A National Statistics publication for Scotland

TRANSPORT AND TRAVEL

26 September 2017

# Transport and Travel in Scotland 2016

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 9,600 respondents in 2016.

This publication is split into 4 broad themes:

- **Personal travel**
- **Motor vehicles, traffic and driving**
- **Public transport 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 **maintaining**, and **public and active travel to work**, which shows performance **maintaining.**

## Overview of travel trends in Scotland

**Ferry, rail and air passenger** numbers and **distance cycled** are estimated to have increased between 2012 and 2016, as has **car traffic**. **Bus passenger numbers** were lower in 2016 than five years ago. Compared to 2015, the biggest changes are an increase in the number of **air passengers** and a decrease in **bus passenger numbers**.

**Table 1: Traffic and passenger numbers in Scotland, 2012 to 2016**

| | 2012 | 2015 | 2016 | % change over 1 year | % change over 5 years |
|---|---|---|---|---|---|
| Car traffic (m/veh km) on all roads [&] | 33,777 | 34,669 | 35,362 | 2.0% | 4.7% |
| Pedal cycles (m/veh km) on all roads [&] | 310 | 343 | 352 | 2.6% | 13.5% |
| ScotRail passengers (millions)[$] | 83 | 93 | 94 | 1.1% | 13.3% |
| Bus passengers (millions)[$] | 421 | 409 | 393 | -3.8% | -6.7% |
| Air passengers (millions) | 22 | 26 | 27 | 3.8% | 22.7% |
| Ferry passengers in Scotland (millions)[#] | 8 | 8 | 8 | 0.0% | 0.0% |

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

# Contents

# Transport and Travel in Scotland 2016 - Summary

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

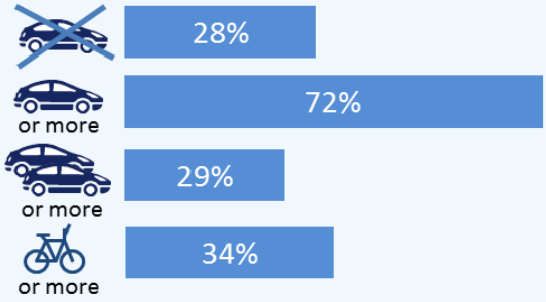
In Scotland in 2016,

**75%**

**reported travelling the previous day,** down from 77% in 2015.

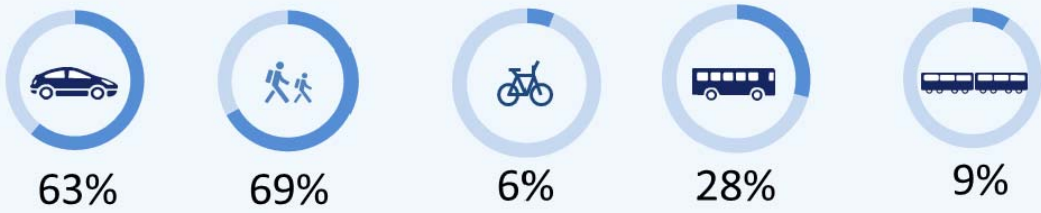
| Work | Usual mode of travel | School |
|---|---|---|
| 67% | | 26% |
| 12% | | 52% |
| 10% | | 19% |
| 5% | | 1% |
| 3% | | 1% |

Most households (72%) had one or more **car or van available for private use** in 2016. 34% of households had at least one **bike available in 2016**.




**72%** Of people were satisfied with public transport in 2016 – a decrease from 74% the previous year.

Percentage of adults using each mode of travel at least once per week in 2016:




**69%**

**of the population had a driving licence** in Scotland in 2016, up from 68% in 2015.

75% of men owned a driving license. 63% of women

Ownership is higher in groups with higher incomes.

Modal share of all journeys:

| | |
|---|---|
| | 64% |
| | 24% |
| | 8% |
| | 2% |
| | 1% |
| Other | 3% |

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

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.

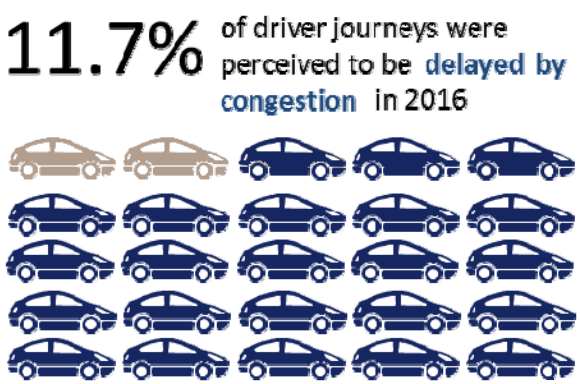
**FURTHER INFORMATION:**

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

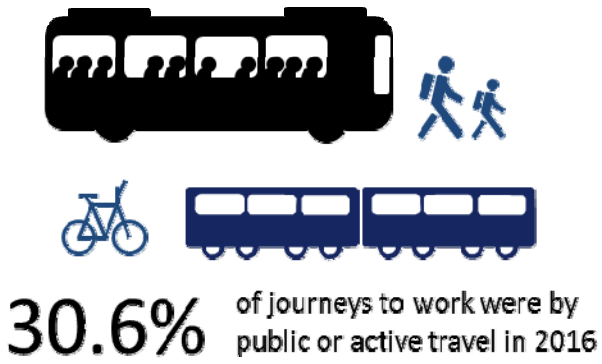
http://www.gov.scot/About/Performance/scotPerforms

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




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




## NATIONAL INDICATORS - DETAIL

**30.6% of journeys to work were by Public or Active travel**, a decrease on 2015 (31.4%)**.** This figure provides an update to National Indicator 48. A one percentage point change is required to show performance improving or worsening. Since the difference is smaller, the indicator will show **performance maintaining**. Twelve per cent of journeys to work were on foot, ten per cent were by bus, five per cent were by train and just under three per cent were by bicycle.

**11.7% of driver journeys were delayed due to congestion**, a lower proportion than in 2015 (12.4%) and below the 2006 baseline. This figure provides an update to National Indicator 4. A two percentage point change is required to show performance improving or worsening. Since the difference is smaller, the indicator will show **performance maintaining**.

# 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.

The bulletin includes information on a number of new questions in the Scottish Household Survey on plug-in electric cars or vans. Annex B features the results of a new piece of analysis on the accessibility of bus services in Scotland.

Most tables in TATIS provide 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 *https://www.transport.gov.scot/publication/scottish-transport-statistics-no-35-2016-edition/*

Scottish Transport Statistics will be published in February 2018 and will contain a comprehensive statistical picture of transport statistics in Scotland. For a **full list of transport statistics publications** see: https://www.transport.gov.scot/publications/?publicationtype=1271

Jeanine Bezuijen

Transport Analytical Services
Transport Scotland
Victoria Quay
Edinburgh EH6 6QQ
Telephone: 0131 244 7256 or 0131 244 1457
transtat@transport.gov.scot

# 4. PERSONAL TRAVEL

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

## WHO TRAVELS?

Three quarters (75%) of adults travelled the previous day. The number of people travelling the previous day has decreased slightly from 77% in 2015. Men were more likely to have travelled than women; 76 per cent of men had travelled the previous day compared to 74 per cent of women. Older people were less likely to have travelled the previous day. Only 51 per cent of those aged 80 and over had travelled the previous day and 65 per cent of those aged 70 to 79. In the younger age groups, over seventy five per cent had travelled the previous day. *[Table TD1]*

## WHY DO PEOPLE TRAVEL?

Most journeys were for the purpose of commuting (23%), shopping (23%) or visiting friends or relatives (11%). *[Table TD3]*.

There has been little change in journey purpose since 2012.

### Travel to Work

#### How do people travel to work?

Two thirds of people usually travelled to work by car / van, either as a driver (62%) or passenger (5%). Twelve per cent of people usually travelled to work on foot. Ten per cent of people usually travelled to work by bus and five per cent travelled by rail. Less than three per cent of people usually travelled to work by bicycle in 2016. *[Table SUM1]*

**30.6%**

**of people usually travelled to work by public or active travel in 2016.**

#### Who travels to work by which mode?

Women were more likely than men to walk or catch the bus to work. Men were more likely to cycle to work or travel by train. People in lower income households were more likely to walk or take the bus; people in higher income households were more likely to drive. People in rural areas were also more likely to drive than those in urban areas. Younger people (aged 16 to 29) were least likely to drive to work. *[Table 7]*

#### Why do people choose these modes?

Of those who drive to work, 46% said that they could use public transport. The main reasons for not using public transport were that it takes too long (42% of respondents) and that there is no direct route (23% of respondents). *[Table 13 and Table 14]*

Thirteen per cent of people car shared in 2013-2016. Of these, the majority (92%) arranged it between themselves, with only 8% organising it through their employer. The

main reasons given for not car sharing were that nobody from work lives nearby (63%) and the lack of regular work hours (23%). *[Table 11]*

Relatively few people have changed the mode of transport they used to get to work. Of all the modes, driving seems to be most resistant to change. Based on data for the last 5 years, of those who drove to work a year ago, 98 per cent still drove to work. For other modes, the biggest shift was to driving; eight per cent of those who cycled and 5 per cent of those who walked a year ago now reported driving. *[Table 10]*

The main reasons given by respondents for changing their usual mode of travel to work in 2016 were changing job (39%) and moving house (20%). *[Table 10a]*

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

There was variation in mode of travel by age. In the 4 to 11 age group, 58 per cent reported walking to school, compared to 42 per cent in the 12 to 18 age group. Older children were more likely to catch a bus than younger children; 35 per cent compared to 9 per cent. *[Table 15]*

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

### Why do parents choose these modes?

Of those walking, eighty nine per cent did so because the school is close by. Of those travelling by car, most parents used this because it was the most convenient mode (39%). Parents also chose to use the car because it was too far to walk (16%) and because it was the safest method (15%). 'Most convenient' also was the most popular reason for children traveling by school bus (43%) and service bus (39%). The second most popular reason for those who travel by school bus (20%) or service bus (24%) was that it 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' (54%). For secondary-aged children the main reasons were that parents 'prefer to use the car' (34%) or 'no service available' (28%). *[Table 17]*

# WHEN DO PEOPLE TRAVEL?

Slightly more journeys were reported on weekdays (14-15% of journeys on each day) than at weekends, with most journeys reported on Wednesdays, Thursdays and Fridays (15% of journeys) 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. The busiest time for travel on the weekend is between 12 noon and 2pm, with slightly less than a quarter (24%) of weekend journeys taking place between these times. Twenty nine per cent of weekend journeys start before noon and 47% of journeys staring 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: sixty nine per cent of journeys lasted up to 20 minutes, with thirty seven per cent lasting between five and ten minutes. Only seventeen per cent of journeys lasted more than half an hour, of which around five per cent lasted more than an hour. *[Table TD6]*

### Perceptions of Congestion

The main reason suggested for delays was 'volume of traffic' (79%), up from 76 per cent in 2015. Delays as a result of road maintenance have risen from 28 per cent in 2015 to 29 per cent in 2016. *[Table TD10a]*

Around twelve per cent (11.7%) of car driver journeys were perceived to be delayed due to congestion in 2016, a decrease on 2015 (12.4%). This provides an update to National Indicator 4, which will show performance maintaining. Ten per cent of bus journeys were delayed due to congestion, a similar figure to 2015. *[Table TD11]*

**11.7%**

**of driver journeys were perceived to be delayed due to congestion in 2016, a decrease on 2015 (12.4%).**

Around 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 (37% of car driver journeys and 37% of bus journeys), indicating that these groups experience congestion more frequently. Forty one 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]*

Around a quarter (25%) of drivers allowed no extra time for congestion on their journey to work, over a third (35%) allow ten minutes or less. For bus passengers, thirty per cent allowed no extra time and thirty one per cent allowed ten minutes or less. *[Table 8]*

Twenty one per cent of driver commuting journeys and eighteen per cent of driver business journeys were delayed by congestion. Journeys for medical appointment (18%) were also affected by congestion. Weekday journeys were more frequently affected by congestion than weekend journeys. As would be expected, the morning and evening peak

periods on weekdays saw the highest proportion of driver journeys delayed by congestion: twenty two per cent for journeys starting between 7 and 9 am and twenty seven per cent between 5 and 6 pm. *[Table TD12]*

## HOW DO PEOPLE TRAVEL?

Driving remained the most popular mode of transport: 51 per cent of journeys were made as a car or van driver, the same level as in 2015. A further 13 per cent were made as a passenger. *[Table TD2 and Table SUM1]*

The second most used mode of transport was walking at 24 per cent, an increase from 22 per cent in 2015. *[Table TD2 and Table SUM1]*

Around eight per cent of journeys were made by bus, a decrease from 10 per cent in 2015. There has been little change in share for other modes of transport with two per cent of journeys made by rail and around one (1.2) per cent by bicycle in 2016. *[Table TD2]*

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

**Use of multiple modes**

Three per cent of journeys reported in the Travel Diary in 2016 were multi-stage. Three quarters of multi-stage journeys reported consisted of two stages. *[Table TD2c]*

Multi-stage journeys are highest for ferry and air travel. Ferry journeys have an average of 1.83 stages, aeroplane journeys have an average of 1.95 stages. For rail the average is 1.62 stages per journey and for all other modes the average number of stages per journey is only just over one. *[Table TD2c]*

## WHERE DO PEOPLE TRAVEL?

Most journeys in Scotland started and finished in the same local authority. The proportion was highest in Grampian (Aberdeen City, Aberdeenshire and Moray), where 98% of journeys started and finished in the same area, and Highlands and Islands, where this was the case for 97% of all journeys. The proportion was lowest in Glasgow and South Lanarkshire, where 72% of all journeys started and finished in the same council area. *[Table TD13 and TD14]*

## HOW FAR DO PEOPLE TRAVEL?

Around a fifth (20%) of journeys were under 1 km, and more than half (55%) of journeys were under 5 km. These numbers are broadly similar to 2015. *[Table TD4]* The median journey length was 4 km and the mean journey length was 19.8 km. *[Table TD5]*

Walking journeys had the shortest average (mean) length (3.8 km), then taxi/minicab(4.9 km). The average car driver journey was 22.8 km, bus journeys averaged 19.3 km and rail journeys had the longest average length at 62.3 km. *[Table TD5a]*

Slightly less than two thirds (65%) of journeys under 1 km were made on foot; car or van journeys accounted for most of the remainder (32%). *[Table TD2a]*

# 5. MOTOR VEHICLES, TRAFFIC AND DRIVING

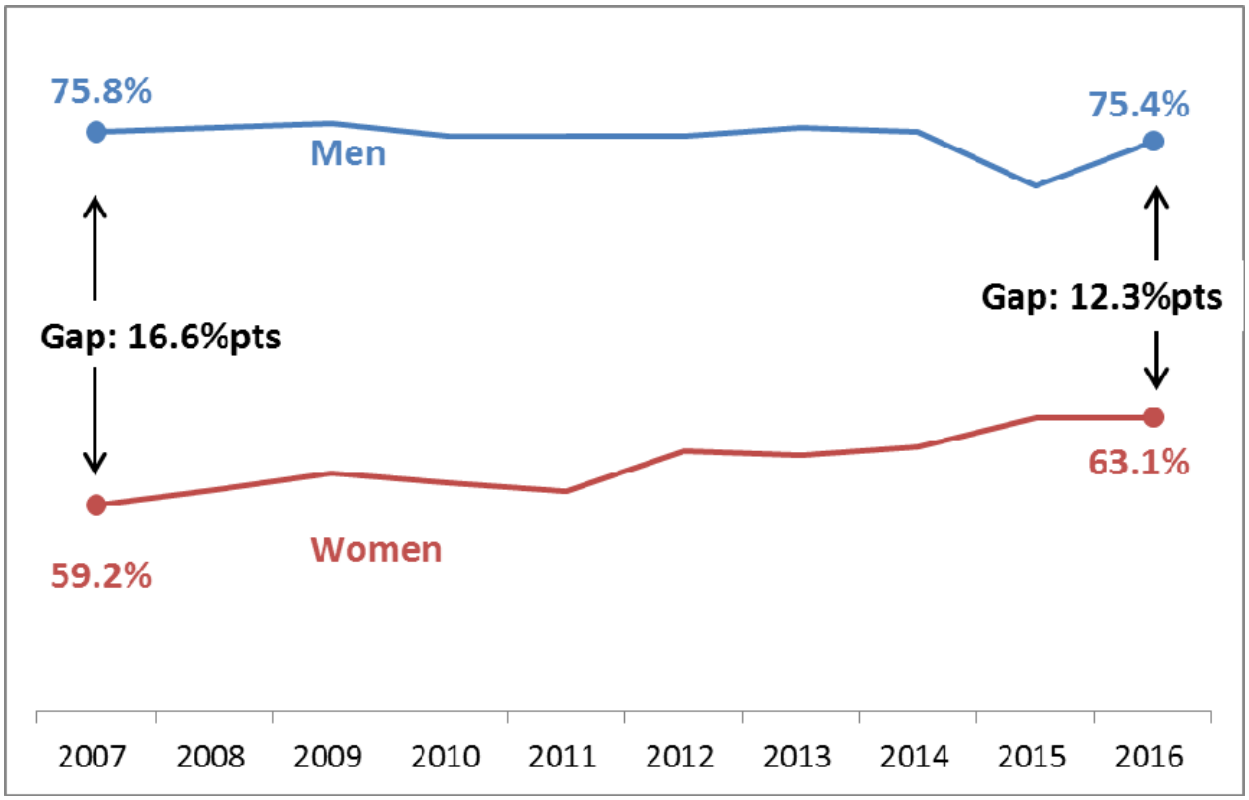
This section contains analysis and headline findings from the Scottish Household Survey questions on driving and car access (including the Travel Diary part of the survey), as well as comparisons with data from a range of other sources.

## DRIVING LICENCES

Sixty nine per cent of the population (17+) had a driving licence in 2016, a slight increase compared to sixty eight per cent in 2015. *[Table SUM1 and Table 1]*

Three quarters (75%) of men aged 17+ had a driving licence, compared to 63 per cent of women. There has been a narrowing of this gap over the years of the survey. *[Table 1 and Figure 1]*

**Figure 1: Driving licence possession by gender**




Driving licence possession was lowest amongst younger and older people (17-19: 30% and 80+: 43%) and highest amongst those aged 40-49 (81%). *[Table 1]*

Driving licence possession increased with net annual household income (46% for adults in households with less than £10,000 of income compared to 89% in households with an income over £40,000). *[Table 19]*

Driving licence possession is more common in rural areas (62% of adults in large urban areas have a driving licence, compared to 82% of those in remote rural areas). *[Table 19]*

## CAR AND VAN ACCESS

Seventy one per cent of households had access to one or more cars or vans for private use in 2016. Twenty nine per cent of households had access to two or more cars (or vans). *[Tables 18 & SUM1]*

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

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

## FREQUENCY OF DRIVING

Sixty nine per cent of those aged 17+ drove at least once a week in 2016, with 42 per cent driving every day. *[Tables 20 & SUM1]*

Frequency of driving increased with income and with rurality. Thirty five per cent of adults in large urban areas drove every day compared to forty nine per cent of adults in remote rural areas. Twenty per cent of adults living in households with a total annual income of under £10,000 drove every day, compared to sixty three per cent of those who lived in households with a total annual income of over £40,000. *[Table 20]*

## CAR OCCUPANCY

The average car occupancy was 1.5 people in 2016; 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 (67%) of car journeys in 2016, an increase from 62% in 2007. *[Table TD9]*

## FUEL SPEND

The average amount which households spent on fuel in the last month fell slightly between 2015 and 2016, from £109.20 to £105.60. The median figure, however, remains at £80. *[Table 2]*

## LICENSED VEHICLES

There were 270,000 new vehicles registered in Scotland in 2016, the highest number of new registrations since 2007. *[Table SUM2]*

The number of vehicles licensed for use on the roads increased by 1.5 per cent from 2.82 million to 2.86 million between 2014 and 2015. *[Table SUM2]*

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

## ROAD NETWORK

There are 56,250 kms of road in Scotland. Of this, 6.5 per cent (3,669 km) is Trunk road, the remaining 52,581 km are managed by Local Authorities. *[Table SUM2]*

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

## ROAD TRAFFIC

The estimated volume of traffic on Scotland's roads was at its highest ever - 46.4 billion vehicle kilometres in 2016, an increase on 2015 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 10,881 road casualties reported to the police in 2016 (1%, fewer than in 2015), the lowest figure since records began in 1950. Of these, there were 191 fatalities; 23 (14%) more than in 2015. There were 1,693 serious injuries; 93 (or 6%) more than in 2015 and 8,997 slightly injured: 209 (or 2%) fewer than in 2015. More detailed statistics can be found in Key Reported Road Casualties.

## ELECTRIC VEHICLES

In 2016, the Scottish Household Survey contained a number of new questions on plug-in electric cars or vehicles. Thirty six per cent of respondents said they would consider buying an electric car or van; forty nine per cent said they would not. Less than one per cent of respondents said they already owned an electric car or van. *[Table 49]*

Of the people who had bought or would consider buying a plug-in electric car or vehicle, the main reason was that these vehicles are environmentally friendly (68%) and fuel or running costs (64%). *[Table 50]* For those who said they would not consider buying an electric vehicle, the distance travelled on a single charge (46%) and the availability or convenience of charging points (also 46%) were the main deterrents. *[Table 51]*

# 6. PUBLIC TRANSPORT AND AVIATION

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

## SATISFACTION WITH PUBLIC TRANSPORT

Seventy two per cent of people were very or fairly satisfied with public transport in 2016, a decrease on 2015 (74%). The proportion of people that are very satisfied has decreased slightly from 23 per cent to 21 per cent. *[Table 4]*

## LOCAL BUS SERVICES

Provisional figures indicate that there were 393 million bus journeys made in Scotland in 2016/17, a reduction from 409 million in 2015/16. *[Table SUM2]*

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

Women tended to use buses more frequently than men (30% of women used the bus at least once a week compared to 25% of men). *[Table 28]*

Frequency of bus use differed across age groups and was highest amongst younger people (41% of 16-19 year olds had not used the bus in the last month). It was lowest in people aged between forty and fifty nine, and increased again for people over sixty, presumably due to the concessionary travel scheme. *[Table 28]*

Frequency of bus use was also higher in urban areas (41% of people in large urban areas use the bus at least once a week compared to 11% 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 (93%), for finding it simple to decide which ticket to use (88%) and for finding routes and times easily (83%). Lowest levels of agreement were with fares being good value (61%) and buses being environmentally friendly (62%). *[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 19 per cent said it takes too long. Eighteen per cent indicated nothing discourages them from using the bus more often than they do. *[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 143 million concessionary travel journeys in 2015-16 (the latest year for which data are available), accounting for 35 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 2016, a similar figure to previous years. Twenty nine 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 three per cent have a pass but had not 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 (43% of women aged 60+ have a pass and use it at least once a week, compared to 31% of men aged 60+). *[Table 32]*

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

**Accessibility**

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

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

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

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

The tables confirm this picture. The weekday scores by quintile show that 48.1% of all datazones in large urban areas are in the most accessible quintile. For remote rural areas, only 0.1% is in the most accessible quintile, and 82.6% is in the least accessible quintile. *[SABI table 3]*

The full dataset is available for download on statistics.gov.scot

# RAIL TRAVEL

There were 94.2 million passengers carried by ScotRail in 2016, a small increase on 2015. *[Table SUM2]*

Nine per cent of the population (16+) reported using the train at least once a week in 2016. Seventy one per cent had not used the train in the last month, a decrease from seventy seven per cent in 2007. *[Table 28 and Table SUM1]*

Photo courtesy of ScotRail

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 91% of those aged 80+). *[Table 28]*

Train use was higher in higher income households (79% of those interviewed with a household income of less than £10,000 had not used the train in the last month, compared to 60% for those in households with an income of more than £40,000. *[Table 28]*

Of those who had used the train in the last month, the most frequent journey purpose was shopping (35%), followed by visiting friends or relatives (25%) and other recreational activities (20%). *[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 during the day (95%), ease of finding out about routes and times (90%) and ease of finding out what ticket is needed (87%). The lowest level of agreement was with the statement that train fares are good value (56%). *[Table 30]*

When asked what discourages train users from using the train more, the main reason given, other than nothing (53%) or "no need" (15%) was cost (12%) with the next largest proportion being 'no nearby station' (8%). For those who hadn't used the train in the previous month, the main reasons were "nothing" (34%), "no need" (24%), "no nearby station" (19%), cost (9%) 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 from 2015 to 2016, from 25.5 million to 26.9 million. *[Table SUM2]*

In 2016, 50 per cent of people had flown for leisure purposes, an 4 percentage point increase on 2014, when this data was last collected. Eight per cent of people had flown for business, a similar figure to 2014. *[Table 37a and 38a]*

Of those who flew for leisure in the last 12 months, 44% made up to two flights (return flights count as two, as does changing flights), and around a quarter made three to four flights (26%). There was an increase in the mean and median number of flights compared to 2014. *[Table 37b]*

Most people who flew for leisure flew to Europe. Of those who flew for leisure in the last 12 months, 74% made at least one flight to Europe in the previous year. Five per cent made at least one flight within Scotland, 30% made at least one flight to the rest of the UK and 33% made at least one flight out of Europe. *[Table 37b]*

Of those who flew for business in the last 12 months, most took up to two flights (35%), followed by three or four flights (17%). Over half of people who travelled for business took four flights or fewer. Around 15% took more than twenty flights (returns count as two, as does changing flights). There was a decrease in the mean and median number of business flights compared to 2014. *[Table 38b]*

Most people who fly for business flew within the UK. Of those who flew for business in the last 12 months, 73% had flown to the rest of the UK. Eleven per cent had flown within Scotland, 35% had flown to Europe and 21% 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 (84%). Just under a quarter (24%) did so because it was cheaper. *[Table 39]*

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

## CHANGING MODES

Most users (84%) reported no difficulties changing between modes of public transport. Six per cent reported that they had a long wait between journeys and four per cent reported not having enough time to change modes. A lack of information about connecting modes was reported by three 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).

