

Statistical Bulletin

Transport Series

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Household Transport in 2007

This bulletin presents further analyses of transport-related information collected by the Scottish Household Survey. Headline results were published earlier in the year.

1 Main points

1.1 A quarter of all households in 2007 had access to two or more cars – a steady rise since 1999. Sixty-eight per cent of all respondents had a full driving licence in 2007 (compared to 63 per cent in 1999) and of these 61 per cent drove at least once a week, with 45 per cent driving on a daily basis. [Table 1, Table 3, Table 4].

1.2 Eighty five per cent of respondents lived within 6 minutes walk to a bus stop. Almost a quarter of all respondents had used the bus at least twice a week, over six times higher than using the train. Respondents in large urban areas were the most likely to have frequently used the bus in the past month. [Table 2, Table 5, Table 19].

1.3 Twelve per cent of respondents travelled to work on foot – a fall from 14 per cent in 2006. Respondents who drove frequently were less likely to have made any transport related walking trips over ¼ mile in the previous seven days but driving had little significant affect on the percentage of pleasure walking trips. [Table 12, Table 24].

1.4 The majority of journeys to school (53 per cent) were made on foot. Rail and buses accounted for 22 per cent of the modal share. [Table 13].

1.5 Car use increased in higher income households whilst bus use decreased. Households with multiple car access were the least likely to take the bus to work than those with no car access. [Table 17, Table 19, Table 26].

1.6 Bicycle access was related to household income. Households with high household incomes were more likely to have access to a bicycle than those with lower incomes. Younger respondents were more likely to have made a cycling trip than older respondents. [Table 15, Table 25].

1.7 Public transport access was dependent on urban/rural classification. Respondents in rural areas were less likely to say that public transport was convenient to access compared to non-rural areas. Respondents with a driving licence were more likely to state that services were convenient compared to non-licence owners. [Table 30].

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2 Introduction to the Scottish Household Survey

2.1 This bulletin provides further analyses of transport related questions, asked by the Scottish Household Survey (SHS) from 1999 to 2007.

2.2 The SHS is a survey of *private* households and does not cover some sections of the population - e.g. does not collect information about many students living in halls of residence.

2.3 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

The results are then weighted to take account of differences in selection probabilities.

2.4 The main changes to this edition include

- the addition of four new tables on travel to services and key medical facilities [Table 30-Table 33]
- the removal of transport direct tables
- the removal of a time series of money spent on fuel in the past month - this was not asked in 2007 & 2008 surveys but will be included from 2009

2.5 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.

2.6 The data was extracted from the SHS database in autumn 2008 and does not take into account any subsequent revisions to the data.

2.7 Results are subject to sampling variability and **care should be taken when interpreting year-on-year changes**. Table 34 shows the confidence limits for the results and section A.17 describes how these should be used.

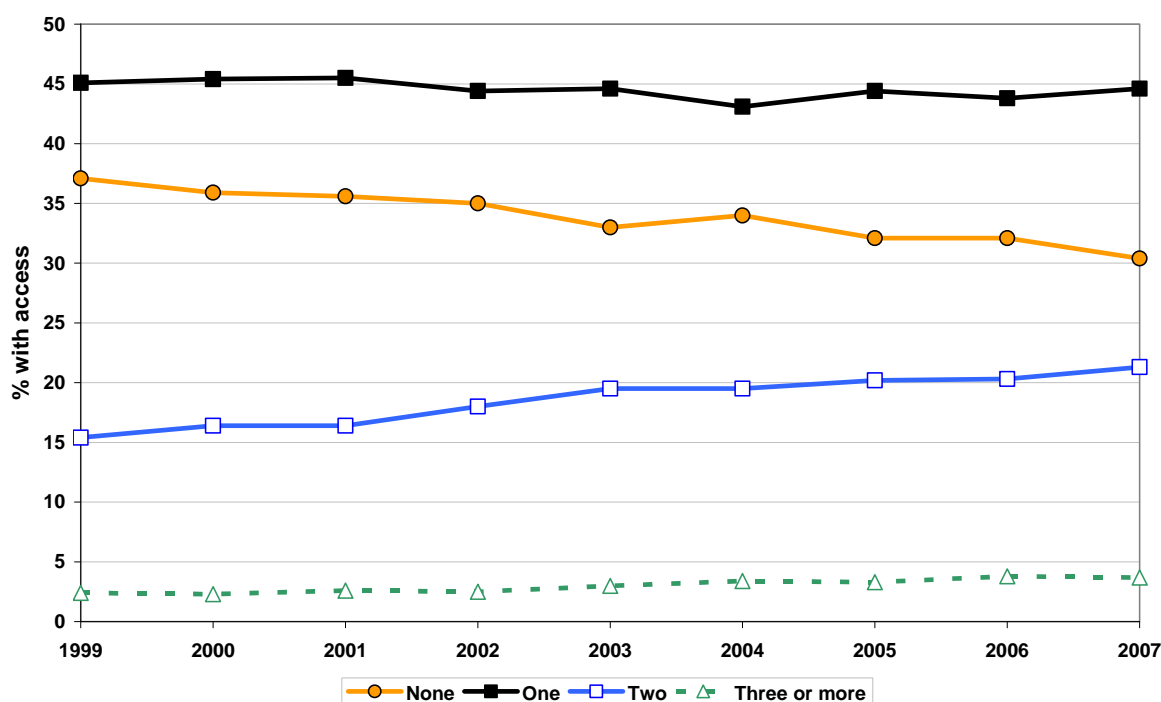
3 Driving licence, car ownership and frequency of driving

- A quarter of all households in 2007 had access to two or more cars and 70 per cent had access to one or more cars.
- Over two-thirds of all respondents had a full driving licence in 2007.
- Sixty-one per cent of respondents drove at least once a week and 45 per cent drove on a daily basis.
- Car access was dependent on annual net household income and deprivation.
- Six per cent of respondents had a blue badge in 2007.

Car access and licence possession

3.1 In 2007, 70 per cent of households had access to one or more cars, an increase of 7 percentage points since 1999. [Table 1]. A quarter of all households had access to two or more cars, which also shows a 7 percentage point increase since 1999 (Figure 1).

Figure 1: Household car access by year, 1999 - 2007



3.2 Single pensioner households were the most likely not to have any access to a car in 2007, compared to 10 – 12 per cent for families and large adult households. [Table 15].

3.3 Over two-thirds of all respondents had a full driving licence in 2007, an increase of 5 percentage points since 1999. Women were less likely to have a full driving licence compared to their male counterparts (60 per cent and 78 per cent, respectively). Almost four out of five respondents aged between 30 and 59 held a full driving licence, whereas 27 – 35 per cent of 17 – 19 year olds and over 80s held a full driving licence, respectively. As younger age groups are more likely to be in education they are less likely to be able to afford to own a car. Over 80s may not be able to hold a licence due to health reasons. [Table 3].

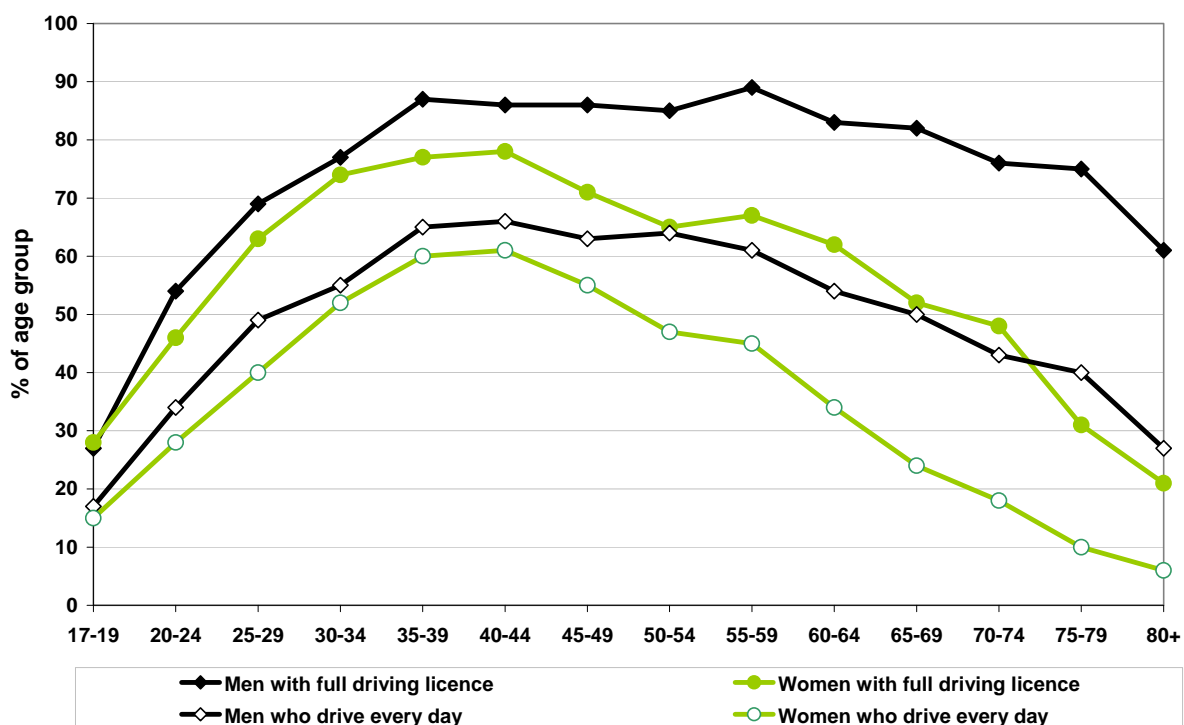
Frequency of driving

3.4 Sixty-one per cent of respondents drove at least once a week, and the majority drove on a daily basis (45 per cent), a trend that has been stable since 2003.¹ [Table 4].

3.5 Self employed respondents were the most likely to drive every day whereas permanently sick/disabled respondents and out of work respondents (either due to sickness or unemployment) were the least likely to drive everyday. This may be due to a lack of disposable income compared to other respondent groups. [Table 17].

3.6 Respondents aged 30 – 49 were the most likely to have driven every day than younger and older respondents, and men were more likely to have driven every day than women (Figure 2).

Figure 2: Adults (aged 17+) with a full driving licence and frequency of driving, 2007



Income

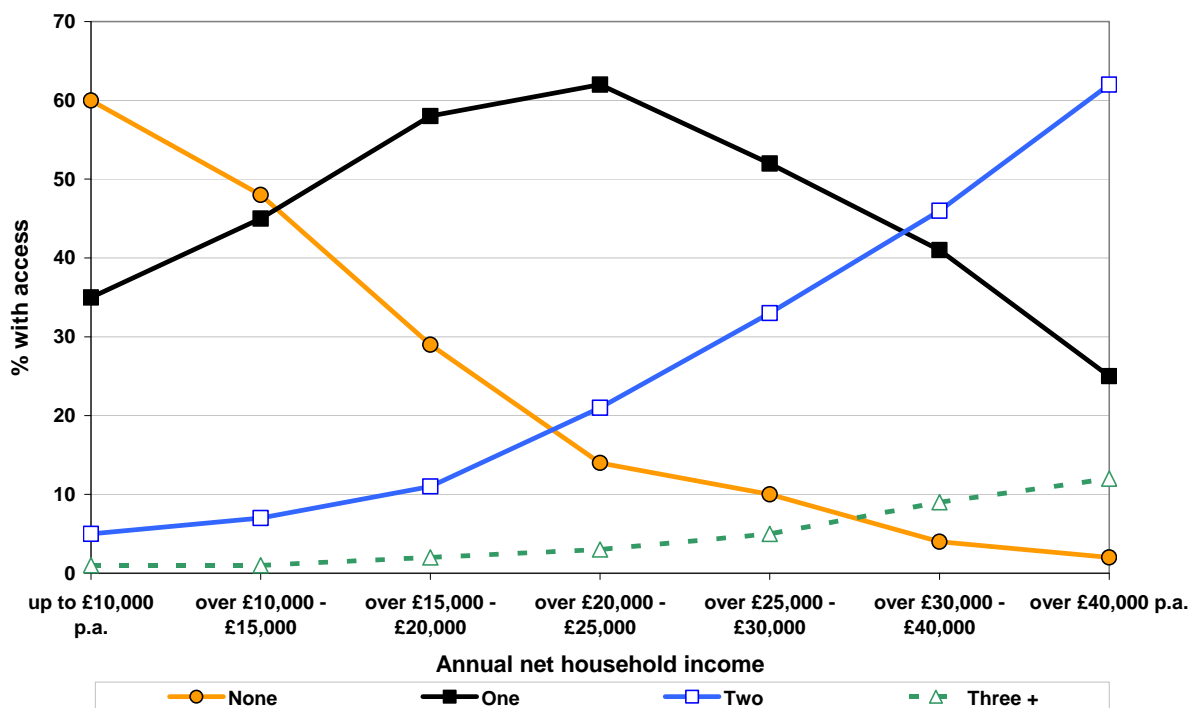
3.7 Car access was found to be dependent on annual net household income (Figure 3), i.e. car access increased as income increased. Households in deprived areas were less likely to have access a car than households in less deprived areas (44 per cent and 87 per cent with access to one or more cars, respectively). [Table 15].

3.8 Driving licence possession increased as household income increased and respondents in more deprived areas were less likely to have a full driving licence than less deprived areas. Unsurprisingly rural areas had significantly higher percentages of people with full driving licences than other areas. [Table 16]. This may be due to the fact that rural areas have a poorer provision of public transport than urban areas and thus car use is more predominant.

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.

3.9 Frequency of driving increased as income increased, i.e. respondents on high household incomes (over £40,000 p.a.) were over three times more likely to drive every day than respondents on low household incomes (up to £10,000 p.a.). Frequency of driving also increased as deprivation decreased, which may also be linked to income. [Table 17].

Figure 3: Household car access by annual net household income, 2007



Urban/rural

3.10 Rural areas were more likely to have access to a car than urban areas, which may reflect the isolated nature of rural households and the need to have access to a car to access key services such as food shopping, banking and medical facilities. [Table 15].

3.11 Respondents in large urban areas were least likely to drive frequently (at least once per week) compared to rural areas (51 per cent and 76 – 78 per cent, respectively). This may be due to the lack of public transport provisions in rural areas. [Table 17].

Adults with mobility problems

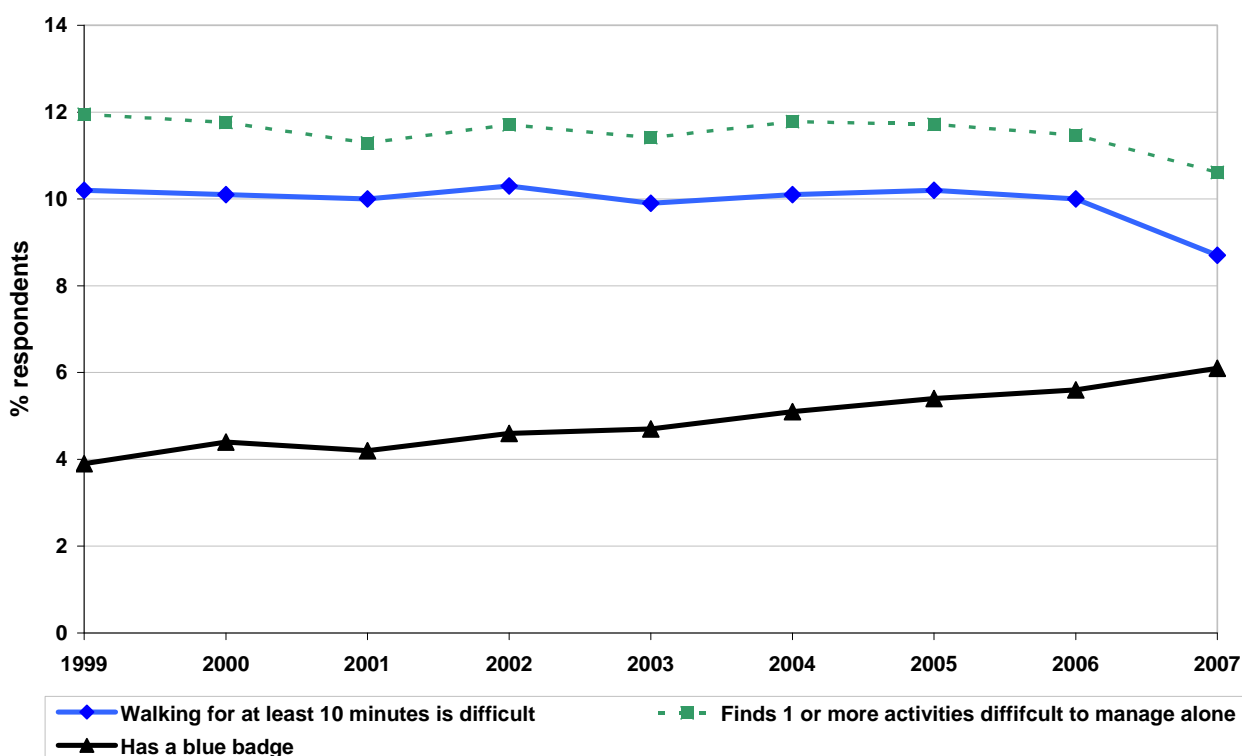
3.12 Six per cent of respondents in 2007 had a blue badge, a 2 percentage point increase since 1999 (Figure 4). [Table 14]. This is consistent with Transport Scotland data showing 5.6 per cent of the adult population to have a blue badge (236,568 blue badges issued by March 2007; GROS mid-year 2007 population estimate of 4,227,249).

