A National Statistics publication for Scotland

TRANSPORT SCOTLAND
CÒMHDHAIL ALBA

TRANSPORT AND TRAVEL

4 September 2018

Transport and Travel in Scotland 2017

This bulletin provides the results of the Transport and Travel related questions asked in the Scottish Household Survey (including the travel diary) and uses data from a range of sources to provide context. The survey and travel diary had around 9,800 respondents in 2017.

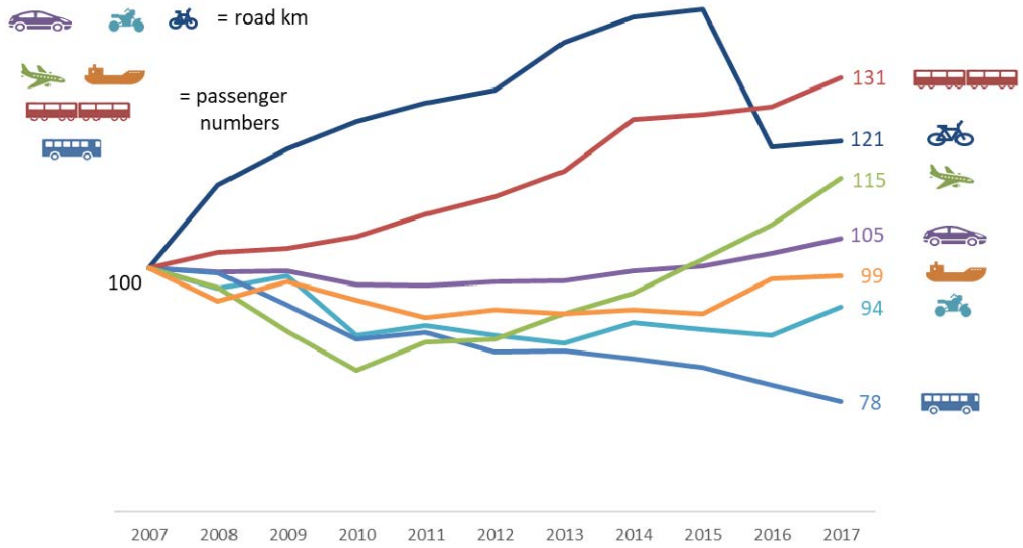
This publication is split into 4 broad themes:

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

Overview of travel trends in Scotland

Rail and **air passenger** numbers, as well as **car traffic** and **distance cycled**, are estimated to have increased between 2007 and 2017. **Rail** showed the greatest percentage increase (31%). **Bus passenger** numbers showed a substantial decline over ten years (22%) [Figure 1].

Figure 1: Mode use trends



Sources: DfT, ORR, CAA, Ferry operators (Not all National Statistics).

Notes: Rail and bus passengers based on financial year, 2017 bus figure is provisional. Ferry does not include figures for passenger numbers on the Corran ferry service, Car, motorcycle and bicycle traffic estimates indicate the broad level of traffic, so year-on-year comparisons should be made with caution as they are estimated based on a small cross-section of Scottish roads, particularly for cycle traffic.

Contents

Transport and Travel in Scotland 2017 - Summary

● Car and bike ownership ● Travel to work and school ● Congestion ● Public and active travel

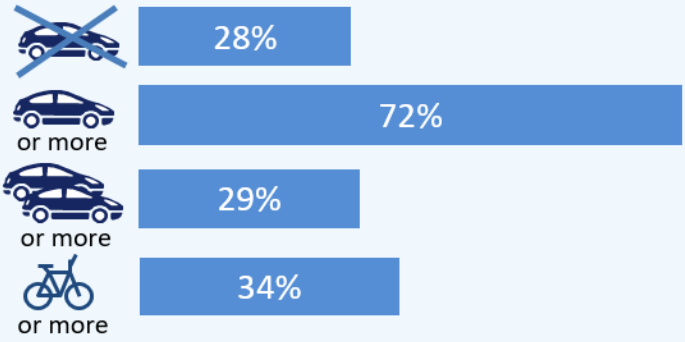
In Scotland in 2017,

73%

reported travelling the previous day, down from 75% in 2015 and 80% in 2007.

Work	Usual mode of travel	School
68%		26%
12%		52%
10%		20%
5%		1%
3%		1%

Most households (72%) had one or more **cars or vans available for private use** in 2017. 34% of households had at least one **bike available in 2017**.



69%

Of people were satisfied with public transport in 2017 – a decrease from 72% the previous year.

Percentage of adults using each mode of travel at least once per week[1]:

[1] 2017 Figures for Cars, buses and trains, 2016 for walking and cycling

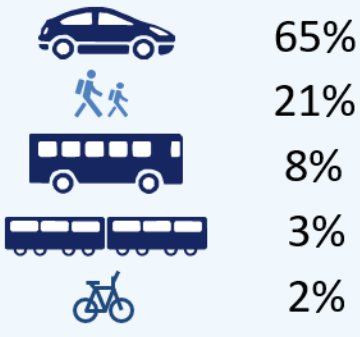
70%

of the population had a driving licence in Scotland in 2016, up from 69% in 2015 and 67% in 2007.

owned a driving license.

Ownership is higher in groups with higher incomes.

Modal share of all journeys:



For web publication and further information, visit http://bit.ly/2wLA2WV

2. NATIONAL INDICATORS

Earlier this year the Scottish Government launched a refreshed National Performance Framework, which sets out a vision for the Scotland we want to see and incorporates 11 National Outcomes that reflect this vision of improved wellbeing and quality of life for the people of Scotland.

FURTHER INFORMATION:

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

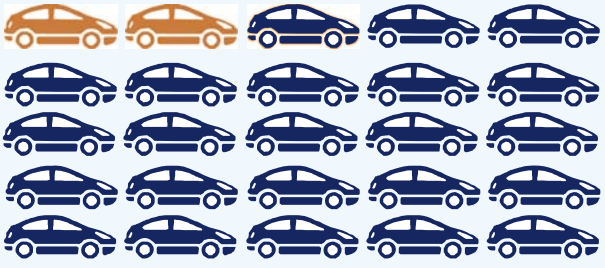
http://nationalperformance.gov.scot/

The refreshed framework includes a National Indicator on 'journeys by active travel'. This indicator is currently under development and will be published on nationalperformance.gov.scot when ready for reporting.

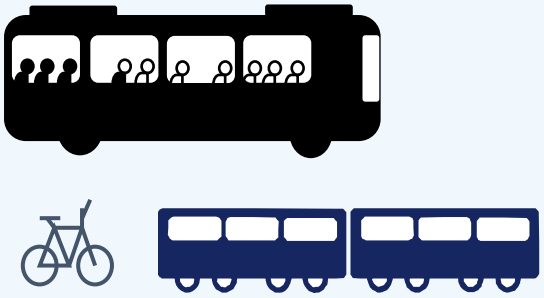
Two National Indicators from the previous framework: to "*reduce the number of driver journeys delayed due to traffic congestion*" and to "*increase the proportion of journeys to work made by public or active travel*" no longer feature in Scotland's National Performance Framework in their old form. Final updates for these indicators are provided below and overleaf.

Reduce number of driver journeys delayed due to traffic congestion

12.8% of driver journeys were perceived to be **delayed by congestion** in 2017



Increase the proportion of journeys to work made by public or active travel



30.1% of journeys to work were by public or active travel in 2017

FORMER NATIONAL INDICATORS - DETAIL

30.1% **of journeys to work were by Public or Active travel**, a decrease on 2016 (30.7%)**.** A two percentage point change is required to show performance improving or worsening. Since the difference is smaller than this, the indicator would have shown **performance maintaining** for 2017. Twelve per cent of journeys to work were on foot, ten per cent were by bus, five per cent were by train and three per cent were by bicycle.

12.8% **of driver journey stages were delayed due to congestion**, a higher proportion than in 2016 (11.7%) and very close to the 2006 baseline of 12.7%. A two percentage point change is required to show performance improving or worsening. Since the difference is smaller than this, the indicator would have shown **performance maintaining** for 2017.

3. INTRODUCTION

Table i: Traffic and passenger numbers in Scotland, 2012 to 2017

	2012	2016	2017	% change over 1 year	% change over 5 years
Car traffic (m/veh km) on all roads [&]	33,777	35,362	36,206	2.4%	7.2%
Pedal cycles (m/veh km) on all roads [&]	310	288	290	0.7%	-6.5%
ScotRail passengers (millions)[$]	83.3	94.2	97.8	3.8%	17.4%
Bus passengers (millions)[$]	420	393	380*	-3.3*%	-9.5*%
Air passengers (millions)	22.2	26.9	28.9	7.1%	29.8%
Ferry passengers in Scotland (millions)[#]	7.89	8.32	8.36	0.4%	5.9%

Sources: DfT, ORR, CAA, ferry operators (Not all National Statistics)
Notes: [$] Based on financial year, *provisional figures, [#] Does not include figures for passenger numbers on the Corran ferry service, [&]traffic estimates indicate the broad level of traffic, so year-on-year comparisons should be made with caution as they are estimated based on a small cross-section of Scottish roads, particularly for cycle traffic.
*The 2017 bus passenger figure is provisional.

This bulletin provides the results of the Transport and travel related questions asked in the Scottish Household Survey (SHS), including information from the travel diary, and uses data from a range of other sources to provide some context around transport and travel in Scotland.

The Travel Diary is a component of the survey which involves respondents recounting details of all the journeys they made the previous day. A journey can consist of one or more stages. A new stage is defined when there is a change in the form of transport or when there is a change of vehicle requiring a separate ticket.

Non-transport-related SHS results and methodological information for the survey can be found on the SHS web pages.

In order to maximise the utility of the data, most tables in Transport and Travel in Scotland (TATIS) provide estimates for single years where possible. Care should be taken when using estimates with lower sample sizes. A lookup table for confidence intervals is included (Table A), which can be used in conjunction with the estimates and sample size to give an indication of what inferences can reliably be made from the data. In some cases, where the sample size would be below 50 respondents, years have been combined or estimates suppressed.

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:

https://www.transport.gov.scot/publication/scottish-transport-statistics-no-36-2017-edition/

Scottish Transport Statistics will be published in February 2019 and will contain a comprehensive statistical picture of transport statistics in Scotland. For a **full list of transport statistics publications** see: *https://www.transport.gov.scot/our-approach/statistics/#*

Keith Hoy

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

4. PERSONAL TRAVEL

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

WHO TRAVELS?

Around three quarters (73%) of adults travelled the previous day. The proportion of people travelling the previous day has decreased from 75% in 2016 and 80% in 2006. Men were slightly more likely to have travelled than women; 75 per cent of men had travelled the previous day compared to 72 per cent of women. Older people were less likely to have travelled the previous day. Only 46 per cent of those aged 80 and over had travelled the previous day and 67 per cent of those aged 70 to 79. Over seventy five per cent of adults below the age of 50 had travelled the previous day. *[Table TD1]*

WHY DO PEOPLE TRAVEL?

Most journeys were for the purpose of commuting (25%), shopping (23%) or visiting friends or relatives (10%). *[Table TD3]*.

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

Travel to Work

How do people travel to work?

Two thirds of people usually travelled to work by car / van, either as a driver (62%) or passenger (5%). Twelve per cent of people usually travelled to work on foot. Ten per cent of people usually travelled to work by bus and five per cent travelled by rail. Three per cent of people usually travelled to work by bicycle in 2017.

30.1%

of people usually travelled to work by public or active travel in 2017.

These proportions have not changed greatly over the past 10 years, although bus usage has shown some decline. *[Table SUM1]*

Who travels to work by which mode?

Women were more likely than men to walk or catch the bus to work. Men were more likely to cycle to work or travel by rail. People in lower income households were more likely to walk or take the bus; people in higher income households were more likely to drive. People in rural areas were also more likely to drive than those in urban areas. Younger people (aged 16 to 29) were most likely to take the bus. These patterns have held broadly stable since 2011. *[Table 7]*

Why do people choose these modes?

Over the combined period 2013-2017, twelve per cent of people car-shared when travelling to work. Of these, the majority (92%) arranged it between themselves, with only 8% organising it through their employer. The main reasons given for not car-sharing were that nobody from work lives nearby (63%) and the lack of regular work hours (23%). *[Table 11]*

Relatively few people have changed the mode of transport they used to get to work. Of all the modes, driving seems to be most resistant to change. Based on data for the last 5 years, of those who drove to work a year ago, 98 per cent still drove to work *[Table 10]*

The main reasons given by respondents for changing their usual mode of travel to work in 2017 were changing job (31%) and moving house (22%). *[Table 10a]*

Whether car/van commuters could use public transport [part of Table 13] is no longer asked in the SHS. The reasons why car/van users don't use public transport [Table 14] is asked biennially and was not included in the 2017 survey. Reasons for not cycling to work [Table 26] has not been asked since 2014, but is being asked for 2018. In each case, the most recently available table is included in the statistical tables section of this publication.

Travel to School

How do children travel?

Around half of children (52%) walked to school, twenty per cent travelled by bus and around a quarter (26%) travelled by car. *[Table SUM1]*

There was variation in mode of travel by age. In the 4 to 11 age group, 58 per cent reported walking to school, compared to 43 per cent in the 12 to 18 age group. The older age group were more likely to catch a bus than younger children; 34 per cent compared to 10 per cent. *[Table 15]*

The Sustrans Hands Up Scotland publication also covers travel to school. Due to the use of different categories, it is not possible to make a direct comparison with the Scottish Household Survey: http://www.sustrans.org.uk/scotland/what-we-do/schools-and-universities/hands-scotland.

Why do parents choose these modes?

Of those walking, eighty nine per cent did so because the school is close by. Of those travelling by car, most parents used this because it was the most convenient mode (39%). Parents also chose to use the car to take their children to school because it was too far to walk (15%) and because it was the safest method (16%) or the quickest method (15%) *[Table 16]*

‘Most convenient’ was the most popular reason for children traveling by school bus (42%) and service bus (39%). The second most popular reason for those who travel by school bus (21%) or service bus (23%) was that it was too far to walk. *[Table 16]*

The question asking the reasons for primary children not using public transport [Table 17] is asked biennially and was not included in the 2017 survey. The most recently available table is included in the statistical tables section of this publication.

WHEN DO PEOPLE TRAVEL?

Slightly more journeys were reported on weekdays (15-16% of journeys on each day) than at weekends. Only 12% of journeys were on Saturdays and 11% on Sundays. *[Table TD8]*

Peak travel on a weekday was between 7 am and 9:30 am (19% of weekday journeys started between these times). The afternoon peak is more spread out with 18 per cent of journeys starting between 2 pm and 4:30 pm and another 17 per cent starting between 4:30 pm and 6:30 pm. The busiest time for travel on the weekend is between 12 noon and 2pm, with a quarter (25%) of weekend journeys taking place between these times.

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

Duration

The majority of journeys reported in 2017 were of short duration. Sixty eight per cent of journeys lasted up to 20 minutes, with thirty seven per cent lasting between five and ten minutes. Only seventeen per cent of journeys lasted more than half an hour, of which around five per cent lasted more than an hour. *[Table TD6]*

Perceptions of Congestion

Thirteen per cent (12.8%) of car driver journey stages[1] were perceived to be delayed due to congestion in 2017. This compares with 11.7% in 2016. This finding previously informed a National Indicator (see National Indicators section). *[Table TD10]*

Twelve per cent of bus stages were delayed due to congestion, up from 10% in 2016. *[Table TD11]*

The main reason suggested for car or van stage delays was ‘volume of traffic’ (81%), up from 79% in 2016 and 73% in 2012 *[Table TD10a]*

Over the combined three year period from 2015 to 2017, the travel diary’s reported congestion figures were highest for commuting (22%) and business travel (16%) stages. Weekday journey stages were more frequently affected by congestion than weekend stages. As might be expected, the morning and evening peak periods on weekdays saw the highest proportion of driver journey stages delayed by

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

congestion: twenty five per cent for stages starting between 7 and 8 am and twenty seven per cent between 5 and 6 pm. *[Table TD12]*

Questions in the social survey which focused only on commuting congestion, found that over the combined five year period from 2013-17, 33% of all journeys to work were perceived to be affected by congestion at least once a week. For both car/van drivers and bus passengers, this figure was higher at 43%. *[Table 8]*

HOW DO PEOPLE TRAVEL?

In 2017, driving remained the most popular mode of transport: 52 per cent of journeys were made as a car or van driver, up from 51% in 2016 and 48% in 2012. A further 13 per cent were made as a car/van passenger. *[Table TD2 and Table SUM1]*

The second most used mode of transport was walking; at 21 per cent of journeys a decrease from 24% in 2016 and 26% in 2012. *[Table TD2 and Table SUM1]*

Around eight per cent of journeys were made by bus. Rail accounted for less than three per cent of journeys and bicycle 1.5%. *[Table TD2]*

Similar estimates of modal share were seen when looking at individual stages, as opposed to the complete journeys reported above (journeys may be multistage and multimodal, but are classified using the 'main mode'). *[Table TD2b]*

Use of multiple modes

Three per cent of journeys reported in the Travel Diary in 2017 were multi-stage. Around three quarters of multi-stage journeys consisted of two stages. *[Table TD2c]*

Multi-stage journeys are most common where the main mode is ferry or air travel. They both have an average of 2 stages. For rail the average is 1.6 stages per journey and for all other modes the average number of stages per journey is only just over one. *[Table TD2c]*

WHERE DO PEOPLE TRAVEL?

When looking at travel between areas of Scotland, fourteen council groupings are used. Some councils are merged to preserve sufficiently large sample sizes. In the combined period from 2012 to 2017, most journeys in Scotland started and finished in the same local authority grouping. The proportion was highest in the Grampian group (Aberdeen City, Aberdeenshire and Moray) and Highlands and Islands, where this was the case for 97% of all journeys. The proportion of journeys starting and finishing in the same area was lowest in South Lanarkshire (71%) and Glasgow (72%). *[Table TD13 and TD14]*

HOW FAR DO PEOPLE TRAVEL?

The majority of journeys recorded in 2017 were short. Eighteen per cent of journeys were under 1 km, and more than half (55%) of journeys were under 5 km. These numbers are broadly similar to 2016[2]. *[Table TD4]* The median journey length was 4.2 km and the mean journey length was 12.2 km. *[Table TD5]*

Walking journeys had the shortest average (median) length (0.9 km), with cycling next lowest at 2.7 km. The median car/van driver journey was 6.8 km, bus journeys averaged 5.2 km and rail journeys had the longest median length at 17.3 km. *[Table TD5a]*

Sixty two per cent of journeys under 1 km were made on foot; car journeys as a driver or passenger accounted for most of the remainder (33%). Car journeys became the most common mode of travel for distances beyond 2 km. *[Table TD2a]*

INFLUENCE OF ORDERING SERVICES ON TRAVEL

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

The most popular ordering service was internet shopping, which was used the previous day by 8% of the population, followed by takeaway food delivery (3%). Forty to forty nine years olds were the most frequent users of internet shopping (11%). Takeaway food delivery was most popular with sixteen to nineteen year olds (9%). As might be expected, people aged over 80 used ordering services least. *[Table TD17]*

[2] Distance figures have been revised from 2013 onwards. More information is contained in the background information section of the publication.

5. MOTOR VEHICLES, TRAFFIC AND DRIVING

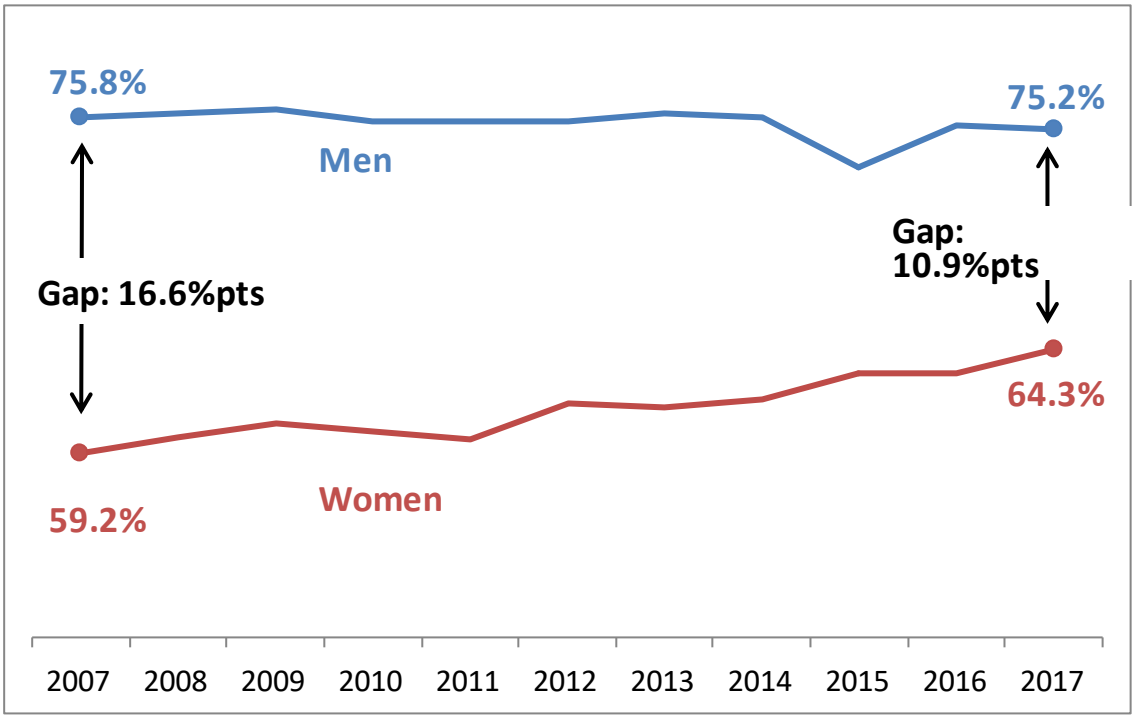
This section contains analysis and headline findings from the Scottish Household Survey questions on driving and car access (including the Travel Diary part of the survey), as well as comparisons with data from a range of other sources.

DRIVING LICENCES

Seventy per cent of the population (17+) had a driving licence in 2017, an increase compared with 67% in 2007. *[Table SUM1 and Table 1]*

Men were more likely to hold a driving than women, with three quarters (75%) of men aged 17+ having a driving licence, compared to 64 per cent of women. There has been a narrowing of this gap over the years of the survey. *[Table 1 and Figure 1]*

Figure 1: Percentage of people aged over 17 who hold a driving licence, 2007-2017



Driving licence possession was lowest amongst the youngest and oldest age groups (17-19: 31% and 80+: 47%) and highest amongst those aged 40-49 and 50-59 (both 81%). *[Table 1]*

Driving licence possession increased with net annual household income (44% for adults in households with less than £10,000 of income compared to 89% in households with an income over £40,000). *[Table 19]*

Driving licence possession is more common in rural areas (61% of adults in large urban areas have a driving licence, compared to 83% of those in accessible or remote rural areas). *[Table 19]*

CAR AND VAN ACCESS

Seventy two per cent of households had access to one or more cars or vans for private use in 2017. Twenty nine per cent of households had access to two or more cars (or vans). *[Tables 18 & SUM1]*

Car access increases with household income, as does the number of cars available per household: six per cent of households with an annual income up to £10,000 had access to two or more cars, compared to sixty six per cent of households with an annual income of more than £40,000. *[Table 18]*

Households in rural areas were more likely to have access to a car than those in urban areas, and households in rural areas were also more likely to have access to more than one car than households in urban areas. *[Table 18]*

FREQUENCY OF DRIVING

Sixty three per cent of those aged 17+ drove at least once a week in 2017, with 42 per cent driving every day. *[Tables 20 & SUM1]*

Frequency of driving was higher in rural areas and increased with income. Thirty two per cent of adults in large urban areas drove every day compared to 54% in accessible rural areas and 50% in remote rural areas. Sixteen per cent of adults living in households with a total annual income of under £10,000 drove every day, compared to sixty three per cent of those who lived in households with a total annual income of over £40,000. *[Table 20]*

CAR OCCUPANCY

The average car occupancy was 1.5 people in 2017; the rate has remained similar in recent years. The proportion of single occupancy journeys was around two thirds (66% of car journeys in 2017. This is similar to the figure for 2016, following a generally increasing trend from 2007. *[Table TD9]*

FUEL SPEND

The average amount which households spent on fuel in the last month rose slightly between 2016 and 2017, from £105.60 to £107.00. The median figure remains at £80. *[Table 2]*

LICENCED VEHICLES

There were 250,000 new vehicles registered in Scotland in 2017, compared to 270,000 registrations in 2016. *[Table SUM2]*

The number of vehicles licensed for use on the roads increased by 1.4 per cent from 2.92 million to 2.96 million between 2016 and 2017. *[Table SUM2]*

More detailed statistics on vehicles licensed in Scotland can be found in the Road Transport Vehicles Chapter of Scottish Transport Statistics.

