

Statistical Bulletin

Transport Series

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Transport and Travel in Scotland 2011

This bulletin summarises a range of transport statistics in Scotland to highlight the main trends and present the results of the 2011 Scottish Household Survey transport questions in context. Some comparisons with Great Britain (or the UK) are also included.

1 Main Points

Motor vehicles, traffic and driving

1.1 The estimated total volume of traffic on Scotland's roads in 2011 was over 43 billion vehicle kilometres – 0.2 per cent less than 2010 and continuing the downward trend since a peak of 44.7 billion vehicle kilometres in 2007. [Table S1]

1.2 In 2011 there were around 202,000 new vehicle registrations in Scotland, a decrease of 3.1 per cent on 2010, continuing the downward trend since a peak of 263,000 in 2004. [Table S1]

1.3 There were 2.7 million motor vehicles licensed in Scotland in 2011, a similar level to the previous year and 19 per cent higher than in 2001. [Table S1]

1.4 Over two-thirds of people aged 17 or over had a full driving licence in 2011, an increase of 3 percentage points since 2001. [Table S3]

1.5 Males were more likely to hold a full driving license than females (76% vs. 60%); male licence possession has been fairly stable whilst female possession has increased since 2001. [Table S3]

1.6 Twenty-five per cent of households had access to two or more cars in 2011, whilst 30 per cent had no access to a car. The proportions have remained similar over the last five years. [Table S3]

1.7 Households reported an average spend of £131 on fuel for their cars in the past month - up from £112 in 2010 and £78 in 2003. The median spend reported in 2011 was £100 – up from £80 in 2010. [Table 2]

Public transport, ferries and aviation

1.8 More people are using trains. ScotRail patronage increased by 3.6 per cent (to 81.1 million) in 2011/12 – the highest level in the series and an increase of 22 per cent since 2004/05. [Table S1]

1.9 Twenty-six per cent of respondents to the SHS used the train in the last month, up from 15 per cent in 2002. Forty six per cent used a local bus in the last month. [Table S3]

1.10 Three quarters of people are satisfied with public transport. (Twenty-six per cent of people are very satisfied, up from 19 per cent in 2007). [Table 4]

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

1.12 There were around 22.1 million air terminal passengers at airports in Scotland in 2011. Six per cent more than in the previous year.

1.13 Forty-three per cent of SHS respondents took a flight for leisure purposes in 2011 and 8 per cent for business.

1.14 Ferry patronage fell by 4 per cent in 2011 to 5.6 million.

Walking and cycling

1.15 More people are walking. Sixty-three per cent of respondents had walked at least a quarter of a mile as a means of transport in the past seven days, an increase from 55 per cent in 2001. Fifty-four per cent of respondents had walked at least a quarter of a mile for pleasure in the past seven days in 2011. This is an increase from 43 per cent in 2001. [Table 3]

1.16 Thirty-five per cent of households had access to at least one bicycle for adult use in 2011 (a similar figure to 2002). [Table 18]

Travel to work and school

1.17 Thirty-one per cent of respondents travelled to work by public or active transport, continuing the trend of little change in recent years. This figure provides an update to the indicator used in the Scottish Government's National Performance Framework. [Table S3]

1.18 Active travel accounted for 15 per cent (walking: 12.9%, cycling: 2.0%) and public transport 16 per cent (bus: 12.0%, rail: 3.9%) of all journeys to work in 2011. [Table S3]

1.19 Forty-three per cent of car drivers experienced delays travelling to work at least once a week due to traffic congestion. [Table 8]

1.20 Around a quarter of respondents regularly travelled to work using different modes on different days in 2009-11.

1.21 Fifty-two per cent of all journeys to school were made by walking or cycling in 2011. The levels have remained relatively stable over the last ten years. [Table S3]

Access to services

1.22 Eighty-five per cent of respondents felt that public transport was very or fairly convenient to access in 2011. [Table 33]

Freight

1.23 Two thirds of freight lifted in Scotland is transported by road (a slight fall from a peak of 71% in 2007). Four per cent is carried by rail, 14 per cent by pipeline and the rest by water. These proportions have changed little over the last ten years.

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2 Background

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

2.2 This publication is split into 6 broad themes:

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

2.3 The tables are split as follows:

- modal trends in Scotland over the past ten years - Tables S1 and S2
- Scottish Household Survey trends over the past ten years - Table S3
- cross-border transport trends over the past ten years - Table S4
- Scotland and GB (or the UK) comparisons - Tables SGB1 to SGB3
- longer-term trends in some statistics, for Scotland - Tables H1 to H4
- Scottish Household Survey tables – Tables 1 to 37

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

2.5 This bulletin's purpose is to highlight the main trends in transport and travel in Scotland and present the results of the 2011 Scottish Household Survey transport questions in context. For a **full list of Transport statistics publications** see: <http://www.transportscotland.gov.uk/analysis/statistics/publications>.

2.6 Data sources are listed in Section 9 of this publication. Further explanation of definitions can be found in the relevant topic chapters of Scottish Transport Statistics <http://www.transportscotland.gov.uk/analysis/statistics/publications/scottish-transport-statistics-previous-editions>

2.7 Scottish Transport Statistics will be published in December 2012 and will contain a comprehensive statistical picture of transport statistics in Scotland. Analysis of the Scottish Household Survey Travel Diary will be published in November 2012.

Scottish Household Survey

2.8 A number of tables in this bulletin provide analyses of transport related questions, asked by the Scottish Household Survey (SHS) from 1999 to 2011.

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

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

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

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

Sample size and variability

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

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

2.14 The data was extracted from the SHS database in summer 2012 and does not take into account any subsequent revisions to the data.

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3 Motor vehicles, traffic and driving

- **The estimated total volume of traffic on Scotland's roads in 2011 was over 43 billion vehicle kilometres** – 0.2 per cent less than 2010 and continuing the downward trend since a peak of 44.7 billion vehicle kilometres in 2007.
- **In 2011 there were around 202,000 new vehicle registrations in Scotland, a decrease of 3.1 per cent on 2010, continuing the downward trend since a peak of 263,000 in 2004.**
- **There were 2.7 million motor vehicles licensed in Scotland in 2011, a similar level to the previous year and 19 per cent higher than in 2001.**
- **Over two thirds of people aged 17 or over had a full driving licence in 2011, an increase of 3 percentage points since 2001.**
- **Males were more likely to hold a full driving license than females (76% vs. 60%);** male licence possession has been fairly stable whilst female possession increased.
- **Twenty-five per cent of households had access to two or more cars in 2011, whilst 30 per cent had no access to a car.** The proportions have remained similar over the last five years.
- **Households with higher annual net household income are more likely to have access to a car.**
- **Over three quarters of those living in rural areas drove at least once a week, with around half driving every day.**
- **Fifty-one per cent of respondents were concerned about increased traffic on the roads.**
- **Forty-three per cent of drivers experienced road rage directed at them in 2007-2011.**
- **Households reported an average spend of £131 on fuel for their cars in the past month - up from £112 in 2010 and £78 in 2003.** The median spend reported in 2011 was £100 – up from £80 in 2010.
- **Four per cent of respondents had ridden a motorcycle in the last year. Two thirds of motorcyclists use their bikes for day trips and a quarter use them for commuting.**

Vehicle licensings

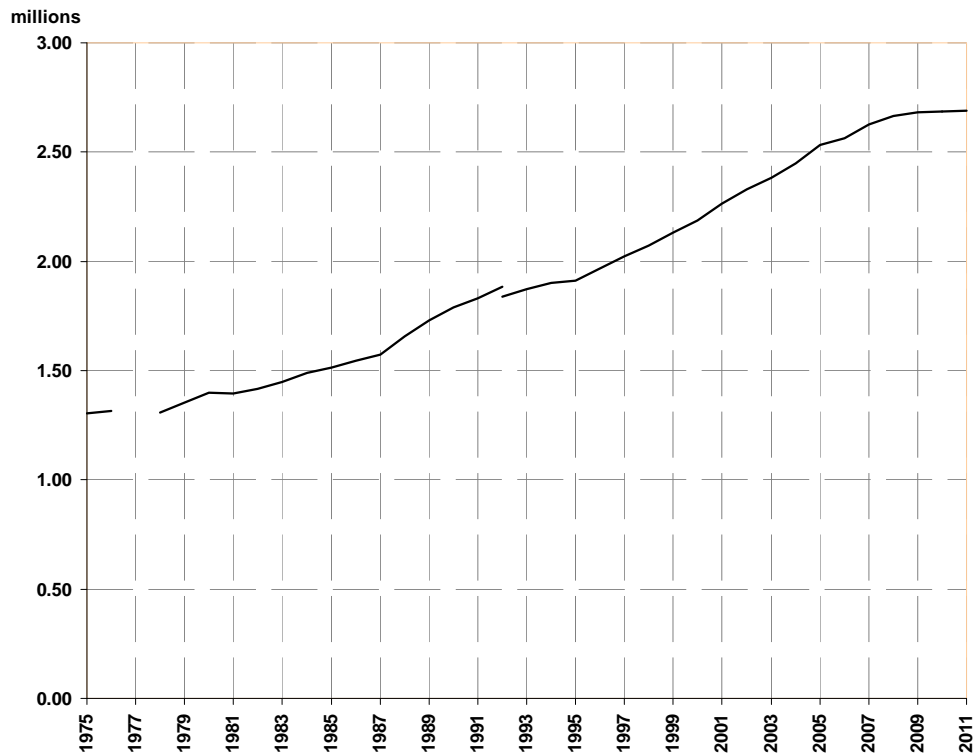
3.1 There were 2.7 million motor vehicles licensed in Scotland in 2011, a similar level to the previous year and 19 per cent higher than in 2001. The steady upward trend has flattened out in the last couple of years. [Table S1] Figure 1 shows the trends since 1975: showing increases in almost every year, and the number of vehicles licensed has almost doubled in the last 30 years.

3.2 In 2011 there were around 202,000 new vehicle registrations in Scotland, a decrease of 3.1 per cent on 2010, continuing the downward trend since a peak of 263,000 in 2004 and currently at similar levels to 1998. Figure 2 shows new vehicle registrations rising and falling a number of times since 1975, reaching a quarter of a million per year a few times in the last 10 years (2002 – 2004; 2007).

The road network

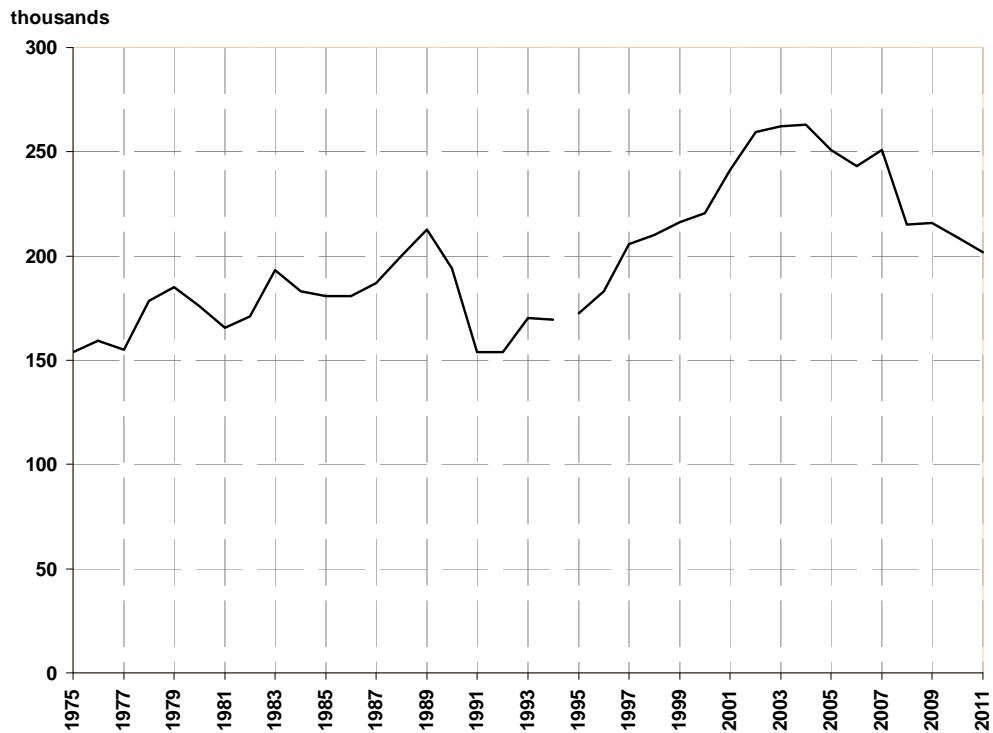
Provisional figures show there were over 55,000 kilometres of public road in Scotland in 2011 with the trunk road network accounting for 6 per cent. Compared to Great Britain, Scotland has a greater road length relative to the size of the population: in 2011, Scotland had 10.6 kilometres of road per 1,000 population whereas GB had only 6.5 kilometres per 1,000 population.

Figure 1: Vehicles licensed in Scotland



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

Figure 2: New registrations of vehicles in Scotland



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

Figure 3: Vehicles licensed per 100 population

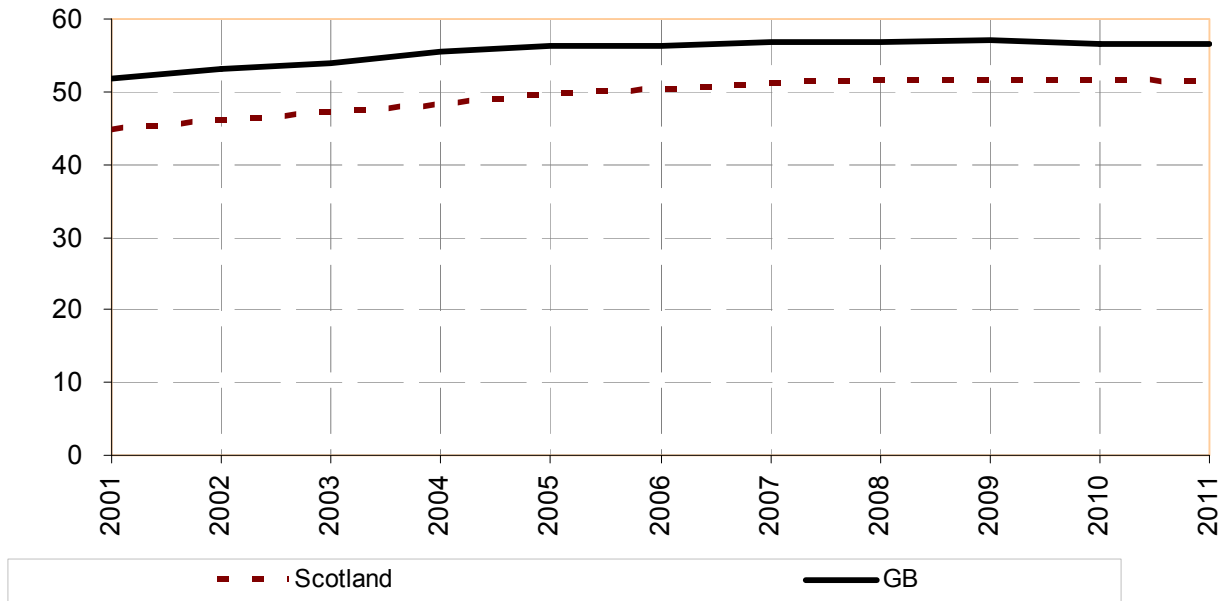
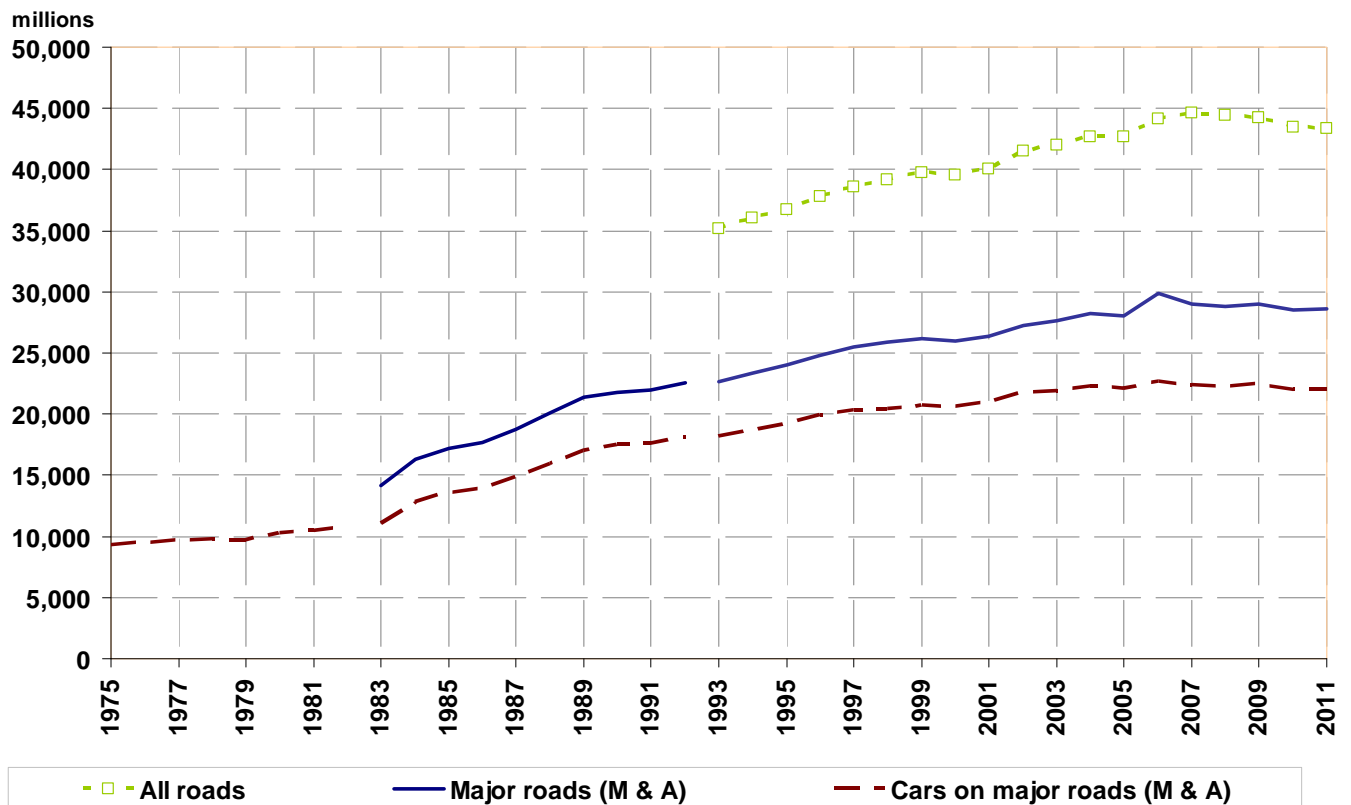


Figure 4: Traffic (vehicle kilometres) in Scotland



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

Road traffic

3.3 The estimated total volume of traffic on Scotland's roads in 2011 was over 43 billion (thousand million) vehicle kilometres – 0.2 per cent less than 2010 and continuing the downward trend since a peak of 44.7 billion vehicle kilometres in 2007. Prior to this, the trend had been steadily upward, rising from 35.2 billion vehicle kilometres in 1993. [Table S1]

3.4 The pattern in Scotland was similar to that for Great Britain as a whole. The total volume of traffic for Great Britain fell by 1.4 per cent between 2010 and 2011, from a peak in 2007. [Table SGB1].

3.5 Figure 4 shows the longer-term trends in Scotland. It is estimated that the volume of car traffic on major roads (Motorways and A roads) has more than doubled, from an estimated 9,300 million vehicle kilometres in 1975 to around 22,000 million vehicle kilometres in recent years. Figure 4 shows much of this rise was between 1983 and 1995.

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

Traffic growth

3.7 In 2007 new questions were added to the SHS to collect information on concerns surrounding Traffic Growth. Sample sizes are small so the data has been combined for 2007-2011.

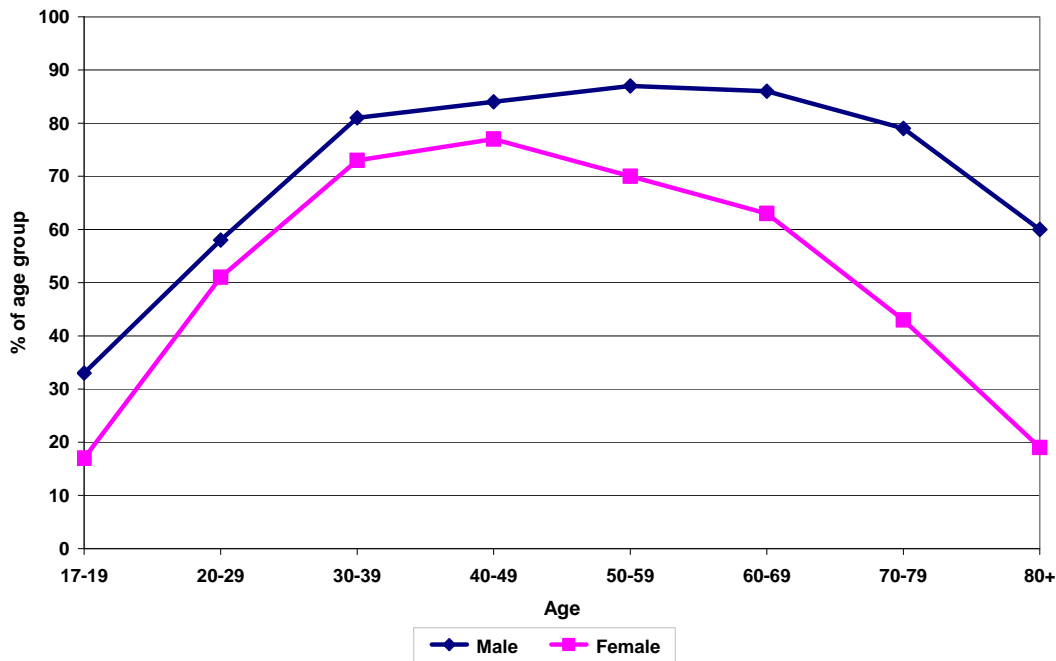
3.8 Fifty-one per cent of respondents were concerned about increased traffic on the roads. The most common concerns were 'increased traffic volume' (55%), 'increased travel times' (45%) and 'damage to environment' (32%). [Table 23]

Possession of driving licenses

3.9 **Over two thirds of respondents to the Scottish Household Survey aged 17 or over had a full driving licence in 2011**, an increase of 3 percentage points since 2001. This varies with age, increasing from 26 per cent in 17 to 19 year olds to peak at 80 per cent of 40 to 49 year olds, before decreasing back down to 35 per cent of those 80 or over. [Table 1]

3.10 There is a disparity in driving licence possession with regards to gender, with 76 per cent of males and only 60 per cent of females possessing a licence in 2011. However, due to an increase in percentage of females with a full driving licence since 1999, this gap has decreased from 21 percentage points in 2001 to 16 percentage points in 2011. [Table 1] The gender gap is more marked in the older age groups than it is in the younger age groups, which explains why it is decreasing over the years as the population ages. [Table 19] (Figure 5)

3.11 Household income is also a factor in whether a person holds a full driving licence, with 48 per cent of those in the lowest income bracket (up to £10,000 per year) holding a licence, compared to 90 per cent of those in households earning over £40,000 per year. [Table 19]

Figure 5: Adults (aged 17+) with a full driving licence by gender, 2011

3.12 At Great Britain level the patterns are similar. Seventy-three per cent of adults had a full driving licence in 2010 (the latest National Travel Survey data available – DfT website, table nts0201), with men more likely to own a licence than women (80% and 66%, respectively) and 30 to 59 year-olds were the most likely group to own a licence (81-84%).

Access to cars / vans

3.13 In 2011, there were 51 vehicles per 100 population in Scotland compared with 57 in Great Britain. Figure 3 shows that the number of vehicles per head of population has been rising steadily, and has been consistently lower in Scotland than in Great Britain, though the gap has narrowed over the last ten years.

3.14 The Scottish Household Survey shows there has been little change in the number of households with access to a car over the last few years. In 2011, 25 per cent of households had access to two or more cars, an increase of 6 percentage points since 2001. [Table S3] Conversely, there was a decrease of 5 percentage points from 2001 (35%) to 2011 (30%) in the number of households with no access to a car. (Figure 6)

3.15 Households with only one adult (single adult, single parent & single pensioner) were the least likely to have access to a car in 2011. In particular, 63 per cent of single pensioner households had no access to a car, compared to 11 – 12 per cent for family households. [Table 18]

3.16 Car access was found to be dependent on annual net household income (Figure 7), i.e. car access increased as income increased. Forty per cent of those households with up to £10,000 net income per year had access to at least one car, compared to 98 per cent of those in households with over £40,000 net income per year. Fourteen per cent of households in the highest income bracket had access to three or more cars. This may, in part, be due to household type, with higher earning household more likely to contain two or more adults. [Table 18]

3.17 Thirty-nine per cent of households in large urban areas had no access to a car. This is almost triple that of rural areas. This may reflect the necessity of a car in more rural areas in order to have access to services, such as food shopping and medical facilities. [Table 18]

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

Figure 6: Household car access by year, 1999 – 2011

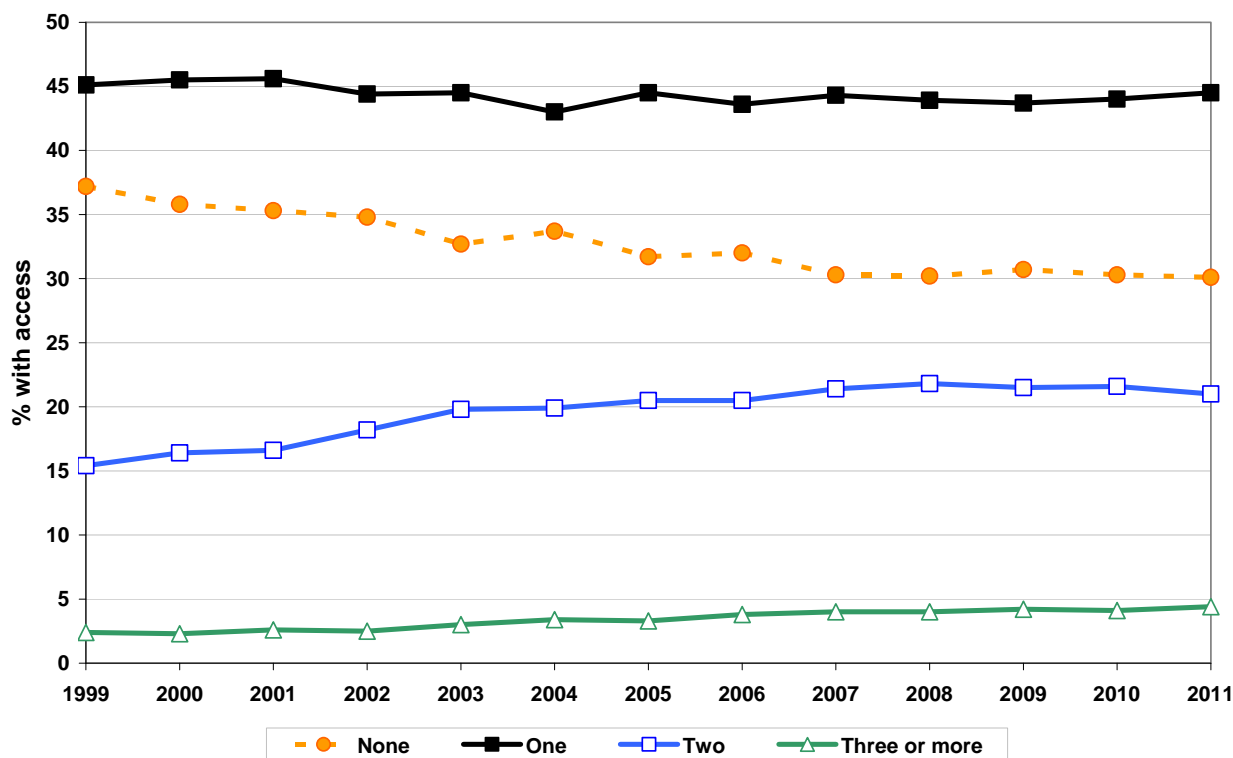
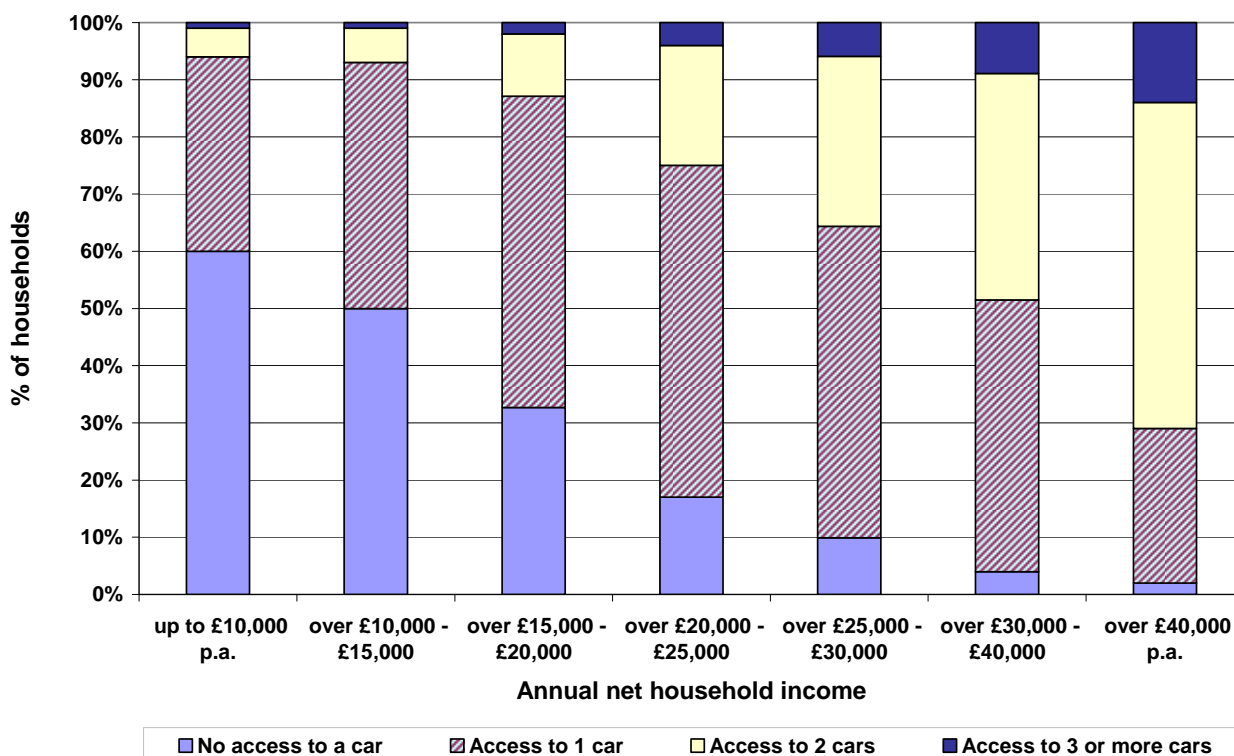


Figure 7: Household car access by annual net household income, 2011



Frequency of driving

3.19 Sixty per cent of respondents drove at least once a week, and the majority drove on a daily basis (41%), a trend that has been stable since 2003.¹ [Table S3] Those who said they drove at least 3 times a week (but not every day) rose from 8 per cent in 2001 to 13 per cent in 2011.

