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Transport and Travel in Scotland 2019

Results from the Scottish Household Survey

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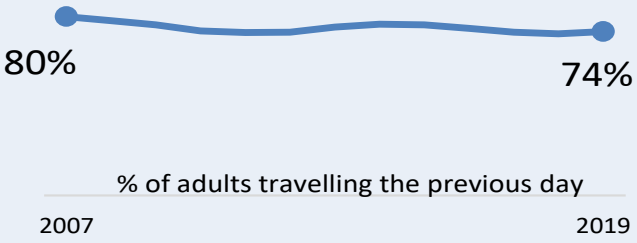
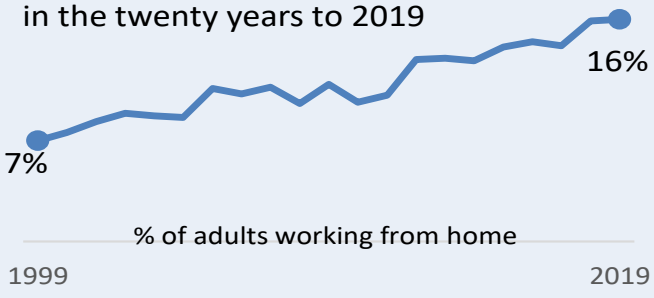
Transport and Travel in Scotland 2019 - Summary

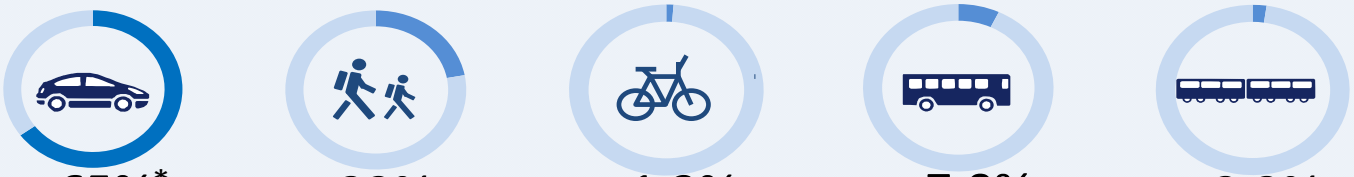
In 2019, **fewer** people reported **travelling on the previous day** than in 2007



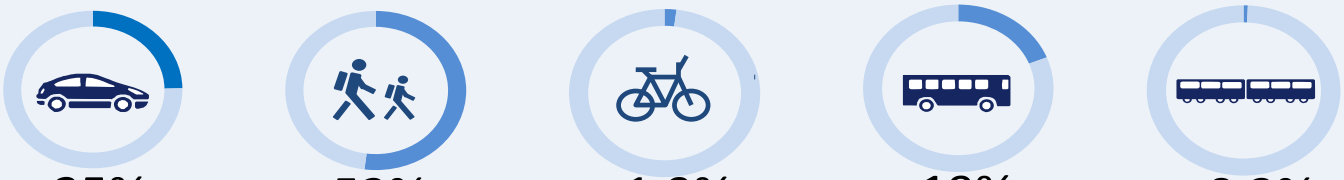
Working from home more than doubled in the twenty years to 2019



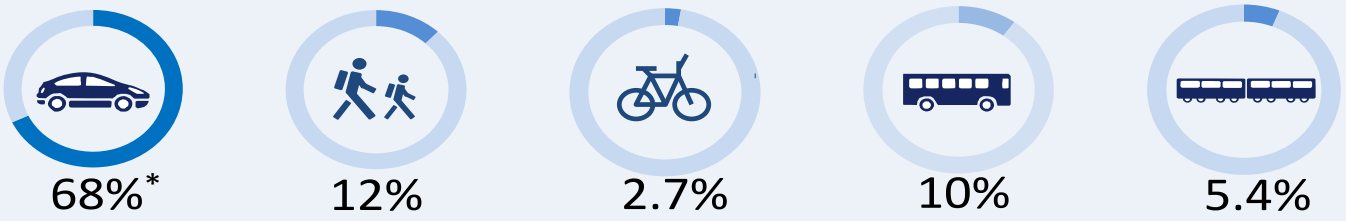
All journeys – mode of transport



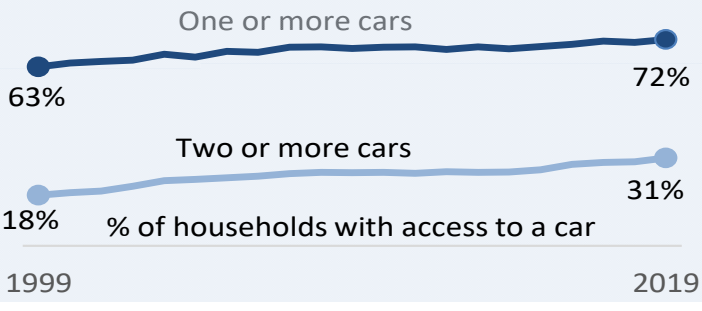
Journeys to school – mode of transport



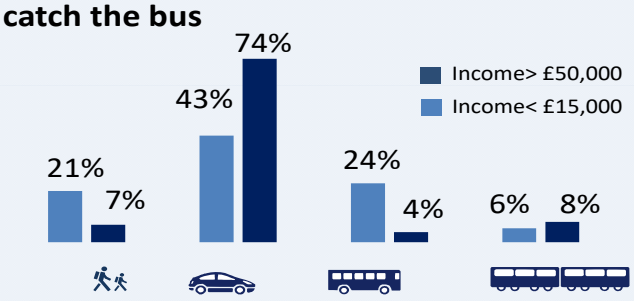
Journeys to work – mode of transport



The number of **households with access to a car** has **increased** over the past 20 years



Wealthier people were **more likely to drive or take the train** to work, **less likely to walk or catch the bus**



*Includes journeys as both driver and passenger

Introduction

This bulletin provides the results of the Transport and Travel related questions asked in the Scottish Household Survey (SHS), including information from both the travel diary and social survey components of the SHS.

This publication is split into 4 broad themes:

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

The Scottish Household Survey

The Scottish Household Survey (SHS) is a continuous survey based on a sample of the general population in private residences in Scotland. The survey has been conducted annually since 1999. In 2019, the SHS had around 9,800 respondents.

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

The more conventional survey content is referred to here as the Social Survey.

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

Interpretation of results

In order to maximise the utility of the data, most tables in Transport and Travel in Scotland (TATIS) provide estimates for single years where possible. Care should be taken when using estimates with lower sample sizes.

A lookup table for confidence intervals is included (Table A), which can be used in conjunction with the estimates and sample size to give an indication of what inferences can reliably be made from the data. In some cases, where the sample size is below 50 respondents, years have been combined or estimates suppressed.

Transport Scotland Statistics

For a more comprehensive statistical picture of transport in Scotland, Scottish Transport Statistics (a compendium publication presenting statistics from a range of sources) is published each February.

For a full list of transport statistics publications see: *https://www.transport.gov.scot/our-approach/statistics/#*

For queries relating to the publication, please contact:

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National Indicator

In 2018 the Scottish Government launched a refreshed National Performance Framework (NPF), which sets out a vision for Scotland. The NPF incorporates 11 National Outcomes that reflect this vision of improved wellbeing and quality of life for the people of Scotland.

FURTHER INFORMATION:

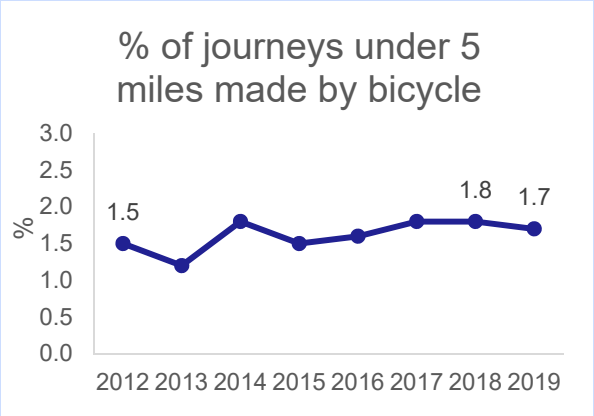
For further information on the **Scottish Government's National Performance Framework,** please visit:

http://nationalperformance.gov.scot/

The refreshed framework includes a National Indicator on 'Journeys by active travel', which monitors the proportion of short journeys that are made by the two main active travel modes: walking and cycling.

National Indicator
In 2019, 1.7% of journeys under 5 miles were made by bike (very similar to 1.8% in 2018) and 47.6% of journeys under 2 miles were made on foot (a 4.6% rise from 2018).

Although the proportion of cycling journeys showed little change, the rise in the proportion of walking journeys means that the National Indicator status is determined as **Performance Improving**.



More information on the indicator, including further details on how performance is assessed can be found on the National Performance Framework website.

Personal Travel

Who travels?

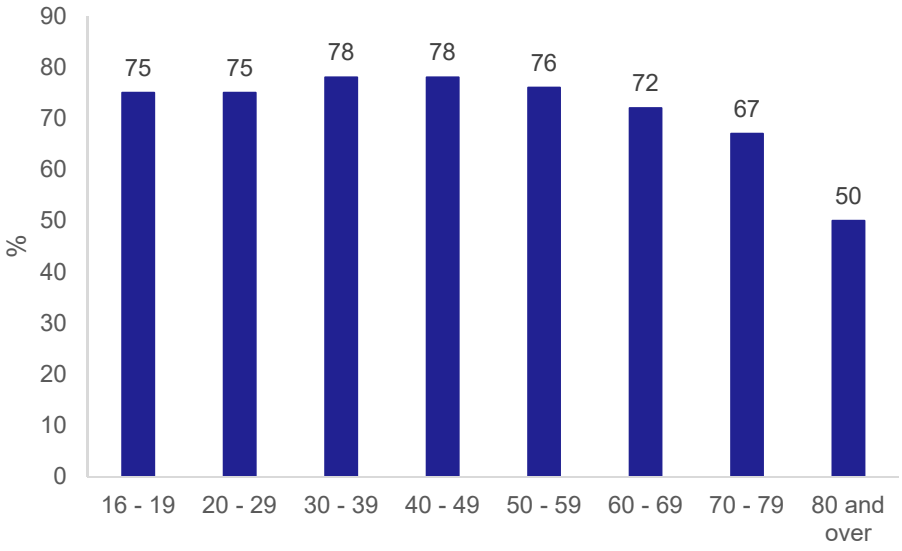
The proportion of adults who travelled the previous day has fluctuated over time.