ROAD NETWORK

There are 56,364 km of road in Scotland. Of this, 6.5 per cent (3,681 km) is Trunk road, the remaining 52,684 km are managed by Local Authorities. *[Table SUM2]*

More detailed statistics on the road network in Scotland can be found in the Road Network chapter of Scottish Transport Statistics.

ROAD TRAFFIC

The estimated volume of traffic on Scotland's roads was at its highest ever level - 48 billion vehicle kilometres in 2017, an increase on 46.5 billion in 2016. *[Table SUM2]*

More detailed statistics on road traffic in Scotland can be found in the Road Traffic chapter of Scottish Transport Statistics.

REPORTED ROAD CASUALTIES

Provisional figures show a total of 9,391 road casualties reported to the police in 2017 (14%, fewer than in 2016). Of these, there were 146 fatalities; 45 (24%) fewer than in 2016. There were 1,580 serious injuries; 119 (7%) fewer than in 2016 and 7,665 slightly injured; 1,350 (15%) fewer than in 2016.

All these 2017 road casualty figures are the lowest since annual records began in 1950. More detailed statistics can be found in Key Reported Road Casualties.

ELECTRIC VEHICLES

The proportion of people saying they owned an electric car or van in 2017 was 0.7%, compared with 0.3% in 2016. Forty one per cent of respondents said they would consider buying an electric car or van compared to 36% in 2016. *[Table 49]*

Of the people who had bought or would consider buying a plug-in electric car or vehicle, the main reasons were their environmentally friendliness (70%) and their fuel or running costs (63%). *[Table 50]* For those who said they would not consider buying an electric vehicle, the distance that could be travelled on a single charge (45%) and the availability or convenience of charging points (also 45%) were the main deterrents. *[Table 51]*

6. PUBLIC TRANSPORT AND AVIATION

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

SATISFACTION WITH PUBLIC TRANSPORT

Sixty nine per cent of people were very or fairly satisfied with public transport in 2017, a decrease on 2016 (72%). The proportion of people who are very satisfied has remained at 21 per cent. *[Table 4]*

LOCAL BUS SERVICES

Bus use is declining over time. Provisional figures indicate that there were 380 million bus journeys made in Scotland in 2017/18, a reduction from 393 million in 2016/17 and 420 million in 2012/13. *[Table SUM2]*

Twenty eight per cent of adults used the bus at least once a week. Fifty seven per cent had not used it in the past month. *[Table 28]*

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

Frequency of bus use differed across age groups and was highest amongst younger people (68% of 16-19 year olds had used the bus in the last month). It was lowest for people aged between thirty and fifty nine (where between 33% and 35% had travelled by bus in the past month), and increased again for people over sixty. *[Table 28]*

Frequency of bus use was also higher in urban areas (43% of people in large urban areas use the bus at least once a week compared to 11% in remote rural areas and small remote towns). *[Table 28]*

Questions asking users' views on bus services [Table 29] and reasons for not using the bus [Table 41] are asked biennially and were not included in the 2017 survey. The most recently available tables are included in the statistical tables section of this publication.

Further bus statistics can be found in the Bus and Coach Chapter of Scottish Transport Statistics.

Concessionary travel

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

There were 142 million concessionary travel journeys in 2016-17 (the latest year for which data are available), accounting for 36 per cent of all bus journeys in that year. [Table 2.2a Scottish Transport Statistics 2017]

Eighty-seven per cent of SHS respondents aged 60+ reported holding a National Concessionary Travel pass in 2017, a similar figure to previous years. Twenty eight per cent of adults aged 16+ reported holding a pass. *[Table 5]*

Of those aged 60+, thirty six per cent reported having a card and using it at least once a week (10% used it every day or almost every day). Thirty four per cent had a pass but had not used it in the last month. *[Table 32]*

Those living in urban areas used their pass more frequently than those living in rural areas. Women use their pass more frequently than men (39% of women aged 60+ have a pass and use it at least once a week, compared to 33% of men aged 60+). *[Table 32]*

Statistics on concessionary journeys, and card holder numbers from the National Concessionary Travel administrative systems, are included in Bus and Coach Chapter of Scottish Transport Statistics.

Accessibility

The Scottish Access to Bus Indicator analysis was not repeated in 2017. The most recently available tables and maps are available in the Transport and Travel is Scotland 2016 publication [Annex B SABI Tables]: https://www.transport.gov.scot/publication/26-september-2017-transport-and-travel-in-scotland-2016/

RAIL TRAVEL

There were 98 million passengers carried by ScotRail in 2017-18, an increase on 94 million in 2016-17 and 74 million in 2007-08. *[Table SUM2]*

Nine per cent of the population (16+) reported using the train at least once a week in 2017. Sixty nine per cent had not used the train in the last month, a decrease from seventy seven per cent in 2007. *[Table 28 and Table SUM1]*

The proportion of people who reported that they had used the train in the last month decreased with age (43% of those aged 16-19 had used the train in the last month, compared to 7% of those aged 80+). *[Table 28]*

Train use was higher in higher income households (77% of those interviewed with a household income of less than £10,000 had not used the train in the last month, compared to 58% for those in households with an income of more than £40,000). *[Table 28]*

Of those who had used the train in the last month, the most frequent journey purpose was shopping (37%), followed by visiting friends or relatives (27%) and other recreational activities (22%). *[Table 44]*

Questions asking users' views on rail services [Table 30], and reasons people were discouraged from using the train [Tables 42 and 42a] are asked biennially and were not included in the 2017 survey. The most recently available tables are included in the statistical tables section of this publication.

Detailed rail statistics can be found in the Rail Chapter of Scottish Transport Statistics.

AVIATION

The number of air terminal passengers (passengers joining or leaving aircraft at Scottish airports) increased from 26.9 million in 2016 to 28.8 million in 2017. *[Table SUM2]*

Questions relating to flight numbers [Table 37a, 38a], frequency of flying [Table 37b, 38b] and reasons for flying [Table 39] are asked biennially and were not included in the 2017 survey. The most recently available tables are included in the statistical tables section of this publication.

Detailed aviation statistics can be found in the Aviation Chapter of Scottish Transport Statistics.

CHANGING MODES

Fifteen percent of drivers in the 2017 survey had taken a park and ride journey in the past month. This figure has had a declining trend in recent years from 20 per cent in 2011. The main reason given for not using a park and ride facility was that none was available (this was reported by 83% of drivers) *[Table 21]*

For park and ride users, the mode of transport most used in conjunction with driving for the combined years 2009-17 was train (54%). [Table 22]

The question on difficulties experienced when changing between public transport [Table 45] is asked biennially and was not included in the 2017 survey. The most recently available table is included in the statistical tables section of this publication.

7. WALKING AND CYCLING

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

WALKING

Of all journeys reported in the SHS travel diary, 21 per cent had walking as the main mode, a decrease from 24% in 2016. Twelve per cent of adults usually walk to work and 52 per cent of children usually walk to school as their main mode of transport. The percentages walking to work or school were the same as in 2016. *[Tables 7, 15, TD2 & SUM1]*

The average (median) walking journey was 0.9 km using road network distance. *[Table TD5a]*

Questions on frequency of walking [Tables 3 and 25] and reasons for not walking [Table 43] are asked biennially and were not included in the 2017 survey. The most recently available tables are included in the statistical tables section of this publication.

CYCLING

The estimated distance cycled on all roads is estimated to be 290 million vehicle kilometres in 2017, similar to the 288 vehicle kilometres in 2016. [DfT Road Traffic Estimates: Great Britain 2017] Traffic estimates indicate only the broad level of traffic and are estimated based on a small cross-section of Scottish roads. Year-on-year comparisons should be made with caution.

3.0% of adults usually cycle to work, compared to 2.6 per cent in 2016. 0.9% of children cycled to school, compared to 1.4% in 2016. *[Tables 7, 15 & SUM1]*

The average (median) cycling journey was 2.7 km using road network distance. *[Table TD5a]*

Questions on frequency of cycling [Tables 3a and 25a] are asked biennially and were not included in the 2017 survey. The most recently available tables are included in the statistical tables section of this publication.

Bicycle access

A third (34%) of households had access to at least one bicycle for adult use in 2017. Nineteen per cent had access to two or more. *[Table 18]*

Household access to bikes increased with household income and household size; 60% of households with an income of £40,000 or more have access to one or more bikes, compared to 16% of households with an income up to £10,000. Bicycle access was higher in rural areas than urban areas. *[Table 18]*

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Local Authority tables will be published online at
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Table Sum 1 Summary of Scottish Household Survey results [1]

	2007	2008	2009	2010	2011	2012	2013	2014	2015	2016	2017
Modal share of all journeys [3]											
Walking	22.0	22.2	21.8	22.0	22.1	26.0	23.3	25.0	21.6	23.5	21.3
Driver car/van	50.2	49.8	51.0	51.1	49.9	48.3	50.0	48.1	50.7	50.7	52.1
Passenger car/van	13.4	13.8	13.3	14.3	13.1	12.7	13.6	13.0	13.3	13.1	12.5
Bicycle	0.7	1.0	0.9	0.8	1.3	1.2	1.0	1.4	1.2	1.2	1.5
Bus	9.3	9.1	8.6	8.7	9.1	8.1	8.5	8.6	9.5	7.7	8.2
Taxi/minicab	1.5	1.5	1.4	0.8	1.3	1.3	1.6	1.2	1.3	0.9	1.3
Rail	1.7	1.6	1.9	1.4	2.0	1.8	1.7	2.1	1.7	2.2	2.6
Other	1.1	1.0	1.0	1.0	1.2	0.7	0.3	0.6	0.7	0.8	0.5
Sample size (=100%)	*20,520*	*20,450*	*18,680*	*16,300*	*17,590*	*19,740*	*20,180*	*19,930*	*18,710*	*19,050*	*18,320*
Place of work											
Works from home	11.2	10.0	11.4	10.1	10.6	13.2	13.3	13.1	14.1	14.5	14.2
Does not work from home	88.8	90.0	88.6	89.9	89.4	86.8	86.7	86.9	85.9	85.5	85.8
Sample size (=100%)	*5,890*	*6,090*	*6,100*	*5,860*	*6,190*	*4,730*	*4,850*	*4,810*	*4,670*	*4,720*	*4,820*
Travel to work [2]											
Walking	11.9	12.5	12.3	13.4	12.9	13.6	12.9	12.9	13.6	12.3	12.0
Car or Van	68.0	66.0	67.0	67.3	66.6	67.3	66.2	67.7	65.9	67.0	67.7
Driver	61.3	59.9	60.7	61.0	59.1	61.4	60.6	61.6	60.3	61.7	62.3
Passenger	6.7	6.1	6.4	6.3	7.5	6.0	5.6	6.0	5.6	5.3	5.4
Bicycle	1.7	2.3	2.4	2.3	2.0	2.0	2.5	2.6	2.2	2.6	3.0
Bus	12.7	12.1	12.1	10.8	12.0	10.1	11.3	10.1	11.2	10.4	9.8
Rail, including underground	3.5	4.3	3.9	3.6	3.9	4.3	4.0	4.2	4.4	5.2	5.1
Other	2.3	2.7	2.3	2.7	2.6	2.6	3.1	2.5	2.7	2.4	2.4
Sample size (=100%)	*5,180*	*5,440*	*5,370*	*5,220*	*5,510*	*4,100*	*4,160*	*4,130*	*3,950*	*3,970*	*4,070*
% Public and Active Travel[4] (Former National Indicator 48)	29.7	31.2	30.7	30.1	30.8	30.1	30.7	29.9	31.4	30.7	30.1
Travel to school											
Walking	52.8	48.8	50.0	49.7	50.6	51.4	51.7	51.2	48.8	51.8	51.5
Car or Van	21.9	23.6	24.4	23.0	23.4	24.1	24.4	24.5	25.8	25.6	25.5
Bicycle	0.8	1.5	1.0	1.4	1.4	0.8	1.2	1.7	1.2	1.4	0.9
Bus (school or service)	21.9	23.9	22.0	23.9	21.7	21.1	19.9	20.3	20.9	19.2	19.8
School bus	14.8	16.5	16.0	16.1	15.1	14.9	14.5	14.5	15.2	12.9	14.2
Service bus	7.1	7.3	5.9	7.8	6.6	6.2	5.4	5.8	5.7	6.4	5.6
Rail, including underground	0.9	0.7	0.7	0.3	0.7	0.4	0.6	0.7	1.1	0.5	0.5
Other	1.7	1.5	1.8	1.7	2.2	2.2	2.2	1.7	2.1	1.5	1.7
Sample size (=100%)	*2,520*	*2,750*	*2,880*	*2,680*	*2,720*	*1,920*	*1,980*	*1,980*	*1,880*	*1,890*	*1,830*
Household access to car[4] / bike											
No car	30.3	30.2	30.7	30.3	30.1	31.0	30.2	30.8	30.0	29.3	28.1
One car	44.3	43.9	43.7	44.0	44.5	43.0	44.0	43.3	43.3	42.1	42.7
Two Cars	21.4	21.8	21.5	21.6	21.0	21.3	21.3	21.1	21.7	23.0	23.4
Three or more cars	4.0	4.0	4.2	4.1	4.4	4.6	4.6	4.7	5.1	5.6	5.8
One or more cars	69.7	69.8	69.3	69.7	69.9	69.0	69.8	69.2	70.0	70.7	71.9
Two or more cars	25.3	25.8	25.6	25.7	25.4	26.0	25.8	25.9	26.7	28.5	29.2
1+ Bicycles which can be used by adults	36.9	36.8	35.4	34.3	35.1	35.0	34.3	34.4	35.1	33.8	34.4
Sample size	*13,410*	*13,820*	*14,190*	*14,210*	*14,360*	*10,640*	*10,650*	*10,630*	*10,330*	*10,470*	*10,680*
Driving (aged 17+)											
Those with a full driving licence											
Male	75.8	76.0	76.2	75.6	75.6	75.6	76.0	75.8	73.4	75.4	75.2
Female	59.2	59.9	60.6	60.2	59.8	61.6	61.4	61.8	63.1	63.1	64.3
All	67.0	67.6	68.0	67.6	67.3	68.3	68.4	68.5	68.0	69.0	69.5
Frequency of driving											
Every day	45.2	44.9	43.4	41.4	40.7	42.0	41.9	40.9	40.9	42.2	41.9
At least three times a week	10.0	10.4	11.9	12.8	13.3	13.1	13.3	13.9	14.5	14.3	14.7
Once or twice a week	5.1	5.6	5.6	6.0	6.2	6.0	5.6	5.9	5.9	6.0	6.1
At least 2-3 times a month	0.9	1.0	0.9	0.9	0.9	0.8	1.0	0.9	0.8	1.0	1.0
At least once a month	0.6	0.4	0.4	0.4	0.4	0.3	0.5	0.7	0.5	0.5	0.5
Less than once a month	1.7	1.3	1.6	1.8	1.7	1.7	1.6	1.8	1.4	1.6	1.3
Holds full licence, never drives	3.5	4.0	4.2	4.3	4.1	4.5	4.5	4.3	4.0	3.4	4.0
Does not have a full driving licence	33.0	32.4	32.0	32.4	32.7	31.7	31.6	31.5	32.0	31.0	30.5
Sample size (=100%)	*12,150*	*12,260*	*12,450*	*12,360*	*12,800*	*9,830*	*9,840*	*9,720*	*9,340*	*9,570*	*9,760*
Percentage of car / van stages delayed by traffic congestion											
Former National Indicator [5,6]	14.3	13.1	11.0	10.5	11.2	9.9	9.7	11.7	12.4	11.7	12.8
Sample size (=100%)	*9,230*	*9,320*	*8,690*	*7,610*	*8,330*	*9,830*	*10,200*	*9,820*	*9,690*	*9,810*	*9,960*
Frequency of use of local bus/train service (aged 16+)											
Bus service											
Every day or almost every day	12.3	12.6	11.3	11.0	11.1	9.3	11.3	9.7	11.7	9.3	9.7
2 or 3 times per week	11.7	12.2	11.8	11.7	12.5	11.0	11.4	11.3	11.6	10.6	10.6
About once a week	7.7	7.8	8.4	7.7	7.8	7.8	7.8	7.6	8.1	7.7	7.9
Once or twice a month	13.9	13.9	14.1	13.5	14.2	13.7	14.1	13.6	14.3	13.2	14.7
Not used in the past month	54.4	53.6	54.5	56.1	54.3	58.2	55.4	57.7	54.2	59.2	57.1
Train service											
Every day or almost every day	2.0	2.3	2.1	1.9	2.0	2.5	2.2	2.2	2.1	2.3	2.6
2 or 3 times per week	1.8	2.0	2.1	1.9	2.2	2.4	2.5	2.1	2.5	2.1	2.2
About once a week	3.2	3.2	3.7	3.5	3.7	4.2	4.0	5.0	4.4	4.2	4.3
Once or twice a month	16.3	16.4	15.9	17.3	17.9	19.1	19.5	21.2	20.7	20.8	21.9
Not used in the past month	76.6	76.1	76.2	75.5	74.2	71.8	71.8	69.5	70.2	70.5	69.0
Sample size (=100%)	*12,120*	*12,300*	*12,520*	*12,420*	*12,890*	*9,890*	*9,920*	*9,800*	*9,410*	*9,640*	*9,810*

1. The apparent year-to-year fluctuations in some of the figures may be due to sampling variability.
2. Employed adults (aged 16+) not working from home
3. The Travel diary methodology changed in 2007 and in 2012, creating a break in the time series.
4. Tram journeys were not included in previous publications. They have now been added, and the 2016 figure is 0.1% higher than previous published.
5. From 2012 Q4 the question was changed to ask about access to cars / vans instead of just cars
6. Data published in 2015 erroneously included a value of 12.5 because of the exclusion of vans; this table contains the revised data.

Table Sum2 Summary of Transport in Scotland

SUMMARY

Numbers

	2007	2008	2009	2010	2011	2012	2013	2014	2015	2016	2017
Vehicles Licensed											*thousands*
Private and Light Goods [1]	2,313	2,347	2,362	2,364	2,369	2,395	2,436	2,496	2,537	2,594	2,638
All Vehicles [1]	2,627	2,665	2,684	2,685	2,691	2,717	2,759	2,821	2,863	2,919	2,962
New Registrations	251	215	216	209	202	216	241	262	268	270	250
Local Bus Services[2]											*millions*
Passenger Journeys (boardings)[3]	487	484	458	430	436	420	421	414	407	393	380 [12]
Vehicle Kilometres[3]	397	386	377	346	338	327	332	328	331	327	..
Passenger Revenue											*£ million*
at latest year's prices[3]	687	712	712	679	685	695	685	668	679	688	..
Freight Lifted											*million tonnes*
Road [4, 9]	176.8	157.0	131.9	131.9	134.8	137.2	125.0	122.9	132.7	139.9	122.6
Rail [2]	11.35	10.36	9.69	8.33	9.87	8.43	..	..	..	..	..
Coastwise traffic	22.8	23.3	19.8	18.0	16.3	12.5	11.4	11.8	14.2	..	..
One Port traffic	1.83	1.75	3.59	1.88	2.42	2.57	2.10	2.19	..	..	..
Inland waterway traffic	10.50	12.19	10.10	10.89	10.70	10.79	10.69	9.41	10.14	9.42	..
Pipelines [5]	27.5	27.6	27.6	27.6	27.8	28.2	..	..	..	..	..
Total	250.8	232.2	202.7	198.6	201.9	199.7	..	..	..	..	..
Public Road Lengths											*kilometres*
Trunk (A and M)[10]	3,505	3,505	3,520	3,518	3,536	3,566	3,565	3,637	3,638	3,669	3,681
Other Major (A and M)	7,381	7,421	7,421	7,414	7,467	7,473	7,473	7,406	7,414	7,418	7,427
Minor Roads	44,300	44,418	44,591	44,694	44,769	44,873	44,938	45,011	45,100	45,163	45,257
All Roads[10]	55,186	55,344	55,532	55,626	55,772	55,912	55,975	56,054	56,152	56,250	56,364
Road Traffic											*million vehicle-kilometres*
Motorways [11]	6,577	6,683	6,633	6,503	6,570	7,140	7,262	7,421	7,477	7,829	8,054
A roads	22,408	22,126	22,327	21,992	21,996	21,712	21,786	22,025	22,395	23,019	23,353
All roads (incl. B, C, uncl.)	44,666	44,470	44,219	43,488	43,390	43,549	43,840	44,839	45,374	46,459	47,986
Reported Road Accident Casualties											
Killed	281	270	216	208	185	176	172	203	168	191	146
Killed and Serious	2,666	2,845	2,503	2,177	2,065	2,157	1,841	1,905	1,769	1,890	1,726
All (Killed, Serious, Slight)	16,239	15,592	15,043	13,338	12,786	12,712	11,495	11,306	10,973	10,905	9,391
Passenger Rail [2,6]											*millions*
ScotRail passenger journeys [6]	74.5	76.4	76.9	78.3	81	83.3	86.3	92.7	93.2	94.2	97.8
ORR data:											
Rail journeys in/from Scotland [7]	72.7	76.3	76.5	79.4	83.3	85.8	86.7	91.7	93.4	94.2	..
Passenger receipts (2016 £mill)	375.7	377.1	414.3	429.3	440.0	457.2	470.8	495.0	513.2	518.9	..
Air Transport											*thousands*
Terminal Passengers	25,132	24,348	22,496	20,907	22,065	22,207	23,250	24,076	25,507	26,924	28,833
Transport Movements	428.2	417.1	382.7	354.4	366.3	372.1	376.4	376.2	376.4	376.0	383.9
											thousand tonnes
Freight	66.1	50.2	50.9	47.5	45.2	52.2	54.2	59.9	56.4	54.4	..
Ferries [8]											*thousands*
Passengers	10,671	10,014	10,219	9,990	9,631	9,698	9,662	9,679	9,554	10,073	10,255
Vehicles	3,246	3,056	3,135	3,072	3,071	3,076	2,972	3,074	3,146	3,372	..
of which on routes within Scotland											
Passengers	8,466	8,001	8,272	8,016	7,773	7,888	7,831	7,884	7,824	8,320	8,501
Vehicles	2,712	2,569	2,648	2,554	2,551	2,628	2,577	2,626	2,706	2,930	3,060

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

2 Financial years

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

4 Freight lifted in Scotland by UK-registered hauliers, regardless of whether the destination is in Scotland, elsewhere in the UK or outwith the UK. The figures for 2004 onwards are not compatible with those for earlier years due to changes in methodology and processing system for the survey.

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

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

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

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

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

10 Totals have been revised in 2012 to include slip roads on Trunk A roads which had previously excluded. See Road Network chapter for more information.

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

12 Provisional figure.

Table 1: [Driving licence] People aged 17 or over - those who hold full driving licence, 2007 – 2017

	2007	2008	2009	2010	2011	2012	2013	2014	2015	2016	2017	*2017 Sample size*
										cell percentages		
All aged 17+	67.0	67.6	68.0	67.6	67.3	68.3	68.4	68.5	68.0	69.0	69.5	*9,760*
by gender:												
Male	75.8	76.0	76.2	75.6	75.6	75.6	76.0	75.8	73.4	75.4	75.2	*4,520*
Female	59.2	59.9	60.6	60.2	59.8	61.6	61.4	61.8	63.1	63.1	64.3	*5,250*
by age:												
17-19	28.1	32.5	24.8	26.6	25.9	27.5	26.3	29.3	25.8	29.9	31.4	*160*
20-29	57.7	56.4	58.4	57.8	54.1	58.3	56.2	56.1	54.4	55.4	55.4	*1,070*
30-39	78.4	78.5	76.8	76.3	77.0	74.9	74.2	73.2	71.8	73.0	73.3	*1,390*
40-49	80.0	82.6	80.1	80.8	80.3	79.8	80.0	82.1	81.9	80.8	80.5	*1,440*
50-59	76.4	77.8	78.1	77.9	78.1	79.3	80.0	79.1	77.8	80.5	80.6	*1,640*
60-69	69.1	70.1	74.6	72.3	73.9	73.5	74.3	74.4	75.6	75.8	76.5	*1,770*
70-79	55.2	53.4	54.6	54.2	57.5	59.0	60.2	61.2	62.0	63.2	66.7	*1,470*
80+	35.4	30.8	37.4	36.5	35.4	37.2	41.2	39.8	43.1	43.2	46.8	*830*
Sample size (=100%)	*12,150*	*12,270*	*12,450*	*12,360*	*12,800*	*9,830*	*9,840*	*9,720*	*9,340*	*9,570*	*9,760*	

Table 2: [Fuel] Amount spent on fuel in the past month, 2009-2016

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

Table 3: [Walking] Frequency of walking in the previous seven days*, 2007 – 2016

	2007	2008	2009	2010	2011	2012	2013	2014	2015	2016	2017
As a means of transport:									*column percentages*		
None	48.0	47.5	41.0	38.0	36.9	34.2	..	33.1	..	31.4	..
1-2 days	17.9	17.2	17.5	18.9	19.1	19.8	..	19.1	..	19.4	..
3-5 days	19.8	21.7	22.4	24.3	24.4	23.2	..	26.2	..	26.3	..
6-7 days	14.3	13.6	19.1	18.8	19.6	22.7	..	21.6	..	22.9	..
1+ days	52.0	52.5	59.0	62.0	63.1	65.8	..	66.9	..	68.6	..
Sample size (=100%)	*6,120*	*6,200*	*6,140*	*6,180*	*6,380*	*9,840*	..	*9,740*	..	*9,580*	..
Just for pleasure:											
None	53.1	54.9	51.6	48.7	46.0	45.1	..	41.7	..	38.6	..
1-2 days	17.6	18.4	19.1	17.7	18.9	18.9	..	20.2	..	20.3	..
3-5 days	13.7	13.0	13.1	16.5	16.7	16.7	..	17.7	..	19.8	..
6-7 days	15.5	13.7	16.1	17.2	18.5	19.3	..	20.4	..	21.2	..
1+ days	46.9	45.1	48.4	51.3	54.0	54.9	..	58.3	..	61.4	..
Sample size (=100%)	*6,120*	*6,210*	*6,120*	*6,140*	*6,370*	*9,810*	..	*9,690*	..	*9,580*	..