3.20 Employed respondents were more likely to drive every day. In particular, 66 per cent of self employed people drove every day, compared to less than 17 per cent of those unemployed or unable to work due to sickness or disability. [Table 20]

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

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

Income

3.23 Those in high income households were more likely to drive at least once a week. Eighty-seven per cent of those in households with an income of over £40,000 per year drove at least once a week compared to 37 per cent of those in households earning up to £10,000 per year. [Table 20]

Car location overnight

3.24 About half of respondents keep their cars on a driveway or land attached to their home overnight, a third on the street and one fifth in a garage. The majority of garages are attached to, or on the land of, their home. This data has only been collected since 2009 and over that time, there has been no significant change in these proportions.

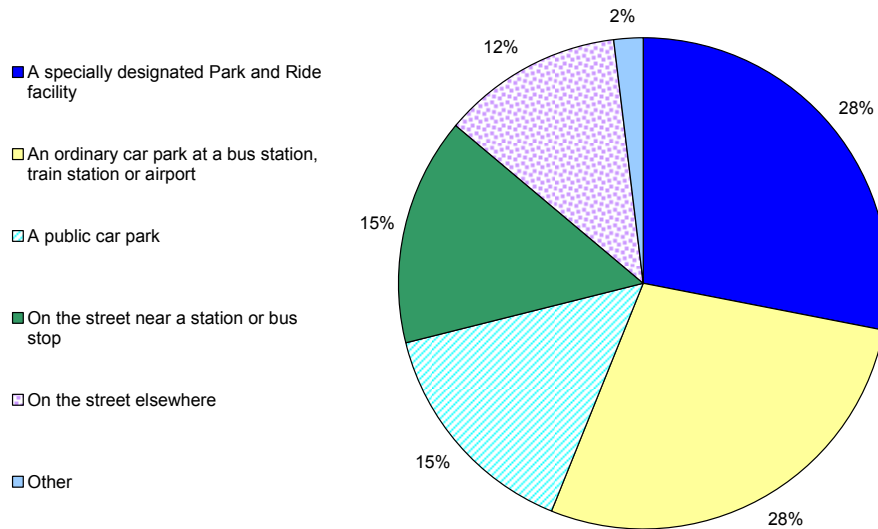
Park & Ride

3.25 In 2007 new questions were added to the Scottish Household Survey on Park & Ride use in Scotland. Park & Ride facilities allow drivers to park at dedicated car parks and continue the rest of their journey via public transport, such as bus or train. In most cases either the parking or the bus/train fare are free. Due to small sample sizes, responses on Park & Ride from the 2007-2011 Scottish Household Survey have been combined in order to produce more robust results.

3.26 One in five respondents had made a journey in the last month where they chose to drive only part of the way, and completed their journey using another form of transport. Of these, 28 per cent parked in a designated Park & Ride facility and a further 28 per cent used an ordinary car park at a bus or train station or airport. The remainder parked on the street or used a public car park. (Figure 8) [Table 21]

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

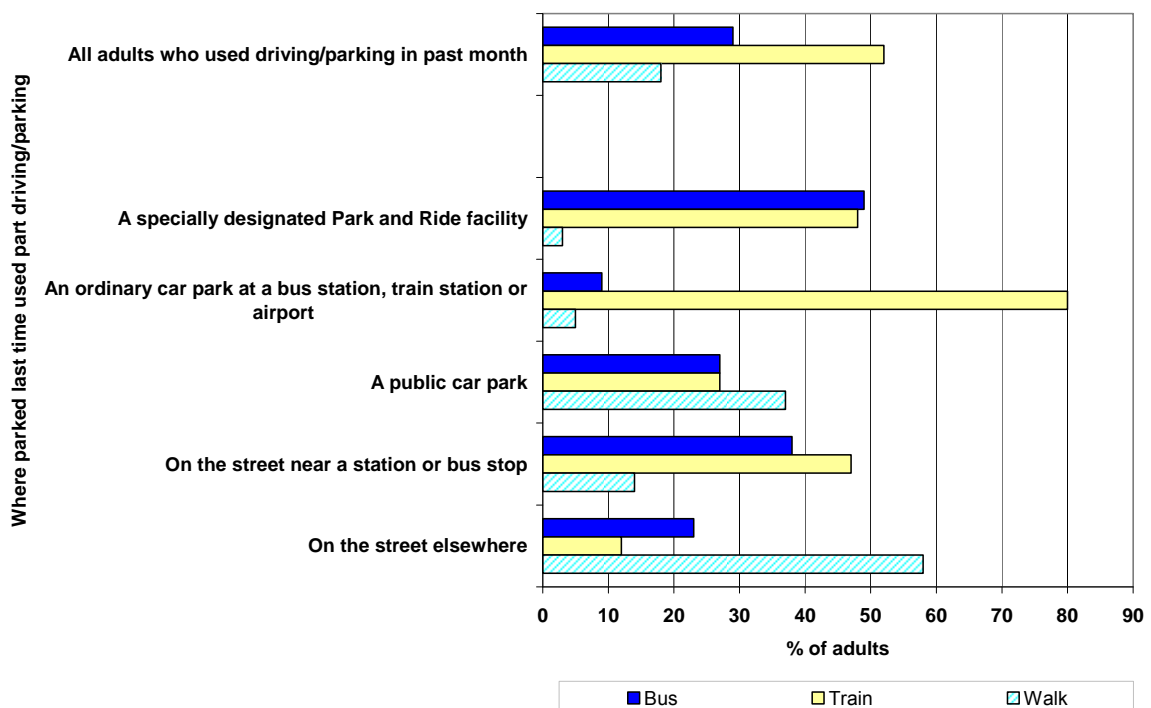
Figure 8: Where parked last time undertook a part driving, part parking journey, 2007-2011



3.27 Nine per cent of respondents had made a journey where they could have used a Park & Ride facility but chose not to. The main reason for not using the Park & Ride was that the ‘journey would take longer’.

3.28 Over half of those who had made a part driving/parking journey continued their journey by train, 29 per cent used the bus and 18 per cent walked to their destination. The mode used to continue the journey influenced the choice of parking location – for those completing a journey on foot, a public car park or on-street parking was most commonly used; on street parking near a station or a specifically designated park & ride car park was mostly likely to be used for journeys continuing by bus or train; station car parking was most likely to be used for journeys continuing by train. (Figure 9) [Table 22]

Figure 9: Mode of transport used to complete part driving/parking journey, 2007-2011



Motorbikes

3.29 Four per cent of respondents had ridden a motorbike in the past 12 months in 2011. This figure has been stable since 2005. When asked for what purposes they had ridden a motorcycle, the most common reasons given were 'day trip' (67%), 'travel to work' (26%) and 'visiting friends/relatives' (25%). The sample size is too small to report change over time for journey purpose.

Fuel spend

3.30 One third of households reported spending over £150 on fuel for their cars in the last month, increasing from 27 per cent in 2010 and more than doubling since 2005. [Table 2]

3.31 Households reported an average spend of £131 on fuel for their cars in the past month - up from £112 in 2010 and £78 in 2003. The median spend reported in 2011 was £100 which was an increase from £80 in 2010 and £60 in 2003. Some of this increase in earlier years will be due to households' increasing access to cars and in more recent years a rise in distance travelled (vehicle kilometres) and sole occupancy car journeys. However it is below the level of inflation experienced by fuel prices (RPI data shows this to be 54% between 2003 and 2010). Care should be taken when using SHS figures as they are based on a sample survey and will be estimated spend by household members. [Table 2]

Road rage

3.32 In 2007 new questions were added to the SHS to collect information on experiences of road rage. Sample sizes are small so the data has been combined for 2007-2011.

3.33 Forty-three per cent of drivers experience road rage directed at them, with just over half of these people (23% of drivers) recalling 1-2 incidents in the past year. Of those experiencing road rage directed at them, almost a quarter felt there was a threat to their personal safety. [Table 24]

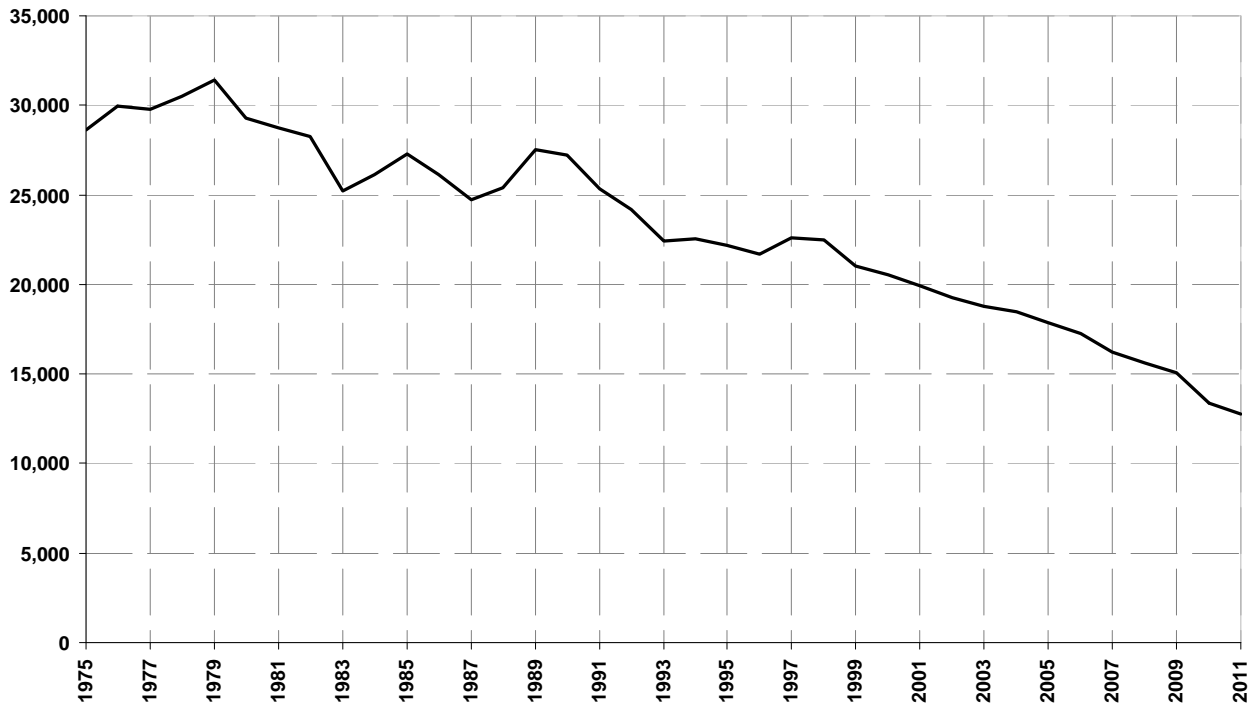
Reported road casualties

3.34 Provisional figures for 2011 were published in Key Reported Road Casualties Scotland in June 2012. This is the data used to monitor National Indicator 32, to reduce deaths on Scotland's roads, and to measure progress towards the targets set out in Scotland's road safety framework. Final figures for 2011, taking account of late amendments to the data, will be published in Reported Road Casualties Scotland 2011 in October 2012.

3.35 The provisional figures show there were 186 road deaths reported in Scotland in 2011, 22 (or 11%) fewer than in 2010, and the lowest figure since current records began. 1,873 people were reported as seriously injured in road accidents in 2011, 5 per cent less than in 2010. Over the past ten years, the number of people reported injured in road accidents has fallen by 36 per cent to 12,763 in 2011. Figure 10 shows falls in most years since 1979 and indicates a general downward trend in road casualties

3.36 Since 2001, the fall in the number of people killed or seriously injured in road accidents in Scotland has been slightly better than for Great Britain (45% lower compared to 38%). The number of people killed or seriously injured per thousand population was almost the same for Scotland as Great Britain in 2011 (around 0.4 per thousand population).

Figure 10: Reported road casualties*



* figures for 2011 are provisional

4 Public transport, ferries and aviation

- **More people are using trains and fewer people are travelling by bus.**
- **ScotRail patronage increased by 3.6 per cent (to 81.1 million) in 2011/12 – the highest level in the series and an increase of 22% since 2004/05.** [Table S1]
- **There were 438 million passenger journeys on local bus services in Scotland in the (financial year) 2010/11, a decrease of 6 per cent on the previous year.**
- **Twenty-six per cent of respondents to the SHS used the train in the last month, up from 15 per cent in 2002.** Forty six per cent used a local bus in the last month. [Table S3]
- **Satisfaction with public transport is increasing. Three-quarters of people are satisfied with public transport, an increase of six per cent since 2007.**
- **Nearly a quarter of respondents had a regular bus service (at least 5 buses an hour) in 2011 (up from 19% in 2001).**
- **Fifty-five per cent of those aged 60 or over used their concessionary pass at least once a month.** Thirty-one per cent have a pass but haven't used it. Thirteen per cent have no pass.
- **There were around 22.1 million air terminal passengers at airports in Scotland in 2011.** Six per cent more than in the previous year.
- **Forty-three per cent of SHS respondents took a flight for leisure purposes in 2011 and 8 per cent for business.**
- **In 2011, 5.6 million passengers were carried on Caledonian MacBrayne, Northlink Orkney and Shetland and Orkney ferry services.** This was 4 per cent lower than the previous year.

Local bus services

4.1 There were 438 million passenger journeys on local bus services in Scotland in the (financial year) 2010/11. This is a decrease (of 6%) on the previous year and a continuation of the downward trend from a peak of 498 million passenger journeys in 2007. These figures represent a revised series from 2004/05 onwards and caution is advised when comparing with data prior to 2004/05.

4.2 Longer-term trends show a decline in bus patronage. There were almost 1,700 million passenger journeys on local bus services in 1960. The number had almost halved by 1975. Since then, it has roughly halved again, from 891 million in 1975 to 467 million in 2009-10 with falls in almost every year between 1960 and 1999. Figure 13 shows the trends since 1975 and show (alongside Figure 14) that local bus passenger numbers are significantly higher than other modes of public transport.

Bus use

4.3 Around a quarter of respondents had a regular bus service (at least 5 buses an hour) in 2011. This is an increase of 5 percentage points since 2001. Eighty-four per cent lived within 6 minutes walk to a bus stop, although this may not be the bus stop that they regularly use. Twenty-two per cent have both, i.e. a regular bus service that is within 6 minutes walk from their house. [Table S3]

4.4 Forty-six per cent of respondents had used the local bus service in the past month. This is an increase of 4 percentage points since 2002. [Table S3]

Age/gender

4.5 Younger and older age groups were the most likely to use the bus, while less than 40 per cent of those aged between 30 and 59 used the bus in the past month. This is consistent with the results on frequency of driving, which showed that the 30 to 59 year age groups were the most likely to drive every day. [Table 28]

4.6 Women were more likely to use the bus, with 49 per cent responding that they had used the bus in the last month, compared to only 42 per cent of men, again reflecting driving trends reported in Section 3. [Table 28]

Income, deprivation and urban/rural

4.7 Urban areas, particularly large urban areas, had more frequent bus services. Forty-three per cent of households in large urban areas had a bus stop within 6 minutes walk of their home, with a frequency of at least 5 buses an hour. This compares to remote rural areas, where only one per cent of households were served by a bus stop with at least 5 buses an hour. [Table 27]

4.8 Respondents in more deprived areas were more likely to have a good bus service (bus stop within 6 minute walk and 5+ buses per hour) than respondents in the least deprived areas (35% and 21%, respectively). [Table 27] These results are linked to the findings in the previous paragraph as the majority of the areas with the highest levels of multiple deprivation tend to be in urban areas.

4.9 Those in large urban areas were the most likely to travel by bus almost or every day (17% compared to only 3% of those living in remote rural areas), this will be a result of more frequent and accessible bus services. [Table 28]

Satisfaction with service

4.10 In general, people were satisfied with bus services offered, journey length, the ability to find out about tickets and routes and the ease of changing to other forms of transport with at least 73 per cent of respondents agreeing. Eighty-five per cent of bus users and ninety-five per cent of train users felt journey times were reasonable. [Table 29]

4.11 There was a noticeable difference in those who felt safe on the bus during the day and in the evening. Ninety-four per cent of respondents agreed that they felt safe using the bus during the day compared to 63 per cent in the evening. [Table 29]

4.12 'Fares are good value' also had the lowest agreement rate for buses with 59 per cent of respondents doing so. [Table 29]

Great Britain comparison

4.13 The SHS shows similar results to that of Great Britain (2010 National Travel Survey), which found that 29 per cent used the bus at least once a week (compared to 31% from the SHS).

Concessionary travel

4.14 The National Concessionary Travel Scheme was rolled out across Scotland in April 2006. The scheme enables individuals aged 60+ or those with certain types of disabilities to travel free on buses across Scotland.

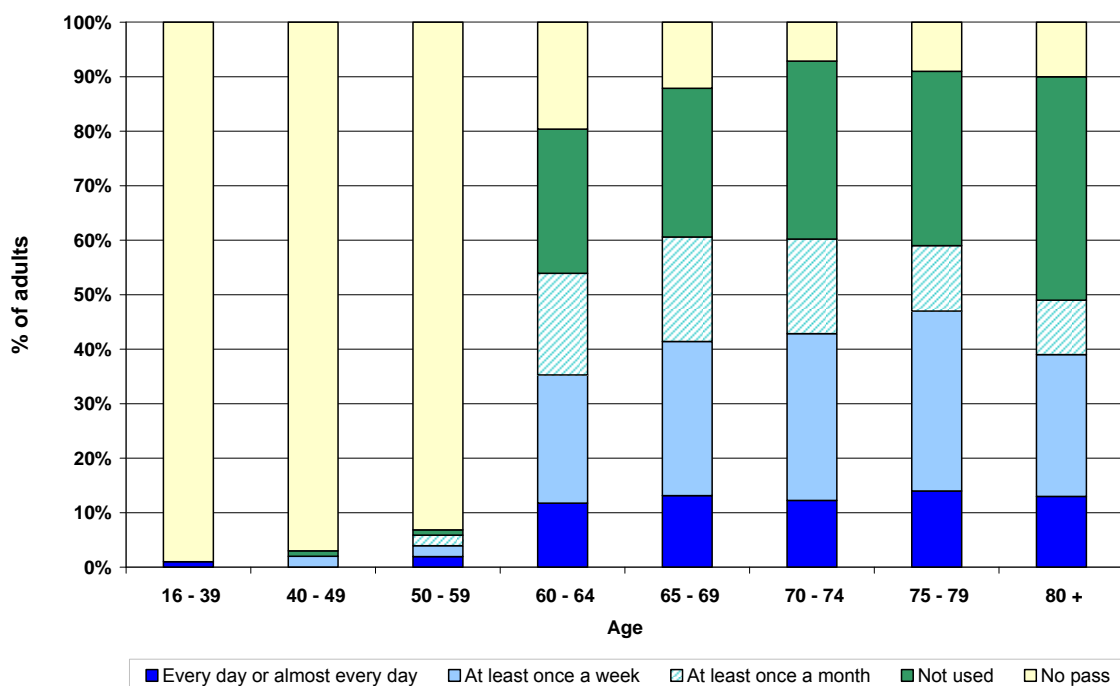
4.15 Twenty-seven per cent of all adults (16+) had a concessionary fare pass in 2011, and 87 per cent of those aged 60 or over. [Table 4] However, only 55 per cent of respondents aged 60 or over actually used their pass at least once a month meaning 31 per cent have a pass but haven't used it in the last month. [Table 32]

4.16 Twenty per cent of respondents aged 60 to 64 did not have a pass, compared with 12 per cent or less for all older age groups. (Figure 11) [Table 31]

4.17 Females were more likely to use their pass than males (62% and 50% respectively) and they tend to use it more frequently, with 46 per cent using it on a daily or at least weekly basis, compared to 34 per cent of males. [Table 32]

4.18 Of all adults aged 60 or over, those who were permanently retired were more likely to have a pass than those in employment (90% and 72% respectively). This may indicate that those in employment are unaware that they are eligible for a pass or that they simply would not need one, for example if they choose to travel to work by car.

Figure 11: Possession and use of concessionary fare pass, 2011



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

4.20 Frequency of driving had a considerable effect on how often concessionary passes were used by the over 60s. Of those who drove every day, only 18 per cent used their pass at least once a week compared to over 55 per cent of those who drove less than once a week. [Table 32]

Young persons' concessionary travel

4.21 The Scotland-wide Concessionary Travel Scheme for Young People started on 8 January 2007. It allows all 16 - 18 year olds and young full-time volunteers up to the age of

25 concessionary travel on buses, rail and ferries throughout Scotland. The scheme provides a third off bus and rail travel throughout Scotland and two free return ferry journeys to the mainland each year if you live on a Scottish Island. A question on young persons' concessionary travel was added to the survey in 2008.

4.22 Of those aged 16 to 18, 28 per cent had a pass, with 22 per cent using it at least once a fortnight. No one over 18 had a pass in this survey. [Table 32]

Rail passenger services

4.23 There were officially 81.1 million ScotRail passenger journeys recorded in 2011-12, 2.8 million (3.6 per cent) more than in the previous year.

4.24 Figure 15 shows that, from 1982 until 1996-97, passenger numbers remained between 50 million and 60 million per year. Latterly, rail patronage had been rising since 1994-95 and reached almost 65 million in 1999-00, but then fell to just over 61 million in 2002-03, before rising 41 per cent to 81 million between 2003-04 and 2010-11.

4.25 Over the last ten years, GB figures have increased more than Scotland. Figure 16 shows that, per head of population, there are fewer rail passenger journeys originating in Scotland than in Great Britain as a whole: 16 per head in Scotland in 2009-10, compared with 18 per head in Great Britain. Over the longer-term, the number of rail passenger journeys originating in Scotland (including cross-border journeys) fell from a peak of 73 million in 1964 to a low of 50 million in 1982.

Train use

4.26 Twenty-six per cent of respondents had used the train in the past month in 2010. This is an increase of 11 percentage points since 2002. Only 8 per cent used the train at least once a week. [Table S3]

4.27 In 2011, 4 per cent of respondents travelled to work by train. [Table S3]

Age

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

Income

4.29 Train use increased as household income increased. Thirty-eight per cent of those in households earning over £40,000 per year used the train at least once a month compared to 20 per cent of those in the lowest income households (up to £10,000 per year). [Table 28]

Urban/rural

4.30 Those living in more rural areas were less likely to travel by train, with only 11 per cent of those living in remote rural areas using a train at least once a month compared to at least 25 per cent of those living in urban areas and accessible towns. [Table 28]

Satisfaction with service

4.31 In general, people were satisfied with train services offered, journey length, the ability to find out about tickets and routes and the ease of changing to other forms of transport. [Table 30]

4.32 There was a noticeable difference in feelings of safety on trains during the day and in the evening. Ninety-seven per cent of respondents agreed that they felt safe using the train during the day compared to 78 per cent feeling safe during the evening (an increase from 72% in 2010). [Table 30]

4.33 Respondents were least likely to agree 'fares are good value' with only 55 per cent of respondents doing so. [Table 30]

Great Britain comparison

4.34 The SHS shows similar results on train use to that of Great Britain (2010 National Travel Survey), which found that 7 per cent used the train at least once a week (SHS shows 8%).