In 2019, around three quarters (74%) of adults travelled the previous day. This is little changed from 73% in 2018 and has decreased from 77% in 2009. *[Table TD1]*

As in previous years, older people were less likely to have travelled the previous day than younger age groups. *[Table TD1 and Figure 1]*

Men were more slightly more likely to have travelled than women (74% vs 73%). The gap was greater in previous years. *[Table TD1]*

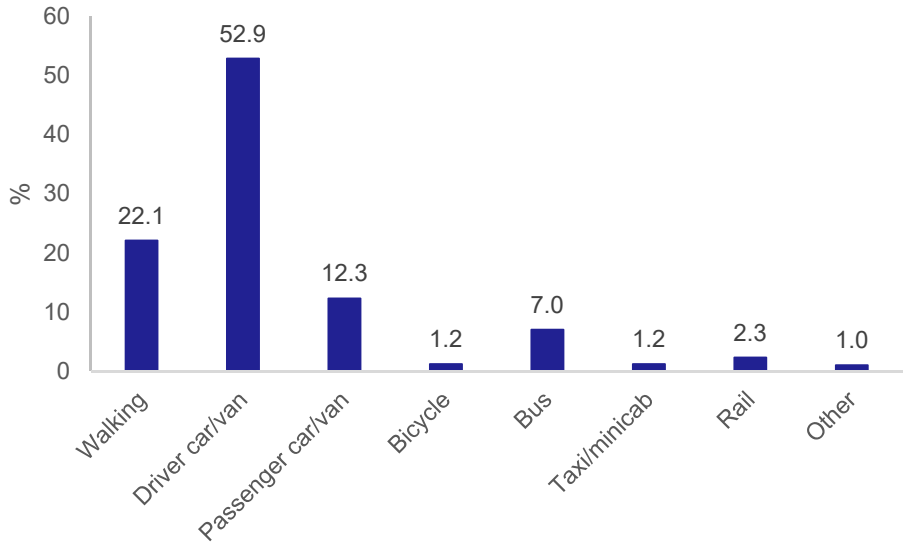
Figure 1: Percentage of adults travelling the previous day by age, 2019



How do people travel?

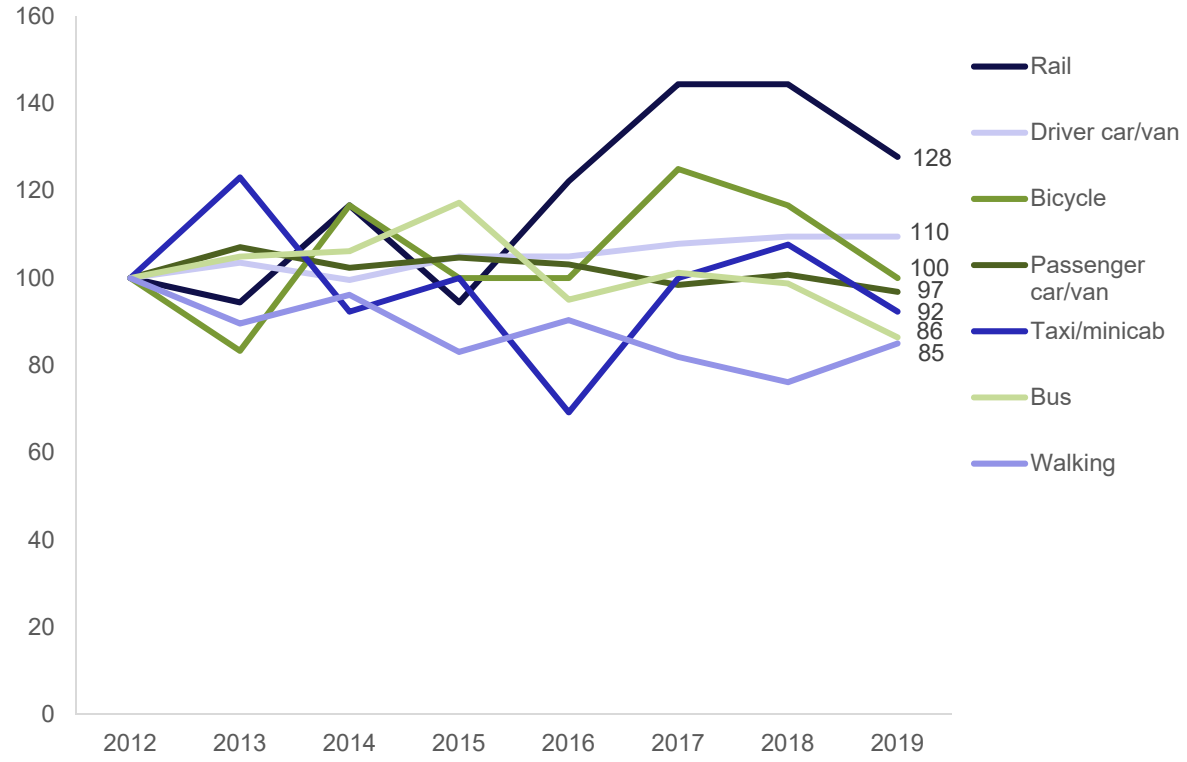
Over half of journeys are made by driving a car or van (53%, up from 48% in 2012). Walking is the next most popular mode of transport (22% of journeys, down from 26% in 2012), followed by passenger of car or van (12%) and bus (7%). *[Table TD2, Table SUM1, and Figure 2]*

Figure 2: Modal share of all journeys, 2019



Although rail travel makes up only a small proportion of total journeys, the percentage of journeys that are made by rail has increased since 2012. Walking and bus journeys have decreased over the same time period. *[Table SUM1 and Figure 3].*

Figure 3: Indexed modal share of journeys, 2012-2019 (2012=100)



Multi-stage journeys

Individual journeys can be broken down into different stages, where, for example, the traveller switches to a different mode of transport.

Under three per cent of journeys reported in the Travel Diary in 2017 were multi-stage. *[Table TD2c]*

Multi-stage journeys were most common where the journey involved ferry or air travel. *[Table TD2c]*

Why do people travel?

Most journeys were for the purpose of shopping (24%), commuting (23%), or visiting friends or relatives (10%). *[Table TD3]*.

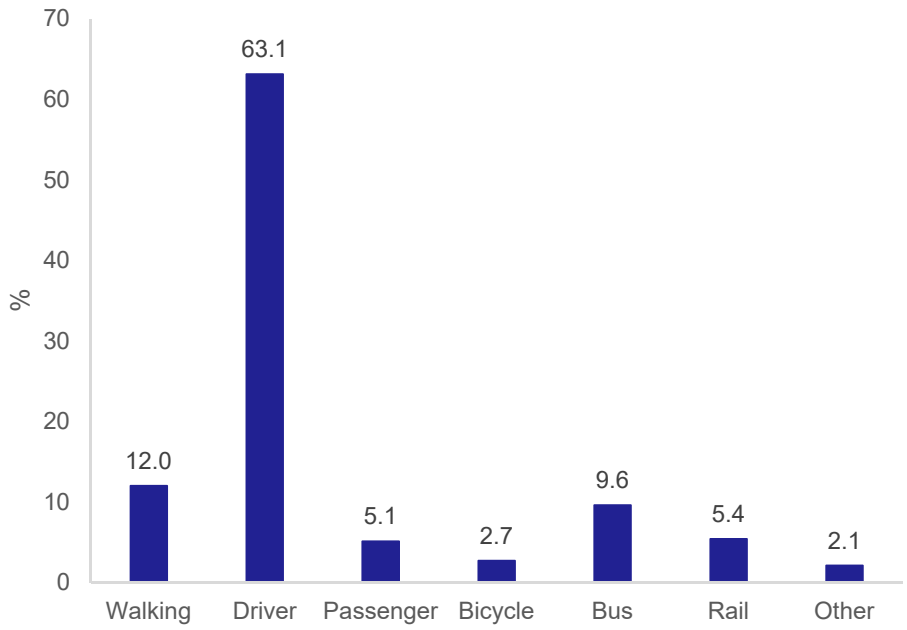
There has been little change in the proportion of journeys made for each purpose since 2012.

Travel to Work

How do people travel to work?

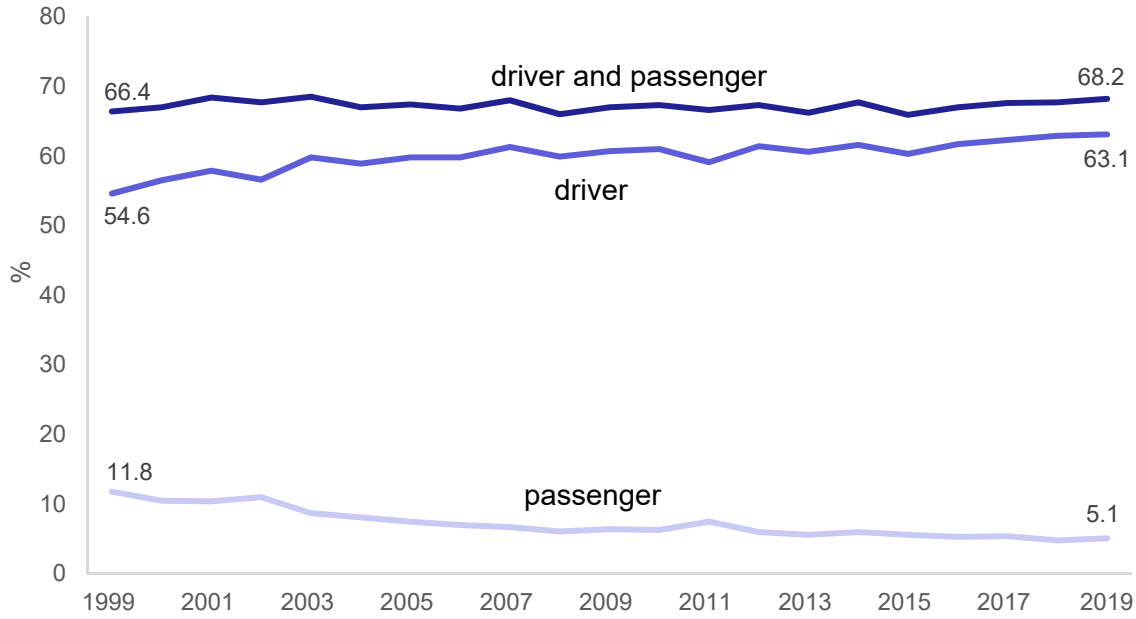
Sixty-eight per cent of people usually travelled to work by car or van, either as a driver (63%) or passenger (5%). Twelve per cent of people usually walked to work. Ten per cent of people usually took the bus and five per cent travelled by rail. Three per cent of people usually cycled to work in 2019. *[Table SUM1 and Figure 4]*

Figure 4: Method of travel to work, 2018



Although the combined car/van driver and car/van passenger percentage has changed relatively little since 1999, within this the percentage of drivers has increased from 55% to 63%, and passengers has decreased from 12% to 5%. Rail travel has increased from 3% to 5% over this period. *[Table SUM1 and Figure 5]*

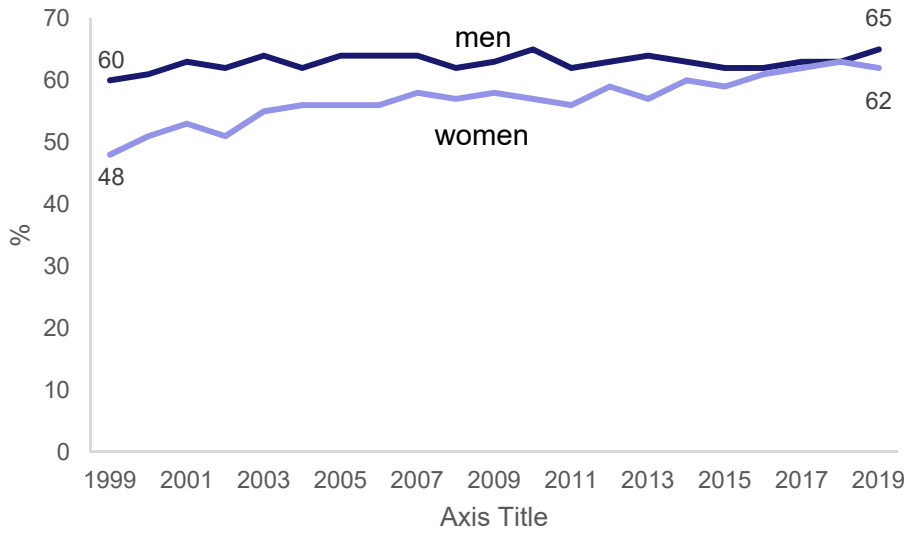
Figure 5: Percentage usually travelling to work as a driver or passenger of a car or van, 1999-2019



Who travels to work by which mode?