Comparisons with Great Britain

3.13 A similar pattern in car ownership follows at GB level: the National Travel Survey 2007 (NTS07)² found that a quarter of households had no access to a car and 32 per cent had access to two or more cars. It also found car ownership to increase as income increased and that rural areas were more likely to own a car than urban areas.

3.14 At GB level, 71 per cent of households had a full driving licence, men were more likely to own a licence than women (80 per cent and 63 per cent, respectively, NTS07) and 30 – 59 year-olds were the most likely group to own a licence (81 – 83 per cent), slightly higher than the SHS Scottish results.

Figure 4: Adults with limited mobility, 2007



² For further information on the National Travel Survey: http://www.statistics.gov.uk/ssd/surveys/national_travel_survey.asp

4 Rail and bus use, and accessibility

- **Eighty five per cent of respondents lived within 6 minutes walk to a bus stop, although this may not be the bus stop that they regularly use.**
- **Almost a quarter of all respondents in 2007 had used the bus at least twice a week, six times higher than using the train.**
- **Four per cent of respondents had travelled to work by rail and 12 per cent had travelled by bus in 2007.**
- **Respondents in large urban areas were the most likely to have frequently used the bus in the past month.**
- **Twenty-eight per cent of adults (16+) had a concessionary fare pass in 2007.**

Train use

4.1 Three per cent of all respondents in 2007 had used the train at least twice a week, a stable trend since 2002. The percentage using the train in the past month has increased 8 percentage points since 2002 (14 per cent in 2002 and 22 per cent in 2007). [Table 5].

4.2 Frequency of driving and driving licence possession had little effect on the percentages using the train in the past month. [Table 19].

4.3 In 2007, 4 per cent of respondents travelled to work by train, a constant trend since 1999. [Table 12]. The percentage travelling to school by train was 1 per cent, again a constant trend since 1999. [Table 13].

Age/gender

4.4 There was no difference in train use with gender but train use decreased as age increased, i.e. 41 per cent of respondents aged 16 – 19 had used the train in the past month compared with 5 per cent over 80 (Figure 5). [Table 19].

Income and deprivation

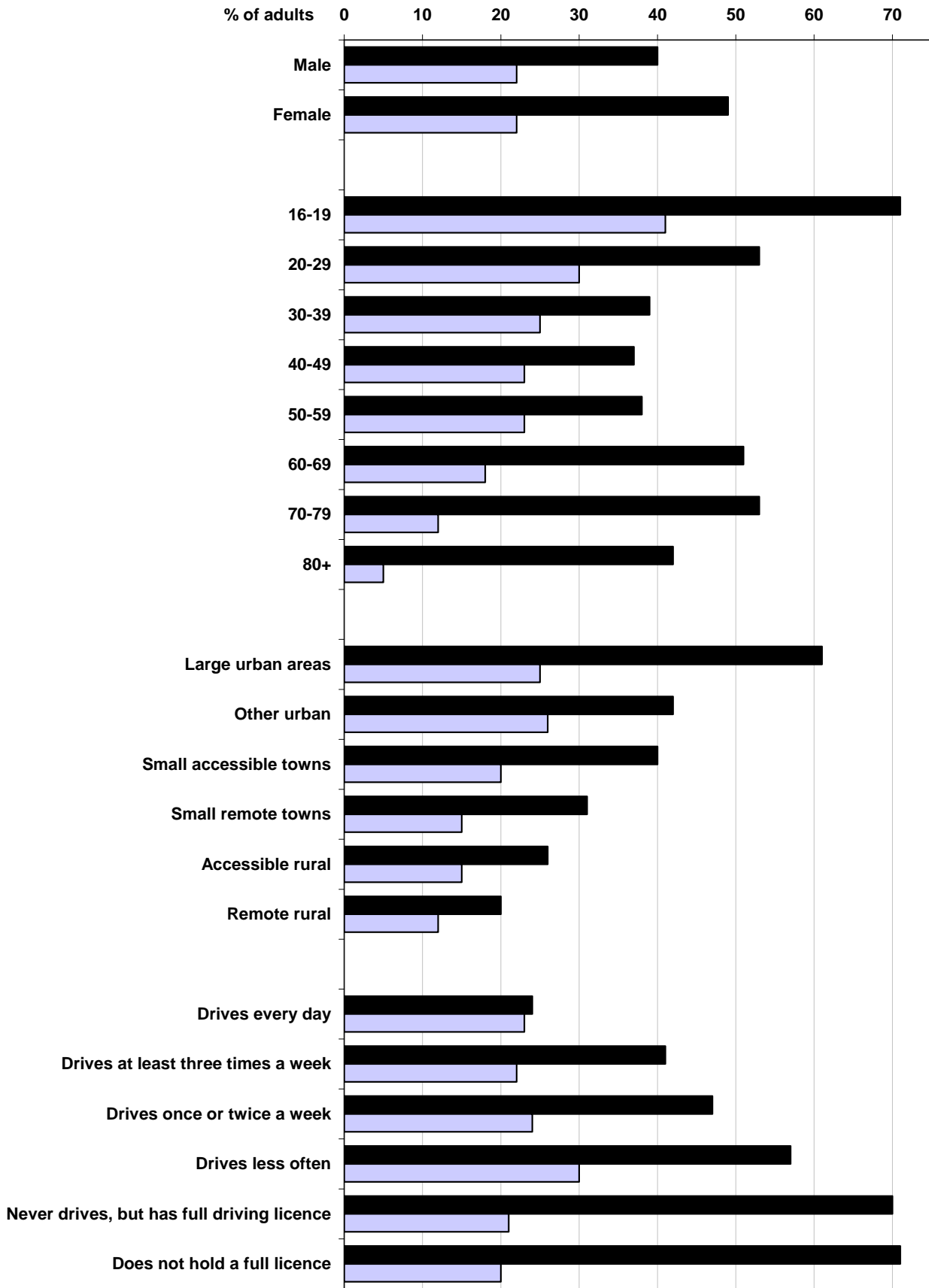
4.5 Train use increased as income increased. This is seen clearly in the percentage of respondents reporting never using a train in the past month, i.e. 84 per cent of low income respondents never used a train in the past month compared to 64 per cent in high income households. This is likely due to the higher cost of rail travel.

4.6 A similar trend as above is seen in train use with the Scottish Index of Multiple Deprivation, with respondents in the least deprived areas more likely to have used the train in the past month.

Urban/rural

4.7 Unsurprisingly, respondents in rural areas were less likely to have used a train in the past month than those in urban areas. This is most likely due to the poor train network coverage in rural areas than urban areas.

Figure 5: Adults who have used a bus or train in the past month, 2007



■ Used local bus service in past month

□ Used local train service in past month

Evening travel and safety

4.8 Almost four-fifths of respondents had never used the train in the evening and 1 per cent used it most days. [Table 7]. Ten per cent of respondents in 2007 felt very safe when travelling by train in the evening, a 6 percentage drop since 2001. However, it should be noted that the sample size in 2007 was halved.

4.9 There was no difference between evening train use and gender; however, women reported feeling less safe than men when travelling by train in the evening (27 per cent and 13 per cent, respectively). [Table 21].

4.10 Younger respondents (16 – 29) were the most likely to have use trains in the evening and those aged 16 – 19 were the most likely to have reported feeling safe when travelling by train the evening.

4.11 As household income increased, the percentage never using the train in the evening decreased. There was a similar trend with deprivation, i.e. households in the least deprived areas were more likely to travel by train in the evening.

4.12 The perception of safety when travelling by train in the evening was dependent on the frequency of travelling by train in the evening, i.e. 37 per cent of regular evening train users (at least once a week) felt very safe compared to 9 per cent of users who never travelled by train in the evening, suggesting that the perception of safety on trains needs to be addressed rather than any real safety issues.

GB comparison

4.13 The SHS results are comparable GB level results (NTS07), which found that 6 per cent used the train at least once a week (7 per cent, SHS 2007 train results).

Bus use

4.14 Eighty-five per cent of respondents lived within 6 minutes walk to a bus stop, although this may not be the bus stop that they regularly use, similar to the GB figure (86 per cent, NTS07). Almost a quarter of all respondents had a regular bus service (minimum of 1 every 13 minutes) and 22 per cent lived within 6 minutes walk of a bus stop and also had a regular bus service, both of which have increased 4 percentage points since 1999. [Table 2].

4.15 Almost a quarter of all respondents in 2007 had used the bus at least twice a week, six times higher than using the train. [Table 19]. The percentages using the bus in the past month has been stable since the question was introduced in 2002. [Table 5].

4.16 Respondents who regularly drove were unlikely to have frequently used the bus (at least twice per week) in the past month. However, respondents who did hold a licence but never drove and those without a licence were the most likely to have used buses in the past month. [Table 19].

4.17 In 2007, 12 per cent of respondents travelled to work by bus, a constant trend since 1999. [Table 12]. The percentage travelling to school by bus in 2007 had dropped 3 percentage points since 1999 to 21 per cent. [Table 13].

Age/gender

4.18 Respondents aged 30 – 59 were the least likely to have used the bus in the past month compared to respondents aged 16 – 19 (61 – 63 per cent and 29 per cent had not used the bus in the past month, respectively). [Table 19].

4.19 Women were more likely to have used the bus in the past month than men and 27 per cent of women had used the bus at least twice per week in the past month compared to 20 per cent of men.

Income and deprivation

4.20 Frequent bus use (at least twice per week) decreased as income increased. This is seen clearly in the percentage of respondents reporting never using a bus in the past month, i.e. 41 per cent of low income respondents never used a bus in the past month compared to 68 per cent in high income households.

4.21 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 (36 per cent and 18 per cent, respectively). [Table 18].

Urban/rural

4.22 Urban/rural had a large impact on whether or not respondents experienced a good bus service. Large urban areas were significantly more likely to have a good service and towns and rural areas the least likely to have a good service (42 per cent and 0 – 4 per cent, respectively).

4.23 Unsurprisingly respondents in large urban areas were the by far the most likely to have used the bus in the past month and remote towns and rural areas the least (Figure 5), which is related to the levels of service in these areas.

Evening travel and safety

4.24 Four-fifths of respondents had never used the bus in the evening. 16 – 29 year-olds were the most likely to travel bus in the evening (61 – 67 per cent). [Table 20]. The percentage using buses in the evening has decreased since 2001, where 76 per cent of respondents had never used a bus in the evening. [Table 6].

4.25 Thirteen per cent of respondents reported feeling very safe when travelling by bus in the evening. However this rose to 33 per cent for respondents who had travelled in the evening at least once per week. [Table 20]. The overall figures have dropped 9 percentage points since 2001 (22 per cent). [Table 6].

4.26 Women were more likely to report not feeling safe on buses in the evening than their male counterparts (34 per cent and 18 per cent, respectively). [Table 20].

4.27 The percentage reporting feeling very safe decreased as evening bus use decreased, suggesting that the perception of safety on buses needs to be addressed rather than any real safety issues.

GB comparison

4.28 The SHS results are comparable to GB level results (NTS07), which found that 28 per cent used the bus at least once a week (31 per cent, SHS 2007 bus results).

Concessionary Travel

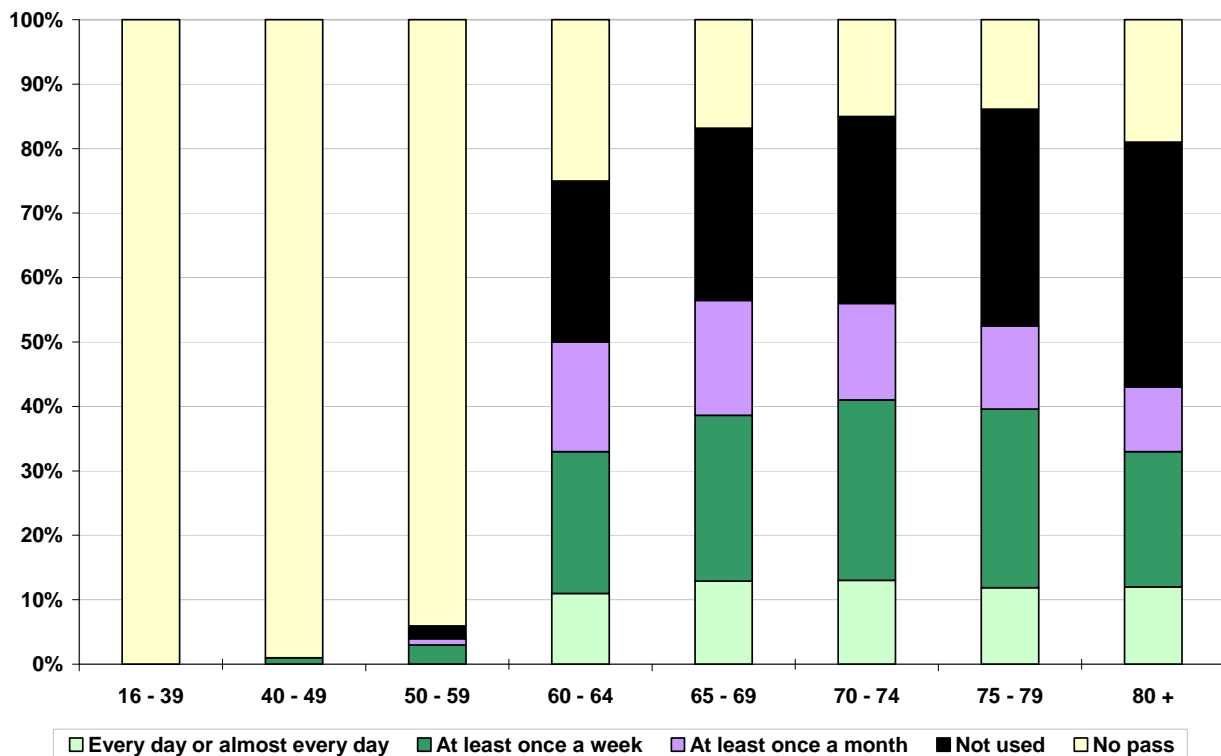
4.29 The National Concessionary Travel Scheme was rolled out across Scotland in April 2006. The scheme enables individuals aged 60+ or with a certain types of disabilities to travel free on buses across Scotland. Table 22 and Table 23 only contain statistics for respondents with a concessionary pass described above and do not contain statistics for those holding a young persons concessionary fare pass as this question was added to the survey in 2008.

4.30 Twenty-eight per cent of adults (16+) had a concessionary fare pass in 2007, an increase of 3 percentage points since 2003. [Table 8]. Three-quarters of respondents aged 60 – 64 held a concessionary pass in 2007, an increase of 13 percentage points since 2003.

4.31 This is consistent with Transport Scotland data showing 26 per cent of the adult population owning a concessionary fare pass (1,090,992 passes issued by April 2008; GROS mid-year 2007 population estimate of 4,227,249).

4.32 Respondents aged 16 – 59 were the least likely to hold a concessionary fare pass. [Table 22].

Figure 6: Possession and use of concessionary fare pass, 2007



4.33 The percentage of respondents over 60 years old without a pass varied with age, with those aged 60-64 the least likely to own a pass (Figure 6). Respondents who did own

a pass, the frequency of pass use decreased with age, with respondents over 80 the least likely to use their pass compared to those aged 60 – 64 (62 per cent compared to 75 per cent used pass in the past month, respectively). [Table 23].