Bus use compared to train use

4.35 Frequency of driving and driving licence possession had a significant effect on whether respondents travelled by bus. Thirty-three per cent of those holding a full driving licence had used the local bus service in the past month, compared to 71 per cent of those who didn't hold a full licence. Those who drove more frequently were less likely to travel by bus. However, train travel was comparatively unaffected by either frequency of driving or driving licence possession. This suggests that trains are more likely to be used for longer distance journeys and travel into cities where parking is limited. [Table 28]

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

4.37 Adults aged 16 to 19 were much more likely to use the bus almost or every day than older age groups (21% compared to an average of 11% for all adults), however, 20-29 year olds were the age group most likely to use the train every day. Older age groups (60 and over) were more likely to travel by bus than those aged 30-59, while train use decreased as age increased. [Table 28]

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

4.39 Three-quarters of people are satisfied with public transport, an increase of six per cent since 2007. The proportion who were fairly satisfied has remained relatively stable at 50 per cent whilst the number who were very satisfied with public transport has increased from 19 per cent to 26 per cent. [Table 4]

Figure 12: Adults who have used a bus or train in the past month, 2011

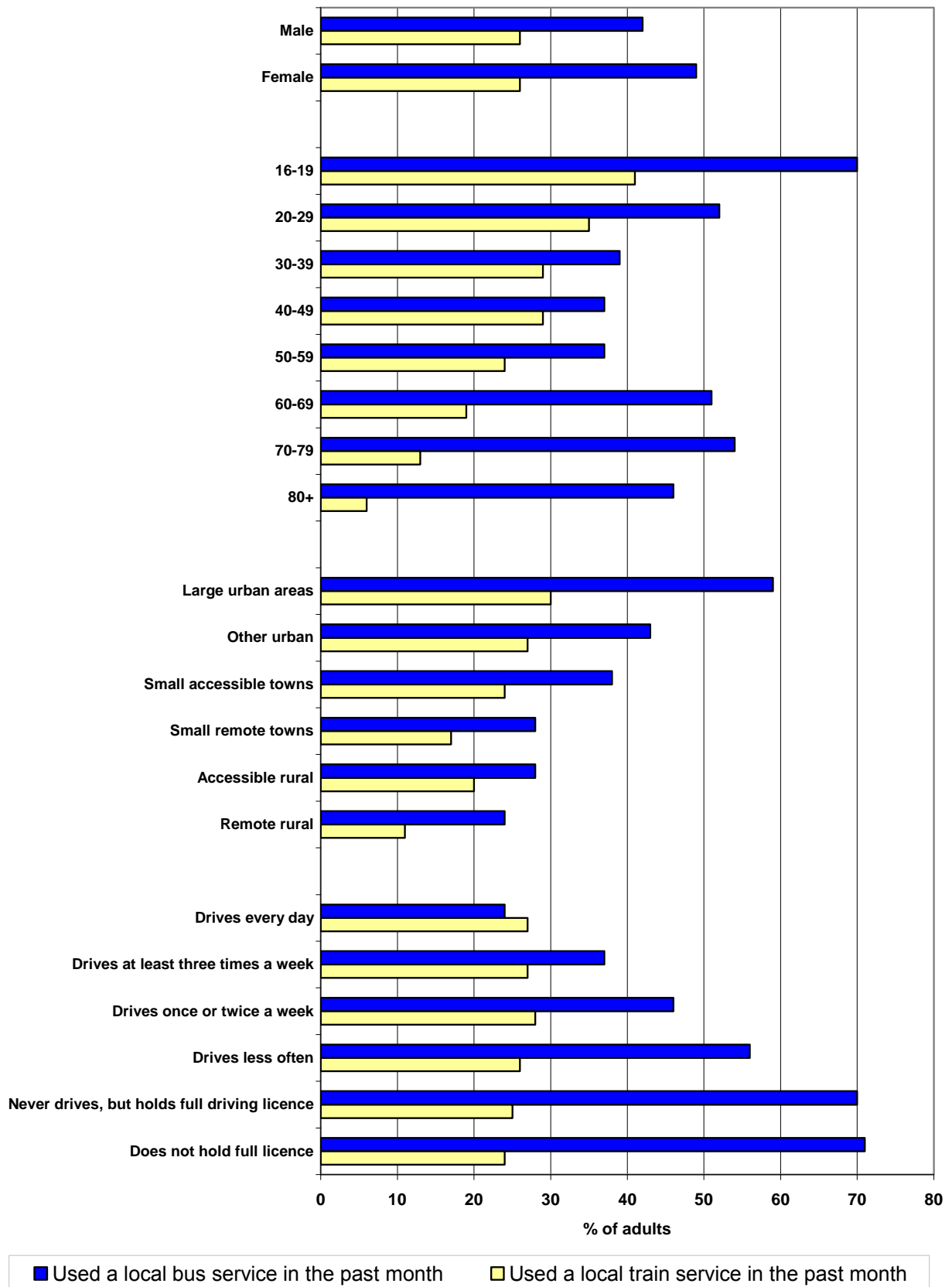
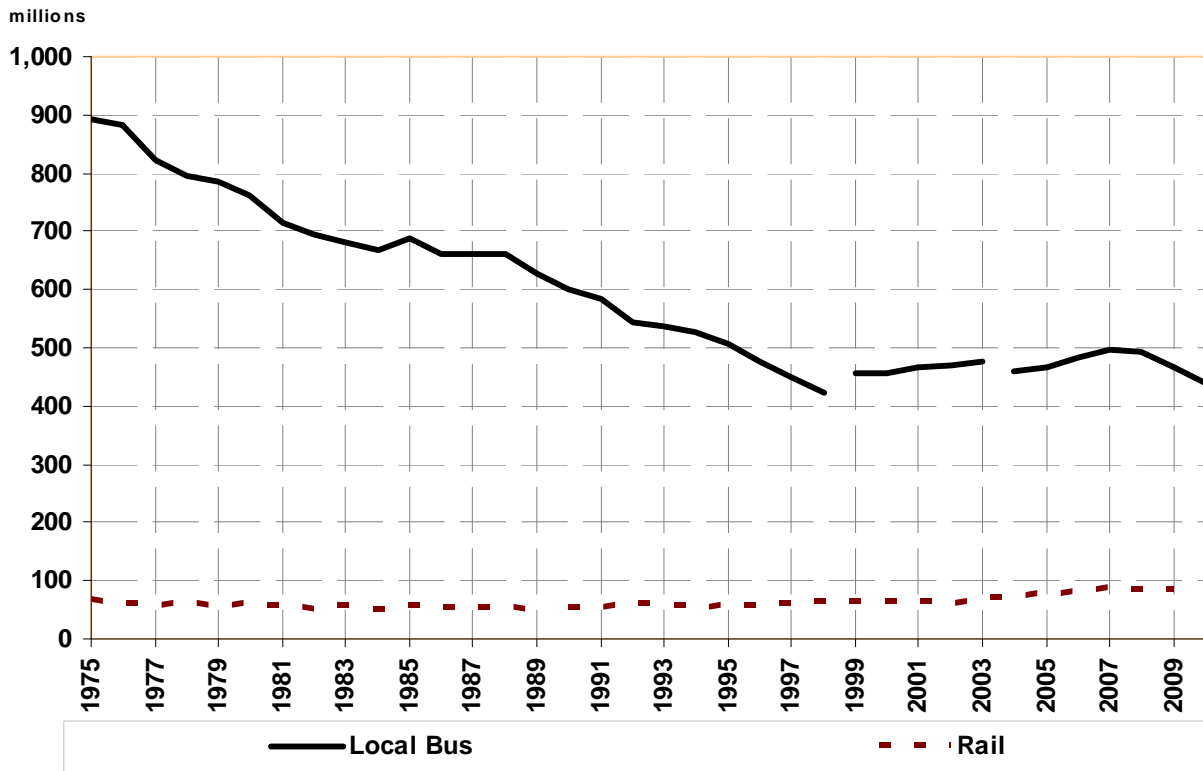
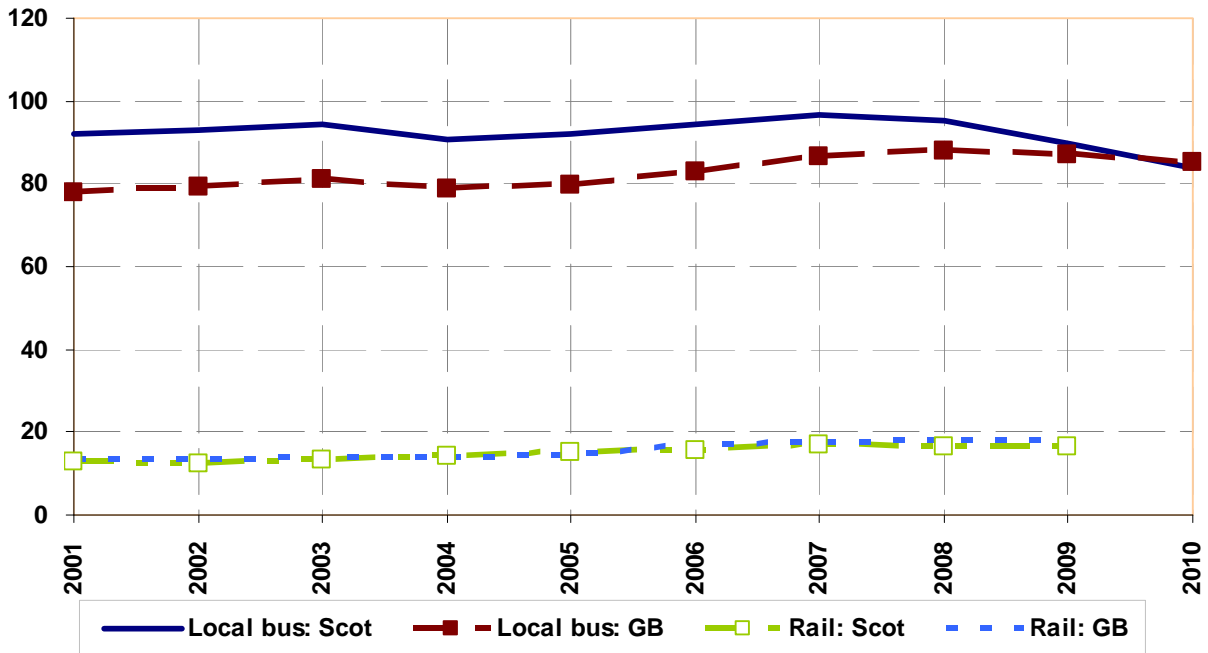


Figure 13 : Passenger numbers: local bus and rail



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

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



Aviation

Air passengers

4.40 There were around 22.1 million air terminal passengers at airports in Scotland in 2011: 6 per cent more than in the previous year, and 22 per cent more than in 2001. Figure 15 shows the increase since 1975. Over the longer-term, terminal passenger numbers grew from 1.2 million in 1960 to 22.1 million in 2011.

Air Travel

4.41 Forty-three per cent of respondents took a flight for leisure purposes in 2011 and 8 per cent for business. Around half of those taking leisure flights took 1 or 2 over the year, with about a quarter taking 3 or 4. Business travel shows quite different patterns with over two fifths (44%) taking 7 or more trips.

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

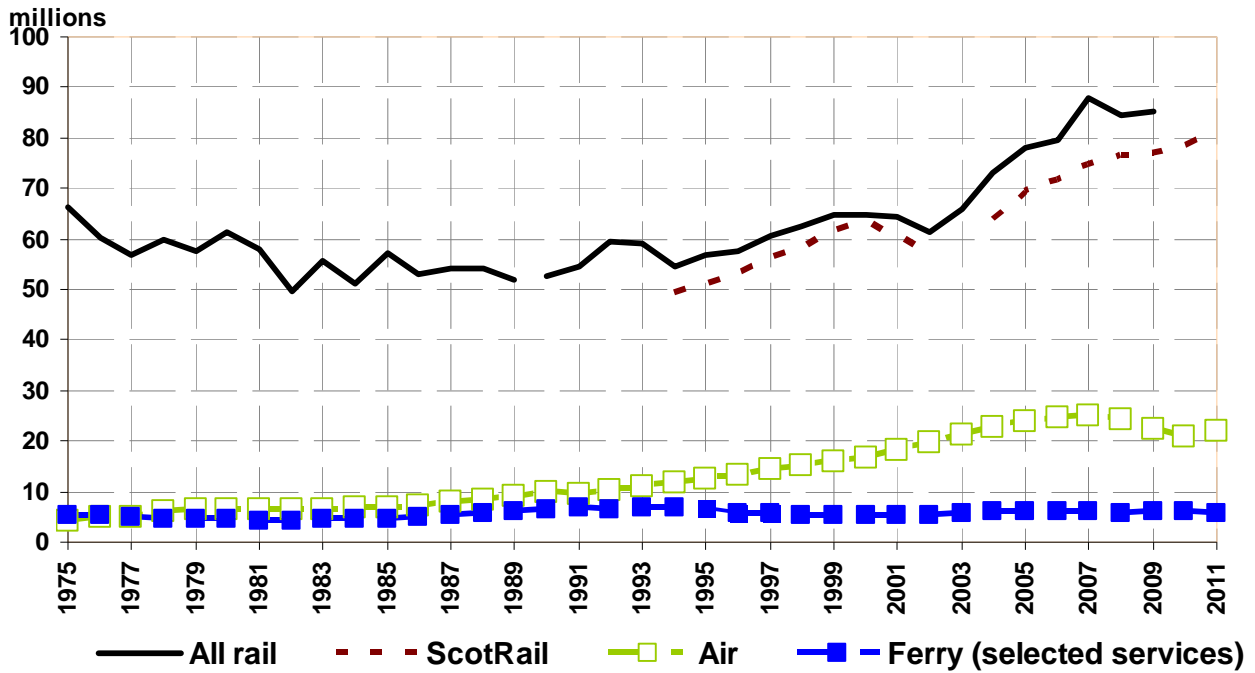
UK Comparison

4.43 Between 2001 and 2011, the number of air terminal passengers increased by 22 per cent for Scotland and 21 per cent for the UK as a whole. Over the past ten years, the number of passengers per head of population has been higher for Scotland than for the UK (4.2 vs. 3.5).

Ferry services

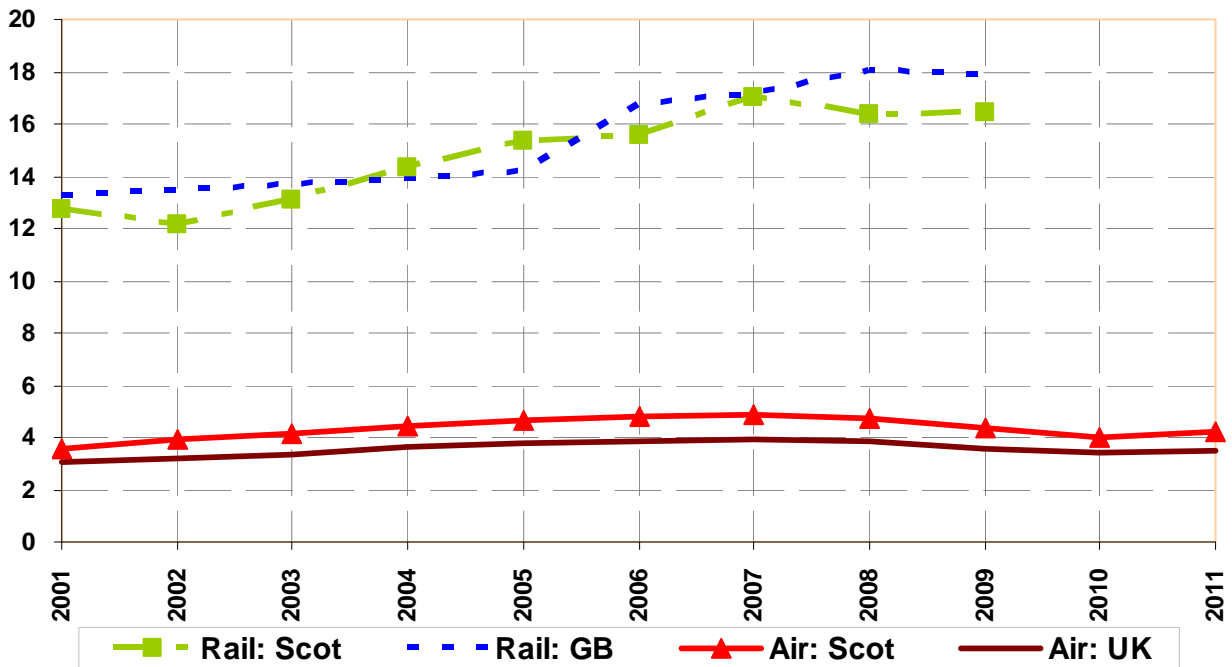
4.44 In 2011, 5.6 million passengers were carried on those shipping services within Scotland for which figures are available back to 1973 (i.e. Caledonian MacBrayne, P&O Scottish Ferries / NorthLink Orkney and Shetland, and Orkney Ferries). This was a decrease of 1 per cent on the previous year. Figure 15 shows the long-term trends, which were affected by the reduction in traffic that followed the opening of the Skye Bridge in 1995.

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



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

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



5 Walking and Cycling

- **Thirty-five per cent of households had access to at least one bicycle for adult use in 2011** (a similar figure to 2002).
- **More people are walking. Sixty-three per cent of respondents had walked at least a quarter of a mile as a means of transport in the past seven days**, an increase from 54 per cent in 2001. **Fifty-four per cent of respondents had walked at least a quarter of a mile for pleasure in the past seven days in 2011.** This is an increase from 43 per cent in 2001.
- **Respondents living in urban areas were more likely to walk as a means of transport and less likely to walk for pleasure than respondents living in rural areas.**

Frequency of walking

5.1 In 2011, 63 per cent of respondents to the Scottish Household Survey reported walking as a means of transport on at least one of the previous seven days, an increase from 55 per cent in 2001. There has also been a more steady increase in those who walked for leisure – from 43 per cent in 2001 to 54 per cent in 2011. [Table S3]

5.2 Around 18 per cent of respondents had walked as a means of transport on 6 or 7 days in the last week and a similar proportion said they had walked for leisure on 6 or 7 days in the last week. [Table 3]

5.3 **Note:** These figures only include journeys longer than $\frac{1}{4}$ of a mile. The figures are higher than the travel to work question (See Section 6) and will include journeys where walking is a stage of the journey but not the longest distance (i.e. 'main') mode. [Table 3]

Age/gender

5.4 Walking for transport decreases with age. Walking for pleasure increases to a peak with 40-49 year olds and then decreases again. Only 25 per cent of those aged 80 and above had gone for a walk for pleasure in the last seven days, compared to the average of 54 per cent for all adults. Those aged 40-49 are the only group to be as likely to walk for pleasure as for transport. [Table 25]

Income

5.5 Income had little effect on transport related walking journeys but households on high-incomes were more likely to make pleasure related walking journeys in 2011.

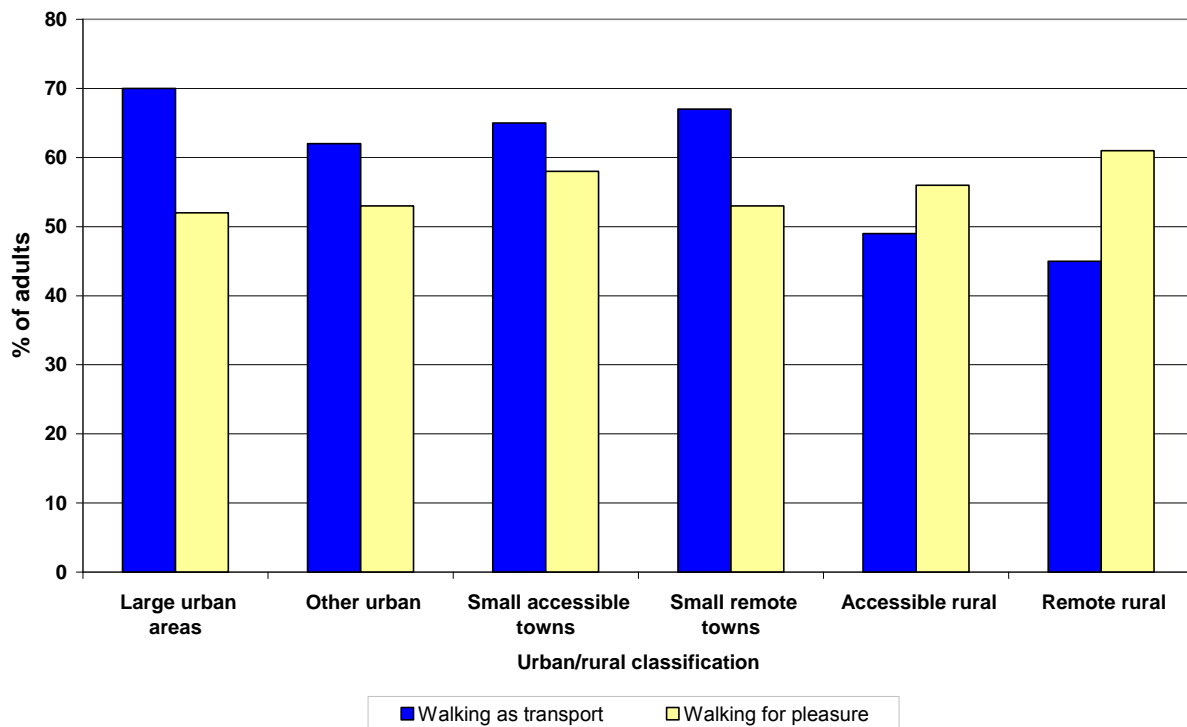
Urban/rural

5.6 Those living in urban areas were more likely to walk as a means of transport compared to those living in rural areas. However, they were less likely to walk for pleasure, with only 52 per cent of those living in large urban areas responding that they had walked for pleasure in the last seven days compared to 61 per cent of respondents living in remote rural areas. (Figure 17)

Frequency of driving

5.7 Unsurprisingly, the frequency of driving affected the percentage of transport walking trips recorded in the past seven days but it had little significant affect on the percentage of pleasure walking trips.

**Figure 17: Walking as a means of transport or for pleasure by urban/rural, 2011
(on one or more of the previous seven days)**



Bicycle access

5.8 Thirty-five per cent of households had access to at least one bicycle in 2011, continuing the trend of little change over the last decade. [Table S3] The percentage of households with access to a bicycle varied with household type with families and large adult households the most likely to have access to a bicycle (51 – 62%) and single pensioners the least likely to have access to a bicycle (6%). [Table 18]

5.9 As household income increased so did the likelihood of the household having access to at least one bicycle, with 66 per cent of those in the highest income bracket (over £40,000 per year) compared to 17 per cent in the lowest income bracket (up to £10,000 per year).

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

6 Travel to work and school

- **Thirty-one per cent of respondents travelled to work by public or active transport**, continuing the trend of little change in recent years.. This figure provides an update to the indicator used in the Scottish Government's National Performance Framework. [Table S3]
- **Active travel accounted for 15 per cent (walking: 12.9%, cycling: 2.0%) and public transport 16 per cent (bus: 12.0%, rail: 3.9%) of all journeys to work in 2011.** [Table S3]
- **Females were more likely to walk or travel by bus to work than males, while males were more likely to drive to work than females.**
- **Forty-three per cent of car drivers and 33 per cent of passengers experienced delays to work at least once a week due to traffic congestion.**
- **Around a quarter of respondents regularly travelled to work using different modes on different days in 2009-11.**
- **Fifty-two per cent of all journeys to school were made by walking or cycling in 2011.** The levels have remained relatively stable over the last ten years. [Table S3].
- **Children in primary school were more likely to walk or be driven to school than children in secondary school.**

Travel to work

6.1 The SHS travel to work data underpin Scotland's National Indicator on travel to work. More information on National Indicators can be found on the Scotland Performs website ².

6.2 Eleven per cent of employed adults worked from home in 2011. Although this has been fairly stable since 2005, it is still an increase of four percentage points since 1999. [Table S3]

Mode of travel

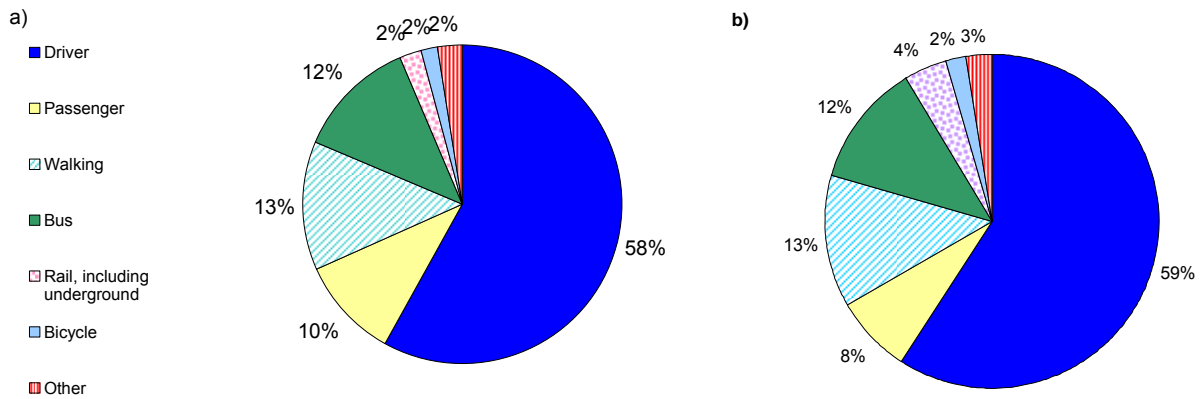
6.3 **Thirty-one per cent of respondents travelled to work by public or active transport**, continuing the trend of little change in recent years. This figure provides an update to the indicator used in the Scottish Government's National Performance Framework. [Table S3]

6.4 **Active travel accounted for 15 per cent (walking: 12.9%, cycling: 2.0%) and public transport 16 per cent (bus: 12.0%, rail: 3.9%) of all journeys to work in 2011. There has been little change in these proportions over the last decade.** [Table S3]

6.5 In 2011, 67 per cent of adults travelled to work by car. Although there has been no change in the percentage travelling to work by car since 2001, there has been an increase in those driving, rather than being a passenger, with the percentage of those travelling as passengers falling from 11 per cent in 2000 to 6 per cent in 2010, though this increased to 7.5 per cent in 2011. This is likely to be due to increased access to cars and the number of households with more than one car since 2001. (Figure 18)

² www.scotland.gov.uk/About/scotPerforms/indicators/publicTransport

Figure 18: Travel to work a) 2001 and b) 2011



Gender and household composition

6.6 Respondents’ methods of travelling to work were dependent on gender, with females more likely to walk than males (16% and 10% respectively), while males were more likely to drive to work than females. [Table 7]

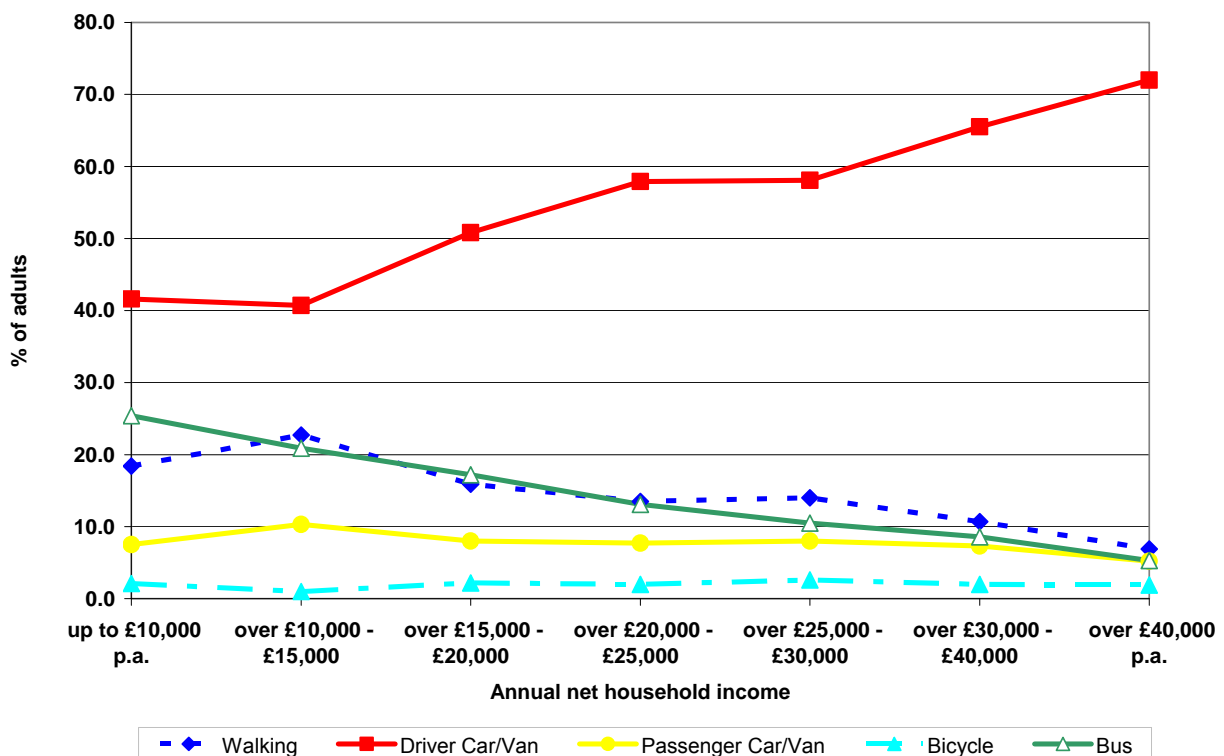
6.7 Single parent families were the most likely to walk to work or take the bus with families being the most likely to drive.

Employment status and income

6.8 Self employed people were less likely to travel to work by bus, and part time workers were more likely to walk,.

6.9 As household income increases respondents were more likely to drive to work and less likely to walk or take the bus. (Figure 19)

Figure 19: Main method of travel to work by annual net household income, 2011



Urban/rural and car ownership

6.10 Those living in large urban areas were more likely to use public transport to get to work (25% compared to the average for all adults of 15%), which is likely to be due to the increased accessibility and frequency of public transport services in these areas.

6.11 The more cars a household had access to the greater the likelihood of them driving to work. Those households with no cars generally took the bus (41%) or walked to work (35%). [Table 7]

Congestion

6.12 Over two-thirds of those driving to work or travelling by bus had their journey delayed by congestion with just under half experiencing congestion at least once a week. Nearly 60 per cent allowed an extra 5 to 30 minutes travel time for their journey. [Table 8]

Multi purpose trips

6.13 Journeys home from work were more likely to be combined with other trips than those to work. Taking children to school (10%) was the most common task undertaken on the way to work whilst shopping (14%) was the most likely on the journey home. [Table 9]

6.14 Note that the response options for travel home from work were wrongly coded in the dataset in previous years. This error distorted the 'Take spouse / partner from work' and 'nothing' rows of the table, therefore these results should not be compared with previous publications.

