

TRANSPORT AND TRAVEL

26 August 2015

Transport and Travel in Scotland 2014

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 2014.

This publication is split into 4 broad themes:

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

This bulletin provides updates to two National Indicators, which form part of the Scotland Performs national framework – **congestion**, which shows performance **worsening**, and **public and active travel to work**, which shows performance **maintaining**.

Overview of travel trends in Scotland

Rail and air passenger numbers and **distance cycled** is estimated to have increased between 2009 and 2014, and **ferry passenger** number have increased slightly in the last year. **Bus and ferry passenger numbers** were lower in 2014 than five years ago and **Car traffic** was at a similar level.

Traffic and passenger numbers in Scotland, 2009 to 2014

	2009	2013	2014	% change over 1 year	% change over 5 years
Car traffic (m/veh km) on all roads ^{&}	34,392	33,811	34,399	1.7%	0.0%
Pedal cycles (m/veh km) on all roads ^{&}	287	329	339	3.0%	18.1%
ScotRail passengers (millions) [§]	76.9	86.3	92.7	7.3%	20.5%
Bus passengers (millions) [§]	459	425	420*	-1.2%	-8.5%
Air passengers (millions)	22.50	23.25	24.08	3.6%	7.0%
Ferry passengers in Scotland (millions) [#]	8.27	7.83	7.88	0.7%	-4.7%

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

Notes: [§] Based on financial year, ^{*}provisional figures, [#] Figures for passenger numbers on the Corran ferry service have not been included in the total for Scotland as the figures are new estimates and considered as 'data under development', [&]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.

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Transport and Travel in Scotland 2014 - Summary

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

People in Scotland made more trips in 2014, with

77%

reporting travelling the previous day, an increase from 76% in 2013.



Work

68%

13%

10%

3%

Usual mode of travel



School

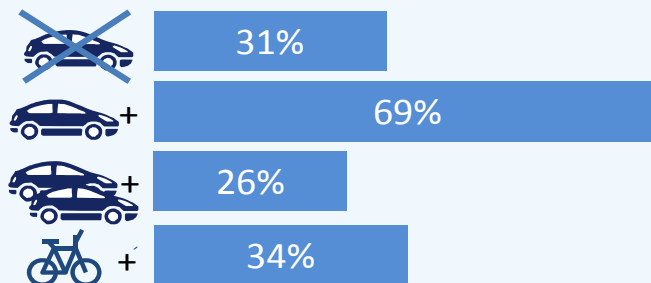
25%

51%

20%

2%

Most households (69%) had one or more **car or van available for private use** in 2014. 34% of households had at least one **bike available in 2014**.



75%

Of people were satisfied with public transport in 2014 – an increase from 71% the previous year.

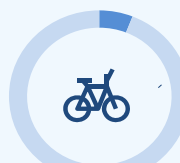
Percentage of adults using each mode of travel at least once per week in 2014:



61%



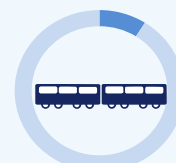
67%



6%



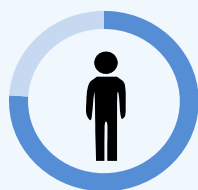
29%



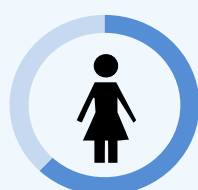
9%

68%

of the population had a driving licence in Scotland in 2014, the same proportion as in 2013.



76% of men

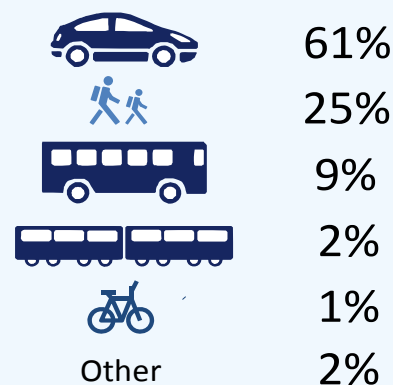


62% of women

owned a driving license.

The difference in license ownership between men and women is smaller in younger age groups

Modal share of all journeys:



For web publication and further information, visit

<http://bit.ly/TSStats-TATIS>



2. NATIONAL INDICATORS

This bulletin provides updates to two National Indicators, which form part of the Scottish Government's National Performance Framework. The National Performance Framework measures and reports on the progress towards the Scottish Government's Purpose: creating a more successful country, with opportunities for all to flourish through increasing sustainable economic growth.

FURTHER INFORMATION:

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

<http://www.gov.scot/About/Performance/scotPerforms>

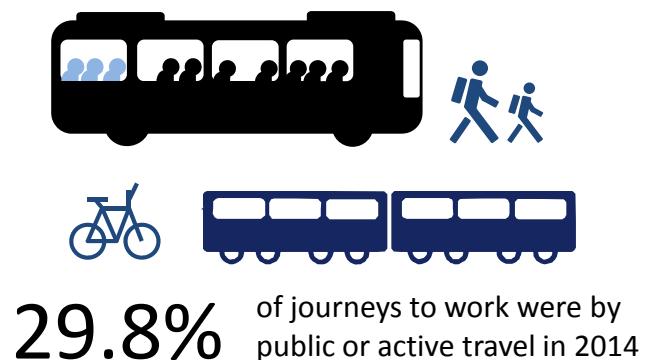
Progress towards the Purpose is tracked by 7 Purpose Targets and supported by 16 National Outcomes - describing the kind of Scotland we want to be - and 50 National Indicators, covering key areas of health, justice, environment, economy, and education to measure progress.

National Indicator No. 4: Reduce number of driver journeys delayed due to traffic congestion

11.7% of driver journeys were perceived to be **delayed by congestion** in 2014



National Indicator No. 48: Increase the proportion of journeys to work made by public or active travel



NATIONAL INDICATORS - DETAIL

29.8% of journeys to work were by **Public or Active travel**, a similar proportion to 2013 (30.7%). This figure provides an update to National Indicator 48, which will show **performance maintaining**. Thirteen per cent of journeys to work were on foot, ten per cent were by bus, four per cent were by train and just less than three per cent were by bicycle.

11.7% of driver journeys were **delayed due to congestion**, a higher proportion than in 2013 (9.7%) but one percentage point below the 2006 baseline. This figure provides an update to National Indicator 4 which will show **performance worsening**.

3. INTRODUCTION

This bulletin provides the results of the Transport and travel related questions asked in the Scottish Household Survey, 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.

Figure 1 provides a time series of trends in transport mode usage based on the same source as the summary table on the first page of this publication. This is provided to give context to

the SHS estimates published in the following chapters. The measures are indexed to a 2004 base year and include annual passenger numbers for rail, ferry, bus and air travel, as well as DfT traffic volume estimates for bicycle and car travel.

Previously published editions of TATIS included tables which combined several years' worth of data to obtain larger sample sizes. This year's publication has endeavoured to publish estimates for single years where possible in order to maximise the utility of the data, with the caveat that 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

<http://www.transportscotland.gov.uk/statistics/scottish-transport-statistics-all-editions>

Scottish Transport Statistics will be published in February 2016 and will contain a comprehensive statistical picture of transport statistics in Scotland. For a **full list of transport statistics publications** see:

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

Ben Collier

Transport Analytical Services

Transport Scotland

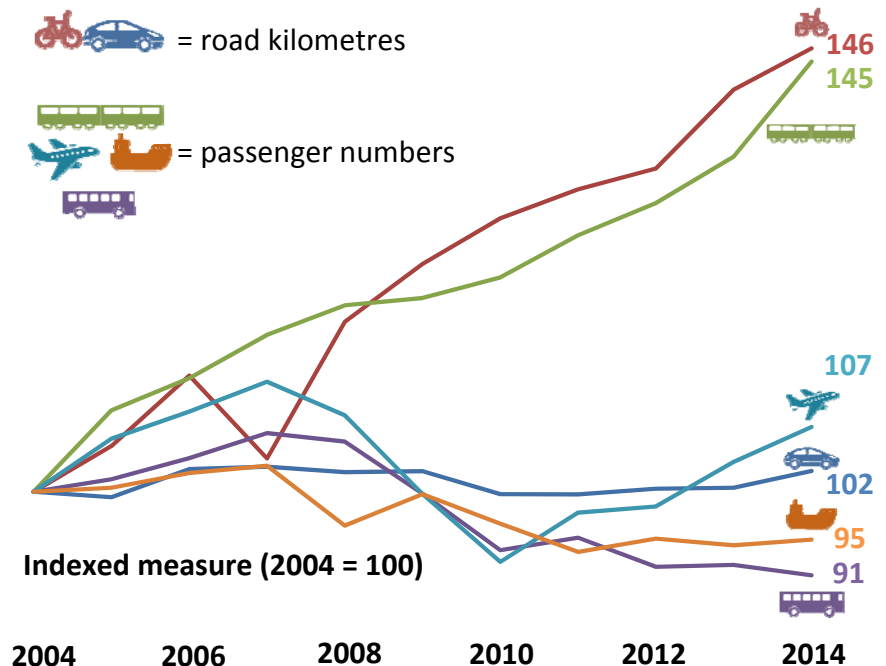
Victoria Quay

Edinburgh EH6 6QQ

Telephone: 0131 244 7256 or 0131 244 1457

transtat@transportscotland.gsi.gov.uk

Figure 1: Trends in passengers and traffic, 2004-2014



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?

More than three quarters (77%) of adults travelled the previous day. The number of people travelling the previous day has increased from 76 per cent of adults in 2013. Men were more likely to have travelled than women; 79 per cent of men had travelled the previous day compared to 75 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 68 per cent of those aged 70 to 79. *[Table TD1]*

WHY DO PEOPLE TRAVEL?

Most journeys were for the purpose of commuting (23%) or shopping (21%). *[Table TD3]*. There has been little change in journey purpose since 2013.

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 (6%). Thirteen per cent of people usually travelled to work on foot. Ten per cent of people usually travelled to work by bus and four per cent travelled by rail. Just less than three (2.6) per cent of people usually travelled to work by bicycle in 2014. *[Table SUM1]*

29.8%
of people usually
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public or active
travel in 2014.

Who travels to work by which mode?

Men were more likely to drive to work than women. Women were more likely than men to walk or catch the bus to work. Men were also more likely to cycle to work. The proportion of people who usually walked or travelled by bus to work was lower in households with higher levels of income. Younger people (aged 16 to 29) were least likely to drive to work. *[Table 7]*

Why do people choose these modes?

Of those who drive to work, 48% said that they could use public transport. The main reasons for not using Public Transport were that it takes too long (45% of respondents), that it is inconvenient (17% of respondents) and that there is no direct route (21% of respondents). *[Table 13 and Table 14]*

Fourteen per cent of people car shared in 2014, a similar proportion to 2013. Of these, the majority (92%) arranged it between themselves, with only 7% organising it through their employer (the remaining 1% used some other means for arranging car sharing, including

use of car clubs). The main reasons given for not car sharing were that nobody from work lives nearby (67%) and the lack of regular work hours (22%). [Table 11]

Relatively few people have changed the mode of transport they used to get to work compared to the previous year. Based on data for the last 5 years, of those who drove to work a year ago, 97 per cent still drove to work. For other modes, the biggest shift was to driving; 9.5 per cent of those who cycled and 5 per cent of those who walked a year ago now reported driving. [Table 10a]

The main reasons given by respondents for changing their usual mode of travel to work in 2014 were changing job (42%) and moving house (21%). [Table 10b]

Of those who didn't cycle to work in 2014, the main reason given for not doing so was 'it's too far' (33%), followed by 'too many cars on the road' (18%). 'The weather' and 'traffic travels too fast' accounted for 16 per cent and 12 per cent respectively. [Table 26]

Travel to School

How do children travel?



Around half of children (51%) walked to school, twenty per cent travelled by bus and around a quarter (25%) travelled by car. [Table SUM1]

There was variation in mode of travel by age, with 59 per cent of those aged 4 to 11 walking to school compared to 42 per cent of those aged 12 to 18. Older children were more likely to catch a bus than younger children; 36 per cent compared to 8 per cent. [Table 15]

These figures are similar to those reported in the Sustrans Hands Up Scotland publication: <http://www.sustrans.org.uk/scotland/what-we-do/schools-and-universities/hands-scotland>

Why do parents choose these modes?

92 per cent walked because the school is close and 32 per cent who travelled by car did so because it was the most convenient mode. 40 per cent of those who used a school bus and 37 per cent of those who used a service bus did so because it was the "most convenient". The second most popular reason for those who travel by car was that it was the quickest method (19%), while for school bus the second most popular reason was that it was the 'only method available' and for service bus the second most common reason was "too far to walk". [Table 16]

The main reason for primary children not using public transport was that 'they are too young to travel on own' (55%). For secondary-aged children the main reasons were that parents 'prefer to use the car' (49%) and that 'it is inconvenient' (27%). Table 17]

WHEN DO PEOPLE TRAVEL?

As could be expected, more journeys were reported on weekdays (14-16% of journeys on each day) than at weekends, with most journeys reported on Fridays (16%) and least travel reported on Sundays (12% of journeys). *[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 17 per cent of journeys starting between 2 pm and 4:30 pm and another 16 per cent starting between 4:30 pm and 6:30 pm. A quarter (25%) of weekend journeys started between 12 noon and 2 pm, with over 29 per cent of weekend journeys starting before noon and 46% of journeys starting after 2pm.

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

Duration

Most journeys were short: Seventy per cent of journeys lasted up to 20 minutes. thirty-eight per cent lasted between five and ten minutes. Only 16 per cent of journeys lasted more than half an hour and around four per cent lasted more than an hour. *[Table TD6]*

Perceptions of Congestion

The main reason suggested for delays was 'volume of traffic' (82%), up from 80 per cent in 2013. Delays as a result of road maintenance have risen from 18 per cent to 19 per cent in 2014. *[Table TD10a]*

11.7% of car driver journeys were perceived to be delayed due to congestion in 2014, an increase on 2013 (9.7%). This provides an update to National Indicator 4, which will show performance worsening. Eleven per cent of bus journeys were delayed due to congestion, up slightly from 10 per cent in 2013. *[Table TD11]*

Around a half (51%) of all journeys to work were perceived to not be affected by congestion but the proportions were lower for car driver and bus journeys (38% of car driver journeys and 36% of bus journeys). Thirty eight per cent of people who drive to work reported experiencing congestion at least once a week. The proportion was 43 per cent for buses. *[Table 8]*

Over a quarter (28%) of drivers allowed no extra time for congestion on their journey to work and a third (33%) allow ten minutes or less. The proportions were similar for bus passengers where 32 per cent allowed no extra time and 29 per cent allowed ten minutes or less. *[Table 8]*

Twenty two per cent of driver commuting journeys and 14 per cent of driver business journeys were delayed by congestion. The percentages for all other purposes, apart from education (12%) and holiday travel (13%), were less than ten per cent. As would be expected, the morning and evening peak periods on weekdays saw the highest proportion of driver journeys delayed by congestion; 27 per cent for journeys starting between 7 and 8 am and between 4 and 5 pm. *[Table TD12]*

11.7%
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an increase on 2013
(9.7%).

HOW DO PEOPLE TRAVEL?

The car remained the most popular mode of transport: 48 per cent of journeys were made as a car driver, a decrease from 50 per cent in 2013. A further 13 per cent were made as a passenger - a decrease from 14 per cent in 2013. *[Table TD2 and Table SUM1]*

The second most used mode of transport was walking at 25 per cent, an increase from 23 per cent in 2013. *[Table TD2 and Table SUM1]*

There has been little change in share for other modes of transport with nine per cent of journeys made by bus, 2 per cent by rail and just more than one (1.4) per cent by bicycle in 2014. *[Table TD2]*

Similar estimates of modal share were seen when looking at journey stages. *[Table TD2b]*

Use of multiple modes / Park and Ride

Four per cent of journeys reported in the Travel Diary in 2014 were multi-stage. Some of the increase in recent years may be as a result of changes in the structure of the travel diary to improve the quality of the data (See appendix A). *[Table TD2c]*

Three quarters of multi-stage journeys reported consisted of two stages. *[Table TD2c]*

Multi-stage journeys are highest for ferry and air travel with an average of just more than 2 stages for every journey with one of these mode used as the main mode. For rail the average is 1.4 stages per journey and for all other modes the average number of stages per journey is just more than one. *[Table TD2c]*

The proportion of people reporting having made park and ride journeys in the last month rose between 2013 and 2014 from 16 per cent to 17 per cent. The most popular locations used were car park at bus and train stations or airports (29%) and specially designated park and ride facility (28%). Those that did not use a dedicated park and ride facility cited 'no facility available' (78%) and 'journey would take longer' (12%) as reasons. *[Table 21]*

Just more than half (55%) used a train for their onward journey, 25 per cent used a bus and 17 per cent walked. *[Table 22]*

WHERE DO PEOPLE TRAVEL?

Twenty two per cent of all journeys in Scotland either start or end in Edinburgh or Glasgow. Most journeys started and finished in the same local authority. The proportion was highest in Highlands/Islands and Grampian (Aberdeen City, Aberdeenshire and Moray), where 95% of journeys started and finished in the same area and lowest in Glasgow and South Lanarkshire (69% and 70% respectively). *[Table TD13 + TD14]*

HOW FAR DO PEOPLE TRAVEL?

A quarter of journeys were under 1 km and half were under 3 km. People reported slightly more very short journeys in 2014 (25.4% under 1 km) compared to 2013 (24.6% under 1 km) which may be a result of the increase in walking journeys reported in the survey. *[Table TD4]* The median journey length was 3 km and the mean journey length was 8.4 km. *[Table TD5]*

Walking journeys had the shortest average (mean) length (1.1 km) then bicycle (4.4 km). The average car driver journey was 10.4 km, bus journeys averaged 8.3 km and rail journeys had the longest average length at 28.4 km. *[Table TD5a]*

More than two thirds (69%) of journeys under 1 km were made on foot, however car journeys accounted for most of the remainder (27%). *[Table TD2a]*

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

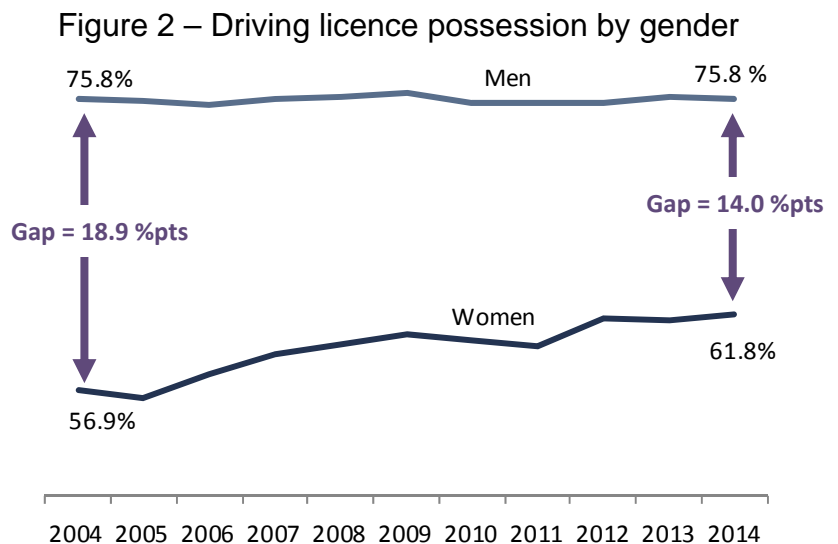
Sixty eight per cent of the population (17+) had a driving licence in 2014, the same proportion as in 2013. [Table SUM1 and Table 1]

Three quarters (76%) of men aged 17+ had a driving licence, compared to 62 per cent of women. There has been a narrowing of this gap over the years of the survey. [Table 1 and Figure 2]

Driving licence possession was lowest amongst younger and older people (17-19: 29% and 80+: 40%) and highest amongst those aged 40-49 (82%). [Table 1]

Driving licence possession increased with net annual household income (47% for adults in households with less than £10,000 of income compared to 90% in households with an income over £40,000). [Table 19]

Driving licence possession increases with rurality (60% of adults in large urban areas have a driving licence, compared to 84% of those in remote rural areas). [Table 19]



CAR AND VAN ACCESS

Sixty nine per cent of households had access to one or more cars or vans for private use in 2014. Around a quarter (26%) of households had access to two or more cars (or vans). These proportions are similar to 2013. [Tables 18 & SUM1]

The proportion of households with access to a car was higher in households with a higher net annual income; the number of cars the household had access to was also higher in higher income households; 66% of households with an annual income of more than £40,000 had access to two or more cars, compared to 6 per cent of households with an annual income of less than £10,000. [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 one per cent of those aged 17+ drove at least once a week in 2014, with 41 per cent driving every day. *[Tables 3a & SUM1]*

Frequency of driving increased with income and with rurality. Thirty one per cent of adults in large urban areas drove every day compared to fifty one per cent of adults in remote rural areas. Seventeen per cent of adults living in households with a total annual income of under £10,000 drove every day, compared to sixty five 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 2014; the rate has remained similar in recent years. The proportion of single occupancy journeys has seen increases in recent years and accounted for around two thirds (65%) of car journeys in 2014, an increase from 60% in 2004. *[Table TD9]*

FUEL SPEND

The average amount which households spent on fuel in the last month fell slightly between 2013 and 2014, from £128.90 to £123.70, however the median figure remains at £100. *[Table 2]*

LICENSED VEHICLES

There were 262,200 new vehicles registered in Scotland in 2014, the highest number of new registrations since 2004. *[Table SUM2]*

The number of vehicles licensed for use on the roads increased by 2 per cent from 2.76 million to 2.82 million between 2013 and 2014. *[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 55,990 km of road in Scotland. Of this, 6.4 per cent (3,570 km) is Trunk road, the remaining 52,420 km are managed by Local Authorities. There has been an increase in road length of one per cent over the last five years. *[Table SUM2]*

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

ROAD TRAFFIC

The estimated volume of traffic on Scotland's roads was at its highest ever - 44.8 billion vehicle kilometres in 2014, an increase of 2 per cent on 2013 and slightly above the previous recent peak in 2007 of 44.7 billion. *[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 11,240 road casualties reported to the police in 2014 (264, or 2%, fewer than in 2013), the lowest figure since records began in 1950. Of these, there were 200 fatalities; 28 (16%) more than in 2013. There were 1,694 serious injuries; 22 (or 1%) more than in 2013 and 9,346 slightly injured: 314 (or 3%) fewer than in 2013. More detailed statistics can be found in [Key Reported Road Casualties](#).