4.34 Women were more likely to own a pass than men (84 and 79 per cent respectively) and were more likely to use it regularly (at least twice per week) than men (33 per cent and 25 per cent, respectively).

4.35 Sixty-eight per cent of employed respondents 60+ owned a concessionary fare pass in 2007 and 19 per cent used it on a regular basis.

4.36 Respondents in urban areas were the most likely to own a concessionary fare pass and to use it regularly than rural areas (43 per cent and 8 – 14 per cent use pass regularly, respectively), likely due to proximity to efficient bus services.

4.37 Respondents with a full driving licence were less likely to own a concessionary fare pass than those without a full driving licence (79 per cent and 86 per cent, respectively) and significantly less likely to use a pass on a regular basis than those without a licence (18 per cent and 45 per cent, respectively).

5 Walking and cycling

- Twelve per cent of respondents had travelled to work on foot in 2007 and 2 per cent travelled by bicycle.
- The majority of school children had walked to school in 2007 and 1 per cent had cycled.
- 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.
- Households with the highest household income were significantly more likely to have access to a bicycle than those on the lowest household income.
- Younger respondents were more likely to have made a cycling trip than older respondents.

Travel to Work

5.1 Twelve per cent of respondents had travelled to work on foot in 2007 and 2 per cent travelled by bicycle. Although the percentage walking has dropped from the high of 2006, this figure is variable and is approximately constant around 13 per cent. [Table 12].

Travel to School

5.2 The majority of school children had walked to school in 2007 (53 per cent) and 1 per cent had cycled. Due to the small sample sizes these figures are subject to a large degree of year-on-year variations. [Table 13].

Walking and cycling as a mode of transport

5.3 Almost fifty per cent of respondents had not walked as a means of transport in the previous seven days in 2007, relatively unchanging since 1999. [Table 9]. **Note:** Only journeys longer than $\frac{1}{4}$ of a mile are collected in the independent walking and cycling questions. This figure is higher than the travel to work question (paragraph 5.1) and will include journeys where walking and cycling is a stage of the journey but not the longest distance mode.

5.4 Three per cent of respondents had made a cycling related transport journey in the previous seven days, a stable trend since 1999.

Pleasure

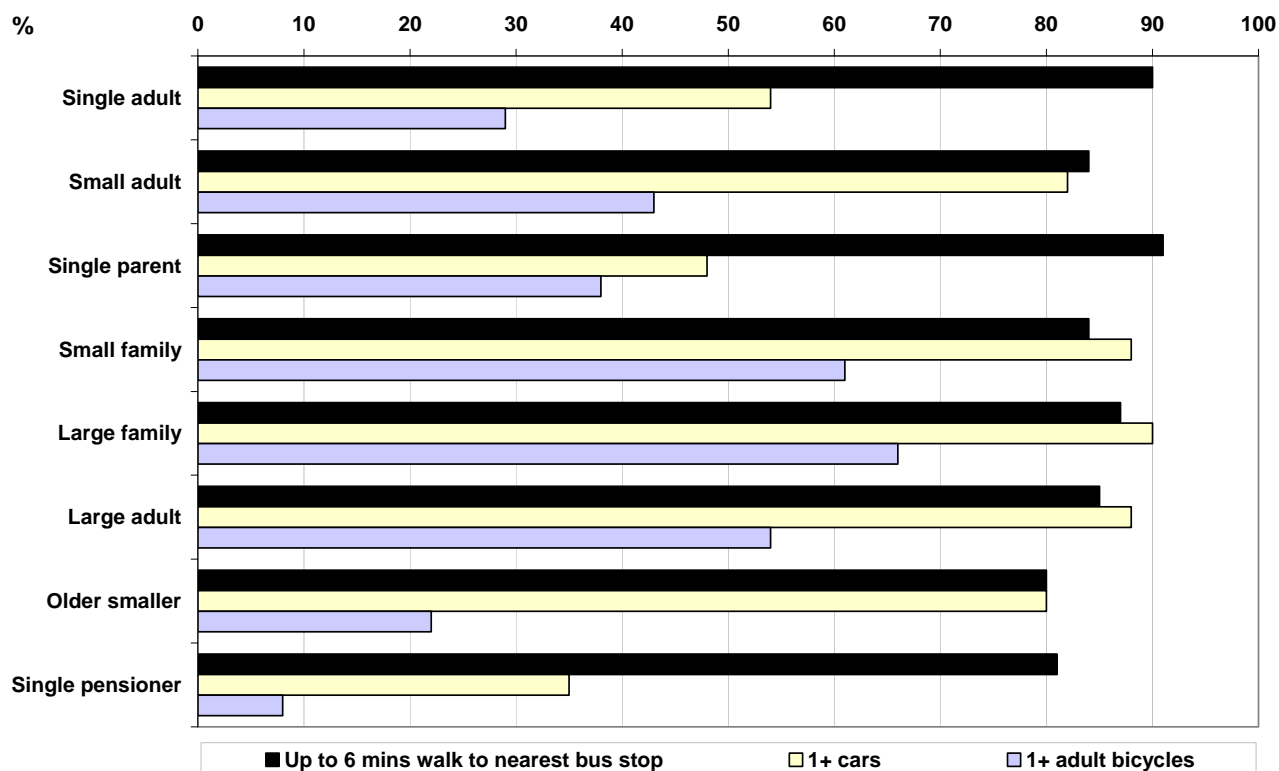
5.5 In 2007 47 per cent of respondents had walked for pleasure in the past seven days, an increase of 7 percentage points since 1999. Four per cent of respondents had cycled for pleasure in the past seven days.

Bicycle access

5.6 Over one third of respondents had access to a bicycle in 2007, a survey high. [Table 1]. The percentage of households with access to a bicycle varied with household type (Figure 7), with family households the most likely to have access to a bicycle (61 – 66 per

cent) and single pensioners the least likely to have access to a bicycle (8 per cent). [Table 15].

Figure 7: Household transport facilities, 2007



5.7 Households with the highest household income were significantly more likely to have access to a bicycle than those on the lowest household incomes (69 per cent and 16 per cent, respectively). This is most likely due to the lower levels of disposable income in households with a lower income.

5.8 A similar effect is seen with deprivation: households in the more deprived areas are less likely to have access to a bicycle than households in less deprived areas. Rural areas were most likely to have access to a bicycle than non-rural areas (49 – 50 per cent) and large urban areas were the least likely to have access to a bicycle (28 per cent).

Age/gender

5.9 There was no difference between the genders when considering walking journeys. Older people were less likely to make walking journeys than younger respondents and respondents in further or higher education and those unemployed were the sub-groups most likely to make transport related walking trips. [Table 24].

5.10 Younger respondents were more likely to have made a cycling trip than older respondents; however the results are based on a small sample and are more affected by sample variation than walking journeys. [Table 25].

Income, deprivation and urban/rural

5.11 Income had little effect on transport related walking journeys but households on high-incomes were more likely to make pleasure related walking journeys in 2007.

5.12 Respondents in remote rural areas were the least likely to have made transport related walking trips in the past seven days compared to those in other urban areas (33 per cent and 51 per cent, respectively) and the most likely to have made pleasure trips than large urban areas (57 per cent and 42 per cent, respectively). This may be due to the lower level of provisions in rural areas and increased open spaces in which to enjoy leisure pursuits.

5.13 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.

5.14 There was little significant difference with household income, deprivation or urban/rural classification with cycling.

GB comparisons

5.15 Although no direct comparison can be drawn between SHS Scotland results and NTS07 GB results due to a difference in question methodology (NTS07 is only asked of journeys over 20 minutes or more) the results are broadly consistent (although slightly higher), 58 per cent of GB respondents had made a walking journey and 9 per cent had made a cycling journey in the past week.

5.16 A similar trend with bicycle access and income is seen at GB level but the range of access is not as extreme as in the SHS (33 per cent for lowest income – 53 per cent for highest income level, NTS07).

6 Access to services

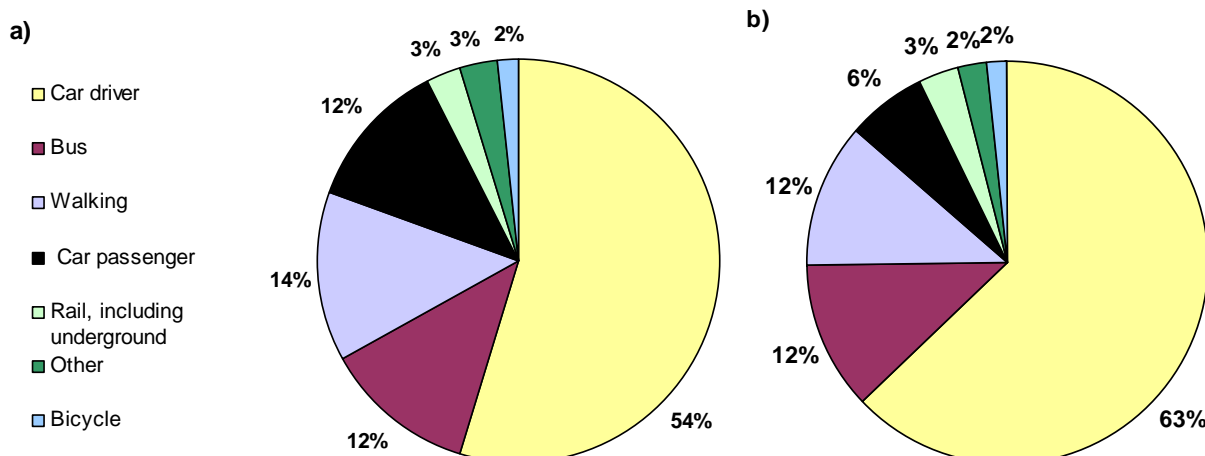
- Eighty per cent of respondents described public transport as convenient or fairly convenient in 2007.
- Public transport convenience was dependent on the urban/rural classification of residence.³
- Almost seventy per cent of respondents used the car as their usual method to work, of which only six per cent were as a passenger.
- Car use increased and bus use decreased as income increased when travelling to work.
- Households with multiple car access were the least likely to take the bus to work than those with no car access.
- Respondents in rural areas were more likely to say it was not possible to travel to key medical facilities by public transport.

Travel to work

6.1 Almost nine out of ten respondents worked away from home in 2007, constant since 2005. [Table 11]. This is lower than the GB NTS07 figure of 97 per cent, which may be due to the different topography of Scotland to GB as a whole.

6.2 In 2007, almost seventy per cent of respondents used the car as their usual method to work, of which only six per cent were as a passenger (Figure 8). This has increased since 1999 where 67 per cent of journeys were by car, but the percentage travelling as a passenger has dropped from 12 per cent in 1999.

Figure 8: Travel to work a) 1999 and b) 2007



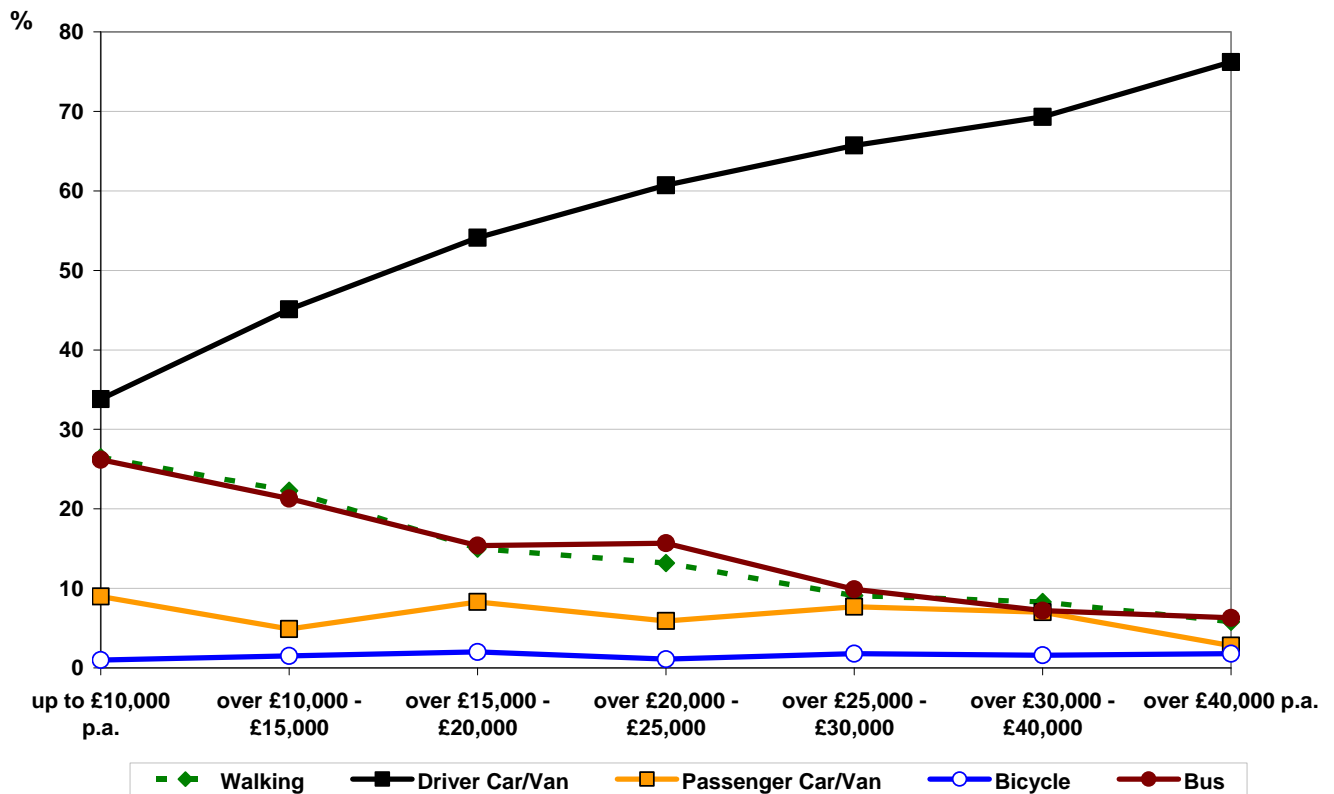
6.3 GB figures show a similar picture: The Autumn 2007 Labour Force Survey shows 69 per cent of people travelling to work by car and 16 per cent by public transport.

³ See section A.15 for definitions.

6.4 Women were more likely to go to work by active or public transport (including non-service buses) than men (33 per cent and 24 per cent, respectively). Men were more likely to drive to work than women (66 per cent and 60 per cent, respectively). [Table 26].

6.5 Car use increased and bus use decreased as income increased, suggesting income is a driver in work transport choice (Figure 9).

Figure 9: Main method of travel to work by annual net household income, 2007



6.6 Large urban areas had the largest share of journeys to work by bus and rail, with bus accounting for one in five of all journeys to work, in 2007. Car use increased as areas became more remote; however, the drop in car use in remote rural areas can be partially attributed to the increased percentage of respondents working from home.

6.7 Unsurprisingly, households with multiple car access were the least likely to take the bus to work than those with no car access (3 per cent and 43 per cent, respectively).

6.8 Family households were the most likely to use the car (either as a driver or passenger) to travel to work (74 – 75 per cent) and single pensioners the least. This may be linked to the time constraints of family households (e.g. dropping children off before work) and also to the access of cars in different households due to disposable income levels.

Travel to School

6.9 In 2007, the majority of journeys to school (53 per cent) were made on foot, with rail and buses (including non-service buses) accounting for 22 per cent of the modal share, a slight drop from 2006; however, this drop may simply be due to sampling variability (Figure 10). [Table 13].

6.10 The dependence on the car as a mode of transport to school decreases as the age of the school child increases (Figure 11), with secondary school age children less likely to travel by car than primary school age children (13 per cent and 28 per cent, respectively). Correspondingly, the dependence on bus (school and service) use increases with school age (35 per cent in secondary and 11 per cent in primary).