Car sharing and travel plans

6.15 Fifteen per cent of respondents were involved in a car sharing arrangement in 2007-2011. The vast majority (88%) of these were arranged informally. The most common reason given for not car sharing was 'nobody in work lives near me' and 'sharing with a friend or neighbour' was cited as most likely to encourage people. [Table 11]

6.16 Fourteen per cent of respondents said that their workplace had a travel plan to reduce driver only business or commuting trips. [Table 12]

Changes to mode of travel

6.17 Most people had not changed their mode of travel for their journey to work from the previous year. Car/van drivers were the least likely to do this with 96 per cent of those using this method the previous year continuing to do so. Those who travelled by rail the previous year are least likely (except for those using 'other' modes) to continue to use this method of travel (17% changed to another mode). Car/van is the most popular mode that people have changed to. [Table 10]

6.18 Fifty-five per cent of those travelling to work by car/van said it would not be possible for them to travel to work by public transport. The most common reason being given was 'no direct route'. For those who could use public transport but chose not to, 'Takes too long' was the most popular reason cited. [Table 14]

6.19 The most common reasons cited for not cycling to work were 'do not have a bike' (37%), 'too far to cycle' (29%), 'weather' (15%) and 'too many cars'. For those who said they did not have a bike, the most common reasons (excluding 'Other') were 'too many cars on the road' and 'can't ride a bike'. [Table 26]

Alternative travel mode to work

6.20 Around a quarter of respondents regularly travelled to work using different modes on different days in 2009-11. Those who usually drove to work were least likely to use an alternative mode with 16 per cent citing another method (most commonly walking or bus). Those travelling by bicycle were most likely to use alternative ways of travelling to work with the most popular being driving and walking respectively. This may be due to differing working patterns, weather conditions and participation in recreational activities.

Great Britain comparisons

6.21 Ten per cent of employed adults worked from home in 2010. The Great Britain figures in the National Travel Survey 2010 show 5 per cent of employed adults always work from home. The higher figures seen in Scotland may be due to the less accessible landscapes found in Scotland, which make it more difficult to travel to a workplace. SHS data supports this with a higher proportion of employed adults in rural areas always working from home.

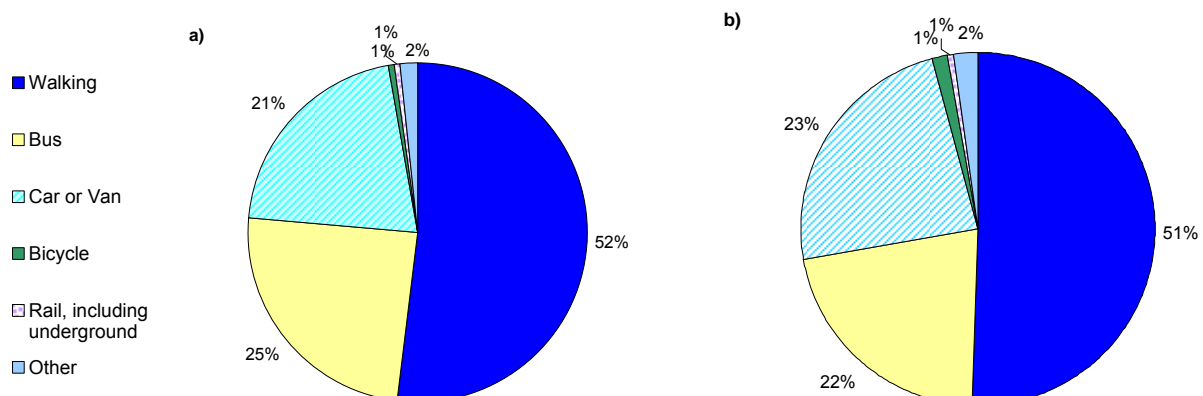
6.22 The Labour Force Survey (LFS) shows that over the years the percentage of people travelling to work by car has tended to be slightly lower in Scotland than in Great Britain as a whole, and the percentage using public transport has tended to be slightly higher in Scotland than in Great Britain. According to the LFS, in Autumn 2011, 68 per cent of people travelling to work in both Scotland and Great Britain did so by car and 16 per cent used public transport for both Scotland and Great Britain. The year-to-year fluctuations, and any differences from the results of the SHS, are likely to be due to sampling variability.

6.23 Great Britain figures from the National Travel Survey 2010 show walking accounts for 10 per cent of commuting trips, which is similar to the SHS 2010 figure of 13 per cent of people who walk to work.

Travel to school

6.24 Over half (52%) of journeys to school were made on foot in 2011 and there has been little change since 2001. (Figure 20) Those being driven to school has remained between 20 and 25 per cent over the last decade. [Table S3]

Figure 20: Mode of transport to school a) 2001 and b) 2011

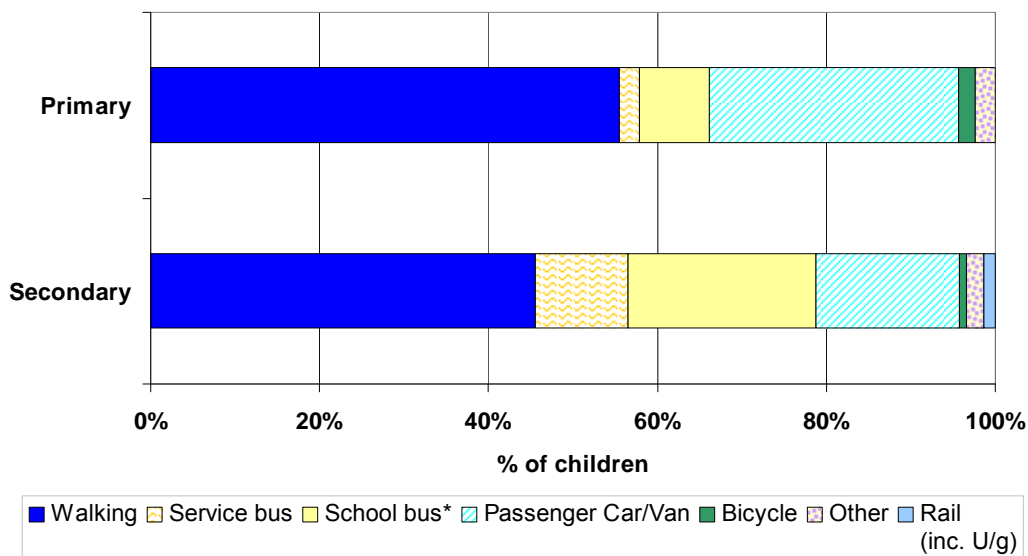


6.25 How children travel to school is dependent on their age. Children in primary school, aged between 4-11, were more likely to walk or be driven to school than children in secondary, aged between 12-18. Secondary school children were more likely to take the bus than those in primary school. (Figure 21) This is likely to be partly due to primary schools generally being closer than secondary schools, therefore people are more likely to

walk, but also, many respondents from the survey indicated that they felt primary school children were too young to travel on public transport on their own. [Table 15]

6.26 The travel to school patterns reported in the Scottish Household Survey are broadly similar to those reported in the Sustrans Hands Up Scotland Survey, with walking being the most popular mode of transport (46% in Hands Up Scotland, with another 7.5% using 'park and stride', part driving, part walking). It is not possible to make direct comparisons due to differences in the survey methodology and questions asked.

Figure 21: Mode of transport to school by school type, 2011



6.27 Over half of children in towns and urban areas walked to school in 2011. Children in rural areas were much less likely to walk to school and tended instead to travel by school bus which will in part be due to the distance to school. This service is less widely available in large urban areas, where 11 per cent of children used a service bus to get to school. [Table 15]

6.28 For those children who walked to school, 84 per cent stated the reason for walking was that the school was nearby. Those taking the bus and car cited convenience as the reason for mode choice, with many feeling that it was too far to walk and car travel was both the safest and quickest mode of travel. [Table 16]

6.29 The vast majority of pupils used the same method to travel both to and from school.

Great Britain comparisons

6.30 The results are broadly consistent with those as found in the National Travel Survey (NTS), particularly for bus and bicycle travel (NTS: 22% and 2% respectively, SHS: 22% and 1% respectively). It should be noted that NTS methodology differs slightly and there is a different geographical coverage between this and the SHS - the NTS excludes school journeys greater than 50 miles and the Scottish Islands are excluded from the sample.

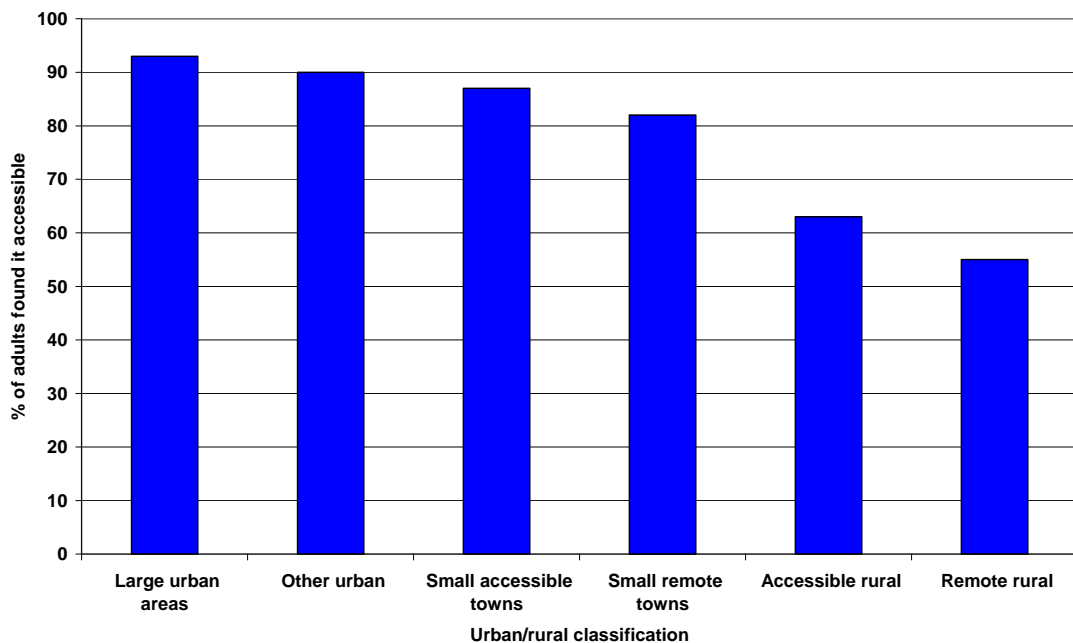
7 Access to services

- Eighty-five per cent of respondents felt that public transport was very or fairly convenient to access in 2011.
- Respondents travelling to hospital out-patients departments were more likely to be car or bus passengers, as opposed to drivers, than those travelling to the dentist or doctors.
- Nine per cent of the respondents with limiting illness or disability, had difficulty with at least one type of travel activity (walking/car/bus/train/taxi).

Access to services

7.1 Eighty-five per cent of respondents felt that public transport was very or fairly convenient to access in 2011. This figure was considerably lower for those living in rural areas. (Figure 22) [Table 33]

Figure 22: Respondents who felt that public transport was very or fairly convenient, 2011

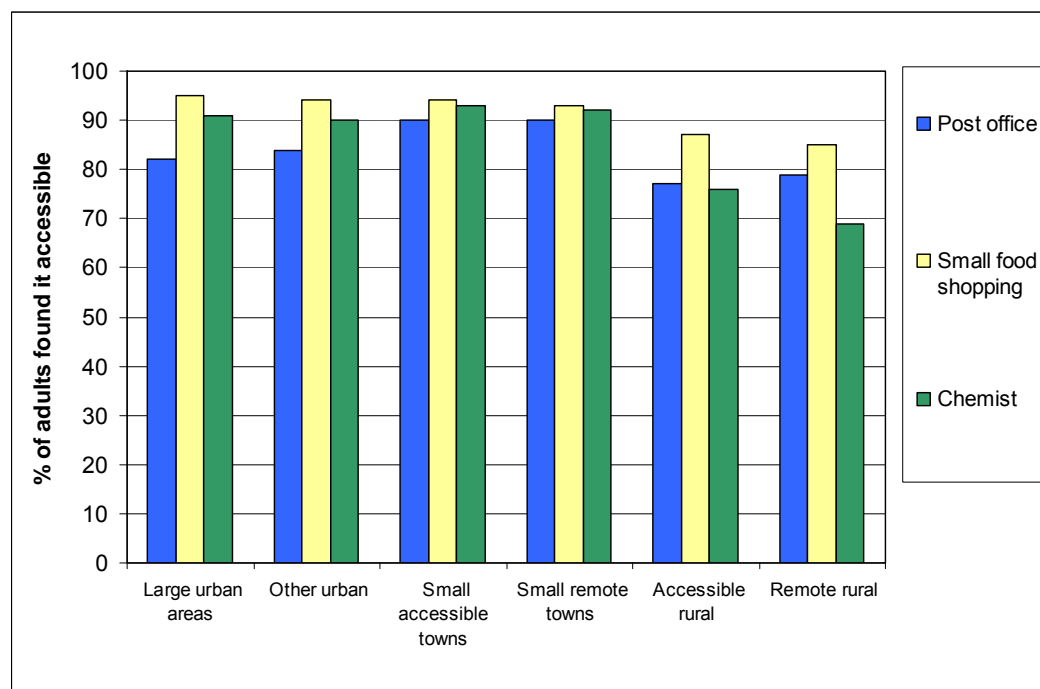


7.2 Gender and age had little effect on how respondents felt about access to services, although those over 60 tended to be less likely to find access very or fairly convenient. [Table 33]

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

7.4 However, urban/rural location had a greater impact on respondents' views regarding the convenience of services than possession of driving licence or household access to car. There is at least a seven percentage point difference between urban and rural areas for small food shopping compared to only a one or two percentage point difference for car access and driving licence possession respectively. (Figure 23) [Table 33]

Figure 23: Respondents who felt that services were very or fairly convenient by urban/rural split, 2011



Access to medical services

7.5 In 2007 new questions were added to the SHS that addressed how adults travelled to key medical facilities i.e. dentists, doctors' surgeries, and hospital out-patient departments. [Tables 34 - 36]

7.6 Sixty-one per cent of respondents thought hospital out-patients departments were very or fairly convenient to access, rising to 75 per cent for the dentist and 84 per cent for doctors' surgeries. [Table 33]

7.7 Males were more likely than females to drive to medical facilities, while females were more likely than males to be a car or bus passenger. This reflects trends in travel behaviour as seen in Sections 3 and 4.

7.8 Older and younger age groups were less likely to travel to medical facilities by car, with those aged 40 to 59 most likely to use the car. Older and younger age groups were also more likely to be passengers rather than drivers. Those travelling to hospital out-patients departments were more likely to be passengers, as opposed to drivers, than those travelling to the dentist or doctors. (Figure 24)

7.9 As household income increases respondents were more likely to drive to medical facilities and less likely to walk or take the bus. This pattern is concurrent with findings found in earlier sections. [Tables 34 - 36]

Adults with mobility problems

7.10 Nine per cent of the respondents with a limiting illness or disability had difficulty with at least one type of travel activity (walking/bus/train/taxi). proportion has been relatively stable since 2007. (Figure 25) Walking for at least 10 minutes is the most common mobility problem, followed by travelling by bus. The number of blue badge holders remained at 6 per cent in 2011. The proportion has been stable since 2008, rising from 4 per cent in 2001. [Table 6]

Figure 24: Car use to key medical facilities by age, 2011

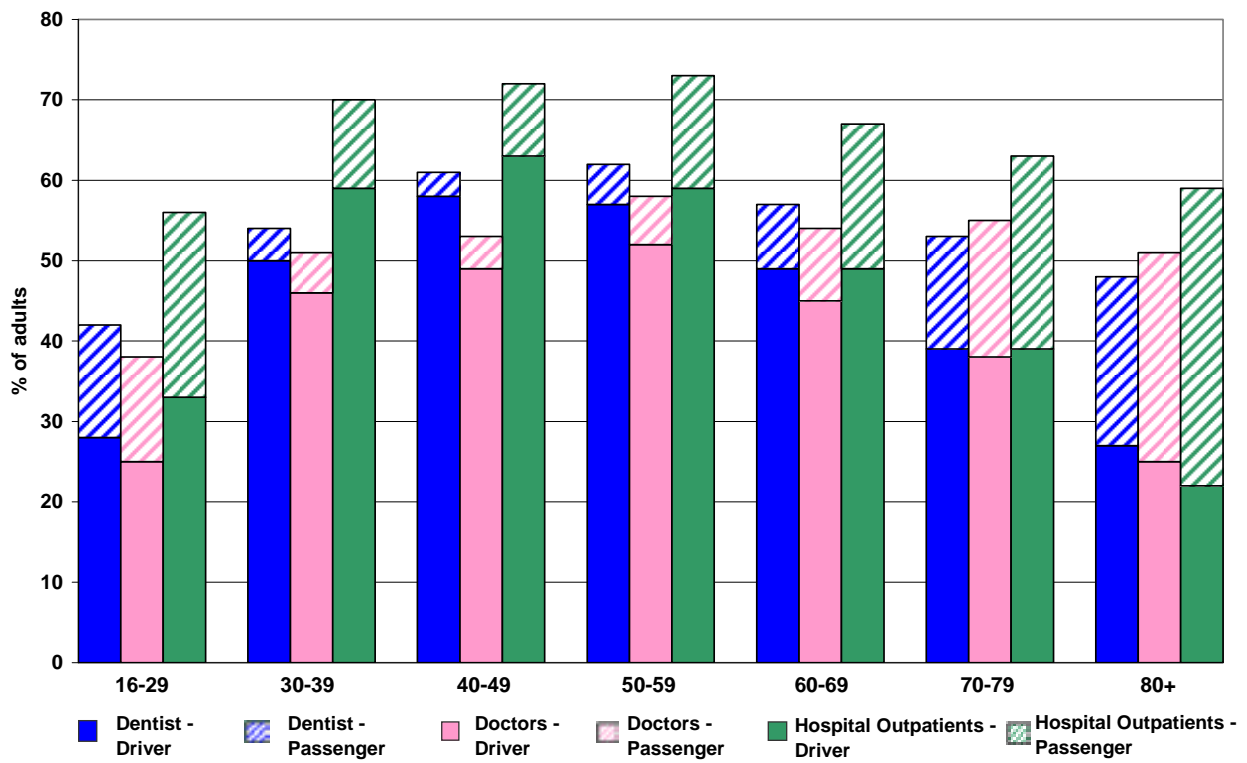
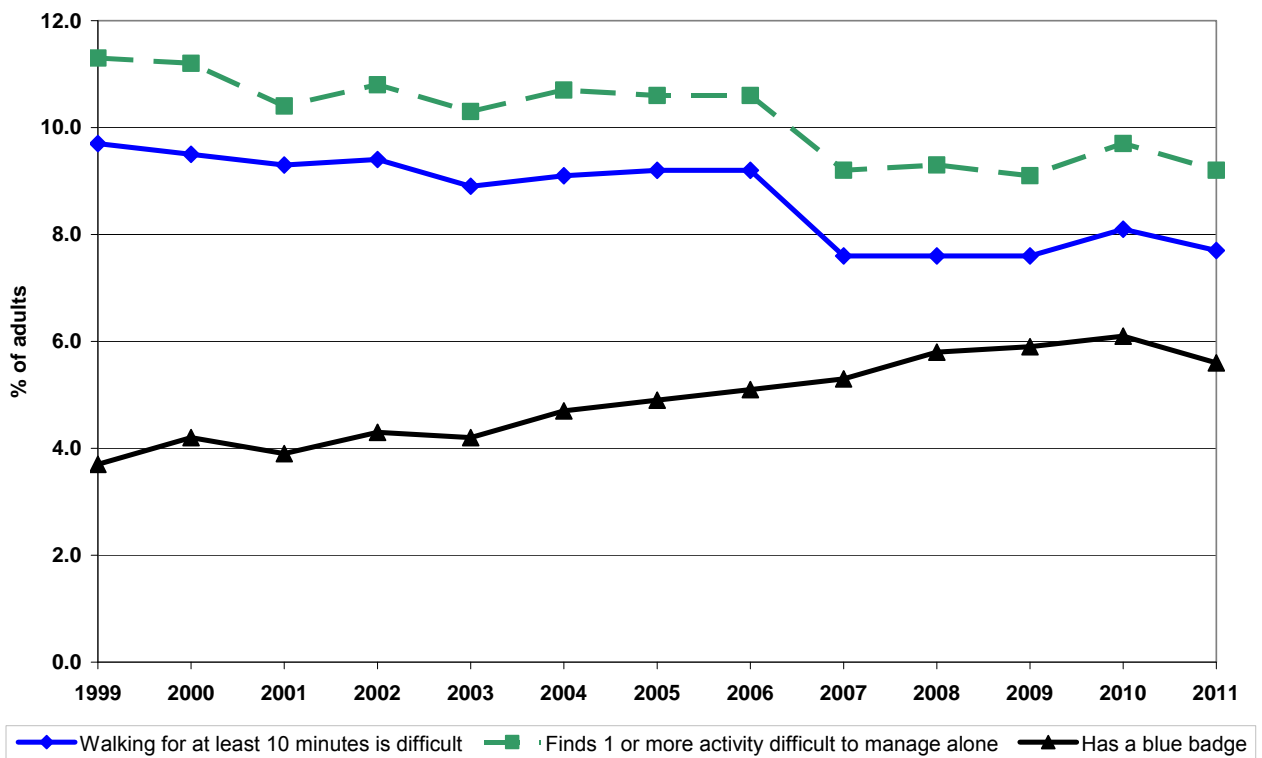


Figure 25: Adults with limited mobility, 2011



8 Freight

- **Two thirds of freight lifted in Scotland is transported by road** (A slight fall from a peak of 71% in 2007). Five per cent is carried by rail, 13 per cent by pipeline and the rest by water. These proportions have changed little over the last ten years.
- **There were 132 million tonnes of freight lifted by road in Scotland in 2010.**
- **Eighteen million tonnes of coastwise freight traffic was lifted in Scotland in 2010.**
- **Twenty-eight million tonnes of oil were transferred by pipeline in 2011 continuing the trend levels.**

Road

8.1 There were 132 million tonnes of freight lifted by road in Scotland in 2010. (Caution is advised when comparing with figures prior to 2004-05 as the DfT's improved the survey methodology and processing. Prior to that, there had been little change from year to year in the ten years up to 2003.)

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

Rail

8.3 The volume of rail freight traffic lifted in Scotland fell from 29.8 million tonnes in 1960 to 5.4 million tonnes in 1994-95. Figure 27 shows that since then it increased to a peak of 14 million tonnes in 2005-06 before falling back again to 7.5 million tonnes in 2010-11.

Coastal

8.4 Since 2001, levels of Coastwise freight traffic lifted in Scotland have fluctuated between 20 and 25 million tonnes and were at 18 million tonnes in 2010. The figures from 2000 are on a different basis from those for earlier years (Chapter 10 of *Scottish Transport Statistics* explains this in more detail).

Inland Waterways

8.5 The annual amount of freight lifted for inland waterways has remained between about 9 and 12 million tonnes since 1982. Figure 27 shows the trends since 1980 (inland waterway) and 1987 (coastwise traffic). Per head of population, much more freight is lifted by coastwise shipping in Scotland than in Great Britain.

Air

8.6 Forty five thousand tonnes of freight was carried by air in 2011. This is 5 per cent lower than the amount carried in 2010 and a fall of 46 per cent from the peak of 83

thousand tonnes in 2006. Air freight makes up less than 0.1 per cent of all freight transported in Scotland.

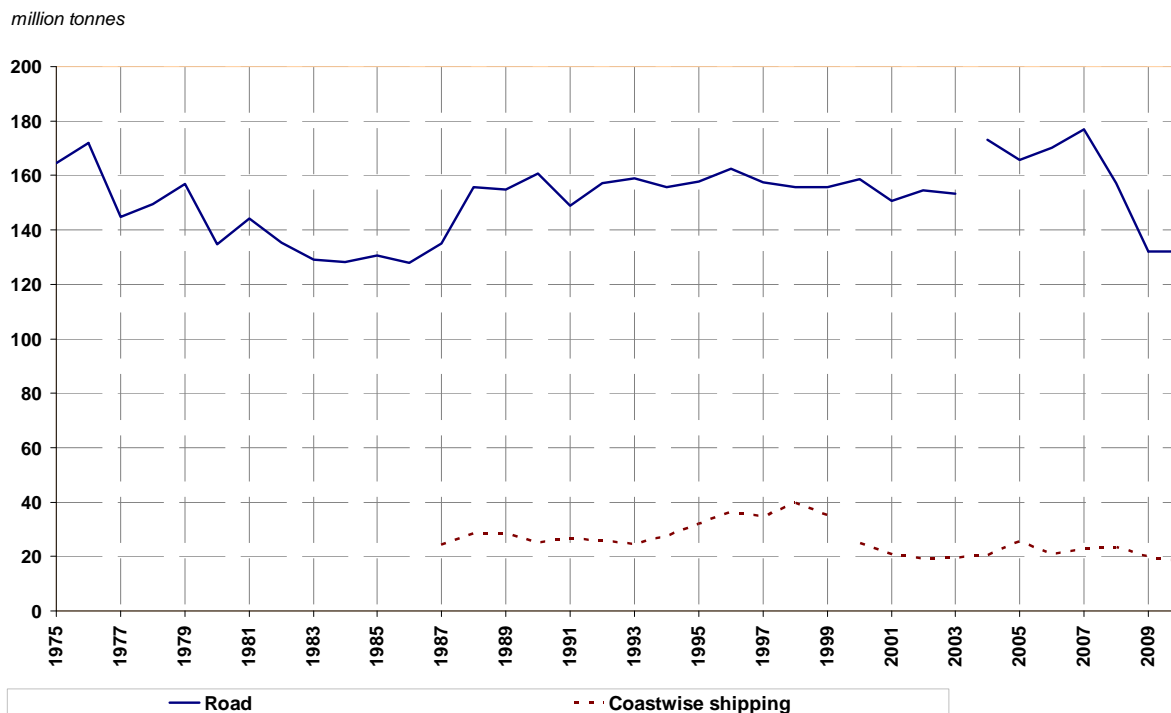
Pipelines

8.7 The amount of oil carried in Scottish pipelines rose rapidly to 28 million tonnes in 1979, and has remained at 28 million tonnes over the last ten years. Figure 27 shows the trends since 1975. Per head of population, the amount of freight which is lifted by pipeline is significantly greater in Scotland than in Great Britain.

