

Scottish Government

Monitoring and Evaluation of the Smarter Choices Smarter Places Programme

Analysis of National Data Sources and Trends

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Contents

| | | |
|------|--|----|
| 1.0 | Introduction | 1 |
| | <i>Data sources</i> | 1 |
| | <i>Scope of the Analysis</i> | 1 |
| 2.0 | Trip mode split | 3 |
| 3.0 | Travel to work mode split | 3 |
| | <i>SCSP target areas in context</i> | 3 |
| | <i>National trends</i> | 6 |
| 4.0 | Travel to school mode split | 10 |
| | <i>SCSP target areas in context</i> | 10 |
| | <i>National trends</i> | 11 |
| 5.0 | Accessibility of key services | 13 |
| 6.0 | Active Travel Modes..... | 15 |
| | <i>Walking</i> | 15 |
| | <i>Cycling</i> | 16 |
| 7.0 | Perceptions of Public Transport..... | 18 |
| 8.0 | Household Car and Bicycle Availability and Ownership | 24 |
| 9.0 | Population Density | 26 |
| 10.0 | Health | 27 |
| | <i>Self-reported general health</i> | 27 |
| | <i>Physical activity - general</i> | 30 |
| 11.0 | Overall deprivation | 35 |
| 12.0 | Environment..... | 36 |
| 13.0 | Neighbourhood | 37 |
| 14.0 | Liftsharing..... | 38 |
| 15.0 | Odometer Readings when MOT-testing cars..... | 41 |
| 16.0 | Conclusions | 44 |

1.0 Introduction

- 1.1 This working paper has been prepared as part of a project for the Scottish Government to evaluate the Smarter Choices Smarter Places (SCSP) programme. It sets out the results of an analysis of national data sets. These results fulfill two main functions within the project:
- They help put the seven SCSP target areas in context ; and
 - They provide a picture of national data trends that can be compared with the changes observed in the SCSP target areas.

Data sources

- 1.2 The main national data sets covered by the analysis were:
- Census 2001 statistics;
 - The Scottish Household Survey (SHS);
 - National Travel Survey (NTS);
 - National traffic data (Scottish Transport Statistics);
 - The Hands Up Scotland survey of school travel habits;
 - The accessibility and health domains of the Scottish Index of Multiple Deprivation (SIMD); and
 - The Scottish Health Survey (SHeS).
 - Records of MOT tests from VoSA.

Scope of the Analysis

- 1.3 The analysis aimed to draw out key information from the national data sets for the seven SCSP target areas, where information was available at an appropriate geographically disaggregated level (eg. from the census data). It also aimed to distil national information and trends for key indicators that are relevant to the evaluation of the SCSP programme, which could be used as comparators to set the target area results in context.
- 1.4 Specifically, for each of the target areas and for Scotland as a whole, the following indicators were analysed:
- Mode share for all trips (national data)
 - Travel to work mode share.
 - Travel to study mode share.

- Travel times to the nearest GP and the nearest post office by car and PT, as indicators of accessibility.
- Household car ownership levels.
- Population density.
- Self-reported general health (SHeS 2003 figures).
- Physical activity (SHeS 2003 figures).
- Overall deprivation (SIMD statistics 2006).
- VoSA data on car odometer changes in Scotland by postcode area.
- Liftshare data.

1.5 In addition, national trends were reviewed for:

- Travel to work and school percentage mode splits.
- Perceptions of public transport.
- Active travel (walking and cycling) statistics.
- Greenhouse gas emissions from transport.
- Perceptions of neighbourhood.

1.6 The results of these analyses are set out in the following sections.

2.0 Trip mode split

- 2.1 Table 2.1 shows the national percentage of trips (all purposes) made by different travel modes across Scotland. This is shown as time series data from 1999 to 2011 (the latest available), and is drawn from the Scottish Household Survey results.

3.0 Travel to work mode split

SCSP target areas in context

- 3.1 Table 3.1 shows the percentage mode split for travel to work or study for the target areas (and, for comparison, the whole of Scotland) from the Census 2001 data¹. The 2001 Census data, although well out-of-date, is the latest whole population data available at the time of reporting in 2012 as the 2011 Census data is not yet published.
- 3.2 There is little commonality in mode split figures between the target areas selected for the SCSP programme, reflecting their diverse characteristics. For example:
- Mode share for commuting to work or study as a car or van driver ranges from 22.9% of trips in Glasgow up to 48.2% in Larbert-Stenhousemuir, compared with a national average for Scotland of 38.7%;
 - Mode share for commuting as a car or van passenger ranges from 8.9% in Glasgow up to 14.4% in Dumfries, compared with a national average of 11.4%;
 - Mode share for commuting by bus or coach varies from 2.4% in Kirkwall up to 28.0% in Glasgow, compared with a national average of 15.6%;
 - Mode share for walking to work or educational establishment ranges from 18.8% in Barrhead up to 39.5% in Kirkwall, compared with a national average of 22.0%; and
 - Mode share for cycling varies from 0.4% in Kirkintilloch up to 3.8% in Kirkwall, compared to a national average of 1.3%.

¹ Travel to work and travel to study are considered together (rather than as separate trip purposes) within the web based 2001 Census analyser (SCROL).

Table 2.1 National trip mode split (main mode)

| % of trips made by each mode of transport (main mode) | | | | | | | | | | | | | |
|--|-------|-------|-------|-------|-------|-------|-------|-------|-------|--------|--------|--------|--------|
| | 1999 | 2000 | 2001 | 2002 | 2003 | 2004 | 2005 | 2006* | 2007 | 2008 | 2009 | 2010 | 2011 |
| Bicycle | 1.1 | 0.9 | 0.7 | 0.8 | 0.8 | 0.8 | 0.9 | 0.9 | 0.7 | 1.0 | 0.9 | 0.8 | 1.3 |
| Bus | 9.4 | 9.8 | 9.9 | 10.6 | 9.7 | 10.3 | 10.4 | 11.2 | 9.3 | 9.1 | 8.6 | 8.7 | 9.1 |
| Driver car/van | 49.4 | 50.7 | 50.8 | 51.8 | 53.7 | 52.7 | 54.6 | 54.5 | 50.2 | 49.8 | 51.0 | 51.1 | 49.9 |
| Other | 1.3 | 1.1 | 1.1 | 1.3 | 1.1 | 1.4 | 1.2 | 0.9 | 1.1 | 1.0 | 1.0 | 1.0 | 1.2 |
| Passenger car/van | 16 | 16.6 | 16.1 | 15.5 | 16.2 | 15.8 | 15.4 | 15.4 | 13.4 | 13.8 | 13.3 | 14.3 | 13.1 |
| Rail | 1.4 | 1.2 | 1.4 | 1.1 | 1.3 | 1.7 | 1.9 | 1.8 | 1.7 | 1.6 | 1.9 | 1.4 | 2.0 |
| Taxi/minicab | 1.9 | 1.6 | 1.9 | 1.8 | 1.6 | 1.9 | 2.2 | 1.6 | 1.5 | 1.5 | 1.4 | 0.8 | 1.3 |
| Walking | 19.5 | 18.1 | 18.2 | 17.0 | 15.6 | 15.3 | 13.5 | 13.6 | 22 | 22.2 | 21.8 | 22.0 | 22.1 |
| Sample size (no.of trips) | 28389 | 28557 | 28524 | 26944 | 26790 | 27122 | 24658 | 25215 | 20519 | 20,449 | 18,679 | 16,296 | 17,593 |
| * Prior to 2007 only journeys over 1/4 mile or 5 minutes on foot were recorded. Since 2007 all journey lengths are recorded. This creates a discontinuity in the time series between 2006 and 2007. | | | | | | | | | | | | | |

Source: Scottish Household Survey results

Table 3.1 Mode of travel to work or study (2001 Census) for SCSP target areas and for Scotland

| SCSP target area | Mode of travel to work or study (excludes those not working or studying) | | | | | | | | | | |
|-----------------------|--|--|-------------------|------------------------------------|-----------------------------|----------------------------------|---------------------------------------|--|---------------------|------------------|-------------------------|
| | Works or studies mainly from home | Commutes by underground, tube, metro or light rail | Commutes by train | Commutes by bus, minibuss or coach | Commutes by taxi or minicab | Commutes by driving a car or van | Commutes as a passenger in car or van | Commutes by motorcycle, scooter or moped | Commutes by bicycle | Commutes on foot | Commutes by other means |
| Barrhead | 4.3% | 0.2% | 6.9% | 15.2% | 1.2% | 38.9% | 13.0% | 0.5% | 0.5% | 18.8% | 0.6% |
| Dumfries | 4.6% | 0.0% | 0.4% | 10.4% | 0.6% | 41.8% | 14.4% | 0.5% | 2.9% | 23.8% | 0.5% |
| Dundee | 5.7% | 0.0% | 0.6% | 16.0% | 0.6% | 27.2% | 10.2% | 0.3% | 1.1% | 37.8% | 0.5% |
| Glasgow | 5.1% | 0.9% | 4.7% | 28.0% | 1.4% | 22.9% | 8.9% | 0.3% | 0.8% | 26.6% | 0.5% |
| Kirkintilloch | 4.4% | 0.1% | 6.7% | 11.5% | 1.5% | 43.6% | 10.7% | 0.3% | 0.4% | 20.4% | 0.4% |
| Kirkwall | 5.0% | 0.0% | 0.0% | 2.4% | 0.5% | 33.5% | 12.7% | 0.5% | 3.8% | 39.5% | 2.0% |
| Larbert-Stenhousemuir | 4.1% | 0.0% | 4.4% | 7.7% | 0.8% | 48.2% | 13.5% | 0.5% | 1.0% | 19.3% | 0.4% |
| Max | 5.7% | 0.9% | 6.9% | 28.0% | 1.5% | 48.2% | 14.4% | 0.5% | 3.8% | 39.5% | 2.0% |
| Min | 4.1% | 0.0% | 0.0% | 2.4% | 0.5% | 22.9% | 8.9% | 0.3% | 0.4% | 18.8% | 0.4% |
| Median value | 4.6% | 0.0% | 4.4% | 11.5% | 0.8% | 38.9% | 12.7% | 0.5% | 1.0% | 23.8% | 0.5% |
| Scotland | 5.8% | 0.4% | 2.8% | 15.6% | 0.9% | 38.7% | 11.4% | 0.4% | 1.3% | 22.0% | 0.9% |

National trends

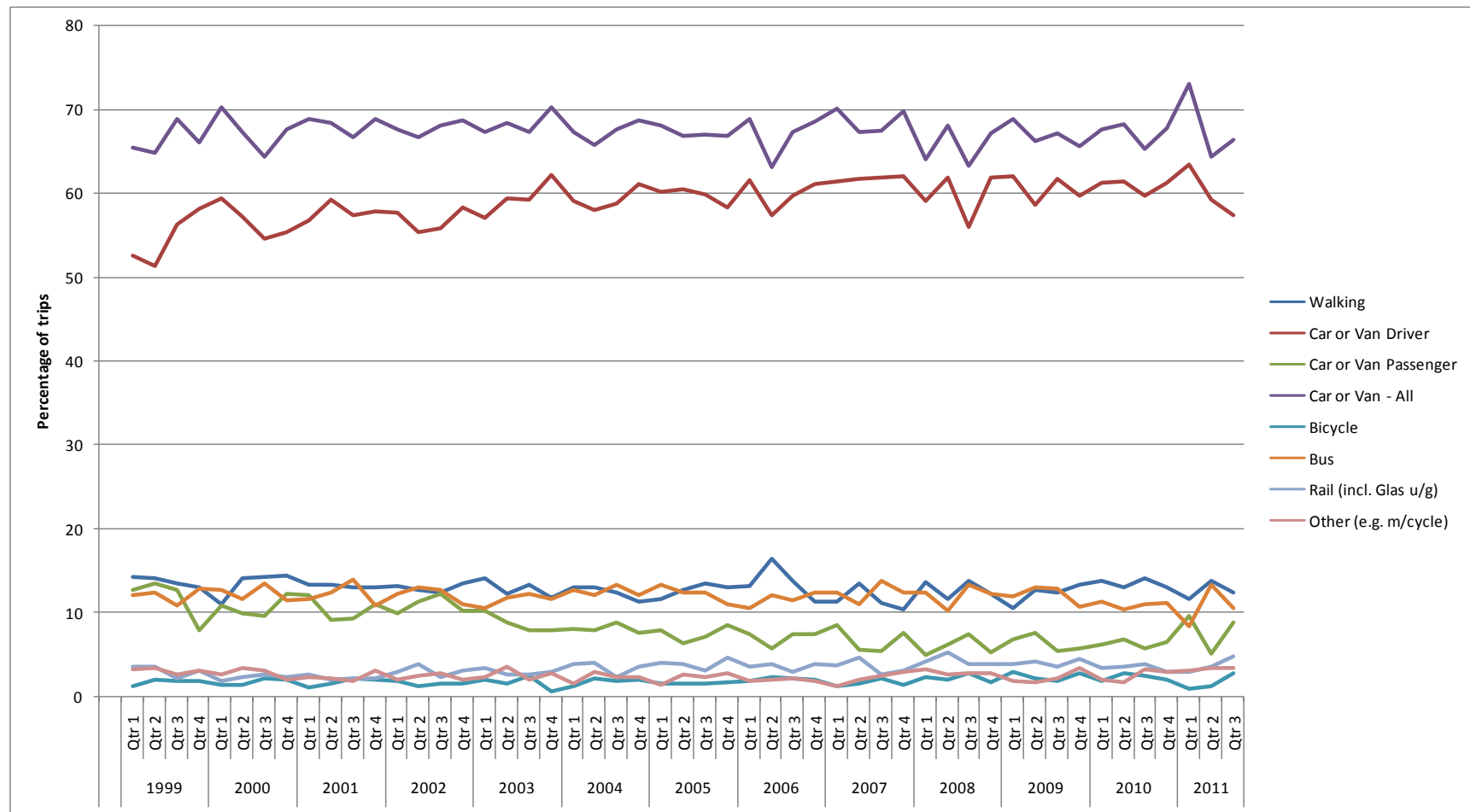
- 3.3 Information on Scottish national trends for travel to work is available from the results of the Scottish Household Survey (SHS). These are particularly useful in giving an indication of how travel to work habits have changed since the 2001 Census and (more particularly) over the period of the SCSP programme from 2009-12.
- 3.4 Quarterly SHS figures for mode of travel to work are shown in Table 3.2 and Figure 3.1. These are the latest published quarterly data, covering a time series from 1999 up to the third quarter of 2011². It should be noted that the figures shown are not directly comparable with those from the 2001 Census shown in Table 3.1, because the census figures combine travel to work with travel to study. The SHS percentage figures also exclude people working from home. National Travel Survey (NTS) data for Scotland on travel to work are “broadly in line with those reported by the Scottish Household Survey” but draw on a much smaller sample size so are not cited here.
- 3.5 The quarterly data shows that (excluding home workers) around two thirds of those who travel to work usually go by car or van. This percentage travelling to work by car or van has been relatively unchanged since 1999. However, there has been an increase in those driving, rather than being a passenger. Travel to work on foot, by bus or bicycle has fluctuated but displayed no clear trends over the period since 1999.
- 3.6 Figures 3.2 and 3.3 illustrate the quarterly SHS figures in more detail for the period broadly corresponding to the SCSP intervention period (2009 to 2011). These include linear trend lines for each mode of travel. The trends shown should be treated with caution, however, because of the short time period and the size of fluctuations from quarter to quarter.

² Scottish Government. Scottish Household Survey - 2011 Quarter 3 Data Release, published 23rd February 2012.

**Table 3.2 Percentage mode split for travel to work (Scottish Household Survey) from 1999 to 2011
(excluding home-workers)**