In 1999 a greater proportion of men than women drove to work (60% compared to 48%). Since then numbers have become more equal (65% and 62% in 2019). *[Table 7 and Figure 6]*

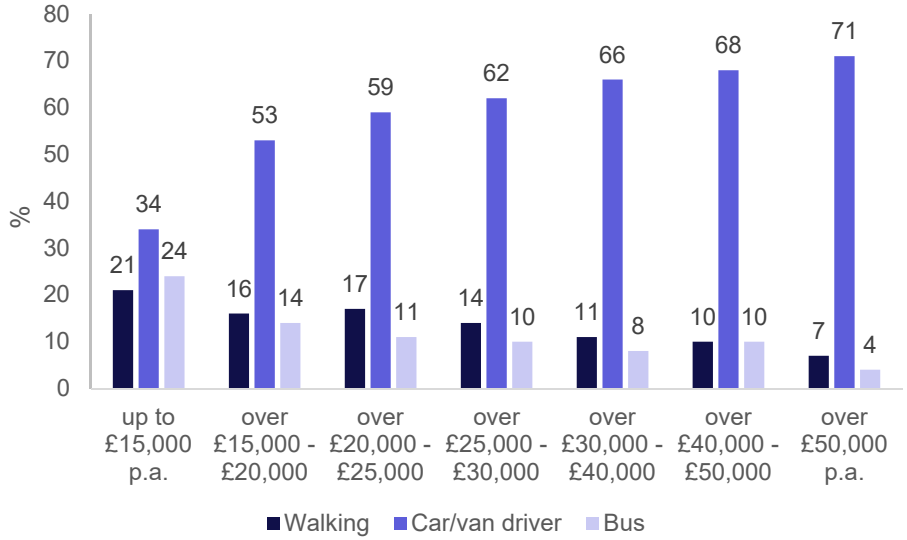
Figure 6: Percentage of men and women driving to work, 1999-2019



Women were more likely than men to walk to work. Men were more likely to cycle to work. *[Table 7]*

People from lower income households were more likely to walk or take the bus to work than those from higher income households. Driving was more common for people in higher income households. *[Table 7 and Figure 7]*

Figure 7: Percentage of people taking the three most common methods of travel to work by household income, 2019

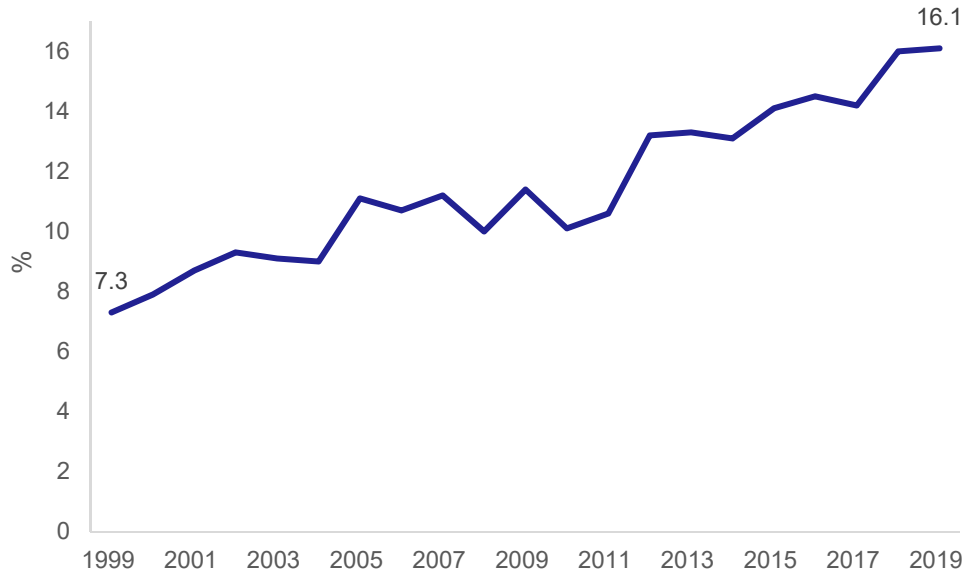


People in rural areas were also more likely to drive than those in urban areas. Younger adults (aged under 30) were more likely to take the bus than older age groups. *[Table 7]*

White Scottish and White other British people were more likely to drive than other ethnic groups and less likely to take the bus. *[Table 7]*

There has been an upward trend in the percentage of employed or self-employed adults working from home, rising from 7% in 1999 to 16% in 2019. *[Sum 1 and Figure 8]*

Figure 8: Percentage of employed or self-employed adults who are working from home, 1999-2019



Why do people choose these modes?

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

The main reasons given by respondents for changing their usual mode of travel to work in 2018 were changing job (38%) and moving house (21%). *[Table 10a]*

Travel to School

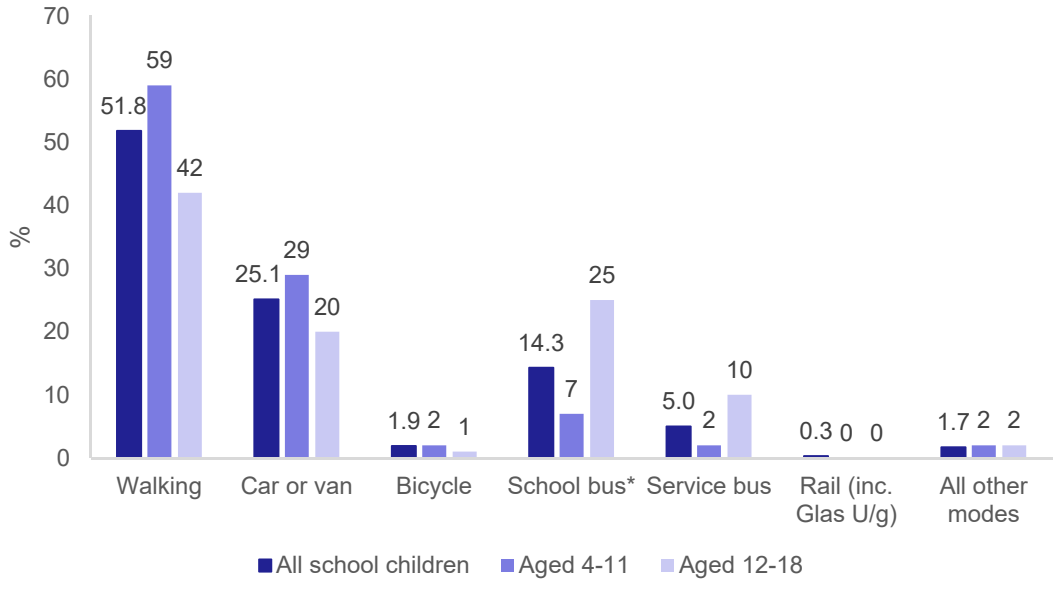
How do children travel?

Children cycling

Around half of children (52%) walked to school, nineteen per cent travelled by bus and around a quarter (25%) travelled by car. *[Table SUM1]*

There was variation in mode of travel by age. In the 4 to 11 age group, 59 per cent reported walking to school, compared to 42 per cent in the 12 to 18 age group. The older age group were more likely to catch a bus than younger children (34% compared to 9%). *[Table 15 and Figure 9]*

Figure 9: Method of travel to school, 2019



Since 1999, bus usage has shown a decline (from 25% to 19%). Car usage has risen from 18 to 25% in this period. *[Sum 1]*

The Sustrans Hands Up Scotland publication also covers travel to school. Due to the use of different categories, it is not possible to make a direct comparison with the Scottish Household Survey.

Why do parents choose these modes?

Of those walking, eighty nine per cent did so because the school is close by. Of those travelling by car, most parents used this because it was the most convenient mode (36%). Parents also chose to use the car to take their children to school because it was the quickest method (20%) the safest method (18%) or, too far to walk (16%). *[Table 16]*

'Most convenient' was the most popular reason for children traveling by school bus (37%) and service bus (39%). The second most popular reason for those who travel by school bus (21%) or service bus (27%) was that it was too far to walk. *[Table 16]*

When do people travel?

Slightly more journeys were reported on weekdays than at weekends. Sixteen per cent of journeys were on Fridays, the most popular day to travel, whereas only 12% were on Sundays. *[Table TD8]*

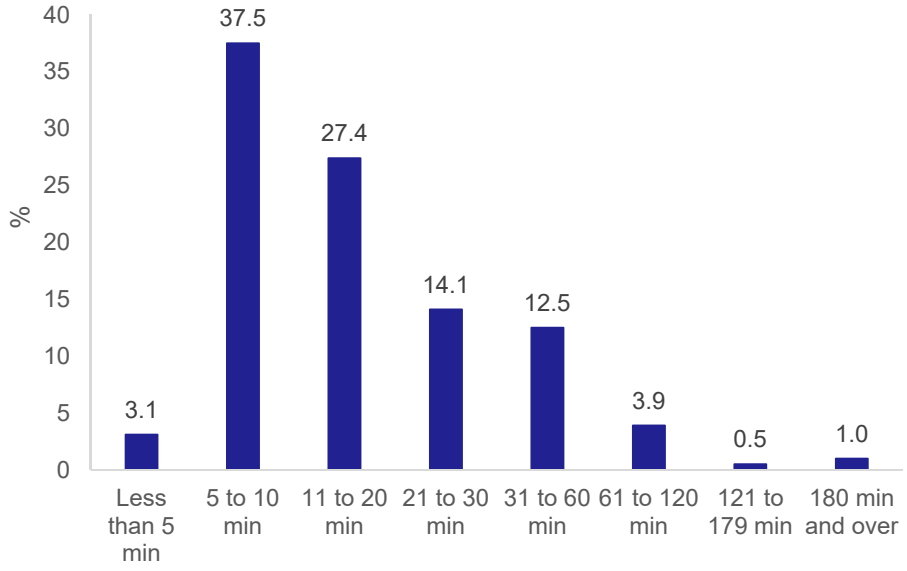
Peak travel on a weekday was between 7 am and 9:30 am (20% of weekday journeys started between these times). The busiest time for travel on the weekend is between 12 noon and 2pm, with just under a quarter (24%) of weekend journeys taking place between these times. *[Table TD 7]*

There has been little change in these travel patterns reported in the survey over recent years.