Figure 10: Mode of transport for children a) 1999 and b) 2007

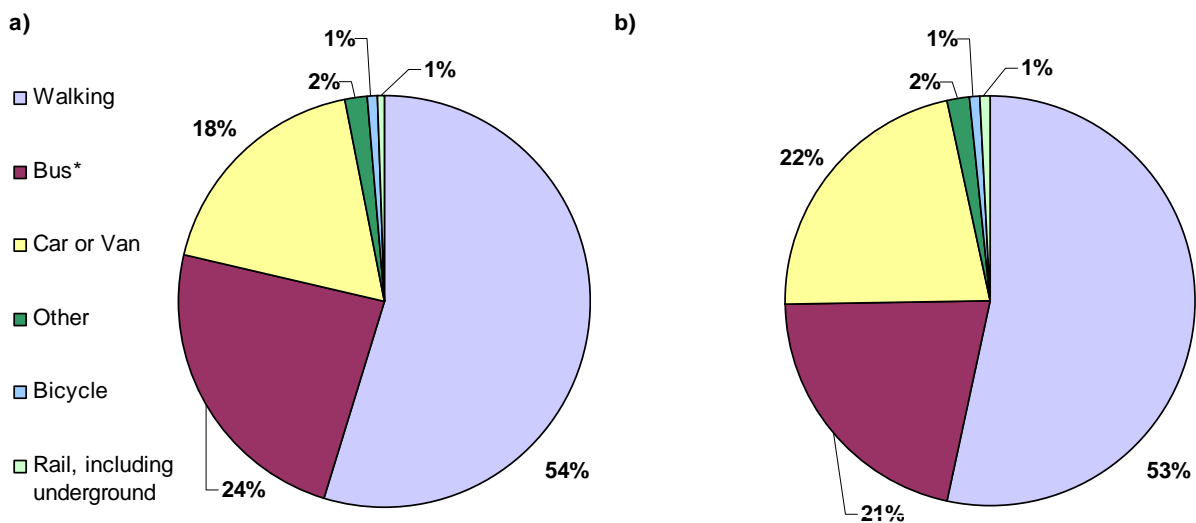
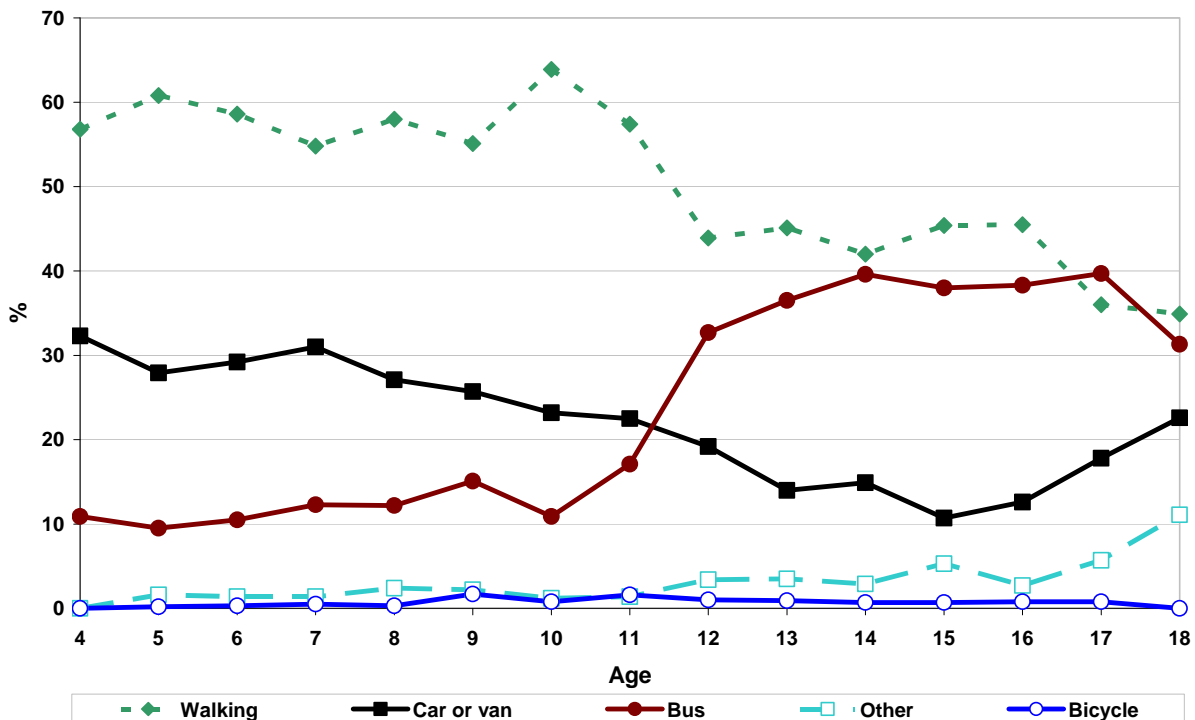


Figure 11: Travel to school, 2004 - 2007



6.11 School children in small remote towns were the most likely to walk to school (70 per cent), which may be due to the fact that walking distances to schools in these areas is small and may be seen as a 'safe' environment for walking compared to more densely populated areas. School children in rural areas were the most likely to travel by bus, which is due to the greater distance between schools in these areas.

6.12 Children in large family households were the least likely to walk to school but the most likely to travel by bus.

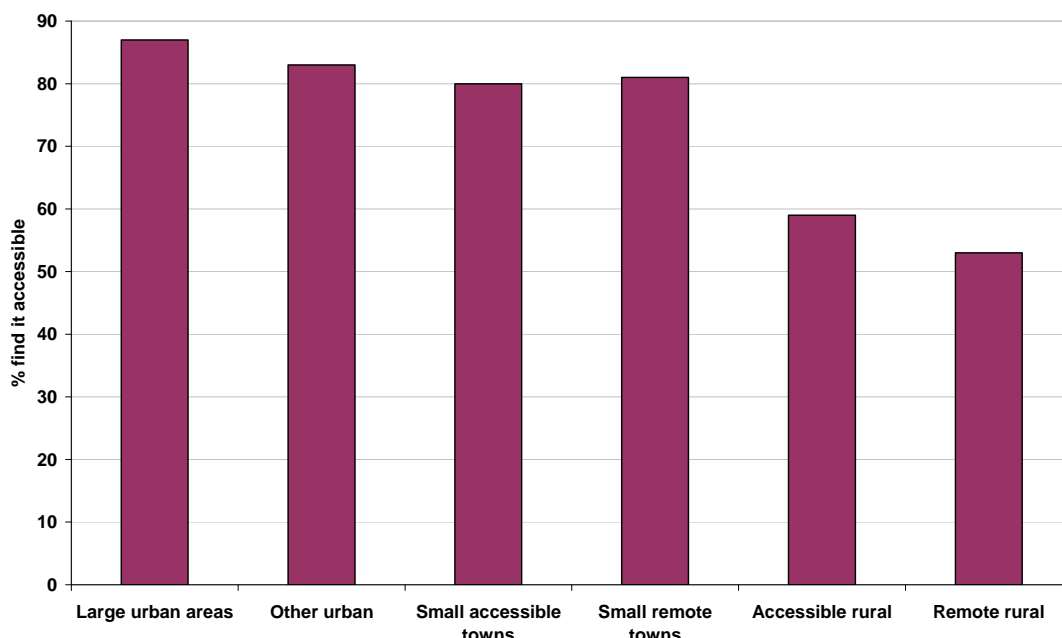
6.13 For those children whose mode was walking, the main reason given for this was that the school was close by and also that it was the most convenient mode. [Table 28]. Children who went by car or bus the most often cited reason was that it was the most convenient mode.

6.14 More respondents stated that children of primary school age were not able to use public transport than for secondary school age children (69 per cent and 41 per cent, respectively). [Table 29].

Access to services

6.15 Eighty-per cent of respondents felt that public transport was very or fairly convenient to access in 2007. Respondents in rural areas had a much lower accessibility figure than non-rural areas (53 – 59 per cent), concurring with results found in the previous sections (Figure 12). [Table 30].

Figure 12: Respondents who felt that public transport was very or fairly convenient, 2007

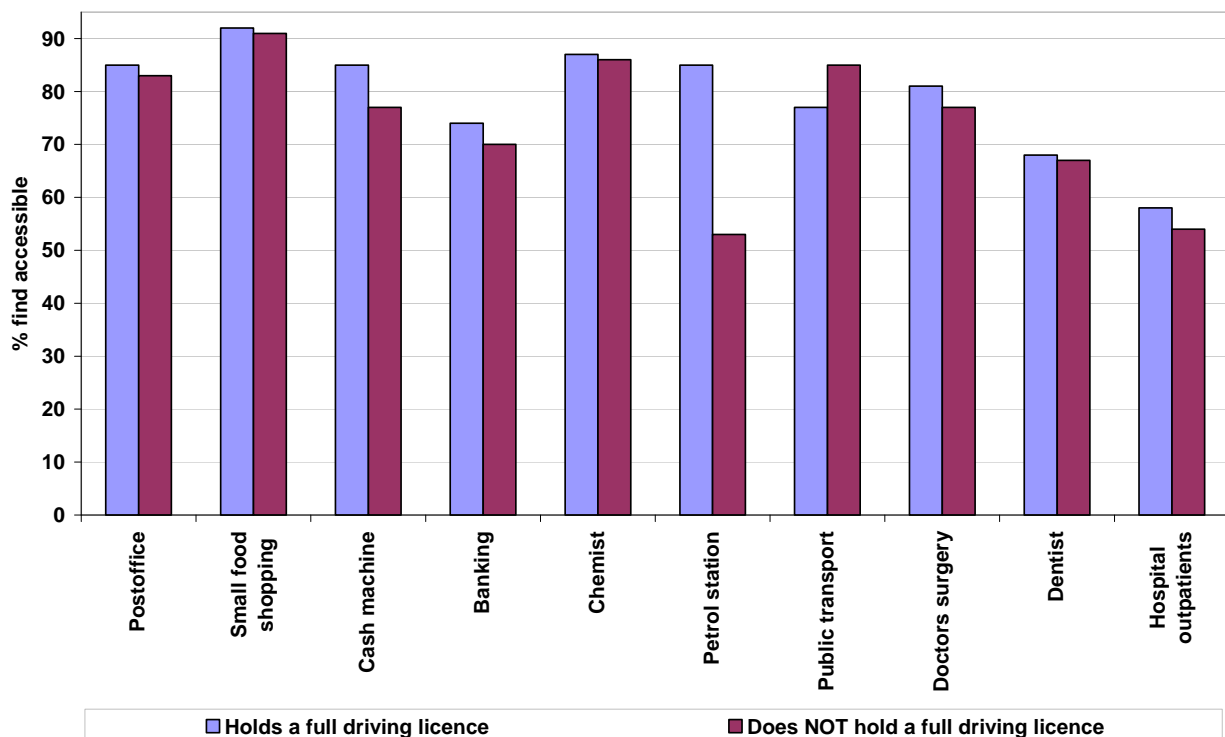


6.16 There was very little difference between age and gender sub-groups, and access to services. However, respondents over 60 had a tendency to report a lower accessibility than younger respondents.

6.17 Respondents with a driver licence were more likely to say that services were very or fairly convenient to access compared to respondents without a driving licence (Figure 13).

6.18 The percentage of respondents who felt that petrol stations were accessible was dependent on household income, i.e. respondents on low incomes (up to £10,000 p.a.) were less likely to find petrol stations accessible than high income households (over £20,000 p.a.; 58 per cent and 83 per cent, respectively). This is directly linked to the number of cars a household has access to. High income households have access to more cars, in general, than low income households and thus will use petrol stations more than those without cars and so find them more accessible.

Figure 13: Respondents who felt that services were very or fairly convenient to access, 2007



Access to medical services

6.19 In general two-thirds of respondents felt that dentists were very or fairly convenient to access, 57 per cent thought hospital outpatients were accessible and 80 per cent thought doctors were accessible.

6.20 In 2007 new questions were added to the SHS that addressed how adults travelled to key medical facilities i.e. doctors' surgeries, dentists and hospital out-patient departments. [Table 31 - Table 33].

6.21 Women were more likely to use public or active transport when travelling to key medical facilities (43 – 46 per cent travelling to dentist and doctors' surgery, respectively and 25 per cent travelling to hospital out-patients department).

6.22 Car or van was the predominant mode of choice when travelling to key medical facilities, with the majority travelling as a driver. Respondents in rural areas were much

more likely to use the car to go to key medical facilities than respondents in non-rural areas (Figure 14).

6.23 Small remote towns, which generally will have some hospital provisions, dentists and doctors' surgeries within a small area, show a large percentage of journeys by foot. This is especially evident in the case of travel to hospital out-patients where 19 per cent travel by foot, much larger than for other classifications.[Table 33].

Figure 14: Car use to key medical facilities by urban/rural, 2007

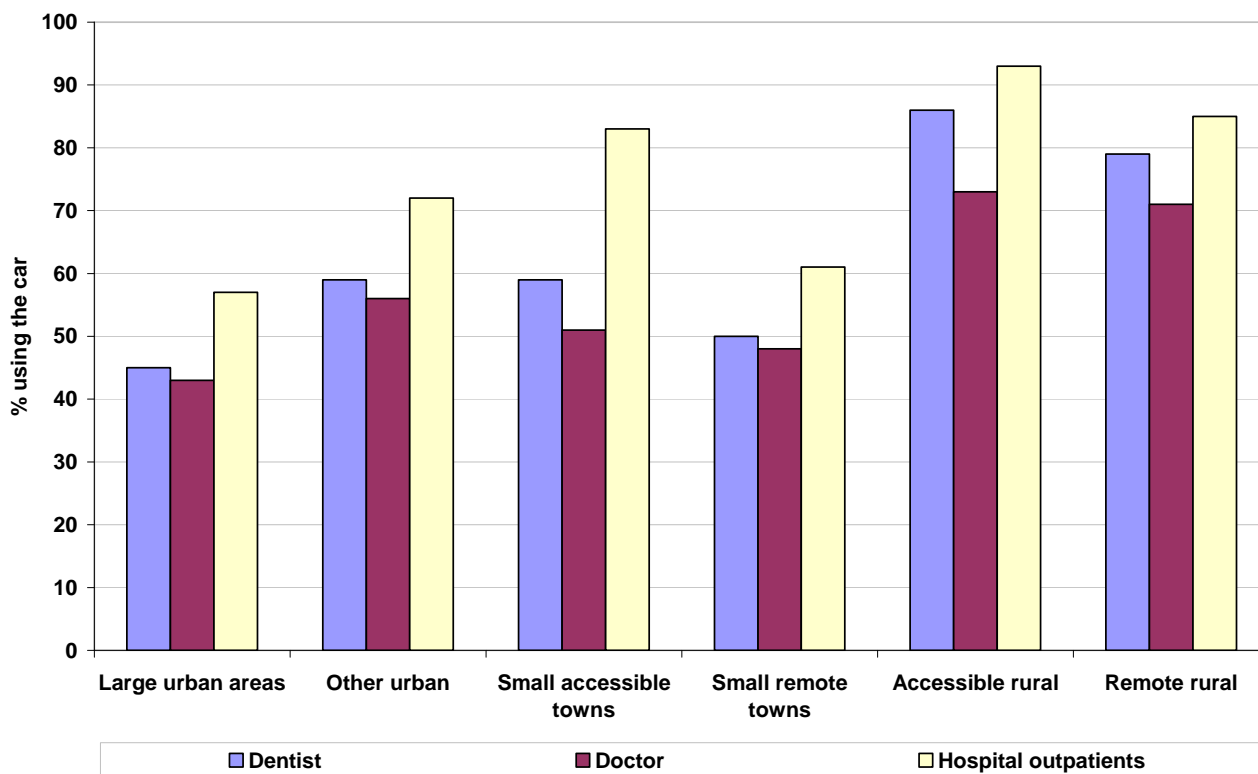


Table 1: [CAR AND BICYCLE ACCESS] Households with cars and bicycles available for private use, 1999 – 2007

	1999	2000	2001	2002	2003	2004	2005	2006	2007
	<i>column percentages</i>								
None	37.1	35.9	35.6	35.0	33.0	34.0	32.1	32.1	30.4
One	45.1	45.4	45.5	44.4	44.6	43.1	44.4	43.8	44.6
Two	15.4	16.4	16.4	18.0	19.5	19.5	20.2	20.3	21.3
Three or more	2.4	2.3	2.6	2.5	3.0	3.4	3.3	3.8	3.7
One or more cars	62.9	64.1	64.4	65.0	67.0	66.0	67.9	67.9	69.6
Two or more cars	17.8	18.7	18.9	20.6	22.4	22.8	23.5	24.1	25.0
1+ Bicycles available for use	31.6	34.0	N/A	34.4	33.8	34.3	34.5	34.8	36.1
Sample size (n=100%)	14,679	15,547	15,566	15,073	14,880	15,942	15,395	15,618	13,414

Table 2: [BUS ACCESS] Households' bus facilities, 1999 – 2007

	1999	2000	2001	2002	2003	2004	2005	2006	2007
	<i>column percentages</i>								
Time it would take to walk to nearest bus stop									
Up to 6 min walk	84.7	84.6	84.7	86.3	85.4	86.5	85.3	84.8	84.6
5+ per hour (up to 13 min freq)	19.7	19.4	18.6	21.7	23.5	24.3	24.9	22.7	24.2
Up to 6 mins walk and 5+ buses per hour	18.3	18.0	17.3	20.0	21.7	22.6	22.9	20.9	22.3
Service freq not known	19.0	19.9	23.2	22.9	22.4	22.9	24.4	24.1	23.1
Sample size (n=100%)	14,671	15,547	15,561	15,072	14,879	15,941	15,392	15,616	9,230*

* Sample size was reduced to ¾ sample in June 2007

Table 3: [DRIVING LICENCE] People aged 17 or over - those who hold full driving licence*, 1999 – 2007

	1999	2000	2001	2002	2003	2004	2005	2006	2007
	<i>cell percentages</i>								
All aged 17+	63.2	63.6	64.2	63.9	65.3	65.4	65.3	66.2	67.7
Gender									
Male	76.9	76.3	75.8	76.4	76.7	76.1	76.5	76.5	77.8
Female	51.9	53.2	54.9	54.2	56.0	57.0	56.3	57.9	59.6
Age									
17-19	25.6	25.6	24.3	19.6	26.6	25.8	20.2	29.9	27.4
20-29	66.4	63.4	65.0	61.1	58.6	60.8	59.6	59.1	58.4
30-39	76.9	76.8	75.8	79.9	79.6	78.0	78.3	75.9	78.5
40-49	75.4	76.0	78.1	76.7	79.6	78.5	78.6	78.9	79.4
50-59	69.2	72.3	70.4	70.3	72.8	73.6	73.6	75.2	75.8
60-69	56.1	58.3	60.1	61.2	63.1	64.1	64.3	67.2	69.0
70-79	42.8	40.7	44.9	43.1	44.4	47.2	48.7	50.3	55.2
80+	22.1	24.2	24.4	23.9	27.0	28.1	26.6	28.5	35.5
Sample size (n=100%)	13,660	14,440	14,527	13,936	13,850	14,660	13,970	14,075	12,152

*Prior to April 2003, information on driving licence possession was collected from the head of the household of their spouse/partner, about all adults in the household. From April 2003 it is collected from the random adult interview. Figures given here for 1999 to 2002 use only the random adult data.