*Only relates to journeys over a quarter of a mile. In 2005 and 2006 the question was asked of half the sample. Between 2007 and 2011 the question was asked of 1/3 of the sample. From 2012 the question is asked of the full sample every other year.

Table 3a: [Cycling] Frequency of cycling in the previous seven days*, 2007 – 2016

	2007	2008	2009	2010	2011	2012	2013	2014	2015	2016	2017
As a means of transport:									*column percentages*		
None	96.8	96.2	..	..	..	93.9	..	93.9	..	94.1	..
1-2 days	1.7	1.7	..	..	..	2.7	..	2.7	..	2.8	..
3-5 days	1.1	1.4	..	..	..	2.3	..	2.3	..	2.1	..
6-7 days	0.4	0.7	..	..	..	1.1	..	1.2	..	1.0	..
1+ days	3.2	3.8	..	..	..	6.1	..	6.1	..	5.9	..
Sample size (=100%)	*6,150*	*6,230*	..	..	..	*9,890*	..	*9,800*	..	*9,640*	..
Just for pleasure:											
None	95.4	96.2	..	..	..	94.1	..	93.9	..	93.5	..
1-2 days	3.2	2.8	..	..	..	3.1	..	3.5	..	3.8	..
3-5 days	1.0	0.9	..	..	..	1.9	..	2.0	..	1.9	..
6-7 days	0.3	0.2	..	..	..	0.9	..	0.7	..	0.8	..
1+ days	4.6	3.8	..	..	..	5.9	..	6.1	..	6.5	..
Sample size (=100%)	*6,150*	*6,230*	..	..	..	*9,890*	..	*9,800*	..	*9,640*	..

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

Table 4: [Public Transport] Adults views on satisfaction* with public transport, 2007-2017

	2007	2008	2009	2010	2011	2012	2013	2014	2015	2016	2017
										column percentages	
Very satisfied	18.6	20.6	26.8	26.8	26.3	21.2	23.6	22.7	23.1	20.9	20.7
Fairly satisfied	50.7	52.2	48.2	47.5	49.7	51.0	47.5	52.4	50.4	50.9	47.9
Neither satisfied nor dissatisfied	13.8	12.0	10.6	12.1	9.9	13.8	12.2	13.5	12.1	15.5	15.3
Fairly dissatisfied	10.7	10.0	9.0	8.6	8.7	9.4	10.6	7.3	8.9	8.5	10.2
Very dissatisfied	6.2	5.2	5.4	5.0	5.4	4.7	6.1	4.2	5.4	4.2	5.8
Sample size† (=100%)	*8,600*	*7,740*	*8,110*	*7,590*	*8,220*	*8,330*	*8,400*	*8,480*	*8,180*	*8,510*	*8,630*

* 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 opionion 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, 2007-2017

	2007	2008	2009	2010	2011	2012	2013	2014	2015	2016	2017
										cell percentages	
Adults aged 16+	23.5	24.5	26.4	26.6	26.7	27.0	26.3	27.0	27.6	28.5	27.7
Adults aged 60+	81.5	84.3	86.7	87.1	87.5	88.4	86.4	87.3	86.9	87.2	86.5
Adults aged 60-64	74.9	74.7	78.1	78.5	80.3	81.5	75.0	75.3	73.8	75.3	73.6
Adults aged 65+	84.0	88.1	90.0	90.5	90.2	91.0	90.4	91.3	91.2	91.2	90.9
Sample size = (100%)	*12,240*	*12,370*	*12,540*	*12,440*	*12,890*	*9,890*	*9,920*	*9,800*	*9,410*	*9,640*	*9,810*

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

Table 7: [Travel to work] Employed adults not working from home -usual method of travel to work*, 2017

	Walking	Driver	Passenger	Bicycle	Bus	Rail	Other[1]	*Sample size (=100%)*	% Public / Active (National Indicator)
						row percentages			
All	12.0	62.3	5.4	3.0	9.8	5.1	2.4	*4,070*	30.1
by gender:									
Male	11.0	62.6	4.5	4.1	8.7	5.9	3.3	*1,980*	29.9
Female	13.0	62.0	6.3	1.8	11.0	4.4	1.4	*2,090*	30.3
by age:									
16 - 19	12.6	43.9	12.5	.	22.6	**	.	*50*	43.6
20 - 29	13.5	50.9	7.6	3.9	15.9	5.1	3.1	*640*	38.7
30 - 39	13.2	60.3	6.0	3.1	8.8	6.6	2.0	*970*	31.9
40 - 49	10.2	70.1	1.5	3.2	7.3	5.4	2.4	*1,000*	26
50 - 59	11.1	66.9	6.2	2.7	7.0	3.7	2.4	*970*	24.5
60 and over	12.5	66.7	5.3	1.6	9.0	2.8	2.0	*440*	25.9
by current situation:									
Self employed	11.9	65.8	2.7	2.8	4.7	5.8	6.4	*220*	25.2
Employed full time	10.0	63.8	5.3	3.2	9.6	5.7	2.4	*2,960*	28.6
Employed part time	19.2	56.0	6.4	2.1	11.8	3.2	1.3	*890*	36.4
by annual net household income:									
up to £10,000 p.a.	23.3	38.2	6.5	.	27.3	**	**	*90*	51.5
over £10,000 - £15,000	26.3	44.0	5.7	2.4	16.7	4.3	**	*330*	50
over £15,000 - £20,000	20.0	53.7	3.1	3.8	14.6	2.6	2.2	*480*	41
over £20,000 - £25,000	15.3	56.8	5.3	1.8	13.8	4.9	2.1	*480*	36
over £25,000 - £30,000	10.4	59.8	7.7	3.3	12.4	3.4	2.8	*460*	29.9
over £30,000 - £40,000	11.9	61.0	7.6	3.5	9.0	4.7	2.3	*840*	29.4
over £40,000 p.a.	6.8	71.9	3.8	2.9	5.2	6.9	2.5	*1,370*	21.8
by Scottish Index of Multiple Deprivation:									
1 - Most Deprived	15.5	49.2	9.3	1.4	17.7	4.5	2.4	*630*	39.2
2	14.1	55.2	9.5	2.3	11.9	5.1	1.9	*820*	33.4
3	12.3	66.0	3.4	1.9	9.0	5.0	2.4	*940*	28.5
4	10.2	69.5	2.9	3.2	6.9	5.0	2.3	*940*	25.3
5 - Least Deprived	8.7	68.5	2.8	5.8	5.3	6.1	2.9	*740*	26.1
by urban/rural:									
Large urban areas	14.7	50.2	5.1	5.2	16.3	6.3	2.2	*1,180*	42.9
Other urban	11.1	65.0	6.8	2.4	7.1	5.7	1.8	*1,460*	26.4
Small accessible towns	10.2	72.3	3.7	**	5.5	4.0	3.5	*340*	20.5
Small remote towns	23.0	59.5	6.4	1.6	3.8	**	3.2	*240*	30.9
Accessible rural	4.6	77.4	4.3	1.4	5.6	3.6	3.2	*400*	15.2
Remote rural	10.7	77.5	2.2	**	5.5	**	3.0	*440*	17.4
by number of cars:									
none	33.6	2.9	9.7	6.3	34.0	9.0	4.6	*590*	83.6
one	13.4	58.2	7.2	3.6	9.8	5.4	2.4	*1,850*	32.3
two +	4.7	82.3	2.6	1.5	3.2	3.9	1.8	*1,640*	13.3
Household type									
Single adult	15.3	57.3	3.1	3.7	12.5	4.6	3.5	*960*	36.6
Small adult	13.5	58.6	6.3	3.2	10.1	5.8	2.5	*960*	32.7
Single parent	16.2	58.0	3.2	**	14.6	2.8	3.7	*270*	35.1
Small family	8.9	67.9	4.7	3.2	7.5	5.0	2.8	*860*	24.8
Large family	11.7	69.3	4.5	3.3	5.6	4.9	**	*260*	25.4
Large adult	11.0	61.0	6.8	2.5	11.6	5.4	1.7	*400*	30.5
Older smaller	11.6	63.4	6.7	1.5	10.1	5.1	1.6	*370*	28.4

* Those in full-time employment, part-time employment and self-employed only.
** value supressed as cell contains fewer than 5 responses
[1] Includes Edinburgh trams

Table 8: [Congestion] Effects of traffic congestion on travel to work journey, 2013-2017 (combined)

	Driver car/van	Passenger car/van	Bus	Other	All
How often journey to work affected by traffic congestion					*column percentages*
At least once a week	42.6	32.7	43.3	8.0	33.0
Less often	21.1	18.7	20.7	7.3	17.2
Never	36.3	48.6	36.0	84.8	49.8
Sample size (=100%)	*12,940*	*1,150*	*2,590*	*5,480*	*22,160*
How much extra time normally allowed for journey to work					
None	22.8	21.9	28.2	34.9	24.6
Less than 5 mins	8.2	11.6	7.1	11.8	8.5
5-10 mins	28.5	34.1	25.5	23.2	27.9
11-30 mins	31.7	27.3	28.8	22.2	30.2
31-60 mins	7.0	3.9	8.1	6.2	6.9
more than 1 hr	1.8	1.2	2.3	1.8	1.8
Sample size (=100%)	*7,350*	*530*	*1,550*	*750*	*10,180*

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

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

Table 10: [Travel to work] How random adult usually travelled to work a year ago by current main mode of travel, 2013-2017

	Usual mode one year ago							
	Walking	**Driver**	**Passenger**	**Bicycle**	**Bus**	**Rail**	**Other**	**All**
Current usual mode							*column percentages*	
Walking	86.9	0.7	1.6	2.9	4.7	2.5	0.8	12.3
Driver	5.5	97.6	5.7	6.6	5.4	9.9	6.6	63.2
Passenger	1.9	0.4	86.9	**	2.3	**	2.0	5.2
Bicycle	1.0	0.2	0.4	88.0	0.8	1.3	.	2.5
Bus	3.2	0.5	2.9	1.2	85.2	2.0	1.9	10.0
Rail	0.9	0.4	0.8	**	1.2	83.5	**	4.5
Other	0.7	0.2	1.6	**	0.3	**	87.5	2.4
Sample size (=100%)	100	100	100	100	100	100	100	100

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

Example: Of the people who currently walk to work, last year 87.5% walked, 0.8% drove, 1.4% was a passenger, 3.1% used a bicycle, etc. Of the people who drove a car last year, 0.8% now walks, 97.5% still drives, etc.

Table 10a: [Travel to work] Reason for changing mode of transport for travel to work, 2012-2017

	2012	2013	2014	2015	2016	2017	2013-17
Changed job	36.3	29.2	41.7	34.9	38.8	31.4	35.2
Moved home	23.9	22.7	20.6	24.7	20.4	19.2	21.7
Employer re-located	3.6	11.2	2.2	7.9	4.2	4.0	6.0
Bought a car	3.9	6.1	9.0	7.1	7.0	12.4	8.3
Sold car	2.8	2.1	**	1.8	.	1.3	1.5
Lost licence	**	**	**	**	**	**	0.6
Public transport service added	.	**	**	**	.	**	0.6
Public transport service withdrawn	**	**	.	**	**	**	0.5
Changed working hours	**	**	2.6	3.6	4.5	3.4	3.0
Had a baby	.	**	**	**	.	**	0.7
Passed driving test	**	**	2.9	6.1	4.5	4.1	4.0
Husband / wife / partner has more need for car	**	**	**	**	**	.	0.7
Fresh air / exercise	**	5.9	1.9	2.6	6.2	3.3	3.9
Other	29.0	25.7	21.7	16.1	17.9	24.5	21.0
Sample size(= 100%)	*210*	*230*	*240*	*250*	*190*	*200*	*1,118*

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

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

Table 11: [Car share] Car sharing journeys to work, 2013-2017[1]

	2013-17
	column percentages
Whether involved in any car sharing arrangement	
Yes	12.3
No	87.7
Sample size (=100%)	*10,020*
How car sharing is organised	
Normally between ourselves	91.8
Through employer	7.5
Other	0.7
Sample size (=100%)	*1,220*
Reasons why not involved in a car share arrangement	
Nobody in my work lives near me	62.7
Don't work regular hours	22.7
Journey to work is not regular/work in different pla	6.5
Wouldn't like to share with a stranger	6.0
Prefer to drive on my own	4.2
Prefer to drive than be a passenger	2.0
Would make journey longer	0.9
Only work a few days a week	1.2
Other people would be unreliable / late	1.0
Other	1.3
Sample size (=100%)	8,796

1. Full sample 2013-15, one third sample 2016-17

Table 12: Whether workplace has a travel plan
Following changes to the Scottish Household survey, data for **Table 12** is no longer collected - Please see TATIS 2011 for the most recently produced

Table 13: [Travel to work] Employed adults method of travel to work and whether they could use public transport
Following changes to the Scottish Household survey, data for the second section of **Table 13** (whether employed adults could use public transport) is no longer collected - Please see TATIS 2016 for the most recently produced version of the table. The method of travel to work for employed adults section can

Table 14: [Travel to work reasons] Reasons why public transport is not used for travel to work, 2012-2016[1]

	Car/Van Driver/Passenger
	column percentages
By whether they could use public transport	
Yes	46.2
No	52.1
Sample size (=100%)	*7,670*
If they could use public transport, reasons for not using it	
Takes too long	42.4
No direct route	22.7
Prefer to use car	14.4
Need a car for work	10.2
Work unusual hours	6.9
Cost	8.1
Lack of service	6.1
Nothing	**
Public transport is unreliable	3.4
Too infrequent	3.5
Too much to carry	2.5
Long walk to bus stop	2.6
Dislike waiting about	1.6
Uncomfortable	0.6
Health reasons	0.7
Prefer to walk	0.7
Other reasons are all less than 1% when rounded	
Sample size (=100%)	*3,380*
If they could not use public transport, reasons why they cannot	
No direct route	33.2
Lack of service	26.1
Takes too long	17.9
Inconvenient	12.9
Need a car for work	13.9
Work unusual hours	12.1
Prefer to use car	5.9
Too much to carry	5.5
Too infrequent	3.6
Public transport is unreliable	3.7
Nothing	.
Long walk to bus stop	1.9
Cost	1.5
Live centrally / within walking distance	0.5
Other reasons are all less than 1% when rounded	
Sample size (=100%)	*1,380*

1. Question asked every other year from 2012. 2016 data is latest available.

Table 15: [Travel to school] School children in full-time education, usual method of travel, 2017

	Walking	Car or van	Bicycle	School bus*	Service bus	Rail (inc. Glas U/g)	All other modes	*Sample size (=100%)*
							row percentages	
All people	51.5	25.5	0.9	14.2	5.6	0.5	1.7	*1,830*
by gender:								
Male	52.2	25.5	1.4	12.5	5.4	**	2.8	*940*
Female	50.8	25.6	0.4	15.8	5.8	0.8	0.6	*890*
by age:								
age 4-5	60.1	29.8	**	5.9	**	.	**	*190*
age 6-7	59.0	34.0	**	2.9	3.1	.	0.4	*320*
age 8-9	59.9	26.2	1.7	7.1	1.9	.	3.1	*320*
age 10-11	52.1	28.7	1.0	15.6	1.7	**	**	*260*
All 4-11	57.7	29.6	1.0	8.0	2.2	**	1.4	*1,090*
age 12-13	39.1	19.5	**	26.9	11.6	**	1.2	*290*
age 14-15	42.6	22.3	**	20.7	9.0	1.6	3.1	*290*
age 16-18	49.9	15.5	0.0	19.8	11.6	**	2.2	*170*
All 12-18	42.7	19.7	0.8	23.0	10.6	1.0	2.2	*750*
by annual net household income:								
Up to £15,000	67.2	13.0	**	4.6	12.2	.	**	*140*
£15,000 - £20,000	46.5	25.7	**	16.7	9.4	.	**	*160*
£20,000 - £25,000	60.9	16.0	**	15.1	3.5	**	2.6	*220*
£25,000 - £30,000	53.6	27.4	.	10.4	7.3	.	**	*210*
£30,000 - £40,000	48.3	25.3	1.1	13.6	7.6	**	3.4	*370*
over £40,000 p.a.	47.9	30.0	1.1	16.6	2.9	0.5	0.9	*710*
by Scottish Index of Multiple Deprivation:								
1 - Most Deprived	57.2	21.2	**	7.6	9.0	**	4.0	*330*
2	58.5	19.8	**	13.4	5.8	**	**	*320*
3	46.9	30.6	1.0	15.7	3.3	**	2.3	*370*
4	44.8	25.7	1.4	21.0	5.4	**	1.2	*430*
5 - Least Deprived	51.7	29.5	**	12.3	4.8	**	**	*380*
by urban/rural:								
Large urban areas	54.7	27.8	**	6.0	8.7	**	2.0	*510*
Other urban	57.4	24.6	1.0	11.1	4.4	**	1.2	*650*
Small accessible towns and small remote towns	59.8	17.9	**	16.0	3.3	**	1.4	*290*
Accessible rural	24.0	32.8	**	35.0	3.7	**	2.7	*200*
Remote rural	28.4	24.9	3.2	33.5	6.9	.	3.0	*190*
by number of cars:								
None	73.0	1.8	**	10.5	8.8	**	4.4	*240*
One	57.0	24.8	0.7	9.8	6.0	0.6	1.0	*730*
Two +	40.7	32.9	1.1	19.0	4.4	**	1.6	*860*
Household type								
Single parent	54.4	22.4	1.1	12.6	6.2	**	2.9	*380*
Small family	53.7	25.5	1.4	12.8	5.1	0.6	0.8	*860*
Large family	46.8	28.6	**	16.8	5.3	**	1.9	*480*
Large adult	53.8	18.1	.	14.8	9.0	.	4.4	*110*

*Includes school bus, private bus and works bus.

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

Table 16: [Travel to school reasons] Reasons for transport choice to children's full time education establishment, 2012-2017

	Usual method of travel to school			
	Walking	**Car or van**	**School bus**	**Service bus**
				cell percentages
Close / Nearby / Not far away	88.6	6.6	5.1	8.0
Most convenient	8.7	39.0	42.3	39.2
Travel with friends	4.0	1.2	4.2	4.3
Safest method	1.1	15.6	15.6	7.7
Quickest method	2.8	15.2	6.5	13.3
Only method available	1.8	11.1	19.8	21.4
Too far to walk	0.0	15.3	20.6	22.8
No public transport	0.5	3.5	2.9	0.4
Publ transp unsuitable (eg too infreq.)	0.2	3.2	2.3	0.2
Good exercise / fresh air	6.2	0.0	0.0	0.6
No car / transport	0.6	0.0	0.5	2.0
Cheapest method	0.4	0.8	1.3	1.2
It is free	0.6	0.2	16.8	1.5
On way to work	0.1	8.1	0.2	0.1
Too young to travel any other way	0.1	6.4	1.6	0.5
Relative meets child	0.0	0.7	0.2	0.0
Other reason(s)	0.4	2.5	1.3	1.0
Sample size (=100%)	*5,720*	*2,820*	*1,750*	*680*

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

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

	Age		
	Primary: 4-11	**Secondary: 12-18**	**All**
By whether they could use public transport			*cell percentages*
Yes	20.8	51.3	30.5
No	79.2	48.7	69.5
Sample size (=100%)	*990*	*440*	*1,420*
If they <u>could</u> use public transport, reasons for not using it			
Too young to travel on own	54.1	11.1	31.0
Inconvenient	5.1	6.0	5.6
No service available	18.5	27.6	23.4
Too far to bus stop	4.2	4.2	4.2
Cost, too expensive	5.6	13.0	9.6
Too short a distance, not worth it	6.9	4.1	5.4
Prefer to use car	11.2	34.2	23.6
Others	6.5	12.0	9.5
Sample size (=100%)	*200*	*220*	*430*
If they <u>could not</u> use public transport, reasons why they cannot			
Too young to travel on own	48.4	13.8	40.7
No service available	44.1	62.5	48.2
Inconvenient	5.5	12	6.9
Too far to bus stop	2.8	11.1	4.6
Cost, too expensive	0.5	0.6	0.5
Too short a distance, not worth it	10.2	5.4	9.2
Prefer to use car	4.3	6.2	4.7
Others	1.9	2.9	2.1
Sample size (=100%)	*790*	*210*	*1,000*

*Percentages may total to more than 100% as respondents can give multiple answers. Table only includes those who have given a reason (question asked only of a sub-sample). Figures may not sum due to rounding.