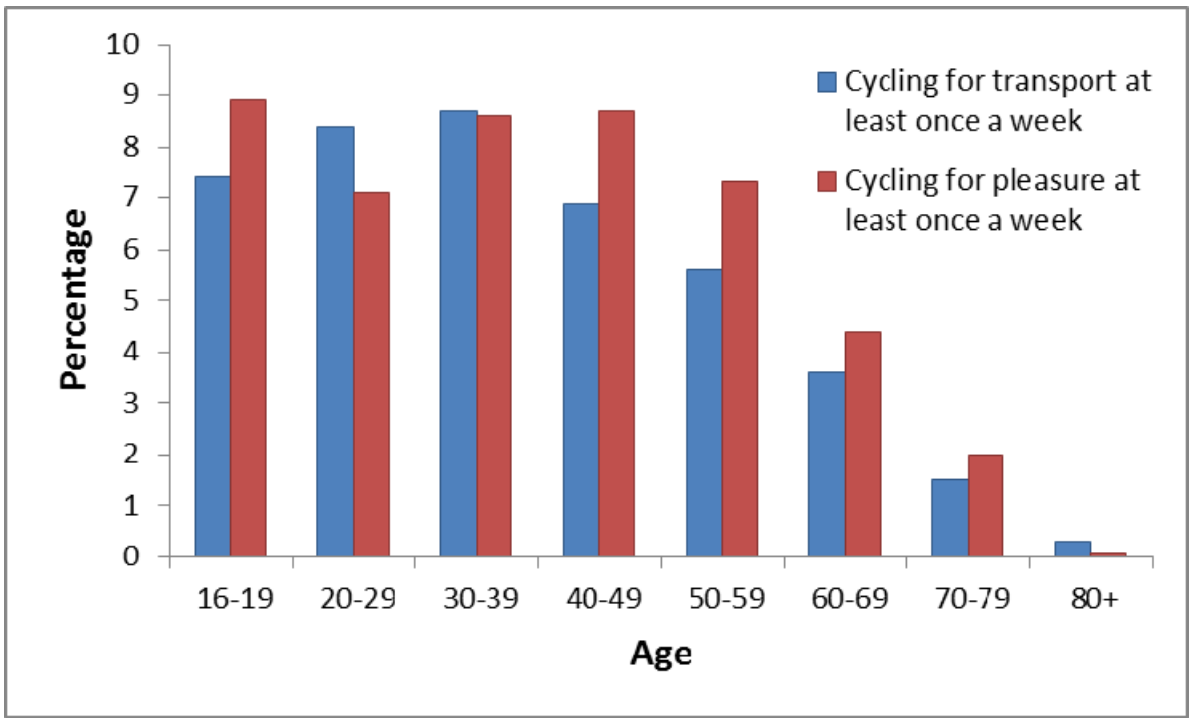
## CYCLING

Distance cycled on all roads is estimated to have increased from 343 million vehicle kilometres in 2015 to 352 million vehicle kilometres in 2016. [DfT traffic estimates 2016] 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 2015. *[Table SUM1 & TD2]* The average (mean) cycling journey was 7.6 km in length, using road network distance. *[Table TD25a]*

Just less than three (2.6%) per cent of adults usually cycle to work, compared to 2.2 per cent in 2015. Just less than two per cent (1.4%) of children cycled to school. *[Tables 7, 15 & SUM1]*

**Figure 2: Percentage of adults cycling at least once per week by age, 2016**




### Bicycle access

A third (34%) of households had access to at least one bicycle for adult use in 2016. Eighteen per cent had access to two or more. *[Table 18]*

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

bikes, compared to 19% of households with an income up to £10,000. Bicycle access was higher in rural areas than urban areas. *[Table 18]*

## WALKING

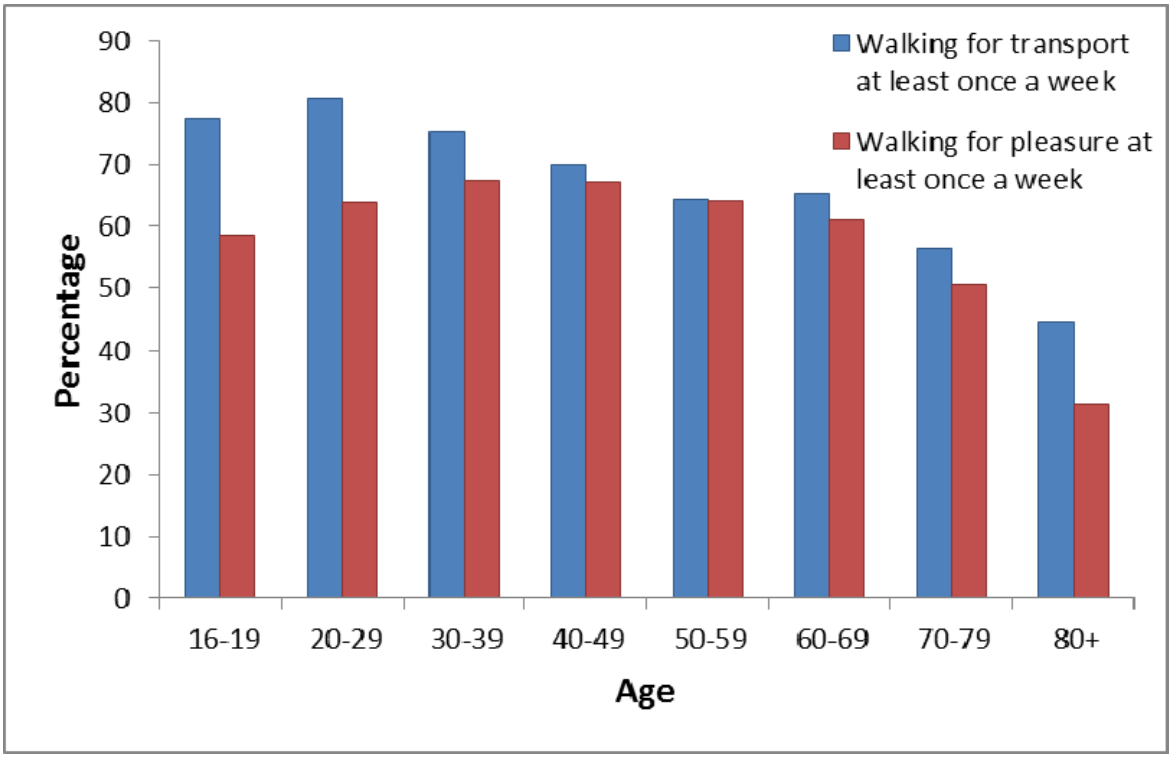
Off all journeys reported in the SHS travel diary, 24 per cent had walking as the main mode, an increase from 2015. Twelve per cent of adults usually walk to work and 52 per cent of children usually walk to school as their main mode of transport. *[Tables 7, 15, TD2 & SUM1]*

The median walking journey was just under one kilometre 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 three per cent had walked as a means of transport on 6-7 days. Sixty one per cent of people had walked for pleasure at least once in the last week, an increase from 2014. *[Table 3a]*

Frequency of walking decreased with age (77% of those aged 16-19 had walked to go somewhere in the last week, compared to 44% of those aged 80+). *[Table 25]*

**Figure 3: Percentage walking at least once per week by age, 2016**




When respondents were asked what discourages them from walking more, the main reasons given, other than nothing (54%) were weather (18%) and health (16%). *[Table 43]*

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**Local Authority tables will be published online at http://bit.ly/2wLA2WV**

**Table Sum 1 Summary of Scottish Household Survey results [1]**

| | 2007 | 2008 | 2009 | 2010 | 2011 | 2012 | 2013 | 2014 | 2015 | 2016 |
|---|---|---|---|---|---|---|---|---|---|---|
| | | | | | | | | | | *column percentages* |
| **Modal share of all journeys [3]** | | | | | | | | | | |
| Walking | 22.0 | 22.2 | 21.8 | 22.0 | 22.1 | 26.0 | 23.3 | 25.0 | 21.6 | 23.5 |
| Driver car/van | 50.2 | 49.8 | 51.0 | 51.1 | 49.9 | 48.3 | 50.0 | 48.1 | 49.7 | 50.6 |
| Passenger car/van | 13.4 | 13.8 | 13.3 | 14.3 | 13.1 | 12.7 | 13.6 | 13.0 | 13.3 | 13.1 |
| Bicycle | 0.7 | 1.0 | 0.9 | 0.8 | 1.3 | 1.2 | 1.0 | 1.4 | 1.2 | 1.2 |
| Bus | 9.3 | 9.1 | 8.6 | 8.7 | 9.1 | 8.1 | 8.5 | 8.6 | 9.5 | 7.7 |
| Taxi/minicab | 1.5 | 1.5 | 1.4 | 0.8 | 1.3 | 1.3 | 1.6 | 1.2 | 1.3 | 0.9 |
| Rail | 1.7 | 1.6 | 1.9 | 1.4 | 2.0 | 1.8 | 1.7 | 2.1 | 1.7 | 2.2 |
| Other | 1.1 | 1.0 | 1.0 | 1.0 | 1.2 | 0.7 | 0.3 | 0.6 | 0.6 | 0.7 |
| *Sample size (=100%)* | *20,520* | *20,450* | *18,680* | *16,300* | *17,590* | *19,740* | *20,180* | *19,930* | *18,710* | *19,050* |
| **Place of work** | | | | | | | | | | |
| Works from home | 11.2 | 10.0 | 11.4 | 10.1 | 10.6 | 13.2 | 13.3 | 13.1 | 14.1 | 14.5 |
| Does not work from home | 88.8 | 90.0 | 88.6 | 89.9 | 89.4 | 86.8 | 86.7 | 86.9 | 85.9 | 85.5 |
| *Sample size (=100%)* | *5,890* | *6,090* | *6,100* | *5,860* | *6,190* | *4,730* | *4,850* | *4,810* | *4,670* | *4,720* |
| **Travel to work [2]** | | | | | | | | | | |
| Walking | 11.9 | 12.5 | 12.3 | 13.4 | 12.9 | 13.6 | 12.9 | 12.9 | 13.6 | 12.3 |
| Car or Van | 68.0 | 66.0 | 67.0 | 67.3 | 66.6 | 67.3 | 66.2 | 67.7 | 65.9 | 67.0 |
| Driver | 61.3 | 59.9 | 60.7 | 61.0 | 59.1 | 61.4 | 60.6 | 61.6 | 60.3 | 61.7 |
| Passenger | 6.7 | 6.1 | 6.4 | 6.3 | 7.5 | 6.0 | 5.6 | 6.0 | 5.6 | 5.3 |
| Bicycle | 1.7 | 2.3 | 2.4 | 2.3 | 2.0 | 2.0 | 2.5 | 2.6 | 2.2 | 2.6 |
| Bus | 12.7 | 12.1 | 12.1 | 10.8 | 12.0 | 10.1 | 11.3 | 10.2 | 11.2 | 10.4 |
| Rail, including underground | 3.5 | 4.3 | 3.9 | 3.6 | 3.9 | 4.3 | 4.0 | 4.2 | 4.4 | 5.2 |
| Other | 2.3 | 2.7 | 2.3 | 2.7 | 2.6 | 2.6 | 3.1 | 2.5 | 2.7 | 2.4 |
| *Sample size (=100%)* | *5,180* | *5,440* | *5,370* | *5,220* | *5,510* | *4,100* | *4,160* | *4,130* | *3,950* | *3,970* |
| **% Public and Active Travel (National In** | **29.7** | **31.2** | **30.7** | **30.1** | **30.8** | **30.1** | **30.7** | **29.8** | **31.4** | **30.6** |
| **Travel to school** | | | | | | | | | | |
| Walking | 52.8 | 48.8 | 50.0 | 49.7 | 50.6 | 51.4 | 51.7 | 51.2 | 48.8 | 51.8 |
| Car or Van | 21.9 | 23.6 | 24.4 | 23.0 | 23.4 | 24.1 | 24.4 | 24.5 | 25.8 | 25.6 |
| Bicycle | 0.8 | 1.5 | 1.0 | 1.4 | 1.4 | 0.8 | 1.2 | 1.7 | 1.2 | 1.4 |
| Bus (school or service) | 21.9 | 23.9 | 22.0 | 23.9 | 21.7 | 21.1 | 19.9 | 20.3 | 21.0 | 19.3 |
| School bus | 14.8 | 16.5 | 16.0 | 16.1 | 15.1 | 14.9 | 14.5 | 14.5 | 15.3 | 12.9 |
| Service bus | 7.1 | 7.3 | 5.9 | 7.8 | 6.6 | 6.2 | 5.4 | 5.8 | 5.7 | 6.4 |
| Rail, including underground | 0.9 | 0.7 | 0.7 | 0.3 | 0.7 | 0.4 | 0.6 | 0.7 | 1.1 | 0.5 |
| Other | 1.7 | 1.5 | 1.8 | 1.7 | 2.2 | 2.2 | 2.2 | 1.7 | 2.1 | 1.5 |
| *Sample size (=100%)* | *2,520* | *2,750* | *2,880* | *2,680* | *2,720* | *1,920* | *1,980* | *1,980* | *1,880* | *1,890* |
| **Household access to car[4] / bike** | | | | | | | | | | |
| No car | 30.3 | 30.2 | 30.7 | 30.3 | 30.1 | 31.0 | 30.2 | 30.8 | 30.0 | 27.6 |
| One car | 44.3 | 43.9 | 43.7 | 44.0 | 44.5 | 43.0 | 44.0 | 43.3 | 43.3 | 43.2 |
| Two Cars | 21.4 | 21.9 | 21.5 | 21.6 | 21.0 | 21.3 | 21.3 | 21.1 | 21.7 | 23.5 |
| Three or more cars | 4.0 | 4.0 | 4.2 | 4.1 | 4.4 | 4.7 | 4.6 | 4.7 | 5.1 | 5.7 |
| One or more cars | 69.7 | 69.8 | 69.3 | 69.7 | 69.9 | 69.0 | 69.8 | 69.2 | 70.1 | 72.3 |
| Two or more cars | 25.3 | 25.8 | 25.6 | 25.7 | 25.4 | 26.0 | 25.8 | 25.9 | 26.8 | 29.2 |
| 1+ Bicycles which can be used by adults | 36.9 | 36.8 | 35.5 | 34.3 | 35.1 | 35.0 | 34.3 | 34.4 | 35.1 | 33.8 |
| *Sample size* | *13,410* | *13,820* | *14,190* | *14,210* | *14,360* | *10,640* | *10,650* | *10,630* | *10,330* | *10,470* |
| **Driving (aged 17+)** | | | | | | | | | | |
| **Those with a full driving licence** | | | | | | | | | | |
| Male | 75.8 | 76.0 | 76.2 | 75.6 | 75.6 | 75.6 | 76.0 | 75.8 | 73.4 | 75.4 |
| Female | 59.2 | 59.9 | 60.6 | 60.2 | 59.8 | 61.6 | 61.4 | 61.8 | 63.1 | 63.1 |
| All | 67.0 | 67.6 | 68.0 | 67.6 | 67.3 | 68.3 | 68.4 | 68.5 | 68.0 | 69.0 |
| **Frequency of driving** | | | | | | | | | | |
| Every day | 45.2 | 44.9 | 43.4 | 41.4 | 40.7 | 42.0 | 41.9 | 40.9 | 40.9 | 42.2 |
| At least three times a week | 10.0 | 10.4 | 11.9 | 12.8 | 13.3 | 13.1 | 13.3 | 13.9 | 14.5 | 14.3 |
| Once or twice a week | 5.1 | 5.6 | 5.6 | 6.0 | 6.2 | 6.0 | 5.6 | 5.9 | 5.9 | 6.0 |
| At least 2-3 times a month | 0.9 | 1.0 | 0.9 | 0.9 | 0.9 | 0.8 | 1.0 | 0.9 | 0.8 | 1.0 |
| At least once a month | 0.6 | 0.4 | 0.4 | 0.4 | 0.4 | 0.3 | 0.5 | 0.7 | 0.5 | 0.5 |
| Less than once a month | 1.7 | 1.3 | 1.6 | 1.8 | 1.7 | 1.7 | 1.6 | 1.8 | 1.4 | 1.6 |
| Holds full licence, never drives | 3.5 | 4.0 | 4.2 | 4.3 | 4.1 | 4.5 | 4.5 | 4.3 | 4.0 | 3.4 |
| Does not have a full driving licence | 33.0 | 32.4 | 32.0 | 32.4 | 32.7 | 31.7 | 31.6 | 31.5 | 32.0 | 31.0 |
| *Sample size (=100%)* | *12,150* | *12,260* | *12,450* | *12,360* | *12,800* | *9,830* | *9,840* | *9,720* | *9,340* | *9,570* |
| **Percentage of car / van stages delayed by traffic congestion** | | | | | | | | | | |
| **National Indicator [4]** | **14.4** | **13.1** | **11.0** | **10.5** | **11.2** | **9.9** | **9.7** | **11.7** | **12.4 [5]** | **11.7** |
| *Sample size (=100%)* | *9,260* | *9,320* | *8,680* | *7,580* | *8,310* | *9,830* | *10,200* | *9,820* | *9,690* | *9,790* |
| **Frequency of use of local bus/train service (aged 16+)** | | | | | | | | | | |
| **Bus service** | | | | | | | | | | |
| Every day or almost every day | 12.3 | 12.6 | 11.3 | 11.0 | 11.1 | 9.3 | 11.3 | 9.7 | 11.7 | 9.3 |
| 2 or 3 times per week | 11.7 | 12.2 | 11.8 | 11.7 | 12.5 | 11.0 | 11.4 | 11.3 | 11.6 | 10.6 |
| About once a week | 7.7 | 7.8 | 8.4 | 7.7 | 7.8 | 7.8 | 7.8 | 7.6 | 8.1 | 7.7 |
| Once or twice a month | 13.9 | 13.9 | 14.1 | 13.5 | 14.2 | 13.7 | 14.1 | 13.6 | 14.3 | 13.2 |
| Not used in the past month | 54.4 | 53.6 | 54.5 | 56.1 | 54.3 | 58.2 | 55.4 | 57.7 | 54.2 | 59.2 |
| **Train service** | | | | | | | | | | |
| Every day or almost every day | 2.0 | 2.3 | 2.1 | 1.9 | 2.0 | 2.5 | 2.2 | 2.2 | 2.1 | 2.3 |
| 2 or 3 times per week | 1.8 | 2.0 | 2.1 | 1.9 | 2.2 | 2.4 | 2.5 | 2.1 | 2.5 | 2.1 |
| About once a week | 3.2 | 3.2 | 3.7 | 3.5 | 3.7 | 4.2 | 4.0 | 5.0 | 4.4 | 4.2 |
| Once or twice a month | 16.3 | 16.4 | 15.9 | 17.3 | 17.9 | 19.1 | 19.5 | 21.2 | 20.7 | 20.8 |
| Not used in the past month | 76.6 | 76.1 | 76.2 | 75.5 | 74.2 | 71.8 | 71.8 | 69.5 | 70.2 | 70.5 |
| *Sample size (=100%)* | *12,120* | *12,300* | *12,520* | *12,420* | *12,890* | *9,890* | *9,920* | *9,800* | *9,410* | *9,640* |

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

**Table Sum2** Summary of Transport in Scotland **SUMMARY**

Numbers

| | 2006 | 2007 | 2008 | 2009 | 2010 | 2011 | 2012 | 2013 | 2014 | 2015 | 2016 |
|---|---|---|---|---|---|---|---|---|---|---|---|
| **Vehicles Licensed** | | | | | | | | | | | *thousands* |
| Private and Light Goods [1] | 2,259 | 2,313 | 2,347 | 2,362 | 2,364 | 2,369 | 2,395 | 2,436 | 2,496 | 2,537 | 2,594 |
| All Vehicles [1] | 2,564 | 2,627 | 2,665 | 2,684 | 2,685 | 2,691 | 2,717 | 2,759 | 2,821 | 2,863 | 2,919 |
| New Registrations | 243 | 251 | 215 | 216 | 209 | 202 | 216 | 241 | 262 | 268 | 270 |
| **Local Bus Services[2]** | | | | | | | | | | | *millions* |
| Passenger Journeys (boardings)[3] | 476 | 487 | 484 | 458 | 430 | 436 | 421 | 422 | 416 | 409 | 393 [12] |
| Vehicle Kilometres[3] | 384 | 397 | 386 | 377 | 346 | 338 | 327 | 332 | 330 | 328 | .. |
| Passenger Revenue at latest year's prices[3] | 652 | 677 | 701 | 702 | 669 | 676 | 685 | 675 | 658 | 671 | *£ million* .. |
| **Freight Lifted** | | | | | | | | | | | *million tonnes* |
| Road [4, 9] | 170.0 | 176.8 | 157.0 | 131.9 | 131.9 | 144.2 | 150.6 | 135.8 | 137.6 | 153.9 | 183.5 |
| Rail [2] | 12.96 | 11.35 | 10.36 | 9.69 | 8.33 | 9.87 | 8.43 | .. | .. | .. | .. |
| Coastwise traffic | 20.6 | 22.8 | 23.3 | 19.8 | 18.0 | 16.3 | 12.5 | 11.4 | 11.8 | 14.2 | .. |
| One Port traffic | 1.48 | 1.83 | 1.75 | 3.59 | 1.88 | 2.42 | 2.57 | 2.10 | 2.19 | .. | .. |
| Inland waterway traffic | 10.16 | 10.50 | 12.19 | 10.10 | 10.89 | 10.70 | 10.79 | 10.69 | 9.41 | 10.27 | .. |
| Pipelines [5] | 27.8 | 27.5 | 27.6 | 27.6 | 27.6 | 27.8 | 28.2 | .. | .. | .. | .. |
| Total | 243.0 | 250.8 | 232.2 | 202.7 | 198.6 | 211.3 | 213.1 | .. | .. | .. | .. |
| **Public Road Lengths** | | | | | | | | | | | *kilometres* |
| Trunk (A and M)[10] | 3,518 | 3,505 | 3,505 | 3,520 | 3,518 | 3,536 | 3,566 | 3,565 | 3,637 | 3,638 | 3,669 |
| Other Major (A and M) | 7,424 | 7,381 | 7,421 | 7,421 | 7,414 | 7,467 | 7,473 | 7,473 | 7,406 | 7,414 | 7,418 |
| Minor Roads | 44,026 | 44,300 | 44,418 | 44,591 | 44,694 | 44,769 | 44,873 | 44,938 | 45,011 | 45,100 | 45,163 |
| All Roads[10] | 54,968 | 55,186 | 55,344 | 55,532 | 55,626 | 55,772 | 55,912 | 55,975 | 56,054 | 56,152 | 56,250 |
| **Road Traffic** | | | | | | | | | | | *million vehicle-kilometres* |
| Motorways [11] | 6,433 | 6,577 | 6,683 | 6,633 | 6,503 | 6,570 | 7,140 | 7,262 | 7,421 | 7,477 | 7,757 |
| A roads | 22,465 | 22,408 | 22,126 | 22,327 | 21,992 | 21,996 | 21,712 | 21,786 | 22,025 | 22,395 | 22,796 |
| All roads (incl. B, C, uncl.) | 44,119 | 44,666 | 44,470 | 44,219 | 43,488 | 43,390 | 43,549 | 43,840 | 44,839 | 45,374 | 46,437 |
| **Reported Road Accident Casualties** | | | | | | | | | | | |
| Killed | 314 | 281 | 270 | 216 | 208 | 185 | 176 | 172 | 203 | 168 | 191 |
| Killed and Serious | 2,949 | 2,666 | 2,845 | 2,503 | 2,177 | 2,065 | 2,157 | 1,843 | 1,906 | 1,768 | 1,884 |
| All (Killed, Serious, Slight) | 17,269 | 16,239 | 15,592 | 15,043 | 13,338 | 12,786 | 12,712 | 11,502 | 11,308 | 10,974 | 10,881 |
| **Passenger Rail [2,6]** | | | | | | | | | | | *millions* |
| **ScotRail** passenger journeys [6] | 71.6 | 74.5 | 76.4 | 76.9 | 78.3 | 81 | 83.3 | 86.3 | 92.7 | 93.2 | 94.24 |
| **ORR data:** | | | | | | | | | | | |
| Rail journeys in/from Scotland [7] | 69.8 | 72.7 | 76.3 | 76.5 | 79.4 | 83.3 | 85.8 | 86.7 | 91.7 | 93.4 | .. |
| Passenger receipts (2015 £mill) | 324.2 | 369.1 | 370.6 | 407.1 | 421.9 | 432.4 | 449.3 | 462.6 | 486.4 | 504.31 | .. |
| **Air Transport** | | | | | | | | | | | *thousands* |
| Terminal Passengers | 24,437 | 25,132 | 24,348 | 22,496 | 20,907 | 22,065 | 22,207 | 23,250 | 24,076 | 25,507 | 26,924 |
| Transport Movements | 420.6 | 428.2 | 417.1 | 382.7 | 354.4 | 366.3 | 372.1 | 376.4 | 376.2 | 376.4 | 376.0 |
| | | | | | | | | | | | *thousand tonnes* |
| Freight | 83.3 | 66.1 | 50.2 | 50.9 | 47.5 | 45.2 | 52.2 | 54.2 | 59.9 | 56.4 | 55.4 |
| **Ferries** [8] | | | | | | | | | | | *thousands* |
| Passengers | 10,589 | 10,671 | 10,014 | 10,219 | 9,990 | 9,631 | 9,698 | 9,662 | 9,680 | 9,555 | 10,076 |
| Vehicles | 3,113 | 3,246 | 3,056 | 3,135 | 3,072 | 3,071 | 3,076 | 2,972 | 3,074 | 3,146 | 3,372 |
| **of which on routes within Scotland** | | | | | | | | | | | |
| Passengers | 8,453 | 8,466 | 8,001 | 8,272 | 8,016 | 7,773 | 7,888 | 7,831 | 7,885 | 7,825 | 8,322 |
| Vehicles | 2,610 | 2,713 | 2,569 | 2,648 | 2,554 | 2,551 | 2,628 | 2,577 | 2,625 | 2,704 | 2,931 |