| Year | Qtr | Walking | Car or Van Driver | Car or Van Passenger | Car or Van - All | Bicycle | Bus | Rail (incl. Glas u/g) | Other (e.g. m/cycle) |
|------|-------|---------|-------------------|----------------------|------------------|---------|------|-----------------------|----------------------|
| 1999 | Qtr 1 | 14.3 | 52.6 | 12.8 | 65.4 | 1.2 | 12.2 | 3.6 | 3.2 |
| | Qtr 2 | 14.1 | 51.3 | 13.5 | 64.8 | 2.0 | 12.4 | 3.5 | 3.3 |
| | Qtr 3 | 13.6 | 56.2 | 12.7 | 68.9 | 1.8 | 10.9 | 2.2 | 2.6 |
| | Qtr 4 | 13.0 | 58.2 | 7.9 | 66.1 | 1.8 | 12.9 | 3.1 | 3.1 |
| 2000 | Qtr 1 | 11.1 | 59.3 | 10.9 | 70.2 | 1.4 | 12.7 | 1.9 | 2.6 |
| | Qtr 2 | 14.1 | 57.2 | 10.0 | 67.2 | 1.4 | 11.7 | 2.3 | 3.4 |
| | Qtr 3 | 14.3 | 54.6 | 9.7 | 64.3 | 2.2 | 13.5 | 2.7 | 3.1 |
| | Qtr 4 | 14.5 | 55.4 | 12.2 | 67.6 | 2.0 | 11.5 | 2.3 | 2.1 |
| 2001 | Qtr 1 | 13.3 | 56.8 | 12.1 | 68.9 | 1.1 | 11.6 | 2.7 | 2.4 |
| | Qtr 2 | 13.3 | 59.2 | 9.2 | 68.4 | 1.5 | 12.5 | 2.0 | 2.2 |
| | Qtr 3 | 13.0 | 57.4 | 9.3 | 66.7 | 2.2 | 14.0 | 2.2 | 1.9 |
| | Qtr 4 | 13.1 | 57.8 | 11.0 | 68.8 | 2.1 | 10.9 | 2.2 | 3.0 |
| 2002 | Qtr 1 | 13.2 | 57.7 | 9.9 | 67.6 | 1.9 | 12.3 | 3.0 | 2.1 |
| | Qtr 2 | 12.7 | 55.3 | 11.3 | 66.6 | 1.3 | 13.0 | 3.9 | 2.5 |
| | Qtr 3 | 12.5 | 55.8 | 12.3 | 68.1 | 1.5 | 12.7 | 2.4 | 2.8 |
| | Qtr 4 | 13.5 | 58.3 | 10.3 | 68.6 | 1.6 | 11.1 | 3.1 | 2.1 |
| 2003 | Qtr 1 | 14.1 | 57.0 | 10.3 | 67.3 | 2.1 | 10.6 | 3.4 | 2.4 |
| | Qtr 2 | 12.2 | 59.4 | 8.9 | 68.3 | 1.6 | 11.8 | 2.7 | 3.5 |
| | Qtr 3 | 13.3 | 59.2 | 8.0 | 67.2 | 2.6 | 12.3 | 2.7 | 2.0 |
| | Qtr 4 | 11.8 | 62.2 | 8.0 | 70.2 | 0.6 | 11.7 | 3.0 | 2.7 |
| 2004 | Qtr 1 | 13.1 | 59.1 | 8.1 | 67.2 | 1.3 | 12.8 | 3.9 | 1.6 |
| | Qtr 2 | 13.0 | 57.9 | 7.9 | 65.8 | 2.2 | 12.1 | 4.0 | 2.9 |
| | Qtr 3 | 12.5 | 58.7 | 8.9 | 67.6 | 1.9 | 13.3 | 2.4 | 2.3 |
| | Qtr 4 | 11.3 | 61.1 | 7.6 | 68.7 | 2.0 | 12.1 | 3.6 | 2.3 |
| 2005 | Qtr 1 | 11.6 | 60.1 | 8.0 | 68.1 | 1.6 | 13.3 | 4.0 | 1.4 |
| | Qtr 2 | 12.7 | 60.4 | 6.4 | 66.8 | 1.6 | 12.4 | 3.8 | 2.6 |
| | Qtr 3 | 13.5 | 59.9 | 7.1 | 67.0 | 1.5 | 12.4 | 3.1 | 2.4 |
| | Qtr 4 | 13.1 | 58.3 | 8.5 | 66.8 | 1.7 | 11.1 | 4.6 | 2.7 |
| 2006 | Qtr 1 | 13.2 | 61.5 | 7.4 | 68.9 | 1.8 | 10.6 | 3.6 | 1.9 |
| | Qtr 2 | 16.5 | 57.4 | 5.7 | 63.1 | 2.3 | 12.1 | 3.9 | 2.0 |
| | Qtr 3 | 13.9 | 59.7 | 7.5 | 67.2 | 2.2 | 11.5 | 3.0 | 2.2 |
| | Qtr 4 | 11.4 | 61.1 | 7.4 | 68.5 | 2.0 | 12.4 | 3.9 | 1.9 |
| 2007 | Qtr 1 | 11.3 | 61.4 | 8.6 | 70.0 | 1.3 | 12.5 | 3.7 | 1.3 |
| | Qtr 2 | 13.5 | 61.7 | 5.6 | 67.3 | 1.5 | 11.0 | 4.6 | 2.1 |
| | Qtr 3 | 11.2 | 61.9 | 5.5 | 67.4 | 2.2 | 13.9 | 2.7 | 2.5 |
| | Qtr 4 | 10.4 | 62.0 | 7.7 | 69.7 | 1.4 | 12.5 | 3.1 | 2.9 |
| 2008 | Qtr 1 | 13.7 | 59.0 | 5.0 | 64.0 | 2.4 | 12.4 | 4.2 | 3.2 |
| | Qtr 2 | 11.7 | 61.8 | 6.2 | 68.0 | 2.1 | 10.3 | 5.2 | 2.6 |
| | Qtr 3 | 13.9 | 55.9 | 7.4 | 63.3 | 2.8 | 13.4 | 3.8 | 2.8 |
| | Qtr 4 | 12.3 | 61.8 | 5.3 | 67.1 | 1.7 | 12.3 | 3.8 | 2.7 |
| 2009 | Qtr 1 | 10.6 | 62.0 | 6.8 | 68.8 | 3.0 | 12.0 | 3.8 | 1.9 |
| | Qtr 2 | 12.7 | 58.6 | 7.6 | 66.2 | 2.2 | 13.0 | 4.2 | 1.8 |
| | Qtr 3 | 12.4 | 61.7 | 5.4 | 67.1 | 1.8 | 12.9 | 3.6 | 2.2 |
| | Qtr 4 | 13.3 | 59.7 | 5.8 | 65.5 | 2.8 | 10.7 | 4.5 | 3.3 |
| 2010 | Qtr 1 | 13.8 | 61.3 | 6.3 | 67.6 | 1.8 | 11.4 | 3.4 | 2.1 |
| | Qtr 2 | 13.1 | 61.4 | 6.8 | 68.2 | 2.9 | 10.4 | 3.5 | 1.8 |
| | Qtr 3 | 14.2 | 59.6 | 5.7 | 65.3 | 2.5 | 11.0 | 3.8 | 3.2 |
| | Qtr 4 | 13.0 | 61.2 | 6.6 | 67.8 | 2.0 | 11.2 | 3.0 | 2.9 |
| 2011 | Qtr 1 | 11.7 | 63.4 | 9.6 | 73.0 | 0.9 | 8.4 | 2.9 | 3.0 |
| | Qtr 2 | 13.9 | 59.2 | 5.2 | 64.4 | 1.3 | 13.4 | 3.6 | 3.4 |
| | Qtr 3 | 12.4 | 57.4 | 8.9 | 66.3 | 2.9 | 10.5 | 4.7 | 3.3 |

Figure 3.1 Mode of travel to work (Scottish Household Survey) from 1999 to 2011 (excluding home-workers)³



³ Scottish Government. Scottish Household Survey - 2011 Quarter 3 Data Release, published 23rd February 2012.

Figure 3.2 National trends in travel to work by car over the SCSP project period (Scottish Household Survey)

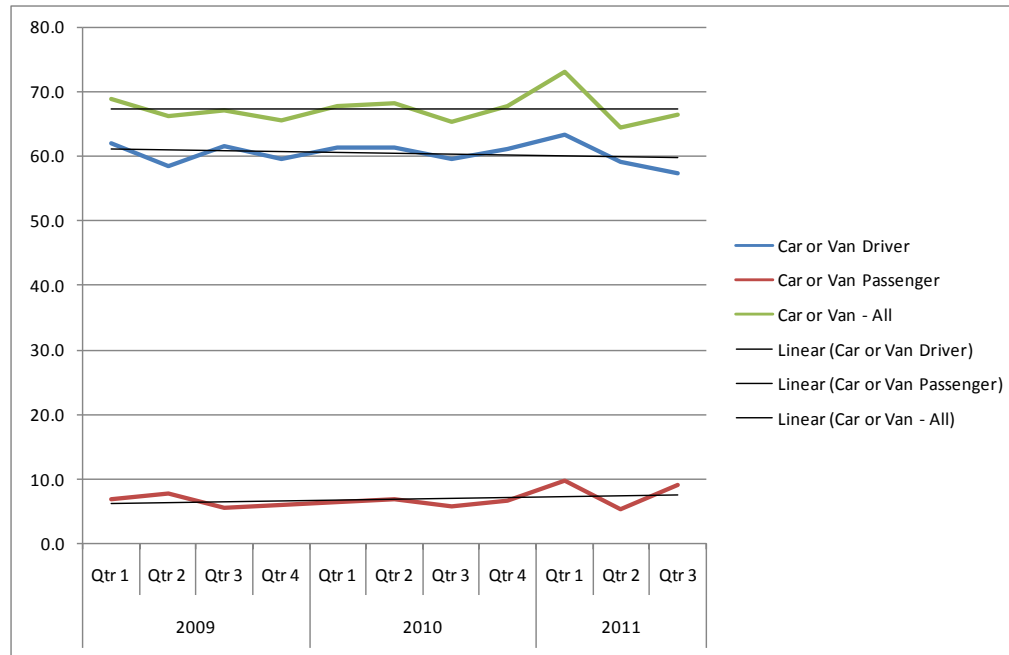
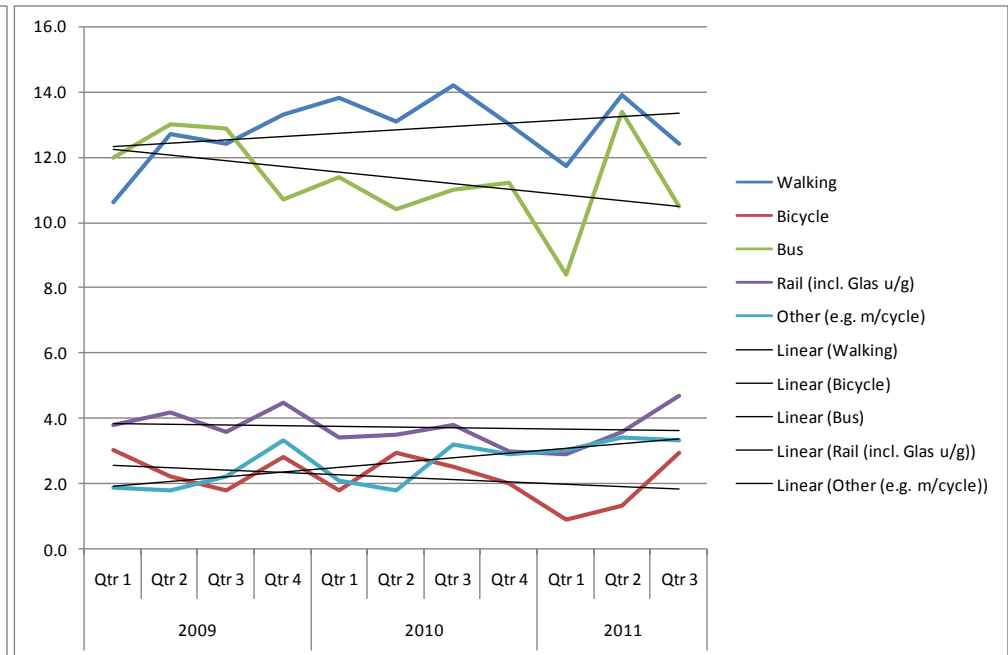


Figure 3.3 National trends in travel to work by non car modes over the SCSP project period (Scottish Household Survey)



4.0 Travel to school mode split

SCSP target areas in context

- 4.1 As noted above, the figures specific to the SCSP target areas shown in Table 3.1 from the 2001 Census combine work and study trip purposes. Travel to school figures are also available from the Hands Up Scotland Survey and are presented below (Table 4.1)

Table 4.1 Travel mode to school, Hands Up Scotland Surveys 2008-2011

| Mode | Town | Year | | | |
|------------|---------------|-------|-------|-------|-------|
| | | 2008 | 2009 | 2010 | 2011 |
| Walking | Barrhead | 41.4% | 45.8% | 48.0% | 50.7% |
| | Dumfries | 55.9% | 53.0% | 49.3% | 46.8% |
| | Dundee | 49.8% | 52.2% | 48.2% | 53.2% |
| | Glasgow | 54.5% | 49.5% | 56.6% | 55.4% |
| | Kirkwall | 50.0% | 50.0% | 56.5% | 60.3% |
| | Larbert | 49.5% | 46.1% | 49.7% | 49.9% |
| | Kirkintilloch | * | 58.4% | 49.9% | * |
| | Scotland | 48.3% | 47.0% | 45.8% | 45.9% |
| Cycling | Barrhead | 0.6% | 0.0% | 2.3% | 1.4% |
| | Dumfries | 0.0% | 0.4% | 2.2% | 3.6% |
| | Dundee | 0.2% | 0.0% | 0.0% | 0.3% |
| | Glasgow | 1.2% | 1.0% | 0.3% | 2.3% |
| | Kirkwall | 0.0% | 3.5% | 6.4% | 1.8% |
| | Larbert | 7.9% | 5.1% | 3.8% | 4.2% |
| | Kirkintilloch | * | 0.5% | 2.8% | * |
| | Scotland | 2.8% | 2.3% | 2.8% | 3.0% |
| Car/Driven | Barrhead | 41.1% | 36.5% | 35.3% | 36.6% |
| | Dumfries | 43.2% | 37.6% | 40.6% | 40.6% |
| | Dundee | 43.4% | 42.6% | 45.1% | 40.3% |
| | Glasgow | 39.0% | 32.4% | 21.1% | 35.9% |
| | Kirkwall | 27.1% | 19.0% | 21.7% | 24.2% |
| | Larbert | 38.6% | 43.1% | 42.4% | 38.5% |
| | Kirkintilloch | * | 32.9% | 32.7% | * |
| | Scotland | 28.1% | 30.0% | 30.3% | 29.9% |
| Bus/Taxi | Barrhead | 14.8% | 17.7% | 14.4% | 11.3% |
| | Dumfries | 0.9% | 8.9% | 8.0% | 8.9% |
| | Dundee | 5.7% | 5.2% | 6.0% | 6.2% |
| | Glasgow | 4.6% | 17.1% | 20.8% | 6.3% |
| | Kirkwall | 22.9% | 26.4% | 15.4% | 13.7% |
| | Larbert | 2.0% | 2.8% | 2.2% | 2.8% |
| | Kirkintilloch | * | 8.1% | 14.0% | * |
| | Scotland | 19.6% | 19.7% | 19.8% | 19.8% |

* For Kirkintilloch data are only available for 2009 and 2010

- 4.2 At a national level a steady fall in walking to school is apparent from the hands up surveys, and all target areas, apart from Barrhead, started the SCSP programme with walking levels above the national average. Hence it could be concluded that there was more potential scope to fall than the Scottish average. However, between 2008 and 2011, growth was observed in Barrhead, Kirkwall and Dundee. Glasgow and Larbert retained their numbers, while numbers walking to school decreased in Dumfries, with a shift

towards bus use and cycling. The lack of data available for Kirkintilloch means that there is no data from there to monitor trends.

- 4.3 Overall across Scotland, there has been little change in the proportion cycling to school. From the SCSP pilot areas, Larbert / Stenhousemuir, has generally had the highest percentage mode share cycling to school, but this has been falling.

National trends

- 4.4 Travel to school figures are available at a national level from the Scottish Household Survey, the National Travel Survey and (most recently) from the Hands Up Scotland survey conducted in schools.
- 4.5 Table 4.2 presents national trend data from the NTS (top half of table) and from the SHS (bottom half of table). Table 4.3 presents national trend data collated by Sustrans (a charity which encourages people to travel by foot, bike and public transport) from “hands up” surveys in Scottish schools. It should be recognized that these three data sets are collected in different ways with different samples and are therefore not necessarily directly comparable. The “hands up” school surveys have the largest sample sizes (but uses a simplistic method), while the SHS uses a larger sample than NTS in Scotland.

Table 4.2 Trips to and from school by main mode (NTS and SHS)

| Scottish residents: pupils aged 5 to 16 | | | | | | | | | | |
|---|--------------------|------------|------------|------------|------------|------------|------------|-----------|-----------|-----------|
| | 1985 /1986 | 1989 /1991 | 1992 /1994 | 1995 /1997 | 1998 /2000 | 2002 /2003 | 2004 /2005 | 2006/2007 | 2008/2009 | 2009/2010 |
| | column percentages | | | | | | | | | |
| Walking | 69 | 64 | 64 | 53 | 52 | 52 | 54 | 47 | 45 | 42 |
| Bus | 23 | 21 | 22 | 20 | 25 | 26 | 20 | 23 | 26 | 28 |
| Car | 6 | 13 | 12 | 25 | 21 | 19 | 23 | 27 | 25 | 25 |
| Other | 2 | 2 | 2 | 2 | 2 | 2 | 3 | 3 | 4 | 5 |
| Bicycle | 1 | 0 | 2 | 0 | 0 | 0 | 1 | 1 | 1 | 1 |
| Other | 1 | 2 | 1 | 2 | 2 | 2 | 2 | 2 | 2 | 4 |
| All | 100 | 100 | 100 | 100 | 100 | 100 | 100 | 100 | 100 | 100 |
| Average Trip Length | miles | | | | | | | | | |
| Aged 5-10 years | | | | | | 1.3 | 1.7 | 1.1 | 1.3 | 1.8 |
| Aged 11-16 years | | | | | | 2.9 | 2.5 | 3.4 | 3.2 | 2.9 |
| Sample size (number of | 310 | 254 | 218 | 331 | 285 | 559 | 625 | 532 | 445 | 413 |

Source: National Travel Survey

1 Trips of under 50 miles only

2 Sample size of pupils is small so treat these figures with caution

| Travel to school | | | | | | | | | | | |
|--------------------------|--------------------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|
| | 2000 | 2001 | 2002 | 2003 | 2004 | 2005 | 2006 | 2007 | 2008 | 2009 | 2010 |
| | Column percentages | | | | | | | | | | |
| Walking | 53.8 | 51.9 | 55.5 | 52.4 | 51.2 | 52.5 | 51.1 | 52.8 | 48.8 | 50.0 | 49.7 |
| Car or Van | 19.7 | 20.8 | 19.0 | 21.7 | 21.6 | 21.0 | 21.7 | 21.9 | 23.6 | 24.4 | 23.0 |
| Bicycle | 0.6 | 0.6 | 0.7 | 1.2 | 1.0 | 0.6 | 0.9 | 0.8 | 1.5 | 1.0 | 1.4 |
| Bus (school or service) | 23.5 | 24.5 | 22.4 | 22.4 | 23.6 | 23.6 | 23.7 | 21.9 | 23.9 | 22.0 | 23.9 |
| School bus | 16.9 | 17.7 | 15.1 | 16.9 | 16.9 | 16.5 | 17.0 | 14.8 | 16.5 | 16.0 | 16.1 |
| Service bus | 6.6 | 6.8 | 7.3 | 5.5 | 6.7 | 7.1 | 6.7 | 7.1 | 7.3 | 5.9 | 7.8 |
| Rail, including undergro | 0.6 | 0.5 | 0.4 | 0.5 | 0.9 | 0.7 | 1.2 | 0.9 | 0.7 | 0.7 | 0.3 |
| Other | 1.7 | 1.7 | 2.1 | 1.8 | 1.8 | 1.6 | 1.3 | 1.7 | 1.5 | 1.8 | 1.7 |
| Sample size (=100%) | 3,475 | 3,463 | 3,295 | 3,250 | 3,347 | 3,272 | 3,240 | 2,517 | 2,750 | 2,881 | 2,676 |

Source: Scottish Household Survey, Published in Transport and Travel in Scotland 2010, Table S3

Table 4.3 Usual mode of travel to school from Hands Up Scotland surveys (all school types except nursery schools)⁴

| Year | Walk | Cycle | Scooter / Skate | Park & Stride | Driven | Bus | Taxi | Other | Total |
|------|-------|-------|-----------------|---------------|--------|-------|------|-------|---------|
| 2008 | 48.3% | 2.8% | 0.7% | 6.1% | 22.0% | 18.2% | 1.4% | 0.5% | 396,377 |
| 2009 | 47.0% | 2.3% | 0.6% | 6.7% | 23.3% | 18.1% | 1.6% | 0.4% | 415,804 |
| 2010 | 45.8% | 2.8% | 0.7% | 7.4% | 22.9% | 18.2% | 1.6% | 0.5% | 439,401 |
| 2011 | 45.9% | 3.0% | 1.0% | 7.5% | 22.4% | 18.2% | 1.6% | 0.3% | 427,104 |

- 4.6 The time series data from the NTS and SHS suggest a modest increase in car trips and a decrease in walking over the period to 2010. Other trends are hard to discern with the year to year fluctuations. The National Travel Survey data suggests that large changes in modal split for school trips took place in the 1980s and early 1990s, with a marked reduction in walking trips and a corresponding marked increase in car trips.
- 4.7 The Hands Up Scotland survey data in Table 4.3 reports higher levels of cycling but lower levels of walking than the other two sources. It is difficult to draw further comparisons as these surveys include “scooter/skate” and “park & stride” as mode options, which the other two surveys don’t. The Hands Up Scotland survey suggests that nationally there are no great short-term trends to note in mode of travel to school, although “park & stride” appears to be gaining some mode share at the expense of walking all the way to school.