Freight moved - tonne-kilometres

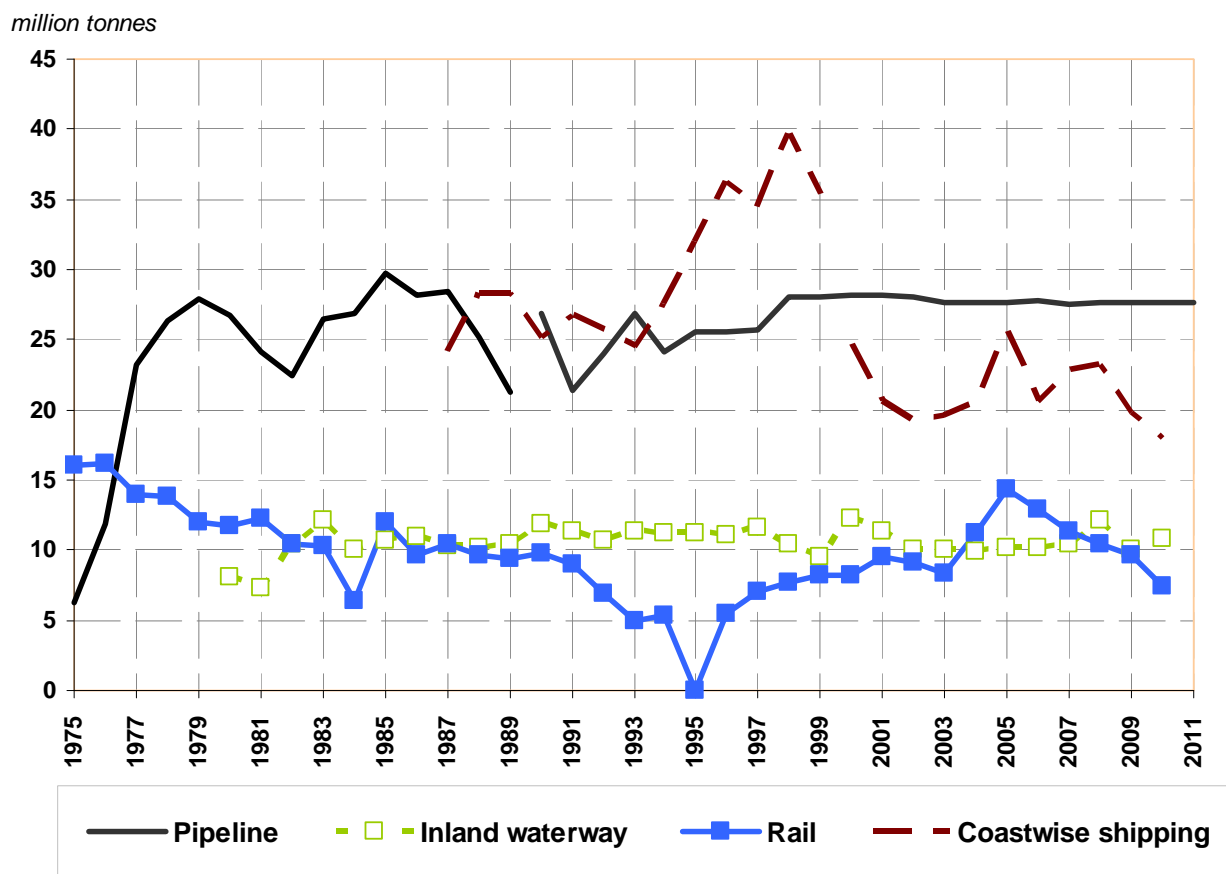
8.8 Figures 26 and 27 showed that, in terms of tonnes lifted, more freight is carried by road than by any other mode of transport. However, a different picture can be seen when account is taken of the distance that freight is carried. Table H2(b) shows that, in terms of tonne-kilometres, coastwise shipping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

Figure 26: Freight lifted: road and coastwise shipping



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

Figure 27: Freight lifted: coastwise shipping, pipelines, inland waterway and rail



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

Table S1 Summary of Transport in Scotland
Numbers

	2001	2002	2003	2004	2005	2006	2007	2008	2009	2010	2011
Vehicles Licensed <i>thousands</i>											
Private and Light Goods ¹	1,997	2,058	2,104	2,158	2,231	2,259	2,313	2,347	2,362	2,364	2,369
All Vehicles ¹	2,262	2,330	2,383	2,448	2,531	2,564	2,627	2,665	2,684	2,685	2,691
New Registrations	241	259	262	263	251	243	251	215	216	209	202
Local Bus Services ² <i>millions</i>											
Passenger Journeys (boardings) ³	466	471	478	461	468	482	498	493	467	438	..
Vehicle Kilometres ³	368	374	369	369	382	387	390	365	379	354	..
Passenger Revenue at latest year's prices ³	..	..	..	..	..	624	652	646	651	622	..
Freight Lifted <i>million tonnes</i>											
Road ^{4,9}	150.8	154.4	153.4	173.1	165.6	170.0	176.8	157.0	131.9	131.9	..
Rail ²	9.57	9.12	8.32	11.25	14.32	12.96	11.35	10.36	9.68	7.49	..
Coastwise traffic	20.6	19.2	19.5	20.5	25.5	20.6	22.8	23.3	19.8	18.0	..
One Port traffic	1.90	1.81	1.54	1.33	1.76	1.48	1.83	1.75	3.59	1.88	..
Inland waterway traffic	11.41	10.01	10.06	9.97	10.19	10.16	10.50	12.19	10.10	10.89	..
Pipelines ⁵	28.1	28.0	27.7	27.6	27.6	27.8	27.5	27.6	27.6	27.6	27.6
Public Road Lengths <i>kilometres</i>											
Trunk (A and M)	3,488	3,488	3,432	3,432	3,432	3,405	3,405	3,405	3,405	3,405	3,405
Other Major (A and M)	7,407	7,417	7,418	7,418	7,433	7,424	7,381	7,421	7,421	7,414	7,467
Minor Roads	43,159	43,687	43,659	43,693	43,911	44,029	44,303	44,420	44,594	44,696	44,769
All Roads	54,054	54,592	54,509	54,543	54,776	54,858	55,089	55,246	55,420	55,515	55,641
Road Traffic <i>million vehicle-kilometres</i>											
Motorways	5,567	5,730	5,856	6,094	6,151	6,433	6,577	6,683	6,633	6,503	6,570
A roads	20,775	21,533	21,826	22,114	21,904	22,465	22,408	22,127	22,327	21,992	21,996
All roads (incl. B, C, uncl.)	40,065	41,535	42,038	42,705	42,718	44,119	44,666	44,470	44,219	43,488	43,390
Reported Road Accident Casualties											
Killed	348	304	336	308	286	314	281	270	216	208	186
Killed and Serious	3,758	3,533	3,293	3,074	2,952	2,949	2,666	2,845	2,503	2,176	2,059
All (Killed, Serious, Slight)	19,911	19,275	18,756	18,502	17,885	17,269	16,238	15,591	15,044	13,338	12,763
Passenger Rail ^{2,6} <i>millions</i>											
ScotRail passenger journeys ⁶	60.7	57.4	57.5	64.0	69.4	71.6	74.5	76.4	76.9	78.3	81.1
ORR data:											
Rail journeys in/from Scotland ⁷	64.6	61.4	66.1	72.9	78.1	79.5	87.7	84.5	85.2	..	..
Passenger receipts (£2009 mill)	237.1	232.6	244.9	259.4	260.2	268.0	305.1	306.3	336.5	..	..
Air Transport <i>thousands</i>											
Terminal Passengers	18,081	19,783	21,084	22,555	23,795	24,437	25,132	24,348	22,496	20,907	22,065
Transport Movements	360.6	362.6	367.3	385.6	408.8	420.6	428.2	417.1	382.7	354.4	366.3
Freight	77.1	77.0	80.8	81.0	79.4	83.3	66.1	50.2	50.9	47.5	45.2
Ferries (selected services) ⁸ <i>thousands</i>											
Passengers	5,304	5,365	5,721	5,921	5,971	6,020	6,012	5,699	5,935	5,872	5,626
Vehicles	1,211	1,241	1,260	1,338	1,365	1,372	1,416	1,377	1,445	1,408	1,351

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. 2010 and 2011 figures have been estimated.

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. Further detail on this can be found from paragraphs 4.3 onwards.

7 The Office of Rail Regulation (ORR) produce total passenger figures. These are not adjusted to reflect ScotRail's revised methodology and are therefore not comparable with ScotRail figures.

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

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

Table S2 Summary of Transport in Scotland - index numbers
Index 2001=100

	2001	2002	2003	2004	2005	2006	2007	2008	2009	2010	2011
Vehicles Licensed											
Private and Light Goods ¹	100.0	103.1	105.4	108.1	111.7	113.1	115.9	117.6	118.3	118.4	118.6
All Vehicles ¹	100.0	103.0	105.3	108.2	111.9	113.4	116.1	117.8	118.6	118.7	119.0
New Registrations	100.0	107.5	108.8	109.0	104.1	100.7	104.0	89.1	89.6	86.5	83.9
Local Bus Services²											
Passenger Journeys (boardings) ³	100.0	101.0	102.5	99.0	100.5	103.5	106.9	105.8	100.2	94.0	..
Vehicle Kilometres ³	100.0	101.6	100.3	100.3	103.8	105.2	106.0	99.2	103.0	96.2	..
Passenger Revenue at latest year's prices (2006=100)	..	..	..	..	..	100.0	104.5	103.5	104.3	99.6	..
Freight Lifted											
Road ^{4,9}	100.0	102.4	101.7	114.8	109.8	112.8	117.3	104.1	87.5	87.5	..
Rail ²	100.0	95.3	86.9	117.6	149.6	135.4	118.6	108.3	101.1	78.3	..
Coastwise traffic	100.0	93.2	94.7	99.5	123.9	99.9	110.6	113.0	96.3	87.1	..
One Port traffic	100.0	95.3	81.1	70.0	92.6	77.9	96.3	92.1	188.9	98.9	..
Inland waterway traffic	100.0	87.7	88.2	87.4	89.3	89.0	92.0	106.8	88.5	95.4	..
Pipelines ⁵	100.0	99.7	98.5	98.3	98.1	98.8	97.8	98.1	98.1	98.1	98.1
Public Road Lengths											
Trunk (A and M)	100.0	100.0	98.4	98.4	98.4	97.6	97.6	97.6	97.6	97.6	97.6
Other Major (A and M)	100.0	100.1	100.1	100.1	100.4	100.2	99.6	100.2	100.2	100.1	100.8
Minor Roads	100.0	101.2	101.2	101.2	101.7	102.0	102.7	102.9	103.3	103.6	103.7
All Roads	100.0	101.0	100.8	100.9	101.3	101.5	101.9	102.2	102.5	102.7	102.9
Road Traffic											
Motorways	100.0	102.9	105.2	109.5	110.5	115.6	118.1	120.0	119.1	116.8	118.0
A roads	100.0	103.6	105.1	106.4	105.4	108.1	107.9	106.5	107.5	105.9	105.9
All roads (incl. B, C, uncl.)	100.0	103.7	104.9	106.6	106.6	110.1	111.5	111.0	110.4	108.5	108.3
Reported Road Accident Casualties											
Killed	100.0	87.4	96.6	88.5	82.2	90.2	80.7	77.6	62.1	59.8	53.4
Killed and Serious	100.0	94.0	87.6	81.8	78.6	78.5	70.9	75.7	66.6	57.9	54.8
All (Killed, Serious, Slight)	100.0	96.8	94.2	92.9	89.8	86.7	81.6	78.3	75.6	67.0	64.1
Passenger Rail ^{2,6}											
ScotRail passenger journeys ⁶	100.0	94.5	94.6	105.4	114.3	117.8	122.6	125.8	126.6	128.9	133.5
Rail journeys in/from Scotland ⁷	100.0	95.0	102.3	112.9	121.0	123.1	135.9	130.9	132.0	..	..
Passenger receipts (£2009 mill)	100.0	98.1	103.3	109.4	109.7	113.0	128.7	129.2	141.9	..	..
Air Transport											
Terminal Passengers	100.0	109.4	116.6	124.7	131.6	135.2	139.0	134.7	124.4	115.6	122.0
Transport Movements	100.0	100.6	101.9	106.9	113.4	116.6	118.7	115.7	106.1	98.3	101.6
Freight	100.0	99.9	104.8	105.1	103.1	108.0	85.8	65.2	66.0	61.7	58.6
Ferries (selected services ⁸)											
Passengers	100.0	101.2	107.9	111.6	112.6	113.5	113.3	107.4	111.9	110.7	106.1
Vehicles	100.0	102.5	104.0	110.5	112.7	113.3	116.9	113.7	119.3	116.2	111.6

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.

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

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

Table S3 Summary of Scottish Household Survey results ¹

	2001	2002	2003	2004	2005	2006	2007	2008	2009	2010	2011
	<i>percentages</i>										
Place of work											
Works from home	8.7	9.3	9.1	9.0	11.1	10.7	11.2	10.0	11.4	10.1	10.6
Does not work from home	91.3	90.7	90.9	91.0	88.9	89.3	88.8	90.0	88.6	89.9	89.4
Sample size (=100%)	6,922	6,597	6,681	7,058	6,841	6,845	5,888	6,092	6,103	5,862	6,189
Travel to work ²											
Walking	13.1	13.2	12.6	12.7	12.7	13.8	11.9	12.5	12.3	13.4	12.9
Car or Van	68.4	67.7	68.5	67.0	67.4	66.8	68.0	66.0	67.0	67.3	66.6
Driver	57.9	56.6	59.8	58.9	59.8	59.8	61.3	59.9	60.7	61.0	59.1
Passenger	10.4	11.0	8.7	8.1	7.5	7.0	6.7	6.1	6.4	6.3	7.5
Bicycle	1.7	1.6	1.8	1.9	1.6	2.0	1.7	2.3	2.4	2.3	2.0
Bus	12.2	12.2	11.6	12.7	12.1	11.8	12.7	12.1	12.1	10.8	12.0
Rail, including underground	2.3	3.1	2.9	3.5	3.9	3.6	3.5	4.3	3.9	3.6	3.9
Other	2.4	2.3	2.6	2.3	2.3	2.0	2.3	2.7	2.3	2.7	2.6
Sample size (=100%)	6,276	5,973	6,033	6,359	6,044	6,068	5,175	5,437	5,371	5,221	5,508
Travel to school											
Walking	51.9	55.5	52.4	51.2	52.5	51.1	52.8	48.8	50.0	49.7	50.6
Car or Van	20.8	19.0	21.7	21.6	21.0	21.7	21.9	23.6	24.4	23.0	23.4
Bicycle	0.6	0.7	1.2	1.0	0.6	0.9	0.8	1.5	1.0	1.4	1.4
Bus (school or service)	24.5	22.4	22.4	23.6	23.6	23.7	21.9	23.9	22.0	23.9	21.7
School bus	17.7	15.1	16.9	16.9	16.5	17.0	14.8	16.5	16.0	16.1	15.1
Service bus	6.8	7.3	5.5	6.7	7.1	6.7	7.1	7.3	5.9	7.8	6.6
Rail, including underground	0.5	0.4	0.5	0.9	0.7	1.2	0.9	0.7	0.7	0.3	0.7
Other	1.7	2.1	1.8	1.8	1.6	1.3	1.7	1.5	1.8	1.7	2.2
Sample size (=100%)	3,463	3,295	3,250	3,347	3,272	3,240	2,517	2,750	2,881	2,676	2,715
Household access to car/bike											
No car	35.3	34.8	32.7	33.7	31.7	32.0	30.3	30.2	30.7	30.3	30.1
One car	45.6	44.4	44.5	43.0	44.5	43.6	44.3	43.9	43.7	44.0	44.5
Two Cars	16.6	18.2	19.8	19.9	20.5	20.5	21.4	21.8	21.5	21.6	21.0
Three or more cars	2.6	2.5	3.0	3.4	3.3	3.8	4.0	4.0	4.2	4.1	4.4
One or more cars	64.7	65.2	67.3	66.3	68.3	68.0	69.7	69.8	69.3	69.7	69.9
Two or more cars	19.1	20.8	22.8	23.3	23.8	24.4	25.3	25.8	25.6	25.7	25.4
1+ Bicycles which can be used by adults	N/A	34.9	34.4	35.0	35.0	35.3	36.9	36.8	35.4	34.3	35.1
Sample size	15,566	15,073	14,880	15,942	15,392	15,616	13,414	13,821	14,190	14,214	14,358
Driving (aged 17+)											
Those with a full driving licence											
Male	75.6	76.7	76.5	75.8	75.7	75.5	75.8	76.0	76.2	75.6	75.6
Female	55.0	53.8	56.0	56.9	56.4	58.0	59.2	59.9	60.6	60.2	59.8
All	64.7	64.6	65.8	65.8	65.6	66.4	67.0	67.6	68.0	67.6	67.3
Frequency of driving											
Every day	45.8	45.5	43.3	41.4	41.8	40.9	45.2	44.9	43.4	41.4	40.7
At least three times a week	8.0	8.0	10.2	11.2	11.2	11.6	10.0	10.4	11.9	12.8	13.3
Once or twice a week	3.9	4.2	5.5	5.7	5.8	6.7	5.1	5.6	5.6	6.0	6.2
At least 2-3 times a month	1.0	0.9	0.7	0.8	0.8	1.0	0.9	1.0	0.9	0.9	0.9
At least once a month	0.6	0.4	0.4	0.6	0.5	0.5	0.6	0.4	0.4	0.4	0.4
Less than once a month	1.9	2.1	1.7	1.6	1.4	1.4	1.7	1.3	1.6	1.8	1.7
Holds full licence, never drives	3.5	3.5	4.1	4.5	4.1	4.4	3.5	4.0	4.2	4.3	4.1
Does not have a full driving licence	35.3	35.4	34.2	34.2	34.4	33.6	33.0	32.4	32.0	32.4	32.7
Sample size (=100%)	14,527	13,936	13,850	14,660	13,968	14,075	12,152	12,263	12,447	12,361	12,801
Walking in the past seven days (aged 16+) ³											
Walking as a means of transport	55.1	54.9	54.4	54.2	54.0	54.0	52.0	52.5	59.0	62.0	63.1
Walking just for pleasure or to keep fit	42.9	40.7	43.9	43.9	46.1	46.7	46.9	45.1	48.4	51.3	54.0
Sample size	14,643	14,041	13,925	14,713	6,993	7,111	6,121	6,209	6,119	6,136	6,372
Household access to bus service											
Up to 6 minutes walk to the nearest stop	84.8	86.3	85.4	86.6	85.4	84.9	84.8	85.7	84.3	85.2	84.2
At least 5+ per hour (up to 13 min freq)	18.5	21.6	23.4	24.2	24.8	22.5	24.3	25.0	25.4	23.8	23.5
Up to 6 minutes walk and 5+ per hour	17.1	19.9	21.6	22.4	22.9	20.8	22.4	22.9	23.2	22.1	21.5
Service frequency not known	23.4	23.1	22.6	23.0	24.6	24.3	23.1	23.1	22.8	22.7	23.1
Sample size	15,561	15,072	14,879	15,941	15,392	15,616	9,274	6,846	14,190	14,214	14,358
Frequency of use of local bus/train service (aged 16+)											
Bus service											
Every day or almost every day	..	11.0	10.5	11.1	11.9	12.0	12.3	12.6	11.3	11.0	11.1
2 or 3 times per week	..	11.6	11.5	11.2	11.6	11.7	11.7	12.2	11.8	11.7	12.5
About once a week	..	7.9	7.6	7.5	7.7	7.9	7.7	7.8	8.4	7.7	7.8
Once or twice a month	..	10.9	10.6	10.6	12.1	12.2	13.9	13.9	14.1	13.5	14.2
Not used in the past month	..	58.6	59.7	59.5	56.7	56.2	54.4	53.6	54.5	56.1	54.3
Train service											
Every day or almost every day	..	1.6	1.7	1.8	2.0	2.0	2.0	2.3	2.1	1.9	2.0
2 or 3 times per week	..	1.0	1.3	1.6	1.5	1.6	1.8	2.0	2.1	1.9	2.2
About once a week	..	2.0	2.5	2.7	2.6	2.8	3.2	3.2	3.7	3.5	3.7
Once or twice a month	..	10.4	11.4	12.3	14.3	13.7	16.3	16.4	15.9	17.3	17.9
Not used in the past month	..	84.9	83.1	81.6	79.5	79.8	76.6	76.1	76.2	75.5	74.2
Sample size (=100%)	..	14,037	13,960	14,774	14,063	14,183	12,118	12,298	12,517	12,422	12,888

1. The apparent year-to-year fluctuations in some of the figures may be due to sampling variability.

2. Employed adults (aged 16+) not working from home

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

Table S4 Summary of cross-border transport

	2001	2002	2003	2004	2005	2006	2007	2008	2009	2010	2011
Passenger journeys <i>millions</i>											
to / from other parts of UK											
Rail ^{5,27}		4.85	5.01	4.88	5.20	5.58	5.81	6.13	6.64	..	..
Air ¹	10.21	11.51	12.38	12.88	13.16	12.96	12.87	12.07	10.89	9.83	10.12
Ferry ²	2.33	2.28	2.43	2.34	2.05	2.02	2.09	1.94	1.92	1.92	..
Total these modes	17.81	18.65	19.82	20.09	20.41	20.55	20.77	20.13	19.45	..	..
to / from other countries											
Air ³	6.24	6.63	7.13	8.12	8.97	9.67	10.35	10.35	9.74	9.27	10.06
Ferry ⁴	0.01	0.11	0.21	0.21	0.20	0.12	0.11	0.07	0.03	0.05	..
Total these modes	6.24	6.74	7.34	8.33	9.17	9.79	10.46	10.43	9.77	9.32	..
Total cross-border passengers											
Rail	5.27	4.85	5.01	4.88	5.20	5.58	5.81	6.13	6.64	..	..
Air	16.45	18.14	19.52	21.00	22.14	22.63	23.23	22.42	20.63	19.10	20.18
Ferry	2.33	2.40	2.64	2.54	2.25	2.14	2.20	2.01	1.95	1.97	..
Total these modes	24.06	25.39	27.16	28.42	29.58	30.34	31.24	30.56	29.22	..	..
Freight <i>millions of tonnes lifted</i>											
to other parts of UK											
Road ^{5,9}	15.4	15.2	14.8	14.3	12.5	14.2	16.4	12.3	12.6	14.8	..
Rail	4.9	4.4	4.1	6.4	9.0	7.1	4.6	3.8	3.3	2.3	..
Water	19.6	17.6	17.6	18.7	22.5	17.9	19.7	21.0	17.6	16.6	..
Total these modes	39.9	37.1	36.5	39.4	44.0	39.3	40.6	37.1	33.4	33.7	..
from other parts of UK											
Road ^{5,9}	19.3	18.3	20.9	17.6	17.4	18.9	21.9	17.7	16.0	17.9	..
Rail	1.2	1.1	1.0	0.9	2.1	2.1	2.0	2.0	1.3	1.6	..
Water	5.1	5.1	4.6	5.4	5.9	5.6	5.5	5.1	4.9	5.5	..
Total these modes	25.5	24.4	26.6	23.9	25.3	26.6	29.4	24.8	22.1	25.0	..
Total to / from other parts of UK											
Road ^{5,9}	34.7	33.5	35.7	31.9	29.9	33.1	38.3	30.0	28.6	32.7	..
Rail	6.1	5.4	5.2	7.3	11.1	9.2	6.6	5.9	4.5	3.9	..
Water	24.6	22.6	22.2	24.0	28.4	23.6	25.2	26.1	22.4	22.1	..
Total these modes	65.4	61.5	63.0	63.2	69.3	65.9	70.0	61.9	55.6	58.7	..
to other countries											
Road ⁵	0.5	0.6	0.6	0.5	0.4	0.4	0.6	0.5	0.5	0.4	..
Rail ⁶	0.6	0.5	0.4	0.5	0.5	0.5	0.5	0.4	0.4	0.4	..
Water ⁷	67.0	67.8	58.9	54.5	45.0	44.0	45.6	42.4	38.3	39.9	-
Total these modes	68.1	68.9	59.9	55.5	45.9	44.9	46.7	43.3	39.2	40.7	..
from other countries											
Road ⁵	0.2	0.2	0.2	0.3	0.3	0.2	0.3	0.3	0.2	0.2	..
Rail ⁸	0.6	0.6	0.5	0.5	0.5	0.5	0.4	0.5	0.4	0.4	..
Water ⁷	17.5	11.4	9.5	15.0	17.0	17.9	14.6	16.1	13.5	13.2	-
Total these modes	18.3	12.3	10.2	15.8	17.8	18.6	15.3	16.9	14.2	13.8	..
Total to / from other countries											
Road	0.7	0.8	0.8	0.8	0.7	0.6	0.9	0.8	0.7	0.6	..
Rail	1.2	1.1	1.0	1.1	1.0	1.0	0.9	0.9	0.8	0.8	..
Water	84.5	79.2	68.4	69.4	62.0	61.9	60.2	58.5	51.9	53.1	..
Total	86.4	81.1	70.2	71.3	63.7	63.5	62.0	60.2	53.3	54.4	..
Total cross-border freight											
Road	35.4	34.3	36.5	32.7	30.6	33.7	39.2	30.8	29.3	33.3	..
Rail	7.3	6.6	6.1	8.3	12.1	10.2	7.5	6.7	5.3	4.7	..
Water	109.1	101.8	90.6	93.5	90.4	85.5	85.4	84.6	74.3	75.2	..
Total these modes	151.8	142.7	133.2	134.5	133.0	129.3	132.0	122.1	108.9	113.1	..

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

2 Scotland / Northern Ireland ferries

3 Figures for 1999 and earlier years are approximate as they include an element of estimation.

4 The Rosyth / Zeebrugge service started in May 2002. Figures for services between Lerwick and other countries are available from 1998.

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

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

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

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

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

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

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

Numbers	2001	2002	2003	2004	2005	2006	2007	2008	2009	2010	2011
Vehicles Licensed (all vehicles)											<i>thousand</i>
Scotland	2,262	2,330	2,383	2,448	2,531	2,564	2,627	2,665	2,684	2,685	2,691
GB	29,747	30,557	31,207	32,259	32,897	33,070	33,651	33,883	33,958	34,120	34,229
Households with a Car ¹ (National Travel Survey)											<i>percent</i>
Scotland	..	..	69	..	69	..	70	..	70	..	..
GB	..	..	74	..	75	..	75	..	75	..	..
Public Road Lengths (all roads)											<i>thousand kilometres kilometres</i>
Scotland	54.1	54.6	54.5	54.5	54.8	54.9	55.1	55.2	55.4	55.5	55.6
GB ²	391.0	391.6	392.3	387.7	388.0	398.4	398.9	394.5	394.4	394.3	394.3
Road Traffic											<i>billion vehicle kilometres</i>
Motorway											
Scotland	5.57	5.73	5.86	6.09	6.15	6.43	6.58	6.68	6.63	6.50	6.57
GB	90.8	92.6	93.0	96.6	97.0	99.4	100.6	100.1	99.5	98.2	99.5
A roads											
Scotland	20.8	21.5	21.8	22.1	21.9	22.5	22.4	22.1	22.3	22.0	22.0
GB ³	215.1	218.6	221.0	224.1	223.1	226.1	224.9	222.8	222.4	219.5	220.4
All roads (incl. B, C, unclassified)											
Scotland	40.1	41.5	42.0	42.7	42.7	44.1	44.7	44.5	44.2	43.5	43.4
GB ³	474.4	486.5	490.4	498.6	499.4	507.5	513.0	508.9	504.0	495.9	488.9
Reported Road Accident Casualties: Killed or Seriously Injured											<i>thousand</i>
Scotland	3.76	3.53	3.29	3.07	2.95	2.95	2.67	2.85	2.50	2.18	2.06
GB	40.6	39.4	37.2	34.4	32.2	31.8	30.7	28.6	26.9	24.5	25.0
Local bus passenger journeys ^{2,4}											<i>million</i>
Scotland	466	471	478	461	468	482	498	493	467	438	..
GB	4,455	4,550	4,681	4,587	4,664	4,890	5,137	5,244	5,188	5,160	..
Rail passenger journeys ^{4,5,6}											<i>million</i>
Scotland	64.6	61.4	66.1	72.9	78.1	79.5	87.7	84.5	85.2	..	..
GB	759	775	791	808	827	984	1,018	1,075	1,068	..	..
Air terminal passengers											
Scotland	18.1	19.8	21.1	22.6	23.8	24.4	25.1	24.3	22.5	20.9	22.1
UK	181.2	188.8	200.0	215.7	228.2	235.2	240.7	235.4	218.1	210.7	219.3
Freight Lifted											<i>million tonnes</i>
Road ^{8,9}											
Scotland	151	154	153	173	166	170	177	157	132	132	..
GB	1,581	1,627	1,643	1,744	1,746	1,776	1,822	1,668	1,356	1,489	..
Rail ⁴											
Scotland	9.57	9.12	8.32	11.25	14.32	12.96	11.35	10.36	9.68	7.49	..
GB	94	87	89	100	105	108	102	103	87	90	..
Coastwise traffic											
Scotland	20.6	19.2	19.5	20.5	25.5	20.6	22.8	23.3	19.8	18.0	..
UK	58.5	59.5	58.5	59.8	65.1	56.7	57.6	58.1	54.6	51.3	..
Pipelines ⁷											
Scotland	28.1	28.0	27.7	27.6	27.6	27.8	27.5	27.6	27.6	27.6	27.6
GB	63.0	58.4	54.9	56.1	55.4	54.5	53.1	53.3	53.6	53.5	53.7
Travel to Work (Autumn: Labour Force Survey)											<i>percent</i>
Car (or van, minibus, works van)											
Scotland	69	70	70	69	68	69	69	69	70	71	68
GB	70	71	71	71	71	70	69	70	70	70	68
Public transport (bus, rail, underground)											
Scotland	16	14	15	15	16	17	16	17	15	14	16
GB	15	14	14	14	14	15	16	15	15	15	16

1 Figures are for combined years e.g. 2010 covers 2010/11.

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

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

4 Financial years

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

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

7 The estimated amounts of crude oil and products carried by pipelines of length 50+ km. Pipeline figures for 2010 and 2011 are estimated.