Duration

The majority of journeys reported in 2019 were of short duration. Sixty eight per cent of journeys lasted up to 20 minutes. Only eighteen per cent of journeys lasted more than half an hour, of which around five per cent lasted more than an hour. *[Table TD6 and Figure 10]*

Figure 10: Percentage of journeys made by duration of journey, 2019



Perceptions of Congestion

Twelve per cent of car driver journey stages[1] were perceived to be delayed due to congestion in 2019. This is very close to the average figure since 2003, and compares with thirteen percent in 2018. *[Table TD10 and Sum1]*

Thirteen per cent of bus stages were delayed due to congestion, compared to eleven per cent in 2018 and ten per cent in 2009. *[Table TD11]*

The main reason suggested for car or van stage delays was 'volume of traffic' (79%). *[Table TD10a]*

Over the combined three year period from 2017 to 2019, the travel diary's reported congestion figures were highest for commuting (22%) and business travel (17%) stages. Weekday journey stages were more frequently affected by congestion than weekend stages. As might be expected, the morning and evening peak periods on weekdays saw the highest proportion of driver journey stages delayed by congestion. *[Table TD12]*

Questions in the social survey, which focused only on commuting congestion, found that over the combined five year period from 2014-18, 34% of all journeys to work were perceived to be affected by congestion at least once a week. This figure was higher for both car/van drivers (44%) and bus passengers (45%). *[Table 8]*

Where do people travel?

When looking at travel between areas of Scotland, fourteen council groupings are used. Some councils are merged to preserve sufficiently large sample sizes.

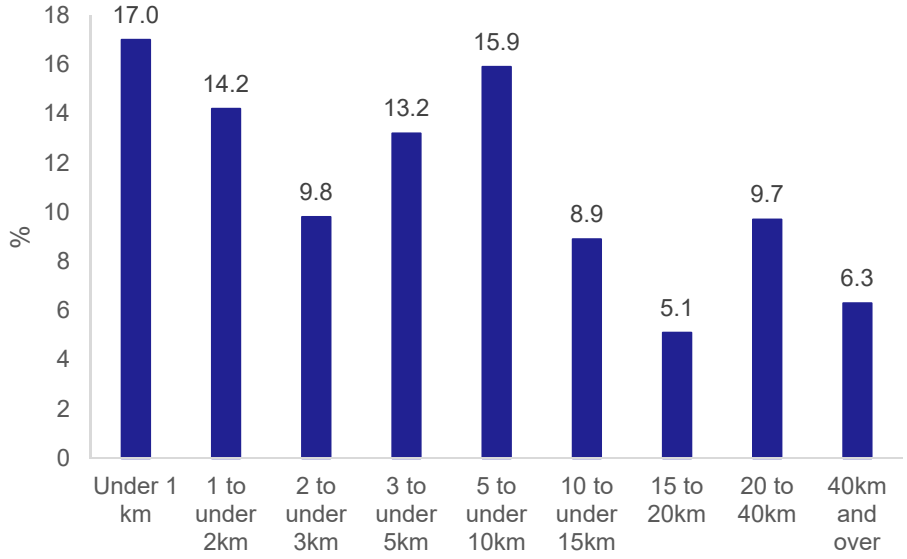
[1] A journey can consist of one or more stages. A new stage is defined when there is a change in the form of transport or when there is a change of vehicle requiring a separate ticket.

In the combined period from 2015 to 2019, most journeys in Scotland started and finished in the same local authority grouping. The proportion was highest in the Highlands and Islands and the Grampian group (Aberdeen City, Aberdeenshire and Moray), where this was the case for 97% of all journeys. The proportion of journeys starting and finishing in the same area was lowest in South Lanarkshire (71%) and Glasgow (72%). *[Table TD13 and TD14]*

How far do people travel?

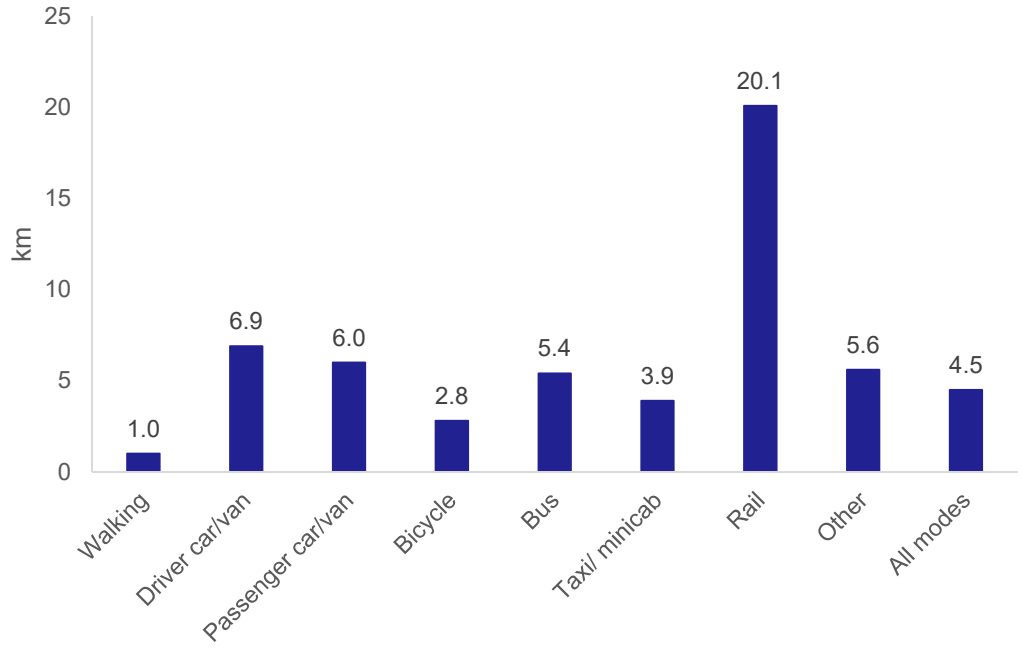
The majority of journeys recorded in 2019 were short. Seventeen per cent of journeys were under 1 km, and more than half (54%) were under 5 km. These numbers are broadly similar to recent years. *[Table TD4 and Figure 11]* The median journey length was 4.3 km and the mean journey length was 11.7 km. *[Table TD5]*

Figure 11: Percentage of journeys by road network distance, 2019



Walking journeys had the shortest average (median) length (1.0 km), with cycling next lowest at 2.7 km. The median car/van driver journey was 6.8 km, bus journeys averaged 6.2 km and rail journeys had the longest median length at 20.8 km. *[Table TD 5a and Figure 12]*

Figure 12: Average (median) distance by method of transport, 2019



The median length of journey for men (4.7 km) compares to 4.0km for women. The longest journeys of men (upper decile, 33.4 km) were further than those of women (24.5 km). *[Table TD5a]*

Sixty eight per cent of journeys under 1 km were made on foot; car journeys (whether as a driver or passenger) accounted for most of the remainder (24%). Car was the most common mode of travel for all distance groupings greater than 2 km. *[Table TD2a]*

Influence of ordering services on travel

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

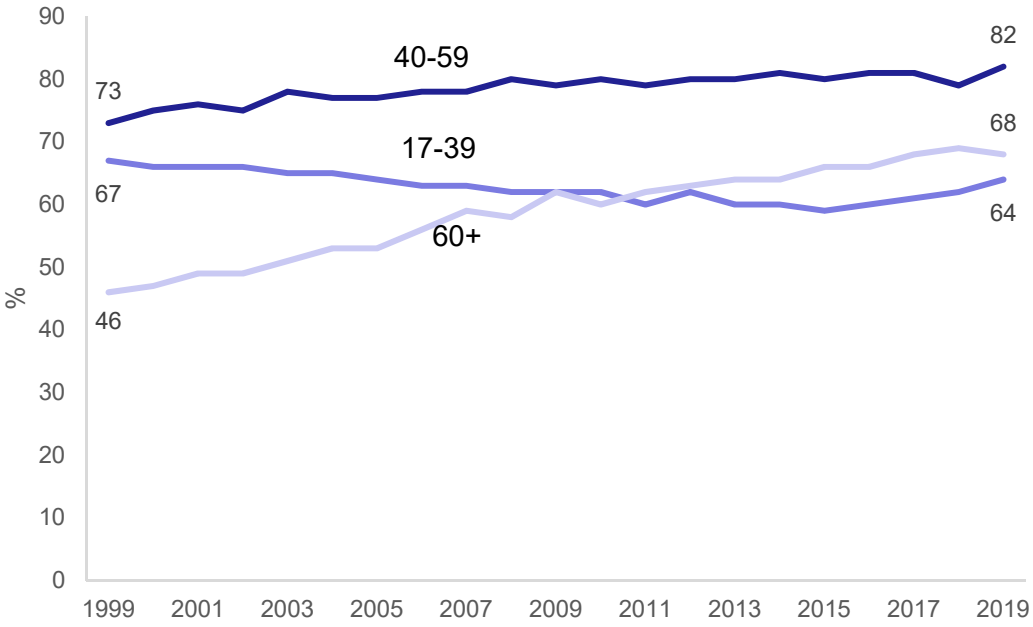
The most popular ordering service was internet shopping, which was used the previous day by 7% of the population, followed by takeaway food delivery (3%). Thirty to thirty to forty nine years olds were the most frequent users of internet shopping (9%). Takeaway food delivery was most popular with twenty to twenty nine year olds (5%). People aged over 70 used ordering services least. *[Table TD17]*

Motor vehicles, traffic and driving

Driving licences

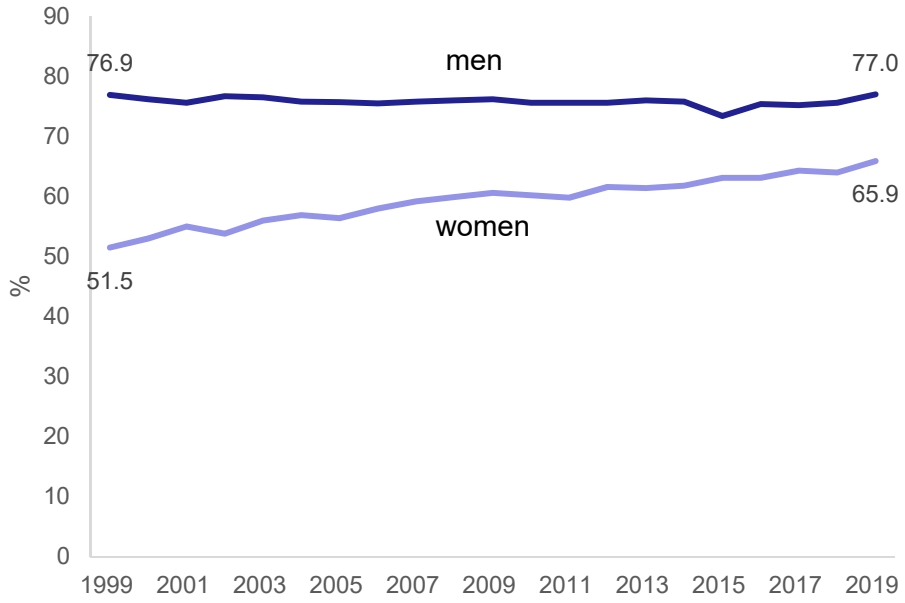
Seventy one per cent of survey respondents aged 17+ had a driving licence in 2019, the highest figure since the survey began and an increase from 63% in 1999 and 68% in 2009. The percentage has increased substantially for people aged over 60 in this period. *[Table SUM1, Table 1, and Figure 13]*