⁴ Hands Up Scotland 2011: National Results. Sustrans, 2012.

5.0 Accessibility of key services

- 5.1 Accessibility of key services (specifically, GPs' surgeries and post offices) was examined for each of the SCSP areas, using the accessibility statistics on travel time by car and bus within the 2006 Scottish Indices of Multiple Deprivation (SIMD). These are available at data zone level. The data zone is the key small area statistical geography in Scotland, with 6505 data zones covering Scotland, each comprising between 500 and 1000 households.
- 5.2 The maximum, minimum, median and mean of the accessibility values for the data zones within each of the target areas were determined. These are shown in Table 5.1. To put these in context, the maximum, minimum, median and mean of the accessibility values for all data zones in Scotland are also shown in this table.
- 5.3 Looking primarily at the mean and median data zone values, the Dumfries target area has the poorest accessibility to GPs surgeries by both car and public transport, while Kirkwall has the poorest accessibility by both modes to a Post Office. Both areas have poorer accessibility to these facilities than the national average for Scotland. The Glasgow East and Dundee target areas have the best accessibility scores among the target areas, as might be expected.

Table 5.1 Accessibility indicators for the SCSP target areas and for Scotland (according to SIMD)

| | SCSP target area (comprising a no. of data zones) | Drive time to GP 2006 (mins) | Drive time to Post Office 2006 (mins) | Public transport travel time to GP 2006 (mins) | Public transport travel time to Post Office 2006 (mins) |
|--------------------------|---|---------------------------------|---|--|--|
| Maximum value data zone | Barrhead | 3.81 | 3.88 | 15.53 | 13.39 |
| | Dumfries | 11.98 | 6.97 | 47.89 | 27.82 |
| | Dundee | 4.98 | 5.09 | 14.13 | 13.17 |
| | Glasgow | 4.33 | 3.73 | 11.88 | 12.00 |
| | Kirkintilloch | 7.15 | 4.31 | 25.01 | 14.47 |
| | Kirkwall | 8.05 | 4.66 | 38.28 | 29.71 |
| | Larbert-Stenhousemuir | 4.56 | 4.45 | 13.65 | 13.33 |
| | Highest maximum | 11.98 | 6.97 | 47.89 | 29.71 |
| | Scotland | 83.00 | 15.25 | 210.20 | 83.61 |
| Minimum value data zone | Barrhead | 0.58 | 0.65 | 2.63 | 2.34 |
| | Dumfries | 0.77 | 0.53 | 4.43 | 1.99 |
| | Dundee | 0.38 | 0.48 | 1.07 | 1.78 |
| | Glasgow | 0.54 | 0.48 | 2.01 | 1.62 |
| | Kirkintilloch | 0.76 | 0.80 | 2.78 | 2.62 |
| | Kirkwall | 1.39 | 1.13 | 4.18 | 6.62 |
| | Larbert-Stenhousemuir | 0.83 | 0.69 | 2.50 | 2.86 |
| | Lowest minimum | 0.38 | 0.48 | 1.07 | 1.62 |
| | Scotland | 0.29 | 0.37 | 1.07 | 1.02 |
| Mean of data zone values | Barrhead | 2.29 | 2.43 | 8.97 | 8.38 |
| | Dumfries | 4.44 | 2.24 | 17.46 | 9.33 |
| | Dundee | 1.94 | 1.55 | 6.13 | 5.46 |
| | Glasgow | 1.52 | 1.61 | 5.03 | 5.59 |
| | Kirkintilloch | 3.72 | 2.23 | 11.56 | 6.98 |
| | Kirkwall | 3.57 | 2.91 | 17.04 | 18.77 |
| | Larbert-Stenhousemuir | 2.73 | 2.11 | 8.15 | 6.44 |
| | Highest mean | 4.44 | 2.91 | 17.46 | 18.77 |
| | Lowest mean | 1.52 | 1.55 | 5.03 | 5.46 |
| | Scotland | 3.40 | 2.22 | 11.40 | 8.21 |
| Median data zone value | Barrhead | 2.25 | 2.40 | 8.10 | 8.62 |
| | Dumfries | 4.10 | 2.01 | 15.79 | 7.83 |
| | Dundee | 1.62 | 1.39 | 5.62 | 5.19 |
| | Glasgow | 1.37 | 1.47 | 4.50 | 5.18 |
| | Kirkintilloch | 3.59 | 2.07 | 10.89 | 6.24 |
| | Kirkwall | 3.45 | 2.54 | 16.83 | 18.48 |
| | Larbert-Stenhousemuir | 2.84 | 2.07 | 8.27 | 6.48 |
| | Highest median | 4.10 | 2.54 | 16.83 | 18.48 |
| | Lowest median | 1.37 | 1.39 | 4.50 | 5.18 |
| | Scotland | 2.55 | 1.87 | 8.60 | 6.49 |

6.0 Active Travel Modes

Walking

- 6.1 Table 6.1 shows the reported frequency of walking by respondents to the Scottish Household Survey in the seven days prior to the interview. This divides walking trips into those undertaken as a means of transport and those where walking is a leisure activity in its own right. Figures are shown for each year from 1999 to 2010 (latest available data). It should be noted that (unlike the SCSP surveys) short trips of less than a quarter of a mile are excluded from the SHS questions on walking.
- 6.2 Until 2008, there is no clear trend in the number of people walking as a means of transport. However, in 2009 and 2010 there appears to be a clear rise in the number of people walking at least a quarter of a mile at least once per week. Walking for pleasure at least once per week shows a gentle upward trend from 1999 to 2005 and then plateaus out between 2005 and 2008. As with walking as a means of transport, a clear rise in walking for pleasure at least once per week is then seen in 2009 and 2010.
- 6.3 Table 6.2 shows the reported frequency of walks of 20 minutes or more by Scottish residents in the 2009-10 National Travel Survey (the most recent published data). Table 6.3 shows the comparable time series data for all adults from the 2004-5, 2007-8 and 2009-10 National Travel Survey data sets (the question on walking frequency was not included before 2004-5). This shows very little change up to 2007-8, but then a rise in numbers of people walking at least once per week in the 2009-10 survey. This is broadly consistent with the trend seen in the Scottish Household Survey results.

Table 6.1 Frequency of walking in the previous seven days (Scottish Household Survey)⁵

| | 1999 | 2000 | 2001 | 2002 | 2003 | 2004 | 2005 | 2006 | 2007 | 2008 | 2009 | 2010 |
|---------------------------------|---------------------------|--------|--------|--------|--------|--------|-------|-------|-------|-------|-------|-------|
| As a means of transport: | <i>column percentages</i> | | | | | | | | | | | |
| None | 47.6 | 46.4 | 44.9 | 45.1 | 45.6 | 45.8 | 46.0 | 46.0 | 48.0 | 47.5 | 41.0 | 38.0 |
| 1-2 days | 18.7 | 18.3 | 19.1 | 18.3 | 17.5 | 16.8 | 15.3 | 15.8 | 17.9 | 17.2 | 17.5 | 18.9 |
| 3-5 days | 18.2 | 20.5 | 21.6 | 22.1 | 21.9 | 21.3 | 22.0 | 21.3 | 19.8 | 21.7 | 22.4 | 24.3 |
| 6-7 days | 15.4 | 14.7 | 14.5 | 14.6 | 15.0 | 16.0 | 16.7 | 17.0 | 14.3 | 13.6 | 19.1 | 18.8 |
| 1+ days | 52.4 | 53.6 | 55.1 | 54.9 | 54.4 | 54.2 | 54.0 | 54.0 | 52.0 | 52.5 | 59.0 | 62.0 |
| Just for pleasure: | | | | | | | | | | | | |
| None | 60.3 | 58.6 | 57.1 | 59.3 | 56.1 | 56.1 | 53.9 | 53.3 | 53.1 | 54.9 | 51.6 | 48.7 |
| 1-2 days | 15.9 | 16.9 | 18.2 | 18.0 | 17.8 | 16.4 | 16.9 | 16.5 | 17.6 | 18.4 | 19.1 | 17.7 |
| 3-5 days | 10.5 | 11.7 | 12.1 | 10.7 | 12.4 | 13.3 | 14.2 | 13.7 | 13.7 | 13.0 | 13.1 | 16.5 |
| 6-7 days | 13.2 | 12.8 | 12.6 | 12.1 | 13.7 | 14.2 | 15.1 | 16.4 | 15.5 | 13.7 | 16.1 | 17.2 |
| 1+ days | 39.7 | 41.4 | 42.9 | 40.7 | 43.9 | 43.9 | 46.1 | 46.7 | 46.9 | 45.1 | 48.4 | 51.3 |
| Sample size (=100%) | 13,757 | 14,516 | 14,643 | 14,041 | 13,925 | 14,713 | 6,993 | 7,111 | 6,121 | 6,209 | 6,119 | 6,136 |

⁵ Transport Scotland. Travel and Transport in Scotland 2010 – Tables. Table 3.

Table 6.2 Frequency of walks of 20 minutes or more by age and sex (2009-10 National Travel Survey)⁶**Scottish residents: 2009/2010**

| | Children under 16 | 16-29 | 30-59 | 60+ | Men 16+ | Women 16+ | All adults <i>column percentages</i> | All persons |
|--|----------------------|-------|-------|-----|---------|--------------|---|----------------|
| 3 or more times a week | 49 | 44 | 43 | 31 | 40 | 40 | 40 | 41 |
| Once or twice a week | 25 | 25 | 23 | 19 | 21 | 23 | 22 | 23 |
| Less than once a week, more than twice a month | 4 | 6 | 5 | 3 | 4 | 4 | 4 | 4 |
| Once or twice a month | 5 | 9 | 7 | 4 | 7 | 6 | 7 | 7 |
| Less than once a month, more than twice a year | 3 | 3 | 2 | 3 | 3 | 2 | 3 | 3 |
| Once or twice a year | 2 | 2 | 2 | 1 | 2 | 2 | 2 | 2 |
| Less than once a year or never | 12 | 11 | 18 | 39 | 22 | 22 | 22 | 21 |
| All | 100 | 100 | 100 | 100 | 100 | 100 | 100 | 100 |
| Sample size (number of people) * | 494 | 554 | 1,410 | 882 | 1,328 | 1,518 | 2,846 | 3,340 |

Table 6.3 Frequency of walks of 20 minutes or more by all adults**Scottish residents**

| | All adults 2004-5 | All adults 2007-8 | All adults 2009-10 |
|--|----------------------|----------------------|-----------------------|
| 3 or more times a week | 36 | 36 | 40 |
| Once or twice a week | 21 | 21 | 22 |
| Less than once a week, more than twice a month | 5 | 5 | 4 |
| Once or twice a month | 8 | 7 | 7 |
| Less than once a month, more than twice a year | 3 | 3 | 3 |
| Once or twice a year | 3 | 2 | 2 |
| Less than once a year or never | 24 | 26 | 22 |
| All | 100 | 100 | 100 |
| Sample size (number of people) | 3,211 | 2,988 | 2,846 |

Cycling

- 6.4 Table 6.4 shows reported cycling frequency from the Scottish Household Survey over the years 1999 to 2008. However, the question on cycling frequency was subsequently deleted from the survey, so more recent data covering the period of the SCSP interventions is not available. In 2008, 4.7% of respondents had cycled at least once during the previous seven days as a means of transport, which was a rise on the figures of just over 3% reported each year since 1999. 4.8% of respondents reported cycling for pleasure at least once during the previous seven days. This could potentially be part of a slight upward trend in this area, although differences between years are small and further evidence from subsequent years is not available.
- 6.5 Table 2.1 (see earlier) provides some further evidence of national trends in cycling in Scotland. This shows the annual proportion of trips by mode from the travel diary

⁶ Transport Scotland. Statistical Bulletin: Transport Series Trn/2012/1, 28 March 2012. National Travel Survey 2009/2010: Scotland Results.

element of the Scottish Household Survey. Both sources suggest a flat national trend overall, with cycle trips making up around 1% of all trips undertaken fairly consistently.

Table 6.4 Frequency of cycling in the previous seven days (Scottish Household Survey)

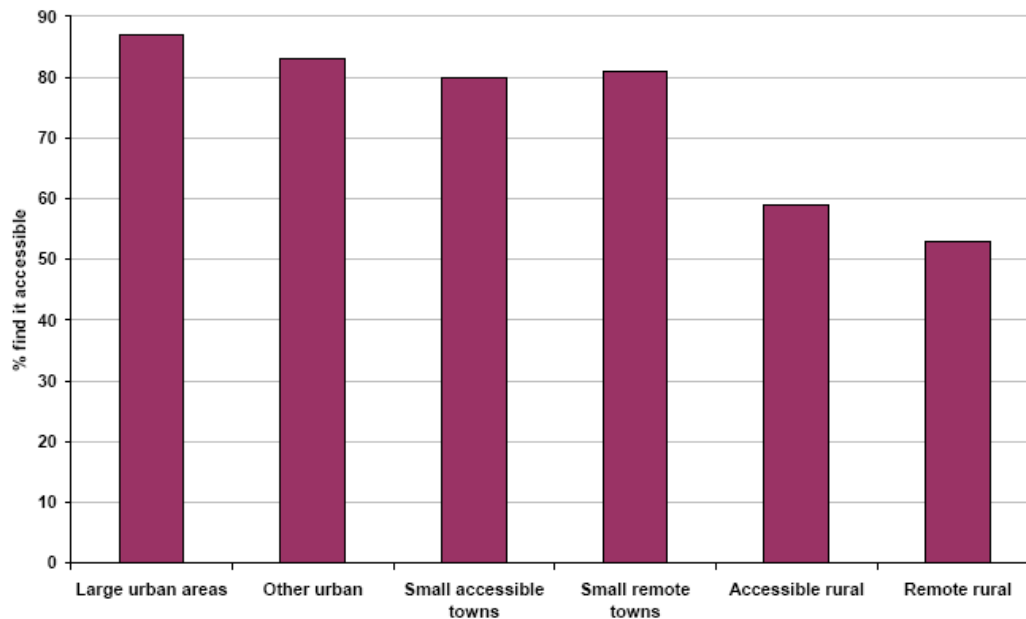
| | 1999 | 2000 | 2001 | 2002 | 2003 | 2004 | 2005 | 2006 | 2007 | 2008 |
|---------------------------------|---------------------------|---------------|---------------|---------------|---------------|---------------|--------------|--------------|--------------|--------------|
| As a means of transport: | <i>column percentages</i> | | | | | | | | | |
| None | 96.7 | 96.8 | 96.8 | 97.1 | 96.9 | 97.1 | 96.9 | 96.7 | 96.8 | 95.3 |
| 1-2 days | 1.5 | 1.5 | 1.3 | 1.2 | 1.3 | 1.2 | 1.3 | 1.3 | 1.7 | 2.1 |
| 3-5 days | 1.0 | 1.0 | 1.2 | 1.2 | 1.2 | 1.1 | 1.3 | 1.3 | 1.1 | 1.8 |
| 6-7 days | 0.7 | 0.6 | 0.6 | 0.5 | 0.6 | 0.5 | 0.5 | 0.7 | 0.4 | 0.8 |
| 1+ days | 3.3 | 3.2 | 3.2 | 2.9 | 3.1 | 2.9 | 3.1 | 3.3 | 3.2 | 4.7 |
| Just for pleasure: | | | | | | | | | | |
| None | 96.0 | 96.4 | 96.3 | 96.9 | 95.9 | 96.1 | 95.8 | 95.5 | 95.4 | 95.2 |
| 1-2 days | 2.8 | 2.6 | 2.6 | 2.2 | 2.9 | 2.8 | 2.9 | 2.9 | 3.2 | 3.4 |
| 3-5 days | 0.8 | 0.6 | 0.7 | 0.6 | 0.9 | 0.7 | 0.8 | 1.1 | 1.1 | 1.1 |
| 6-7 days | 0.4 | 0.4 | 0.3 | 0.3 | 0.3 | 0.4 | 0.4 | 0.6 | 0.3 | 0.2 |
| 1+ days | 4.0 | 3.6 | 3.7 | 3.1 | 4.1 | 3.9 | 4.2 | 4.5 | 4.6 | 4.8 |
| Sample size (=100%) | 13,731 | 14,530 | 14,629 | 13,989 | 13,937 | 14,747 | 6,985 | 7,083 | 6,047 | 5,005 |

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

7.0 Perceptions of Public Transport

7.1 The Scottish Household Survey previously included a small number of questions on public transport. In 2007, 80% of respondents felt that public transport was very or fairly convenient to access. However, perceived convenience was much lower in rural areas than in towns and urban areas, as shown in Figure 7.1. Specific questions on convenience of public transport have since been omitted from the SHS questionnaire.

Figure 7.1 Respondents who felt that public transport was very or fairly convenient, SHS 2007⁷



7.2 From 2001 to 2008, SHS respondents were questioned about how safe they felt or would feel using bus and train services in the evening. Tables 7.1 and 7.2 show the responses received up to 2008, alongside stated frequency of use statistics. The question format in the SHS has been changed since then, and the issue of perceived safety is currently dealt with alongside perceptions of other public transport characteristics as set out later in this section.

⁷ Source: Figure 12, Household Transport in 2007. Statistical Bulletin Transport Series Trn / 2008 / 4, 13 October 2008. The Scottish Government.

Table 7.1 Bus use in the evening 2001-8, SHS 2008⁸

| | 1999 | 2000 | 2001 | 2002 | 2003 | 2004 | 2005 | 2006 | 2007* | 2008 |
|--|---------------------------|------|--------|--------|--------|--------|--------|--------|--------|-------|
| Frequency of travel by bus in evening | <i>column percentages</i> | | | | | | | | | |
| Most days | ... | ... | 2.7 | 2.9 | 2.9 | 3.0 | 2.9 | 3.7 | 1.2 | 1.6 |
| At least once a week | ... | ... | 7.5 | 6.8 | 6.9 | 6.2 | 6.8 | 7.6 | 5.3 | 5.8 |
| At least once a month | ... | ... | 4.3 | 4.2 | 3.6 | 3.9 | 4.2 | 4.2 | 4.1 | 4.6 |
| Less than once a month | ... | ... | 9.6 | 9.6 | 8.3 | 8.6 | 8.8 | 9.1 | 8.8 | 8.7 |
| Never | ... | ... | 75.6 | 76.2 | 78.1 | 78.0 | 76.9 | 74.8 | 78.9 | 78.0 |
| Don't know | ... | ... | 0.3 | 0.3 | 0.2 | 0.3 | 0.4 | 0.7 | 1.7 | 1.4 |
| How safe from crime they felt, or would feel, by bus travel in the evenings | | | | | | | | | | |
| Very safe | ... | ... | 22.5 | 18.1 | 15.1 | 14.5 | 13.6 | 15.2 | 13.6 | 13.6 |
| Fairly safe | ... | ... | 44.7 | 40.8 | 39.3 | 40.5 | 42.2 | 41.8 | 40.9 | 40.3 |
| Not particularly safe | ... | ... | 11.4 | 13.2 | 13.1 | 14.2 | 14.6 | 14.5 | 16.5 | 16.7 |
| Not safe at all | ... | ... | 5.6 | 7.3 | 7.3 | 7.6 | 7.1 | 8.0 | 9.2 | 8.3 |
| Don't know | ... | ... | 15.8 | 20.5 | 25.2 | 23.2 | 22.5 | 20.6 | 19.6 | 21.0 |
| Sample size (=100%) | | | 14,643 | 14,042 | 13,965 | 14,777 | 14,070 | 14,190 | 10,252 | 9,162 |

*Format of question changed in 2007 and sample reduced to ¼ from June 2007 onwards.

