Statistical Bulletin

Transport Series

Trn / 2011 / 2

31 August 2011

Transport and Travel in Scotland 2010

This bulletin summarises a range of transport statistics in Scotland to highlight the main trends and present the results of the 2010 Scottish Household Survey transport questions in context. Some comparisons with Great Britain (or the UK) are also included.

1 Main Points

Motor vehicles, traffic and driving

1.1 **The estimated total volume of traffic on Scotland's roads in 2010 was over 43 billion vehicle kilometres** – 1.7 per cent less than 2009 and continuing the downward trend since a peak of 44.6 billion vehicle kilometres in 2007.

1.2 **In 2010 there were around 209,000 new vehicle registrations in Scotland,** a decrease of 3.4 per cent on 2009, continuing the downward trend since a peak of 263,000 in 2004.

1.3 **There were 2.7 million motor vehicles licensed in Scotland in 2010,** a similar level to the previous year and 23 per cent higher than in 2000.

1.4 **Over two-thirds of people aged 17 or over had a full driving licence in 2010**, an increase of 3 percentage points since 2000.

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

1.6 **Twenty-six per cent of households had access to two or more cars in 2010, whilst 30 per cent had no access to a car.** The proportions have remained similar over the last four years.

1.7 **Households reported an average spend of £112 on fuel for their cars in the past month** - up from £100 in 2009 and £78 in 2003. The median spend reported in 2010 was £80.

Public transport, ferries and aviation

1.8 **Scotrail patronage increased by 1.8% (to 78.29 million) in 2010/11** – the highest level in the series and an increase of 22% since 2004/05.

1.9 **Forty-four per cent of respondents used their local bus service in the last month, with 25 per cent using the train.**

1.10 **Nearly a quarter of respondents had a regular bus service (at least 5 buses an hour) in 2010** (up from 19 per cent in 2000).

1.11 **Users were generally satisfied with both rail and bus services.** Ninety-three per cent of train users and 73 per cent of bus users agreed that services run on time.

1.12 **Fifty-four per cent of those aged 60 or over used their concessionary pass at least once a month.** Thirty-two per cent have a pass but haven't used it. Thirteen per cent have no pass.

1.13 **There were around 20.9 million air terminal passengers at airports in Scotland in 2010.** Seven per cent less than in the previous year. Some of this reduction will be due to the ash cloud over Iceland.

1.14 **Forty-four per cent of SHS respondents took a flight for leisure purposes in 2010 and 7 per cent for business.**

1.15 **Ferry patronage fell by 1 per cent in 2010 to just under 5.9 million.**

Walking and cycling

1.16 **Fifty-one per cent of respondents had walked at least a quarter of a mile for pleasure in the past seven days in 2010.**

1.17 **Sixty-two per cent of respondents had walked at least a quarter of a mile as a means of transport in the past seven days.**

1.18 **Thirty-four per cent of households had access to at least one bicycle for adult use in 2010** (a similar figure to 2000)**.**

Travel to work and school

1.19 **Sixty-seven per cent of respondents travelled to work by car**, a similar percentage to 2009 and 2000. Sixty-one per cent of these were as a driver and six per cent as a passenger. This figure provides an update to the indicator used in the Scottish Government's National Performance Framework.

1.20 **Active travel accounted for 16 per cent (walking: 13.4%, cycling: 2.3%) and public transport 14 per cent (bus: 10.8%, rail: 3.6%) of all journeys to work in 2010.**

1.21 **Forty-five per cent of car drivers experienced delays travelling to work at least once a week due to traffic congestion.**

1.22 **Around a quarter of respondents regularly travelled to work using different modes on different days in 2009/10.**

1.23 **Fifty-one per cent of all journeys to school were made by walking or cycling in 2010** (down from 55% in 2000).

Access to services

1.24 **Eighty-five per cent of respondents felt that public transport was very or fairly convenient to access in 2010.**

Freight

1.25 **Two thirds of freight lifted in Scotland is transported by road** (a slight fall from a peak of 71% in 2007). Five per cent is carried by rail, 13 per cent by pipeline and the rest by water. These proportions have changed little over the last ten years.

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2 Background

2.1 This bulletin provides some of the main transport trends in Scotland from a range of administrative and survey data sources. It replaces two statistical bulletins:

- Main Transport Trends which described some main transport trends in Scotland using a range of data sources and included some comparisons with Great Britain; and
- Household Transport which provided analysis of the Transport related questions asked in the Scottish Household Survey.

2.2 This publication is split into 6 broad themes:

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

2.3 The tables are split as follows:

- modal trends in Scotland over the past ten years - Tables S1 and S2
- Scottish Household Survey trends over the past ten years - Table S3
- cross-border transport trends over the past ten years - Table S4
- Scotland and GB (or the UK) comparisons - Tables SGB1 to SGB3
- longer-term trends in some statistics, for Scotland - Tables H1 to H4
- Scottish Household Survey tables – Tables 1 to 36

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

2.5 This bulletin's purpose is to highlight the main trends in transport and travel in Scotland and present the results of the 2010 Scottish Household Survey transport questions in context. For a **full list of Transport statistics publications** see: http://www.scotland.gov.uk/Topics/Statistics/Browse/Transport-Travel/Publications.

2.6 Data sources are listed in Section 9 of this publication. Further explanation of definitions can be found in the relevant topic chapters of *Scottish Transport Statistics* *www.scotland.gov.uk/Publications/2007/12/14120610/0.*

2.7 *Scottish Transport Statistics* will be published in December 2011 and will contain a comprehensive statistical picture of transport statistics in Scotland. Analysis of the Scottish Household Survey Travel Diary will be published in November 2011.

Scottish Household Survey

2.8 A number of tables in this bulletin provide analyses of transport related questions, asked by the Scottish Household Survey (SHS) from 1999 to 2010.

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

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

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

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

Sample size and variability

2.12 Results are subject to sampling variability and **care should be taken when interpreting year-on-year changes**. Table 36 shows the confidence limits for the results (Appendix A describes how these should be used).

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

2.14 The data was extracted from the SHS database in summer 2011 and does not take into account any subsequent revisions to the data.

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3 Motor vehicles, traffic and driving

- **The estimated total volume of traffic on Scotland's roads in 2010 was over 43 billion vehicle kilometres** – 1.7 per cent less than 2009 and continuing the downward trend since a peak of 44.6 billion vehicle kilometres in 2007.
- **In 2010 there were around 209,000 new vehicle registrations in Scotland, a decrease of 3.4 per cent on 2009, continuing the downward trend since a peak of 263,000 in 2004.**
- **There were 2.7 million motor vehicles licensed in Scotland in 2010, a similar level to the previous year and 23 per cent higher than in 2000.**
- **Over two thirds of people aged 17 or over had a full driving licence in 2010**, an increase of 3 percentage points since 2000.
- **Males were more likely to hold a full driving license than females (76% vs. 60%);** male licence possession has been fairly stable whilst female possession increased.
- **Twenty-six per cent of households had access to two or more cars in 2010, whilst 30 per cent had no access to a car.** The proportions have remained similar over the last four years.
- **Car access increased as annual net household income increased.**
- **Over three quarters of those living in rural areas drove at least once a week, with over half driving every day.**
- **Fifty-three per cent of respondents were concerned about increased traffic on the roads.**
- **Forty-four per cent of drivers experienced road rage directed at them in 2007-2010.**
- **Households reported an average spend of £112 on fuel for their cars in the past month - up from £100 in 2009 and £78 in 2003.** The median spend reported in 2010 was £80.

Vehicle licensings

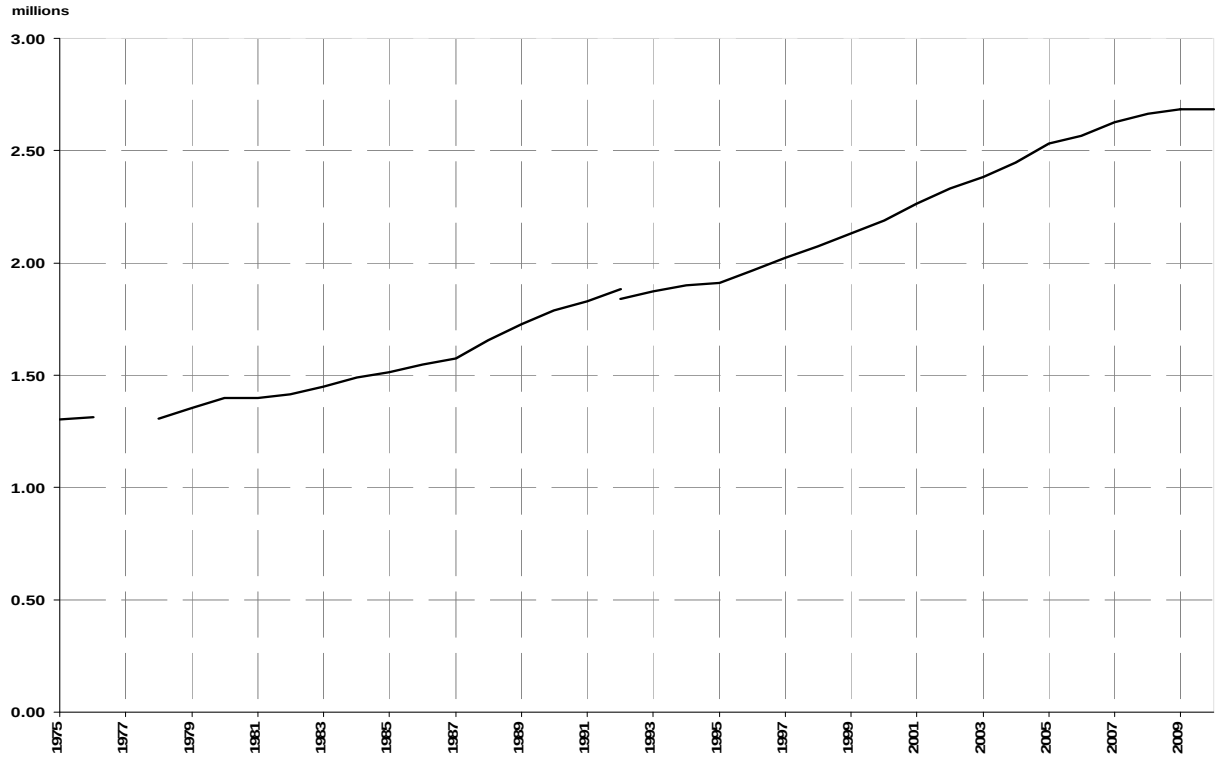
3.1 There were 2.7 million motor vehicles licensed in Scotland in 2010, a similar level to the previous year and 23 per cent higher than in 2000. The steady upward trend has flattened out since 2008. [Table S1] *Figure 1* shows the trends since 1975: showing increases in almost every year, and the number of vehicles licensed has almost doubled in the last 30 years.

3.2 In 2010 there were around 209,000 new vehicle registrations in Scotland, a decrease of 3.4 per cent on 2009, continuing the downward trend since a peak of 263,000 in 2004 and currently at similar levels to 1998. *Figure 2* shows new vehicle registrations rising and falling a number of times since 1975, reaching a quarter of a million per year a few times in the last 10 years (2002 – 2004; 2007).

The road network

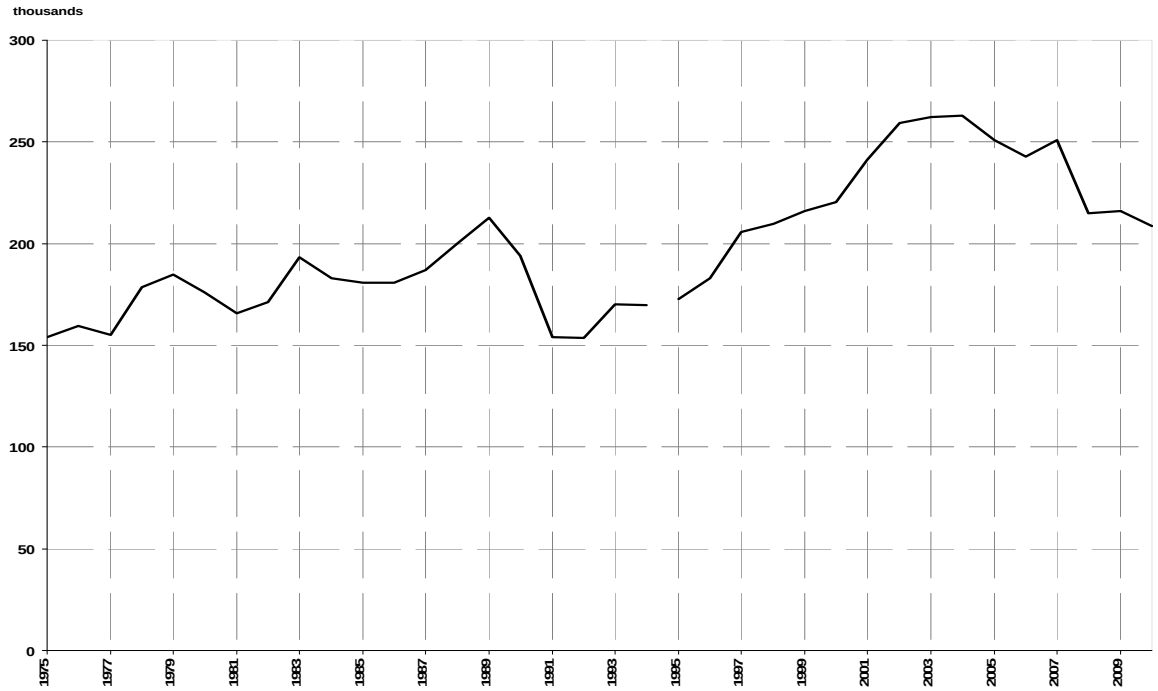
Provisional figures show there were over 55,000 kilometres of public road in Scotland in 2010 with the trunk road network accounting for 6 per cent. Compared to Great Britain, Scotland has a greater road length relative to the size of the population: in 2010, Scotland had 10.6 kilometres of road per 1,000 population whereas GB had only 6.5 kilometres per 1,000 population.

Figure 1: Vehicles licensed in Scotland



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

Figure 2: New registrations of vehicles in Scotland



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

Figure 3: Vehicles licensed per 100 population

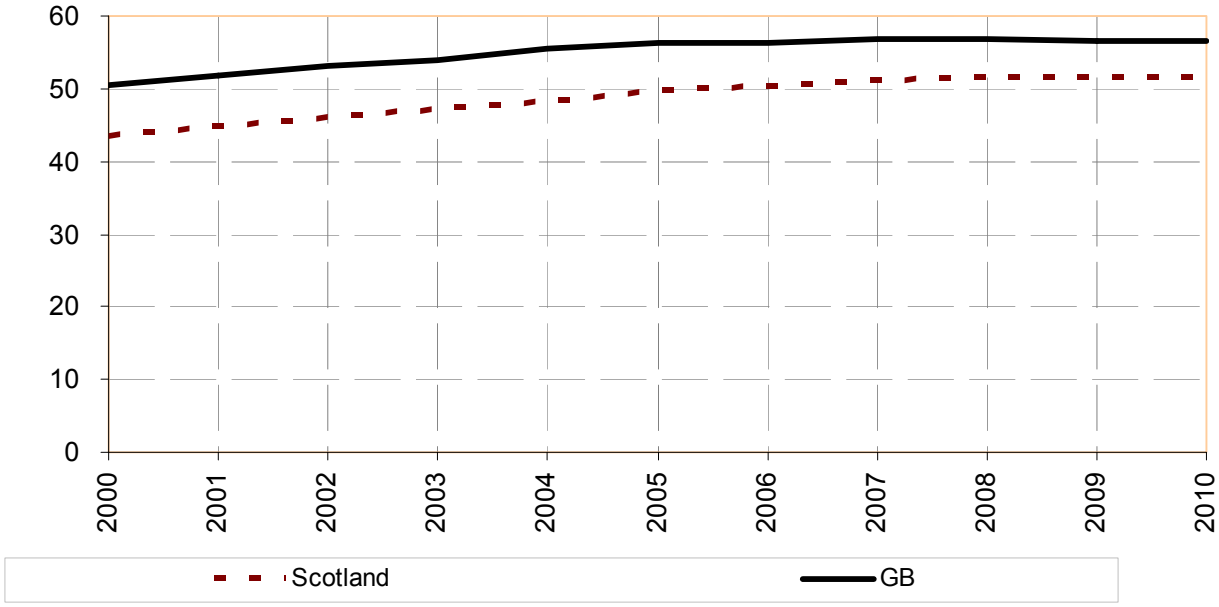
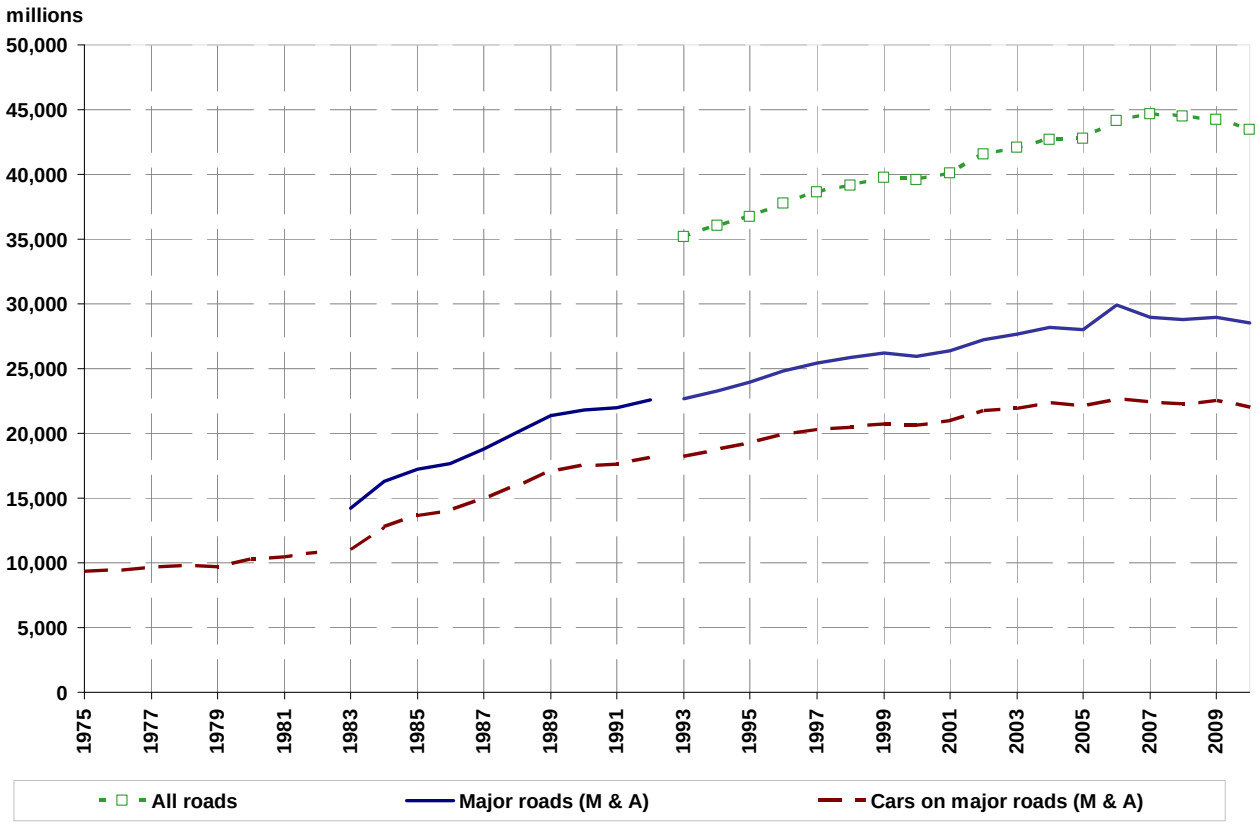


Figure 4: Traffic (vehicle kilometres) in Scotland



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

Road traffic

3.3 The estimated total volume of traffic on Scotland's roads in 2010 was over 43 billion (thousand million) vehicle kilometres – 1.7 per cent less than 2009 and continuing the downward trend since a peak of 44.6 billion vehicle kilometres in 2007. Prior to this, the trend had been steadily upward, rising from 35.2 billion vehicle kilometres in 1993. [Table S1]

3.4 The pattern in Scotland was similar to that for Great Britain as a whole. The total volume of traffic for Great Britain fell by 1.6 per cent between 2009 and 2010, from a peak in 2007. [Table SGB1].

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

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

Traffic growth

3.7 In 2007 new questions were added to the SHS to collect information on concerns surrounding Traffic Growth. Sample sizes are small so the data has been combined for 2007-2010.

3.8 Fifty-three per cent of respondents were concerned about increased traffic on the roads. The most common concerns were ‘increased traffic volume’ (54%), ‘increased travel times’ (45%) and ‘damage to environment’ (33%). [Table 22]

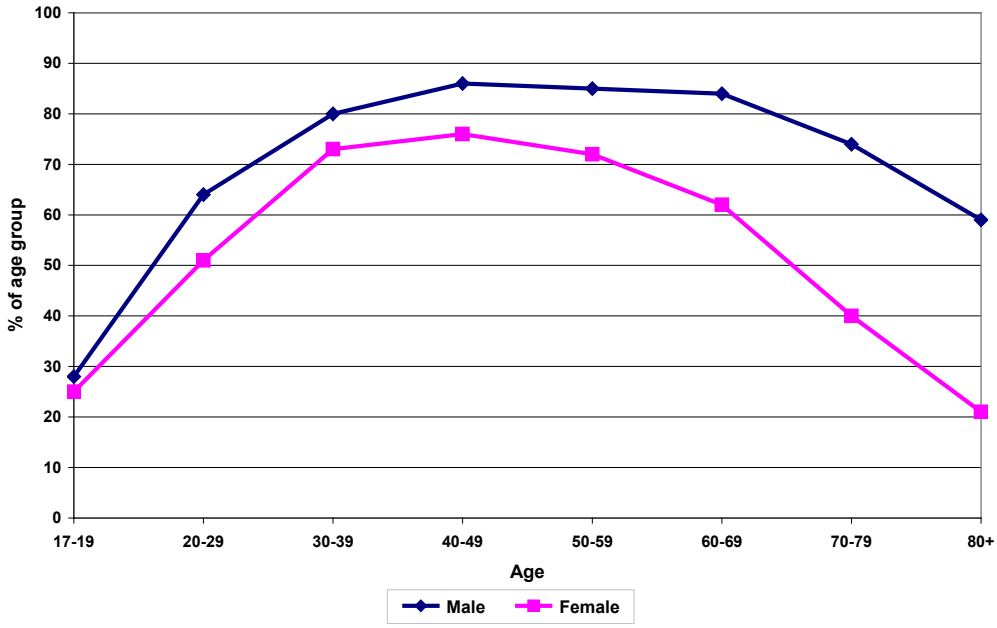
Possession of driving licenses

3.9 **Over two thirds of respondents to the Scottish Household Survey aged 17 or over had a full driving licence in 2010**, an increase of 3 percentage points since 2000. This varies with age, increasing from 27 per cent in 17 to 19 year olds to peak at 81 per cent of 40 to 49 year olds, before decreasing back down to 37 per cent of those 80 or over. [Table 1]

3.10 There is a disparity in driving licence possession with regards to gender, with 76 per cent of males and only 60 per cent of females possessing a licence in 2010. However, due to an increase in percentage of females with a full driving licence since 1999, this gap has decreased from 25 percentage points in 1999 to 15 percentage points in 2010. [Table 1] The gender gap is more marked in the older age groups than it is in the younger age groups, which explains why it is decreasing over the years as the population ages. [Table 18] (Figure 5)

3.11 Household income is also a factor in whether a person holds a full driving licence, with 48 per cent of those in the lowest income bracket (up to £10,000 per year) holding a licence, compared to 90 per cent of those in households earning over £40,000 per year. [Table 18]

Figure 5: Adults (aged 17+) with a full driving licence by gender, 2010



3.12 At GB level the patterns are similar. Seventy-three per cent of households had a full driving licence, with men more likely to own a licence than women (80% and 66%, respectively, 2010 NTS) and 30 to 59 year-olds were the most likely group to own a licence (81-84%).

Access to cars / vans

3.13 In 2010, there were 51 vehicles per 100 population in Scotland compared with 56 in Great Britain. *Figure 3* shows that the number of vehicles per head of population has been rising steadily, and has been consistently lower in Scotland than in Great Britain, though the gap has narrowed over the last ten years.