Figure 13: Percentage of adults aged 17+ holding driving licences by age band, 1999-2019



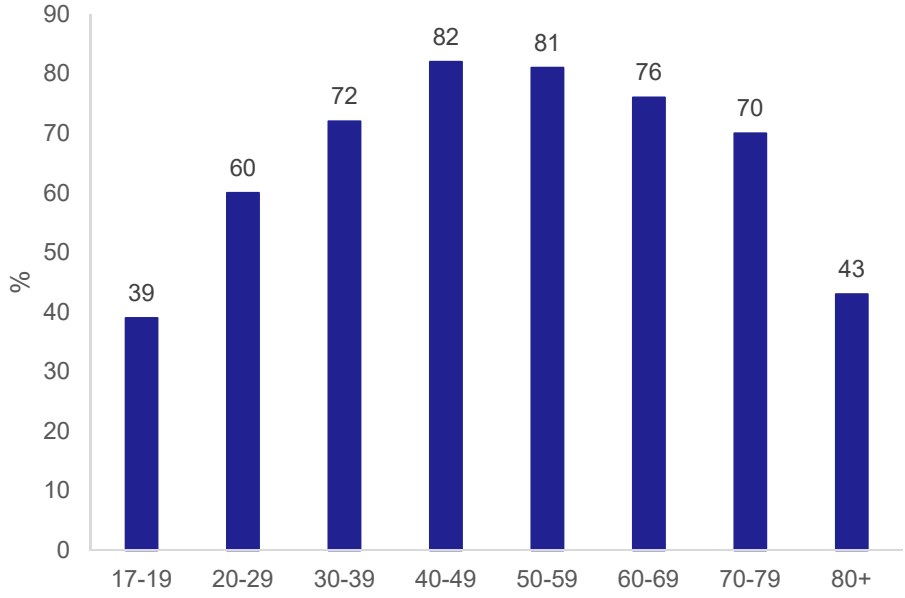
Men were more likely to hold a driving licence than women, with seventy-seven of men aged 17+ having one, compared to 66 per cent of women. Since 1999, when 77% of men and 51% of women held licences, the percentage of men with licences has remained fairly stable and percentage of women has increased. *[Table 1 and Figure 14]*

Figure 14: Percentage of men and women over the age of 17 with driving licences, 1999-2019



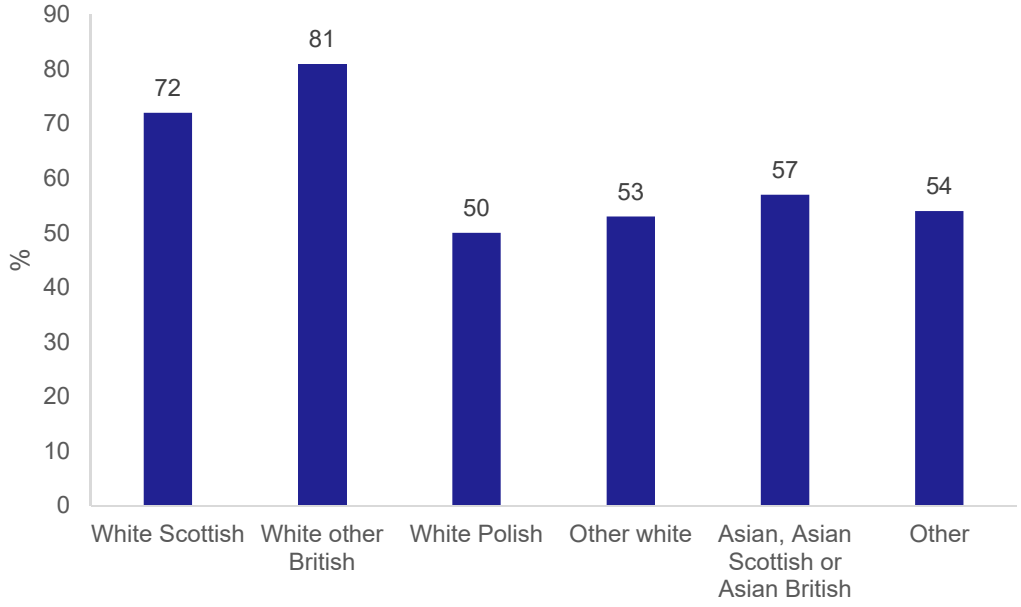
Driving licence possession was lowest amongst the youngest and oldest age groups (17-19: 39% and 80+: 43%) and highest amongst those aged 40-49 and 50-59 (82% and 81% respectively). *[Table 1 and Figure 15]*

Figure 15: Percentage of people aged over 17 who hold a driving licence by age, 2019



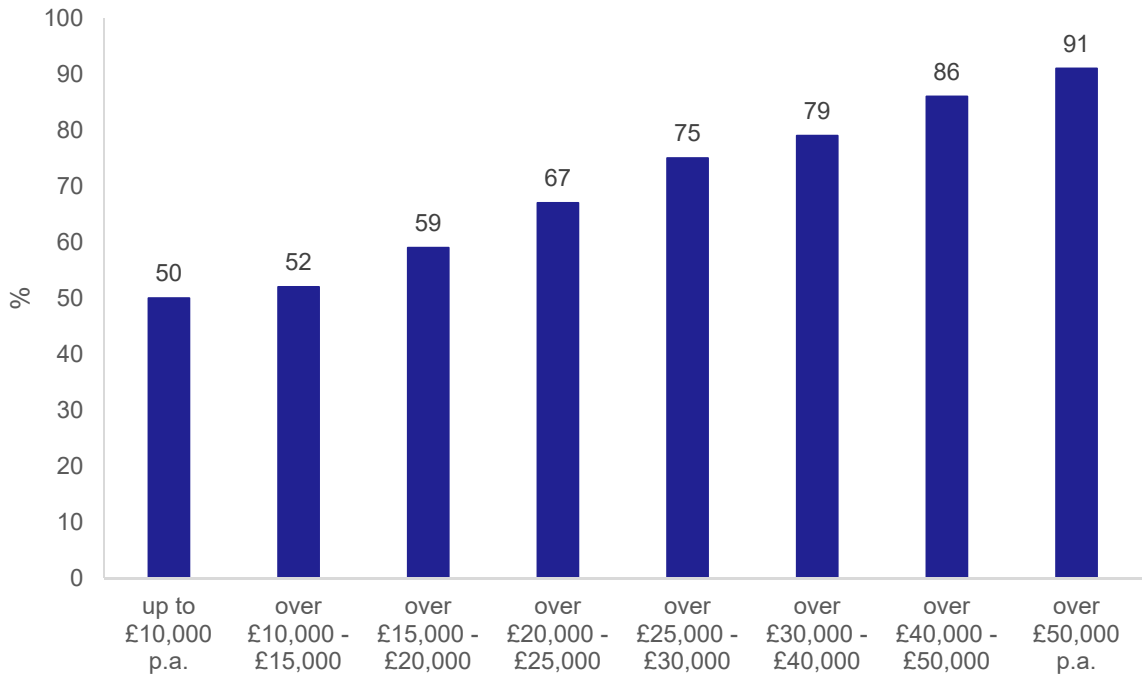
White other British (81%) and White Scottish (72%) people were more likely to hold a driving licence than other ethnic groups. *[Table 19 and Figure 16]*

Figure 16: Percentage of people aged over 17 who hold a driving licence by ethnic group, 2019



Driving licence possession increased with net annual household income (50% for adults in households with less than £10,000 of income compared to 91% in households with an income over £50,000). *[Table 19 and Figure 17]*

Figure 17: Percentage of people aged 17+ holding a driving licence by income, 2019

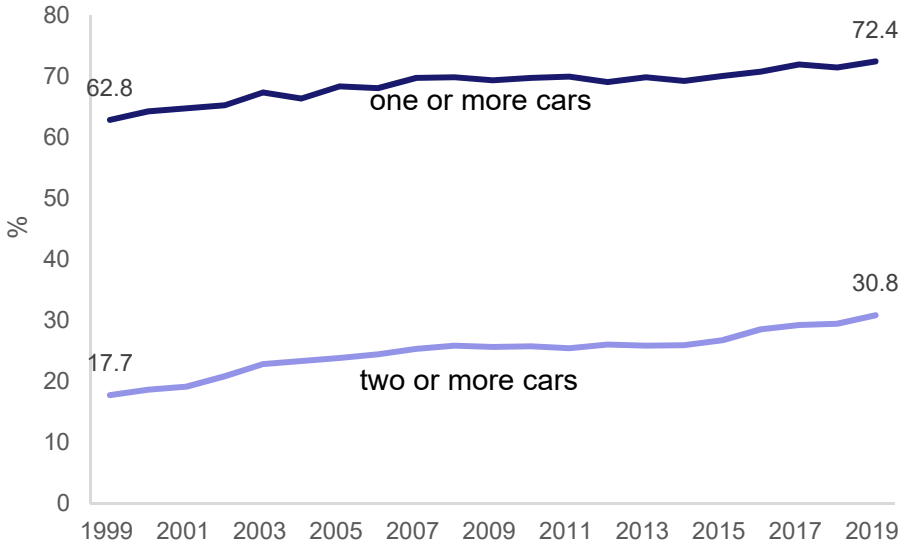


People were more likely to have driving licences in rural areas (63% of adults in large urban areas had a driving licence, compared to 86% of those in accessible rural areas). *[Table 19]*

Car and van access

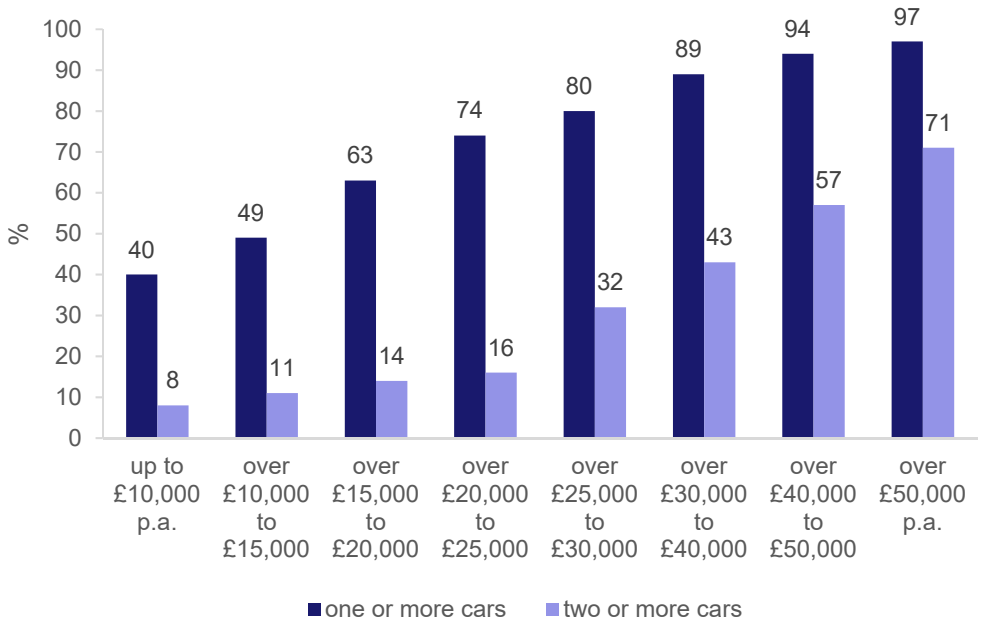
Seventy two per cent of households had access to one or more cars or vans for private use in 2018. There has been an upward trend since 1999, when the figure was 63%. Thirty-one per cent of households had access to two or more cars (or vans), up from 18% in 1999. *[Table 18, Table SUM1 and Figure 18]*

