,640	10,650	10,630	10,330	10,470	10,680	10,530
Driving (aged 17+)											
Those with a full driving licence											
by gender:											
Male	76.0	76.2	75.6	75.6	75.6	76.0	75.8	73.4	75.4	75.2	75.6
Women	59.9	60.6	60.2	59.8	61.6	61.4	61.8	63.1	63.1	64.3	64.0
Identified in another way	..	..	..	..	..	..	..	..	..	..	..
Refused	..	..	..	..	..	..	..	..	..	..	..
All	67.6	68.0	67.6	67.3	68.3	68.4	68.5	68.0	69.0	69.5	69.5
Frequency of driving											
Every day	44.9	43.4	41.4	40.7	42.0	41.9	40.9	40.9	42.2	41.9	41.4
At least three times a week	10.4	11.9	12.8	13.3	13.1	13.3	13.9	14.5	14.3	14.7	15.3
Once or twice a week	5.6	5.6	6.0	6.2	6.0	5.6	5.9	5.9	6.0	6.1	6.0
At least 2-3 times a month	1.0	0.9	0.9	0.9	0.8	1.0	0.9	0.8	1.0	1.0	1.0
At least once a month	0.4	0.4	0.4	0.4	0.3	0.5	0.7	0.5	0.5	0.5	0.4
Less than once a month	1.3	1.6	1.8	1.7	1.7	1.6	1.8	1.4	1.6	1.3	1.3
Holds full licence, never drives	4.0	4.2	4.3	4.1	4.5	4.5	4.3	4.0	3.4	4.0	4.2
Does not have a full driving licence	32.4	32.0	32.4	32.7	31.7	31.6	31.5	32.0	31.0	30.5	30.5
Sample size (=100%)	12,260	12,450	12,360	12,800	9,830	9,840	9,720	9,340	9,570	9,760	9,650
Percentage of car / van stages delayed by traffic congestion⁹											
Sample size (=100%)	9,320	8,690	7,610	8,330	9,830	10,200	9,820	9,690	9,810	9,960	9,390
Frequency of use of local bus/train service (aged 16+)											
Bus service											
Every day or almost every day	12.6	11.3	11.0	11.1	9.3	11.3	9.7	11.7	9.3	9.7	9.6
2 or 3 times per week	12.2	11.8	11.7	12.5	11.0	11.4	11.3	11.6	10.6	10.6	10.3
About once a week	7.8	8.4	7.7	7.8	7.8	7.8	7.6	8.1	7.7	7.9	7.2
Once or twice a month	13.9	14.1	13.5	14.2	13.7	14.1	13.6	14.3	13.2	14.7	15.1
Not used in the past month	53.6	54.5	56.1	54.3	58.2	55.4	57.7	54.2	59.2	57.1	57.8
Train service											
Every day or almost every day	2.3	2.1	1.9	2.0	2.5	2.2	2.2	2.1	2.3	2.6	2.6
2 or 3 times per week	2.0	2.1	1.9	2.2	2.4	2.5	2.1	2.5	2.1	2.2	2.6
About once a week	3.2	3.7	3.5	3.7	4.2	4.0	5.0	4.4	4.2	4.3	4.7
Once or twice a month	16.4	15.9	17.3	17.9	19.1	19.5	21.2	20.7	20.8	21.9	20.6
Not used in the past month	76.1	76.2	75.5	74.2	71.8	71.8	69.5	70.2	70.5	69.0	69.5
Sample size (=100%)	12,300	12,520	12,420	12,890	9,890	9,920	9,800	9,410	9,640	9,810	9,700

1. The apparent year-to-year fluctuations in some of the figures may be due to sampling variability.
2. 1999 to 2007 results can be viewed by un hiding columns E to M.
3. The Travel diary methodology changed in 2007 and in 2012, creating a break in the time series.
4. Employed adults (aged 16+) not working from home
5. Figures for 2017 travel to work by car or van and by train have been revised from 67.7 and 5.1.
6. Tram journeys were not included in previous publications. They have now been added, and the 2016 figure is 0.1% higher than previous published.
7. Figures for 2017 Travel to school by car or van have been revised from 25.5.
8. From 2012 Q4 the question was changed to ask about access to cars / vans instead of just cars.
9. Data published in 2015 erroneously included a value of 12.5 because of the exclusion of vans; this table contains the revised data.

Table Sum2 Summary of Transport in Scotland
Numbers

SUMMARY

	2008	2009	2010	2011	2012	2013	2014	2015	2016	2017	2018
Vehicles Licensed											<i>thousands</i>
Private and Light Goods ¹	2,347	2,362	2,364	2,369	2,395	2,436	2,496	2,537	2,594	2,638	2,665
All Vehicles ¹	2,665	2,684	2,685	2,691	2,717	2,759	2,821	2,863	2,919	2,962	2,991
New Registrations	215	216	209	202	216	241	262	268	270	250	233
Local Bus Services²											<i>millions</i>
Passenger Journeys (boardings) ³	484	458	430	436	420	421	414	407	394	388	377
Vehicle Kilometres ³	386	377	346	338	327	332	336	338	335	333	..
Passenger Revenue at latest year's prices ³	732	733	698	706	716	704	688	699	708	684	..
											<i>£ million</i>
Freight Lifted											<i>million tonnes</i>
Road ^{4,9}	157.0	131.9	131.9	134.8	137.2	125.0	122.9	132.7	139.9	122.6	128.6
Rail ²	10.36	9.69	8.33	9.87	8.43	..	..	..	..	..	..
Coastwise traffic	23.3	19.8	18.0	16.3	12.5	11.4	11.8	14.2	..	..	..
One Port traffic	1.75	3.59	1.88	2.42	2.57	2.10	2.19	..	..	..	..
Inland waterway traffic	12.19	10.10	10.89	10.70	10.79	10.69	9.41	10.14	9.42	..	..
Pipelines ⁵	27.6	27.6	27.6	27.8	28.2	..	..	..	..	..	..
Total	232.2	202.7	198.6	201.9	199.7	..	..	..	..	..	..
Public Road Lengths											<i>kilometres</i>
Trunk (A and M) ¹⁰	3,505	3,520	3,518	3,536	3,566	3,565	3,637	3,638	3,669	3,681	3,735
Other Major (A and M)	7,421	7,421	7,414	7,467	7,473	7,473	7,406	7,414	7,418	7,427	7,500
Minor Roads	44,418	44,591	44,694	44,769	44,873	44,938	45,011	45,100	45,163	45,257	45,106
All Roads ¹⁰	55,344	55,532	55,626	55,772	55,912	55,975	56,054	56,152	56,250	56,364	56,341
Road Traffic											<i>million vehicle-kilometres</i>
Motorways ¹¹	6,683	6,633	6,503	6,570	7,140	7,262	7,421	7,477	7,829	8,054	8,518
A roads	22,126	22,327	21,992	21,996	21,712	21,786	22,025	22,395	23,019	23,353	23,023
All roads (incl. B, C, uncl.)	44,470	44,219	43,488	43,390	43,549	43,840	44,839	45,374	46,459	47,986	48,137
Reported Road Accident Casualties											
Killed	270	216	208	185	176	172	203	168	191	145	160
Killed and Serious	2,845	2,503	2,177	2,063	2,157	1,839	1,904	1,770	1,888	1,738	1,741
All (Killed, Serious, Slight)	15,592	15,043	13,338	12,785	12,712	11,492	11,302	10,977	10,896	9,433	8,402
Passenger Rail ^{2,6}											<i>millions</i>
ScotRail passenger journeys ⁶	76.4	76.9	78.3	81	83.3	86.3	92.7	93.2	94.2	97.8	97.8
ORR data:											
Rail journeys in/from Scotland ⁷	76.3	76.5	79.4	83.3	85.8	86.7	91.7	93.4	94.2	97.1	..
Passenger receipts (2017 £mill)	390.5	429.1	444.6	455.7	473.5	487.6	512.6	531.49	537.3	610.6	..
Air Transport											<i>thousands</i>
Terminal Passengers	24,348	22,496	20,907	22,065	22,207	23,250	24,076	25,507	26,924	28,833	29,443
Transport Movements	417.1	382.7	354.4	366.3	372.1	376.4	376.2	376.4	376.0	383.9	376.6
Freight	50.2	50.9	47.5	45.2	52.2	54.2	59.9	56.4	55.9	60.3	62.3
											<i>thousand tonnes</i>
Ferries ⁸											<i>thousands</i>
Passengers	10,014	10,219	9,990	9,631	9,698	9,662	9,679	9,554	10,073	10,255	10,279
Vehicles	3,056	3,135	3,072	3,071	3,076	2,972	3,074	3,146	3,372	3,467	3,456
of which on routes within Scotland											
Passengers	8,001	8,272	8,016	7,773	7,888	7,831	7,884	7,824	8,320	8,501	8,529
Vehicles	2,569	2,648	2,554	2,551	2,628	2,577	2,626	2,706	2,930	3,060	3,043

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

2 Financial years

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

4 Freight lifted in Scotland by UK-registered hauliers, regardless of whether the destination is in Scotland, elsewhere in the UK or outwith the UK.

The figures for 2004 onwards are not compatible with those for earlier years due to changes in methodology and processing system for the survey.

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

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

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

8 Services to Europe, Northern Ireland and within Scotland (Previous versions of STS only included services where data is available back to 1975, this can still be found in Table H1). Figures for passenger numbers on the Corran ferry service in 2013, 2014 and 2015 have not been included in the total for Scotland as the figures are new estimates and considered as 'data under development'.

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

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.

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

Table 1: [Driving licence] People aged 17 or over - those who hold full driving licence, 2008 – 2018¹

	2008	2009	2010	2011	2012	2013	2014	2015	2016	2017	2018
All aged 17+	67.6	68.0	67.6	67.3	68.3	68.4	68.5	68.0	69.0	<i>cell percentages</i>	
										69.5	69.5
by gender:											
Men	76	76	76	76	76	76	76	73	75	75	76
Women	60	61	60	60	62	61	62	63	63	64	64
Identified in another way	..	..	..	..	..	..	..	..	..	..	..
Refused	..	..	..	..	..	..	..	..	..	..	..
by age:											
17-19	32	25	27	26	28	26	29	26	30	31	29
20-29	56	58	58	54	58	56	56	54	55	55	57
30-39	78	77	76	77	75	74	73	72	73	73	73
40-49	83	80	81	80	80	80	82	82	81	80	79
50-59	78	78	78	78	79	80	79	78	80	81	79
60-69	70	75	72	74	73	74	74	76	76	77	77
70-79	53	55	54	57	59	60	61	62	63	67	70
80+	31	37	37	35	37	41	40	43	43	47	48
Sample size (=100%)	12,270	12,450	12,360	12,800	9,830	9,840	9,720	9,340	9,570	9,760	9,650

1. 1999 to 2007 results can be viewed by un hiding columns B to J.

Table 2: [Fuel] Amount spent on fuel in the past month, 2009-2018¹

	2008	2009	2010	2011	2012	2013	2014	2015	2016	2017	2018
Amount spent on fuel in the past month										<i>column percentages</i>	
£1 to £19	..	2.7	2.0	1.6	1.1	1.4	1.2	1.5	1.7	2.0	1.6
£20 to £39	..	13.8	11.5	7.5	7.9	8.2	7.9	11.1	11.8	11.2	10.3
£40 to £59	..	20.4	18.3	14.7	15.3	15.6	16.9	19.2	19.9	20.3	18.7
£60 to £99	..	22.9	20.9	20.3	21.2	19.9	21.1	23.0	21.9	21.5	21.8
£100 to £149	..	18.9	20.3	22.6	19.8	21.2	22.6	19.9	20.2	20.8	21.0
£150 and over	..	21.3	27.0	33.3	34.7	33.7	30.3	25.3	24.3	24.2	26.6
Median	..	80	80	100	100	100	100	80	80	80	80
Mean	..	99.6	112.2	131.0	134.5	128.9	123.7	109.2	105.6	107.0	112.3
Mean (adjusted for RPI inflation)	..	131.2	141.3	156.8	156.1	145.1	136.1	119.0	113.0	110.6	112.3
Sample size (=100%)	..	9,100	9,100	9,280	4,580	7,020	6,900	6,760	6,890	7,040	6,760

1. 2001 to 2006 results can be viewed by un hiding columns B to J.

Table 3: [Walking] Frequency of walking in the previous seven days*, 2008 – 2016¹

	2008	2009	2010	2011	2012	2013	2014	2015	2016 ²	2017	2018
As a means of transport:										<i>column percentages</i>	
None	47.5	41.0	38.0	36.9	34.2	..	33.1	..	31.4	..	..
1-2 days	17.2	17.5	18.9	19.1	19.8	..	19.1	..	19.4	..	..
3-5 days	21.7	22.4	24.3	24.4	23.2	..	26.2	..	26.3	..	..
6-7 days	13.6	19.1	18.8	19.6	22.7	..	21.6	..	22.9	..	..
1+ days	52.5	59.0	62.0	63.1	65.8	..	66.9	..	68.6	..	..
Sample size (=100%)	6,200	6,140	6,180	6,380	9,840	..	9,740	..	9,580	..	..
Just for pleasure:											
None	54.9	51.6	48.7	46.0	45.1	..	41.7	..	38.6	..	..
1-2 days	18.4	19.1	17.7	18.9	18.9	..	20.2	..	20.3	..	..
3-5 days	13.0	13.1	16.5	16.7	16.7	..	17.7	..	19.8	..	..
6-7 days	13.7	16.1	17.2	18.5	19.3	..	20.4	..	21.2	..	..
1+ days	45.1	48.4	51.3	54.0	54.9	..	58.3	..	61.4	..	..
Sample size (=100%)	6,210	6,120	6,140	6,370	9,810	..	9,690	..	9,540	..	..

*Only relates to journeys over a quarter of a mile. In 2005 and 2006 the question was asked of half the sample. Between 2007 and 2011 the question was asked of 1/3 of the sample. From 2012 to 2016 the question was asked of the full sample every other year. The question was not asked in 2017 and 2018, but will be asked in alternate years from 2019.

1. 2001 to 2006 results can be viewed by un hiding columns B to J.

2. The previously published sample size for walking for pleasure was incorrect.

Table 3a: [Cycling] Frequency of cycling in the previous seven days*, 2007 – 2016¹

	2008	2009	2010	2011	2012	2013	2014	2015	2016	2017	2018
As a means of transport:										<i>column percentages</i>	
None	96.2	..	..	..	93.9	..	93.9	..	94.1	..	..
1-2 days	1.7	..	..	..	2.7	..	2.7	..	2.8	..	..
3-5 days	1.4	..	..	..	2.3	..	2.3	..	2.1	..	..
6-7 days	0.7	..	..	..	1.1	..	1.2	..	1.0	..	..
1+ days	3.8	..	..	..	6.1	..	6.1	..	5.9	..	..
Sample size (=100%)	6,220	..	..	..	9,890	..	9,790	..	9,640	..	..
Just for pleasure:											
None	96.2	..	..	..	94.1	..	93.9	..	93.5	..	..
1-2 days	2.8	..	..	..	3.1	..	3.5	..	3.8	..	..
3-5 days	0.9	..	..	..	1.9	..	2.0	..	1.9	..	..
6-7 days	0.2	..	..	..	0.9	..	0.7	..	0.8	..	..
1+ days	3.8	..	..	..	5.9	..	6.1	..	6.5	..	..
Sample size (=100%)	6,210	..	..	..	9,890	..	9,790	..	9,640	..	..

*Only relates to journeys over a quarter of a mile. Between 2007 and 2008 the question was asked of 1/3 of the sample and was then not asked again until 2012. From 2012 to 2016 the question was

1. 1999 to 2007 results can be viewed by un hiding columns B to J.

Table 4: [Public Transport] Adults views on satisfaction* with public transport, 2008-2018¹

	2008	2009	2010	2011	2012	2013	2014	2015	2016	2017	2018
Very satisfied	20.6	26.8	26.8	26.3	21.2	23.6	22.7	23.1	20.9	20.7	21.2
Fairly satisfied	52.2	48.2	47.5	49.7	51.0	47.5	52.4	50.4	50.9	47.9	44.1
Neither satisfied nor dissatisfied	12.0	10.6	12.1	9.9	13.8	12.2	13.5	12.1	15.5	15.3	15.2
Fairly dissatisfied	10.0	9.0	8.6	8.7	9.4	10.6	7.3	8.9	8.5	10.2	12.1
Very dissatisfied	5.2	5.4	5.0	5.4	4.7	6.1	4.2	5.4	4.2	5.8	7.4
Sample size (=100%)	7,740	8,110	7,590	8,220	8,330	8,400	8,480	8,180	8,510	8,630	8,250

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

¹ Sample sizes relate to those who provided an opinion on public transport only and so will differ from that reported in the SHS Annual Report.

1. 2007 results can be viewed by un hiding columns B to J.

Table 5: [Concessionary fare pass] Possession of a concessionary fare pass, 2008-2017^{1,2}

	2008	2009	2010	2011	2012	2013	2014	2015	2016	2017	2018
Adults aged 16+	24.5	26.4	26.6	26.7	27.0	26.3	27.0	27.6	28.5	27.7	..
Adults aged 60+	84.3	86.7	87.1	87.5	88.4	86.4	87.3	86.9	87.2	86.5	..
Adults aged 60-64	74.7	78.1	78.5	80.3	81.5	75.0	75.3	73.8	75.3	73.6	..
Adults aged 65+	88.1	90.0	90.5	90.2	91.0	90.4	91.3	91.2	91.2	90.9	..
Sample size (=100%)	12,370	12,540	12,440	12,890	9,890	9,920	9,800	9,410	9,640	9,810	..

¹ Question not asked in 2018. It will be asked in alternate years from 2019.

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 7: [Travel to work] Employed adults not working from home - usual method of travel to work*, 2018

	Walking	Driver	Passenger	Bicycle	Bus	Rail	Other ¹	Sample size (=100%)	% Public / Active (Former National Indicator)
All	11.8	62.9	4.8	2.8	10.1	5.5	2.2	3,910	30.3
	<i>row percentages</i>								
by gender:									
Men	10	63	4	4	9	6	3	1,780	30
Women	13	63	5	1	11	5	1	2,130	31
Identified in another way	**	**	**	**	**	**	**	-	**
Refused	**	**	**	**	**	**	**	-	**
by age:									
16 - 19	**	**	**	**	**	**	**	40	**
20 - 29	16	51	7	4	15	7	1	610	41
30 - 39	12	65	4	3	9	7	2	980	30
40 - 49	11	65	3	5	9	5	2	870	29
50 - 59	10	68	5	1	7	5	3	970	24
60 and over	8	70	6	1	11	2	2	440	22
Ethnicity									
White Scottish	11	65	5	2	9	6	2	3,000	28
White other British	13	65	3	4	9	4	3	490	29
White Polish	17	41	6	6	26	3	0	80	52
Other White	18	43	6	4	16	8	4	210	48
Asian, Asian Scottish or Asian British	9	66	2	1	14	4	5	80	28
Other ethnic groups	9	47	4	4	25	9	1	50	47
by current situation:									
Self employed	11	74	1	1	6	2	5	180	20
Employed full time	11	63	5	3	10	6	2	2,860	30
Employed part time	16	60	5	1	13	4	1	870	34
by annual net household income:									
up to £15,000 p.a.	20	43	6	3	22	3	3	430	48
over £15,000 - £20,000	16	56	6	2	14	4	2	460	36
over £20,000 - £25,000	12	56	5	3	14	5	4	450	36
over £25,000 - £30,000	15	55	10	2	11	5	1	430	34
over £30,000 - £40,000	9	68	4	2	8	6	1	750	26
over £40,000 - £50,000	11	68	5	3	5	6	1	610	26
over £50,000 p.a.	8	72	2	3	7	7	3	770	24
by Scottish Index of Multiple Deprivation:									
1 - Most Deprived	14	51	6	2	18	8	2	640	41
2	13	58	6	4	13	4	2	730	34
3	12	67	5	2	8	4	2	860	26
4	10	68	5	3	6	6	2	950	25
5 - Least Deprived	10	67	2	3	8	6	3	740	27
by urban/rural:									
Large urban areas	15	49	4	4	18	8	2	1,240	45
Other urban	9	69	5	2	7	5	2	1,290	24
Small accessible towns	11	71	6	1	7	3	1	310	22
Small remote towns	28	46	9	0	5	5	6	250	38
Accessible rural	4	79	5	3	4	2	2	420	14
Remote rural	13	78	3	2	2	0	2	400	17
by number of cars:									
none	35	4	8	5	37	8	3	600	85
one	12	59	6	3	10	8	2	1,750	33
two +	5	83	3	1	3	3	2	1,560	12
Household type									
Single adult	15	58	4	3	11	6	3	960	36
Small adult	15	59	5	2	10	7	2	940	34
Single parent	17	56	3	2	17	4	2	260	39
Small family	7	70	3	4	8	6	2	760	24
Large family	12	67	5	4	7	5	1	260	27
Large adult	9	62	8	2	12	5	2	370	28
Older smaller	9	66	5	3	11	3	3	370	26

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

** values based upon a sample size less than 50 have been suppressed

¹ Includes Edinburgh trams

Table 8: [Congestion] Effects of traffic congestion on travel to work journey, 2014-2018 (combined)

	Driver car/van	Passenger car/van	Bus	Other	All
How often journey to work affected by traffic congestion					
At least once a week	44.2	32.1	44.8	8.3	34.1
Less often	20.1	18.2	19.9	7.0	16.5
Never	35.7	49.6	35.4	84.7	49.4
Sample size (=100%)	12,850	1,120	2,500	5,450	21,920
How much extra time normally allowed for journey to work					
None	20.9	22.9	26.1	34.0	22.9
Less than 5 mins	8.7	11.5	8.4	12.1	9.1
5-10 mins	29.2	34.0	26.1	25.9	28.7
11-30 mins	31.8	27.0	29.2	20.7	30.3
31-60 mins	7.7	3.5	7.6	5.7	7.3
more than 1 hr	1.7	1.1	2.5	1.7	1.8
Sample size (=100%)	7,390	500	1,500	750	10,140

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, 2014-2018

	Usual mode one year ago							All
	Walking	Driver	Passenger	Bicycle	Bus	Rail	Other	
Current usual mode	<i>column percentages</i>							
Walking	86	1	2	3	5	2	2	12.1
Driver	6	97	7	6	6	9	6	63.6
Passenger	2	0	86	1	2	1	3	5.1
Bicycle	1	0	0	87	1	1	0	2.6
Bus	3	1	3	2	85	2	2	9.8
Rail	1	0	1	1	1	84	0	4.7
Other	1	0	1	0	0	0	88	2.2
Sample size (=100%)	2,440	11,900	840	420	1,820	820	450	18,670

This table can be used to establish the mode of travel people used in the previous year by their current mode.