6. PUBLIC TRANSPORT, AVIATION AND FERRIES

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

SATISFACTION WITH PUBLIC TRANSPORT

Seventy five per cent of people were very or fairly satisfied with public transport in 2014, an increase on 2013 (71 per cent). However, the proportion of people that are very satisfied has decreased slightly from 24 per cent to 23 per cent. [Table 4]

LOCAL BUS SERVICES

Provisional figures indicate that there were 420 million bus journeys made in Scotland in 2014/15, a reduction from 425 million in 2013/14. [Table SUM2]

Twenty nine per cent of adults used the bus at least once a week. Fifty-eight 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 26 per cent of men). [Table 28]

Frequency of bus use was highest amongst younger people (only 36% of 16-19 year olds had not used the bus in the last month, compared to two thirds (68%) of those aged 40-59 and 58% of those aged 80+). [Table 28]

Frequency of bus use was also higher in urban areas (42% of people in large urban areas use the bus at least once a week compared to 10% in remote rural areas). [Table 28]

People were satisfied with most of the aspects of bus services asked about in the survey. Agreement was highest for respondents feeling safe and secure during the day (94%), for finding it simple to decide which ticket to use (89%) and for finding routes and times easily (86%). Lowest levels of agreement were with fares being good value (60%) and buses being environmentally friendly (66%). [Table 29]

When asked what discourages them from using the bus more, 20 per cent said they had no need to use the bus more, 19 per cent of respondents said they used their own car and 16 per cent gave no particular reason. Reasons around service provision ('Takes too long', 'lack of service' and 'no direct route') were each cited by over 10 per cent of respondents. [Table 41]

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 151 million concessionary travel journeys in 2013 (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]

Eighty-seven per cent of adults aged 60+ hold a National Concessionary Travel pass in 2014, a similar figure to previous years. Twenty seven per cent of adults aged 16+ hold a pass. [Table 5]

Of those aged 60+, thirty seven per cent have a card and use it at least once a week (10% use it every day or almost every day). Thirty four per cent have a pass but hadn't used it in the last month. [Table 32]

Those living in urban areas use their pass more frequently than those living in rural areas. Women use their pass more frequently than men (42% of women aged 60+ have a pass and use it at least once a week, compared to 30% of men aged 60+). [Table 32]

Statistics on concessionary journeys, and card holder numbers from the National Concessionary Travel administrative systems, are included in [the Bus and Coach chapter of Scottish Transport Statistics](#).

RAIL TRAVEL

There were 92.7 million passengers carried by ScotRail in 2014, an increase of seven per cent from 86.3 million in 2013, and an increase of 21 per cent over the last five years. [Table SUM2]

Nine per cent of the population (16+) reported using the train at least once a week in 2014. Sixty nine per cent had not used the train in the last month, a reduction from 82 per cent in 2004. [Table 28 and Table SUM1]

The proportion of people who reported that they hadn't used the train in the last month increased with age (59% of those aged 16-19 hadn't used the train in the last month, compared to 93% of those aged 80+). [Table 28]



Photo courtesy of ScotRail

Train use was higher in higher income households (78% of those interviewed with a household income of less than £15,000 had not used the train in the last month, compared to 57% 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, a third (33%) had used it for a shopping trip. A quarter (25%) had use the train to visit friends / relatives. Twelve per cent had used the train in the course of work and 11 per cent had used it for commuting in 2014. [Table 44]

People were satisfied with most aspects of rail services that the survey asks about. The level of agreement was highest with personal safety (97%), running to timetable, stability of service and ease of finding out about routes and times (91% for the latter three). The lowest level of agreement was with the statement that train fares are good value (57%). [Table 30]

When asked what discourages train users from using the train more, the main reason given, other than nothing (56%) or "no need" (17%) was cost (12%) with the next largest

proportion being ‘no nearby station’(6%). For those who hadn’t used the train in the previous month, the main reasons were “nothing” (39%), “no need” (23%), “no nearby station” (16%), cost (10%) and “health reasons” (5%). [Table 42 & 42a]

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

AVIATION

Air terminal passengers increased by 3.6 per cent between 2013 and 2014, from 23.25 million to 24.1 million. [Table SUM2]

In 2014, 46 per cent of people had flown for leisure purposes in the previous 12 months and 8 per cent had flown for business. [Table 37a and 38a]

Of those who flew for leisure in the last 12 months, half made up to two flights (return flights count as two, as does changing flights). Ninety one per cent flew eight times or fewer. [Table 37b]

Most people who flew for leisure flew to Europe. Of those who flew for leisure in the last 12 months, 76 per cent made at least one flight to Europe in the previous year. Five per cent made at least one flight within Scotland, 28 per cent made at least one flight to the rest of the UK and 31 per cent made at least one flight out of Europe. [Table 37b]

Of those who flew for business in the last 12 months, fifty seven per cent made six flights or fewer but around one in five (19%) made more than 20 flights (returns count as two, as does changing flights). [Table 38b]

Most people who fly for business flew within the UK. Of those who flew for business in the last 12 months, 72 per cent had flown to the rest of the UK. Thirteen per cent had flown within Scotland, 33 per cent had flown to Europe and 23 per cent had flown outside of Europe. [Table 38b]

The majority of people flying for business or leisure within the UK did so because it was quicker than alternative modes (85%). Just under a quarter (22%) did so because it was cheaper, though this proportion has fallen slightly from 23 per cent in 2013 and 28 per cent in 2012. [Table 39]

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

FERRIES



There were 7.88 million ferry passengers carried on routes within Scotland in 2014, an increase of 0.7 per cent from 7.83 million in 2013. [Table SUM2]

Just over four per cent of respondents had used the ferry in the last month. Three per cent used a ferry once a fortnight or once a month and less than one per cent used it more frequently. [Table 40a]

Just under half (46%) of people who had used a ferry had done so for a holiday or day trip. Twenty five per cent had used a ferry to visit friends or relatives. Fifteen per cent had used a ferry in the course of work and ten per cent had used a ferry for a shopping trip. *[Table 40b]*

Two thirds (68%) of people chose to use the ferry because there was no feasible alternative. Eleven per cent chose the ferry because it was quicker, nine per cent said they chose the ferry as they could take their own vehicle and six per cent said it was cheaper. *[Table 40c]*

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

CHANGING MODES

Thirty three per cent of journeys where rail was the main mode of transport had two or more stages. Nine per cent had three or more. Five per cent of journeys where service bus was the main mode of transport had two or more stages. *[Table TD2c]*

Most users (86%) reported no difficulties changing between modes of public transport. Six per cent reported that they had a long wait between journeys and three per cent reported not having enough time to change modes. A lack of information about connecting modes was reported by 2 per cent of users. *[Table 45]*

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).

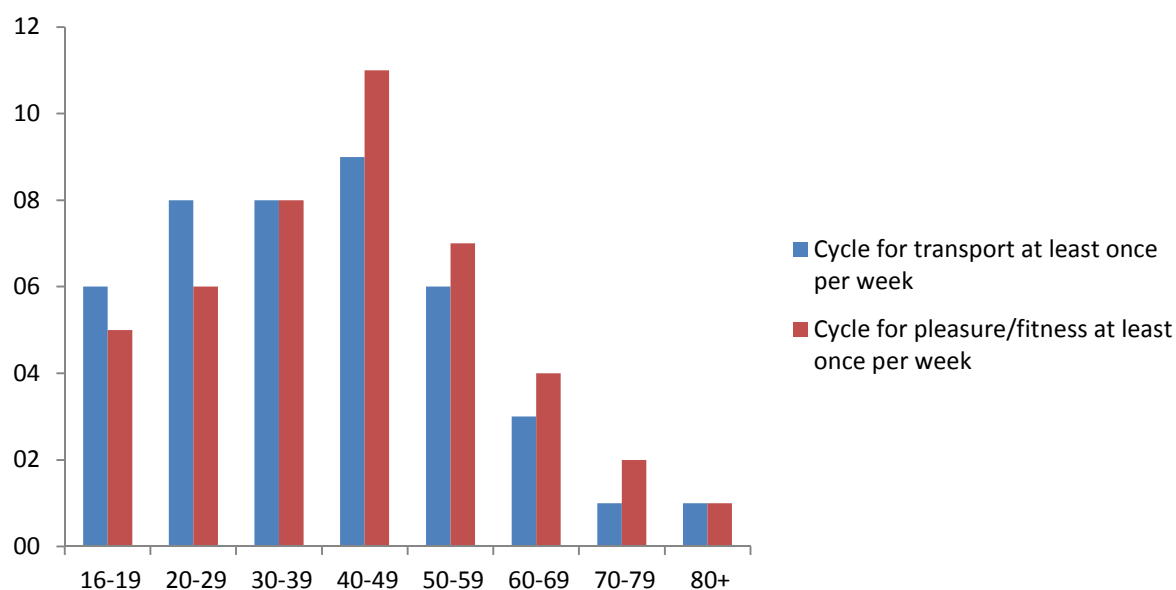
CYCLING

Distance cycled on all roads is estimated to have increased from 329 million vehicle kilometres in 2013 to 339 million vehicle kilometres in 2014. [DfT traffic estimates 2014] Traffic estimates indicate only 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.

One per cent of journeys had cycling as the main mode of transport, a similar proportion to 2013. [Table SUM1 & TD2] The average (mean) cycling journey was 4.4 km in length. [Table TD5a]

Just less than three (2.6) per cent of adults usually cycle to work, compared to 2.5 per cent in 2013. Just less than two per cent (1.7%) of children cycled to school. [Tables 7, 15 & SUM1]

Figure 3: Percentage of adults reporting cycling at least once per week by age, 2014



When asked why they don't cycle to work, the main reason given was 'it's too far' (33%) followed by 'too many cars on the road' (18%). Sixteen per cent don't cycle because of bad weather and twelve per cent said that traffic travelled too fast. [Table 26]

Bicycle access

A third (34%) of households had access to at least one bicycle for adult use in 2014. Nineteen per cent had access to two or more. [Table 18]

Household access to bikes increased with household income and household size (two thirds of households with an income of £40,000 or more have access to one or more bikes). Bicycle access was higher in rural areas than urban areas. [Table 18]

WALKING

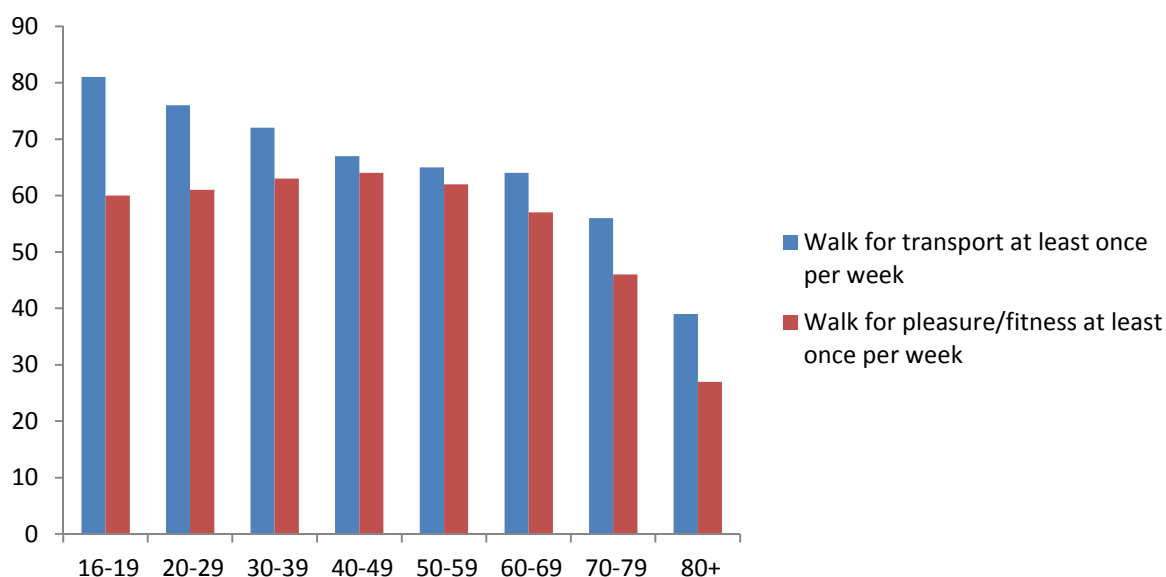
Twenty five per cent of journeys reported in the SHS travel diary had walking as the main mode of transport. Thirteen per cent of adults usually walk to work and 51 per cent of children usually walk to school as their main mode of transport. [Tables 7, 15, TD2 & SUM1]

The average walking journey was 1.1 km in length. [Table TD5a]

Two thirds of people had walked as a means of transport on at least one day in the previous week. Twenty two per cent had walked as a means of transport on 6-7 days. More than half (58%) of people had walked for pleasure at least once in the last week. [Table 3a]

Frequency of walking decreased with age (81% of those aged 16-19 had walked to go somewhere in the last week, compared to 39% of those aged 80+). [Table 25a]

Figure 4: Percentage reporting walking at least once per week by age, 2014



When respondents were asked what discourages them from walking more, the main reasons given, other than nothing (57%) were health and weather (both 15%). [Table 43]

8. STATISTICAL TABLES

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LOCAL AUTHORITY ANALYSIS OF SHS DATA

Local Authority tables will be published online at <http://bit.ly/TATIS2014-LA>

Table Sum2 Summary of Transport in Scotland
Numbers

SUMMARY

	2004	2005	2006	2007	2008	2009	2010	2011	2012	2013	2014
Vehicles Licensed											<i>thousands</i>
Private and Light Goods ¹	2,158	2,231	2,259	2,313	2,347	2,362	2,364	2,369	2,395	2,436	2,496
All Vehicles ¹	2,448	2,531	2,564	2,627	2,665	2,684	2,685	2,691	2,717	2,759	2,821
New Registrations	263	251	243	251	215	216	209	202	216	241	262
Local Bus Services ²											<i>millions</i>
Passenger Journeys (boardings) ³	460	466	476	488	484	459	432	438	424	425	420 ¹²
Vehicle Kilometres ³	359	374	384	389	386	376	346	338	327	330	..
Passenger Revenue at latest year's prices ³	451	471	530	550	574	561	531	540	560	554	..
											<i>£ million</i>
Freight Lifted											<i>million tonnes</i>
Road ^{4,9}	173.1	165.6	170.0	176.8	157.0	131.9	131.9	144.2	150.7	135.8	..
Rail ²	11.25	14.32	12.96	11.35	10.36	9.69	8.33	9.87	8.43	..	..
Coastwise traffic	20.5	25.5	20.6	22.8	23.3	19.8	18.0	16.3	12.5	11.4	..
One Port traffic	1.33	1.76	1.48	1.83	1.75	3.59	1.88	2.42	2.57	2.10	..
Inland waterway traffic	9.97	10.19	10.16	10.50	12.19	10.10	10.89	10.70	10.79	10.69	..
Pipelines ⁵	27.6	27.6	27.8	27.5	27.6	27.6	27.6	27.8	28.2	..	..
Total	243.8	245.0	243.0	250.8	232.2	202.7	198.6	..	..	..	..
Public Road Lengths											<i>kilometres</i>
Trunk (A and M) ¹⁰	3,482	3,505	3,518	3,505	3,505	3,520	3,518	3,523	3,553	3,551	3,570
Other Major (A and M)	7,418	7,433	7,424	7,381	7,421	7,421	7,414	7,467	7,473	7,473	7,406
Minor Roads	43,691	43,909	44,026	44,300	44,418	44,591	44,694	44,769	44,873	44,938	45,011
All Roads ^{10,12}	54,590	54,847	54,968	55,186	55,344	55,532	55,626	55,758	55,898	55,962	55,987
Road Traffic											<i>million vehicle-kilometres</i>
Motorways ¹¹	6,094	6,151	6,433	6,577	6,683	6,633	6,503	6,570	7,140	7,262	7,421
A roads	22,114	21,904	22,465	22,408	22,127	22,327	21,992	21,996	21,713	21,786	22,016
All roads (incl. B, C, uncl.)	42,705	42,718	44,119	44,666	44,470	44,219	43,488	43,390	43,549	43,840	44,789
Reported Road Accident Casualties ¹⁰											
Killed	308	286	314	281	270	216	208	185	178	172	200
Killed and Serious	3,074	2,952	2,949	2,666	2,845	2,503	2,177	2,065	2,159	1,844	1,894
All (Killed, Serious, Slight)	18,502	17,885	17,269	16,239	15,592	15,043	13,338	12,790	12,721	11,504	11,240
Passenger Rail ^{2,6}											<i>millions</i>
ScotRail passenger journeys ⁶	64.0	69.4	71.6	74.5	76.4	76.9	78.3	81.1	83.3	86.3	92.7
ORR data:											
Rail journeys in/from Scotland ⁷	61.3	66.7	69.8	72.7	76.3	76.5	79.4	83.3	85.8	86.7	..
Passenger receipts (£2013 mill)	303.5	304.5	313.6	357.1	358.5	393.8	408.1	418.3	434.6	447.5	..
Air Transport											<i>thousands</i>
Terminal Passengers	22,555	23,795	24,437	25,132	24,348	22,496	20,907	22,065	22,207	23,250	24,076
Transport Movements	385.6	408.8	420.6	428.2	417.1	382.7	354.4	366.3	372.1	376.4	376.2
Freight	81.0	79.4	83.3	66.1	50.2	50.9	47.5	45.2	52.2	54.2	59.9
											<i>thousand tonnes</i>
Ferries ⁸											<i>thousands</i>
Passengers	10,837	10,573	10,589	10,721	10,014	10,219	9,990	9,631	9,698	9,662	9,679
Vehicles	3,077	3,026	3,113	3,244	3,056	3,128	3,063	3,051	3,057	2,951	3,033
of which on routes within Scotland											
Passengers	8,293	8,327	8,453	8,516	8,001	8,272	8,016	7,773	7,888	7,831	7,885
Vehicles	2,476	2,503	2,610	2,713	2,569	2,648	2,554	2,551	2,628	2,577	2,625