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

2 Financial years

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

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

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

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

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

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

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

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

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

12. Figure is provisional

**Table 1:** [Driving licence] People aged 17 or over - those who hold full driving licence, 2007 – 2016

| | 2007 | 2008 | 2009 | 2010 | 2011 | 2012 | 2013 | 2014 | 2015 | 2016 | *2016 sample size* |
|---|---|---|---|---|---|---|---|---|---|---|---|
| | | | | | | | | | *cell percentages* | | |
| **All aged 17+** | 67.0 | 67.6 | 68.0 | 67.6 | 67.3 | 68.3 | 68.4 | 68.5 | 68.0 | 69.0 | *9,570* |
| **by gender:** | | | | | | | | | | | |
| Male | 75.8 | 76.0 | 76.2 | 75.6 | 75.6 | 75.6 | 76.0 | 75.8 | 73.4 | 75.4 | *4,360* |
| Female | 59.2 | 59.9 | 60.6 | 60.2 | 59.8 | 61.6 | 61.4 | 61.8 | 63.1 | 63.1 | *5,210* |
| **by age:** | | | | | | | | | | | |
| 17-19 | 28.1 | 32.5 | 24.8 | 26.6 | 25.9 | 27.5 | 26.3 | 29.3 | 25.8 | 29.9 | *190* |
| 20-29 | 57.7 | 56.4 | 58.4 | 57.8 | 54.1 | 58.3 | 56.2 | 56.1 | 54.4 | 55.4 | *1,100* |
| 30-39 | 78.4 | 78.5 | 76.8 | 76.3 | 77.0 | 74.9 | 74.2 | 73.2 | 71.8 | 73.0 | *1,370* |
| 40-49 | 80.0 | 82.6 | 80.1 | 80.8 | 80.3 | 79.8 | 80.0 | 82.1 | 81.9 | 80.8 | *1,510* |
| 50-59 | 76.4 | 77.8 | 78.1 | 77.9 | 78.1 | 79.3 | 80.0 | 79.1 | 77.8 | 80.5 | *1,620* |
| 60-69 | 69.1 | 70.1 | 74.6 | 72.3 | 73.9 | 73.5 | 74.3 | 74.4 | 75.7 | 75.8 | *1,700* |
| 70-79 | 55.2 | 53.4 | 54.6 | 54.2 | 57.5 | 59.0 | 60.2 | 61.2 | 62.0 | 63.2 | *1,370* |
| 80+ | 35.4 | 30.8 | 37.4 | 36.5 | 35.4 | 37.2 | 41.2 | 39.8 | 43.1 | 43.2 | *710* |
| ***Sample size (=100%)*** | *12,150* | *12,270* | *12,450* | *12,360* | *12,800* | *9,830* | *9,840* | *9,720* | *9,340* | *9,570* | |

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

| | 2009 | 2010 | 2011 | 2012 | 2013 | 2014 | 2015 | 2016 |
|---|---|---|---|---|---|---|---|---|
| **Amount spent on fuel in the past month** | | | | | | | *column percentages* | |
| £1 to £19 | 2.7 | 2 | 1.6 | 1.1 | 1.4 | 1.2 | 1.5 | 1.7 |
| £20 to £39 | 13.8 | 11.5 | 7.5 | 7.9 | 8.2 | 7.9 | 11.1 | 11.8 |
| £40 to £59 | 20.4 | 18.3 | 14.7 | 15.3 | 15.6 | 16.9 | 19.2 | 19.9 |
| £60 to £99 | 22.9 | 20.9 | 20.3 | 21.2 | 19.9 | 21.1 | 23.0 | 21.9 |
| £100 to £149 | 18.9 | 20.3 | 22.6 | 19.8 | 21.2 | 22.6 | 19.9 | 20.2 |
| £150 and over | 21.3 | 27 | 33.3 | 34.7 | 33.7 | 30.3 | 25.3 | 24.3 |
| | | | | | | | | |
| **Median** | 80 | 80 | 100 | 100 | 100 | 100 | 80 | 80 |
| **Average** | 99.6 | 112.2 | 131 | 134.5 | 128.9 | 123.7 | 109.2 | 105.6 |
| ***Sample size(=100%)*** | *9,100* | *9,100* | *9,280* | *4,580* | *7,020* | *6,900* | *6,760* | *6,890* |

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

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

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

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

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

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

**Table 4:** [Public Transport] Adults views on satisfaction* of public transport, 2007-2016

| **Satisfaction with public transport** | 2007 | 2008 | 2009 | 2010 | 2011 | 2012 | 2013 | 2014 | 2015 | 2016 |
|---|---|---|---|---|---|---|---|---|---|---|
| | | | | | | | | | *column percentages* | |
| Very satisfied | 18.6 | 20.6 | 26.8 | 26.8 | 26.3 | 21.2 | 23.6 | 22.7 | 23.3 | 20.9 |
| Fairly satisfied | 50.7 | 52.2 | 48.2 | 47.5 | 49.7 | 51 | 47.5 | 52.4 | 50.4 | 50.9 |
| Neither satisfied nor dissatisfied | 13.8 | 12 | 10.6 | 12.1 | 9.9 | 13.8 | 12.2 | 13.5 | 12.1 | 15.5 |
| Fairly dissatisfied | 10.7 | 10 | 9 | 8.6 | 8.7 | 9.4 | 10.6 | 7.3 | 8.9 | 8.5 |
| Very dissatisfied | 6.2 | 5.2 | 5.4 | 5 | 5.4 | 4.7 | 6.1 | 4.2 | 5.4 | 4.2 |
| ***sample size† (=100%)*** | *8,600* | *7,740* | *8,110* | *7,590* | *8,220* | *8,330* | *8,400* | *8,480* | *8,180* | *8,510* |

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

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

**Table 5:** [Concessionary fare pass] Possession of a concessionary fare pass, 2007-2016

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

**Table 6: Adults with limited mobility**

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

**Table 7:** [Travel to work] Employed adults not working from home -usual method of travel to work*, 2016

| | Walking | Driver | Passenger | Bicycle | Bus | Rail | Other | *Sample size (=100%)* | % Public / Active (National Indicator) |
|---|---|---|---|---|---|---|---|---|---|
| | | | | | | | | *Row percentages* | |
| **All** | 12.3 | 61.7 | 5.3 | 2.6 | 10.4 | 5.2 | 2.4 | *3,970* | **30.6** |
| **by gender:** | | | | | | | | | |
| Male | 9.9 | 62.1 | 5.3 | 3.8 | 8.9 | 6.6 | 3.4 | *1,880* | **29.2** |
| Female | 14.8 | 61.3 | 5.4 | 1.4 | 12.0 | 3.8 | 1.3 | *2,090* | **31.9** |
| **by age:** | | | | | | | | | |
| 16 - 19 | 33.6 | 12.3 | 7.4 | 0.0 | 30.3 | 14.7 | 1.7 | *50* | **78.6** |
| 20 - 29 | 15.3 | 48.5 | 7.7 | 2.8 | 15.1 | 8.2 | 2.4 | *640* | **41.4** |
| 30 - 39 | 12.8 | 62.7 | 5.1 | 3.9 | 9.4 | 4.6 | 1.6 | *910* | **30.7** |
| 40 - 49 | 10.4 | 69.3 | 3.0 | 2.3 | 6.7 | 5.4 | 3.0 | *1,000* | **24.8** |
| 50 - 59 | 10.9 | 67.2 | 5.6 | 2.0 | 8.9 | 3.6 | 1.8 | *970* | **25.5** |
| 60 and over | 8.8 | 64.5 | 6.1 | 1.7 | 12.8 | 1.5 | 4.6 | *400* | **24.8** |
| **by current situation:** | | | | | | | | | |
| Self employed | 13.4 | 64.8 | 2.8 | 3.2 | 3.4 | 6.4 | 6.1 | *230* | **26.3** |
| Employed full time | 11.1 | 63.4 | 5.1 | 2.7 | 9.5 | 5.8 | 2.4 | *2,860* | **29.1** |
| Employed part time | 16.6 | 54.5 | 6.8 | 2.2 | 15.7 | 2.8 | 1.4 | *880* | **37.4** |
| **by annual net household income:** | | | | | | | | | |
| up to £10,000 p.a. | 18.5 | 45.3 | 5.6 | ** | 21.4 | 2.9 | ** | *130* | **48.0** |
| over £10,000 - £15,000 | 23.2 | 38.9 | 7.4 | 3.6 | 22.2 | 3.7 | 1.0 | *350* | **52.7** |
| over £15,000 - £20,000 | 19.0 | 47.3 | 8.7 | 3.0 | 15.6 | 5.2 | 1.2 | *480* | **42.8** |
| over £20,000 - £25,000 | 15.0 | 58.0 | 5.8 | 2.0 | 15.0 | 2.8 | 1.3 | *520* | **34.9** |
| over £25,000 - £30,000 | 14.3 | 61.8 | 7.6 | 1.8 | 10.5 | 1.6 | 2.5 | *470* | **28.1** |
| over £30,000 - £40,000 | 11.7 | 61.9 | 5.0 | 2.1 | 9.4 | 7.5 | 2.4 | *790* | **30.7** |
| over £40,000 p.a. | 7.1 | 71.7 | 3.4 | 2.9 | 5.2 | 6.4 | 3.2 | *1,210* | **21.6** |
| **by Scottish Index of Multiple Deprivation:** | | | | | | | | | |
| 1 - Most Deprived | 15.0 | 51.3 | 6.9 | 2.9 | 16.4 | 5.9 | 1.5 | *680* | **40.3** |
| 2 | 14.4 | 56.0 | 7.4 | 2.4 | 13.8 | 5.1 | 0.9 | *820* | **35.7** |
| 3 | 11.3 | 63.8 | 4.7 | 3.1 | 8.8 | 4.7 | 3.7 | *860* | **27.8** |
| 4 | 10.1 | 70.2 | 3.6 | 2.5 | 5.8 | 4.3 | 3.6 | *860* | **22.7** |
| 5 - Least Deprived | 10.9 | 66.5 | 4.3 | 2.2 | 7.7 | 6.1 | 2.3 | *750* | **27.0** |
| **by urban/rural:** | | | | | | | | | |
| Large urban areas | 16.1 | 49.7 | 5.3 | 4.3 | 16.7 | 6.0 | 2.0 | *1,250* | **43.1** |
| Other urban | 10.8 | 66.1 | 5.6 | 1.8 | 8.3 | 6.0 | 1.5 | *1,360* | **26.9** |
| Small accessible towns | 11.3 | 66.0 | 5.4 | ** | 7.2 | 5.9 | 3.2 | *360* | **25.5** |
| Small remote towns | 18.7 | 61.2 | 4.8 | 5.3 | 2.5 | ** | 6.4 | *230* | **27.7** |
| Accessible rural | 3.8 | 81.8 | 4.1 | ** | 3.6 | 2.2 | 3.8 | *420* | **10.4** |
| Remote rural | 11.9 | 67.5 | 8.1 | ** | 4.9 | ** | 5.0 | *350* | **19.4** |
| **by number of cars:** | | | | | | | | | |
| none | 36.6 | 3.3 | 8.7 | 4.5 | 35.8 | 8.1 | 3.1 | *630* | **85.0** |
| one | 13.2 | 56.6 | 7.7 | 3.5 | 10.9 | 5.3 | 2.9 | *1,780* | **32.8** |
| two + | 4.5 | 83.2 | 2.3 | 1.3 | 2.6 | 4.4 | 1.7 | *1,550* | **12.8** |
| **Household type** | | | | | | | | | |
| Single adult | 17.8 | 55.1 | 3.7 | 2.9 | 11.6 | 5.2 | 3.7 | *950* | **37.6** |
| Small adult | 14.1 | 59.9 | 5.2 | 3.2 | 10.2 | 5.5 | 2.0 | *960* | **32.9** |
| Single parent | 17.0 | 58.6 | 3.4 | ** | 16.7 | 2.8 | ** | *300* | **37.1** |
| Small family | 10.6 | 66.6 | 4.8 | 2.9 | 7.0 | 5.7 | 2.2 | *810* | **26.3** |
| Large family | 7.3 | 69.0 | 7.2 | 2.8 | 5.5 | 5.7 | 2.4 | *220* | **21.3** |
| Large adult | 9.0 | 59.9 | 6.5 | 1.7 | 14.8 | 5.7 | 2.4 | *380* | **31.3** |
| Older smaller | 10.9 | 64.3 | 7.0 | ** | 11.0 | 2.3 | 2.7 | *350* | **25.9** |

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

** value supressed as cell contains fewer than 5 responses

**Table 8:** [Congestion] Effects of traffic congestion on travel to work journey, 2012-2016

| | Driver car/van | Passenger car/van | Bus | Other | All |
|---|---|---|---|---|---|
| **How often journey to work affected by traffic congestion** | | | | | *column percentages* |
| At least once a week | 40.8 | 32.6 | 43.3 | 7.3 | 31.8 |
| Less often | 22.0 | 19.3 | 20.2 | 7.2 | 17.7 |
| Never | 37.2 | 48.1 | 36.6 | 85.5 | 50.5 |
| ***Sample size (=100%)*** | *12,900* | *1,190* | *2,650* | *5,530* | *22,260* |
| | | | | | |
| **How much extra time normally allowed for journey to work** | | | | | |
| None | 24.5 | 24.0 | 30.2 | 37.7 | 26.5 |
| Less than 5 mins | 7.8 | 9.2 | 6.7 | 9.3 | 7.8 |
| 5-10 mins | 27.3 | 34.1 | 23.8 | 21.6 | 26.7 |
| 11-30 mins | 31.6 | 26.8 | 29.6 | 23.2 | 30.3 |
| 31-60 mins | 6.7 | 4.7 | 7.2 | 5.9 | 6.6 |
| more than 1 hr | 2.0 | 1.1 | 2.6 | 2.3 | 2.0 |
| ***Sample size (=100%)*** | *7,240* | *550* | *1,570* | *730* | *10,080* |

**Table 9: Journeys carried out on way to/from work**
Following changes to the Scottish Household survey, data for **Table 9** is no longer collected - Please see TATIS 2011 for the most recently produced version of the table.

**Table 10:** [Travel to work] How random adult usually travelled to work a year ago by current main mode of travel, 2012-201

| | Usual mode one year ago | | | | | | | |
|---|---|---|---|---|---|---|---|---|
| | **Walking** | **Driver** | **Passenger** | **Bicycle** | **Bus** | **Rail** | **Other** | **All** |
| **Current usual mode** | | | | | | | | *column percentages* |
| Walking | 87.5 | 0.8 | 1.4 | 3.1 | 5.0 | 2.6 | 1.5 | 12.6 |
| Driver | 5.2 | 97.5 | 5.4 | 7.7 | 4.9 | 8.9 | 6.2 | 62.9 |
| Passenger | 2.0 | 0.5 | 88.3 | ** | 2.2 | 0.8 | 1.0 | 5.4 |
| Bicycle | 0.8 | 0.2 | 0.5 | 86.2 | 1.0 | 1.3 | ** | 2.3 |
| Bus | 3.0 | 0.5 | 2.3 | 1.4 | 85.3 | 2.8 | ** | 10.1 |
| Rail | 0.6 | 0.4 | 0.8 | ** | 1.3 | 82.9 | 1.6 | 4.3 |
| Other | 0.8 | 0.2 | 1.3 | ** | 0.4 | 0.7 | 88.1 | 2.4 |
| ***Sample size (=100%)*** | *2,540* | *11,920* | *900* | *390* | *1,920* | *770* | *470* | *18,910* |

**This table can be used to establish the mode of travel people used in the previous year by their current mode.**
Example: Of the people who currently walk to work, last year 87.5% walked, 0.8% drove, 1.4% was a passenger, 3.1% used a bicycle, etc. Of the people who drove a car last year, 0.8% now walks, 97.5% still drives, etc.

**Table 10a:** [Travel to work] Reason for changing mode of transport for travel to work, 2012-2016

| | **2012** | **2013** | **2014** | **2015** | **2016** | ***2012-2016*** |
|---|---|---|---|---|---|---|
| | | | | | | *column percentages* |
| Changed job | 36.3 | 29.2 | 41.7 | 34.9 | 38.8 | 36.1 |
| Moved home | 23.9 | 22.7 | 20.6 | 24.7 | 20.4 | 22.6 |
| Employer re-located | 3.6 | 11.2 | 2.2 | 7.9 | 4.2 | 6.0 |
| Bought a car | 3.9 | 6.1 | 9.0 | 7.1 | 7.0 | 6.7 |
| Sold car | 2.8 | 2.1 | ** | 1.8 | . | 1.8 |
| Lost licence | ** | ** | ** | ** | ** | 0.6 |
| Public transport service added | . | ** | ** | ** | . | 0.5 |
| Public transport service withdrawn | ** | ** | ** | ** | ** | 0.7 |
| Changed working hours | ** | ** | 2.6 | 3.6 | 4.5 | 2.7 |
| Had a baby | . | ** | ** | ** | . | 0.6 |
| Passed driving test | ** | ** | 2.9 | 6.1 | 4.5 | 3.7 |
| Husband/wife/Partner has more need for car | ** | 2.0 | ** | ** | ** | 0.8 |
| Fresh air / exercise | ** | 5.9 | 1.9 | 2.6 | 6.2 | 3.6 |
| Other | 29.0 | 25.7 | 21.7 | 16.1 | 17.9 | 21.8 |
| ***Sample size (=100%)*** | *210* | *230* | *240* | *250* | *190* | *1,130* |

** denotes cell value supressed as based on fewer than 5 responses
Columns will sum to more than 100% as multiple responses can be provided.

**Table 11**: [Car share] Car sharing journeys to work, 2013-2016

| | 2013-2016 |
|---|---|
| **Whether involved in any car sharing arrangement** | *column percentages* |
| Yes | 12.8 |
| No | 87.2 |
| ***Sample size (=100%)*** | *9,090* |
| | |
| **How car sharing is organised** | |
| Normally between ourselves | 91.8 |
| Through employer | 7.5 |
| Other | 0.7 |
| ***Sample size (=100%)*** | *1,150* |
| | |
| **Reasons why not involved in a car share arrangement** | |
| Nobody in my work lives near me | 63.2 |
| Don't work regular hours | 22.6 |
| Journey to work is not regular/work in different places | 6.4 |
| Wouldn't like to share with a stranger | 5.9 |
| Prefer to drive on my own | 4.1 |
| Prefer to drive than be a passenger | 1.9 |
| Make journey longer | 0.8 |
| Only work a few days a week | 1.1 |
| Other people would be unreliable / late | 0.9 |
| Other | 1.2 |
| **Sample size (=100%)** | *7,950* |

**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, 2016*

| | Usual method of travel to work | | | | Car/van commuters† | | |
|---|---|---|---|---|---|---|---|
| | Car/van | Bus | Other | *Sample size (=100%)* | Could use PT | Could not use PT | *Sample size (=100%)* |
| | *row percentages* | | | | *row percentages* | | |
| **All people aged 16+ in 2016:** | 67.0 | 10.4 | 22.5 | *3,970* | 46.1 | 53.9 | *2,480* |
| **by gender:** | | | | | | | |
| Male | 67.3 | 8.9 | 23.8 | *1,880* | 42.8 | 57.2 | *1,170* |
| Female | 66.7 | 12.0 | 21.3 | *2,090* | 49.5 | 50.5 | *1,310* |
| **by age:** | | | | | | | |
| 16 - 29 | 53.3 | 16.3 | 30.4 | *680* | 52.4 | 47.6 | *340* |
| 30 - 39 | 67.8 | 9.4 | 22.9 | *910* | 46.0 | 54.0 | *570* |
| 40 - 49 | 72.2 | 6.7 | 21.1 | *1,000* | 45.8 | 54.2 | *660* |
| 50 - 59 | 72.7 | 8.9 | 18.3 | *970* | 45.4 | 54.6 | *660* |
| 60 and over | 70.7 | 12.8 | 16.5 | *400* | 37.0 | 63.0 | *260* |
| **by current situation:** | | | | | | | |
| Self employed | 67.6 | 3.4 | 29.1 | *230* | 33.4 | 66.6 | *150* |
| Employed full time | 68.6 | 9.5 | 21.9 | *2,860* | 47.0 | 53.0 | *1,820* |
| Employed part time | 61.3 | 15.7 | 23.0 | *880* | 46.2 | 53.8 | *510* |
| **by annual net household income:** | | | | | | | |
| up to £10,000 p.a. | 50.9 | 21.4 | 27.7 | *130* | 33.2 | 66.8 | *60* |
| over £10,000 - £15,000 | 46.3 | 22.2 | 31.5 | *350* | 40.6 | 59.4 | *150* |
| over £15,000 - £20,000 | 56.1 | 15.6 | 28.3 | *480* | 51.3 | 48.7 | *270* |
| over £20,000 - £25,000 | 63.8 | 15.0 | 21.2 | *520* | 40.0 | 60.0 | *300* |
| over £25,000 - £30,000 | 69.4 | 10.5 | 20.1 | *470* | 48.6 | 51.4 | *310* |
| over £30,000 - £40,000 | 66.9 | 9.4 | 23.7 | *790* | 48.0 | 52.0 | *510* |
| over £40,000 p.a. | 75.2 | 5.2 | 19.6 | *1,210* | 46.4 | 53.6 | *860* |
| **by Scottish Index of Multiple Deprivation:** | | | | | | | |
| 1 (20% most deprived) | 58.2 | 16.4 | 25.3 | *680* | 55.1 | 44.9 | *360* |
| 2 | 63.3 | 13.8 | 22.9 | *820* | 47.3 | 52.7 | *470* |
| 3 | 68.5 | 8.8 | 22.7 | *860* | 43.7 | 56.3 | *560* |
| 4 | 73.8 | 5.8 | 20.4 | *860* | 37.7 | 62.3 | *600* |
| 5 (20% least deprived) | 70.8 | 7.7 | 21.5 | *750* | 49.2 | 50.8 | *490* |
| **by urban/rural classification:** | | | | | | | |
| Large urban areas | 55.0 | 16.7 | 28.4 | *1,250* | 59.8 | 40.2 | *590* |
| Other urban areas | 71.6 | 8.3 | 20.1 | *1,360* | 48.9 | 51.1 | *900* |
| Accessible small towns | 71.3 | 7.2 | 21.4 | *360* | 40.7 | 59.3 | *250* |
| Remote small towns | 66.0 | 2.5 | 31.6 | *230* | 33.0 | 67.0 | *140* |
| Accessible rural | 85.8 | 3.6 | 10.6 | *420* | 28.4 | 71.6 | *340* |
| Remote rural | 75.6 | 4.9 | 19.5 | *350* | 19.2 | 80.8 | *260* |

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

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

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

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

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

**Table 15**: [Travel to school] School children in full-time education, usual method of travel, 2016

| | Walking | Car or van | Bicycle | School bus* | Service bus | Rail (inc. Glas U/g) | All other modes | *Sample size (=100%)* |
|---|---|---|---|---|---|---|---|---|
| | | | | | | *Row percentages* | | |
| **All people** | 51.8 | 25.6 | 1.4 | 12.9 | 6.4 | 0.5 | 1.5 | *1,890* |
| **by gender:** | | | | | | | | |
| Male | 51.3 | 24.5 | 2.4 | 13.4 | 6.1 | ** | 2.0 | *980* |
| Female | 52.3 | 26.8 | ** | 12.4 | 6.6 | 0.7 | 0.9 | *920* |
| **by age:** | | | | | | | | |
| age 4-5 | 57.2 | 37.3 | ** | 2.6 | ** | . | ** | *180* |
| age 6-7 | 54.6 | 35.3 | 1.3 | 6.7 | 1.2 | . | ** | *350* |
| age 8-9 | 60.6 | 26.6 | 1.3 | 7.1 | 2.9 | . | 1.4 | *330* |
| age 10-11 | 61.3 | 25.0 | 1.8 | 6.2 | 4.7 | . | ** | *290* |
| **All 4-11** | 58.6 | 30.1 | 1.4 | 6.1 | 2.7 | . | 1.0 | ***1,130*** |
| age 12-13 | 41.6 | 18.6 | ** | 21.1 | 12.5 | ** | 3.9 | *270* |
| age 14-15 | 44.7 | 16.7 | ** | 24.2 | 11.4 | ** | 1.4 | *280* |
| age 16-18 | 37.5 | 22.6 | ** | 24.1 | 11.4 | ** | ** | *210* |
| **All 12-18** | 41.6 | 19.0 | 1.3 | 23.0 | 11.8 | 1.2 | 2.1 | ***760*** |
| **by annual net household income:** | | | | | | | | |
| Up to £15,000 | 57.9 | 19.0 | ** | 9.2 | 10.1 | . | ** | *170* |
| £15,000 - £20,000 | 57.4 | 17.9 | ** | 9.7 | 10.2 | ** | 3.1 | *230* |
| £20,000 - £25,000 | 59.1 | 20.6 | ** | 11.9 | 5.5 | . | 1.7 | *250* |
| £25,000 - £30,000 | 54.6 | 25.8 | ** | 11.1 | 5.6 | . | ** | *200* |
| £30,000 - £40,000 | 48.2 | 29.3 | ** | 14.2 | 4.3 | ** | 2.5 | *370* |
| over £40,000 p.a. | 47.7 | 28.9 | 1.9 | 15.0 | 5.8 | ** | ** | *660* |
| **by Scottish Index of Multiple Deprivation:** | | | | | | | | |
| 1 - Most Deprived | 56.3 | 22.2 | ** | 7.0 | 11.1 | ** | 3.0 | *390* |
| 2 | 59.2 | 19.6 | 1.4 | 11.1 | 7.5 | ** | ** | *380* |
| 3 | 49.4 | 25.4 | ** | 15.6 | 5.3 | ** | 2.0 | *400* |
| 4 | 44.7 | 27.7 | 2.2 | 21.3 | 2.6 | ** | ** | *390* |
| 5 - Least Deprived | 48.3 | 34.3 | 2.2 | 10.4 | 4.3 | ** | ** | *340* |
| **by urban/rural:** | | | | | | | | |
| Large urban areas | 53.7 | 28.9 | 1.1 | 4.7 | 9.5 | ** | 1.3 | *530* |
| Other urban | 57.6 | 26.4 | 1.2 | 9.1 | 4.8 | ** | 0.5 | *670* |
| Small accessible towns and small remote towns | 56.8 | 25.8 | 2.1 | 10.7 | 2.7 | ** | 1.6 | *280* |
| Accessible rural | 35.8 | 21.3 | ** | 33.6 | 4.3 | ** | 3.0 | *210* |
| Remote rural | 27.7 | 13.3 | ** | 41.9 | 10.4 | . | ** | *200* |
| **by number of cars:** | | | | | | | | |
| None | 73.0 | 3.5 | ** | 5.7 | 14.4 | ** | 2.1 | *320* |
| One | 54.2 | 24.5 | 1.8 | 12.1 | 4.4 | 0.9 | 2.1 | *750* |
| Two + | 41.4 | 35.3 | 1.1 | 16.4 | 5.1 | ** | 0.6 | *830* |
| **Household type** | | | | | | | | |
| Single parent | 60.3 | 18.2 | 1.1 | 10.3 | 6.3 | . | 3.8 | *440* |
| Small family | 52.1 | 29.4 | 1.5 | 10.6 | 4.7 | 0.6 | 1.2 | *850* |
| Large family | 47.7 | 26.0 | 1.6 | 16.3 | 7.4 | ** | ** | *470* |
| Large adult | 40.6 | 22.6 | . | 24.1 | 11.1 | ** | . | *110* |