Table 7.2 Train use in the evening 2001-8, SHS 2008⁹

| | 1999 | 2000 | 2001 | 2002 | 2003 | 2004 | 2005 | 2006 | 2007* | 2008 |
|--|---------------------------|------|--------|--------|--------|--------|--------|--------|-------|-------|
| Frequency of travel by train in evening | <i>column percentages</i> | | | | | | | | | |
| Most days | ... | ... | 0.6 | 0.7 | 0.7 | 0.7 | 0.8 | 0.7 | 0.5 | 0.4 |
| At least once a week | ... | ... | 2.6 | 1.6 | 1.9 | 1.9 | 2.1 | 1.9 | 2.0 | 2.2 |
| At least once a month | ... | ... | 4.1 | 3.2 | 2.6 | 2.8 | 3.5 | 3.7 | 3.8 | 4.0 |
| Less than once a month | ... | ... | 12.8 | 9.6 | 9.1 | 9.2 | 9.8 | 10.9 | 10.9 | 12.3 |
| Never | ... | ... | 79.1 | 84.0 | 85.3 | 84.8 | 82.6 | 80.9 | 78.1 | 77.5 |
| Don't know | ... | ... | 0.7 | 1.0 | 0.5 | 0.6 | 1.2 | 1.8 | 4.7 | 3.6 |
| How safe from crime they felt, or would feel, by train travel in the evenings | | | | | | | | | | |
| Very safe | ... | ... | 17.4 | 14.2 | 12.5 | 11.6 | 11.1 | 12.1 | 11.2 | 12.8 |
| Fairly safe | ... | ... | 36.7 | 34.1 | 33.5 | 34.8 | 36.8 | 37.1 | 39.1 | 38.3 |
| Not particularly safe | ... | ... | 11.0 | 12.8 | 12.7 | 13.6 | 13.6 | 13.6 | 12.2 | 11.9 |
| Not safe at all | ... | ... | 6.7 | 8.1 | 7.8 | 8.1 | 7.2 | 8.2 | 7.4 | 6.1 |
| Don't know | ... | ... | 28.2 | 30.8 | 33.6 | 31.8 | 31.3 | 29.0 | 30.1 | 30.9 |
| Sample size (=100%) | | | 14,643 | 14,042 | 13,965 | 14,777 | 14,070 | 14,190 | 6,022 | 6,112 |

*Format of question changed and sample reduced to ½ from 2007 onwards.

7.3 The Scottish Government (Scottish Executive as it then was) commissioned annual surveys of bus passenger satisfaction between 2002 and 2005. These explored user satisfaction through a telephone survey (sample size around 1700 people per year) with a number of aspects of bus services, as well as overall satisfaction with services. The report on the 2005 survey¹⁰ gives satisfaction scores out of 100 for each aspect, and compares them with previous years. The overall satisfaction score in 2005 was 87 out of 100, which appeared to be part of a slight upward trend from 2002.

⁸ Transport Scotland. Travel and Transport in Scotland 2010 – Tables. Table 28.

⁹ Transport Scotland. Travel and Transport in Scotland 2010 – Tables. Table 29.

¹⁰ Bus Passenger Satisfaction Survey 2005. Report prepared by Colin Buchanan for Scottish Executive, 2006.

- 7.4 Tables 7.3 and 7.4 show the scores against each aspect for all four years in which the survey was undertaken, with breakdowns by region, type of area, age, gender, frequency of bus use, car ownership and income. Apparent upward and downward trends (albeit over a short time period) are also highlighted in green and red respectively.
- 7.5 Looking primarily at satisfaction scores with the overall service, Table 7.3 shows little variation between the regions or between different settlement types. Equally, variations in overall user satisfaction by gender, age or frequency of use are small.
- 7.6 Perceptions of different aspects of public transport were brought together in the Scottish Household Survey from the 2009-10 survey round onwards. Tables 7.5 and 7.6 show the 2010 results of questioning public transport users (people who had used a bus or train in the previous month).

Table 7.3 Bus passenger satisfaction scores and trends 2002-5, broken down by region and area type¹¹

| | | Survey | Overall service | Value for money | Frequency of service | Punctuality | Reliability | Waiting time | Directness of route | State of roads | Safety at bus stop | Cleanliness of bus stop | Condition of bus stop | Accessibility of bus stop | Information prior to travel | Information at bus stop | Destination panels | Cleanliness of bus | Condition of bus | Availability of seating on bus | Availability of storage | Temperature/ humidity on bus | Ease of paying fare | Behaviour of other passengers | Personal safety on bus | Ease of boarding/ alighting bus | Provision and visibility of handrails etc | Demeanour of driver | Quality of driving | Shelter provision | Street Lighting | Ease to next leg of journey | |
|--------------------------|------------------------------------|--------|------------------|-----------------|----------------------|-------------|-------------|--------------|---------------------|----------------|--------------------|-------------------------|-----------------------|---------------------------|-----------------------------|-------------------------|--------------------|--------------------|------------------|--------------------------------|-------------------------|------------------------------|---|-------------------------------|------------------------|---------------------------------|---|---------------------|--------------------|-------------------|-----------------|-----------------------------|----|
| ALL | | Nov-02 | 84 | 79 | 80 | 82 | 81 | 82 | 82 | 77 | 83 | 76 | 79 | 86 | 79 | 76 | 84 | 83 | 84 | 80 | 81 | 84 | 84 | 85 | 83 | 84 | 85 | 82 | 76 | 82 | 83 | | |
| | | 2003 | 86 | 79 | 81 | 83 | 83 | 83 | 84 | 78 | 85 | 78 | 80 | 88 | 83 | 75 | 87 | 84 | 85 | 85 | 80 | 83 | 87 | 85 | 88 | 86 | 87 | 87 | 84 | 79 | 83 | 86 | |
| | | 2004 | 86 | 77 | 80 | 81 | 81 | 82 | 82 | 75 | 84 | 75 | 78 | 86 | 80 | 72 | 84 | 82 | 83 | 85 | 79 | 80 | 86 | 83 | 85 | 84 | 85 | 85 | 82 | 77 | 81 | 84 | |
| | | 2005 | 87 | 77 | 81 | 81 | 82 | 82 | 84 | 76 | 85 | 78 | 81 | 87 | 82 | 75 | 87 | 85 | 86 | 86 | 81 | 82 | 87 | 85 | 87 | 86 | 87 | 87 | 84 | 77 | 84 | 85 | |
| | Highlands & Islands | Nov-02 | 85 | 77 | 76 | 82 | 81 | 82 | 82 | 73 | 83 | 79 | 82 | 83 | 72 | 82 | 84 | 84 | 80 | 81 | 84 | 84 | 84 | 84 | 84 | 83 | 87 | 83 | 75 | 80 | 88 | | |
| | 2003 | 88 | 79 | 74 | 84 | 86 | 85 | 84 | 80 | 88 | 82 | 83 | 88 | 84 | 69 | 89 | 88 | 86 | 88 | 84 | 86 | 91 | 86 | 92 | 88 | 90 | 91 | 86 | 78 | 83 | 88 | | |
| | 2004 | 88 | 79 | 79 | 82 | 83 | 84 | 83 | 76 | 86 | 75 | 79 | 88 | 79 | 66 | 85 | 85 | 84 | 87 | 78 | 81 | 87 | 86 | 86 | 85 | 85 | 87 | 83 | 73 | 81 | 86 | | |
| | 2005 | 89 | 77 | 79 | 83 | 85 | 84 | 85 | 78 | 87 | 78 | 81 | 88 | 81 | 65 | 89 | 88 | 87 | 87 | 82 | 84 | 89 | 88 | 89 | 88 | 87 | 90 | 86 | 72 | 86 | 88 | | |
| SATISFACTION BY REGION | Grampian | Nov-02 | 87 | 77 | 83 | 84 | 86 | 84 | 84 | 79 | 83 | 78 | 81 | 87 | 82 | 78 | 86 | 85 | 86 | 83 | 82 | 82 | 84 | 85 | 86 | 85 | 86 | 84 | 76 | 83 | 84 | | |
| | | 2003 | 87 | 77 | 82 | 82 | 83 | 82 | 84 | 81 | 85 | 80 | 81 | 87 | 84 | 77 | 87 | 85 | 86 | 84 | 80 | 82 | 87 | 84 | 88 | 87 | 87 | 88 | 84 | 78 | 84 | 87 | |
| | | 2004 | 87 | 73 | 84 | 82 | 83 | 83 | 84 | 79 | 84 | 79 | 80 | 86 | 83 | 78 | 85 | 83 | 84 | 84 | 78 | 81 | 86 | 83 | 85 | 86 | 86 | 86 | 82 | 79 | 81 | 85 | |
| | | 2005 | 86 | 73 | 81 | 78 | 81 | 77 | 84 | 78 | 83 | 78 | 80 | 87 | 83 | 76 | 87 | 84 | 84 | 85 | 80 | 81 | 85 | 84 | 86 | 86 | 86 | 87 | 83 | 76 | 83 | 85 | |
| | Central, Fife and Tayside | Nov-02 | 85 | 82 | 82 | 85 | 83 | 84 | 83 | 79 | 85 | 79 | 82 | 88 | 80 | 78 | 86 | 85 | 85 | 87 | 83 | 84 | 86 | 87 | 87 | 84 | 86 | 88 | 84 | 78 | 83 | 82 | |
| | | 2003 | 88 | 79 | 82 | 85 | 85 | 84 | 84 | 77 | 83 | 78 | 80 | 87 | 83 | 73 | 88 | 84 | 87 | 86 | 81 | 82 | 87 | 85 | 87 | 85 | 88 | 86 | 84 | 81 | 85 | 88 | |
| | | 2004 | 86 | 79 | 79 | 83 | 83 | 83 | 80 | 76 | 82 | 74 | 78 | 85 | 80 | 71 | 84 | 82 | 84 | 85 | 80 | 78 | 86 | 83 | 85 | 84 | 84 | 84 | 76 | 82 | 84 | | |
| | | 2005 | 88 | 82 | 83 | 84 | 86 | 85 | 83 | 78 | 85 | 80 | 82 | 87 | 82 | 77 | 86 | 86 | 87 | 85 | 80 | 82 | 87 | 84 | 87 | 86 | 87 | 87 | 84 | 78 | 84 | 85 | |
| | Lothians | Nov-02 | 78 | 77 | 74 | 77 | 73 | 78 | 78 | 73 | 83 | 66 | 75 | 86 | 74 | 74 | 84 | 82 | 83 | 82 | 77 | 78 | 82 | 83 | 84 | 82 | 83 | 84 | 81 | 73 | 82 | 84 | |
| | | 2003 | 83 | 79 | 80 | 78 | 77 | 80 | 83 | 76 | 85 | 74 | 76 | 88 | 83 | 80 | 86 | 82 | 83 | 84 | 78 | 82 | 87 | 85 | 86 | 85 | 86 | 86 | 82 | 80 | 82 | 82 | |
| | | 2004 | 83 | 76 | 76 | 78 | 73 | 78 | 79 | 72 | 82 | 70 | 75 | 86 | 78 | 74 | 84 | 80 | 81 | 84 | 78 | 77 | 84 | 80 | 84 | 83 | 84 | 83 | 79 | 77 | 81 | 82 | |
| | | 2005 | 86 | 77 | 80 | 79 | 78 | 79 | 82 | 73 | 86 | 75 | 80 | 88 | 82 | 81 | 88 | 84 | 86 | 87 | 80 | 80 | 88 | 85 | 87 | 86 | 87 | 86 | 83 | 82 | 84 | 86 | |
| | Strathclyde | Nov-02 | 84 | 81 | 81 | 81 | 81 | 82 | 82 | 75 | 83 | 76 | 79 | 85 | 78 | 71 | 82 | 79 | 81 | 82 | 80 | 79 | 83 | 82 | 84 | 82 | 83 | 84 | 79 | 76 | 82 | 83 | |
| | | 2003 | 86 | 85 | 81 | 83 | 81 | 83 | 85 | 76 | 84 | 77 | 78 | 87 | 81 | 71 | 85 | 82 | 82 | 85 | 80 | 83 | 87 | 84 | 87 | 84 | 87 | 87 | 83 | 78 | 83 | 85 | |
| | | 2004 | 84 | 81 | 78 | 79 | 79 | 80 | 82 | 70 | 84 | 75 | 78 | 85 | 78 | 66 | 83 | 80 | 80 | 85 | 80 | 81 | 85 | 82 | 84 | 83 | 84 | 83 | 81 | 77 | 81 | 84 | |
| | | 2005 | 86 | 76 | 79 | 80 | 81 | 80 | 84 | 72 | 85 | 80 | 81 | 86 | 79 | 70 | 85 | 84 | 84 | 85 | 83 | 82 | 85 | 84 | 87 | 86 | 86 | 86 | 82 | 76 | 84 | 85 | |
| | Scottish Borders and D&G | Nov-02 | 85 | 80 | 78 | 82 | 81 | 82 | 80 | 79 | 82 | 76 | 79 | 85 | 79 | 79 | 82 | 81 | 83 | 83 | 79 | 81 | 83 | 83 | 84 | 81 | 83 | 84 | 81 | 76 | 81 | 83 | |
| | | 2003 | 87 | 75 | 82 | 84 | 84 | 84 | 79 | 84 | 79 | 84 | 79 | 82 | 87 | 85 | 79 | 86 | 84 | 86 | 86 | 81 | 84 | 87 | 85 | 87 | 85 | 87 | 86 | 85 | 80 | 83 | 86 |
| | | 2004 | 88 | 74 | 80 | 84 | 83 | 84 | 82 | 76 | 84 | 74 | 78 | 86 | 80 | 76 | 85 | 84 | 84 | 85 | 80 | 82 | 86 | 84 | 85 | 84 | 85 | 86 | 84 | 76 | 81 | 84 | |
| | | 2005 | 88 | 76 | 83 | 85 | 83 | 85 | 85 | 79 | 86 | 76 | 81 | 87 | 83 | 77 | 88 | 87 | 87 | 88 | 82 | 84 | 88 | 85 | 87 | 86 | 88 | 88 | 85 | 78 | 85 | 86 | |
| SATISFACTION BY TYPOLOGY | Large Urban | Nov-02 | 83 | 80 | 83 | 84 | 83 | 83 | 85 | 77 | 83 | 76 | 79 | 87 | 78 | 77 | 84 | 82 | 84 | 82 | 78 | 81 | 83 | 83 | 85 | 85 | 86 | 84 | 80 | 78 | 81 | 83 | |
| | | 2003 | 86 | 84 | 84 | 83 | 83 | 83 | 87 | 77 | 85 | 76 | 78 | 89 | 83 | 77 | 87 | 83 | 85 | 83 | 78 | 84 | 88 | 84 | 87 | 85 | 87 | 86 | 82 | 80 | 83 | 86 | |
| | | 2004 | 86 | 83 | 83 | 83 | 82 | 83 | 85 | 74 | 84 | 76 | 79 | 88 | 81 | 76 | 85 | 82 | 83 | 85 | 80 | 82 | 89 | 83 | 86 | 85 | 86 | 86 | 82 | 79 | 82 | 85 | |
| | | 2005 | 88 | 81 | 82 | 81 | 83 | 80 | 87 | 76 | 86 | 80 | 81 | 88 | 81 | 77 | 88 | 85 | 87 | 85 | 80 | 84 | 88 | 84 | 88 | 86 | 87 | 87 | 82 | 79 | 84 | 85 | |
| | Other Urban | Nov-02 | 84 | 80 | 78 | 79 | 79 | 79 | 76 | 82 | 73 | 79 | 85 | 77 | 72 | 82 | 82 | 82 | 82 | 82 | 78 | 80 | 83 | 84 | 84 | 82 | 82 | 85 | 81 | 74 | 81 | 80 | |
| | | 2003 | 86 | 78 | 82 | 82 | 82 | 83 | 83 | 78 | 85 | 78 | 80 | 88 | 84 | 73 | 87 | 84 | 85 | 86 | 83 | 83 | 88 | 85 | 87 | 86 | 88 | 87 | 84 | 79 | 83 | 85 | |
| | | 2004 | 86 | 73 | 78 | 79 | 77 | 79 | 80 | 75 | 83 | 74 | 77 | 85 | 80 | 68 | 83 | 82 | 82 | 84 | 78 | 78 | 84 | 83 | 84 | 82 | 84 | 83 | 80 | 77 | 81 | 84 | |
| | | 2005 | 88 | 76 | 83 | 82 | 82 | 82 | 83 | 78 | 85 | 77 | 81 | 88 | 82 | 73 | 87 | 85 | 87 | 86 | 82 | 83 | 88 | 85 | 87 | 87 | 87 | 88 | 84 | 77 | 85 | 87 | |
| | Accessible (Small towns and Rural) | Nov-02 | 84 | 76 | 79 | 80 | 79 | 81 | 81 | 76 | 83 | 75 | 77 | 85 | 78 | 75 | 84 | 82 | 82 | 84 | 80 | 80 | 83 | 83 | 85 | 83 | 84 | 85 | 82 | 73 | 82 | 82 | |
| | | 2003 | 87 | 74 | 80 | 82 | 82 | 82 | 83 | 79 | 85 | 78 | 81 | 87 | 82 | 75 | 87 | 84 | 85 | 86 | 81 | 83 | 87 | 86 | 87 | 87 | 87 | 88 | 84 | 80 | 84 | 87 | |
| | | 2004 | 85 | 75 | 80 | 81 | 82 | 82 | 82 | 75 | 84 | 75 | 78 | 86 | 79 | 72 | 85 | 82 | 83 | 85 | 79 | 80 | 85 | 83 | 84 | 85 | 85 | 83 | 76 | 81 | 84 | | |
| | | 2005 | 85 | 75 | 80 | 79 | 80 | 80 | 83 | 75 | 84 | 76 | 79 | 87 | 81 | 75 | 86 | 85 | 84 | 86 | 81 | 80 | 86 | 84 | 87 | 86 | 87 | 86 | 84 | 77 | 83 | 84 | |
| | Remote (Small towns and Rural) | Nov-02 | 87 | 81 | 79 | 86 | 86 | 86 | 84 | 78 | 86 | 82 | 84 | 87 | 83 | 80 | 87 | 87 | 87 | 87 | 86 | 84 | 86 | 87 | 88 | 84 | 87 | 89 | 86 | 80 | 85 | 85 | |
| | | 2003 | 88 | 82 | 73 | 84 | 85 | 84 | 81 | 77 | 84 | 81 | 81 | 86 | 84 | 76 | 86 | 85 | 85 | 86 | 81 | 82 | 87 | 85 | 88 | 85 | 86 | 89 | 84 | 78 | 81 | 84 | |
| | | 2004 | 87 | 79 | 77 | 83 | 84 | 84 | 81 | 75 | 84 | 76 | 78 | 86 | 81 | 73 | 84 | 84 | 84 | 85 | 79 | 79 | 85 | 83 | 86 | 84 | 83 | 86 | 83 | 75 | 81 | 83 | |
| | | 2005 | 88 | 77 | 78 | 84 | 84 | 84 | 83 | 76 | 86 | 81 | 82 | 87 | 83 | 76 | 86 | 85 | 85 | 87 | 82 | 81 | 87 | 85 | 87 | 86 | 86 | 88 | 85 | 77 | 85 | 86 | |
| Key: | | | 82 rising trends | | | | | | | | | | 82 falling trends | | | | | | | | | | trends based on significantly different 2002 and 2005 values and compatible intermediate values | | | | | | | | | | |

Key: 82 rising trends 82 falling trends
trends based on significantly different 2002 and 2005 values and compatible intermediate values

¹¹ Source: Table 1, Bus Passenger Satisfaction Survey 2005. Report prepared by Colin Buchanan for Scottish Executive, 2006.