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

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

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

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

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

12. Provisional

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 work¹, 2014

	Walking	Driver	Passenger	bicycle	bus	rail	Other	Sample size (=100%)	% Public / Active (National Indicator)
All	12.9	61.6	6.0	2.6	10.2	4.2	2.5	4,130	29.8
<i>Row percentages</i>									
by gender:									
Male	10.1	63.1	5.8	4.4	8.4	4.5	3.8	1,930	27.3
Female	15.8	60.2	6.3	0.8	11.9	3.8	1.2	2,200	32.3
by age:									
16 - 29	16.3	48.1	11.4	2.4	14.9	5.0	1.9	710	38.6
30 - 39	12.9	59.7	4.8	4.1	10.2	5.7	2.7	900	32.8
40 - 49	12.4	66.9	3.3	2.6	7.5	4.3	3.1	1,090	26.8
50 - 59	10.8	68.8	4.6	2.0	8.4	2.7	2.7	1,010	23.9
60 and over	11.7	66.6	7.8	0.8	10.8	1.2	1.2	420	24.5
by current situation:									
Self employed	9.6	71.0	6.3	1.8	2.2	3.7	5.3	190	17.4
Employed full time	11.1	63.4	5.6	2.9	9.6	4.6	2.8	3,030	28.3
Employed part time	20.1	53.3	7.7	1.6	13.6	2.8	1.0	910	38.1
by annual net household income:									
up to £10,000 p.a.	25.9	38.4	11.1	0.6	18.3	5.6	0.1	160	50.4
over £10,000 - £15,000	22.3	36.2	9.8	2.4	24.0	2.9	2.4	410	51.6
over £15,000 - £20,000	19.8	52.9	8.0	1.6	14.0	2.5	1.2	570	37.8
over £20,000 - £25,000	15.8	57.4	8.3	4.6	9.0	3.7	1.3	530	33.1
over £25,000 - £30,000	12.7	60.2	7.0	1.8	13.1	3.9	1.3	510	31.6
over £30,000 - £40,000	13.1	64.9	5.5	2.7	7.9	3.5	2.4	770	27.2
over £40,000 p.a.	6.2	72.8	3.2	2.7	5.7	5.5	4.1	1,170	20.0
by Scottish Index of Multiple Deprivation:									
1 - Most Deprived	15.9	47.4	11.5	2.2	15.0	5.5	2.4	670	38.7
2	15.7	58.1	6.0	1.2	12.9	4.3	1.8	780	34.1
3	12.6	66.6	4.9	2.4	8.6	2.4	2.5	950	26.0
4	11.7	68.7	5.2	2.1	7.0	3.1	2.2	980	23.9
5 - Least Deprived	9.7	63.9	3.6	4.8	8.7	5.8	3.5	760	29.1
by urban/rural:									
Large urban areas	16.8	49.3	4.7	4.3	17.5	4.9	2.5	1250	43.4
Other urban	11.6	64.9	7.6	1.8	7.0	5.1	2.0	1350	25.4
Small accessible towns	8.2	70.2	7.1	2.3	5.3	3.4	3.5	390	19.2
Small remote towns	21.5	53.6	7.6	3.9	4.2	1.2	8.0	260	30.8
Accessible rural	6.5	79.4	4.1	0.5	5.7	2.2	1.6	470	14.9
Remote rural	14.0	69.6	5.3	1.5	6.1	1.1	2.5	410	22.7
by number of cars:									
none	36.4	3.0	11.1	5.8	34.3	6.8	2.6	670	83.4
one	13.5	58.3	8.2	3.4	9.8	4.0	2.7	1910	30.7
two +	5.1	83.0	2.5	0.9	2.9	3.4	2.3	1550	12.3
Household type									
Single adult	20.4	52.7	4.0	3.5	13.0	3.2	3.2	980	40.1
Small adult	13.6	58.4	5.7	2.5	11.1	5.7	3.0	1000	32.9
Single parent	12.9	62.3	5.5	1.6	13.0	2.5	2.2	250	30.0
Small family	8.9	66.5	5.9	3.6	8.8	4.1	2.3	830	25.4
Large family	12.1	62.7	6.5	2.2	9.4	5.5	1.7	310	29.1
Large adult	12.0	65.5	7.0	1.7	8.7	2.9	2.2	430	25.3
Older smaller	13.1	63.5	8.5	1.6	8.8	2.3	2.2	340	25.8

¹ Those in full-time employment, part-time employment and self-employed only.

Table 8: [Congestion] Effects of traffic congestion on travel to work journey, 2010-2014

	Driver car/van	Passenger car/van	Bus	Other	All
How often journey to work affected by traffic congestion					<i>column percentages</i>
At least once a week	38.1	30.8	42.9	7.5	30.5
Less Often	23.7	20.3	21.2	7.1	18.9
Never	38.2	48.9	35.9	85.4	50.6
Sample size (=100%)	11,190	1,090	2,270	4,660	19,210
How much extra time normally allowed for journey to work					
None	27.5	26.6	31.8	41.0	29.2
less than 5 mins	7.8	8.7	6.3	8.3	7.6
5-10 mins	25.6	29.8	22.6	18.7	24.9
11-30 mins	31.6	27.4	29.2	24.3	30.4
31-60 mins	5.5	5.5	7.1	5.3	5.7
more than 1 hr	2.0	2.1	2.9	2.4	2.2
Sample size (=100%)	6,330	490	1,390	650	8,860

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 10a: [Travel to work] How random adult usually travelled to work a year ago by current main mode of travel (2010-2014)

Current usual mode	Usual mode one year ago							All
	Walking	Driver	Passenger	bicycle	bus	rail	Other	
								<i>column percentages</i>
Walking	87.8	0.8	1.3	3.1	3.7	1.9	1.4	12.6
Driver	5.3	97.0	4.7	9.5	4.7	8.0	7.6	62.1
Passenger	1.6	0.6	90.2	0.3	2.6	0.9	1.4	5.9
bicycle	0.7	0.2	0.5	83.1	0.8	0.7	0.3	2.4
bus	3.2	0.5	2.5	2.2	86.4	3.7	1.9	10.4
rail	0.5	0.5	0.3	0.8	1.6	83.5	2.3	4.2
Other	0.9	0.3	0.5	1.0	0.3	1.2	85.2	2.5
Sample size (=100%)	2,230	10,490	850	380	1,740	640	400	16,740

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

	2012	2013	2014	2012-2014
<i>column percentages¹</i>				
Changed job	36.3	29.2	41.7	35.8
Moved home	23.9	22.7	20.6	22.3
Employer re-located	3.6	11.2	2.2	5.7
Bought a car	3.9	6.1	9.0	6.4
Sold car	2.8	2.1	2.2	2.3
Lost licence	0.7	1.4	0.5	0.9
Public transport service added	.	0.8	1.1	0.7
Public transport service withdrawn	1.1	0.3	.	0.5
Changed working hours	1.6	1.3	2.6	1.8
Had a baby	.	1.7	0.6	0.8
Passed driving test	2.6	2.2	2.9	2.6
Husband/wife/Partner has more need for car	0.4	2.0	0.8	1.1
Fresh air / exercise	1.8	5.9	1.9	3.2
Other	29.0	25.7	21.7	25.3
Sample size (=100%)	210	230	240	670

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

² Relatively small sample size means that some estimates may be subject to a greater degree of variability. Estimates for 2012-2014 have been provided, and these may provide a more robust estimate of people's reasons for changing transport mode.

Table 11: [car share] Car sharing journeys to work, 2012-2014

	2012	2013	2014	2012-2014
<i>column percentages</i>				
Whether involved in any car sharing arrangement				
Yes	15.1	14.1	13.9	14.4
No	84.9	85.9	86.1	85.6
Sample size (=100%)	2,770	2,790	2,780	8,340
How car sharing is organised				
Normally between ourselves	90.2	91.6	91.8	91.2
Through Employer	8.9	8.4	7.3	8.2
Other	0.9	.	1.0	0.6
Sample size (=100%)	400	400	390	1,180
Reasons why not involved in a car share arrangement				
Nobody in my work lives near me	62.0	65.6	66.6	64.7
Don't work regular hours	25.0	20.9	21.7	22.5
Journey to work is not regular/work in different places	5.8	6.6	5.7	6.0
Wouldn't like to share with a stranger	6.0	4.1	6.3	5.5
Prefer to drive on my own	5.3	4.3	3.1	4.2
Prefer to drive than be a passenger	2.0	1.2	1.0	1.4
Make journey longer	1.4	0.8	0.5	0.9
Only work a few days a week	0.8	1.4	0.8	1.0
Other people would be unreliable / late	0.5	0.5	0.7	0.6
Other	1.3	1.5	0.8	1.2
Sample size (=100%)	2,380	2,390	2,390	7,160

Table 12: Whether workplace has a travel plan

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

Table 13: [Travel to work] Employed adults method of travel to work and whether they could use public transport, 2014^{1 2}

	Usual method of travel to work				Car/van commuters ³		
	Car/van	Bus	Other	Sample size (=100%)	Could use PT	Could not use PT	Sample size (=100%)
All people aged 16+ in 2014:	67.7	10.1	22.2	4,130	47.5	52.5	2,530
	<i>row percentages</i>				<i>row percentages</i>		
by gender:							
Male	68.9	8.4	22.8	1,930	42.9	57.1	1,190
Female	66.5	11.9	21.6	2,200	52.4	47.6	1,340
by age:							
16 - 29	59.4	14.9	25.7	710	50.4	49.6	370
30 - 39	64.5	10.2	25.3	900	53.9	46.1	530
40 - 49	70.2	7.5	22.4	1,090	45.9	54.1	700
50 - 59	73.4	8.4	18.3	1,010	43.7	56.3	670
60 and over	74.3	10.8	14.9	420	41.8	58.2	270
by current situation:							
Self employed	77.3	2.2	20.4	190	31.3	68.7	130
Employed full time	69.0	9.6	21.4	3,030	47.3	52.7	1,890
Employed part time	61.0	13.6	25.4	910	52.8	47.2	510
by annual net household income:							
up to £10,000 p.a.	49.5	18.3	32.2	160	46.0	54.0	70
over £10,000 - £15,000	46.1	23.9	30.0	410	48.6	51.4	170
over £15,000 - £20,000	60.9	13.9	25.1	570	50.0	50.0	310
over £20,000 - £25,000	65.7	9.0	25.3	530	49.7	50.3	327
over £25,000 - £30,000	67.2	13.1	19.7	510	46.4	53.6	320
over £30,000 - £40,000	70.3	7.9	21.8	770	42.7	57.3	500
over £40,000 p.a.	76.0	5.7	18.4	1,170	49.4	50.6	820
by Scottish Index of Multiple Deprivation:							
1 (20% most deprived)	58.9	15.0	26.1	670	50.8	49.2	340
2	64.1	12.9	23.0	780	46.5	53.5	450
3	71.5	8.6	20.0	950	42.8	57.2	620
4	73.9	6.9	19.2	980	44.0	56.0	660
5 (20% least deprived)	67.5	8.7	23.8	760	55.3	44.7	470
by urban/rural classification:							
Large urban areas	54.0	17.5	28.5	1,250	60.5	39.5	570
Other urban areas	72.6	6.9	20.5	1,350	48.3	51.7	870
Accessible small towns	77.4	5.3	17.4	390	50.9	49.1	270
Remote small towns	61.2	4.2	34.6	260	25.6	74.4	150
Accessible rural	83.5	5.7	10.8	470	37.6	62.4	370
Remote rural	74.9	6.1	19.0	410	17.2	82.8	300

¹ Those in full-time employment, part-time employment and self-employed only.

² Excludes respondents who don't know if it's possible to travel by public transport

³ Question only asked in the survey every other year. 2014 is the most recent data available

Table 14: [Travel to work reasons] Reasons why public transport is not used for travel to work, 2014¹

	Car/Van Driver/Passenger
	<i>column percentages</i>
By whether they could use public transport²	
Yes	47.5
No	52.5
Sample size (=100%)	2,530
If they <u>could</u> use public transport, reasons for not using it	
Takes too long	44.7
Inconvenient	17.0
No direct route	21.4
Prefer to use car	12.6
Need a car for work	9.2
Work unusual hours	5.4
Cost	8.4
Lack of service	5.5
Public transport is unreliable	2.7
Too infrequent	2.7
Too much to carry	2.1
Long walk to bus stop	2.4
Dislike waiting about	1.5
Health reasons	0.7
Prefer to walk	1.0
<i>Other reasons are all less than 1% when rounded</i>	
Sample size (=100%)	1,150
If they <u>could not</u> use public transport, reasons why they cannot ²	
No direct route	33.5
Lack of service	25.1
Takes too long	12.9
Inconvenient	13.5
Need a car for work	13.5
Work unusual hours	9.0
Prefer to use car	4.4
Too much to carry	8.2
Too infrequent	2.4
Public transport is unreliable	4.6
Long walk to bus stop	1.1
Cost	1.7
Uncomfortable	0.6
Live centrally / within walking distance	1.0
<i>Other reasons are all less than 1% when rounded</i>	
Sample size (=100%)	470

1. Question asked every other year from 2012. 2014 data is latest available.

2. Does not include those who answered "Don't know"

Table 15: [Travel to school] School children in full-time education, usual method of travel, 2014

	Walking	Car or van	Bicycle	School bus ¹	Service bus	Rail (inc. Glas U/g)	All other modes	Sample size (=100%)
	<i>Row percentages</i>							
All people	51.2	24.5	1.7	14.5	5.8	0.7	1.7	1,980
by gender:								
Male	48.2	24.2	2.2	15.5	5.8	1.2	2.7	1,030
Female	54.4	24.8	1.0	13.4	5.7	0.1	0.5	940
by age:								
age 4-5	60.0	32.0	0.6	3.3	1.0	0.0	3.0	190
age 6-7	59.7	29.3	2.2	5.3	2.8	0.0	0.7	390
age 8-9	55.2	29.7	2.8	8.3	1.8	0.0	2.2	290
age 10-11	59.4	27.1	3.4	6.6	2.9	0.3	0.3	270
All 4-11	58.5	29.3	2.4	6.2	2.3	0.1	1.4	1,130
age 12-13	42.6	20.8	1.1	23.3	8.8	1.2	2.3	290
age 14-15	40.4	15.5	0.1	28.4	12.2	1.7	1.7	350
age 16-18	42.8	19.6	1.1	23.1	9.4	1.8	2.2	210
All 12-18	41.7	18.4	0.7	25.3	10.3	1.5	2.0	850
by annual net household income:								
Up to £15,000	57.9	17.7	1.0	12.4	7.7	0.8	2.4	210
£15,000 - £20,000	56.1	16.7	2.5	13.7	8.5	0.0	2.6	280
£20,000 - £25,000	57.5	25.3	1.0	10.8	3.9	0.0	1.6	250
£25,000 - £30,000	57.1	20.3	0.5	12.5	5.4	0.6	3.6	240
£30,000 - £40,000	51.6	24.8	0.5	16.0	6.0	0.7	0.4	380
over £40,000 p.a.	41.1	31.9	2.9	17.1	4.6	1.3	1.1	610
by Scottish Index of Multiple Deprivation:								
1 - Most Deprived	61.0	17.4	0.7	9.6	9.5	0.6	1.3	410
2	53.0	25.2	2.2	12.1	5.0	0.5	1.9	380
3	45.4	26.8	2.2	19.3	4.7	0.0	1.7	410
4	42.8	27.9	2.1	19.8	4.5	1.4	1.6	420
5 - Least Deprived	53.1	25.8	1.3	12.0	4.9	1.0	1.9	360
by urban/rural:								
Large urban areas	58.2	23.6	1.7	4.6	10.5	0.9	0.5	550
Other urban	55.9	26.7	0.9	9.8	3.9	0.7	2.1	670
Small accessible towns and small remote towns	55.6	18.4	2.7	18.3	2.6	0.6	1.9	330
Accessible rural	29.4	26.8	2.2	34.8	3.6	0.6	2.7	230
Remote rural	28.1	23.8	3.0	38.1	5.0	0.0	2.0	170
by number of cars:								
None	72.5	4.5	1.1	8.5	12.0	0.5	1.0	350
One	52.6	25.1	1.4	12.6	5.8	0.7	1.9	820
Two +	40.6	32.5	2.2	19.0	3.1	0.8	1.8	820
Household type								
Single parent	55.5	21.4	1.8	11.7	7.5	0.8	1.3	400
Small family	52.0	25.7	1.8	14.2	4.4	0.2	1.7	860
Large family	49.1	25.4	1.4	15.9	5.6	0.8	1.9	570
Large adult	40.2	21.5	2.4	20.5	9.6	4.3	1.4	120

Table 16: [Travel to school reasons] Reasons for transport choice to children's full time education establishment, 2014¹

	Usual method of travel to school			
	Walking	Car or van	School bus	Service bus
	<i>Cell percentages</i>			
Close / Nearby / Not far away	91.5	5.4	4.5	12.4
Most convenient	6.1	32.5	40.2	37.2
Travel with friends	2.9	1.6	5.1	7.4
Safest method	1.5	14.3	11.6	8.5
Quickest method	1.9	18.6	8.0	16.0
Only method available	1.3	12.5	25.0	12.1
Too far to walk	0.0	16.4	17.7	16.9
No public transport	0.5	3.7	1.6	0.7
Publ transp unsuitable (eg too infreq.)	0.1	2.1	2.3	0.0
Good exercise / fresh air	4.7	0.0	0.0	2.0
No car / transport	0.2	0.0	0.2	0.8
Cheapest method	0.6	0.6	0.9	0.7
It is free	0.5	0.0	16.2	1.7
On way to work	0.3	7.2	0.0	0.0
Too young to travel any other way	0.1	6.9	3.0	0.0
Relative meets child	0.0	0.3	0.0	0.0
Other reason(s)	0.3	1.1	0.2	0.0
Sample size (=100%)	1,010	460	300	110

¹ Percentages may total to more than 100% as respondents can give multiple answers. Table only includes those who have given a reason (question asked only of a sub-sample from 2005).

Table 17: [Travel to school reasons] Reasons why public transport is not used by school children, 2014¹

	Age		
	Primary: 4-11	Secondary: 12-18	All
	<i>cell percentages</i>		
by whether they could use public transport			
Yes	20.9	50.1	30.4
No	79.1	49.9	69.6
Sample size (=100%)	330	140	470
If they could use public transport, reasons for not using it			
Too young to travel on own	55.4	7.8	29.9
Inconvenient	23.0	27.4	25.4
No service available	4.9	8.4	6.8
Too far to bus stop	6.6	3.3	4.8
Cost,too expensive	3.9	9.5	6.9
Too short a distance,not worth it	2.9	1.4	2.1
Prefer to use car	17.4	48.8	34.2
Others	2.8	0.5	1.6
Sample size (=100%)	60	70	130
If they could not use public transport, reasons why they cannot			
Too young to travel on own	49.4	11.1	40.5
No service available	46.7	70.2	52.1
Inconvenient	4.9	11.6	6.5
Too far to bus stop	3.0	14.0	5.6
Cost,too expensive	1.0	.	0.8
Too short a distance,not worth it	9.0	3.2	7.7
Prefer to use car	3.5	4.6	3.7
Others	.	0.8	0.2
Sample size (=100%)	260	70	330

¹ Percentages may total to more than 100% as respondents can give multiple answers. This table only includes those who have given a reason (question asked only of a sub-sample from 2005). Some of these estimates are based on fairly small sample sizes and should be interpreted with caution.