Example: Of the people who currently walk to work, last year 86% walked, 6% drove, 2% were passengers, 1% used a bicycle, etc. Of the people who drove a car last year, 1% now walk, 97% still drive, etc.

Table 10a: [Travel to work] Reason for changing mode of transport for travel to work, 2012-2018¹

	2012	2013	2014	2015	2016	2017	2018	2014-18
	<i>column percentages</i>							
Changed job	36	29	42	35	39	31	30	35.2
Moved home	24	23	21	25	20	19	24	22.1
Employer re-located	4	11	2	8	4	4	5	4.9
Bought a car	4	6	9	7	7	12	9	8.8
Sold car	3	2	2	2	0	1	2	1.5
Lost licence	1	1	1	0	0	1	1	0.6
Public transport service added	0	1	1	1	0	0	1	0.7
Public transport service withdrawn	1	0	0	2	0	0	0.0	0.4
Changed working hours	2	1	3	4	4	3	4	3.5
Had a baby	0	2	1	0	0	1	1	0.6
Passed driving test	3	2	3	6	4	4	3	4.1
Husband / wife / partner has more need for car	0	2	1	0	0	0	1	0.6
Fresh air / exercise	2	6	2	3	6	3	4	3.5
Other	29	26	22	16	18	25	24	20.8
Sample size (= 100%)	210	230	240	250	190	200	240	1,130

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

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

Table 11: [Car share] Car sharing journeys to work, 2014-2018¹

	2014-18
	<i>column percentages</i>
Whether involved in any car sharing arrangement	
Yes	11.0
No	89.0
Sample size (=100%)	8,141
How car sharing is organised	
Normally between ourselves	91
Through employer	7
Other	1
Sample size (=100%)	886

Reasons why not involved in a car share arrangement

Following changes to the Scottish Household survey, data for this section of **Table 11** is no longer collected - Please see TATIS 2017 for the most recently produced version of this part of the table.

1. Full sample 2013-15, one third sample 2016-18

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

Table 13: [Travel to work] Employed adults method of travel to work and whether they could use public transport, 2018*

	Usual method of travel to work				Car/van commuters ¹		
	Car/van	Bus	Other	Sample size	Could use PT	Could not use PT	Sample size
	(=100%)				(=100%)		
	row percentages				row percentages		
All people aged 16+ in 2016:	67.7	10.1	22.2	3,910	44.1	55.9	2,350
by gender:							
Man/Boy	68	9	24	1,780	40	60	1,080
Woman/Girl	68	11	21	2,130	49	51	1,270
Identified in another way	**	**	**	**	**	**	-
Refused	**	**	**	**	**	**	-
by age:							
16 - 29	56	16	28	650	49	51	330
30 - 39	69	9	23	980	44	56	590
40 - 49	69	9	22	870	39	61	530
50 - 59	73	7	19	970	46	54	610
60 and over	76	11	13	440	42	58	290
by ethnicity:							
White Scottish	70	9	21	3,000	45	55	1,870
White other British	68	9	23	490	42	58	300
White Polish	47	26	27	80	**	**	40
Other white	49	16	34	210	38	62	90
Asian, Asian Scottish or Asian British	67	14	19	80	**	**	40
Other	52	25	23	50	**	**	20
by current situation:							
Self employed	76	6	19	180	29	71	130
Employed full time	68	10	22	2,860	44	56	1,730
Employed part time	65	13	22	870	49	51	500
by annual net household income:							
up to £15,000 p.a.	49	22	29	430	38	62	190
over £15,000 - £20,000	62	14	24	460	46	54	250
over £20,000 - £25,000	61	14	25	450	46	54	270
over £25,000 - £30,000	65	11	24	430	53	47	260
over £30,000 - £40,000	72	8	20	750	44	56	480
over £40,000 - £50,000	73	5	22	610	42	58	410
over £50,000 p.a.	73	7	20	770	43	57	500
by Scottish Index of Multiple Deprivation:							
1 (20% most deprived)	58	18	24	620	44	56	300
2	65	12	23	750	45	55	440
3	71	8	21	910	39	61	560
4	73	6	21	920	42	58	600
5 (20% least deprived)	70	8	22	710	51	49	460
by urban/rural classification:							
Large urban areas	53	18	29	1,240	53	47	560
Other urban areas	74	7	19	1,290	45	55	820
Accessible small towns	77	7	16	310	48	52	210
Remote small towns	56	5	39	250	29	71	130
Accessible rural	84	4	12	420	38	62	330
Remote rural	81	2	17	400	22	78	310

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

¹Excludes respondents who don't know if it's possible to travel by public transport.

** values based upon a sample size less than 50 have been suppressed

Table 14: [Travel to work reasons] Reasons why public transport is not used for travel to work, 2014-2018¹ (combined)

	Car/Van	
	Driver/Passenger	column percentages
By whether they could use public transport		
Yes	44.8	
No	52.6	
Sample size (=100%)	7,556	
If they could use public transport, reasons for not using it		
Takes too long	45	
No direct route	23	
Inconvenient	20	
Prefer to use car	16	
Need a car for work	9	
Work unusual hours	7	
Cost	8	
Lack of service	6	
Public transport is unreliable	5	
Too infrequent	5	
Too much to carry	3	
Long walk to bus stop	3	
Dislike waiting about	1	
Uncomfortable	1	
Health reasons	1	
Prefer to walk	1	
Collect/drop off children on the way	1	
<i>Other reasons are all less than 1% when rounded</i>		
Sample size (=100%)	3,237	
If they could not use public transport, reasons why they cannot		
No direct route	35	
Lack of service	23	
Takes too long	21	
Inconvenient	13	
Need a car for work	13	
Work unusual hours	11	
Prefer to use car	7	
Too much to carry	5	
Too infrequent	5	
Public transport is unreliable	5	
Long walk to bus stop	2	
Cost	2	
<i>Other reasons are all less than 1% when rounded</i>		
Sample size (=100%)	1,402	

¹ Question asked every other year from 2012.

Table 15: [Travel to school] School children in full-time education, usual method of travel, 2018

	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	52.3	24.2	1.9	13.9	5.1	0.7	2	1,720
by gender:								
Man/Boy	53	23	2	14	5	0	3	880
Woman/Girl	51	26	2	13	6	1	1	840
Identified in another way	**	**	**	**	**	**	**	-
Refused	**	**	**	**	**	**	**	-
by age:								
age 4-5	57	33	4	4	1	0	1	160
age 6-7	59	29	1	8	1	0	2	310
age 8-9	55	30	3	8	2	0	3	260
age 10-11	58	26	3	7	4	0	1	290
All 4-11	57	29	3	7	2	0	2	1,020
age 12-13	48	15	1	23	9	1	3	240
age 14-15	46	17	1	24	9	1	2	300
age 16-18	40	23	1	22	10	4	2	170
All 12-18	45	18	1	23	9	1	2	700
by annual net household income:								
Up to £15,000	48	20	1	15	13	0	3	110
£15,000 - £20,000	60	22	2	9	6	0	1	160
£20,000 - £25,000	62	18	0	10	5	2	3	200
£25,000 - £30,000	48	28	1	15	6	0	2	190
£30,000 - £40,000	58	20	3	15	3	1	1	330
£40,000 - £50,000	48	28	3	16	2	1	2	310
over £50,000 p.a.	47	27	1	15	6	1	2	410
by Scottish Index of Multiple Deprivation:								
1 - Most Deprived	56	23	1	8	9	0	3	330
2	56	26	1	9	6	0	1	320
3	50	21	2	19	3	1	3	340
4	45	24	3	23	3	0	2	380
5 - Least Deprived	54	26	2	11	5	1	1	360
by urban/rural:								
Large urban areas	52	27	1	6	12	1	2	500
Other urban	60	25	2	8	3	0	2	620
Accessible small towns	60	16	1	19	1	1	2	150
Remote small towns	58	20	10	11	0	0	1	90
Accessible rural	31	25	2	37	2	0	3	200
Remote rural	30	20	3	39	1	3	4	160
by number of cars:								
None	74	4	1	7	12	0	2	240
One	55	24	2	11	5	0	3	670
Two +	44	30	2	18	3	1	2	820
Household type								
Single parent	56	21	1	13	6	0	2	360
Small family	55	24	3	12	4	1	1	800
Large family	48	25	1	16	6	1	3	460
Large adult	39	32	1	19	7	1	2	90

*Includes school bus, private bus and works bus.

** denotes cell value suppressed as sample size is less than 5

Table 16: [Travel to school reasons] Reasons for transport choice to children's full time education establishment, 2014-2018 (combined)

	Usual method of travel to school			
	Walking	Car or van	School bus	Service bus
	<i>cell percentages*</i>			
Close / Nearby / Not far away	89	7	5	8
Most convenient	8	36	40	38
Travel with friends	5	1	5	4
Safest method	2	18	17	8
Quickest method	3	19	8	15
Only method available	2	10	20	21
Too far to walk	0	15	20	24
No public transport	1	3	3	0
Publ transp unsuitable (eg too infreq.)	0	3	2	0
Good exercise / fresh air	6	0	0	1
No car / transport	1	0	0	2
Cheapest method	0	1	2	1
It is free	1	0	17	1
On way to work	0	9	0	0
Too young to travel any other way	0	6	2	1
Relative meets child	0	0	0	0
Other reason(s)	0	3	2	1
Sample size (=100%)	4,640	2,320	1,390	520

*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).

Table 17: [Travel to school reasons] Reasons why public transport is not used by school children, 2012, 2014 and 2016 combined ¹

	Age		
	Primary: 4-11	Secondary: 12-18	All
	<i>cell percentages*</i>		
By whether they could use public transport			
Yes	21	51	31
No	79	49	69
Sample size (=100%)	990	440	1,420
If they could use public transport, reasons for not using it			
Too young to travel on own	54	11	31
Inconvenient	5	6	6
No service available	19	28	23
Too far to bus stop	4	4	4
Cost, too expensive	6	13	10
Too short a distance, not worth it	7	4	5
Prefer to use car	11	34	24
Others	7	12	9
Sample size (=100%)	200	220	430
If they could not use public transport, reasons why they cannot			
Too young to travel on own	48	14	41
No service available	44	62	48
Inconvenient	5	12	7
Too far to bus stop	3	11	5
Cost, too expensive	0	1	1
Too short a distance, not worth it	10	5	9
Prefer to use car	4	6	5
Others	2	3	2
Sample size (=100%)	790	210	1,000

*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). Figures may not sum due to rounding.

1. Question asked every other year until 2016. It was missed in 2018, and will be available in alternate years from 2019. 2016 data is latest available.

Table 18: [Car / Bicycle access] Households with bicycles cars / vans available for private use, 2018

	Bicycles that can be used by adults:						Sample size (=100%)	Cars / vans ¹ available for private use:						Sample size (=100%)
	None	One	Two	Three +	One +	Two +		None	One	Two	Three +	One+	Two+	
	<i>Row percentages</i>				<i>Cell percentages</i>			<i>Row percentages</i>				<i>Cell percentages</i>		
All households	65.3	16.1	12.5	6.1	34.7	18.5	10,530	28.6	42.0	23.7	5.7	71.4	29.4	10,530
by household type:														
Single adult	73	20	5	2	27	7	1,940	48	46	5	1	52	6	1,940
Small adult	56	18	20	6	44	26	1,630	20	36	39	5	80	44	1,630
Single parent	67	20	9	3	33	12	500	41	48	10	0	59	10	500
Small family	45	20	24	11	55	35	1,230	10	40	46	4	90	50	1,230
Large family	41	16	20	23	59	43	530	7	33	42	18	93	60	530
Large adult	48	20	17	16	52	32	850	13	25	33	29	87	62	850
Older smaller	73	12	12	4	27	15	1,980	14	55	28	3	86	31	1,980
Single pensioner	91	7	1	1	9	2	1,880	55	42	2	0	45	3	1,880
by annual net household income:														
up to £10,000 p.a.	80	13	5	1	20	7	980	59	33	7	1	41	8	980
over £10,000 - £15,000	83	11	4	2	17	6	1,610	54	38	7	1	46	8	1,610
over £15,000 - £20,000	78	14	6	3	22	9	1,580	38	49	10	2	62	12	1,580
over £20,000 - £25,000	71	17	9	3	29	12	1,240	28	53	16	3	72	20	1,240
over £25,000 - £30,000	60	21	14	6	40	20	970	17	55	23	6	83	28	970
over £30,000 - £40,000	55	22	16	8	45	23	1,420	10	47	35	8	90	43	1,420
over £40,000 - £50,000	48	17	24	11	52	35	1,060	5	35	50	10	95	60	1,060
over £50,000 p.a.	38	17	28	17	62	45	1,230	4	27	53	16	96	69	1,230
by Scottish Index of Multiple Deprivation:														
1 - Most Deprived	79	13	6	2	21	8	1,960	49	37	11	3	51	14	1,960
2	72	16	9	4	28	12	2,060	36	43	18	4	64	22	2,060
3	65	17	12	6	35	18	2,330	26	43	24	6	74	31	2,330
4	57	17	17	9	43	26	2,300	17	43	31	8	83	40	2,300
5 - Least Deprived	53	18	19	11	47	29	1,880	14	44	35	7	86	42	1,880
by urban/rural classification:														
Large urban areas	70	16	9	5	30	14	3,220	39	40	18	3	61	21	3,220
Other urban	68	16	12	5	32	17	3,580	28	42	25	5	72	30	3,580
Small accessible towns	61	15	16	8	39	23	930	22	46	25	7	78	33	930
Small remote towns	61	20	14	5	39	19	600	28	48	20	5	72	24	600
Accessible rural	52	18	20	11	48	31	1,120	12	40	35	13	88	48	1,120
Remote rural	57	17	17	9	43	26	1,080	15	45	32	8	85	40	1,080

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, 2018

	17-19	20-29	30-39	40-49	50-59	60-69	70-79	80+	All 17+	Sample size of group
All people aged 17+:	29.2	56.7	73.2	79.1	78.6	76.7	69.6	47.5	69.5	9,650
	<i>percentage of the relevant sub-group*</i>									
by gender:										
Men	33	58	76	82	85	86	83	68	76	4,280
Women	25	55	71	76	73	68	59	31	64	5,360
Identified in another way	**	**	**	**	**	**	**	**	**	-
Refused	**	**	**	**	**	**	**	**	**	-
by ethnicity:										
White Scottish	33	64	79	80	77	76	68	45	71	7,590
White other British	**	61	77	86	89	83	82	61	78	1,240
White Polish	**	**	57	**	**	**	**	**	49	110
Other white	**	27	50	63	**	**	**	**	49	420
Asian, Asian Scottish or Asian British	**	**	59	**	**	**	**	**	52	180
Other	**	**	**	**	**	**	**	**	44	120
by current situation:										
Self employed	**	**	87	92	94	99	**	**	90	590
Employed full time	**	71	80	88	88	89	**	**	82	3,140
Employed part time	**	57	79	79	78	73	**	**	75	990
Looking after the home or family	**	33	56	58	65	**	**	**	53	380
Permanently retired from work	**	**	**	**	82	77	68	47	67	3,260
Unemployed and seeking work	**	21	27	63	59	**	**	**	37	310
In further / higher education	33	44	**	**	**	**	**	**	41	310
Permanently sick or disabled	**	**	16	26	32	39	**	**	29	540
by annual net household income:										
up to £10,000 p.a.	**	34	29	52	49	63	53	32	45	930
over £10,000 - £15,000	**	38	48	51	58	64	60	43	52	1,530
over £15,000 - £20,000	**	49	56	61	62	69	63	47	57	1,480
over £20,000 - £25,000	**	48	61	73	76	76	77	52	66	1,160
over £25,000 - £30,000	**	70	65	79	81	82	70	59	70	880
over £30,000 - £40,000	**	73	84	84	86	84	86	**	81	1,270
over £40,000 - £50,000	**	79	82	87	92	91	98	**	84	920
over £50,000 p.a.	**	76	91	95	96	93	**	**	90	1,080
by Scottish Index of Multiple Deprivation:										
1 - Most Deprived	**	41	59	54	57	57	42	27	50	1,830
2	**	55	70	73	72	65	61	30	62	1,850
3	**	56	77	84	82	82	71	53	73	2,140
4	**	67	79	86	88	89	79	57	78	2,080
5 - Least Deprived	**	65	83	94	92	89	88	66	83	1,760
by urban/rural:										
Large urban areas	27	48	65	74	71	69	59	43	61	2,960
Other urban	31	63	78	79	77	75	68	44	71	3,230
Small accessible towns	**	73	80	83	81	87	74	49	76	830
Small remote towns	**	60	62	69	88	70	70	59	66	580
Accessible rural	**	60	85	90	92	88	86	58	82	1,020
Remote rural	**	76	82	89	91	85	84	56	81	1,030
Sample size of age groups	190	1,040	1,420	1,360	1,680	1,660	1,480	820	9,650	9,650