Table 4: [FREQUENCY OF DRIVING] People aged 17 or over - frequency of driving*, 1999 – 2007

	1999	2000	2001	2002	2003	2004	2005	2006	2007
Frequency of driving									
								<i>column percentages</i>	
Every day	43.9	44.3	44.9	44.8	42.5	40.9	41.2	40.4	45.3
At least 3 times per week	7.7	7.9	8.2	8.0	10.3	11.3	11.5	11.8	10.3
1 - 2 times per week	4.4	4.1	3.9	4.2	5.5	5.6	5.8	6.7	5.3
At least 2 - 3 times per month	1.0	0.9	0.9	0.9	0.7	0.8	0.8	1.0	0.9
At least once a month	0.5	0.5	0.6	0.4	0.4	0.6	0.4	0.5	0.6
Less than once a month	1.6	1.8	1.9	2.0	1.7	1.5	1.4	1.4	1.6
Has licence but never drives	4.1	4.1	3.7	3.6	4.2	4.7	4.1	4.5	3.6
Does not have a full driving licence	36.8	36.4	35.8	36.1	34.7	34.6	34.7	33.8	32.3
Sample size (=100%)	13,660	14,440	14,527	13,936	13,850	14,660	13,970	14,075	12,151

* Frequency of driving is only shown for those with a full driving licence. Prior to April 2003, information on driving licence possession was collected from the head of the household of their spouse/partner, about all adults in the household. From April 2003 it is collected from the random adult interview. Figures given here for 1999 to 2002 use only the random adult data.

Table 5: [BUS AND TRAIN USE] Frequency of using local bus and train services in past month, 2002 – 2007

	1999	2000	2001	2002	2003	2004	2005	2006	2007
Frequency of using local bus service:									
								<i>column percentages</i>	
Every day, or almost every day	10.9	10.3	10.9	11.6	11.8	11.6
2 or 3 times per week	11.8	11.9	11.6	12.1	12.0	12.1
About once a week	7.9	7.8	7.7	7.7	8.1	7.7
About once a fortnight, or about once a month	10.8	10.6	10.4	11.9	11.9	13.8
Not used in past month	58.6	59.4	59.5	56.7	56.2	54.8
Frequency of using local train service:									
Every day, or almost every day	1.5	1.5	1.6	1.8	1.9	1.7
2 or 3 times per week	1.0	1.3	1.5	1.5	1.5	1.7
About once a week	1.9	2.4	2.5	2.5	2.7	3.1
About once a fortnight, or about once a month	10.1	11.0	12.0	13.7	13.3	15.7
Not used in past month	85.5	83.8	82.4	80.5	80.7	77.8
Sample size (=100%)				14,037	13,960	14,776	14,063	14,184	12,117

Table 6: [BUS USE IN THE EVENING] Frequency of travelling by bus in the evening, 2001 – 2007

	1999	2000	2001	2002	2003	2004	2005	2006	2007
Frequency of travel by bus in evening									
	<i>column percentages</i>								
Most days	2.4	2.7	2.5	2.7	2.6	3.3	1.0
At least once a week	7.2	6.4	6.5	5.9	6.5	7.3	4.7
At least once a month	4.1	4.0	3.5	3.6	4.0	3.9	3.8
Less than once a month	9.6	9.6	8.3	8.4	8.6	9.0	8.4
Never	76.4	77.0	79.0	79.1	77.9	75.9	80.4
Don't know	0.3	0.3	0.2	0.3	0.4	0.7	1.7
How safe from crime they felt, or would feel by bus travel in the evenings									
Very safe	21.5	17.1	14.2	13.5	12.8	14.4	12.9
Fairly safe	44.3	40.2	38.5	39.8	41.2	41.0	39.8
Not particularly safe	12.0	13.6	13.5	14.5	15.0	14.8	16.7
Not safe at all	6.0	7.7	7.7	8.1	7.5	8.4	9.8
Don't know	16.2	21.4	26.1	24.1	23.5	21.4	20.8
Sample size (=100%)			14,643	14,042	13,965	14,777	14,070	14,190	10,250

Table 7: [TRAIN USE IN THE EVENING] Frequency of travelling by train in the evening, 2001 – 2007

	1999	2000	2001	2002	2003	2004	2005	2006	2007*
Frequency of travel by train in evening									
	<i>column percentages</i>								
Most days	0.6	0.6	0.6	0.6	0.7	0.6	0.5
At least once a week	2.4	1.5	1.7	1.7	1.9	1.7	1.7
At least once a month	3.8	2.9	2.4	2.6	3.2	3.5	3.5
Less than once a month	12.5	9.3	8.7	8.7	9.4	10.6	10.5
Never	80.0	84.7	86	85.8	83.7	81.9	79.0
Don't know	0.7	1.0	0.5	0.6	1.2	1.8	4.7
How safe from crime they felt, or would feel by train travel in the evenings									
Very safe	16.5	13.2	11.6	10.7	10.2	11.3	10.4
Fairly safe	35.9	33.3	32.6	34.0	35.9	36.2	38.1
Not particularly safe	11.6	13.2	13.1	14.0	14.0	13.9	12.6
Not safe at all	7.2	8.5	8.2	8.7	7.6	8.7	7.9
Don't know	28.8	31.8	34.4	32.6	32.2	29.9	31.0
Sample size (=100%)	14,643	14,042	13,965	14,777	14,070	14,190	6,022

*sample size was halved in 2007

Table 8: [CONCESSIONARY FARE PASS] Possession of a concessionary fare pass, 2003 – 2007

	1999	2000	2001	2002	2003*	2004	2005	2006*	2007
	<i>percentages of adults in the relevant sub-group</i>								
Adults aged 16+	25.0	25.9	26.1	27.3	27.8
Adults aged 60+	76.6	78.6	80.7	83.8	81.6
Adults aged 60-64	62.0	67.0	70.1	76.5	75.1
Adults aged 65+	81.3	82.3	84.1	86.0	84.0
Sample size - adults aged 16+ (=100%)	10,285	14,778	14,071	10,808	12,242

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

Table 9: [WALKING] Frequency of walking in the previous seven days*, 1999 – 2007

	1999	2000	2001	2002	2003	2004	2005	2006	2007
As a means of transport:									
									<i>column percentages</i>
None	48.2	46.9	45.4	45.7	46.4	46.6	47.1	46.8	49.4
1-2 days	18.7	18.4	19.1	18.2	17.2	16.6	15.2	15.6	18.0
3-5 days	17.9	20.4	21.4	21.9	21.7	21.1	21.7	20.9	18.9
6-7 days	15.1	14.3	14.1	14.2	14.7	15.7	16.0	16.6	13.7
1+ days	51.8	53.1	54.6	54.3	53.6	53.4	52.9	53.2	50.6
Just for pleasure:									
None	60.3	58.7	57.4	59.3	56.4	56.4	54.1	53.4	53.3
1-2 days	15.8	16.6	17.9	17.7	17.4	16.1	16.6	16.3	17.6
3-5 days	10.5	11.7	12.0	10.8	12.4	13.2	14.2	13.8	13.6
6-7 days	13.5	12.9	12.7	12.1	13.8	14.3	15.1	16.4	15.5
1+ days	39.7	41.3	42.6	40.7	43.6	43.6	45.9	46.6	46.7
Sample size (=100%)	13,757	14,516	14,643	14,041	13,925	14,713	6,993	7,111	6,121

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

Table 10: [CYCLING] Frequency of cycling in the previous seven days*, 1999 – 2007

	1999	2000	2001	2002	2003	2004	2005	2006	2007
As a means of transport:									
									<i>column percentages</i>
None	96.9	97.0	97.2	97.4	97.2	97.4	97.1	97.1	97.0
1-2 days	1.5	1.4	1.2	1.1	1.2	1.1	1.2	1.2	1.6
3-5 days	0.9	1.0	1.1	1.1	1.0	1.1	1.2	1.1	1.0
6-7 days	0.7	0.6	0.5	0.4	0.5	0.5	0.5	0.6	0.4
1+ days	3.1	3.0	2.8	2.6	2.8	2.6	2.9	2.9	3.0
Just for pleasure:									
None	96.1	96.6	96.6	97.1	96.2	96.4	96.0	95.8	95.6
1-2 days	2.7	2.5	2.4	2.1	2.7	2.6	2.8	2.7	3.1
3-5 days	0.8	0.6	0.7	0.5	0.8	0.6	0.8	1.0	1.0
6-7 days	0.4	0.4	0.3	0.3	0.3	0.4	0.4	0.5	0.3
1+ days	3.9	3.4	3.4	2.9	3.8	3.6	4.0	4.2	4.4
Sample size (=100%)	13,731	14,530	14,629	13,989	13,937	14,747	6,985	7,083	6,048

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

Table 11: [WORKPLACE] Employed adults place of work*, 1999 – 2007

	1999	2000	2001	2002	2003	2004	2005	2006	2007
									<i>column percentages</i>
Works from home	7.5	8.0	8.7	9.2	9.1	9.2	11.2	10.9	11.4
Does not work from home	92.5	92.0	91.3	90.8	90.9	90.8	88.8	89.1	88.5
Sample size (=100%)	6,534	6,818	6,922	6,597	6,681	7,058	6,841	6,845	5,889

*Those whose current situation was described as 'self-employed', 'full-time employed' and 'part-time employed'

Table 15: [CAR AND BICYCLE ACCESS] Households with cars and bicycles available for private use, 2007

	Cars available for private use:					1 +	1+ Bicycles that can be used by adults	Sample size (n=100%)
	None	One	Two	Three +	Two +			
All households in 2007:	30	45	21	4	25	70	36	13,414
by household type:							<i>row percentages</i>	
Single adult	46	51	3	0	3	54	29	2,109
Small adult	18	45	35	2	37	82	43	2,321
Single parent	52	46	2	0	3	48	38	739
Small family	12	42	43	3	46	88	61	1,772
Large family	10	37	42	11	52	90	66	898
Large adult	12	31	35	22	57	88	54	1,214
Older smaller	20	60	18	1	20	80	22	2,228
Single pensioner	65	34	1	0	1	35	8	2,133
by annual net household income:								
up to £10,000 p.a.	60	35	5	1	5	40	16	2,732
over £10,000 - £15,000	48	45	7	1	8	52	21	2,558
over £15,000 - £20,000	29	58	11	2	13	71	33	1,900
over £20,000 - £25,000	14	62	21	3	24	86	39	1,508
over £25,000 - £30,000	10	52	33	5	38	90	50	1,192
over £30,000 - £40,000	4	41	46	9	55	96	61	1,720
over £40,000 p.a.	2	25	62	12	73	98	69	1,342
by Scottish Index of Multiple Deprivation:								
1 (20 % most deprived)	56	36	8	1	8	44	20	2,535
2	37	46	14	2	17	63	30	2,704
3	27	47	22	4	26	73	38	2,971
4	16	48	30	6	35	84	46	2,718
5 (20% least deprived)	13	46	35	6	41	87	48	2,486
by urban/rural classification:								
Large urban areas	40	43	15	2	17	60	28	4,548
Other urban	30	46	21	3	24	70	37	3,970
Small accessible towns	24	45	26	4	31	76	38	1,167
Small remote towns	28	50	18	4	22	72	44	770
Accessible rural	12	43	36	8	45	88	49	1,622
Remote rural	13	49	33	6	38	87	50	1,337

Table 16: [DRIVING LICENCE] People aged 17+ that hold a full driving licence, 2007

	Age group								All aged 17+	Sample size (n=100%)
	17-19	20-29	30-39	40-49	50-59	60-69	70-79	80+		
All people aged 17+ in 2007:	27	58	78	79	76	69	55	35	68	12,152
by gender:										
Male	27	62	82	86	87	83	76	61	78	5,211
Female	28	55	76	74	66	57	40	21	60	6,941
by current situation:										
Self employed	*	*	93	95	98	*	*	*	94	684
Employed full time	*	72	87	89	85	83	*	*	82	3,958
Employed part time	*	42	80	78	72	75	*	*	72	1,237
Looking after the home or family	*	30	62	62	56	*	*	*	54	807
Permanently retired from work	*	*	*	*	84	66	55	36	57	3,850
Unemployed/seeking work	*	*	*	*	*	*	*	*	40	362
In further/higher education	*	52	*	*	*	*	*	*	52	331
Permanently sick or disabled	*	*	*	37	38	53	39	*	38	717
by annual net household income:										
up to £10,000 p.a.	*	29	47	44	54	60	49	29	46	2,599
over £10,000 - £15,000	*	43	53	55	60	56	52	32	51	2,378
over £15,000 - £20,000	*	52	70	71	72	70	59	*	64	1,718
over £20,000 - £25,000	*	65	73	82	75	79	68	*	72	1,375
over £25,000 - £30,000	*	66	87	81	86	83	*	*	79	1,048
over £30,000 - £40,000	*	79	90	93	86	89	*	*	87	1,455
over £40,000 p.a.	*	*	96	97	95	*	*	*	92	1,164
by Scottish Index of Multiple Deprivation:										
1 (20 % most deprived)	*	41	56	53	49	46	31	20	45	2,305
2	*	51	74	68	69	58	44	21	59	2,431
3	*	65	79	85	80	69	58	33	70	2,722
4	*	68	92	91	86	77	65	46	78	2,481
5 (20% least deprived)	*	77	91	96	89	89	75	58	85	2,213
by urban/rural:										
Large urban areas	*	53	74	73	64	59	46	29	60	4,068
Other urban	*	59	77	79	81	67	52	34	68	3,601
Small accessible towns	*	68	83	86	73	72	60	*	71	1,063
Small remote towns	*	*	78	74	78	78	65	*	68	714
Accessible rural	*	76	92	89	91	81	75	*	83	1,460
Remote rural	*	*	91	93	88	85	74	*	83	1,246
Sample size of age groups	270	1,330	2,021	2,090	1,933	2,042	1,616	850	12,152	

* Cell sizes of less than 100 can not be released. **Denominator includes people for whom it was not known, or not recorded what type of driving licence (if any) was held.