Table 18: [Car / Bicycle access] Households with bicycles cars / vans available for private use, 2014

	Bicycles that can be used by adults:							Cars / vans ¹ available for private use:						
	None	One	Two	Three +	One +	Two +	Sample size (=100%)	None	One	Two	Three +	One+	Two+	Sample size (=100%)
	<i>Row percentages</i>				<i>cell percentages</i>			<i>Row percentages</i>				<i>cell percentages</i>		
All households	65.6	15.7	12.7	6.0	34.4	18.8	10,630	30.8	43.3	21.1	4.7	69.2	25.9	10,630
by household type:														
Single adult	73.9	22.4	2.2	1.5	26.1	3.7	1,900	50.7	45.3	3.6	0.4	49.3	4.0	1,900
Small adult	56.2	18.2	20.2	5.4	43.8	25.6	1,700	21.1	42.0	33.1	3.9	78.9	36.9	1,700
Single parent	77.1	14.2	6.2	2.4	22.9	8.7	550	49.4	47.4	2.7	0.6	50.6	3.3	550
Small family	43.6	18.4	28.9	9.1	56.4	38.0	1,310	14.0	42.9	40.2	2.9	86.0	43.1	1,310
Large family/adult	42.8	17.5	20.2	19.5	57.2	39.7	1,610	11.5	31.2	35.9	21.4	88.5	57.3	1,610
Older smaller	75.0	11.1	10.9	2.9	25.0	13.8	1,760	16.1	57.1	25.2	1.6	83.9	26.8	1,760
Single pensioner	92.5	5.9	1.1	0.5	7.5	1.6	1,790	58.2	40.1	1.6	0.1	41.8	1.7	1,790
by annual net household income:														
up to £10,000 p.a.	83.3	11.3	3.9	1.5	16.7	5.5	1,370	60.7	33.0	5.1	1.2	39.3	6.4	1,370
over £10,000 - £15,000	83.0	11.0	4.4	1.6	17.0	6.0	1,880	54.4	39.0	5.6	1.1	45.6	6.7	1,880
over £15,000 - £20,000	76.4	15.0	6.3	2.3	23.6	8.5	1,650	39.8	49.4	9.3	1.5	60.2	10.8	1,650
over £20,000 - £25,000	68.1	19.5	8.5	3.9	31.9	12.4	1,250	24.1	57.6	15.2	3.0	75.9	18.2	1,250
over £25,000 - £30,000	59.9	20.7	13.6	5.8	40.1	19.4	1,030	14.7	58.0	21.8	5.5	85.3	27.3	1,030
over £30,000 - £40,000	50.9	17.8	21.3	10.0	49.1	31.4	1,340	7.2	47.3	37.7	7.8	92.8	45.6	1,340
over £40,000 p.a.	34.4	18.1	31.0	16.5	65.6	47.5	1,810	2.6	31.6	52.7	13.1	97.4	65.8	1,810
by Scottish Index of Multiple Deprivation:														
1 - Most Deprived	80.5	12.2	5.5	1.8	19.5	7.3	2,080	52.9	37.7	7.9	1.5	47.1	9.4	2,080
2	74.0	14.6	8.5	2.9	26.0	11.4	2,160	39.8	42.2	14.8	3.1	60.2	18.0	2,160
3	63.3	17.0	13.5	6.1	36.7	19.7	2,270	24.3	47.6	23.3	4.8	75.7	28.1	2,270
4	55.7	17.7	17.6	9.0	44.3	26.6	2,310	18.7	45.6	28.2	7.5	81.3	35.7	2,310
5 - Least Deprived	51.7	17.4	19.8	11.1	48.3	30.9	1,820	15.2	44.0	33.6	7.2	84.8	40.8	1,820
by urban/rural classification:														
Large urban areas	70.4	15.4	10.3	4.0	29.6	14.2	3,240	40.7	41.3	15.3	2.7	59.3	18.0	3,240
Other urban	67.5	14.8	12.1	5.5	32.5	17.6	3,520	30.5	44.0	20.7	4.9	69.5	25.6	3,520
Small accessible towns	63.2	15.2	14.2	7.5	36.8	21.7	1,010	24.8	44.7	25.6	4.9	75.2	30.5	1,010
Small remote towns	60.2	18.9	13.5	7.4	39.8	20.9	640	31.4	47.4	17.8	3.4	68.6	21.2	640
Accessible rural	51.0	17.6	20.6	10.7	49.0	31.3	1,160	13.8	41.7	35.0	9.5	86.2	44.5	1,160
Remote rural	58.8	17.7	13.7	9.7	41.2	23.5	1,060	13.1	50.4	28.9	7.6	86.9	36.5	1,060

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

Table 19:[Driving licence] People aged 17+ that hold a full driving licence, 2014

	17-19	20-29	30-39	40-49	50-59	60-69	70-79	80+	All 17+	Sample size of group
	<i>percentage of the relevant sub-group¹</i>									
All people aged 17+:	29.3	56.1	73.2	82.1	79.1	74.4	61.2	39.8	68.5	9,720
by gender:										
Male	31.7	58.8	77.4	84.5	85.4	85.1	80.1	66.3	75.8	4,410
Female	27.1	53.5	69.1	80.0	72.8	64.8	46.1	22.9	61.8	5,320
by current situation:										
Self employed	**	**	87.6	93.9	99.0	96.9	**	**	93.6	540
Employed full time	**	70.0	83.6	89.0	87.6	85.5	**	**	82.8	3,250
Employed part time	**	52.7	76.5	82.8	74.2	82.9	**	**	73.0	1,010
Looking after the home or family	**	19.7	50.3	63.4	65.9	**	**	**	49.9	460
Permanently retired from work	**	**	**	**	86.5	70.7	60.2	39.6	61.4	3,120
Unemployed and seeking work	**	32.7	41.7	56.3	45.0	**	**	**	38.4	430
In further / higher education	28.5	47.8	**	**	**	**	**	**	42.6	320
Permanently sick or disabled	**	**	26.5	35.0	37.2	44.0	**	**	35.0	460
by annual net household income:										
up to £10,000 p.a.	**	40.0	44.3	48.4	56.3	59.1	54.2	30.6	47.3	1,300
over £10,000 - £15,000	**	31.8	49.5	48.0	61.3	64.8	50.7	39.8	49.0	1,780
over £15,000 - £20,000	**	57.4	50.1	72.5	66.4	71.3	59.2	38.8	59.9	1,540
over £20,000 - £25,000	**	48.6	80.2	78.5	83.1	79.2	59.8	49.1	68.2	1,150
over £25,000 - £30,000	**	60.0	73.2	83.9	84.1	80.5	67.0	**	72.6	920
over £30,000 - £40,000	**	75.0	85.8	89.2	85.2	81.5	82.5	**	81.6	1,180
over £40,000 p.a.	**	82.2	92.7	96.8	92.7	92.0	100.0	**	90.1	1,580
by Scottish Index of Multiple Deprivation:										
1 - Most Deprived	8.4	39.9	51.3	61.6	58.6	45.8	37.5	21.2	46.1	1,910
2	**	53.7	73.7	74.3	65.7	65.1	48.8	33.0	61.5	1,990
3	**	63.0	76.6	87.9	87.0	76.3	64.6	42.1	74.6	2,090
4	**	69.9	85.4	90.8	87.4	84.4	72.6	44.0	79.4	2,100
5 - Least Deprived	**	62.6	85.4	92.3	92.4	90.6	81.3	52.5	80.8	1,640
by urban/rural:										
Large urban areas	23.9	50.6	65.2	75.6	71.2	69.2	50.5	25.8	60.5	2,930
Other urban	24.5	57.5	72.7	81.1	80.7	70.4	60.2	45.1	68.2	3,210
Small accessible towns	**	64.1	87.2	87.8	77.5	79.2	68.6	28.4	72.6	930
Small remote towns	**	55.1	66.2	78.9	77.5	77.8	71.6	**	67.8	590
Accessible rural	**	72.1	92.1	93.7	87.2	82.8	70.9	58.5	82.6	1,060
Remote rural	**	65.4	91.2	91.6	91.5	88.0	81.3	66.1	83.7	1,010
Sample size of age groups	220	1,160	1,370	1,600	1,680	1,680	1,290	730	9,720	

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

¹ 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, 2014¹

	Every day	About 3 times per week	1 - 2 times per week	About 2 - 3 times per month	About once a month	Less than once a month	Has licence but never drives	Does not have a full driving licence	sample size (=100%)
All people	40.9	13.9	5.9	0.9	0.7	1.8	4.3	31.5	9,720
by gender:									
Male	46.4	14.3	6.6	1.0	0.7	2.0	4.9	24.2	4,410
Female	35.9	13.6	5.2	0.9	0.8	1.7	3.7	38.2	5,320
by age:									
17-19	16.5	3.7	2.9	1.5	1.2	1.0	2.6	70.7	220
20-29	32.9	9.1	4.2	0.8	1.0	2.9	5.3	43.9	1,160
30-39	47.2	12.9	5.3	0.6	1.0	2.2	4.0	26.8	1,370
40-49	55.1	14.4	6.1	0.8	0.7	1.0	4.0	17.9	1,600
50-59	54.1	13.4	5.4	0.9	0.3	1.6	3.3	20.9	1,680
60-69	36.9	20.8	8.2	1.2	0.9	1.9	4.7	25.6	1,680
70-79	26.2	18.8	7.4	1.3	0.6	2.0	4.9	38.8	1,290
80+	12.8	11.9	6.8	1.0	0.1	1.2	6.0	60.2	730
by current situation:									
Self employed	65.5	17.3	5.3	1.0	1.1	1.4	2.1	6.4	540
Employed full time	59.7	12.2	5.7	0.6	0.6	1.3	2.7	17.2	3,250
Employed part time	46.5	15.2	4.9	0.5	1.4	2.0	2.5	27.0	1,010
Looking after the home or family	24.0	13.5	5.2	1.9	0.6	1.2	3.5	50.1	460
Permanently retired from work	24.7	20.0	7.8	1.1	0.6	1.9	5.4	38.6	3,120
Unemployed and seeking work	13.3	9.9	4.8	0.3	1.0	3.1	6.1	61.6	430
In further / higher education	16.7	4.9	3.1	2.4	1.0	5.0	9.5	57.4	320
Permanently sick or disabled	6.4	7.3	5.8	1.3	0.9	2.1	11.1	65.0	460
by annual net household income:									
up to £10,000 p.a.	17.3	10.7	6.2	1.8	0.5	2.9	8.0	52.7	1,300
over £10,000 - £15,000	19.8	12.7	5.7	0.7	0.8	2.0	7.3	51.0	1,780
over £15,000 - £20,000	32.3	13.2	5.0	1.0	0.8	1.6	6.0	40.1	1,540
over £20,000 - £25,000	40.6	14.5	5.6	0.7	0.7	2.0	4.1	31.8	1,150
over £25,000 - £30,000	45.4	14.6	5.6	0.3	0.4	3.2	3.2	27.4	920
over £30,000 - £40,000	54.1	16.1	6.5	0.8	0.8	0.8	2.4	18.4	1,180
over £40,000 p.a.	65.1	15.2	6.0	1.0	1.0	0.8	1.1	9.9	1,580
by Scottish Index of Multiple Deprivation:									
1 - Most Deprived	26.0	8.1	3.9	0.4	0.8	1.4	5.5	53.9	1,910
2	36.2	11.8	4.7	0.7	0.4	2.2	5.6	38.5	1,990
3	46.2	14.3	6.7	1.1	0.8	2.4	3.1	25.4	2,090
4	49.3	16.5	6.5	0.9	1.2	1.2	3.8	20.6	2,100
5 - Least Deprived	46.8	18.9	7.5	1.5	0.6	2.0	3.5	19.2	1,640
by urban/rural:									
Large urban areas	31.4	12.2	6.3	1.1	1.0	2.1	6.4	39.5	2,930
Other urban	42.2	14.1	5.1	0.9	0.4	1.9	3.6	31.8	3,210
Small accessible towns	47.2	14.0	5.6	0.5	0.9	1.6	2.7	27.4	930
Small remote towns	44.3	9.5	6.5	1.1	1.2	1.4	3.7	32.2	590
Accessible rural	54.8	17.1	5.8	0.8	0.8	1.2	2.1	17.4	1,060
Remote rural	50.6	19.4	7.9	0.9	0.4	1.5	3.0	16.3	1,010

¹ The frequency of driving is shown only for those who hold a full driving licence

Table 21: [Park & Ride] Part driving/parking journeys, 2009 - 2014¹

	2009	2010	2011	2012	2013	2014
Whether made any journeys using part driving/parking in past month						<i>column percentages</i>
Yes	19.3	19.2	19.9	18.7	16.3	17.2
No	80.6	80.5	80	81.3	83.5	82.8
Sample size (=100%)	7,730	7,610	7,910	6,110	6,220	6,080
Where parked last time used part driving/parking						<i>cell percentages</i>
A specially designated Park and Ride facility	27.4	27.2	29.4	30	29.3	28.2
An ordinary car park at a bus station, train station or airport	27.7	29.9	27.5	30.3	30.7	28.6
A public car park	15.2	14.7	14.5	13.9	13.4	15.4
On the street near a station or bus stop	15.2	14.2	13.3	13.8	17.2	14.9
On the street elsewhere	11.8	13.3	12.2	11.5	8.6	12.7
Other	2.6	0.6	3.1	0.6	0.8	0.1
Sample size (=100%)	1,430	1,430	1,540	1,100	1,000	1,000
Reasons for not using designated park and ride facility when made a part driving/parking journey²						<i>column percentages</i>
No designated Park and Ride facility available				74.5	73.4	77.6
Journey would take longer				10.8	10.0	12.2
No need/car park in town				4.9	1.9	4.2
Other (specify)				3.5	6.0	1.6
Too much to carry				2.3	2.8	0.9
Costs too much				2.0	5.0	1.0
Concerns about vehicle / car park security				0.9	0.7	1.2
Sample size (=100%)				690	630	670

¹ Table only includes those who have given a reason.² Question asked from 2012 onwards

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

Table 22: [Park & Ride] Mode of transport used in conjunction with driving by where parked, 2014

	Bus	Train	Walk	Sample size (=100%)
All adults who used driving/parking in past month by where parked:	25.0	54.7	17.2	1,020
A specially designated Park and Ride facility	40.5	58.6	1.2	270
An ordinary car park at a bus station, train station or airport	5.5	85.9	2.8	300
A public car park	28.0	32.0	35.1	170
On the street near a station or bus stop	37.4	46.9	16.2	140
On the street elsewhere	16.6	16.3	60.3	120

¹ Percentages may total to more than 100% as respondents can give multiple answers.**Table 23: Concerns with traffic growth**Following changes to the Scottish Household survey data for **Table 23** is no longer collected - Please see TATIS 2011 for the most recently produced version of the table.**Table 24: Incidents of road rage directed at respondents in past year**Following changes to the Scottish Household survey data for **Table 24** is no longer collected - Please see TATIS 2011 for the most recently produced version of the table.

Table 25a: [Walking] Frequency of walking in the previous seven days¹, 2014³

	Walking as a means of transport				Walking just for pleasure / to keep fit				Sample size (=100%)
	None	1-2 days	3-5 days	6-7 days	None	1-2 days	3-5 days	6-7 days	
All people:	33.1	19.1	26.2	21.6	41.7	20.2	17.7	20.4	9,690
by gender:									
Male	32.3	19.0	25.9	22.8	40.6	20.1	18.4	20.9	4,390
Female	33.8	19.3	26.4	20.5	42.7	20.4	17.0	19.9	5,300
by age:									
16-19	18.9	15.6	40.7	24.8	40.0	18.2	27.5	14.3	290
20-29	24.0	19.2	29.4	27.4	39.0	23.8	17.3	19.9	1,140
30-39	27.6	20.4	28.2	23.8	36.8	24.0	18.0	21.3	1,350
40-49	32.7	21.9	25.1	20.4	36.1	21.8	19.9	22.2	1,590
50-59	35.2	19.0	26.0	19.8	37.8	19.9	17.7	24.6	1,670
60-69	36.4	18.8	23.8	20.9	43.1	18.2	16.9	21.8	1,660
70-79	44.3	17.6	19.9	18.2	54.1	15.6	13.5	16.7	1,280
80+	61.4	13.5	14.8	10.3	72.6	10.2	8.3	9.0	720
by current situation:									
Self employed	35.5	18.7	26.0	19.7	32.0	18.5	22.0	27.5	540
Employed full time	30.5	21.5	27.1	20.9	37.4	24.0	18.9	19.7	3,230
Employed part time	27.7	20.8	28.6	22.9	32.9	21.8	18.9	26.5	1,000
Looking after the home/family	25.1	15.8	30.9	28.3	33.8	19.1	17.6	29.5	450
Permanently retired from work	44.3	17.5	19.8	18.4	53.0	15.4	13.9	17.6	3,080
Unemployed/seeking work	20.1	15.3	32.6	32.0	36.9	18.7	18.6	25.8	420
In further/higher education	14.4	16.0	36.3	33.3	35.6	26.3	19.6	18.5	320
Permanently sick or disabled	60.8	13.9	14.0	11.3	71.3	8.0	9.1	11.6	460
by annual net household income:									
up to £10,000 p.a.	30.8	16.8	26.4	26.0	45.8	17.6	15.6	21.0	1,290
over £10,000 - £15,000	36.6	16.1	25.5	21.8	49.0	16.0	16.3	18.6	1,770
over £15,000 - £20,000	34.5	18.2	23.3	24.0	46.1	18.5	14.8	20.7	1,540
over £20,000 - £25,000	36.2	17.6	26.3	19.9	47.2	18.8	17.2	16.8	1,150
over £25,000 - £30,000	30.0	21.6	27.1	21.3	43.2	19.8	16.2	20.8	910
over £30,000 - £40,000	30.6	21.7	27.8	19.8	33.1	23.9	19.8	23.2	1,180
over £40,000 p.a.	33.3	21.7	26.6	18.5	34.0	24.0	21.1	20.9	1,600
by Scottish Index of Multiple Deprivation quintiles:									
1 (20% most deprived)	32.3	18.8	26.4	22.5	47.4	17.6	16.3	18.7	1,890
2'	35.8	16.9	26.2	21.1	48.3	18.9	15.0	17.8	1,980
3'	34.9	18.0	25.9	21.3	40.2	18.1	19.8	21.8	2,090
4'	36.1	19.0	24.1	20.8	36.2	23.4	17.7	22.8	2,090
5 (20% least deprived)	26.1	23.0	28.5	22.4	36.4	23.1	19.7	20.9	1,640
by urban/rural classification:									
Large urban areas	26.5	17.9	26.9	28.7	44.4	20.2	16.5	18.9	2,880
Other urban	34.5	20.4	27.2	17.9	43.7	20.3	17.2	18.8	3,220
Small accessible towns	35.4	19.3	31.2	14.0	36.2	23.0	19.9	20.9	930
Small remote towns	32.2	18.0	24.8	25.0	38.9	19.2	19.9	21.9	590
Accessible rural	41.9	19.3	21.6	17.2	34.3	20.3	20.0	25.3	1,050
Remote rural	44.4	18.9	17.6	19.1	38.7	15.9	17.9	27.5	1,020
by frequency of driving²:									
Every day	40.5	22.2	22.7	14.6	37.9	21.5	18.2	22.4	3,770
At least three times a week	30.7	23.2	30.0	16.1	35.0	24.5	22.6	17.8	1,390
Once or twice a week	27.0	20.7	27.6	24.6	39.1	22.2	15.6	23.1	580
Less often	23.4	14.2	27.8	34.5	39.2	24.8	16.7	19.3	280
Never, but holds full driving licence	27.1	15.1	22.9	34.8	45.0	20.6	11.6	22.7	450

¹ Only trips longer than a quarter of a mile are included.

² Only includes those with a full driving licence.

³ Question asked in survey every other year. 2014 is the most recent data available.