Table 7.4 Bus passenger satisfaction scores and trends 2002-5, broken down by age, gender, frequency of bus use, car ownership and income¹²

| | | | Survey | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
|------------|----------------------------|--------|---|-----------------|----------------------|-------------|-------------|--------------|---------------------|----------------|--------------------|-------------------------|-----------------------|---------------------------|-----------------------------|-------------------------|--------------------|--------------------|------------------|--------------------------------|-------------------------|------------------------------|---------------------|-------------------------------|------------------------|---------------------------------|---|---------------------|--------------------|-------------------|-----------------|-----------------------------|----|----|
| | | | Overall service | Value for money | Frequency of service | Punctuality | Reliability | Waiting time | Directness of route | State of roads | Safety at bus stop | Cleanliness of bus stop | Condition of bus stop | Accessibility of bus stop | Information prior to travel | Information at bus stop | Destination panels | Cleanliness of bus | Condition of bus | Availability of seating on bus | Availability of storage | Temperature/ humidity on bus | Ease of paying fare | Behaviour of other passengers | Personal safety on bus | Ease of boarding/ alighting bus | Provision and visibility of handrails etc | Demeanour of driver | Quality of driving | Shelter provision | Street Lighting | Ease to next leg of journey | | |
| AGE | 16-59 years | Nov-02 | 82 | 75 | 78 | 81 | 79 | 81 | 80 | 76 | 83 | 75 | 78 | 86 | 77 | 74 | 83 | 81 | 83 | 82 | 78 | 79 | 81 | 86 | 84 | 87 | 86 | 84 | 84 | 84 | 81 | 75 | 81 | 81 |
| | | 2003 | 85 | 75 | 79 | 81 | 81 | 82 | 83 | 78 | 84 | 77 | 79 | 88 | 82 | 74 | 87 | 83 | 84 | 84 | 84 | 79 | 81 | 86 | 84 | 87 | 86 | 87 | 86 | 83 | 78 | 82 | 85 | |
| | | 2004 | 84 | 72 | 78 | 80 | 79 | 81 | 80 | 75 | 83 | 74 | 77 | 86 | 79 | 70 | 84 | 81 | 83 | 83 | 77 | 78 | 83 | 82 | 84 | 84 | 84 | 84 | 82 | 76 | 80 | 83 | | |
| | | 2005 | 84 | 72 | 78 | 79 | 79 | 80 | 82 | 76 | 84 | 77 | 79 | 87 | 79 | 72 | 85 | 83 | 84 | 85 | 79 | 80 | 84 | 83 | 86 | 86 | 86 | 86 | 85 | 82 | 75 | 83 | 84 | |
| | 60+ years | Nov-02 | 88 | 89 | 82 | 84 | 84 | 83 | 84 | 78 | 84 | 77 | 81 | 86 | 82 | 78 | 85 | 85 | 85 | 86 | 84 | 84 | 86 | 86 | 86 | 86 | 86 | 83 | 85 | 87 | 84 | 77 | 83 | 84 |
| 2003 | | 89 | 94 | 83 | 85 | 85 | 84 | 86 | 79 | 86 | 79 | 80 | 87 | 85 | 78 | 87 | 86 | 86 | 87 | 82 | 85 | 89 | 87 | 89 | 87 | 89 | 84 | 87 | 89 | 85 | 80 | 85 | 87 | |
| 2004 | | 88 | 93 | 83 | 83 | 83 | 83 | 84 | 75 | 85 | 77 | 80 | 86 | 81 | 75 | 85 | 84 | 83 | 87 | 81 | 82 | 89 | 85 | 86 | 84 | 85 | 87 | 82 | 78 | 83 | 86 | | | |
| 2005 | | 91 | 95 | 86 | 84 | 87 | 84 | 87 | 77 | 87 | 79 | 83 | 88 | 85 | 80 | 89 | 87 | 88 | 88 | 84 | 85 | 91 | 87 | 89 | 87 | 88 | 90 | 86 | 80 | 86 | 88 | | | |
| GENDER | Female | Nov-02 | 85 | 80 | 79 | 82 | 81 | 82 | 82 | 77 | 83 | 76 | 79 | 86 | 80 | 76 | 84 | 83 | 84 | 84 | 80 | 81 | 84 | 84 | 85 | 82 | 84 | 86 | 82 | 74 | 82 | 83 | | |
| | | 2003 | 86 | 78 | 80 | 82 | 81 | 82 | 84 | 78 | 84 | 77 | 79 | 87 | 83 | 75 | 87 | 84 | 85 | 85 | 79 | 82 | 87 | 84 | 87 | 84 | 87 | 87 | 83 | 79 | 83 | 86 | | |
| | | 2004 | 86 | 76 | 80 | 81 | 80 | 81 | 82 | 75 | 83 | 75 | 78 | 86 | 80 | 71 | 85 | 82 | 83 | 84 | 78 | 78 | 86 | 83 | 85 | 84 | 84 | 85 | 82 | 77 | 81 | 84 | | |
| | | 2005 | 87 | 75 | 80 | 80 | 81 | 81 | 84 | 77 | 85 | 78 | 80 | 87 | 82 | 74 | 87 | 85 | 86 | 86 | 80 | 82 | 87 | 85 | 87 | 86 | 87 | 87 | 83 | 76 | 84 | 86 | | |
| | Male | Nov-02 | 83 | 78 | 80 | 82 | 81 | 82 | 82 | 76 | 84 | 77 | 80 | 86 | 77 | 76 | 84 | 82 | 84 | 83 | 81 | 82 | 83 | 83 | 85 | 85 | 85 | 85 | 82 | 78 | 82 | 82 | | |
| 2003 | | 86 | 82 | 82 | 83 | 84 | 84 | 84 | 79 | 86 | 79 | 80 | 88 | 83 | 76 | 87 | 84 | 85 | 86 | 82 | 84 | 88 | 86 | 88 | 87 | 87 | 88 | 85 | 80 | 83 | 86 | | | |
| 2004 | | 86 | 79 | 79 | 82 | 81 | 82 | 82 | 75 | 84 | 75 | 78 | 86 | 80 | 73 | 84 | 83 | 83 | 85 | 81 | 81 | 86 | 83 | 85 | 85 | 85 | 85 | 82 | 77 | 81 | 85 | | | |
| 2005 | | 87 | 79 | 82 | 83 | 84 | 83 | 84 | 74 | 86 | 78 | 82 | 88 | 82 | 77 | 87 | 85 | 86 | 86 | 82 | 83 | 87 | 84 | 88 | 87 | 87 | 88 | 84 | 78 | 84 | 85 | | | |
| USE FREQ. | 3 or more times per week | Nov-02 | 84 | 80 | 79 | 81 | 80 | 81 | 82 | 77 | 84 | 74 | 78 | 86 | 79 | 75 | 83 | 82 | 83 | 82 | 79 | 80 | 84 | 83 | 85 | 83 | 84 | 85 | 82 | 75 | 81 | 83 | | |
| | | 2003 | 86 | 80 | 81 | 82 | 81 | 83 | 84 | 78 | 85 | 77 | 80 | 87 | 84 | 74 | 87 | 83 | 85 | 84 | 80 | 83 | 88 | 84 | 87 | 85 | 87 | 87 | 84 | 79 | 83 | 86 | | |
| | | 2004 | 85 | 80 | 80 | 81 | 80 | 81 | 82 | 76 | 83 | 74 | 78 | 86 | 80 | 71 | 85 | 82 | 83 | 85 | 79 | 80 | 86 | 83 | 85 | 85 | 85 | 86 | 82 | 77 | 80 | 84 | | |
| | | 2005 | 87 | 78 | 81 | 80 | 81 | 81 | 85 | 77 | 85 | 78 | 81 | 87 | 83 | 75 | 87 | 85 | 86 | 86 | 81 | 82 | 88 | 84 | 87 | 87 | 87 | 87 | 83 | 77 | 84 | 87 | | |
| | Less than 3 times per week | Nov-02 | 85 | 79 | 80 | 82 | 82 | 83 | 82 | 76 | 83 | 78 | 80 | 86 | 79 | 76 | 84 | 83 | 85 | 84 | 81 | 82 | 84 | 85 | 85 | 84 | 84 | 86 | 82 | 77 | 82 | 82 | | |
| 2003 | | 87 | 79 | 80 | 83 | 84 | 83 | 84 | 78 | 85 | 78 | 80 | 88 | 83 | 76 | 87 | 85 | 85 | 86 | 81 | 83 | 87 | 85 | 88 | 86 | 87 | 88 | 83 | 79 | 83 | 86 | | | |
| 2004 | | 86 | 75 | 79 | 82 | 81 | 82 | 82 | 74 | 84 | 76 | 78 | 86 | 79 | 73 | 84 | 82 | 83 | 85 | 79 | 80 | 85 | 83 | 84 | 84 | 84 | 85 | 82 | 77 | 82 | 84 | | | |
| 2005 | | 87 | 76 | 81 | 82 | 83 | 82 | 83 | 75 | 85 | 79 | 81 | 87 | 81 | 75 | 87 | 85 | 86 | 86 | 81 | 82 | 86 | 85 | 87 | 86 | 86 | 87 | 84 | 77 | 84 | 84 | | | |
| CARS OWNED | no cars | Nov-02 | 85 | 84 | 80 | 82 | 81 | 82 | 82 | 78 | 83 | 76 | 79 | 85 | 81 | 77 | 84 | 84 | 84 | 84 | 81 | 83 | 85 | 84 | 86 | 82 | 84 | 86 | 83 | 75 | 81 | 84 | | |
| | | 2003 | 86 | 80 | 80 | 83 | 82 | 83 | 85 | 79 | 84 | 77 | 79 | 87 | 84 | 73 | 87 | 84 | 86 | 85 | 80 | 84 | 88 | 85 | 87 | 84 | 87 | 87 | 84 | 79 | 83 | 87 | | |
| | | 2004 | 86 | 82 | 81 | 81 | 80 | 82 | 83 | 76 | 83 | 74 | 79 | 85 | 81 | 72 | 83 | 81 | 82 | 85 | 79 | 80 | 86 | 84 | 85 | 83 | 84 | 85 | 82 | 77 | 82 | 84 | | |
| | | 2005 | 87 | 79 | 82 | 82 | 82 | 83 | 85 | 78 | 85 | 78 | 81 | 86 | 83 | 76 | 87 | 86 | 86 | 87 | 81 | 83 | 88 | 84 | 87 | 85 | 87 | 87 | 88 | 84 | 77 | 84 | 85 | |
| | at least one car | Nov-02 | 84 | 77 | 79 | 82 | 81 | 82 | 81 | 76 | 83 | 76 | 79 | 86 | 78 | 75 | 84 | 82 | 83 | 83 | 80 | 80 | 83 | 84 | 85 | 84 | 84 | 85 | 81 | 76 | 83 | 82 | | |
| 2003 | | 86 | 79 | 81 | 82 | 83 | 83 | 83 | 78 | 85 | 79 | 80 | 88 | 83 | 76 | 87 | 84 | 85 | 85 | 81 | 83 | 87 | 85 | 88 | 87 | 87 | 88 | 84 | 79 | 83 | 85 | | | |
| 2004 | | 86 | 75 | 79 | 81 | 81 | 82 | 81 | 74 | 84 | 75 | 78 | 86 | 79 | 72 | 85 | 83 | 83 | 85 | 79 | 80 | 85 | 83 | 85 | 85 | 85 | 85 | 82 | 77 | 81 | 84 | | | |
| 2005 | | 87 | 76 | 80 | 81 | 82 | 81 | 84 | 75 | 85 | 78 | 81 | 88 | 81 | 74 | 87 | 84 | 86 | 86 | 81 | 81 | 86 | 85 | 87 | 87 | 87 | 87 | 87 | 83 | 77 | 84 | 85 | | |
| INCOME | Under £15,000 | Nov-02 | 85 | 84 | 80 | 81 | 81 | 81 | 82 | 75 | 83 | 75 | 79 | 85 | 80 | 75 | 84 | 84 | 83 | 85 | 81 | 82 | 84 | 84 | 86 | 82 | 85 | 86 | 83 | 77 | 82 | 84 | | |
| | | 2003 | 87 | 80 | 81 | 83 | 84 | 84 | 86 | 79 | 86 | 77 | 80 | 87 | 86 | 74 | 88 | 85 | 86 | 86 | 81 | 84 | 89 | 85 | 88 | 84 | 87 | 86 | 84 | 80 | 83 | 87 | | |
| | | 2004 | 87 | 79 | 80 | 82 | 83 | 82 | 84 | 72 | 84 | 73 | 79 | 85 | 80 | 73 | 84 | 83 | 83 | 86 | 81 | 80 | 86 | 83 | 86 | 86 | 84 | 86 | 82 | 77 | 81 | 83 | | |
| | | 2005 | 90 | 81 | 84 | 83 | 85 | 84 | 86 | 79 | 86 | 79 | 82 | 88 | 85 | 77 | 88 | 87 | 88 | 87 | 83 | 85 | 89 | 87 | 88 | 86 | 88 | 89 | 85 | 78 | 85 | 87 | | |
| | Over £15,000 | Nov-02 | 82 | 74 | 79 | 81 | 80 | 81 | 79 | 74 | 83 | 75 | 78 | 87 | 77 | 73 | 85 | 82 | 82 | 82 | 78 | 79 | 82 | 84 | 85 | 85 | 85 | 85 | 84 | 79 | 75 | 82 | 82 | |
| 2003 | | 86 | 76 | 79 | 83 | 82 | 82 | 82 | 75 | 84 | 77 | 78 | 89 | 82 | 75 | 86 | 82 | 85 | 85 | 81 | 81 | 86 | 85 | 88 | 87 | 88 | 85 | 83 | 77 | 81 | 83 | | | |
| 2004 | | 85 | 75 | 78 | 80 | 80 | 81 | 80 | 73 | 85 | 76 | 79 | 86 | 79 | 71 | 85 | 83 | 83 | 84 | 77 | 79 | 85 | 83 | 85 | 84 | 85 | 85 | 83 | 78 | 80 | 84 | | | |
| 2005 | | 86 | 76 | 79 | 80 | 81 | 80 | 82 | 75 | 86 | 79 | 81 | 88 | 79 | 73 | 87 | 85 | 85 | 86 | 80 | 82 | 85 | 85 | 88 | 87 | 87 | 86 | 83 | 77 | 83 | 86 | | | |
| Key: | | | 82 rising trends | | | | | | | | | | | | | | 82 falling trends | | | | | | | | | | | | | | | | | |
| | | | trends based on significantly different 2002 and 2005 values and compatible intermediate values | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |

Key: 82 rising trends 82 falling trends
trends based on significantly different 2002 and 2005 values and compatible intermediate values

¹² Source: Table 2, Bus Passenger Satisfaction Survey 2005. Report by Colin Buchanan for Scottish Executive, 2006.