**Table 16:** [Travel to school reasons] Reasons for transport choice to children's full time education establishment, 2012-2016

| | Usual method of travel to school | | | |
|---|---|---|---|---|
| | **Walking** | **Car or van** | **School bus** | **Service bus** |
| | | | | *Cell percentages* |
| Close / Nearby / Not far away | 89.0 | 6.4 | 5.2 | 7.8 |
| Most convenient | 8.3 | 39.4 | 42.5 | 39.3 |
| Travel with friends | 3.8 | 1.3 | 4.4 | 5.0 |
| Safest method | 1.0 | 15.0 | 14.8 | 6.3 |
| Quickest method | 2.7 | 14.5 | 6.8 | 13.0 |
| Only method available | 1.7 | 10.8 | 20.4 | 19.8 |
| Too far to walk | . | 15.7 | 20.4 | 23.9 |
| No public transport | 0.4 | 3.4 | 2.8 | 0.5 |
| Publ transp unsuitable (eg too infreq.) | 0.1 | 2.8 | 2.4 | 0.2 |
| Good exercise / fresh air | 5.8 | . | . | 0.7 |
| No car / transport | 0.6 | . | 0.6 | 1.7 |
| Cheapest method | 0.4 | 1.0 | 1.1 | 1.2 |
| It is free | 0.6 | 0.2 | 15.6 | 1.8 |
| On way to work | 0.1 | 8.0 | 0.1 | 0.2 |
| Too young to travel any other way | 0.1 | 6.8 | 1.8 | 0.6 |
| Relative meets child | . | 0.9 | . | . |
| Other reason(s) | 0.4 | 2.8 | 1.5 | 1.2 |
| ***Sample size (=100%)*** | *4,800* | *2,360* | *1,480* | *580* |

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

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

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

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

**Table 18:** [Car / Bicycle access] Households with bicycles cars / vans available for private use, 2016

| | Bicycles that can be used by adults: | | | | | | | Cars / vans [1] available for private use: | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | None | One | Two | Three + | One + | Two + | *Sample size (=100%)* | None | One | Two | Three + | One+ | Two+ | Sample size (=100%) |
| | | | *Row percentages* | | *Cell percentages* | | | | | *Row percentages* | | *Cell percentages* | | |
| **All households** | 66.2 | 16.3 | 11.9 | 5.6 | 33.8 | 17.5 | *10,470* | 29.3 | 42.1 | 23.0 | 5.6 | 70.7 | 28.5 | *10,470* |
| **by household type:** | | | | | | | | | | | | | | |
| Single adult | 71.7 | 23.4 | 3.3 | 1.6 | 28.3 | 4.9 | *1,870* | 49.2 | 44.1 | 5.1 | 1.6 | 50.8 | 6.7 | *1,870* |
| Small adult | 56.1 | 18.6 | 19.6 | 5.6 | 43.9 | 25.3 | *1,620* | 18.3 | 38.5 | 37.8 | 5.4 | 81.7 | 43.2 | *1,620* |
| Single parent | 75.0 | 14.9 | 6.6 | 3.5 | 25.0 | 10.1 | *600* | 47.8 | 46.9 | 4.7 | 0.7 | 52.2 | 5.4 | *600* |
| Small family | 46.8 | 19.5 | 25.0 | 8.7 | 53.2 | 33.6 | *1,300* | 10.8 | 41.9 | 43.6 | 3.7 | 89.2 | 47.3 | *1,300* |
| Large family | 43.9 | 18.0 | 17.1 | 21.0 | 56.1 | 38.1 | *530* | 9.1 | 33.9 | 44.3 | 12.7 | 90.9 | 56.9 | *530* |
| Large adult | 47.8 | 17.4 | 18.9 | 15.9 | 52.2 | 34.8 | *880* | 10.0 | 25.9 | 34.5 | 29.6 | 90.0 | 64.1 | *880* |
| Older smaller | 73.7 | 11.3 | 11.6 | 3.3 | 26.3 | 15.0 | *1,830* | 14.4 | 55.7 | 26.9 | 3.0 | 85.6 | 29.9 | *1,830* |
| Single pensioner | 91.8 | 6.9 | 0.7 | 0.6 | 8.2 | 1.3 | *1,850* | 56.9 | 40.6 | 2.1 | 0.4 | 43.1 | 2.5 | *1,850* |
| **by annual net household income:** | | | | | | | | | | | | | | |
| up to £10,000 p.a. | 80.9 | 13.7 | 3.7 | 1.7 | 19.1 | 5.4 | *1,210* | 59.3 | 34.1 | 5.2 | 1.4 | 40.7 | 6.6 | *1,210* |
| over £10,000 - £15,000 | 83.5 | 11.9 | 3.6 | 1.0 | 16.5 | 4.6 | *1,710* | 54.2 | 38.2 | 6.2 | 1.4 | 45.8 | 7.6 | *1,710* |
| over £15,000 - £20,000 | 78.9 | 14.3 | 5.2 | 1.5 | 21.1 | 6.7 | *1,510* | 40.4 | 49.0 | 8.4 | 2.2 | 59.6 | 10.7 | *1,510* |
| over £20,000 - £25,000 | 68.4 | 19.1 | 9.6 | 2.9 | 31.6 | 12.5 | *1,260* | 26.1 | 53.9 | 17.0 | 3.0 | 73.9 | 20.0 | *1,260* |
| over £25,000 - £30,000 | 62.9 | 17.2 | 14.1 | 5.9 | 37.1 | 19.9 | *990* | 12.9 | 58.9 | 22.8 | 5.4 | 87.1 | 28.2 | *990* |
| over £30,000 - £40,000 | 54.3 | 20.6 | 17.6 | 7.5 | 45.7 | 25.1 | *1,440* | 8.6 | 46.0 | 37.0 | 8.5 | 91.4 | 45.4 | *1,440* |
| over £40,000 p.a. | 39.6 | 18.2 | 26.3 | 15.9 | 60.4 | 42.2 | *1,970* | 2.8 | 28.0 | 55.0 | 14.2 | 97.2 | 69.2 | *1,970* |
| **by Scottish Index of Multiple Deprivation:** | | | | | | | | | | | | | | |
| 1 - Most Deprived | 78.6 | 13.9 | 4.8 | 2.7 | 21.4 | 7.5 | *1,970* | 50.0 | 36.5 | 11.3 | 2.2 | 50.0 | 13.5 | *1,970* |
| 2 | 72.8 | 15.5 | 8.5 | 3.2 | 27.2 | 11.7 | *2,130* | 36.8 | 43.1 | 16.4 | 3.6 | 63.2 | 20.1 | *2,130* |
| 3 | 64.6 | 17.1 | 13.9 | 4.4 | 35.4 | 18.3 | *2,270* | 26.0 | 43.1 | 25.1 | 5.8 | 74.0 | 30.9 | *2,270* |
| 4 | 58.7 | 17.1 | 16.4 | 7.8 | 41.3 | 24.2 | *2,260* | 16.8 | 43.5 | 31.2 | 8.5 | 83.2 | 39.7 | *2,260* |
| 5 - Least Deprived | 54.6 | 17.9 | 17.0 | 10.5 | 45.4 | 27.5 | *1,840* | 14.7 | 44.8 | 32.3 | 8.2 | 85.3 | 40.5 | *1,840* |
| **by urban/rural classification:** | | | | | | | | | | | | | | |
| Large urban areas | 70.3 | 15.7 | 10.3 | 3.7 | 29.7 | 14.0 | *3,140* | 39.6 | 40.4 | 16.8 | 3.2 | 60.4 | 20.0 | *3,140* |
| Other urban | 67.6 | 16.2 | 10.5 | 5.7 | 32.4 | 16.2 | *3,560* | 29.5 | 41.7 | 23.4 | 5.4 | 70.5 | 28.8 | *3,560* |
| Small accessible towns | 64.5 | 15.2 | 12.5 | 7.7 | 35.5 | 20.2 | *1,000* | 19.5 | 46.1 | 27.7 | 6.7 | 80.5 | 34.4 | *1,000* |
| Small remote towns | 59.6 | 20.9 | 12.1 | 7.4 | 40.4 | 19.6 | *590* | 26.8 | 47.5 | 22.0 | 3.8 | 73.2 | 25.7 | *590* |
| Accessible rural | 56.5 | 16.8 | 18.4 | 8.3 | 43.5 | 26.6 | *1,150* | 11.9 | 41.4 | 35.5 | 11.2 | 88.1 | 46.7 | *1,150* |
| Remote rural | 57.4 | 17.7 | 17.7 | 7.2 | 42.6 | 24.9 | *1,030* | 14.7 | 46.8 | 28.3 | 10.2 | 85.3 | 38.5 | *1,030* |

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

**Table 19:**[ Driving licence] People aged 17+ that hold a full driving licence, 2016

| | 17-19 | 20-29 | 30-39 | 40-49 | 50-59 | 60-69 | 70-79 | 80+ | All 17+ | Sample size of group |
|---|---|---|---|---|---|---|---|---|---|---|
| | | | | | | *percentage of the relevant sub-group** | | | | |
| **All people aged 17+:** | 29.9 | 55.4 | 73.0 | 80.8 | 80.5 | 75.8 | 63.2 | 43.2 | 69.0 | *9,570* |
| **by gender:** | | | | | | | | | | |
| Male | 35.7 | 58.1 | 77.6 | 81.8 | 84.7 | 83.2 | 80.9 | 65.2 | 75.4 | *4,360* |
| Female | 26.0 | 52.6 | 68.5 | 79.9 | 76.7 | 68.0 | 50.3 | 27.9 | 63.1 | *5,210* |
| **by current situation:** | | | | | | | | | | |
| Self employed | ** | 62.2 | 85.3 | 96.3 | 91.3 | 95.5 | ** | ** | 89.1 | *630* |
| Employed full time | ** | 70.3 | 82.6 | 88.8 | 87.8 | 90.7 | ** | ** | 82.4 | *3,120* |
| Employed part time | ** | 47.4 | 68.7 | 83.2 | 83.2 | 73.0 | ** | ** | 71.7 | *960* |
| Looking after the home or family | ** | 39.2 | 55.1 | 65.8 | 69.4 | ** | ** | ** | 56.4 | *460* |
| Permanently retired from work | ** | 0.0 | 0.0 | ** | 92.5 | 73.6 | 62.6 | 43.1 | 64.1 | *3,180* |
| Unemployed and seeking work | ** | 22.8 | 30.4 | 47.1 | 51.0 | ** | ** | ** | 36.5 | *320* |
| In further / higher education | 35.6 | 43.5 | ** | ** | ** | ** | ** | ** | 42.1 | *320* |
| Permanently sick or disabled | ** | ** | ** | 36.1 | 36.4 | 49.1 | ** | ** | 33.9 | *430* |
| **by annual net household income:** | | | | | | | | | | |
| up to £10,000 p.a. | 34.5 | 37.2 | 32.1 | 54.9 | 60.7 | 52.9 | 46.3 | 34.0 | 45.9 | *1,150* |
| over £10,000 - £15,000 | 12.7 | 31.9 | 43.8 | 47.9 | 55.5 | 61.7 | 54.1 | 37.9 | 47.3 | *1,610* |
| over £15,000 - £20,000 | 21.4 | 48.1 | 58.7 | 67.0 | 67.1 | 68.2 | 57.8 | 42.0 | 58.1 | *1,420* |
| over £20,000 - £25,000 | 3.4 | 53.8 | 67.9 | 77.9 | 76.5 | 77.2 | 73.4 | 51.7 | 67.8 | *1,160* |
| over £25,000 - £30,000 | 23.4 | 59.6 | 66.3 | 82.2 | 90.1 | 82.1 | 78.5 | ** | 74.6 | *890* |
| over £30,000 - £40,000 | 47.0 | 72.2 | 80.1 | 85.0 | 86.2 | 92.2 | 81.8 | ** | 81.2 | *1,260* |
| over £40,000 p.a. | 41.4 | 74.4 | 91.3 | 96.6 | 94.2 | 92.8 | 95.6 | ** | 89.1 | *1,740* |
| **by Scottish Index of Multiple Deprivation:** | | | | | | | | | | |
| 1 - Most Deprived | ** | 46.7 | 54.4 | 60.2 | 52.9 | 46.6 | 38.5 | 19.0 | 48.8 | *1,790* |
| 2 | ** | 47.5 | 65.5 | 73.1 | 74.3 | 67.7 | 53.2 | 36.1 | 60.6 | *1,960* |
| 3 | ** | 61.2 | 79.1 | 83.5 | 88.8 | 76.9 | 61.2 | 40.7 | 72.3 | *2,100* |
| 4 | ** | 62.7 | 85.3 | 92.3 | 92.4 | 86.4 | 73.7 | 57.4 | 80.7 | *2,030* |
| 5 - Least Deprived | ** | 64.6 | 86.6 | 94.8 | 93.2 | 91.0 | 81.2 | 55.0 | 82.1 | *1,690* |
| **by urban/rural:** | | | | | | | | | | |
| Large urban areas | 28.5 | 50.6 | 69.1 | 73.4 | 72.8 | 68.5 | 50.9 | 35.2 | 61.8 | *2,870* |
| Other urban | 32.2 | 54.3 | 70.6 | 80.0 | 77.9 | 71.4 | 62.3 | 40.6 | 66.9 | *3,260* |
| Small accessible towns | 19.2 | 64.3 | 78.7 | 86.7 | 86.2 | 86.3 | 71.3 | 43.5 | 76.0 | *920* |
| Small remote towns | ** | 49.3 | 87.9 | 81.4 | 83.6 | 76.8 | 61.5 | ** | 72.6 | *550* |
| Accessible rural | ** | 74.3 | 85.3 | 92.4 | 95.1 | 88.7 | 78.3 | 62.4 | 85.0 | *1,040* |
| Remote rural | 44.4 | 75.5 | 85.5 | 91.9 | 92.9 | 85.1 | 75.3 | 57.9 | 82.2 | *950* |
| **Sample size of age groups** | *190* | *1,100* | *1,370* | *1,510* | *1,620* | *1,700* | *1,370* | *710* | *9,570* | |

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

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

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

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**Table 20:** [Frequency of driving] People aged 17+, frequency of driving, 2016*

| | Every day | At least 3 times per week | 1 - 2 times per week | At least 2 - 3 times per month | At least once a month | Less than once a month | Has licence but never drives | Does not have a full driving licence | *sample size (=100%)* |
|---|---|---|---|---|---|---|---|---|---|
| **All people** | 42.2 | 14.3 | 6.0 | 1.0 | 0.5 | 1.6 | 3.4 | 31.0 | *9,570* |
| **by gender:** | | | | | | | | | |
| Male | 47.5 | 15.2 | 6.5 | 0.9 | 0.4 | 1.4 | 3.5 | 24.6 | *4,360* |
| Female | 37.3 | 13.4 | 5.6 | 1.0 | 0.5 | 1.8 | 3.4 | 36.9 | *5,210* |
| **by age:** | | | | | | | | | |
| 17-19 | 16.6 | 5.2 | ** | ** | ** | ** | 4.5 | 70.1 | *190* |
| 20-29 | 34.3 | 9.8 | 4.8 | 0.5 | 0.9 | 2.2 | 2.9 | 44.6 | *1,100* |
| 30-39 | 49.1 | 12.6 | 6.7 | 1.3 | ** | 1.2 | 2.0 | 27.0 | *1,370* |
| 40-49 | 55.6 | 14.0 | 5.2 | 1.2 | 0.4 | 1.0 | 3.3 | 19.2 | *1,510* |
| 50-59 | 54.6 | 14.8 | 5.3 | 0.5 | 0.3 | 1.4 | 3.6 | 19.5 | *1,620* |
| 60-69 | 40.5 | 20.0 | 7.8 | 1.1 | 0.6 | 1.2 | 4.6 | 24.2 | *1,700* |
| 70-79 | 26.7 | 19.4 | 8.5 | 1.5 | 0.5 | 2.8 | 3.8 | 36.8 | *1,370* |
| 80+ | 15.1 | 12.1 | 7.3 | 0.8 | ** | 2.8 | 4.8 | 56.8 | *710* |
| **by current situation:** | | | | | | | | | |
| Self employed | 61.8 | 15.5 | 8.7 | 1.0 | ** | ** | 1.4 | 10.9 | *630* |
| Employed full time | 58.9 | 13.9 | 5.6 | 0.6 | 0.2 | 1.3 | 1.8 | 17.6 | *3,120* |
| Employed part time | 48.3 | 14.0 | 3.9 | ** | 0.4 | 0.8 | 3.8 | 28.3 | *960* |
| Looking after the home or family | 30.0 | 11.8 | 5.7 | 2.1 | ** | ** | 4.4 | 43.6 | *460* |
| Permanently retired from work | 27.5 | 19.7 | 8.4 | 1.3 | 0.6 | 2.4 | 4.3 | 35.9 | *3,180* |
| Unemployed and seeking work | 15.3 | 5.7 | 3.3 | ** | ** | 2.1 | 7.4 | 63.5 | *320* |
| In further / higher education | 21.2 | 8.5 | 2.2 | 1.0 | 1.4 | 2.8 | 5.0 | 57.9 | *320* |
| Permanently sick or disabled | 12.3 | 4.6 | 5.8 | 1.5 | 0.0 | 2.5 | 7.2 | 66.1 | *430* |
| **by annual net household income:** | | | | | | | | | |
| up to £10,000 p.a. | 19.8 | 10.1 | 6.3 | 0.9 | ** | 2.6 | 5.7 | 54.1 | *1,150* |
| over £10,000 - £15,000 | 21.5 | 10.6 | 6.8 | 1.3 | 0.4 | 1.2 | 5.5 | 52.7 | *1,610* |
| over £15,000 - £20,000 | 29.6 | 13.6 | 5.9 | 0.8 | 0.3 | 1.9 | 6.0 | 41.9 | *1,420* |
| over £20,000 - £25,000 | 40.7 | 13.1 | 6.8 | 1.5 | 0.4 | 2.0 | 3.2 | 32.2 | *1,160* |
| over £25,000 - £30,000 | 47.1 | 15.0 | 5.8 | 0.8 | 1.2 | 2.0 | 2.7 | 25.4 | *890* |
| over £30,000 - £40,000 | 53.0 | 16.8 | 6.5 | 1.2 | 0.3 | 1.2 | 2.2 | 18.8 | *1,260* |
| over £40,000 p.a. | 63.2 | 17.2 | 5.5 | 0.6 | ** | 1.2 | 0.9 | 10.9 | *1,740* |
| **by Scottish Index of Multiple Deprivation:** | | | | | | | | | |
| 1 - Most Deprived | 30.9 | 7.2 | 3.5 | 0.7 | ** | 1.0 | 5.2 | 51.2 | *1,790* |
| 2 | 36.9 | 12.2 | 5.3 | 0.8 | 0.3 | 1.5 | 3.6 | 39.4 | *1,960* |
| 3 | 42.8 | 14.3 | 7.7 | 1.3 | 0.7 | 2.1 | 3.4 | 27.7 | *2,100* |
| 4 | 51.3 | 18.2 | 5.0 | 1.0 | 0.5 | 1.6 | 3.1 | 19.3 | *2,030* |
| 5 - Least Deprived | 48.9 | 19.5 | 8.5 | 0.9 | 0.7 | 1.7 | 1.9 | 17.9 | *1,690* |
| **by urban/rural:** | | | | | | | | | |
| Large urban areas | 34.6 | 12.7 | 6.3 | 0.8 | 0.7 | 2.3 | 4.5 | 38.2 | *2,870* |
| Other urban | 42.3 | 13.6 | 5.3 | 0.9 | 0.4 | 1.3 | 3.2 | 33.1 | *3,260* |
| Small accessible towns | 45.7 | 17.9 | 6.7 | 1.6 | 0.3 | 1.0 | 2.8 | 24.0 | *920* |
| Small remote towns | 48.3 | 12.0 | 5.4 | 2.2 | 1.3 | ** | 2.6 | 27.4 | *550* |
| Accessible rural | 57.3 | 17.9 | 5.7 | 0.7 | ** | 1.3 | 1.9 | 15.0 | *1,040* |
| Remote rural | 49.2 | 17.2 | 9.1 | 1.5 | ** | 1.6 | 3.1 | 17.8 | *950* |

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

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

| | 2009 | 2010 | 2011 | 2012 | 2013 | 2014 |
|---|---|---|---|---|---|---|
| **Whether made any journeys using part driving/parking in past month** | | | | | | *column pe* |
| 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** | | | | | | *cell pe* |
| 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 journey** | | | | | | *column pe* |
| 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 | ** | 1.2 |
| ***Sample size (=100%)*** | | | | *690* | *630* | *670* |

*Table only includes those who have given a reason.

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

**Table 22**: [Park & Ride] Mode of transport used in conjunction with driving by where parked, 2009 - 2015*[1]

| | Bus | Train | Walk | ***Sample size (=100%)*** |
|---|---|---|---|---|
| | | *row percentages* | | |
| **All adults who used driving/parking in past month** | 28.7 | 53.5 | 14.1 | *4,080* |
| **by where parked:** | | | | |
| A specially designated Park and Ride facility | 45.4 | 54.5 | 1.2 | *1,150* |
| An ordinary car park at a bus station, train station or airport | 9.6 | 82.0 | 2.4 | *1,220* |
| A public car park | 33.0 | 32.1 | 28.8 | *600* |
| On the street near a station or bus stop | 37.7 | 46.6 | 15.2 | *630* |
| On the street elsewhere | 19.0 | 13.5 | 58.6 | *410* |

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

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

**Table 23: Concerns with traffic growth**

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

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

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

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

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

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

†Only includes those with a full driving licence.

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

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

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

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

†Only includes those with a full driving licence.

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

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

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

**Table 27: Households' bus availability**

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

**Table 28:** [Bus and train use] Adults use of local bus and train services, in the past month, 2016

| | Bus | | | | | Train | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|
| | Every day, or almost every day | 2 or 3 times per week | About once a week | About once a fortnight, or about once a month | Not used in past month | Every day, or almost every day | 2 or 3 times per week | About once a week | About once a fortnight, or about once a month | Not used in past month | *Sample size(=100%)** |
| | *Row percentages* | | | | | *Row percentages* | | | | | |
| **All people aged 16+** | 9.3 | 10.6 | 7.7 | 13.2 | 59.2 | 2.3 | 2.1 | 4.2 | 20.8 | 70.5 | *9,640* |
| **by gender:** | | | | | | | | | | | |
| Male | 8.3 | 8.5 | 7.8 | 13.3 | 62.0 | 2.8 | 2.8 | 4.2 | 19.4 | 70.7 | *4,400* |
| Female | 10.2 | 12.4 | 7.6 | 13.0 | 56.6 | 1.9 | 1.5 | 4.1 | 22.1 | 70.3 | *5,240* |
| **by age:** | | | | | | | | | | | |
| 16-19 | 20.0 | 13.9 | 9.6 | 15.1 | 41.4 | 5.6 | 4.2 | 5.6 | 25.6 | 59.0 | *250* |
| 20-29 | 13.9 | 8.8 | 9.3 | 14.3 | 53.7 | 4.9 | 3.8 | 5.6 | 25.2 | 60.5 | *1,100* |
| 30-39 | 8.4 | 8.4 | 7.0 | 14.0 | 62.2 | 2.5 | 1.8 | 5.3 | 24.7 | 65.7 | *1,370* |
| 40-49 | 5.8 | 7.1 | 5.5 | 11.5 | 70.2 | 2.7 | 2.0 | 3.9 | 23.9 | 67.5 | *1,510* |
| 50-59 | 7.0 | 6.6 | 5.2 | 11.9 | 69.4 | 2.1 | 1.7 | 3.8 | 20.8 | 71.6 | *1,620* |
| 60-69 | 7.9 | 16.0 | 9.9 | 15.3 | 51.0 | 0.2 | 1.8 | 3.8 | 16.5 | 77.8 | *1,700* |
| 70-79 | 9.6 | 15.9 | 9.8 | 13.1 | 51.4 | 0.1 | 1.2 | 2.6 | 13.6 | 82.6 | *1,370* |
| 80+ | 8.3 | 17.5 | 8.4 | 8.9 | 56.9 | 0.3 | 0.7 | 1.2 | 6.7 | 91.1 | *710* |
| **by current situation:** | | | | | | | | | | | |
| Self employed | 2.4 | 4.9 | 3.8 | 14.0 | 74.9 | 2.1 | 2.3 | 4.0 | 22.4 | 69.2 | *630* |
| Employed full time | 8.9 | 4.7 | 5.4 | 12.0 | 69.0 | 4.4 | 2.8 | 5.1 | 24.6 | 63.2 | *3,130* |
| Employed part time | 12.0 | 10.6 | 5.7 | 12.9 | 58.7 | 1.4 | 2.4 | 4.0 | 22.4 | 69.8 | *960* |
| Looking after the home or family | 3.9 | 16.9 | 8.5 | 14.8 | 55.9 | . | 0.6 | 1.5 | 20.7 | 77.2 | *460* |
| Permanently retired from work | 8.3 | 16.5 | 10.4 | 13.4 | 51.4 | 0.1 | 1.2 | 3.2 | 13.3 | 82.2 | *3,180* |
| Unemployed and seeking work | 13.6 | 19.9 | 15.4 | 17.6 | 33.4 | 0.5 | 2.4 | 7.9 | 16.6 | 72.6 | *320* |
| In further / higher education | 16.6 | 14.3 | 9.3 | 13.4 | 46.4 | 5.9 | 4.0 | 4.8 | 30.6 | 54.7 | *330* |
| Permanently sick or disabled | 9.0 | 13.6 | 11.2 | 13.4 | 52.8 | . | 0.6 | 0.6 | 11.0 | 87.9 | *430* |
| **by annual net household income:** | | | | | | | | | | | |
| up to £10,000 p.a. | 11.9 | 17.7 | 12.4 | 10.4 | 47.6 | 0.3 | 2.0 | 3.1 | 16.0 | 78.6 | *1,150* |
| over £10,000 - £15,000 | 14.5 | 17.4 | 10.1 | 11.3 | 46.7 | 1.2 | 2.3 | 3.4 | 15.7 | 77.4 | *1,620* |
| over £15,000 - £20,000 | 11.5 | 14.0 | 9.9 | 14.3 | 50.2 | 1.8 | 1.6 | 3.9 | 15.8 | 76.9 | *1,420* |
| over £20,000 - £25,000 | 10.5 | 10.8 | 8.0 | 12.7 | 58.1 | 1.2 | 2.1 | 3.4 | 19.3 | 74.0 | *1,170* |
| over £25,000 - £30,000 | 9.4 | 9.4 | 7.4 | 13.7 | 60.1 | 1.2 | 1.9 | 3.8 | 19.7 | 73.5 | *900* |
| over £30,000 - £40,000 | 6.9 | 5.9 | 6.3 | 12.8 | 68.0 | 4.4 | 2.8 | 4.0 | 23.4 | 65.4 | *1,280* |
| over £40,000 p.a. | 5.4 | 5.2 | 4.3 | 14.5 | 70.6 | 4.0 | 2.2 | 5.8 | 27.9 | 60.0 | *1,760* |
| **by Scottish Index of Multiple Deprivation:** | | | | | | | | | | | |
| 1 - Most Deprived | 14.9 | 14.1 | 8.9 | 11.6 | 50.5 | 2.5 | 2.1 | 3.6 | 16.8 | 75.0 | *1,800* |
| 2 | 11.2 | 10.4 | 9.1 | 12.9 | 56.4 | 2.6 | 2.5 | 3.9 | 18.6 | 72.4 | *1,980* |
| 3 | 8.6 | 9.5 | 7.0 | 12.6 | 62.3 | 1.8 | 2.3 | 4.3 | 21.7 | 69.9 | *2,110* |
| 4 | 5.1 | 7.9 | 5.9 | 11.8 | 69.3 | 1.6 | 2.2 | 3.4 | 20.7 | 72.1 | *2,050* |
| 5 - Least Deprived | 6.8 | 11.0 | 7.8 | 17.0 | 57.4 | 3.1 | 1.7 | 5.6 | 26.2 | 63.3 | *1,710* |
| **by urban/rural:** | | | | | | | | | | | |
| Large urban areas | 15.4 | 15.1 | 10.0 | 15.6 | 43.8 | 2.7 | 2.5 | 5.8 | 20.8 | 68.1 | *2,880* |
| Other urban | 7.6 | 9.7 | 7.2 | 12.1 | 63.5 | 2.9 | 2.5 | 3.9 | 23.7 | 66.9 | *3,280* |
| Small accessible towns | 6.4 | 6.8 | 7.8 | 13.3 | 65.8 | 2.6 | 2.0 | 3.0 | 20.7 | 71.7 | *930* |
| Small remote towns | 2.4 | 7.7 | 4.2 | 8.3 | 77.5 | . | 0.4 | 1.7 | 15.1 | 82.7 | *550* |
| Accessible rural | 3.8 | 6.1 | 5.2 | 12.8 | 72.1 | 0.7 | 1.4 | 2.7 | 19.0 | 76.2 | *1,050* |
| Remote rural | 1.9 | 4.5 | 4.1 | 8.4 | 81.0 | 0.5 | 0.5 | 1.9 | 10.7 | 86.5 | *960* |
| **by frequency of driving†:** | | | | | | | | | | | |
| Every day | 0.8 | 2.6 | 3.8 | 12.4 | 80.4 | 1.2 | 1.3 | 3.5 | 24.2 | 69.8 | *3,780* |
| At least three times a week | 4.1 | 9.1 | 7.0 | 14.7 | 65.1 | 2.2 | 2.5 | 5.8 | 20.6 | 68.8 | *1,510* |
| Once or twice a week | 7.6 | 12.1 | 6.3 | 12.8 | 61.1 | 4.7 | 1.7 | 4.9 | 17.5 | 71.3 | *580* |
| Less often | 14.9 | 12.6 | 10.0 | 15.2 | 47.3 | 2.8 | 2.6 | 6.2 | 24.3 | 64.1 | *280* |
| Never, but holds full driving licence | 17.8 | 20.9 | 15.6 | 11.5 | 34.3 | 1.4 | 2.5 | 4.6 | 20.0 | 71.5 | *380* |
| **by driving licence:** | | | | | | | | | | | |
| Holds a full driving licence | 3.5 | 6.2 | 5.5 | 13.0 | 71.8 | 1.8 | 1.7 | 4.2 | 22.6 | 69.6 | *6,530* |
| Does NOT hold a full driving licence | 21.4 | 19.8 | 12.4 | 13.6 | 32.7 | 3.4 | 3.0 | 4.0 | 17.0 | 72.5 | *3,110* |