Table 25b: [Cycling] Frequency of cycling in the previous seven days¹, 2014 ²

	Cycling as a means of transport				Cycling just for pleasure / to keep fit				Sample size
	None	1-2 days	3-5 days	6-7 days	None	1-2 days	3-5 days	6-7 days	
All people:	93.9	2.7	2.3	1.2	93.9	3.5	2.0	0.7	9,790
by gender:									
Male	91.2	3.7	3.4	1.6	91.3	5.0	2.8	0.9	4,440
Female	96.3	1.7	1.3	0.7	96.2	2.1	1.2	0.5	5,350
by age:									
16-19	94.0	1.1	4.0	0.9	95.4	1.1	2.8	0.7	290
20-29	92.1	3.2	2.9	1.8	94.3	3.3	2.0	0.5	1,160
30-39	91.7	4.0	2.6	1.7	92.4	4.8	1.9	0.9	1,370
40-49	90.8	4.3	3.3	1.6	89.4	6.5	2.9	1.2	1,600
50-59	94.1	2.6	2.4	0.8	93.0	3.6	2.5	0.9	1,680
60-69	96.7	1.3	1.3	0.7	96.0	1.8	1.5	0.6	1,680
70-79	98.5	0.9	0.2	0.3	98.3	1.4	0.1	0.2	1,290
80+	99.2	0.0	0.3	0.5	99.1	0.1	0.8	0.0	730
by current situation:									
Self employed	91.0	3.6	3.5	1.8	89.2	5.6	3.3	1.9	540
Employed full time	92.2	3.3	3.2	1.3	91.6	5.4	2.4	0.7	3,250
Employed part time	92.9	2.9	2.4	1.8	93.7	3.3	2.1	0.8	1,010
Looking after the home/family	95.9	2.0	1.2	1.0	96.6	2.4	1.0	0.0	460
Permanently retired from work	98.1	0.9	0.5	0.4	97.6	1.3	0.7	0.5	3,120
Unemployed/seeking work	93.5	3.4	2.0	1.1	94.3	2.0	2.0	1.7	430
In further/higher education	89.6	6.2	2.7	1.5	93.4	3.3	2.3	1.0	330
Permanently sick or disabled	98.5	0.6	0.1	0.9	98.8	0.5	0.1	0.6	460
by annual net household income:									
up to £10,000 p.a.	95.4	1.6	1.2	1.8	96.6	1.6	0.7	1.1	1,310
over £10,000 - £15,000	96.5	1.7	0.7	1.2	96.3	1.6	1.1	1.0	1,780
over £15,000 - £20,000	95.9	1.6	1.5	1.0	96.6	2.1	0.8	0.5	1,550
over £20,000 - £25,000	94.7	1.9	2.5	1.0	95.5	2.3	1.6	0.6	1,160
over £25,000 - £30,000	93.8	3.5	1.6	1.1	94.4	3.3	1.6	0.8	920
over £30,000 - £40,000	92.4	3.4	3.0	1.1	92.5	4.7	2.1	0.6	1,190
over £40,000 p.a.	91.0	3.9	4.0	1.1	88.7	6.4	4.3	0.6	1,600
by Scottish Index of Multiple Deprivation quintiles:									
1 (20% most deprived)	94.9	2.2	1.5	1.4	95.5	2.4	1.3	0.8	1,920
2 ¹	96.2	1.7	1.5	0.6	96.5	2.4	0.7	0.4	2,000
3 ¹	94.3	2.4	2.2	1.0	93.4	3.1	2.5	1.0	2,110
4 ¹	92.6	3.5	2.8	1.2	91.7	4.9	2.6	0.8	2,110
5 (20% least deprived)	91.6	3.4	3.4	1.6	92.1	4.6	2.6	0.7	1,660
by urban/rural classification:									
Large urban areas	92.6	3.2	2.6	1.6	94.7	2.8	1.7	0.8	2,950
Other urban	95.1	2.1	2.1	0.7	94.4	3.4	1.8	0.4	3,230
Small accessible towns	96.3	1.5	1.6	0.6	95.1	2.6	2.1	0.2	940
Small remote towns	90.9	2.5	4.5	2.1	91.1	3.1	3.9	1.9	600
Accessible rural	93.9	2.7	1.9	1.4	91.3	5.4	2.3	1.0	1,060
Remote rural	92.4	4.6	2.2	0.8	90.2	5.8	2.7	1.3	1,020
by frequency of driving³:									
Every day	94.6	3.1	1.7	0.6	92.5	4.7	2.3	0.5	3,790
At least three times a week	92.2	3.5	3.8	0.5	91.4	5.4	2.7	0.4	1,410
Once or twice a week	89.0	2.0	6.6	2.4	91.0	3.4	3.9	1.7	590
Less often	89.4	3.3	3.5	3.8	94.1	2.0	1.2	2.7	290
Never, but holds full driving licence	91.9	3.4	1.4	3.4	95.0	2.3	0.9	1.8	460

¹ Only trips longer than a quarter of a mile are included.

² Question asked in survey every other year. 2014 is the most recent data available.

³ Only includes those with a full driving licence.

Table 26: [Cycling] Reasons why do not cycle to work, 2010-2014¹

	2010	2011	2012	2013	2014	Average for 2010 2014
Reasons why do not cycle to work						<i>cell percentages</i>
Too far to cycle	38.9	34.9	34.3	37.4	33.3	35.9
Weather too cold / wet / windy	18.2	19.3	21.0	19.8	16.2	18.9
Do not have a bike	13.9	12.2	16.4	14.3	11.9	13.6
Too many cars on the road	12.8	11.9	14.8	14.7	18.2	14.1
Traffic travels too fast	11.5	10.1	12.4	11.6	12.4	11.5
Prefer to drive	11.4	9.1	10.6	10.0	9.1	10.1
Inconsiderate drivers	8.5	8.0	9.9	8.9	9.1	8.8
Concerns for personal safety on dark / lonely roads	9.1	9.6	9.1	9.0	6.7	8.8
No way to carry luggage / shopping	10.3	7.9	8.3	7.9	5.9	8.2
Nowhere at work to shower / change	7.8	7.6	7.5	7.3	5.5	7.2
Don't have time to cycle	7.9	7.0	9.2	8.3	9.2	8.1
Too hilly	5.9	7.2	7.6	6.2	4.4	6.3
Not fit enough	6.6	6.0	5.8	4.9	5.6	5.9
Can't be bothered	6.3	6.4	6.8	5.9	5.3	6.2
Road surfaces are dangerous	5.1	6.1	4.9	5.6	4.2	5.3
Not enough safe places to lock bike	2.7	2.7	2.2	4.1	1.7	2.7
Can't ride a bike	1.7	1.8	2.1	2.4	2.1	2.0
Health reasons	1.9	1.4	2.3	1.9	2.5	1.9
Difficult taking bike onto other forms of transport ²	.	.	1.7	2.0	1.6	1.8
Inconsiderate pedestrians in towns/cities	0.6	0.6	0.5	0.7	0.7	0.6
Worried about pollution from traffic	1.6	1.1	1.5	1.3	1.5	1.4
Nowhere to keep a bicycle at home	0.9	0.6	0.3	0.8	0.5	0.7
Too many bikes stolen	0.5	0.5	0.4	0.7	1.3	0.6
Sample size (=100%)	2,350	2,580	1,610	1,540	1,590	9,656

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

². Asked from 2012 only

Table 27: Households' bus availability

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

Table 28: [Bus and train use] Adults use of local bus and train services, in the past month, 2014

	Bus					Train					Sample size(=100%) ¹
	Every day, or almost every day	2 or 3 times per week	About once a week	About once a fortnight, or about once a month	Not used in past month	Every day, or almost every day	2 or 3 times per week	About once a week	About once a fortnight, or about once a month	Not used in past month	
	<i>Row percentages</i>					<i>Row percentages</i>					
All people aged 16+ by gender:	9.7	11.3	7.6	13.6	57.7	2.2	2.1	5.0	21.2	69.5	9,800
Male	9.3	9.7	6.7	13.7	60.5	2.3	2.4	5.2	19.9	70.2	4,440
Female	10.1	12.8	8.3	13.6	55.1	2.1	1.9	4.7	22.4	68.9	5,360
by age:											
16-19	18.6	14.9	11.0	19.9	35.6	5.8	6.3	4.4	24.6	58.9	290
20-29	15.2	12.4	6.6	12.6	53.2	3.8	3.5	6.9	24.1	61.7	1,160
30-39	10.0	8.7	7.6	13.8	60.0	3.1	2.1	5.3	24.9	64.7	1,370
40-49	6.0	8.7	5.2	12.3	67.7	2.8	2.3	5.7	24.9	64.3	1,600
50-59	6.2	7.3	5.5	13.6	67.4	1.5	1.4	6.3	22.1	68.7	1,680
60-69	8.3	14.8	11.7	14.9	50.3	0.4	1.2	3.0	17.6	77.8	1,680
70-79	10.1	17.1	8.2	13.0	51.6	.	0.5	2.8	12.9	83.8	1,290
80+	8.7	12.9	8.7	11.4	58.2	.	0.6	0.7	6.1	92.7	730
by current situation:											
Self employed	1.3	4.7	3.7	12.9	77.5	1.0	2.0	7.1	24.5	65.4	540
Employed full time	9.3	5.9	5.6	12.2	66.9	3.9	2.2	6.0	25.7	62.2	3,260
Employed part time	10.7	11.0	6.6	14.3	57.5	1.3	2.4	3.5	23.3	69.5	1,010
Looking after the home or family	7.3	16.1	10.5	16.5	49.6	.	1.1	6.3	18.9	73.7	550
Permanently retired from work	8.6	16.5	9.7	13.9	51.3	0.1	0.8	2.9	13.3	82.9	3,120
Unemployed and seeking work	10.9	21.7	11.7	13.2	42.5	0.6	5.6	6.5	18.8	68.6	430
In further / higher education	24.8	14.3	6.7	15.8	38.4	7.9	6.3	6.1	29.7	50.0	330
Permanently sick or disabled	8.0	17.9	8.7	14.1	51.3	.	0.9	2.8	9.3	87.0	460
by annual net household income:											
up to £10,000 p.a.	13.7	18.0	10.2	14.5	43.5	1.0	2.9	3.7	14.9	77.5	1,310
over £10,000 - £15,000	13.9	16.1	10.8	13.2	46.0	1.4	1.4	3.7	15.5	78.1	1,780
over £15,000 - £20,000	12.0	13.7	8.3	15.1	50.9	1.0	2.4	5.0	19.0	72.7	1,550
over £20,000 - £25,000	7.2	12.1	6.9	14.6	59.2	2.0	1.2	4.9	18.4	73.6	1,160
over £25,000 - £30,000	10.3	8.5	7.0	11.8	62.5	3.2	2.2	3.6	21.0	70.0	930
over £30,000 - £40,000	7.8	7.2	6.5	14.1	64.4	2.4	2.1	5.1	24.1	66.3	1,190
over £40,000 p.a.	5.2	7.0	4.4	12.6	70.8	3.6	2.9	7.3	28.8	57.3	1,610
by Scottish Index of Multiple Deprivation:											
1 - Most Deprived	14.7	15.8	9.6	14.1	45.8	2.9	2.2	4.2	15.8	74.9	1,920
2	10.8	12.7	7.4	13.9	55.2	2.1	1.3	4.3	21.4	70.8	2,000
3	7.5	8.8	6.3	13.1	64.2	1.5	2.1	3.8	19.3	73.2	2,110
4	6.1	9.0	6.6	11.1	67.2	1.4	1.9	6.5	22.6	67.5	2,110
5 - Least Deprived	9.7	10.3	8.0	16.1	56.0	3.1	3.2	5.9	26.8	60.9	1,660
by urban/rural:											
Large urban areas	16.9	16	9.1	15.4	42.6	2.5	3.3	6.8	22.1	65.3	2,950
Other urban	8.1	10.4	7.6	12.7	61.2	2.7	1.8	4.8	22.7	68.0	3,240
Small accessible towns	4.8	9.9	7.6	13.9	63.8	2.5	1.4	2.8	22.7	70.5	940
Small remote towns	1.7	4.3	4.4	15.1	74.5	0.9	0.7	1.4	14.0	83.0	600
Accessible rural	3.7	6.9	5.8	11.7	71.9	1.0	1.4	4.5	20.4	72.7	1,070
Remote rural	1.8	4.3	3.4	11.1	79.3	0.1	0.8	1.5	11.0	86.6	1,020
by frequency of driving²:											
Every day	1.4	3.0	3.8	12.8	79.0	1.2	1.7	4.6	25.8	66.7	3,790
At least three times a week	3.7	9.4	7.5	13.9	65.5	1.6	2.7	6.0	20.8	68.8	1,410
Once or twice a week	9.3	9.0	8.2	13.5	60.0	3.2	1.4	6.3	19.0	70.1	590
Less often	21.1	11.2	10.3	17.8	39.7	4.8	2.0	4.8	22.9	65.6	290
Never, but holds full driving licence	18.5	22.0	11.4	11.4	36.6	2.6	1.6	8.3	17.3	70.1	460
by driving licence:											
Holds a full driving licence	4.6	6.4	5.8	13.3	70.0	1.7	1.9	5.3	23.5	67.6	6,550
Does NOT hold a full driving licence	20.4	21.4	11.3	14.4	32.5	3.3	2.7	4.2	16.4	73.4	3,250

¹ Sample size given is for train use as the bus use and train use numbers are comparable.

² 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, 2014 ¹

	Strongly agree	Tend to agree	Total agree	Neither agree nor disagree	Tend to disagree	Strongly disagree	No opinion	Sample size (=100%)
	<i>Row percentages</i>							
Buses run to timetable	26.7	51.2	77.9	5.9	9.7	4.5	2.0	4,070
Bus service is stable and not regularly changing	29.8	53.6	83.4	6.4	5.5	2.1	2.6	4,070
Buses are clean	22.7	55.4	78.1	7.1	6.7	2.0	1.1	4,070
Buses are environmentally friendly	18.9	46.6	65.5	15.1	6.4	2.2	10.9	4,070
Feel safe/secure on bus during the day	43.8	50.3	94.1	3.1	1.4	0.4	1.0	4,070
It is simple deciding what type of ticket I need	43.7	45.7	89.4	4.1	2.5	0.6	3.4	4,070
Finding out about routes and times is easy	36.4	49.1	85.5	5.4	5.2	1.6	2.2	4,070
Easy to change from buses to other forms of transport	28.3	46.8	75.1	10.5	3.8	1.0	9.5	4,070
Bus fares are good value	28.2	32.2	60.4	10.0	13.8	11.2	4.8	4,070
Feel safe/secure on bus during the evening	26.5	42.8	69.3	8.8	6.6	2.5	12.7	4,070

1. Question asked every other year in the survey. 2014 is the most recent data available.

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, 2014 ¹

	Strongly agree	Tend to agree	Total agree	Neither agree nor disagree	Tend to disagree	Strongly disagree	No opinion	Sample size (=100%)
	<i>Row percentages</i>							
Trains run to timetable	43.3	47.9	91.2	3.7	3.0	0.6	1.6	2,640
Train service is stable and not regularly changing	43.1	48.1	91.2	4.3	2.0	0.2	2.4	2,640
Trains are clean	40.1	50.6	90.7	5.1	2.9	0.3	1.0	2,640
Feel safe/secure on trains during the day	54.2	42.4	96.6	1.8	0.3	0.2	1.0	2,640
It is simple decide what type of ticket I need	43.4	43.6	87.0	5.0	5.3	1.1	1.5	2,640
Finding out about routes and times is easy	45.3	45.8	91.1	4.4	2.1	0.7	1.7	2,640
Easy to change from trains to other forms of transport	35.9	44.4	80.3	8.8	2.9	0.7	7.3	2,640
Train fares are good value	19.5	37.2	56.7	11.0	20.7	9.9	1.6	2,640
Feel safe/secure on trains during the evening	37.5	43.1	80.6	6.5	4.9	1.5	6.6	2,640

1. Question asked every other year in the survey. 2014 is the most recent data available.

Table 31: [Concessionary fare pass] Possession of concessionary fare pass for all adults aged 16+, 2014

	How often uses free travel pass						Not used	No pass	Sample size (=100%)
	Every day	Almost every day	2 or 3 times a week	Once a week	Once a fortnight	Once a month			
All adults aged 16+	1.0	2.4	5.2	3.0	2.1	3.0	10.2	73.0	9,800
	<i>Row percentages</i>								
16 - 39	0.2	0.4	0.3	0.1	0.3	0.1	0.2	98.4	2,820
40 - 49	0.1	0.7	0.9	0.3	0.1	0.2	0.7	97.0	1,600
50 - 59	0.1	0.7	1.2	0.8	0.2	0.6	1.5	94.7	1,680
60 - 64	3.4	6.6	13.8	9.5	6.2	10.5	25.5	24.7	840
65 - 69	3.0	6.6	18.2	10.4	8.0	10.9	33.9	9.0	840
70 - 74	2.5	8.3	16.9	10.0	7.4	9.3	36.8	8.8	710
75 - 79	4.0	8.2	18.0	8.9	6.7	10.2	36.7	7.3	580
80 +	2.8	6.4	16.9	9.0	4.8	7.9	42.9	9.3	730

Table 32: [Concessionary fare pass] Possession of concessionary fare pass for all adults aged 60+, 2014

	How often uses free travel pass						Not used	No pass	Sample size (=100%)
	Every day	Almost every day	2 or 3 times a week	Once a week	Once a fortnight	Once a month			
All	3.1	7.2	16.6	9.6	6.7	9.9	34.2	12.7	3,690
	<i>Row percentages</i>								
by gender:									
Male	2.8	5.6	13.8	8.1	6.9	10.9	36.3	15.5	1,620
Female	3.4	8.4	18.9	10.9	6.5	9.1	32.5	10.4	2,080
by current situation:									
Employed	3.0	6.2	8.8	8.5	6.7	9.4	29.3	28.2	550
Permanently retired	3.1	7.4	18.2	10.0	6.8	10.2	35.6	8.7	3,010
by annual net household income:									
up to £10,000 p.a.	4.4	9.0	21.2	10.6	5.2	10.4	30.6	8.6	670
£10,000 - £15,000	3.7	9.0	17.9	11.0	6.0	8.5	32.7	11.2	950
£15,000 - £20,000	3.0	7.3	16.6	8.0	7.7	9.5	38.0	9.9	690
over £20,000 p.a.	2.5	5.4	14.2	9.0	6.9	11.0	35.1	15.9	1,260
by Scottish Index of Multiple Deprivation quintiles:									
1 - Most Deprived	5.7	9.0	21.0	13.1	5.4	6.8	27.0	11.8	610
2	3.8	7.5	19.0	9.5	5.6	9.0	34.4	11.2	750
3	2.4	5.5	14.9	6.9	7.9	9.5	36.7	16.1	820
4	2.0	5.4	12.5	7.8	6.3	11.7	39.7	14.6	840
5 - Least Deprived	2.2	8.7	16.9	11.7	8.0	11.8	31.5	9.2	670
by urban/rural classification:									
Large urban areas	6.6	12.2	23.9	11.1	6.8	7.4	21.7	10.3	950
Other urban	2.6	7.1	15.0	9.7	6.4	11.1	36.4	11.8	1,250
Small accessible towns	0.8	5.1	16.4	9.8	8.2	8.7	39.0	11.9	390
Small remote towns	0.6	1.7	9.0	9.1	8.4	10.8	50.3	10.1	230
Accessible rural	0.5	2.7	12.2	9.2	6.5	13.0	39.0	16.8	420
Remote rural	0.4	0.9	7.6	4.1	5.2	10.2	49.9	21.8	460
by frequency of driving¹:									
Every day	0.8	2.7	7.4	8.6	7.6	13.7	40.7	18.4	1,030
At least once a week	0.3	3.6	18.0	10.3	8.0	11.8	36.8	11.2	960
Less often	4.3	11.7	23.8	10.0	6.4	4.2	30.2	9.4	320
by whether they hold a full driving licence									
Holds a full driving licence	1.1	4.2	13.9	9.3	7.6	11.6	37.9	14.3	2,300
Does NOT hold a full driving licence	6.7	12.4	21.4	10.2	5.2	6.8	27.5	9.8	1,400
by whether has a long term physical / mental health condition / illness									
No	3.6	7.3	17.4	9.9	6.8	12.4	28.8	13.9	1,760
Yes	2.6	7.2	16.0	9.3	6.5	7.6	39.6	11.2	1,920
If yes, does it impact on ability to carry out day to day activities									
A lot	1.5	4.5	14.0	7.5	5.0	5.7	47.6	14.2	890
A little	3.8	10.0	18.8	11.7	6.5	8.8	32.4	7.9	680
None	3.1	8.1	15.7	9.2	9.8	9.8	34.1	10.2	340

¹ Only includes those with a full driving licence

Table 33: [Access to services] Access to services that respondents thought were very or fairly convenient, 2014 ¹

	Post office	Doctors surgery	Small food shopping	Cash machine	Banking	Chemist	Hospital outpatients	Petrol station	Public transport	Dentist	Sample size (=100%)
All	85.4	84.9	93.9	89.1	75.5	88.7	61.8	73.8	83.6	76.4	9,800
by gender:											
Male	86.5	85.1	94.4	89.4	76.5	89.1	63.0	75.3	83.2	75.7	4,440
Female	84.4	84.7	93.4	88.9	74.7	88.3	60.7	72.5	84.0	77.0	5,360
by age:											
16 - 39	87.2	83.9	95.7	91.7	76.3	89.7	61.1	72.2	85.9	75.0	2,820
40 - 49	87.2	86.4	94.8	91.1	75.1	90.0	65.8	80.3	85.7	79.1	1,600
50 - 59	86.2	86.2	93.8	89.6	76.5	89.6	63.9	79.7	80.5	80.6	1,680
60 +	81.5	84.5	91.0	84.4	74.2	86.0	59.0	68.5	81.3	74.1	3,690
by urban/rural classification:											
Large urban areas	84.2	83.6	94.7	91.1	76.3	90.3	64.2	69.6	90.7	77.8	2,950
Other urban	85.6	87.9	95.7	91.9	80.5	91.9	65.5	80.0	86.4	83.1	3,240
Small accessible towns	91.1	87.2	94.3	92.6	76.6	92.7	53.6	75.2	84.2	77.8	940
Small remote towns	93.4	92.0	97.2	95.9	90.4	97.2	77.7	89.0	85.2	84.3	600
Accessible rural	82.1	78.5	88.3	78.2	60.7	79.3	54.4	64.5	66.7	60.7	1,070
Remote rural	83.4	79.5	86.5	72.8	60.0	67.2	44.2	69.6	57.2	52.6	1,020
by annual net household income:											
up to £10,000 p.a.	85.5	83.4	93.3	86.5	76.0	88.5	57.3	58.6	84.2	72.7	1,310
£10,000 - £15,000	84.5	83.7	93.5	87.4	74.7	87.7	57.7	62.6	85.0	73.4	1,780
£15,000 - £20,000	85.7	84.6	94.2	87.9	76.7	88.7	63.6	69.3	85.1	76.7	1,550
over £20,000 p.a.	85.7	85.8	94.1	90.4	75.4	89.3	63.4	81.2	82.8	78.2	4,880
by licence possession:											
Holds a full driving licence	86.1	86.1	94.0	90.0	76.5	89.5	64.5	84.7	81.9	77.5	6,550
Does NOT hold a full driving licence	83.9	82.4	93.7	87.3	73.6	87.0	56.4	51.4	87.2	74.1	3,250
by number of cars available:											
none	83.4	82.7	93.6	87.4	73.6	87.9	55.1	41.0	88.2	70.9	2,950
one +	86.1	85.6	94.0	89.7	76.2	89.0	64.1	84.8	82.1	78.3	6,850