3.14 The Scottish Household Survey shows there has been little change in the number of households with access to a car over the last few years. In 2010, 26 per cent of households had access to two or more cars, an increase of 7 percentage points since 2000. [Table S3] Conversely, there was a decrease of 6 percentage points from 2000 (36%) to 2010 (30%) in the number of households with no access to a car. (Figure 6)

3.15 Households with only one adult (single adult, single parent & single pensioner) were the least likely to have access to a car in 2010. In particular, 62 per cent of single pensioner households had no access to a car, compared to 10 – 11 per cent for family households. [Table 17]

3.16 Car access was found to be dependent on annual net household income (Figure 7), i.e. car access increased as income increased. Forty-one per cent of those households with up to £10,000 net income per year had access to at least one car, compared to 98 per cent of those in households with over £40,000 net income per year. Thirteen per cent of households in the highest income bracket had access to three or more cars. This may, in part, be due to household type, with higher earning household more likely to contain two or more adults. [Table 17]

3.17 Forty per cent of households in large urban areas had no access to a car. This is more than double that of rural areas. This may reflect the necessity of a car in more rural areas in order to have access to services, such as food shopping and medical facilities. [Table 17]

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

Figure 6: Household car access by year, 1999 – 2010

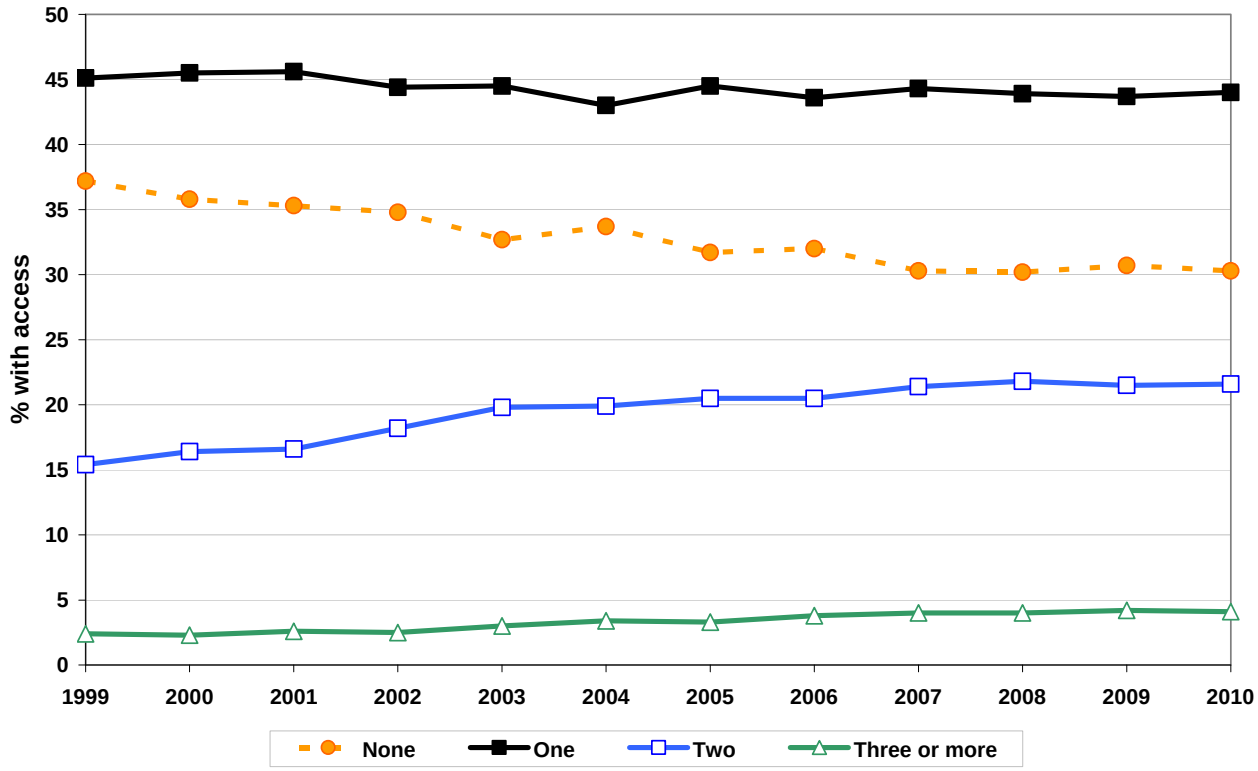
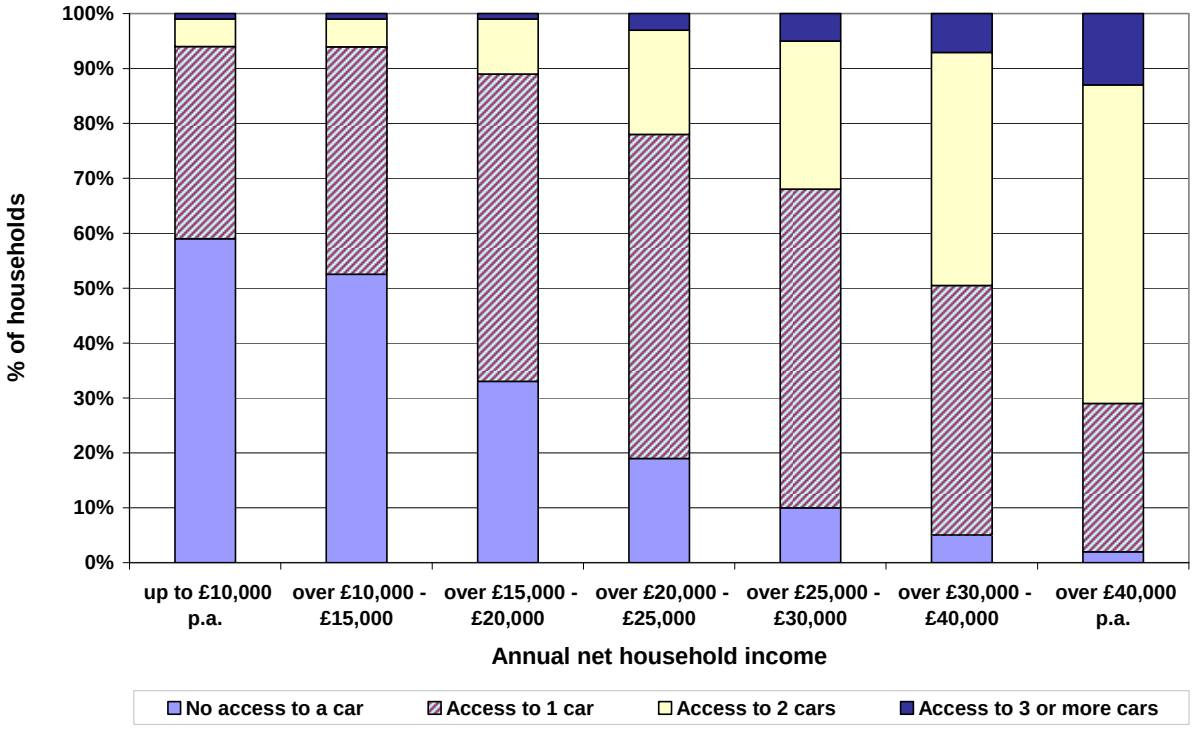


Figure 7: Household car access by annual net household income, 2010



Frequency of driving

3.19 Sixty per cent of respondents drove at least once a week, and the majority drove on a daily basis (41%), a trend that has been stable since 2003.[1] [Table S3] Those who said they drove *at least 3 times a week (but not every day)* rose from 8 per cent in 2000 to 13 per cent in 2010.

3.20 Employed respondents were more likely to drive every day. In particular, 68 per cent of self employed people drove every day, compared to less than 18 per cent of those unemployed or unable to work due to sickness or disability. [Table 19]

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

3.22 Fifty-one per cent of respondents living in large urban areas drove a car at least once a week. Over three quarters of those living in rural areas drove at least once a week, with over half driving every day. [Table 19]

Income

3.23 Those in high income households were more likely to drive at least once a week. Eighty-seven per cent of those in households with an income of over £40,000 per year drove at least once a week compared to 35 per cent of those in households earning up to £10,000 per year. [Table 19]

Car location overnight

3.24 About half of respondents keep their cars on a driveway or land attached to their home overnight, a third on the street and one fifth in a garage. The majority of garages are attached to, or on the land of, their home.

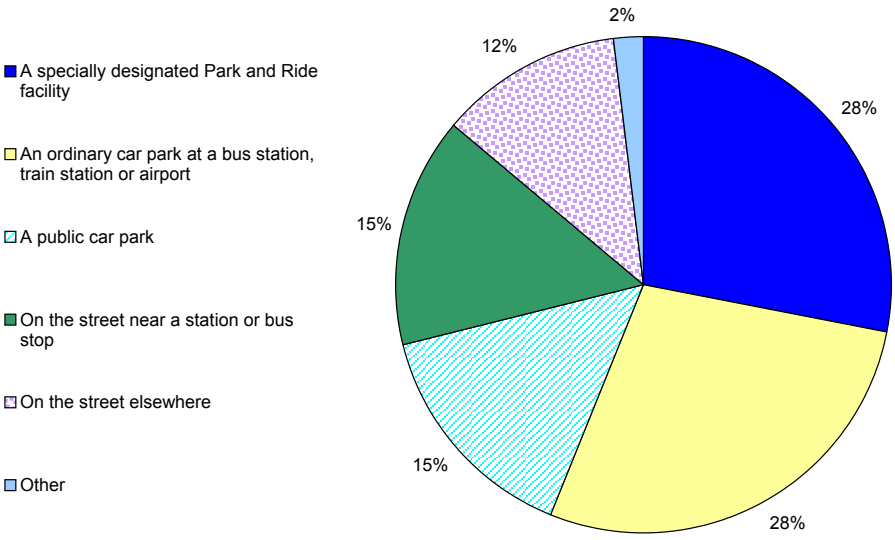
Park & Ride

3.25 In 2007 new questions were added to the survey on Park & Ride use in Scotland. Park & Ride facilities allow drivers to park at dedicated car parks and continue the rest of their journey via public transport, such as bus or train. In most cases either the parking or the bus/train fare are free. Due to small sample sizes, responses on Park & Ride from the 2007-2010 Scottish Household Survey have been combined in order to produce more robust results.

3.26 One in five respondents had made a journey in the last month where they chose to drive only part of the way, and completed their journey using another form of transport. Of these, 28 per cent parked in a designated Park & Ride facility and a further 28 per cent used an ordinary car park at a bus or train station or airport. The remainder parked on the street or used a public car park. (Figure 8) [Table 20]

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

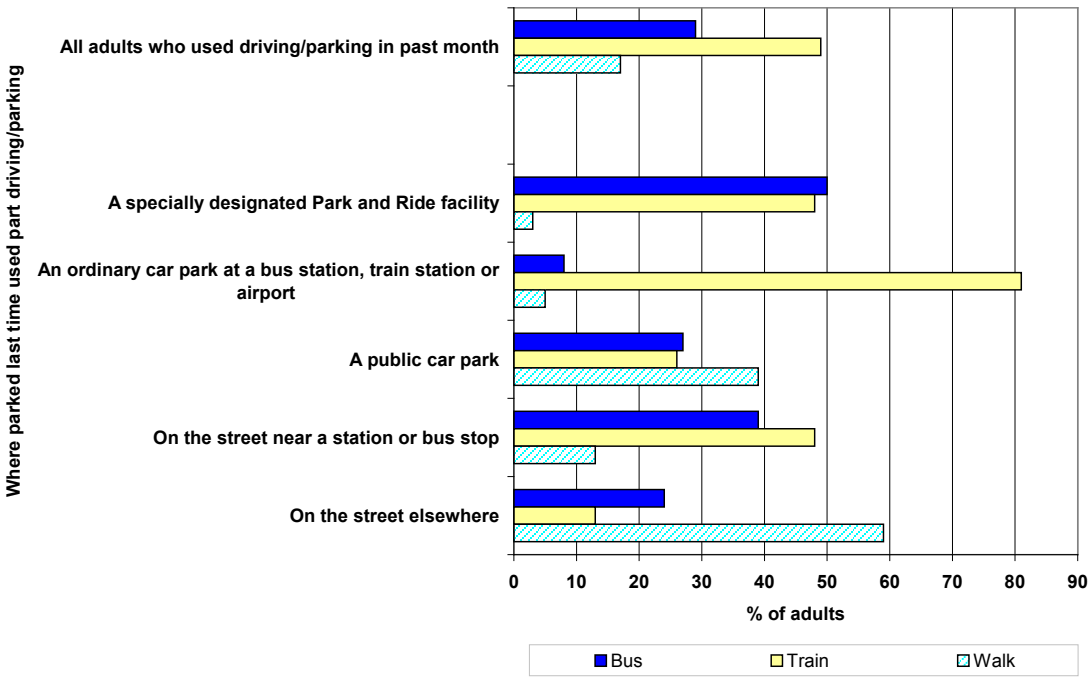
Figure 8: Where parked last time undertook a part driving, part parking journey, 2007-2010



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

3.28 Nearly half of those who had made a part driving/parking journey continued their journey by train, 29 per cent used the bus and 17 per cent walked to their destination. This varied depending on the location that they parked, with almost half of those who used a designated Park & Ride facility continuing their journey by bus or train compared to only 9 per cent of those who chose to park in an ordinary car park at a bus or train station or airport. Those who parked on the street (not near a station or bus stop) were more likely to walk to their destination than to take the bus or train. (Figure 9) [Table 21]

Figure 9: Mode of transport used to complete part driving/parking journey, 2007-2010



Motorbikes

3.29 Four per cent of respondents had ridden a motorbike in the past 12 months in 2010. This figure has been stable since 2005. The most common reasons given for motorcycle trips were 'day trip', 'travel to work' and 'visiting friends/relatives'.

Fuel spend

3.30 Twenty-seven per cent of households reported spending over £150 on fuel for their cars in the last month, increasing from 21 per cent in 2009 and doubling since 2004. [Table 2]

3.31 Households reported an average spend of £112 on fuel for their cars in the past month - up from £100 in 2009 and £78 in 2003. The median spend reported in 2010 was £80 which was the same as in 2009 but an increase from £60 in 2003. This is perhaps expected due to households' increasing access to cars as well as a known rise in distance travelled (vehicle kilometres) and sole occupancy car journeys. However it is below the level of inflation experienced by fuel prices (RPI data shows this to be 54% between 2003 and 2010). Care should be taken when using SHS figures as they are based on a sample survey and will be estimated spend by household members. [Table 2]

Road rage

3.32 In 2007 new questions were added to the SHS to collect information on experiences of road rage. Sample sizes are small so the data has been combined for 2007-2010.

3.33 Forty-four per cent of drivers experience road rage directed at them, the majority of whom recalled 1-2 incidents in the past year. Of those experiencing road rage directed at them, almost a quarter felt there was a threat to their personal safety. [Table 23]

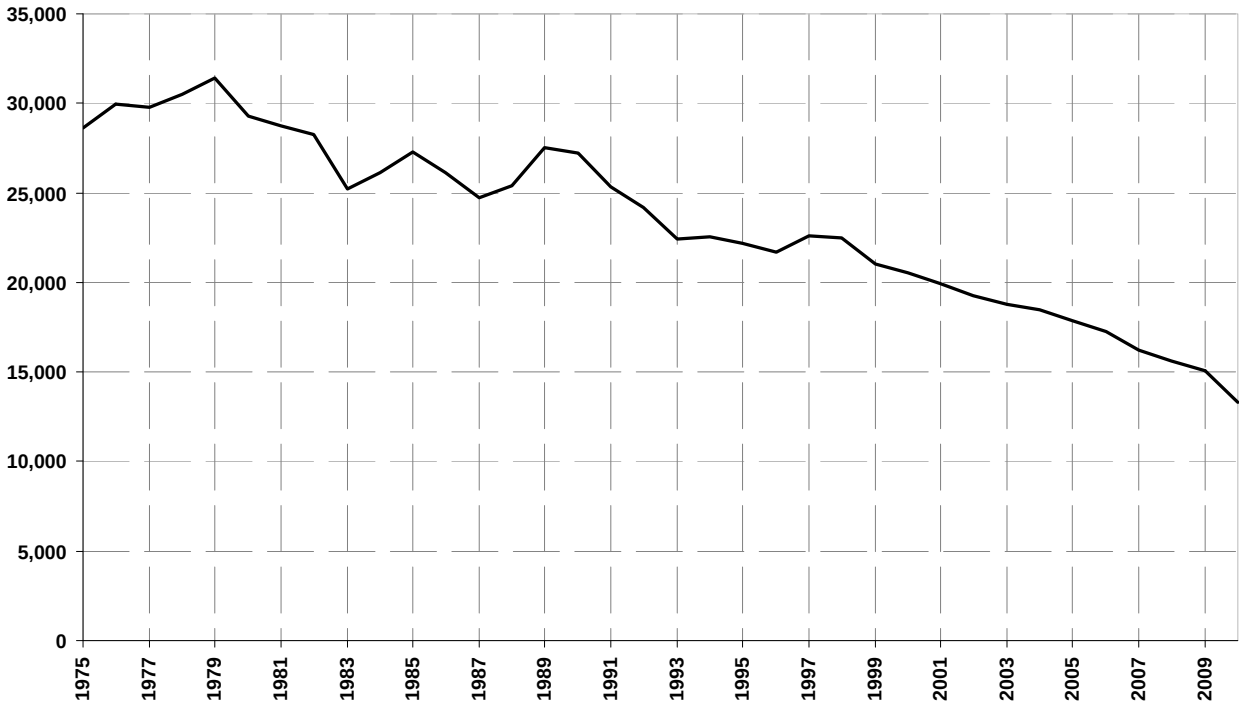
Reported road casualties

3.34 Provisional figures for 2010 were published in Key Reported Road Casualties Scotland in June 2011. Final figures for 2010, taking account of late amendments to the data, will be published in Reported Road Casualties Scotland 2010 in October 2011.

3.35 The provisional figures show there were 208 road deaths reported in Scotland in 2009, 8 (or 4%) fewer than in 2009, and the lowest figure since current records began. 1,960 people were reported as seriously injured in road accidents in 2010, 14 per cent less than in 2009. Over the past ten years, the number of people reported injured in road accidents has fallen by 35 per cent to 13,324 in 2010. *Figure 10* shows falls in most years since 1979 and indicates a general downward trend in road casualties

3.36 Since 2000, the fall in the number of people killed or seriously injured in road accidents in Scotland has been slightly better than for Great Britain (50% lower compared to 41%). The number of people killed or seriously injured per thousand population was almost the same for Scotland as Great Britain in 2010 (around 0.4 per thousand population).

Figure 10: Reported road casualties*



* figures for 2009 are provisional

4 Public transport, ferries and aviation

- **Forty-four per cent of respondents used their local bus service in the last month, with 25 per cent using the train.**
- **Respondents in households earning over £40,000 per year were the least likely to have used the bus in the last month and the most likely to have used a train.**
- **Nearly a quarter of respondents had a regular bus service (at least 5 buses an hour) in 2010** (up from 19% in 2000)**.**
- **Users were generally satisfied with both rail and bus services.** Ninety-three per cent of users strongly agree or tend to agree that trains run on time. Seventy-three per cent of bus users strongly agree or tend to agree that buses run on time. Satisfaction with fares scored lowest.
- **There was a noticeable difference in feelings of safety when travelling during the day and at night for both buses and trains.**
- **Fifty-four per cent of those aged 60 or over used their concessionary pass at least once a month.** Thirty-two per cent have a pass but haven't used it. Thirteen per cent have no pass.
- **There were around 20.9 million air terminal passengers at airports in Scotland in 2010.** Seven per cent less than in the previous year.
- **Forty-four per cent of SHS respondents took a flight for leisure purposes in 2010 and 7 per cent for business.**
- **In 2010, almost 6 million passengers were carried on Caledonian MacBrayne, Northlink Orkney and Shetland and Orkney ferry services.** This was 1 per cent lower than the previous year.

Local bus services

4.1 There were 467 million passenger journeys on local bus services in Scotland in the (financial year) 2009/10. This is a decrease (of 5.3%) on the previous year and a continuation of the downward trend from a peak of 498 million passenger journeys in 2007. These figures represent a revised series from 2004/05 onwards and caution is advised when comparing with data prior to 2004/05.

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

Bus use

4.3 Around a quarter of respondents had a regular bus service (at least 5 buses an hour) in 2010. This is an increase of 5 percentage points since 2000. Eighty-five per cent lived within 6 minutes walk to a bus stop, although this may not be the bus stop that they regularly use. Twenty-two per cent have both, i.e. a regular bus service that is within 6 minutes walk from their house. [Table S3]

4.4 Forty-four per cent of respondents had used the local bus service in the past month. This is an increase of 2 percentage points since 2002. [Table S3]

Age/gender

4.5 Younger and older age groups were the most likely to use the bus, while less than 40 per cent of those aged between 30 and 59 used the bus in the past month. This is consistent with the results on frequency of driving, which showed that the 30 to 59 year age groups were the most likely to drive every day. [Table 19]

4.6 Women were more likely to use the bus, with 47 per cent responding that they had used the bus in the last month, compared to only 39 per cent of men, again reflecting driving trends reported in Section 3. [Table 27]

Income, deprivation and urban/rural

4.7 Urban areas, particularly large urban areas, had more frequent bus services. Forty-one per cent of households in large urban areas had a bus stop within 6 minutes walk of their home, with a frequency of at least 5 buses an hour. This compares to remote rural areas, where there were no households who were served by a bus stop with at least 5 buses an hour. [Table 26]

4.8 Respondents in more deprived areas were more likely to have a good bus service (bus stop within 6 minute walk and 5+ buses per hour) than respondents in the least deprived areas (34% and 20%, respectively). [Table 26] These results are linked to the findings in the previous paragraph as the majority of the areas with the highest levels of deprivation tend to be in urban areas.

4.9 Those in large urban areas were the most likely to travel by bus almost or every day (17% compared to only 3% of those living in remote rural areas). [Table 27]

Satisfaction with service

4.10 In general, people were satisfied with bus services offered, their cleanliness and comfort, the ability to find out about tickets and routes and the ease of changing to other forms of transport with at least 73 per cent of respondents agreeing. [Table 28]

4.11 There was a noticeable difference in those who felt safe on the bus during the day and in the evening. Ninety-one per cent of respondents agreed that they felt safe using the bus during the day compared to 59 per cent in the evening. [Table 28]

4.12 ‘Fares are good value’ also had the lowest agreement rate for buses with 59 per cent of respondents doing so. [Table 28]

GB comparison

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

Concessionary travel

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

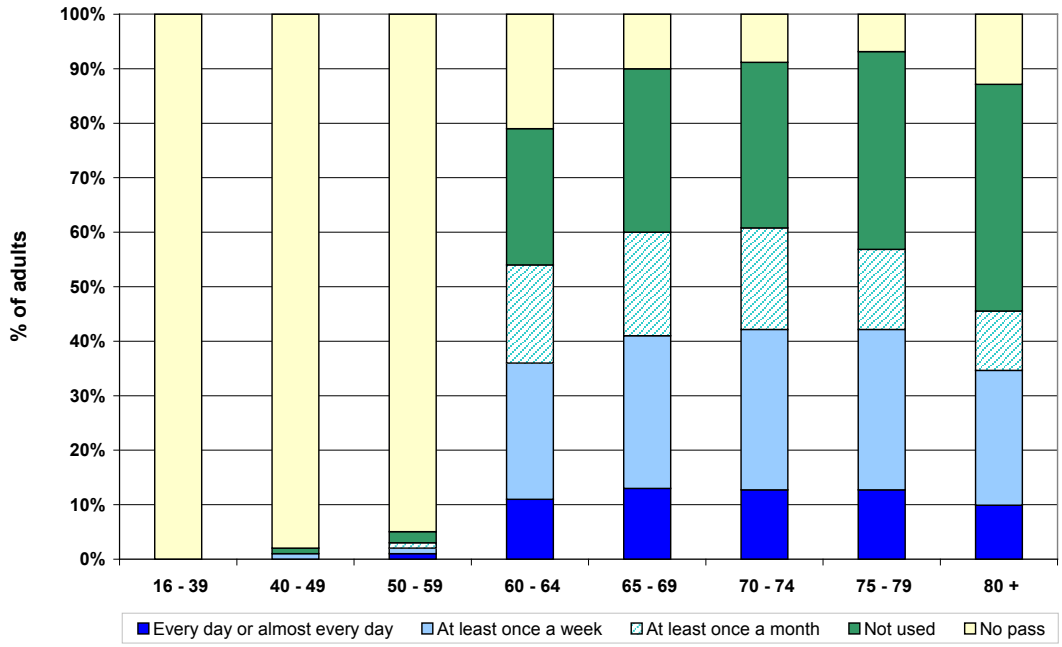
4.15 Twenty-seven per cent of adults (16+) had a concessionary fare pass in 2010, and 87 per cent of those aged 60 or over. [Table 4] However, only 54 per cent of respondents aged 60 or over actually used their pass at least once a month. [Table 31]

4.16 Twenty-one per cent of respondents aged 60 to 64 did not have a pass, compared with 13 per cent or less for all older age groups. (Figure 11) [Table 30]

4.17 Females were more likely to use their pass than males (60% and 49% respectively) and they tend to use it more frequently, with 44 per cent using it on a daily or at least weekly basis, compared to 31 per cent of males. [Table 31]

4.18 Of all adults aged 60 or over, those who were permanently retired were more likely to have a pass than those in employment (90% and 74% respectively). This may indicate that those in employment are unaware that they are eligible for a pass or that they simply would not need one, for example if they choose to travel to work by car.

Figure 11: Possession and use of concessionary fare pass, 2010



4.19 Forty-two per cent of adults aged 60 or over and in lower income households (up to £10,000 per year) used their pass at least once a week compared to 31 per cent of those in households with over £20,000 per year. [Table 31]

4.20 Frequency of driving had a considerable effect on how often concessionary passes were used by the over 60s. Of those who drove every day, only 19 per cent used their pass at least once a week compared to over 51 per cent of those who drove less than once a week. [Table 31]

Young persons' concessionary travel

4.21 The Scotland-wide Concessionary Travel Scheme for Young People started on 8 January 2007. It allows all 16 - 18 year olds and young full-time volunteers up to the age of 25 concessionary travel on buses, rail and ferries throughout Scotland. The scheme provides a third off bus and rail travel throughout Scotland and two free return ferry journeys to the mainland each year if you live on a Scottish Island. A question on young persons' concessionary travel was added to the survey in 2008.

4.22 Of those aged 16 to 18, 27 per cent had a pass, with 18 per cent using it at least once a fortnight. No one over 18 had a pass in this survey. [Table 30]

Rail passenger services

4.23 There were officially 78.3 million ScotRail passenger journeys recorded in 2010-11, 1.4 million (1.8 per cent) more than in the previous year.

4.24 Figure 15 shows that, from 1982 until 1996-97, passenger numbers remained between 50 million and 60 million per year. Latterly, rail patronage had been rising since 1994-95 and reached almost 65 million in 1999-00, but then fell to just over 61 million in 2002-03, before rising again to 78 million in 2010-11.

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

Train use

4.26 Twenty-five per cent of respondents had used the train in the past month in 2010. This is an increase of 10 percentage points since 2002. Only 7 per cent used the train at least once a week. [Table S3]

4.27 In 2010, 4 per cent of respondents travelled to work by train. [Table S3]

Age

4.28 The younger the age group the more likely they were to have used a train in the last month. (Figure 12) [Table 27] A third of those less than 30 used the train in the last month, compared to less than 20 per cent of those aged over 60.

Income

4.29 Train use increased as household income increased. Thirty-five per cent of those in households earning over £40,000 per year used the train at least once a month compared to 20 per cent of those in the lowest income households (up to £10,000 per year). [Table 27]

Urban/rural

4.30 Those living in more rural areas were less likely to travel by train, with only 10 per cent of those living in remote rural areas using a train at least once a month compared to over 20 per cent of those living in urban areas and accessible towns. [Table 27]

Satisfaction with service

4.31 In general, people were satisfied with train services offered, their cleanliness and comfort, the ability to find out about tickets and routes and the ease of changing to other forms of transport. [Table 29]

4.32 There was a noticeable difference in feelings of safety on trains during the day and in the evening. Ninety-eight per cent of respondents agreed that they felt safe using the train during the day compared to 72 per cent feeling safe during the evening. [Table 29]

4.33 Respondents were least likely to agree ‘fares are good value’ with only 58 per cent of respondents doing so. [Table 29]

GB comparison

4.34 The SHS shows similar results to that of the GB (2010 NTS), which found that 7 per cent used the train at least once a week (SHS shows 7% also).