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

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

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

Table 20: [Frequency of driving] People aged 17+, frequency of driving, 2018*

	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	41.4	15.3	6.0	1.0	0.4	1.3	4.2	30.5	9,650
	<i>row percentages</i>								
by gender:									
Men	46	16	7	1	0	1	4	24	4,290
Women	37	15	5	1	0	1	4	36	5,360
Identified in another way	**	**	**	**	**	**	**	**	-
Refused	**	**	**	**	**	**	**	**	-
by age:									
17-19	14	6	1	0	0	3	4	71	190
20-29	35	11	4	1	0	2	3	43	1,040
30-39	50	13	5	1	0	1	3	27	1,420
40-49	54	15	6	1	0	1	3	21	1,360
50-59	51	15	6	1	0	1	4	21	1,680
60-69	40	20	8	2	0	1	5	23	1,660
70-79	29	23	9	1	0	2	5	30	1,480
80+	15	14	8	2	0	2	7	52	820
Ethnicity of random adult									
White Scottish	43	16	6	1	0	1	4	29	7,590
White other British	42	19	9	2	1	2	5	22	1,240
White Polish	28	9	3	2	0	2	5	51	110
Other white	27	8	4	2	0	3	6	51	420
Other	36	9	3	0	0	2	2	48	120
Asian, Asian Scottish or Asian British	25	10	2	2	0	2	4	56	180
by current situation:									
Self employed	67	12	7	1	0	1	2	10	590
Employed full time	57	14	6	1	0	1	3	18	3,140
Employed part time	48	19	4	1	0	1	2	25	990
Looking after the home or family	33	12	4	1	0	1	3	47	360
Permanently retired from work	27	22	9	1	0	2	6	33	3,260
Unemployed and seeking work	12	9	4	0	0	2	9	63	310
In further / higher education	19	9	2	1	0	3	7	59	310
Permanently sick or disabled	6	8	6	1	0	0	9	71	540
by annual net household income:									
up to £10,000 p.a.	16	14	5	1	0	2	8	55	930
over £10,000 - £15,000	22	14	6	1	0	1	8	48	1,530
over £15,000 - £20,000	30	14	6	1	0	1	5	43	1,480
over £20,000 - £25,000	38	16	4	1	0	1	6	34	1,160
over £25,000 - £30,000	43	15	6	1	0	1	4	30	880
over £30,000 - £40,000	54	16	6	1	0	2	2	19	1,270
over £40,000 - £50,000	57	15	7	1	0	2	1	16	920
over £50,000 p.a.	62	17	7	1	1	1	1	10	1,080
by Scottish Index of Multiple Deprivation:									
1 - Most Deprived	29	10	4	0	0	1	5	50	1,770
2	37	13	5	1	0	2	5	37	1,880
3	43	17	6	1	0	2	4	27	2,150
4	47	17	7	1	0	1	4	22	2,130
5 - Least Deprived	49	19	8	2	1	1	3	17	1,720
by urban/rural:									
Large urban areas	33	12	6	1	1	2	5	39	2,960
Other urban	45	16	5	1	0	1	4	29	3,230
Small accessible towns	47	18	6	1	0	0	4	24	830
Small remote towns	40	13	6	1	0	2	4	34	580
Accessible rural	50	21	7	1	0	1	2	18	1,020
Remote rural	46	20	9	2	0	1	2	19	1,030

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

Table 21: [Park & Ride] Part driving/parking journeys, 2009 - 2015 and 2017¹

	2009	2010	2011	2012	2013	2014	2015	2017
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	17.2	16.4	14.9
No	80.6	80.5	80.0	81.3	83.5	82.8	83.5	84.7
Sample size (=100%)	7,730	7,610	7,910	6,110	6,220	6,080	5,920	6,340
Where parked last time used part driving/parking								
A specially designated Park and Ride facility	27	27	29	30	29	28	30	30
An ordinary car park at a bus station, train station or airport	28	30	27	30	31	29	31	28
A public car park	15	15	15	14	13	15	12	11
On the street near a station or bus stop	15	14	13	14	17	15	16	19
On the street elsewhere	12	13	12	11	9	13	9	10
Other	3	1	3	1	1	0	2	1
Sample size (=100%)	1,430	1,430	1,540	1,100	1,000	1,000	940	850
Reasons for not using designated park and ride facility when made a part driving/parking journey²								
No designated Park and Ride facility available				74	73	78	83	83
Journey would take longer				11	10	12	10	11
No need/car park in town				5	2	4	2	0
Other (specify)				3	6	2	2	3
Too much to carry				2	3	1	1	2
Costs too much				2	5	1	1	3
Concerns about personal safety				0	1	0	0	1
Concerns about vehicle / car park security				1	1	1	1	1
Sample size (=100%)				690	630	670	610	530

*Table only includes those who have given a reason.

1. Question asked every other year from 2015. Latest figure is 2017.

2. Numbers may add up to more than 100%, as respondents can give multiple answers. Reasons with very low percentages are not included.

Table 22: [Park & Ride] Mode of transport used in conjunction with driving by where parked, 2012 - 2015 and 2017 combined^{1,2}

	Bus	Train	Walk	Sample size (=100%)
All adults who used driving/parking in past month by where parked:				
		<i>row percentages</i>		
A specially designated Park and Ride facility	29	54	14	4,930
An ordinary car park at a bus station, train station or airport	45	54	2	1,400
A public car park	10	82	2	1,440
On the street near a station or bus stop	31	33	30	710
On the street elsewhere	38	48	14	790
	20	14	57	500

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

2. Question asked every other year from 2015. 2017 data is latest available.

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*, 2016¹

	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:	31.4	19.4	26.3	22.9	38.6	20.3	19.8	21.2	9,540
by gender²:									
Male	31	19	26	25	38	21	20	22	4,360
Female	32	20	27	21	39	20	20	21	5,180
by age:									
16-19	23	16	37	24	41	21	20	17	250
20-29	19	20	31	30	36	23	22	19	1,080
30-39	25	22	28	25	33	24	23	20	1,360
40-49	30	22	25	23	33	20	21	25	1,500
50-59	35	18	27	20	36	20	20	24	1,610
60-69	35	19	24	23	39	18	18	25	1,690
70-79	43	17	21	18	49	18	17	16	1,360
80+	56	16	14	15	69	11	9	12	700
by ethnicity:									
White Scottish	33	19	26	21	39	20	20	21	7,690
White other British	28	18	26	28	36	20	20	24	1,170
White Polish	18	20	26	36	28	33	16	23	120
Other white	17	19	24	40	37	17	20	26	290
Asian, Asian Scottish or Asian British	27	21	33	19	43	28	19	9	150
Other	22	24	32	23	39	27	17	16	130
by current situation:									
Self employed	28	17	26	28	30	21	19	30	620
Employed full time	28	21	28	23	34	24	20	21	3,100
Employed part time	29	20	28	23	34	21	23	23	960
Looking after the home/family	23	19	33	26	32	19	26	23	460
Permanently retired from work	41	18	21	20	48	16	17	19	3,150
Unemployed/seeking work	18	17	32	32	33	16	25	26	320
In further/higher education	16	20	32	32	32	24	23	22	320
Permanently sick or disabled	59	16	12	12	68	11	8	14	430
by annual net household income:									
up to £10,000 p.a.	31	18	24	27	42	17	21	20	1,140
over £10,000 - £15,000	32	19	25	24	46	18	18	18	1,600
over £15,000 - £20,000	32	18	28	22	45	15	20	20	1,410
over £20,000 - £25,000	36	17	27	21	41	18	20	21	1,160
over £25,000 - £30,000	31	19	26	24	41	22	18	19	890
over £30,000 - £40,000	31	22	26	22	34	24	20	22	1,260
over £40,000 - £50,000	29	21	28	21	32	24	23	21	1,750
over £50,000 p.a.	29	22	26	24	29	25	19	27	
by Scottish Index of Multiple Deprivation quintiles³:									
1 (20% most deprived)	32	18	30	21	46	17	20	17	1,860
2	31	19	26	24	42	20	19	19	1,970
3	34	19	25	21	37	19	20	24	2,050
4	33	21	24	22	33	22	19	25	1,950
5 (20% least deprived)	27	20	26	27	34	24	20	23	1,720
by urban/rural classification:									
Large urban areas	25	18	28	29	41	19	19	20	2,840
Other urban	31	22	27	20	40	21	20	18	3,240
Small accessible towns	34	20	25	21	35	23	22	20	920
Small remote towns	31	19	30	20	43	18	15	23	550
Accessible rural	40	18	22	20	29	21	20	29	1,040
Remote rural	49	15	19	17	34	21	18	28	960
by frequency of driving[†]:									
Every day	37	21	24	18	35	20	20	24	3,750
At least three times a week	29	24	27	20	31	25	25	19	1,500
Once or twice a week	29	19	28	25	36	24	17	23	570
Less often	28	18	24	30	42	21	18	20	280
Never, but holds full driving licence	24	14	29	32	44	13	19	24	370

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

†Only includes those with a full driving licence.

1. Question was asked in survey every other year until 2016, but missed in 2018. 2016 is the most recent data available. Figures will be available in alternate y

Table 25a: [Cycling] Frequency of cycling in the previous seven days*, 2016¹

	Cycling as a means of transport				Cycling just for pleasure / to keep fit				Sample size
	None	1-2 days	3-5 days	6-7 days	None	1-2 days	3-5 days	6-7 days	
All people:	94.1	2.8	2.1	1.0	94	4	2	1	9,640
by gender:							<i>row percentages</i>		
Male	91	4	3	1	91	5	3	1	4,400
Female	97	2	1	1	96	3	1	1	5,240
by age:									
16-19	93	5	2	1	91	4	5	0	250
20-29	92	3	3	2	93	4	2	1	1,100
30-39	91	4	3	2	92	5	3	1	1,370
40-49	93	4	2	1	91	5	3	1	1,510
50-59	94	3	2	1	93	5	2	1	1,620
60-69	96	2	2	0	96	2	2	0	1,700
70-79	99	0	1	0	98	1	0	0	1,370
80+	100	0	0	0	100	0	0	0	710
by ethnicity									
White Scottish	95	3	2	1	94	4	2	1	7,760
White other British	91	4	4	1	92	5	2	1	1,180
White Polish	93	4	3	0	93	6	2	0	130
Other white	88	5	3	4	93	3	1	3	290
Asian, Asian Scottish or Asian British	95	2	1	2	96	2	1	1	150
Other ethnic group	94	3	3	0	92	4	3	0	130
by current situation:									
Self employed	92	4	3	1	91	5	3	1	630
Employed full time	93	3	3	1	91	6	2	1	3,120
Employed part time	94	3	2	1	94	3	2	1	960
Looking after the home/family	96	2	1	1	96	2	1	1	460
Permanently retired from work	98	1	1	0	97	2	1	0	3,180
Unemployed/seeking work	91	4	3	2	93	3	2	1	320
In further/higher education	89	4	4	3	92	3	3	2	330
Permanently sick or disabled	99	1	0	0	99	1	0	0	430
by annual net household income:									
up to £10,000 p.a.	93	3	1	2	94	2	2	1	1,150
over £10,000 - £15,000	96	2	1	1	96	3	1	0	1,620
over £15,000 - £20,000	96	1	2	1	96	2	1	1	1,420
over £20,000 - £25,000	95	3	1	1	94	4	1	1	1,170
over £25,000 - £30,000	93	4	2	1	94	3	2	1	900
over £30,000 - £40,000	95	2	3	0	94	4	3	0	1,280
over £40,000 - £50,000	93	3	3	1	91	6	2	1	810
over £50,000 p.a.	91	4	4	1	90	7	3	1	950
by Scottish Index of Multiple Deprivation quintiles²:									
1 (20% most deprived)	96	2	1	0	96	2	1	0	1,880
2	94	2	2	1	94	3	2	1	1,980
3	95	2	2	1	94	3	2	1	2,070
4	93	3	3	1	93	4	2	1	1,970
5 (20% least deprived)	92	4	3	1	90	6	2	1	1,730
by urban/rural classification:									
Large urban areas	92	4	3	2	93	4	2	1	2,880
Other urban	96	2	2	1	95	3	1	1	3,280
Small accessible towns	95	2	2	0	94	3	2	0	930
Small remote towns	90	8	1	1	90	5	5	1	550
Accessible rural	96	1	2	1	94	3	3	1	1,050
Remote rural	95	2	2	1	91	7	2	0	960
by frequency of driving[†]:									
Every day	95	3	2	0	93	4	2	0	3,780
At least three times a week	93	4	2	1	92	6	2	1	1,510
Once or twice a week	90	4	4	3	90	6	2	2	580
Less often	91	2	3	4	92	3	4	2	280
Never, but holds full driving licence	92	2	2	4	91	4	2	3	380

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

†Only includes those with a full driving licence.

1. Question was asked in survey every other year until 2016, but missed in 2018. 2016 is the most recent data available. Figures will be available in alternate years from 2019.

2. Figures are slightly different from those previously published as the SIMD16 classification is now being used rather than SIMD2012

Table 26: [Cycling] Reasons why do not cycle to work, 2009-2014¹

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

1. The survey routing was updated in 2012 to ensure that only those with at least one bike in their household were asked this question. To ensure comparability, responses from previous years have only been included in this table where the respondent's household had a bike. The question was moved to biennial in 2014, and was omitted from the 2016 survey in error. 2014 is the latest available data. A table based upon a modified version of the question will be available for 2019.

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, 2018

	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	
All people aged 16+	9.6	10.3	7.2	<i>row percentages</i> 15.1 57.8		2.6	2.6	4.7	<i>row percentages</i> 20.6 69.5		9,700
by gender:											
Men	8	9	7	14	61	3	3	5	19	70	4,320
Women	11	11	7	16	55	2	2	5	22	69	5,380
In another way	**	**	**	**	**	**	**	**	**	**	**
Refused	**	**	**	**	**	**	**	**	**	**	-
by age:											
16-19	19	15	8	19	39	3	9	6	32	50	240
20-29	13	10	7	15	56	5	3	5	23	64	1,040
30-39	9	7	5	15	64	4	2	6	26	61	1,420
40-49	7	8	6	16	63	3	3	4	25	65	1,360
50-59	6	7	7	15	65	2	2	6	20	70	1,680
60-69	10	14	10	15	52	0	1	4	15	79	1,660
70-79	10	16	9	15	50	0	1	3	13	82	1,480
80+	10	15	9	11	56	0	1	1	6	93	820
by ethnicity											
White Scottish	9	10	7	14	59	3	3	5	20	70	7,640
White other British	7	10	7	15	61	2	2	5	24	67	1,240
White Polish	13	16	5	18	48	2	3	0	12	82	110
Other white	15	9	8	22	46	4	3	4	19	70	420
Asian, Asian Scottish or Asian British	13	6	9	17	55	3	3	3	23	68	180
Other ethnic group	18	14	12	20	36	7	2	8	21	62	120
by current situation:											
Self employed	3	4	6	16	71	1	3	4	23	69	590
Employed full time	9	6	5	15	66	5	2	6	25	61	3,140
Employed part time	9	10	6	14	61	2	3	3	23	69	990
Looking after the home or family	7	13	9	12	59	0	1	4	12	82	380
Permanently retired from work	10	15	9	14	51	0	1	3	12	83	3,260
Unemployed and seeking work	13	18	13	18	38	1	4	6	24	66	320
In further / higher education	20	14	9	17	40	4	8	9	26	53	320
Permanently sick or disabled	11	17	10	17	44	0	1	3	9	88	540
by annual net household income:											
up to £10,000 p.a.	13	17	11	15	44	0	2	3	17	78	930
over £10,000 - £15,000	16	17	10	13	44	1	1	3	14	81	1,530
over £15,000 - £20,000	13	14	9	13	51	2	1	4	17	75	1,480
over £20,000 - £25,000	11	11	7	15	57	3	3	3	17	75	1,170
over £25,000 - £30,000	9	7	6	16	61	3	2	4	19	72	890
over £30,000 - £40,000	6	7	6	16	64	4	2	4	22	68	1,270
over £40,000 - £50,000	5	6	6	15	68	3	4	6	27	61	930
over £50,000 p.a.	5	6	4	16	68	5	4	9	30	52	1,090
by Scottish Index of Multiple Deprivation:											
1 - Most Deprived	16	15	7	13	47	3	3	4	18	73	1,780
2	11	11	8	14	56	3	2	5	19	71	1,890
3	8	8	6	15	63	2	2	4	21	71	2,160
4	5	8	7	16	65	3	2	5	20	70	2,140
5 - Least Deprived	7	9	8	18	57	3	3	6	25	63	1,730
by urban/rural:											
Large urban areas	16	15	10	17	42	4	3	6	22	66	2,970
Other urban	7	9	7	13	63	3	3	6	22	66	3,250
Small accessible towns	6	9	6	18	61	1	2	4	23	70	840
Small remote towns	4	4	5	12	75	1	1	2	14	83	580
Accessible rural	4	7	5	14	70	1	1	3	19	75	1,030
Remote rural	2	4	2	10	81	0	0	1	9	90	1,030
by frequency of driving†:											
Every day	1	3	5	15	76	2	2	5	24	68	3,720
At least three times a week	3	9	7	14	67	2	3	5	20	71	1,590
Once or twice a week	7	9	6	15	63	5	4	5	16	70	620
Less often	14	10	8	22	45	8	4	6	19	63	260
Never, but holds full driving licence	23	20	8	15	35	3	3	5	18	71	460
by driving licence:											
Holds a full driving licence	4	6	6	15	69	2	2	5	22	69	6,640
Does NOT hold a full driving licence	22	19	11	15	33	3	3	5	18	71	3,060

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

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

† Only includes those with a full driving licence

Table 29: [Users' views on local bus services] Adults (16+) who have used the bus in the previous month, views on their local bus services, 2016¹

	Strongly agree	Tend to agree	Total agree	Neither agree nor disagree	Tend to disagree	Strongly disagree	No opinion	Sample size (=100%)
								<i>row percentages</i>
Buses run to timetable	26	49	74	7	10	6	2	3,910
Bus service is stable and not regularly changing	30	51	80	8	6	3	2	3,910
Buses are clean	27	52	79	11	8	2	1	3,910
Buses are environmentally friendly	17	44	62	18	7	3	10	3,910
Feel safe/secure on bus during the day	46	47	93	3	2	1	1	3,910
It is simple deciding what type of ticket I need	46	41	88	5	3	1	4	3,910
Finding out about routes and times is easy	38	45	83	7	5	3	3	3,910
Easy to change from buses to other forms of transport	29	46	75	10	4	2	9	3,910
Bus fares are good value	29	32	61	10	13	10	6	3,910
Feel safe/secure on bus during the evening	28	42	70	11	7	3	10	3,910

1. This question was last asked in 2016. It will be asked again in alternate years from 2019.

Table 30: [Users' views on local train services] Adults (16+) who have used the train in the previous month, views on their local train services, 2016¹

	Strongly agree	Tend to agree	Total agree	Neither agree nor disagree	Tend to disagree	Strongly disagree	No opinion	Sample size (=100%)
								<i>row percentages</i>
Trains run to timetable	36	49	85	5	6	2	2	2,560
Train service is stable and not regularly changing	35	49	84	7	5	2	3	2,560
Trains are clean	33	53	86	7	5	1	1	2,560
Feel safe/secure on trains during the day	51	44	95	2	1	0	1	2,560
It is simple decide what type of ticket I need	42	44	87	5	4	2	2	2,560
Finding out about routes and times is easy	43	46	90	5	3	1	2	2,560
Easy to change from trains to other forms of transport	32	44	76	12	5	1	6	2,560
Train fares are good value	19	37	56	13	19	11	2	2,560
Feel safe/secure on trains during the evening	34	44	77	8	7	2	5	2,560

1. This question was last asked in 2016. It will be asked again in alternate years from 2019.

Table 31: [Concessionary fare pass] Possession of concessionary fare pass for all adults aged 16+, 2017 ¹

	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	row percentages			
All adults aged 16+	1.0	2.3	5.7	2.9	2.2	3.0	10.7	72.3	9,810	
16 - 39	0	0	0	0	0	0	0	99	2,670	
40 - 49	0	1	1	0	0	0	1	97	1,440	
50 - 59	0	0	1	1	1	0	2	95	1,640	
60 - 64	3	4	15	8	7	11	24	26	870	
65 - 69	3	7	19	10	8	10	33	11	900	
70 - 74	3	8	20	10	7	9	33	9	820	
75 - 79	3	8	18	9	7	9	39	7	650	
80 +	1	7	17	8	4	7	45	10	830	

1. This question was not asked in 2018. It will be asked again in 2019.

Table 32: [Concessionary fare pass] Possession of concessionary fare pass for all adults aged 60+, 2017 ¹