Table 7.5 Bus users' views on local bus services, 2010

| | Strongly agree | Tend to agree | Neither agree nor disagree | Tend to disagree | Strongly disagree | No opinion | Sample size (=100%) |
|--|----------------|---------------|----------------------------|------------------|-------------------|------------|---------------------|
| <i>row percentages</i> | | | | | | | |
| Buses are on time | 26 | 47 | 7 | 13 | 6 | 2 | 2,833 |
| Buses are frequent | 34 | 45 | 6 | 9 | 4 | 1 | 2,833 |
| Service runs when I need it | 29 | 45 | 7 | 12 | 6 | 2 | 2,833 |
| Service is stable and isn't regularly changing | 33 | 47 | 6 | 8 | 3 | 3 | 2,833 |
| Buses are clean | 25 | 50 | 10 | 11 | 3 | 1 | 2,833 |
| Buses are comfortable | 25 | 52 | 9 | 9 | 3 | 1 | 2,833 |
| Feels personally safe and secure on the bus during the day | 46 | 45 | 4 | 3 | 1 | 1 | 2,833 |
| Feels personally safe and secure on the bus during the evening | 22 | 37 | 9 | 10 | 6 | 15 | 2,833 |
| Simple deciding the type of ticket I need | 49 | 39 | 5 | 2 | 1 | 4 | 2,833 |
| Finding out about routes and times is easy | 37 | 44 | 7 | 7 | 3 | 2 | 2,833 |
| Easy changing from buses to other forms of transport | 28 | 46 | 10 | 5 | 3 | 9 | 2,833 |
| Fares are good value | 31 | 28 | 7 | 16 | 11 | 6 | 2,833 |

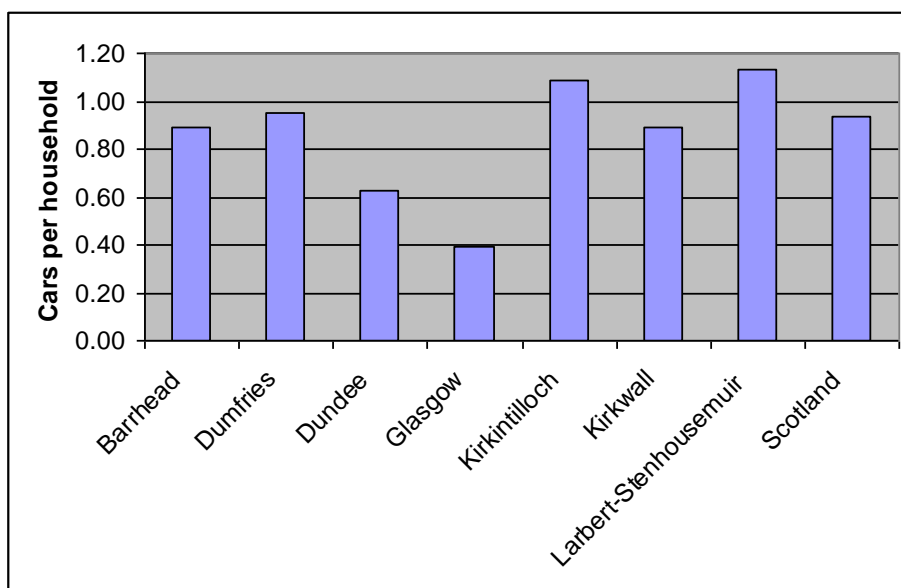
Table 7.6 Train users' views on local rail services, 2010

| | Strongly agree | Tend to agree | Neither agree nor disagree | Tend to disagree | Strongly disagree | No opinion | Sample size (=100%) |
|--|----------------|---------------|----------------------------|------------------|-------------------|------------|---------------------|
| <i>row percentages</i> | | | | | | | |
| Trains are on time | 50 | 43 | 3 | 3 | 1 | 1 | 1,440 |
| Trains are frequent | 46 | 43 | 5 | 3 | 1 | 2 | 1,440 |
| Service runs when I need it | 41 | 49 | 5 | 4 | 1 | 1 | 1,440 |
| Service is stable and isn't regularly changing | 42 | 44 | 5 | 4 | 1 | 3 | 1,440 |
| Trains are clean | 43 | 45 | 6 | 5 | 1 | 0 | 1,440 |
| Trains are comfortable | 44 | 49 | 3 | 3 | 0 | 0 | 1,440 |
| Feels personally safe and secure on the train during the day | 53 | 45 | 2 | 0 | 0 | 0 | 1,440 |
| Feels personally safe and secure on the train during the evening | 28 | 44 | 10 | 8 | 3 | 7 | 1,440 |
| Simple deciding the type of ticket I need | 44 | 42 | 4 | 6 | 2 | 1 | 1,440 |
| Finding out about routes and times is easy | 46 | 44 | 4 | 4 | 1 | 2 | 1,440 |
| Easy changing from train to other forms of transport | 37 | 44 | 9 | 4 | 2 | 3 | 1,440 |
| Fares are good value | 21 | 37 | 10 | 20 | 12 | 2 | 1,440 |

8.0 Household Car and Bicycle Availability and Ownership

8.1 Household car ownership levels reported in the 2001 Census were examined for the target areas and, for comparison, the whole of Scotland. These are illustrated in Figure 8.1. The graph shows that the Dundee and Glasgow SCSP target areas had considerably lower household car ownership than the national average, while the Kirkintilloch and Larbert-Stenhousemuir target areas had higher figures. Barrhead, Dumfries and Kirkwall household car ownership levels were similar to the national average.

**Figure 8.1 Average household car ownership levels (2001 Census)
for the SCSP target areas and Scotland**



8.2 Time series data on household car and adult bicycle availability is available from the Scottish Household Survey and the National Travel Survey.¹³ Because of its much larger sample size, the data from the SHS is of most interest, and the most recent available data is summarised in Table 8.1.

Table 8.1 Percentage of households with car or bike availability for private use (SHS)

| | 2000 | 2001 | 2002 | 2003 | 2004 | 2005 | 2006 | 2007 | 2008 | 2009 | 2010 |
|---|--------|--------|--------|--------|--------|--------|--------|--------|--------|--------|--------|
| No car | 35.8 | 35.3 | 34.8 | 32.7 | 33.7 | 31.7 | 32.0 | 30.3 | 30.2 | 30.7 | 30.3 |
| One car | 45.5 | 45.6 | 44.4 | 44.5 | 43.0 | 44.5 | 43.6 | 44.3 | 43.9 | 43.7 | 44.0 |
| Two Cars | 16.4 | 16.6 | 18.2 | 19.8 | 19.9 | 20.5 | 20.5 | 21.4 | 21.8 | 21.5 | 21.6 |
| Three or more cars | 2.3 | 2.6 | 2.5 | 3.0 | 3.4 | 3.3 | 3.8 | 4.0 | 4.0 | 4.2 | 4.1 |
| One or more cars | 64.2 | 64.7 | 65.2 | 67.3 | 66.3 | 68.3 | 68.0 | 69.7 | 69.8 | 69.3 | 69.7 |
| Two or more cars | 18.6 | 19.1 | 20.8 | 22.8 | 23.3 | 23.8 | 24.4 | 25.3 | 25.8 | 25.6 | 25.7 |
| 1+ Bicycles which can be used by adults | 34.2 | N/A | 34.9 | 34.4 | 35.0 | 35.0 | 35.3 | 36.9 | 36.8 | 35.4 | 34.3 |
| Sample size | 15,547 | 15,566 | 15,073 | 14,880 | 15,942 | 15,392 | 15,616 | 13,414 | 13,821 | 14,190 | 14,214 |

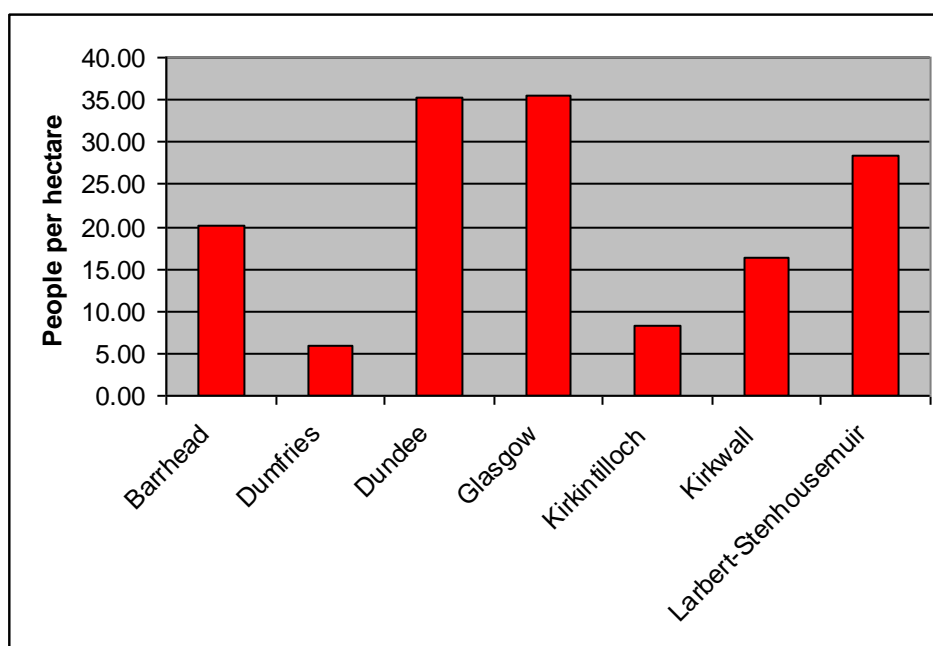
¹³ Transport Scotland. Travel and Transport in Scotland 2010 – Tables. Table S3.

- 8.3 It can be seen from this table that there was a rise in household car availability from 2001 when the Census data was collected until 2007. From that time, the proportion of households without car availability has been fairly static at around 30%, while the proportion with access to more than one car has continued to rise. From 2000 to 2010, there is no clear trend in adult bicycle availability with a gentle rise followed by a gentle fall.

9.0 Population Density

- 9.1 Population density figures for each of the SCSP target areas are shown in Figure 9.1. An average figure for Scotland is not shown, since this is not a particularly useful comparator as the national population density takes in large unpopulated and sparsely populated areas as well as towns and cities.

Figure 9.1 Population density (2001 Census) for the SCSP target areas



10.0 Health

- 10.1 The most relevant indicators for health from the Scottish Health Survey (SHeS) in relation to the SCSP objectives are those for self-reported general health and levels of physical activity, particularly walking (as reported above). Comparative figures at the Scottish National level are available for 2003, 2008 and 2010.
- 10.2 The SHeS uses Health Board areas for reporting, so figures for the individual SCSP target areas have not been examined. The relevant Health Board area for each SCSP target area is as follows:

Table 10.1: Relationship between Health Board areas and SCSP target area

| Health Board | SCSP target area |
|---------------------|--|
| Greater Glasgow | Barrhead (East Renfrewshire) |
| | Glasgow East End (Glasgow City) |
| | Kirkintilloch/Lenzie (East Dunbartonshire) |
| Dumfries & Galloway | Dumfries |
| Tayside | Dundee City |
| Orkney | Kirkwall (Orkney Islands) |
| Forth Valley | Larbert-Stenhousemuir (Falkirk) |

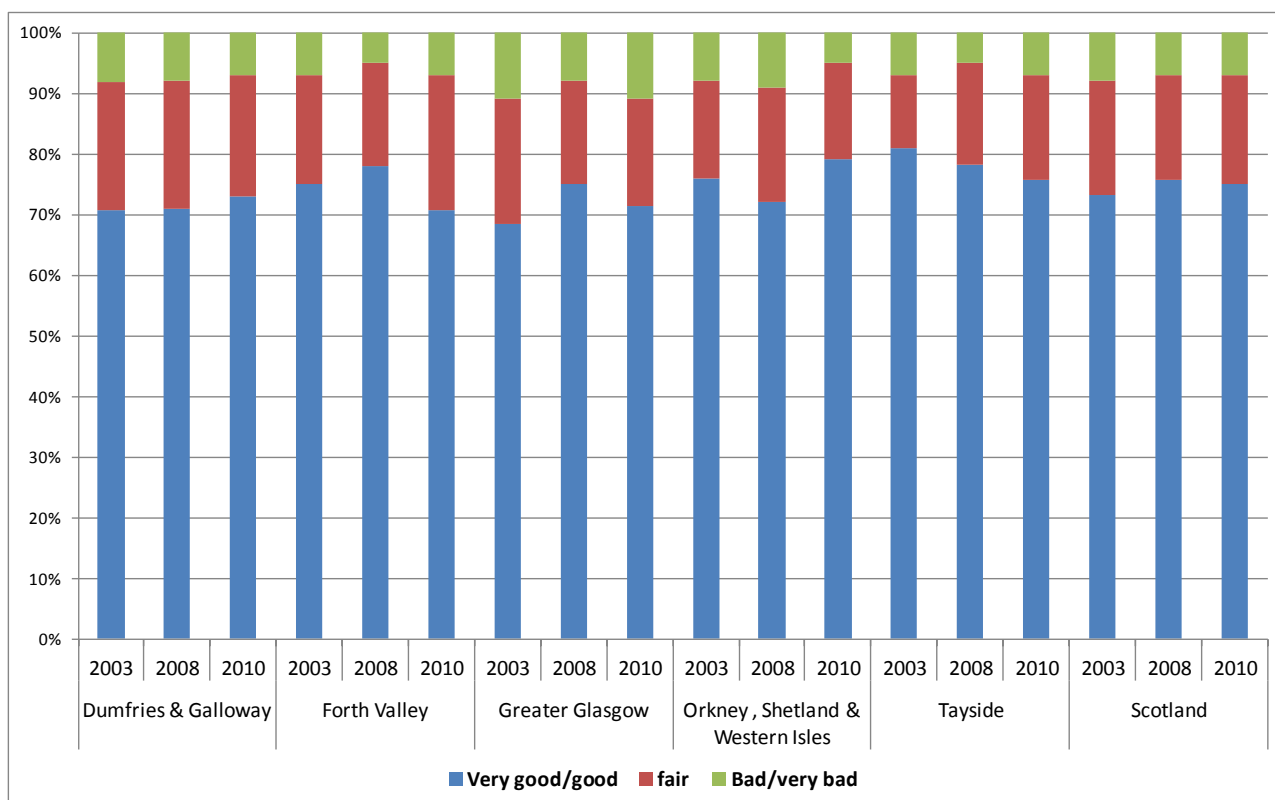
Self-reported general health

- 10.3 As was the case in the SCSP evaluation surveys, SHeS participants are asked to rate their own health in general and whether they had any long-standing illness, disability or infirmity. The figures on general health summarised in Table 10.2 and Figure 10.1 indicate there may be some differences between target areas. In 2010, the proportion classifying their health as 'very good' or 'good' ranges from 70% in the Forth Valley area (containing Larbert/Stenhousemuir) to 75% in Tayside (containing Dundee). The population of Dumfries and Galloway and Greater Glasgow reported their health as being below the Scottish average. Figure 10.1 shows that the trend is also different in each area. Compared to 2003, the proportion reporting very good/ good health increased in all areas except for Forth Valley and Tayside.
- 10.4 The SHeS also asks respondents whether they have any illness, disability or infirmity that had, or was likely to affect them over a period of time (Table 10.2). Figures for this indicator show less diversity across the relevant Health Board areas. Interestingly, in this case, both Greater Glasgow and Dumfries and Galloway report slightly lower proportions suffering from a longstanding illness than the national average of 43% in 2010 and Orkney and Shetland show the highest.

Table 10.2: Self-reported general health (2003/2008/2010 SHes) for relevant Health Board areas and for Scotland¹⁴

| | Dumfries & Galloway Forth Valley | | | Forth Valley | | | Greater Glasgow | | | Orkney, Shetland & Western Isles | | | Tayside | | | Scotland | | |
|--------------------------|-------------------------------------|------|------|--------------|------|------|-----------------|------|------|-------------------------------------|------|------|---------|------|------|----------|------|------|
| | 2003 | 2008 | 2010 | 2003 | 2008 | 2010 | 2003 | 2008 | 2010 | 2003 | 2008 | 2010 | 2003 | 2008 | 2010 | 2003 | 2008 | 2010 |
| Very good/ good | 70% | 71% | 73% | 75% | 78% | 70% | 69% | 75% | 72% | 76% | 72% | 79% | 81% | 79% | 75% | 74% | 75% | 75% |
| Fair | 21% | 21% | 20% | 18% | 17% | 22% | 21% | 17% | 18% | 16% | 19% | 16% | 12% | 17% | 17% | 19% | 17% | 18% |
| Bad/ Very Bad | 8% | 8% | 7% | 7% | 5% | 7% | 11% | 8% | 11% | 8% | 9% | 5% | 7% | 5% | 7% | 8% | 7% | 7% |
| | | | | | | | | | | | | | | | | | | |
| Long Standing Illness | 38% | 48% | 39% | 38% | 44% | 42% | 44% | 42% | 42% | 39% | 41% | 48% | 39% | 47% | 45% | 41% | 41% | 43% |
| | | | | | | | | | | | | | | | | | | |
| Bases (weighted) | 237 | 189 | 210 | 471 | 357 | 399 | 1383 | 1498 | 1673 | 104 | 85 | 96 | 641 | 498 | 558 | 8143 | 6462 | 7239 |

¹⁴ Source: Derived from 2003, 2008 and 2010 Scottish Health Survey Health Board Tables available at: <http://www.scotland.gov.uk/Publications>

Figure 10.1: Self-reported general health (2003/2008/2010 SHEs) for relevant Health Board areas and for Scotland¹⁵

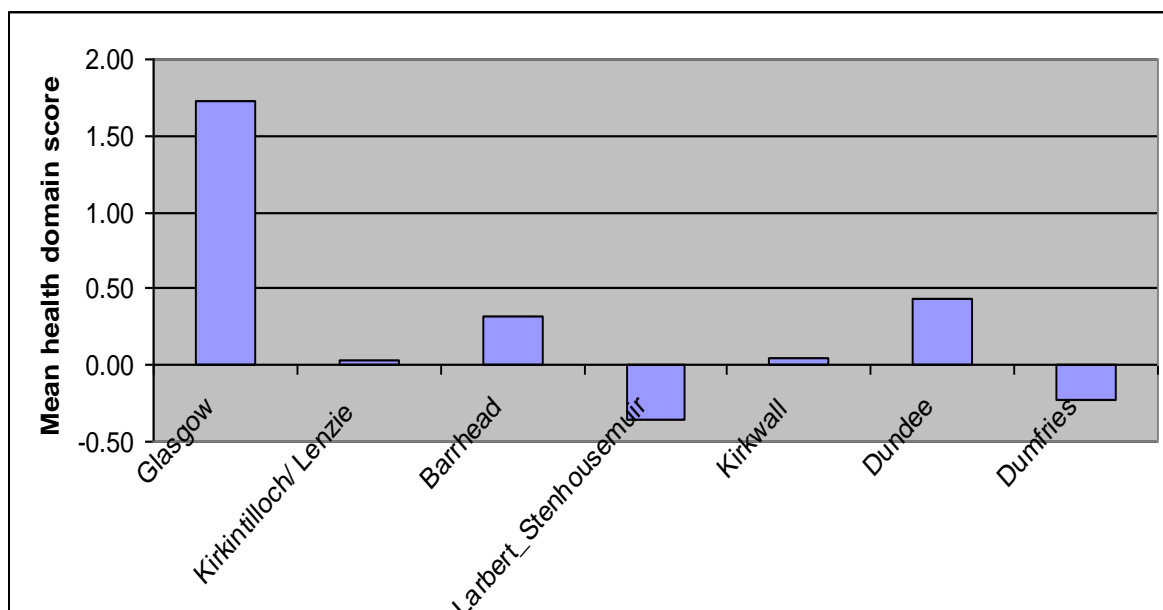
10.5 It must be noted that the figures for Glasgow Health Board relate to a much larger region than the three individual SCSP locations within it and the aggregate statistics are likely to disguise differences between them. Given the lack of data at the SCSP area level, we have attempted to provide an idea of the potential scale of the difference by examining the health domain score within the SIMD which can be analysed at data zone level. The health domain identifies areas with a higher than expected level of ill health or mortality given the age and sex profile of the population and is made up of a number of indicators¹⁶. The health domain score is not meaningful as a figure on its own but is used as a comparator in Figure 10.2 to show the differences between the SCSP target areas. This confirms that the three Glasgow locations exhibit different characteristics as measured by the health domain score. From this, Glasgow East End appears to display a much higher than expected (based on the national average) level of ill health or mortality given its socio-demographic profile. By contrast, Kirkintilloch/Lenzie has a profile much closer to the national average and Barrhead slightly above the national average. From

¹⁵ Source: Derived from 2003 Scottish Health Survey Health Board Tables, op.cit.

¹⁶ The SIMD calculates an overall health domain score from indicators relating to standardised mortality ratio, hospital episodes related to alcohol use, hospital episodes related to drug use, comparative illness factor based on those claiming benefits, emergency admissions to hospital, estimated Proportion of population being prescribed drugs for anxiety, depression or psychosis, proportion of live singleton births of low birth weight.

this, it would also appear that Larbert/Stenhousemuir and Dumfries are also less health deprived than the national average.