Bus use compared to train use

4.35 Frequency of driving and driving licence possession had a significant effect on whether respondents travelled by bus. Thirty-two per cent of those holding a full driving licence had used the local bus service in the past month, compared to 70 per cent of those who didn't hold a full licence. Those who drove more frequently were less likely to travel by bus. However, train travel was comparatively unaffected by either frequency of driving or driving licence possession. [Table 27]

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

4.37 Adults aged 16 to 19 were much more likely to use the bus almost or every day than older age groups (23% compared to an average of 11% for all adults), however, 20-29 year olds were the age group most likely to use the train every day. Older age groups (60 and over) were more likely to travel by bus than those aged 30-59, while train use decreased as age increased. [Table 27]

4.38 The lower the household income bracket the more likely it is that the respondent used the bus in the last month. This is in direct contrast to train use, which has a decreased likelihood the lower the household income, implying that the higher cost of rail travel is a deterrent to those on lower incomes. [Table 27]

Figure 12: Adults who have used a bus or train in the past month, 2010

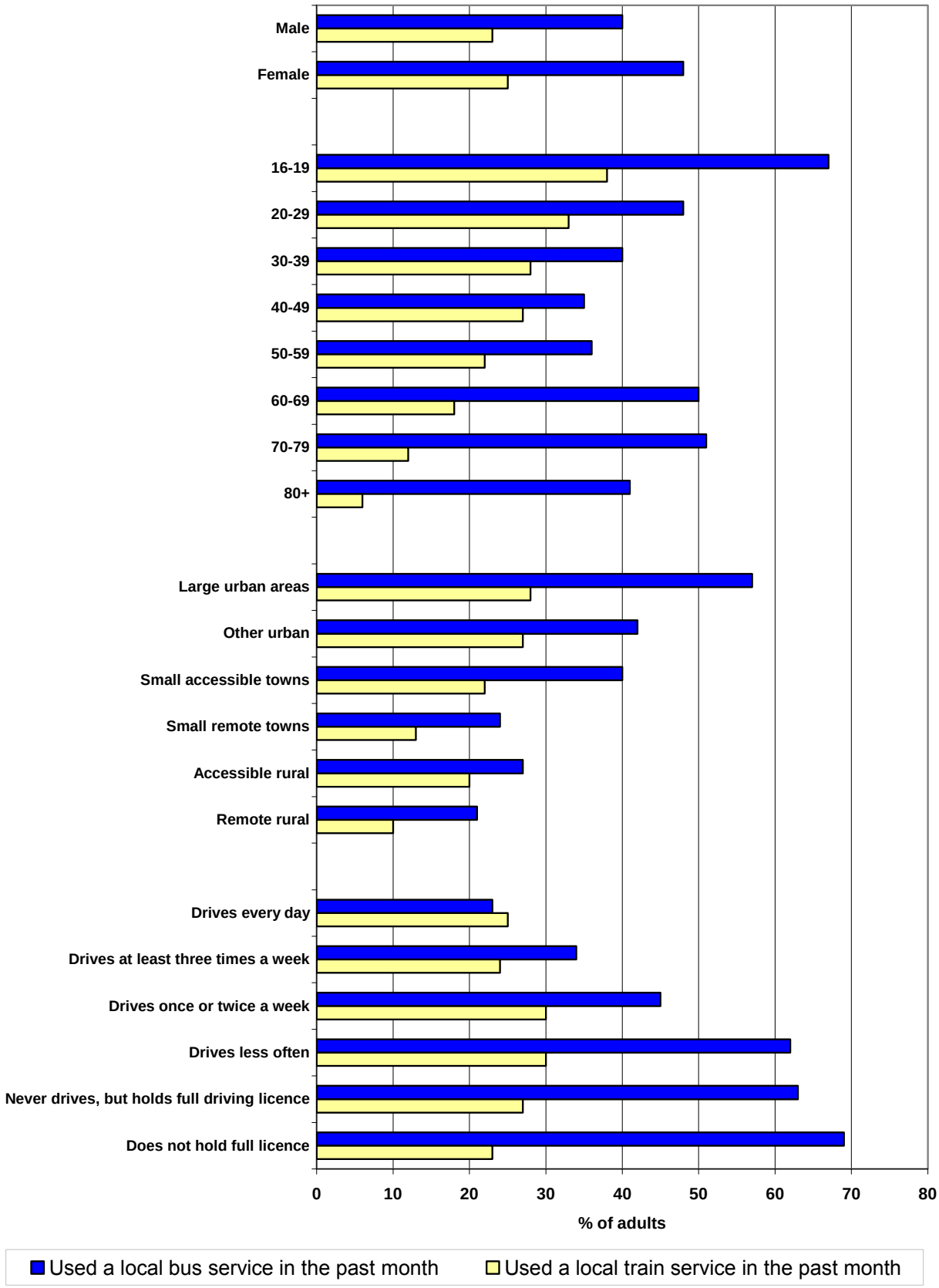
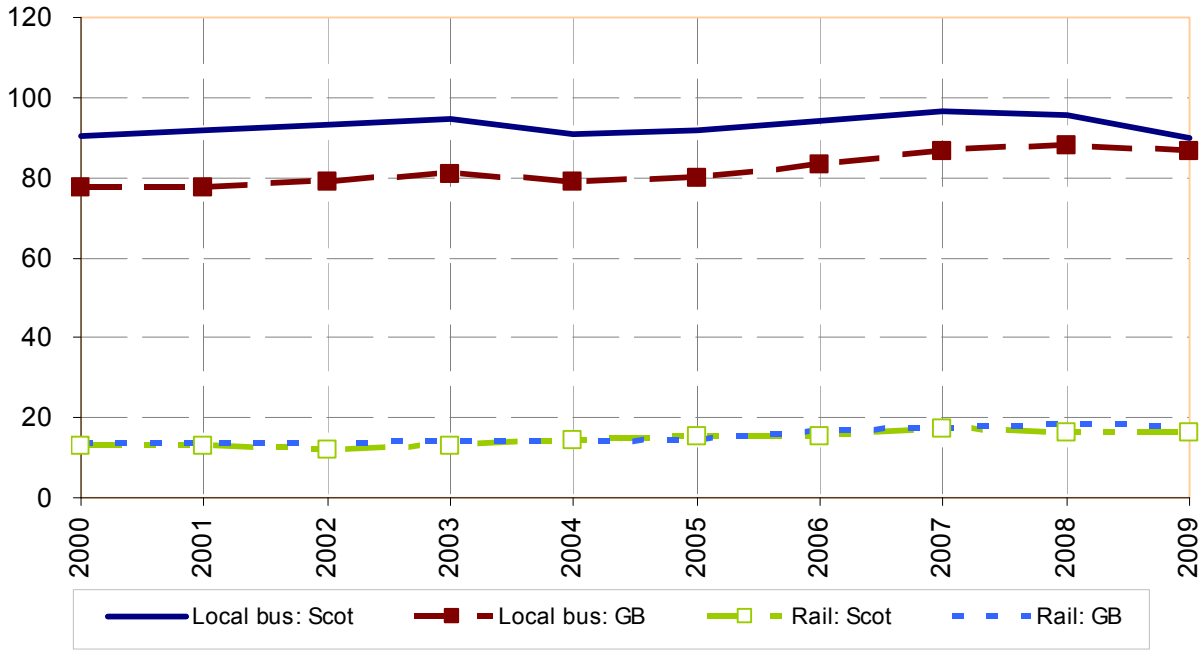


Figure 13 : Passenger numbers: local bus and rail

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

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



Aviation

Air passengers

4.39 There were around 20.9 million air terminal passengers at airports in Scotland in 2010: 7 per cent less than in the previous year (some of this fall will be due to the ash cloud over Iceland), but 25 per cent more than in 2000. Figure 15 shows the increase since 1975. Over the longer-term, terminal passenger numbers grew from 1.2 million in 1960 to 20.9 million in 2010.

Air Travel

4.40 Forty-four per cent of respondents took a flight for leisure purposes in 2010 and 7 per cent for business. Around half of those taking leisure flights took 1 or 2 over the year, with about a quarter taking 3 or 4. Business travel shows quite different patterns with over half (53%) taking 7 or more trips. The most common reason for respondents choosing to fly within the UK as opposed to other forms of travel was because they viewed it as 'quicker', with the next most common reason being 'cheaper'.

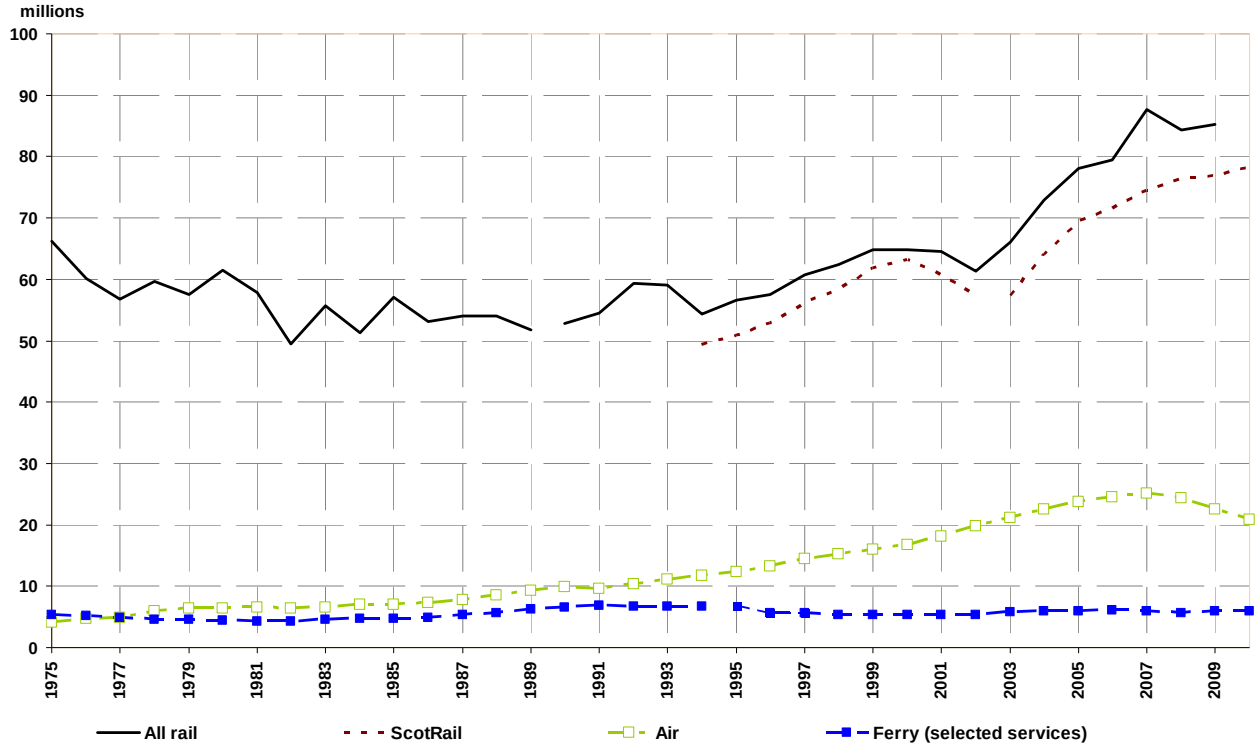
UK Comparison

4.41 Between 2000 and 2010, the number of air terminal passengers increased by 25 per cent for Scotland and 17 per cent for the UK as a whole. Over the past ten years, the number of passengers per head of population has been higher for Scotland than for the UK (4.0 vs. 3.4).

Ferry services

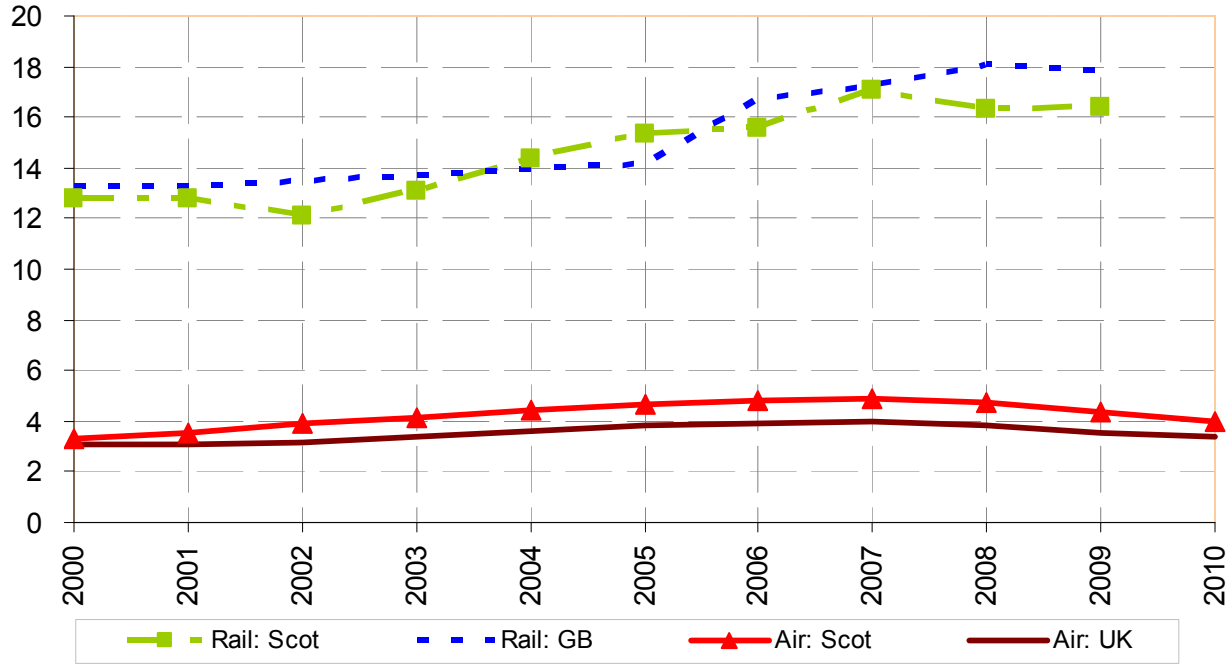
4.42 In 2010, almost 6 million passengers were carried on those shipping services within Scotland for which figures are available back to 1973 (i.e. Caledonian MacBrayne, P&OScottish Ferries / NorthLink Orkney and Shetland, and Orkney Ferries). This was a decrease of 1 per cent on the previous year. Figure15 shows the long-term trends, which were affected by the reduction in traffic that followed the opening of the Skye Bridge in 1995.

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



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

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



5 Walking and Cycling

- **Fifty-one per cent of respondents had walked at least a quarter of a mile for pleasure in past seven days in 2010.**
- **Sixty-two per cent of respondents had walked at least a quarter of a mile as a means of transport in the past seven days**.
- **Thirty-four per cent of households had access to at least one bicycle for adult use in 2010** (a similar figure to 2000).
- **Respondents living in urban areas and towns were more likely to walk as a means of transport and less likely to walk for pleasure than respondents living in rural areas.**

Frequency of walking

5.1 In 2010, 62 per cent reported of respondents to the Scottish Household Survey reported walking as a means of transport on at least one of the previous seven days, an increase from 54 per cent in 2000. There has also been a more steady increase in those who walked for leisure – from 41 per cent in 2000 to 51 per cent in 2010. [Table S3]

5.2 Around 18 per cent of respondents had walked as a means of transport and a similar proportion said they had walked for leisure in the last 2 days. [Table 3]

5.3 **Note:** These figures only include journeys longer than ¼ of a mile. The figures are higher than the travel to work question (See Section 6) and will include journeys where walking is a stage of the journey but not the longest distance (i.e. 'main') mode. [Table 3]

Age/gender

5.4 Gender had no effect on frequency of walking, either as a form of transport or for pleasure. Older people were less likely to walk, particularly those over 80. Only 24 per cent of those aged 80 and above had gone for a walk for pleasure in the last seven days, compared to the average of 51 per cent for all adults. [Table 24]

Income

5.5 Income had little effect on transport related walking journeys but households on high-incomes were more likely to make pleasure related walking journeys in 2010.

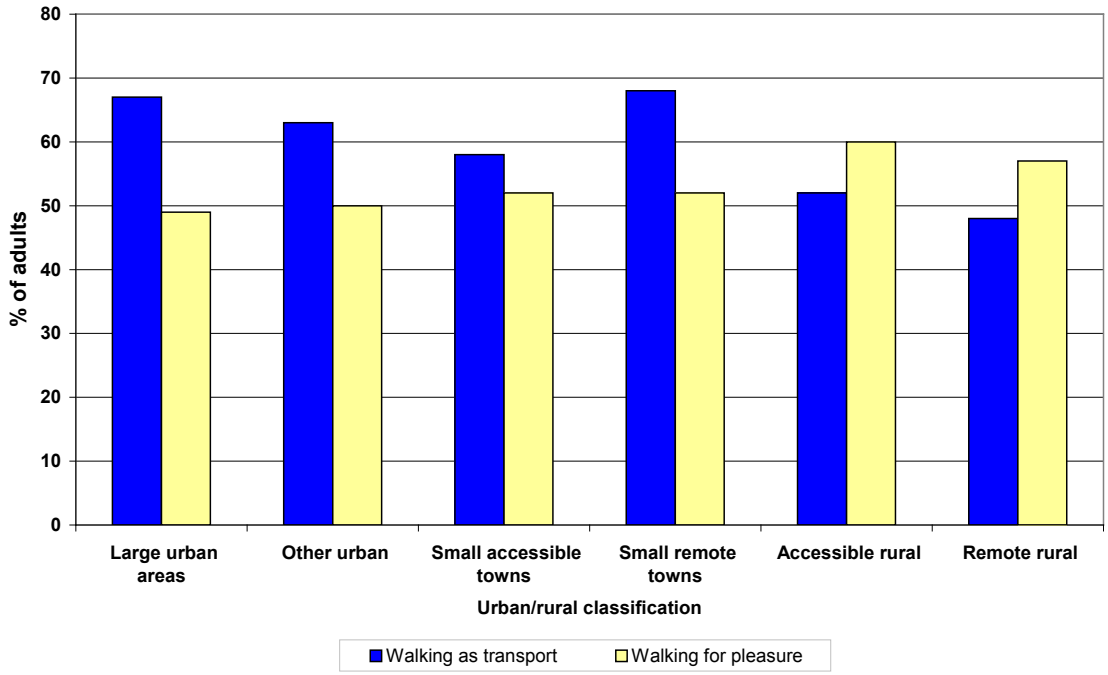
Urban/rural

5.6 Those living in urban areas and towns were more likely to walk as a means of transport compared to those living in rural areas. However, they were less likely to walk for pleasure, with only 48 per cent of those living in large urban areas responding that they had walked for pleasure in the last seven days compared to 57 per cent of respondents living in remote rural areas. (Figure 17)

Frequency of driving

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

Figure 17: Walking as a means of transport or for pleasure by urban/rural, 2010 (on one or more of the previous seven days)



Bicycle access

5.8 Thirty-four per cent of households had access to at least one bicycle in 2010, a similar figure to 2000. [Table S3] The percentage of households with access to a bicycle varied with household type with families and large adult households the most likely to have access to a bicycle (49 – 63%) and single pensioners the least likely to have access to a bicycle (6%). [Table 17]

5.9 As household income increased so did the likelihood of the household having access to at least one bicycle, with 66 per cent of those in the highest income bracket (over £40,000 per year) compared to 16 per cent in the lowest income bracket (up to £10,000 per year).

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

6 Travel to work and school

- **Sixty-seven per cent of respondents travelled to work by car**, a similar percentage to 2000. Sixty-one per cent of these were as a driver and six per cent as a passenger.
- **Active travel accounted for 16 per cent (walking: 13.4%, cycling: 2.3%) and public transport 14 per cent (bus: 10.8%, rail: 3.6%) of all journeys to work in 2010.**
- **Females were more likely to walk or travel by bus to work than males, while males were more likely to drive to work than females.**
- **Forty-five per cent of car drivers and 35 per cent of passengers experienced delays to work at least once a week due to traffic congestion.**
- **Around a quarter of respondents regularly travelled to work using different modes on different days in 2009/10.**
- **Fifty-one per cent of all journeys to school were made by walking or cycling in 2010** (down from 55% in 2000)**.**
- **Children in primary school were more likely to walk or be driven to school than children in secondary school.**

Travel to work

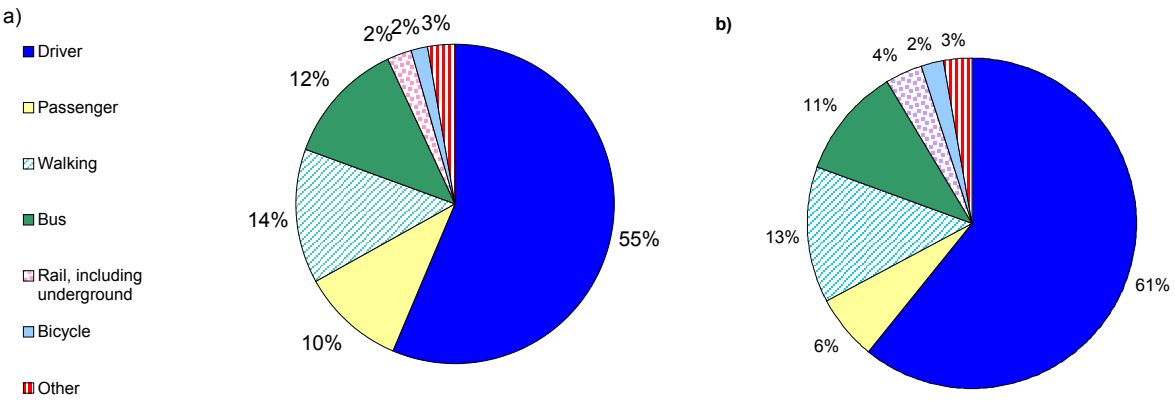
6.1 The SHS travel to work data underpin Scotland's National Indicator on travel to work. More information on National Indicators can be found on the Scotland Performs website[2].

6.2 Ten per cent of employed adults worked from home in 2010. Although this has been fairly stable since 2005, it is still an increase of 3 percentage points since 1999. [Table S3]

Mode of travel

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

Figure 18: Travel to work a) 2000 and b) 2010



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

6.4 Eleven per cent of adults travelled to work by bus and 3.6 per cent travelled by rail. These numbers have remained relatively stable since 2000. [Table S3]

6.5 Thirteen per cent of adults travelled to work on foot in 2010. This figure has been relatively stable since 2000. The number of adults cycling to work was 2.3 per cent, comparable with the previous two years. [Table S3]

Gender and household composition

6.6 Respondents' methods of travelling to work were dependent on gender, with females more likely to walk than males (16% and 11% respectively), while males were more likely to drive to work than females. [Table 6]

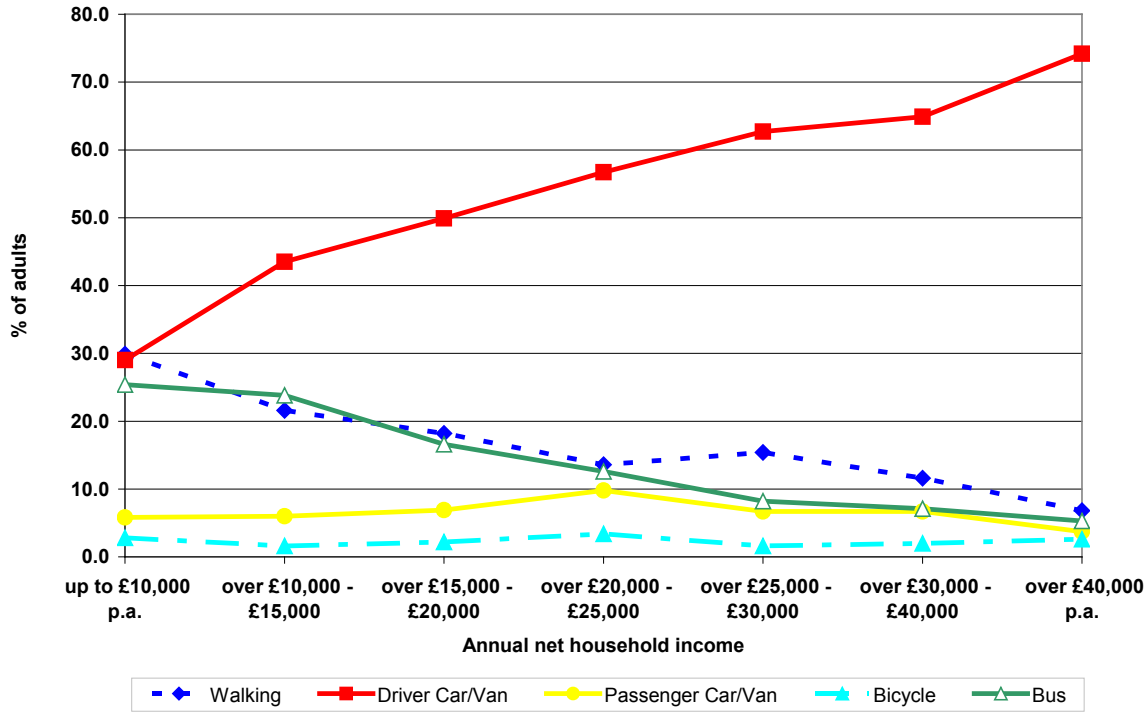
6.7 Single parent families were the most likely to walk to work or take the bus with small families being the most likely to drive.

Employment status and income

6.8 Self employed people were less likely travel to work by bus, and part time workers were more likely to walk, which may be due to part time workers being more likely to live close to their place of work.

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

Figure 19: Main method of travel to work by annual net household income, 2010



Urban/rural and car ownership

6.10 Those living in large urban areas were more likely to use public transport to get to work (23% compared to the average for all adults of 14%), which is likely to be due to the increased accessibility and frequency of public transport services in these areas.

6.11 The more cars a household had access to the greater the likelihood of them driving to work. Those households with no cars generally took the bus (41%) or walked to work (34%). [Table 6]

Congestion

6.12 Seventy per cent of those driving to work or travelling by bus had their journey delayed by congestion with just under half experiencing congestion at least once a week. Around 60 per cent allowed an extra 5 to 30 minutes travel time for their journey. [Table 7]

Multi purpose trips

6.13 Journeys home from work were far more likely to be combined with other trips than those to work. Taking children to school was the most common task undertaken on the way to work whilst taking spouse/partner home from work was the most likely on the journey home. [Table 8]

Car sharing and travel plans

6.14 Fourteen per cent of respondents were involved in a car sharing arrangement in 2007-2010. The vast majority (88%) of these were arranged informally. The most common reason given for not car sharing was 'nobody in work lives near me' and 'sharing with a friend or neighbour' was cited as most likely to encourage people. [Table 10]

6.15 Thirteen per cent of respondents said that their workplace had a travel plan. [Table 11]

Changes to mode of travel

6.16 Most people had not changed their mode of travel for their journey to work from the previous year. Car/van drivers were the least likely to do this with 96 per cent of those using this method the previous year continuing to do so. Those who travelled by rail the previous year are least likely (except for those using 'other' modes) to continue to use this method of travel (19% changed to another mode). Car/van is the most popular mode that people have changed to. [Table 9]

6.17 Fifty-seven per cent of those travelling to work by car/van said it would not be possible for them to travel to work by public transport. The most common reason being given was 'no direct route'. For those who could use public transport but chose not to, 'Takes too long' was the most popular reason cited. [Table 13]

6.18 The most common reasons cited for not cycling to work were 'do not have a bike' (38%), and 'too far to cycle' (30%), followed by 'weather' (15%), 'too many cars' (13%) and 'traffic too fast' (11%). For those who said they did not have a bike, the most common reasons (excluding 'Other') were 'too many cars on the road' and 'can't ride a bike'. [Table 25]

Alternative travel mode to work

6.19 Around a quarter of respondents regularly travelled to work using different modes on different days in 2009/10. Those who usually drove to work were least likely to use an alternative mode with 16 per cent citing another method (most commonly walking or bus). Those travelling by bicycle were most likely to use alternative ways of travelling to work with the most popular being driving and walking respectively. This may be due to differing working patterns, weather conditions and participation in recreational activities.

GB comparisons

6.20 Ten per cent of employed adults worked from home in 2010. The GB figures in the NTS10 show 5 per cent of employed adults always work from home. The higher figures seen in Scotland may be due to the less accessible landscapes found in Scotland, which make it more difficult to travel to a workplace.