Table 17: [FREQUENCY OF DRIVING] People aged 17+, frequency of driving, 2007*

	Every day	At least 3 times per week	1 - 2 times per week	At least 2 - 3 times per month	At least once a month	Less than once a month	Has licence but never drives	Does not have a full driving licence	Sample size (=100%)
All people aged 17+ in 2007:	45	10	5	1	1	2	4	32	12,151
by gender:									
Male	53	12	6	1	0	2	4	22	5,211
Female	39	9	5	1	1	2	4	40	6,940
by age:									
17-19	16	5	2	1	2	1	1	73	270
20-29	38	8	5	1	1	3	3	42	1,330
30-39	59	9	5	1	0	2	3	22	2,020
40-49	61	9	5	1	1	1	3	21	2,090
50-59	54	10	5	1	0	1	5	24	1,933
60-69	40	16	5	1	1	1	5	31	2,042
70-79	26	14	6	1	1	2	5	45	1,616
80+	14	7	6	1	0	1	7	65	850
by current situation:									
Self employed	72	12	7	1	0	2	1	6	683
Employed full time	65	7	5	1	0	1	2	18	3,958
Employed part time	54	10	4	0	1	1	2	28	1,237
Looking after the home or family	31	10	6	1	0	2	3	46	807
Permanently retired from work	27	15	6	1	1	2	5	43	3,850
Unemployed and seeking work	18	8	2	1	0	4	6	60	362
In further/higher education	26	10	5	2	2	3	3	48	331
Permanently sick or disabled	13	10	4	1	1	2	8	62	717
Unable to work due to short-term illness or injury	18	5	9	2	1	5	15	45	100
by annual net household income:									
up to £10,000 p.a.	22	10	4	1	0	2	7	54	2,599
over £10,000 - £15,000	29	9	6	1	1	2	5	49	2,377
over £15,000 - £20,000	38	12	5	1	1	2	5	36	1,718
over £20,000 - £25,000	49	12	5	1	0	2	3	28	1,375
over £25,000 - £30,000	59	9	6	1	0	1	2	21	1,048
over £30,000 - £40,000	67	10	6	1	1	1	1	13	1,455
over £40,000 p.a.	72	12	5	1	1	1	0	8	1,164
by Scottish Index of Multiple Deprivation:									
1 (20 % most deprived)	29	5	3	1	0	1	6	55	2,305
2	39	8	5	1	1	1	4	41	2,431
3	48	10	6	1	1	1	3	30	2,722
4	54	12	6	1	1	2	2	22	2,480
5 (20% least deprived)	56	16	7	1	1	2	3	15	2,213
by urban/rural:									
Large urban areas	37	9	5	1	1	2	5	40	4,068
Other urban	48	9	4	1	0	1	4	32	3,601
Small accessible towns	50	10	5	1	1	1	3	29	1,063
Small remote towns	47	10	6	1	0	1	3	32	714
Accessible rural	57	15	6	1	0	1	2	17	1,460
Remote rural	53	16	7	1	0	2	2	17	1,245

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

Table 18: [BUS ACCESS] Households public transport availability, 2007

	Up to 6 mins walk to nearest bus stop	At least one bus every 13 minutes (but may have a long walk)	Bus stop within 6 min <i>and</i> a 5+ buses per hour	Sample size (n=100%)
All households in 2007:	85	24	22	9,230
by household type:				
Single adult	90	31	30	1,418
Small adult	84	23	22	1,625
Single parent	91	33	31	480
Small family	84	22	20	1,204
Large family	87	21	21	645
Large adult	85	22	21	841
Older smaller	80	20	17	1,532
Single pensioner	81	25	22	1,476
by annual net household income:				
up to £10,000 p.a.	84	26	24	1,910
over £10,000 - £15,000	86	26	23	1,736
over £15,000 - £20,000	86	27	25	1,285
over £20,000 - £25,000	86	27	25	1,024
over £25,000 - £30,000	86	22	20	828
over £30,000 - £40,000	83	19	17	1,172
over £40,000 p.a.	81	19	17	949
by Scottish Index of Multiple Deprivation:				
1 (20 % most deprived)	91	38	36	1,715
2	91	27	25	1,869
3	81	19	17	2,071
4	77	16	14	1,892
5 (20% least deprived)	83	20	18	1,683
by urban/rural classification:				
Large urban areas	89	46	42	3,092
Other urban	89	19	17	2,694
Small accessible towns	85	5	4	811
Small remote towns	88	1	1	569
Accessible rural	69	1	1	1,145
Remote rural	63	0	0	919

Table 19: [BUS AND TRAIN USE] Adults use of local bus and train services, in the past month, 2007

	Frequency of using local bus service in past month					Frequency of using local train service in past month					Sample size (=100%)*
	Almost or every day	2 or 3 times per week	Once a week	Less Often	Not used	Almost or every day	2 or 3 times per week	Once a week	Less Often	Not used	
All people aged 16+ in 2007:	12	12	8	14	55	2	2	3	16	78	12,117
by gender:											
Male	10	10	7	13	60	2	2	3	16	78	5,209
Female	13	14	8	14	51	2	2	3	16	78	6,908
by age:											
16-19	26	16	10	18	29	6	5	6	25	59	355
20-29	20	11	8	14	47	3	3	4	20	70	1,310
30-39	10	8	7	14	61	2	1	3	18	75	2,003
40-49	9	8	6	14	63	2	2	4	16	77	2,072
50-59	8	9	7	14	62	1	2	3	18	77	1,916
60-69	11	17	9	14	49	0	1	4	13	82	2,024
70-79	11	20	9	12	47	0	1	2	8	88	1,597
80+	9	18	7	8	58	0	0	0	5	95	840
by current situation:											
Self employed	2	4	6	14	73	1	2	3	18	76	675
Employed full time	11	5	6	14	64	3	2	3	20	73	3,929
Employed part time	14	10	7	16	53	2	2	3	17	76	1,226
Looking after the home or family	8	17	11	15	49	0	1	3	14	81	799
Permanently retired from work	10	19	9	12	49	0	1	2	10	86	3,811
Unemployed and seeking work	11	25	14	16	35	1	3	5	18	73	365
In further/higher education	29	12	7	16	36	9	5	6	18	62	340
Permanently sick or disabled	13	19	10	12	47	0	1	3	7	89	710
by annual net household income:											
up to £10,000 p.a.	14	21	11	13	41	1	1	3	11	84	2,569
over £10,000 - £15,000	15	17	9	14	45	1	1	2	11	84	2,370
over £15,000 - £20,000	13	12	7	14	53	1	1	3	14	81	1,714
over £20,000 - £25,000	12	9	8	15	56	1	2	3	16	78	1,372
over £25,000 - £30,000	11	8	6	13	62	2	2	4	16	76	1,045
over £30,000 - £40,000	8	7	5	13	67	3	2	4	18	73	1,463
over £40,000 p.a.	6	6	6	15	68	3	2	4	26	64	1,173
by Scottish Index of Multiple Deprivation:											
1 (20 % most deprived)	20	17	9	11	43	1	2	3	14	80	2,302
2	14	14	9	14	49	1	2	3	13	80	2,439
3	10	11	6	13	61	2	1	2	14	81	2,706
4	7	9	7	13	64	2	2	3	17	77	2,466
5 (20% least deprived)	8	10	8	18	56	3	2	4	20	71	2,204
by urban/rural:											
Large urban areas	18	17	11	15	39	2	2	4	16	75	4,046
Other urban	11	11	7	13	58	2	1	3	19	74	3,604
Small accessible towns	6	11	7	15	60	1	2	3	14	80	1,052
Small remote towns	3	7	7	13	69	0	1	2	12	85	711
Accessible rural	5	5	4	12	74	1	1	2	11	85	1,458
Remote rural	4	4	3	10	80	1	1	1	9	88	1,246
by frequency of driving†:											
Every day	1	3	5	15	76	1	1	3	18	77	5,202
At least three times a week	5	12	8	16	59	2	2	3	15	78	1,267
Once or twice a week	10	13	8	15	53	4	4	4	12	76	643
Less often	19	18	8	13	43	4	3	3	20	70	338
Never, but holds full driving licence	25	22	10	13	30	3	2	5	12	79	496
by driving licence:											
Holds a full driving licence	5	7	6	15	68	2	2	3	17	77	7,947
Does not hold full licence	26	22	11	12	29	2	2	3	13	80	4,170

* 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 20: [BUS TRAVEL IN THE EVENING] Frequency and safety when travelling by bus in the evening, 2007

	Frequency of travel by bus in the evening						Safety from crime when travelling in the evening					Sample size (n=100%)
	Most days	At least once a week	At least once a month	Less than once a month	Never	Don't know	Very safe	Fairly safe	Not particularly safe	Not safe at all	Don't know	
All people aged 16+ in 2007:	1	5	4	8	80	2	13	40	17	10	21	10,250
by gender:												
Male	1	5	4	9	79	2	18	44	13	5	21	4,400
Female	1	4	4	8	82	1	9	37	20	14	21	5,850
by age:												
16-19	2	11	8	16	61	1	15	52	17	8	8	300
20-29	3	11	7	11	67	2	16	44	19	7	13	1,105
30-39	1	4	5	8	80	2	14	46	15	9	16	1,691
40-49	1	3	4	8	82	2	13	43	16	10	17	1,762
50-59	1	4	2	8	84	1	14	40	16	9	21	1,626
60-69	1	4	3	8	83	1	13	34	18	11	24	1,714
70-79	0	2	2	7	86	2	9	30	17	12	31	1,329
80+	0	1	1	3	91	3	6	25	14	13	41	723
by current situation:												
Self employed	0	3	3	8	83	3	20	39	11	5	25	571
Employed full time	2	5	5	9	78	2	16	45	16	7	17	3,333
Employed part time	1	5	3	8	81	1	12	43	18	11	16	1,030
Looking after the home or family	1	2	1	7	88	1	9	36	19	14	22	677
Permanently retired from work	0	3	2	7	86	2	9	32	17	13	29	3,216
Unemployed and seeking work	2	12	6	12	67	2	16	46	18	10	10	308
In further/higher education	4	15	9	12	59	1	16	46	19	8	11	282
Permanently sick or disabled	1	5	2	8	82	2	9	30	19	15	27	605
by annual net household income:												
up to £10,000 p.a.	1	6	3	7	80	2	12	35	16	12	25	2,194
over £10,000 - £15,000	1	6	3	8	80	2	11	37	17	12	23	1,986
over £15,000 - £20,000	1	5	4	9	80	2	14	39	17	10	19	1,443
over £20,000 - £25,000	2	5	4	9	80	1	14	41	17	10	19	1,152
over £25,000 - £30,000	1	4	4	6	83	1	14	41	18	9	19	891
over £30,000 - £40,000	1	4	3	9	82	2	13	44	15	7	20	1,249
over £40,000 p.a.	0	3	6	10	80	2	14	46	16	6	17	994
by Scottish Index of Multiple Deprivation:												
1 (20 % most deprived)	2	7	4	9	77	2	11	37	17	15	20	1,926
2	2	6	3	8	80	2	12	39	18	11	20	2,065
3	1	4	3	7	84	2	16	38	16	8	22	2,300
4	0	4	4	7	82	2	14	40	15	8	23	2,089
5 (20% least deprived)	1	3	6	11	78	1	11	45	17	8	19	1,870
by urban/rural:												
Large urban areas	2	8	6	11	72	1	11	43	18	12	17	3,410
Other urban	1	3	3	7	85	2	10	39	20	11	20	3,030
Small accessible towns	1	3	3	8	85	0	11	40	18	9	21	885
Small remote towns	0	1	2	5	89	2	19	39	9	6	27	620
Accessible rural	1	2	2	7	87	3	16	39	13	7	26	1,245
Remote rural	0	1	1	3	91	3	30	29	7	2	32	1,060
by driving licence:												
Holds a full driving licence	0	2	3	8	85	2	13	41	16	8	22	6,731
Does NOT hold a full driving licence	3	9	5	10	72	2	12	38	18	13	18	3,519
by frequency of bus travel in the evenings:												
At least once a week							33	55	9	1	2	537
At least once a month							23	59	13	4	1	361
Less than once a month							17	57	17	4	5	819
Never							11	37	18	11	24	8,316
Don't know							3	12	9	1	74	217

†Only includes those with a full driving licence

Table 21: [TRAIN TRAVEL IN THE EVENING] Frequency and safety when travelling by train in the evening, 2007

	Frequency of travel by train in the evening						Safety from crime when travelling in the evening					Sample size (=100%)
	Most days	At least once a week	At least once a month	Less than once a month	Never	Don't know	Very safe	Fairly safe	Not particularly safe	Not safe at all	Don't know	
All people aged 16+ in 2007:	1	2	4	11	79	5	10	38	13	8	31	<i>row percentages</i> 6,022
by gender:												
Male	1	2	4	11	78	5	15	43	9	4	29	2,619
Female	1	1	3	10	80	5	6	34	16	11	32	3,403
by age:												
16-19	1	5	9	9	72	3	17	43	8	8	23	170
20-29	1	4	6	13	71	4	12	44	14	5	26	651
30-39	1	2	5	14	75	4	12	46	12	6	24	989
40-49	1	2	4	13	77	4	12	43	14	7	24	1,076
50-59	0	1	3	12	80	4	11	40	12	8	29	928
60-69	0	1	2	8	85	4	8	30	14	9	38	1,041
70-79	0	1	0	5	87	8	5	27	12	11	45	767
80+	0	0	0	2	90	8	5	20	9	15	51	400
by current situation:												
Self employed	0	2	4	10	78	5	21	37	12	4	26	344
Employed full time	1	2	5	16	72	4	13	47	12	5	24	1,994
Employed part time	1	1	3	11	78	5	9	40	16	7	28	604
Looking after the home or family	0	0	3	5	88	4	5	34	16	9	36	387
Permanently retired from work	0	1	1	6	87	6	6	27	13	11	42	1,870
Unemployed and seeking work	0	2	4	8	85	2	15	42	11	8	24	184
In further/higher education	2	6	10	11	65	7	11	45	11	8	25	167
Permanently sick or disabled	0	1	1	5	86	8	7	22	13	17	42	338
by annual net household income:												
up to £10,000 p.a.	1	1	2	5	87	5	8	28	12	12	39	1,274
over £10,000 - £15,000	0	1	2	6	84	6	7	33	11	10	39	1,145
over £15,000 - £20,000	0	1	4	10	81	4	11	36	14	7	31	863
over £20,000 - £25,000	0	2	3	9	81	4	11	39	13	5	31	671
over £25,000 - £30,000	1	2	4	11	79	4	10	37	15	8	29	524
over £30,000 - £40,000	1	2	5	13	75	4	12	47	12	6	24	759
over £40,000 p.a.	1	4	5	22	64	3	15	51	13	4	18	586
by Scottish Index of Multiple Deprivation:												
1 (20 % most deprived)	1	2	3	6	83	5	8	33	12	13	33	1,102
2	0	2	3	7	83	5	9	34	14	10	34	1,205
3	0	2	2	12	79	5	12	37	12	6	33	1,374
4	1	2	4	12	77	5	12	40	11	5	31	1,231
5 (20% least deprived)	0	1	5	15	74	4	11	45	14	6	25	1,110
by urban/rural:												
Large urban areas	1	3	4	10	77	6	8	39	11	9	32	2,018
Other urban	0	1	5	12	78	4	10	40	16	8	25	1,754
Small accessible towns	0	0	3	11	81	4	10	38	14	8	30	529
Small remote towns	0	2	2	7	83	6	13	39	9	4	36	342
Accessible rural	0	1	2	11	82	4	15	36	11	6	33	744
Remote rural	0	1	1	7	85	6	18	26	7	2	47	635
by frequency of train travel in the evenings:												
At least once a week							37	55	5	0	3	111
At least once a month							23	66	11	0	1	186
Less than once a month							18	62	14	5	2	588
Never							9	35	13	9	34	4,803
Don't know							2	7	2	1	89	334

†Only includes those with a full driving licence

Table 22: [CONCESSIONARY FARE PASS] Possession of concessionary fare pass for all adults aged 16+, 2007

	How often uses free travel pass							No pass	Sample size (=100%)
	Every day	Almost every day	2 or 3 times a week	Once a week	Once a fortnight	Once a month	Not used		
a) All people aged 16+	1	3	6	3	2	3	10	72	12,242
16 - 39	0	0	0	0	0	0	0	99	3,710
40 - 49	0	0	1	0	0	0	0	98	2,090
50 - 59	0	0	2	1	0	1	2	95	1,933
60 - 64	4	7	14	8	7	10	25	25	1,084
65 - 69	4	9	18	8	6	12	27	17	958
70 - 74	3	10	19	9	7	8	29	15	874
75 - 79	4	8	20	8	5	8	34	14	742
80 +	3	9	15	6	4	6	38	19	851