	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	row percentages			
All	2.9	6.7	17.7	9.1	6.9	9.5	33.7	13.5	4,070	
by gender:										
Men	3	6	17	8	7	8	35	16	1,820	
Women	3	7	19	10	6	11	33	12	2,250	
by current situation:										
Employed	3	5	11	6	6	11	30	29	620	
Permanently retired	3	7	19	10	7	9	35	9	3,290	
by ethnicity:										
White Scottish	3	7	17	9	7	10	34	13	3,440	
White other British	3	5	19	10	6	9	32	15	520	
White Polish	**	**	**	**	**	**	**	**	-	
Other white	5	5	14	12	6	11	38	8	70	
Asian, Asian Scottish or Asian British	**	**	**	**	**	**	**	**	20	
Other ethnic group	**	**	**	**	**	**	**	**	10	
by annual net household income:										
up to £10,000 p.a.	4	8	18	9	7	7	33	14	680	
£10,000 - £15,000	4	10	21	10	6	9	30	11	890	
£15,000 - £20,000	3	8	17	9	7	9	36	12	790	
over £20,000 p.a.	2	5	16	9	8	11	35	15	1,520	
by Scottish Index of Multiple Deprivation quintiles:										
1 - Most Deprived	5	10	24	9	6	6	26	12	620	
2	3	9	17	9	6	9	35	12	790	
3	3	7	15	7	6	9	39	14	890	
4	1	3	12	10	9	11	38	16	970	
5 - Least Deprived	2	6	22	11	8	11	29	13	790	
by urban/rural classification:										
Large urban areas	6	12	28	11	6	7	20	10	1,020	
Other urban	2	6	17	9	8	10	34	13	1,430	
Small accessible towns	1	3	15	9	7	14	38	13	390	
Small remote towns	2	1	9	3	9	7	59	11	250	
Accessible rural	1	2	7	9	7	13	40	22	470	
Remote rural	0	2	7	4	5	9	55	18	490	
by frequency of driving[†]:										
Every day	0	2	10	9	7	12	42	17	1,190	
At least once a week	1	4	18	9	8	11	34	15	1,160	
Less often	7	10	22	9	5	5	29	11	340	
by whether they hold a full driving licence										
Holds a full driving licence	1	4	15	9	7	11	37	16	2,660	
Does NOT hold a full driving licence	6	12	24	9	7	6	26	9	1,400	
by whether has a long term physical / mental health condition										
No	3	7	18	8	6	9	39	11	1,980	
Yes	3	7	18	10	8	10	29	16	2,060	
If yes, does it impact on ability to carry out day to day activities										
A lot	2	6	14	6	6	6	45	15	840	
A little	4	9	20	10	6	11	33	8	750	
Not at all	2	5	20	10	7	12	37	7	400	

1. This question was not asked in 2018. It will be asked again in 2019.

[†]Only includes those with a full driving licence

Table 33: [Access to services] Access to services that respondents thought were very or fairly convenient, 2016 ^{1 2}

	Post office	Doctors surgery	Small food shopping	Cash machine	Banking	Chemist	Hospital outpatients	Petrol station	Public transport	Dentist	Sample size (=100%)
All	83.6	83.6	93.6	89.1	71.8	89.4	60.3	76.7	82.4	77.0	9,640
by gender:											
Men	84	84	94	89	72	90	60	79	82	77	4,400
Women	83	84	93	89	72	89	61	75	83	78	5,240
by age:											
16 - 39	86	82	95	92	75	91	60	76	86	77	2,720
40 - 49	84	84	93	89	72	89	64	81	80	79	1,510
50 - 59	82	84	94	90	72	90	62	82	80	79	1,620
60 +	81	85	92	85	68	87	57	72	80	74	3,780
by ethnicity:											
White Scottish	83	84	94	89	72	90	61	78	83	79	7,770
White other British	85	82	92	88	67	87	57	77	79	74	1,190
Other white	89	86	97	95	82	94	67	76	85	74	290
White Polish	83	75	96	88	73	88	54	65	86	63	130
Other ethnic group	87	85	94	92	80	93	62	68	88	73	130
Asian, Asian Scottish or Asian British	82	78	98	88	72	89	62	70	80	63	150
by urban/rural classification:											
Large urban areas	84	84	95	92	72	92	60	75	92	79	2,880
Other urban	83	84	95	92	79	91	66	81	86	81	3,280
Small accessible towns	88	88	95	94	70	94	54	76	78	82	930
Small remote towns	92	87	93	91	83	93	71	87	81	83	550
Accessible rural	77	76	87	75	56	80	52	67	60	63	1,050
Remote rural	81	83	87	74	55	71	46	75	56	53	960
by annual net household income:											
up to £10,000 p.a.	84	82	94	88	75	88	54	63	85	73	1,150
over £10,000 - £15,000	85	82	93	87	72	88	54	64	86	73	1,620
over £15,000 - £20,000	84	85	95	90	71	88	59	71	84	76	1,420
over £20,000 - £25,000	83	85	93	87	70	88	59	76	80	76	1,170
over £25,000 - £30,000	84	83	94	91	72	91	62	81	82	80	900
over £30,000 - £40,000	83	83	93	89	71	89	63	84	81	79	1,280
over £40,000 p.a.	84	85	93	90	72	92	66	87	80	81	1,760
by licence possession:											
Holds a full driving licence	84	85	94	90	72	90	63	87	80	79	6,530
Does NOT hold a full driving licence	83	80	93	88	71	88	55	55	87	73	3,110
by number of cars available:											
none	82	79	93	87	72	88	53	46	89	71	2,730
one +	84	85	94	90	72	90	63	86	80	79	6,910

1. Question was asked every other year to 2016, but not in 2018. It will be asked in alternate years from 2019. 2016 data is the latest available

2. Results are now given by ethnicity and extra income categories have been added.

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, 2009-2018 ^{1,2}

	2009	2010	2011	2012	2013	2014	2015	2016	2017	2018
							<i>Column percentages</i>			
Yes	46.9	44.4	43.4	45.9	46.7	46.2	..	50.0	..	51.0
No	53.1	55.6	56.6	54.1	53.3	53.8	..	50.0	..	49.0
Sample size (=100%)	12,510	12,420	12,880	9,890	9,920	9,790	..	9,640	..	9,690

1. Percentages and sample size differ slightly from previously published tables. The small number of responses that were 'don't know' or a refusal to answer have now been excluded.

2. Question asked in alternate years from 2014.

Table 37b: Frequency of flying for leisure by destination in last 12 months for those who have flown, 2009-2018 ¹

	2009	2010	2011	2012	2013	2014	2015	2016	2017	2018
All leisure flights							<i>Column percentages</i>			
1 or 2	49.8	50.9	50.6	49.4	50.2	49.6	..	43.7	..	43.9
3 or 4	25.1	23.8	24.3	24.9	23.6	24.2	..	26.1	..	24.5
5 or 6	11.4	10.8	10.4	11.5	12.2	11.0	..	12.6	..	11.9
7 or 8	6.1	5.6	5.6	6.2	5.9	5.9	..	7.7	..	7.2
9 to 12	4.4	5.0	5.1	5.1	5.1	5.3	..	5.8	..	6.8
13 to 20	2.3	2.8	3.1	2.0	2.2	2.9	..	3.1	..	4.0
More than 20	0.9	1.2	0.9	0.9	0.9	1.1	..	1.1	..	1.7
Lower decile	2	2	2	2	2	2	..	2	..	2
Lower quartile	2	2	2	2	2	2	..	2	..	2
Median	3	2	2	3	2	3	..	4	..	4
Upper quartile	5	5	5	6	6	6	..	6	..	6
Upper decile	8	8	8	8	8	8	..	8	..	10
Mean*	4.2	20.8	4.3	4.2	4.3	4.4	..	4.7	..	5.0
Of which:										
Flights within Scotland										
0	93	94	96	94	94	95	..	95	..	93
1 or 2	5	5	3	4	4	3	..	3	..	4
3 or 4	1	1	1	1	1	1	..	1	..	1
5 to 8	1	0	0	0	1	0	..	1	..	1
More than 8	0	0	0	0	0	0	..	0	..	1
Flights to rest of UK										
0	67	67	69	70	70	72	..	68	..	71
1 or 2	22	22	20	20	19	18	..	21	..	18
3 or 4	6	6	5	6	6	6	..	6	..	5
5 to 8	3	4	4	3	4	4	..	4	..	3
More than 8	1	2	2	1	2	1	..	2	..	2
Flights to other European Countries										
0	27	30	28	26	26	24	..	23	..	21
1 or 2	50	48	49	49	49	49	..	46	..	46
3 or 4	15	14	15	17	16	16	..	19	..	19
5 to 8	7	6	6	7	8	8	..	10	..	11
More than 8	1	2	2	1	2	2	..	2	..	3
Flights to countries outside Europe										
0	68	64	66	67	70	69	..	69	..	69
1 or 2	25	29	27	27	24	24	..	24	..	23
3 or 4	4	5	5	4	4	4	..	5	..	6
5 to 8	2	2	2	2	2	2	..	2	..	2
More than 8	0	0	1	1	0	0	..	0	..	1
Sample size (=100%) ³	5,310	4,180	5,100	4,250	4,380	4,280	..	4,450	..	4,560

1. Question asked in alternate years from 2014.

2. There were errors in previously published figures for 2016. They have now been corrected. friends or family 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 generally considered a better measure of the average.

** value suppressed as cell contains fewer than 5 responses

Table 38a: Flights in the last 12 months for work or business purposes, 2009 -2018 ^{1,2}

	2009	2010	2011	2012	2013	2014	2015	2016	2017	2018
Yes	8.8	7.0	7.9	7.8	8.0	7.9	..	7.9	..	8.3
No	91.2	93.0	92.1	92.2	92.0	92.1	..	92.1	..	91.7
Sample size (=100%)	12,540	12,440	12,890	9,890	9,920	9,800	..	9,640	..	9,690

1. This table has been modified from previous years to now exclude the small number of people who responded 'don't know' or refused to answer. Percentages now add up to 100%.

2. Question asked in alternate years from 2014.

Table 38b: Frequency of flying for business by destination in last 12 months, 2009-2018 ^{1,2,3}

	2009	2010	2011	2012	2013	2014	2015	2016 ⁴	2017	2018
All business flights										
1 or 2	33.8	31.0	28.7	31.5	27.8	31.4	..	34.8	..	31.7
3 or 4	15.9	15.6	18.1	14.0	17.2	15.2	..	16.8	..	17.7
5 or 6	9.4	9.7	8.7	10.2	9.1	10.1	..	8.8	..	8.7
7 or 8	6.9	5.3	6.7	5.8	8.0	5.9	..	6.4	..	6.6
9 to 12	10.3	9.3	8.7	8.6	8.9	10.0	..	11.3	..	10.8
13 to 20	7.3	9.6	9.4	9.5	8.4	8.5	..	7.0	..	7.6
More than 20	16.3	19.6	19.7	20.4	20.6	18.9	..	14.9	..	16.9
Lower decile	2	2	2	2	2	2	..	2	..	2
Lower quartile	2	2	2	2	2	2	..	2	..	2
Median	5	6	6	6	6	6	..	4	..	6
Upper quartile	12	16	16	18	16	14	..	12	..	12
Upper decile	30	40	40	40	40	34	..	30	..	30
Mean*	14.4	23.3	16.5	16	14.3	14.1	..	12.3	..	12.8
Of which:										
Flights within Scotland										
0	83	86	84	86	85	87	..	89	..	87
1 or 2	8	5	6	4	5	5	..	5	..	4
3 or 4	2	1	3	2	3	2	..	2	..	2
5 or 6	2	2	1	1	1	1	..	1	..	1
7 or 8	1	1	2	1	1	1	..	0	..	1
9 to 12	2	2	1	2	1	1	..	0	..	2
13 to 20	1	1	1	2	1	1	..	1	..	1
More than 20	1	2	3	3	3	4	..	1	..	2
Flights to rest of UK										
0	24	26	26	27	28	28	..	26	..	32
1 or 2	31	29	25	25	26	25	..	30	..	25
3 or 4	11	10	14	12	11	12	..	13	..	12
5 or 6	9	8	8	8	7	8	..	7	..	7
7 or 8	5	4	4	5	5	4	..	4	..	5
9 to 12	7	7	9	9	7	8	..	8	..	7
13 to 20	5	5	5	5	5	5	..	2	..	4
More than 20	8	11	9	10	12	10	..	10	..	9
Flights to other European Countries										
0	66	64	65	68	64	67	..	64	..	63
1 or 2	17	18	14	12	16	13	..	15	..	17
3 or 4	5	6	6	6	8	7	..	9	..	7
5 or 6	4	3	3	3	2	4	..	3	..	4
7 or 8	1	1	2	2	3	3	..	2	..	2
9 to 12	4	4	3	4	2	3	..	3	..	3
13 to 20	2	2	2	2	2	1	..	2	..	2
More than 20	2	2	4	3	3	2	..	2	..	2
Flights to countries outside Europe										
0	78	77	79	76	81	77	..	81	..	80
1 or 2	11	10	10	12	9	11	..	9	..	7
3 or 4	4	3	3	4	3	4	..	3	..	4
5 or 6	2	2	2	2	1	1	..	2	..	2
7 or 8	0	0	2	2	2	1	..	1	..	2
9 to 12	3	2	2	2	2	2	..	2	..	2
13 to 20	1	3	1	1	1	2	..	1	..	2
More than 20	1	2	1	2	1	1	..	1	..	0
Sample size (=100%)	980	690	930	740	740	710	..	680	..	720

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.

2. Question asked in alternate years from 2014.

3. There are some very slight changes to previously published figures as those who replied 'don't know' or refused to answer have now been excluded.

4. There were errors in previously published figures for 2016. They have now been corrected.

* 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 transport, 2009-2018 ^{1,2}

	2009	2010	2011	2012	2013	2014	2015	2016	2017	2018
Quicker	80	83	83	83	83	85	..	84	..	79
Cheaper	28	28	25	28	23	22	..	24	..	30
Easy/convenient	4	2	1	2	2	1	..	1	..	4
Employer/someone else organised	3	1	1	1	2	1	..	1	..	2
Connecting flight/part of holiday	2	2	2	2	3	2	..	1	..	3
No alternative	2	1	2	1	1	1	..	1	..	1
Sample size (=100%)	1,590	1,510	1,150	2,010	2,050	1,920	..	2,030	..	2,080

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

2. Question asked in alternate years from 2014.

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

Following changes to the Scottish Household survey data for **Table 40a** is no longer collected - Please see TATIS 2014 for the most recently produced version of the table.

Table 40b: Purpose of ferry use

Following changes to the Scottish Household survey data for **Table 40b** is no longer collected - Please see TATIS 2014 for the most recently produced version of the table.

Table 40c: Reason for choosing to travel by ferry

Following changes to the Scottish Household survey data for **Table 40c** is no longer collected - Please see TATIS 2014 for the most recently produced version of the table.

Table 41: In general, What discourages you from using buses more often than you do?, 2012-2018 ¹

	2012	2013	2014	2015	2016	2017	2018
Nothing discourages	14.3	14.2	16.3	..	17.6	..	12.7
Takes too long	16.5	13.2	15.6	..	19.0	..	9.7
Inconvenient	10.8	9.1	7.5	..	9.9	..	10.1
No direct route	12.4	10.6	10.1	..	11.5	..	6.9
Use my own car	23.8	20.6	18.9	..	19.3	..	26.3
Need a car for / at work	6.2	6.7	4.6	..	5.4	..	3.1
Cost	9.4	9.2	8.2	..	7.6	..	6.7
Work unsocial / unusual hours	2.1	2.4	1.6	..	1.8	..	1.2
Public transport unreliable	2.9	3.6	2.6	..	2.9	..	3.9
Lack of service	11.3	11.6	10.1	..	9.7	..	7.7
Too infrequent	5.2	4.4	4.5	..	4.6	..	5.6
Health reasons	9.4	8.7	8.1	..	7.9	..	6.8
Difficult access,on-off steps	1.3	1.6	1.1	..	1.5	..	1.1
Too much to carry,awkward	3.2	2.8	2.1	..	2.2	..	1.6
Uncomfortable	1.7	1.6	1.4	..	1.4	..	1.2
No need	16.0	19.0	20.2	..	19.9	..	19.8
Prefer to walk/cycle	4.1	5.0	3.9	..	4.0	..	4.4
Dislike waiting about	2.6	2.4	1.7	..	2.5	..	1.8
Long walk to bus stop	3.3	2.7	2.3	..	3.2	..	2.4
Lives centrally,within walking distance	2.5	2.6	2.7	..	1.4	..	3.3
Sample size (=100%)	7,900	7,700	7,760	..	7,700	..	7,560

1. Question asked in alternate years from 2014.

Table 42: In general, What discourages you from using the train more often than you do? (2012-2014, 2016)^{1,2}

	2012	2013	2014	2015	2016 ³	2017	2018
Nothing	57	56	56	..	54	..	..
No nearby station	4	5	6	..	8	..	..
Takes too long	1	1	1	..	1	..	..
Inconvenient	3	3	1	..	2	..	..
No direct route	2	2	2	..	2	..	..
Use my own car	6	3	2	..	3	..	..
Need a car for/at work	0	1	1	..	1	..	..
Cost	17	17	12	..	11	..	..
Work unsocial/unusual hours	0	0	0	..	0	..	..
Lack of service	2	1	1	..	2	..	..
Too infrequent	1	0	1	..	1	..	..
Difficult to access	0	1	0	..	1	..	..
Too much to carry/awkward	0	0	0	..	0	..	..
Uncomfortable	0	0	0	..	0	..	..
No need	8	10	17	..	15	..	..
Prefer to walk	0	0	0	..	0	..	..
Dislike waiting	0	0	0	..	0	..	..
Live centrally/within walking distance	0	0	0	..	0	..	..
Use other things - bus/underground/taxi	0	0	1	..	1	..	..
Smoking policy	0	0	0	..	0	..	..
Dirty/filthy	0	0	0	..	0	..	..
Given lifts	0	0	0	..	0	..	..
Too crowded	1	1	1	..	2	..	..
Not safe	0	1	0	..	0	..	..
Laziness	0	0	0	..	0	..	..
Other	3	2	2	..	3	..	..
Sample size (=100%)	2,060	2,110	2,300	..	2,210	..	..

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

2. Question was not asked in 2015, 2017 and 2018. It will be asked again in 2019, and in alternate years from then. 2016 data is the latest available.

3. Some of the previously published figures for 2016 were incorrect. They have been corrected here.

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

	2012	2013	2014	2015	2016	2017	2018
Nothing	51	60	57	..	54	..	..
Takes too long	4	4	5	..	6	..	..
Health reasons / unable to walk far	16	16	15	..	16	..	..
Weather	20	11	15	..	18	..	..
Not safe	1	1	1	..	1	..	..
Lack of walking paths	1	1	0	..	1	..	..
Poor quality paths	0	1	1	..	1	..	..
Inconvenient	0	1	0	..	1	..	..
Too much to carry/awkward	1	0	0	..	1	..	..
Travelling with others	0	0	0	..	0	..	..
No need	3	2	2	..	2	..	..
Live too far away	0	1	0	..	1	..	..
Prefer to use other modes - car/bus/train	1	1	0	..	0	..	..
Given lifts	0	0	0	..	0	..	..
Laziness	4	5	4	..	4	..	..
Other	4	3	3	..	4	..	..
Sample size (=100%)	9890	9920	9800	..	9,640	..	..

2. Question was not asked in 2015, 2017 and 2018. It will be asked again in 2019, and in alternate years from then. 2016 data is the latest available.

Table 42a: In general, What discourages you from using the train? (only those who did not take the train at all in the past month) (2014, 2016)¹

	2014	2015	2016	2017	2018
Nothing	39	..	34	..	..
No nearby station	16	..	19	..	..
Takes too long	1	..	1	..	..
Inconvenient	2	..	3	..	..
No direct route	3	..	3	..	..
Use my own car	4	..	4	..	..
Need a car for/at work	1	..	1	..	..
Cost	10	..	9	..	..
Work unsocial/unusual hours	0	..	0	..	..
Lack of service	2	..	2	..	..
Too infrequent	0	..	0	..	..
Health reasons	5	..	5	..	..
Difficult to access	0	..	1	..	..
Too much to carry/awkward	0	..	0	..	..
Uncomfortable	0	..	0	..	..
No need	23	..	24	..	..
Prefer to walk	0	..	0	..	..
Dislike waiting	0	..	0	..	..
Live centrally/within walking distance	0	..	0	..	..
Use other things - bus/underground/taxi	1	..	1	..	..
Smoking policy	0	..	0	..	..
Dirty/filthy	0	..	0	..	..
Given lifts	0	..	0	..	..
Too crowded	0	..	0	..	..
Not safe	0	..	0	..	..
Laziness	0	..	0	..	..
Other	2	..	3	..	..
Sample size (=100%)	7,160	..	7,080	..	..

1. Question was not asked in 2015, 2017 and 2018. It will be asked again in 2019 and in alternate years from then. 2016 data is the latest available.

2. The previously published figure for 'other' for 2016 was incorrect. It has been corrected here.

Table 44: Journey purpose for train journeys: 2012-2018 ¹

	2012	2013	2014	2015	2016	2017	2018
Travel:							
To place of work	14	11	11	12	12	14	14
In the course of work	10	12	12	9	10	8	10
For education	5	5	4	4	4	4	3
For shopping	33	34	33	39	35	37	33
To hospital, doctor or other health service	3	3	2	2	2	3	3
To visit friends or relatives	26	25	25	26	25	27	26
For holiday / day trip	13	13	13	16	16	16	15
For other recreational activity	18	20	20	21	20	22	23
Sample size (=100%)	2,440	2,480	2,640	2,500	2,560	2,610	2,540

¹ This question is asked of anyone who has used the train in the last month. Not asked of those who used the bus but not the train.