Fig 10.2: Health Domain Score for the SCSP target areas (according to SIMD)¹⁷



Physical activity - general

- 10.6 The Scottish Physical Activity Strategy recommends that adults should be accumulating 30 minutes or more of moderate activity on most days of the week¹⁸. The SHeS measures a variety of types of activity (home based activities, walking, sport and exercise and activity at work) and creates a summary measure of physical activity in line with the current guidelines - that is, participation in 30 minutes or more of moderate to vigorous physical activity on at least five days a week even if accumulated in shorter bouts (of as little as 10 minutes) to reach a daily target of 30 minutes¹⁹.
- 10.7 There is a long term target in Scotland for 50% of all adults over 16 to meet this level by 2022. Table 10.3 summarises levels of physical activity by gender for the relevant Health Boards in 2003, 2008 and 2010, and shows the 2010 Scottish average to stand at 39% (up from 36% in 2003 but the same as in 2008), with almost one in three adults (31%) doing, on average, fewer than 30 minutes of moderate to vigorous activity in a whole week. The proportion meeting the target is different for men and women (45% and 33% respectively). Based on the SHeS figures, reaching the goal equates to an average increase of just over 1% per year across the Scottish population between now and 2022.

¹⁷ SCSP target areas each comprise a number of data zones. The mean health domain score has been used. The higher the score, the higher than expected level of ill health. The mean for Scotland equals zero.

¹⁸ <http://www.scotland.gov.uk/Topics/Health/health/Introduction>

¹⁹ SHeS 2003, Volume 2 (Adults)

Table 10.3: Summary of physical activity levels, by sex, for relevant Health Boards (SHeS 2003, 2008, 2010)²⁰

| | | Dumfries & Galloway Forth Valley | | | Forth Valley | | | Greater Glasgow | | | Orkney, Shetland & Western Isles | | | Tayside | | | Total | | |
|------------------|--------|-------------------------------------|------|------|--------------|------|------|-----------------|------|------|-------------------------------------|------|------|---------|------|------|-------|------|------|
| | | 2003 | 2008 | 2010 | 2003 | 2008 | 2010 | 2003 | 2008 | 2010 | 2003 | 2008 | 2010 | 2003 | 2008 | 2010 | 2003 | 2008 | 2010 |
| Men | Low | 27% | 23% | 25% | 31% | 21% | 28% | 29% | 29% | 31% | 30% | 28% | 31% | 24% | 31% | 35% | 29% | 28% | 29% |
| | Medium | 22% | 27% | 32% | 26% | 32% | 29% | 29% | 24% | 22% | 36% | 22% | 25% | 34% | 24% | 25% | 28% | 27% | 26% |
| | High | 51% | 50% | 43% | 43% | 47% | 44% | 41% | 46% | 48% | 33% | 51% | 44% | 42% | 45% | 40% | 42% | 45% | 45% |
| Women | Low | 32% | 37% | 34% | 33% | 34% | 31% | 36% | 34% | 36% | 46% | 32% | 38% | 31% | 38% | 34% | 34% | 33% | 33% |
| | Medium | 32% | 32% | 31% | 38% | 37% | 38% | 35% | 32% | 33% | 32% | 34% | 30% | 39% | 38% | 32% | 35% | 34% | 33% |
| | High | 36% | 31% | 35% | 28% | 29% | 30% | 29% | 34% | 31% | 22% | 34% | 33% | 31% | 24% | 34% | 30% | 33% | 33% |
| All adults | Low | 30% | 31% | 30% | 32% | 28% | 30% | 33% | 32% | 33% | 38% | 30% | 34% | 28% | 35% | 35% | 32% | 31% | 31% |
| | Medium | 27% | 30% | 32% | 32% | 34% | 33% | 32% | 29% | 28% | 34% | 28% | 27% | 37% | 32% | 28% | 32% | 30% | 30% |
| | High | 43% | 40% | 39% | 36% | 38% | 37% | 35% | 40% | 39% | 28% | 42% | 39% | 36% | 33% | 37% | 36% | 39% | 39% |
| Bases (weighted) | | 237 | 189 | 210 | 471 | 357 | 399 | 1383 | 1498 | 1673 | 104 | 85 | 96 | 641 | 498 | 558 | 8143 | 6462 | 7239 |

Low= fewer than 30 minutes of moderate or vigorous activity a week

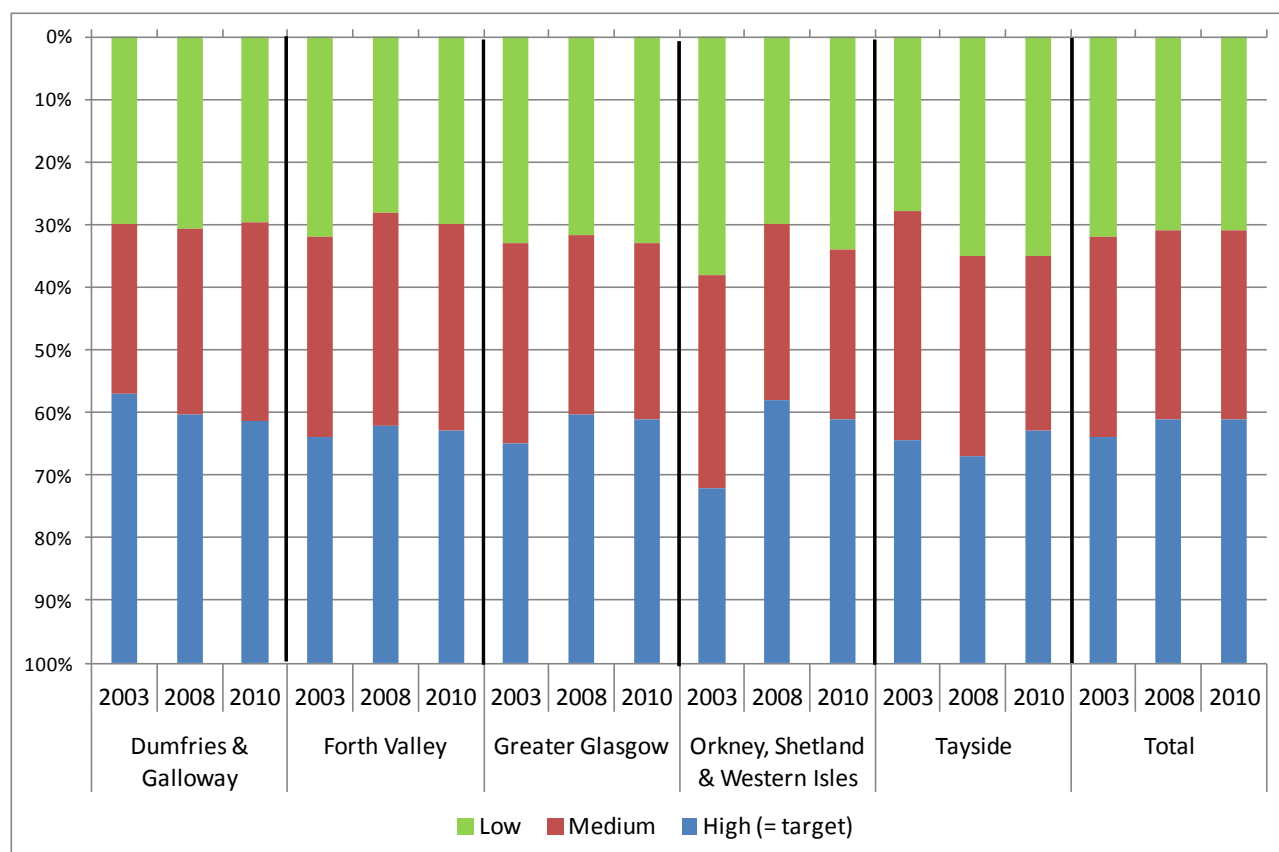
Medium= 30 minutes or more on 1 to 4 days a week

High= 30 minutes or more on at least 5 days a week (this group represents those who meet the current physical activity recommendations)

²⁰ Source: Derived from 2003, 2008, 2010 Scottish Health Survey Health Board Tables, op.cit.

- 10.8 Table 10.3 and Figure 10.3 also illustrate potential differences between the SCSP target areas with respect to physical activity levels. For instance, the population of Dumfries and Galloway, Greater Glasgow and Orkney and Shetland appear to be the most physically active, with 39% of all adults in each case achieving 30 minutes at least 5 days a week. The other two locations are just below the national average at 37%. The highest proportion meeting the target are males in Greater Glasgow at 48% and the lowest is females in Greater Glasgow at 31%.

Figure 10.3: Summary of physical activity levels by relevant Health Board (SHeS 2003, 2008, 2010)²¹

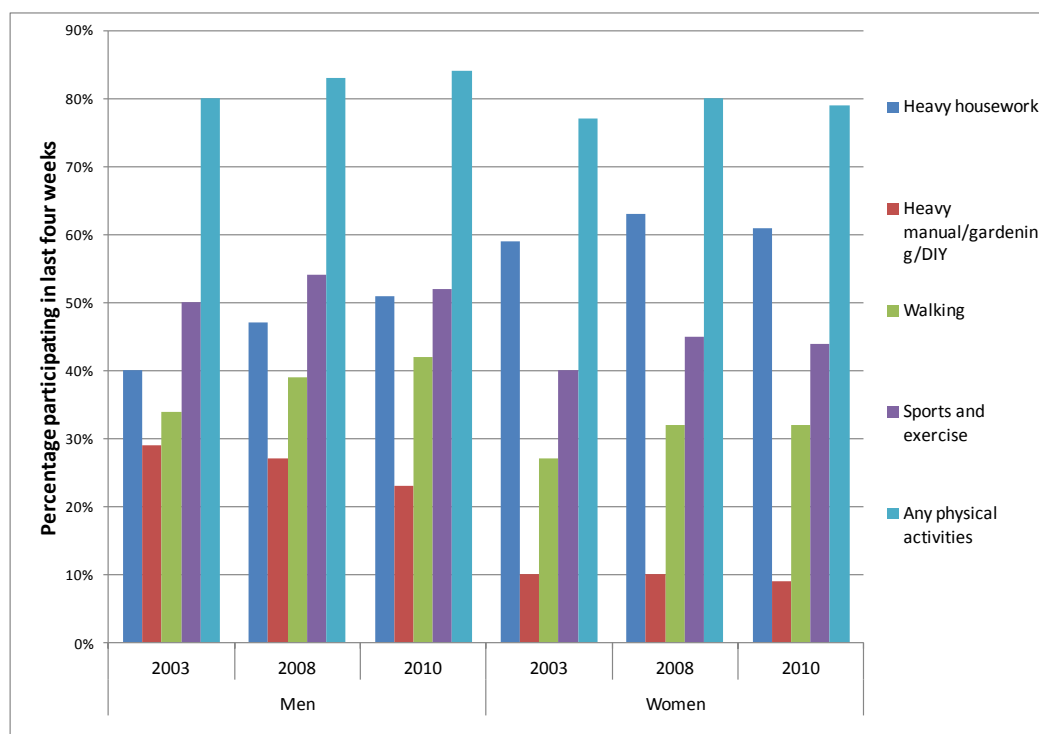


- 10.9 It is not possible to look at trend data for physical activity in individual Health Boards from the SHeS due to differences in the way the data is reported. However, at the Scottish national level, there has been an improvement since 2003 in the proportions of men and women aged 16-74 meeting the physical activity recommendations: from 42% to 45% in men and 30% to 33% in women. However, for both sexes these were the same levels as reached the target in 2008 and there has been no improvement since then. These increases were due to greater participation in heavy housework (from 40% to 51% in men and 59% to 61% women), walking (from 34% to 42% in men and from 27% to 32% in women) and sports and exercise for at least 15 minutes a time at least once in the last

²¹ Source: Derived from 2003 Scottish Health Survey Health Board Tables, op.cit.

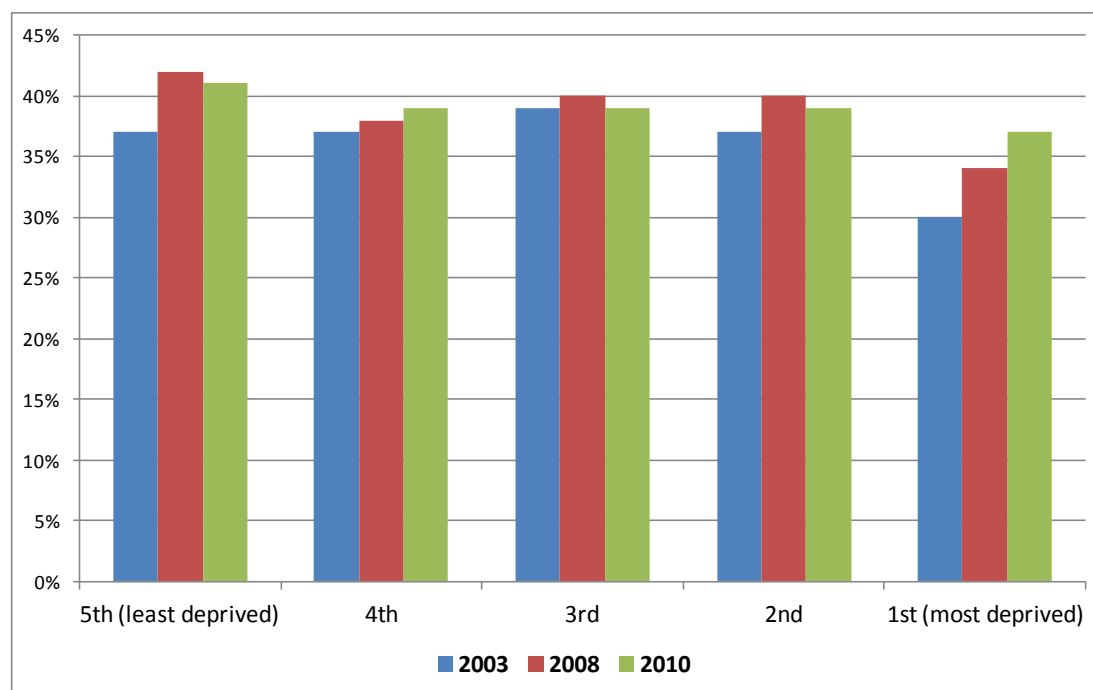
four weeks (from 50% to 52% in men and from 40% to 44% in women). This is shown in Figure 10.4.

Figure 10.4: Participation in different activity types in the last four weeks in 2003, 2008 and 2010 (SHes)



10.10 The proportion meeting the current physical activity recommendations can also be reported by SIMD quintiles. Analysis of 2003, 2008 and 2010 SHes data finds no clear gradient between physical activity and deprivation, but highlights the lowest prevalence of adherence to the activity guidelines in the most deprived areas (Figure 10.5).

Figure 10.5: Proportion meeting the current physical activity recommendations (age standardized) by SIMD quintile and sex (SHeS 2003, 2008 and 2010)



11.0 Overall deprivation

- 11.1 Levels of overall deprivation were examined for the SCSP target areas and Scotland as a whole using the 2006 Scottish Indices of Multiple Deprivation. The overall Index of Multiple Deprivation scores for data zones within these areas are summarised in Table 11.1. These highlight the fact that the Glasgow East End target area has a very high level of multiple deprivation (much higher than the national average), and the Dundee target area also suffers notable deprivation overall. While the other target areas appear less deprived overall, with the exception of Kirkwall they all contain some data zones with deprivation problems.

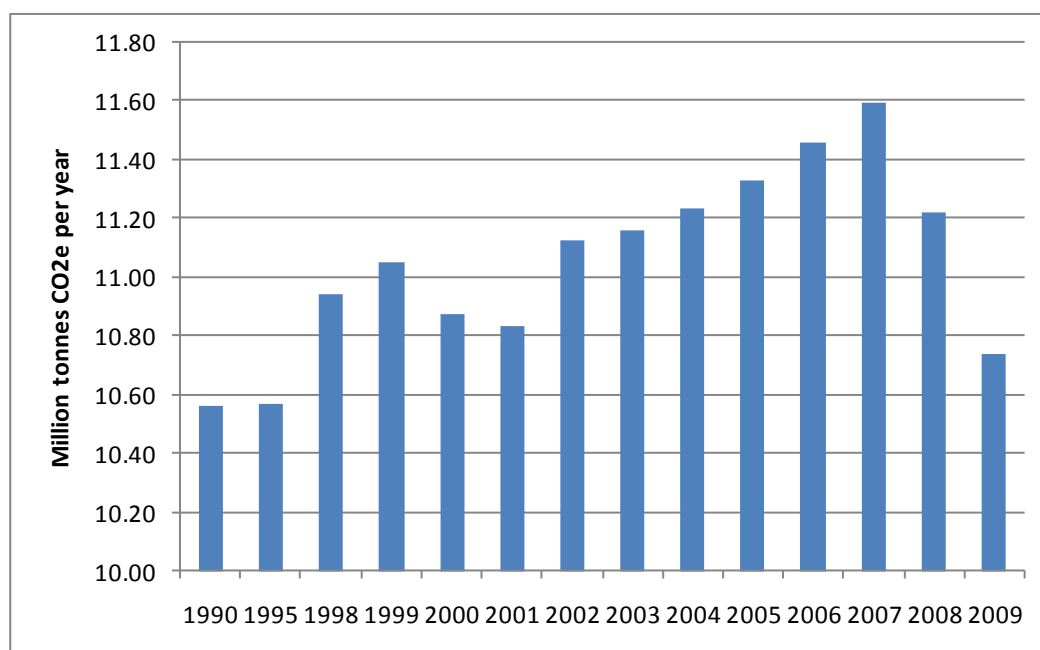
Table 11.1 Overall IMD scores for data zones within the SCSP target areas

| | Overall IMD | | | |
|-------------------------|-------------|---------|-------|--------|
| | Maximum | Minimum | Mean | Median |
| Glasgow | 85.84 | 29.87 | 64.89 | 66.26 |
| Kirkintilloch/ Lenzie | 62.24 | 2.33 | 17.88 | 18.23 |
| Barrhead | 72.96 | 4.09 | 23.31 | 21.08 |
| Larbert / Stenhousemuir | 35.55 | 3.24 | 13.50 | 11.61 |
| Kirkwall | 19.93 | 5.69 | 13.17 | 14.23 |
| Dundee | 65.74 | 2.44 | 28.86 | 28.66 |
| Dumfries | 64.48 | 4.99 | 19.01 | 14.34 |
| | | | | |
| SCOTLAND | 89.09 | 0.94 | 21.70 | 16.89 |

12.0 Environment

- 12.1 Key environmental indicators that may be affected by the SCSP measures include emissions of greenhouse gases (CO₂, NO₂ and methane), emissions of airborne pollutants that affect local air quality and transport-related noise. Of these, greenhouse gas emissions lend themselves to meaningful national statistics. Figure 12.1 shows the Scottish national trend for net CO₂ equivalent emissions (taking account of emissions and removals) from transport (excluding international aviation and shipping).
- 12.2 Total net greenhouse gas emissions in Scotland are reducing year-on-year, down from 72 to 51 million tonnes between 1990 and 2009. Transport related emissions buck this trend by showing a small upward trend until 2007, despite increasingly fuel efficient vehicles and initiatives to encourage greater use of lower carbon modes of travel, and a drop only in 2008 and 2009 (latest available data).