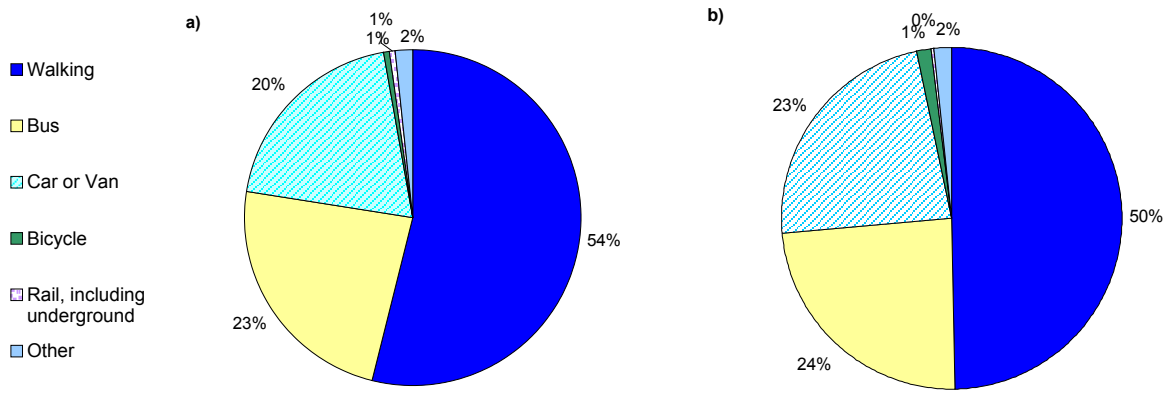
6.21 The Labour Force Survey (LFS) shows that over the years the percentage of people travelling to work by car has tended to be slightly lower in Scotland than in Great Britain as a whole, and the percentage using public transport has tended to be slightly higher in Scotland than in Great Britain. According to the LFS, in Autumn 2010, 71 per cent of people travelling to work in Scotland and 70 per cent in GB did so by car and 14 per cent used public transport (compared with 15% for GB). The year-to-year fluctuations, and any differences from the results of the SHS, are likely to be due to sampling variability.

6.22 GB figures from the NTS10 show walking accounts for 10 per cent of commuting trips, which is similar to the SHS 2010 figure of 13 per cent of people who walk to work.

Travel to school

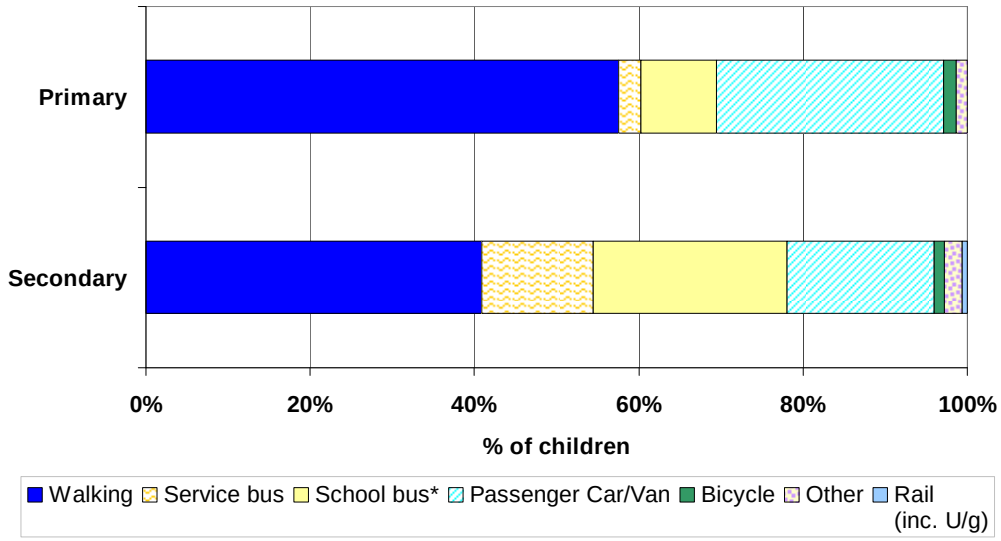
6.23 Half of journeys to school were made on foot in 2010. This has fallen 4 percentage points since 2000. (Figure 20) As walking journeys have fallen, those being driven to school have increased. [Table S3]

Figure 20: Mode of transport to school a) 2000 and b) 2010



6.24 How children travel to school is dependent on their age. Children in primary school, aged between 4-11, were more likely to walk or be driven to school than children in secondary, aged between 12-18. Secondary school children were more likely to take the bus than those in primary school. (Figure 21) This is likely to be partly due to primary schools generally being closer than secondary schools, therefore people are more likely to walk, but also, many respondents from the survey indicated that they felt primary school children were too young to travel on public transport on their own. [Table 14]

Figure 21: Mode of transport to school by school type, 2010



6.25 Over half of children in towns and urban areas walked to school in 2010. Children in rural areas were much less likely to walk to school and tended instead to travel by school bus. This service is less widely available in large urban areas, where 11 per cent of children used a service bus to get to school. [Table 14]

6.26 For those children who walked to school, 84 per cent stated the reason for walking was that the school was nearby. Those taking the bus and car cited convenience as the reason for mode choice, with many feeling that it was too far to walk and car travel was both the safest and quickest mode of travel. [Table 15]

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

GB comparisons

6.28 The results are broadly consistent with those as found in the NTS, particularly for bus and bicycle travel (NTS: 22% and 2% respectively, SHS: 24% and 1% respectively). It should be noted that NTS methodology differs slightly and there is a different geographical coverage between this and the SHS - the NTS excludes school journeys greater than 50 miles and the Scottish Islands are excluded from the sample.

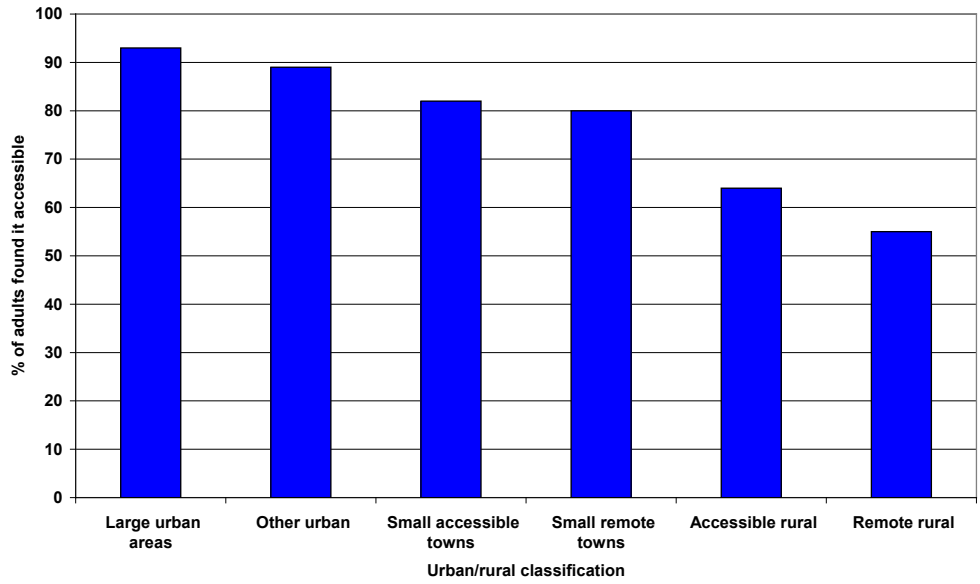
7 Access to services

- **Eighty-five per cent of respondents felt that public transport was very or fairly convenient to access in 2010.**
- **Respondents travelling to hospital out-patients departments were more likely to be car or bus passengers, as opposed to drivers, than those travelling to the dentist or doctors.**
- **Ten per cent of the respondents with limiting illness or disability, had difficulty with at least one type of travel activity (walking/car/bus/train/taxi).**

Access to services

7.1 Eighty-five per cent of respondents felt that public transport was very or fairly convenient to access in 2010. This figure was considerably lower for those living in rural areas. (Figure 22) [Table 32]

Figure 22: Respondents who felt that public transport was very or fairly convenient, 2010

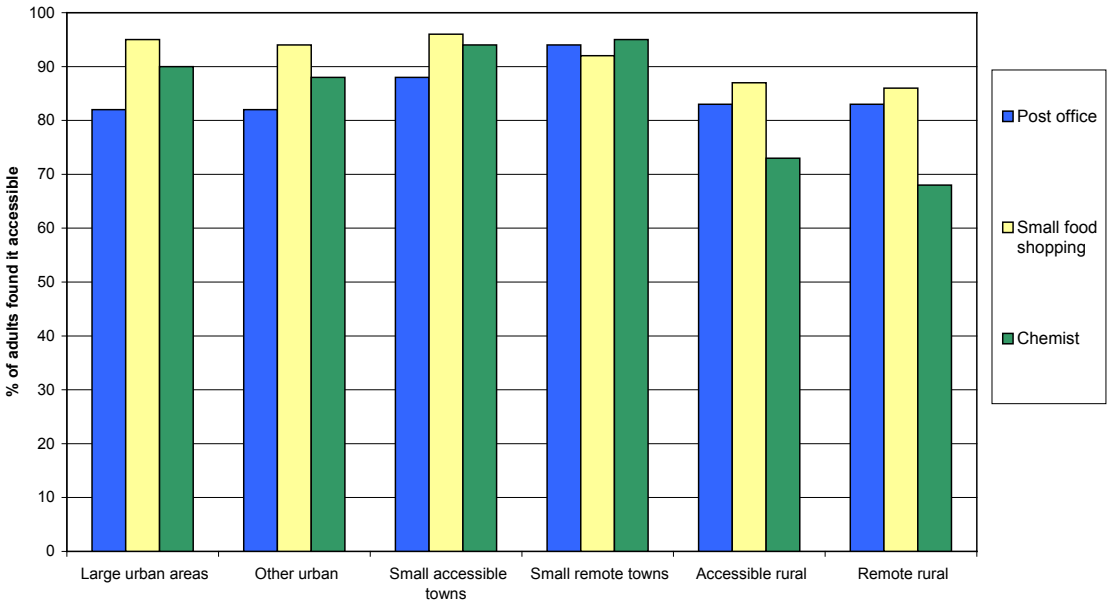


7.2 Gender and age had little effect on how respondents felt about access to services, although those over 60 tended to be less likely to find access very or fairly convenient. [Table 32]

7.3 Respondents with a full driving licence were more likely to say that services were very or fairly convenient to access than those without a driving licence, except when asked about access to public transport, which those without a licence were more likely to find convenient. [Table 32]

7.4 However, urban/rural location had a greater impact on respondents' views regarding the convenience of services than possession of driving licence or household access to car. There is at least an eight percentage point difference between urban and rural areas for small food shopping compared to only a one or two percentage point difference for car access and driving licence possession respectively. (Figure 23) [Table 32]

Figure 23: Respondents who felt that services were very or fairly convenient by urban/rural split, 2010



Access to medical services

7.5 In 2007 new questions were added to the SHS that addressed how adults travelled to key medical facilities i.e. dentists, doctors' surgeries, and hospital out-patient departments. [Tables 33 - 35]

7.6 Fifty-nine per cent of respondents thought hospital out-patients departments were very or fairly convenient to access, rising to 72 per cent for the dentist and 82 per cent for doctors' surgeries. [Table 32]

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

7.8 Older and younger age groups were less likely to travel to medical facilities by car, with those aged 40 to 49 most likely to use the car. Older and younger age groups were also more likely to be passengers rather than drivers. Those travelling to hospital out-patients departments were more likely to be passengers, as opposed to drivers, than those travelling to the dentist or doctors. (Figure 24)

7.9 As household income increases respondents were more likely to drive to medical facilities and less likely to walk or take the bus. This pattern is concurrent with findings found in earlier sections. [Tables 33 - 35]

Adults with mobility problems

7.10 Ten per cent of the respondents with a limiting illness or disability had difficulty with at least one type of travel activity (walking/bus/train/taxi). This has fallen by 2 percentage points since 1999. (Figure 25) Walking for at least 10 minutes is the most common mobility problem, followed by travelling by bus. The number of blue badge holders rose to 6 per cent in 2010, compared to 4 per cent in 2000. [Table 5]

Figure 24: Car use to key medical facilities by age, 2010

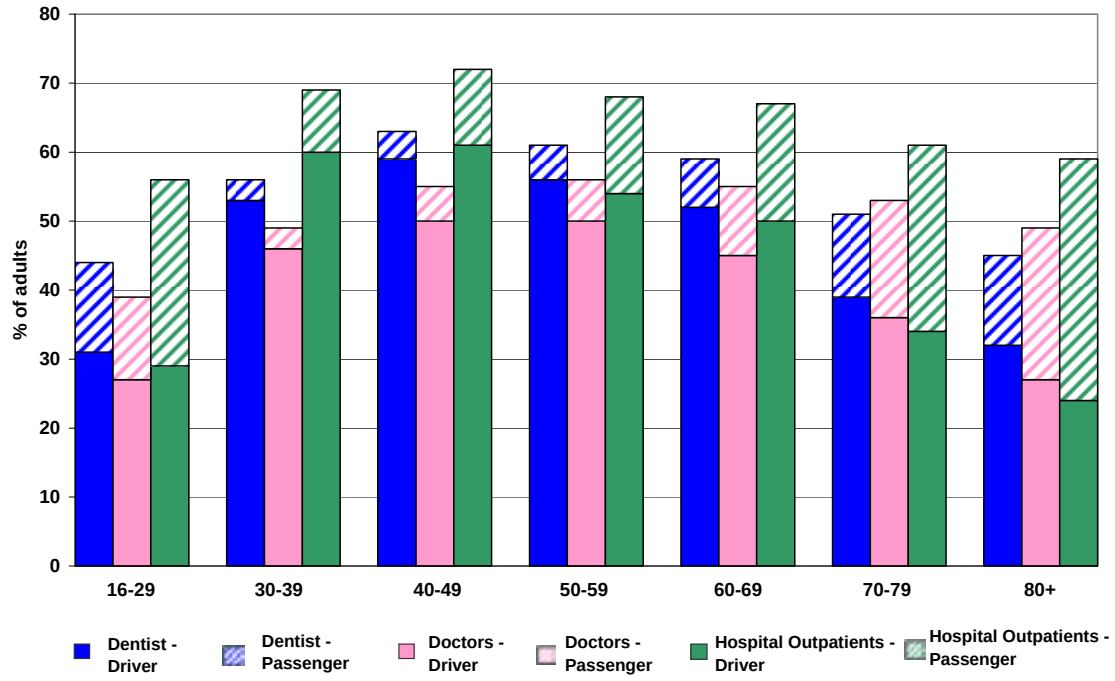
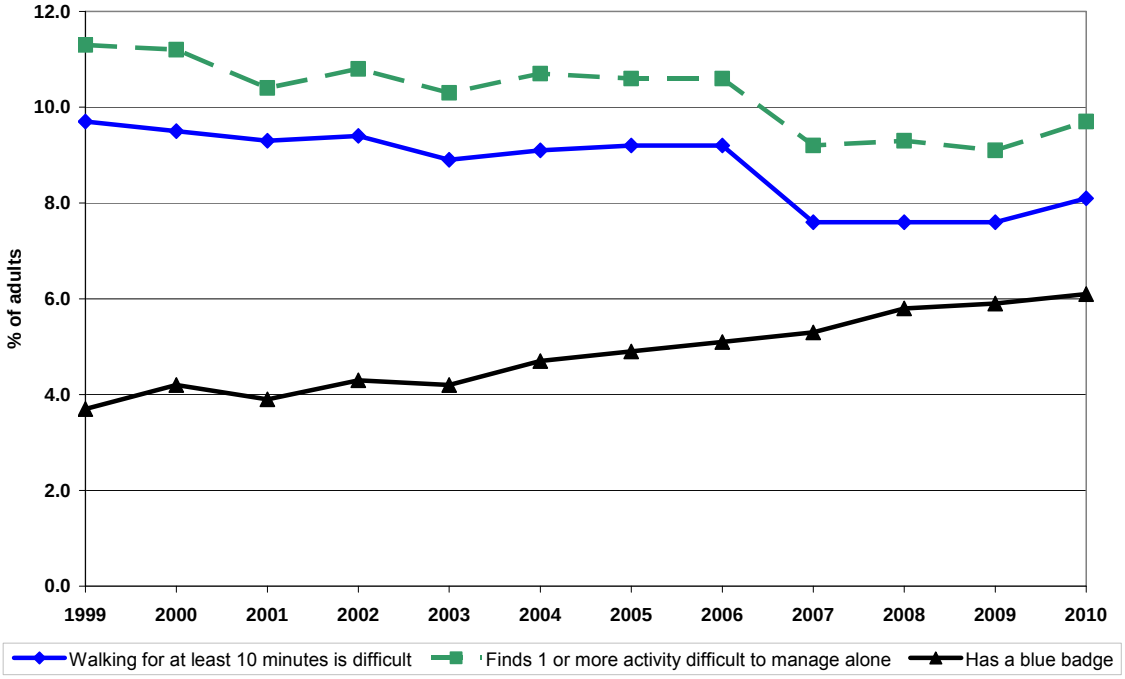


Figure 25: Adults with limited mobility, 2010



8 Freight

- **Two thirds of freight lifted in Scotland is transported by road** (A slight fall from a peak of 71% in 2007). Five per cent is carried by rail, 13 per cent by pipeline and the rest by water. These proportions have changed little over the last ten years.
- **There were 139 million tonnes of freight lifted by road in Scotland in 2009.**
- **Twenty million tonnes of coastwise freight traffic was lifted in Scotland in 2009.**
- **Twenty-eight million tonnes of oil were transferred by pipeline in 2009 continuing the trend levels.**

Road

8.1 There were 139 million tonnes of freight lifted by road in Scotland in 2009. (Caution is advised when comparing with figures prior to 2004-05 as the DfT's improved the survey methodology and processing. Prior to that, there had been little change from year to year in the ten years up to 2003.)

8.2 The 2009 figure continues a fall from a peak of 182 million tonnes in 2007. Over the longer-term, the amount of freight carried by road fluctuated between 1975 and 1987 (see *Figure 26*), rising to 172 million tonnes in 1976 and falling to 128 million tonnes in 1986. After 1988, it was more stable, varying between 149 million tonnes (in 1991) and 162 million tonnes (in 1996). *Figures 26 and 27* show that, in terms of tonnes lifted, much more freight is carried by road than by any other mode of transport. Per head of population, the amount of freight which is lifted by road is slightly higher in Scotland than in Great Britain.

Rail

8.3 The volume of rail freight traffic lifted in Scotland fell from 29.8 million tonnes in 1960 to 5.4 million tonnes in 1994-95. *Figure 27* shows that since then it increased to a peak of 14 million tonnes in 2005-06 before falling back again to just under 10 million tonnes in 2009-10.

Coastal

8.4 Since 2000, levels of Coastwise freight traffic lifted in Scotland have fluctuated between 20 and 25 million tonnes and were at 20 million tonnes in 2009. The figures from 2000 are on a different basis from those for earlier years (Chapter 10 of *Scottish Transport Statistics* explains this in more detail).

Inland Waterways

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

Pipelines

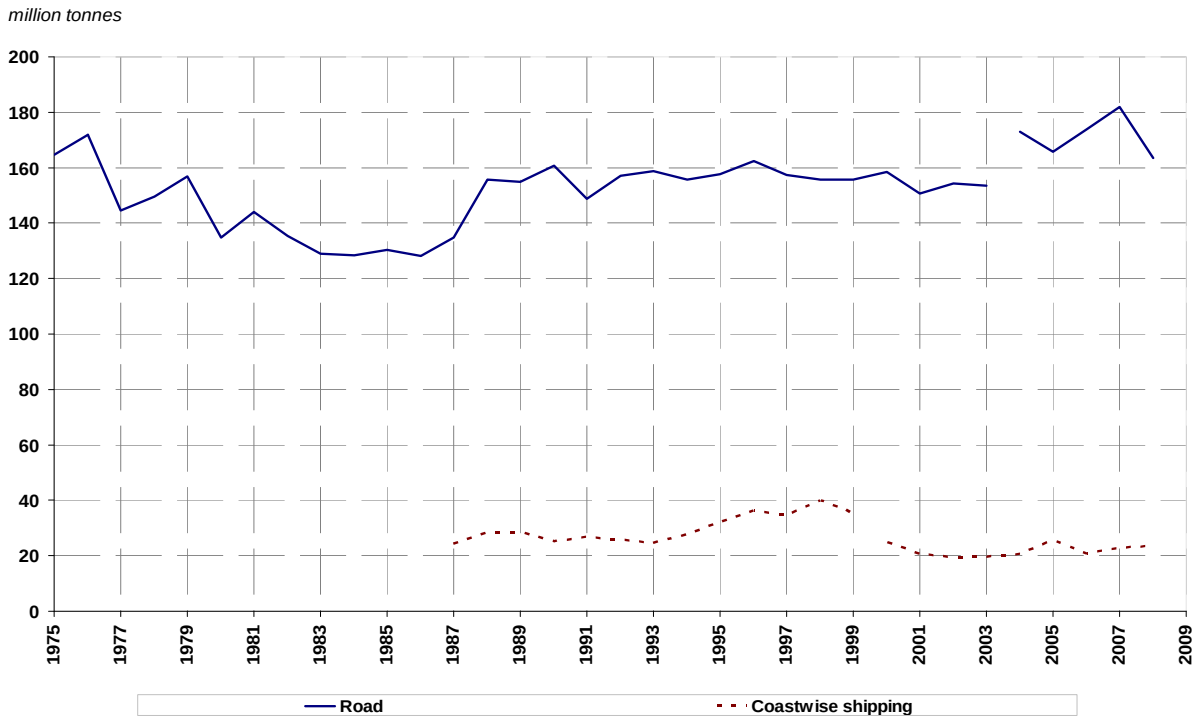
8.6 The amount of oil carried in Scottish pipelines rose rapidly to 28 million tonnes in 1979, and has remained at 28 million tonnes over the last ten years. *Figure 27* shows the

trends since 1975. Per head of population, the amount of freight which is lifted by pipeline is significantly greater in Scotland than in Great Britain.

Freight moved - tonne-kilometres

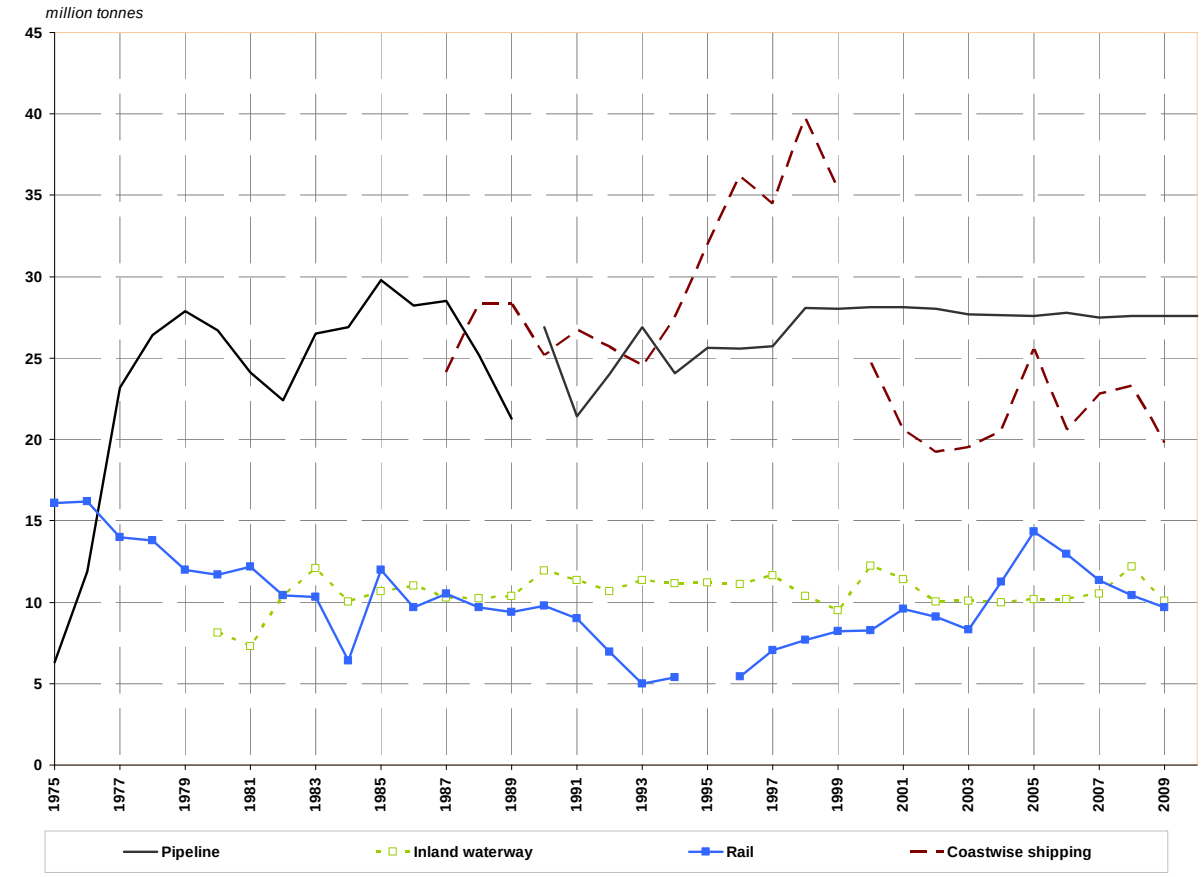
8.7 *Figures 26 and 27* showed that, in terms of tonnes lifted, more freight is carried by road than by any other mode of transport. However, a different picture can be seen when account is taken of the distance that freight is carried. *Table H2(b)* shows that, in terms of tonne-kilometres, coastwise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

Figure 26: Freight lifted: road and coastwise shipping



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

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



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

Table S1 Summary of Transport in Scotland

Numbers

	2000	2001	2002	2003	2004	2005	2006	2007	2008	2009	2010
Vehicles Licensed											*thousands*
Private and Light Goods [1]	1,927	1,997	2,058	2,104	2,158	2,231	2,259	2,313	2,347	2,362	2,364
All Vehicles [1]	2,188	2,262	2,330	2,383	2,448	2,531	2,564	2,627	2,665	2,684	2,685
New Registrations	220	241	259	262	263	251	243	251	215	216	209
Local Bus Services[2]											*millions*
Passenger Journeys (boardings)[3]	458	466	471	478	461	468	482	498	493	467	..
Vehicle Kilometres[3]	369	368	374	369	369	382	387	390	365	379	..
Passenger Revenue											*£ million*
at latest year's prices[3]	417	395	423	415	583	613	648	662	650	626	..
Freight Lifted											*million tonnes*
Road [4]	158.5	150.8	154.4	153.4	173.1	165.6	173.7	181.8	163.6	139.3	..
Rail [2]	8.25	9.57	9.12	8.32	11.25	14.32	12.96	11.35	10.36	9.68	..
Coastwise traffic	24.7	20.6	19.2	19.5	20.5	25.5	20.6	22.8	23.3	19.8	..
One Port traffic	1.54	1.90	1.81	1.54	1.33	1.76	1.48	1.83	1.75	3.59	..
Inland waterway traffic	12.24	11.41	10.01	10.06	9.97	10.19	10.16	10.50	12.19	10.10	..
Pipelines [5]	28.1	28.1	28.0	27.7	27.6	27.6	27.8	27.5	27.6	27.6	27.6
Public Road Lengths [6]											*kilometres*
Trunk (A and M)	3,488	3,488	3,488	3,432	3,432	3,432	3,405	3,405	3,405	3,405	3,405
Other Major (A and M)	7,414	7,407	7,417	7,418	7,418	7,433	7,424	7,381	7,421	7,421	7,423
Minor Roads	42,984	43,159	43,687	43,659	43,693	43,911	44,029	44,303	44,420	44,594	44,675
All Roads	53,886	54,054	54,592	54,509	54,543	54,776	54,858	55,089	55,246	55,420	55,503
Road Traffic											*million vehicle-kilometres*
Motorways	5,405	5,567	5,730	5,856	6,094	6,151	6,433	6,577	6,683	6,633	6,503
A roads	20,531	20,775	21,533	21,826	22,114	21,904	22,465	22,408	22,127	22,327	21,992
All roads (incl. B, C, uncl.)	39,561	40,065	41,535	42,038	42,705	42,718	44,119	44,666	44,470	44,219	43,488
Reported Road Accident Casualties											
Killed	326	348	304	336	308	286	314	281	270	216	208
Killed and Serious	3,894	3,758	3,533	3,294	3,074	2,952	2,949	2,666	2,844	2,502	2,168
All (Killed, Serious, Slight)	20,517	19,911	19,275	18,757	18,502	17,885	17,269	16,238	15,590	15,043	13,324
Passenger Rail [2,7]											*millions*
ScotRail passenger journeys[7]	63.16	60.75	57.38	57.45	64.02	69.43	71.59	74.47	76.43	76.93	78.29
ORR data:											
Rail journeys in/from Scotland[8]	64.8	64.6	61.4	66.1	72.9	78.1	79.5	87.7	84.3	85.2	..
Passenger receipts (£2009 mill)	231.2	238.4	233.8	246.1	260.7	261.6	269.4	306.7	319.0	336.5	..
Air Transport											*thousands*
Terminal Passengers	16,787	18,081	19,783	21,084	22,555	23,795	24,437	25,132	24,348	22,496	20,907
Transport Movements	333.5	360.6	362.6	367.3	385.6	408.8	420.6	428.2	417.1	382.7	354.4
											thousand tonnes
Freight	74.6	72.4	72.6	76.5	77.6	74.5	77.9	61.2	45.6	45.7	41.6
Ferries (selected services[9])											*thousands*
Passengers	5,294	5,304	5,365	5,721	5,921	5,971	6,020	6,012	5,699	5,935	5,872
Vehicles	1,171	1,211	1,241	1,260	1,338	1,365	1,372	1,416	1,377	1,445	1,408

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.