1. Questions asked every other year in the survey. 2014 is the most recent data available.

Table 34: How adults normally travel to a doctors surgery

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

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

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

Table 36: How adults normally travel to a dentist

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

Table 37a: Flights in the last 12 months for leisure, holidays, visiting friends or family¹

	2010	2011	2012	2013	2014	2010-2014
Yes	44.3	43.4	45.9	46.7	46.2	45.1
No	55.5	56.5	54.1	53.3	53.8	54.8
Sample size (=100%)	12,440	12,890	9,890	9,920	9,800	54,940

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

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

	2010	2011	2012	2013	2014	2010-2014
All leisure flights						<i>Column percentages</i>
1 or 2	50.9	50.6	49.4	50.2	49.6	50.2
3 or 4	23.8	24.3	24.9	23.6	24.2	24.2
5 or 6	10.8	10.4	11.5	12.2	11.0	11.1
7 or 8	5.6	5.6	6.2	5.9	5.9	5.8
9 to 12	5.0	5.1	5.1	5.1	5.3	5.1
13 to 20	2.8	3.1	2.0	2.2	2.9	2.6
More than 20	1.2	0.9	0.9	0.9	1.1	1.0
Lower decile	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
Median	2.0	2.0	3.0	2.0	3.0	2.0
Upper quartile	5.0	5.0	6.0	6.0	6.0	5.0
Upper decile	8.0	8.0	8.0	8.0	8.0	8.0
Mean ²	20.8	4.3	4.2	4.3	4.4	7.4
Of which:						
Flights within Scotland						
0	93.8	95.9	94.2	94.3	95.2	94.7
1 or 2	4.6	2.8	4.1	4.0	3.3	3.7
3 or 4	0.9	0.7	1.0	0.8	0.8	0.8
5 or 6	0.3	0.3	0.3	0.5	0.3	0.3
7 or 8	0.1	0.1	0.1	0.2	0.2	0.1
9 to 12	0.3	0.1	0.2	0.2	0.1	0.2
13 to 20	0.0	0.0	0.1	0.1	0.1	0.1
More than 20	0.0	0.0	0.0	0.0	0.1	0.0
Flights to rest of UK						
0	67.0	68.9	69.8	70.5	71.7	69.6
1 or 2	22.0	20.3	19.8	18.8	17.8	19.7
3 or 4	5.7	5.3	6.0	5.5	5.6	5.6
5 or 6	2.2	2.2	2.0	2.3	2.6	2.3
7 or 8	1.5	1.3	1.3	1.3	1.0	1.3
9 to 12	0.9	1.3	0.8	1.0	0.8	1.0
13 to 20	0.4	0.5	0.2	0.2	0.4	0.3
More than 20	0.3	0.2	0.1	0.3	0.2	0.2
Flights to other European Countries						
0	30.5	28.1	26.2	25.9	24.0	27.0
1 or 2	47.8	48.6	48.7	48.7	49.5	48.7
3 or 4	13.5	15.1	17.0	16.2	15.7	15.5
5 or 6	4.3	4.5	4.6	5.8	6.2	5.0
7 or 8	2.1	1.9	2.2	1.9	2.3	2.1
9 to 12	1.2	1.1	1.2	1.2	1.7	1.3
13 to 20	0.5	0.5	0.2	0.2	0.6	0.4
More than 20	0.2	0.1	0.0	0.2	0.1	0.1
Flights to countries outside Europe						
0	63.5	66.1	67.3	70.2	69.3	67.2
1 or 2	29.0	26.6	26.6	23.7	24.2	26.1
3 or 4	4.9	5.0	4.0	4.1	4.1	4.4
5 or 6	1.5	1.5	1.1	1.2	1.3	1.3
7 or 8	0.7	0.3	0.4	0.4	0.6	0.5
9 to 12	0.4	0.5	0.3	0.2	0.4	0.4
13 to 20	0.1	0.0	0.2	0.1	0.1	0.1
More than 20	0.0	.	0.1	0.1	.	0.0
Sample size (=100%)¹	4,180	5,100	4,250	4,380	4,280	22,180

¹ Question was asked of those who had flown for leisure, holidays and visiting friends or family in the last 12 months.

² Note mean value can be dragged up by a handful of respondents reporting making a large number of flights eg in 2010. The median is a better measure of the average.

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

	2010	2011	2012	2013	2014
Yes	6.9	7.9	7.8	8.0	7.9
No	92.9	92.1	92.1	91.9	92.1
Sample size (=100%)	12,440	12,890	9,890	9,920	9,800

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

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

	2010	2011	2012	2013	2014
All business flights					
1 or 2	31.0	28.7	31.5	27.8	31.4
3 or 4	15.6	18.1	14.1	17.2	15.2
5 or 6	9.7	8.7	10.2	9.1	10.1
7 or 8	5.3	6.7	5.8	8.0	5.9
9 to 12	9.3	8.7	8.6	8.9	10.0
13 to 20	9.6	9.4	9.5	8.4	8.5
More than 20	19.6	19.7	20.4	20.6	18.9
Lower decile	2.0	2.0	2.0	2.0	2.0
Lower quartile	2.0	2.0	2.0	2.0	2.0
Median	6.0	6.0	6.0	6.0	6.0
Upper quartile	16.0	16.0	18.0	16.0	14.0
Upper decile	40.0	40.0	40.0	40.0	34.0
Mean ²	23.3	16.5	16.0	14.3	14.1
Of which:					
Flights within Scotland					
0	85.7	83.8	86.2	85.4	86.5
1 or 2	5.2	5.8	3.9	5.4	4.9
3 or 4	1.1	2.5	1.8	2.7	1.6
5 or 6	1.5	1.3	1.3	0.7	0.8
7 or 8	1.3	1.7	0.6	1.4	0.9
9 to 12	2.4	0.9	1.7	1.0	0.6
13 to 20	0.6	1.3	1.6	0.8	0.9
More than 20	2.1	2.5	3.0	2.6	3.9
Flights to rest of UK					
0	26.1	25.9	26.6	27.8	28.1
1 or 2	28.7	25.1	25.2	25.7	25.1
3 or 4	10.5	13.9	11.8	11.4	11.6
5 or 6	8.0	7.7	7.7	6.6	8.3
7 or 8	3.6	3.8	4.6	5.3	4.1
9 to 12	7.1	9.3	8.9	6.7	7.6
13 to 20	5.3	4.7	5.0	4.7	5.4
More than 20	10.7	9.5	10.1	11.8	9.7
Flights to other European Countries					
0	64.2	65.0	67.8	64.5	67.0
1 or 2	17.8	14.5	11.9	16.4	13.2
3 or 4	6.1	6.2	6.4	7.8	6.7
5 or 6	2.5	3.3	2.6	1.9	4.2
7 or 8	1.2	2.0	2.2	2.6	3.0
9 to 12	4.3	3.0	3.9	2.2	2.7
13 to 20	1.6	2.3	1.7	2.0	1.2
More than 20	2.4	3.7	3.4	2.6	2.0
Flights to countries outside Europe					
0	77.3	79.2	75.6	80.9	77.4
1 or 2	9.9	10.1	12.3	8.7	11.0
3 or 4	3.2	3.3	3.9	2.8	4.4
5 or 6	2.1	1.9	2.1	1.0	1.3
7 or 8	0.5	1.8	1.6	1.5	0.7
9 to 12	2.3	2.1	1.6	2.2	2.5
13 to 20	2.5	0.9	1.1	1.4	1.7
More than 20	2.3	0.8	1.8	1.5	1.2
Sample size (=100%)	690	930	740	740	710

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

Table 39: Reason for choosing flying within the UK over other forms of transport 2010-2014¹

	2010	2011	2012	2013	2014
Quicker	82.8	83.1	83.2	82.5	84.6
Cheaper	28.1	25.2	27.8	23.4	22.3
Easy/convenient	1.5	1.3	1.6	2.2	0.7
Employer/someone else organised	1.2	1.1	1.2	1.7	1.2
Connecting flight/part of holiday	1.8	2.4	2.0	2.5	2.2
No alternative	1.1	1.6	0.8	1.3	0.6
Sample size (=100%)	1,510	1,150	2,010	2,050	1,920

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

Table 40a: Frequency of use of ferry services: 2012-2014

	2012	2013	2014	2012-2014
				<i>Column percentages</i>
Every day, or almost every day	0.1	0.1	0.1	0.1
2 or 3 times per week	0.2	0.1	0.2	0.2
About once a week	0.4	0.3	0.4	0.4
About once a fortnight, or about once a month	3.9	3.9	3.4	3.7
Not used in past month	95.4	95.5	95.9	95.6
Sample size (=100%)	9,890	9,920	9,800	29,610

Table 40b: Purpose of ferry use 2010-2014

	2012	2013	2014	2012-2014
				<i>Column percentages</i>
Travel:				
To place of work	2.7	4.0	2.9	3.2
In the course of work	12.3	9.1	15.2	12.1
For Education	1.4	2.2	0.3	1.3
For Shopping	8.3	10.4	9.6	9.4
To hospital, doctor or other health	4.2	5.7	5.7	5.2
To visit friends or relatives	32.1	27.1	25.2	28.2
for Holiday / day trip	43.3	52.2	46.0	47.2
for other recreational activity	9.4	8.9	11.3	9.8
Sample size (=100%)	730	700	620	2,050

Table 40c: Reason for choosing to travel by ferry 2012-2014

	2012	2013	2014	2012-2014
				<i>Column percentages</i>
No feasible alternative	65.3	65.0	67.6	65.9
Cheaper	8.6	8.7	6.0	7.9
Quicker	8.6	8.7	11.0	9.4
Convenient	7.9	5.9	4.5	6.2
Can take my vehicle	10.2	11.0	8.8	10.1
Car parked at other end	.	.	0.4	0.1
Live close to terminal/ port	0.5	0.6	0.5	0.5
Service more frequent	0.2	0.1	0.2	0.2
Arrival/ departure time convenient	0.1	0.0	0.5	0.2
Safety/ fear of flying	0.1	0.4	0.1	0.2
Travelling with others/ animals	2.3	1.7	0.9	1.7
Accessibility better	1.1	1.9	0.2	1.1
More comfortable	0.4	1.5	0.3	0.7
Other	7.0	5.0	5.8	5.9
Sample size (=100%)	730	700	620	2,050

Table 41: In general, What discourages you from using buses more often than you do? (2012-2014)

	2012	2013	2014
Nothing discourages	14.4	14.2	16.3
Takes too long	16.5	13.2	15.6
Inconvenient	10.8	9.1	7.5
No direct route	12.4	10.6	10.1
Use my own car	23.8	20.6	18.9
Need a car for/at work	6.2	6.7	4.6
Cost	9.4	9.2	8.2
Work unsocial,unusual hours	2.1	2.4	1.6
Public transport unreliable	2.9	3.6	2.6
Lack of service	11.3	11.6	10.1
Too infrequent	5.2	4.4	4.5
Health reasons	9.4	8.7	8.1
Difficult access,on-off steps	1.3	1.6	1.1
Too much to carry,awkward	3.2	2.8	2.1
Uncomfortable	1.7	1.6	1.4
No need	16.0	19.0	20.2
Prefer to walk/cycle	4.1	5.0	3.9
Dislike waiting about	2.6	2.4	1.7
Long walk to bus stop	3.3	2.7	2.3
Lives centrally,within walking distance	2.5	2.6	2.7
Other choices - trains, taxi etc.	0.8	1.0	1.1
Smoking policy	.	.	.
Dirty/filthy	0.3	0.3	0.2
Given lifts	0.3	0.3	0.1
Too crowded	0.2	0.1	0.1
Don't feel safe	0.2	0.3	0.2
Laziness	0.1	0.1	.
No suitable bus service	.	0.2	0.1
Don't know bus times/routes/fares	0.4	0.3	0.3
Too difficult with small children/pushchairs	0.1	0.2	0.1
Bus drivers rude/unhelpful/poor drivers	0.2	0.1	0.2
Other passengers	0.4	0.5	0.5
Sample size (=100%)	7,900	7,700	7,760

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

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

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

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

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.

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

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

Table 44: Journey purpose for train journeys¹

	2012	2013	2014
Travel:			<i>Colu</i>
To place of work	14.0	11.1	10.7
In the course of work	10.3	12.3	12.2
For Education	5.5	4.6	4.3
For Shopping	32.7	34.2	32.8
To hospital, doctor or other health service	2.7	2.7	1.7
To visit friends or relatives	26.2	25.4	25.3
for Holiday / day trip	12.5	13.4	13.5
for other recreational activity	18.4	20.5	20.2
Sample size (=100%)	2,440	2,480	2,640

¹. This question is asked of anyone who has used the train in the last month. There is no similar question for bus users.

Table 45: Difficulties experienced when changing between Public Transport: 2012-2014¹

	2012	2013	2014
None	84.0	...	86.1
Not enough time to change modes	3.7	...	2.9
Long wait between journeys	6.9	...	6.0
Lack of information about connecting modes	2.9	...	2.5
Lack of signposting to connecting modes	1.2	...	1.0
Unable to use one ticket/ travel pass for all journeys/ modes	1.1	...	1.0
Stops/stations not close enough to each other	2.3	...	1.6
Accessibility between stops/stations	1.7	...	0.7
Other	3.1	...	2.8
Sample Size (=100%)	2,070	...	1,850

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

Table TD1: [Travel on previous day] Percentage of adults travelling on previous day 2004-2014

	2004	2005	2006	2007 ¹	2008	2009	2010	2011	2012	2013	2014	sample size
All	69.3	68.6	69.9	80.4	78.5	76.6	73.9	73.2	73.4	75.6	76.9	9,800
Gender										<i>cell percentages</i>		
male	70.6	71.3	72.6	82.4	80.4	77.8	76.5	75.5	74.5	77.2	78.6	4,440
female	68.3	66.2	67.4	78.6	76.7	75.4	71.5	71.2	72.4	74.2	75.2	5,360
Age												
16 - 19	73.8	69.3	69.7	84.6	77.9	75.4	75.5	76.4	77.7	76.4	80.0	290
20 - 29	74.3	71.9	74.1	87.5	83.2	80.0	77.8	74.3	76.2	79.8	80.5	1,160
30 - 39	77.4	75.1	75.8	85.1	79.8	81.2	80.0	77.5	77.3	78.2	79.7	1,370
40 - 49	76.1	75.3	76.5	82.3	83.1	79.4	80.1	78.8	78.5	79.7	82.2	1,600
50 - 59	72.5	72.5	73.5	82.5	81.3	79.9	75.1	76.3	74.8	79.9	78.7	1,680
60 - 69	63.2	62.3	64.5	77.3	75.3	76.6	70.6	69.8	72.3	74.4	75.6	1,680
70 - 79	54.5	54.6	54.7	66.4	68.8	64.8	63.4	64.0	64.3	63.6	68.0	1,290
80 and over	40.1	36.3	38.3	50.8	55.0	50.9	38.6	48.7	40.1	47.2	45.7	730
Sample size	14,770	14,060	14,180	8,820	9,150	9,300	8,590	9,240	9,890	9,920	9,800	

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

Table TD2: [Main mode] Percentage of journeys made by main mode¹ of travel 2004-2014²

	2004	2005	2006	2007 ²	2008	2009	2010	2011	2012 ³	2013	2014
Walking	15.3	13.5	13.6	22.0	22.2	21.8	22.0	22.1	26.0	23.3	25.0
Driver car/van	52.7	54.6	54.5	50.2	49.8	51.0	51.1	49.9	48.3	50.0	48.1
Passenger car/van	15.8	15.4	15.4	13.4	13.8	13.3	14.3	13.1	12.7	13.6	13.0
Bicycle	0.8	0.9	0.9	0.7	1.0	0.9	0.8	1.3	1.2	1.0	1.4
Bus	10.3	10.4	11.2	9.3	9.1	8.6	8.7	9.1	8.1	8.5	8.6
Taxi/minicab	1.9	2.2	1.6	1.5	1.5	1.4	0.8	1.3	1.3	1.6	1.2
Rail	1.7	1.9	1.8	1.7	1.6	1.9	1.4	2.0	1.8	1.7	2.1
Other	1.4	1.2	0.9	1.1	1.0	1.0	1.0	1.2	0.7	0.3	0.6
Sample size (=100%)	27,120	24,660	25,220	20,520	20,450	18,680	16,300	17,590	19,740	20,180	19,930

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

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

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

Table TD2a: [Main mode by distance] Percentage of journeys by main mode¹ 2014

	Main Mode of Transport								Sample size
	Walking	Driver car/van	Passenger car/van	Bicycle	Bus	Taxi/minicab	Rail	Other	
All	25.0	48.1	13.0	1.4	8.6	1.2	2.1	0.6	19,930
by distance:									
Under 1 km	68.6	21.7	5.7	1.0	1.6	1.2	0.0	0.2	5,450
1 to under 2km	31.0	46.5	11.4	2.5	6.2	1.9	0.1	0.3	3,140
2 to under 3km	15.6	52.6	12.7	1.7	15.3	1.4	0.2	0.5	1,860
3 to under 5km	7.0	54.4	16.7	2.5	16.2	1.4	0.9	1.0	2,340
5 to under 10km	2.3	61.6	17.7	1.2	13.2	1.3	2.2	0.5	2,980
10 to under 15km	1.1	65.1	16.7	0.4	11.2	0.4	5.0	0.1	1,440
15 to 20km	1.3	66.6	16.6	0.3	6.3	0.5	7.5	0.8	800
20 to 40km	0.3	65.8	19.3	0.4	5.9	0.8	7.0	0.6	1,300
40km and over	0.0	58.9	16.6	0.7	7.6	0.8	11.4	4.0	610

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

Table TD2b: [Stage mode] Percentage of stages¹ by mode of travel 2004-2014

	2004	2005	2006	2007 ²	2008	2009	2010	2011	2012 ³	2013	2014
Walking	15.7	14.1	14.1	21.7	22.1	21.6	21.7	21.8	26.7	24.1	25.9
Driver car/van	52.6	54.3	54.2	50	49.6	50.9	50.8	49.8	47.4	49.2	47.1
Passenger car/van	15.4	14.9	15.1	13.5	13.8	13.3	14.3	13.1	12.7	13.5	12.8
Bicycle	0.8	0.8	1.0	0.8	1.0	0.9	0.8	1.3	1.3	1.0	1.4
Bus	10.3	10.3	11.0	9.5	9.1	8.7	8.8	9.3	8.1	8.5	8.7
Taxi/minicab	1.9	2.2	1.6	1.5	1.6	1.4	1.0	1.4	1.3	1.6	1.3
Rail	1.7	2.0	1.9	1.8	1.7	2.1	1.5	2.1	1.8	1.7	2.1
Other	1.6	1.5	1.2	1.2	1.1	1.2	1.2	1.3	0.7	0.4	0.7
Sample size (=100%)	28,880	26,390	27,180	20,730	20,640	18,930	16,550	17,810	20,310	20,780	20,500

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

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

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

Table TD2c: [Multi stage journeys] Percentage of journeys by number of stages 2007-2014 ¹