1. Question asked every other year. 2016 data is latest available.

Table 18: [Car / Bicycle access] Households with bicycles cars / vans available for private use, 2017

	Bicycles that can be used by adults:							Cars / vans [1] available for private use:						
	None	One	Two	Three +	One +	Two +	*Sample size (=100%)*	None	One	Two	Three +	One+	Two+	*Sample size (=100%)*
			Row percentages		*Cell percentages*					*Row percentages*		*Cell percentages*		
All households	65.6	15.9	11.9	6.6	34.4	18.5	*10,680*	28.1	42.7	23.4	5.8	71.9	29.2	*10,680*
by household type:														
Single adult	70.5	23.8	3.9	1.7	29.5	5.7	*1,860*	46.3	47.3	5.5	0.9	53.7	6.4	*1,860*
Small adult	57.3	16.8	19.6	6.3	42.7	25.9	*1,610*	20.7	37.6	37.3	4.4	79.3	41.7	*1,610*
Single parent	71.3	15.7	8.5	4.4	28.7	12.9	*530*	44.8	47.6	6.5	1.1	55.2	7.6	*530*
Small family	46.2	18.9	23.1	11.9	53.8	35.0	*1,320*	10.6	40.0	45.4	4.0	89.4	49.4	*1,320*
Large family	38.8	16.3	23.5	21.5	61.2	45.0	*540*	7.8	33.6	41.6	16.9	92.2	58.6	*540*
Large adult	51.6	15.9	15.4	17.1	48.4	32.5	*910*	12.6	26.0	31.7	29.7	87.4	61.4	*910*
Older smaller	74.7	11.0	10.3	4.1	25.3	14.3	*1,930*	13.1	55.6	28.2	3.1	86.9	31.3	*1,930*
Single pensioner	90.5	8.1	1.0	0.3	9.5	1.3	*1,990*	53.8	44.1	1.7	0.4	46.2	2.1	*1,990*
by annual net household income:														
up to £10,000 p.a.	83.7	11.9	3.3	1.1	16.3	4.4	*1,150*	63.1	30.5	5.7	0.6	36.9	6.3	*1,150*
over £10,000 - £15,000	82.4	13.2	2.9	1.5	17.6	4.5	*1,630*	52.6	38.8	7.6	1.1	47.4	8.6	*1,630*
over £15,000 - £20,000	78.2	14.1	5.7	2.0	21.8	7.7	*1,580*	36.0	50.4	10.8	2.8	64.0	13.6	*1,580*
over £20,000 - £25,000	68.9	16.8	9.4	4.9	31.1	14.3	*1,220*	23.7	56.6	16.3	3.3	76.3	19.7	*1,220*
over £25,000 - £30,000	61.7	20.1	13.6	4.6	38.3	18.2	*990*	15.9	56.0	23.7	4.4	84.1	28.1	*990*
over £30,000 - £40,000	55.9	18.6	15.7	9.8	44.1	25.5	*1,530*	10.3	47.8	33.7	8.2	89.7	41.9	*1,530*
over £40,000 p.a.	39.6	17.5	26.5	16.5	60.4	42.9	*2,190*	3.5	30.5	51.4	14.7	96.5	66.0	*2,190*
by Scottish Index of Multiple Deprivation:														
1 - Most Deprived	79.2	13.8	5.2	1.7	20.8	7.0	*1,900*	49.5	38.0	10.6	1.9	50.5	12.5	*1,900*
2	72.3	15.2	9.0	3.5	27.7	12.5	*2,140*	35.6	44.1	16.9	3.3	64.4	20.3	*2,140*
3	66.1	16.7	11.4	5.8	33.9	17.2	*2,380*	25.0	44.9	23.4	6.7	75.0	30.2	*2,380*
4	57.0	17.0	16.1	9.9	43.0	26.0	*2,330*	16.3	42.5	32.1	9.1	83.7	41.2	*2,330*
5 - Least Deprived	52.8	16.9	18.0	12.3	47.2	30.3	*1,940*	13.2	44.4	34.3	8.1	86.8	42.4	*1,940*
by urban/rural classification:														
Large urban areas	69.5	15.9	9.4	5.2	30.5	14.6	*3,090*	37.7	41.3	17.1	3.9	62.3	21.0	*3,090*
Other urban	67.3	15.6	11.2	5.9	32.7	17.1	*3,820*	27.8	44.0	23.4	4.8	72.2	28.2	*3,820*
Small accessible towns	59.2	15.7	16.5	8.6	40.8	25.1	*960*	20.4	43.9	27.9	7.9	79.6	35.8	*960*
Small remote towns	63.7	17.4	12.2	6.7	36.3	18.9	*620*	26.5	44.2	22.7	6.6	73.5	29.3	*620*
Accessible rural	56.3	15.9	16.7	11.2	43.7	27.9	*1,100*	11.7	41.6	35.9	10.9	88.3	46.7	*1,100*
Remote rural	57.9	17.7	15.8	8.6	42.1	24.3	*1,100*	13.1	43.3	32.7	10.9	86.9	43.6	*1,100*

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

Table 19:[Driving licence] People aged 17+ that hold a full driving licence, 2017

	17-19	20-29	30-39	40-49	50-59	60-69	70-79	80+	All 17+	Sample size of group
						*percentage of the relevant sub-group**				
All people aged 17+:	31.4	55.4	73.3	80.5	80.6	76.5	66.7	46.8	69.5	*9,760*
by gender:										
Male	42.1	57.2	75.5	82.8	85.0	84.5	79.6	66.3	75.2	*4,520*
Female	21.7	53.5	71.3	78.4	76.2	69.6	55.6	34.4	64.3	*5,250*
by current situation:										
Self employed	**	**	86.6	93.9	95.2	94.5	**	**	88.3	*620*
Employed full time	**	72.0	82.3	88.6	88.7	87.7	**	**	82.8	*3,220*
Employed part time	**	47.2	74.7	81.4	76.9	86.8	**	**	72.8	*980*
Looking after the home or family	**	24.8	48.5	62.4	66.9	**	**	**	51.1	*420*
Permanently retired from work	**	**	**	**	92.2	73.7	65.8	46.7	65.7	*3,380*
Unemployed and seeking work	**	28.6	29.1	36.8	45.4	**	**	**	31.5	*290*
In further / higher education	32.4	42.7	**	**	**	**	**	**	40.6	*300*
Permanently sick or disabled	**	**	**	26.0	44.6	43.3	**	**	35.0	*460*
by annual net household income:										
up to £10,000 p.a.	**	37.3	37.4	29.1	41.7	64.7	54.7	32.1	44.1	*1,080*
over £10,000 - £15,000	**	31.7	47.5	50.2	60.5	59.1	51.3	43.4	48.6	*1,550*
over £15,000 - £20,000	**	49.2	59.0	71.5	65.1	66.9	64.7	47.1	61.1	*1,490*
over £20,000 - £25,000	**	54.6	72.5	70.0	83.1	77.9	76.3	54.8	69.1	*1,130*
over £25,000 - £30,000	**	61.8	62.9	78.3	83.7	81.3	81.3	**	71.4	*900*
over £30,000 - £40,000	**	62.0	75.9	90.9	84.6	90.1	85.6	**	78.2	*1,380*
over £40,000 p.a.	**	81.3	91.1	92.8	95.9	93.8	83.1	**	88.6	*1,880*
by Scottish Index of Multiple Deprivation:										
1 - Most Deprived	**	39.1	54.7	55.2	61.0	51.1	37.2	26.6	47.8	*1,740*
2	**	53.8	64.2	74.0	71.8	70.2	53.0	34.0	61.2	*1,970*
3	**	59.3	77.2	83.6	85.6	77.7	69.8	41.0	73.2	*2,180*
4	**	65.1	88.7	91.6	89.4	82.0	80.7	58.7	80.8	*2,140*
5 - Least Deprived	**	62.2	85.5	92.3	92.8	92.4	84.4	64.0	82.5	*1,750*
by urban/rural:										
Large urban areas	23.5	46.6	65.6	71.9	74.1	70.6	53.1	47.9	60.6	*2,790*
Other urban	26.1	59.6	76.0	81.6	81.2	76.1	67.5	40.7	70.6	*3,510*
Small accessible towns	**	63.0	83.3	83.1	85.1	75.5	67.8	47.3	74.5	*870*
Small remote towns	**	67.4	77.1	77.2	79.0	78.9	71.4	62.5	73.8	*570*
Accessible rural	**	74.2	86.3	93.7	84.5	87.4	80.6	48.5	82.5	*990*
Remote rural	**	71.2	76.8	93.4	91.8	84.0	85.5	58.2	82.8	*1,030*
Sample size of age groups	*160*	*1,070*	*1,390*	*1,440*	*1,640*	*1,770*	*1,470*	*830*	*9,760*	*9,760*

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

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

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

Table 20: [Frequency of driving] People aged 17+, frequency of driving, 2017*

	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%)*
								row percentages	
All people	41.9	14.7	6.1	1.0	0.5	1.3	4.0	30.5	*9,760*
by gender:									
Male	47.6	14.7	6.5	1.0	0.4	1.2	3.9	24.8	*4,520*
Female	36.7	14.7	5.6	1.0	0.7	1.5	4.1	35.7	*5,250*
by age:									
17-19	18.8	6.3	**	.	**	**	**	68.6	*160*
20-29	33.4	9.3	4.5	1.4	0.7	2.3	3.8	44.6	*1,070*
30-39	48.4	14.0	5.0	0.9	0.7	1.1	3.2	26.7	*1,390*
40-49	57.7	13.0	5.3	0.8	0.3	0.8	2.6	19.5	*1,440*
50-59	53.0	15.0	6.4	1.0	**	1.0	4.1	19.4	*1,640*
60-69	38.2	20.7	9.4	1.0	0.7	1.2	5.3	23.5	*1,770*
70-79	28.7	21.4	7.9	1.2	0.6	1.4	5.6	33.3	*1,470*
80+	17.2	13.7	6.4	1.2	**	2.2	5.6	53.2	*830*
by current situation:									
Self employed	58.9	16.4	7.0	2.3	**	0.6	2.7	11.7	*620*
Employed full time	60.1	12.4	5.3	0.9	0.4	1.3	2.5	17.2	*3,220*
Employed part time	48.0	15.7	4.0	**	**	1.2	3.3	27.2	*980*
Looking after the home or family	28.1	14.3	4.5	**	**	**	3.0	48.9	*420*
Permanently retired from work	26.7	21.3	8.6	1.3	0.6	1.6	5.6	34.3	*3,380*
Unemployed and seeking work	10.9	6.3	5.7	.	**	2.9	5.6	68.5	*290*
In further / higher education	14.7	8.5	4.9	**	2.3	2.2	6.7	59.4	*300*
Permanently sick or disabled	8.6	8.4	6.1	**	.	1.2	9.5	65.0	*460*
by annual net household income:									
up to £10,000 p.a.	16.3	10.1	5.1	0.8	**	2.0	9.2	55.9	*1,080*
over £10,000 - £15,000	21.2	13.9	5.6	0.4	**	1.6	5.6	51.4	*1,550*
over £15,000 - £20,000	33.6	13.8	5.3	1.0	**	1.8	5.4	38.9	*1,490*
over £20,000 - £25,000	40.3	15.7	6.0	0.6	**	1.6	4.7	30.9	*1,130*
over £25,000 - £30,000	42.3	17.1	6.4	0.8	0.8	0.9	3.0	28.6	*900*
over £30,000 - £40,000	50.0	14.6	6.6	2.0	0.5	1.8	2.8	21.8	*1,380*
over £40,000 p.a.	62.8	15.7	6.4	0.9	0.7	0.6	1.3	11.4	*1,880*
by Scottish Index of Multiple Deprivation:									
1 - Most Deprived	28.3	9.1	3.5	0.3	**	1.6	4.9	52.2	*1,740*
2	35.3	13.4	5.1	1.0	0.3	1.7	4.5	38.8	*1,970*
3	42.8	16.0	5.8	1.2	0.9	1.1	5.3	26.8	*2,180*
4	52.0	17.1	6.9	0.9	0.4	1.1	2.3	19.2	*2,140*
5 - Least Deprived	49.6	17.4	8.7	1.5	0.8	1.3	3.1	17.5	*1,750*
by urban/rural:									
Large urban areas	31.6	13.2	6.6	1.3	0.6	2.2	5.1	39.4	*2,790*
Other urban	44.4	14.3	5.6	0.8	0.5	1.0	4.1	29.4	*3,510*
Small accessible towns	50.8	14.0	5.1	0.5	**	0.7	2.9	25.5	*870*
Small remote towns	48.3	15.9	6.3	1.0	**	**	1.0	26.2	*570*
Accessible rural	53.5	19.1	5.4	0.9	0.5	0.5	2.6	17.5	*990*
Remote rural	50.2	18.6	8.2	1.5	**	1.4	2.6	17.2	*1,030*

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

Table 21: [Park & Ride] Part driving/parking journeys, 2009 - 2015 and 2017 [1]

	2009	2010	2011	2012	2013	2014	2015	2017
Whether made any journeys using part driving/parking in past month								*column percentages*
Yes	19.3	19.2	19.9	18.7	16.3	17.2	16.4	14.9
No	80.6	80.5	80.0	81.3	83.5	82.8	83.5	84.7
Sample size (=100%)	*7,730*	*7,610*	*7,910*	*6,110*	*6,220*	*6,080*	*5,920*	*6,340*
Where parked last time used part driving/parking								
A specially designated Park and Ride facility	27.4	27.2	29.4	30.0	29.3	28.2	29.8	30.1
An ordinary car park at a bus station, train station or airport	27.7	29.9	27.5	30.3	30.7	28.6	30.8	28.1
A public car park	15.2	14.7	14.5	13.9	13.4	15.4	11.9	11.5
On the street near a station or bus stop	15.2	14.2	13.3	13.8	17.2	14.9	15.9	18.7
On the street elsewhere	11.8	13.3	12.2	11.5	8.6	12.7	9.3	10.2
Other	2.6	0.6	3.1	0.6	0.8	0.1	2.3	1.4
Sample size (=100%)	*1,430*	*1,430*	*1,540*	*1,100*	*1,000*	*1,000*	*940*	*850*
Reasons for not using designated park and ride facility when made a part driving/parking journey								
No designated Park and Ride facility available				74.5	73.4	77.6	83.4	83.0
Journey would take longer				10.8	10.0	12.2	9.8	10.8
No need/car park in town				4.9	1.9	4.2	1.5	.
Other (specify)				3.5	6.0	1.6	1.9	3.3
Too much to carry				2.3	2.8	0.9	1.3	2.1
Costs too much				2.4	5.1	1.4	1.3	3.0
Concerns about vehicle / car park security				0.9	0.7	1.2	1.4	0.9
Sample size (=100%)				*690*	*630*	*670*	*610*	*530*

*Table only includes those who have given a reason.

1. Question asked every other year from 2015.

Table 22: [Park & Ride] Mode of transport used in conjunction with driving by where parked, 2012 - 2015 and 2017*

	Bus	Train	Walk	***Sample size (=100%)***
		row percentages		
All adults who used driving/parking in past month	28.7	54.0	13.8	*4,930*
by where parked:				
A specially designated Park and Ride facility	45.0	54.4	1.6	*1,400*
An ordinary car park at a bus station, train station or airport	9.9	82.1	2.3	*1,440*
A public car park	31.2	33.2	29.6	*710*
On the street near a station or bus stop	38.3	48.1	13.8	*790*
On the street elsewhere	19.8	13.9	56.9	*500*

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

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

Table 23: Concerns with traffic growth

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

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

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

Table 25: [Walking] Frequency of walking in the previous seven days*, 2016 [1]

	Walking as a means of transport				Walking just for pleasure / to keep fit				*Sample size*
	None	**1-2 days**	**3-5 days**	**6-7 days**	**None**	**1-2 days**	**3-5 days**	**6-7 days**	*(=100%)*
	row percentages								
All people:	31.4	19.4	26.3	22.9	38.6	20.3	19.8	21.2	*9,540*
by gender:									
Male	30.8	18.6	25.8	24.7	37.8	20.7	19.8	21.6	*4,360*
Female	31.8	20.0	26.9	21.3	39.4	19.9	19.8	20.9	*5,180*
by age:									
16-19	22.8	16.4	37.2	23.6	41.3	21.5	19.8	17.4	*250*
20-29	19.3	19.7	31.4	29.5	35.9	23.3	21.7	19.0	*1,080*
30-39	24.6	22.5	27.7	25.1	32.6	24.0	23.0	20.4	*1,360*
40-49	30.0	21.7	25.0	23.4	33.0	20.3	21.4	25.3	*1,500*
50-59	35.5	17.6	27.2	19.7	36.0	20.0	19.7	24.4	*1,610*
60-69	34.9	19.0	23.5	22.6	38.9	18.2	18.3	24.6	*1,690*
70-79	43.4	17.3	21.2	18.0	49.4	17.5	17.1	15.9	*1,360*
80+	55.6	15.7	13.6	15.1	68.6	10.7	8.7	11.9	*700*
by current situation:									
Self employed	28.4	17.5	26.3	27.8	29.5	20.6	19.4	30.4	*620*
Employed full time	28.4	21.0	27.8	22.8	34.3	23.9	20.5	21.4	*3,100*
Employed part time	28.7	20.0	27.9	23.3	33.6	20.9	22.7	22.9	*960*
Looking after the home/family	22.9	18.6	32.8	25.7	32.2	18.7	25.8	23.4	*460*
Permanently retired from work	41.2	18.0	21.1	19.7	47.9	16.0	17.4	18.7	*3,150*
Unemployed/seeking work	18.3	16.9	32.5	32.3	33.4	16.0	25.1	25.6	*320*
In further/higher education	16.3	19.6	31.9	32.3	31.8	23.7	22.7	21.8	*320*
Permanently sick or disabled	58.8	16.4	12.4	12.4	67.7	10.9	7.5	13.9	*430*
by annual net household income:									
up to £10,000 p.a.	31.0	17.9	24.5	26.6	41.7	16.6	21.4	20.3	*1,140*
over £10,000 - £15,000	31.9	18.6	25.4	24.1	46.4	18.1	17.7	17.8	*1,600*
over £15,000 - £20,000	32.1	18.1	28.1	21.7	45.3	15.2	19.8	19.8	*1,410*
over £20,000 - £25,000	35.6	16.5	27.1	20.8	41.5	17.7	19.8	21.1	*1,160*
over £25,000 - £30,000	31.1	18.9	26.1	23.8	40.9	21.9	18.0	19.3	*890*
over £30,000 - £40,000	30.9	21.6	25.6	21.9	34.0	24.1	20.1	21.8	*1,260*
over £40,000 p.a.	29.0	21.7	26.7	22.6	30.4	24.4	20.6	24.6	*1,750*
by Scottish Index of Multiple Deprivation quintiles:									
1 (20% most deprived)	31.2	18.0	28.7	22.1	45.8	17.6	19.8	16.8	*1,770*
2'	30.9	19.7	27.1	22.3	42.7	19.3	19.1	18.9	*1,960*
3'	33.8	18.3	25.1	22.9	36.6	19.7	19.9	23.8	*2,090*
4'	33.7	21.1	24.8	20.3	33.1	21.8	20.8	24.2	*2,030*
5 (20% least deprived)	27.1	19.8	26.1	27.1	35.1	23.1	19.4	22.3	*1,690*
by urban/rural classification:									
Large urban areas	25.1	17.8	27.9	29.1	41.3	19.0	19.4	20.4	*2,840*
Other urban	31.2	22.0	27.3	19.6	40.3	20.9	20.3	18.5	*3,240*
Small accessible towns	34.3	19.8	25.4	20.5	35.1	22.8	22.0	20.1	*920*
Small remote towns	31.3	18.7	29.5	20.5	43.1	18.1	15.5	23.3	*550*
Accessible rural	39.7	18.2	22.1	20.0	29.4	21.0	20.1	29.5	*1,040*
Remote rural	49.5	15.1	18.6	16.8	33.6	20.5	18.2	27.8	*960*
by frequency of driving†:									
Every day	36.9	21.2	23.8	18.1	34.7	20.5	20.5	24.3	*3,750*
At least three times a week	29.0	23.6	27.0	20.5	31.0	25.3	24.6	19.1	*1,500*
Once or twice a week	28.6	18.6	27.6	25.2	36.4	24.1	16.7	22.8	*570*
Less often	28.2	17.6	23.7	30.5	41.7	21.0	17.6	19.8	*280*
Never, but holds full driving licence	24.1	14.5	29.4	32.1	44.3	13.1	18.6	24.0	*370*

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

†Only includes those with a full driving licence.

1. Question asked in survey every other year. 2016 is the most recent data available.

Table 25a: [Cycling] Frequency of cycling in the previous seven days*, 2016 [1]

	Cycling as a means of transport				Cycling just for pleasure / to keep fit				*Sample*
	None	**1-2 days**	**3-5 days**	**6-7 days**	**None**	**1-2 days**	**3-5 days**	**6-7 days**	***size***
									row percentages
All people:	94.1	2.8	2.1	1.0	93.5	3.8	1.9	0.8	*9,640*
by gender:									
Male	91.5	4.1	3.1	1.4	91.1	5.0	3.0	1.0	*4,400*
Female	96.6	1.6	1.1	0.7	95.8	2.6	1.0	0.6	*5,240*
by age:									
16-19	92.5	4.7	1.7	1.0	91.0	3.7	5.0	0.2	*250*
20-29	91.6	3.4	3.3	1.7	92.8	4.1	1.7	1.3	*1,100*
30-39	91.4	3.6	3.5	1.6	91.5	4.8	2.8	1.0	*1,370*
40-49	93.0	3.7	2.4	0.8	91.2	5.2	2.6	0.9	*1,510*
50-59	94.4	3.0	1.5	1.1	92.6	4.9	1.6	0.8	*1,620*
60-69	96.4	1.6	1.6	0.4	95.7	2.2	1.7	0.5	*1,700*
70-79	98.5	0.5	0.5	0.5	98.0	1.3	0.3	0.4	*1,370*
80+	99.7	0.3	0.0	0.0	99.9	0.1	0.0	0.0	*710*
by current situation:									
Self employed	92.0	4.1	3.3	0.6	91.0	5.5	2.6	0.9	*630*
Employed full time	92.6	3.4	2.8	1.2	91.2	5.7	2.4	0.7	*3,120*
Employed part time	94.0	2.9	1.8	1.3	94.0	3.1	1.9	1.1	*960*
Looking after the home/family	96.3	2.0	1.1	0.6	95.5	2.5	1.2	0.9	*460*
Permanently retired from work	97.9	1.1	0.6	0.4	97.3	1.5	0.7	0.4	*3,180*
Unemployed/seeking work	91.3	4.1	3.1	1.5	93.1	3.4	2.3	1.2	*320*
In further/higher education	89.5	3.8	3.5	3.2	91.6	3.2	2.8	2.4	*330*
Permanently sick or disabled	99.0	0.6	0.4	0.0	99.3	0.5	0.0	0.2	*430*
by annual net household income:									
up to £10,000 p.a.	93.3	3.1	1.4	2.1	94.4	2.3	1.7	1.5	*1,150*
over £10,000 - £15,000	95.7	2.4	1.2	0.7	96.0	2.8	0.7	0.5	*1,620*
over £15,000 - £20,000	96.1	1.0	1.8	1.1	96.1	1.5	1.5	1.0	*1,420*
over £20,000 - £25,000	95.3	2.8	1.3	0.6	94.0	4.4	1.1	0.5	*1,170*
over £25,000 - £30,000	93.2	4.4	1.8	0.6	93.8	3.1	2.3	0.8	*900*
over £30,000 - £40,000	95.0	1.9	2.7	0.4	93.5	3.5	2.7	0.2	*1,280*
over £40,000 p.a.	92.1	3.6	3.1	1.1	90.3	6.3	2.6	0.8	*1,760*
by Scottish Index of Multiple Deprivation quintiles:									
1 (20% most deprived)	96.3	1.7	1.5	0.5	96.6	1.9	1.3	0.2	*1,800*
2'	94.5	2.9	1.6	1.0	94.8	2.3	2.0	0.9	*1,980*
3'	93.7	2.7	2.3	1.4	93.0	3.9	1.8	1.3	*2,110*
4'	93.4	3.2	2.6	0.9	92.1	4.9	2.5	0.5	*2,050*
5 (20% least deprived)	92.8	3.5	2.5	1.2	91.2	5.8	2.1	0.9	*1,710*
by urban/rural classification:									
Large urban areas	91.8	3.5	2.8	1.9	92.7	4.1	1.9	1.2	*2,880*
Other urban	95.6	2.2	1.6	0.5	94.8	3.2	1.5	0.5	*3,280*
Small accessible towns	95.5	2.1	2.2	0.3	94.1	3.5	2.2	0.3	*930*
Small remote towns	90.2	7.9	0.8	1.1	89.7	4.5	4.8	1.0	*550*
Accessible rural	96.1	1.4	1.9	0.5	93.8	3.0	2.6	0.6	*1,050*
Remote rural	95.2	2.4	1.8	0.6	91.3	6.6	1.9	0.2	*960*
by frequency of driving†:									
Every day	95.1	2.6	1.8	0.5	93.4	4.2	2.0	0.4	*3,780*
At least three times a week	93.0	3.6	2.4	1.0	92.0	5.5	2.0	0.5	*1,510*
Once or twice a week	89.6	3.8	4.0	2.5	90.1	5.6	2.5	1.8	*580*
Less often	91.2	2.0	3.2	3.6	91.8	2.5	3.7	2.0	*280*
Never, but holds full driving licence	91.6	2.2	2.4	3.7	90.9	3.8	2.0	3.3	*380*

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

†Only includes those with a full driving licence.