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

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

6 Data is provisional. Some 2009 figures have been used to calculate 2010 road lengths where this information is not available for certain local authorities.

7 ScotRail introduced a new methodology which better estimates Strathclyde Zonecard journeys from 2009/10. Figures from 2003/04 onwards present the impact of this on previously reported data to provide a more meaningful year on year comparison. Note that this has no impact on actual journeys undertaken. Further detail on this can be found from paragraphs 4.3 onwards.

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

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

Table S2 Summary of Transport in Scotland - index numbers
Index 2000=100

	2000	2001	2002	2003	2004	2005	2006	2007	2008	2009	2010
Vehicles Licensed											
Private and Light Goods [1]	100.0	103.6	106.8	109.2	112.0	115.8	117.2	120.1	121.8	122.6	122.7
All Vehicles [1]	100.0	103.4	106.5	108.9	111.9	115.7	117.2	120.0	121.8	122.6	122.7
New Registrations	100.0	109.5	117.7	119.1	119.3	113.9	110.2	113.9	97.6	98.0	94.7
Local Bus Services[2]											
Passenger Journeys (boardings)[3]	100.0	101.7	102.8	104.3	100.7	102.2	105.3	108.7	107.7	102.0	..
Vehicle Kilometres [3]	100.0	99.7	101.4	100.0	100.0	103.5	104.9	105.7	98.9	102.7	..
Passenger Revenue at latest year's prices[3]	100.0	94.7	101.3	99.3	139.7	146.8	155.3	158.5	155.7	150.0	..
Freight Lifted											
Road [4]	100.0	95.1	97.4	96.8	109.2	104.5	109.6	114.7	103.2	87.9	..
Rail [2]	100.0	116.0	110.5	100.8	136.4	173.6	157.1	137.6	125.6	117.3	..
Coastwise traffic	100.0	83.4	77.7	79.0	83.0	103.4	83.3	92.3	94.3	80.3	..
One Port traffic	100.0	123.4	117.5	100.0	86.4	114.3	96.1	118.8	113.6	233.1	..
Inland waterway traffic	100.0	93.2	81.8	82.2	81.5	83.3	83.0	85.8	99.6	82.5	..
Pipelines [5]	100.0	99.9	99.6	98.4	98.2	98.0	98.8	97.7	98.0	98.0	98.0
Public Road Lengths [6]											
Trunk (A and M)	100.0	100.0	100.0	98.4	98.4	98.4	97.6	97.6	97.6	97.6	97.6
Other Major (A and M)	100.0	99.9	100.0	100.1	100.1	100.3	100.1	99.6	100.1	100.1	100.1
Minor Roads	100.0	100.4	101.6	101.6	101.6	102.2	102.4	103.1	103.3	103.7	103.9
All Roads	100.0	100.3	101.3	101.2	101.2	101.7	101.8	102.2	102.5	102.8	103.0
Road Traffic											
Motorways	100.0	103.0	106.0	108.3	112.8	113.8	119.0	121.7	123.6	122.7	120.3
A roads	100.0	101.2	104.9	106.3	107.7	106.7	109.4	109.1	107.8	108.7	107.1
All roads (incl. B, C, uncl.)	100.0	101.3	105.0	106.3	107.9	108.0	111.5	112.9	112.4	111.8	109.9
Reported Road Accident Casualties											
Killed	100.0	106.7	93.3	103.1	94.5	87.7	96.3	86.2	82.8	66.3	63.8
Killed and Serious	100.0	96.5	90.7	84.6	78.9	75.8	75.7	68.5	73.0	64.3	55.7
All (Killed, Serious, Slight)	100.0	97.0	93.9	91.4	90.2	87.2	84.2	79.1	76.0	73.3	64.9
Passenger Rail[2,7]											
ScotRail passenger journeys[7]	100.0	96.2	90.9	91.0	101.4	109.9	113.3	117.9	121.0	121.8	124.0
Rail journeys in/from Scotland [8]	100.0	99.7	94.7	102.0	112.6	120.6	122.7	135.4	130.1	131.5	..
Passenger receipts (£2009 mill)	100.0	103.1	101.1	106.4	112.8	113.1	116.5	132.7	138.0	145.5	..
Air Transport											
Terminal Passengers	100.0	107.7	117.8	125.6	134.4	141.7	145.6	149.7	145.0	134.0	124.5
Transport Movements	100.0	108.1	108.7	110.2	115.6	122.6	126.1	128.4	125.1	114.8	106.3
Freight	100.0	97.1	97.3	102.5	104.0	99.9	104.4	82.1	61.1	61.2	55.7
Ferries (selected services [9])											
Passengers	100.0	100.2	101.3	108.1	111.8	112.8	113.7	113.6	107.7	112.1	110.9
Vehicles	100.0	103.4	106.0	107.6	114.3	116.5	117.2	120.9	117.6	123.4	120.2

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.
4 Freight lifted in Scotland by UK-registered hauliers, regardless of whether the destination is in Scotland, elsewhere in the UK or outwith the UK. The figures for 2004 onwards are not compatible with those for earlier years due to changes in methodology and processing system for the survey.
5 The estimated amounts of crude oil and products carried by pipelines over 50km in length. 2010 figure has been estimated.
6 Data is provisional. Some 2009 figures have been used to calculate 2010 road lengths where this information is not available for certain local authorities.
7 ScotRail introduced a new methodology which better estimates Strathclyde Zonecard journeys from 2009/10. Figures from 2003/04 onwards present the impact of this on previously reported data to provide a more meaningful year on year comparison. Note that this has no impact on actual journeys undertaken. Further detail on this can be found from paragraphs 4.3 onwards.
8 The Office of Rail Regulation (ORR) produce total passenger figures. These are not adjusted to reflect ScotRail's revised methdology and are therefore not comparable with ScotRail figures.
9 Those services for which figures are (at least) available back to 1975: Caledonian MacBrayne, P&O Scottish Ferries / NorthLink Orkney & Shetland, and Orkney Ferries.

Table S3 Summary of Scottish Household Survey results [1]

	2000	2001	2002	2003	2004	2005	2006	2007	2008	2009	2010
											percentages
Place of work											
Works from home	7.9	8.7	9.3	9.1	9.0	11.1	10.7	11.2	10.0	11.4	10.1
Does not work from home	92.1	91.3	90.7	90.9	91.0	88.9	89.3	88.8	90.0	88.6	89.9
Sample size (=100%)	*6,818*	*6,922*	*6,597*	*6,681*	*7,058*	*6,841*	*6,845*	*5,888*	*6,092*	*6,103*	*5,862*
Travel to work [2]											
Walking	13.7	13.1	13.2	12.6	12.7	12.7	13.8	11.9	12.5	12.3	13.4
Car or Van	67.0	68.4	67.7	68.5	67.0	67.4	66.8	68.0	66.0	67.0	67.3
Driver	56.5	57.9	56.6	59.8	58.9	59.8	59.8	61.3	59.9	60.7	61.0
Passenger	10.5	10.4	11.0	8.7	8.1	7.5	7.0	6.7	6.1	6.4	6.3
Bicycle	1.7	1.7	1.6	1.8	1.9	1.6	2.0	1.7	2.3	2.4	2.3
Bus	12.5	12.2	12.2	11.6	12.7	12.1	11.8	12.7	12.1	12.1	10.8
Rail, including underground	2.3	2.3	3.1	2.9	3.5	3.9	3.6	3.5	4.3	3.9	3.6
Other	2.8	2.4	2.3	2.6	2.3	2.3	2.0	2.3	2.7	2.3	2.7
Sample size (=100%)	*6,253*	*6,276*	*5,973*	*6,033*	*6,359*	*6,044*	*6,068*	*5,175*	*5,437*	*5,371*	*5,221*
Travel to school											
Walking	53.8	51.9	55.5	52.4	51.2	52.5	51.1	52.8	48.8	50.0	49.7
Car or Van	19.7	20.8	19.0	21.7	21.6	21.0	21.7	21.9	23.6	24.4	23.0
Bicycle	0.6	0.6	0.7	1.2	1.0	0.6	0.9	0.8	1.5	1.0	1.4
Bus (school or service)	23.5	24.5	22.4	22.4	23.6	23.6	23.7	21.9	23.9	22.0	23.9
School bus	16.9	17.7	15.1	16.9	16.9	16.5	17.0	14.8	16.5	16.0	16.1
Service bus	6.6	6.8	7.3	5.5	6.7	7.1	6.7	7.1	7.3	5.9	7.8
Rail, including underground	0.6	0.5	0.4	0.5	0.9	0.7	1.2	0.9	0.7	0.7	0.3
Other	1.7	1.7	2.1	1.8	1.8	1.6	1.3	1.7	1.5	1.8	1.7
Sample size (=100%)	*3,475*	*3,463*	*3,295*	*3,250*	*3,347*	*3,272*	*3,240*	*2,517*	*2,750*	*2,881*	*2,676*
Household access to car/bike											
No car	35.8	35.3	34.8	32.7	33.7	31.7	32.0	30.3	30.2	30.7	30.3
One car	45.5	45.6	44.4	44.5	43.0	44.5	43.6	44.3	43.9	43.7	44.0
Two Cars	16.4	16.6	18.2	19.8	19.9	20.5	20.5	21.4	21.8	21.5	21.6
Three or more cars	2.3	2.6	2.5	3.0	3.4	3.3	3.8	4.0	4.0	4.2	4.1
One or more cars	64.2	64.7	65.2	67.3	66.3	68.3	68.0	69.7	69.8	69.3	69.7
Two or more cars	18.6	19.1	20.8	22.8	23.3	23.8	24.4	25.3	25.8	25.6	25.7
1+ Bicycles which can be used by adults	34.2	N/A	34.9	34.4	35.0	35.0	35.3	36.9	36.8	35.4	34.3
Sample size	*15,547*	*15,566*	*15,073*	*14,880*	*15,942*	*15,392*	*15,616*	*13,414*	*13,821*	*14,190*	*14,214*
Driving (aged 17+)											
Those with a full driving licence											
Male 76.2		75.6	76.7	76.5	75.8	75.7	75.5	75.8	76.0	76.2	75.6
Female	53.0	55.0	53.8	56.0	56.9	56.4	58.0	59.2	59.9	60.6	60.2
All	64.0	64.7	64.6	65.8	65.8	65.6	66.4	67.0	67.6	68.0	67.6
Frequency of driving											
Every day	44.7	45.8	45.5	43.3	41.4	41.8	40.9	45.2	44.9	43.4	41.4
At least three times a week	7.9	8.0	8.0	10.2	11.2	11.2	11.6	10.0	10.4	11.9	12.8
Once or twice a week	4.2	3.9	4.2	5.5	5.7	5.8	6.7	5.1	5.6	5.6	6.0
At least 2-3 times a month	0.9	1.0	0.9	0.7	0.8	0.8	1.0	0.9	1.0	0.9	0.9
At least once a month	0.5	0.6	0.4	0.4	0.6	0.5	0.5	0.6	0.4	0.4	0.4
Less than once a month	1.8	1.9	2.1	1.7	1.6	1.4	1.4	1.7	1.3	1.6	1.8
Holds full licence, never drives	4.0	3.5	3.5	4.1	4.5	4.1	4.4	3.5	4.0	4.2	4.3
Does not have a full driving licence	36.0	35.3	35.4	34.2	34.2	34.4	33.6	33.0	32.4	32.0	32.4
Sample size (=100%)	*14,440*	*14,527*	*13,936*	*13,850*	*14,660*	*13,968*	*14,075*	*12,152*	*12,263*	*12,447*	*12,361*
Walking in the past seven days (aged 16+) [3]											
Walking as a means of transport	53.6	55.1	54.9	54.4	54.2	54.0	54.0	52.0	52.5	59.0	62.0
Walking just for pleasure or to keep fit	41.4	42.9	40.7	43.9	43.9	46.1	46.7	46.9	45.1	48.4	51.3
Sample size	*14,516*	*14,643*	*14,041*	*13,925*	*14,713*	*6,993*	*7,111*	*6,121*	*6,209*	*6,119*	*6,136*
Household access to bus service											
Up to 6 minutes walk to the nearest stop	84.6	84.8	86.3	85.4	86.6	85.4	84.9	84.8	85.7	84.3	85.2
At least 5+ per hour (up to 13 min freq)	19.4	18.5	21.6	23.4	24.2	24.8	22.5	24.3	25.0	25.4	23.8
Up to 6 minutes walk and 5+ per hour	18.0	17.1	19.9	21.6	22.4	22.9	20.8	22.4	22.9	23.2	22.1
Service frequency not known	20.0	23.4	23.1	22.6	23.0	24.6	24.3	23.1	23.1	22.8	22.7
Sample size	*15,547*	*15,561*	*15,072*	*14,879*	*15,941*	*15,392*	*15,616*	*9,274*	*6,846*	*14,190*	*14,214*
Frequency of use of local bus/train service (aged 16+)											
Bus service											
Every day or almost every day	..	..	11.0	10.5	11.1	11.9	12.0	12.3	12.6	11.3	11.0
2 or 3 times per week	..	..	11.6	11.5	11.2	11.6	11.7	11.7	12.2	11.8	11.7
About once a week	..	..	7.9	7.6	7.5	7.7	7.9	7.7	7.8	8.4	7.7
Once or twice a month	..	..	10.9	10.6	10.6	12.1	12.2	13.9	13.9	14.1	13.5
Not used in the past month	..	..	58.6	59.7	59.5	56.7	56.2	54.4	53.6	54.5	56.1
Train service											
Every day or almost every day	..	..	1.6	1.7	1.8	2.0	2.0	2.0	2.3	2.1	1.9
2 or 3 times per week	..	..	1.0	1.3	1.6	1.5	1.6	1.8	2.0	2.1	1.9
About once a week	..	..	2.0	2.5	2.7	2.6	2.8	3.2	3.2	3.7	3.5
Once or twice a month	..	..	10.4	11.4	12.3	14.3	13.7	16.3	16.4	15.9	17.3
Not used in the past month	..	..	84.9	83.1	81.6	79.5	79.8	76.6	76.1	76.2	75.5
Sample size (=100%)	..	..	*14,037*	*13,960*	*14,774*	*14,063*	*14,183*	*12,118*	*12,298*	*12,517*	*12,422*

1. The apparent year-to-year fluctuations in some of the figures may be due to sampling variability.
2. Employed adults (aged 16+) not working from home
3. Those who had made a trip of more than quarter of a mile for the specified purpose on at least one of the previous seven days

Table S4 Summary of cross-border transport

	2000	2001	2002	2003	2004	2005	2006	2007	2008	2009	2010
Passenger journeys											*millions*
to / from other parts of UK											
Rail 4.97		5.27	4.85	5.01	4.88	5.20	5.58	5.81	6.13	6.64	..
Air [1]	9.51	10.21	11.51	12.38	12.88	13.16	12.96	12.87	12.07	10.89	9.83
Ferry [2]	2.47	2.33	2.28	2.43	2.34	2.05	2.02	2.09	1.94	1.92	..
Total these modes	16.95	17.81	18.65	19.82	20.09	20.41	20.55	20.77	20.13	19.45	..
to / from other countries											
Air [3]	5.76	6.24	6.63	7.13	8.12	8.97	9.67	10.35	10.35	9.74	9.27
Ferry [4]	0.01	0.01	0.11	0.21	0.21	0.20	0.12	0.11	0.07	0.03	..
Total these modes	5.77	6.24	6.74	7.34	8.33	9.17	9.79	10.46	10.43	9.77	..
Total cross-border passengers											
Rail	4.97	5.27	4.85	5.01	4.88	5.20	5.58	5.81	6.13	6.64	..
Air	15.27	16.45	18.14	19.52	21.00	22.14	22.63	23.23	22.42	20.63	19.10
Ferry	2.48	2.33	2.40	2.64	2.54	2.25	2.14	2.20	2.01	1.95	..
Total these modes	22.71	24.06	25.39	27.16	28.42	29.58	30.34	31.24	30.56	29.22	..
Freight											*millions of tonnes lifted*
to other parts of UK											
Road [5]	15.5	15.4	15.2	14.8	14.3	12.5	14.4	16.9	12.8	13.4	..
Rail	3.1	4.9	4.4	4.1	6.4	9.0	7.1	4.6	3.8	3.3	..
Water	21.7	19.6	17.6	17.6	18.7	22.5	17.9	19.7	21.0	17.6	..
Total these modes	40.2	39.9	37.1	36.5	39.4	44.0	39.5	41.1	37.6	34.2	..
from other parts of UK											
Road [5]	20.3	19.3	18.3	20.9	17.6	17.4	19.3	22.5	18.5	16.8	..
Rail	1.1	1.2	1.1	1.0	0.9	2.1	2.1	2.0	2.0	1.3	..
Water	6.2	5.1	5.1	4.6	5.4	5.9	5.6	5.5	5.1	4.9	..
Total these modes	27.6	25.5	24.4	26.6	23.9	25.3	27.0	30.0	25.6	22.9	..
Total to / from other parts of UK											
Road	35.8	34.7	33.5	35.7	31.9	29.9	33.7	39.4	31.3	30.2	..
Rail	4.1	6.1	5.4	5.2	7.3	11.1	9.2	6.6	5.9	4.5	..
Water	27.9	24.6	22.6	22.2	24.0	28.4	23.6	25.2	26.1	22.4	..
Total these modes	67.8	65.4	61.5	63.0	63.2	69.3	66.5	71.1	63.2	57.1	..
to other countries											
Road [5]	0.5	0.5	0.6	0.6	0.5	0.4	0.4	0.6	0.5	0.5	..
Rail [6]	0.9	0.6	0.5	0.4	0.5	0.5	0.5	0.5	0.4	0.4	..
Water [7]	73.2	67.0	67.8	58.9	54.5	45.0	44.0	45.6	42.4	38.3	..
Total these modes	74.6	68.1	68.9	59.9	55.5	45.9	44.9	46.7	43.3	39.2	..
from other countries											
Road [5]	0.2	0.2	0.2	0.2	0.3	0.3	0.2	0.3	0.3	0.2	..
Rail [8]	0.8	0.6	0.6	0.5	0.5	0.5	0.5	0.4	0.5	0.4	..
Water [7]	10.8	17.5	11.4	9.5	15.0	17.0	17.9	14.6	16.1	13.5	..
Total these modes	11.9	18.3	12.3	10.2	15.8	17.8	18.6	15.3	16.9	14.2	..
Total to / from other countries											
Road	0.8	0.7	0.8	0.8	0.8	0.7	0.6	0.9	0.8	0.7	..
Rail	1.7	1.2	1.1	1.0	1.1	1.0	1.0	0.9	0.9	0.8	..
Water	84.0	84.5	79.2	68.4	69.4	62.0	61.9	60.2	58.5	51.9	..
Total	86.5	86.4	81.1	70.2	71.3	63.7	63.5	62.0	60.2	53.3	..
Total cross-border freight											
Road	36.6	35.4	34.3	36.5	32.7	30.6	34.3	40.3	32.1	30.9	..
Rail	5.8	7.3	6.6	6.1	8.3	12.1	10.2	7.5	6.7	5.3	..
Water	111.9	109.1	101.8	90.6	93.5	90.4	85.5	85.4	84.6	74.3	..
Total these modes	154.3	151.8	142.7	133.2	134.5	133.0	129.9	133.1	123.4	110.5	..

1 England, Wales or Northern Ireland - for the purposes of this table, UK offshore *is not* counted as another part of the UK.
2 Scotland / Northern Ireland ferries
3 Figures for 1999 and earlier years are approximate as they include an element of estimation.
4 The Rosyth / Zeebrugge service started in May 2002. Figures for services between Lerwick and other countries are available from 1998.
5 Freight lifted by UK HGVs only - does not include freight carried by other HGVs or by other types of vehicle (such as light goods vehicles)
The figures for 2004 onwards are not directly comparable with earlier years, due to changes to the survey's methodology & processing.
6 The Rail figures for "outwith UK" include freight taken to Scottish, English or Welsh ports for export.
7 Figures relate only to exports/imports from major ports only. Note these have increased over the years.
8 The Rail figures for "outwith UK" include freight imported at an English or Welsh port, then brought into Scotland by rail.

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

Numbers

	2000	2001	2002	2003	2004	2005	2006	2007	2008	2009	2010
Vehicles Licensed [1] (all vehicles)											*thousand*
Scotland	2,188	2,262	2,330	2,383	2,448	2,531	2,564	2,627	2,665	2,684	2,685
GB	28,898	29,747	30,557	31,207	32,259	32,897	33,070	33,651	33,883	33,958	34,120
Households with a Car [2] (National Travel Survey)											*percent*
Scotland	..	..	..	69	..	69	..	70	..	70	..
GB	..	..	..	74	..	75	..	75	..	75	..
Public Road Lengths (all roads)										*thousand kilometres*	
Scotland[3]	53.9	54.1	54.6	54.5	54.5	54.8	54.9	55.1	55.2	55.4	55.5
GB [4]	390.2	391.0	391.6	392.3	387.7	388.0	398.4	398.9	394.5	394.4	394.3
Road Traffic										*billion vehicle kilometres*	
Motorway											
Scotland	5.41	5.57	5.73	5.86	6.09	6.15	6.43	6.58	6.68	6.63	6.50
GB	88.4	90.8	92.6	93.0	96.6	97.0	99.4	100.6	100.1	99.5	98.2
A roads											
Scotland	20.5	20.8	21.5	21.8	22.1	21.9	22.5	22.4	22.1	22.3	22.0
GB [5]	211.7	215.1	218.6	221.0	224.1	223.1	226.1	224.9	222.8	222.4	219.5
All roads (incl. B, C, unclassified)											
Scotland	39.6	40.1	41.5	42.0	42.7	42.7	44.1	44.7	44.5	44.2	43.5
GB [5]	467.1	474.4	486.5	490.4	498.6	499.4	507.5	513.0	508.9	504.0	495.9
Reported Road Accident Casualties: Killed or Seriously Injured											*thousand*
Scotland[3]	3.89	3.76	3.53	3.29	3.07	2.95	2.95	2.67	2.84	2.50	2.17
GB	41.6	40.6	39.4	37.2	34.4	32.2	31.8	30.7	28.6	26.9	24.5
Local bus passenger journeys [4,6]											*million*
Scotland	458	466	471	478	461	468	482	498	493	467	..
GB	4,420	4,455	4,550	4,681	4,587	4,664	4,890	5,137	5,244	5,188	..
Rail passenger journeys [6,7]											*million*
Scotland	64.8	64.6	61.4	66.1	72.9	78.1	79.5	87.7	84.3	85.2	..
GB	755	759	775	791	808	827	984	1,018	1,075	1,068	..
Air terminal passengers											
Scotland	16.8	18.1	19.8	21.1	22.6	23.8	24.4	25.1	24.3	22.5	20.9
UK	179.9	181.2	188.8	200.0	215.7	228.2	235.2	240.7	235.4	218.1	210.6
Freight Lifted											*million tonnes*
Road[8]											
Scotland	159	151	154	153	173	166	174	182	164	139	..
GB	1,593	1,581	1,627	1,643	1,744	1,746	1,813	1,869	1,734	1,422	..
Rail [6,8]											
Scotland	8.25	9.57	9.12	8.32	11.25	14.32	12.96	11.35	10.36	9.68	..
GB	95	94	87	89	100	105	108	102	103	87	90
Coastwise traffic											
Scotland	24.7	20.6	19.2	19.5	20.5	25.5	20.6	22.8	23.3	19.8	..
UK	63.1	58.5	59.5	58.5	59.8	65.1	56.7	57.6	58.1	54.6	..
Pipelines [9]											
Scotland	28.1	28.1	28.0	27.7	27.6	27.6	27.8	27.5	27.6	27.6	27.6
GB	63.6	63.0	58.4	54.9	56.1	55.4	54.5	53.1	53.3	53.6	53.5
Travel to Work (Autumn: Labour Force Survey)											*percent*
Car (or van, minibus, works van)											
Scotland	67	69	70	70	69	68	69	69	69	70	71
GB	70	70	71	71	71	71	70	69	70	70	70
Public transport (bus, rail, underground)											
Scotland	16	16	15	15	15	16	17	16	16	14	14
GB	14	15	14	14	14	14	15	16	15	15	15

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

2 Figures are are for combined years e.g. 2008 covers 2008/09.

3 Data is provisional. Some 2009 figures have been used to calculate 2010 road lengths where this information is not available for certain l

4 DfT revised its methodlogy from 2004, causing a break in the series.

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

6 Financial years

7 Total passenger figures are produced by the ORR and have not been adjusted to reflect ScotRail's revised zonecard methdology.