Table 45: Difficulties experienced when changing between Public Transport: 2012, 2014, 2016 ^{1,2}

	2012	2013	2014	2015	2016
None	86	...	87	...	84
Not enough time to change modes	3	...	3	...	4
Long wait between journeys	6	...	6	...	6
Lack of information about connecting modes	2	...	3	...	3
Lack of signposting to connecting modes	1	...	1	...	1
Unable to use one ticket/ travel pass for all journeys/ modes	1	...	1	...	1
Stops/stations not close enough to each other	2	...	2	...	2
Accessibility between stops/stations	1	...	1	...	2
Other	3	...	2	...	3
Sample Size (=100%)	3,850	...	3,940	...	3,860

¹ This question is asked of those who use public transport at least once a month.

² Question asked in alternate years to 2016. It will return in alternate years from 2019. 2016 data is the latest available.

Table 46: Awareness of sustainable transport policies, 2018

	Aware of - car clubs or formal car sharing	Aware of - fuel efficient driver training	Aware of - electric vehicles?	Aware of - cycle hire schemes?	Sample size (=100%)
	<i>cell percentages</i>				
All people:	24.5	12.8	67.0	36.5	9,700
by gender:					
Male	29	17	71	40	4,310
Female	20	9	63	33	5,380
Identified in another way	**	**	**	**	-
Refused	**	**	**	**	-
by age:					
16-19	7	7	61	31	240
20-29	19	10	66	38	1,040
30-39	29	14	70	42	1,420
40-49	31	15	74	45	1,360
50-59	30	15	72	40	1,680
60-69	26	13	69	34	1,660
70-79	19	11	59	26	1,480
80+	12	9	41	14	820
by ethnicity:					
White Scottish	24	13	67	36	7,640
White other British	35	16	76	44	1,240
White Polish	14	8	46	15	110
Other white	26	10	62	40	420
Asian, Asian Scottish or Asian British	14	4	51	26	180
Other	11	6	52	31	120
by current situation:					
Self employed	32	18	80	44	590
Employed full time	32	16	76	46	3,140
Employed part time	24	12	70	35	990
Looking after the home/family	16	7	58	25	380
Permanently retired from work	20	11	58	27	3,260
Unemployed/seeking work	13	7	54	25	320
In further/higher education	16	8	62	43	320
Permanently sick or disabled	7	5	37	14	540
by annual net household income:					
up to £10,000 p.a.	14	6	52	25	930
over £10,000 - £15,000	14	9	50	22	1,530
over £15,000 - £20,000	17	12	59	29	1,480
over £20,000 - £25,000	21	11	64	32	1,170
over £25,000 - £30,000	25	13	67	35	890
over £30,000 - £40,000	30	16	76	43	1,270
over £40,000 - £50,000	32	15	80	47	930
over £50,000 p.a.	39	18	83	53	1,090
by Scottish Index of Multiple Deprivation quintiles:					
1 (20% most deprived)	13	9	52	28	1,780
2	19	12	62	31	1,890
3	24	13	67	37	2,160
4	28	14	76	39	2,140
5 (20% least deprived)	37	15	77	47	1,730
by urban/rural classification:					
Large urban areas	25	10	62	40	2,970
Other urban	22	14	67	34	3,250
Small accessible towns	30	15	72	38	840
Small remote towns	22	13	62	26	580
Accessible rural	28	18	77	40	1,030
Remote rural	23	13	69	29	1,030
by frequency of driving[†]:					
Every day	32	18	81	46	3,720
At least three times a week	30	14	77	38	1,600
Once or twice a week	32	14	75	39	670
Less often	29	9	69	45	300
Never, but holds full driving licence	16	10	54	29	710

[†]Only includes those with a full driving licence

** values based upon a sample size less than 50 have been suppressed

Table 47: Uptake of sustainable transport policies (of those who were aware of the policy): 2017 or 2018 ¹

	Member of a car club or formal car sharing scheme	Sample size (=100%)	Attended a fuel efficient driver training course	Sample size (=100%)	Used a cycle hire scheme in the last 12 months	Sample size (=100%)
All people:	3.4	1,970	10.1	910	3.0	2,960
<i>cell percentages</i>						
by gender ²:						
Male	4	1,070	12	560	3	1,560
Female	2	900	7	350	3	1,400
In another way	**	-	**	-	**	-
Refused	**	-	**	-	**	-
by age:						
16-19	**	10	**	10	**	40
20-29	4	140	2	70	5	320
30-39	3	350	7	150	5	520
40-49	5	370	13	150	3	580
50-59	4	420	11	200	2	580
60-69	1	380	19	160	1	540
70-79	2	240	3	130	0	290
80+	1	60	1	50	0	90
by ethnicity:						
White Scottish	3	1,480	10	790	3	2,310
White other British	4	360	8	160	5	470
White Polish	**	10	**	10	**	10
Other white	7	90	**	40	3	90
Asian, Asian Scottish or Asian British	**	20	**	-	**	40
Other	**	10	**	10	**	40
by current situation:						
Self employed	3	170	8	90	3	250
Employed full time	4	900	12	450	4	1,410
Employed part time	3	210	3	100	2	320
Looking after the home/family	**	50	**	20	4	70
Permanently retired from work	2	540	8	275	0	720
Unemployed/seeking work	**	30	**	20	**	40
In further/higher education	**	40	**	20	8	80
Permanently sick or disabled	**	20	**	10	2	50
by annual net household income:						
up to £15,000 p.a.	1	250	8	140	5	440
over £15,000 - £20,000	1	220	5	150	1	320
over £20,000 - £25,000	3	210	12	120	1	340
over £25,000 - £30,000	2	200	6	100	4	310
over £30,000 - £40,000	1	350	16	180	4	550
over £4,000 - £5,000	4	290	16	130	3	390
over £50,000 p.a.	6	400	7	170	3	550
by Scottish Index of Multiple Deprivation quintiles:						
1 (20% most deprived)	3	170	17	110	3	340
2'	3	300	14	180	4	480
3'	4	430	5	230	2	650
4'	3	530	7	260	3	750
5 (20% least deprived)	3	560	12	230	3	750
by urban/rural classification:						
Large urban areas	4	640	9	240	4	930
Other urban	4	600	11	350	3	1,020
Small accessible towns	2	210	11	110	2	310
Small remote towns	5	80	**	50	2	110
Accessible rural	1	280	11	170	2	350
Remote rural	3	170	5	90	4	240
by frequency of driving[†]:						
Every day	3	1,120	11	610	3	1,790
At least three times a week	3	440	14	200	2	560
Once or twice a week	4	190	5	90	3	240
Less often	9	90	3	30	1	140
Never, but holds full driving licence	5	120	1	70	7	240

1. Car club and fuel efficiency figures are for 2018. Cycle hire figures are for 2017.

2. The gender category was changed in 2018 to include the options 'In another way' and 'Refused'

** value suppressed as cell contains fewer than 5 responses

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

Following changes to the Scottish Household survey data for **Table 48** is no longer collected. Please see TATIS 2015 for the most recently produced

Table 49: [Sustainable travel] Would you consider buying a plug-in electric car or van? (2016-2018)

	2016	2017	2018
I already own an electric car or van	0.3	0.7	1.8
I am thinking about buying an electric car or van quite	1.0	2.1	2.4
I would consider buying an electric car or van in the future	35.9	41.0	44.3
I would not consider buying an electric car or van	48.7	42.8	38.3
I don't drive/don't need a car	3.0	3.1	3.1
No opinion	11.0	10.3	10.1
Sample Size (=100%)	4,440	5,200	5,310

Table 50: [Sustainable travel] Reasons for having bought or would consider buying a plug-in electric car or van (2016-2018)¹

	2016	2017	2018
Cost of vehicle purchase	23	20	23
Fuel or running costs	64	63	58
Battery: distance travelled on charge	19	21	23
Availability or convenience of recharging	22	23	23
Vehicle resale value	5	6	6
Vehicle performance, size, practicality or looks	13	15	13
Availability of different models	5	5	5
Environmentally friendly	68	70	68
Reliability	16	14	12
Opinion of friends and family	4	4	4
Don't know	1	1	1
Other	2	3	3
Sample Size (=100%)	1,550	2,190	2,460

¹ This question is asked of those in table 49 who own an electric car or van, are thinking of buying one or would consider one in the future.

Table 51: [Sustainable travel] Reasons for not considering to buy a plug-in electric car or van (2016-18)¹

	2016	2017	2018
Limited choice (not many vehicles to choose from)	16	17	14
Lack of knowledge about electric vehicles	27	25	20
Running costs (maintenance and fuel)	6	8	8
Cost of vehicle purchase	26	31	33
Battery: distance travelled on charge	46	45	46
Availability or convenience of charging points	45	44	41
Vehicle resale value	6	6	4
Vehicle performance, size, practicality or looks	15	15	12
Technology - doesn't work or not proven	10	12	14
Opinions of friends or family	2	3	2
No intention to buy a car of any kind	8	12	12
Other	5	4	5
Don't know	1	1	1
Sample Size (=100%)	2,270	2,320	2,190

¹ This question is asked of those in table 49 who would not consider buying an electric car or van.

Table TD1: [Travel on previous day] Percentage of adults travelling on previous day 2008-2018 ¹

	2008	2009	2010	2011	2012	2013	2014	2015	2016	2017	2018	2018 sample size
All	78.5	76.6	73.9	73.2	73.4	75.6	76.9	76.6	75.0	73.4	72.7	9,700
Gender												
Male	80	78	76	75	74	77	79	78	76	75	74	4,310
Female	77	75	72	71	72	74	75	75	74	72	72	5,380
Identified in another way	..	..	..	..	..	..	..	..	..	..	**	-
Refused	..	..	..	..	..	..	..	..	..	..	**	-
Age												
16 - 19	78	75	76	76	78	76	80	82	79	76	69	240
20 - 29	83	80	78	74	76	80	80	79	77	77	76	1,040
30 - 39	80	81	80	77	77	78	80	80	78	77	78	1,420
40 - 49	83	79	80	79	78	80	82	82	78	78	76	1,360
50 - 59	81	80	75	76	75	80	79	76	77	75	74	1,680
60 - 69	75	77	71	70	72	74	76	75	75	72	72	1,660
70 - 79	69	65	63	64	64	64	68	68	65	67	65	1,480
80 and over	55	51	39	49	40	47	46	51	51	46	51	820
Sample size	9,150	9,300	8,590	9,240	9,890	9,920	9,800	9,410	9,640	9,810	9,700	

** Figures for gender categories 'Identified in another way' and 'Refused' were not collected before 2018. In 2018, as the sample size was less than 5, they have been suppressed.

1. 2000 to 2007 results can be viewed by un hiding columns B to J.

Table TD2: [Main mode] Percentage of journeys made by main mode ¹ of travel 2008-2018 ²

	2008	2009	2010	2011	2012 ³	2013	2014	2015	2016	2017	2018
Walking	22.2	21.8	22.0	22.1	26.0	23.3	25.0	21.6	23.5	21.3	19.8
Driver car/van	49.8	51.0	51.1	49.9	48.3	50.0	48.1	50.7	50.7	52.1	52.9
Passenger car/van	13.8	13.3	14.3	13.1	12.7	13.6	13.0	13.3	13.1	12.5	12.8
Bicycle	1.0	0.9	0.8	1.3	1.2	1.0	1.4	1.2	1.2	1.5	1.4
Bus	9.1	8.6	8.7	9.1	8.1	8.5	8.6	9.5	7.7	8.2	8.0
Taxi/minicab	1.5	1.4	0.8	1.3	1.3	1.6	1.2	1.3	0.9	1.3	1.4
Rail	1.6	1.9	1.4	2.0	1.8	1.7	2.1	1.7	2.2	2.6	2.6
Other	1.0	1.0	1.0	1.2	0.7	0.3	0.6	0.7	0.8	0.5	1.0
Sample size (=100%)	20,450	18,680	16,300	17,590	19,740	20,180	19,930	18,710	19,050	18,320	17,790

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. 1999 to 2007 results can be view

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

Table TD2a: [Main mode by distance] Percentage of journeys by main mode by road network distance ¹ 2018

	Main Mode of Transport								Sample size
	Walking	Driver car/van	Passenger car/van	Bicycle	Bus	Taxi/minicab	Rail	Other	
All	19.8	52.9	12.8	1.4	8.0	1.4	2.6	1.0	17,790
by distance:									
Under 1 km	61	29	5	1	2	1	0	1	3,080
1 to under 2km	41	40	10	2	5	2	0	0	2,640
2 to under 3km	24	46	14	3	9	2	0	1	1,800
3 to under 5km	9	54	15	2	15	3	1	1	2,140
5 to under 10km	3	60	15	1	14	2	3	1	2,790
10 to under 15km	1	73	11	2	8	2	3	0	1,580
15 to 20km	1	72	14	0	6	2	4	1	940
20 to 40km	1	66	17	0	7	0	7	1	1,670
40km and over	2	65	19	0	3	0	10	1	1,000

1. Straight line distance tables are available in online annex A. 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 stages ¹ by mode of travel 2008-2018 ²

	2008	2009	2010	2011	2012 ³	2013	2014	2015 ⁴	2016	2017	2018
Walking	22.1	21.6	21.7	21.8	26.7	24.1	25.9	22.8	24.8	22.8	22.4
Driver car/van	49.6	50.9	50.8	49.8	47.4	49.2	47.1	49.6	49.4	50.7	50.5
Passenger car/van	13.8	13.3	14.3	13.1	12.7	13.5	12.8	13.1	12.9	12.2	12.1
Bicycle	1.0	0.9	0.8	1.3	1.3	1.0	1.4	1.3	1.2	1.5	1.1
Bus	9.1	8.7	8.8	9.3	8.1	8.5	8.7	9.4	7.7	8.1	8.5
Taxi/minicab	1.6	1.4	1.0	1.4	1.3	1.6	1.3	1.4	1.0	1.4	1.4
Rail	1.7	2.1	1.5	2.1	1.8	1.7	2.1	1.7	2.2	2.7	2.1
Other	1.1	1.2	1.2	1.3	0.7	0.4	0.7	0.8	0.9	0.6	1.8
Sample size (=100%)	20,640	18,930	16,550	17,810	20,310	20,780	20,500	19,110	19,770	19,040	18,610

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

2. 1999 to 2007 results can be view

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.

4. Previously, 2015 data in the 'other' category did not include tram journeys. The data has now been revised to include tram journeys, changing this value from 0.7 to 0.8.

Table TD3: [Purpose] Percentage of journeys made by purpose of travel 2012-2018 ¹

	2008	2009	2010	2011	2012 ²	2013	2014	2015	2016	2017	2018
Commuting	24.2	23.8	26.5	25.8	23.4	22.5	23.0	22.4	23.4	24.7	24.3
Business	1.2	1.2	0.9	0.7	1.9	2.5	2.3	2.2	1.9	1.9	2.7
Education	3.1	3.7	3.5	3.6	6.2	6.5	6.6	6.8	6.6	6.6	6.0
Shopping	22.8	23.1	23.3	21.1	23.1	23.1	22.6	23.8	23.4	23.3	23.0
Visit Hospital or other health	2.4	2.5	2.5	2.3	2.2	2.0	2.0	2.0	2.1	2.3	2.5
Other personal business	6.2	6.9	6.4	6.9	3.4	4.3	3.4	4.4	4.3	3.3	5.3
Visiting friends or relatives	12.0	11.2	10.8	11.9	11.3	12.1	10.6	11.3	10.9	10.0	10.1
Eating/Drinking	4.3	4.1	3.7	4.1	2.8	3.2	3.0	3.6	3.3	3.3	3.3
Sport/Entertainment	7.3	7.9	6.8	7.6	5.3	5.4	5.5	6.1	5.9	6.2	6.3
Holiday/daytrip	2.0	2.3	1.9	1.8	0.9	1.0	1.1	1.3	1.2	1.4	1.2
Other Journey	0.1	0.5	0.4	0.3	4.8	3.0	4.9	1.5	2.4	3.1	1.1
Escort	7.5	6.7	7.3	7.5	1.2	1.6	1.6	1.9	1.6	1.9	2.2
Go Home	3.2	3.2	2.7	3.4	8.0	7.3	6.9	7.8	7.0	6.9	7.0
Go for a walk	3.7	2.9	3.2	3.0	5.9	5.7	6.3	4.8	6.1	5.1	5.2
Sample size (=100%)	20,450	18,680	16,300	17,590	19,740	20,180	19,930	18,710	19,050	18,330	17,790

Table TD2c: [Multi stage journeys] Percentage of journeys by number of stages 2012-2018 combined ¹

	Number of stages in journey					Sample size (=100%)	Average (mean) number of stages
	1	2	3	4	5		
All journeys 2012-2018	97.5	1.9	0.6	0.0	0.0	133,720	1.03
Survey year	<i>row percentages</i>						
2007	99.2	0.6	0.1	0.0	0.0	20,500	1.01
2008	99.3	0.6	0.1	0.0	0.0	20,420	1.01
2009	99.0	0.9	0.1	0.0	0.0	18,650	1.01
2010	98.8	1.0	0.2	0.0	0.0	16,290	1.01
2011	98.7	1.1	0.1	0.0	0.0	17,590	1.01
2012	97.6	1.8	0.5	0.0	0.0	19,740	1.03
2013	97.7	1.7	0.5	0.0	0.0	20,180	1.03
2014	97.7	1.8	0.5	0.0	0.0	19,930	1.03
2015	98.2	1.3	0.5	0.0	0.0	18,710	1.02
2016	97.3	2.0	0.6	0.0	0.0	19,050	1.03
2017	97.0	2.3	0.7	0.0	0.0	18,320	1.04
2018	96.7	2.3	0.8	0.1	0.1	17,790	1.04
Main mode of Transport 2012-2018							
Walking	99.3	0.6	0.1	0.0	0.0	31,830	1.01
Driver car/van	99.2	0.7	0.1	0.0	0.0	67,960	1.01
Passenger car/van	98.6	1.3	0.1	0.0	0.0	16,420	1.01
Motorcycle/moped	97.3	2.2	0.0	0.5	0.0	180	1.02
Bicycle	98.8	1.0	0.2	0.0	0.0	1,540	1.01
School Bus	95.6	2.4	2.1	0.0	0.0	170	1.05
Works Bus	87.5	11.4	0.7	0.4	0.0	280	1.1
Service Bus	91.5	6.8	1.6	0.1	0.0	10,650	1.07
Taxi/minicab	96.6	2.3	0.8	0.2	0.1	1,730	1.03
Rail	57.2	26.6	14.8	1.0	0.3	2,220	1.47
Underground	82.7	9.5	7.9	0.0	0.0	140	1.18
Ferry	41.4	26.0	24.6	7.8	0.2	90	2.07
Aeroplane	42.2	12.1	33.0	8.2	4.5	120	2.17
Other	85.3	11.2	1.3	0.6	1.6	380	1.11

Table TD4: [Distance] Percentage of journeys made by road distance distance¹ travelled, 2012-2018²

	2012	2013	2014	2015	2016	2017	2018
	<i>column percentages</i>						
Under 1 km	24.2	16.3	17.3	18.8	19.3	18.1	15.6
1 to under 2km	13.7	15.1	14.8	13.0	13.8	13.5	14.0
2 to under 3km	8.8	9.7	9.7	9.9	9.7	9.4	10.6
3 to under 5km	12.4	13.5	13.2	13.1	12.4	13.5	12.9
5 to under 10km	14.6	16.4	16.6	16.8	15.8	16.4	16.6
10 to under 15km	8.4	9.4	8.7	8.5	8.2	8.1	9.0
15 to 20km	4.2	4.9	4.9	4.8	4.8	4.5	5.3
20 to 40km	8.4	8.8	9.5	9.2	10.1	9.9	9.9
40km and over	5.4	6.0	5.3	6.1	5.9	6.7	6.1
<i>Sample size (=100%)</i>	<i>19,290</i>	<i>19,980</i>	<i>19,700</i>	<i>18,300</i>	<i>18,790</i>	<i>18,030</i>	<i>17,640</i>

¹A version of this table using the straight line 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 Distance figures have been revised for 2015. More information is contained in the notes.