Table 23: [CONCESSIONARY FARE PASS] Possession of concessionary fare pass for all adults aged 60+, 2007

	How often uses free travel pass							No pass	Sample size (=100%)
	Every day	Almost every day	2 or 3 times a week	Once a week	Once a fortnight	Once a month	Not used		
b) All people aged 60+:	4	9	17	8	6	9	30	18	4,509
by gender:									
Male	3	7	15	7	6	10	31	21	1,853
Female	4	10	19	8	6	9	29	16	2,656
by current situation:									
Employed	5	6	8	6	6	10	27	32	511
Permanently retired	3	9	19	8	6	9	30	16	3,719
Permanently sick/disabled	3	9	20	7	5	10	28	18	177
Other	4	6	11	7	4	9	33	26	102
by annual net household income:									
up to £10,000 p.a.	4	10	20	8	6	7	27	18	1,585
£10,000 - £15,000	5	10	18	7	6	9	31	15	1,226
£15,000 - £20,000	2	8	18	8	6	10	32	15	606
over £20,000 p.a.	2	5	12	8	6	11	31	25	842
by Scottish Index of Multiple Deprivation quintiles:									
1 (20 % most deprived)	5	14	20	7	4	8	28	14	761
2	6	9	19	8	5	8	30	15	940
3	3	8	15	6	5	8	33	21	1,077
4	2	5	16	7	6	10	30	23	910
5 (20% least deprived)	2	7	16	10	8	12	27	19	821
by urban/rural classification:									
Large urban areas	6	14	23	9	5	8	20	15	1,419
Other urban	3	9	18	8	6	10	31	16	1,303
Small accessible towns	1	3	15	9	6	11	35	19	401
Small remote towns	1	3	8	8	8	12	40	20	301
Accessible rural	1	4	9	5	7	9	40	27	546
Remote rural	1	2	5	4	7	10	42	29	539
by frequency of driving†:									
Every day	0	3	8	6	8	13	37	24	1,286
At least once a week	0	4	17	11	7	12	30	19	873
Less often	7	9	20	8	4	4	30	18	393
by whether they hold a full driving licence									
Holds a full driving licence	1	4	13	8	7	11	34	21	2,528
Does NOT have full licence	7	15	23	7	4	6	24	14	1,980

†Only includes those with a full driving licence

Table 24: [WALKING] Frequency of walking in the previous seven days*, 2007

	Walking as a means of transport				Walking just for pleasure / to keep fit				Sample size (n=100%)
	None	1-2 days	3-5 days	6-7 days	None	1-2 days	3-5 days	6-7 days	
All people in 2007:	49	18	19	14	53	18	14	15	<i>row percentages</i> 6,121
by gender:									
Male	50	18	18	15	51	18	15	16	2,604
Female	49	18	20	13	55	18	13	15	3,517
by age:									
16-19	30	17	30	23	59	10	12	19	166
20-29	36	19	25	20	54	17	15	14	686
30-39	43	18	24	14	50	23	14	13	986
40-49	53	18	18	11	47	21	15	18	1,054
50-59	51	20	16	13	51	17	16	17	979
60-69	54	18	15	13	51	18	13	18	1,034
70-79	57	18	12	12	64	13	9	14	811
80+	70	12	12	7	74	9	11	7	405
by current situation:									
Self employed	56	16	16	13	50	16	19	16	347
Employed full time	46	20	22	12	48	22	15	15	1,976
Employed part time	45	17	21	17	45	22	15	18	645
Looking after the home/family	44	19	21	16	51	16	16	17	407
Permanently retired from work	58	17	14	12	59	14	11	15	1,915
Unemployed/seeking work	34	21	24	21	55	11	14	20	183
In further/higher education	32	18	28	21	57	13	14	16	172
Permanently sick or disabled	69	13	10	8	77	11	5	7	341
by annual net household income:									
up to £10,000 p.a.	50	16	18	16	59	13	11	17	1,301
over £10,000 - £15,000	52	15	20	13	61	15	11	13	1,207
over £15,000 - £20,000	49	18	18	15	56	18	12	15	843
over £20,000 - £25,000	47	21	21	12	51	16	17	16	689
over £25,000 - £30,000	48	19	18	15	50	20	13	17	543
over £30,000 - £40,000	48	21	19	13	48	21	14	17	746
over £40,000 p.a.	49	19	20	11	42	25	20	13	582
by Scottish Index of Multiple Deprivation quintiles:									
1 (20 % most deprived)	48	17	19	15	66	11	10	12	1,177
2	47	17	22	14	55	16	13	16	1,184
3	53	18	16	13	50	18	16	16	1,373
4	52	17	19	12	49	20	16	15	1,248
5 (20% least deprived)	46	21	18	15	47	22	14	17	1,139
by urban/rural classification:									
Large urban areas	44	19	20	17	58	17	12	13	2,060
Other urban	49	19	20	12	54	18	14	15	1,796
Small accessible towns	52	18	17	14	52	17	15	16	543
Small remote towns	43	14	27	16	49	17	18	16	350
Accessible rural	61	14	14	11	45	18	16	21	745
Remote rural	67	12	13	8	43	23	13	21	627
by frequency of driving†:									
Every day	57	21	15	8	47	21	16	16	2,650
At least three times a week	50	17	22	12	47	19	16	17	650
Once or twice a week	45	16	24	15	52	18	16	14	313
Less often	37	15	26	22	50	17	10	23	168
Never, but holds full driving	39	16	23	22	54	19	9	17	276

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

†Only includes those with a full driving licence

Table 25: [CYCLING] Frequency of cycling in the previous seven days*, 2007

	Cycling as a means of transport				Cycling just for pleasure / to keep fit				Sample size (n=100%)
	None	1-2 days	3-5 days	6-7 days	None	1-2 days	3-5 days	6-7 days	
All people in 2007:	97	2	1	0	96	3	1	0	6,048
by gender:									
Male	96	3	1	1	94	4	1	1	2,574
Female	98	1	1	0	97	3	1	0	3,474
by age:									
16-19	97	2	1	0	93	5	2	0	166
20-29	95	3	2	0	95	3	1	0	671
30-39	97	2	1	0	94	4	2	0	978
40-49	96	2	2	0	94	5	1	1	1,045
50-59	96	1	1	1	95	3	1	1	969
60-69	98	2	0	0	98	2	0	0	1,021
70-79	99	0	0	0	99	1	0	0	798
80+	100	0	0	0	100	0	0	0	400
by current status:									
Self employed	94	4	2	0	92	6	2	0	340
Employed full time	96	2	2	1	94	4	1	0	1,954
Employed part time	96	2	1	1	94	4	1	1	637
Looking after the home or family	99	0	1	0	97	1	2	0	404
Permanently retired from work	99	1	0	0	98	1	0	0	1,888
Unemployed	97	2	0	1	97	2	1	1	183
In further/higher education	96	2	2	0	95	4	1	0	169
Permanently sick or disabled	97	2	1	0	98	1	1	0	338
by annual net household income:									
up to £10,000 p.a.	98	1	1	1	97	1	1	0	1,279
over £10,000 - £15,000	97	2	1	0	97	2	1	0	1,194
over £15,000 - £20,000	97	1	2	0	97	3	1	0	828
over £20,000 - £25,000	95	3	1	0	96	3	1	0	688
over £25,000 - £30,000	98	1	1	1	95	3	0	1	536
over £30,000 - £40,000	97	2	1	0	93	6	1	0	738
over £40,000 p.a.	97	1	1	1	92	5	2	0	575
by Scottish Index of Multiple Deprivation quintiles:									
1 (20 % most deprived)	98	2	0	0	97	2	1	0	1,158
2	98	1	1	0	96	3	1	0	1,183
3	97	2	1	0	95	3	1	0	1,355
4	96	2	1	0	95	4	1	0	1,230
5 (20% least deprived)	97	1	1	1	96	3	1	1	1,122
by urban/rural classification:									
Large urban areas	97	1	1	0	96	2	1	0	2,032
Other urban	97	2	1	0	96	3	1	0	1,780
Small accessible towns	98	1	1	0	96	3	1	0	533
Small remote towns	94	2	3	1	92	6	3	0	350
Accessible rural	98	2	1	0	93	5	1	1	729
Remote rural	95	3	1	1	94	4	1	1	624
by frequency of driving†:									
Every day	98	2	1	0	95	4	1	0	2,615
At least three times a week	95	2	2	1	95	3	1	1	642
Once or twice a week	95	1	2	2	95	2	2	1	312
Less often	95	3	1	1	96	4	0	0	163
Never, but holds full licence	97	2	1	1	95	3	1	0	271

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

†Only includes those with a full driving licence

Table 26: [TRAVEL TO WORK] Employed adults not working from home - usual method of travel to work*, 2007

	How random adult usually travels to work/education							Sample size (n=100%)
	Walking	Driver Car/Van	Passenger Car/Van	Bicycle	Bus	Rail	Other	
All people aged 16+ in 2007:	11.8	62.8	6.2	1.6	12	3.5	2.2	5,176
By gender:								
Male	8.6	66.4	6.1	2.4	10	3.4	3.2	2,429
Female	14.7	59.5	6.3	0.9	13.8	3.5	1.4	2,747
by age:								
16 - 20	14.0	25.4	25.6	0	28.0	5.0	2.0	122
20 - 29	16.1	46.2	6.7	2	20.8	5.2	2.9	819
30 - 39	10.5	66.3	4.7	1.6	10.8	3.8	2.3	1,361
40 - 49	10.7	68	5.1	1.6	8.8	3.6	2.4	1,387
50 - 59	11	67.3	6.1	1.8	9.3	2.7	1.9	1,135
60 and over	12.3	68.3	6.5	0.9	10.3	0.7	1.0	389
by current situation:								
Self employed	10.8	74.5	3.4	0.7	2.9	1.7	6.0	317
Employed full time	9.8	64.1	6.4	1.9	11.9	3.9	2.1	3,711
Employed part time	18.5	55.4	6.2	1.0	14.6	2.5	1.8	1,148
by annual net household income:								
up to £10,000 p.a.	26.5	33.8	9	1.0	26.2	1.6	1.9	286
over £10,000 - £15,000	22.3	45.1	4.9	1.5	21.3	2.8	2.0	652
over £15,000 - £20,000	15.0	54.1	8.3	2.0	15.4	2.8	2.3	796
over £20,000 - £25,000	13.2	60.7	5.9	1.1	15.7	1.6	1.8	767
over £25,000 - £30,000	9.1	65.7	7.7	1.8	9.9	3.7	2.1	707
over £30,000 - £40,000	8.3	69.3	7.0	1.6	7.2	4.5	2.1	1,070
over £40,000 p.a.	5.8	76.2	2.8	1.8	6.3	4.4	2.8	880
by Scottish Index of Multiple Deprivation:								
1 (20 % most deprived)	14.9	47.9	9.8	0.7	20.6	3.7	2.6	808
2	13.9	55.7	8.7	1.6	15.8	2.8	1.4	989
3	11.8	64.6	5.6	1.1	10.9	2.9	3	1,175
4	9.4	71.5	4.7	2.0	7.4	3.1	1.9	1,142
5 (20% least deprived)	9.9	69.6	3.4	2.3	7.8	4.8	2.3	1,062
by urban/rural classification:								
Large urban areas	13.4	53.4	6.0	2.1	18.9	4.4	1.9	1,703
Other urban	10.9	65.7	7.0	1.1	9.2	3.7	2.3	1,588
Small accessible towns	11.3	69.2	6.3	1.0	8.0	2.1	2.1	469
Small remote towns	26.1	58.5	4.4	1.4	6.8	1.4	1.3	296
Accessible rural	4.5	79.1	5.2	1.7	4.8	2.1	2.6	633
Remote rural	12.4	67.0	6.1	2.1	6.0	2.5	3.9	487
by number of cars available to household:								
None	34.9	2.2	8.9	3.0	43.3	4.0	3.8	776
One	11.6	61.5	7.5	1.6	11.7	3.9	2.2	2,535
Two +	4.9	82.6	4.0	1.2	2.7	2.8	1.8	1,865
by household type:								
Single adult	15.7	55.8	2.8	2.3	16.9	4.3	2.2	1,136
Small adult	12	62.5	6.3	1.9	11.8	3.6	1.8	1,343
Single parent	18.1	58.7	2.6	0.3	18.6	1.6	0.2	371
Small family	8.1	70.4	4.8	1.8	8.1	3.4	3.4	1,055
Large family	11	67.0	6.9	1.0	8.5	4.3	1.3	413
Large adult	11.2	57.4	10.2	1.2	14.1	3.4	2.6	537
Older smaller	12.5	64.0	6.9	1.6	11.7	1.3	2.0	236
Single pensioner	26.8	50.0	7.2	0.0	14.0	0.0	2.0	85

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

Table 27: [TRAVEL TO SCHOOL] School children in full-time education, usual method of travel, 2007

	How does the random schoolchild usually travel to school?							Sample size (n=100%)
	Walking	Car or van	Bicycle	School bus*	Service bus	Rail (inc. u/g)	All other modes	
All children in full-time education, 2007	53.4	21.8	0.8	14.5	6.9	0.9	1.7	2,517
By gender:								
Male	53.6	20.8	1.4	15.4	6.1	0.8	1.9	1,283
Female	53.2	22.8	0.2	13.6	7.7	1.0	1.6	1,234
by age:								
age 4-5	56.5	30.6	0.5	8.3	2.4	0	1.7	191
age 6-7	60	29.2	0.2	7.3	2.9	0	0.3	397
age 8-9	55.3	31.6	0.5	8.8	1.7	0	2.0	410
age 10-11	62.3	23.3	0.9	7.9	4.6	0	1.0	422
All 4-11	58.9	28.2	0.6	8.0	3.0	0	1.2	1,420
age 12-13	48.2	14.7	1.8	22.1	10.9	0.8	1.4	400
age 14-15	44.3	11.9	0.6	26.2	10.9	3.4	2.8	449
age 16-18	46.7	14.2	0.9	17.9	15.5	1.6	3.2	248
All 12 - 18	46.2	13.4	1.1	22.9	11.9	2.1	2.4	1,097
by annual net household income:								
up to £10,000 p.a.	54.9	12.6	0.3	17.9	10.9	0.8	2.6	151
over £10,000 - £15,000	58.1	15.9	0.5	10.0	11.6	1.0	2.9	316
over £15,000 - £20,000	61.3	14.2	1.1	11.7	9.3	0	2.5	347
over £20,000 - £25,000	57.6	20.1	0.9	12.0	6.3	1.1	1.9	336
over £25,000 - £30,000	52.4	22.9	1.0	14.0	6.7	1.7	1.3	333
over £30,000 - £40,000	50.1	25.1	0.8	16.8	5.7	0.5	1.0	522
over £40,000 p.a.	45.4	30.3	0.6	17.9	3.2	1.3	1.2	498
by Scottish Index of Multiple Deprivation:								
1 (20 % most deprived)	57.1	14.8	0.4	10.9	13.1	1.4	2.4	482
2	59.2	19.3	0.3	9.5	8.9	0.9	1.9	450
3	49.1	25.8	0.6	17.2	5.3	0.6	1.5	537
4	47.0	27.4	0.7	19.7	3.0	0.2	2.0	513
5 (20% least deprived)	54.6	21.8	1.8	15.1	4.4	1.4	0.8	535
by urban/rural classification:								
Large urban areas	55.8	23.0	0.6	7.0	10.2	2.1	1.3	781
Other urban	60.4	20.4	1.5	8.8	6.7	0.4	1.9	777
Small accessible towns	56.7	18.4	0.7	18.8	3.7	0.4	1.1	238
Small remote towns	70.2	19.6	0.3	6.2	2.0	0	1.7	150
Accessible rural	32.7	27.0	0	32.7	4.0	0.2	3.4	333
Remote rural	30.9	17.9	0.8	46.2	3.5	0	0.7	238
by number of cars available to household:								
None	67.9	2.6	0.9	11.5	11.9	1.6	3.6	444
One	55.5	22.2	0.8	12.1	7.4	0.6	1.4	1,040
Two +	44.5	30.3	0.8	18.4	4.1	0.8	1.2	1,033
by household type†:								
Single parent	59.1	14.6	0.9	13.9	8.2	1.1	2.3	530
Small family	53.5	26.5	1.1	12.1	5.2	0.3	1.2	1,096
Large family or large adult	50.1	21.2	0.5	17.3	7.9	1.4	1.6	874