1. Question asked in survey every other year. 2016 is the most recent data available.

Table 26: [Cycling] Reasons why do not cycle to work, 2009-2014[1]

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

[1.] The survey routing was updated in 2012 to ensure that only those with at least one bike in their household were asked this question. To ensure comparability, responses from previous years have only been included in this table where the respondent's household had a bike. The question was moved to biennial in 2014, and was omitted from the 2016 survey in error. 2014 is the latest available data.
[2.] Asked from 2012 only

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

Table 28: [Bus and train use] Adults use of local bus and train services, in the past month, 2017

	Bus					Train					
	Every day, or almost every day	2 or 3 times per week	About once a week	About once a fortnight, or about once a month	Not used in past month	Every day, or almost every day	2 or 3 times per week	About once a week	About once a fortnight, or about once a month	Not used in past month	*Sample size (=100%)**
	row percentages					*row percentages*					
All people aged 16+	9.7	10.6	7.9	14.7	57.1	2.6	2.2	4.3	21.9	69.0	*9,810*
by gender:											
Male	8.9	9.3	7.2	13.8	60.9	3.0	2.4	4.7	21.3	68.7	*4,540*
Female	10.5	11.8	8.6	15.5	53.6	2.2	2.1	4.0	22.6	69.3	*5,270*
by age:											
16-19	24.4	12.2	11.0	20.0	32.3	5.7	3.4	7.5	26.1	57.3	*210*
20-29	14.8	10.8	7.8	13.7	52.9	4.2	3.6	6.0	28.7	57.5	*1,070*
30-39	8.3	6.9	7.1	12.7	64.9	4.4	2.6	5.0	23.3	64.7	*1,390*
40-49	6.9	5.8	6.2	15.9	65.2	3.0	1.5	3.7	24.8	66.9	*1,440*
50-59	5.2	7.8	6.6	13.3	67.1	1.9	2.3	4.5	22.9	68.4	*1,640*
60-69	8.5	14.7	10.1	17.8	48.9	0.6	2.2	2.9	18.4	75.9	*1,770*
70-79	10.8	18.0	9.7	14.3	47.3	.	0.6	3.0	14.2	82.2	*1,470*
80+	7.4	17.3	7.9	10.0	57.3	.	**	1.2	5.4	92.9	*830*
by current situation:											
Self employed	2.6	5.3	5.7	13.7	72.7	1.2	2.6	5.1	21.6	69.5	*620*
Employed full time	9.1	4.8	5.1	13.7	67.4	4.7	2.2	5.1	27.5	60.5	*3,220*
Employed part time	9.4	10.7	7.4	16.7	55.8	2.3	2.5	2.0	22.5	70.7	*980*
Looking after the home or family	9.9	10.8	13.1	11.0	55.3	**	1.9	3.7	16.7	77.3	*420*
Permanently retired from work	9.4	17.0	9.8	14.9	48.9	**	0.9	3.0	13.8	82.2	*3,380*
Unemployed and seeking work	13.9	23.9	10.6	19.1	32.4	**	5.1	5.3	17.1	71.5	*290*
In further / higher education	19.6	13.5	8.4	16.9	41.5	6.9	7.2	7.8	29.9	48.2	*300*
Permanently sick or disabled	6.8	17.3	11.4	13.0	51.5	.	**	2.1	12.1	85.6	*460*
by annual net household income:											
up to £10,000 p.a.	15.2	16.0	13.2	12.4	43.1	0.7	1.8	4.7	16.4	76.4	*1,080*
over £10,000 - £15,000	15.2	16.4	10.2	13.8	44.4	1.7	1.1	3.2	17.0	76.9	*1,550*
over £15,000 - £20,000	11.8	13.5	8.9	14.6	51.2	1.1	2.4	3.7	18.0	74.8	*1,500*
over £20,000 - £25,000	10.4	12.1	7.5	13.4	56.6	1.7	1.6	3.6	22.0	71.1	*1,140*
over £25,000 - £30,000	10.4	9.6	6.8	15.4	57.8	2.1	1.7	4.8	20.0	71.2	*900*
over £30,000 - £40,000	7.5	8.2	6.9	13.9	63.4	3.1	2.5	3.7	23.0	67.7	*1,380*
over £40,000 p.a.	5.3	5.3	5.7	16.4	67.4	4.8	2.8	5.2	29.0	58.2	*1,900*
by Scottish Index of Multiple Deprivation:											
1 - Most Deprived	15.9	14.5	10.0	13.4	46.2	2.7	2.2	4.5	16.2	74.5	*1,750*
2	12.4	11.9	8.5	13.7	53.4	2.7	2.1	5.0	22.0	68.3	*1,980*
3	8.5	8.5	6.9	13.6	62.5	2.0	2.2	3.6	21.1	71.0	*2,190*
4	5.3	7.7	6.4	15.6	65.1	2.6	1.4	4.2	22.2	69.5	*2,150*
5 - Least Deprived	7.2	10.6	8.2	16.9	57.2	2.9	3.2	4.3	27.7	61.8	*1,760*
by urban/rural:											
Large urban areas	16.7	14.8	11.5	16.8	40.1	3.3	3.1	6.0	21.8	65.8	*2,810*
Other urban	7.8	10.1	6.9	14.2	61.0	3.0	2.2	4.7	26.6	63.6	*3,530*
Small accessible towns	5.1	9.3	7.8	12.8	65.1	1.4	1.4	2.4	21.9	72.9	*880*
Small remote towns	1.9	4.0	3.8	10.3	79.9	**	1.5	1.1	13.4	83.5	*570*
Accessible rural	3.1	4.7	3.9	14.5	73.8	1.8	1.3	1.7	17.2	78.1	*1,000*
Remote rural	3.6	4.4	3.1	10.2	78.8	0.0	**	1.2	7.2	91.3	*1,030*
by frequency of driving†:											
Every day	0.9	3.2	4.5	13.8	77.7	1.8	1.4	3.6	25.6	67.6	*3,920*
At least three times a week	3.4	8.8	6.9	17.7	63.2	1.6	1.7	3.7	19.9	73.2	*1,570*
Once or twice a week	6.8	12.6	5.6	17.0	57.9	4.8	2.9	5.2	19.8	67.4	*600*
Less often	14.0	12.7	9.9	12.9	50.5	7.3	**	5.6	26.5	59.4	*250*
Never, but holds full driving licence	21.8	17.3	11.8	13.1	36.0	3.9	3.1	3.8	20.8	68.4	*410*
by driving licence:											
Holds a full driving licence	3.7	6.4	5.7	14.8	69.4	2.3	1.7	3.8	23.7	68.5	*6,750*
Does NOT hold a full driving licence	22.8	19.7	12.8	14.3	30.4	3.1	3.3	5.4	18.2	70.0	*3,060*

* 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, 2016 [1]

	Strongly agree	Tend to agree	Total agree	Neither agree nor disagree	Tend to disagree	Strongly disagree	No opinion	*Sample size (=100%)*
						row percentages		
Buses run to timetable	25.7	48.8	**74.5**	7.3	10.5	5.9	1.9	*3,910*
Bus service is stable and not regularly changing	29.5	50.7	**80.2**	8.5	6.3	2.7	2.3	*3,910*
Buses are clean	26.8	51.8	**78.6**	10.5	7.8	2.1	1.0	*3,910*
Buses are environmentally friendly	17.1	44.5	**61.6**	17.5	7.4	3.0	10.5	*3,910*
Feel safe/secure on bus during the day	46.1	47.0	**93.1**	3.3	1.8	0.8	0.9	*3,910*
It is simple deciding what type of ticket I need	46.4	41.1	**87.5**	4.7	2.5	1.1	4.2	*3,910*
Finding out about routes and times is easy	37.6	45.5	**83.1**	6.7	5.2	2.5	2.5	*3,910*
Easy to change from buses to other forms of transport	29.2	46.3	**75.5**	9.9	4.2	1.7	8.7	*3,910*
Bus fares are good value	29.3	32.0	**61.3**	10.0	12.6	10.2	6.0	*3,910*
Feel safe/secure on bus during the evening	27.7	42.2	**69.9**	10.8	6.8	2.9	9.7	*3,910*

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

Table 30: [Users' views on local train services] Adults (16+) who have used the train in the previous month, views on their local train services, 2016 [1]

	Strongly agree	Tend to agree	Total agree	Neither agree nor disagree	Tend to disagree	Strongly disagree	No opinion	*Sample size (=100%)*
						row percentages		
Trains run to timetable	35.5	49.4	**84.9**	4.7	5.8	2.5	2.1	*2,560*
Train service is stable and not regularly changing	34.8	49.0	**83.8**	6.6	5.2	1.7	2.7	*2,560*
Trains are clean	32.9	53.2	**86.1**	7.4	4.6	1.0	1.0	*2,560*
Feel safe/secure on trains during the day	51.4	43.9	**95.3**	2.3	1.0	0.3	1.1	*2,560*
It is simple decide what type of ticket I need	42.2	44.4	**86.6**	5.1	4.4	2.1	1.8	*2,560*
Finding out about routes and times is easy	43.3	46.5	**89.8**	5.3	2.7	0.8	1.5	*2,560*
Easy to change from trains to other forms of transport	31.6	44.2	**75.8**	11.6	4.8	1.4	6.4	*2,560*
Train fares are good value	18.9	37.0	**55.9**	12.9	18.5	10.7	1.9	*2,560*
Feel safe/secure on trains during the evening	33.8	43.6	**77.4**	8.4	7.2	1.9	5.2	*2,560*

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

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

	How often uses free travel pass								
	Every day	Almost every day	2 or 3 times a week	Once a week	Once a fortnight	Once a month	Not used	No pass	Sample size (=100%)
							row percentages		
All adults aged 16+	1.0	2.3	5.7	2.9	2.2	3.0	10.7	72.3	*9,810*
16 - 39	0.2	0.3	0.2	0.2	0.0	0.1	0.4	98.6	*2,670*
40 - 49	0.1	0.6	0.8	0.0	0.2	0.2	1.1	97.0	*1,440*
50 - 59	0.4	0.4	1.1	0.7	0.6	0.5	1.7	94.7	*1,640*
60 - 64	3.4	4.5	15.4	7.5	7.1	11.2	24.5	26.4	*870*
65 - 69	3.0	6.8	18.6	10.2	8.1	9.7	33.0	10.6	*900*
70 - 74	2.8	8.4	20.1	10.3	7.5	9.3	32.7	8.9	*820*
75 - 79	3.4	7.7	18.5	9.4	7.0	8.8	38.6	6.6	*650*
80 +	1.4	6.8	16.8	8.3	4.3	7.2	45.5	9.7	*830*

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

	How often uses free travel pass								
	Every day	Almost every day	2 or 3 times a week	Once a week	Once a fortnight	Once a month	Not used	No pass	Sample size (=100%)
All	2.9	6.7	17.7	9.1	6.9	9.5	33.7	13.5	*4,070*
by gender:									
Male	2.9	5.8	16.6	8.1	7.5	8.1	34.9	16.0	*1,820*
Female	2.9	7.3	18.7	9.9	6.5	10.5	32.7	11.5	*2,250*
by current situation:									
Employed	3.2	4.8	11.0	6.1	5.9	10.7	29.7	28.7	*620*
Permanently retired	2.8	7.1	19.0	9.7	7.1	9.5	35.3	9.5	*3,290*
by annual net household income:									
up to £10,000 p.a.	4.1	7.5	18.4	9.2	7.1	7.4	32.6	13.7	*680*
£10,000 - £15,000	4.3	9.7	21.3	9.7	5.5	8.6	30.1	10.9	*890*
£15,000 - £20,000	3.0	7.6	17.2	9.2	6.5	8.9	35.7	11.8	*790*
over £20,000 p.a.	1.9	4.9	16.4	8.8	7.7	10.8	34.6	14.9	*1,520*
by Scottish Index of Multiple Deprivation quintiles:									
1 - Most Deprived	5.4	10.1	24.1	8.8	6.5	6.4	26.2	12.5	*620*
2	3.3	9.3	17.4	8.6	5.6	8.7	35.5	11.6	*790*
3	3.2	6.5	15.2	7.1	5.9	9.5	38.9	13.6	*890*
4	1.5	3.2	12.2	9.7	8.5	10.9	37.7	16.3	*970*
5 - Least Deprived	1.8	5.5	21.7	10.8	7.6	10.8	28.6	13.0	*790*
by urban/rural classification:									
Large urban areas	6.2	12.0	28.0	11.2	6.0	7.0	20.0	9.6	*1,020*
Other urban	2.1	6.5	17.0	9.3	8.0	9.6	34.3	13.2	*1,430*
Small accessible towns	1.1	3.4	15.1	8.9	6.5	13.5	38.3	13.2	*390*
Small remote towns	1.5	0.8	8.8	3.3	8.6	7.4	59.2	10.6	*250*
Accessible rural	0.5	1.6	7.1	8.8	7.0	12.9	39.9	22.2	*470*
Remote rural	0.3	2.1	6.8	3.8	4.9	8.8	55.0	18.3	*490*
by frequency of driving[†]:									
Every day	0.5	2.2	10.2	8.9	7.0	12.1	41.9	17.3	*1,190*
At least once a week	0.8	4.4	17.7	9.0	7.9	11.4	34.0	14.9	*1,160*
Less often	7.3	10.2	22.4	9.3	5.2	5.5	29.0	11.1	*340*
by whether they hold a full driving licence									
Holds a full driving licence	1.5	4.1	14.6	9.1	7.1	11.0	37.1	15.6	*2,660*
Does NOT hold a full driving licence	5.9	12.1	24.4	9.1	6.6	6.2	26.5	9.2	*1,400*
by whether has a long term physical / mental health condition / illness									
No	2.6	6.9	17.6	8.3	6.3	9.0	38.6	10.7	*1,980*
Yes	3.2	6.5	17.8	9.8	7.6	9.7	29.5	16.0	*2,060*
If yes, does it impact on ability to carry out day to day activities									
A lot	2.2	5.8	14.2	6.0	5.9	6.2	44.6	15.0	*840*
A little	3.6	9.1	20.1	9.8	6.3	10.8	32.7	7.6	*750*
Not at all	1.5	5.1	20.2	10.3	7.3	11.6	36.9	7.0	*400*

[†]Only includes those with a full driving licence

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

	Post office	Doctors surgery	Small food shopping	Cash machine	Banking	Chemist	Hospital outpatients	Petrol station	Public transport	Dentist	*Sample size (=100%)*
All	83.6	83.6	93.6	89.1	71.8	89.4	60.3	76.7	82.4	77.0	*9,640*
by gender:											
Male	83.7	83.6	94.1	89.0	71.7	89.6	60.0	78.6	82.3	76.5	*4,400*
Female	83.4	83.6	93.1	89.1	71.9	89.1	60.5	74.9	82.5	77.5	*5,240*
by age:											
16 - 39	85.9	82.5	95.0	91.7	74.6	91.0	60.1	75.8	86.4	77.3	*2,720*
40 - 49	84.3	83.8	93.4	89.2	72.1	88.9	63.9	81.5	80.1	78.7	*1,510*
50 - 59	82.4	83.7	93.7	89.5	71.5	90.2	62.3	81.5	80.0	79.4	*1,620*
60 +	80.9	84.9	91.8	85.5	68.4	87.1	57.3	72.2	80.1	74.5	*3,780*
by urban/rural classification:											
Large urban areas	84.4	83.8	95.1	91.5	72.1	92.1	60.3	74.9	91.7	79.3	*2,880*
Other urban	83.3	84.3	95.0	92.2	78.9	91.2	65.9	81.1	85.9	81.5	*3,280*
Small accessible towns	88.0	88.5	94.7	93.6	69.6	94.0	54.3	75.7	78.4	81.6	*930*
Small remote towns	91.9	87.0	92.6	90.5	83.3	93.2	71.3	87.1	80.8	82.7	*550*
Accessible rural	77.1	76.0	87.3	75.4	55.9	79.5	51.7	66.6	59.9	62.9	*1,050*
Remote rural	80.8	83.4	87.1	74.2	55.0	70.9	45.8	75.5	56.1	53.4	*960*
by annual net household income:											
up to £10,000 p.a.	83.8	82.2	94.1	88.0	74.7	87.7	53.6	63.4	84.8	72.9	*1,150*
£10,000 - £15,000	84.5	82.4	92.9	87.2	71.9	88.4	54.3	64.5	86.5	73.0	*1,620*
£15,000 - £20,000	84.4	85.4	94.5	90.5	70.9	88.3	58.8	71.1	84.0	76.0	*1,420*
over £20,000 p.a.	83.3	84.1	93.5	89.4	71.7	90.2	63.2	83.3	80.7	79.2	*5,100*
by licence possession:											
Holds a full driving licence	83.9	85.2	93.8	89.7	72.0	89.9	62.9	86.7	80.1	78.9	*6,530*
Does NOT hold a full driving licence	82.8	80.2	93.1	87.7	71.5	88.2	54.7	55.5	87.3	73.2	*3,110*
by number of cars available:											
none	82.4	78.6	93.1	87.3	71.9	88.0	52.5	45.7	88.8	70.9	*2,730*
one +	83.9	85.1	93.7	89.6	71.8	89.8	62.6	86.0	80.5	78.9	*6,910*

1. Question is asked every other year. 2016 data is the latest available

Table 34: How adults normally travel to a doctors surgery

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

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

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

Table 36: How adults normally travel to a dentist

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

Table 37a: Flights in the last 12 months for leisure, holidays, visiting friends or family[1,2]

	2009	2010	2011	2012	2013	2014	2015	2016
								Column percentages
Yes	46.8	44.3	43.4	45.9	46.7	46.2	..	49.9
No	52.9	55.5	56.5	54.1	53.3	53.8	..	50.0
Sample size (=100%)	*12,540*	*12,440*	*12,890*	*9,890*	*9,920*	*9,800*	..	*9,640*

1. Percentages may not add up to exactly 100% as very small numbers of people responded 'don't know' or refused to answer.
2. Question asked in alternate years from 2014. 2016 data is the latest available.

Table 37b: Frequency of flying for leisure by destination in last 12 months for those who have flown[1]

	2009	2010	2011	2012	2013	2014	2015	2016
All leisure flights								*Column percentages*
1 or 2	49.8	50.9	50.6	49.4	50.2	49.6	..	43.7
3 or 4	25.1	23.8	24.3	24.9	23.6	24.2	..	26.1
5 or 6	11.4	10.8	10.4	11.5	12.2	11.0	..	12.6
7 or 8	6.1	5.6	5.6	6.2	5.9	5.9	..	7.7
9 to 12	4.4	5.0	5.1	5.1	5.1	5.3	..	5.8
13 to 20	2.3	2.8	3.1	2.0	2.2	2.9	..	3.1
More than 20	0.9	1.2	0.9	0.9	0.9	1.1	..	1.1
Lower decile	2.0	2.0	2.0	2.0	2.0	2.0	..	2.0
Lower quartile	2.0	2.0	2.0	2.0	2.0	2.0	..	2.0
Median	3.0	2.0	2.0	3.0	2.0	3.0	..	4.0
Upper quartile	5.0	5.0	5.0	6.0	6.0	6.0	..	6.0
Upper decile	8.0	8.0	8.0	8.0	8.0	8.0	..	8.0
Mean*	4.2	20.8	4.3	4.2	4.3	4.4	..	4.7
Of which:								
Flights within Scotland								
0	92.9	93.8	95.9	94.2	94.3	95.2	..	95.3
1 or 2	4.9	4.6	2.8	4.1	4.0	3.3	..	2.6
3 or 4	1.2	0.9	0.7	1.0	0.8	0.8	..	1.0
5 or 6	0.5	0.3	0.3	0.3	0.5	0.3	..	0.4
7 or 8	0.2	0.1	0.1	0.1	0.2	0.2	..	0.2
9 to 12	0.2	0.3	0.1	0.2	0.2	0.1	..	0.3
13 to 20	0.1	**	**	0.1	0.1	0.1	..	0.0
More than 20	0.1	**	**	0.0	**	0.1	..	0.0
Flights to rest of UK								
0	67.2	67.0	68.9	69.8	70.5	71.7	..	69.3
1 or 2	22.4	22.0	20.3	19.8	18.8	17.8	..	19.9
3 or 4	5.8	5.7	5.3	6.0	5.5	5.6	..	5.7
5 or 6	2.3	2.2	2.2	2.0	2.3	2.6	..	2.3
7 or 8	0.8	1.5	1.3	1.3	1.3	1.0	..	1.2
9 to 12	0.8	0.9	1.3	0.8	1.0	0.8	..	1.0
13 to 20	0.4	0.4	0.5	0.2	0.2	0.4	..	0.4
More than 20	0.2	0.3	0.2	0.1	0.3	0.2	..	0.2
Flights to other European Countries								
0	27.1	30.5	28.1	26.2	25.9	24.0	..	26.3
1 or 2	49.7	47.8	48.6	48.7	48.7	49.5	..	48.3
3 or 4	15.3	13.5	15.1	17.0	16.2	15.7	..	16.1
5 or 6	4.7	4.3	4.5	4.6	5.8	6.2	..	5.4
7 or 8	2.0	2.1	1.9	2.2	1.9	2.3	..	2.1
9 to 12	0.9	1.2	1.1	1.2	1.2	1.7	..	1.3
13 to 20	0.3	0.5	0.5	0.2	0.2	0.6	..	0.4
More than 20	**	0.2	0.1	**	0.2	0.1	..	0.1
Flights to countries outside Europe								
0	68.3	63.5	66.1	67.3	70.2	69.3	..	67.5
1 or 2	25.2	29.0	26.6	26.6	23.7	24.2	..	25.7
3 or 4	4.3	4.9	5.0	4.0	4.1	4.1	..	4.5
5 or 6	1.3	1.5	1.5	1.1	1.2	1.3	..	1.3
7 or 8	0.4	0.7	0.3	0.4	0.4	0.6	..	0.5
9 to 12	0.3	0.4	0.5	0.3	0.2	0.4	..	0.4
13 to 20	0.1	0.1	**	0.2	**	0.1	..	0.1
More than 20	**	**	.	**	**	.	..	0.0
Sample size (=100%)[2]	*5,310*	*4,180*	*5,100*	*4,250*	*4,380*	*4,280*	..	*4,450*

1. Question asked in alternate years from 2014. 2016 data is the latest available.
2. Sample size is those who answered yes to previous question asking whether respondent had flown for leisure, holildays

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

** value supressed as cell contains fewer than 5 responses

Table 38a: Flights in the last 12 months for work or business purposes [1,2]

	2009	2010	2011	2012	2013	2014	2015	2016
								Column percentages
Yes	8.7	6.9	7.9	7.8	8.0	7.9	..	7.8
No	90.9	92.9	92.1	92.1	91.9	92.1	..	92.0
Sample size (=100%)	*12,540*	*12,440*	*12,890*	*9,890*	*9,920*	*9,800*	..	*9,640*

1. Percentages may not add up to exactly 100% as very small numbers of people responded 'don't know' or refused to answer.
2. Question asked in alternate years from 2014. 2016 data is the latest available.

Table 38b: Frequency of flying for business by destination in last 12 months [1,2]

	2009	2010	2011	2012	2013	2014	2015	2016
All business flights								*Column percentages*
1 or 2	33.8	31.0	28.7	31.5	27.8	31.4	..	34.8
3 or 4	15.9	15.6	18.1	14.1	17.2	15.2	..	16.8
5 or 6	9.4	9.7	8.7	10.2	9.1	10.1	..	8.8
7 or 8	6.9	5.3	6.7	5.8	8.0	5.9	..	6.4
9 to 12	10.3	9.3	8.7	8.6	8.9	10.0	..	11.3
13 to 20	7.3	9.6	9.4	9.5	8.4	8.5	..	7.0
More than 20	16.3	19.6	19.7	20.4	20.6	18.9	..	14.9
Lower decile	2	2	2	2	2	2	..	2
Lower quartile	2	2	2	2	2	2	..	2
Median	5	6	6	6	6	6	..	4
Upper quartile	12	16	16	18	16	14	..	12
Upper decile	30	40	40	40	40	34	..	30
Mean*	14.4	23.3	16.5	16.0	14.3	14.1	..	12.3
Of which:								
Flights within Scotland								
0	83.3	85.7	83.8	86.2	85.4	86.5	..	89.2
1 or 2	7.7	5.2	5.8	3.9	5.4	4.9	..	4.6
3 or 4	2.3	1.1	2.5	1.8	2.7	1.6	..	2.0
5 or 6	2.0	1.5	1.3	1.3	0.7	0.8	..	1.5
7 or 8	0.8	1.3	1.7	0.6	1.4	0.9	..	0.3
9 to 12	2.0	2.4	0.9	1.7	1.0	0.6	..	0.5
13 to 20	0.9	0.6	1.3	1.6	0.8	0.9	..	0.7
More than 20	1.0	2.1	2.5	3.0	2.6	3.9	..	1.3
Flights to rest of UK								
0	24.2	26.1	25.9	26.6	27.8	28.1	..	26.8
1 or 2	30.8	28.7	25.1	25.2	25.7	25.1	..	26.5
3 or 4	11.2	10.5	13.9	11.8	11.4	11.6	..	12.2
5 or 6	8.9	8.0	7.7	7.7	6.6	8.3	..	7.5
7 or 8	4.7	3.6	3.8	4.6	5.3	4.1	..	4.2
9 to 12	6.7	7.1	9.3	8.9	6.7	7.6	..	8.0
13 to 20	5.0	5.3	4.7	5.0	4.7	5.4	..	4.6
More than 20	8.5	10.7	9.5	10.1	11.8	9.7	..	10.2
Flights to other European Countries								
0	65.9	64.2	65.0	67.8	64.5	67.0	..	65.5
1 or 2	16.5	17.8	14.5	11.9	16.4	13.2	..	14.8
3 or 4	5.4	6.1	6.2	6.4	7.8	6.7	..	6.9
5 or 6	3.6	2.5	3.3	2.6	1.9	4.2	..	2.9
7 or 8	1.4	1.2	2.0	2.2	2.6	3.0	..	2.2
9 to 12	3.8	4.3	3.0	3.9	2.2	2.7	..	3.1
13 to 20	1.9	1.6	2.3	1.7	2.0	1.2	..	1.9
More than 20	1.5	2.4	3.7	3.4	2.6	2.0	..	2.7
Flights to countries outside Europe						2.0		
0	78.2	77.3	79.2	75.6	80.9	77.4	..	78.6
1 or 2	10.7	9.9	10.1	12.3	8.7	11.0	..	10.1
3 or 4	3.6	3.2	3.3	3.9	2.8	4.4	..	3.5
5 or 6	1.6	2.1	1.9	2.1	1.0	1.3	..	1.7
7 or 8	0.5	0.5	1.8	1.6	1.5	0.7	..	1.1
9 to 12	2.9	2.3	2.1	1.6	2.2	2.5	..	2.1
13 to 20	1.4	2.5	0.9	1.1	1.4	1.7	..	1.4
More than 20	1.0	2.3	0.8	1.8	1.5	1.2	..	1.3
Sample size (=100%)	*980*	*690*	*930*	*740*	*740*	*710*	..	*680*

1. Sample size is those who answered yes to previous question asking whether respondent had flown for work or business purposes in the last 12 months.
2. Question asked in alternate years from 2014. 2016 data is the latest available.
* Note mean value can be dragged up by a handful of respondents reporting making a large number of flights eg in 2010. The median is a better measure of the averag

Table 39: Reason for choosing flying within the UK over other forms of transport[1,2]

	2009	2010	2011	2012	2013	2014	2015	2016	2017
Quicker	80.4	82.8	83.1	83.2	82.5	84.6	..	84.1	..
Cheaper	27.7	28.1	25.2	27.8	23.4	22.3	..	23.7	..
Easy/convenient	3.6	1.5	1.3	1.6	2.2	0.7	..	1.4	..
Employer/someone else organised	2.6	1.2	1.1	1.2	1.7	1.2	..	0.9	..
Connecting flight/part of holiday	1.9	1.8	2.4	2.0	2.5	2.2	..	1.5	..
No alternative	1.6	1.1	1.6	0.8	1.3	0.6	..	0.6	..
Sample size (=100%)	*1,590*	*1,510*	*1,150*	*2,010*	*2,050*	*1,920*	..	*2,031*	..