Table TD4a: [Distance by main mode] Percentage of journeys by road network distance¹ by main mode, 2018

	Under 1 km	1 to under 2km	2 to under 3km	3 to under 5km	5 to under 10km	10 to 15km under 15km	15 to 20km	20 to 40km	40km and over	Sample size (=100%)
	<i>row percentages</i>									
All	15.6	14.0	10.6	12.9	16.6	9.0	5.3	9.9	6.1	17,640
by mainmode:										
Walking	48	29	13	6	3	1	0	0	1	3,770
Driver car	9	11	9	13	19	13	7	13	7	8,940
Driver van	11	6	8	8	16	11	10	10	21	270
Passenger car	6	11	12	16	19	8	6	14	9	2,080
Passenger van	9	10	6	13	21	11	8	9	13	70
Bicycle	14	18	25	15	15	10	0	2	1	200
Bus	3	9	12	24	29	9	4	9	2	1,510
Taxi/minicab	6	18	15	23	18	10	6	3	2	240
Rail	1	.	2	7	21	11	8	27	24	370
Other	17	8	11	12	21	5	3	13	10	200

¹A version of this table using the straight line 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.

** value suppressed as cell contains fewer than 5 responses

Table TD4b: [Distance to work by main mode] Percentage of journeys to work by road network distance by main mode, 2018¹

	Under 1 km	1 to under 2km	2 to under 3km	3 to under 5km	5 to under 10km	10 to 15km under 15km	15 to 20km	20 to 40km	40km and over	Sample size (=100%)
	<i>row percentages</i>									
All	7.8	7.8	7.5	13.0	21.2	11.2	7.1	16.6	7.8	3,810
by mainmode:										
Walking	34	30	20	11	4	0	1	.	0	460
Driver car	4	5	5	12	22	14	8	21	9	2,300
Driver van	17	5	6	5	21	11	10	8	19	130
Passenger car	4	7	14	22	25	6	8	11	4	210
Passenger van	**	**	**	**	**	**	**	**	**	20
Bicycle	3	18	24	19	19	13	1	3	.	80
Bus	1	4	6	20	36	10	6	15	2	370
Taxi/minicab	**	**	**	**	**	**	**	**	**	20
Rail	1	.	.	6	19	13	7	33	22	160
Other	13	4	1	18	38	2	3	16	5	50

1. This is a new table for 2018.

Table 4c: [Distance 2 miles by main mode] Percentage of journeys under 2 miles by road network distance by main mode

Survey year	Main Mode of Transport								Sample size
	Walking	Driver car/van	Passenger car/van	Bicycle	Bus	Taxi/minicab	Rail	Other	
	<i>row percentages</i>								
2012	48.5	33.4	9.3	1.5	5.0	1.6	0.3	0.5	9,870
2013	47.3	34.2	10.1	1.2	4.8	1.9	0.2	0.2	9,220
2014	51.3	32.2	8.2	1.5	4.8	1.6	0.1	0.3	9,130
2015	45.1	36.7	8.7	1.4	6.0	1.6	0.1	0.5	8,370
2016	47.8	35.4	8.7	1.8	4.4	1.1	0.1	0.6	8,910
2017	45.3	36.5	9.5	2.0	4.8	1.4	0.1	0.4	8,100
2018	43.0	38.3	9.3	2.0	5.1	1.3	0.2	0.7	7,830

Table 4d: [Distance 5 miles by main mode] Percentage of journeys under 5 miles by road network distance by main mode

Survey year	Main Mode of Transport								Sample size
	Walking	Driver car/van	Passenger car/van	Bicycle	Bus	Taxi/minicab	Rail	Other	
	<i>row percentages</i>								
2012	36.7	40.1	11.0	1.5	8.1	1.5	0.6	0.5	13,560
2013	34.3	41.3	11.6	1.2	8.9	2.0	0.4	0.2	13,570
2014	36.6	39.9	11.0	1.8	8.5	1.5	0.4	0.4	13,400
2015	32.0	43.0	10.9	1.5	9.6	1.6	0.6	0.8	12,280
2016	34.7	42.5	11.1	1.6	7.7	1.2	0.6	0.7	12,740
2017	31.4	44.0	11.1	1.8	8.5	1.5	1.0	0.5	11,960
2018	30.3	44.5	11.2	1.8	8.7	1.6	0.9	0.9	11,530

Table TD5: [Distance] Distance¹ (km) summary statistics 2012-2018²

	2012	2013	2014	2015	2016	2017	2018
Lower Decile	0.2	0.7	0.6	0.4	0.4	0.5	0.6
Lower Quartile	1.0	1.5	1.5	1.4	1.4	1.5	1.7
Median	3.4	4.2	4.2	4.1	4.0	4.2	4.5
Upper Quartile	10.7	11.7	11.8	11.9	12.1	12.3	12.6
Upper Decile	26.1	27.0	26.7	27.9	27.8	29.4	28.3
Mean	10.5	11.2	11.0	11.4	11.1	12.2	11.4
Sample size ³	19,290	19,980	19,700	18,300	18,790	18,030	17,640
By Gender:							
Men:							
Lower Decile	0.2	0.7	0.6	0.4	0.4	0.5	0.6
Lower Quartile	1.0	1.7	1.6	1.6	1.4	1.6	1.7
Median	3.8	4.7	4.7	4.7	4.5	4.7	4.6
Upper Quartile	11.7	12.9	13.7	13.4	14.2	14.2	14.5
Upper Decile	29.0	29.5	29.9	32.2	31.1	34.5	33.4
Mean	11.6	12.2	12.3	12.9	12.6	13.6	12.9
Sample size							
Women:							
Lower Decile	0.2	0.6	0.6	0.4	0.4	0.5	0.6
Lower Quartile	1.1	1.4	1.4	1.3	1.3	1.4	1.6
Median	3.2	3.7	3.7	3.8	3.5	3.8	4.3
Upper Quartile	9.5	10.5	10.1	10.1	10.5	10.8	11.2
Upper Decile	22.7	25.1	23.4	24.9	25.0	25.4	24.5
Mean	9.4	10.2	9.8	10.0	9.7	10.8	10.1
Sample size							
Identified in another way:							
Lower Decile	..	..	..	..	..	..	**
Lower Quartile	..	..	..	..	..	..	**
Median	..	..	..	..	..	..	**
Upper Quartile	..	..	..	..	..	..	**
Upper Decile	..	..	..	..	..	..	**
Mean	..	..	..	..	..	..	**
Sample size	..	..	..	..	..	..	10
Refused:							
Lower Decile	..	..	..	..	..	..	**
Lower Quartile	..	..	..	..	..	..	**
Median	..	..	..	..	..	..	**
Upper Quartile	..	..	..	..	..	..	**
Upper Decile	..	..	..	..	..	..	**
Mean	..	..	..	..	..	..	**
Sample size	..	..	..	..	..	..	10

1. Distances are calculated using the road network distance. A version of this table using the straight line 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. Distance figures have been revised for 2015. More information is contained in the notes.

3. In previous years, the sample size figure had wrongly included journeys for which there was no distance recorded and which are not included in statistics. It has now been amended to only include the sample for which distances are recorded.

** Figures for gender categories 'Identified in another way' and 'Refused' were not collected before 2018. In 2018, as the sample size was less than 50, they have been suppressed.

Table TD5a: [Distance] Distance¹ (km) summary statistics by mode of transport, 2018

	Main Mode of Transport								All modes
	Walking	Driver car/van	Passenger car/van	Bicycle	Bus	Taxi/minicab	Rail	Other	
All people:									
Lower Decile	0.0	1.1	1.4	0.7	1.8	1.2	5.0	0.1	0.6
Lower Quartile	0.4	2.6	2.6	1.3	3.1	2.2	8.5	2.0	1.7
Median	1.0	6.9	6.0	2.8	5.4	3.9	20.1	5.6	4.5
Upper Quartile	1.9	16.4	17.8	5.4	9.6	8.0	39.2	17.8	12.6
Upper Decile	3.1	32.4	37.3	10.2	21.1	15.4	71.1	41.3	28.3
Mean	2.0	13.5	15.5	4.7	9.0	9.5	28.7	23.6	11.4
Sample size ²	3,770	9,210	2,150	200	1,510	240	370	200	17,640
By gender:									
Men:									
Lower Decile	0.0	1.1	1.3	0.7	1.8	1.1	5.6	0.2	0.6
Lower Quartile	0.4	2.9	2.5	1.3	3.2	1.6	8.7	2.2	1.7
Median	1.1	7.7	5.9	2.7	5.6	4.2	21.6	6.7	4.6
Upper Quartile	1.9	18.5	21.4	6.4	11.2	9.5	46.4	26.0	14.5
Upper Decile	3.1	40.9	47.5	10.6	23.9	18.3	72.7	52.7	33.4
Mean	1.8	15.7	17.6	4.6	9.0	12.3	30.0	29.8	12.9
Sample size	1,710	4,440	540	140	600	110	170	130	7,840
Women:									
Lower Decile	0.0	1.1	1.4	0.8	1.8	1.5	4.2	0.1	0.6
Lower Quartile	0.5	2.4	2.7	1.3	3.1	2.4	7.8	1.1	1.6
Median	1.0	6.4	6.1	2.9	5.3	3.9	18.9	4.8	4.3
Upper Quartile	1.9	13.8	16.5	4.3	9.2	6.6	32.9	9.4	11.2
Upper Decile	3.1	26.0	31.7	9.2	19.0	12.4	71.1	29.8	24.5
Mean	2.2	11.2	14.6	5.1	9.0	6.6	27.9	13.2	10.1
Sample size	2,050	4,760	1,610	60	910	130	190	80	9,800
Identified in another way:									
Lower Decile	..	..	..	..	..	..	..	..	**
Lower Quartile	..	..	..	..	..	..	..	..	**
Median	..	..	..	..	..	..	..	..	**
Upper Quartile	..	..	..	..	..	..	..	..	**
Upper Decile	..	..	..	..	..	..	..	..	**
Mean	..	..	..	..	..	..	..	..	**
Sample size	..	..	..	..	..	..	..	..	10
Refused:									
Lower Decile	..	..	..	..	..	..	..	..	**
Lower Quartile	..	..	..	..	..	..	..	..	**
Median	..	..	..	..	..	..	..	..	**
Upper Quartile	..	..	..	..	..	..	..	..	**
Upper Decile	..	..	..	..	..	..	..	..	**
Mean	..	..	..	..	..	..	..	..	**
Sample size	..	..	..	..	..	..	..	..	10

1. Distances are calculated using the road network distance. A version of this table using the straight line 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. In previous years, the sample size figure had wrongly included journeys for which there was no distance recorded and which are not included in the statistics. It has now been amended to only include the sample for which distances are recorded.

** Figures for the gender categories 'Identified in another way' and 'Refused' were not collected before 2018. They are suppressed in 2018 as the sample sizes are less than 50.

Table TD6: [Duration] Percentage of journeys made by duration of journey, 2008-2018¹

	2008	2009	2010	2011	2012 ²	2013	2014	2015	2016	2017	2018
											<i>column percentages</i>
Less than 5 min	6.9	6.3	5.5	5.1	4.5	4.1	3.7	3.9	4.1	3.7	3.5
5 to 10 min	39.4	38.4	36.4	37.7	40.1	38.3	38.1	38.4	37.1	37.2	36.4
11 to 20 min	26.9	25.9	26.9	26.4	26.9	28.1	28.3	28.0	27.4	27.2	27.4
21 to 30 min	12.4	12.8	13.5	14.2	13.4	14.2	13.9	13.2	14.4	14.9	14.2
31 to 60 min	10.0	10.8	11.5	11.1	10.8	10.9	11.8	11.9	12.2	12.4	13.2
61 to 120 min	3.1	3.7	4.1	3.7	3.0	3.1	3.0	3.5	3.4	3.3	3.6
121 to 179 min	0.4	0.6	0.7	0.6	0.4	0.4	0.4	0.4	0.6	0.4	0.5
180 min and over	0.9	1.5	1.4	1.2	0.9	0.8	0.8	0.7	0.8	0.9	1.2
Sample size (=100%)	20,450	18,680	16,300	17,590	19,740	20,180	19,930	18,710	19,050	18,330	17,790

1. 1999 to 2007 results can be viewe

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 TD6a: [Duration] Percentage of journeys to work by duration of journey, 2008-2018

	2012	2013	2014	2015	2016	2017	2018
Less than 5 min	2.6	2.3	2.9	2.6	3.3	2.5	2.4
5 to 10 min	29.4	27.6	28.6	27.7	23.4	26.6	24.5
11 to 20 min	28.7	30.4	28.2	29.6	29.6	27.9	27.6
21 to 30 min	17.8	18.6	17.5	15.7	19.7	18.7	18.3
31 to 60 min	17.4	16.6	18.1	19.4	18.9	19.4	21.6
61 to 120 min	3.6	4	3.8	4.4	4.5	4.1	4.4
121 to 179 min	0.1	0.2	0.2	0.3	0.3	0.4	0.2
180 min and over	0.4	0.4	0.6	0.3	0.3	0.5	0.9
Sample size (=100%)	4,090	4,020	4,170	3,920	4,050	4,080	3,820

Table TD7: [Start time] Percentage of journeys made by start time of journey, 2008-2018¹

	2008	2009	2010	2011	2012	2013	2014	2015	2016	2017	2018
Weekdays											<i>column percentages</i>
Before 7am	4.2	4.2	4.2	4.0	3.7	3.9	3.7	4.2	3.8	3.8	4.0
7am to 9:30am	18.9	20.2	19.9	20.5	18.8	19.3	19.5	19.5	19.4	19.0	20.0
After 9:30am to before 12noon	13.0	13.6	13.3	12.7	13.1	12.6	13.2	13.1	13.1	12.9	12.7
12noon to 2 pm	14.9	15.2	15.5	14.6	15.2	15.1	14.8	15.5	14.5	14.8	15.3
After 2pm to before 4:30pm	16.4	15.9	15.8	16.5	17.9	17.4	17.1	17.7	17.3	18.0	17.4
4:30pm to before 6:30pm	15.6	15.4	15.8	16.3	16.6	16.5	16.3	15.4	16.3	16.9	16.8
6:30pm onwards	17.0	15.7	15.5	15.3	14.8	15.2	15.5	14.7	15.7	14.6	13.8
Sample size (=100%)	16,070	15,000	12,830	13,940	15,410	15,890	15,550	14,640	15,050	14,480	13,820
Weekends											
Before 9:30am	9.7	9.8	9.8	10.3	9.8	8.4	8.9	7.7	9.2	9.0	10.8
9:30am to before 12noon	17.4	19.4	20.4	19.1	18.5	18.5	20.4	19.4	19.9	19.1	18.6
12noon to 2 pm	22.9	23.2	22.7	23.9	23.6	24.7	25.1	24.9	24.2	24.5	22.8
After 2pm to before 4:30pm	18.1	16.9	18.2	18.1	18.4	19.0	18.9	18.5	19.6	17.2	18.8
4:30pm to before 6:30pm	13.3	14.9	14.2	13.5	14.1	13.6	13.3	14.1	13.4	14.6	13.7
6:30pm onwards	18.7	15.8	14.7	15.1	15.7	15.8	13.4	15.4	13.8	15.7	15.3
Sample size (=100%)	4,380	3,680	3,470	3,650	4,330	4,290	4,380	4,070	4,000	3,850	3,970

1. 1999 to 2007 results can be viewe

Table TD8: [Travel Day] Percentage of journeys made by day of travel, 2008-2018¹

	2008	2009	2010	2011	2012	2013	2014	2015	2016	2017	2018
											<i>column percentages</i>
Monday	14.1	14.0	13.9	14.9	14.6	14.0	14.1	14.6	14.2	14.8	14.3
Tuesday	14.5	14.5	14.9	15.2	15.7	15.3	14.7	14.4	15.0	15.4	14.2
Wednesday	14.8	14.9	14.8	14.6	15.5	15.1	15.1	14.8	15.3	15.6	14.9
Thursday	14.0	14.8	15.2	15.3	15.3	15.9	15.4	15.0	15.3	14.6	15.1
Friday	15.9	14.3	15.9	15.5	15.1	15.2	16.5	15.7	15.3	16.2	15.7
Saturday	14.8	13.9	13.2	12.8	12.5	12.6	12.7	13.9	12.9	12.2	13.7
Sunday	11.7	13.7	12.0	11.7	11.4	11.9	11.6	11.6	12.0	11.2	12.1
Sample size (=100%)	20,450	18,680	16,300	17,590	19,740	20,180	19,930	18,710	19,050	18,330	17,790

1. 1999 to 2007 results can be viewe

Table TD9: [Car Occupancy] Percentage of car stages ¹ by car occupancy, 2008-2018 ^{2,3}

	2008	2009	2010	2011	2012	2013	2014	2015	2016	2017	2018
	<i>column percentages</i>										
One	60.2	60.5	61.5	63.4	64.0	65.3	64.5	64.7	66.4	65.6	65.9
Two	27.1	25.8	25.8	25.6	25.4	23.6	24.7	25.0	23.6	23.7	24.0
Three	7.4	8.3	8.1	6.8	6.9	7.1	6.9	6.7	6.2	7.0	6.1
Four	3.9	4.3	3.2	3.4	2.8	3.0	3.0	3.0	3.0	2.8	3.1
Five or More	1.4	1.1	1.3	0.9	0.9	1.1	0.8	0.5	0.8	0.9	1.0
Average occupancy	1.6	1.6	1.6	1.5	1.5	1.5	1.5	1.5	1.5	1.5	1.5
Sample size (=100%)	10,330	9,660	8,330	8,880	9,830	10,200	9,820	9,320	9,410	9,620	9,110

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.

3. 1999 to 2007 results can be viewed by unhiding columns B to J.

Table TD10: [Congestion] Percentage of car / van stages ¹ delayed by traffic congestion, 2008-2018 ²

	2008	2009	2010	2011	2012	2013	2014	2015 ³	2016	2017	2018
Driver car/van	13.1	11.0	10.5	11.2	9.9	9.7	11.7	12.4	11.7	12.8	13.0
Sample size (=100%)	9,320	8,680	7,580	8,320	9,830	10,200	9,820	9,690	9,810	9,960	9,390

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. 2003 to 2007 results can be viewed by unhiding columns B to J.

3. Data published in 2015 erroneously included a value of 12.5 because of the exclusion of vans; this table contains the revised data.

Table TD10a: [Congestion - reason] Reason for congestion for car / van stages, 2012-2018

	2012	2013	2014	2015	2016	2017	2018
Volume of traffic	73	80	82	76	79	81	78
Road Maintenance	26	18	19	28	29	30	25
Road accident	1	2	2	1	2	2	3
Broken down car	1	0	1	1	0	0	0
Traffic lights/signals not working	3	3	2	2	1	2	3
Lane blocked by parked cars	1	0	0	0	0	0	1
Bad weather	1	2	1	1	0	1	1
Other	3	3	1	1	2	1	4
Don't know	0	0	0	0	1	1	0
Sample size (=100%)	810	780	930	1,020	930	1,070	1,040

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

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

Table TD11: [Bus Delays] Percentage of bus stages ¹ where passenger experienced delay, 2008-2018

	2008	2009	2010	2011	2012	2013	2014	2015	2016	2017	2018
Service bus	14.4	9.9	12.3	10.5	11.1	10.2	10.7	9.9	10.0	12.5	10.5
Sample size (=100%)	1,720	1,460	1,310	1,440	1,540	1,690	1,630	1,690	1,480	1,480	1,510

Table TD12: [Congestion delays] Percentage of driver stages¹ where congestion delays were experienced by amount of time delayed, 2016-2018 (combined)^{2,3}

	Not delayed	0-2 minutes	about 5 mins	about 10 mins	about 15 mins	20 to 30 mins	over 30	Delayed ⁴	Sample size (=100%)
All driver stages	87.5	0.7	4.2	3.6	1.4	1.8	0.5	12.5	29,150
by purpose of journey:									
Commuting	78	1	6	7	3	4	1	22	7,800
Business	82	0	5	6	2	3	1	18	970
Education	87	1	6	5	1	1	0	13	1,290
Shopping	94	1	3	1	0	1	0	6	6,640
Visit hospital/other health	89	0	6	1	1	2	0	11	710
Other personal business	93	1	2	1	1	1	0	7	1,450
Visiting friends/relatives	92	1	3	2	1	1	0	8	3,320
Eating/drinking	93	0	4	3	0	0	0	7	500
Entertainment	89	1	3	2	1	3	0	11	400
Sport	92	1	4	2	0	1	0	8	1,360
Holiday/day trip	88	0	3	5	1	1	1	12	380
Other	90	0	3	4	1	1	0	10	660
Escort	91	0	5	3	0	0	0	9	770
Go home	90	1	4	3	1	1	1	10	2,260
Just go for a walk	94	1	3	1	1	0	0	6	510
by day of the week:									
Monday	87	1	4	4	2	2	0	13	5,360
Tuesday	85	1	5	5	2	2	1	15	5,040
Wednesday	85	1	5	4	2	3	1	15	5,330
Thursday	85	1	5	4	2	2	1	15	4,080
Friday	85	1	4	5	2	2	1	15	3,540
Saturday	94	0	3	2	1	1	0	6	2,110
Sunday	95	0	2	1	0	0	0	5	3,700
Weekday journeys - by start time:									
Before 7 a.m.	87	0	2	4	2	3	1	13	940
7:00 to 7:59 a.m.	74	1	6	7	4	6	2	26	1,510
8:00 to 8:59 a.m.	77	1	8	8	3	2	0	23	2,040
9:00 to 9:59 a.m.	90	1	4	3	1	1	0	10	1,350
10:00 to 10:59 a.m.	92	1	3	1	1	1	0	8	1,410
11:00 to 11:59 a.m.	94	1	3	2	0	1	0	6	1,560
noon to 12:59 p.m.	92	1	3	2	0	1	0	8	1,430
1:00 to 1:59pm	91	1	4	2	1	1	0	9	1,330
2:00 to 2:59pm	91	0	4	3	1	1	0	9	1,660
3:00 to 3:59pm	87	0	5	4	1	2	0	13	1,890
4:00 to 4:59pm	76	1	8	6	3	4	2	24	2,230
5:00 to 5:59pm	71	1	8	10	3	5	1	29	2,100
6:00 to 6:59pm	87	2	4	3	2	1	0	13	1,380
7:00 to 7:59pm	97	0	2	1	0	0	0	3	950
8:00 to 8:59pm	98	0	2	1	0	0	0	2	620
9:00 to 9:59pm	98	0	1	0	0	0	0	2	510
After 10pm	98	0	1	0	0	1	0	2	440
Weekend journeys - by start time:									
Before 9:30am	95	0	2	1	0	1	0	5	610
9:30am to before 12noon	95	0	2	1	1	0	0	5	1,190
12noon to 2 pm	95	1	2	2	0	0	0	5	1,420
After 2pm to before 4:30pm	93	0	3	2	1	1	0	7	1,080
4:30pm to before 6:30pm	91	1	4	2	1	1	0	9	820
6:30pm onwards	98	0	1	1	0	1	0	2	700
by urban/rural classification:									
Large urban areas	84	1	5	5	2	2	1	16	6,630
Other urban areas	87	1	4	4	1	2	1	13	9,950
"Accessible" small towns	89	0	3	4	1	2	0	11	2,790
"Remote" small towns	95	0	2	1	1	1	0	5	1,880
"Accessible" rural areas	89	0	4	3	2	2	0	11	3,930
"Remote" rural areas	95	0	2	1	1	1	0	5	3,980

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

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?".