Figure 18: Percentage of households with access to a car, 1999-2019



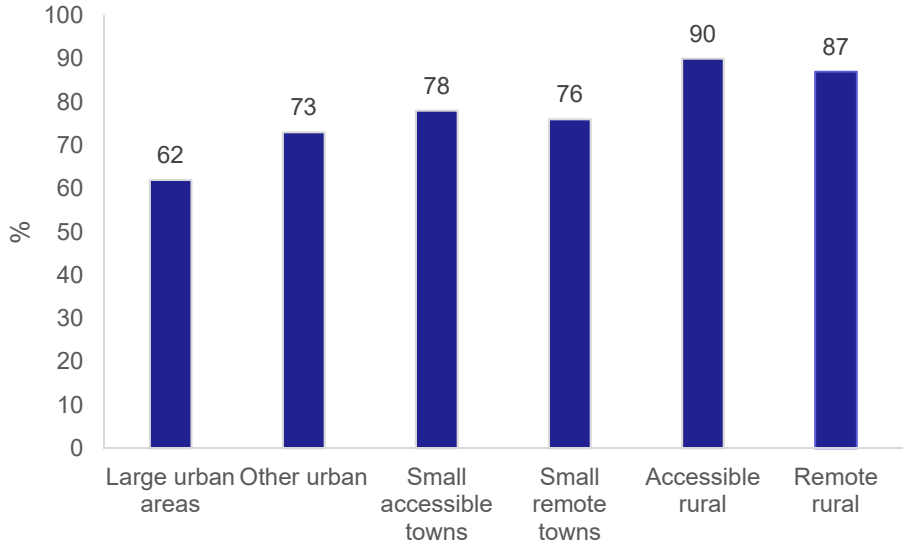
Car access increases with household income, as does the number of cars available per household: forty per cent of households with an annual income up to £10,000 had access to one or more cars, compared to ninety seven per cent of households with an annual income of more than £50,000. The figures for owning two or more cars are eight per cent and seventy one per cent for the lowest and highest income categories. *[Table 18 and Figure 19]*

Figure 19: Household access to one or more cars by income, 2019



Households in rural areas were more likely to have access to a car than those in urban areas. *[Table 18 and Figure 20]*

Figure 20: Household access to one or more cars by urban-rural classification, 2019



Frequency of driving

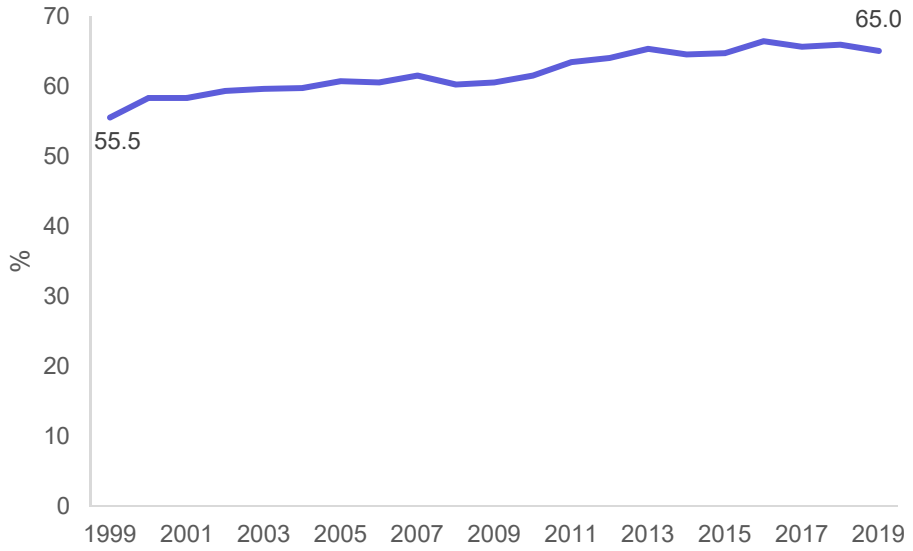
Sixty four per cent of those aged 17+ drove at least once a week in 2018, with 43 per cent driving every day. *[Tables 20 & SUM1]*

Frequency of driving was higher in rural areas than in urban areas, and increased with income. *[Table 20]*

Car occupancy

In 2019, the proportion of single occupancy stages was just under two thirds (65%) of all car stages. This contrasts with 56 per cent in 1999. The percentage increased to sixty five per cent in 2013, but since then it is little changed. *[Table TD9 and Figure 21]*

Figure 21: Percentage of cars stages with a single occupant, 1999-2019

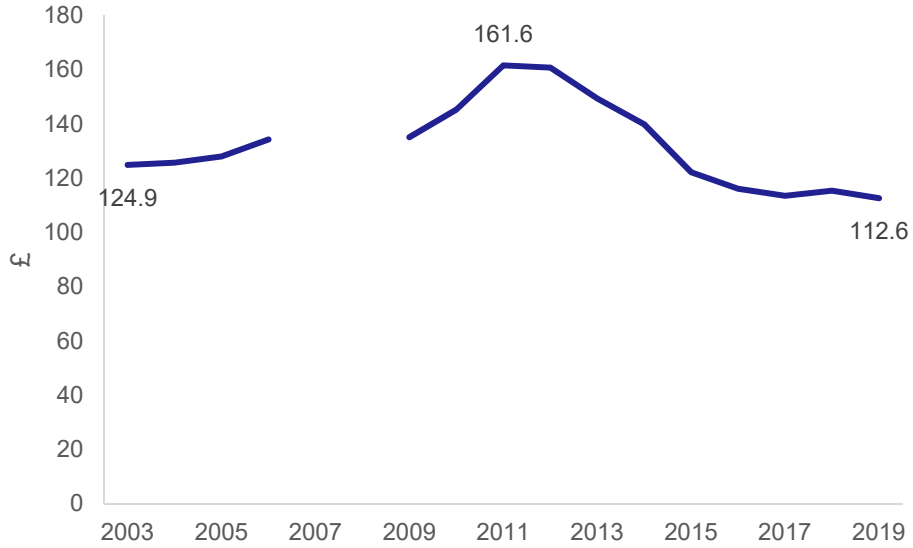


The average occupancy was 1.5 people per car in 2018. *[Table TD9]*

Fuel spend

The average (mean) amount which households had spent on fuel in the last month was £113 in 2019. When adjusted for general inflation using the Retail Prices Index (RPI), this compares to £115 in 2018, but a fall from a peak of £162 in 2011. In 2003 the inflation adjusted price was £125. *[Table 2 and Figure 22]*

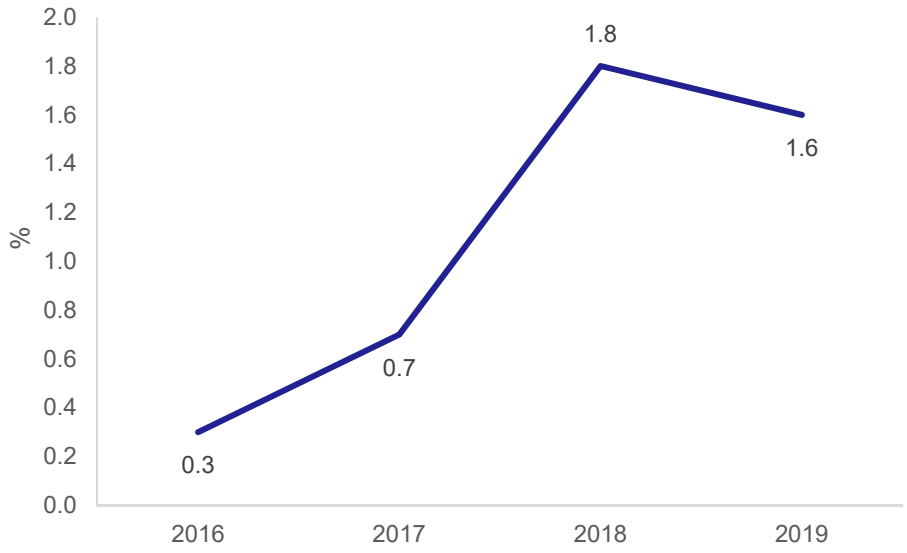
Figure 22: Expenditure on fuel in the past month (2019 prices), 2003-2006, 2009-2019



Electric vehicles

The proportion of people saying they owned an electric car or van was similar in 2018 and 2019 (1.8% and 1.6% respectively). The figure has increased since 0.3% in 2016, when the question was first asked. *[Table 49 and Figure 23]*

Figure 23: Percentage of adults with a driving licence who own an electric car, 2016 to 2019



Fifty per cent are either thinking of buying an electric car soon, or would consider doing so in the future. This has risen from thirty seven per cent in 2016 and forty seven percent in 2019. [*Table 49]*

Of the people who had bought or would consider buying a plug-in electric car or vehicle, the main reasons were their environmentally friendliness (70%) and their fuel or running costs (51%) *[Table 50].*

For those who said they would not consider buying an electric vehicle, the distance that could be travelled on a single charge (46%) and the availability or convenience of charging points (40%) were the main deterrents. *[Table 51]*

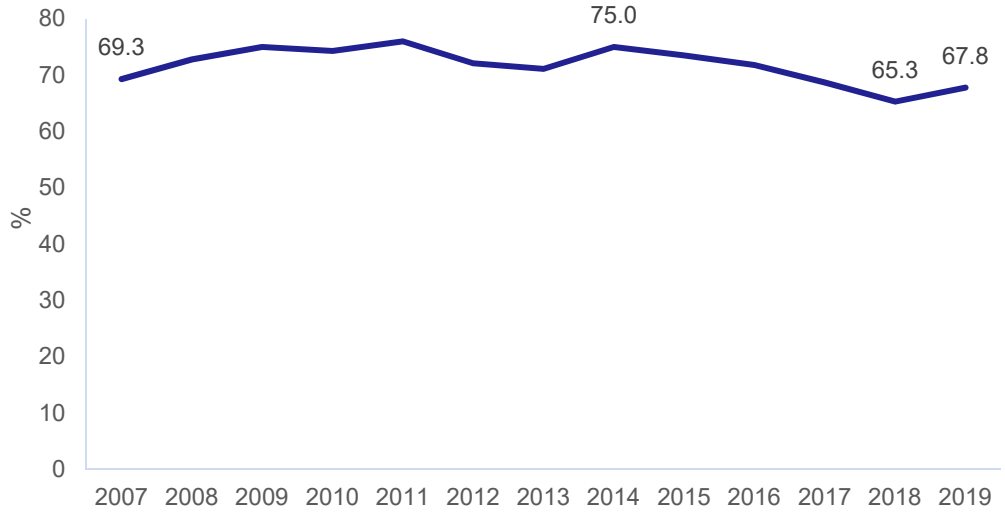
More detailed statistics on vehicles licensed, the road network, road traffic and reported road vehicles in Scotland can be found in the Road Transport Vehicles Chapter of Scottish Transport Statistics.