Figure 12.1 Scottish net CO₂ emissions from transport²²



²² Natural Scotland. Key Scottish Environment Statistics 2011, September 2011.

13.0 Neighbourhood

- 13.1 People's perception of their neighbourhood as a place to live is a potentially important indicator for the SCSP programme. Table 13.1 shows results of the Scottish Household Survey on this issue. In general, over 90% of people have consistently rated their neighbourhood as a very good or fairly good place to live every year since 1999. There is also a slight upward trend in neighbourhood ratings over that period.
- 13.2 Table 13.2 disaggregates the 2009-10 SHS neighbourhood rating data by type of settlement. Again, approval ratings are very high across all types, but increasing with decreasing size of settlement.

Table 13.1 People's rating of their neighbourhood as a place to live²³

| Adults | 1999 | 2000 | 2001 | 2002 | 2003 | 2004 | 2005 | 2006 | 2007 | 2008 | 2009 | 2010 |
|-------------|--------|--------|--------|--------|--------|--------|--------|--------|--------|-------|--------|--------|
| Very/fairly | 90.7 | 91.8 | 91.8 | 91.7 | 92.4 | 91.7 | 92.1 | 92.0 | 92.4 | 92.5 | 93.6 | 93.5 |
| Very good | 49.4 | 51.5 | 49.9 | 49.8 | 52.8 | 50.3 | 50.7 | 51.1 | 51.7 | 53.1 | 55.0 | 55.4 |
| Fairly good | 41.3 | 40.3 | 41.9 | 41.9 | 39.6 | 41.4 | 41.4 | 40.9 | 40.7 | 39.4 | 38.6 | 38.1 |
| Fairly poor | 5.4 | 5.1 | 4.9 | 5.2 | 4.7 | 5.4 | 5.1 | 5.2 | 4.8 | 4.9 | 4.3 | 4.4 |
| Very poor | 3.4 | 2.8 | 2.9 | 2.8 | 2.5 | 2.5 | 2.4 | 2.4 | 2.4 | 2.4 | 1.8 | 1.8 |
| No opinion | 0.5 | 0.3 | 0.5 | 0.4 | 0.4 | 0.5 | 0.3 | 0.4 | 0.4 | 0.3 | 0.3 | 0.3 |
| All | 100 | 100 | 100 | 100 | 100 | 100 | 100 | 100 | 100 | 100 | 100 | 100 |
| Base | 13,782 | 14,557 | 14,643 | 14,042 | 13,968 | 14,778 | 14,071 | 14,190 | 10,385 | 9,314 | 12,543 | 12,439 |

Table 13.2 2009-10 neighbourhood ratings by settlement type

| | Large urban areas | Other urban areas | Accessible small towns | Remote small towns | Accessible rural | Remote rural | Scotland |
|-------------|-------------------|-------------------|------------------------|--------------------|------------------|--------------|----------|
| Adults | | | | | | | |
| Very good | 49 | 52 | 56 | 61 | 70 | 78 | 55 |
| Fairly good | 42 | 42 | 39 | 34 | 27 | 20 | 38 |
| Fairly poor | 6 | 5 | 4 | 3 | 2 | 1 | 4 |
| Very poor | 3 | 2 | 1 | 1 | 1 | 1 | 2 |
| No opinion | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Total | 100 | 100 | 100 | 100 | 100 | 100 | 100 |
| Base | 8,708 | 7,372 | 2,151 | 1,431 | 2,958 | 2,349 | 24,969 |

²³ Scottish Government. Scotland's People - Annual report: results from 2009/2010 Scottish Household Survey.

14.0 Liftsharing

- 14.1 In Scotland, the largest national source of data is available from the company Liftshare which manages data for all of the regional transport partnerships covering the SCSP areas. The data in Table 14.1 needs to be used with caution as activity is patchy and the level of liftsharing matches in the database is only one indicator of the level of liftsharing activity. People may make contact through liftshare and not then share lifts whilst others will continue to share lifts informally with people they have met in liftshare so their trip details may not be registered in the system.
- 14.2 Across all seven SCSP pilot areas there are 1583 people registered to the programme. Registrations in all areas other than Kirkwall started in 2002/3 but in Kirkwall the first person registered in 2007. The majority of these people were from Dundee, where 1028 people have subscribed. 42.4% of registered users made at least one liftsharing contact, and the match rate varied from 48.2% in Dundee to 20.3% in Barrhead. Only two people registered in Kirkwall.

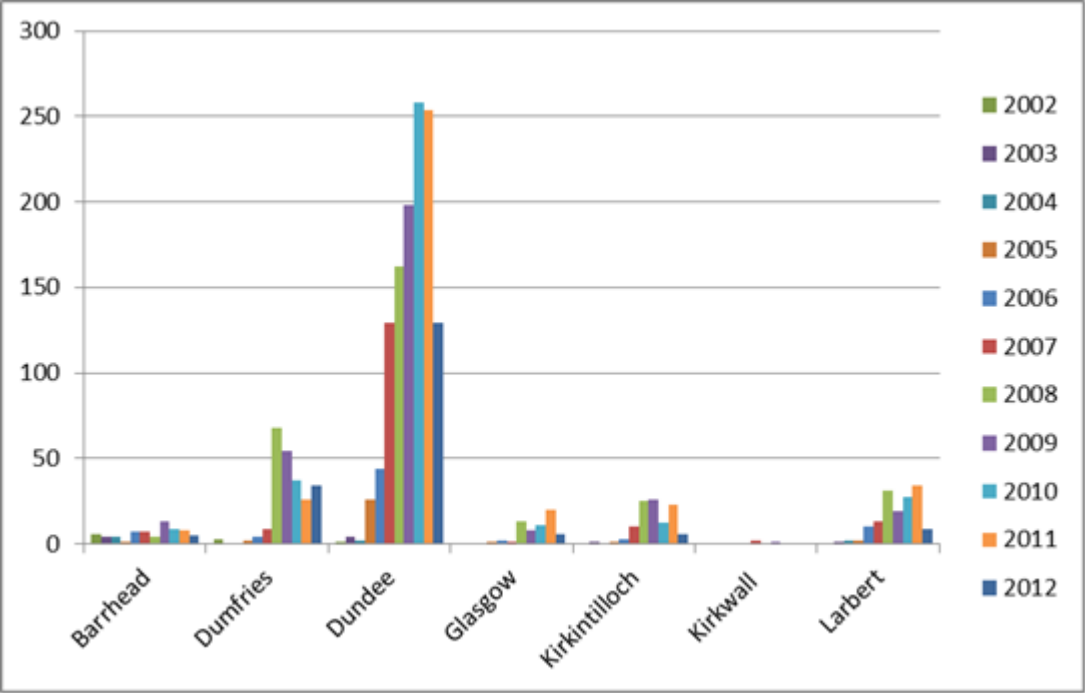
Table 14.1 - Registered and contacted subscribers with Liftshare²⁴

| Town | Registered subscribers | Registered subscribers as percentage of area population | Subscribers that made contact via TripShare | Percentage of subscribers that made contact |
|------------------------|------------------------|---|---|---|
| Dundee | 1028 | 3.32% | 495 | 48.2% |
| Labert & Stenhousemuir | 132 | 0.68% | 60 | 45.5% |
| Dumfries & Galloway | 212 | 0.57% | 45 | 21.2% |
| Barrhead | 64 | 0.38% | 13 | 20.3% |
| Kirkintilloch | 89 | 0.27% | 31 | 34.8% |
| Glasgow | 56 | 0.20% | 27 | 48.2% |
| Kirkwall | 2 | 0.03% | 0 | 0.0% |
| All SCSP towns | 1583 | 0.91% | 671 | 42.4% |

- 14.3 Subscribers registered mainly as seeking (85.5%) or offering (12%) the car share journey. Other available options like walking, cycling or taking taxi together were less popular (2.5%). Figure 14.1 shows the number of registered journeys per year for each pilot area of the SCSP programme. From 2008, noticeable increases in registered journeys are evident for Dumfries, Larbert and Kirkintilloch, although the numbers in those pilot areas generally remain low. In Dundee the programme gained momentum in 2007.

²⁴ Liftshare is a company providing computer services to facilitate liftsharing activity. The company has been contracted by many of the relevant Regional Transport Partnerships and Councils to provide services to assist them in the promotion of lift sharing

Figure 14.1 - Registered journeys in Liftshare database 2002-2012

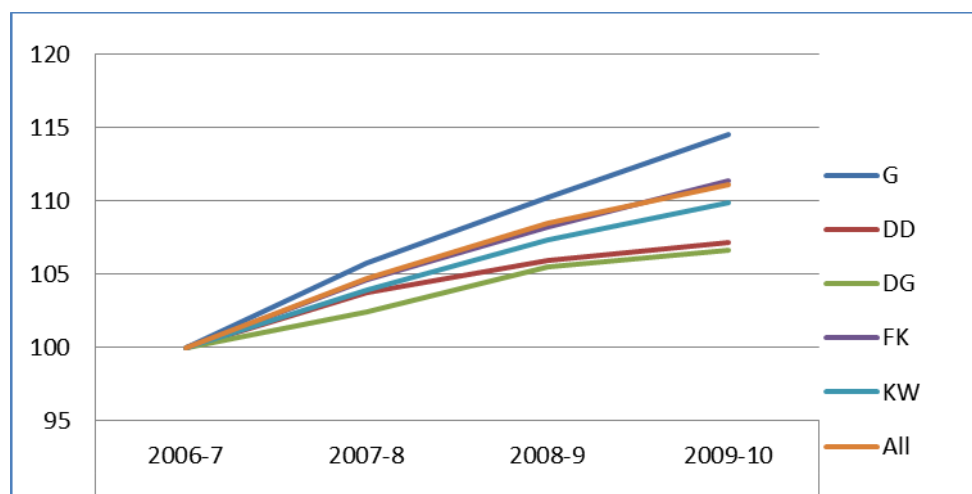


Note: Figures for 2012 are for an incomplete year and hence are lower than might be expected, and cannot be compared with previous years.

15.0 Odometer Readings when MOT-testing cars

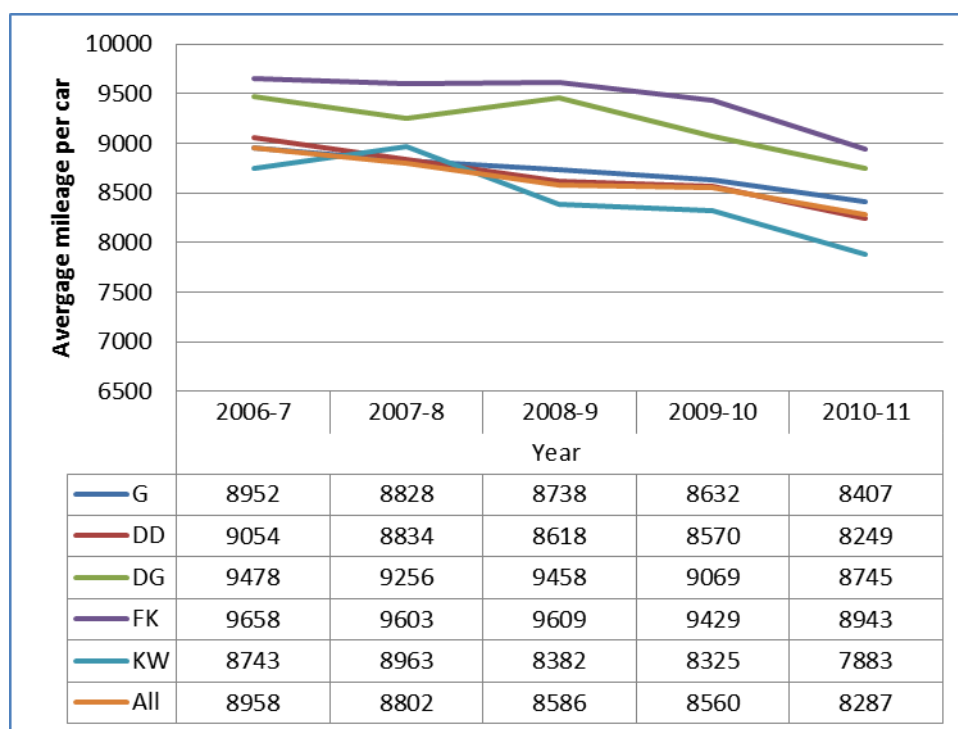
- 15.1 For MOT-tested cars, the number of cars and their mileages are obtainable for each postcode area. The postcode area shown in the data refers to the location of the test centre but if it is assumed that overall people will have their cars tested reasonably close to their homes and workplaces then the odometer changes between the years of tests can be an additional guide to the distances that people are driving.
- 15.2 Some postcode areas cover large populations such as the G postcode for Glasgow and many surrounding areas. Also the postcode areas are not homogeneous and the characteristics of the areas within which the SCSP pilot areas are located may be very different from the postcode area as a whole. Vehicles that take the MOT do not represent actual car ownership within each postcode since a population that owns mainly new cars of less than three years in age will not need MOT certificates for their cars.
- 15.3 Figure 15.1 shows an index of MOT-tested cars in postcodes areas for the years 2006-2010 relative to 2006. Increases are evident for all postcodes which could mean that the vehicle fleet is ageing with people keeping their cars longer and/or that there are more cars on the road. While the level of increase for FK and KW is very similar to the UK average (shown as All on the graph), number of cars in the G postcode area increased by 14.5%. Numbers of cars for postcodes DG and DD increased less considerably, by 6.6% and 7.2%, respectively.

Figure 15.1 - Number of all MOT-tested cars in relation to the level from 2006-07 (when number of cars in 2006-07=100)



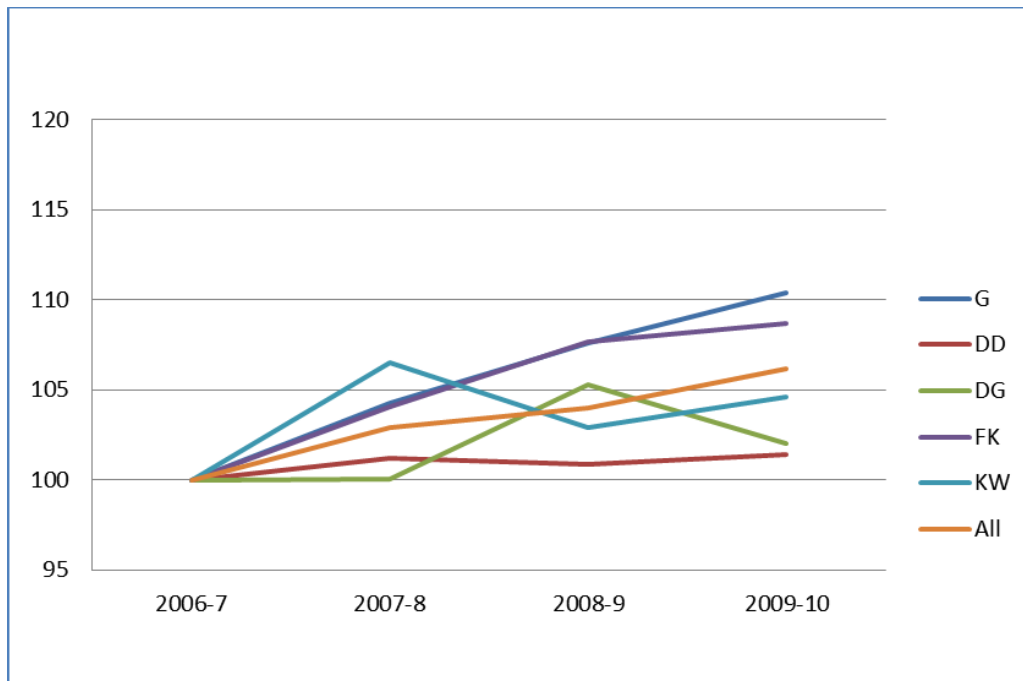
- 15.4 The average vehicle mileage decreased from 8958 miles in 2006 to 8287 miles in 2010. Postcodes DD and G roughly followed national averages, falling steadily over the years, while there were some fluctuations for postcodes DG and KW. In recent years, the FK postcode area has had the highest average mileage from all postcodes.

Figure 15.2 - Average mileage of MOT-tested cars, 2006-2010



- 15.5 There is an increase in total mileage of cars for the UK, and it varies throughout the postcodes. G and FK recorded growths much higher than the national average. Total mileages decreased in the KW area in 2008-09 and in the DG area in 2009-10, in both cases coinciding with a fall in average mileages.

**Figure 15.3 - Total mileage of MOT-tested cars in relation to the level from 2006-07
(when total mileage for 2006-07=100)**



16.0 Conclusions

- 16.1 The analysis in this paper has collated a large number of indicators from a diverse range of sources and, where disaggregation has been possible, has highlighted some interesting differences between SCSP target areas. Whilst the data sets are not directly comparable to each other, it is useful to draw these results together and sketch an overall picture of the distinguishing characteristics of each location. Table 16.1 does this by highlighting where the highest and lowest values were discovered on each indicator.
- 16.2 Although there have been changes in the different areas between 2008 and 2012 the general characteristics of each area take time to change so it requires the more detailed analysis which has been undertaken as part of the SCSP research to understand these changes.

Table 16.1: Summary of distinguishing characteristics of each SCSP pilot area

| SCSP location (Health Board) | Indicator |
|---|--|
| <i>Greater Glasgow Health Board</i> | <i>Lowest self-reported general health</i> <i>Above average long standing illness</i> |
| Glasgow East End | Lowest car ownership Lowest commute % by driving (car or van) Highest commute % by bus Lowest mean drive and PT time to GP Highest population density Most deprived area overall |
| Kirkintilloch / Lenzie | Higher car ownership than the Scottish national average Lowest commute % by bicycle Low population density |
| Barrhead | Lowest commute % by foot |
| Dumfries (Dumfries and Galloway Health Board) | Highest commute % by car/van passenger Highest mean drive and PT time to GP Lowest population density Most physically active |
| Dundee (Tayside Health Board) | Lower car ownership than Scottish national average Lowest mean drive and PT time to post office High population density Best self reported general health High participation in Liftshare scheme |
| Kirkwall (Orkney, Shetlands and Western Isles Health Boards) | Highest commute % by foot Highest commute % by bicycle Lowest commute % by bus Highest mean drive and PT time to post office |
| Larbert / Stenhousemuir (Forth Valley Health Board) | Highest car ownership Highest commute by driving (car or van) |