³ Three years' data are combined, whereas in previous year just one year's data was given. There was little change over the years, and combining gives fewer suppressed values.

⁴ These figures differ from those used for the national indicator in TD10 as they do not remove "don't know" responses

Table TD13: [Council travel - destination] Percentage of journeys originating in each council grouping by destination council grouping, 2014-2018 (combined)

Journey Origin (Council Grouping)	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		Not Known
Highland / Islands	96.8	1.6	0.1	0.1	0.2	0.2	0.0	0.2	0.1	0.2	0.1	0.0	0.0	0.0	0.4	11,790
Grampian	0.9	97.3	1.1	0.0	0.1	0.1	0.1	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.2	8,930
Tayside	0.1	1.3	92.8	0.8	3.1	0.7	0.2	0.3	0.1	0.2	0.0	0.1	0.0	0.1	0.2	7,840
Central	0.0	0.0	1.3	85.9	1.4	2.0	2.8	2.5	0.9	0.3	1.6	0.5	0.2	0.2	0.4	7,230
Fife	0.1	0.1	4.4	1.4	88.1	3.3	1.0	0.4	0.0	0.3	0.2	0.1	0.1	0.0	0.5	4,310
Edinburgh	0.1	0.2	0.5	1.1	1.9	83.3	9.5	0.9	0.1	0.3	0.4	0.5	0.2	0.8	0.4	7,930
Lothians	0.0	0.1	0.4	2.6	0.9	16.1	75.2	0.8	0.3	1.1	0.6	0.1	1.0	0.6	0.6	6,240
Glasgow	0.1	0.0	0.2	1.2	0.2	0.8	0.4	71.6	6.3	8.0	4.0	4.7	2.1	0.1	0.3	8,990
Dunbartonshire / Argyll & Bute	0.0	0.1	0.2	1.0	0.1	0.5	0.5	16.1	75.0	3.0	2.2	0.6	0.4	0.1	0.2	6,190
Renfrewshire / Inverclyde	0.1	0.0	0.4	0.3	0.2	0.5	0.3	16.5	2.5	71.7	0.8	2.5	3.7	0.1	0.6	6,410
North Lanarkshire	0.1	0.0	0.2	1.8	0.3	1.0	1.4	10.0	2.0	1.0	72.9	8.4	0.3	0.3	0.4	3,340
South Lanarkshire	0.0	0.1	0.2	0.5	0.2	0.9	0.9	12.3	0.7	3.1	9.0	69.8	1.2	0.7	0.4	3,150
Ayrshire	0.0	0.0	0.1	0.2	0.1	0.2	0.1	4.1	0.4	3.5	0.3	1.0	88.9	0.7	0.4	6,320
Borders / Dumfries & Galloway	0.0	0.0	0.1	0.2	0.1	1.9	1.4	0.5	0.1	0.1	0.2	0.8	0.8	91.4	2.5	4,430
Not Known	4.8	4.3	6.0	7.1	5.5	9.1	7.8	7.0	3.8	5.5	2.4	2.8	3.9	15.4	14.7	720
All journeys reported	11,800	8,920	7,890	7,270	4,300	7,960	6,290	9,030	6,220	6,440	3,340	3,140	6,330	4,430	450	93,810

** 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

Councils in each grouping:

Highlands/Islands	Comhairle nan Eilean Siar, Highland, Orkney Islands, Shetland Islands
Grampian	Aberdeen City, Aberdeenshire, Moray
Tayside	Angus, Dundee City, Perth and Kinross
Central	Clackmannanshire, Falkirk, Stirling
Fife	Fife
Edinburgh	City of Edinburgh
Lothians	East Lothian, Midlothian, West Lothian
Glasgow	Glasgow City
Dunbartonshire / Argyll and Bute	Argyle and Bute, East Dunbartonshire, West Dunbartonshire
Renfrewshire / Inverclyde	Renfrewshire, Inverclyde
North Lanarkshire	North Lanarkshire
South Lanarkshire	South Lanarkshire
Ayrshire	East Ayrshire, North Ayrshire, South Ayrshire
Borders / Dumfries & Galloway	Dumfries and Galloway, Scottish Borders

Table TD14: [Council travel - origin] Percentage of journeys ending in each council grouping by area of origin, 2014-2018 (combined)

Journey Destination (Council grouping)	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		Not Known
Highland / Islands	97.2	1.6	0.1	0.0	0.1	0.2	0.0	0.1	0.0	0.1	0.0	0.0	0.0	0.0	0.6	11,800
Grampian	0.9	97.4	1.0	0.0	0.1	0.2	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.3	8,920
Tayside	0.1	1.4	92.2	0.9	3.1	0.6	0.3	0.3	0.1	0.2	0.1	0.1	0.0	0.1	0.5	7,890
Central	0.1	0.1	1.3	85.3	1.5	2.0	2.9	2.4	0.8	0.3	1.5	0.4	0.2	0.2	1.0	7,270
Fife	0.2	0.2	4.4	1.2	88.1	3.1	0.9	0.5	0.0	0.2	0.2	0.1	0.1	0.1	0.7	4,300
Edinburgh	0.1	0.2	0.5	1.1	1.9	82.9	9.5	0.9	0.2	0.3	0.4	0.4	0.1	0.8	0.7	7,960
Lothians	0.0	0.1	0.3	2.5	1.0	16.0	74.9	0.7	0.3	0.3	1.0	0.7	0.1	1.0	1.0	6,290
Glasgow	0.1	0.0	0.2	1.2	0.2	0.8	0.4	71.3	6.3	8.0	4.0	4.8	2.1	0.2	0.5	9,030
Dunbartonshire / Argyll & Bute	0.1	0.0	0.2	1.1	0.1	0.3	0.4	16.0	74.8	3.1	2.0	0.7	0.5	0.1	0.7	6,220
Renfrewshire / Inverclyde	0.2	0.1	0.3	0.3	0.3	0.5	0.3	16.4	2.4	71.4	0.8	2.5	3.6	0.1	0.8	6,440
North Lanarkshire	0.1	0.0	0.1	2.0	0.2	0.9	1.4	9.8	2.1	0.9	72.9	8.6	0.4	0.2	0.4	3,340
South Lanarkshire	0.0	0.1	0.3	0.6	0.1	1.1	0.8	12.2	0.6	3.1	8.8	69.9	1.3	0.8	0.5	3,140
Ayrshire	0.0	0.1	0.1	0.2	0.1	0.3	0.1	4.2	0.3	3.6	0.2	1.0	88.7	0.6	0.6	6,330
Borders / Dumfries & Galloway	0.0	0.1	0.2	0.2	0.1	1.7	1.3	0.4	0.1	0.1	0.3	0.7	0.8	91.3	2.7	4,430
Not Known	4.9	4.1	3.6	3.9	5.1	7.4	6.8	5.1	2.0	5.6	3.4	2.9	3.8	20.3	21.1	450
All journeys reported	11,790	8,930	7,840	7,230	4,310	7,930	6,240	8,990	6,190	6,410	3,340	3,150	6,320	4,430	720	93,810

** 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.

Councils in each grouping:

Highlands/Islands	Comhairle nan Eilean Siar, Highland, Orkney Islands, Shetland Islands
Grampian	Aberdeen City, Aberdeenshire, Moray
Tayside	Angus, Dundee City, Perth and Kinross
Central	Clackmannanshire, Falkirk, Stirling
Fife	Fife
Edinburgh	City of Edinburgh
Lothians	East Lothian, Midlothian, West Lothian
Glasgow	Glasgow City
Dunbartonshire / Argyll and Bute	Argyle and Bute, East Dunbartonshire, West Dunbartonshire
Renfrewshire / Inverclyde	Renfrewshire, Inverclyde
North Lanarkshire	North Lanarkshire
South Lanarkshire	South Lanarkshire
Ayrshire	East Ayrshire, North Ayrshire, South Ayrshire
Borders / Dumfries & Galloway	Dumfries and Galloway, Scottish Borders

Table TD15: [Council travel to work - workplace] Percentage of employed people (who do not work at home) resident in each council grouping¹ by council grouping of workplace 2014-2018 (combined)

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	Not Known		
Highlands / Islands	82.0	0.6	0.2	0.1	0.2	0.1	0.0	0.0	0.0	0.0	0.1	0.0	0.0	0.0	16.7	2,470
Grampian	0.8	80.2	0.4	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	18.6	1,930
Tayside	0.1	2.7	79.0	1.7	2.6	0.9	0.2	0.6	0.0	0.1	0.3	0.1	0.2	0.2	11.3	1,380
Central	0.1	0.2	0.8	62.5	1.2	6.0	3.4	3.9	0.8	0.1	2.7	0.7	0.1	0.1	17.5	1,540
Fife	0.2	0.3	5.7	1.4	63.5	9.6	2.0	0.3	0.0	0.0	0.5	0.1	0.0	0.0	16.3	910
Edinburgh	0.0	0.2	0.4	0.6	0.9	72.1	6.3	0.8	0.1	0.0	0.5	0.1	0.0	0.2	17.9	1,600
Lothians	0.0	0.2	0.2	1.7	0.8	30.5	45.3	1.4	0.0	0.0	0.8	0.7	0.0	0.4	17.7	1,550
Glasgow	0.0	0.0	0.1	1.0	0.1	1.1	0.4	60.8	4.5	5.7	3.0	3.6	0.9	0.1	18.5	1,800
Dunbartonshire / Argyll & Bute	0.3	0.2	0.0	1.3	0.1	0.7	0.2	26.0	49.0	4.0	2.6	0.9	0.4	0.1	14.3	1,400
Renfrewshire / Inverclyde	0.1	0.1	0.0	0.4	0.3	1.0	0.5	27.0	2.8	45.9	1.0	3.2	2.1	0.0	15.7	1,520
North Lanarkshire	0.0	0.0	0.0	2.0	0.3	1.6	4.0	16.1	1.7	1.3	41.7	7.4	0.6	0.0	23.2	970
South Lanarkshire	0.0	0.0	0.0	1.2	0.3	1.7	2.2	17.9	1.2	3.2	10.8	39.1	0.8	0.6	21.1	870
Ayrshire	0.1	0.2	0.0	0.2	0.0	0.1	0.0	10.0	0.9	4.6	0.2	1.6	65.4	0.5	16.1	1,250
Borders / Dumfries & Galloway	0.0	0.6	0.0	4.2	0.0	3.8	2.3	0.5	0.0	0.1	0.4	0.2	0.6	74.8	16.5	820
Scotland	5.0	9.9	6.3	4.4	4.6	10.9	4.8	13.2	3.4	4.4	4.3	3.8	4.2	3.4	17.4	20,030

** 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

¹Councils in each grouping:

Highlands/Islands	Comhairle nan Eilean Siar, Highland, Orkney Islands, Shetland Islands
Grampian	Aberdeen City, Aberdeenshire, Moray
Tayside	Angus, Dundee City, Perth and Kinross
Central	Clackmannanshire, Falkirk, Stirling
Fife	Fife
Edinburgh	City of Edinburgh
Lothians	East Lothian, Midlothian, West Lothian
Glasgow	Glasgow City
Dunbartonshire / Argyll & Bute	Argyle and Bute, East Dunbartonshire, West Dunbartonshire
Renfrewshire / Inverclyde	Renfrewshire, Inverclyde
North Lanarkshire	North Lanarkshire
South Lanarkshire	South Lanarkshire
Ayrshire	East Ayrshire, North Ayrshire, South Ayrshire
Borders / Dumfries & Galloway	Dumfries and Galloway, Scottish Borders

Table TD16: [Council travel to work - residence] Percentage of those working (other than from home) in each council grouping¹ of residence 2014-2018 (combined)

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	Not Known		
Highlands / Islands	96.9	1.8	0.2	0.1	0.3	0.1	0.1	0.1	0.2	0.1	0.0	0.0	0.1	0.0	2,870	
Grampian	0.4	96.4	2.0	0.1	0.2	0.2	0.2	0.0	0.1	0.0	0.0	0.0	0.1	0.3	2,280	
Tayside	0.1	0.7	91.7	0.7	5.8	0.6	0.2	0.2	0.0	0.0	0.0	0.0	0.0	0.0	1,650	
Central	0.1	0.0	2.8	81.3	2.1	1.3	2.8	2.6	1.4	0.6	3.1	1.6	0.2	0.2	1,610	
Fife	0.3	0.0	4.1	1.5	89.2	1.9	1.3	0.3	0.1	0.4	0.5	0.4	0.0	0.0	1,040	
Edinburgh	0.1	0.0	0.6	3.1	5.7	65.0	20.0	1.2	0.3	0.6	1.0	0.9	0.1	1.5	2,770	
Lothians	0.0	0.0	0.3	4.0	2.7	13.0	67.8	0.9	0.2	0.7	5.5	2.8	0.1	2.1	1,280	
Glasgow	0.0	0.0	0.3	1.7	0.2	0.6	0.8	52.4	9.5	13.5	8.2	8.3	4.4	0.2	3,330	
Dunbartonshire / Argyll & Bute	0.0	0.1	0.0	1.3	0.0	0.3	0.0	15.3	70.5	5.5	3.4	2.1	1.5	0.0	1,250	
Renfrewshire / Inverclyde	0.0	0.0	0.1	0.1	0.0	0.0	0.1	14.6	4.3	68.3	1.9	4.4	6.1	0.1	1,320	
North Lanarkshire	0.2	0.0	0.5	3.6	0.8	1.0	1.4	7.9	3.0	1.5	64.3	15.3	0.3	0.4	940	
South Lanarkshire	0.0	0.0	0.3	1.1	0.2	0.3	1.4	10.9	1.1	5.6	13.0	63.3	2.5	0.3	820	
Ayrshire	0.0	0.0	0.3	0.1	0.0	0.1	0.0	2.5	0.5	3.3	1.0	1.1	90.5	0.7	1,300	
Borders / Dumfries & Galloway	0.0	0.0	0.5	0.2	0.0	0.5	0.9	0.3	0.1	0.0	0.0	1.2	0.9	95.4	900	
Outside Scotland	5.7	12.7	4.8	5.7	6.0	10.1	7.3	12.0	4.0	5.9	8.9	7.4	5.4	4.1	4,940	
All working respondents (other than from home)	5.9	11.9	7.4	5.7	6.5	9.9	7.2	11.3	4.8	6.6	6.6	6.1	5.8	4.3	28,290	

** 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 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.

¹Councils in each grouping:

Highlands/Islands	Comhairle nan Eilean Siar, Highland, Orkney Islands, Shetland Islands
Grampian	Aberdeen City, Aberdeenshire, Moray
Tayside	Angus, Dundee City, Perth and Kinross
Central	Clackmannanshire, Falkirk, Stirling
Fife	Fife
Edinburgh	City of Edinburgh
Lothians	East Lothian, Midlothian, West Lothian
Glasgow	Glasgow City
Dunbartonshire / Argyll & Bute	Argyle and Bute, East Dunbartonshire, West Dunbartonshire
Renfrewshire / Inverclyde	Renfrewshire, Inverclyde
North Lanarkshire	North Lanarkshire
South Lanarkshire	South Lanarkshire
Ayrshire	East Ayrshire, North Ayrshire, South Ayrshire
Borders / Dumfries & Galloway	Dumfries and Galloway, Scottish Borders

Table TD17: Use of ordering services the previous day, 2018

	Supermarket home delivery	Internet shopping	Mail order	Ordered goods by phone	Ordered takeaway food delivery	Sample size (=100%)	Did this reduce the number of trips you made yesterday ¹		
							No	Yes	
All people:	0.8	6.9	0.8	0.4	3.2	6,890	<i>cell percentages</i>		700
							44.4	55.6	
by gender:									
Male	1	7	1	0	4	3,140	44	56	320
Female	1	7	1	0	3	3,740	45	55	380
In another way	**	**	**	**	**	-	**	**	-
Refused	**	**	**	**	**	-	**	**	-
by age:									
16-19	0	4	0	1	6	160	**	**	20
20-29	0	8	1	0	7	800	39	61	120
30-39	1	9	1	0	4	1,110	52	48	150
40-49	1	9	2	1	4	1,030	50	50	150
50-59	1	7	1	0	2	1,250	38	62	130
60-69	0	5	0	0	1	1,190	28	72	60
70-79	0	4	0	1	1	950	52	48	60
80+	0	1	2	0	0	410	**	**	10
by ethnicity									
White Scottish	1	6	1	0	3	5,390	43	57	510
White other British	2	9	2	1	2	920	45	55	120
White Polish	0	16	0	0	2	80	**	**	10
Other white	1	6	1	0	4	300	**	**	40
Asian, Asian Scottish or Asian British	1	6	2	2	4	120	**	**	10
Other	0	9	0	0	7	80	**	**	10
by current situation:									
Self employed	1	7	2	1	2	430	**	**	40
Employed full time	1	8	1	0	5	2,550	44	56	340
Employed part time	1	9	1	0	3	770	43	57	100
Looking after the home/family	1	7	2	0	0	260	**	**	20
Permanently retired from work	0	4	0	1	1	2,050	41	59	120
Unemployed/seeking work	2	2	0	1	3	210	**	**	10
In further/higher education	0	8	0	1	4	240	**	**	40
Permanently sick or disabled	0	3	0	0	4	260	**	**	20
by annual net household income:									
up to £10,000 p.a.	1	4	0	1	3	590	42	58	50
over £10,000 - £15,000	0	3	1	0	3	1,010	37	63	60
over £15,000 - £20,000	0	5	1	0	4	1,000	47	53	70
over £20,000 - £25,000	0	6	1	0	2	800	43	57	70
over £25,000 - £30,000	0	6	0	1	3	660	44	56	70
over £30,000 - £40,000	0	8	0	1	4	1,000	51	49	120
over £40,000 - £50,000	1	9	1	0	3	760	35	65	100
over £50,000 p.a.	2	10	2	0	3	870	48	52	140
by Scottish Index of Multiple Deprivation quintiles:									
1 (20% most deprived)	1	5	0	0	4	1,200	46	54	100
2'	1	7	0	0	4	1,280	42	58	120
3'	1	6	1	1	3	1,520	49	51	150
4'	1	8	1	1	3	1,580	43	57	180
5 (20% least deprived)	1	8	1	0	2	1,310	44	56	150
by urban/rural classification:									
Large urban areas	1	6	1	0	4	2,130	39	61	210
Other urban	1	7	1	0	3	2,300	48	52	240
Small accessible towns	1	9	1	1	4	590	59	41	70
Small remote towns	0	6	2	0	3	400	**	**	40
Accessible rural	1	9	1	1	2	740	47	53	80
Remote rural	1	6	1	0	0	720	46	54	60
by frequency of driving¹:									
Every day	1	8	1	0	3	3,080	44	56	360
At least three times a week	1	8	1	0	2	1,130	41	59	120
Once or twice a week	1	5	1	0	4	440	**	**	50
Less often	2	8	1	0	5	200	**	**	20
Never, but holds full driving licence	1	6	1	1	6	470	38	62	50