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

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

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

Index 2000=100

	2000	2001	2002	2003	2004	2005	2006	2007	2008	2009	2010
Vehicles Licensed [1] (all vehicles)											
Scotland	100.0	103.4	106.5	108.9	111.9	115.7	117.2	120.0	121.8	122.6	122.7
GB	100.0	102.9	105.7	108.0	111.6	113.8	114.4	116.4	117.3	117.5	118.1
Public Road Lengths (all roads)											
Scotland[2]	100.0	100.3	101.3	101.2	101.2	101.7	101.8	102.2	102.5	102.8	103.0
GB[3]	100.0	100.2	100.4	100.5	99.4	99.4	102.1	102.2	101.1	101.1	101.0
Road Traffic											
Motorway											
Scotland	100.0	103.0	106.0	108.3	112.8	113.8	119.0	121.7	123.6	122.7	120.3
GB	100.0	102.7	104.8	105.2	109.3	109.7	112.4	113.8	113.2	112.6	111.1
A roads											
Scotland	100.0	101.2	104.9	106.3	107.7	106.7	109.4	109.1	107.8	108.7	107.1
GB [4]	100.0	101.6	103.3	104.4	105.9	105.4	106.8	106.2	105.2	105.1	103.7
All roads (incl. B, C, unclassified)											
Scotland	100.0	101.3	105.0	106.3	107.9	108.0	111.5	112.9	112.4	111.8	109.9
GB [4]	100.0	101.6	104.2	105.0	106.7	106.9	108.6	109.8	108.9	107.9	106.2
Reported Road Accident Casualties Killed or Seriously Injured[3]											
Scotland[2]	100.0	96.5	90.7	84.6	78.9	75.8	75.7	68.5	73.0	64.3	55.7
GB	100.0	97.6	94.8	89.5	82.6	77.4	76.6	73.9	68.7	64.7	59.0
Local bus passenger journeys [3,5]											
Scotland	100.0	101.7	102.8	104.3	100.7	102.2	105.3	108.7	107.7	102.0	..
GB	100.0	100.8	102.9	105.9	103.8	105.5	110.6	116.2	118.6	117.4	..
Rail passenger journeys [5,6,7]											
Scotland	100.0	99.7	94.7	102.0	112.6	120.6	122.7	135.4	130.1	131.5	..
GB	100.0	100.5	102.7	104.8	107.1	109.6	130.3	134.8	142.3	141.4	..
Air terminal passengers											
Scotland	100.0	107.7	117.8	125.6	134.4	141.7	145.6	149.7	145.0	134.0	124.5
UK	100.0	100.7	105.0	111.2	119.9	126.9	130.7	133.8	130.9	121.2	117.1
Freight Lifted											
Road[8]											
Scotland	100.0	95.1	97.4	96.8	109.2	104.5	109.6	114.7	103.2	87.9	..
GB	100.0	99.2	102.1	103.1	109.5	109.6	113.8	117.3	108.9	89.3	..
Rail [5,8]											
Scotland	100.0	116.0	110.5	100.8	136.4	173.6	157.1	137.6	125.6	117.3	..
GB	100.0	99.0	91.2	93.2	104.9	110.4	113.6	107.3	107.7	91.4	94.2
Coastwise traffic											
Scotland	100.0	83.4	77.7	79.0	83.0	103.4	83.3	92.3	94.3	80.3	..
UK	100.0	92.7	94.3	92.7	94.8	103.2	89.9	91.3	92.1	86.5	..
Pipelines [9]											
Scotland	100.0	99.9	99.6	98.4	98.2	98.0	98.8	97.7	98.0	98.0	98.0
GB	100.0	99.0	91.9	86.3	88.2	87.1	85.7	83.5	83.8	84.3	84.1

1 Figures are are for combined years e.g. 2008 covers 2008/09.

2 Data is provisional. Some 2009 figures have been used to calculate 2010 road lengths where this information is not available for certain lo

3 DfT revised its methodlogy from 2004, causing a break in the series.

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

5 Financial years

6 Total passenger figures are produced by the ORR and have not been adjusted to reflect ScotRail's revised zonecard methdology.

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

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

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

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

Relative to the populatior

	2000	2001	2002	2003	2004	2005	2006	2007	2008	2009	2010
Vehicles Licensed (all vehicles)											*per 100 population*
Scotland	43	45	46	47	48	50	50	51	52	52	51
GB	51	52	53	54	55	56	56	57	57	57	56
Public Road Lengths (all roads)											*kilometres per 1,000 population*
Scotland [1]	10.6	10.7	10.8	10.8	10.7	10.8	10.7	10.7	10.7	10.7	10.6
GB	6.8	6.8	6.8	6.8	6.7	6.6	6.8	6.7	6.6	6.6	6.5
Road Traffic											*vehicle kilometres per head*
Motorway											
Scotland	1,068	1,099	1,134	1,158	1,200	1,207	1,257	1,279	1,293	1,277	1,245
GB	1,547	1,583	1,610	1,608	1,662	1,659	1,689	1,699	1,679	1,669	1,624
A Roads											
Scotland	4,055	4,102	4,260	4,316	4,355	4,299	4,390	4,356	4,281	4,299	4,211
GB [2]	3,706	3,750	3,800	3,820	3,856	3,815	3,842	3,798	3,738	3,731	3,630
All roads (incl. B, C and unclassified)											
Scotland	7,814	7,911	8,217	8,312	8,409	8,385	8,622	8,683	8,604	8,513	8,328
GB [2]	8,176	8,270	8,456	8,477	8,578	8,539	8,624	8,663	8,537	8,455	8,202
Road Accident Casualties Killed or Seriously Injured [2]											*per 1,000 population*
Scotland	0.77	0.74	0.70	0.65	0.61	0.58	0.58	0.52	0.55	0.48	0.42
GB	0.73	0.71	0.68	0.64	0.59	0.55	0.54	0.52	0.48	0.45	0.41
Local bus passenger journeys [3,4]											*per head*
Scotland	90	92	93	94	91	92	94	97	95	90	..
GB	77	78	79	81	79	80	83	87	88	87	..
Rail passenger journeys [4,5]											*per head*
Scotland	12.8	12.8	12.1	13.1	14.4	15.3	15.5	17.1	16.3	16.4	..
GB	13.2	13.2	13.5	13.7	13.9	14.1	16.7	17.2	18.0	17.9	..
Air terminal passengers											*per head*
Scotland	3.3	3.6	3.9	4.2	4.4	4.7	4.8	4.9	4.7	4.3	4.0
UK	3.1	3.1	3.2	3.4	3.6	3.8	3.9	3.9	3.8	3.6	3.4
Freight Lifted											*tonnes per head*
Road											
Scotland	31.3	29.8	30.5	30.3	34.1	32.5	33.9	35.3	31.7	26.8	..
GB	27.9	27.6	28.3	28.4	30.0	29.9	30.8	31.6	29.1	23.9	..
Rail [4]											
Scotland	1.6	1.9	1.8	1.6	2.2	2.8	2.5	2.2	2.0	1.9	..
GB	1.7	1.6	1.5	1.5	1.7	1.8	1.8	1.7	1.7	1.5	1.5
Coastwise traffic											
Scotland	4.9	4.1	3.8	3.9	4.0	5.0	4.0	4.4	4.5	3.8	..
UK	1.1	1.0	1.0	1.0	1.0	1.1	1.0	1.0	1.0	0.9	..
Pipelines [6]											
Scotland	5.6	5.6	5.5	5.5	5.4	5.4	5.4	5.3	5.3	5.3	5.3
GB	1.1	1.1	1.0	0.9	1.0	0.9	0.9	0.9	0.9	0.9	0.9

1 Data is provisional. Some 2009 figures have been used to calculate 2010 road lengths where this information is not available for certain local authorities.

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

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

4 Financial Year

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

6 Pipeline figures for 2010 are estimated.

Table H1 Summary of passenger traffic

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

1 The figures for Car and Air are for calendar years; latterly, the figures for Bus and Rail are for the financial years which start in the specified calendar years (eg the 1996 figures are for 1996-97)

2 Pre-1975, the figures are the totals of passenger journeys for the Scottish Bus Group and the four city corporations. Therefore, they include any non-stage (non-local) services run by these operators, and exclude other operators' stage (local) services. Glasgow Corporation's figures may have included passenger journeys on trolley buses and the Glasgow Underground. Figures from 2004 onwards have been subject to revision due to methodological improvements

3 Rail patronage trend from 2003 onward incorporates Scotrail's revised methodology. See notes to Table S1.

4 Those routes for which figures are available back to 1973: Caledonian MacBrayne, P&O Scottish Ferries / NorthLink Orkney and Shetland Ferries, and Orkney Ferries. The figures from 1995 are affected by the reduction in traffic caused by the withdrawal of the Kyle-Kyleakin service when the Skye Bridge opened in October 1995.

Table H2 Summary of freight traffic[1]

(a) freight lifted - millions of tonnes

Year[2]	Road	Rail	Coastal shipping	Coastwise shipping	Inland waterway	Pipeline[3]	Road	Rail	Coastal shipping	Coastwise shipping	Inland waterway	Pipeline[3]
	lifted in Scotland	*lifted in Scotland*	*see notes*	*lifted in Scotland*	*lifted in Scotland*	*see notes*	*lifted in Scotland*	*lifted in Scotland*	*see notes*	*lifted in Scotland*	*lifted in Scotland*	*see notes*
					millions of tonnes lifted							*Index, 1985 = 100*
1960	..	29.8	..	..	..	..	..	248	..	..	..	..
1961	..	28.1	..	..	..	..	..	234	..	..	..	..
1962	..	24.7	..	..	..	..	..	206	..	..	..	..
1963	..	24.6	..	..	..	..	..	205	..	..	..	..
1964	..	25.4	..	..	..	..	..	212	..	..	..	..
1965	..	24.3	..	..	..	..	..	203	..	..	..	..
1966	..	21.4	..	..	..	..	..	178	..	..	..	..
1967	..	20.0	..	..	..	..	..	167	..	..	..	..
1968	..	20.9	..	..	..	..	..	174	..	..	..	..
1969	..	21.1	..	..	..	..	..	176	..	..	..	..
1970	..	20.8	..	..	..	..	..	173	..	..	..	..
1971	..	20.0	..	..	..	..	..	167	..	..	..	..
1972	..	18.1	..	..	..	..	..	151	..	..	..	..
1973	..	19.3	5.7	..	..	8.0	..	161	17	..	..	27
1974	160.7	17.9	5.7	..	..	7.5	123	149	17	..	..	25
1975	164.6	16.1	4.9	..	..	6.3	126	134	14	..	..	21
1976	172.0	16.2	7.0	..	..	11.9	132	135	20	..	..	40
1977	144.7	14.0	13.6	..	..	23.2	111	117	40	..	..	78
1978	149.5	13.8	18.6	..	..	26.4	115	115	54	..	..	89
1979	156.9	12.0	23.8	..	..	27.9	120	100	69	..	..	94
1980	134.7	11.7	33.5	..	8.1	26.7	103	98	98	..	76	90
1981	144.1	12.2	33.2	..	7.3	24.1	110	102	97	..	69	81
1982	135.4	10.4	34.5	..	10.4	22.4	104	87	101	..	98	75
1983	129.1	10.3	37.3	..	12.1	26.5	99	86	109	..	114	89
1984	128.3	6.4	35.6	..	10.0	26.9	98	53	104	..	94	90
1985	130.5	12.0	34.3	..	10.7	29.8	100	100	100	..	100	100
1986	128.0	9.7	32.3	..	11.0	28.2	98	81	94	..	103	95
1987	134.9	10.5	28.6	24.1	10.3	28.5	103	88	83	..	97	96
1988	155.7	9.7	31.9	28.3	10.2	25.2	119	81	93	..	96	85
1989	154.8	9.4	32.5	28.3	10.4	21.3	119	78	95	..	97	71
1990	160.6	9.8	29.9	25.2	11.9	26.9	123	82	87	..	112	90
1991	148.8	9.0	31.6	26.7	11.3	21.4	114	75	92	..	106	72
1992	157.1	7.0	30.1	25.7	10.7	24.0	120	58	88	..	100	81
1993	158.9	5.0	29.0	24.5	11.4	26.9	122	42	85	..	107	90
1994	155.8	5.4	32.0	27.5	11.2	24.1	119	45	93	..	105	81
1995	157.7	..	35.9	31.9	11.2	25.6	121	..	105	..	105	86
1996	162.4	5.4	40.3	36.2	11.1	25.6	124	45	117	..	104	86
1997	157.4	7.0	39.4	34.5	11.6	25.7	121	59	115	..	109	86
1998	155.6	7.7	45.7	39.7	10.4	28.1	119	64	133	..	97	94
1999[4]	155.8	8.2	41.3	35.3	9.5	28.0	119	69	120	..	89	94
2000	158.5	8.3	30.9	24.7	12.2	28.1	121	69	90	..	115	94
2001	150.8	9.6	27.4	20.6	11.4	28.1	116	80	80	..	107	94
2002	154.4	9.1	24.5	19.2	10.0	28.0	118	76	71	..	94	94
2003[5]	153.4	8.3	24.4	19.5	10.1	27.7	118	69	71	..	94	93
2004	173.1	11.3	25.8	20.5	10.0	27.6	133	94	75	..	94	93
2005	165.6	14.3	31.4	25.5	10.2	27.6	127	119	92	..	96	93
2006	173.6	13.0	25.7	20.6	10.2	27.8	133	108	75	..	95	93
2007	181.9	11.4	27.5	22.8	10.5	27.5	139	95	80	..	99	92
2008	163.6	10.4	28.3	23.3	12.2	27.6	125	87	83	..	114	93
2009	139.3	9.7	24.7	19.8	10.1	27.6	107	81	72	..	95	93
2010	..	..	..	..	..	27.6	..	..	..	..	..	93

1. The figures for 'road', 'rail', 'coastwise shipping' and 'inland waterways' are the total amounts lifted in Scotland.
The category of 'coastal shipping' is shown for historical reasons. It is defined in a different way:
the 'coastal shipping' figure is the total lifted in Scotland*plus*
the total lifted elsewhere in the UK which is delivered in Scotland.
The 'pipeline' figure is the estimated amount of crude oil carried by on-shore pipelines which are over 50km in length.
This table does not show one port traffic to / from oil rigs and the sea bed.
2. The figures are all for calendar years except for the figures for "rail" from 1985, which are for the financial years which start in the specified calendar years (e.g. the rail figures for 1997 are for 1997-98).
3. The estimated amounts of crude oil and products carried by pipelines over 50km in length. 2010 figure has been estimated.
4. A new system for collecting port statistics was introduced in 2000. Data prior to that are on a different basis.
5. Changes to the methodology for collecting road freight data mean that previous figures are not comparable.

Table H2 Summary of freight traffic[1]

(b) freight moved - millions of tonne-kilometres

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

1. The figures for 'road', 'rail', 'coastwise shipping' and 'inland waterways' relate to freight lifted in Scotland; for 'pipeline' it is the estimated tonne-kilometres for crude oil carried by on-shore pipelines which are over 50km in length. This table does not show the tonne-kilometres for one port traffic to / from oil rigs and the sea bed or for coastal shipping (as defined in part [a] of this table).
2. The figures are all for calendar years except for the figures for rail, which are for the financial years which start in the specified calendar years (e.g. the rail figures for 1997 are for 1997-98).
3. Over 50km
4. A new system for collecting port statistics was introduced in 2000. Data prior to that are on a different basis.
5. Changes to the methodology for collecting road freight data mean that previous figures are not comparable.
6. Pipeline figures for 2009 are estimated.

Table H3: Traffic estimates

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

Table H4 Other vehicle related statistics

Year	Vehicles licensed	New registr-ations of vehicles	Reported road casualties all severities	Vehicles licensed	New registr-ations of vehicles	Reported road casualties
	thousand	*thousand*	*number*			*index 1985=100*
1962	775	86	26,703	51	48	98
1963	836	100	27,728	55	56	102
1964	900	117	30,527	59	65	112
1965	951	113	31,827	63	63	117
1966	991	113	32,280	65	62	118
1967	1,035	116	31,760	68	64	116
1968	1,065	119	30,649	70	66	112
1969	1,106	110	31,056	73	61	114
1970	1,124	117	31,240	74	65	114
1971	1,135	128	31,194	75	71	114
1972	1,181	161	31,762	78	89	116
1973	1,252	173	31,404	83	96	115
1974	1,274	143	28,783	84	79	105
1975 [1]	1,304	154	28,621	86	85	105
1976	1,314	159	29,933	87	88	110
1977	..	155	29,783	..	86	109
1978	1,308	179	30,506	86	99	112
1979	1,353	185	31,387	89	102	115
1980	1,398	176	29,286	92	97	107
1981	1,397	166	28,766	92	92	105
1982	1,416	171	28,273	94	95	104
1983	1,448	193	25,224	96	107	92
1984	1,489	183	26,158	98	101	96
1985	1,514	181	27,287	100	100	100
1986	1,546	181	26,117	102	100	96
1987	1,575	187	24,748	104	103	91
1988	1,657	200	25,425	109	111	93
1989	1,729	213	27,532	114	118	101
1990	1,788	194	27,228	118	107	100
1991	1,830	154	25,346	121	85	93
1992 [2]	1,884	154	24,173	124	85	89
1993	1,874	170	22,414	124	94	82
1994 [3]	1,900	170	22,573	125	94	83
1995	1,910	173	22,194	126	96	81
1996	1,966	183	21,716	130	101	80
1997	2,023	206	22,629	134	114	83
1998	2,073	210	22,467	137	116	82
1999	2,131	216	21,002	141	120	77
2000	2,188	220	20,517	145	122	75
2001 [4]	2,262	241	19,911	149	134	73
2002	2,330	259	19,275	154	144	71
2003	2,383	262	18,757	157	145	69
2004	2,448	263	18,502	162	145	68
2005	2,531	251	17,885	167	139	66
2006	2,564	243	17,269	169	134	63
2007	2,627	251	16,238	174	139	60
2008	2,665	215	15,590	176	119	57
2009	2,684	216	15,043	177	120	55
2010	2,685	209	13,324	177	116	49

1. The figures for vehicles licensed for 1974 to 1978 are on different bases, due to the effect on the annual "census" of the transfer of licensing records from local offices to the then DVLC
2. For years up to 1992 estimates are taken from the DVLA annual vehicle census, from 1993 onwards estimates are taken from the Vehicle Information Database and are not consistent with previous years. The VID figure for 1992 was 1,840,000 compared with the DVLA figure of 1,884,000.
3. New registration results to 1994 are taken from geographical analysis provided by DVLA. Results for 1995 onwards are estimated using post town area data. The vehicle taxation system was subject to major revisions from July 1995.
4. DfT has revised the figures for the light goods and goods body types back to 2001. DfT does not have the underlying data to revise earlier years' figures.

Table 1: [Driving licence] People aged 17 or over - those who hold full driving licence*, 1999 – 2010

	1999	2000	2001	2002	2003	2004	2005	2006	2007	2008	2009	2010
											cell percentages	
All aged 17+	63.5	64.0	64.7	64.6	65.8	65.8	65.6	66.4	67.0	67.6	68.0	67.6
Gender												
Male	76.9	76.2	75.6	76.7	76.5	75.8	75.7	75.5	75.8	76.0	76.2	75.6
Female	51.5	53.0	55.0	53.8	56.0	56.9	56.4	58.0	59.2	59.9	60.6	60.2
Age												
17-19	25.9	25.2	23.3	20.7	27.8	26.0	20.8	30.2	28.1	32.5	24.8	26.6
20-29	66.5	63.3	64.8	61.6	58.1	60.6	59.6	58.5	57.7	56.4	58.4	57.8
30-39	77.6	77.7	76.2	80.6	79.9	78.6	78.7	76.0	78.4	78.5	76.8	76.3
40-49	76.1	77.0	79.0	77.3	80.5	79.2	79.2	79.3	80.0	82.6	80.1	80.8
50-59	70.0	73.3	72.0	72.0	74.0	74.3	74.8	76.1	76.4	77.8	78.1	77.9
60-69	56.2	58.9	60.8	62.0	64.0	65.2	65.4	68.2	69.1	70.1	74.6	72.3
70-79	42.0	40.2	44.7	42.9	44.8	47.5	48.9	50.8	55.2	53.4	54.6	54.2
80+	21.6	23.8	24.1	23.8	27.0	28.3	26.6	28.7	35.4	30.8	37.4	36.5
Sample size (=100%)	*13,660*	*14,440*	*14,527*	*13,936*	*13,850*	*14,660*	*13,970*	*14,075*	*12,152*	*12,267*	*12,447*	*12,361*

Table 2: [Fuel] Amount spent on fuel in the past month*, 1999-2010

	1999	2000	2001	2002	2003	2004	2005	2006	2007	2008	2009	2010
Amount spent on fuel in the past month:											*column percentages*	
up to £19	3.9	3.0	3.4	..	4.2	3.9	3.8	3.1	..	..	2.7	2.0
£20-£39	18.9	15.6	17.4	..	17.8	17.4	15.8	14.6	..	..	13.8	11.5
£40-£59	24.4	22.7	24.3	..	24.4	23.6	22.7	21.7	..	..	20.4	18.3
£60-£99	26.4	26.8	26.2	..	24.3	24.3	24.6	23.8	..	..	22.9	20.9
£100-£149	16.0	18.3	16.2	..	16.8	17.3	17.9	18.6	..	..	18.9	20.3
£150 and over	10.4	13.6	12.5	..	12.5	13.5	15.2	18.2	..	..	21.3	27.0
Median (£s)	60	60	60	..	60	60	60	70	..	..	80	80
Average (£s)	75.4	84.2	80.0	..	78.2	81.1	85	92.1	..	..	99.6	112.2
Sample Size (=100%)	*6,726*	*7,233*	*7,073*	..	*7,084*	*9,845*	*9,685*	*9,839*	..	..	*9,103*	*9,098*

*From 1999 to 2001, the question referred to expenditure on fuel for "motor vehicles" of which around 95% were cars. From April 2003, the question refers to cars only. The question was not asked at all in 2002, 2007 and 2008 or in the first quarter of 2003.

Table 3: [Walking] Frequency of walking in the previous seven days*, 1999 – 2010

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

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

Table 4: [Concessionary fare pass] Possession of a concessionary fare pass, 2003 – 2010

	1999	2000	2001	2002	2003*	2004	2005	2006*	2007	2008	2009	2010
								percentages of adults in the relevant sub-group				
Adults aged 16+	…	…	…	…	21.8	22.9	23.0	24.1	23.5	24.5	26.4	26.6
Adults aged 60+	…	…	…	…	75.7	78.2	80.2	83.1	81.5	84.3	86.7	87.1
Adults aged 60-64	…	…	…	…	60.0	65.8	69.3	75.8	74.9	74.7	78.1	78.5
Adults aged 65+	…	…	…	…	81.0	82.2	83.9	85.6	84.0	88.1	90.0	90.5
Sample size - adults aged 16+ (=100%)					*10,285*	*14,778*	*14071*	*10,808*	*12,242*	*12,372*	*12,543*	*12,439*

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

Table 5: [Mobility problems] Adults with limited mobility*, 1999 – 2010

	1999	2000	2001	2002	2003	2004	2005	2006	2007	2008	2009	2010
Activities that the person would normally find difficult to manage on their own									*column percentages*			
Walking for at least 10	9.7	9.5	9.3	9.4	8.9	9.1	9.2	9.2	7.6	7.6	7.6	8.1
Using a car	2.1	2.3	1.9	1.9	2.0	2.0	2.2	1.9	2.0	1.8	1.6	1.9
Using a taxi	2.0	2.1	1.8	1.9	1.9	2.2	2.0	2.0	1.8	1.6	1.4	1.8
Using a bus	6.4	6.3	5.5	5.7	5.2	5.7	5.3	4.9	5.0	4.8	4.4	4.6
Using a train	4.6	4.5	4.2	4.8	3.9	4.1	4.0	3.8	3.7	3.5	3.1	3.6
Number of activities difficult to manage on their own due to limited mobility												
None	88.6	88.9	89.6	89.2	89.7	89.2	89.4	89.4	90.7	90.7	90.9	90.3
One	5.1	5.0	4.8	5.0	5.2	5.1	5.4	5.6	4.4	4.5	4.8	5.1
2 or 3	4.3	4.2	3.9	3.9	3.3	3.7	3.3	3.2	3.2	3.4	3.0	2.9
4 or 5	1.9	2.0	1.7	1.9	1.8	1.9	1.9	1.8	1.6	1.4	1.3	1.7
1 or more	11.3	11.2	10.4	10.8	10.3	10.7	10.6	10.6	9.2	9.3	9.1	9.7
Has a blue badge	3.7	4.2	3.9	4.3	4.2	4.7	4.9	5.1	5.3	5.8	5.9	6.1
Sample size (=100%)	*13,780*	*14,557*	*14,643*	*14,041*	*13,968*	*14,778*	*14,071*	*14,190*	*12,242*	*12,372*	*12,543*	*12,439*

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

Table 6: [Travel to work] Employed adults not working from home - usual method of travel to work*, 2010

	How random adult usually travels to work/education							*Sample size (=100%)*
	Walking	**Driver Car/Van**	**Passenger Car/Van**	**Bicycle**	**Bus**	**Rail (inc. U/g)**	**Other**	
							row percentages	
All people aged 16+ in 2010:	13.4	61.0	6.3	2.3	10.8	3.6	2.7	*5,221*
By gender:								
Male	10.9	64.5	5.6	3.5	8.5	3.4	3.6	*2,446*
Female	16.1	57.3	7.0	1.0	13.1	3.8	1.6	*2,775*
by age:								
16 - 20	25.4	32.3	17.6	0.5	18.8	4.8	0.6	*116*
21 - 29	17.0	51.7	8.0	2.6	14.1	4.5	2.2	*774*
30 - 39	12.3	63.3	5.6	2.8	9.6	3.6	2.8	*1,240*
40 - 49	11.0	65.4	4.5	2.5	8.8	3.8	4.1	*1,488*
50 - 59	12.3	65.9	5.5	1.9	9.8	3.0	1.5	*1,149*
60 and over	15.0	58.8	7.9	1.6	13.2	1.6	2.1	*454*
by current situation:								
Self employed	11.4	70.8	3.3	3.1	2.5	2.6	6.3	*322*
Employed full time	11.0	62.9	6.7	2.6	10.3	3.8	2.7	*3,728*
Employed part time	21.8	52.2	5.5	1.2	14.6	3.2	1.6	*1,171*
by annual net household income:								
up to £10,000 p.a.	29.9	29.0	5.8	2.8	25.4	5.1	1.9	*245*
over £10,000 - £15,000	21.6	43.5	6.0	1.6	23.8	1.8	1.7	*587*
over £15,000 - £20,000	18.2	49.9	6.9	2.2	16.6	3.3	2.8	*706*
over £20,000 - £25,000	13.6	56.7	9.8	3.4	12.6	1.7	2.3	*693*
over £25,000 - £30,000	15.4	62.7	6.7	1.6	8.2	3.3	2.1	*640*
over £30,000 - £40,000	11.6	64.9	6.7	2.0	7.1	5.3	2.4	*1,093*
over £40,000 p.a.	6.8	74.2	3.7	2.6	5.3	3.6	3.7	*1,214*
by Scottish Index of Multiple Deprivation:								
1 (20% most deprived)	20.1	45.0	9.5	1.7	18.3	2.9	2.4	*837*
2	14.5	57.9	8.0	0.6	12.7	4.5	1.9	*1,001*
3	13.4	63.0	6.3	2.8	8.8	3.3	2.4	*1,157*
4	9.0	68.7	4.5	2.6	7.8	3.7	3.7	*1,205*
5 (20% least deprived)	11.7	66.6	3.9	3.6	7.9	3.6	2.7	*1,018*
by urban/rural classification:								
Large urban areas	14.8	50.7	6.0	3.6	17.0	5.6	2.4	*1,784*
Other urban	13.4	63.8	7.5	1.2	8.6	2.4	3.0	*1,566*
Small accessible towns	9.0	71.9	7.3	1.8	5.8	2.5	1.8	*464*
Small remote towns	22.7	57.2	6.1	3.0	5.5	1.7	3.7	*344*
Accessible rural	7.4	76.7	3.3	1.7	5.8	3.2	1.9	*644*
Remote rural	16.5	67.0	6.0	1.1	3.4	0.8	5.1	*418*
by number of cars available to household:								
None	34.1	3.5	8.1	4.7	41.1	6.5	2.0	*826*
One	15.2	57.2	8.7	2.5	9.4	4.1	2.9	*2,471*
Two +	5.3	82.3	3.2	1.3	3.0	2.2	2.7	*1,924*
by household type:								
Single adult	16.7	54.1	4.3	2.8	14.6	4.7	2.8	*1,183*
Small adult	13.3	61.4	5.9	2.2	11.2	3.7	2.2	*1,296*
Single parent	17.4	54.7	5.4	0.8	19.5	1.1	1.1	*329*
Small family	10.1	69.3	4.8	2.9	6.8	3.7	2.4	*1,079*
Large family	13.7	60.0	9.5	2.4	7.8	2.1	4.4	*417*
Large adult	14.1	57.6	8.2	1.8	11.5	4.1	2.6	*534*
Pensioners	14.2	57.8	6.0	1.3	14.6	2.9	3.1	*383*