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

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

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

Index 2001=100

	2001	2002	2003	2004	2005	2006	2007	2008	2009	2010	2011
Vehicles Licensed (all vehicles)											
Scotland	100.0	103.0	105.3	108.2	111.9	113.4	116.1	117.8	118.6	118.7	119.0
GB	100.0	102.7	104.9	108.4	110.6	111.2	113.1	113.9	114.2	114.7	115.1
Public Road Lengths (all roads)											
Scotland	100.0	101.0	100.8	100.9	101.3	101.5	101.9	102.2	102.5	102.7	102.9
GB ¹	100.0	100.2	100.3	99.2	99.2	101.9	102.0	100.9	100.9	100.8	100.8
Road Traffic											
Motorway											
Scotland	100.0	102.9	105.2	109.5	110.5	115.6	118.1	120.0	119.1	116.8	118.0
GB	100.0	102.0	102.4	106.4	106.8	109.5	110.8	110.2	109.6	108.1	109.6
A roads											
Scotland	100.0	103.6	105.1	106.4	105.4	108.1	107.9	106.5	107.5	105.9	105.9
GB ²	100.0	101.6	102.7	104.2	103.7	105.1	104.6	103.6	103.4	102.0	102.5
All roads (incl. B, C, unclassified)											
Scotland	100.0	103.7	104.9	106.6	106.6	110.1	111.5	111.0	110.4	108.5	108.3
GB ²	100.0	102.6	103.4	105.1	105.3	107.0	108.1	107.3	106.2	104.5	103.1
Reported Road Accident Casualties Killed or Seriously Injured											
Scotland	100.0	94.0	87.6	81.8	78.6	78.5	70.9	75.7	66.6	57.9	54.8
GB	100.0	97.2	91.8	84.7	79.3	78.5	75.7	70.4	66.4	60.4	61.7
Local bus passenger journeys ^{1,3}											
Scotland	100.0	101.0	102.5	99.0	100.5	103.5	106.9	105.8	100.2	94.0	..
GB	100.0	102.1	105.1	103.0	104.7	109.8	115.3	117.7	116.5	115.8	..
Rail passenger journeys ^{3,4,5}											
Scotland	100.0	95.0	102.3	112.9	121.0	123.1	135.9	130.9	132.0	0.0	..
GB	100.0	102.2	104.3	106.6	109.1	129.7	134.2	141.7	140.8	0.0	..
Air terminal passengers											
Scotland	100.0	109.4	116.6	124.7	131.6	135.2	139.0	134.7	124.4	115.6	122.0
UK	100.0	104.2	110.4	119.0	125.9	129.8	132.8	129.9	120.3	116.2	121.0
Freight Lifted											
Road ^{6,8}											
Scotland	100.0	102.4	101.7	114.8	109.8	112.8	117.3	104.1	87.5	87.5	..
GB	100.0	102.9	103.9	110.3	110.4	112.3	115.2	105.5	85.8	94.2	..
Rail ³											
Scotland	100.0	95.3	86.9	117.6	149.6	135.4	118.6	108.3	101.1	78.3	..
GB	100.0	92.2	94.2	106.0	111.5	114.8	108.5	108.8	92.4	95.2	..
Coastwise traffic											
Scotland	100.0	93.2	94.7	99.5	123.9	99.9	110.6	113.0	96.3	87.1	..
UK	100.0	101.7	100.0	102.2	111.3	96.9	98.5	99.3	93.3	87.7	..
Pipelines ⁷											
Scotland	100.0	99.7	98.5	98.3	98.1	98.8	97.8	98.1	98.1	98.1	98.1
GB	100.0	92.7	87.2	89.1	88.0	86.5	84.3	84.6	85.1	85.0	85.3

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

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

3 Financial years

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

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

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

7 The estimated amounts of crude oil and products carried by pipelines of length 50+ km. Pipeline figures for 2010 are estimated.

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

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

	2001	2002	2003	2004	2005	2006	2007	2008	2009	2010	2011
Vehicles Licensed (all vehicles)											
											<i>per 100 population</i>
Scotland	45	46	47	48	50	50	51	52	52	51	51
GB	52	53	54	55	56	56	57	57	57	56	57
Public Road Lengths (all roads)											
											<i>kilometres per 1,000 population</i>
Scotland	10.7	10.8	10.8	10.7	10.8	10.7	10.7	10.7	10.7	10.6	10.6
GB	6.8	6.8	6.8	6.7	6.6	6.8	6.7	6.6	6.6	6.5	6.5
Road Traffic											
											<i>vehicle kilometres per head</i>
Motorway											
Scotland	1,099	1,134	1,158	1,200	1,207	1,257	1,279	1,293	1,277	1,245	1,250
GB	1,583	1,610	1,608	1,662	1,659	1,689	1,699	1,679	1,669	1,624	1,646
A Roads											
Scotland	4,102	4,260	4,316	4,355	4,299	4,390	4,356	4,281	4,299	4,211	4,186
GB ¹	3,750	3,800	3,820	3,856	3,815	3,842	3,798	3,738	3,731	3,630	3,645
All roads (incl. B, C and unclassified)											
Scotland	7,911	8,217	8,312	8,409	8,385	8,622	8,683	8,604	8,513	8,328	8,257
GB ¹	8,270	8,456	8,477	8,578	8,539	8,624	8,663	8,537	8,455	8,202	8,086
Road Accident Casualties Killed or Seriously Injured											
											<i>per 1,000 population</i>
Scotland	0.74	0.70	0.65	0.61	0.58	0.58	0.52	0.55	0.48	0.42	0.39
GB	0.71	0.68	0.64	0.59	0.55	0.54	0.52	0.48	0.45	0.41	0.41
Local bus passenger journeys^{2,3}											
											<i>per head</i>
Scotland	92	93	94	91	92	94	97	95	90	84	..
GB	78	79	81	79	80	83	87	88	87	85	..
Rail passenger journeys^{3,4}											
											<i>per head</i>
Scotland	12.8	12.1	13.1	14.4	15.3	15.5	17.1	16.3	16.4	0.0	0.0
GB	13.2	13.5	13.7	13.9	14.1	16.7	17.2	18.0	17.9	0.0	0.0
Air terminal passengers											
											<i>per head</i>
Scotland	3.6	3.9	4.2	4.4	4.7	4.8	4.9	4.7	4.3	4.0	4.2
UK	3.1	3.2	3.4	3.6	3.8	3.9	3.9	3.8	3.6	3.4	3.5
Freight Lifted											
											<i>tonnes per head</i>
Road											
Scotland	29.8	30.5	30.3	34.1	32.5	33.2	34.4	30.4	25.4	25.3	..
GB	27.6	28.3	28.4	30.0	29.9	30.2	30.8	28.0	22.7	24.6	..
Rail³											
Scotland	1.9	1.8	1.6	2.2	2.8	2.5	2.2	2.0	1.9	1.4	..
GB	1.6	1.5	1.5	1.7	1.8	1.8	1.7	1.7	1.5	1.5	..
Coastwise traffic											
Scotland	4.1	3.8	3.9	4.0	5.0	4.0	4.4	4.5	3.8	3.4	..
UK	1.0	1.0	1.0	1.0	1.1	1.0	1.0	1.0	0.9	0.8	..
Pipelines⁵											
Scotland	5.6	5.5	5.5	5.4	5.4	5.4	5.3	5.3	5.3	5.3	5.3
GB	1.1	1.0	0.9	1.0	0.9	0.9	0.9	0.9	0.9	0.9	0.9

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

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

3 Financial Year

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

5 Pipeline figures for 2010 are estimated.

6 As population estimates for Great Britain and UK for 2011 were not available at the time of publication, the mid-year estimates of the population for 2010 were used to calculate the GB/UK figures for 2011 in this table. The mid-year population estimates for Scotland for 2011 were available and have been used.

Table H1 Summary of passenger traffic

Year ¹	Car vehicle kilometres on major roads local (M and A)	Bus passenger journeys on services ²	Rail passenger journeys originating in Scotland ³	Air terminal passengers at airports	Ferry passengers on selected ferry services ⁴	Car	Bus	Rail	Air	Ferry
	<i>million</i>					<i>Index, 1985 = 100</i>				
1960	..	1,664	64.9	1.20	..	..	242	114	17	..
1961	..	1,633	63.4	1.41	..	..	238	111	20	..
1962	..	1,579	72.3	1.59	..	..	230	127	23	..
1963	..	1,561	71.7	1.82	..	..	227	126	26	..
1964	..	1,506	73.0	2.07	..	..	219	128	30	..
1965	..	1,417	71.0	2.29	..	..	206	124	33	..
1966	..	1,344	65.8	2.56	..	..	196	115	37	..
1967	..	1,297	65.9	2.76	..	..	189	115	40	..
1968	..	1,220	67.0	2.69	..	..	178	117	39	..
1969	..	1,169	68.4	2.91	..	..	170	120	42	..
1970	..	1,057	70.7	3.10	..	..	154	124	45	..
1971	..	1,019	66.5	3.20	..	..	148	116	46	..
1972	..	998	61.2	3.64	..	..	145	107	52	..
1973	..	975	60.5	4.07	4.82	..	142	106	59	103
1974	..	896	69.1	4.00	4.96	..	131	121	58	106
1975	9,318	891	66.2	4.18	5.28	68	130	116	60	113
1976	9,438	881	60.1	4.78	5.17	69	128	105	69	111
1977	9,622	824	56.8	4.85	4.82	71	120	99	70	103
1978	9,749	794	59.7	5.90	4.64	72	116	105	85	99
1979	9,643	786	57.6	6.33	4.56	71	114	101	91	98
1980	10,262	763	61.5	6.37	4.48	75	111	108	92	96
1981	10,418	716	57.8	6.50	4.27	77	104	101	94	91
1982	10,733	694	49.5	6.37	4.19	79	101	87	92	90
1983	11,043	680	55.7	6.48	4.51	81	99	98	93	97
1984	12,794	669	51.3	6.99	4.67	94	97	90	101	100
1985	13,606	687	57.1	6.94	4.67	100	100	100	100	100
1986	14,012	660	53.1	7.24	4.85	103	96	93	104	104
1987	14,881	662	54.1	7.81	5.35	109	96	95	112	115
1988	15,946	662	54.0	8.51	5.66	117	96	95	123	121
1989	17,027	628	51.8	9.23	6.18	125	91	91	133	132
1990	17,476	600	52.8	9.86	6.54	128	87	92	142	140
1991	17,553	585	54.5	9.57	6.80	129	85	95	138	146
1992	18,068	545	59.3	10.38	6.63	133	79	104	150	142
1993	18,211	538	59.1	11.12	6.63	134	78	104	160	142
1994	18,683	526	54.4	11.79	6.65	137	77	95	170	142
1995	19,226	506	56.7	12.31	6.86	141	74	99	177	147
1996	19,888	478	57.5	13.21	5.59	146	70	101	190	120
1997	20,266	448	60.7	14.39	5.63	149	65	106	207	121
1998	20,456	424	62.5	15.19	5.33	150	62	109	219	114
1999	20,700	455	64.9	15.94	5.33	152	66	114	230	114
2000	20,566	458	64.8	16.79	5.29	151	67	113	242	113
2001	20,977	466	64.6	18.08	5.30	154	68	113	260	114
2002	21,760	471	61.4	19.78	5.37	160	69	107	285	115
2003	21,922	478	66.1	21.08	5.72	161	70	116	304	123
2004	22,308	461	72.9	22.55	5.92	164	67	128	325	127
2005	22,060	468	78.1	23.80	5.97	162	68	137	343	128
2006	22,610	482	79.5	24.44	6.02	166	70	139	352	129
2007	22,392	498	87.7	25.13	6.01	165	73	154	362	129
2008	22,221	493	84.3	24.35	5.70	163	72	148	351	122
2009	22,496	467	85.2	22.50	5.93	165	68	149	324	127
2010	21,998	438	..	20.91	5.87	162	64	..	301	126
2011	21,986	..	..	22.07	5.63	162	..	..	318	121

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

Table H2 Summary of freight traffic¹

(a) freight lifted - millions of tonnes

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

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

The category of 'coastal shipping' is shown for historical reasons. It is defined in a different way:

the 'coastal shipping' figure is the total lifted in Scotland plus
the total lifted elsewhere in the UK which is delivered in Scotland.

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

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

2. The figures are all for calendar years except for the figures for "rail" from 1985,

which are for the financial years which start in the specified calendar years

(e.g. the rail figures for 1997 are for 1997-98).

3. The estimated amounts of crude oil and products carried by pipelines over 50km in length. 2010 figure has been estimated.

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

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

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

Table H2 Summary of freight traffic¹

(b) freight moved - millions of tonne-kilometres

Year ²	Road <i>lifted in Scotland</i>	Rail <i>lifted in Scotland</i>	Coastwise shipping <i>lifted in Scotland</i>	Inland waterway <i>lifted in Scotland</i>	Pipeline ^{3,6} <i>see notes</i>
<i>millions of tonne-kilometres</i>					
1960	..	..	..	..	..
1961	..	..	..	..	..
1962	..	..	..	..	..
1963	..	..	..	..	..
1964	..	..	..	..	..
1965	..	..	..	..	..
1966	..	..	..	..	..
1967	..	..	..	..	..
1968	..	..	..	..	..
1969	..	..	..	..	..
1970	..	..	..	..	..
1971	..	..	..	..	..
1972	..	..	..	..	..
1973	..	..	..	..	..
1974	..	..	..	..	..
1975	..	..	..	..	..
1976	..	..	..	..	..
1977	..	..	..	..	..
1978	..	..	..	..	..
1979	..	..	..	..	..
1980	..	..	..	..	..
1981	..	..	..	..	..
1982	..	..	..	..	..
1983	..	..	..	..	..
1984	..	..	..	..	..
1985	9,706	..	..	..	..
1986	9,332	..	..	..	..
1987	10,225	..	19,810	262	..
1988	11,520	..	22,910	264	..
1989	12,339	..	23,020	268	..
1990	12,309	..	19,090	315	..
1991	11,909	..	22,850	298	..
1992	12,121	..	20,940	270	5,132
1993	12,426	..	19,710	290	..
1994	12,995	..	19,740	290	5,279
1995	13,965	..	25,110	300	5,693
1996	14,163	1,427	29,250	300	5,688
1997	14,236	2,145	26,280	310	5,717
1998	14,856	2,787	29,610	260	5,946
1999 ⁴	14,988	2,891	26,850	240	5,905
2000	14,817	2,462	20,100	280	5,933
2001	14,425	3,099	15,600	280	5,929
2002	14,170	2,737	14,540	240	5,909
2003 ⁵	14,432	2,519	14,850	240	5,832
2004	15,195	3,734	14,060	240	5,820
2005	13,507	4,304	17,457	251	5,869
2006	14,233	3,597	14,491	249	5,715
2007	15,349	2,883	16,909	268	5,726
2008	13,936	2,543	17,890	312	5,725
2009	12,348	2,549	15,321	244	5,725
2010	12,695	2,485	13,557	280	5,725
2011	..	..	..	..	5,751

1. The figures for 'road', 'rail', 'coastwise shipping' and 'inland waterways' relate to freight lifted in Scotland; for 'pipeline' it is the estimated tonne-kilometres for crude oil carried by on-shore pipelines which are over 50km in length. This table does not show the tonne-kilometres for one port traffic to / from oil rigs and the sea bed or for coastal shipping (as defined in part [a] of this table).

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

3. Over 50km

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

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

6. Pipeline figures for 2010 are estimated.

Table H3: Traffic estimates

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

Table H4 Other vehicle related statistics

Year	Vehicles licensed	New registrations of vehicles	Reported road casualties all severities	Vehicles licensed	New registrations of vehicles	Reported road casualties
	<i>thousand</i>	<i>thousand</i>	<i>number</i>		<i>index 1985=100</i>	
1962	775	86	26,703	51	48	98
1963	836	100	27,728	55	56	102
1964	900	117	30,527	59	65	112
1965	951	113	31,827	63	63	117
1966	991	113	32,280	65	62	118
1967	1,035	116	31,760	68	64	116
1968	1,065	119	30,649	70	66	112
1969	1,106	110	31,056	73	61	114
1970	1,124	117	31,240	74	65	114
1971	1,135	128	31,194	75	71	114
1972	1,181	161	31,762	78	89	116
1973	1,252	173	31,404	83	96	115
1974	1,274	143	28,783	84	79	105
1975 ¹	1,304	154	28,621	86	85	105
1976	1,314	159	29,933	87	88	110
1977	..	155	29,783	..	86	109
1978	1,308	179	30,506	86	99	112
1979	1,353	185	31,387	89	102	115
1980	1,398	176	29,286	92	97	107
1981	1,397	166	28,766	92	92	105
1982	1,416	171	28,273	94	95	104
1983	1,448	193	25,224	96	107	92
1984	1,489	183	26,158	98	101	96
1985	1,514	181	27,287	100	100	100
1986	1,546	181	26,117	102	100	96
1987	1,575	187	24,748	104	103	91
1988	1,657	200	25,425	109	111	93
1989	1,729	213	27,532	114	118	101
1990	1,788	194	27,228	118	107	100
1991	1,830	154	25,346	121	85	93
1992 ²	1,884	154	24,173	124	85	89
1993	1,874	170	22,414	124	94	82
1994 ³	1,900	170	22,573	125	94	83
1995	1,910	173	22,194	126	96	81
1996	1,966	183	21,716	130	101	80
1997	2,023	206	22,629	134	114	83
1998	2,073	210	22,467	137	116	82
1999	2,131	216	21,002	141	120	77
2000	2,188	220	20,517	145	122	75
2001 ⁴	2,262	241	19,911	149	134	73
2002	2,330	259	19,275	154	144	71
2003	2,383	262	18,756	157	145	69
2004	2,448	263	18,502	162	145	68
2005	2,531	251	17,885	167	139	66
2006	2,564	243	17,269	169	134	63
2007	2,627	251	16,238	174	139	60
2008	2,665	215	15,591	176	119	57
2009	2,684	216	15,044	177	120	55
2010	2,685	209	13,338	177	116	49
2011	2,691	202	12,763	178	112	47

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

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

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

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

Table 1: [Driving licence] People aged 17 or over - those who hold full driving licence*, 2001 – 2011

	2001	2002	2003	2004	2005	2006	2007	2008	2009	2010	2011
	<i>cell percentages</i>										
All aged 17+	64.7	64.6	65.8	65.8	65.6	66.4	67.0	67.6	68.0	67.6	67.3
Gender											
Male	75.6	76.7	76.5	75.8	75.7	75.5	75.8	76.0	76.2	75.6	75.6
Female	55.0	53.8	56.0	56.9	56.4	58.0	59.2	59.9	60.6	60.2	59.8
Age											
17-19	23.3	20.7	27.8	26.0	20.8	30.2	28.1	32.5	24.8	26.6	25.9
20-29	64.8	61.6	58.1	60.6	59.6	58.5	57.7	56.4	58.4	57.8	54.1
30-39	76.2	80.6	79.9	78.6	78.7	76.0	78.4	78.5	76.8	76.3	77.0
40-49	79.0	77.3	80.5	79.2	79.2	79.3	80.0	82.6	80.1	80.8	80.3
50-59	72.0	72.0	74.0	74.3	74.8	76.1	76.4	77.8	78.1	77.9	78.1
60-69	60.8	62.0	64.0	65.2	65.4	68.2	69.1	70.1	74.6	72.3	73.9
70-79	44.7	42.9	44.8	47.5	48.9	50.8	55.2	53.4	54.6	54.2	57.5
80+	24.1	23.8	27.0	28.3	26.6	28.7	35.4	30.8	37.4	36.5	35.4
Sample size (=100%)	14,527	13,936	13,850	14,660	13,970	14,075	12,152	12,267	12,447	12,361	12,801

Table 2: [Fuel] Amount spent on fuel in the past month*, 2001-2011

	2001	2002	2003	2004	2005	2006	2007	2008	2009	2010	2011
	<i>column percentages</i>										
Amount spent on fuel in the past month:											
up to £19	3.4	..	4.2	3.9	3.8	3.1	..	..	2.7	2.0	1.6
£20-£39	17.4	..	17.8	17.4	15.8	14.6	..	..	13.8	11.5	7.5
£40-£59	24.3	..	24.4	23.6	22.7	21.7	..	..	20.4	18.3	14.7
£60-£99	26.2	..	24.3	24.3	24.6	23.8	..	..	22.9	20.9	20.3
£100-£149	16.2	..	16.8	17.3	17.9	18.6	..	..	18.9	20.3	22.6
£150 and over	12.5	..	12.5	13.5	15.2	18.2	..	..	21.3	27.0	33.3
Median (£s)	60	..	60	60	60	70	..	..	80	80	100
Average (£s)	80.0	..	78.2	81.1	85	92.1	..	..	99.6	112.2	131
Sample Size (=100%)	7,073	..	7,084	9,845	9,685	9,839	..	..	9,103	9,098	9,275

*In 2001, the question referred to expenditure on fuel for "motor vehicles" of which around 95% were cars. From April 2003, the question refers to cars only. The question was not asked at all in 2002, 2007 and 2008 or in the first quarter of 2003.

Table 3: [Walking] Frequency of walking in the previous seven days*, 2001 – 2011

	2001	2002	2003	2004	2005	2006	2007	2008	2009	2010	2011
	<i>column percentages</i>										
As a means of transport:											
None	44.9	45.1	45.6	45.8	46.0	46.0	48.0	47.5	41.0	38.0	36.9
1-2 days	19.1	18.3	17.5	16.8	15.3	15.8	17.9	17.2	17.5	18.9	19.1
3-5 days	21.6	22.1	21.9	21.3	22.0	21.3	19.8	21.7	22.4	24.3	24.4
6-7 days	14.5	14.6	15.0	16.0	16.7	17.0	14.3	13.6	19.1	18.8	19.6
1+ days	55.1	54.9	54.4	54.2	54.0	54.0	52.0	52.5	59.0	62.0	63.1
Just for pleasure:											
None	57.1	59.3	56.1	56.1	53.9	53.3	53.1	54.9	51.6	48.7	46.0
1-2 days	18.2	18.0	17.8	16.4	16.9	16.5	17.6	18.4	19.1	17.7	18.9
3-5 days	12.1	10.7	12.4	13.3	14.2	13.7	13.7	13.0	13.1	16.5	16.7
6-7 days	12.6	12.1	13.7	14.2	15.1	16.4	15.5	13.7	16.1	17.2	18.5
1+ days	42.9	40.7	43.9	43.9	46.1	46.7	46.9	45.1	48.4	51.3	54
Sample size (=100%)	14,643	14,041	13,925	14,713	6,993	7,111	6,121	6,209	6,119	6,136	6,372

*Only relates to journeys over a quarter of a mile.

Table 4: [Public transport] Adults views on satisfaction* of public transport, 2007-2011

	2001	2002	2003	2004	2005	2006	2007	2008	2009	2010	2011
											<i>column percentages</i>
Very satisfied	18.6	20.6	26.8	26.8	26.3
Fairly satisfied	50.7	52.2	48.2	47.5	49.7
Neither satisfied nor dissatisfied	13.8	12.0	10.6	12.1	9.9
Fairly dissatisfied	10.7	10.0	9.0	8.6	8.7
Very dissatisfied	6.2	5.2	5.4	5.0	5.4
Sample size[†] (=100%)							8,600	7,743	8,106	7,590	8,215

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

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

Table 5: [Concessionary fare pass] Possession of a concessionary fare pass, 2003 – 2011

	2001	2002	2003*	2004	2005	2006*	2007	2008	2009	2010	2011
											<i>percentages of adults in the relevant sub-group</i>
Adults aged 16+	21.8	22.9	23.0	24.1	23.5	24.5	26.4	26.6	26.7
Adults aged 60+	75.7	78.2	80.2	83.1	81.5	84.3	86.7	87.1	87.5
Adults aged 60-64	60.0	65.8	69.3	75.8	74.9	74.7	78.1	78.5	80.3
Adults aged 65+	81.0	82.2	83.9	85.6	84.0	88.1	90.0	90.5	90.2
Sample size - adults aged 16+ (=100%)			10,285	14,778	14,071	10,808	12,242	12,372	12,543	12,439	12,893

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

Table 6: [Mobility problems] Adults with limited mobility*, 2001 – 2011

	2001	2002	2003	2004	2005	2006	2007	2008	2009	2010	2011
											<i>column percentages</i>
Activities that the person would normally find difficult to manage on their own											
Walking for at least 10	9.3	9.4	8.9	9.1	9.2	9.2	7.6	7.6	7.6	8.1	7.7
Using a car	1.9	1.9	2.0	2.0	2.2	1.9	2.0	1.8	1.6	1.9	1.6
Using a taxi	1.8	1.9	1.9	2.2	2.0	2.0	1.8	1.6	1.4	1.8	1.6
Using a bus	5.5	5.7	5.2	5.7	5.3	4.9	5.0	4.8	4.4	4.6	4.7
Using a train	4.2	4.8	3.9	4.1	4.0	3.8	3.7	3.5	3.1	3.6	3.6
Number of activities difficult to manage on their own due to limited mobility											
None	89.6	89.2	89.7	89.2	89.4	89.4	90.7	90.7	90.9	90.3	90.8
One	4.8	5.0	5.2	5.1	5.4	5.6	4.4	4.5	4.8	5.1	4.6
2 or 3	3.9	3.9	3.3	3.7	3.3	3.2	3.2	3.4	3.0	2.9	3.2
4 or 5	1.7	1.9	1.8	1.9	1.9	1.8	1.6	1.4	1.3	1.7	1.5
1 or more	10.4	10.8	10.3	10.7	10.6	10.6	9.2	9.3	9.1	9.7	9.2
Has a blue badge	3.9	4.3	4.2	4.7	4.9	5.1	5.3	5.8	5.9	6.1	5.6
Sample size (=100%)	14,643	14,041	13,968	14,778	14,071	14,190	12,242	12,372	12,543	12,439	12,893

* Only people with a long-standing illness, health problem or disability are asked if there are activities that they would normally find difficult to manage on their own. For the purpose of this analysis, other people are counted as not having such difficulties.