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

†Only includes those with a full driving licence

**Table 29:** [Users' views on local bus services] Adults (16+) who have used the bus in the previous month, views on their local bus services, 2016

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

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

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

**Table 31:** [Concessionary fare pass] Possession of concessionary fare pass for all adults aged 16+, 2016

| | How often uses free travel pass | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|
| | Every day | Almost every day | 2 or 3 times a week | Once a week | Once a fortnight | Once a month | Not used | No pass | Sample size (=100%) |
| | | | | | | | *Row percentages* | | |
| **All adults aged 16+** | 0.8 | 2.7 | 5.9 | 3.2 | 2.1 | 3.3 | 10.5 | 71.5 | *9,640* |
| 16 - 39 | 0.2 | 0.5 | 0.8 | 0.3 | 0.1 | 0.2 | 0.4 | 97.5 | *2,720* |
| 40 - 49 | 0.4 | 0.7 | 1.2 | 0.3 | 0.4 | 0.3 | 1.2 | 95.6 | *1,510* |
| 50 - 59 | 0.0 | 0.5 | 1.1 | 0.3 | 0.6 | 1.2 | 1.6 | 94.6 | *1,620* |
| 60 - 64 | 2.5 | 6.2 | 15.4 | 8.6 | 7.6 | 9.2 | 25.8 | 24.7 | *820* |
| 65 - 69 | 2.0 | 9.4 | 15.9 | 12.2 | 6.8 | 10.8 | 32.6 | 10.4 | *880* |
| 70 - 74 | 3.1 | 7.6 | 19.8 | 9.4 | 6.0 | 11.2 | 35.9 | 7.1 | *750* |
| 75 - 79 | 2.2 | 8.7 | 18.1 | 10.6 | 6.6 | 11.3 | 35.0 | 7.3 | *620* |
| 80 + | 2.0 | 6.8 | 19.1 | 8.7 | 4.4 | 8.2 | 41.1 | 9.8 | *710* |

**Table 32:** [Concessionary fare pass] Possession of concessionary fare pass for all adults aged 60+, 2016

| | How often uses free travel pass | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|
| | Every day | Almost every day | 2 or 3 times a week | Once a week | Once a fortnight | Once a month | Not used | No pass | Sample size (=100%) |
| | | | | | | | *Row percentages* | | |
| **All** | 2.4 | 7.7 | 17.4 | 9.9 | 6.4 | 10.1 | 33.3 | 12.8 | *3,780* |
| **by gender:** | | | | | | | | | |
| Male | 2.5 | 5.6 | 12.5 | 10.2 | 7.0 | 10.3 | 35.2 | 16.6 | *1,690* |
| Female | 2.2 | 9.5 | 21.6 | 9.7 | 5.9 | 10.0 | 31.6 | 9.5 | *2,090* |
| **by current situation:** | | | | | | | | | |
| Employed | 2.2 | 5.7 | 10.2 | 6.9 | 5.5 | 9.7 | 30.7 | 29.1 | *570* |
| Permanently retired | 2.3 | 7.9 | 18.9 | 10.4 | 6.7 | 10.4 | 34.4 | 9.0 | *3,080* |
| **by annual net household income:** | | | | | | | | | |
| up to £10,000 p.a. | 3.4 | 9.6 | 22.1 | 8.8 | 6.2 | 7.8 | 30.5 | 11.6 | *650* |
| £10,000 - £15,000 | 4.2 | 8.0 | 18.4 | 11.5 | 4.8 | 9.3 | 35.6 | 8.2 | *890* |
| £15,000 - £20,000 | 2.3 | 9.9 | 20.8 | 10.7 | 8.1 | 9.1 | 29.1 | 10.0 | *690* |
| over £20,000 p.a. | 1.3 | 6.1 | 14.0 | 9.4 | 6.7 | 11.5 | 34.7 | 16.2 | *1,380* |
| **by Scottish Index of Multiple Deprivation quintiles:** | | | | | | | | | |
| 1 - Most Deprived | 4.4 | 10.3 | 26.6 | 9.5 | 4.2 | 6.4 | 27.2 | 11.5 | *580* |
| 2 | 1.9 | 7.9 | 18.8 | 10.0 | 5.9 | 10.1 | 34.2 | 11.2 | *730* |
| 3 | 2.6 | 7.1 | 12.6 | 8.3 | 5.7 | 10.5 | 39.1 | 14.2 | *840* |
| 4 | 1.3 | 4.7 | 13.2 | 9.5 | 7.9 | 10.5 | 36.8 | 16.2 | *890* |
| 5 - Least Deprived | 2.1 | 9.3 | 18.3 | 12.2 | 7.7 | 12.1 | 27.9 | 10.4 | *730* |
| **by urban/rural classification:** | | | | | | | | | |
| Large urban areas | 5.4 | 14.0 | 25.0 | 11.6 | 6.9 | 7.3 | 20.0 | 9.8 | *980* |
| Other urban | 1.4 | 7.2 | 17.6 | 10.0 | 6.1 | 10.2 | 35.9 | 11.5 | *1,260* |
| Small accessible towns | 1.2 | 3.4 | 17.0 | 10.8 | 7.6 | 11.1 | 35.4 | 13.5 | *400* |
| Small remote towns | 0.0 | 3.0 | 9.5 | 7.2 | 7.2 | 8.2 | 49.6 | 15.2 | *240* |
| Accessible rural | 0.9 | 3.7 | 9.0 | 8.8 | 6.3 | 14.5 | 38.2 | 18.7 | *470* |
| Remote rural | 0.3 | 1.1 | 5.4 | 5.3 | 4.2 | 13.2 | 53.0 | 17.5 | *450* |
| **by frequency of driving[†]:** | | | | | | | | | |
| Every day | 0.6 | 1.4 | 9.1 | 8.7 | 7.8 | 13.6 | 41.0 | 17.9 | *1,130* |
| At least once a week | 1.0 | 5.3 | 14.4 | 11.5 | 7.0 | 12.8 | 35.3 | 12.8 | *1,000* |
| Less often | 4.3 | 14.3 | 20.7 | 10.5 | 4.4 | 7.8 | 26.3 | 11.6 | *320* |
| **by whether they hold a full driving licence** | | | | | | | | | |
| Holds a full driving licence | 1.1 | 4.4 | 12.7 | 10.1 | 7.0 | 12.5 | 37.1 | 15.1 | *2,420* |
| Does NOT hold a full driving licence | 4.9 | 14.3 | 26.6 | 9.5 | 5.3 | 5.4 | 25.8 | 8.3 | *1,360* |
| **by whether has a long term physical / mental health condition / illness** | | | | | | | | | |
| No | 2.1 | 8.1 | 17.4 | 10.6 | 7.8 | 10.7 | 29.6 | 13.6 | *1,910* |
| Yes | 2.7 | 7.4 | 17.4 | 9.3 | 5.1 | 9.5 | 36.9 | 11.8 | *1,850* |
| **If yes, does it impact on ability to carry out day to day activities** | | | | | | | | | |
| A lot | 1.8 | 5.3 | 13.2 | 7.1 | 3.4 | 8.2 | 46.2 | 14.7 | *810* |
| A little | 3.5 | 9.1 | 22.1 | 10.9 | 6.4 | 8.1 | 29.4 | 10.4 | *740* |
| Not at all | 3.0 | 8.4 | 17.4 | 10.8 | 6.2 | 14.7 | 31.4 | 8.2 | *360* |

[†]Only includes those with a full driving licence

**Table 33:** [Access to services] Access to services that respondents thought were very or fairly convenient, 201

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



**Table 34: How adults normally travel to a doctors surgery**

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

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

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

**Table 36: How adults normally travel to a dentist**

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

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

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

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

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

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

1. Sample size is those who answered yes to previous question asking whether respondent had flown for leisure, holildays

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

** value supressed as cell contains fewer than 5 responses

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

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

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

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

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

1. Sample size is those who answered yes to previous question asking whether respondent had flown for work or business purposes in the last 12 months.

* 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[1]

| | 2009 | 2010 | 2011 | 2012 | 2013 | 2014 |
|---|---|---|---|---|---|---|
| Quicker | 80.4 | 82.8 | 83.1 | 83.2 | 82.5 | 84.6 |
| Cheaper | 27.7 | 28.1 | 25.2 | 27.8 | 23.4 | 22.3 |
| Easy/convenient | 3.6 | 1.5 | 1.3 | 1.6 | 2.2 | 0.7 |
| Employer/someone else organised | 2.6 | 1.2 | 1.1 | 1.2 | 1.7 | 1.2 |
| Connecting flight/part of holiday | 1.9 | 1.8 | 2.4 | 2.0 | 2.5 | 2.2 |
| No alternative | 1.6 | 1.1 | 1.6 | 0.8 | 1.3 | 0.6 |
| ***Sample size (=100%)*** | *1,590* | *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: 2012-2013
Following changes to the Scottish Household survey data for**Table 40a** is no longer collected - Please see TATIS 2014 for the most recently produce

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

**Table 40c:** Reason for choosing to travel by ferry

**Table 41**: In general, What discourages you from using buses more often than you do? (2012-2016)

| | 2012 | 2013 | 2014 | 2016 |
|---|---|---|---|---|
| Nothing discourages | 14.35 | 14.16 | 16.3 | 17.6 |
| Takes too long | 16.54 | 13.21 | 15.61 | 19 |
| Inconvenient | 10.84 | 9.08 | 7.53 | 9.9 |
| No direct route | 12.43 | 10.58 | 10.1 | 11.5 |
| Use my own car | 23.75 | 20.63 | 18.86 | 19.3 |
| Need a car for / at work | 6.18 | 6.72 | 4.6 | 5.4 |
| Cost | 9.39 | 9.23 | 8.2 | 7.6 |
| Work unsocial /unusual hours | 2.06 | 2.42 | 1.55 | 1.8 |
| Public transport unreliable | 2.9 | 3.63 | 2.59 | 2.9 |
| Lack of service | 11.34 | 11.62 | 10.14 | 9.7 |
| Too infrequent | 5.16 | 4.43 | 4.47 | 4.6 |
| Health reasons | 9.41 | 8.66 | 8.1 | 7.9 |
| Difficult access,on-off steps | 1.33 | 1.59 | 1.05 | 1.5 |
| Too much to carry,awkward | 3.19 | 2.83 | 2.08 | 2.2 |
| Uncomfortable | 1.73 | 1.56 | 1.37 | 1.4 |
| No need | 15.96 | 18.95 | 20.22 | 19.9 |
| Prefer to walk/cycle | 4.13 | 4.98 | 3.89 | 4 |
| Dislike waiting about | 2.56 | 2.41 | 1.65 | 2.5 |
| Long walk to bus stop | 3.29 | 2.65 | 2.26 | 3.2 |
| Lives centrally,within walking distance | 2.49 | 2.62 | 2.67 | 1.4 |
| *Sample size (=100%)* | *7,900* | *7,700* | *7,759* | *7,700* |

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

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

| | 2014 | 2015 | 2016 |
|---|---|---|---|
| Nothing | 39.01 | .. | 34.4 |
| No nearby station | 16.13 | .. | 18.7 |
| Takes too long | 0.71 | .. | 1.5 |
| Inconvenient | 1.74 | .. | 2.7 |
| No direct route | 2.95 | .. | 3.5 |
| Use my own car | 3.72 | .. | 4.1 |
| Need a car for/at work | 0.71 | .. | 1 |
| Cost | 9.78 | .. | 9.2 |
| Work unsocial/unusual hours | 0.09 | .. | 0.2 |
| Lack of service | 1.93 | .. | 1.8 |
| Too infrequent | 0.37 | .. | 0.5 |
| Health reasons | 5.19 | .. | 5.2 |
| Difficult to access | 0.35 | .. | 0.8 |
| Too much to carry/awkward | 0.11 | .. | 0.3 |
| Uncomfortable | 0.25 | .. | 0.3 |
| No need | 22.6 | .. | 24.3 |
| Prefer to walk | 0.13 | .. | 0.2 |
| Dislike waiting | 0.04 | .. | 0.1 |
| Live centrally/within walking distance | 0.19 | .. | 0.2 |
| Use other things - bus/underground/taxi | 0.89 | .. | 1.2 |
| Smoking policy | - | .. | ** |
| Dirty/filthy | 0.1 | .. | 0.1 |
| Given lifts | 0.08 | .. | 0.1 |
| Too crowded | 0.34 | .. | 0.5 |
| Not safe | 0.2 | .. | 0.1 |
| Laziness | 0.02 | .. | ** |
| Other | 1.57 | .. | 3.7 |
| *Sample size (=100%)* | *7,160* | *..* | *7,080* |

** value supressed as cell contains fewer than 5 responses

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

| | 2012 | 2013 | 2014 | 2015 | 2016 |
|---|---|---|---|---|---|
| Nothing | 57.0 | 55.8 | 56.3 | .. | 53.4 |
| No nearby station | 3.7 | 4.6 | 5.8 | .. | 8.2 |
| Takes too long | 1.3 | 1.3 | 0.8 | .. | 1.4 |
| Inconvenient | 2.9 | 2.5 | 1.1 | .. | 2.4 |
| No direct route | 2.2 | 2.2 | 1.7 | .. | 2.1 |
| Use my own car | 5.5 | 2.5 | 1.9 | .. | 2.8 |
| Need a car for/at work | 0.5 | 0.8 | 0.7 | .. | 1.1 |
| Cost | 16.9 | 17.5 | 12.0 | .. | 11.5 |
| Work unsocial/unusual hours | 0.2 | 0.2 | 0.2 | .. | 0.2 |
| Lack of service | 1.8 | 1.4 | 1.2 | .. | 2.1 |
| Too infrequent | 0.8 | 0.4 | 0.8 | .. | 0.8 |
| Health reasons | 0.4 | 1.0 | 0.3 | .. | 0.6 |
| Difficult to access | 0.1 | 0.6 | 0.3 | .. | 0.4 |
| Too much to carry/awkward | 0.5 | 0.3 | 0.1 | .. | 0.2 |
| Uncomfortable | 0.4 | 0.4 | 0.1 | .. | 0.3 |
| No need | 8.1 | 10.1 | 16.9 | .. | 15.3 |
| Prefer to walk | 0.2 | 0.3 | 0.2 | .. | ** |
| Dislike waiting | 0.1 | 0.3 | 0.1 | .. | 0.1 |
| Live centrally/within walking distance | 0.4 | 0.4 | 0.2 | .. | 0.4 |
| Use other things - bus/underground/taxi | 0.5 | 0.1 | 1.0 | .. | 1 |
| Smoking policy | 0.1 | - | - | .. | ** |
| Dirty/filthy | 0.2 | 0.1 | 0.2 | .. | 1.3 |
| Given lifts | 0.0 | 0.1 | - | .. | ** |
| Too crowded | 0.8 | 0.7 | 0.5 | .. | 2.7 |
| Not safe | 0.4 | 0.6 | 0.3 | .. | ** |
| Laziness | 0.1 | 0.0 | 0.1 | .. | ** |
| Other | 2.9 | 2.4 | 1.6 | .. | 4.1 |
| *Sample size (=100%)* | *2,060* | *2,110* | *2,300* | *..* | *2,210* |

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

** value supressed as cell contains fewer than 5 responses

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

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

**Table 44:** Journey purpose for train journeys: 2012-2016[1]

| | 2012 | 2013 | 2014 | 2015 | 2016 |
|---|---|---|---|---|---|
| **Travel:** | | | | | |
| To place of work | 14.0 | 11.1 | 10.7 | 11.9 | 12.0 |
| In the course of work | 10.3 | 12.3 | 12.2 | 9.5 | 9.8 |
| For education | 5.5 | 4.6 | 4.3 | 3.5 | 4.2 |
| For shopping | 32.7 | 34.2 | 32.8 | 39.0 | 35.4 |
| To hospital, doctor or other health service | 2.7 | 2.7 | 1.7 | 2.0 | 1.6 |
| To visit friends or relatives | 26.2 | 25.4 | 25.3 | 26.2 | 24.6 |
| For holiday / day trip | 12.5 | 13.4 | 13.5 | 15.6 | 16.2 |
| For other recreational activity | 18.4 | 20.5 | 20.2 | 20.6 | 20.3 |
| ***Sample size (=100%)*** | *2,440* | *2,480* | *2,640* | *2,500* | *2,560* |

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

**Table 45:** Difficulties experienced when changing between Public Transport: 2012-2016 [1]

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

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

**Table 46:** Awareness of sustainable transport policies, 2016

| | Aware of - car clubs or formal car sharing schemes? | Aware of - fuel efficient driver training courses? | Aware of - electric vehicles? | Aware of - cycle hire schemes? | *Sample size (=100%)* |
|---|---|---|---|---|---|
| | | | | *cell percentages* | |
| **All people:** | 28.7 | 14.0 | 57.8 | 37.4 | *9,640* |
| **by gender:** | | | | | |
| Male | 33.5 | 17.9 | 63.3 | 41.7 | *4,400* |
| Female | 24.2 | 10.4 | 52.6 | 33.4 | *5,240* |
| **by age:** | | | | | |
| 16-19 | 13.1 | 9.2 | 47.2 | 28.0 | *250* |
| 20-29 | 27.5 | 14.9 | 59.8 | 41.3 | *1,100* |
| 30-39 | 33.4 | 14.9 | 60.2 | 42.1 | *1,370* |
| 40-49 | 36.4 | 18.1 | 66.0 | 44.9 | *1,510* |
| 50-59 | 32.3 | 14.6 | 61.8 | 39.3 | *1,620* |
| 60-69 | 29.8 | 14.2 | 58.1 | 35.1 | *1,700* |
| 70-79 | 18.9 | 9.9 | 46.7 | 26.6 | *1,370* |
| 80+ | 13.5 | 6.0 | 35.8 | 17.8 | *710* |
| **by current situation:** | | | | | |
| Self employed | 36.4 | 19.8 | 70.6 | 46.5 | *630* |
| Employed full time | 37.0 | 18.1 | 67.4 | 45.9 | *3,130* |
| Employed part time | 30.6 | 10.9 | 53.6 | 36.9 | *960* |
| Looking after the home/family | 19.1 | 8.6 | 47.0 | 23.0 | *460* |
| Permanently retired from work | 21.7 | 10.4 | 49.6 | 28.4 | *3,180* |
| Unemployed/seeking work | 14.9 | 10.8 | 47.0 | 29.9 | *320* |
| In further/higher education | 28.8 | 16.0 | 59.5 | 45.8 | *330* |
| Permanently sick or disabled | 15.0 | 8.1 | 44.6 | 22.3 | *430* |
| **by annual net household income:** | | | | | |
| up to £10,000 p.a. | 18.0 | 7.8 | 40.2 | 24.8 | *1,150* |
| over £10,000 - £15,000 | 16.1 | 7.7 | 42.7 | 25.8 | *1,620* |
| over £15,000 - £20,000 | 21.6 | 12.0 | 52.1 | 33.3 | *1,420* |
| over £20,000 - £25,000 | 26.4 | 13.2 | 56.2 | 35.7 | *1,170* |
| over £25,000 - £30,000 | 28.6 | 14.6 | 59.3 | 35.1 | *900* |
| over £30,000 - £40,000 | 34.1 | 17.6 | 66.6 | 43.6 | *1,280* |
| over £40,000 p.a. | 42.6 | 19.6 | 71.6 | 48.9 | *1,760* |
| **by Scottish Index of Multiple Deprivation quintiles:** | | | | | |
| 1 (20% most deprived) | 16.4 | 8.7 | 48.7 | 29.8 | *1,800* |
| 2' | 21.0 | 11.9 | 53.5 | 34.6 | *1,980* |
| 3' | 31.7 | 16.0 | 59.7 | 38.5 | *2,110* |
| 4' | 32.1 | 15.2 | 60.0 | 38.5 | *2,050* |
| 5 (20% least deprived) | 41.7 | 18.2 | 66.6 | 45.3 | *1,710* |
| **by urban/rural classification:** | | | | | |
| Large urban areas | 32.0 | 11.9 | 57.9 | 41.8 | *2,880* |
| Other urban | 24.5 | 14.6 | 58.0 | 35.6 | *3,280* |
| Small accessible towns | 28.8 | 15.4 | 58.5 | 39.4 | *930* |
| Small remote towns | 21.9 | 11.7 | 49.0 | 23.7 | *550* |
| Accessible rural | 34.2 | 17.5 | 60.8 | 34.4 | *1,050* |
| Remote rural | 26.1 | 15.5 | 53.2 | 31.7 | *960* |
| **by frequency of driving[†]:** | | | | | |
| Every day | 36.5 | 19.6 | 67.3 | 44.7 | *3,790* |
| At least three times a week | 34.3 | 15.6 | 68.4 | 40.3 | *1,530* |
| Once or twice a week | 37.0 | 15.3 | 63.7 | 42.0 | *640* |
| Less often | 30.5 | 10.8 | 65.4 | 43.6 | *330* |
| Never, but holds full driving licence | 24.4 | 12.5 | 55.8 | 38.5 | *620* |

**Table 47:** Uptake of sustainable transport policies (of those who were aware of the policy): 2015, 2016[1]

| | Member of a car club or formal car sharing scheme | *Sample size (=100%)* | Attended a fuel efficient driver training course | *Sample size (=100%)* | Used a cycle hire scheme in the last 12 months | *Sample size (=100%)* |
|---|---|---|---|---|---|---|
| | | | | | *cell percentages* | |
| **All people:** | 2.2 | *2990* | 10.9 | *1340* | 3.6 | *2,830* |
| **by gender:** | | | | | | |
| Male | 2.7 | *1530* | 13.3 | *820* | 4.4 | *1,490* |
| Female | 1.6 | *1460* | 6.6 | *520* | 2.6 | *1,340* |
| **by age:** | | | | | | |
| 16-19 | ** | *30* | ** | *10* | ** | *40* |
| 20-29 | 1.0 | *260* | 4.5 | *130* | 6.0 | *340* |
| 30-39 | 2.9 | *480* | 18.1 | *210* | 4.2 | *490* |
| 40-49 | 3.0 | *640* | 14.0 | *250* | 3.8 | *580* |
| 50-59 | 2.7 | *640* | 12.6 | *310* | 3.3 | *540* |
| 60-69 | 1.2 | *580* | 8.0 | *250* | ** | *490* |
| 70-79 | 1.1 | *280* | 2.4 | *120* | ** | *280* |
| 80+ | . | *90* | 4.7 | *50* | . | *70* |
| **by current situation:** | | | | | | |
| Self employed | 0.5 | *280* | 9.9 | *130* | 3.9 | *270* |
| Employed full time | 2.8 | *1350* | 15.1 | *630* | 4.5 | *1,300* |
| Employed part time | 3.6 | *330* | 10.1 | *130* | 1.7 | *300* |
| Looking after the home/family | 1.0 | *90* | ** | *30* | ** | *80* |
| Permanently retired from work | 1.4 | *760* | 5.2 | *330* | ** | *670* |
| Unemployed/seeking work | ** | *50* | ** | *20* | ** | *50* |
| In further/higher education | 0.6 | *60* | ** | *30* | 6.8 | *90* |
| Permanently sick or disabled | . | *60* | ** | *30* | ** | *50* |
| **by annual net household income:** | | | | | | |
| up to £10,000 p.a. | 0.7 | *180* | 7.1 | *90* | ** | *160* |
| over £10,000 - £15,000 | 1.2 | *320* | 8.7 | *130* | 3.1 | *290* |
| over £15,000 - £20,000 | 1.7 | *370* | 8.7 | *170* | 3.2 | *360* |
| over £20,000 - £25,000 | 1.9 | *350* | 6.4 | *160* | 1.4 | *360* |
| over £25,000 - £30,000 | 1.5 | *320* | 7.1 | *150* | 2.7 | *300* |
| over £30,000 - £40,000 | 3.0 | *540* | 13.6 | *260* | 4.0 | *490* |
| over £40,000 p.a. | 2.6 | *850* | 14.2 | *350* | 4.2 | *830* |
| **by Scottish Index of Multiple Deprivation quintiles:** | | | | | | |
| 1 (20% most deprived) | 1.8 | *320* | 10.2 | *150* | 3.8 | *350* |
| 2' | 2.0 | *490* | 10.4 | *230* | 3.8 | *470* |
| 3' | 1.9 | *620* | 7.8 | *290* | 3.9 | *630* |
| 4' | 3.0 | *810* | 14.3 | *380* | 2.6 | *670* |
| 5 (20% least deprived) | 1.9 | *750* | 10.5 | *290* | 3.8 | *700* |
| **by urban/rural classification:** | | | | | | |
| Large urban areas | 1.7 | *890* | 9.7 | *320* | 5.1 | *900* |
| Other urban | 3.2 | *910* | 10.0 | *420* | 2.6 | *890* |
| Small accessible towns | 1.2 | *310* | 10.8 | *140* | 2.7 | *300* |
| Small remote towns | 2.7 | *170* | 14.1 | *90* | ** | *110* |
| Accessible rural | 1.9 | *420* | 15.5 | *200* | 2.7 | *350* |
| Remote rural | 1.9 | *300* | 8.2 | *170* | 3.4 | *270* |
| **by frequency of driving†:** | | | | | | |
| Every day | 2.5 | *1810* | 12.6 | *850* | 3.0 | *1,670* |
| At least three times a week | 1.6 | *650* | 8.0 | *260* | 3.4 | *560* |
| Once or twice a week | 1.7 | *250* | 12.1 | *110* | 5.5 | *250* |
| Less often | 2.7 | *100* | ** | *40* | 7.2 | *130* |
| Never, but holds full driving licence | 0.5 | *170* | 5.8 | *70* | 3.9 | *210* |

** value supressed as cell contains fewer than 5 responses

1. Questions on car club membership and fuel efficient driver training are asked on a biennial basis. The data in the table refers to 2015. The data on cycle hire schemes refers to 2016.