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

2. Question asked in alternate years from 2014. 2016 data is the latest available.

Table 40a: Frequency of use of ferry services: 2012-2013
Following changes to the Scottish Household survey data for **Table 40a** is no longer collected - Please see TATIS 2014 for the most recently produced version of the table.

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

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

Table 41: In general, What discourages you from using buses more often than you do?[1]

	2012	2013	2014	2015	2016	2017
Nothing discourages	14.4	14.2	16.3	..	17.6	..
Takes too long	16.5	13.2	15.6	..	19.0	..
Inconvenient	10.8	9.1	7.5	..	9.9	..
No direct route	12.4	10.6	10.1	..	11.5	..
Use my own car	23.8	20.6	18.9	..	19.3	..
Need a car for / at work	6.2	6.7	4.6	..	5.4	..
Cost	9.4	9.2	8.2	..	7.6	..
Work unsocial / unusual hours	2.1	2.4	1.6	..	1.8	..
Public transport unreliable	2.9	3.6	2.6	..	2.9	..
Lack of service	11.3	11.6	10.1	..	9.7	..
Too infrequent	5.2	4.4	4.5	..	4.6	..
Health reasons	9.4	8.7	8.1	..	7.9	..
Difficult access,on-off steps	1.3	1.6	1.1	..	1.5	..
Too much to carry,awkward	3.2	2.8	2.1	..	2.2	..
Uncomfortable	1.7	1.6	1.4	..	1.4	..
No need	16.0	19.0	20.2	..	19.9	..
Prefer to walk/cycle	4.1	5.0	3.9	..	4.0	..
Dislike waiting about	2.6	2.4	1.7	..	2.5	..
Long walk to bus stop	3.3	2.7	2.3	..	3.2	..
Lives centrally,within walking distance	2.5	2.6	2.7	..	1.4	..
Sample size (=100%)	*7,900*	*7,700*	*7,759*	*..*	*7,700*	*..*

* response options that account for less than 1% have been suppressed

1. Question asked in alternate years from 2014. 2016 data is the latest available.

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

	2012	2013	2014	2015	2016	2017
Nothing	57.0	55.8	56.3	..	53.4	..
No nearby station	3.7	4.6	5.8	..	8.2	..
Takes too long	1.3	1.3	0.8	..	1.4	..
Inconvenient	2.9	2.5	1.1	..	2.4	..
No direct route	2.2	2.2	1.7	..	2.1	..
Use my own car	5.5	2.5	1.9	..	2.8	..
Need a car for/at work	0.5	0.8	0.7	..	1.1	..
Cost	16.9	17.5	12.0	..	11.5	..
Work unsocial/unusual hours	0.2	0.2	0.2	..	0.2	..
Lack of service	1.8	1.4	1.2	..	2.1	..
Too infrequent	0.8	0.4	0.8	..	0.8	..
Health reasons	0.4	1.0	0.3	..	0.6	..
Difficult to access	0.1	0.6	0.3	..	0.4	..
Too much to carry/awkward	0.5	0.3	0.1	..	0.2	..
Uncomfortable	0.4	0.4	0.1	..	0.3	..
No need	8.1	10.1	16.9	..	15.3	..
Prefer to walk	0.2	0.3	0.2	..	**	..
Dislike waiting	0.1	0.3	0.1	..	0.1	..
Live centrally/within walking distance	0.4	0.4	0.2	..	0.4	..
Use other things - bus/underground/taxi	0.5	0.1	1.0	..	1.0	..
Smoking policy	0.1	.	.	..	**	..
Dirty/filthy	0.2	0.1	0.2	..	1.3	..
Given lifts	0.0	0.1	.	..	**	..
Too crowded	0.8	0.7	0.5	..	2.7	..
Not safe	0.4	0.6	0.3	..	**	..
Laziness	0.1	0.0	0.1	..	**	..
Other	2.9	2.4	1.6	..	4.1	..
Sample size (=100%)	*2,060*	*2,110*	*2,300*	..	*2,210*	..

1. This question is now also asked of people who did not use a train at all in the previous month; results for these respondents are provided in Table 42a. This table continues the series on the same basis as previous years, excluding respondents who had not taken the train in the previous month.
2. Question asked in alternate years from 2014. 2016 data is the latest available.
** value supressed as cell contains fewer than 5 responses

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

	2014	2015	2016	2017
Nothing	39.0	..	34.4	..
No nearby station	16.1	..	18.7	..
Takes too long	0.7	..	1.5	..
Inconvenient	1.7	..	2.7	..
No direct route	3.0	..	3.5	..
Use my own car	3.7	..	4.1	..
Need a car for/at work	0.7	..	1.0	..
Cost	9.8	..	9.2	..
Work unsocial/unusual hours	0.1	..	0.2	..
Lack of service	1.9	..	1.8	..
Too infrequent	0.4	..	0.5	..
Health reasons	5.2	..	5.2	..
Difficult to access	0.4	..	0.8	..
Too much to carry/awkward	0.1	..	0.3	..
Uncomfortable	0.3	..	0.3	..
No need	22.6	..	24.3	..
Prefer to walk	0.1	..	0.2	..
Dislike waiting	0.0	..	0.1	..
Live centrally/within walking distance	0.2	..	0.2	..
Use other things - bus/underground/taxi	0.9	..	1.2	..
Smoking policy	.	..	**	..
Dirty/filthy	0.1	..	0.1	..
Given lifts	0.1	..	0.1	..
Too crowded	0.3	..	0.5	..
Not safe	0.2	..	0.1	..
Laziness	0.0	..	**	..
Other	1.6	..	3.7	..
Sample size (=100%)	*7,160*	..	*7,080*	..

1. Question asked in alternate years from 2014. 2016 data is the latest available.
** value supressed as cell contains fewer than 5 responses

Table 43: In general, What discourages you from walking more often than you do? (2012-2014, 2016)[1]

	2012	2013	2014	2015	2016	2017
Nothing	51.0	60.1	57.3	..	54.1	..
Takes too long	3.9	4.1	4.5	..	6.1	..
Health reasons / unable to walk far	15.9	15.9	15.3	..	15.8	..
Weather	20.3	11.1	14.7	..	17.5	..
Not safe	0.9	1.1	0.7	..	0.7	..
Lack of walking paths	0.7	1.0	0.4	..	0.9	..
Poor quality paths	0.4	0.8	0.5	..	0.7	..
Inconvenient	0.4	0.6	0.3	..	0.6	..
Too much to carry/awkward	0.5	0.5	0.3	..	0.7	..
Travelling with others	0.1	0.1	0.1	..	0.1	..
No need	2.6	1.5	1.8	..	1.6	..
Live too far away	0.4	1.0	0.4	..	0.6	..
Prefer to use other modes - car/bus/train	0.7	0.5	0.5	..	0.4	..
Given lifts	0.1	0.1	0.1	..	0.1	..
Laziness	4.4	4.8	4.4	..	4.4	..
Other	3.8	2.7	3.2	..	3.8	..
Sample size (=100%)	*9,890*	*9,920*	*9,800*	..	*9,640*	..

1. Question asked in alternate years from 2014. 2016 data is the latest available.

Table 44: Journey purpose for train journeys: 2012-2017 [1]

	2012	2013	2014	2015	2016	2017
Travel:						
To place of work	14.0	11.1	10.7	11.9	12.0	13.7
In the course of work	10.3	12.3	12.2	9.5	9.8	8.2
For education	5.5	4.6	4.3	3.5	4.2	4.3
For shopping	32.7	34.2	32.8	39	35.4	36.7
To hospital, doctor or other health service	2.7	2.7	1.7	2	1.6	3.1
To visit friends or relatives	26.2	25.4	25.3	26.2	24.6	26.7
For holiday / day trip	12.5	13.4	13.5	15.6	16.2	15.7
For other recreational activity	18.4	20.5	20.2	20.6	20.3	21.5
Sample size (=100%)	2,440	2,480	2,640	2,500	2,560	2,610

[1] This question is asked of anyone who has used the train in the last month. Not asked of bus users.

Table 45: Difficulties experienced when changing between Public Transport: 2012, 2014, 2016 [1,2]

	2012	2013	2014	2015	2016
None	86.5	…	86.9	…	84.1
Not enough time to change modes	3.1	…	2.8	…	4.0
Long wait between journeys	5.4	…	5.6	…	6.1
Lack of information about connecting modes	2.2	…	2.5	…	2.8
Lack of signposting to connecting modes	0.9	…	0.8	…	0.9
Unable to use one ticket/ travel pass for all journeys/ modes	1.0	…	1.1	…	1.2
Stops/stations not close enough to each other	1.7	…	1.8	…	2.4
Accessibility between stops/stations	1.4	…	1.0	…	1.6
Other	2.7	…	2.3	…	2.6
Sample Size (=100%)	*3,850*	…	*3,940*	…	*3,860*

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

[2] Question asked in alternate years. 2016 data is the latest available.

Table 46: Awareness of sustainable transport policies, 2017

	Aware of - car clubs or formal car sharing	Aware of - fuel efficient driver training	Aware of - electric vehicles?	Aware of - cycle hire schemes?	*Sample size (=100%)*
				cell percentages	
All people:	25.8	13.5	65.0	38.7	*9,810*
by gender:					
Male	31.2	18.5	70.2	42.1	*4,540*
Female	20.8	8.8	60.2	35.6	*5,270*
by age:					
16-19	6.7	8.1	63.0	31.0	*210*
20-29	20.7	13.0	62.6	39.2	*1,070*
30-39	28.6	13.2	68.7	45.4	*1,390*
40-49	32.7	16.9	71.6	46.9	*1,440*
50-59	32.6	15.7	71.4	42.6	*1,640*
60-69	28.9	13.1	66.3	36.4	*1,770*
70-79	20.4	12.0	55.6	26.1	*1,470*
80+	11.9	7.5	37.2	17.9	*830*
by current situation:					
Self employed	38.1	19.4	78.5	45.6	*620*
Employed full time	32.4	17.8	74.1	49.4	*3,220*
Employed part time	25.2	10.4	65.9	40.1	*980*
Looking after the home/family	16.5	7.0	47.9	23.1	*420*
Permanently retired from work	21.9	10.7	55.1	28.2	*3,380*
Unemployed/seeking work	12.6	9.2	52.5	25.0	*290*
In further/higher education	19.1	10.6	69.4	42.2	*300*
Permanently sick or disabled	10.7	7.0	49.2	17.4	*460*
by annual net household income:					
up to £10,000 p.a.	16.6	6.6	45.0	25.0	*1,080*
over £10,000 - £15,000	14.8	9.6	50.0	25.1	*1,550*
over £15,000 - £20,000	20.3	11.2	56.9	29.6	*1,500*
over £20,000 - £25,000	24.1	11.6	62.4	35.8	*1,140*
over £25,000 - £30,000	25.0	14.6	66.7	39.4	*900*
over £30,000 - £40,000	29.1	16.0	71.2	45.0	*1,380*
over £40,000 p.a.	37.8	18.3	81.2	53.0	*1,900*
by Scottish Index of Multiple Deprivation quintiles:					
1 (20% most deprived)	13.8	8.7	50.1	28.3	*1,750*
2	19.9	12.4	60.4	33.6	*1,980*
3	26.3	14.6	66.0	40.3	*2,190*
4	28.9	14.8	71.3	41.9	*2,150*
5 (20% least deprived)	38.9	16.4	75.8	48.4	*1,760*
by urban/rural classification:					
Large urban areas	28.0	10.8	61.0	44.3	*2,810*
Other urban	22.1	13.7	67.6	36.1	*3,530*
Small accessible towns	29.1	15.1	65.3	39.6	*880*
Small remote towns	17.9	10.9	61.6	22.5	*570*
Accessible rural	32.5	19.8	70.6	38.6	*1,000*
Remote rural	23.7	15.8	64.4	30.6	*1,030*
by frequency of driving†:					
Every day	33.3	17.7	78.2	47.4	*3,930*
At least three times a week	31.1	15.6	75.1	39.5	*1,580*
Once or twice a week	27.1	16.2	69.7	42.0	*650*
Less often	34.6	14.5	70.9	50.3	*300*
Never, but holds full driving licence	19.6	10.3	58.0	38.1	*650*

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

	Member of a car club or formal car sharing scheme	*Sample size (=100%)*	Attended a fuel efficient driver training course	*Sample size (=100%)*	Used a cycle hire scheme in the last 12 months	*Sample size (=100%)*
					cell percentages	
All people:	3.1	*2,080*	12.4	*1,090*	3.0	*2,960*
by gender:						
Male	3.6	*1,210*	15.3	*710*	3.1	*1,560*
Female	2.4	*870*	6.3	*380*	2.9	*1,400*
by age:						
16-19	**	*10*	0.0	*10*	0.0	*40*
20-29	6.8	*170*	**	*110*	4.5	*320*
30-39	3.3	*340*	14.7	*170*	5.2	*520*
40-49	1.1	*400*	15.6	*210*	3.5	*580*
50-59	3.1	*440*	19.2	*220*	2.3	*580*
60-69	2.5	*430*	11.9	*210*	0.8	*540*
70-79	**	*230*	6.9	*130*	**	*290*
80+	**	*60*	0.0	*40*	0.0	*90*
by current situation:						
Self employed	2.6	*220*	8.9	*110*	3.4	*250*
Employed full time	4.3	*940*	16.2	*530*	3.5	*1,410*
Employed part time	**	*220*	10.1	*100*	2.3	*320*
Looking after the home/family	**	*50*	**	*30*	**	*70*
Permanently retired from work	1.3	*540*	7.8	*270*	**	*720*
Unemployed/seeking work	0.0	*20*	**	*20*	**	*40*
In further/higher education	**	*30*	**	*20*	7.7	*80*
Permanently sick or disabled	**	*30*	.	*20*	**	*50*
by annual net household income:						
up to £10,000 p.a.	**	*120*	11.5	*60*	7.5	*170*
over £10,000 - £15,000	.	*190*	7.9	*120*	2.8	*270*
over £15,000 - £20,000	**	*220*	10.3	*120*	1.0	*320*
over £20,000 - £25,000	7.2	*240*	6.6	*120*	**	*340*
over £25,000 - £30,000	3.7	*210*	13.9	*130*	3.8	*310*
over £30,000 - £40,000	2.2	*370*	15.2	*200*	3.5	*550*
over £40,000 p.a.	3.6	*700*	14.0	*330*	2.8	*940*
by Scottish Index of Multiple Deprivation quintiles:						
1 (20% most deprived)	2.4	*180*	16.3	*120*	2.7	*340*
2'	4.0	*300*	14.4	*190*	3.8	*480*
3'	2.2	*460*	13.8	*250*	2.0	*650*
4'	2.3	*550*	12.4	*290*	3.3	*750*
5 (20% least deprived)	4.1	*590*	8.3	*250*	3.2	*750*
by urban/rural classification:						
Large urban areas	3.3	*620*	12.6	*240*	3.6	*930*
Other urban	2.8	*680*	11.3	*400*	2.8	*1,020*
Small accessible towns	5.7	*210*	12.8	*120*	1.8	*310*
Small remote towns	**	*90*	7.1	*50*	**	*110*
Accessible rural	**	*290*	11.3	*160*	2.3	*350*
Remote rural	5.1	*190*	20.8	*130*	3.7	*240*
by frequency of driving†:						
Every day	3.0	*1,240*	14.6	*670*	2.8	*1,790*
At least three times a week	2.9	*440*	8.3	*230*	2.5	*560*
Once or twice a week	1.9	*170*	12.5	*90*	2.5	*240*
Less often	5.5	*90*	15.1	*40*	1.0	*140*
Never, but holds full driving licence	4.0	*130*	1.3	*70*	7.3	*240*

** value supressed as cell contains fewer than 5 responses

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

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

Table 49: [Sustainable travel] Would you consider buying a plug-in electric car or van? (2016-2017)

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

Table 50: [Sustainable travel] Reasons for having bought or would consider buying a plug-in electric car or van (2016-2017) [1]

	2016	2017
Cost of vehicle purchase	23.1	20.0
Fuel or running costs	63.7	62.8
Battery: distance travelled on charge	19.4	21.3
Availability or convienience of recharging	21.8	22.7
Vehicle resale value	5.1	6.4
Vehicle performance, size, practicallity or looks	13.3	15.4
Availability of different models	4.8	5.1
Environmentally friendly	67.8	70.0
Reliability	15.8	13.6
Opinion of friends and family	4.0	4.1
Don't know	0.6	0.9
Other	2.3	2.6
Sample Size (=100%)	*1,550*	*2,190*

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

Table 51: [Sustainable travel] Reasons for not considering to buy a plug-in electric car or van (2016-17) [1]

	2016	2017
Limited choice (not many vehicles to choose from)	15.7	16.8
Lack of knowledge about electric vehicles	27.3	25.0
Running costs (maintenance and fuel)	6.4	8.3
Cost of vehicle purchase	26.4	31.1
Battery: distance travelled on charge	46.0	44.8
Availability or convenience of charging points	45.5	44.5
Vehicle resale value	5.5	6.1
Vehicle performance, size, practicality or looks	15.1	14.7
Technology - doesn't work or not proven	10.0	12.5
Opinions of friends or family	2.0	2.7
No intention to buy a car of any kind	7.8	11.8
Other	4.8	3.9
Don't know	1.4	0.9
Sample Size (=100%)	*2,270*	*2,320*

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

Table TD1: [Travel on previous day] Percentage of adults travelling on previous day 2007-2017

	2007	2008	2009	2010	2011	2012	2013	2014	2015	2016	2017	*2017 sample*
											cell percentages	
All	80.4	78.5	76.6	73.9	73.2	73.4	75.6	76.9	76.6	75.0	73.4	*9,810*
Gender												
male	82.4	80.4	77.8	76.5	75.5	74.5	77.2	78.6	78.4	75.9	75.3	*4,540*
female	78.6	76.7	75.4	71.5	71.2	72.4	74.2	75.2	74.9	74.1	71.7	*5,270*
Age												
16 - 19	84.6	77.9	75.4	75.5	76.4	77.7	76.4	80.0	82.2	79.3	76.1	*210*
20 - 29	87.5	83.2	80.0	77.8	74.3	76.2	79.8	80.4	79.3	77.4	77.1	*1,070*
30 - 39	85.1	79.8	81.2	80.0	77.5	77.3	78.2	79.6	80.2	78.3	77.0	*1,390*
40 - 49	82.3	83.1	79.4	80.1	78.8	78.5	79.7	82.1	82.3	77.8	77.9	*1,440*
50 - 59	82.5	81.3	79.9	75.1	76.3	74.8	79.9	78.7	76.4	77.4	74.5	*1,640*
60 - 69	77.3	75.3	76.6	70.6	69.8	72.3	74.4	75.6	75.4	75.5	71.9	*1,770*
70 - 79	66.4	68.8	64.8	63.4	64.0	64.3	63.6	68.0	67.5	65.4	66.6	*1,470*
80 and over	50.8	55.0	50.9	38.6	48.7	40.1	47.2	45.6	51.4	51.3	45.9	*830*
Sample size	*8,820*	*9,150*	*9,300*	*8,590*	*9,240*	*9,890*	*9,920*	*9,800*	*9,410*	*9,640*	*9,810*	

Table TD2: [Main mode] Percentage of journeys made by main mode [1] of travel 2007-2017 [2]

	2007	2008	2009	2010	2011	2012 [2]	2013	2014	2015	2016	2017
											column percentages
Walking	22.0	22.2	21.8	22.0	22.1	26.0	23.3	25.0	21.6	23.5	21.3
Driver car/van	50.2	49.8	51.0	51.1	49.9	48.3	50.0	48.1	50.7	50.7	52.1
Passenger car/van	13.4	13.8	13.3	14.3	13.1	12.7	13.6	13.0	13.3	13.1	12.5
Bicycle	0.7	1.0	0.9	0.8	1.3	1.2	1.0	1.4	1.2	1.2	1.5
Bus	9.3	9.1	8.6	8.7	9.1	8.1	8.5	8.6	9.5	7.7	8.2
Taxi/minicab	1.5	1.5	1.4	0.8	1.3	1.3	1.6	1.2	1.3	0.9	1.3
Rail	1.7	1.6	1.9	1.4	2.0	1.8	1.7	2.1	1.7	2.2	2.6
Other	1.1	1.0	1.0	1.0	1.2	0.7	0.3	0.6	0.7	0.8	0.5
Sample size (=100%)	*20,520*	*20,450*	*18,680*	*16,300*	*17,590*	*19,740*	*20,180*	*19,930*	*18,710*	*19,050*	*18,320*

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

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

Table TD2a: [Main mode by distance] Percentage of journeys by main mode by road network distance [1] 2017

	Main Mode of Transport								
	Walking	Driver car/van	Passenger car/van	Bicycle	Bus	Taxi/ minicab	Rail	Other	***Sample size***
								row percentages	
All	21.3	52.1	12.5	1.5	8.2	1.3	2.6	0.5	*18,320*
by distance:									
Under 1 km	61.7	27.4	6.0	0.9	2.1	1.2	0.1	0.6	*3,610*
1 to under 2km	40.7	40.4	9.9	2.7	4.9	1.1	0.0	0.2	*2,480*
2 to under 3km	25.7	45.8	14.4	2.8	9.2	1.8	.	0.4	*1,710*
3 to under 5km	9.7	53.0	15.7	1.8	14.8	2.2	1.9	0.9	*2,260*
5 to under 10km	2.2	63.6	13.1	1.8	14.2	1.2	3.6	0.4	*2,810*
10 to under 15km	2.0	68.0	15.2	1.7	8.8	1.2	2.9	0.2	*1,490*
15 to 20km	1.1	67.7	15.2	0.5	7.2	1.2	7.1	0.1	*860*
20 to 40km	2.6	69.0	15.2	0.1	5.8	0.4	6.7	0.3	*1,680*
40km and over	1.4	69.1	15.5	.	4.0	0.3	9.0	0.6	*1,130*

1. Straight line distance tables are available in online annex A. More details on the differences between the straight line and road network distance can be found in TATIS Appendix A.