** values based on an overall sample size below 50 have been suppressed

1. This question has changed since 2016, so numbers are not comparable

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

Sub-sample size (=100%)	Estimate									
	5%	10%	15%	20%	25%	30%	35%	40%	45%	
	or 95%	or 90%	or 85%	or 80%	or 75%	or 70%	or 65%	or 60%	or 55%	50%
	<i>percentage points (+/-)</i>									
50	6.8	9.4	11.2	12.5	13.6	14.4	14.9	15.3	15.6	15.7
100	4.8	6.6	7.9	8.9	9.6	10.1	10.6	10.9	11.0	11.1
200	3.4	4.7	5.6	6.3	6.8	7.2	7.5	7.7	7.8	7.8
300	2.8	3.8	4.6	5.1	5.5	5.9	6.1	6.3	6.4	6.4
400	2.4	3.3	4.0	4.4	4.8	5.1	5.3	5.4	5.5	5.5
500	2.2	3.0	3.5	4.0	4.3	4.5	4.7	4.9	4.9	5.0
600	2.0	2.7	3.2	3.6	3.9	4.1	4.3	4.4	4.5	4.5
700	1.8	2.5	3.0	3.3	3.6	3.8	4.0	4.1	4.2	4.2
800	1.7	2.3	2.8	3.1	3.4	3.6	3.7	3.8	3.9	3.9
900	1.6	2.2	2.6	3.0	3.2	3.4	3.5	3.6	3.7	3.7
1,000	1.5	2.1	2.5	2.8	3.0	3.2	3.3	3.4	3.5	3.5
1,200	1.4	1.9	2.3	2.6	2.8	2.9	3.0	3.1	3.2	3.2
1,400	1.3	1.8	2.1	2.4	2.6	2.7	2.8	2.9	2.9	3.0
1,600	1.2	1.7	2.0	2.2	2.4	2.5	2.6	2.7	2.8	2.8
1,800	1.1	1.6	1.9	2.1	2.3	2.4	2.5	2.6	2.6	2.6
2,000	1.1	1.5	1.8	2.0	2.1	2.3	2.4	2.4	2.5	2.5
2,500	1.0	1.3	1.6	1.8	1.9	2.0	2.1	2.2	2.2	2.2
3,000	0.9	1.2	1.4	1.6	1.8	1.9	1.9	2.0	2.0	2.0
3,500	0.8	1.1	1.3	1.5	1.6	1.7	1.8	1.8	1.9	1.9
4,000	0.8	1.1	1.3	1.4	1.5	1.6	1.7	1.7	1.7	1.8
5,000	0.7	0.9	1.1	1.3	1.4	1.4	1.5	1.5	1.6	1.6
6,000	0.6	0.9	1.0	1.1	1.2	1.3	1.4	1.4	1.4	1.4
7,000	0.6	0.8	0.9	1.1	1.1	1.2	1.3	1.3	1.3	1.3
8,000	0.5	0.7	0.9	1.0	1.1	1.1	1.2	1.2	1.2	1.2
9,000	0.5	0.7	0.8	0.9	1.0	1.1	1.1	1.1	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	0.4	0.6	0.7	0.8	0.9	0.9	1.0	1.0	1.0	1.0
14,000	0.4	0.6	0.7	0.7	0.8	0.9	0.9	0.9	0.9	0.9
16,000	0.4	0.5	0.6	0.7	0.8	0.8	0.8	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	0.3	0.5	0.6	0.6	0.7	0.7	0.7	0.8	0.8	0.8
25,000	0.3	0.4	0.5	0.6	0.6	0.6	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	0.6	0.6
35,000	0.3	0.4	0.4	0.5	0.5	0.5	0.6	0.6	0.6	0.6
40,000	0.2	0.3	0.4	0.4	0.5	0.5	0.5	0.5	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% ± 3.9% points

2018 Design factor = 1.13

Formula used is $CI = 1.13 \times 1.96 \times \sqrt{((\% \times (1-\%)) / n)}$

Table TD2a: [Main mode by distance] Percentage of journeys by main mode by straight line distance, 2018 ¹

	Walking	Driver car/van	Passenger car/van	Main Mode of Transport					Other	Sample size
				Bicycle	Bus	Taxi/ minicab	Rail			
All	19.8	52.9	12.8	1.4	8	1.4	2.6	1	17,790	
by distance:										
Under 1 km	60	29	7	1	2	1	0	1	4,210	
1 to under 2km	28	45	13	2	8	2	0	1	2,820	
2 to under 3km	15	55	13	2	12	2	0	1	1,600	
3 to under 5km	6	56	15	2	15	2	3	1	2,190	
5 to under 10km	2	67	13	1	11	1	3	1	2,830	
10 to under 15km	0	72	13	1	7	2	5	1	1,360	
15 to 20km	0	71	16	1	5	0	7	0	840	
20 to 40km	0	68	18	0	7	0	5	2	1,260	
40km and over	0	55	23	.	2	1	14	5	670	

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

Table TD4: [Distance] Percentage of journeys made by straight line distance travelled, 2012-2018 ¹

	2012 ²	2013	2014	2015	2016	2017	2018
Under 1 km	25.9	24.6	25.4	22.7	24.1	22.7	21.4
1 to under 2km	15.6	15.2	14.9	15.3	15.5	15.5	15.8
2 to under 3km	10.6	10.1	9.8	10.0	9.7	10.6	9.2
3 to under 5km	11.9	12.3	12.6	13.1	12.2	12.3	13.0
5 to under 10km	14.7	16.0	15.3	16.2	15.0	15.6	16.3
10 to under 15km	7.2	7.2	7.5	7.2	7.3	7.2	7.6
15 to 20km	4.0	4.2	4.3	4.2	4.4	4.5	4.8
20 to 40km	6.6	6.6	6.8	7.2	7.8	7.8	7.7
40km and over	3.5	3.8	3.4	4.1	3.8	3.7	4.2
Sample size (=100%)	19,740	20,180	19,930	18,710	19,050	18,320	17,780

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 the publication.

More details on the differences between the straight line and road network distance can be found in TATIS Appendix A.

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

Table TD4a: [Distance by main mode] Percentage of journeys by straight line distance by main mode, 2018 ¹

	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	21.4	15.8	9.2	13.0	16.3	7.6	4.8	7.7	4.2	17,780
by mainmode:										
Walking	65	22	7	4	1	0	0	0	0	3,780
Driver car	12	14	10	14	20	10	6	10	4	8,990
Driver van	8	7	7	5	26	15	5	15	12	270
Passenger car	11	17	9	15	16	7	6	11	7	2,100
Passenger van	10	7	10	19	24	11	1	5	14	70
Bicycle	21	28	12	16	16	6	2	1	.	200
Bus	5	16	14	25	23	6	3	7	1	1,520
Taxi/minicab	15	21	15	21	13	9	1	2	2	240
Rail	1	1	1	13	21	14	13	14	23	380
Other	11	9	7	12	19	6	2	12	21	230

contain fewer than 5 respondents.

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 the publication. More details on the differences between the straight line and road network distance can be found in TATIS Appendix A.

Table TD5: [Distance] Distance in km (straight line) summary statistics 2012-2018 ¹

	2012 ³	2013	2014	2015	2016	2017	2018
Lower Decile	0.4	0.4	0.4	0.4	0.4	0.4	0.5
Lower Quartile	1.0	1.0	1.0	1.1	1.0	1.1	1.2
Median	2.7	3.0	3.0	3.3	3.1	3.1	3.5
Upper Quartile	8.3	8.7	8.5	9.0	9.2	9.1	9.8
Upper Decile	20.2	20.8	20.2	21.8	22.3	22.1	23.0
Mean	8.2	8.5	8.3	8.8	8.8	8.9	9.5
Sample size	19,740	20,180	19,930	18,710	19,050	18,320	17,780

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 the publication. 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. Due to a small number of missing distances not having been excluded in the past, some of the mean distances are slightly modified from past published values.

Table TD5a: [Distance] Distance (straight line) summary statistics by mode of transport, 2017 ¹

	Walking	Driver car/van	Passenger car/van	Main Mode of Transport					Other	All modes
				Bicycle	Bus	Taxi/ minicab	Rail			
Lower Decile	0.2	0.9	0.9	0.7	1.5	0.7	4.1	0.8	0.4	
Lower Quartile	0.3	2.1	1.9	1.2	2.5	1.6	6.7	2.4	1.1	
Median	0.6	5.1	4.2	1.8	4.0	2.9	14.5	4.5	3.1	
Upper Quartile	1.1	12.5	11.8	4.1	7.8	6.2	27.9	21.9	9.1	
Upper Decile	1.9	26.3	25.2	8.0	15.8	15.9	52.8	104.5	22.1	
Mean	1.0	11.0	11.1	4.5	7.2	7.8	22.9	38.6	8.9	
Sample size	3,920	9,830	2,200	230	1470	230	340	110	18,320	

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 the publication.

Annex B

The Scottish Access to Bus Indicator (SABI) gives a score for the accessibility of bus services in each data zone and provides an objective measure of accessibility to public transport by bus in Scotland.

The analysis was based on Traveline data, which was used to find all bus stops within a 400 meter walking distance, by path or road, of each 2011 Census Output Area Centroid in Scotland. For each centroid, the total frequency of buses per hour for each bus stop within 400 meter was summed. This resulted in a total average number of buses per hour accessible within 400 meter of each output area centroid, on both weekdays and at the weekend. Transport Scotland chose the 400 meter distance to walk to a bus stop, in line with DfT work and wider public transport planning guidance.

The indicator provides separate scores for weekday and weekend services. The output areas are aggregated to data zones using a population weighted average. The datazones are then ordered by quintile and decile, from least to most accessible.

The analysis was first conducted for 2017, with the results reported in [Transport and Travel in Scotland 2016](#)

Annex B: 2019 Scottish Access to Bus Indicator

SABI table 1: Weekday scores (deciles)

	Least accessible	2	3	4	5	6	7	8	9	Most accessible
Large urban areas	2.4%	2.4%	4.1%	5.2%	6.9%	9.8%	11.0%	13.3%	18.9%	26.1%
Other urban	4.0%	6.8%	9.6%	12.0%	12.5%	14.3%	14.3%	13.3%	9.5%	3.7%
Small accessible towns	8.7%	13.1%	17.1%	17.9%	17.6%	9.7%	8.4%	4.8%	2.5%	0.3%
Small remote towns	4.3%	24.1%	21.8%	19.8%	18.3%	6.2%	3.5%	2.0%	0.0%	0.0%
Accessible rural	30.8%	26.0%	18.5%	11.9%	7.0%	3.1%	1.3%	1.4%	0.1%	0.0%
Remote rural	55.3%	28.8%	11.2%	3.3%	1.2%	0.0%	0.2%	0.0%	0.0%	0.0%

SABI table 2: Weekend scores (deciles)

	Least accessible	2	3	4	5	6	7	8	9	Most accessible
Large urban areas	2.4%	2.2%	3.7%	4.6%	5.8%	8.4%	10.5%	14.8%	20.0%	27.6%
Other urban	3.9%	6.8%	10.0%	12.0%	14.0%	14.8%	14.7%	12.7%	8.6%	2.5%
Small accessible towns	8.4%	14.8%	16.3%	18.9%	16.8%	12.5%	7.4%	3.3%	1.6%	0.2%
Small remote towns	6.6%	24.9%	20.2%	21.0%	15.2%	6.6%	5.1%	0.4%	0.0%	0.0%
Accessible rural	28.8%	26.1%	20.5%	12.0%	7.0%	2.6%	1.8%	0.7%	0.5%	0.0%
Remote rural	58.3%	26.7%	9.4%	4.0%	0.9%	0.7%	0.0%	0.0%	0.0%	0.0%

SABI table 3: Weekday scores (quintiles)

	Least accessible	2	3	4	Most accessible
Large urban areas	4.8%	9.3%	16.7%	24.3%	45.0%
Other urban	10.8%	21.6%	26.8%	27.6%	13.2%
Small accessible towns	21.8%	35.0%	27.3%	13.1%	2.8%
Small remote towns	28.4%	41.6%	24.5%	5.5%	0.0%
Accessible rural	56.7%	30.4%	10.1%	2.7%	0.1%
Remote rural	84.1%	14.5%	1.2%	0.2%	0.0%

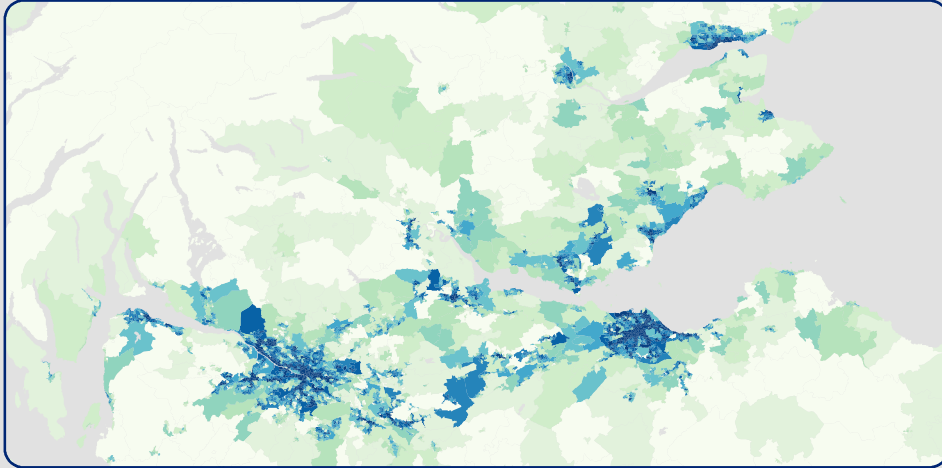
SABI table 4: Weekend scores (quintiles)

	Least accessible	2	3	4	Most accessible
Large urban areas	4.5%	8.3%	14.3%	25.3%	47.6%
Other urban	10.8%	22.0%	28.8%	27.4%	11.1%
Small accessible towns	23.2%	35.1%	29.2%	10.7%	1.8%
Small remote towns	31.5%	41.3%	21.8%	5.5%	0.0%
Accessible rural	54.9%	32.6%	9.6%	2.5%	0.5%
Remote rural	85.0%	13.4%	1.6%	0.0%	0.0%

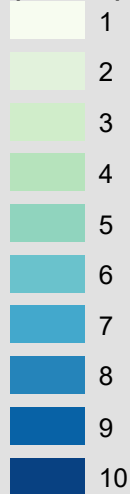
highest row percentage

Scottish Access to Bus Indicator 2019 - Weekday Score

Map shows the weekday results for SABI 2019, categorised into deciles where 1 indicates the data zones in Scotland with the poorest accessibility to bus services and 10 indicates those with the greatest.



Weekday Score (Decile)

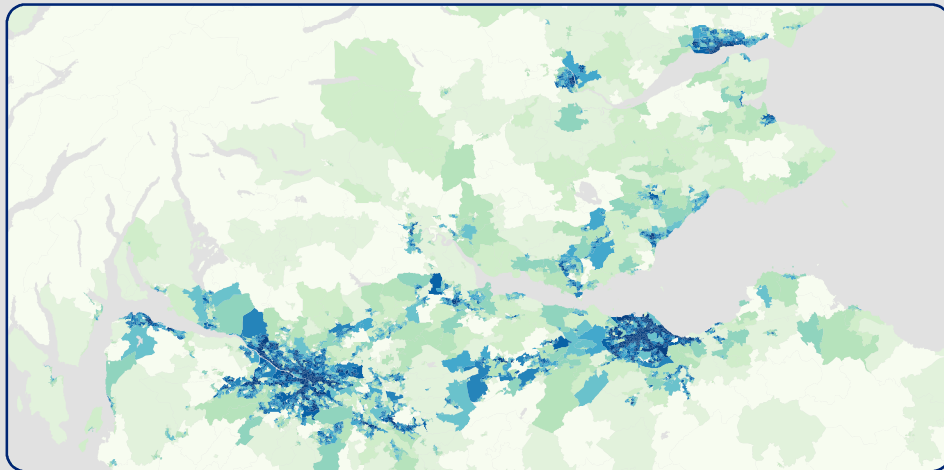


© Crown copyright. All rights reserved Scottish Government 2019. © Crown copyright and database right 2019. Ordnance Survey (OS Licence number 100024655).

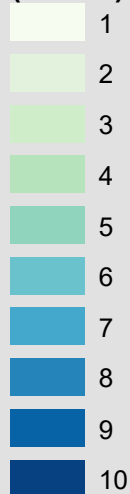
Scale: 1:2,550,000

Scottish Access to Bus Indicator 2019 - Weekend Score

Map shows the weekend results for SABI 2019, categorised into deciles where 1 indicates the data zones in Scotland with the poorest accessibility to bus services and 10 indicates those with the greatest.



Weekend Score (Decile)



© Crown copyright. All rights reserved Scottish Government 2019. © Crown copyright and database right 2019. Ordnance Survey (OS Licence number 100024655).

Scale: 1:2,550,000

9. BACKGROUND INFORMATION

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

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

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

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

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

Revisions

In previous years a small number of journeys had been incorrectly recorded as very long distances. These were corrected for 2013, 2014 and 2016 in the 2017 publication. In this publication, 2015 figures have also been corrected. The tables affected by the revisions are TD4 and TD5. The impact on values in table TD4 has been small. In table TD5, some upper decile and mean distance values are lower than previously published.

Published results, and anonymised data

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

Transport statistics publications are available on the Transport Scotland Statistics webpages at <https://www.transport.gov.scot/our-approach/statistics/#>

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

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

Enquiries and further information

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

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

Tel: 0131 244 0824

Fax: 0131 244 7573

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

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

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

Tel: 0131 244 3004

E-mail: transtat@transport.gov.scot

Further information about the survey can be found on the SHS *website* at <https://www.gov.scot/Topics/Statistics/16002>

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:

<https://www.transport.gov.scot/our-approach/statistics/#>

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

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

A NATIONAL STATISTICS PUBLICATION FOR SCOTLAND

The United Kingdom Statistics Authority has designated these statistics as National Statistics, in accordance with the Statistics and Registration Service Act 2007 and signifying compliance with the Code of Practice for Official Statistics.

Designation can be interpreted to mean that the statistics: meet identified user needs; are produced, managed and disseminated to high standards; and are explained well.

Correspondence and enquiries

For enquiries about this publication please contact:

Keith Hoy

Transport Scotland Analytical Services,

Telephone: 0131 244 3004

e-mail: transtat@transport.gov.scot

For general enquiries about Scottish Government statistics please contact:

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

e-mail: statistics.enquiries@gov.scot

How to access background or source data

The data collected for this statistical bulletin:

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@transport.gov.scot or further information.

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

Complaints and suggestions

If you are not satisfied with our service or have any comments or suggestions, please write to the Chief Statistician, 3WR, St Andrews House, Edinburgh, EH1 3DG, Telephone: 0131 244 0302, e-mail statistics.enquiries@gov.scot.

If you would like to be consulted about statistical collections or receive notification of publications, please register your interest at www.scotland.gov.uk/scotstat

Details of forthcoming publications can be found at www.scotland.gov.uk/statistics

Most recent editions of Transport Statistics Publications - available here

<https://www.transport.gov.scot/publications/>

Title	Last published	Notes
Scottish Transport Statistics	February 2019	
Transport and Travel in Scotland	September 2019	Web only
Reported Road Casualties Scotland	October 2018	
Key Reported Road Casualties Scotland	June 2019	Web only

ISSN 1351 3869

ISBN 978-1-911582-81-6

Crown Copyright

You may use or re-use this information (not including logos) free of charge in any format or medium, under the terms of the Open Government Licence. See: www.nationalarchives.gov.uk/doc/open-government-licence/