Table 7: [Travel to work] Employed adults not working from home - usual method of travel to work*, 2011

	How random adult usually travels to work/education							Sample size (=100%)
	Walking	Driver Car/Van	Passenger Car/Van	Bicycle	Bus	Rail (inc. U/g)	Other	
<i>row percentages</i>								
All people aged 16+ in 2011:	12.9	59.1	7.5	2.0	12.0	3.9	2.6	5,508
By gender:								
Male	9.6	62.1	6.8	2.9	10.3	4.7	3.5	2,518
Female	16.3	55.9	8.3	1.0	13.7	3.1	1.7	2,990
by age:								
16 - 20	18.5	30.9	16.8	0.8	31.2	1.1	0.8	118
21 - 29	18.7	44.5	11.8	1.6	15.9	4.9	2.6	800
30 - 39	10.5	60.0	7.2	2.4	12.0	5.5	2.3	1,292
40 - 49	11.0	65.8	5.0	2.6	8.8	4.0	2.8	1,513
50 - 59	12.7	65.0	5.9	1.4	9.3	3.1	2.8	1,266
60 and over	11.9	64.2	7.1	0.9	11.7	0.9	3.4	519
by current situation:								
Self employed	12.7	65.9	5.5	1.4	4.8	1.9	7.8	325
Employed full time	10.4	60.3	7.7	2.3	12.4	4.6	2.4	3,934
Employed part time	21.7	52.9	7.5	1.0	12.6	2.4	1.9	1,249
by annual net household income:								
up to £10,000 p.a.	18.4	41.6	7.5	2.1	25.4	2.0	3.1	291
over £10,000 - £15,000	22.7	40.7	10.3	1.0	20.9	2.4	2.0	670
over £15,000 - £20,000	15.9	50.8	8.0	2.2	17.2	4.1	1.8	836
over £20,000 - £25,000	13.5	57.9	7.7	2.0	13.1	3.9	2.0	863
over £25,000 - £30,000	14.0	58.1	8.0	2.6	10.5	3.7	3.0	656
over £30,000 - £40,000	10.7	65.5	7.3	2.0	8.6	3.5	2.4	1,042
over £40,000 p.a.	6.9	72.0	5.2	1.9	5.3	5.4	3.4	1,099
by Scottish Index of Multiple Deprivation:								
1 (20% most deprived)	15.9	43.6	12.0	1.2	20.3	4.1	2.8	851
2	14.6	55.3	7.4	1.6	15.8	3.1	2.2	1,154
3	12.9	62.1	7.9	2.1	9.3	2.7	2.9	1,208
4	9.8	64.3	5.8	1.6	9.7	5.2	3.6	1,243
5 (20% least deprived)	12.3	66.4	5.5	3.1	6.7	4.6	1.5	1,047
by urban/rural classification:								
Large urban areas	15.4	47.9	7.0	2.6	18.8	6.1	2.3	1,929
Other urban	11.3	65.1	8.8	1.1	8.7	2.6	2.5	1,712
Small accessible towns	10.7	68.5	6.7	2.7	6.2	3.0	2.1	454
Small remote towns	20.5	53.6	9.5	3.2	7.9	1.1	4.2	321
Accessible rural	7.0	74.3	5.4	1.1	6.0	3.2	3.0	618
Remote rural	13.6	67.4	8.3	2.2	3.7	0.6	4.2	473
by number of cars available to household:								
None	35.4	2.8	11.3	1.6	40.6	5.8	2.5	826
One	13.9	55.1	9.0	2.7	11.3	4.7	3.3	2,732
Two +	5.0	80.6	4.8	1.3	4.0	2.5	1.9	1,950
by household type:								
Single adult	16.5	57.2	3.4	2.4	13.9	3.4	3.2	1,225
Small adult	13.2	57.7	7.1	2.2	10.9	5.6	3.4	1,374
Single parent	19.9	54.7	4.1	0.2	17.7	1.9	1.3	367
Small family	10.9	63.9	6.1	2.9	8.8	5.0	2.4	1,089
Large family	10.0	64.2	8.6	1.9	10.5	2.1	2.7	418
Large adult	12.9	54.1	13.1	0.7	14.5	3.1	1.6	592
Pensioners	12.3	60.4	5.5	1.4	16.2	1.4	2.7	443

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

Table 8: [Congestion] Effects of traffic congestion on travel to work journey, 2007 - 2011

(a) How often journey to work affected by traffic congestion

	Driver car/van	Passenger car/van	Bus	Other	All
	<i>column percentages</i>				
At least once a week	43	33	48	10	36
Less often	23	21	23	9	20
Never	34	46	29	82	45
Sample Size (=100%)	8,322	768	1,471	2,855	13,416

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

	Driver Car/Van	Passenger Car/Van	Bus	Other	All
	<i>column percentages</i>				
None	26	26	27	36	27
Less than 5 mins	9	12	7	13	9
5-10 mins	27	26	25	22	26
11-30 mins	31	30	30	18	30
31-60 mins	6	5	8	9	6
More than 1 hour	2	2	3	2	2
Sample Size (=100%)	5,135	380	1,018	485	7,018

Table 9: [Travel to/from work] Journeys carried out on way to/from work, 2009 - 2011

	Travel to Work	Travel from Work
	<i>cell percentages</i>	
Take children to/from school	10	7
Take spouse/partner to/from work	2	2
Take friends or family to/from work	2	2
Go shopping	4	14
Take children to/from childminder	3	3
Buy newspaper/milk/sandwiches/sweets for work	2	0
Car share/Take colleagues to work	0	0
Visit relative/friend	1	2
Other	0	0
Nothing	78	73
Sample Size (=100%)		4,931

Note: Response options for travel home from work have been wrongly coded in the dataset in previous years. This error distorted the 'Take spouse / partner from work' and 'nothing' options. This table should be used in place of previous years versions.

Table 10: [Travel to work] How random adult usually travelled to work a year ago by current main mode of travel, 2007 - 2011

	Walking	Driver Car/Van	Passenger Car/Van	Bicycle	Bus	Rail (inc. U/g)	Other	All
	<i>column percentages</i>							
Current usual mode of travel to work								
Walking	86	1	2	2	3	2	4	12
Driver Car/Van	6	96	7	10	7	8	13	62
Passenger Car/Van	2	1	87	0	4	1	4	6
Bicycle	1	0	0	82	0	1	2	2
Bus	4	1	3	3	85	5	3	11
Rail	1	1	0	1	1	83	1	4
Other (inc m/cycle, U/G, ferry)	1	1	0	1	0	1	74	2
Sample Size (=100%)	1,603	7,917	641	275	1,365	428	264	12,493

Table 11: [Car Share] Car sharing journeys to work*, 2007 - 2011

(a) Whether involved in any car sharing arrangement	
	<i>column percentages</i>
Yes	15
No	85
Sample size (=100%)	18,041

(b) How car sharing is organised	
	<i>column percentages</i>
Informally between ourselves	88
Through employer	11
Other	1
Sample Size (=100%)	2,506

(c) Reasons why not involved in a car share arrangement	
	<i>column percentages</i>
Nobody in work lives near me	54
Don't work regular hours	27
Journey to work is not regular/work in different places	8
Wouldn't like to share with a stranger	7
Prefer to drive on my own	5
Prefer to drive than be a passenger	2
Make journey longer	1
Only work a few days a week	1
Other people would be unreliable/late	1
Other	1
Sample Size (=100%)	15,535

(d) What would encourage people to get involved in a car share arrangement	
	<i>column percentages</i>
Sharing with a friend or neighbour	24
If employer set up a scheme	3
Rising cost of petrol	3
Congestion charge	0
Dedicated parking space	0
Guaranteed ride home in an emergency	1
Other	1
Nothing	65
Sample Size (=100%)	15,535

*Only asked of those travelling to work by car/van (as driver or passenger)

Table 12: [Travel Plan] Whether workplace has a Travel Plan, 2007 - 2011

Whether workplace has a travel plan	
	<i>column percentages</i>
Yes	14
No	86
Sample Size (=100%)	24,123

Table 13: [Travel to work] Employed adults method of travel to work and whether they could use public transport, 2011*

	Usual method of travel to work				Car/van commuters [†]		
	Car/van	Bus	Other	Sample size (=100%)	Could use PT	Could not use PT	Sample size (=100%)
All people aged 16+ in 2011:	67	12	21	5,508	50	50	3,443
	<i>row percentages</i>				<i>row percentages</i>		
by gender:							
Male	69	10	21	2,518	46	54	1,645
Female	64	14	22	2,990	55	45	1,798
by age:							
16 - 29	55	19	26	918	51	49	467
30 - 39	67	12	21	1,292	51	49	804
40 - 49	71	9	20	1,513	51	49	986
50 - 59	71	9	20	1,266	50	50	843
60 and over	71	12	17	519	40	60	343
by current situation:							
Self employed	71	5	24	325	32	68	218
Employed full time	68	12	20	3,934	51	49	2,521
Employed part time	60	13	27	1,249	53	47	704
by annual net household income:							
up to £10,000 p.a.	49	25	26	291	47	53	142
over £10,000 - £15,000	51	21	28	670	56	44	317
over £15,000 - £20,000	59	17	24	836	44	56	480
over £20,000 - £25,000	66	13	21	863	51	49	538
over £25,000 - £30,000	66	10	23	656	51	49	425
over £30,000 - £40,000	73	9	19	1,042	46	54	725
over £40,000 p.a.	77	5	18	1,099	54	46	786
by Scottish Index of Multiple Deprivation:							
1 (20% most deprived)	56	20	24	851	58	42	438
2	63	16	22	1,154	51	49	680
3	70	9	21	1,208	43	57	791
4	70	10	20	1,243	45	55	835
5 (20% least deprived)	72	7	21	1,047	56	44	695
by urban/rural classification:							
Large urban areas	55	19	26	1,929	59	41	952
Other urban areas	74	9	17	1,712	54	46	1,153
Accessible small towns	75	6	19	454	45	55	312
Remote small towns	63	8	29	321	37	63	193
Accessible rural	80	6	14	618	36	64	476
Remote rural	76	4	21	473	24	76	356

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

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

Table 14: [Travel to work reasons] Reasons why public transport is not used for travel to work, 2007-2011

	Car/Van Driver/Passenger
	<i>column percentages</i>
By whether they could use public transport	
Yes	43
No	55
Sample size (=100%)	17,449
If they <u>could</u> use public transport, reasons for not using it	
Takes too long	55
No direct route	34
Need a car for work	14
Prefer to use car	13
Work unusual hours	9
Cost	9
Lack of service	8
Public transport is unreliable	6
Too infrequent	6
Too much to carry	4
Nothing	6
Long walk to bus stop	3
Dislike waiting about	2
Uncomfortable	1
Collect/drop off children on way	1
Health reasons	1
Other	1
Sample size (=100%)	3,581
If they <u>could not</u> use public transport, reasons why they cannot	
No direct route	42
Takes too long	22
Lack of service	23
Inconvenient	20
Need a car for work	19
Work unusual hours	17
Prefer to use car	8
Too much to carry	7
Too infrequent	6
Public transport is unreliable	3
Nothing	1
Long walk to bus stop	2
Cost	2
Health reasons	1
Other	2
Sample size (=100%)	3,824

Table 15: [Travel to school] School children in full-time education, usual method of travel, 2011

	How does the random schoolchild usually travel to school?							Sample size (=100%)
	Walking	Passenger Car/Van	Bicycle	School bus*	Service bus	Rail (inc. U/g)	Other	
	<i>row percentages</i>							
All children in full-time education, 2011:	50.6	23.4	1.4	15.1	6.6	0.7	2.2	2,715
By gender:								
Male	51.3	22.1	1.9	14.9	6.3	0.7	2.7	1,397
Female	49.8	24.7	0.9	15.3	6.9	0.6	1.7	1,318
by age:								
age 4-5	60.3	24.8	3.0	5.2	3.2	0.0	3.5	214
age 6-7	53.3	33.7	1.6	8.8	1.4	0.0	1.2	457
age 8-9	54.2	29.4	2.3	9.4	1.8	0.0	2.9	418
age 10-11	56.6	27.4	1.5	8.2	3.6	0.2	2.6	388
All 4-11	55.5	29.5	2.0	8.3	2.4	0.0	2.4	1,477
age 12-13	45.1	16.8	1.5	22.8	10.4	1.4	2.1	454
age 14-15	45.5	17.6	0.5	20.9	12.8	1.3	1.4	483
age 16-18	46.3	16.3	0.2	23.8	9.1	1.1	3.2	301
All 12 - 18	45.5	17.0	0.8	22.3	11.0	1.3	2.1	1,238
by annual net household income:								
up to £10,000 p.a.	58.1	13.6	2.1	18.3	5.9	0.5	1.5	139
over £10,000 - £15,000	57.8	16.6	1.9	10.1	10.3	1.1	2.2	288
over £15,000 - £20,000	52.4	19.2	1.8	13.8	9.9	0.2	2.7	384
over £20,000 - £25,000	53.3	17.6	1.1	14.1	9.5	0.2	4.2	352
over £25,000 - £30,000	50.3	27.2	0.2	15.5	4.1	0.2	2.4	300
over £30,000 - £40,000	49.7	25.5	1.3	16.5	5.1	0.4	1.5	592
over £40,000 p.a.	43.7	30.5	1.7	16.9	4.2	1.5	1.6	628
by Scottish Index of Multiple Deprivation:								
1 (20% most deprived)	55.9	16.8	1.0	8.4	13.4	0.7	3.8	509
2	61.5	18.5	1.2	9.0	7.5	0.0	2.2	511
3	44.8	21.9	0.9	22.2	6.9	0.1	3.2	550
4	39.4	29.6	2.1	22.7	3.1	1.2	2.0	595
5 (20% least deprived)	52.2	28.2	1.7	13.4	3.1	1.1	0.4	547
by urban/rural classification:								
Large urban areas	56.4	25.0	0.7	4.5	11.0	1.0	1.4	861
Other urban	56.7	23.9	2.1	9.9	5.1	0.8	1.5	862
Small accessible towns	54.5	17.6	1.6	20.5	3.9	0.0	1.9	267
Small remote towns	67.5	16.9	3.4	7.5	1.9	0.0	2.8	143
Accessible rural	26.3	26.7	0.3	39.8	2.6	0.3	4.0	335
Remote rural	16.4	17.3	2.9	51.7	3.9	0.3	7.4	246
by number of cars available to household:								
None	67.8	2.9	1.1	9.7	13.7	1.1	3.7	492
One	50.7	23.5	1.7	14.8	7.2	0.2	1.9	1,140
Two or more	43.2	32.0	1.2	17.8	2.9	0.9	2.0	1,083
by household type[†]:								
Single parent	52.7	19.6	2.0	12.5	10.4	0.2	2.6	570
Small family	48.0	28.9	2.1	13.9	4.3	0.8	2.0	1,183
Large family or large adult	52.1	19.9	0.5	17.6	6.8	0.7	2.4	914

*Includes school bus, private bus and works bus.

[†]Small adult are not shown due to sample size, and large family and large adult have been combined.

Table 16: [Travel to school reasons] Reasons for transport choice to children's full-time education establishment, 2001 - 2011*

	Usual method of travel to school			
	Walking	Car/Van	School bus	Service bus
	<i>cell percentages</i>			
Close / Nearby / Not far away	84	3	2	3
Most convenient	19	53	54	48
Travel with friends	5	2	4	4
Safest method	2	18	13	7
Quickest method	7	18	9	14
Only method available	2	8	21	17
Too far to walk	0	16	25	29
No public transport	1	6	4	1
Public transport unsuitable	1	4	3	0
Good exercise / fresh air	9	0	0	0
No car / transport	1	0	1	2
Cheapest method	1	1	3	2
It is free	1	0	9	1
On way to work	0	6	1	0
Too young to travel any other way	0	8	1	1
Relative meets child	0	1	0	0
Other reason(s)	1	6	4	3
Sample size (=100%)	11,923	5,103	4,023	1,478

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

Table 17: [Travel to school reasons] Reasons why public transport is not used by school children, 2001 - 2011*

	Age		
	Primary: 4-11	Secondary: 12-18	All ages
by whether they could use public transport	<i>column percentages</i>		
Yes	26	55	34
No	74	45	66
Sample size (=100%)	4,143	1,696	5,839
If they <u>could</u> use public transport, reasons for not using it			
Too young to travel on own	55	8	34
No service available	5	5	5
Too far to bus stop	3	5	4
Cost, too expensive	8	13	10
Too short a distance, not worth it	6	4	5
Prefer to use car	28	43	35
Others	37	42	39
Sample size (=100%)	860	767	1,627
If they <u>could not</u> use public transport, reasons why they cannot			
Too young to travel on own	43	6	36
No service available	48	70	52
Too far to bus stop	4	4	4
Cost, too expensive	1	2	1
Too short a distance, not worth it	14	9	13
Prefer to use car	5	8	6
Others	5	9	6
Sample size (=100%)	2,758	628	3,386

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

Table 18: [Car and bicycle access] Households with cars and bicycles available for private use, 2011

	Cars available for private use:						1+	Sample size (=100%)
	None	One	Two	One +	Two +	Three +	Bicycles that can be used by adults	
All households in 2011:	30	45	21	70	25	4	35	14,358
by household type:								
Single adult	49	48	3	51	3	0	28	2,360
Small adult	18	45	33	82	37	3	43	2,371
Single parent	53	45	2	47	2	0	29	766
Small family	12	44	41	88	44	3	59	1,838
Large family	11	40	38	89	49	11	62	863
Large adult	12	31	34	88	57	23	51	1,386
Older smaller	18	60	21	82	23	2	23	2,438
Single pensioner	63	36	1	37	1	0	6	2,336
by annual net household income:								
up to £10,000 p.a.	60	34	5	40	6	1	17	2,425
over £10,000 - £15,000	50	43	6	50	7	1	20	2,752
over £15,000 - £20,000	33	55	11	67	13	2	30	2,195
over £20,000 - £25,000	17	58	21	83	25	4	37	1,733
over £25,000 - £30,000	10	55	30	90	35	6	45	1,224
over £30,000 - £40,000	4	48	40	96	48	9	56	1,764
over £40,000 p.a.	2	27	57	98	71	14	66	1,744
by Scottish Index of Multiple Deprivation:								
1 (20% most deprived)	53	38	8	47	9	2	21	2,698
2	40	44	14	60	16	3	28	3,072
3	27	48	20	73	25	5	37	3,093
4	17	46	30	83	36	6	45	2,937
5 (20% least deprived)	11	47	35	89	42	7	47	2,545
by urban/rural classification:								
Large urban areas	39	43	15	61	18	3	29	5,166
Other urban	28	46	22	72	26	4	35	4,318
Small accessible towns	25	45	25	75	30	5	40	1,231
Small remote towns	30	48	19	70	22	3	38	775
Accessible rural	13	43	34	87	44	9	48	1,550
Remote rural	14	49	30	86	37	8	46	1,316

Table 19 [Driving licence] People aged 17+ that hold a full driving licence, 2011

	Age group								All aged 17+	Sample size (=100%)
	17-19	20-29	30-39	40-49	50-59	60-69	70-79	80+		
	<i>percentage of the relevant sub-group**</i>									
All people aged 17+ in 2011:	26	54	77	80	78	74	57	35	67	12,801
by gender:										
Male	33	58	81	84	87	86	79	60	76	5,515
Female	17	51	73	77	70	63	43	19	60	7,286
by current situation:										
Self employed	*	*	96	95	95	98	*	*	95	711
Employed full time	*	71	85	87	85	87	*	*	82	4,138
Employed part time	*	49	75	81	80	79	*	*	71	1,337
Looking after the home or family	*	33	59	66	63	*	*	*	54	665
Permanently retired from work	*	*	*	*	84	70	57	35	59	4,150
Unemployed/seeking work	*	20	45	57	59	*	*	*	37	593
In further/higher education	33	46	*	*	*	*	*	*	44	390
Permanently sick or disabled	*	*	*	29	44	49	*	*	38	645
by annual net household income:										
up to £10,000 p.a.	*	38	55	57	54	61	50	29	48	2,244
over £10,000 - £15,000	*	39	55	57	60	60	49	37	51	2,566
over £15,000 - £20,000	*	59	72	68	73	74	51	38	62	1,983
over £20,000 - £25,000	*	65	67	79	80	78	79	*	71	1,529
over £25,000 - £30,000	*	58	79	87	79	84	*	*	75	1,066
over £30,000 - £40,000	*	58	92	92	89	91	*	*	81	1,492
over £40,000 p.a.	*	79	95	93	96	93	*	*	90	1,502
by Scottish Index of Multiple Deprivation:										
1 (20% most deprived)	*	40	52	57	51	47	30	15	44	2,397
2	*	49	74	74	68	61	41	27	59	2,739
3	*	62	80	81	84	76	58	31	70	2,804
4	*	62	90	89	86	87	72	48	78	2,609
5 (20% least deprived)	*	64	91	94	92	91	80	58	83	2,240
by urban/rural classification:										
Large urban areas	29	49	73	72	70	66	47	31	60	4,495
Other urban	*	56	77	82	79	72	56	39	68	3,908
Small accessible towns	*	59	79	87	82	76	59	*	70	1,099
Small remote towns	*	*	81	81	80	70	60	*	67	712
Accessible rural	*	66	88	92	89	88	76	*	82	1,376
Remote rural	*	*	85	90	89	90	77	40	80	1,209
Sample size of age groups	310	1,442	1,883	2,183	2,125	2,213	1,679	966	12,801	

* Cells with 100 respondents or less are not shown.

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

Table 20: [Frequency of driving] People aged 17+, frequency of driving, 2011*

	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 aged 17+ in 2011:	41	13	6	1	0	2	4	33	12,801
by gender:									
Male	47	15	7	1	0	2	5	24	5,515
Female	35	12	6	1	1	2	4	40	7,286
by age:									
17-19	14	3	3	0	0	1	4	74	310
20-29	33	7	5	1	0	2	6	46	1,442
30-39	50	13	7	1	0	2	4	23	1,883
40-49	55	14	5	1	0	2	3	20	2,183
50-59	51	14	6	1	1	2	4	22	2,125
60-69	38	19	9	1	1	2	5	26	2,213
70-79	23	18	8	2	1	2	5	43	1,679
0+ 8	12	11	5	0	0	1	6	65	966
by current situation:									
Self employed	66	19	5	0	0	2	1	5	711
Employed full time	58	12	6	1	0	1	3	18	4,138
Employed part time	48	15	5	1	0	1	2	29	1,337
Looking after the home or family	31	11	7	2	0	1	4	46	665
Permanently retired from work	23	19	8	1	1	2	6	41	4,150
Unemployed and seeking work	17	6	4	0	0	4	6	63	593
In further/higher education	18	7	5	1	1	4	9	56	390
Permanently sick or disabled	10	9	5	1	1	2	8	62	645
by annual net household income:									
up to £10,000 p.a.	20	11	6	1	1	2	8	52	2,244
over £10,000 - £15,000	23	12	6	1	1	2	6	49	2,566
over £15,000 - £20,000	34	14	6	1	0	2	5	38	1,983
over £20,000 - £25,000	44	14	7	1	0	2	3	29	1,529
over £25,000 - £30,000	50	13	7	0	1	2	3	25	1,066
over £30,000 - £40,000	56	14	7	1	0	1	2	19	1,492
over £40,000 p.a.	66	15	6	0	0	1	1	10	1,502
by Scottish Index of Multiple Deprivation:									
1 (20% most deprived)	26	8	3	1	0	1	5	56	2,397
2	34	12	5	1	0	2	5	41	2,739
3	42	14	7	1	1	2	4	30	2,804
4	49	15	9	1	0	1	3	22	2,609
5 (20% least deprived)	51	18	8	1	0	2	3	17	2,240
by urban/rural classification:									
Large urban areas	34	10	6	1	1	3	5	40	4,495
Other urban	43	14	5	1	0	1	4	32	3,908
Small accessible towns	42	15	7	1	0	2	3	30	1,099
Small remote towns	39	13	7	1	0	1	5	33	712
Accessible rural	54	16	8	1	0	0	2	18	1,376
Remote rural	46	20	9	1	1	2	2	20	1,209

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

Table 21: [Park & Ride] Part driving/parking journeys, 2007 - 2011

(a) Whether made any journeys using part driving/parking in past month

	<i>column percentages</i>
Yes	20
No	80
Sample size (=100%)	32,237

(b) Where parked last time used part driving/parking

	<i>cell percentages</i>
A specially designated Park and Ride facility	28
An ordinary car park at a bus station, train station or airport	28
A public car park	15
On the street near a station or bus stop	15
On the street elsewhere	12
Other	2
Sample size (=100%)	6,200

(c) If no designated Park & Ride facility was used in past month, was it available

	<i>column percentages</i>
Yes	9
No	90
Sample size (=100%)	30,448

(d) If designated Park & Ride facility was available, reasons for not using it*

	<i>column percentages</i>
Journey would take longer	44
Too much to carry	15
Cost, too expensive	8
Other	10
Sample size (=100%)	2,047

*Table only includes those who have given a reason.

Table 22: [Park & Ride] Mode of transport used in conjunction with driving by where parked, 2007 - 2011*

	Bus	Train	Walk	Sample size (=100%)
	<i>row percentages</i>			
All adults who used driving/parking in past month	29	52	18	6,292
by where parked:				
A specially designated Park and Ride facility	49	48	3	1,749
An ordinary car park at a bus station, train station or airport	9	80	5	1,693
A public car park	27	27	37	979
On the street near a station or bus stop	38	47	14	901
On the street elsewhere	23	12	58	743

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

Table 23: [Traffic Growth] Concerns with traffic growth, 2007-2011

(a) How concerned about increased traffic on roads	
	All
	<i>column percentages</i>
Very concerned	15
Quite concerned	36
Not very concerned	27
Not at all concerned	19
Don't know	2
Sample Size (=100%)	15,676

(b) Cause of concern	
	All
	<i>column percentages</i>
Increased Traffic Volume	55
Increased Travel Times	45
Damage to Environment	32
Impact on Road Safety	29
Impact on Road Condition	18
Parking Problems	13
Impact on Social/Health Factors	13
Other	6
Sample Size (=100%)	8,179

Table 24: [Road Rage] Incidents of road rage directed at respondents in past year, 2007-2011

	0	1 - 2	3 - 5	6 - 10	10 +	Sample Size (=100%)
	<i>row percentages</i>					
Number of times experienced incidents of road rage directed at you	57	23	9	4	7	18,711
Number of times believed to be threat to personal safety	77	19	2	1	1	7,409

Table 25: [Walking] Frequency of walking in the previous seven days*, 2011

	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 in 2011:	37	19	24	20	46	19	17	18	6,372
by gender:									
Male	36	18	25	21	44	20	17	19	2,716
Female	38	20	24	18	48	18	16	18	3,656
by age:									
16-19	22	17	38	23	47	23	16	14	187
20-29	29	19	28	24	46	18	20	16	720
30-39	29	20	28	23	41	22	18	19	925
40-49	37	20	23	19	37	22	18	23	1,078
50-59	39	19	23	18	44	18	17	20	1,052
60-69	41	20	22	17	47	18	14	20	1,055
70-79	48	18	18	16	57	15	13	15	837
80+	64	17	12	8	75	9	7	9	518
by current situation:									
Self employed	38	19	22	22	38	21	19	23	362
Employed full time	33	20	26	20	40	22	19	18	2,031
Employed part time	33	20	28	19	36	20	20	24	660
Looking after the home/family	29	21	27	23	42	19	13	26	343
Permanently retired from work	48	18	19	15	56	15	13	16	2,068
Unemployed/seeking work	28	21	24	27	50	16	11	22	290
In further/higher education	23	17	32	28	50	16	21	12	192
Permanently sick or disabled	56	15	16	12	72	8	11	9	318
by annual net household income:									
up to £10,000 p.a.	34	21	23	23	51	17	14	19	1,085
over £10,000 - £15,000	38	18	24	20	55	16	14	16	1,287
over £15,000 - £20,000	37	17	26	20	48	17	16	19	1,016
over £20,000 - £25,000	38	17	22	24	44	19	14	23	796
over £25,000 - £30,000	34	23	22	21	43	22	18	17	512
over £30,000 - £40,000	38	21	27	14	43	21	18	18	715
over £40,000 p.a.	39	19	26	16	37	21	24	19	758
by Scottish Index of Multiple Deprivation quintiles:									
1 (20% most deprived)	34	20	24	22	53	17	15	15	1,173
2	37	18	25	20	49	17	14	20	1,345
3	40	16	23	21	48	16	16	19	1,409
4	39	19	23	18	40	22	17	21	1,281
5 (20% least deprived)	34	22	27	17	40	23	20	17	1,161
by urban/rural classification:									
Large urban areas	30	20	27	23	48	20	15	17	2,243
Other urban	38	18	25	19	47	17	17	19	1,896
Small accessible towns	35	19	29	17	42	21	20	16	538
Small remote towns	33	21	22	24	47	17	16	21	380
Accessible rural	51	18	16	15	44	19	17	21	721
Remote rural	55	17	15	13	39	19	17	25	593
by frequency of driving[†]:									
Every day	45	21	21	14	40	23	18	20	2,412
At least three times a week	36	19	27	18	40	19	20	21	866
Once or twice a week	29	16	28	26	42	20	17	20	404
Less often	22	17	30	31	50	16	13	21	192
Never, but holds full driving licence	24	22	26	28	44	19	22	16	313

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

†Only includes those with a full driving licence.