Table TD2b: [Stage mode] Percentage of stages [1] by mode of travel 2007-2017

	2007	2008	2009	2010	2011	2012 [2]	2013	2014	2015 [3]	2016	2017
Walking	21.7	22.1	21.6	21.7	21.8	26.7	24.1	25.9	22.8	24.8	22.8
Driver car/van	50.0	49.6	50.9	50.8	49.8	47.4	49.2	47.1	49.6	49.4	50.6
Passenger car/van	13.5	13.8	13.3	14.3	13.1	12.7	13.5	12.8	13.1	12.9	12.2
Bicycle	0.8	1.0	0.9	0.8	1.3	1.3	1.0	1.4	1.3	1.2	1.5
Bus	9.5	9.1	8.7	8.8	9.3	8.1	8.5	8.7	9.4	7.7	8.1
Taxi/minicab	1.5	1.6	1.4	1.0	1.4	1.3	1.6	1.3	1.4	1.0	1.4
Rail	1.8	1.7	2.1	1.5	2.1	1.8	1.7	2.1	1.7	2.2	2.7
Other	1.2	1.1	1.2	1.2	1.3	0.7	0.4	0.7	0.8	0.9	0.6
Sample size (=100%)	*20,730*	*20,640*	*18,930*	*16,550*	*17,810*	*20,310*	*20,780*	*20,500*	*19,110*	*19,770*	*19,040*

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

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

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

Table TD3: [Purpose] Percentage of journeys made by purpose of travel 2012-2017

	2012	2013	2014	2015	2016	2017
					column percentages	
Commuting	23.4	22.5	23.0	22.4	23.4	24.7
Business	1.9	2.5	2.3	2.2	1.9	1.9
Education	6.2	6.5	6.6	6.8	6.6	6.6
Shopping	23.1	23.1	22.6	23.8	23.4	23.3
Visit Hospital or other health	2.2	2.0	2.0	2.0	2.1	2.3
Other personal business	3.4	4.3	3.4	4.4	4.3	3.3
Visiting friends or relatives	11.3	12.1	10.6	11.3	10.9	10.0
Eating/Drinking	2.8	3.2	3.0	3.6	3.3	3.3
Sport/Entertainment	5.3	5.4	5.5	6.1	5.9	6.2
Holiday/daytrip	0.9	1.0	1.1	1.3	1.2	1.4
Other Journey	4.8	3.0	4.9	1.5	2.4	3.1
Escort	1.2	1.6	1.6	1.9	1.6	1.9
Go Home	8.0	7.3	6.9	7.8	7.0	6.9
Go for a walk	5.9	5.7	6.3	4.8	6.1	5.1
Sample size (=100%)	*19,740*	*20,180*	*19,930*	*18,710*	*19,050*	*18,330*

Table TD2c: [Multi stage journeys] Percentage of journeys by number of stages 2012-2017 combined [1]

	Number of stages in journey					Sample size	Average (mean) number of stages
	1	2	3	4	5	(=100%)	
	row percentages						
All journeys	97.6	1.8	0.5	0.0	0.0	115,930	1.03
Survey year							
2012	97.6	1.8	0.5	0.0	0.0	19,740	1.03
2013	97.7	1.7	0.5	0.0	**	20,180	1.03
2014	97.7	1.8	0.5	0.0	**	19,930	1.03
2015	98.2	1.3	0.5	0.0	.	18,710	1.02
2016	97.3	2.0	0.6	0.0	**	19,050	1.03
2017	97.0	2.3	0.7	**	**	18,320	1.04
Main Mode of Transport							
Walking	99.3	0.6	0.1	**	**	28,050	1.01
Driver car/van	99.3	0.6	0.1	**	**	58,700	1.01
Passenger car/van	98.8	1.1	0.1	**	**	14,250	1.01
Motorcycle/moped	96.5	**	.	**	.	120	1.05
Bicycle	98.8	1.0	**	.	.	1,340	1.01
School Bus	95.9	1.8	**	.	.	150	1.06
Works Bus	85.7	13.0	**	**	.	230	1.16
Service Bus	91.7	6.6	1.6	0.1	**	9,210	1.1
Taxi/minicab	96.4	2.5	0.9	**	.	1,490	1.05
Rail	56.9	27.1	14.7	1.0	0.4	1,840	1.61
Underground	81.3	9.8	8.9	.	.	120	1.28
Ferry	42.0	26.6	23.4	7.9	**	80	1.98
Aeroplane	53.5	9.6	27.1	7.0	**	90	1.96
Other	87.3	12.2	**	.	.	260	1.13

** value supressed as cell contains fewer than 5 responses

Table TD4: [Distance] Percentage of journeys made by road distance distance[1] travelled, 2012-2017 [2]

	2012	2013	2014	2015	2016	2017
					column percentages	
Under 1 km	24.2	16.3	17.3	19.1	19.3	18.1
1 to under 2km	13.7	15.1	14.8	12.8	13.8	13.5
2 to under 3km	8.8	9.7	9.7	9.8	9.7	9.4
3 to under 5km	12.4	13.5	13.2	13.0	12.4	13.5
5 to under 10km	14.6	16.4	16.6	16.6	15.8	16.4
10 to under 15km	8.4	9.4	8.7	8.4	8.2	8.1
15 to 20km	4.2	4.9	4.9	4.7	4.8	4.5
20 to 40km	8.4	8.8	9.5	9.1	10.1	9.9
40km and over	5.4	6.0	5.3	6.6	5.9	6.7
Sample size (=100%)	*19,290*	*19,980*	*19,700*	*18,490*	*18,790*	*18,030*

1. A version of this table using the straight line distance is included in Annex A of the web tables. More details on the differences between the straight line and road network distance can be found in TATIS Appendix A.
2. Distance figures have been revised from 2013 onwards. More information is contained in the notes.

Table TD4a: [Distance by main mode] Percentage of journeys by road network distance[1] by main mode, 2017

	Under 1 km	1 to under 2km	2 to under 3km	3 to under 5km	5 to under 10km	10 to under 15km	15 to 20km	20 to 40km	40km and over	*Sample size (=100%)*
All	18.1	13.5	9.4	13.5	16.4	8.1	4.5	9.9	6.7	*18,030*
by mainmode:										
Walking	52.4	25.8	11.3	6.2	1.7	0.7	0.2	1.2	0.5	*3,870*
Driver car	9.5	10.6	8.4	13.8	20.1	10.6	5.8	12.9	8.3	*9,340*
Driver van	9.1	6.6	3.5	11.5	15.8	7.4	6.9	16.6	22.6	*330*
Passenger car	8.7	10.8	10.9	17.3	16.8	10.0	5.6	11.5	8.3	*2,110*
Passenger van	**	5.7	**	3.6	30.9	**	**	34.9	6.5	*50*
Bicycle	11.0	24.6	17.4	16.2	19.5	9.2	**	**	.	*220*
Bus	4.7	8.1	10.6	24.7	28.7	8.8	4.0	7.1	3.3	*1,440*
Taxi/minicab	18.1	12.4	13.7	24.1	15.3	7.6	4.2	2.8	**	*220*
Rail	**	**	.	9.5	22.0	8.8	11.9	24.7	22.5	*340*
Other	23.7	6.2	**	26.2	15.4	3.2	**	6.3	8.8	*110*

1.A version of this table using the straight line distance is included in Annex A of the web tables. More details on the differences between the straight line and road network distance can be found in TATIS Appendix A.

** value suppressed as cell contains fewer than 5 responses

Table TD5: [Distance] Distance[1] summary statistics 2012-2017 [2]

	2012 [3]	2013	2014	2015	2016	2017
Lower Decile	0.2	0.7	0.6	0.4	0.4	0.5
Lower Quartile	1.0	1.5	1.5	1.4	1.4	1.5
Median	3.4	4.2	4.2	4.1	4.0	4.2
Upper Quartile	10.7	11.7	11.8	12.1	12.1	12.3
Upper Decile	26.1	27.0	26.7	29.0	27.8	29.4
Mean	10.5	11.2	11.0	16.7	11.1	12.2
Sample size	*19,290*	*20,180*	*19,930*	*18,490*	*19,050*	*18,330*

1. Distances are calculated using the road network distance. A version of this table using the straight line distance is included in Annex A of the web tables. More details on the differences between the straight line and road network distance can be found in TATIS Appendix A.
2. Distance figures have been revised from 2013 onwards. More information is contained in the notes.
3. The questionnaire was changed in 2012 and as a result more walking journeys are recorded so there is a break in the time series between 2011 and 2012.

Table TD5a: [Distance] Distance[1] summary statistics by mode of transport, 2017

	Main Mode of Transport								
	Walking	Driver car/van	Passenger car/van	Bicycle	Bus	Taxi/ minicab	Rail	Other	**All modes**
Lower Decile	0.0	1.1	1.1	0.9	1.9	0.5	5.0	0.0	0.5
Lower Quartile	0.4	2.6	2.5	1.5	3.2	1.5	8.0	1.5	1.5
Median	0.9	6.8	5.5	2.7	5.2	3.3	17.3	3.9	4.2
Upper Quartile	1.8	17.0	15.5	6.0	9.4	6.6	35.5	8.9	12.3
Upper Decile	3.1	36.0	34.6	10.8	20.5	14.9	63.5	32.5	29.4
Mean	2.0	15.2	15.6	4.5	9.5	11.5	28.9	21.7	12.2
Sample size	*3,920*	*9,830*	*2,200*	*230*	*1,470*	*230*	*340*	*110*	*18,330*

1. Distances are calculated using the road network distance. A version of this table using the straight line distance is included in Annex A of the web tables. More details on the differences between the straight line and road network distance can be found in TATIS Appendix A.

Table TD6: [Duration] Percentage of journeys made by duration of journey, 2007-2017

	2007	2008	2009	2010	2011	2012 [1]	2013	2014	2015 [2]	2016	2017
										column percentages	
Less than 5 min	6.2	6.9	6.3	5.5	5.1	4.5	4.1	3.7	3.9	4.1	3.7
5 to 10 min	39.6	39.4	38.4	36.4	37.7	40.1	38.3	38.1	38.4	37.1	37.2
11 to 20 min	26.6	26.9	25.9	26.9	26.4	26.9	28.1	28.3	28.0	27.4	27.2
21 to 30 min	12.5	12.4	12.8	13.5	14.2	13.4	14.2	13.9	13.2	14.4	14.9
31 to 60 min	10.5	10.0	10.8	11.5	11.1	10.8	10.9	11.8	11.9	12.2	12.4
61 to 120 min	3.3	3.1	3.7	4.1	3.7	3.0	3.1	3.0	3.5	3.4	3.3
121 to 179 min	0.4	0.4	0.6	0.7	0.6	0.4	0.4	0.4	0.4	0.6	0.4
180 min and over	0.8	0.9	1.5	1.4	1.2	0.9	0.8	0.8	0.7	0.8	1.0
Sample size (=100%)	*20,520*	*20,450*	*18,680*	*16,300*	*17,590*	*19,740*	*20,180*	*19,930*	*18,710*	*19,050*	*18,330*

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

Table TD7: [Start time] Percentage of journeys made by start time of journey, 2007-2017

	2007	2008	2009	2010	2011	2012	2013	2014	2015	2016	2017
Weekdays										*column percentages*	
Before 7am	4.8	4.2	4.2	4.2	4.0	3.7	3.9	3.7	4.2	3.8	3.8
7am to 9:30am	18.2	18.9	20.2	19.9	20.5	18.8	19.3	19.5	19.5	19.4	19.0
After 9:30am to before 12n	13.6	13.0	13.6	13.3	12.7	13.1	12.6	13.2	13.1	13.1	12.9
12noon to 2 pm	15.5	14.9	15.2	15.5	14.6	15.2	15.1	14.8	15.5	14.5	14.8
After 2pm to before 4:30pn	16.5	16.4	15.9	15.8	16.5	17.9	17.4	17.1	17.7	17.3	18.0
4:30pm to before 6:30pm	15.3	15.6	15.4	15.8	16.3	16.6	16.5	16.3	15.4	16.3	16.9
6:30pm onwards	16.1	17.0	15.7	15.5	15.3	14.8	15.2	15.5	14.7	15.7	14.6
Sample size (=100%)	*16,210*	*16,070*	*15,000*	*12,830*	*13,940*	*15,410*	*15,890*	*15,550*	*14,640*	*15,050*	*14,480*
Weekends											
Before 9:30am	11.0	9.7	9.8	9.8	10.3	9.8	8.4	8.9	7.7	9.2	9.0
9:30am to before 12noon	18.9	17.4	19.4	20.4	19.1	18.5	18.5	20.4	19.4	19.9	19.1
12noon to 2 pm	21.8	22.9	23.2	22.7	23.9	23.6	24.7	25.1	24.9	24.2	24.5
After 2pm to before 4:30pn	16.5	18.1	16.9	18.2	18.1	18.4	19.0	18.9	18.5	19.6	17.2
4:30pm to before 6:30pm	14.4	13.3	14.9	14.2	13.5	14.1	13.6	13.3	14.1	13.4	14.6
6:30pm onwards	17.3	18.7	15.8	14.7	15.1	15.7	15.8	13.4	15.4	13.8	15.7
Sample size (=100%)	*4,310*	*4,380*	*3,680*	*3,470*	*3,650*	*4,330*	*4,290*	*4,380*	*4,070*	*4,000*	*3,850*

Table TD8: [Travel Day] Percentage of journeys made by day of travel, 2007-2017

	2007	2008	2009	2010	2011	2012	2013	2014	2015	2016	2017
										column percentages	
Monday	14.1	14.1	14.0	13.9	14.9	14.6	14.0	14.1	14.6	14.2	14.8
Tuesday	14.9	14.5	14.5	14.9	15.2	15.7	15.3	14.7	14.4	15.0	15.4
Wednesday	15.3	14.8	14.9	14.8	14.6	15.5	15.1	15.1	14.8	15.3	15.6
Thursday	15.4	14.0	14.8	15.2	15.3	15.3	15.9	15.4	15.0	15.3	14.6
Friday	14.8	15.9	14.3	15.9	15.5	15.1	15.2	16.5	15.7	15.3	16.2
Saturday	13.3	14.8	13.9	13.2	12.8	12.5	12.6	12.7	13.9	12.9	12.2
Sunday	12.2	11.7	13.7	12.0	11.7	11.4	11.9	11.6	11.6	12.0	11.2
Sample size (=100%)	*20,520*	*20,450*	*18,680*	*16,300*	*17,590*	*19,740*	*20,180*	*19,930*	*18,710*	*19,050*	*18,330*

Table TD9: [Car Occupancy] Percentage of car stages [1] by car occupancy, 2007-2017 [2]

	2007	2008	2009	2010	2011	2012	2013	2014	2015	2016	2017
											column percentages
One	61.5	60.2	60.5	61.5	63.4	64.0	65.3	64.5	64.7	66.4	65.7
Two	26.3	27.1	25.8	25.8	25.6	25.4	23.6	24.7	25.0	23.6	23.7
Three	7.3	7.4	8.3	8.1	6.8	6.9	7.1	6.9	6.7	6.2	7.0
Four	3.7	3.9	4.3	3.2	3.4	2.8	3.0	3.0	3.0	3.0	2.8
Five or More	1.2	1.4	1.1	1.3	0.9	0.9	1.1	0.8	0.5	0.8	0.9
											people
Average occupancy	1.6	1.6	1.6	1.6	1.5	1.5	1.5	1.5	1.5	1.5	1.5
Sample size (=100%)	*10,370*	*10,330*	*9,660*	*8,330*	*8,880*	*9,830*	*10,200*	*9,820*	*9,320*	*9,410*	*9,620*

[1] A journey can consist of one or more stages. A new stage is defined when there is a change in the form of transport or when there is a change of vehicle requiring a separate ticket.
[2] Based on drivers who responded to the question on car occupancy. Respondents asked for all car stages.

Table TD10: [Congestion] Percentage of car / van stages [1] delayed by traffic congestion, 2007-2017

	2007	2008	2009	2010	2011	2012	2013	2014	2015 [2]	2016	2017
Driver car/van	14.3	13.1	11.0	10.5	11.2	9.9	9.7	11.7	12.4	11.7	12.8
Sample size (=100%)	*9,230*	*9,320*	*8,680*	*7,580*	*8,320*	*9,830*	*10,200*	*9,820*	*9,690*	*9,810*	*9,960*

[1] A journey can consist of one or more stages. A new stage is defined when there is a change in the form of transport or when there is a change of vehicle requiring a separate ticket.
[2] Data published in 2015 erroneously included a value of 12.5 because of the exclusion of vans; this table contains the revised data.

Table TD10a: [Congestion - reason] Reason for congestion for car / van stages, 2012-2017 [1]

	2012	2013	2014	2015	2016	2017
Volume of traffic	72.8	80.0	81.9	76.2	79.0	80.9
Road Maintenance	25.8	17.9	18.9	27.7	29.3	29.8
Road accident	1.1	1.6	1.7	1.5	2.0	2.1
Broken down car	0.7	**	0.5	0.7	**	**
Traffic lights/signals not working	3.1	2.6	2.0	2.1	1.4	1.6
Lane blocked by parked cars	1.3	**	**	**	**	0.5
Bad weather	1.4	1.6	1.5	1.0	0.5	0.8
Other	2.8	3.2	0.9	1.1	1.6	0.6
Don't know	0.4	**	**	**	0.7	0.5
Sample size (=100%)	810.0	780.0	930.0	1020.0	930.0	1070.0

[1] Respondents can provide more than one reason so percentages will not add up to 100%
** Less than 1% and supressed as based on fewer than 5 responses

Table TD11: [Bus Delays] Percentage of bus stages [1] where passenger experienced delay, 2007-2017

	2007	2008	2009	2010	2011	2012	2013	2014	2015	2016	2017
Service bus	12.5	14.4	9.9	12.3	10.5	11.1	10.2	10.7	9.9	10.0	12.5
Sample size (=100%)	*1,670*	*1,720*	*1,460*	*1,310*	*1,440*	*1,540*	*1,690*	*1,630*	*1,690*	*1,480*	*1,480*

Table TD12: [Congestion delays] Percentage of driver stages[1] where congestion delays were experienced by amount of time delayed, 2015-2017 (combined)[2,3]

	Not delayed	0-2 minutes	about 5 mins	about 10 mins	about 15 mins	20 to 30 mins	over 30	Delayed[4]	*Sample size (=100%)*
All driver stages	87.7	0.7	4.2	3.4	1.5	1.8	0.5	12.3	*29,450*
by purpose of journey:									
Commuting	78.2	0.8	5.6	6.6	3.5	4.1	0.9	21.8	*7,810*
Business	83.6	**	5.0	4.7	1.0	3.0	1.7	16.4	*960*
Education	86.2	1.3	5.0	4.6	1.1	1.5	**	13.8	*1,370*
Shopping	94.4	0.5	3.0	1.3	0.3	0.4	**	5.6	*6,640*
Visit hospital/other health	86.8	**	6.2	2.6	1.4	2.4	**	13.2	*690*
Other personal business	93.3	0.4	2.7	1.0	1.3	0.9	**	6.7	*1,420*
Visiting friends/relatives	92.2	0.8	3.2	1.8	0.8	0.8	0.2	7.8	*3,390*
Eating/drinking	92.7	0.2	3.6	2.6	0.7	0.2	.	7.3	*530*
Entertainment	90.6	0.7	3.3	1.4	**	2.2	**	9.4	*370*
Sport	92.6	1.1	3.2	1.5	0.4	1.1	.	7.4	*1,310*
Holiday/day trip	89.8	0.1	3.1	3.0	1.1	0.1	1.0	10.2	*440*
Other	89.4	0.7	4.1	3.1	**	1.5	**	10.6	*760*
Escort	88.6	1.2	6.7	2.2	0.9	**	**	11.4	*790*
Go home	89.7	0.6	4.3	2.6	1.0	1.1	0.6	10.3	*2,410*
Just go for a walk	92.9	2.0	2.8	**	**	**	.	7.1	*500*
by day of the week:									
Monday	86.8	0.7	4.9	3.6	1.8	1.6	0.2	13.2	*5,480*
Tuesday	85.9	0.8	4.4	4.2	1.9	2.2	0.4	14.1	*5,340*
Wednesday	84.1	0.6	5.7	3.8	2.0	2.9	0.8	15.9	*5,300*
Thursday	85.7	0.7	4.4	4.1	1.9	2.3	0.7	14.3	*3,980*
Friday	86.2	1.0	3.9	4.2	1.6	2.1	0.7	13.8	*3,540*
Saturday	93.4	0.6	3.4	1.4	0.6	0.4	0.1	6.6	*2,230*
Sunday	95.1	0.4	2.1	1.4	0.3	0.5	0.2	4.9	*3,590*
									23,630
Weekday journeys - by start time:									
Before 7 a.m.	85.9	0.4	**	4.9	2.0	2.4	1.2	14.1	*940*
7:00 to 7:59 a.m.	75.2	1.0	5.1	6.7	3.9	6.1	1.4	24.8	*1,570*
8:00 to 8:59 a.m.	77.0	1.5	7.5	7.3	3.1	2.7	0.6	23.0	*2,060*
9:00 to 9:59 a.m.	90.8	0.7	4.5	1.9	0.7	1.1	**	9.2	*1,350*
10:00 to 10:59 a.m.	93.8	1.0	2.2	1.0	0.9	0.8	**	6.2	*1,460*
11:00 to 11:59 a.m.	93.5	0.7	2.4	1.8	0.6	0.7	**	6.5	*1,580*
noon to 12:59 p.m.	91.4	0.8	3.8	2.6	**	0.6	**	8.6	*1,510*
1:00 to 1:59pm	91.1	0.6	3.6	2.6	0.8	0.8	**	8.9	*1,360*
2:00 to 2:59pm	90.3	0.5	4.3	2.8	0.7	1.0	**	9.7	*1,640*
3:00 to 3:59pm	87.3	0.4	5.0	3.6	1.4	1.7	0.4	12.7	*1,860*
4:00 to 4:59pm	76.1	0.9	7.8	6.4	3.3	3.6	1.6	23.9	*2,250*
5:00 to 5:59pm	72.5	1.1	8.0	7.9	4.0	5.7	0.7	27.5	*2,100*
6:00 to 6:59pm	86.6	1.2	4.5	3.2	2.3	1.8	**	13.4	*1,400*
7:00 to 7:59pm	97.0	0.0	1.6	0.5	0.5	0.1	0.2	3.0	*970*
8:00 to 8:59pm	98.0	.	1.4	**	.	.	.	2.0	*640*
9:00 to 9:59pm	99.1	**	**	**	.	.	.	0.9	*490*
After 10pm	97.7	.	**	**	**	**	.	2.3	*460*
Weekend journeys - by start time:									
Before 9:30am	95.7	**	2.3	0.8	.	**	.	4.3	*560*
9:30am to before 12noon	94.9	0.5	2.4	0.9	0.6	0.4	**	5.1	*1,220*
12noon to 2 pm	93.4	0.8	3.0	2.1	0.4	**	**	6.6	*1,460*
After 2pm to before 4:30pm	93.1	0.5	2.9	1.9	0.6	0.6	**	6.9	*1,090*
4:30pm to before 6:30pm	92.0	0.7	4.4	1.4	0.7	0.6	**	8.0	*830*
6:30pm onwards	97.6	**	1.4	**	**	**	.	2.4	*660*
by urban/rural classification:									
Large urban areas	84.2	0.7	5.4	4.6	2.2	2.1	0.6	15.8	*6,800*
Other urban areas	86.4	1.1	4.7	3.7	1.5	1.9	0.5	13.6	*9,930*
"Accessible" small towns	89.8	0.4	3.2	2.6	1.5	2.1	0.3	10.2	*2,900*
"Remote" small towns	96.1	0.4	1.5	0.7	0.3	0.6	0.2	3.9	*1,980*
"Accessible" rural areas	89.9	0.3	3.5	2.7	1.3	1.9	0.3	10.1	*4,030*
"Remote" rural areas	95.1	**	2.0	1.3	0.4	0.6	0.3	4.9	*3,810*

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

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

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

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

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

Table TD13: [Council travel - destination]]Percentage of journeys originating in each council grouping[1] by destination council grouping, 2012-2017