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

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

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

| | 2016 |
|---|---|
| I already own an electric car or van | 0.3 |
| I am thinking about buying an electric car or van quite soon | 1.0 |
| I would consider buying an electric car or van in the future | 35.9 |
| I would not consider buying an electric car or van | 48.7 |
| I don't drive/don't need a car | 3.0 |
| No opinion | 11.0 |
| ***Sample Size (=100%)*** | *4,440* |

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

| | 2016 |
|---|---|
| Cost of vehicle purchase | 23.1 |
| Fuel or running costs | 63.7 |
| Battery: distance travelled on charge | 19.4 |
| Availability or convienience of recharging | 21.8 |
| Vehicle resale value | 5.1 |
| Vehicle performance, size, practicallity or looks | 13.3 |
| Availability of different models | 4.8 |
| Environmentally friendly | 67.8 |
| Reliability | 15.8 |
| Opinion of friends and family | 4.0 |
| Don't know | 0.6 |
| Other | 2.3 |
| ***Sample Size (=100%)*** | *1,550* |

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

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

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

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

**Table TD1:** [Travel on previous day] Percentage of adults travelling on previous day 2007-2016

| | 2007 | 2008 | 2009 | 2010 | 2011 | 2012 | 2013 | 2014 | 2015 | 2016 | *2016 sample size* |
|---|---|---|---|---|---|---|---|---|---|---|---|
| | | | | | | | | | *cell percentages* | | |
| All | 80.4 | 78.5 | 76.6 | 73.9 | 73.2 | 73.4 | 75.6 | 76.9 | 76.6 | 75.0 | *9,640* |
| **Gender** | | | | | | | | | | | |
| male | 82.4 | 80.4 | 77.8 | 76.5 | 75.5 | 74.5 | 77.2 | 78.6 | 78.4 | 75.9 | *4,400* |
| female | 78.6 | 76.7 | 75.4 | 71.5 | 71.2 | 72.4 | 74.2 | 75.2 | 74.9 | 74.1 | *5,240* |
| **Age** | | | | | | | | | | | |
| 16 - 19 | 84.6 | 77.9 | 75.4 | 75.5 | 76.4 | 77.7 | 76.4 | 80.0 | 82.2 | 79.3 | *250* |
| 20 - 29 | 87.5 | 83.2 | 80.0 | 77.8 | 74.3 | 76.2 | 79.8 | 80.5 | 79.3 | 77.4 | *1,100* |
| 30 - 39 | 85.1 | 79.8 | 81.2 | 80.0 | 77.5 | 77.3 | 78.2 | 79.7 | 80.2 | 78.3 | *1,370* |
| 40 - 49 | 82.3 | 83.1 | 79.4 | 80.1 | 78.8 | 78.5 | 79.7 | 82.2 | 82.3 | 77.8 | *1,510* |
| 50 - 59 | 82.5 | 81.3 | 79.9 | 75.1 | 76.3 | 74.8 | 79.9 | 78.7 | 76.4 | 77.4 | *1,620* |
| 60 - 69 | 77.3 | 75.3 | 76.6 | 70.6 | 69.8 | 72.3 | 74.4 | 75.6 | 75.4 | 75.5 | *1,700* |
| 70 - 79 | 66.4 | 68.8 | 64.8 | 63.4 | 64.0 | 64.3 | 63.6 | 68.0 | 67.5 | 65.4 | *1,370* |
| 80 and over | 50.8 | 55.0 | 50.9 | 38.6 | 48.7 | 40.1 | 47.2 | 45.7 | 51.4 | 51.3 | *710* |
| *Sample size* | *8,820* | *9,150* | *9,300* | *8,590* | *9,240* | *9,890* | *9,920* | *9,800* | *9,410* | *9,640* | |

**Table TD2:** [Main mode] Percentage of journeys made by main mode [1] of travel 2007-2016 [2]

| | 2007 | 2008 | 2009 | 2010 | 2011 | 2012 [2] | 2013 | 2014 | 2015 | 2016 |
|---|---|---|---|---|---|---|---|---|---|---|
| | | | | | | | | | *column percentages* | |
| Walking | 22.0 | 22.2 | 21.8 | 22.0 | 22.1 | 26.0 | 23.3 | 25.0 | 21.6 | 23.5 |
| Driver car/van | 50.2 | 49.8 | 51.0 | 51.1 | 49.9 | 48.3 | 50.0 | 48.1 | 50.7 | 50.6 |
| Passenger car/van | 13.4 | 13.8 | 13.3 | 14.3 | 13.1 | 12.7 | 13.6 | 13.0 | 13.3 | 13.1 |
| Bicycle | 0.7 | 1.0 | 0.9 | 0.8 | 1.3 | 1.2 | 1.0 | 1.4 | 1.2 | 1.2 |
| Bus | 9.3 | 9.1 | 8.6 | 8.7 | 9.1 | 8.1 | 8.5 | 8.6 | 9.5 | 7.7 |
| Taxi/minicab | 1.5 | 1.5 | 1.4 | 0.8 | 1.3 | 1.3 | 1.6 | 1.2 | 1.3 | 0.9 |
| Rail | 1.7 | 1.6 | 1.9 | 1.4 | 2.0 | 1.8 | 1.7 | 2.1 | 1.7 | 2.2 |
| Other | 1.1 | 1.0 | 1.0 | 1.0 | 1.2 | 0.7 | 0.3 | 0.6 | 0.7 | 0.7 |
| *Sample size (=100%)* | *20,520* | *20,450* | *18,680* | *16,300* | *17,590* | *19,740* | *20,180* | *19,930* | *18,710* | *19,050* |

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

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

**Table TD2a:** [Main mode by distance] Percentage of journeys by main mode by road network distance [1] 2016

| | **Main Mode of Transport** | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|
| | Walking | Driver car/van | Passenger car/van | Bicycle | Bus | Taxi/ minicab | Rail | Other | ***Sample size*** |
| | | | | | | | | | *row percentages* |
| **All** | 23.5 | 50.7 | 13.1 | 1.2 | 7.7 | 0.9 | 2.2 | 0.8 | *19,050* |
| **by distance:** | | | | | | | | | |
| Under 1 km | 64.6 | 25.7 | 5.9 | 1.2 | 1.6 | 0.5 | 0.1 | 0.4 | *4,110* |
| 1 to under 2km | 40.6 | 39.7 | 10.4 | 2.5 | 4.9 | 1.4 | . | 0.4 | *2,740* |
| 2 to under 3km | 27.2 | 47.6 | 11.1 | 1.9 | 8.8 | 2.0 | 0.2 | 1.2 | *1,810* |
| 3 to under 5km | 12.1 | 52.2 | 16.3 | 1.5 | 14.7 | 1.0 | 0.9 | 1.3 | *2,180* |
| 5 to under 10km | 4.6 | 61.4 | 15.2 | 1.0 | 13.9 | 1.3 | 1.9 | 0.6 | *2,780* |
| 10 to under 15km | 1.9 | 69.3 | 16.2 | 0.7 | 8.6 | 0.7 | 2.3 | 0.3 | *1,550* |
| 15 to 20km | 1.2 | 70.0 | 14.1 | 0.1 | 9.3 | 0.2 | 3.6 | 1.5 | *950* |
| 20 to 40km | 1.0 | 68.5 | 16.7 | 0.5 | 5.4 | 0.4 | 7.3 | 0.2 | *1,730* |
| 40km and over | 1.9 | 60.2 | 21.1 | 0.2 | 3.9 | 0.0 | 10.3 | 2.3 | *1,200* |

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

**Table TD2b:** [Stage mode] Percentage of stages [1] by mode of travel 2007-2016

| | 2007 | 2008 | 2009 | 2010 | 2011 | 2012 [3] | 2013 | 2014 | 2015 [3] | 2016 |
|---|---|---|---|---|---|---|---|---|---|---|
| | | | | | | | | | *column percentages* | |
| Walking | 21.7 | 22.1 | 21.6 | 21.7 | 21.8 | 26.7 | 24.1 | 25.9 | 22.8 | 24.7 |
| Driver car/van | 50 | 49.6 | 50.9 | 50.8 | 49.8 | 47.4 | 49.2 | 47.1 | 49.7 | 49.4 |
| Passenger car/van | 13.5 | 13.8 | 13.3 | 14.3 | 13.1 | 12.7 | 13.5 | 12.8 | 13.1 | 12.8 |
| Bicycle | 0.8 | 1.0 | 0.9 | 0.8 | 1.3 | 1.3 | 1.0 | 1..4 | 1.3 | 1.2 |
| Bus | 9.5 | 9.1 | 8.7 | 8.8 | 9.3 | 8.1 | 8.5 | 8.7 | 9.4 | 7.7 |
| Taxi/minicab | 1.5 | 1.6 | 1.4 | 1.0 | 1.4 | 1.3 | 1.6 | 1.3 | 1.4 | 1.0 |
| Rail | 1.8 | 1.7 | 2.1 | 1.5 | 2.1 | 1.8 | 1.7 | 2.1 | 1.7 | 2.3 |
| Other | 1.2 | 1.1 | 1.2 | 1.2 | 1.3 | 0.7 | 0.4 | 0.7 | 0.8 | 0.9 |
| *Sample size (=100%)* | *20,730* | *20,640* | *18,930* | *16,550* | *17,810* | *20,310* | *20,780* | *20,500* | *19,110* | *19,720* |

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

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

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

**Table TD3:** [Purpose] Percentage of journeys made by purpose of travel 2007-2016

| | 2007 | 2008 | 2009 | 2010 | 2011 | 2012 [1] | 2013 | 2014 | 2015 | 2016 |
|---|---|---|---|---|---|---|---|---|---|---|
| | | | | | | | | | *column percentages* | |
| Commuting | 23.6 | 24.2 | 23.8 | 26.5 | 25.8 | 23.4 | 22.5 | 23.0 | 22.4 | 23.4 |
| Business | 1.5 | 1.2 | 1.2 | 0.9 | 0.7 | 1.9 | 2.5 | 2.3 | 2.2 | 1.9 |
| Education | 3.4 | 3.1 | 3.7 | 3.5 | 3.6 | 6.2 | 6.5 | 6.6 | 6.8 | 6.6 |
| Shopping | 23.4 | 22.8 | 23.1 | 23.3 | 21.1 | 23.1 | 23.1 | 22.6 | 23.8 | 23.4 |
| Visit Hospital or other health | 2.6 | 2.4 | 2.5 | 2.5 | 2.3 | 2.2 | 2.0 | 2.0 | 2.1 | 2.1 |
| Other personal business | 6.9 | 6.2 | 6.9 | 6.4 | 6.9 | 3.4 | 4.3 | 3.4 | 4.4 | 4.3 |
| Visiting friends or relatives | 10.9 | 12 | 11.2 | 10.8 | 11.9 | 11.3 | 12.1 | 10.6 | 11.3 | 10.9 |
| Eating/Drinking | 4.8 | 4.3 | 4.1 | 3.7 | 4.1 | 2.8 | 3.2 | 3.0 | 3.6 | 3.3 |
| Sport/Entertainment | 7.1 | 7.3 | 7.9 | 6.8 | 7.6 | 5.3 | 5.4 | 5.5 | 6.1 | 4.1 |
| Holiday/daytrip | 1.7 | 2 | 2.3 | 1.9 | 1.8 | 0.9 | 1.0 | 1.1 | 1.3 | 1.1 |
| Other Journey | 0.2 | 0.1 | 0.5 | 0.4 | 0.3 | 4.8 | 3.0 | 4.9 | 1.5 | 2.4 |
| Escort | 8 | 7.5 | 6.7 | 7.3 | 7.5 | 1.2 | 1.6 | 1.6 | 1.9 | 1.6 |
| Go Home | 2.6 | 3.2 | 3.2 | 2.7 | 3.4 | 8.0 | 7.3 | 6.9 | 7.8 | 7.0 |
| Go for a walk | 3.6 | 3.7 | 2.9 | 3.2 | 3 | 5.9 | 5.7 | 6.3 | 4.8 | 6.1 |
| *Sample size (=100%)* | *20,520* | *20,450* | *18,680* | *16,300* | *17,590* | *19,740* | *20,180* | *19,930* | *18,710* | *19,050* |

[1] 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 TD2c:** [Multi stage journeys] Percentage of journeys by number of stages 2012-2016 [1]

| | Number of stages in journey | | | | | Sample size | Average (mean) number of stages |
|---|---|---|---|---|---|---|---|
| | 1 | 2 | 3 | 4 | 5 | (=100%) | |
| | *Row percentages* | | | | | | |
| **All journeys** | 97.7 | 1.7 | 0.5 | 0.0 | 0.0 | *97,610* | 1.03 |
| **Survey year** | | | | | | | |
| 2012 | 97.6 | 1.8 | 0.5 | 0.0 | 0.0 | *19,740* | 1.03 |
| 2013 | 97.7 | 1.7 | 0.5 | 0.0 | ** | *20,180* | 1.03 |
| 2014 | 97.7 | 1.8 | 0.5 | 0.0 | ** | *19,930* | 1.03 |
| 2015 | 98.2 | 1.3 | 0.5 | 0.0 | . | *18,710* | 1.02 |
| 2016 | 97.3 | 2.0 | 0.6 | 0.0 | 0.0 | *19,050* | 1.03 |
| **Main Mode of Transport** | | | | | | | |
| Walking | 99.3 | 0.6 | 0.1 | ** | . | *24,130* | 1.01 |
| Driver car/van | 99.4 | 0.6 | 0.1 | ** | ** | *48,870* | 1.01 |
| Passenger car/van | 98.8 | 1.1 | 0.1 | ** | ** | *12,050* | 1.01 |
| Motorcycle/moped | 96.2 | ** | . | ** | . | *110* | 1.05 |
| Bicycle | 98.9 | 1.0 | ** | . | . | *1,110* | 1.01 |
| School Bus | 95.4 | 2.1 | ** | . | . | *120* | 1.07 |
| Works Bus | 88.7 | 9.8 | ** | ** | . | *210* | 1.13 |
| Service Bus | 92.0 | 6.4 | 1.5 | 0.1 | ** | *7,780* | 1.10 |
| Taxi/minicab | 96.8 | 2.3 | 0.7 | ** | . | *1,270* | 1.04 |
| Rail | 56.5 | 27.0 | 14.9 | 1.1 | 0.4 | *1,500* | 1.62 |
| Underground | 84.7 | 6.4 | 8.9 | . | . | *100* | 1.24 |
| Ferry | 46.6 | 28.2 | 20.5 | 4.4 | ** | *50* | 1.83 |
| Aeroplane | 52.4 | 9.9 | 29.4 | ** | ** | *70* | 1.95 |
| Other | 86.8 | 13.2 | ** | . | . | *230* | 1.13 |

** value supressed as cell contains fewer than 5 responses

**Table TD4:** [Distance] Percentage of journeys made by road distance distance[1] travelled, 2007-2016[2]

| | 2012 | 2013 | 2014 | 2015 | 2016 |
|---|---|---|---|---|---|
| | | | | *column percentages* | |
| Under 1 km | 24.2 | 16.3 | 17.2 | 19.1 | 19.7 |
| 1 to under 2km | 13.7 | 15.0 | 14.7 | 12.8 | 13.6 |
| 2 to under 3km | 8.8 | 9.6 | 9.6 | 9.8 | 9.6 |
| 3 to under 5km | 12.4 | 13.3 | 13.1 | 13.0 | 12.2 |
| 5 to under 10km | 14.6 | 16.4 | 16.8 | 16.6 | 15.5 |
| 10 to under 15km | 8.4 | 9.4 | 8.7 | 8.4 | 8.1 |
| 15 to 20km | 4.2 | 5.0 | 4.9 | 4.7 | 4.8 |
| 20 to 40km | 8.4 | 8.9 | 9.5 | 9.1 | 9.9 |
| 40km and over | 5.4 | 6.2 | 5.4 | 6.6 | 6.7 |
| *Sample size (=100%)* | *19,290* | *20,180* | *19,930* | *18,490* | *19,050* |

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

[2] Note that 1km = 0.6 miles

**Table TD4a:** [Distance by main mode] Percentage of journeys by road network distance[1] by main mode, 2016

| | 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* |
|---|---|---|---|---|---|---|---|---|---|---|
| | | | | | | | | | *Row percentages* | |
| **All** | 19.7 | 13.6 | 9.6 | 12.2 | 15.5 | 8.1 | 4.8 | 9.9 | 6.7 | *19,050* |
| **by mainmode:** | | | | | | | | | | |
| Walking | 54.2 | 23.5 | 11.1 | 6.3 | 3.1 | 0.6 | 0.2 | 0.4 | 0.5 | *4,690* |
| Driver car | 9.8 | 10.7 | 9.0 | 12.6 | 19.0 | 11.0 | 6.6 | 13.5 | 7.8 | *140* |
| Driver van | 15.1 | 7.9 | 8.5 | 12.6 | 14.8 | 10.4 | 7.0 | 11.5 | 12.3 | *220* |
| Passenger car | 8.5 | 10.9 | 8.4 | 15.5 | 17.7 | 10.1 | 5.0 | 12.8 | 11.0 | *1,470* |
| Passenger van | 21.3 | 8.6 | . | ** | 30.7 | 8.3 | 9.2 | 7.9 | 7.2 | *220* |
| Bicycle | 19.9 | 27.6 | 15.0 | 14.6 | 12.5 | 4.8 | 0.3 | ** | ** | *340* |
| Bus | 4.1 | 8.6 | 10.9 | 23.2 | 28.1 | 9.0 | 5.8 | 6.9 | 3.4 | *9,290* |
| Taxi/minicab | 10.7 | 21.3 | 20.5 | 13.9 | 22.2 | 6.0 | 1.0 | ** | ** | *390* |
| Rail | ** | . | 0.7 | 5.1 | 13.3 | 8.4 | 7.8 | 32.7 | 31.4 | *2,240* |
| Other | 9.4 | 6.9 | 15.2 | 20.1 | ** | 2.8 | 9.2 | 2.9 | 20.3 | *60* |

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

** value suppressed as cell contains fewer than 5 responses

**Table TD5:** [Distance] Distance[1] summary statistics 2012-2016[2]

| | 2012[3] | 2013 | 2014 | 2015 | 2016 |
|---|---|---|---|---|---|
| | | | | | *Kilometres* |
| Lower Decile | 0.2 | 0.7 | 0.6 | 0.4 | 0.4 |
| Lower Quartile | 1.0 | 1.5 | 1.5 | 1.4 | 1.4 |
| Median | 3.4 | 4.2 | 4.2 | 4.1 | 4.0 |
| Upper Quartile | 10.7 | 11.9 | 11.8 | 12.1 | 12.5 |
| Upper Decile | 26.1 | 27.6 | 26.9 | 29.0 | 29.1 |
| Mean | 10.5 | 11.6 | 11.4 | 16.7 | 19.8 |
| *Sample size* | *19,290* | *20,180* | *19,930* | *18,490* | *19,050* |

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

[2] Note that 1km = 0.6 miles

[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 201

**Table TD5a:** [Distance] Distance summary statistics by mode of transport, 2016

| | Main Mode of Transport | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|
| | Walking | Driver car/van | Passenger car/van | Bicycle | Bus | Taxi/ minicab | Rail | Other | **All modes** |
| | | | | | | | | *Kilometres* | |
| Lower Decile | 0.0 | 1.0 | 1.1 | 0.0 | 1.8 | 0.9 | 5.9 | 1.2 | 0.4 |
| Lower Quartile | 0.4 | 2.5 | 2.6 | 1.3 | 3.1 | 1.7 | 13.6 | 2.2 | 1.4 |
| Median | 0.9 | 6.6 | 6.1 | 2.2 | 5.3 | 2.8 | 25.0 | 4.7 | 4.0 |
| Upper Quartile | 1.8 | 17.1 | 18.4 | 4.4 | 10.1 | 6.0 | 51.0 | 19.9 | 12.5 |
| Upper Decile | 3.2 | 34.5 | 41.2 | 10.3 | 20.7 | 10.2 | 92.4 | 95.3 | 29.1 |
| Mean | 3.8 | 22.8 | 28.7 | 7.6 | 19.3 | 4.9 | 62.3 | 80.9 | 19.8 |
| *Sample size* | *4,690* | *9680* | *2300* | *220* | *1,470* | *220* | *340* | *140* | *19,050* |

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

**Table TD6:** [Duration] Percentage of journeys made by duration of journey, 2007-2016

| | 2007 | 2008 | 2009 | 2010 | 2011 | 2012 [1] | 2013 | 2014 | 2015 [2] | 2016 |
|---|---|---|---|---|---|---|---|---|---|---|
| | | | | | | | | | | *column percentages* |
| Less than 5 min | 6.2 | 6.9 | 6.3 | 5.5 | 5.1 | 4.5 | 4.1 | 3.7 | 3.9 | 4.1 |
| 5 to 10 min | 39.6 | 39.4 | 38.4 | 36.4 | 37.7 | 40.1 | 38.3 | 38.1 | 38.4 | 37.1 |
| 11 to 20 min | 26.6 | 26.9 | 25.9 | 26.9 | 26.4 | 26.9 | 28.1 | 28.3 | 28.0 | 27.4 |
| 21 to 30 min | 12.5 | 12.4 | 12.8 | 13.5 | 14.2 | 13.4 | 14.2 | 13.9 | 13.2 | 14.4 |
| 31 to 60 min | 10.5 | 10 | 10.8 | 11.5 | 11.1 | 10.8 | 10.9 | 11.8 | 11.9 | 12.2 |
| 61 to 120 min | 3.3 | 3.1 | 3.7 | 4.1 | 3.7 | 3 | 3.1 | 3.0 | 3.5 | 3.4 |
| 121 to 179 min | 0.4 | 0.4 | 0.6 | 0.7 | 0.6 | 0.4 | 0.4 | 0.4 | 0.4 | 0.6 |
| 180 min and over | 0.8 | 0.9 | 1.5 | 1.4 | 1.2 | 0.9 | 0.8 | 0.8 | 0.7 | 0.8 |
| *Sample size (=100%)* | *20,520* | *20,450* | *18,680* | *16,300* | *17,590* | *19,740* | *20,180* | *19,930* | *18,710* | *19,050* |

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

[2] Data published in 2015 contained an error; this table contains the revised data.

| | 2015 published | 2015 revised |
|---|---|---|
| Less than 5 min | 3.9 | 3.9 |
| 5 to 10 min | 31.4 | 38.4 |
| 11 to 20 min | 29.3 | 28.0 |
| 21 to 30 min | 15.7 | 13.2 |
| 31 to 60 min | 13.1 | 11.9 |
| 61 to 120 min | 4.4 | 3.5 |
| 121 to 179 min | 0.9 | 0.4 |
| 180 min and over | 2.1 | 0.7 |