	Number of stages in journey					Sample size (=100%)	Average (mean) number of stages
	1	2	3	4	5		
	<i>Row percentages</i>						
All journeys	97.8	1.8	0.4	.	.	153,310	1.03
Survey year							
2007	99.2	0.6	0.1	.	.	20,500	1.01
2008	99.3	0.6	0.1	.	.	20,420	1.01
2009	99.0	0.9	0.1	.	.	18,650	1.01
2010	98.8	1.0	0.2	.	.	16,290	1.01
2011	98.7	1.1	0.1	.	.	17,590	1.01
2012	95.5	3.4	1.0	0.1	.	19,740	1.06
2013	96.1	3.0	0.8	0.1	0.1	20,180	1.05
2014	95.7	3.3	0.9	0.1	.	19,930	1.05
Main Mode of Transport							
Walking	98.6	1.1	0.3	.	.	36,730	1.02
Driver car/van	99.0	0.9	0.1	.	.	76,750	1.01
Passenger car/van	98.2	1.4	0.4	.	.	19,460	1.02
Motorcycle/moped	98.0	1.9	.	0.1	.	210	1.02
Bicycle	99.0	0.7	0.2	.	0.1	1,520	1.01
School Bus	98.6	1.4	.	.	.	200	1.01
Works Bus	91.7	6.7	1.1	0.6	.	320	1.11
Service Bus	95.3	4.0	0.6	0.1	.	12,860	1.06
Taxi/minicab	96.8	2.4	0.6	0.2	.	1,980	1.04
Rail	67.5	23.6	8.2	0.5	0.2	2,140	1.42
Underground	85.1	11.5	3.4	.	.	180	1.18
Ferry	33.2	28.0	35.8	0.5	2.5	110	2.11
Aeroplane	35.6	25.5	25.6	12.6	0.6	180	2.17
Other	93.6	6.3	0.1	.	.	670	1.06

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

Table TD3: [Purpose] Percentage of journeys made by purpose of travel 2004-2014 ^{1,2}

	2004	2005	2006	2007 ^{1,2}	2008	2009	2010	2011	2012 ³	2013	2014
	<i>column percentages</i>										
Commuting	24.5	26.8	25.6	23.6	24.2	23.8	26.5	25.8	22.8	22.1	22.5
Business	3.8	4.3	4.1	1.5	1.2	1.2	0.9	0.7	1.8	2.4	2.3
Education	3.1	3.2	3.3	3.4	3.1	3.7	3.5	3.6	5.8	5.9	6.2
Shopping	22.9	21.2	21.3	23.4	22.8	23.1	23.3	21.1	21.7	21.5	21.1
Visit hospital or other health	2.8	2.3	2.6	2.6	2.4	2.5	2.5	2.3	2.1	1.8	1.8
Other personal business	6.7	6.9	7.2	6.9	6.2	6.9	6.4	6.9	3.1	4.0	3.1
Visiting friends or relatives	10.6	10.4	11.1	10.9	12	11.2	10.8	11.9	10.2	11.0	9.7
Eating/Drinking	3.8	3.3	2.9	4.8	4.3	4.1	3.7	4.1	2.4	2.8	2.6
Sport/Entertainment	6.3	6.3	6.4	7.1	7.3	7.9	6.8	7.6	4.7	4.6	4.7
Holiday/day trip	4.6	3.4	3.9	1.7	2	2.3	1.9	1.8	0.8	1.0	1.1
Other journey	2.9	3.1	3.6	0.2	0.1	0.5	0.4	0.3	4.2	2.8	4.6
Escort	8	8.6	8.2	8	7.5	6.7	7.3	7.5	1.1	1.4	1.4
Go Home ²	..	..	..	2.6	3.2	3.2	2.7	3.4	14.3	13.7	13.3
Go for a walk ²	..	..	..	3.6	3.7	2.9	3.2	3	5.1	5.0	5.5
Sample size (=100%)	27,120	24,660	25,220	20,520	20,450	18,680	16,300	17,590	19,740	20,180	19,930

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

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

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

Table TD4: [Distance] Percentage of journeys made by distance¹ travelled, 2004-2014²

	2004	2005	2006 ¹	2007 ¹	2008	2009	2010	2011 ¹	2012 ³	2013	2014
										<i>column percentages</i>	
Under 1 km	18.2	15.8	15.6	23.5	24.8	24.4	23.8	23.8	25.9	24.6	25.4
1 to under 2km	15.2	15.4	15.1	16.4	16.2	15.1	14.9	14.5	15.6	15.2	14.9
2 to under 3km	10.7	10.6	10.1	10.3	11.2	10.4	9.3	10.6	10.6	10.1	9.8
3 to under 5km	13.3	13.5	13.5	12.9	11.8	12.6	12.5	11.8	11.9	12.3	12.6
5 to under 10km	16.9	17.4	18.6	15.5	15.4	15.4	15.5	16.5	14.7	16.0	15.3
10 to under 15km	8.6	8.6	8.6	7.1	6.9	7.1	7.3	8.0	7.2	7.2	7.5
15 to 20km	4.9	5.0	5.0	4.1	3.6	3.7	4.4	3.9	4.0	4.2	4.3
20 to 40km	7.5	8.6	8.6	6.4	6.3	6.3	7.4	6.6	6.6	6.6	6.8
40km and over	4.8	5.2	5.0	3.9	3.8	5.1	4.8	4.3	3.5	3.8	3.4
Sample size (=100%)	26,940	24,490	25,020	20,520	20,450	18,680	16,300	17,590	19,740	20,180	19,930

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

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

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

Table TD4a: [Distance by main mode] Percentage of journeys by distance¹ by main mode, 2014

	Under 1 km	1 to under 2km	2 to under 3km	3 to under 5km	5 to under 10km	10 to under 15km	15 to 20km	20 to 40km	40km and over	<i>Sample size</i>
All	25.4	14.9	9.8	12.6	15.3	7.5	4.3	6.8	3.4	19,930
by mainmode:								<i>Row percentages</i>		
Walking	69.8	18.5	6.1	3.5	1.4	0.3	0.2	0.1	.	5,200
Driver car/van	11.5	14.4	10.7	14.2	19.6	10.2	6.0	9.3	4.1	9,720
Passenger car/van	11.1	13.0	9.6	16.1	20.8	9.6	5.5	10.0	4.3	2,430
Bicycle	19.0	26.9	11.9	22.2	13.7	2.0	1.0	1.8	1.6	270
Bus	4.6	10.8	17.3	23.5	23.3	9.7	3.2	4.6	3.0	1,650
Taxi/minicab	23.9	22.8	11.5	14.6	16.6	2.5	1.8	4.2	2.1	260
Rail	0.4	1.0	1.1	5.3	16.2	18.3	15.9	23.0	18.8	300
Other	10.7	7.3	7.8	21.2	14.7	1.4	6.1	6.8	24.0	110

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

Table TD5: [Distance] Distance¹ summary statistics 2004-2014²

	2004	2005	2006 ¹	2007 ¹	2008	2009	2010	2011 ¹	2012 ³	2013	2014
Lower Decile	0.6	0.7	0.7	0.4	0.4	0.4	0.4	0.4	0.4	0.4	0.4
Lower Quartile	1.4	1.6	1.6	1.1	1.0	1.0	1.1	1.1	1.0	1.0	1.0
Median	3.7	4.1	4.3	3.0	2.8	3.0	3.3	3.1	2.7	3.0	3.0
Upper Quartile	10.4	11.2	10.9	8.4	8.2	8.7	9.5	8.9	8.3	8.7	8.5
Upper Decile	23.2	25.2	24.8	20.5	20.1	22.3	24.0	21.2	20.2	20.8	20.2
Mean	10.3	11.4	10.8	9.2	10.2	10.5	10.8	10.3	8.3	8.5	8.4
Sample size	26,940	24,490	25,020	20,520	20,450	18,680	16,300	17,590	19,740	20,180	19,930

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

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

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

Table TD5a: [Distance] Distance summary statistics by mode of transport 2014

	Main Mode of Transport								All modes	
	Walking	Driver car/van	Passenger car/van	Bicycle	Bus	Taxi/ minicab	Rail	Other		
Lower Decile	0.2	0.9	1.0	0.8	1.6	0.6	5.5	0.9	0.4	<i>Kilometres</i>
Lower Quartile	0.3	1.9	2.1	1.2	2.6	1.0	10.3	2.6	1.0	
Median	0.6	4.9	5.0	2.6	4.3	2.1	17.9	5.7	3.0	
Upper Quartile	1.2	11.9	12.1	4.5	8.4	5.5	34.8	25.2	8.5	
Upper Decile	2.2	24.4	25.2	8.8	16.2	11.1	50.4	180.0	20.2	
Mean	1.1	10.4	10.8	4.4	8.3	5.6	28.4	59.4	8.4	
Sample size	5,200	9,720	2,430	270	1,650	260	300	110	19,930	

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

Table TD6: [Duration] Percentage of journeys made by duration of journey, 2004-2014

	2004	2005	2006	2007 ¹	2008	2009	2010	2011	2012 ²	2013	2014
										<i>column percentages</i>	
Less than 5 min	1.6	1.5	1.6	6.2	6.9	6.3	5.5	5.1	4.5	4.1	3.7
5 to 10 min	26.6	26.3	24.4	39.6	39.4	38.4	36.4	37.7	40.1	38.3	38.1
11 to 20 min	30.1	29.6	30.6	26.6	26.9	25.9	26.9	26.4	26.9	28.1	28.3
21 to 30 min	18.2	18.0	18.1	12.5	12.4	12.8	13.5	14.2	13.4	14.2	13.9
31 to 60 min	14.8	15.3	15.6	10.5	10.0	10.8	11.5	11.1	10.8	10.9	11.8
61 to 120 min	5.1	5.3	5.7	3.3	3.1	3.7	4.1	3.7	3.0	3.1	3.0
121 to 179 min	1.1	1.1	1.3	0.4	0.4	0.6	0.7	0.6	0.4	0.4	0.4
180 min and over	2.5	2.9	2.7	0.8	0.9	1.5	1.4	1.2	0.9	0.8	0.8
Sample size (=100%)	27,120	24,640	25,200	20,520	20,450	18,680	16,300	17,590	19,740	20,180	19,930

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

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

Table TD7: [Start time] Percentage of journeys made by start time of journey, 2004-2014¹

	2004	2005	2006	2007 ¹	2008	2009	2010	2011	2012	2013	2014
										<i>column percentages</i>	
Weekdays											
Before 7am	3.3	3.7	3.3	4.8	4.2	4.2	4.2	4.0	3.7	3.9	3.7
7am to 9:30am	18.7	20.0	19.6	18.2	18.9	20.2	19.9	20.5	18.8	19.3	19.5
After 9:30am to before 12noon	14.3	13.1	13.3	13.6	13.1	13.6	13.3	12.7	13.1	12.6	13.2
12noon to 2 pm	15.2	15.1	15.0	15.5	14.9	15.2	15.5	14.6	15.2	15.1	14.8
After 2pm to before 4:30pm	18.0	17.0	17.4	16.5	16.4	15.9	15.8	16.5	17.9	17.4	17.1
4:30pm to before 6:30pm	15.5	16.3	16.3	15.3	15.6	15.4	15.8	16.3	16.6	16.6	16.3
6:30pm onwards	15.0	14.9	15.2	16.1	17.0	15.7	15.5	15.3	14.8	15.2	15.5
Sample size (=100%)	21,050	19,600	19,900	16,210	16,070	15,000	12,830	13,940	15,410	15,890	15,550
Weekends											
Before 9:30am ²	10.6	11.6	10.0	11.0	9.7	9.9	9.8	10.3	9.8	8.4	8.9
9:30am to before 12noon	18.9	16.6	17.6	19.0	17.4	19.4	20.4	19.1	18.5	18.5	20.4
12noon to 2 pm	21.6	23.1	23.4	21.8	22.9	23.2	22.7	23.9	23.6	24.7	25.1
After 2pm to before 4:30pm	18.8	18.1	19.8	16.5	18.1	16.9	18.2	18.1	18.4	19.1	18.9
4:30pm to before 6:30pm	13.5	13.8	14.0	14.4	13.3	15.0	14.2	13.5	14.1	13.6	13.4
6:30pm onwards	16.7	16.7	15.3	17.3	18.7	15.8	14.7	15.1	15.7	15.8	13.4
Sample size (=100%)	6,070	5,050	5,300	4,310	4,380	3,680	3,470	3,650	4,330	4,290	4,380

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

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

Table TD8: [Travel Day] Percentage of journeys made by day of travel, 2004-2014

	2004	2005	2006	2007 ¹	2008	2009	2010	2011	2012	2013	2014
										<i>column percentages</i>	
Monday	13.7	13.6	14.6	14.1	14.1	14.0	13.9	14.9	14.6	14.0	14.1
Tuesday	14.7	14.1	14.9	14.9	14.5	14.5	14.9	15.2	15.7	15.3	14.7
Wednesday	15.3	15.7	14.5	15.3	14.8	14.9	14.8	14.6	15.5	15.1	15.1
Thursday	15.7	15.5	13.9	15.4	14.0	14.8	15.2	15.3	15.3	15.9	15.4
Friday	16.0	15.8	17.2	14.8	15.9	14.3	15.9	15.5	15.1	15.2	16.5
Saturday	13.5	14.1	12.8	13.3	14.8	13.9	13.2	12.8	12.5	12.6	12.7
Sunday	11.1	11.1	12.0	12.2	11.7	13.7	12.0	11.7	11.4	11.9	11.6
Sample size (=100%)	27,120	24,660	25,220	20,520	20,450	18,680	16,300	17,590	19,740	20,180	19,930

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

Table TD9: [Car Occupancy] Percentage of car stages¹ by car occupancy, 2004-2014²

	2004	2005	2006	2007	2008	2009	2010	2011	2012	2013	2014
	<i>column percentages</i>										
One	59.7	60.7	60.5	61.5	60.2	60.5	61.5	63.4	64.0	65.3	64.5
Two	26.7	26.6	26.8	26.3	27.1	25.8	25.8	25.6	25.4	23.6	24.7
Three	8.6	8.0	8.1	7.3	7.4	8.3	8.1	6.8	6.9	7.1	6.9
Four	3.9	3.5	3.5	3.7	3.9	4.3	3.2	3.4	2.8	3.0	3.0
Five or More	1.1	1.1	1.1	1.2	1.4	1.1	1.3	0.9	0.9	1.1	0.8
	<i>people</i>										
Average occupancy	1.6	1.58	1.58	1.57	1.59	1.6	1.57	1.53	1.51	1.51	1.51
<i>Sample size (=100%)</i>	<i>15,040</i>	<i>14,400</i>	<i>14,790</i>	<i>10,370</i>	<i>10,330</i>	<i>9,660</i>	<i>8,330</i>	<i>8,880</i>	<i>9,830</i>	<i>10,200</i>	<i>9,820</i>

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 stages¹ delayed by traffic congestion, 2004-2014²

	2004	2005	2006	2007	2008	2009	2010	2011	2012	2013	2014
Driver congestion	11.9	11.6	12.7	14.4	13.1	11.0	10.5	11.2	9.9	9.7	11.7
<i>Sample size (=100%)</i>	<i>14,460</i>	<i>13,780</i>	<i>14,010</i>	<i>9,260</i>	<i>9,320</i>	<i>8,680</i>	<i>7,580</i>	<i>8,310</i>	<i>9,830</i>	<i>10,200</i>	<i>9,820</i>

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

² Question first asked in 2003

Table TD10a: [Congestion - reason] Reason for congestion for car / van stages, 2012-2014¹

	2012	2013	2014
Volume of traffic	72.8	80.0	82.0
Road or maintenance	25.8	17.9	18.9
Road accident	1.1	1.6	1.7
Broken down car	0.7	.	0.5
Traffic lights / signals not	3.1	2.6	2.0
Lane blocked by parked	1.3	.	0.4
Bad weather	1.4	1.6	1.5
Other	2.8	3.2	1.0
Don't know	0.4	.	0.3
<i>Sample size (=100%)</i>	<i>810</i>	<i>780</i>	<i>930</i>

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

Table TD11: [Bus Delays] Percentage of bus stages¹ where passenger experienced delay, 2004-2014

	2004	2005	2006	2007	2008	2009	2010	2011	2012	2013	2014
Service Bus	8.9	9.5	8.9	12.5	14.4	9.9	12.4	10.5	11.1	10.2	10.7
<i>Sample size (=100%)</i>	<i>2,750</i>	<i>2,550</i>	<i>2,730</i>	<i>1,670</i>	<i>1,720</i>	<i>1,460</i>	<i>1,310</i>	<i>1,440</i>	<i>1,540</i>	<i>1,690</i>	<i>1,630</i>

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

Table TD12: [Congestion delays] Percentage of driver stages¹ where congestion delays were experienced by amount of time delayed, 2014²

	Not delayed	0-2 minutes	about 5 mins	about 10 mins	about 15 mins	20 to 30 mins	over 30	Delayed	Sample size (=100%)
All driver stages	88.3	0.5	4.0	3.6	1.4	1.9	0.3	11.7	9,820
by purpose of journey:									
Commuting	78.3	0.3	6.6	7.6	2.5	3.8	0.9	21.7	2,580
Business	86.2	0.8	2.2	3.7	3.4	3.7	.	13.8	340
Education	88.1	1.0	4.8	3.2	1.6	1.3	.	11.9	440
Shopping	93.3	0.6	2.9	1.8	0.6	0.7	0.0	6.7	1,940
Visit hospital/other health	95.3	.	2.6	1.4	.	.	0.7	4.7	230
Other personal business	91.7	0.1	4.8	1.6	1.3	0.6	.	8.3	320
Visiting friends/relatives	94.8	0.4	1.9	1.1	0.6	1.1	0.0	5.2	1,050
Eating/drinking	92.9	.	4.2	2.9	.	.	.	7.1	110
Sport/entertainment	91.7	1.1	2.6	2.4	1.2	1.1	.	8.3	460
Holiday/day trip	87.0	.	4.0	5.0	1.5	2.6	.	13.0	120
Other	92.7	0.9	2.7	1.5	1.6	0.7	.	7.3	500
Escort	90.5	3.6	2.6	2.1	1.0	.	0.2	9.5	220
Go home	92.6	0.3	3.0	1.6	0.7	1.4	0.3	7.4	1,380
Just go for a walk	95.2	0.5	1.0	1.5	0.4	1.3	.	4.8	150
by day of the week:									
Monday	86.4	0.7	4.4	4.2	1.9	2.2	0.2	13.6	1,640
Tuesday	86.9	0.4	4.6	3.5	1.1	2.4	1.1	13.1	1,800
Wednesday	86.6	0.6	3.8	4.9	1.4	2.1	0.5	13.4	1,780
Thursday	87.6	0.6	4.5	4.2	1.5	1.3	0.2	12.4	1,250
Friday	84.7	0.5	5.4	4.6	1.4	3.3	0.2	15.4	1,260
Saturday	92.9	0.7	2.3	1.7	1.8	0.7	.	7.1	640
Sunday	96.8	0.4	1.2	0.7	0.6	0.3	.	3.2	1,450
Weekday journeys - by start time:									
Before 7 a.m.	85.5	0.5	3.3	5.4	2.3	2.3	0.7	14.5	280
7:00 to 7:59 a.m.	73.0	0.8	6.8	9.3	3.0	6.0	1.1	27.0	520
8:00 to 8:59 a.m.	78.9	0.9	8.8	6.9	2.7	1.7	0.1	21.1	740
9:00 to 9:59 a.m.	91.7	0.2	2.4	4.7	0.5	0.6	.	8.3	390
10:00 to 10:59 a.m.	97.1	0.1	1.4	0.9	0.1	0.3	.	2.9	450
11:00 to 11:59 a.m.	97.0	0.1	2.2	0.5	0.1	.	.	3.0	490
noon to 12:59 p.m.	95.4	.	2.2	0.5	1.0	0.9	.	4.7	470
1:00 to 1:59pm	93.0	0.8	1.5	1.7	0.5	2.2	0.4	7.0	450
2:00 to 2:59pm	90.4	0.8	3.9	2.9	0.7	0.7	0.5	9.6	490
3:00 to 3:59pm	87.2	1.6	5.0	3.7	0.8	1.4	0.2	12.8	630
4:00 to 4:59pm	73.1	0.6	8.4	10.3	2.4	3.7	1.5	26.9	720
5:00 to 5:59pm	76.3	0.2	7.4	6.1	3.1	5.8	1.1	23.7	760
6:00 to 6:59pm	87.8	.	5.6	2.4	0.9	3.3	0.1	12.2	460
7:00 to 7:59pm	96.6	1.1	0.4	1.3	.	0.6	.	3.4	320
8:00 to 8:59pm	98.7	0.4	0.6	0.3	.	.	.	1.3	220
9:00 to 9:59pm	98.1	.	0.9	.	0.9	.	.	1.9	170
After 10pm	98.7	.	.	.	.	1.3	.	1.3	180
Weekend journeys - by start time:									
Before 9:30am	94.5	0.4	1.6	3.5	.	.	.	5.6	190
9:30am to before 12noon	96.1	0.4	1.7	0.8	0.8	0.1	.	3.9	470
12noon to 2 pm	93.1	0.3	2.4	1.5	2.5	0.2	.	6.9	530
After 2pm to before 4:30pm	95.3	.	2.6	0.4	0.6	1.1	.	4.8	410
4:30pm to before 6:30pm	92.8	1.8	0.2	1.4	2.1	1.7	.	7.2	260
6:30pm onwards	98.2	1.1	0.4	0.3	.	.	.	1.8	250
by urban/rural classification:									
Large urban areas	86.0	0.6	5.1	4.1	1.6	2.5	0.1	14.0	2,340
Other urban areas	89.3	0.6	3.6	3.5	1.1	1.5	0.4	10.7	3,280
"Accessible" small towns	86.0	0.6	4.5	4.0	1.7	2.4	0.8	14.0	1,020
"Remote" small towns	93.7	0.5	2.5	2.2	1.0	0.2	.	6.3	610
"Accessible" rural areas	88.4	0.1	3.9	3.7	1.7	1.8	0.4	11.6	1,440
"Remote" rural areas	93.5	1.1	1.0	1.6	0.7	1.5	0.7	6.5	1,140

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?".