Table 26: [Cycling] Reasons why do not cycle to work and why do not have a bicycle, 2009-2011

Reasons why do not cycle to work	<i>percentages</i>
Do not have a bike	37
Too far to cycle	29
Weather too cold / wet / windy	15
Too many cars on the roads	12
Traffic travels too fast	10
Prefer to drive	9
Concerns for personal safety on dark / lonely roads	9
Inconsiderate drivers	8
No way to carry luggage / shopping	7
Not fit enough	6
Can't be bothered	6
Nowhere at work to shower / change	6
Don't have time to cycle	6
Too hilly	6
Road surfaces are dangerous	4
Not enough safe places to lock bike	3
Can't ride a bike	3
Health reasons	2
Nowhere to keep a bicycle at home	2
Worried about pollution from traffic	1
Inconsiderate pedestrians in towns\cities	1
Too many bikes stolen	1
Sample size (=100%)	16,099
If do not have a bike, reasons why not	
Other	18
Too many cars on the roads	12
Cannot ride a bike	12
Prefer to drive	8
Too far to cycle	7
Don't have time to cycle	6
Traffic travels too fast	6
Too lazy	5
Nowhere to keep a bicycle at home	4
Weather too cold / wet / windy	4
Inconsiderate drivers	4
Too hilly	3
Not fit enough	3
Concerns for personal safety on dark / lonely roads	2
No way to carry luggage / shopping	2
Not enough safe places to lock bike	2
Health reasons	2
Nowhere at work to shower / change	1
Road surfaces are dangerous	1
Too many bikes stolen	0
Worried about pollution from traffic	0
Inconsiderate pedestrians in towns\cities	0
Sample size (=100%)	6,068

Table 27: [Bus access] Households public transport availability, 2011

	Up to 6 mins walk to nearest bus stop	5+ buses per hour (but may have a long walk)	Bus stop within 6 min and 5+ buses per hour	Sample size (=100%)
All households in 2011:	84	23	22	14,358
by household type:				
Single adult	88	28	27	2,360
Small adult	84	25	23	2,371
Single parent	89	29	27	766
Small family	86	23	21	1,838
Large family	84	21	19	863
Large adult	84	20	18	1,386
Older smaller	79	18	16	2,438
Single pensioner	82	23	21	2,336
by annual net household income:				
up to £10,000 p.a.	86	27	25	2,425
over £10,000 - £15,000	86	25	23	2,752
over £15,000 - £20,000	86	26	24	2,195
over £20,000 - £25,000	84	22	20	1,733
over £25,000 - £30,000	83	22	20	1,224
over £30,000 - £40,000	83	21	19	1,764
over £40,000 p.a.	79	15	14	1,744
by Scottish Index of Multiple Deprivation:				
1 (20% most deprived)	93	35	32	2,698
2	89	27	25	3,072
3	82	18	17	3,093
4	74	16	14	2,937
5 (20% least deprived)	83	21	18	2,545
by urban/rural classification:				
Large urban areas	89	43	39	5,166
Other urban	90	18	17	4,318
Small accessible towns	84	3	3	1,231
Small remote towns	87	1	1	775
Accessible rural	65	2	2	1,550
Remote rural	58	1	1	1,316

Table 28: [Bus and train use] Adults use of local bus and train services, in the past month, 2011

	Frequency of using local bus service in past month					Frequency of using local train service in past month					Sample size (=100%)*
	Almost or every day	2 or 3 times per week	Once a week	Less Often	Not used	Almost or every day	2 or 3 times per week	Once a week	Less Often	Not used	
All people aged 16+ in 2011:	11	13	8	14	54	2	2	4	18	74	12,888
by gender:											
Male	10	11	7	13	58	3	3	4	17	74	5,556
Female	12	14	8	15	51	2	2	3	19	74	7,332
by age:											
16-19	21	15	12	21	30	3	4	10	23	59	401
20-29	15	15	8	14	48	3	3	5	24	65	1,441
30-39	10	9	7	13	61	4	3	4	19	71	1,883
40-49	8	7	7	15	63	2	2	4	20	71	2,181
50-59	8	9	7	14	63	1	2	2	18	76	2,125
60-69	10	16	9	15	49	1	2	3	14	81	2,212
70-79	13	21	9	11	46	0	1	2	10	87	1,679
80+	10	18	8	10	54	0	0	1	5	94	966
by current situation:											
Self employed	3	4	5	12	77	0	2	3	17	78	711
Employed full time	12	6	6	14	62	4	2	4	22	68	4,139
Employed part time	11	13	7	15	55	1	3	4	22	71	1,336
Looking after the home or family	8	14	11	16	50	1	2	2	16	79	666
Permanently retired from work	11	19	9	13	48	0	1	2	11	86	4,150
Unemployed and seeking work	9	22	13	19	36	1	2	5	15	77	596
At school	16	12	21	23	28	1	4	10	26	58	117
In further/higher education	22	18	5	16	39	6	8	8	21	57	402
Permanently sick or disabled	12	17	10	14	47	0	1	1	8	89	645
by annual net household income:											
up to £10,000 p.a.	16	19	9	14	42	1	2	3	13	81	2,248
over £10,000 - £15,000	16	18	10	13	43	1	2	2	14	81	2,580
over £15,000 - £20,000	13	14	9	13	51	1	2	4	17	76	2,003
over £20,000 - £25,000	10	11	7	13	58	2	2	4	16	76	1,536
over £25,000 - £30,000	9	9	8	16	58	3	2	4	19	72	1,077
over £30,000 - £40,000	8	8	5	15	64	3	3	4	21	70	1,507
over £40,000 p.a.	5	6	6	15	68	4	3	5	26	63	1,518
by Scottish Index of Multiple Deprivation:											
1 (20% most deprived)	19	18	10	13	42	2	2	4	16	77	2,414
2	14	14	9	13	51	2	2	3	17	76	2,757
3	9	11	7	15	58	2	2	3	17	77	2,823
4	8	9	6	12	64	2	2	4	17	74	2,629
5 (20% least deprived)	6	11	9	18	56	2	3	4	23	67	2,253
by urban/rural classification:											
Large urban areas	17	17	10	15	41	3	3	5	19	70	4,520
Other urban	10	12	8	15	57	2	2	4	21	73	3,937
Small accessible towns	6	9	6	16	62	2	2	4	17	76	1,111
Small remote towns	4	9	5	10	72	0	3	3	12	83	716
Accessible rural	5	7	5	11	72	1	2	2	15	80	1,384
Remote rural	3	4	4	14	76	0	1	1	9	89	1,218
by frequency of driving†:											
Every day	2	4	5	14	76	1	1	4	21	73	4,912
At least three times a week	3	10	8	16	63	2	3	3	18	73	1,827
Once or twice a week	12	12	8	14	54	5	4	3	16	72	791
Less often	14	19	10	13	44	5	2	4	16	74	378
Never, but holds full driving licence	25	20	11	15	30	2	3	4	17	75	581
by driving licence:											
Holds a full driving licence	5	7	6	14	67	2	2	3	19	73	8,489
Does not hold full licence	23	23	11	14	29	3	3	4	15	76	4,399

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

† Only includes those with a full driving licence

Table 29: [Users' views on local bus services] Adults (16+), who have used the bus in the previous month; views on their local bus services, 2011

	Neither				Sample size (=100%)
	Strongly agree	Tend to agree	disagree nor disagree	No opinion	
Buses are on time	27	46	6	2	2,984
Buses are frequent	35	44	5	1	2,984
Service runs when I need it	31	43	6	2	2,984
Journey times are reasonable	33	52	6	1	2,984
Feels personally safe and secure on the bus during the day	55	39	2	1	2,984
Feels personally safe and secure on the bus during the evening	26	37	8	13	2,984
Simple deciding the type of ticket I need	55	34	3	3	2,984
Finding out about routes and times is easy	42	40	5	2	2,984
Easy changing from buses to other forms of transport	34	42	8	8	2,984
Fares are good value	33	26	8	5	2,984

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, 2011

	Neither				Sample size (=100%)
	Strongly agree	Tend to agree	disagree nor disagree	No opinion	
Trains are on time	43	46	3	1	1,552
Trains are frequent	43	45	5	1	1,552
Service runs when I need it	39	48	4	2	1,552
Journey times are reasonable	46	49	3	1	1,552
Feels personally safe and secure on the train during the day	59	38	1	0	1,552
Feels personally safe and secure on the train during the evening	35	43	7	6	1,552
Simple deciding the type of ticket I need	48	40	4	1	1,552
Finding out about routes and times is easy	49	42	3	1	1,552
Easy changing from train to other forms of transport	39	41	8	6	1,552
Fares are good value	20	35	11	1	1,552

Table 31: [Concessionary fare pass] Possession of concessionary fare pass for all adults aged 16+, 2011

	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			
Young Persons' Concessionary Travel Scheme*							<i>row percentages</i>		
16 - 18	2	4	7	5	4	2	4	72	297
National Concessionary Travel Scheme									
a) All people aged 16+	1	3	6	3	2	3	9	73	12,893
6 9 1 - 3	0	1	0	0	0	0	0	98	3,727
0 9 4 - 4	0	0	1	1	0	0	1	97	2,183
0 9 5 - 5	1	1	1	1	1	1	1	95	2,125
60 - 64	3	9	15	9	8	11	27	20	1,180
65 - 69	3	10	19	9	9	10	27	12	1,033
70 - 74	3	9	22	8	8	9	32	7	914
75 - 79	5	9	22	11	5	7	32	9	765
80 +	3	10	17	9	4	6	41	10	966

* This scheme offers reduced fares on bus and rail for those aged 16-18. It is independent of the National Concessionary Travel Scheme, which applies to those aged 60+ or with certain disabilities.

Table 32: [Concessionary fare pass] Possession of concessionary fare pass for all adults aged 60+, 2011

	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			
b) All people aged 60+:	3	9	18	9	7	9	31	13	4,858
by gender:							<i>row percentages</i>		
Male	3	8	15	8	7	9	34	16	2,031
Female	4	11	21	10	7	9	29	10	2,827
by current situation:							<i>row percentages</i>		
Employed	3	8	10	8	7	9	27	28	653
Permanently retired	3	10	20	9	7	9	32	9	4,025
Permanently sick/disabled	3	4	11	10	4	4	38	25	118
by annual net household income:							<i>row percentages</i>		
up to £10,000 p.a.	4	14	19	9	6	8	31	10	1,200
£10,000 - £15,000	5	12	23	8	7	7	30	8	1,384
£15,000 - £20,000	3	8	18	11	6	8	33	13	829
over £20,000 p.a.	2	5	14	9	9	13	31	19	1,254
by Scottish Index of Multiple Deprivation quintiles:							<i>row percentages</i>		
1 (20% most deprived)	6	15	22	10	4	6	26	11	811
2	4	13	19	10	5	8	30	9	1,023
3	3	7	16	8	10	8	36	12	1,121
4	2	6	15	7	5	11	35	20	1,005
5 (20% least deprived)	2	7	20	11	11	12	27	10	895
by urban/rural classification:							<i>row percentages</i>		
Large urban areas	6	16	25	10	6	7	22	9	1,582
Other urban	3	9	19	9	7	11	31	10	1,456
Small accessible towns	2	7	14	10	10	11	34	12	422
Small remote towns	1	4	12	9	6	13	39	16	298
Accessible rural	1	3	9	6	6	9	43	22	539
Remote rural	0	1	5	4	9	10	47	23	560
by frequency of driving[†]:							<i>row percentages</i>		
Every day	0	2	9	7	8	15	40	19	1,251
At least once a week	1	5	19	10	10	10	32	12	1,208
Less often	5	16	22	12	6	8	21	9	430
by whether they hold a full driving licence:							<i>row percentages</i>		
Holds a full driving licence	1	5	15	9	9	12	34	15	2,856
Does NOT have full licence	7	16	24	9	5	5	26	9	2,002
by whether they have a disability/illness:							<i>row percentages</i>		
Disability	4	8	15	9	7	7	36	15	557
Illness or health problem	4	10	20	10	7	10	28	11	1,029
Both	2	8	14	9	6	6	43	13	792
Neither	3	10	20	9	8	10	28	13	2,479

[†]Only includes those with a full driving licence

Table 33: [Access to services] Access to services that respondents thought were very or fairly convenient, 2011

	Post office	Doctors surgery	Small food shopping	Cash machine	Banking	Chemist	Hospital outpatients	Petrol station	Public transport	Dentist	Sample size (=100%)
All adults in 2011:	83	84	93	86	74	88	61	76	85	75	9,684
by gender:											
Male	83	84	94	86	74	87	60	79	85	74	4,165
Female	82	84	92	85	74	88	61	73	86	75	5,519
by age:											
16 - 39	84	84	95	89	76	89	63	77	89	75	2,796
40 - 49	86	86	94	88	74	90	63	82	84	79	1,647
50 - 59	81	83	92	86	72	86	61	78	82	76	1,600
0 6 +	80	82	90	78	71	84	55	69	84	70	3,641
by urban/rural classification:											
Large urban areas	82	84	95	89	75	91	64	75	93	78	3,397
Other urban	84	84	94	88	77	90	63	81	90	79	2,936
Small accessible towns	90	91	94	90	75	93	49	73	87	79	814
Small remote towns	90	87	93	92	88	92	70	85	82	77	559
Accessible rural	77	78	87	71	62	76	56	66	63	59	1,056
Remote rural	79	80	85	71	61	69	45	70	55	54	921
by annual net household income:											
up to £10,000 p.a.	82	81	92	82	72	86	55	65	88	71	1,657
over £10,000 - £15,000	82	83	92	83	72	87	55	67	88	73	1,943
over £15,000 - £20,000	82	83	92	84	72	86	58	73	87	75	1,509
over £20,000 p.a.	84	86	94	88	76	89	65	83	83	76	4,274
by driving licence:											
Holds a full driving licence	84	86	94	87	76	89	64	85	84	76	6,399
Does NOT hold a full driving licence	80	79	92	82	71	85	55	57	89	72	3,285
by number of cars available to household:											
None	81	79	92	82	71	86	52	49	90	70	2,881
One +	83	85	93	87	75	88	63	84	84	76	6,803

Table 34: [Access to GP] How adults normally travel to a doctors' surgery, 2011

	Walking	Driver Car/Van	Passenger Car/Van	Bicycle	Bus	Rail (inc. U/g)	Other	Sample size (=100%)
	<i>row percentages</i>							
All people aged 16+ in 2011:	37	41	9	0	9	0	3	8,106
by gender:								
Male	38	46	6	1	7	0	2	3,267
Female	36	37	12	0	11	0	3	4,839
by age:								
16-29	49	25	13	1	12	0	2	1,099
30-39	42	46	5	1	5	0	1	1,186
40-49	39	49	4	0	6	0	1	1,344
50-59	31	52	6	0	8	0	2	1,287
60-69	32	45	9	0	11	0	2	1,430
70-79	26	38	17	0	13	0	5	1,134
80+	21	25	26	0	16	0	12	626
by current situation:								
Self employed	32	63	3	0	1	0	0	418
Employed full time	36	53	4	1	6	0	1	2,446
Employed part time	43	45	4	0	7	0	1	884
Looking after the home/family	44	33	8	0	12	0	2	452
Permanently retired from work	29	36	16	0	14	0	5	2,746
Unemployed/seeking work	58	17	8	1	15	0	1	345
In further/higher education	54	20	9	1	12	0	3	217
Permanently sick or disabled	29	21	23	0	18	0	10	451
by annual net household income:								
up to £10,000 p.a.	41	26	12	1	17	0	4	1,396
over £10,000 - £15,000	40	29	10	0	16	0	4	1,693
over £15,000 - £20,000	38	36	12	0	11	0	3	1,259
over £20,000 - £25,000	37	43	10	0	8	0	2	975
over £25,000 - £30,000	36	47	9	1	5	0	2	671
over £30,000 - £40,000	35	53	7	0	3	0	1	923
over £40,000 p.a.	30	60	6	0	2	0	1	954
by Scottish Index of Multiple Deprivation:								
1 (20% most deprived)	44	23	11	0	18	0	3	1,520
2	40	34	9	1	13	0	4	1,713
3	36	43	10	0	8	0	3	1,767
4	28	55	10	0	5	0	1	1,655
5 (20% least deprived)	37	50	6	1	3	0	2	1,444
by urban/rural classification:								
Large urban areas	41	33	8	1	14	0	3	2,806
Other urban	36	43	10	0	9	0	3	2,487
Small accessible towns	46	36	12	1	4	0	1	687
Small remote towns	42	37	12	1	5	0	3	464
Accessible rural	23	62	9	0	5	0	1	896
Remote rural	25	57	14	1	2	0	2	765

Table 35: [Access to hospital outpatients] How adults normally travel to a hospital outpatients department, 2011

	Walking	Driver Car/Van	Passenger Car/Van	Bicycle	Bus	Rail (inc. U/g)	Other	Sample size (=100%)
	<i>row percentages</i>							
All people aged 16+ in 2011:	9	48	18	0	18	1	6	3,984
by gender:								
Male	12	55	12	0	16	1	5	1,600
Female	7	43	23	0	19	1	7	2,384
by age[†]:								
16-29	17	33	23	0	19	1	6	494
30-39	13	59	11	1	11	1	4	539
40-49	8	63	9	0	15	1	5	564
50-59	7	59	14	0	15	1	4	640
60-69	6	49	18	0	21	1	5	715
70-79	4	39	24	0	24	1	8	643
80+	2	22	37	0	21	0	18	389
by current situation:								
Self employed	8	83	4	0	3	0	1	173
Employed full time	9	68	8	1	10	1	4	968
Employed part time	12	59	12	0	14	0	3	390
Looking after the home or family	10	47	20	1	18	1	3	248
Permanently retired from work	5	37	25	0	23	1	9	1,545
Unemployed/seeking work	23	26	12	0	33	1	5	159
In further/higher education	18	24	25	1	24	2	7	103
Permanently sick or disabled	7	25	32	0	22	0	15	326
by annual net household income:								
up to £10,000 p.a.	12	29	23	0	28	1	7	726
over £10,000 - £15,000	8	35	20	0	27	0	9	870
over £15,000 - £20,000	10	43	20	0	20	1	6	654
over £20,000 - £25,000	7	53	21	0	13	0	6	490
over £25,000 - £30,000	7	58	16	1	13	1	5	293
over £30,000 - £40,000	10	62	13	0	10	0	4	417
over £40,000 p.a.	9	73	9	1	4	1	2	420
by Scottish Index of Multiple Deprivation:								
1 (20% most deprived)	11	30	21	1	29	1	8	806
2	9	40	20	0	20	1	9	846
3	9	52	19	0	13	1	6	905
4	8	62	13	0	14	0	3	770
5 (20% least deprived)	8	60	16	1	11	1	3	654
by urban/rural classification:								
Large urban areas	11	38	16	0	24	1	9	1,406
Other urban	9	50	18	0	18	0	5	1,236
Small accessible towns	3	52	29	1	12	1	2	302
Small remote towns	24	40	21	1	9	1	5	225
Accessible rural	3	73	12	0	9	0	3	432
Remote rural	5	64	22	0	6	0	3	383

[†]Age groups 16-19 and 20-29 have been combined due to sample size.

Table 36: [Access to dentist] How adults normally travel to a dentist, 2011

	Walking	Driver Car/Van	Passenger Car/Van	Bicycle	Bus	Rail (inc. U/g)	Other	Sample size (=100%)
	<i>row percentages</i>							
All people aged 16+ in 2011:	31	46	8	0	11	1	2	7,440
by gender:								
Male	32	51	5	1	9	1	2	3,082
Female	30	43	11	0	13	1	2	4,358
by age:								
16-29	41	28	14	0	13	2	1	1,124
30-39	34	50	4	1	9	0	2	1,203
40-49	29	58	3	0	7	1	1	1,443
50-59	26	57	5	1	8	1	2	1,318
60-69	27	49	8	0	14	0	2	1,242
70-79	25	39	14	0	19	1	3	786
80+	22	27	21	0	20	0	9	324
by current situation:								
Self employed	24	71	1	0	2	0	1	453
Employed full time	29	58	3	1	7	1	1	2,689
Employed part time	32	49	5	0	11	1	1	889
Looking after the home/family	36	37	10	1	15	0	1	423
Permanently retired from work	27	40	13	0	16	1	3	1,959
Unemployed/seeking work	54	18	8	0	18	0	2	333
In further/higher education	42	22	14	1	16	2	3	216
Permanently sick or disabled	23	19	24	1	24	0	9	327
by annual net household income:								
up to £10,000 p.a.	37	30	10	0	19	1	3	1,088
over £10,000 - £15,000	37	31	9	0	18	1	3	1,319
over £15,000 - £20,000	31	40	10	0	15	1	3	1,127
over £20,000 - £25,000	31	49	8	0	9	1	2	963
over £25,000 - £30,000	33	50	8	1	7	0	1	681
over £30,000 - £40,000	27	57	8	0	6	1	1	990
over £40,000 p.a.	24	64	5	1	5	1	1	1,078
by Scottish Index of Multiple Deprivation:								
1 (20% most deprived)	43	27	9	0	18	1	2	1,268
2	38	38	8	0	13	1	2	1,439
3	26	51	10	0	10	1	2	1,636
4	21	59	8	0	9	0	1	1,597
5 (20% least deprived)	31	52	6	1	7	1	1	1,494
by urban/rural classification:								
Large urban areas	40	34	7	1	15	1	2	2,554
Other urban	31	48	8	0	10	1	2	2,362
Small accessible towns	37	47	10	1	5	0	1	636
Small remote towns	42	41	8	1	6	1	2	375
Accessible rural	7	73	8	0	10	1	1	848
Remote rural	8	69	15	0	5	1	3	664

Table 37: [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>									
100	5.6	7.6	9.1	10.2	11.0	11.7	12.2	12.5	12.7	12.7
200	3.9	5.4	6.4	7.2	7.8	8.3	8.6	8.8	9.0	9.0
300	3.2	4.4	5.3	5.9	6.4	6.7	7.0	7.2	7.3	7.4
400	2.8	3.8	4.5	5.1	5.5	5.8	6.1	6.2	6.3	6.4
500	2.5	3.4	4.1	4.6	4.9	5.2	5.4	5.6	5.7	5.7
600	2.3	3.1	3.7	4.2	4.5	4.8	5.0	5.1	5.2	5.2
700	2.1	2.9	3.4	3.9	4.2	4.4	4.6	4.7	4.8	4.8
800	2.0	2.7	3.2	3.6	3.9	4.1	4.3	4.4	4.5	4.5
900	1.9	2.5	3.0	3.4	3.7	3.9	4.1	4.2	4.2	4.2
1,000	1.8	2.4	2.9	3.2	3.5	3.7	3.8	3.9	4.0	4.0
1,200	1.6	2.2	2.6	2.9	3.2	3.4	3.5	3.6	3.7	3.7
1,400	1.5	2.0	2.4	2.7	2.9	3.1	3.2	3.3	3.4	3.4
1,600	1.4	1.9	2.3	2.5	2.8	2.9	3.0	3.1	3.2	3.2
1,800	1.3	1.8	2.1	2.4	2.6	2.8	2.9	2.9	3.0	3.0
2,000	1.2	1.7	2.0	2.3	2.5	2.6	2.7	2.8	2.8	2.8
2,500	1.1	1.5	1.8	2.0	2.2	2.3	2.4	2.5	2.5	2.5
3,000	1.0	1.4	1.7	1.9	2.0	2.1	2.2	2.3	2.3	2.3
3,500	0.9	1.3	1.5	1.7	1.9	2.0	2.1	2.1	2.1	2.2
4,000	0.9	1.2	1.4	1.6	1.7	1.8	1.9	2.0	2.0	2.0
5,000	0.8	1.1	1.3	1.4	1.6	1.7	1.7	1.8	1.8	1.8
6,000	0.7	1.0	1.2	1.3	1.4	1.5	1.6	1.6	1.6	1.6
7,000	0.7	0.9	1.1	1.2	1.3	1.4	1.5	1.5	1.5	1.5
8,000	0.6	0.9	1.0	1.1	1.2	1.3	1.4	1.4	1.4	1.4
9,000	0.6	0.8	1.0	1.1	1.2	1.2	1.3	1.3	1.3	1.3
10,000	0.6	0.8	0.9	1.0	1.1	1.2	1.2	1.2	1.3	1.3
12,000	0.5	0.7	0.8	0.9	1.0	1.1	1.1	1.1	1.2	1.2
14,000	0.5	0.6	0.8	0.9	0.9	1.0	1.0	1.1	1.1	1.1
16,000	0.4	0.6	0.7	0.8	0.9	0.9	1.0	1.0	1.0	1.0
18,000	0.4	0.6	0.7	0.8	0.8	0.9	0.9	0.9	0.9	0.9
20,000	0.4	0.5	0.6	0.7	0.8	0.8	0.9	0.9	0.9	0.9
25,000	0.4	0.5	0.6	0.6	0.7	0.7	0.8	0.8	0.8	0.8
30,000	0.3	0.4	0.5	0.6	0.6	0.7	0.7	0.7	0.7	0.7
35,000	0.3	0.4	0.5	0.5	0.6	0.6	0.6	0.7	0.7	0.7
40,000	0.3	0.4	0.5	0.5	0.6	0.6	0.6	0.6	0.6	0.6
45,000	0.3	0.4	0.4	0.5	0.5	0.6	0.6	0.6	0.6	0.6
50,000	0.2	0.3	0.4	0.5	0.5	0.5	0.5	0.6	0.6	0.6

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

9 List of Data Sources

Topic	Source
Vehicle Licensing	Department for Transport http://www2.dft.gov.uk/pgr/statistics/
Local Bus Services	Department for Transport http://www2.dft.gov.uk/pgr/statistics/
Freight (Road)	Department for Transport roadfreightstats@dft.gsi.gov.uk
Freight (Rail)	Freightliner/English Welsh & Scottish Railways/Direct Rail Services transtat@transportscotland.gsi.gov.uk
Coastwise Traffic	Department for Transport http://www2.dft.gov.uk/pgr/statistics/
Pipelines	Department of Energy and Climate Change correspondence@decc.gsi.gov.uk
Public Road Lengths	Transport Scotland transtat@transportscotland.gsi.gov.uk
Road Traffic	Department for Transport http://www2.dft.gov.uk/pgr/statistics/
Road Accident Casualties	Transport Scotland Transport Statistics transtat@transportscotland.gsi.gov.uk
Rail Services	Office of Rail Regulation & ScotRail rstats@orr.gsi.gov.uk
Air Transport	Civil Aviation Authority www.caa.co.uk/default.aspx?catid=80&pagetype=88&pageid=3&sglid=3
Ferries	Caledonian MacBrayne & North Link Ferries transtat@transportscotland.gsi.gov.uk
Scottish Household Survey	shs@scotland.gsi.gov.uk
Travel in GB - National Travel Survey	national.travelsurvey@dft.gsi.gov.uk
Sustrans Hands Up Scotland Survey	http://www.sustrans.org.uk/resources/research-and-monitoring/evidence-for-sustrans-work/working-with-young-people
Scotland and GB Travel to Work – Labour Force Survey	lfs.dataservice@ons.gsi.gov.uk

Appendix A Scottish Household Survey - Background information

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

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

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

A.4 The sample was drawn from the Small User file of the Postcode Address File (PAF), which is a listing of all active address points maintained by the Post Office. The Small User file excludes addresses where an average of more than 25 items of post is delivered per day. Blocks of flats etc, which have several dwellings at the same address, are *not* excluded from the Small User file: in such cases, the file's Multiple Occupancy Indicator is used to count each dwelling separately for the selection of the sample.

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

Interviewing, response rates and weighting

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

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

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

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

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

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

Highest Income Householder

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

Adult

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

Household types

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

Annual net household income

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

The Scottish Index of Multiple Deprivation (SIMD)

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

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

The SHS urban/rural classification

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

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

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

Sampling variability and confidence limits

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

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

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

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

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

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

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

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

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

Published results, and anonymised data

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

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

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

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

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

Enquiries and further information

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

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

Tel: 0131 244 8420
Fax: 0131 244 7573
E-mail: shs@scotland.gsi.gov.uk

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

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

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

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

A.33 This website provides some background to the survey, information about the progress of the survey, and the published results. Copies of the Transport Statistics bulletins can be found on the Transport Scotland Statistics webpages at: <http://www.transportscotland.gov.uk/analysis/statistics/publications>

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

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

SCOTTISH GOVERNMENT STATISTICIAN GROUP

OUR AIM

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

OBJECTIVES

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

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A NATIONAL STATISTICS PUBLICATION FOR SCOTLAND

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For more information on the Statistician Group, please see the Scottish Government website at www.scotland.gov.uk/statistics

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Further contact details, e-mail addresses and details of previous and forthcoming publications can be found on the Scottish Government Website at <http://www.transportscotland.gov.uk/analysis/statistics>

Complaints and suggestions

If you are not satisfied with our service, please write to the Chief Statistician, 1N.04, St Andrews House, Edinburgh, EH1 3DG, Telephone: (0131) 244 0302. We also welcome any comments or suggestions that would help us to improve our standards of service.

ScotStat

If you would like to be consulted about new or existing statistical collections or receive notification of forthcoming statistical publications, please register your interest on the Scottish Government ScotStat website at www.scotland.gov.uk/scotstat

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Ref no.	Title	Last published	Price
	Scottish Transport Statistics	December 2011	
Trn / 2010 / 2	Main Transport Trends – Now part of TATIS	August 2010	Web only
Trn / 2012 / 2	Transport and Travel in Scotland	August 2012	Web only
Trn / 2010 / 3	Household Transport – Now part of TATIS	September 2010	Web only
	SHS Transport: Local Area Analysis	September 2011	Web only
	National Travel Survey Scottish results	March 2012	Web only
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