**Table TD7:** [Start time] Percentage of journeys made by start time of journey, 2007-2016

| | 2007 | 2008 | 2009 | 2010 | 2011 | 2012 | 2013 | 2014 | 2015 | 2016 |
|---|---|---|---|---|---|---|---|---|---|---|
| **Weekdays** | | | | | | | | | | *column percentages* |
| Before 7am | 4.8 | 4.2 | 4.2 | 4.2 | 4.0 | 3.7 | 3.9 | 3.7 | 4.2 | 3.8 |
| 7am to 9:30am | 18.2 | 18.9 | 20.2 | 19.9 | 20.5 | 18.8 | 19.3 | 19.5 | 19.5 | 19.4 |
| After 9:30am to before 12noon | 13.6 | 13.1 | 13.6 | 13.3 | 12.7 | 13.1 | 12.6 | 13.2 | 13.1 | 13.1 |
| 12noon to 2 pm | 15.5 | 14.9 | 15.2 | 15.5 | 14.6 | 15.2 | 15.1 | 14.8 | 15.5 | 14.5 |
| After 2pm to before 4:30pm | 16.5 | 16.4 | 15.9 | 15.8 | 16.5 | 17.9 | 17.4 | 17.1 | 17.7 | 17.3 |
| 4:30pm to before 6:30pm | 15.3 | 15.6 | 15.4 | 15.8 | 16.3 | 16.6 | 16.6 | 16.3 | 15.4 | 16.3 |
| 6:30pm onwards | 16.1 | 17.0 | 15.7 | 15.5 | 15.3 | 14.8 | 15.2 | 15.5 | 14.7 | 15.7 |
| *Sample size (=100%)* | *16,210* | *16,070* | *15,000* | *12,830* | *13,940* | *15,410* | *15,890* | *15,550* | *14,640* | *15,050* |
| **Weekends** | | | | | | | | | | |
| Before 9:30am [1] | 11.0 | 9.7 | 9.9 | 9.8 | 10.3 | 9.8 | 8.4 | 8.9 | 7.7 | 9.2 |
| 9:30am to before 12noon | 19.0 | 17.4 | 19.4 | 20.4 | 19.1 | 18.5 | 18.5 | 20.4 | 19.4 | 19.9 |
| 12noon to 2 pm | 21.8 | 22.9 | 23.2 | 22.7 | 23.9 | 23.6 | 24.7 | 25.1 | 24.9 | 24.2 |
| After 2pm to before 4:30pm | 16.5 | 18.1 | 16.9 | 18.2 | 18.1 | 18.4 | 19.1 | 18.9 | 18.5 | 19.6 |
| 4:30pm to before 6:30pm | 14.4 | 13.3 | 15.0 | 14.2 | 13.5 | 14.1 | 13.6 | 13.4 | 14.1 | 13.4 |
| 6:30pm onwards | 17.3 | 18.7 | 15.8 | 14.7 | 15.1 | 15.7 | 15.8 | 13.4 | 15.4 | 13.8 |
| *Sample size (=100%)* | *4,310* | *4,380* | *3,680* | *3,470* | *3,650* | *4,330* | *4,290* | *4,380* | *4,070* | *4,000* |

[1] 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, 2007-2016

| | 2007 | 2008 | 2009 | 2010 | 2011 | 2012 | 2013 | 2014 | 2015 | 2016 |
|---|---|---|---|---|---|---|---|---|---|---|
| | | | | | | | | | | *column percentages* |
| Monday | 14.1 | 14.1 | 14 | 13.9 | 14.9 | 14.6 | 14.0 | 14.1 | 14.6 | 14.2 |
| Tuesday | 14.9 | 14.5 | 14.5 | 14.9 | 15.2 | 15.7 | 15.3 | 14.7 | 14.4 | 15.0 |
| Wednesday | 15.3 | 14.8 | 14.9 | 14.8 | 14.6 | 15.5 | 15.1 | 15.1 | 14.8 | 15.3 |
| Thursday | 15.4 | 14 | 14.8 | 15.2 | 15.3 | 15.3 | 15.9 | 15.4 | 15.0 | 15.3 |
| Friday | 14.8 | 15.9 | 14.3 | 15.9 | 15.5 | 15.1 | 15.2 | 16.5 | 15.7 | 15.3 |
| Saturday | 13.3 | 14.8 | 13.9 | 13.2 | 12.8 | 12.5 | 12.6 | 12.7 | 13.9 | 12.9 |
| Sunday | 12.2 | 11.7 | 13.7 | 12 | 11.7 | 11.4 | 11.9 | 11.6 | 11.6 | 12.0 |
| *Sample size (=100%)* | *20,520* | *20,450* | *18,680* | *16,300* | *17,590* | *19,740* | *20,180* | *19,930* | *18,710* | *19,050* |

**Table TD9:** [Car Occupancy] Percentage of car stages [1] by car occupancy, 2007-2016 [2]

| | 2007 | 2008 | 2009 | 2010 | 2011 | 2012 | 2013 | 2014 | 2015 | 2016 |
|---|---|---|---|---|---|---|---|---|---|---|
| | | | | | | | | | | *column percentages* |
| One | 61.5 | 60.2 | 60.5 | 61.5 | 63.4 | 64.0 | 65.3 | 64.5 | 64.7 | 66.4 |
| Two | 26.3 | 27.1 | 25.8 | 25.8 | 25.6 | 25.4 | 23.6 | 24.7 | 25.0 | 23.6 |
| Three | 7.3 | 7.4 | 8.3 | 8.1 | 6.8 | 6.9 | 7.1 | 6.9 | 6.7 | 6.2 |
| Four | 3.7 | 3.9 | 4.3 | 3.2 | 3.4 | 2.8 | 3.0 | 3.0 | 3.0 | 3.0 |
| Five or More | 1.2 | 1.4 | 1.1 | 1.3 | 0.9 | 0.9 | 1.1 | 0.8 | 0.5 | 0.8 |
| | | | | | | | | | | *people* |
| Average occupancy | 1.57 | 1.59 | 1.6 | 1.57 | 1.53 | 1.51 | 1.51 | 1.51 | 1.50 | 1.48 |
| *Sample size (=100%)* | *10,370* | *10,330* | *9,660* | *8,330* | *8,880* | *9,830* | *10,200* | *9,820* | *9,320* | *9,400* |

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

[2] Based on drivers who responded to the question on car occupancy. Respondents asked for all car stages.

**Table TD10:** [Congestion] Percentage of car / van stages [1] delayed by traffic congestion, 2007-2016

| | 2007 | 2008 | 2009 | 2010 | 2011 | 2012 | 2013 | 2014 | 2015 [2] | 2016 |
|---|---|---|---|---|---|---|---|---|---|---|
| Driver congestion | 14.4 | 13.1 | 11.0 | 10.5 | 11.2 | 9.9 | 9.7 | 11.7 | 12.4 | 11.7 |
| *Sample size (=100%)* | *9,260* | *9,320* | *8,680* | *7,580* | *8,310* | *9,830* | *10,200* | *9,820* | *9,690* | *9,790* |

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

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

**Table TD10a:** [Congestion - reason] Reason for congestion for car / van stages, 2012-2016 [1]

| | 2012 | 2013 | 2014 | 2015 | 2016 |
|---|---|---|---|---|---|
| Volume of traffic | 72.8 | 80.0 | 82.0 | 76.2 | 79.2 |
| Road or maintenance | 25.8 | 17.9 | 18.9 | 27.7 | 29.3 |
| Road accident | 1.1 | 1.6 | 1.7 | 1.5 | 1.8 |
| Broken down car | 0.7 | ** | 0.5 | 0.7 | ** |
| Traffic lights / signals not | 3.1 | 2.6 | 2.0 | 2.1 | 1.5 |
| Lane blocked by parked | 1.3 | ** | ** | ** | ** |
| Bad weather | 1.4 | 1.6 | 1.5 | 1.0 | 0.5 |
| Other | 2.8 | 3.2 | 1.0 | 1.1 | 1.6 |
| Don't know | 0.4 | ** | ** | ** | 0.8 |
| *Sample size (=100%)* | *810* | *780* | *930* | *1,020* | *930* |

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

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

**Table TD11:** [Bus Delays] Percentage of bus stages [1] where passenger experienced delay, 2007-2016

| | 2007 | 2008 | 2009 | 2010 | 2011 | 2012 | 2013 | 2014 | 2015 | 2016 |
|---|---|---|---|---|---|---|---|---|---|---|
| Service Bus | 12.5 | 14.4 | 9.9 | 12.4 | 10.5 | 11.1 | 10.2 | 10.7 | 9.9 | 10.0 |
| *Sample size (=100%)* | *1,670* | *1,720* | *1,460* | *1,310* | *1,440* | *1,540* | *1,690* | *1,630* | *1,690* | *1,480* |

[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 stages [1] where congestion delays were experienced by amount of time delayed, 2016 [2]

| | 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 | 0.7 | 3.8 | 3.6 | 1.3 | 1.6 | 0.6 | 11.7 | *9,790* |
| **by purpose of journey:** | | | | | | | | | |
| Commuting | 79.0 | 0.7 | 4.4 | 7.6 | 3.4 | 3.8 | 1.1 | 21.0 | *2,610* |
| Business | 82.0 | . | 4.2 | 6.1 | 0.6 | 2.0 | 2.9 | 18.0 | *290* |
| Education | 87.8 | 1.5 | 5.6 | 4.3 | ** | ** | . | 12.2 | *480* |
| Shopping | 95.1 | 0.4 | 2.6 | 1.2 | 0.4 | ** | . | 4.9 | *2,200* |
| Visit hospital/other health | 82.5 | ** | 10.6 | ** | . | ** | . | 17.5 | *220* |
| Other personal business | 93.3 | ** | 1.8 | 1.6 | ** | ** | ** | 6.7 | *510* |
| Visiting friends/relatives | 93.7 | 0.6 | 2.9 | 1.8 | 0.4 | 0.4 | ** | 6.3 | *1,140* |
| Eating/drinking | 94.2 | . | 5.0 | ** | . | . | . | 5.8 | *180* |
| Entertainment | 91.2 | ** | ** | ** | ** | ** | . | 8.8 | *120* |
| Sport | 93.3 | 1.8 | 3.6 | ** | . | 0.3 | . | 6.7 | *460* |
| Holiday/day trip | 89.8 | . | ** | ** | . | ** | ** | 10.2 | *130* |
| Other | 88.4 | . | 5.9 | 3.5 | . | ** | ** | 11.6 | *260* |
| Escort | 90.9 | ** | 4.6 | ** | ** | . | ** | 9.1 | *240* |
| Go home | 89.4 | ** | 3.8 | 2.6 | 0.7 | 1.5 | 1.1 | 10.6 | *770* |
| Just go for a walk | 95.7 | ** | ** | ** | ** | . | . | 4.3 | *170* |
| **by day of the week:** | | | | | | | | | |
| Monday | 87.3 | 0.4 | 4.5 | 4.0 | 1.7 | 1.4 | 0.3 | 12.7 | *1,910* |
| Tuesday | 86.6 | 1.1 | 3.6 | 4.1 | 1.8 | 2.1 | 0.5 | 13.4 | *1,740* |
| Wednesday | 85.5 | 0.4 | 5.2 | 3.9 | 1.5 | 2.7 | 0.7 | 14.5 | *1,760* |
| Thursday | 86.1 | 0.6 | 4.4 | 4.2 | 1.3 | 2.5 | 0.9 | 13.9 | *1,310* |
| Friday | 85.8 | 1.1 | 3.5 | 5.4 | 1.7 | 1.4 | 1.2 | 14.2 | *1,170* |
| Saturday | 94.2 | ** | 2.4 | 1.5 | 0.7 | ** | ** | 5.8 | *760* |
| Sunday | 95.2 | 0.5 | 2.2 | 1.5 | ** | 0.2 | ** | 4.8 | *1,150* |
| **Weekday journeys - by start time:** | | | | | | | | | |
| Before 7 a.m. | 86.0 | . | 2.4 | 4.0 | 2.7 | 3.5 | 1.5 | 14.0 | *320* |
| 7:00 to 7:59 a.m. | 78.5 | ** | 3.3 | 8.6 | 3.1 | 4.2 | ** | 21.5 | *510* |
| 8:00 to 8:59 a.m. | 78.4 | 1.5 | 4.9 | 9.1 | 2.4 | 2.8 | 0.9 | 21.6 | *700* |
| 9:00 to 9:59 a.m. | 88.8 | ** | 7.2 | 2.0 | ** | ** | . | 11.2 | *460* |
| 10:00 to 10:59 a.m. | 92.3 | 2.0 | 2.8 | ** | . | ** | ** | 7.7 | *460* |
| 11:00 to 11:59 a.m. | 94.9 | ** | 2.2 | ** | ** | ** | ** | 5.1 | *530* |
| noon to 12:59 p.m. | 93.5 | ** | 2.9 | 1.7 | . | . | ** | 6.5 | *510* |
| 1:00 to 1:59pm | 90.3 | ** | 3.6 | 4.0 | ** | ** | . | 9.7 | *450* |
| 2:00 to 2:59pm | 91.3 | ** | 3.8 | 3.5 | ** | ** | ** | 8.7 | *560* |
| 3:00 to 3:59pm | 85.9 | ** | 5.6 | 3.3 | 1.4 | 2.6 | ** | 14.1 | *610* |
| 4:00 to 4:59pm | 75.1 | ** | 9.0 | 5.5 | 3.1 | 4.6 | 2.3 | 24.9 | *740* |
| 5:00 to 5:59pm | 73.5 | 1.4 | 6.4 | 10.1 | 3.5 | 4.5 | ** | 26.5 | *690* |
| 6:00 to 6:59pm | 87.6 | 1.5 | 3.9 | 2.9 | 2.1 | 1.3 | ** | 12.4 | *470* |
| 7:00 to 7:59pm | 97.9 | ** | ** | ** | ** | ** | . | 2.1 | *330* |
| 8:00 to 8:59pm | 98.8 | . | ** | ** | . | . | . | 1.2 | *220* |
| 9:00 to 9:59pm | 99.3 | . | ** | . | . | . | . | 0.7 | *170* |
| After 10pm | 97.9 | . | ** | . | ** | ** | . | 2.1 | *170* |
| **Weekend journeys - by start time:** | | | | | | | | | |
| Before 9:30am | 97.1 | . | ** | ** | . | . | . | 2.9 | *190* |
| 9:30am to before 12noon | 95.8 | ** | 2.4 | ** | . | ** | . | 4.2 | *400* |
| 12noon to 2 pm | 93.6 | ** | 2.1 | 2.6 | ** | ** | . | 6.4 | *480* |
| After 2pm to before 4:30pm | 91.9 | . | 4.1 | 2.1 | ** | ** | ** | 8.1 | *360* |
| 4:30pm to before 6:30pm | 93.4 | ** | ** | ** | ** | ** | ** | 6.6 | *250* |
| 6:30pm onwards | 98.6 | . | ** | ** | . | . | . | 1.4 | *240* |
| **by urban/rural classification:** | | | | | | | | | |
| Large urban areas | 84.8 | 1.1 | 4.4 | 5.2 | 1.4 | 2.0 | 0.9 | 15.2 | *2,230* |
| Other urban areas | 87.8 | 0.7 | 4.0 | 3.9 | 1.6 | 1.4 | 0.5 | 12.2 | *3,190* |
| "Accessible" small towns | 89.1 | 0.7 | 2.8 | 3.1 | 1.5 | 2.3 | ** | 10.9 | *930* |
| "Remote" small towns | 97.8 | ** | 0.7 | ** | ** | ** | . | 2.2 | *690* |
| "Accessible" rural areas | 88.1 | 0.3 | 4.7 | 2.8 | 1.3 | 2.2 | 0.5 | 11.9 | *1,420* |
| "Remote" rural areas | 96.2 | ** | 1.8 | 1.0 | . | ** | ** | 3.8 | *1,340* |

[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?".
** Cell values supressed as percentage figure based on less than 5 responses

**Table TD13:** [Council travel - destination] ]Percentage of journeys originating in each council area by destination council area, 2012-2016

| | council area of destination | | | | | | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | Highland / Islands | Grampian | Tayside | Central | Fife | Edinburgh | Lothians | Glasgow | Dunbartonshire / Argyll & Bute | Renfrewshire / Inverclyde | North Lanarkshire | South Lanarkshire | Ayrshire | Borders / Dumfries & Galloway | Not Known | *Sample size (=100%)* |
| **Journey Origin (Council Area)** | | | | | | | | | | | | | | | | *Row percentages* |
| Highland / Islands | **96.9** | 1.3 | 0.2 | ** | 0.1 | 0.2 | ** | 0.2 | 0.1 | 0.2 | . | ** | ** | ** | 0.6 | *11,400* |
| Grampian | 0.6 | **97.5** | 1.0 | ** | ** | 0.1 | ** | 0.1 | ** | ** | ** | ** | 0.0 | ** | 0.4 | *9,350* |
| Tayside | 0.2 | 1.3 | **92.3** | 0.8 | 2.9 | 0.6 | 0.3 | 0.4 | 0.1 | 0.2 | ** | 0.1 | ** | 0.2 | 0.6 | *7,970* |
| Central | ** | ** | 1.2 | **86.4** | 1.6 | 2.0 | 2.3 | 2.2 | 1.1 | 0.3 | 1.5 | 0.5 | 0.2 | 0.2 | 0.5 | *7,420* |
| Fife | ** | ** | 4.0 | 1.4 | **88.5** | 3.1 | 1.1 | 0.4 | 0.1 | 0.2 | 0.2 | ** | 0.1 | 0.1 | 0.7 | *4,690* |
| Edinburgh | 0.1 | 0.1 | 0.5 | 1.0 | 1.7 | **83.3** | 9.7 | 0.7 | 0.2 | 0.3 | 0.3 | 0.3 | 0.2 | 0.8 | 0.8 | *8,040* |
| Lothians | . | ** | 0.4 | 2.0 | 1.0 | 15.2 | **77.0** | 0.7 | 0.1 | 0.2 | 1.1 | 0.6 | 0.1 | 0.9 | 0.6 | *6,800* |
| Glasgow | 0.1 | ** | 0.2 | 0.9 | 0.3 | 0.7 | 0.4 | **71.9** | 6.0 | 7.8 | 4.2 | 5.0 | 2.0 | 0.1 | 0.3 | *9,250* |
| Dunbartonshire / Argyll & Bute | 0.1 | ** | 0.2 | 1.4 | 0.1 | 0.4 | 0.2 | 14.1 | **76.5** | 3.2 | 1.9 | 0.7 | 0.4 | 0.1 | 0.5 | *6,830* |
| Renfrewshire / Inverclyde | 0.1 | ** | 0.3 | 0.3 | 0.2 | 0.6 | 0.3 | 15.3 | 2.7 | **73.5** | 0.9 | 1.8 | 3.3 | ** | 0.7 | *6,920* |
| North Lanarkshire | ** | . | 0.1 | 1.8 | 0.3 | 0.7 | 1.4 | 9.4 | 2.0 | 1.2 | **74.0** | 8.0 | 0.2 | 0.2 | 0.7 | *3,510* |
| South Lanarkshire | ** | ** | 0.2 | 0.5 | ** | 0.5 | 0.9 | 12.5 | 0.6 | 2.4 | 8.6 | **72.0** | 0.7 | 0.4 | 0.6 | *3,360* |
| Ayrshire | ** | ** | ** | 0.1 | 0.1 | 0.2 | 0.1 | 3.8 | 0.4 | 3.2 | 0.3 | 0.6 | **89.9** | 0.6 | 0.5 | *6,440* |
| Borders / Dumfries & Galloway | ** | ** | 0.3 | 0.1 | 0.1 | 1.8 | 1.1 | 0.4 | 0.1 | ** | 0.1 | 0.5 | 0.6 | **92.5** | 2.2 | *4,810* |
| Not Known | 4.9 | 6.0 | 8.9 | 4.6 | 6.6 | 10.5 | 6.7 | 6.7 | 4.3 | 5.4 | 2.9 | 3.7 | 3.7 | 12.8 | **12.2** | *820* |
| **All journeys reported** | **11,410** | **9,360** | **8,000** | **7,440** | **4,680** | **8,060** | **6,840** | **9,300** | **6,850** | **6,930** | **3,510** | **3,370** | **6,450** | **4,820** | **590** | *97,610* |

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

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

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

**Table TD14:** [Council travel - origin] Percentage of journeys ending in each council area by area of origin, 2012-2016

| | council area of origin | | | | | | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | Highland / Islands | Grampian | Tayside | Central | Fife | Edinburgh | Lothians | Glasgow | Dunbartonshire / Argyll & Bute | Renfrewshire / Inverclyde | North Lanarkshire | South Lanarkshire | Ayrshire | Borders / Dumfries & Galloway | Not Known | *Sample size (=100%)* |
| **Journey Destination (Council Area)** | | | | | | | | | | | | | | | | *Row percentages* |
| Highland / Islands | **97.1** | 1.3 | 0.2 | ** | ** | 0.1 | . | 0.2 | 0.1 | 0.1 | ** | ** | ** | ** | 0.8 | *11,410* |
| Grampian | 0.7 | **97.4** | 1.0 | ** | ** | 0.1 | ** | ** | ** | ** | . | ** | ** | ** | 0.5 | *9,360* |
| Tayside | 0.2 | 1.4 | **91.8** | 0.8 | 3.0 | 0.6 | 0.3 | 0.3 | 0.1 | 0.2 | 0.1 | ** | ** | 0.1 | 1.0 | *8,000* |
| Central | ** | ** | 1.3 | **86.2** | 1.6 | 2.0 | 2.4 | 1.9 | 1.2 | 0.3 | 1.6 | 0.5 | 0.1 | 0.1 | 0.8 | *7,440* |
| Fife | 0.1 | ** | 3.9 | 1.3 | **88.6** | 2.7 | 1.1 | 0.5 | 0.1 | 0.2 | 0.3 | ** | 0.1 | 0.1 | 1.0 | *4,680* |
| Edinburgh | 0.1 | 0.2 | 0.5 | 1.0 | 1.9 | **83.1** | 9.6 | 0.7 | 0.2 | 0.3 | 0.3 | 0.2 | 0.1 | 0.8 | 0.9 | *8,060* |
| Lothians | ** | ** | 0.4 | 1.9 | 1.0 | 15.3 | **76.6** | 0.7 | 0.2 | 0.3 | 1.0 | 0.6 | 0.1 | 0.8 | 1.0 | *6,840* |
| Glasgow | 0.1 | 0.1 | 0.3 | 1.1 | 0.2 | 0.7 | 0.4 | **71.6** | 6.0 | 7.8 | 4.0 | 5.1 | 1.9 | 0.2 | 0.6 | *9,300* |
| Dunbartonshire / Argyll & Bute | 0.1 | ** | 0.2 | 1.3 | 0.1 | 0.4 | 0.2 | 14.1 | **76.4** | 3.2 | 2.0 | 0.5 | 0.5 | 0.1 | 0.8 | *6,850* |
| Renfrewshire / Inverclyde | 0.2 | ** | 0.3 | 0.3 | 0.2 | 0.6 | 0.3 | 15.2 | 2.6 | **73.3** | 1.0 | 1.9 | 3.2 | ** | 0.9 | *6,930* |
| North Lanarkshire | . | ** | ** | 1.6 | 0.3 | 0.6 | 1.5 | 9.7 | 1.9 | 1.1 | **73.9** | 8.1 | 0.4 | 0.1 | 0.6 | *3,510* |
| South Lanarkshire | ** | ** | 0.3 | 0.6 | ** | 0.7 | 0.9 | 12.2 | 0.7 | 2.3 | 8.4 | **71.9** | 0.7 | 0.5 | 0.8 | *3,370* |
| Ayrshire | ** | 0.1 | ** | 0.2 | 0.1 | 0.3 | 0.1 | 3.9 | 0.4 | 3.3 | 0.2 | 0.6 | **89.8** | 0.5 | 0.6 | *6,450* |
| Borders / Dumfries & Galloway | ** | ** | 0.3 | 0.2 | 0.1 | 1.7 | 1.2 | 0.3 | 0.1 | ** | 0.2 | 0.4 | 0.7 | **92.3** | 2.5 | *4,820* |
| Not Known | 5.0 | 6.0 | 6.6 | 3.7 | 6.0 | 11.1 | 5.6 | 5.1 | 3.5 | 5.2 | 4.4 | 3.5 | 4.3 | 14.7 | **15.4** | *590* |
| **All journeys reported** | **11,400** | **9,350** | **7,970** | **7,420** | **4,690** | **8,040** | **6,800** | **9,250** | **6,830** | **6,920** | **3,510** | **3,360** | **6,440** | **4,810** | **820** | *97,610* |

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

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

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

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

**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 2012-2016

| | Council area of workplace | | | | | | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | Highlands / Islands | Grampian | Tayside | Central | Fife | Edinburgh | Lothians | Glasgow | Dunbartonshire / Argyll & Bute | Renfrewshire / Inverclyde | North Lanarkshire | South Lanarkshire | Ayrshire | Borders / Dumfries & Galloway | Not Known | *Sample size (=100%)* |
| **Council area of residence** | | | | | | | | | | | | | | | *Row percentages* | |
| Highlands / Islands | **81.6** | 0.8 | ** | . | ** | ** | . | ** | . | ** | . | . | ** | . | 17.0 | *2,450* |
| Grampian | 0.6 | **82.2** | ** | . | ** | ** | . | . | ** | . | . | . | . | . | 16.9 | *1,970* |
| Tayside | ** | 3.5 | **78.0** | 1.5 | 2.6 | 1.0 | ** | 0.7 | . | ** | ** | ** | . | ** | 11.9 | *1,450* |
| Central | ** | ** | 0.6 | **65.0** | 1.9 | 5.0 | 3.4 | 3.1 | 1.1 | 0.2 | 2.6 | 0.5 | ** | ** | 16.0 | *1,610* |
| Fife | ** | ** | 6.3 | 0.8 | **67.9** | 8.5 | 1.4 | ** | . | . | ** | ** | . | . | 13.8 | *980* |
| Edinburgh | ** | ** | 0.3 | 0.8 | 1.6 | **73.3** | 6.6 | 0.8 | ** | ** | 0.6 | ** | ** | ** | 15.4 | *1,660* |
| Lothians | ** | . | ** | 1.7 | 0.6 | 32.6 | **47.8** | 1.5 | . | ** | 1.2 | ** | . | 0.6 | 13.2 | *1,490* |
| Glasgow | . | ** | ** | 0.5 | ** | 0.9 | 0.4 | **60.3** | 4.8 | 5.8 | 2.9 | 4.2 | 0.7 | ** | 19.1 | *1,730* |
| Dunbartonshire / Argyll & Bute | 0.2 | ** | ** | 1.1 | ** | 0.9 | ** | 25.7 | **49.3** | 5.2 | 2.7 | 1.0 | 0.6 | . | 12.8 | *1,440* |
| Renfrewshire / Inverclyde | ** | 0.2 | . | 0.6 | ** | 1.0 | 0.4 | 26.0 | 3.5 | **46.8** | 1.1 | 2.6 | 1.6 | . | 16.0 | *1,560* |
| North Lanarkshire | ** | ** | . | 2.7 | ** | 1.4 | 3.1 | 16.5 | 2.1 | 1.2 | **42.8** | 8.3 | ** | . | 20.9 | *910* |
| South Lanarkshire | . | . | . | 0.7 | ** | 1.3 | 1.7 | 19.0 | 0.5 | 2.9 | 9.3 | **40.0** | 0.6 | ** | 23.6 | *890* |
| Ayrshire | . | ** | . | ** | ** | ** | . | 9.8 | 0.7 | 3.9 | ** | 1.4 | **66.4** | 0.7 | 16.5 | *1,320* |
| Borders / Dumfries & Galloway | . | ** | . | ** | . | 4.0 | 1.7 | ** | . | . | ** | ** | ** | **76.9** | 15.5 | *840* |
| **Scotland** | **4.7** | **10.5** | **6.4** | **4.4** | **5.2** | **11.3** | **4.8** | **12.6** | **3.4** | **4.4** | **4.2** | **3.8** | **4.4** | **3.5** | **16.4** | *20,310* |