Table TD13: [Council travel - destination]]Percentage of journeys originating in each council area by destination council area, 2005-2014

Journey Origin (Council Area)	council area of destination														Sample size (=100%)		
	Highland / Islands	Grampian	Tayside	Central	Fife	Edinburgh	Lothians	Glasgow	Dunbartonshire / Argyll & Bute	Renfrewshire / Inverclyde	North Lanarkshire	South Lanarkshire	Ayrshire	Borders / Dumfries & Galloway		Outside Scotland	Not Known
Highland / Islands	95.2	1.3	0.3	0.1	0.1	0.2	0.0	0.2	0.2	0.1	0.0	0.0	0.1	0.1	0.0	2.0	21,390
Grampian	0.7	95.3	1.1	0.1	0.1	0.2	0.1	0.1	0.1	0.1	0.0	0.0	0.0	0.0	0.1	1.9	20,060
Tayside	0.2	1.6	89.1	1.1	3.4	0.7	0.3	0.5	0.1	0.2	0.1	0.1	0.1	0.1	0.1	2.5	14,470
Central	0.1	0.2	1.5	83.7	1.3	2.2	2.4	2.0	1.4	0.4	1.7	0.5	0.3	0.1	0.1	2.2	14,370
Fife	0.1	0.2	4.3	1.2	85.7	3.0	1.0	0.4	0.1	0.2	0.2	0.1	0.1	0.2	0.1	3.1	11,110
Edinburgh	0.1	0.2	0.5	1.2	1.7	81.2	9.7	0.8	0.1	0.3	0.3	0.2	0.1	0.8	0.1	2.6	17,380
Lothians	0.0	0.1	0.4	2.2	0.9	16.3	73.1	0.9	0.1	0.2	1.2	0.7	0.1	1.2	0.1	2.4	12,640
Glasgow	0.1	0.1	0.3	0.9	0.2	0.7	0.4	69.5	6.3	7.8	4.2	4.9	2.0	0.1	0.1	2.4	20,250
Dunbartonshire / Argyll & Bute	0.2	0.2	0.2	1.6	0.1	0.3	0.2	13.9	75.2	2.9	1.8	0.6	0.5	0.1	0.2	2.1	12,500
Renfrewshire / Inverclyde	0.1	0.1	0.2	0.3	0.2	0.4	0.2	14.6	2.4	73.3	1.0	2.0	2.8	0.1	0.1	2.2	13,330
North Lanarkshire	0.0	0.1	0.2	1.9	0.3	0.7	1.2	9.2	2.0	1.2	72.5	7.6	0.4	0.2	0.2	2.5	9,070
South Lanarkshire	0.0	0.0	0.1	0.6	0.1	0.4	0.9	11.3	0.6	2.4	7.9	69.5	1.0	0.2	0.2	4.8	8,430
Ayrshire	0.1	0.0	0.1	0.2	0.1	0.2	0.1	3.4	0.5	2.7	0.4	0.7	88.5	0.5	0.1	2.4	13,270
Borders / Dumfries & Galloway	0.0	0.1	0.1	0.2	0.2	1.9	1.6	0.4	0.1	0.2	0.3	0.3	0.8	89.8	1.2	2.8	9,510
Outside Scotland	1.4	6.4	5.5	2.5	5.6	8.4	4.0	7.0	4.3	5.8	2.7	5.7	2.4	18.4	18.4	1.6	520
Not Known	4.6	7.9	7.8	4.8	7.5	10.2	5.6	10.9	4.6	5.6	5.3	9.5	6.7	5.1	0.3	3.6	4,950
All journeys reported	5.8	10.4	7.8	5.6	6.2	10.3	6.1	11.7	5.4	6.3	5.3	5.1	6.7	4.5	0.2	2.5	203,260

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

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

Table TD14: [Council travel - origin] Percentage of journeys ending in each council area by area of origin, 2005-2014

Journey Destination (Council Area)	council area of origin														Sample size (=100%)		
	Highland / Islands	Grampian	Tayside	Central	Fife	Edinburgh	Lothians	Glasgow	Dunbartonshire / Argyll & Bute	Renfrewshire / Inverclyde	North Lanarkshire	South Lanarkshire	Ayrshire	Borders / Dumfries & Galloway		Outside Scotland	Not Known
Highland / Islands	95.3	1.3	0.3	0.1	0.1	0.2	0.0	0.2	0.2	0.1	0.0	0.0	0.1	0.0	0.1	2.0	21,410
Grampian	0.7	95.2	1.2	0.1	0.1	0.2	0.1	0.1	0.1	0.0	0.0	0.0	0.0	0.0	0.2	1.9	20,090
Tayside	0.2	1.5	88.9	1.1	3.4	0.7	0.3	0.4	0.1	0.2	0.1	0.1	0.1	0.1	0.2	2.6	14,500
Central	0.1	0.2	1.5	83.5	1.3	2.2	2.3	1.9	1.5	0.4	1.8	0.5	0.2	0.1	0.1	2.2	14,420
Fife	0.1	0.2	4.2	1.2	85.7	2.8	0.9	0.5	0.1	0.2	0.2	0.1	0.1	0.2	0.3	3.1	11,090
Edinburgh	0.1	0.2	0.5	1.2	1.8	81.1	9.6	0.8	0.2	0.2	0.4	0.2	0.1	0.8	0.2	2.6	17,430
Lothians	0.0	0.1	0.4	2.2	1.0	16.4	73.1	0.8	0.1	0.2	1.1	0.7	0.1	1.1	0.2	2.4	12,640
Glasgow	0.1	0.1	0.3	1.0	0.2	0.7	0.5	69.0	6.4	7.8	4.2	5.0	1.9	0.1	0.2	2.4	20,370
Dunbartonshire / Argyll & Bute	0.2	0.1	0.2	1.4	0.1	0.3	0.2	13.6	75.3	2.8	2.0	0.6	0.6	0.1	0.2	2.2	12,500
Renfrewshire / Inverclyde	0.1	0.1	0.2	0.4	0.2	0.4	0.2	14.3	2.5	73.2	1.0	1.9	2.9	0.1	0.3	2.3	13,350
North Lanarkshire	0.0	0.1	0.2	1.8	0.3	0.7	1.3	9.1	1.8	1.1	72.6	7.6	0.5	0.3	0.1	2.6	9,050
South Lanarkshire	0.0	0.1	0.1	0.5	0.1	0.5	0.9	11.2	0.7	2.4	8.0	69.3	0.9	0.3	0.3	4.8	8,460
Ayrshire	0.1	0.1	0.1	0.2	0.1	0.2	0.1	3.4	0.4	2.6	0.3	0.8	88.4	0.6	0.1	2.6	13,290
Borders / Dumfries & Galloway	0.1	0.1	0.2	0.2	0.2	1.8	1.7	0.4	0.1	0.1	0.3	0.2	0.8	89.8	1.2	2.9	9,520
Outside Scotland	0.5	4.4	4.2	1.4	2.3	6.2	3.5	4.5	4.9	4.3	4.5	4.4	1.7	24.5	24.8	3.9	370
Not Known	4.6	7.9	7.6	4.9	7.5	10.5	5.7	10.9	4.5	5.6	5.3	9.7	6.3	5.0	0.2	3.7	4,780
All journeys reported	5.8	10.4	7.7	5.6	6.2	10.3	6.1	11.6	5.4	6.3	5.4	5.1	6.7	4.5	0.3	2.6	203,260

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.

Table TD15: [Council travel to work - workplace] Percentage of employed people (who do not work at home) resident in each council area by council area of workplace 2005-2011

Council area of residence	Council area of workplace														Sample size (=100%)		
	Highlands / Islands	Grampian	Tayside	Central	Fife	Edinburgh	Lothians	Glasgow	Dunbartonshire / Argyll & Bute	Renfrewshire / Inverclyde	North Lanarkshire	South Lanarkshire	Ayrshire Borders / Dumfries & Galloway	Outside Scotland		Not Known	
	<i>Row percentages</i>																
Highlands / Islands	80.6	0.9	0.1	.	0.1	0.1	.	0.3	0.3	.	.	.	0.1	0.1	0.1	17.3	5,520
Grampian	0.7	87.4	0.5	.	.	0.1	0.1	.	.	.	.	.	.	.	0.1	11.0	5,690
Tayside	0.1	2.1	82.4	0.9	2.1	0.9	0.3	0.5	0.1	0.2	0.2	0.1	0.1	0.1	0.2	9.9	3,480
Central	.	0.3	1.3	61.9	1.8	6.8	3.2	4.4	1.7	0.3	3.0	0.6	0.0	0.2	0.3	14.1	3,520
Fife	.	0.5	5.6	1.1	69.1	7.7	1.6	0.6	0.1	.	0.2	0.4	0.1	0.0	0.2	12.7	3,200
Edinburgh	.	0.1	0.4	1.0	1.4	78.4	7.3	1.2	.	0.1	0.4	0.2	.	0.3	0.3	8.9	4,110
Lothians	.	0.2	0.2	2.1	0.7	33.8	48.6	1.3	.	0.2	1.7	0.3	.	0.8	0.3	9.8	3,600
Glasgow	0.1	0.1	0.2	0.7	0.2	1.0	0.5	64.0	3.8	5.9	3.0	3.8	0.8	.	0.3	15.7	4,560
Dunbartonshire / Argyll & Bute	.	0.2	0.2	1.1	0.2	0.6	0.2	24.8	49.4	4.6	2.5	1.2	0.5	.	0.3	14.3	3,100
Renfrewshire / Inverclyde	.	0.2	.	0.5	0.1	0.7	0.3	26.1	2.8	48.7	1.4	2.8	1.7	.	0.4	14.1	3,570
North Lanarkshire	0.1	0.2	.	2.5	0.3	1.8	2.3	17.0	2.0	1.1	47.0	9.3	0.2	.	0.1	15.9	2,630
South Lanarkshire	.	.	0.1	0.7	0.1	1.7	1.8	19.4	0.7	2.6	9.5	43.9	1.2	0.4	0.1	17.6	2,540
Ayrshire Borders / Dumfries & Galloway	.	0.1	.	0.2	0.2	0.1	0.2	8.8	0.6	4.8	0.7	1.6	66.9	0.5	0.5	14.8	3,340
Outside Scotland	.	0.1	0.1	0.1	0.1	3.7	1.8	0.2	.	.	0.1	0.1	0.5	81.4	2.4	9.3	2,380
Scotland	4.7	10.4	6.7	4.2	5.2	11.5	4.8	13.2	3.6	4.7	4.5	4.2	4.8	4.0	0.4	13.1	51,220

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

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

Table TD16: [Council travel to work - residence] Percentage of those working (other than from home) in each council area by council area of residence 2005-2011

Council area of workplace	Council area of residence														Sample size (=100%)
	Highlands / Islands	Grampian	Tayside	Central	Fife	Edinburgh	Lothians	Glasgow	Dunbartonshire / Argyll & Bute	Renfrewshire / Inverclyde	North Lanarkshire	South Lanarkshire	Ayrshire Borders / Dumfries & Galloway	Outside Scotland		Not Known
	<i>Row percentages</i>														
Highlands / Islands	97.8	1.6	0.2	.	.	.	.	0.1	.	.	0.1	.	.	0.0	4,520
Grampian	0.5	96.8	1.5	0.2	0.3	0.1	0.1	0.1	0.1	0.1	.	.	.	0.1	5,170
Tayside	0.1	0.9	90.7	1.1	5.8	0.5	0.2	0.3	0.1	.	.	0.1	.	0.1	3,160
Central	.	0.1	1.5	81.8	1.7	2.3	3.4	1.7	1.5	0.8	3.8	1.0	0.3	0.1	2,600
Fife	0.1	.	3.0	1.9	89.8	2.6	1.0	0.3	0.2	0.1	0.3	0.2	0.3	0.1	2,470
Edinburgh	.	0.1	0.6	3.3	4.5	66.0	20.3	0.9	0.3	0.4	1.0	0.9	0.1	1.5	5,320
Lothians	.	0.2	0.4	3.7	2.3	14.6	69.7	1.1	0.2	0.4	3.1	2.3	0.2	1.7	2,330
Glasgow	0.1	0.1	0.3	1.9	0.3	0.9	0.7	50.8	10.1	12.9	8.3	9.1	4.5	0.1	6,030
Dunbartonshire / Argyll & Bute	0.4	0.1	0.2	2.7	0.2	.	.	11.1	74.2	5.1	3.6	1.3	1.1	.	2,060
Renfrewshire / Inverclyde	.	.	0.3	0.4	.	0.1	0.3	13.2	5.4	68.4	1.5	3.5	6.9	.	2,500
North Lanarkshire	.	.	0.3	3.7	0.4	0.8	2.5	6.9	2.9	2.0	66.3	13.0	1.0	0.1	1,940
South Lanarkshire	.	.	0.1	0.8	0.6	0.5	0.6	9.5	1.5	4.4	14.3	65.0	2.6	0.2	1,770
Ayrshire Borders / Dumfries & Galloway	0.1	0.1	0.1	.	0.1	.	.	1.7	0.5	2.3	0.3	1.5	92.7	0.5	2,400
Outside Scotland	1.9	2.6	4.6	4.4	4.8	8.8	5.3	8.8	4.8	8.3	2.7	2.0	8.9	32.2	180
Not Known	7.6	9.6	5.6	6.0	6.6	6.6	5.2	12.6	5.9	7.1	7.8	8.3	7.6	3.4	6,760
All working respondents (other than from home)	5.7	11.5	7.3	5.6	6.8	9.7	6.9	10.4	5.4	6.5	6.4	6.2	6.7	4.7	51,220

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

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

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

Annex A

Road Network Distance Tables

Distance travelled in the SHS Travel Diary is usually measured by the straight line distance between two locations. The following tables calculate the distance travelled between the two points along the road network, and are presented here as data under development. We would invite feedback on the use of these measures at the following link: bit.ly/TATIS2014-Consult

Table TD2a: [Main mode by distance] Percentage of journeys by main mode by road network distance 2014

	Main Mode of Transport								Sample size
	Walking	Driver car/van	Passenger car/van	Bicycle	Bus	Taxi/ minicab	Rail	Other	
All	25.0	48.1	13.0	0.6	1.4	8.6	1.2	2.1	19,930
by distance:	<i>row percentages</i>								
Under 1 km	75.1	16.4	4.9	0.8	1.5	0.9	0.1	0.3	3,780
1 to under 2km	45.2	39.0	8.1	2.2	3.5	1.6	0.1	0.3	3,110
2 to under 3km	25.1	47.3	13.3	2.0	9.2	2.7	0.1	0.4	1,940
3 to under 5km	12.0	51.8	15.1	1.9	17.2	1.2	0.4	0.5	2,440
5 to under 10km	5.3	58.0	17.2	1.8	13.9	1.6	1.4	0.7	3,210
10 to under 15km	2.4	62.5	17.6	1.2	10.8	0.8	4.3	0.4	1,690
15 to 20km	1.8	67.3	16.0	0.6	9.5	0.4	4.2	0.2	930
20 to 40km	1.6	66.6	16.8	0.5	7.0	0.7	6.0	0.8	1,760
40km and over	1.1	61.8	17.2	0.4	6.1	0.4	10.5	2.5	1,060

Table TD4: [Distance] Percentage of journeys made by road network distance travelled, 2012-2014

	2012	2013	2014
	<i>column percentages</i>		
Under 1 km	24.2	16.3	17.2
1 to under 2km	13.7	15.0	14.7
2 to under 3km	8.8	9.6	9.6
3 to under 5km	12.4	13.3	13.1
5 to under 10km	14.6	16.4	16.8
10 to under 15km	8.4	9.4	8.7
15 to 20km	4.2	5.0	4.9
20 to 40km	8.4	8.9	9.5
40km and over	5.4	6.2	5.4
Sample size (=100%)	19,290	20,180	19,930

Table TD4a: [Distance by main mode] Percentage of journeys by road network distance by main mode, 2014

	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	17.2	14.7	9.6	13.1	16.8	8.7	4.9	9.5		5.4	19,930
by mainmode:	<i>Row percentages</i>									
Walking	51.8	26.6	9.7	6.3	3.6	0.8	0.4	0.6	0.2	5,200
Driver car/van	5.9	11.9	9.5	14.1	20.3	11.3	6.9	13.1	7.0	9,720
Passenger car/van	6.4	9.2	9.8	15.1	22.2	11.8	6.1	12.2	7.2	2,430
Bicycle	9.8	22.6	13.7	17.6	21.8	7.5	2.1	3.4	1.6	270
Bus	3.0	6.0	10.2	26.0	26.9	10.9	5.4	7.6	3.8	1,650
Taxi/minicab	12.5	19.1	20.8	12.6	21.1	5.7	1.5	5.1	1.7	260
Rail	1.0	0.6	0.4	2.3	11.8	18.1	10.1	27.7	27.9	300
Other	8.9	6.8	7.2	11.1	21.8	5.9	1.8	12.8	23.7	110

Table TD5: [Distance] Distance (road network) summary statistics 2012-2014

	2012	2013	2014
	<i>Kilometres</i>		
Lower Decile	0.2	0.7	0.6
Lower Quartile	1.0	1.5	1.5
Median	3.4	4.2	4.2
Upper Quartile	10.7	11.9	11.8
Upper Decile	26.1	27.6	26.9
Mean	10.5	11.6	11.4
Sample size	19,290	20,180	19,930

Table TD5a: [Distance] Distance (road network) summary statistics by mode of transport 2014

	Main Mode of Transport								All modes
	Walking	Driver car/van	Passenger car/van	Bicycle	Bus	Taxi/ minicab	Rail	Other	
	<i>Kilometres</i>								
Lower Decile	0.3	1.4	1.5	1.1	2.1	1.0	7.2	1.0	0.6
Lower Quartile	0.5	2.7	3.0	1.6	3.3	1.7	12.2	3.3	1.5
Median	1.0	6.9	6.9	3.5	5.6	2.8	23.7	8.3	4.2
Upper Quartile	1.8	16.3	15.3	6.4	10.7	7.5	43.8	32.6	11.8
Upper Decile	3.4	33.1	32.8	11.8	21.3	13.8	64.0	237.6	26.9
Mean	1.9	14.0	14.2	6.2	10.8	6.4	37.2	77.0	11.4
Sample size	5,200	9,720	2,430	270	1,650	260	300	110	19,930

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

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

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

2013 Design factor = 1.16

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

9. SOURCES

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

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.

Published results, and anonymised data

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

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

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:

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

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

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

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

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.

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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:

Ben Collier

Transport Scotland Analytical Services,

Telephone: 0131 244 1457

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

For general enquiries about Scottish Government statistics please contact:

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

e-mail: statistics.enquiries@scotland.gsi.gov.uk

How to access background or source data

The data collected for this statistical bulletin:

are available in more detail through Scottish Neighbourhood Statistics

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

may be made available on request, subject to consideration of legal and ethical factors. Please contact Transtat@transportscotland.gsi.gov.uk for further information.

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

Complaints and suggestions

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

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Title	Last published	Price
Scottish Transport Statistics	February 2015	
Transport and Travel in Scotland	August 2015	Web only
Reported Road Casualties Scotland	October 2014	
Key Reported Road Casualties Scotland	June 2015	Web only

ISSN 1351 3869

ISBN 978-1-909948-54-9

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