*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 28: [TRAVEL TO SCHOOL REASONS] Main reasons for transport choice to children's full-time education establishment, 2001 - 2007*

	Usual method of travel to school			
	Walking	Car or van	School bus	Service bus
	<i>column percentages</i>			
Close / Nearby / Not far away	84	2	2	3
Most convenient	20	53	55	49
Travel with friends	6	2	4	4
Safest method	2	19	13	7
Quickest method	8	19	10	17
Only method available	3	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	4	2
It is free	1	0	8	1
On way to work	0	6	1	0
Too young to travel any other way	0	8	1	1
Relative meets child	0	2	0	0
Other reason(s)	1	8	5	4
Sample size (n=100%)	9,222	3,783	3,103	1,132

*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 29: [TRAVEL TO SCHOOL REASONS] Reasons why public transport can not be used for school children, 2001 - 2007*

	Age		All ages
	Primary: 4-11	Secondary: 12-18	
	<i>column percentages</i>		
by whether they could use public transport			
Yes	26	52	33
No	69	41	61
Sample size (n=100%)	3,423	1,348	4,771
if they could use public transport, reasons for not using it			
Too young to travel on own	55	8	36
No service available	6	5	6
Inconvenient	33	44	38
Too far to bus stop	3	6	4
Cost, too expensive	7	12	9
Too short a distance, not worth it	7	5	6
Prefer to use car	31	50	39
Others	42	46	44
Sample size (n=100%)	666	542	1,208
If they could not use public transport, reasons why they cannot			
Too young to travel on own	44	6	38
No service available	49	69	53
Inconvenient	9	17	11
Too far to bus stop	4	5	4
Cost, too expensive	1	2	1
Too short a distance, not worth it	14	9	13
Prefer to use car	6	10	6
Others	7	13	8
Sample size (n=100%)	2,059	443	2,502

*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 30: [ACCESS TO SERVICES] Access to services respondents who thought that they were very or fairly convenient, 2007

	Post office	Doctors surgery	Small food shopping	Cash machine	Banking	Chemist	Hospital outpatients	Petrol station	Public transport	Dentist	Sample size (=100%)
All adults in 2007:	84	80	92	82	73	87	57	74	80	68	10,312
by gender:											
Male	84	80	92	83	72	87	56	76	80	66	4,380
Female	84	80	91	82	73	87	58	72	80	69	5,932
by age:											
16 - 39	85	77	94	88	74	87	58	76	82	65	3,129
40 - 49	86	80	94	87	73	88	62	81	77	73	1,755
50 - 59	84	83	92	85	71	89	56	78	76	71	1,630
60 +	82	81	88	72	72	85	54	66	80	65	3,798
by urban/rural classification:											
Large urban areas	81	77	92	82	72	88	58	71	87	70	3,423
Other urban	84	81	93	85	77	89	60	79	83	72	3,079
Small accessible towns	89	85	95	88	70	93	50	74	80	70	899
Small remote towns	94	87	95	90	89	94	72	85	81	71	625
Accessible rural	85	77	89	74	63	77	50	68	59	54	1,239
Remote rural	87	84	89	74	69	73	51	77	53	55	1,047
by annual net household income:											
up to £10,000 p.a.	84	81	90	74	72	85	53	58	83	64	2,199
over £10,000 - £15,000	84	79	91	78	71	86	56	66	83	65	2,039
over £15,000 - £20,000	85	80	93	82	71	87	56	74	80	68	1,434
over £20,000 p.a.	84	80	93	88	74	88	59	83	77	70	4,289
by driving licence:											
Holds a full driving licence	85	81	92	85	74	87	58	85	77	68	6,762
Does NOT hold a full driving licence	83	77	91	77	70	86	54	53	85	67	3,550

Table 31: [ACCESS TO DENTIST] How adults normally travel to a dentist, 2007

	Walking	Driver	Passenger	Other	Bicycle	Bus	Rail	Sample size (=100%)
	<i>row percentages</i>							
All people aged 16+ in 2007:	28	50	7	1	1	12	1	7,250
by gender:								
Male	26	56	5	1	1	10	1	2,964
Female	29	46	9	2	0	13	1	4,286
by age:								
16-19	35	14	28	0	0	20	2	243
20-29	37	41	5	1	1	13	1	817
30-39	29	57	3	1	0	9	1	1,397
40-49	25	60	4	1	0	9	1	1,446
50-59	27	56	6	2	1	9	0	1,254
60-69	23	52	9	1	0	14	0	1,111
70-79	24	42	14	2	0	18	0	709
80+	24	29	16	6	1	25	1	273
by current situation:								
Self employed	14	77	2	1	1	5	0	433
Employed full time	27	60	3	1	0	7	1	2,620
Employed part time	28	56	4	1	1	10	0	900
Looking after the home or family	35	39	11	1	0	13	0	558
Permanently retired from work	25	44	12	2	0	17	0	1,778
Unemployed and seeking work	44	23	4	2	1	27	0	202
In further/higher education	36	32	11	0	0	17	3	223
Permanently sick or disabled	24	23	18	8	1	26	1	359
by annual net household income:								
up to £10,000 p.a.	35	32	8	2	1	21	1	1,261
over £10,000 - £15,000	31	35	10	3	1	20	0	1,242
over £15,000 - £20,000	27	44	12	2	0	13	1	1,050
over £20,000 - £25,000	29	51	6	2	0	11	0	891
over £25,000 - £30,000	22	59	6	1	1	11	0	723
over £30,000 - £40,000	23	64	5	0	0	6	1	1,014
over £40,000 p.a.	24	67	5	0	0	3	0	862
by Scottish Index of Multiple Deprivation:								
1 (20 % most deprived)	38	30	8	2	1	21	0	1,231
2	31	42	8	2	0	17	0	1,382
3	25	54	8	2	1	10	1	1,555
4	23	60	8	1	0	7	0	1,568
5 (20% least deprived)	24	61	5	1	1	8	1	1,514
by urban/rural:								
Large urban areas	36	39	6	2	1	16	1	2,408
Other urban	27	52	7	2	0	12	0	2,229
Small accessible towns	30	52	7	1	0	10	0	651
Small remote towns	42	43	7	1	1	6	0	388
Accessible rural	6	75	11	1	0	7	0	924
Remote rural	11	69	10	2	2	5	1	650

Table 32: [ACCESS TO GP] How adults normally travel to a doctors' surgery 2007

	Walking	Driver	Passenger	Other	Bicycle	Bus	Rail	Sample size (=100%)
								<i>row percentages</i>
All people aged 16+ in 2007:	32	45	9	3	0	10	0	8,652
by gender:								
Male	31	53	5	2	1	9	0	3,469
Female	34	40	11	4	0	12	0	5,183
by age:								
16-19	44	17	23	1	0	14	1	230
20-29	46	35	4	2	0	12	0	889
30-39	37	51	3	1	0	7	0	1,429
40-49	31	55	4	2	0	8	0	1,403
50-59	30	51	7	3	1	9	0	1,355
60-69	27	48	11	3	0	11	0	1,515
70-79	28	38	15	6	0	14	0	1,225
80+	23	25	22	13	0	17	0	606
by current situation:								
Self employed	22	72	3	0	0	2	0	433
Employed full time	32	58	3	1	1	6	0	2,561
Employed part time	35	51	4	2	1	8	0	933
Looking after the home/family	43	31	10	3	0	12	0	638
Permanently retired from work	28	38	14	5	0	14	0	2,876
Unemployed/seeking work	56	22	4	1	0	17	0	252
In further/higher education	52	27	9	1	0	10	1	209
Permanently sick or disabled	23	23	20	11	0	22	0	564
by annual net household income:								
up to £10,000 p.a.	37	29	11	5	0	18	0	1,902
over £10,000 - £15,000	35	31	11	5	1	16	0	1,760
over £15,000 - £20,000	32	40	12	3	0	11	0	1,191
over £20,000 - £25,000	32	48	7	3	0	9	0	951
over £25,000 - £30,000	30	56	5	1	1	7	0	756
over £30,000 - £40,000	29	60	6	1	0	5	0	1,000
over £40,000 p.a.	28	65	5	1	0	1	0	820
by Scottish Index of Multiple Deprivation:								
1 (20 % most deprived)	37	27	10	5	0	21	0	1,638
2	37	37	9	3	0	14	0	1,740
3	32	46	10	3	0	9	0	1,931
4	27	57	9	2	0	4	0	1,760
5 (20% least deprived)	30	57	5	2	1	5	0	1,583
by urban/rural:								
Large urban areas	37	36	7	4	0	16	0	2,834
Other urban	30	48	8	4	0	10	0	2,591
Small accessible towns	42	42	9	2	0	5	0	770
Small remote towns	42	39	9	3	2	5	0	538
Accessible rural	21	62	11	1	0	4	0	1,035
Remote rural	22	61	10	3	1	3	0	884

Table 33: [ACCESS TO HOSPITAL OUTPATIENTS] How adults normally travel to a hospital outpatients department, 2007

	Walking	Driver	Passenger	Bicycle	Bus	Rail	Other	Sample size (=100%)
All people aged 16+ in 2007:	7	51	18	0	17	1	6	4,292
by gender:								
Male	6	62	12	0	15	1	5	1,747
Female	7	44	23	0	18	0	8	2,545
by age:								
16-19	11	24	45	0	14	0	6	89
20-29	13	45	16	0	20	1	4	353
30-39	8	64	10	0	13	0	5	633
40-49	7	65	11	0	13	0	4	653
50-59	5	60	13	1	14	1	6	663
60-69	6	51	19	0	19	1	4	799
70-79	4	38	25	0	23	1	9	731
80+	3	21	39	0	19	0	18	371
by current situation:								
Self employed	6	79	8	0	6	0	2	192
Employed full time	8	74	6	0	8	1	3	1,017
Employed part time	9	65	11	0	13	0	2	423
Looking after the home or family	8	40	23	0	22	1	7	350
Permanently retired from work	4	39	25	0	22	1	9	1,634
Unemployed and seeking work	17	21	21	1	34	0	6	119
Permanently sick or disabled	6	26	33	0	23	1	13	388
by annual net household income:								
up to £10,000 p.a.	7	30	22	0	30	0	9	998
over £10,000 - £15,000	8	35	22	0	25	1	10	943
over £15,000 - £20,000	6	46	24	0	16	1	7	599
over £20,000 - £25,000	7	55	19	0	12	1	7	459
over £25,000 - £30,000	7	64	12	0	11	1	4	350
over £30,000 - £40,000	5	76	12	0	4	0	2	426
over £40,000 p.a.	6	81	8	1	3	0	1	362
by Scottish Index of Multiple Deprivation:								
1 (20 % most deprived)	9	31	20	0	29	0	10	880
2	7	43	21	0	21	1	7	880
3	6	52	20	0	15	0	6	954
4	5	66	15	0	9	1	5	844
5 (20% least deprived)	6	67	14	0	9	1	3	734
by urban/rural:								
Large urban areas	9	40	17	0	25	1	9	1,422
Other urban	6	53	19	0	16	0	6	1,309
Small accessible towns	2	61	22	0	11	0	3	359
Small remote towns	19	43	18	1	11	1	8	282
Accessible rural	1	75	18	0	5	0	2	513
Remote rural	3	67	18	0	6	0	5	407

Table 34: [CONFIDENCE LIMITS] 95% confidence limits for estimates, based on SHS sub-samples sizes

Sub-sample size (n=100%)	Estimate									
	5%	10%	15%	20%	25%	30%	35%	40%	45%	
	or 95%	or 90%	or 85%	or 80%	or 75%	or 70%	or 65%	or 60%	or 55%	50%
	<i>percentage points (+ / -)</i>									
100	5.1	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

Appendix A Background information

- [Interviewing, response rates and weighting](#)
- [Highest Income Householder](#)
- [Adult](#)
- [Household types](#)
- [Annual net household income](#)
- [The SHS urban/rural classification](#)
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- [Sampling variability and confidence limits](#)
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A.1 The Scottish Household Survey (SHS) started in February 1999. Its principal purpose is to collect information to inform policy on Transport, Communities and Local Government, but other topics are covered, such as household composition, amenities, employment or unemployment, income, assets and savings, credit and debt, health, disabilities and care, and other topics. The SHS provides the first representative Scottish data on many subjects, such as access to the Internet, daily travel patterns, etc.

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

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

A.4 The sample was drawn from the Small User file of the Postcode Address File (PAF), which is a listing of all active address points maintained by the Post Office. The Small User file excludes addresses where an average of more than 25 items of post are 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 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.9 In tables that analyse the results of questions for which multiple answers were allowed, the percentages may total more than 100 per cent.

A.10 The underlying sample numbers shown in different tables may not be the same. In some cases, this is because the tables relate to different populations. In addition some questions were not asked of all respondents as they only applied in certain circumstances (eg questions about children would not be asked in a household without any children). In some cases, the bases differ because some people were unable to, or did not want to, answer certain questions (e.g. some households did not wish to provide details of their income).

Highest Income Householder

A.11 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. 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.12 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 under 16.
- **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

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.13 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.14 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.15 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.16 The urban/rural classification used for the SHS data is based on the Settlement file maintained by the General Register Office for Scotland (GROS).

Sampling variability and confidence limits

A.17 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.18 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.19 Table 34 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.20 The interpretation of an entry in Table 34 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.21 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.22 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 per cent level). However, one may well find some apparently significant results that are actually just the result of sampling variability, having arisen by chance.

A.23 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.24 From 2003, *Scotland's People* - the SHS annual report, consists of four volumes, some of which are not published in every year: *Annual Report* - many tables of SHS results. *Fieldwork Outcomes* - information about the targets and achieved outcomes, and data quality. *Methodology* - information about sampling and data collection methods. *Questionnaire* - an edited version of the CAPI questionnaire

A.25 These publications are all available on the SHS website. Printed copies are available from the SHS Team.

A.26 This bulletin is part of a larger series of Transport statistical bulletins which provide some Transport-related results from the SHS. The others are:

- *Transport across Scotland: some Scottish Household Survey results for parts of Scotland*, the latest edition was published in January 2006. It provides statistics on the SHS's main topics (*apart from* the Travel Diary) for each Council area, and some figures for each Regional Transport Partnership area.
- *Scottish Household Survey Travel Diary results*, the latest edition of which was published in March 2006. It provides the main results from the Travel Diary, including some figures for each Council area and each Regional Transport Partnership area.

A.27 These publications are available from Blackwell's Bookshop, and also on the Scottish Government Transport Statistics website at www.scotland.gov.uk/transtat/latest.

A.28 SHS results are also included in other Scottish Government publications, such as *Scottish Transport Statistics*.

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

Enquiries and further information

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

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

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

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

Julie Goodlet-Rowley
Transport Statistics
Scottish Government
Victoria Quay
Edinburgh, EH6 6QQ

Tel: 0131 244 7254
Fax: 0131 244 7281
E-mail: **transtat@scotland.gsi.gov.uk**

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

A.33 This website provides some background to the survey, information about the progress of the survey, and the published results. Copies of the Transport Statistics bulletins can be found on the Transport Statistics website at www.scotland.gov.uk/transtat/latest.

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

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

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General enquiries on Scottish Government statistics can be addressed to:

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minicom: 01633 812399
 Email: info@statistics.gov.uk
 Fax: 01633 652747
 Letters: room DG/18, 1 Drummond Gate,
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You can also find National Statistics on the internet - go to www.statistics.gov.uk

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

Current contact points, e-mail addresses and the publications listed below as well as a range of other statistical publications can be found on the Scottish Government Web site at www.scotland.gov.uk/stats

Further information on the General Register Office for Scotland is available on the website www.gro-scotland.gov.uk

Most recent Transport Statistics Statistical Publications - all available at www.scotland.gov.uk/transtat/latest

Ref no.	Title	Last published	Price
	Scottish Transport Statistics	December 2007	£10.00
Trn/2007/6	Transport across Scotland: some SHS results for parts of Scotland	December 2007	£2.00
Trn/2007/1	Travel by Scottish residents: some National Travel Survey results	January 2007	£2.00
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Trn/2008/1	Scottish Household Survey: Travel Diary results	April 2008	Web only
Trn/2008/2	Key Road Accident Statistics	June 2008	Web only
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Complaints and suggestions

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