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

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

For example, the percentage of employed adults living in Fife who work in Edinburgh can be found by locating the horizontal row labelled Fife under Council area of residence and looking across to the figure appearing in the 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 2012-2016

| | Council area of residence | | | | | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | Highlands / Islands | Grampian | Tayside | Central | Fife | Edinburgh | Lothians | Glasgow | Dunbartonshire / Argyll & Bute | Renfrewshire / Inverclyde | North Lanarkshire | South Lanarkshire | Ayrshire | Borders / Dumfries & Galloway | Sample size (=100%) |
| **Council area of workplace** | | | | | | | | | | | | | *Row percentages* | | |
| Highlands / Islands | **97.5** | 1.6 | ** | ** | ** | ** | ** | . | 0.2 | ** | ** | . | . | . | *1,990* |
| Grampian | 0.4 | **95.9** | 2.5 | ** | ** | ** | . | ** | ** | 0.1 | ** | . | ** | ** | *1,690* |
| Tayside | ** | ** | **91.2** | 0.6 | 6.7 | 0.5 | ** | ** | ** | . | . | . | . | . | *1,210* |
| Central | . | . | 2.5 | **83.3** | 1.3 | 1.8 | 2.7 | 1.1 | 1.2 | 0.9 | 4 | 0.9 | ** | ** | *1,200* |
| Fife | ** | ** | 3.7 | 2 | **88.6** | 3.1 | 0.8 | ** | ** | ** | ** | ** | ** | . | *790* |
| Edinburgh | ** | ** | 0.7 | 2.5 | 5.1 | **66.1** | 20.5 | 0.9 | 0.4 | 0.6 | 0.8 | 0.7 | ** | 1.6 | *2,030* |
| Lothians | . | . | ** | 4 | 1.9 | 13.9 | **70.6** | 0.8 | ** | 0.5 | 4.2 | 2.2 | . | 1.6 | *900* |
| Glasgow | ** | . | 0.4 | 1.4 | ** | 0.6 | 0.8 | **50.8** | 9.9 | 13.1 | 8.6 | 9.2 | 4.8 | ** | *2,340* |
| Dunbartonshire / Argyll & Bute | . | ** | . | 1.8 | . | ** | . | 15 | **70.2** | 6.5 | 4 | 0.9 | 1.2 | . | *920* |
| Renfrewshire / Inverclyde | ** | . | ** | 0.3 | . | ** | ** | 14 | 5.7 | **68.2** | 1.8 | 4 | 5.4 | . | *980* |
| North Lanarkshire | . | . | ** | 3.5 | ** | 1.5 | 1.9 | 7.2 | 3.1 | 1.6 | **66.3** | 13.5 | ** | ** | *660* |
| South Lanarkshire | . | . | ** | 0.7 | ** | ** | ** | 11.5 | 1.3 | 4.3 | 14.1 | **63.7** | 2.2 | ** | *600* |
| Ayrshire | ** | . | . | ** | . | ** | . | 1.8 | 0.7 | 2.3 | ** | 0.9 | **92.9** | ** | *960* |
| Borders / Dumfries & Galloway | . | . | ** | ** | . | ** | 1.2 | ** | . | . | . | ** | 1.1 | **95.9** | *670* |
| Outside Scotland | 5.9 | 12.6 | 5.4 | 5.5 | 5.7 | 9.5 | 5.7 | 12.3 | 3.8 | 6.2 | 8.3 | 8.8 | 6.2 | 4.2 | *3,380* |
| **All working repsondents** (other than from home) | **5.7** | **12.2** | **7.4** | **5.7** | **6.7** | **10.1** | **7.1** | **10.6** | **4.9** | **6.4** | **6.6** | **6.1** | **6.1** | **4.4** | *20,310* |

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

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

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

**Table TD17: Use of ordering services the previous day, 2016**

| | Supermarket home delivery | Internet shopping | Mail order | Ordered goods by phone | Ordered takeaway food delivery | *Sample size (=100%)* | (if used ordering services the previous day) did this impact on the number of trips you made yesterday? Yes | No | *Sample size (=100%)* |
|---|---|---|---|---|---|---|---|---|---|
| | | | | | | | *cell percentages* | | |
| **All people:** | 1.0 | 7.4 | 0.8 | 0.8 | 3.2 | *7,040* | 4.5 | 94.3 | *730* |
| **by gender:** | | | | | | | | | |
| Male | 0.6 | 7.1 | 0.5 | 0.8 | 3.6 | *3,280* | 5.3 | 93.5 | *340* |
| Female | 1.4 | 7.6 | 1.1 | 0.8 | 2.9 | *3,760* | 3.7 | 95.1 | *400* |
| **by age:** | | | | | | | | | |
| 16-19 | 0.6 | 3.5 | 1.0 | 0.8 | 5.8 | *200* | ** | ** | *20* |
| 20-29 | 1.4 | 9.2 | 1.4 | 1.1 | 6.4 | *860* | 3.9 | 95.6 | *140* |
| 30-39 | 1.5 | 10.0 | 0.5 | 0.8 | 3.9 | *1,080* | 7.5 | 90.5 | *150* |
| 40-49 | 0.6 | 9.7 | 1.1 | 0.9 | 4.2 | *1,170* | 3.4 | 95.3 | *160* |
| 50-59 | 0.8 | 6.8 | 0.7 | 0.6 | 1.9 | *1,230* | 5.1 | 93.8 | *120* |
| 60-69 | 0.7 | 6.1 | 0.3 | 0.6 | 0.7 | *1,250* | 1.5 | 98.4 | *90* |
| 70-79 | 1.0 | 3.0 | 0.3 | 0.9 | 0.6 | *900* | ** | ** | *40* |
| 80+ | 1.4 | 1.0 | 0.9 | 0.7 | 0.8 | *360* | ** | ** | *10* |
| **by current situation:** | | | | | | | | | |
| Self employed | 1.3 | 8.9 | 0.5 | 1.8 | 1.6 | *480* | 8.7 | 88.8 | *70* |
| Employed full time | 0.9 | 8.5 | 0.8 | 0.7 | 4.3 | *2,620* | 5.5 | 93.3 | *340* |
| Employed part time | 1.1 | 9.3 | 1.1 | 1.0 | 2.8 | *780* | 2.7 | 95.6 | *90* |
| Looking after the home/family | 1.5 | 9.7 | 0.6 | 1.1 | 4.6 | *310* | 2.4 | 97.6 | *50* |
| Permanently retired from work | 1.0 | 4.3 | 0.4 | 0.7 | 0.7 | *2,050* | 0.8 | 99.1 | *110* |
| Unemployed/seeking work | 1.8 | 2.6 | 0.8 | 0.0 | 5.9 | *200* | ** | ** | *20* |
| In further/higher education | 0.9 | 10.5 | 1.7 | 1.1 | 4.1 | *250* | 2.3 | 97.7 | *40* |
| Permanently sick or disabled | 0.9 | 3.4 | 1.2 | 0.4 | 4.5 | *210* | 0.0 | 100 | *20* |
| **by annual net household income:** | | | | | | | | | |
| up to £10,000 p.a. | 0.9 | 3.4 | 0.4 | 0.8 | 3.7 | *700* | ** | ** | *40* |
| over £10,000 - £15,000 | 1.1 | 4.3 | 0.8 | 1.0 | 3.7 | *1,070* | 6.4 | 93.6 | *90* |
| over £15,000 - £20,000 | 1.0 | 4.2 | 0.5 | 0.5 | 3.5 | *990* | 6.9 | 89.7 | *70* |
| over £20,000 - £25,000 | 0.4 | 5.4 | 0.3 | 0.9 | 2.6 | *880* | 0.0 | 96.5 | *80* |
| over £25,000 - £30,000 | 0.9 | 7.2 | 0.8 | 1.0 | 4.0 | *690* | 2.5 | 97.5 | *80* |
| over £30,000 - £40,000 | 0.7 | 9.0 | 0.5 | 0.9 | 3.3 | *1,040* | 8.3 | 91.7 | *130* |
| over £40,000 p.a. | 1.5 | 11.3 | 1.4 | 0.7 | 2.9 | *1,460* | 3.8 | 94.6 | *230* |
| **by Scottish Index of Multiple Deprivation quintiles:** | | | | | | | | | |
| 1 (20% most deprived) | 0.6 | 5.9 | 0.5 | 0.9 | 4.8 | *1,200* | 1.4 | 96.9 | *110* |
| 2' | 1.2 | 5.9 | 0.5 | 0.6 | 2.9 | *1,400* | 4.9 | 95.1 | *140* |
| 3' | 0.6 | 7.7 | 1.1 | 0.8 | 4.1 | *1,560* | 3.3 | 95.9 | *180* |
| 4' | 1.1 | 8.3 | 1.1 | 1.2 | 1.8 | *1,560* | 7.7 | 90.7 | *170* |
| 5 (20% least deprived) | 1.6 | 8.7 | 0.6 | 0.6 | 2.8 | *1,340* | 4.6 | 93.7 | *140* |
| **by urban/rural classification:** | | | | | | | | | |
| Large urban areas | 1.3 | 6.7 | 1.1 | 0.7 | 2.7 | *2,090* | 3.4 | 96.6 | *190* |
| Other urban | 0.7 | 8.0 | 0.6 | 0.9 | 4.2 | *2,350* | 4.4 | 94.1 | *270* |
| Small accessible towns | 0.5 | 6.8 | 0.1 | 0.4 | 4.1 | *660* | 1.7 | 91.0 | *60* |
| Small remote towns | 0.8 | 9.1 | 0.2 | 1.5 | 5.1 | *450* | 7.2 | 92.8 | *50* |
| Accessible rural | 1.4 | 7.9 | 1.2 | 0.9 | 0.8 | *780* | 10.0 | 90.0 | *80* |
| Remote rural | 1.1 | 6.6 | 0.5 | 0.7 | 3.0 | *720* | 2.4 | 97.4 | *80* |
| **by frequency of driving[†]:** | | | | | | | | | |
| Every day | 1.2 | 8.5 | 1.1 | 0.8 | 3.5 | *3,180* | 5.2 | 93.0 | *390* |
| At least three times a week | 0.7 | 8.4 | 0.7 | 1.1 | 2.7 | *1,140* | 4.0 | 96.0 | *110* |
| Once or twice a week | 0.8 | 8.6 | 0.4 | 1.0 | 2.5 | *430* | 2.8 | 97.2 | *50* |
| Less often | 2.6 | 5.2 | 0.7 | 1.4 | 1.9 | *220* | ** | ** | *20* |
| Never, but holds full driving licence | 1.6 | 6.6 | 0.6 | 0.2 | 3.5 | *420* | ** | ** | *40* |

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

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

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

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

**Table TD2a:** [Main mode by distance] Percentage of journeys by main mode by straight line distance, 2016[1]

| | Main Mode of Transport | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|
| | Walking | Driver car/van | Passenger car/van | Bicycle | Bus | Taxi/ minicab | Rail | Other | ***Sample size*** |
| | | | | | | | | *row percentages* | |
| **All** | 23.5 | 50.7 | 13.1 | 1.2 | 7.7 | 0.9 | 2.2 | 0.8 | *19,050* |
| **by distance:** | | | | | | | | | |
| Under 1 km | 64.7 | 26.7 | 5.4 | 0.8 | 1.5 | 0.5 | . | 0.3 | *4,110* |
| 1 to under 2km | 32.2 | 41.9 | 13.1 | 2.8 | 7.3 | 1.8 | ** | 0.8 | *2,740* |
| 2 to under 3km | 16.1 | 52.6 | 14.3 | 2.1 | 11.9 | 1.2 | 0.5 | 1.2 | *1,810* |
| 3 to under 5km | 7.2 | 57.6 | 16.0 | 1.1 | 13.7 | 1.4 | 1.9 | 1.2 | *2,180* |
| 5 to under 10km | 2.1 | 64.9 | 15.8 | 1.0 | 13.4 | 1.1 | 1.6 | 0.1 | *2,780* |
| 10 to under 15km | 0.7 | 69.5 | 15.8 | 0.4 | 8.3 | 0.2 | 4.1 | 0.9 | *1,550* |
| 15 to 20km | ** | 67.4 | 16.1 | 0.6 | 5.4 | 0.5 | 8.1 | 1.5 | *950* |
| 20 to 40km | ** | 71.2 | 16.8 | 0.5 | 4.7 | 0.2 | 6.4 | 0.1 | *1,730* |
| 40km and over | . | 56.3 | 20.9 | ** | 4.1 | ** | 14.3 | 3.7 | *1,200* |

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 th on the differences between the straight line and road network distance can be found in TATIS Appendix A. Note that 1km = 0.6 miles

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

**Table TD4:** [Distance] Percentage of journeys made by straight linedistance travelled, 2012-2016 [1]

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

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 th on the differences between the straight line and road network distance can be found in TATIS Appendix A. Note that 1km = 0.6 miles

Table TD4a: [Distance by main mode] Percentage of journeys by straight line distance by main mode, 2016

| | **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* |
|---|---|---|---|---|---|---|---|---|---|---|
| | | | | | | | | | *Row percentages* | |
| **All** | 24.1 | 15.5 | 9.7 | 12.2 | 15.0 | 7.3 | 4.4 | 7.8 | 3.8 | *19,050* |
| **by mainmode:** | | | | | | | | | | |
| Walking | 66.6 | 21.3 | 6.7 | 3.8 | 1.4 | 0.2 | ** | ** | . | *4,690* |
| Driver car | 12.7 | 12.9 | 10.0 | 14.0 | 19.4 | 10.0 | 5.9 | 11.0 | 4.0 | *9,290* |
| Driver van | 13.7 | 10.9 | 11.9 | 13.3 | 15.4 | 9.4 | 6.7 | 10.7 | 8.0 | *390* |
| Passenger car | 10.2 | 15.7 | 10.7 | 14.9 | 18.0 | 8.8 | 5.1 | 10.2 | 6.2 | *2,240* |
| Passenger van | 4.6 | 12.0 | 6.9 | 15.9 | 27.0 | 8.9 | 17.3 | 6.3 | 1.2 | *60* |
| Bicycle | 16.2 | 35.7 | 16.9 | 10.6 | 12.3 | 2.4 | 2.0 | 3.4 | ** | *220* |
| Bus | 4.8 | 15.3 | 15.4 | 21.6 | 26.5 | 7.9 | 2.6 | 3.9 | 2.0 | *1,430* |
| Taxi/minicab | 14.1 | 29.8 | 12.6 | 18.2 | 17.3 | 1.7 | 2.6 | 1.5 | ** | *220* |
| Rail | . | ** | 2.2 | 10.2 | 10.5 | 13.6 | 16.2 | 22.6 | 24.3 | *340* |
| Other | 28.9 | 8.8 | 3.2 | 14.8 | 3.2 | 9.7 | 10.3 | 4.1 | 17.1 | *60* |

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

Table TD5: [Distance] Distance (straight line) summary statistics 2012-2016 [1]

| | **2012** [2] | **2013** | **2014** | **2015** | **2016** |
|---|---|---|---|---|---|
| | | | | | *Kilometres* |
| Lower Decile | 0.4 | 0.4 | 0.4 | 0.4 | 0.4 |
| Lower Quartile | 1.0 | 1.0 | 1.0 | 1.1 | 1.0 |
| Median | 2.7 | 3.0 | 3.0 | 3.3 | 3.1 |
| Upper Quartile | 8.3 | 8.7 | 8.5 | 9.0 | 9.2 |
| Upper Decile | 20.2 | 20.8 | 20.2 | 21.8 | 22.3 |
| Mean | 8.3 | 8.5 | 8.4 | 8.9 | 8.8 |
| *Sample size* | *19,740* | *20,180* | *19,930* | *18,710* | *19,050* |

1 Note that 1km = 0.6 miles

Table TD5a: [Distance] Distance (straight line) summary statistics by mode of transport, 2016

| | Main Mode of Transport | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|
| | Walking | Driver car/van | Passenger car/van | Bicycle | Bus | Taxi/ minicab | Rail | Other | **All modes** |
| | | | | | | | | | *Kilometres* |
| Lower Decile | 0.2 | 0.9 | 1.0 | 0.6 | 1.4 | 0.8 | 4.2 | 1.3 | 0.4 |
| Lower Quartile | 0.3 | 1.9 | 2.0 | 1.2 | 2.4 | 1.4 | 10.6 | 2.1 | 1.0 |
| Median | 0.6 | 5.1 | 4.7 | 2.0 | 4.2 | 2.1 | 18.5 | 3.7 | 3.1 |
| Upper Quartile | 1.3 | 12.8 | 13.3 | 3.9 | 8.0 | 5.0 | 38.8 | 16.7 | 9.2 |
| Upper Decile | 2.2 | 24.7 | 29.7 | 9.3 | 14.8 | 8.7 | 73.7 | 68.9 | 22.3 |
| Mean | 1.0 | 10.5 | 12.2 | 4.6 | 7.4 | 8.2 | 34.1 | 28.6 | 8.8 |
| *Sample size* | *4,690* | *9,680* | *2,300* | *220* | *1,470* | *220* | *340* | *140* | *19,050* |

## Annex B: Scottish Access to Bus Indicator

SABI table 1: Weekday scores (deciles)

| | Least accessible | 2 | 3 | 4 | 5 | 6 | 7 | 8 | 9 | Most accessible |
|---|---|---|---|---|---|---|---|---|---|---|
| Large urban areas | 2.6% | 2.4% | 3.7% | 4.4% | 5.5% | 8.4% | 10.4% | 14.5% | 21.0% | 27.1% |
| Other urban | 4.8% | 7.1% | 10.3% | 12.5% | 14.3% | 14.7% | 14.3% | 12.0% | 7.6% | 2.4% |
| Small accessible towns | 12.2% | 14.1% | 15.3% | 16.1% | 16.6% | 11.6% | 8.5% | 4.4% | 1.2% | 0.0% |
| Small remote towns | 12.8% | 23.5% | 23.5% | 18.1% | 11.7% | 6.4% | 2.7% | 1.3% | 0.0% | 0.0% |
| Accessible rural | 24.5% | 20.8% | 16.4% | 12.0% | 9.6% | 5.7% | 5.5% | 3.4% | 1.4% | 0.6% |
| Remote rural | 55.7% | 27.0% | 10.5% | 4.3% | 1.5% | 0.9% | 0.1% | 0.0% | 0.1% | 0.0% |

SABI table 2: Weekend scores (deciles)

| | Least accessible | 2 | 3 | 4 | 5 | 6 | 7 | 8 | 9 | Most accessible |
|---|---|---|---|---|---|---|---|---|---|---|
| Large urban areas | 2.6% | 2.4% | 4.0% | 4.7% | 5.9% | 7.9% | 9.7% | 14.5% | 20.6% | 27.6% |
| Other urban | 4.8% | 7.4% | 10.2% | 12.3% | 13.6% | 14.6% | 14.7% | 12.4% | 8.0% | 2.0% |
| Small accessible towns | 12.1% | 14.5% | 14.6% | 16.5% | 16.9% | 12.2% | 8.1% | 3.9% | 1.2% | 0.0% |
| Small remote towns | 14.1% | 26.2% | 20.8% | 17.4% | 11.4% | 7.4% | 2.3% | 0.3% | 0.0% | 0.0% |
| Accessible rural | 23.4% | 20.2% | 16.8% | 12.9% | 9.8% | 5.9% | 5.3% | 3.4% | 1.7% | 0.6% |
| Remote rural | 55.6% | 28.2% | 9.4% | 4.0% | 1.7% | 1.0% | 0.2% | 0.1% | 0.0% | 0.0% |

SABI table 3: Weekday scores (quintiles)

| | Least accessible | 2 | 3 | 4 | Most accessible |
|---|---|---|---|---|---|
| Large urban areas | 5.0% | 8.1% | 13.9% | 24.9% | 48.1% |
| Other urban | 11.9% | 22.8% | 29.0% | 26.3% | 10.1% |
| Small accessible towns | 26.3% | 31.4% | 28.2% | 12.9% | 1.2% |
| Small remote towns | 36.2% | 41.6% | 18.1% | 4.0% | 0.0% |
| Accessible rural | 45.3% | 28.4% | 15.4% | 8.9% | 2.0% |
| Remote rural | 82.6% | 14.7% | 2.4% | 0.1% | 0.1% |

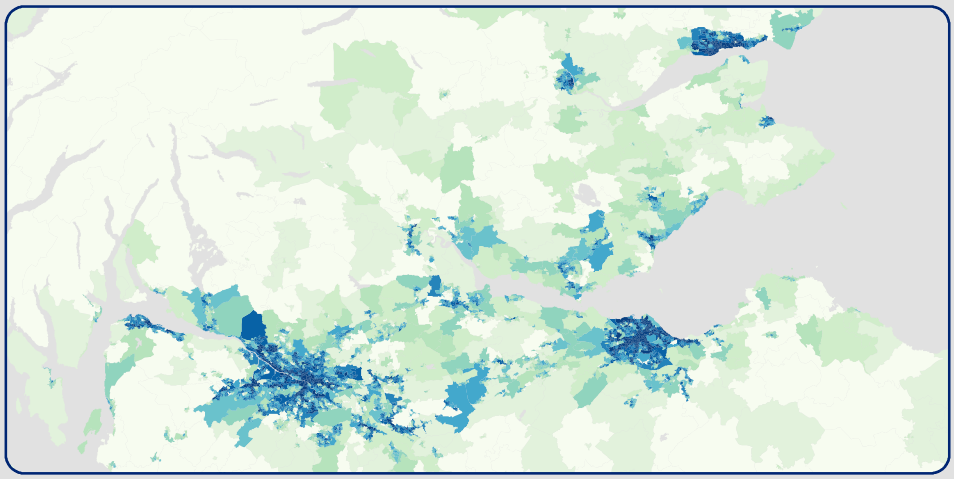
SABI table 4: Weekend scores (quintiles)

| | Least accessible | 2 | 3 | 4 | Most accessible |
|---|---|---|---|---|---|
| Large urban areas | 5.0% | 8.7% | 13.9% | 24.2% | 48.2% |
| Other urban | 12.2% | 22.5% | 28.2% | 27.1% | 9.9% |
| Small accessible towns | 26.6% | 31.1% | 29.1% | 12.0% | 1.2% |
| Small remote towns | 40.3% | 38.3% | 18.8% | 2.7% | 0.0% |
| Accessible rural | 43.6% | 29.7% | 15.7% | 8.7% | 2.4% |
| Remote rural | 83.7% | 13.3% | 2.6% | 0.3% | 0.0% |

highest row percentage

# Scottish Access to Bus Indicator 2017 - Weekday Score

*Map shows the weekday results for SABI 2017, categorised into deciles where 1 indicates the data zones in Scotland with the poorest accessibility to bus services and 10 indicates those with the greatest.*



**Weekday Score (Decile)**

- 1
- 2
- 3
- 4
- 5
- 6
- 7
- 8
- 9
- 10

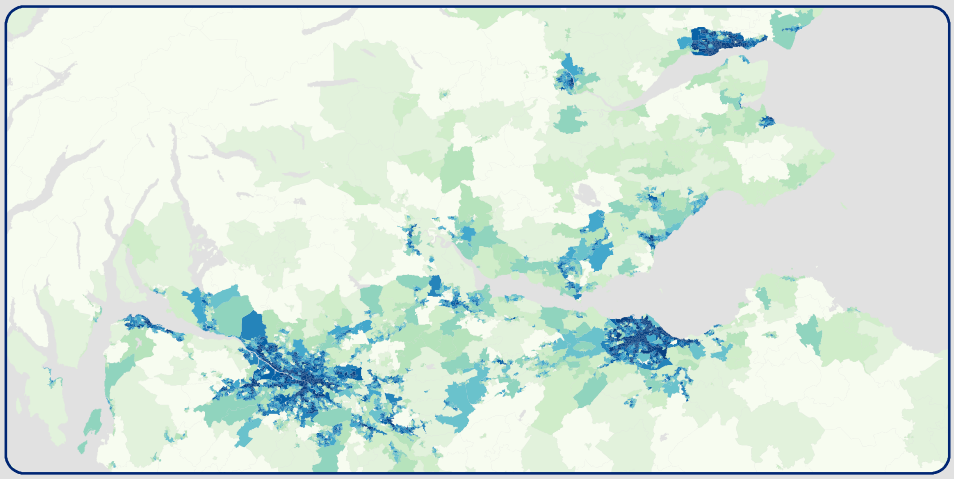


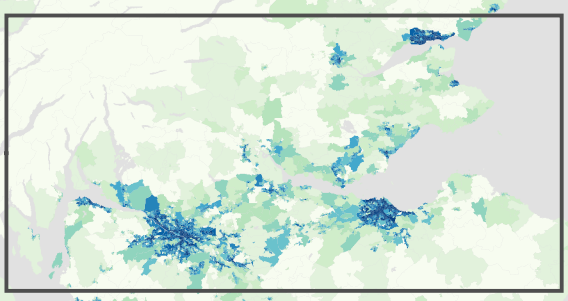
**Scale: 1:2,550,000**

Scottish Government GI Science & Analysis Team, February 2017, Job 5721 - Ia

# Scottish Access to Bus Indicator 2017 - Weekend Score

*Map shows the weekend results for SABI 2017, categorised into deciles where 1 indicates the data zones in Scotland with the poorest accessibility to bus services and 10 indicates those with the greatest.*





**Weekend Score (Decile)**

- 1
- 2
- 3
- 4
- 5
- 6
- 7
- 8
- 9
- 10



**Scale: 1:2,550,000**

Scottish Government GI Science & Analysis Team, February 2017, Job 5721 - Ia

# 9. SOURCES

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

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

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

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

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

**Pipelines** Department of 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
https://www.transport.gov.scot/publication/reported-road-casualties-scotland-2015/

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

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

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

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

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

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

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

# 10. BACKGROUND INFORMATION

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

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

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

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

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

**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 https://www.transport.gov.scot/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:

Jeanine Bezuijen
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: https://www.transport.gov.scot/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.

**A NATIONAL STATISTICS PUBLICATION FOR SCOTLAND**

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

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

**Correspondence and enquiries**
For enquiries about this publication please contact:
Jeanine Bezuijen
Transport Scotland Analytical Services,
Telephone: 0131 244 1457
e-mail: transtat@transport.gov.scot

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

**How to access background or source data**

The data collected for this statistical bulletin:

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

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

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

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| Title | Last published | Notes |
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| Scottish Transport Statistics | February 2017 | |
| Transport and Travel in Scotland | September 2017 | Web only |
| Reported Road Casualties Scotland | October 2016 | |
| Key Reported Road Casualties Scotland | June 2017 | Web only |

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