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

Table 7: [Congestion] Effects of traffic congestion on travel to work journey, 2007 - 2010

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

	Driver car/van	Passenger car/van	Bus	Other	All
					column percentages
At least once a week	45	35	49	10	37
Less often	22	20	22	9	19
Never	32	45	29	81	44
Sample Size (=100%)	*6,619*	*595*	*1,166*	*2,235*	*10,615*

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

	Driver Car/Van	Passenger Car/Van	Bus	Other	All
					column percentages
None	25	24	28	34	26
Less than 5 mins	9	13	6	14	9
5-10 mins	27	27	26	23	27
11-30 mins	31	29	30	17	29
31-60 mins	6	5	8	9	7
More than 1 hour	1	2	2	3	2
Sample Size (=100%)	*4,148*	*298*	*813*	*379*	*5,638*

Table 8: [Travel to/from work] Journeys carried out on way to/from work, 2007 - 2010

	Travel to Work	Travel from Work
	cell percentages	
Take children to/from school	10	4
Take spouse/partner to/from work	3	37
Take friends or family to/from work	3	2
Go shopping	4	13
Take children to/from childminder	2	5
Buy newspaper/milk/sandwiches/sweets for work	2	-
Car share/Take colleagues to work	1	-
Visit relative/friend	-	1
Other	0	1
Nothing	77	38
Sample Size (=100%)		*6,623*

Table 9: [Travel to work] How random adult usually travelled to work a year ago by current main mode of travel, 2007 - 2010

	Walking	Driver Car/Van	Passenger Car/Van	Bicycle	Bus	Rail (inc. U/g)	Other	All
Current usual mode of travel to work								*column percentages*
Walking	86	1	2	2	3	2	5	12
Driver Car/Van	6	96	8	9	7	9	12	63
Passenger Car/Van	2	1	85	0	4	1	5	6
Bicycle	1	0	0	85	0	0	2	2
Bus	4	1	4	2	85	5	3	11
Rail	1	1	0	2	1	81	1	4
Other (inc m/cycle, U/G, ferry	0	0	1	1	0	1	71	2
Sample Size (=100%)	*1,254*	*6,299*	*496*	*217*	*1,093*	*328*	*203*	*9,890*

Table 10: [Car Share] Car sharing journeys to work*, 2007 - 2010

(a) Whether involved in any car sharing arrangement	
	column percentages
Yes	14
No	86
Sample size (=100%)	*14,321*

(b) How car sharing is organised	
	column percentages
Informally between ourselves	88
Through employer	12
Other	0
Sample Size (=100%)	*1,944*

(c) Reasons why not involved in a car share arrangement	
	column percentages
Nobody in work lives near me	54
Don't work regular hours	27
Journey to work is not regular/work in different places	9
Wouldn't like to share with a stranger	6
Prefer to drive on my own	4
Prefer to drive than be a passenger	2
Make journey longer	1
Only work a few days a week	1
Other people would be unreliable/late	1
Other	1
Sample Size (=100%)	*12,377*

(d) What would encourage people to get involved in a car share arrangement	
	column percentages
Sharing with a friend or neighbour	23
If employer set up a scheme	3
Rising cost of petrol	3
Congestion charge	1
Dedicated parking space	0
Guaranteed ride home in an emergency	1
Other	1
Nothing	65
Sample Size (=100%)	*12,377*

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

Table 11: [Travel Plan] Whether workplace has a Travel Plan, 2007 - 2010

Whether workplace has a travel plan	
	column percentages
Yes	13
No	87
Sample Size (=100%)	*19,064*

Table 12: [Travel to work] Employed adults method of travel to work and whether they could use public transport, 2010*

	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 2010:	22	67	11	5,221	45	55	3,237
by gender:							
Male	21	70	9	2,446	39	61	1,587
Female	23	64	13	2,775	52	48	1,650
by age:							
16 - 29	27	58	15	890	46	55	456
30 - 39	22	69	10	1,240	45	55	778
40 - 49	21	70	9	1,488	45	55	946
50 - 59	19	72	10	1,149	45	55	768
60 and over	20	67	13	454	41	59	289
by current situation:							
Self employed	23	74	3	322	35	65	229
Employed full time	20	70	10	3,728	45	55	2,382
Employed part time	28	58	15	1,171	50	50	626
by annual net household income:							
up to £10,000 p.a.#	40	35	25	245	…	…	…
over £10,000 - £15,000	27	50	24	587	43	58	278
over £15,000 - £20,000	27	57	17	706	45	55	385
over £20,000 - £25,000	21	66	13	693	39	61	441
over £25,000 - £30,000	22	69	8	640	43	57	417
over £30,000 - £40,000	21	72	7	1,093	42	58	723
over £40,000 p.a.	17	78	5	1,214	51	50	890
by Scottish Index of Multiple Deprivation:							
1 (20% most deprived)	27	55	18	837	45	55	393
2	22	66	13	1,001	47	53	604
3	22	69	9	1,157	42	58	754
4	19	73	8	1,205	41	59	823
5 (20% least deprived)	22	71	8	1,018	50	50	660
by urban/rural classification:							
Large urban areas	26	57	17	1,784	54	46	890
Other urban areas	20	71	9	1,566	46	55	1,010
Accessible small towns	15	79	6	464	49	51	328
Remote small towns	31	63	6	344	33	67	206
Accessible rural	14	80	6	644	36	64	496
Remote rural	24	73	3	418	17	83	306

*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.

The sample size is too small for car/van commuters with an annual net household income up to £10,000 p.a. to provide reliable estimates.

Table 13: [Travel to work reasons] Reasons why public transport is not used for travel to work, 2007-2010

	Car/Van Driver/Passenger
	column percentages
By whether they could use public transport	
Yes	42
No	57
Sample size (=100%)	*13,951*
If they <u>could</u> use public transport, reasons for not using it	
Takes too long	56
No direct route	34
Need a car for work	13
Prefer to use car	13
Work unusual hours	9
Cost	8
Lack of service	8
Public transport is unreliable	6
Too infrequent	6
Too much to carry	5
Nothing	5
Long walk to bus stop	3
Dislike waiting about	2
Uncomfortable	2
Collect/drop off children on way	1
Health reasons	1
Other	1
Sample size (=100%)	*2,762*
If they <u>could not</u> use public transport, reasons why they cannot	
No direct route	42
Takes too long	23
Lack of service	22
Inconvenient	21
Need a car for work	20
Work unusual hours	18
Prefer to use car	9
Too much to carry	7
Too infrequent	6
Public transport is unreliable	3
Nothing	2
Long walk to bus stop	2
Cost	1
Health reasons	1
Other	
Sample size (=100%)	*2,945*

Table 14: [Travel to school] School children in full-time education, usual method of travel, 2010

	How does the random schoolchild usually travel to school?							*Sample size (=100%)*
	Walking	Passenger Car/Van	Bicycle	School bus*	Service bus	Rail (inc. U/g)	Other	
							row percentages	
All children in full-time education, 2010:	49.7	23.0	1.4	16.1	7.8	0.3	1.7	*2,676*
By gender:								
Male	50.4	23.5	2.1	15.4	6.7	0.4	1.6	*1,370*
Female	49.0	22.6	0.7	16.9	8.9	0.2	1.8	*1,306*
by age:								
age 4-5	56.1	38.2	0.0	3.3	1.0	0.0	1.4	*232*
age 6-7	57.1	30.8	1.0	7.8	2.3	0.0	1.0	*401*
age 8-9	60.5	23.9	1.7	10.3	2.9	0.0	0.7	*394*
age 10-11	56.0	23.4	2.8	12.3	3.4	0.0	2.1	*420*
All 4-11	**57.6**	**27.6**	**1.6**	**9.3**	**2.6**	**0.0**	**1.3**	***1,447***
age 12-13	42.8	18.1	1.0	25.0	9.8	0.7	2.6	*440*
age 14-15	42.4	18.4	1.4	20.7	15.4	0.5	1.3	*511*
age 16-18	34.9	16.8	1.1	27.2	16.4	0.7	3.0	*278*
All 12 - 18	**40.9**	**17.9**	**1.2**	**23.7**	**13.5**	**0.6**	**2.2**	***1,229***
by annual net household income:								
up to £10,000 p.a.	46.3	24.7	0.0	17.6	8.8	0.0	2.6	*123*
over £10,000 - £15,000	58.4	17.8	1.0	7.9	11.5	0.5	2.9	*280*
over £15,000 - £20,000	50.3	18.5	0.4	18.9	9.0	0.2	2.7	*355*
over £20,000 - £25,000	54.9	17.5	3.3	14.1	8.4	0.5	1.3	*303*
over £25,000 - £30,000	49.3	21.6	1.0	18.3	7.3	0.4	1.9	*312*
over £30,000 - £40,000	48.6	25.9	0.9	16.0	6.4	0.0	2.2	*564*
over £40,000 p.a.	45.9	27.2	1.9	17.5	6.6	0.4	0.5	*723*
by Scottish Index of Multiple Deprivation:								
1 (20% most deprived)	57.2	18.8	0.5	9.4	11.8	0.1	2.2	*545*
2	54.1	19.5	0.8	15.2	7.5	0.0	2.8	*526*
3	43.0	25.1	1.0	23.3	6.4	0.8	0.4	*492*
4	42.6	25.3	2.8	21.3	5.6	0.5	1.9	*572*
5 (20% least deprived)	50.9	26.3	1.7	12.5	7.4	0.1	1.1	*540*
by urban/rural classification:								
Large urban areas	55.0	23.1	1.0	7.0	10.8	0.3	2.9	*933*
Other urban	54.7	23.6	1.5	12.5	6.7	0.0	1.0	*799*
Small accessible towns	51.6	17.4	1.5	24.0	4.8	0.4	0.3	*257*
Small remote towns	62.4	22.4	2.7	9.2	3.4	0.0	0.0	*150*
Accessible rural	26.0	27.6	2.2	34.6	6.8	1.1	1.7	*343*
Remote rural	30.1	18.6	0.0	44.0	5.4	0.0	1.9	*194*
by number of cars available to household:								
None	66.7	2.9	0.6	10.4	14.7	0.3	4.5	*462*
One	50.3	25.3	1.3	14.9	6.4	0.3	1.5	*1,106*
Two or more	42.2	28.8	1.8	19.7	6.4	0.3	0.8	*1,108*
by household type†:								
Single parent	52.9	21.0	1.3	12.0	9.5	0.2	3.0	*537*
Small family	48.0	27.0	1.7	16.0	5.7	0.1	1.6	*1,156*
Large family or large adult	50.1	20.2	1.2	18.1	8.7	0.4	1.3	*953*

*Includes school bus, private bus and works bus.

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

Table 15: [Travel to school reasons] Reasons for transport choice to children's full-time education establishment, 2001 - 2010*

	Usual method of travel to school			
	Walking	Passenger Car/Van	School bus	Service bus
				cell percentages
Close / Nearby / Not far away	84	3	2	3
Most convenient	19	53	54	48
Travel with friends	5	2	4	4
Safest method	2	18	13	7
Quickest method	7	18	10	15
Only method available	2	8	21	17
Too far to walk	0	16	25	29
No public transport	1	6	4	1
Public transport unsuitable	1	4	3	0
Good exercise / fresh air	9	0	0	0
No car / transport	1	0	1	2
Cheapest method	1	1	3	2
It is free	1	0	9	1
On way to work	0	6	1	0
Too young to travel any other way	0	8	1	1
Relative meets child	0	1	0	0
Other reason(s)	1	7	4	3
Sample size (=100%)	*11,225*	*4,804*	*3,805*	*1,403*

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

Table 16: [Travel to school reasons] Reasons why public transport is not used by school children, 2001 - 2010*

	Age		
	Primary: 4-11	Secondary: 12-18	All ages
by whether they could use public transport			*column percentages*
Yes	26	55	34
No	74	45	66
Sample size (=100%)	*3,941*	*1,596*	*5,537*
If they <u>could</u> use public transport, reasons for not using it			
Too young to travel on own	55	8	35
No service available	5	6	5
Too far to bus stop	3	5	4
Cost, too expensive	8	13	10
Too short a distance, not worth it	6	4	6
Prefer to use car	29	45	36
Others	38	44	41
Sample size (=100%)	*818*	*713*	*1,531*
If they <u>could not</u> use public transport, reasons why they cannot			
Too young to travel on own	43	6	37
No service available	48	69	52
Too far to bus stop	4	4	4
Cost, too expensive	1	2	1
Too short a distance, not worth it	14	9	13
Prefer to use car	6	8	6
Others	5	10	6
Sample size (=100%)	*2,601*	*588*	*3,189*

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

Table 17: [Car and bicycle access] Households with cars and bicycles available for private use, 2010

	Cars available for private use:						1+ Bicycles that can be used by adults	*Sample size (=100%)*
	None	**One**	**Two**	**One +**	**Two +**	**Three +**		
							row percentages	
All households in 2010:	30	44	22	70	26	4	34	*14,214*
by household type:								
Single adult	48	48	4	52	4	1	28	*2,347*
Small adult	19	44	34	81	38	3	40	*2,321*
Single parent	53	43	4	47	4	0	31	*747*
Small family	11	45	42	89	44	2	58	*1,820*
Large family	10	38	42	90	52	10	63	*922*
Large adult	15	31	33	85	55	22	49	1311
Older smaller	18	58	21	82	23	2	22	*2,415*
Single pensioner	62	37	1	38	1	0	6	*2,331*
by annual net household income:								
up to £10,000 p.a.	59	35	5	41	6	1	16	*2,394*
over £10,000 - £15,000	52	41	5	48	6	1	18	*2,627*
over £15,000 - £20,000	33	56	10	67	11	1	27	*2,033*
over £20,000 - £25,000	19	59	19	81	22	3	37	*1,557*
over £25,000 - £30,000	10	58	27	90	32	5	42	*1,245*
over £30,000 - £40,000	5	45	42	95	49	7	53	*1,886*
over £40,000 p.a.	2	27	58	98	71	13	66	*1,923*
by Scottish Index of Multiple Deprivation:								
1 (20% most deprived)	53	38	8	47	9	1	19	*2,740*
2	38	45	15	62	17	2	27	*2,847*
3	26	48	22	74	26	4	35	*2,983*
4	19	44	30	81	37	6	44	*2,992*
5 (20% least deprived)	14	45	34	86	41	7	47	*2,647*
by urban/rural classification:								
Large urban areas	40	41	16	60	19	3	28	*5,075*
Other urban	30	45	21	70	25	4	34	*4,128*
Small accessible towns	23	48	24	77	29	5	39	*1,275*
Small remote towns	26	47	22	74	27	5	41	*798*
Accessible rural	14	44	35	86	42	7	47	*1,761*
Remote rural	15	48	30	85	37	7	43	*1,175*

Table 18 [Driving licence] People aged 17+ that hold a full driving licence, 2010

	Age group								All aged 17+	*Sample size (=100%)*
	17-19	20-29	30-39	40-49	50-59	60-69	70-79	80+		
	*percentage of the relevant sub-group***									
All people aged 17+ in 2010:	27	58	76	81	78	72	54	37	68	*12,361*
by gender:										
Male	28	64	80	86	85	84	74	59	76	*5,450*
Female	25	51	73	76	72	62	40	21	60	*6,911*
by current situation:										
Self employed	*	*	92	98	96	96	*	*	95	*664*
Employed full time	*	69	85	89	86	87	*	*	82	*3,917*
Employed part time	*	54	80	77	74	78	*	*	73	*1,273*
Looking after the home or family	*	25	57	66	*	*	*	*	55	*652*
Permanently retired from work	*	*	*	*	82	68	54	37	57	*4,022*
Unemployed/seeking work	*	32	42	53	63	*	*	*	42	*635*
In further/higher education	38	57	*	*	*	*	*	*	51	*391*
Permanently sick or disabled	*	*	*	47	39	56	*	*	41	*606*
by annual net household income:										
up to £10,000 p.a.	*	46	57	56	52	58	48	28	48	*2,167*
over £10,000 - £15,000	*	41	56	51	58	63	48	30	49	*2,406*
over £15,000 - £20,000	*	53	70	68	68	73	55	41	61	*1,796*
over £20,000 - £25,000	*	52	64	79	80	76	58	*	67	*1,349*
over £25,000 - £30,000	*	63	85	86	81	79	*	*	78	*1,035*
over £30,000 - £40,000	*	75	85	88	89	86	*	*	81	*1,551*
over £40,000 p.a.	*	84	92	97	98	93	*	*	90	*1,602*
by Scottish Index of Multiple Deprivation:										
1 (20% most deprived)	*	38	57	55	51	43	32	16	45	*2,386*
2	*	55	72	78	70	63	44	29	61	*2,496*
3	*	71	79	84	83	72	57	36	72	*2,593*
4	*	61	87	91	87	88	65	38	77	*2,623*
5 (20% least deprived)	*	70	89	94	93	87	70	57	82	*2,259*
by urban/rural classification:										
Large urban areas	27	52	68	76	70	64	48	32	61	*4,323*
Other urban	*	57	80	77	78	70	53	34	67	*3,609*
Small accessible towns	*	70	80	86	80	75	56	*	72	*1,114*
Small remote towns	*	*	80	93	76	78	48	*	72	*726*
Accessible rural	*	*	91	94	88	85	69	39	82	*1,530*
Remote rural	*	*	91	91	92	87	67	52	82	*1,058*
Sample size of age groups	*294*	*1,416*	*1,816*	*2,175*	*1,927*	*2,162*	*1,609*	*962*	*12,361*	

* Cells with 100 respondents or less are not included.

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

Table 19: [Frequency of driving] People aged 17+, frequency of driving, 2010*

	Every day	At least 3 times per week	1 - 2 times per week	At least 2 - 3 times per month	At least once a month	Less than once a month	Has licence but never drives	Does not have a full driving licence	*Sample size (=100%)*
								row percentages	
All people aged 17+ in 2010:	41	13	6	1	0	2	4	32	*12,361*
by gender:									
Male	48	13	7	1	0	2	4	24	*5,450*
Female	35	12	5	1	0	2	4	40	*6,911*
by age:									
17-19	15	4	4	1	0	2	1	73	*294*
20-29	36	8	4	1	0	3	6	42	*1,416*
30-39	52	13	5	1	0	2	3	24	*1,816*
40-49	56	13	6	1	0	1	4	19	*2,175*
50-59	52	12	7	1	1	2	4	22	*1,927*
60-69	36	20	8	1	0	2	5	28	*2,162*
70-79	24	16	8	1	0	1	5	46	*1,609*
80+	13	9	6	1	1	1	5	63	*962*
by current situation:									
Self employed	68	15	8	1	0	1	2	5	*664*
Employed full time	61	11	5	1	0	1	2	18	*3,917*
Employed part time	47	14	6	1	0	1	3	27	*1,273*
Looking after the home or family	32	12	5	0	0	2	4	45	*652*
Permanently retired from work	24	17	8	1	1	2	5	43	*4,022*
Unemployed and seeking work	18	9	4	1	0	3	7	58	*635*
In further/higher education	18	9	7	2	0	5	10	49	*391*
Permanently sick or disabled	11	8	6	1	1	3	11	59	*606*
Unable to work due to short-term illness or injury	16	13	10	3	1	0	11	47	*104*
by annual net household income:									
up to £10,000 p.a.	18	11	6	1	0	4	8	52	*2,167*
over £10,000 - £15,000	23	11	5	1	0	2	7	51	*2,406*
over £15,000 - £20,000	33	13	6	1	0	2	5	39	*1,796*
over £20,000 - £25,000	43	11	6	1	0	2	3	33	*1,349*
over £25,000 - £30,000	54	10	6	1	1	1	3	22	*1,035*
over £30,000 - £40,000	56	15	6	1	0	1	2	19	*1,551*
over £40,000 p.a.	65	16	6	0	0	1	2	10	*1,602*
by Scottish Index of Multiple Deprivation:									
1 (20% most deprived)	27	6	4	0	0	2	5	55	*2,386*
2	38	11	4	1	0	2	5	39	*2,496*
3	44	13	7	1	1	2	5	28	*2,593*
4	49	16	7	1	0	2	3	23	*2,623*
5 (20% least deprived)	48	18	8	1	0	2	5	18	*2,259*
by urban/rural classification:									
Large urban areas	34	11	6	1	1	2	6	39	*4,323*
Other urban	44	12	5	1	0	2	4	33	*3,609*
Small accessible towns	46	16	5	1	0	1	3	28	*1,114*
Small remote towns	44	14	8	2	0	1	3	28	*726*
Accessible rural	52	18	7	1	0	1	2	18	*1,530*
Remote rural	50	17	9	1	0	1	3	18	*1,058*

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

Table 20: [Park & Ride] Part driving/parking journeys, 2007 - 2010

(a) Whether made any journeys using part driving/parking in past month	
	column percentages
Yes	20
No	80
Sample size (=100%)	*24,325*

(b) Where parked last time used part driving/parking	
	cell percentages
A specially designated Park and Ride facility	28
An ordinary car park at a bus station, train station or airport	28
A public car park	15
On the street near a station or bus stop	15
On the street elsewhere	12
Other	2
Sample size (=100%)	*4,664*

(c) If no designated Park & Ride facility was used in past month, was it available	
	column percentages
Yes	9
No	90
Sample size (=100%)	*22,994*

(d) If designated Park & Ride facility was available, reasons for not using it*	
	column percentages
Journey would take longer	43
Too much to carry	15
Cost, too expensive	9
Other	11
Sample size (=100%)	*1,546*

*Table only includes those who have given a reason.

Table 21: [Park & Ride] Mode of transport used in conjunction with driving by where parked, 2007 - 2010*

	Bus	**Train**	**Walk**	***Sample size (=100%)***
		row percentages		
All adults who used driving/parking in past month	29	49	17	*4,747*
by where parked:				
A specially designated Park and Ride facility	50	48	3	*1,296*
An ordinary car park at a bus station, train station or airport	8	81	5	*1,279*
A public car park	27	26	39	*744*
On the street near a station or bus stop	39	48	13	*687*
On the street elsewhere	24	13	59	*567*

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

Table 22: [Traffic Growth] Concerns with traffic growth, 2007-2010

(a) How concerned about increased traffic on roads

	All
	column percentages
Very concerned	16
Quite concerned	37
Not very concerned	26
Not at all concerned	19
Don't know	2
Sample Size (=100%)	*12,440*

(b) Cause of concern

	All
	column percentages
Increased Traffic Volume	54
Increased Travel Times	45
Damage to Environment	33
Impact on Road Safety	29
Impact on Road Condition	17
Parking Problems	13
Impact on Social/Health Factors	13
Other	6
Sample Size (=100%)	*6,645*

Table 23: [Road Rage] Incidents of road rage directed at respondents in past year, 2007-2010

	0	1 - 2	3 - 5	6 - 10	10 +	Sample Size (=100%)
				row percentages		
Number of times experienced incidents of road rage directed at you	56	24	9	4	7	*14,789*
Number of times believed to be threat to personal safety	77	19	2	1	1	*6,042*

Table 24: [Walking] Frequency of walking in the previous seven days*, 2010

	Walking as a means of transport				Walking just for pleasure / to keep fit				*Sample size (=100%)*
	None	**1-2 days**	**3-5 days**	**6-7 days**	**None**	**1-2 days**	**3-5 days**	**6-7 days**	
									row percentages
All people in 2010:	38	19	24	19	49	18	16	17	*6,136*
by gender:									
Male	38	18	24	20	46	18	17	18	*2,721*
Female	38	20	25	17	51	17	16	16	*3,415*
by age:									
16-19	24	23	25	29	50	19	14	17	*190*
20-29	31	19	27	23	49	17	19	14	*691*
30-39	33	21	27	19	42	23	18	17	*910*
40-49	33	22	27	18	43	18	19	20	*1,085*
50-59	43	18	23	16	46	20	15	18	*902*
60-69	42	15	23	20	48	15	16	21	*1,090*
70-79	50	16	19	15	60	14	13	13	*770*
80+	66	12	13	9	77	8	9	7	*498*
by current situation:									
Self employed	48	17	20	15	45	16	17	23	*332*
Employed full time	33	22	26	19	42	22	19	18	*1,921*
Employed part time	32	17	30	20	43	20	20	17	*617*
Looking after the home/family	31	18	32	19	46	18	17	19	*327*
Permanently retired from work	50	15	20	16	58	13	13	16	*2,000*
Unemployed/seeking work	27	19	29	25	44	18	17	21	*302*
In further/higher education	19	23	30	28	49	18	19	14	*209*
Permanently sick or disabled	67	12	9	12	79	8	4	9	*300*
by annual net household income:									
up to £10,000 p.a.	37	16	24	23	54	13	14	19	*1,035*
over £10,000 - £15,000	42	16	23	19	55	15	15	15	*1,192*
over £15,000 - £20,000	37	18	24	20	53	16	14	17	*884*
over £20,000 - £25,000	38	18	26	18	51	17	17	16	*683*
over £25,000 - £30,000	37	19	24	20	46	18	16	20	*513*
over £30,000 - £40,000	37	22	25	15	43	20	20	16	*801*
over £40,000 p.a.	37	22	23	17	39	24	18	19	*792*
by Scottish Index of Multiple Deprivation quintiles:									
1 (20% most deprived)	37	17	27	19	56	14	16	14	*1,182*
2	37	18	23	21	52	17	14	17	*1,206*
3	40	19	23	19	48	18	16	18	*1,306*
4	40	19	24	17	43	19	19	20	*1,308*
5 (20% least deprived)	35	22	25	19	46	21	17	16	*1,132*
by urban/rural classification:									
Large urban areas	33	19	27	21	51	17	17	14	*2,120*
Other urban	37	20	26	17	50	18	15	17	*1,786*
Small accessible towns	42	16	23	19	48	18	15	20	*552*
Small remote towns	32	21	24	23	48	17	14	21	*377*
Accessible rural	48	20	17	15	40	19	19	22	*772*
Remote rural	52	15	16	18	43	20	15	22	*529*
by frequency of driving†:									
Every day	43	23	22	13	44	20	18	18	*2,447*
At least three times a week	38	19	27	16	38	21	20	20	*789*
Once or twice a week	33	16	27	25	42	20	19	19	*359*
Less often	28	13	21	38	50	13	18	19	*176*
Never, but holds full driving licence	32	17	26	24	56	15	14	15	*271*

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

†Only includes those with a full driving licence.