	Council area of Destination															
	Highland / Islands	Grampian	Tayside	Central	Fife	Edinburgh	Lothians	Glasgow	Dunbartonshire / Argyll & Bute	Renfrewshire / Inverclyde	North Lanarkshire	South Lanarkshire	Ayrshire	Borders / Dumfries & Galloway	Not Known	Sample size (=100%)
Journey Origin (Council Grouping)																
Highland / Islands	**96.6**	1.4	0.2	0.1	0.2	0.2	**	0.2	0.1	0.2	0.1	**	**	**	0.6	*13,860*
Grampian	0.7	**97.4**	1.0	0.0	**	0.1	**	0.1	**	**	**	**	0.0	**	0.4	*11,110*
Tayside	0.1	1.4	**92.2**	0.7	3.0	0.7	0.3	0.4	0.1	0.2	**	0.1	0.0	0.2	0.5	*9,420*
Central	**	**	1.1	**86.1**	1.5	2.1	2.4	2.4	1.1	0.3	1.5	0.5	0.2	0.2	0.5	*8,860*
Fife	0.1	0.1	4.0	1.3	**88.5**	3.0	1.0	0.4	0.1	0.3	0.2	**	0.1	0.1	0.7	*5,530*
Edinburgh	0.1	0.2	0.5	1.1	1.7	**83.2**	9.6	0.8	0.1	0.3	0.3	0.4	0.2	0.7	0.7	*9,560*
Lothians	.	**	0.4	2.1	1.0	15.1	**76.8**	0.8	0.1	0.3	1.0	0.5	0.1	1.0	0.7	*8,090*
Glasgow	0.1	**	0.3	1.0	0.3	0.7	0.4	**72.1**	6.0	7.7	4.1	4.8	2.1	0.1	0.3	*11,030*
Dunbartonshire / Argyll & Bute	0.1	**	0.2	1.2	0.1	0.4	0.2	14.4	**76.4**	3.1	2.0	0.7	0.4	0.1	0.5	*8,030*
Renfrewshire / Inverclyde	0.1	**	0.4	0.3	0.2	0.6	0.3	15.5	2.6	**73.0**	0.8	2.1	3.3	0.0	0.6	*8,100*
North Lanarkshire	**	.	0.2	1.8	0.3	0.7	1.3	9.2	2.1	1.0	**74.2**	8.0	0.3	0.2	0.6	*4,150*
South Lanarkshire	0.0	**	0.2	0.5	**	0.7	0.8	12.4	0.6	2.6	8.8	**71.3**	0.8	0.4	0.5	*3,960*
Ayrshire	**	**	0.1	0.1	0.1	0.2	0.1	4.0	0.4	3.2	0.3	0.7	**89.5**	0.6	0.5	*7,670*
Borders / Dumfries & Galloway	**	**	0.2	0.2	0.1	1.7	1.3	0.4	0.1	0.1	0.2	0.4	0.6	**92.2**	2.4	*5,660*
Not Known	5.1	5.8	8.2	5.1	6.5	10.0	7.2	6.0	4.3	5.4	2.8	3.4	3.7	14.1	**12.4**	*930*
All journeys reported	*13,860*	*11,120*	*9,460*	*8,890*	*5,530*	*9,570*	*8,130*	*11,070*	*8,060*	*8,110*	*4,160*	*3,960*	*7,680*	*5,670*	*690*	*115,950*

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

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

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

[1]Councils in each grouping:

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

Table TD14: [Council travel - origin] Percentage of journeys ending in each council grouping[1] by area of origin, 2012-2017

	Council area of origin															
	Highland / Islands	Grampian	Tayside	Central	Fife	Edinburgh	Lothians	Glasgow	Dunbartonshire / Argyll & Bute	Renfrewshire / Inverclyde	North Lanarkshire	South Lanarkshire	Ayrshire	Borders / Dumfries & Galloway	Not Known	*Sample size (=100%)*
Journey Destination (Council grouping)																
																Row percentages
Highland / Islands	**96.9**	1.4	0.2	**	0.1	0.2	.	0.2	0.1	0.1	**	0.0	**	**	0.8	*13,860*
Grampian	0.7	**97.3**	1.0	**	0.1	0.2	**	**	**	**	.	**	**	**	0.5	*11,120*
Tayside	0.1	1.4	**91.8**	0.7	3.0	0.7	0.3	0.3	0.1	0.3	0.1	0.1	0.0	0.1	0.9	*9,460*
Central	0.1	0.0	1.2	**85.9**	1.6	2.1	2.5	2.1	1.1	0.3	1.6	0.4	0.2	0.1	0.8	*8,890*
Fife	0.2	**	3.9	1.3	**88.5**	2.8	1.0	0.5	0.1	0.2	0.3	**	0.1	0.1	0.9	*5,530*
Edinburgh	0.1	0.1	0.5	1.1	1.9	**83.1**	9.5	0.8	0.2	0.3	0.3	0.3	0.1	0.8	0.9	*9,570*
Lothians	**	**	0.4	2.0	1.0	15.3	**76.5**	0.7	0.2	0.3	0.9	0.6	0.1	1.0	1.0	*8,130*
Glasgow	0.1	0.1	0.3	1.1	0.2	0.7	0.4	**71.8**	6.0	7.7	3.9	4.9	2.0	0.2	0.5	*11,070*
Dunbartonshire / Argyll & Bute	0.1	**	0.2	1.2	0.1	0.3	0.2	14.3	**76.3**	3.1	2.1	0.6	0.5	0.1	0.8	*8,060*
Renfrewshire / Inverclyde	0.2	**	0.3	0.3	0.3	0.6	0.3	15.4	2.6	**72.9**	0.9	2.1	3.2	0.1	0.9	*8,110*
North Lanarkshire	0.1	**	**	1.7	0.3	0.6	1.4	9.5	2.0	1.0	**74.0**	8.2	0.4	0.2	0.5	*4,160*
South Lanarkshire	**	**	0.3	0.5	**	0.8	0.8	12.0	0.7	2.6	8.6	**71.4**	0.9	0.5	0.7	*3,960*
Ayrshire	**	0.1	0.1	0.2	0.1	0.3	0.1	4.1	0.3	3.3	0.2	0.6	**89.4**	0.5	0.6	*7,680*
Borders / Dumfries & Galloway	**	**	0.3	0.2	0.1	1.6	1.3	0.3	0.1	0.1	0.2	0.4	0.7	**92.1**	2.6	*5,670*
Not Known	5.4	5.8	6.4	3.9	6.3	10.2	6.4	4.6	3.3	5.1	4.0	3.3	4.1	15.9	**15.4**	*690*
All journeys reported	13,860	11,110	9,420	8,860	5,530	9,560	8,090	11,030	8,030	8,100	4,150	3,960	7,670	5,660	930	*115,950*

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

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

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

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

[1]Councils in each grouping:

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

Table TD15: [Council travel to work - workplace] Percentage of employed people (who do not work at home) resident in each council grouping[1] by council grouping of workplace 2

	Council area of workplace															
	Highlands / Islands	Grampian	Tayside	Central	Fife	Edinburgh	Lothians	Glasgow	Dunbartonshire / Argyll & Bute	Renfrewshire / Inverclyde	North Lanarkshire	South Lanarkshire	Ayrshire	Borders / Dumfries & Galloway	Not Known	*Sample size (=100%)*
Council area of residence																
Highlands / Islands	80.8	0.6	**	.	**	**	.	**	.	**	.	.	**	.	18.1	*3,010*
Grampian	0.6	81.5	0.3	.	**	**	.	.	**	.	.	.	.	.	17.6	*2,360*
Tayside	**	3.2	78.1	1.4	2.5	1.0	**	0.7	.	**	**	**	**	**	11.9	*1,710*
Central	**	**	0.8	64.1	1.7	5.3	3.3	3.3	1.0	0.2	2.4	0.4	**	**	17.0	*1,950*
Fife	**	**	6.1	1.3	66.6	8.7	1.5	**	.	.	**	**	.	.	14.3	*1,150*
Edinburgh	**	**	0.3	0.8	1.5	72.7	6.4	0.9	**	**	0.5	**	**	**	16.4	*1,970*
Lothians	**	**	0.2	1.6	0.6	31.7	47.5	1.5	.	**	1.1	0.5	.	0.5	14.6	*1,830*
Glasgow	.	**	**	0.8	0.2	0.9	0.3	60.1	4.6	5.3	2.9	4.1	0.9	**	19.7	*2,100*
Dunbartonshire / Argyll & Bute	0.3	**	**	1.0	**	0.8	**	25.9	48.9	4.9	2.6	1.0	0.6	**	13.3	*1,740*
Renfrewshire / Inverclyde	**	0.2	.	0.5	0.3	0.9	0.4	25.4	3.4	47.0	1.0	2.8	1.7	.	16.3	*1,850*
North Lanarkshire	**	**	.	2.5	**	1.5	3.6	15.8	2.1	1.3	42.2	8.2	0.5	.	21.8	*1,100*
South Lanarkshire	.	.	.	0.6	**	1.4	1.6	18.7	0.6	2.9	9.7	40.1	0.5	**	23.6	*1,070*
Ayrshire	.	**	.	**	**	**	**	10.0	0.8	3.9	**	1.3	65.7	0.5	17.0	*1,560*
Borders / Dumfries & Galloway	.	**	.	**	.	3.9	2.2	0.5	.	.	**	**	**	75.7	16.0	*1,000*
Scotland	4.8	10.2	6.4	4.4	5.0	11.0	4.8	12.7	3.4	4.4	4.2	3.8	4.4	3.5	17.1	*24,380*

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

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

For example, the percentage of employed adults living in Fife who work in Edinburgh can be found by locating the horizontal row labelled Fife under Council area of residence and looking across to the figure appearing in the v

[1]Councils in each grouping:

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

Table TD16: [Council travel to work - residence] Percentage of those working (other than from home) in each council grouping by council grouping[1] of residence 2012-2016

	Council area of residence														
	Highlands / Islands	Grampian	Tayside	Central	Fife	Edinburgh	Lothians	Glasgow	Dunbartonshire / Argyll & Bute	Renfrewshire / Inverclyde	North Lanarkshire	South Lanarkshire	Ayrshire	Borders / Dumfries & Galloway	Sample size (=100%)
Council area of workplace															
Highlands / Islands	97.4	1.5	**	**	**	**	**	.	0.3	**	**	.	.	.	*2,450*
Grampian	0.3	96.2	2.4	**	**	**	**	**	**	0.1	**	.	**	**	*1,990*
Tayside	**	0.5	91.3	0.7	6.4	0.4	0.2	**	**	.	.	.	.	.	*1,430*
Central	.	.	2.3	82.9	2.0	1.7	2.6	1.9	1.1	0.7	3.6	0.8	**	**	*1,430*
Fife	**	**	3.8	1.9	88.6	2.9	0.9	0.5	**	0.4	**	**	**	.	*900*
Edinburgh	**	**	0.7	2.7	5.3	65.8	20.4	0.9	0.4	0.5	0.9	0.8	**	1.5	*2,400*
Lothians	.	.	.	**	3.9	2.1	13.3	70.2	0.7	**	0.5	4.8	2.0	**	2.0	*1,090*
Glasgow	**	.	0.4	1.5	**	0.7	0.8	51.4	10.0	12.9	8.1	8.9	4.8	0.2	*2,820*
Dunbartonshire / Argyll & Bute	.	**	.	.	1.7	.	**	.	14.6	70.6	6.4	4.0	1.1	1.4	.	*1,100*
Renfrewshire / Inverclyde	**	.	.	**	0.2	.	**	**	13.3	5.5	69.2	1.9	4.0	5.5	.	*1,160*
North Lanarkshire	.	.	.	**	3.3	**	1.3	1.8	7.5	3.0	1.5	65.7	14.1	**	**	*800*
South Lanarkshire	.	.	.	**	0.6	**	**	1.0	11.6	1.3	4.8	14.0	63.6	2.1	**	*720*
Ayrshire	**	.	.	**	**	.	**	.	2.2	0.7	2.6	0.7	0.7	92.1	**	*1,130*
Borders / Dumfries & Galloway	.	.	.	**	**	.	**	1.0	**	**	.	.	**	1.0	95.9	*780*
Outside Scotland	6.2	12.4	5.2	5.7	5.6	9.6	6.0	12.5	3.8	6.1	8.3	8.4	6.1	4.1	*4,190*
All working respondents (other than from home	5.8	12.1	7.5	5.7	6.7	10.0	7.1	10.8	4.9	6.4	6.5	6.1	6.1	4.4	*24,380*

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

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

For example, the percentage of employed adults working in Fife who live in Edinburgh can be found by locating the horizontal row labelled Fife beneath Council area of workplace and looking across to the figure

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

[1]Councils in each grouping:

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

Table TD17: Use of ordering services the previous day, 2017

	Supermarket home delivery	Internet shopping	Mail order	Ordered goods by phone	Ordered takeaway food delivery	*Sample size (=100%)*	Did this reduce the number of trips you made yesterday[1] No	Yes	
							cell percentages		
All people:	1.1	8.1	0.6	1.1	3.5	*7,050*	*27.2*	*72.7*	*800*
by gender:									
Male	1.0	7.6	0.5	1.3	4.4	*3,380*	*23.6*	*76.4*	*390*
Female	1.2	8.6	0.7	0.9	2.6	*3,670*	*30.9*	*68.9*	*410*
by age:									
16-19	0.5	8.8	0.0	3.5	9.1	*160*	**	**	*20*
20-29	0.6	9.5	0.3	1.0	6.8	*830*	*34.4*	*65.6*	*120*
30-39	2.1	10.2	0.6	1.0	3.6	*1,070*	*25.6*	*74.0*	*180*
40-49	1.8	11.5	1.2	0.3	3.5	*1,110*	*23.8*	*76.2*	*180*
50-59	0.9	6.9	0.2	1.8	2.4	*1,230*	*27.4*	*72.6*	*130*
60-69	0.6	6.6	0.8	0.9	1.0	*1,270*	*21.5*	*78.5*	*110*
70-79	0.5	2.6	0.5	0.5	0.7	*990*	**	**	*40*
80+	0.0	0.7	0.4	0.2	0.3	*400*	**	**	*10*
by current situation:									
Self employed	2.8	10.4	0.6	4.0	2.8	*460*	*24.7*	*75.3*	*70*
Employed full time	0.9	10.0	0.5	1.0	4.5	*2,620*	*26.0*	*74.0*	*400*
Employed part time	1.3	8.2	0.4	0.9	2.3	*790*	*30.9*	*68.3*	*90*
Looking after the home/family	0.8	4.0	0.7	0.7	5.0	*270*	**	**	*30*
Permanently retired from work	0.7	4.1	0.8	0.4	0.7	*2,150*	*20.1*	*79.9*	*120*
Unemployed/seeking work	1.6	7.3	0.0	2.4	4.7	*200*	**	**	*20*
In further/higher education	0.7	11.2	0.6	0.4	6.1	*240*	**	**	*40*
Permanently sick or disabled	2.3	4.9	2.2	0.4	2.9	*240*	**	**	*20*
by annual net household income:									
up to £10,000 p.a.	0.5	4.0	0.3	1.2	3.0	*660*	**	**	*40*
over £10,000 - £15,000	0.6	4.7	0.9	1.2	3.4	*1,020*	*39.2*	*60.8*	*70*
over £15,000 - £20,000	1.4	5.9	0.7	1.1	3.1	*1,030*	*17.9*	*81.4*	*110*
over £20,000 - £25,000	0.7	5.9	0.4	0.0	3.7	*850*	*31.8*	*68.2*	*70*
over £25,000 - £30,000	0.7	7.2	0.7	0.7	4.1	*680*	*30.7*	*69.3*	*80*
over £30,000 - £40,000	0.9	8.1	0.4	1.1	3.5	*1,100*	*18.6*	*81.4*	*140*
over £40,000 p.a.	1.7	12.7	0.6	1.7	3.4	*1,540*	30.3	69.7	*260*
by Scottish Index of Multiple Deprivation quintiles:									
1 (20% most deprived)	1.4	5.8	0.4	0.8	4.1	*1,150*	*28.7*	*71.3*	*110*
2'	0.8	5.8	0.5	0.6	4.1	*1,390*	*28.6*	*71.4*	*140*
3'	1.1	6.3	1.0	1.0	3.1	*1,570*	*24.9*	*74.6*	*180*
4'	0.9	7.8	0.6	1.5	3.1	*1,620*	*27.7*	*72.3*	*180*
5 (20% least deprived)	1.1	14.2	0.4	1.3	3.0	*1,320*	26.7	73.3	*190*
by urban/rural classification:									
Large urban areas	1.2	7.4	0.5	0.6	3.1	*2,030*	*26.0*	*74.0*	*220*
Other urban	0.9	8.4	0.5	1.2	4.6	*2,430*	*29.6*	*70.4*	*290*
Small accessible towns	1.3	9.0	0.4	1.2	3.0	*660*	*29.3*	*70.7*	*70*
Small remote towns	1.5	5.4	0.6	1.5	3.6	*440*	**	**	*50*
Accessible rural	1.0	9.2	0.7	2.1	2.1	*720*	*28.4*	*70.8*	*90*
Remote rural	1.2	9.1	1.2	1.0	2.3	*770*	13.6	86.4	*90*
by frequency of driving†:									
Every day	1.0	9.1	0.5	1.4	3.2	*3,280*	*32.0*	*68.0*	*440*
At least three times a week	1.5	9.4	0.7	0.7	4.0	*1,120*	*22.1*	*77.4*	*130*
Once or twice a week	0.4	9.7	0.8	2.1	3.2	*430*	**	**	*50*
Less often	2.7	13.4	1.1	0.3	4.8	*200*	**	**	*30*
Never, but holds full driving licenc	1.6	4.5	0.3	0.0	3.9	*420*	**	**	*40*

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

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

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

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

e.g. an estimate of 55% that is based on a sample of 800 has 95% confidence limits of 55% ± 4.1% points
2013 Design factor = 1.16
Formula used is CI = 1.16 x 1.96 x SQRT((% x (1-%)) / n)

Table TD2a: [Main mode by distance] Percentage of journeys by main mode by straight line distance, 2017 [1]

	Main Mode of Transport								
	Walking	Driver car/van	Passenger car/van	Bicycle	Bus	Taxi/ minicab	Rail	Other	*Sample size*
All	21.3	52.1	12.5	1.5	8.2	1.3	2.6	0.5	18,320
by distance:									
Under 1 km	64.9	25.0	6.1	1.0	1.8	0.9	0.0	0.2	4,480
1 to under 2km	30.1	45.3	12.3	3.3	7.4	1.4 .		0.3	2,840
2 to under 3km	10.0	54.1	16.9	1.4	13.4	2.7	0.9	0.5	1,900
3 to under 5km	4.4	59.0	14.2	2.2	15.4	1.7	2.2	0.9	2,140
5 to under 10km	1.2	66.0	13.8	1.4	11.7	1.0	4.3	0.5	2,850
10 to under 15km	0.5	68.1	15.8	0.9	9.0	1.3	3.9	0.3	1,320
15 to 20km	0.5	70.6	15.2 .		5.2	0.8	7.7	0.1	780
20 to 40km	0.0	71.9	12.6	0.1	6.5	1.0	7.5	0.4	1,340
40km and over	.	63.4	19.9	0.2	2.9	0.6	10.3	2.7	670

1. Distances are calculated as a straight line between the start and end points of each stage / journey. A version of this table using the road network distance is included in the publication.
More details on the differences between the straight line and road network distance can be found in TATIS Appendix A.
** denotes cells with values supressed as they contain fewer than 5 respondents.

Table TD4: [Distance] Percentage of journeys made by straight line distance travelled, 2012-2017 [1]

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

1. Distances are calculated as a straight line between the start and end points of each stage / journey. A version of this table using the road network distance is included in the publication.
More details on the differences between the straight line and road network distance can be found in TATIS Appendix A.
2. The questionnnaire ws changed in 2012,and as a result more walking journeys were recorded, so there is a break in the time series between 2011 and 2012.

Table TD4a: [Distance by main mode] Percentage of journeys by straight line distance by main mode, 2017 [1]

	Under 1 km	1 to under 2km	2 to under 3km	3 to under 5km	5 to under 10km	10 to under 15km	15 to 20km	20 to 40km	40km and over	*Sample size*
All									*row percentages*	
by mainmode:	22.7	15.5	10.6	12.3	15.6	7.2	4.5	7.8	3.7	*18,320*
Walking	69.3	*22*	5	2.5	0.9	0.2	**	**	.	*3,920*
Driver car	11	13.8	11.1	14.1	19.9	9.4	6.1	10.5	4.2	*9,490*
Driver van	9.2	6.1	9.6	11.3	16.2	10.4	6.2	17.4	13.4	*340*
Passenger car	11.2	15.3	14.4	14	17.2	9.2	5.3	7.6	5.9	*2,150*
Passenger van	**	9.6	11.3	15.6	17.9	**	16.6	17.5	**	*50*
Bicycle	15.8	34.8	10.3	18.5	15	4.5	.	**	**	*230*
Bus	5.1	14	17.4	23.1	22.3	7.8	2.9	6.1	1.3	*1,470*
Taxi/minicab	15.7	16.4	21.8	16.1	12.3	7.2	**	6.2	**	*230*
Rail	**	.	3.5	10.4	25.4	10.7	13.2	22.1	14.4	*340*
Other	11.1	7.9	11.6	22.5	14.8	**	**	6.5	20.1	*110*

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

Table TD5: [Distance] Distance (straight line) summary statistics 2012-2017[1]

	2012[2]	2013	2014	2015	2016	2017
					Kilometres	
Lower Decile	0.4	0.4	0.4	0.4	0.4	0.4
Lower Quartile	1.0	1.0	1.0	1.1	1.0	1.1
Median	2.7	3.0	3.0	3.3	3.1	3.1
Upper Quartile	8.3	8.7	8.5	9.0	9.2	9.1
Upper Decile	20.2	20.8	20.2	21.8	22.3	22.1
Mean	8.2	8.5	8.3	8.8	8.8	8.9
Sample size	*19,740*	*20,180*	*19,930*	*18,710*	*19,050*	*18,320*

1. Distances are calculated as a straight line between the start and end points of each stage / journey. A version of this table using the road network distance is included in the publication.
More details on the differences between the straight line and road network distance can be found in TATIS Appendix A.
2. Due to a small number of missing distances not having been excluded in the past, some of the mean distances are slightly modified from past published values.

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

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

1. Distances are calculated as a straight line between the start and end points of each stage / journey. A version of this table using the road network distance is included in the publication.

9. SOURCES

Vehicle Licensing Department for Transport
https://www.gov.uk/government/collections/vehicles-statistics

Local Bus Services Department for Transport
https://www.gov.uk/government/collections/bus-statistics

Freight (Road) Department for Transport
https://www.gov.uk/government/collections/road-freight-domestic-and-international-statistics

Freight (Rail) Freightliner/English Welsh & Scottish Railways/Direct Rail Services
https://www.gov.uk/government/collections/rail-statistics
http://uk.dbcargo.com/rail-uk-en/start/

Coastwise Traffic Department for Transport
https://www.gov.uk/government/statistical-data-sets/dwf03-coastwise-traffic

Pipelines Department of Business, Energy and Industrial Strategy
https://www.gov.uk/government/organisations/department-for-business-energy-and-industrial-strategy

Public Road Lengths Transport Scotland
transtat@transport.gov.scot

Road Traffic Department for Transport
https://www.gov.uk/government/organisations/department-for-transport/series/road-traffic-statistics

Road Accident Casualties Transport Scotland Transport Statistics
https://www.transport.gov.scot/publication/key-reported-road-casualties-scotland-2017/

Rail Services Office of Rail Regulation & ScotRail
http://orr.gov.uk/statistics

Air Transport Civil Aviation Authority
http://www.caa.co.uk/default.aspx?catid=80&pagetype=88&pageid=3&sglid=3

Ferries Caledonian MacBrayne & North Link Ferries
http://www.calmac.co.uk/
http://www.northlinkferries.co.uk/

Scottish Household Survey
http://www.scotland.gov.uk/Topics/Statistics/16002

Travel in GB National Travel Survey
https://www.gov.uk/government/collections/national-travel-survey-statistics

Sustrans Hands Up Scotland Survey
http://www.sustrans.org.uk/scotland/what-we-do/schools-and-universities/hands-scotland

Scotland and GB Travel to Work – Labour Force Survey
https://www.gov.uk/government/statistical-data-sets/tsgb01-modal-comparisons

10. BACKGROUND INFORMATION

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

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

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

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

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

Revisions

In previous years a small number of journeys had been incorrectly recorded as very long distances. These have been corrected from 2013 onwards in this publication. The tables affected by the revisions are TD4 and TD5. The impact on values in table TD4 has been small. In table TD5, some upper decile and mean distance values are lower than previously published. In particular, the mean value for 2016 has reduced substantially from the previously published figure.

Published results, and anonymised data

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

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

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

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

Enquiries and further information

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

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

Tel: 0131 244 0824
Fax: 0131 244 7573
E-mail: **shs@scotland.gsi.gov.uk**

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

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

Tel: 0131 244 3004
E-mail: transtat@transport.gov.scot

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

This website provides some background to the survey, information about the progress of the survey, and the published results. Copies of the Transport Statistics bulletins can be found on the Transport Scotland Statistics webpages at: https://www.transport.gov.scot/our-approach/statistics/#

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

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

A NATIONAL STATISTICS PUBLICATION FOR SCOTLAND

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

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

Correspondence and enquiries
For enquiries about this publication please contact:
Keith Hoy
Transport Scotland Analytical Services,
Telephone: 0131 244 3004
e-mail: transtat@transport.gov.scot

For general enquiries about Scottish Government statistics please contact:
Office of the Chief Statistician, Telephone: 0131 244 0442,
e-mail: statistics.enquiries@gov.scot

How to access background or source data

The data collected for this statistical bulletin:

☐ are available as part of a GB dataset on data.gov.uk

☒ may be made available on request, subject to consideration of legal and ethical factors. Please contact transtat@transport.gov.scot or further information.

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

Complaints and suggestions
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