Public transport and aviation

Satisfaction with public transport

Sixty eight per cent of people were very or fairly satisfied with public transport in 2019, an increase from 2018. Satisfaction had fallen in the previous four years, from seventy five per cent in 2014. *[Table 4 and Figure 24]*

Figure 24: Percentage of adults 'very satisfied' or 'fairly satisfied' with public transport, 2007-2019

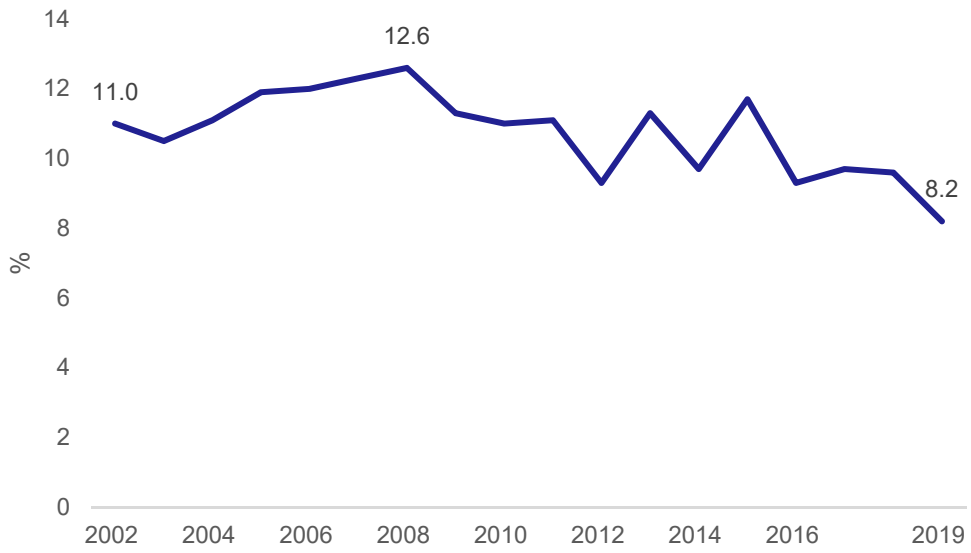


Local bus services

In 2019, 39 per cent of survey respondents had used the bus in the past month. Eight per cent used the bus ever day or almost every day. These are the lowest figure since comparable records began in 2002. *[Table SUM1, Table 2 and Figure 25]*

Figure 25: Percentage of adults who had used the bus in the past month, 2002-2019

Bus

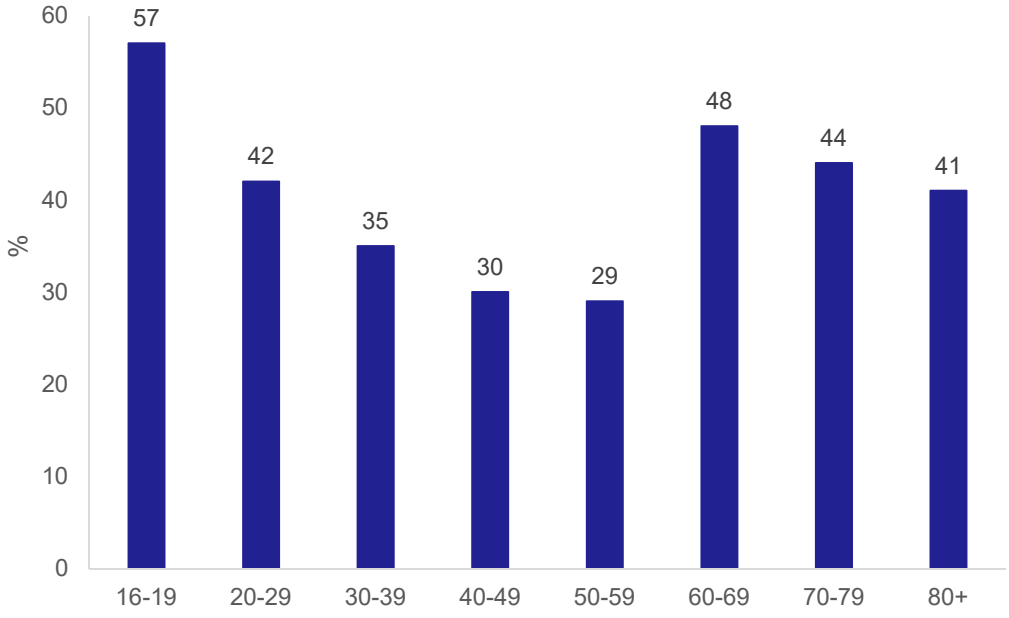


Other sources suggest more clearly that bus use has been declining. Provisional estimates from DfT's survey of bus operators indicate that there were 366 million bus journeys made in Scotland in 2019, a decrease compared with 380 million in 2018 and 471 million in 2002. *[Table Sum 2]*

Women tended to use buses more frequently than men (26% of women used the bus at least once a week compared to 23% of men). *[Table 28]*

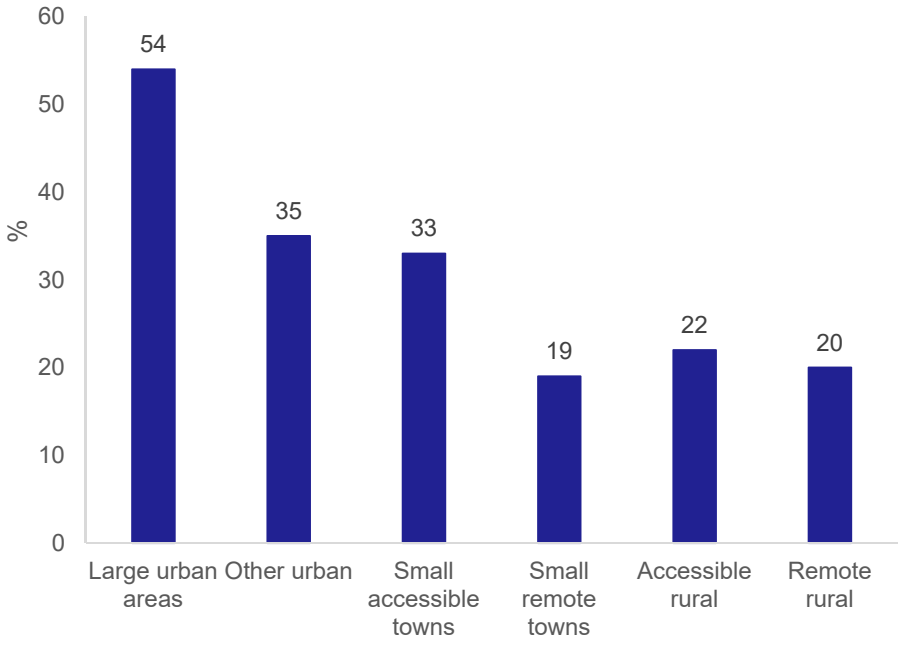
Frequency of bus use differed across age groups and was highest amongst younger people (61% of 16-19 year olds had used the bus in the last month). It was lowest for people aged 50 to 59 (29%), but higher at older ages, with fifty-nine per cent of those aged 80 to 89 having taken the bus. *[Table 28 and Figure 26]*

Figure 26: Percentage of adults using the bus at least once a month, by age, 2019



Frequency of bus use was also higher in urban areas (54% of people in large urban areas used the bus at least once a month compared to 19% in small remote towns and 20% in remote rural areas). *[Table 28 and Figure 27]*

Figure 27: Percentage of adults using the bus at least once a month, by urban rural category, 2019



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

Bus Access

The Scottish Accessibility to Bus Indicator has not been updated since the last publication. See Transport and Travel in Scotland 2018 for the most recent version.

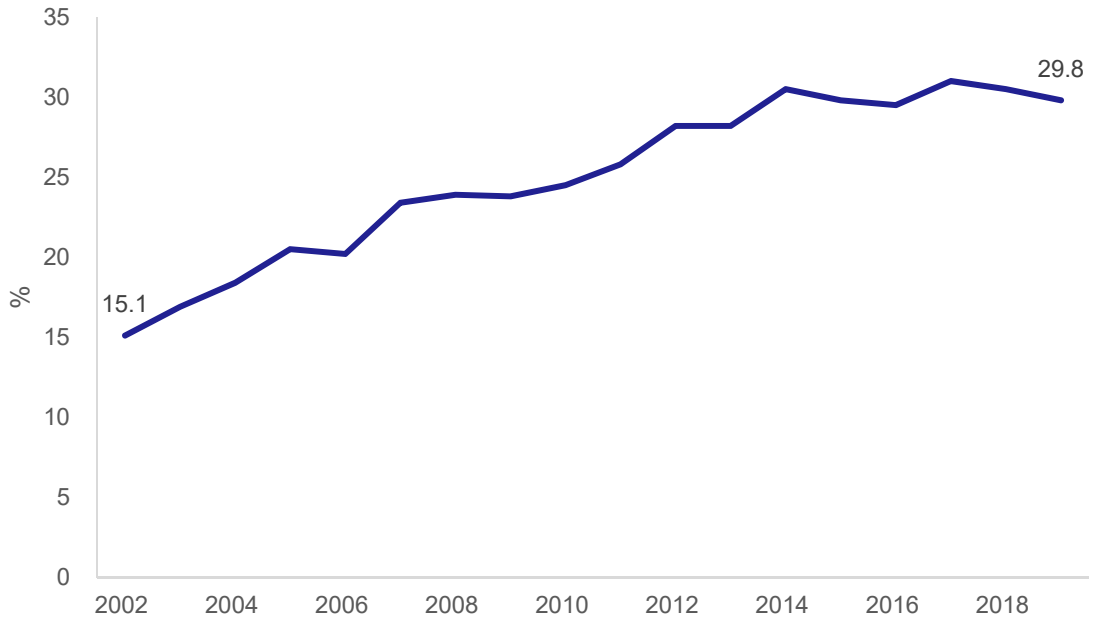
Rail travel

Thirty per cent of the population used the train in the last month. There was an upward trend from 2002 to 2014, when the figure rose from fifteen percent to thirty per cent since which it has remained fairly constant. *[Table 28, Table SUM1, and Figure 28]*

Passenger figures from ScotRail also show a similar trend. There were 96.4 million passengers carried by ScotRail in 2019, compared with 97.8 million in 2018 and 57.4 million in 2002. *[Table SUM2]*