Table 25: [Cycling] Reasons why do not cycle to work and why do not have a bicycle, 2009-2010

Reasons why do not cycle to work	*percentages*
Do not have a bike	38
Too far to cycle	30
Weather too cold / wet / windy	15
Too many cars on the roads	13
Traffic travels too fast	11
Prefer to drive	9
Inconsiderate drivers	8
Concerns for personal safety on dark / lonely roads	8
No way to carry luggage / shopping	7
Not fit enough	6
Can't be bothered	6
Nowhere at work to shower / change	6
Don't have time to cycle	6
Too hilly	5
Road surfaces are dangerous	4
Can't ride a bike	3
Worried about pollution from traffic	2
Health reasons	2
Not enough safe places to lock bike	2
Nowhere to keep a bicycle at home	2
Inconsiderate pedestrians in towns\cities	1
Too many bikes stolen	1
Sample size (=100%)	*10,591*
If do not have a bike, reasons why not	
Other	25
Too many cars on the roads	14
Cannot ride a bike	14
Prefer to drive	11
Too far to cycle	8
Don't have time to cycle	7
Traffic travels too fast	7
Nowhere to keep a bicycle at home	6
Too lazy	6
Weather too cold / wet / windy	5
Inconsiderate drivers	5
Not fit enough	4
Concerns for personal safety on dark / lonely roads	3
No way to carry luggage / shopping	3
Too hilly	2
Not enough safe places to lock bike	2
Health reasons	2
Nowhere at work to shower / change	2
Road surfaces are dangerous	1
Too many bikes stolen	1
Worried about pollution from traffic	1
Inconsiderate pedestrians in towns\cities	0
Sample size (=100%)	*3,806*

Table 26: [Bus access] Households' bus availability, 2010

	Up to 6 mins walk to nearest bus stop	5+ buses per hour (but may have a long walk)	Bus stop within 6 min *and* 5+ buses per hour	*Sample size (=100%)*
All households in 2010:	85	24	22	*14,214*
by household type:				
Single adult	89	29	28	*2,347*
Small adult	86	24	23	*2,321*
Single parent	88	29	28	*747*
Small family	85	23	21	*1,820*
Large family	88	22	21	*922*
Large adult	85	24	22	*1,311*
Older smaller	80	20	18	*2,415*
Single pensioner	83	21	19	*2,331*
by annual net household income:				
up to £10,000 p.a.	87	27	25	*2,394*
over £10,000 - £15,000	87	25	23	*2,627*
over £15,000 - £20,000	86	26	24	*2,033*
over £20,000 - £25,000	85	25	24	*1,557*
over £25,000 - £30,000	86	21	19	*1,245*
over £30,000 - £40,000	85	22	20	*1,886*
over £40,000 p.a.	81	19	17	*1,923*
by Scottish Index of Multiple Deprivation:				
1 (20% most deprived)	92	36	34	*2,740*
2	90	27	25	*2,847*
3	83	18	17	*2,983*
4	78	15	14	*2,992*
5 (20% least deprived)	82	23	20	*2,647*
by urban/rural classification:				
Large urban areas	89	44	41	*5,075*
Other urban	90	19	17	*4,128*
Small accessible towns	86	6	5	*1,275*
Small remote towns	85	1	1	*798*
Accessible rural	70	1	1	*1,761*
Remote rural	62	0	0	*1,175*

Table 27: [Bus and train use] Adults use of local bus and train services, in the past month, 2010

	Frequency of using local bus service in past month					Frequency of using local train service in past month					
	Almost or every day	2 or 3 times per week	Once a week	Less Often	Not used	Almost or every day	2 or 3 times per week	Once a week	Less Often	Not used	*Sample size (=100%)**
											row percentages
All people aged 16+ in 2010:	11	12	8	13	56	2	2	3	17	76	*12,422*
by gender:											
Male	9	10	7	13	60	2	2	4	16	77	*5,474*
Female	13	13	8	13	52	2	2	3	18	75	*6,948*
by age:											
16-19	23	15	12	18	33	1	4	8	25	62	*372*
20-29	15	11	8	14	52	4	2	6	20	67	*1,412*
30-39	9	9	7	15	60	2	2	3	21	72	*1,815*
40-49	8	8	6	13	65	2	2	3	19	73	*2,169*
50-59	8	9	6	12	64	2	2	2	17	78	*1,925*
60-69	10	16	10	14	50	1	1	3	14	82	*2,159*
70-79	12	19	9	12	49	0	1	1	9	88	*1,608*
80+	9	16	8	9	59	0	1	0	5	94	*962*
by current situation:											
Self employed	2	5	4	12	78	0	2	2	20	75	*662*
Employed full time	10	5	6	14	65	3	2	4	20	70	*3,915*
Employed part time	11	11	8	15	56	2	2	3	20	73	*1,272*
Looking after the home or family	10	16	9	14	51	0	1	2	16	81	*651*
Permanently retired from work	10	18	10	12	50	0	1	2	10	87	*4,019*
Unemployed and seeking work	14	22	13	15	36	1	3	3	15	78	*639*
In further/higher education	27	12	8	13	40	5	5	9	25	56	*405*
Permanently sick or disabled	10	20	6	10	54	0	1	1	10	88	*607*
by annual net household income:											
up to £10,000 p.a.	15	17	10	13	45	1	2	3	14	81	*2,164*
over £10,000 - £15,000	16	17	10	11	46	1	2	3	11	83	*2,414*
over £15,000 - £20,000	14	15	8	12	51	2	2	3	15	79	*1,802*
over £20,000 - £25,000	12	12	7	15	55	1	2	3	16	78	*1,359*
over £25,000 - £30,000	8	8	8	15	61	2	1	4	20	72	*1,043*
over £30,000 - £40,000	7	8	6	15	64	3	2	3	20	71	*1,571*
over £40,000 p.a.	6	5	5	14	69	3	3	4	25	65	*1,616*
by Scottish Index of Multiple Deprivation:											
1 (20% most deprived)	18	16	9	12	46	1	2	2	14	81	*2,392*
2	13	13	8	14	51	2	2	4	16	77	*2,514*
3	10	10	6	13	61	2	2	3	16	77	*2,606*
4	8	8	7	13	64	2	2	3	18	75	*2,640*
5 (20% least deprived)	7	11	8	16	57	3	2	5	22	68	*2,266*
by urban/rural classification:											
Large urban areas	17	16	9	15	43	3	3	5	18	72	*4,339*
Other urban	9	12	8	13	58	2	2	4	20	73	*3,629*
Small accessible towns	7	10	8	15	60	1	1	2	18	78	*1,116*
Small remote towns	4	4	4	12	76	1	1	1	11	87	*730*
Accessible rural	4	7	5	12	73	2	2	2	14	80	*1,540*
Remote rural	3	4	4	11	79	0	0	1	9	90	*1,067*
by frequency of driving†:											
Every day	1	3	4	14	77	1	1	3	19	75	*4,810*
At least three times a week	4	8	8	14	66	2	2	3	17	76	*1,671*
Once or twice a week	10	13	8	14	55	5	2	3	19	70	*744*
Less often	20	14	9	19	38	4	3	4	18	70	*376*
Never, but holds full driving licence	21	20	12	11	37	4	2	3	18	73	*562*
by driving licence:											
Holds a full driving licence	5	7	6	14	69	2	2	3	19	75	*8,163*
Does not hold full licence	24	22	12	12	31	2	2	4	15	77	*4,259*

* 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 28: [Users' views on local bus services] Adults (16+), who have used the bus in the previous month; views on their local bus services, 2010

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

Table 29: [Users' views on local train services] Adults (16+), who have used the train in the previous month; views on their local train services, 2010

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

Table 30: [Concessionary fare pass] Possession of concessionary fare pass for all adults aged 16+, 2010

	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%)*
Young Persons' Concessionary Travel Scheme*									*row percentages*
16 - 18	2	6	5	2	3	3	6	73	*279*
National Concessionary Travel Scheme									
a) All people aged 16+	1	3	6	3	2	3	10	73	*12,439*
16 - 39	0	0	0	0	0	0	0	99	*3,604*
40 - 49	0	0	1	0	0	0	1	97	*2,175*
50 - 59	0	1	1	0	1	0	2	94	*1,927*
60 - 64	4	7	17	8	7	11	25	21	*1,141*
65 - 69	4	9	17	11	7	12	30	10	*1,021*
70 - 74	3	10	22	8	7	12	31	9	*916*
75 - 79	3	10	22	8	7	8	37	7	*693*
80 +	3	7	16	9	3	8	42	13	*962*

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

Table 31: [Concessionary fare pass] Possession of concessionary fare pass for all adults aged 60+, 2010

	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
b) All people aged 60+:	3	8	18	9	6	10	32	13	*4,733*
by gender:									
Male	2	7	14	8	6	12	33	17	*2,021*
Female	4	9	22	9	6	10	30	10	*2,712*
by current situation:									
Employed	5	7	10	8	6	13	25	28	*590*
Permanently retired	3	9	20	9	6	10	33	10	*3,897*
Permanently sick/disabled	3	6	17	5	6	8	37	18	*141*
by annual net household income:									
up to £10,000 p.a.	4	10	20	8	7	10	30	10	*1,227*
£10,000 - £15,000	4	10	20	9	5	9	34	9	*1,335*
£15,000 - £20,000	2	8	21	10	7	9	32	11	*760*
over £20,000 p.a.	3	5	14	9	6	13	31	20	*1,184*
by Scottish Index of Multiple Deprivation quintiles:									
1 (20% most deprived)	7	13	19	10	4	6	31	10	*806*
2	5	10	20	7	6	10	29	13	*923*
3	2	7	18	7	5	11	34	15	*1,024*
4	2	5	15	7	7	12	36	16	*1,042*
5 (20% least deprived)	2	7	20	12	8	12	28	11	*937*
by urban/rural classification:									
Large urban areas	6	13	25	9	6	8	23	10	*1,462*
Other urban	3	8	19	9	7	9	33	12	*1,410*
Small accessible towns	2	7	16	10	6	14	33	11	*450*
Small remote towns	1	3	6	8	7	13	53	8	*285*
Accessible rural	1	2	11	8	6	13	39	21	*632*
Remote rural	0	2	6	6	4	14	43	24	*494*
by frequency of driving†:									
Every day	0	1	9	9	8	14	40	19	*1,220*
At least once a week	1	4	17	10	8	14	32	13	*1,151*
Less often	7	14	24	6	6	6	25	11	*397*
by whether they hold a full driving licence:									
Holds a full driving licence	1	4	14	9	8	13	35	15	*2,739*
Does NOT have full licence	6	14	24	8	4	7	27	9	*1,994*
by whether they have a disbility/illness:									
Disability	5	10	16	8	5	7	36	13	*547*
Illness or health problem	3	8	19	9	6	9	34	11	*1,022*
Both	2	5	16	6	4	10	42	15	*666*
Neither	4	9	19	9	7	12	27	13	*2,494*

†Only includes those with a full driving licence

Table 32: [Access to services] Access to services that respondents thought were very or fairly convenient, 2010

	Post office	Doctors surgery	Small food shopping	Cash machine	Banking	Chemist	Hospital outpatients	Petrol station	Public transport	Dentist	*Sample size (=100%)*
All adults in 2010:	83	82	93	85	73	87	59	74	85	72	*9,622*
by gender:											
Male	83	82	94	86	74	87	60	77	85	72	*4,257*
Female	83	82	92	85	73	87	59	72	84	72	*5,365*
by age:											
16 - 39	85	83	96	90	75	89	62	76	88	72	*2,800*
40 - 49	84	81	94	86	72	88	61	79	83	74	*1,698*
50 - 59	83	82	93	86	72	86	58	76	82	74	*1,469*
60 +	80	82	90	79	72	84	55	68	83	69	*3,655*
by urban/rural classification:											
Large urban areas	82	82	95	88	74	90	63	73	93	75	*3,547*
Other urban	82	82	94	86	76	88	62	79	89	75	*2,715*
Small accessible towns	88	91	96	91	76	94	54	72	82	79	*859*
Small remote towns	94	90	92	94	86	95	70	86	80	79	*556*
Accessible rural	83	76	87	73	60	73	46	64	64	54	*1,157*
Remote rural	83	82	86	73	64	68	46	73	55	55	*788*
by annual net household income:											
up to £10,000 p.a.	84	79	93	84	75	87	56	61	88	66	*1,644*
over £10,000 - £15,000	84	80	92	82	71	85	56	65	87	72	*1,902*
over £15,000 - £20,000	83	83	94	86	73	87	60	73	86	72	*1,395*
over £20,000 p.a.	83	84	94	87	74	88	62	82	83	74	*4,306*
by driving licence:											
Holds a full driving licence	84	84	94	87	75	88	62	84	83	72	*6,303*
Does NOT hold a full driving licence	81	79	92	83	69	85	55	56	89	71	*3,319*
by number of cars available to household:											
None	81	78	92	82	71	86	54	47	91	68	*2,967*
One +	84	84	93	86	74	87	61	83	83	73	*6,655*

Table 33: [Access to GP] How adults normally travel to a doctors' surgery, 2010

	Walking	Driver Car/Van	Passenger Car/Van	Bicycle	Bus	Rail (inc. U/g)	Other	*Sample size (=100%)*
							row percentages	
All people aged 16+ in 2010:	37	41	9	0	10	0	3	*7,991*
by gender:								
Male	36	47	6	1	8	0	2	*3,355*
Female	37	37	11	0	11	0	3	*4,636*
by age:								
16-29	48	27	12	0	12	1	1	*1,084*
30-39	44	46	3	1	6	0	1	*1,139*
40-49	36	50	5	1	7	0	2	*1,368*
50-59	33	50	6	1	8	0	2	*1,191*
60-69	31	45	10	0	12	0	2	*1,469*
70-79	26	36	17	0	14	0	6	*1,098*
80+	25	27	22	0	15	0	11	*642*
by current situation:								
Self employed	25	68	2	2	2	0	0	*378*
Employed full time	37	52	4	1	6	0	1	*2,363*
Employed part time	40	48	4	0	7	0	1	*811*
Looking after the home/family	43	34	10	0	11	0	2	*463*
Permanently retired from work	29	37	15	0	13	0	5	*2,730*
Unemployed/seeking work	55	21	4	1	15	0	3	*397*
In further/higher education	53	20	10	0	16	0	1	*240*
Permanently sick or disabled	28	22	21	0	18	0	10	*447*
by annual net household income:								
up to £10,000 p.a.	45	25	9	0	16	0	4	*1,381*
over £10,000 - £15,000	39	27	11	0	17	0	5	*1,643*
over £15,000 - £20,000	38	35	10	0	12	0	4	*1,185*
over £20,000 - £25,000	37	43	9	1	8	0	2	*869*
over £25,000 - £30,000	35	49	7	0	8	0	1	*655*
over £30,000 - £40,000	32	54	7	0	6	0	0	*973*
over £40,000 p.a.	32	59	6	1	2	0	0	*999*
by Scottish Index of Multiple Deprivation:								
1 (20% most deprived)	41	25	11	1	18	0	5	*1,613*
2	41	35	8	0	13	0	3	*1,618*
3	34	46	10	0	8	0	2	*1,646*
4	31	52	8	0	6	0	2	*1,669*
5 (20% least deprived)	36	49	8	0	5	0	1	*1,443*
by urban/rural classification:								
Large urban areas	43	32	8	1	14	0	3	*2,903*
Other urban	34	42	10	0	10	0	3	*2,253*
Small accessible towns	48	39	6	0	5	0	2	*729*
Small remote towns	37	45	11	1	4	0	2	*464*
Accessible rural	21	63	11	0	4	0	1	*973*
Remote rural	24	61	9	0	4	0	2	*669*

Table 34: [Access to hospital outpatients] How adults normally travel to a hospital outpatients department, 2010

	Walking	Driver Car/Van	Passenger Car/Van	Bicycle	Bus	Rail (inc. U/g)	Other	*Sample size (=100%)*
							row percentages	
All people aged 16+ in 2010:	9	47	18	0	19	1	6	*3,909*
by gender:								
Male	10	56	12	0	17	0	5	*1,674*
Female	9	39	24	0	20	1	7	*2,235*
by age†:								
16-29	15	29	27	0	23	1	4	*446*
30-39	12	60	9	1	14	1	4	*519*
40-49	9	61	11	1	14	0	3	*614*
50-59	8	54	14	0	17	0	6	*552*
60-69	7	50	17	0	20	1	5	*750*
70-79	5	34	27	0	24	1	10	*650*
80+	3	24	35	0	19	1	18	*378*
by current situation:								
Self employed	10	81	4	2	3	0	0	*159*
Employed full time	11	65	10	0	12	0	2	*962*
Employed part time	7	59	15	0	15	1	3	*345*
Looking after the home or family	8	38	25	0	20	1	8	*239*
Permanently retired from work	5	37	25	0	22	1	10	*1,541*
Unemployed/seeking work	23	23	12	1	35	1	4	*181*
Permanently sick or disabled	5	25	30	0	28	0	12	*309*
by annual net household income:								
up to £10,000 p.a.	12	28	19	0	31	1	9	*693*
over £10,000 - £15,000	9	30	21	0	28	1	11	*844*
over £15,000 - £20,000	8	38	23	0	21	1	8	*615*
over £20,000 - £25,000	10	50	20	1	13	2	4	*429*
over £25,000 - £30,000	9	56	17	0	16	0	2	*315*
over £30,000 - £40,000	8	62	17	0	10	0	3	*441*
over £40,000 p.a.	8	72	12	1	6	0	1	*422*
by Scottish Index of Multiple Deprivation:								
1 (20% most deprived)	10	29	21	0	29	0	10	*864*
2	8	42	18	0	23	1	7	*813*
3	9	51	20	0	15	0	4	*786*
4	9	59	17	0	9	1	4	*783*
5 (20% least deprived)	9	56	15	0	15	1	3	*663*
by urban/rural classification:								
Large urban areas	12	35	17	0	27	1	8	*1,458*
Other urban	9	48	20	0	18	0	6	*1,123*
Small accessible towns	4	53	25	1	13	1	3	*337*
Small remote towns	21	54	15	1	5	1	3	*214*
Accessible rural	2	72	16	1	7	1	2	*459*
Remote rural	6	62	20	0	5	0	7	*318*

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

Table 35: [Access to dentist] How adults normally travel to a dentist, 2010

	Walking	Driver Car/Van	Passenger Car/Van	Bicycle	Bus	Rail (inc. U/g)	Other	*Sample size (=100%)*
							row percentages	
All people aged 16+ in 2010:	30	48	7	0	11	1	2	*7,048*
by gender:								
Male	31	52	5	1	9	1	1	*3,011*
Female	29	45	9	0	14	1	2	*4,037*
by age:								
16-29	38	31	13	0	14	3	1	*1,059*
30-39	33	53	3	1	8	1	1	*1,152*
40-49	28	59	4	1	8	1	0	*1,417*
50-59	27	56	5	0	10	0	1	*1,202*
60-69	26	52	7	0	13	0	1	*1,175*
70-79	27	39	12	0	18	0	4	*715*
80+	25	32	13	0	19	1	10	*328*
by current situation:								
Self employed	20	73	2	1	3	0	1	*410*
Employed full time	31	58	3	1	6	1	0	*2,506*
Employed part time	28	53	5	0	13	0	1	*817*
Looking after the home/family	30	45	13	0	11	0	1	*410*
Permanently retired from work	26	44	11	0	16	0	4	*1,859*
Unemployed/seeking work	45	25	7	0	20	1	2	*358*
In further/higher education	41	27	8	0	21	3	1	*231*
Permanently sick or disabled	28	23	20	0	21	0	7	*310*
by annual net household income:								
up to £10,000 p.a.	39	30	8	0	19	1	3	*991*
over £10,000 - £15,000	36	32	9	0	19	0	4	*1,238*
over £15,000 - £20,000	34	40	8	0	16	1	2	*992*
over £20,000 - £25,000	30	50	7	0	11	0	1	*807*
over £25,000 - £30,000	30	52	6	.	11	1	1	*642*
over £30,000 - £40,000	25	59	7	1	6	2	0	*1,045*
over £40,000 p.a.	24	65	6	1	4	1	0	*1,105*
by Scottish Index of Multiple Deprivation:								
1 (20% most deprived)	40	28	9	0	20	1	2	*1,245*
2	35	41	7	0	14	1	2	*1,342*
3	26	54	8	0	10	1	1	*1,511*
4	23	60	7	0	8	1	1	*1,535*
5 (20% least deprived)	29	54	6	1	8	1	1	*1,414*
by urban/rural classification:								
Large urban areas	38	37	6	1	16	2	2	*2,580*
Other urban	32	47	7	0	10	1	2	*2,014*
Small accessible towns	34	49	6	0	8	0	1	*647*
Small remote towns	38	51	6	1	2	0	2	*376*
Accessible rural	6	76	10	0	7	0	1	*895*
Remote rural	9	74	10	0	5	0	2	*536*

Table 36: [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	5.1	7.1	8.4	9.4	10.2	10.8	11.2	11.5	11.7	11.8
200	3.6	5.0	5.9	6.7	7.2	7.6	7.9	8.1	8.3	8.3
300	3.0	4.1	4.8	5.4	5.9	6.2	6.5	6.7	6.8	6.8
400	2.6	3.5	4.2	4.7	5.1	5.4	5.6	5.8	5.9	5.9
500	2.3	3.2	3.8	4.2	4.6	4.8	5.0	5.2	5.2	5.3
600	2.1	2.9	3.4	3.8	4.2	4.4	4.6	4.7	4.8	4.8
700	1.9	2.7	3.2	3.6	3.8	4.1	4.2	4.4	4.4	4.4
800	1.8	2.5	3.0	3.3	3.6	3.8	4.0	4.1	4.1	4.2
900	1.7	2.4	2.8	3.1	3.4	3.6	3.7	3.8	3.9	3.9
1,000	1.6	2.2	2.7	3.0	3.2	3.4	3.5	3.6	3.7	3.7
1,200	1.5	2.0	2.4	2.7	2.9	3.1	3.2	3.3	3.4	3.4
1,400	1.4	1.9	2.2	2.5	2.7	2.9	3.0	3.1	3.1	3.1
1,600	1.3	1.8	2.1	2.4	2.5	2.7	2.8	2.9	2.9	2.9
1,800	1.2	1.7	2.0	2.2	2.4	2.5	2.6	2.7	2.8	2.8
2,000	1.1	1.6	1.9	2.1	2.3	2.4	2.5	2.6	2.6	2.6
2,500	1.0	1.4	1.7	1.9	2.0	2.2	2.2	2.3	2.3	2.4
3,000	0.9	1.3	1.5	1.7	1.9	2.0	2.0	2.1	2.1	2.1
3,500	0.9	1.2	1.4	1.6	1.7	1.8	1.9	1.9	2.0	2.0
4,000	0.8	1.1	1.3	1.5	1.6	1.7	1.8	1.8	1.9	1.9
5,000	0.7	1.0	1.2	1.3	1.4	1.5	1.6	1.6	1.7	1.7
6,000	0.7	0.9	1.1	1.2	1.3	1.4	1.4	1.5	1.5	1.5
7,000	0.6	0.8	1.0	1.1	1.2	1.3	1.3	1.4	1.4	1.4
8,000	0.6	0.8	0.9	1.1	1.1	1.2	1.3	1.3	1.3	1.3
9,000	0.5	0.7	0.9	1.0	1.1	1.1	1.2	1.2	1.2	1.2
10,000	0.5	0.7	0.8	0.9	1.0	1.1	1.1	1.2	1.2	1.2
12,000	0.5	0.6	0.8	0.9	0.9	1.0	1.0	1.1	1.1	1.1
14,000	0.4	0.6	0.7	0.8	0.9	0.9	0.9	1.0	1.0	1.0
16,000	0.4	0.6	0.7	0.7	0.8	0.9	0.9	0.9	0.9	0.9
18,000	0.4	0.5	0.6	0.7	0.8	0.8	0.8	0.9	0.9	0.9
20,000	0.4	0.5	0.6	0.7	0.7	0.8	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	0.7	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	0.3	0.4	0.4	0.5	0.5	0.5	0.6	0.6	0.6	0.6
45,000	0.2	0.3	0.4	0.4	0.5	0.5	0.5	0.5	0.6	0.6
50,000	0.2	0.3	0.4	0.4	0.5	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

9 List of Data Sources

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

Appendix A Scottish Household Survey - Background information

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

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

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

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

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

Interviewing, response rates and weighting

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

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

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

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

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

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

Highest Income Householder

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

Adult

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

Household types

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

Annual net household income

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

The Scottish Index of Multiple Deprivation (SIMD)

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

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

The SHS urban/rural classification

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

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

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

Sampling variability and confidence limits

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

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

A.21 Table 41 shows the 95 per cent confidence limits for estimates of a range of percentages calculated from sub-samples of a range of sizes (NB: the confidence limits for estimates of *x* per cent and for *(100-x)* per cent are the same). The table was produced in the same way as the tables of 95 per cent confidence limits in the Annual Report volumes of *Scotland's People,* but has a more detailed breakdown of the smaller sample sizes.

A.22 The interpretation of an entry in Table 41 is best explained by an example:

- The value in the cell at the intersection of the 45 per cent or 55 per cent column and the 800 row is 4.1
- This means that the 95 per cent confidence limits for an estimate of 55 per cent which is produced from a sub-sample of 800 are +/- 4.1 percentage-points
- The 95 per cent confidence interval for the estimate is 55 per cent +/- 4.1 percentage-points (i.e. from about 50.9 per cent to around 59.1 per cent, assuming that the value of the estimate is 55.0 per cent)

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

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

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

Published results, and anonymised data

A.26 SHS results are also included in other Scottish Government publications, such as

- *Scottish Transport Statistics*
- *Scottish Household Survey Travel Diary results*
- *Bus & Coach Statistics – available as web tables*
- *SHS Annual Report – Scotland's People*
- *Local Area Analysis – available as web tables*

A.27 These publications are available on the Scottish Government Transport Statistics website at http://www.scotland.gov.uk/Topics/Statistics/Browse/Transport-Travel/Publications.

A.28 Anonymised copies of the survey data are deposited at the UK Data Archive.

Enquiries and further information

A.29 General enquiries about the SHS should be addressed to the survey's Project Manager:

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

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

A.30 Enquiries about the statistics in this bulletin should be addressed to:

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

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

A.31 Further information about the survey can be found on the SHS *website* at **http://www.scotland.gov.uk/shs**

A.32 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 Statistics website at: http://www.scotland.gov.uk/Topics/Statistics/Browse/Transport-Travel/Publications

A.33 Please use the SHS Web site to register your interest in Population and Household Surveys if you wish to be added to an *e-mail mailing list* to be kept informed of SHS news and developments. The Project Manager will also, on request, distribute paper copies of information about the survey, and about significant developments when they occur, to people who are unable to access the website.

A.34 To keep informed with changes to Scottish statistics, please register your interest with ScotStat at www.scotland.gov.uk/scotstat.

SCOTTISH GOVERNMENT STATISTICIAN GROUP

OUR AIM

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

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1. To produce statistics and analysis relevant to user needs by
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   - Developing the range of statistics and analysis we produce;
   - Where practicable improving timeliness;
   - Providing more statistics disaggregated by age, gender and ethnicity;
   - Developing more data for small areas through the Neighbourhood Statistics project;
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   - Making best use of Information and Communications Technology;
   - Ensuring effective communication within the Statistician Group.

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

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

Complaints and suggestions
If you are not satisfied with our service, please write to the Chief Statistician, Mr Rob Wishart, 1N.04, St Andrews House, Edinburgh, EH1 3DG, Telephone: (0131) 244 0302, e-mail rob.wishart@scotland.gsi.gov.uk. We also welcome any comments or suggestions that would help us to improve our standards of service.

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