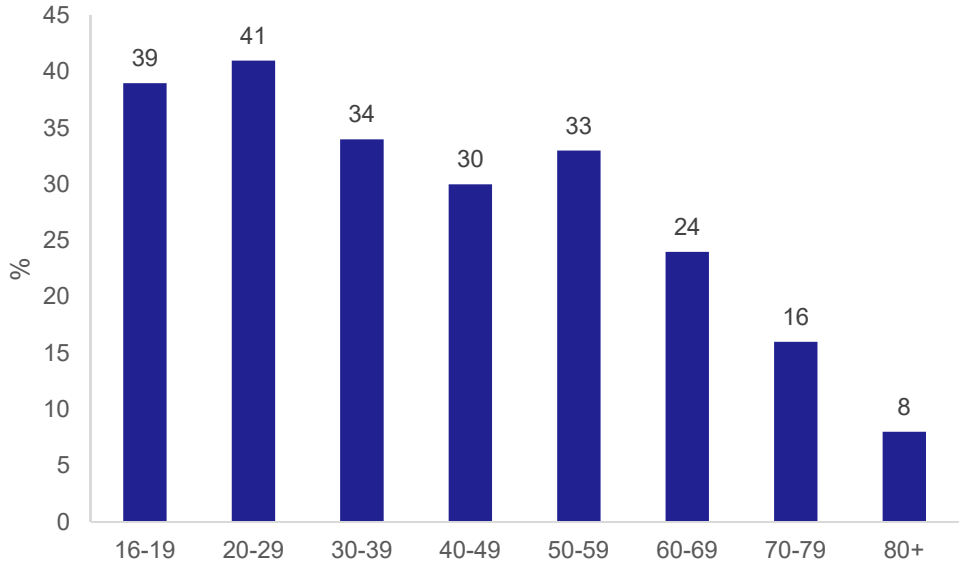
Train

Figure 28: Percentage of adults using the train at least once in the past month, 2002-2019



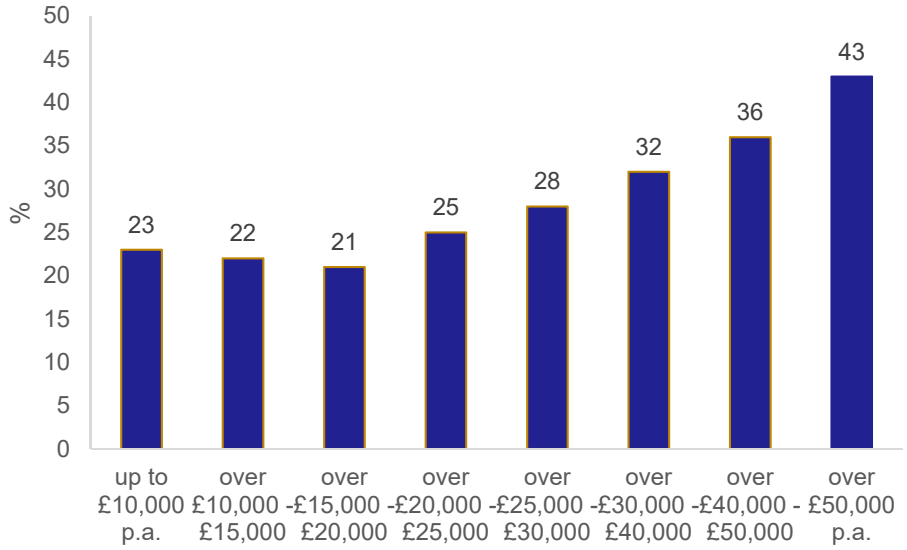
The proportion of people who reported that they had used the train in the last month generally tended to decrease with age (41% of those aged 20-29 had used the train in the last month, compared to 8% of those aged 80+). *[Table 28 and Figure 29]*

Figure 29: Percentage of adults using the train at least once in the past month by age, 2019



Train use was higher in higher income households. Forty three per cent of those interviewed with a household income of over £50,000 had used the train in the last month, compared to between 21 and 23 per cent for the categories up to £20,000). *[Table 28 and Figure 30]*

Figure 30: Percentage of adults using the train at least once in the past month by income, 2019



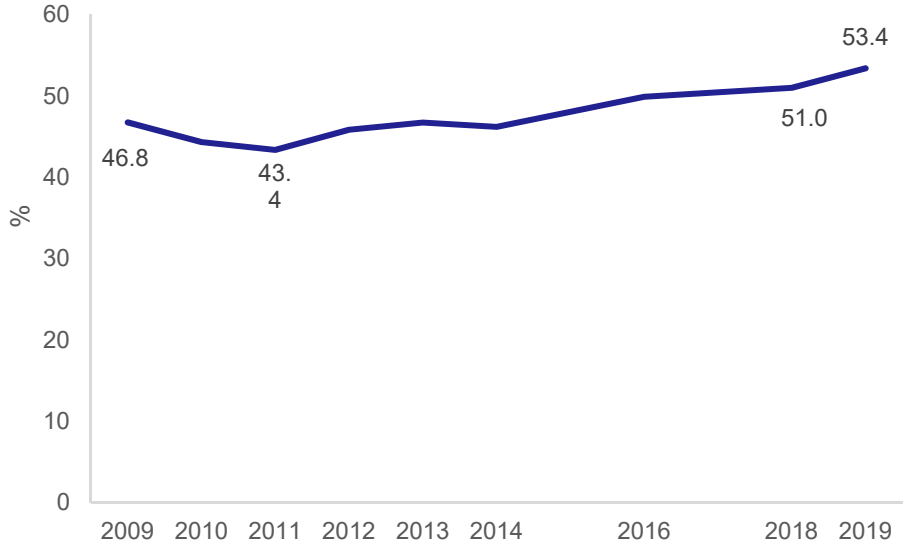
Of those who had used the train in the last month, the most frequent journey purpose was shopping (31%), followed by visiting friends or relatives (28%) and other recreational activities (27%). *[Table 44]*

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

Aviation

Fifty three percent of adults took at least one flight for leisure in 2019. This is an increase from 2018 (51%) and from a low point of 43% in 2011. *[Table 37 and Figure 31]*

*Figure 31: Percentage of adults taking flights for leisure, 2009-2019**



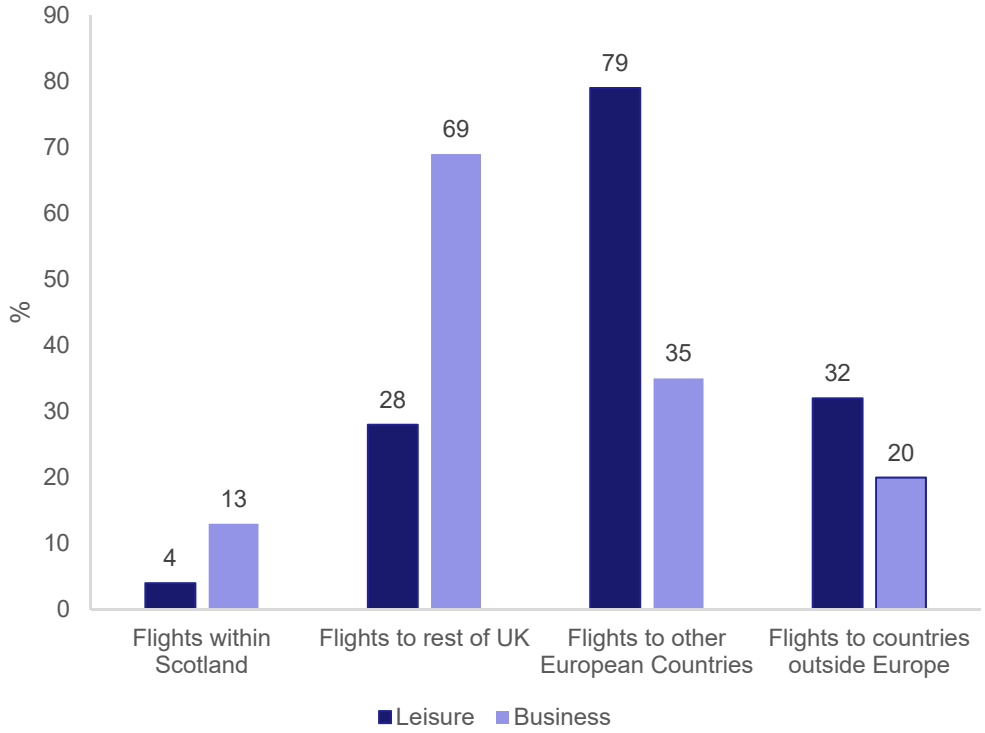
*The question was not asked in 2015 and 2017

Eight per cent of adults took at least one flight for business. The percentage has changed little since 2009. *[Table 38].*

Figures from the Civil Aviation Authority show an increase in the number of air terminal passengers (passengers joining or leaving aircraft at Scottish airports) between 2009 and 2018 (from 22.5 million to 29.4 million). *[Table SUM2]*

For those who had flown, flights to Europe were most common for leisure travellers (79% flew at least once to Europe). For business flyers, flights to the rest of the UK were most common (69% flew at least once to the rest of the UK). *[Tables 37b, 38b, and Figure 32]*

Figure 32: Percentage of those who flew who took at least one flight to a destination area, leisure and business users, 2019



By far the two most common reasons for flying was that it was quicker (79%) and cheaper (32%). *[Table 39]*

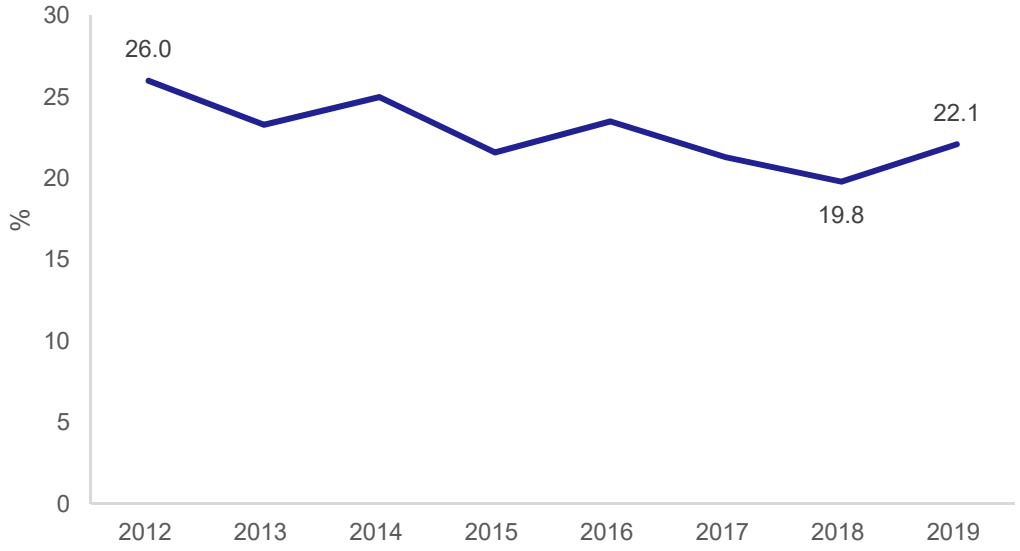
Detailed aviation statistics can be found in the Aviation Chapter of Scottish Transport Statistics.

Walking and cycling

Walking

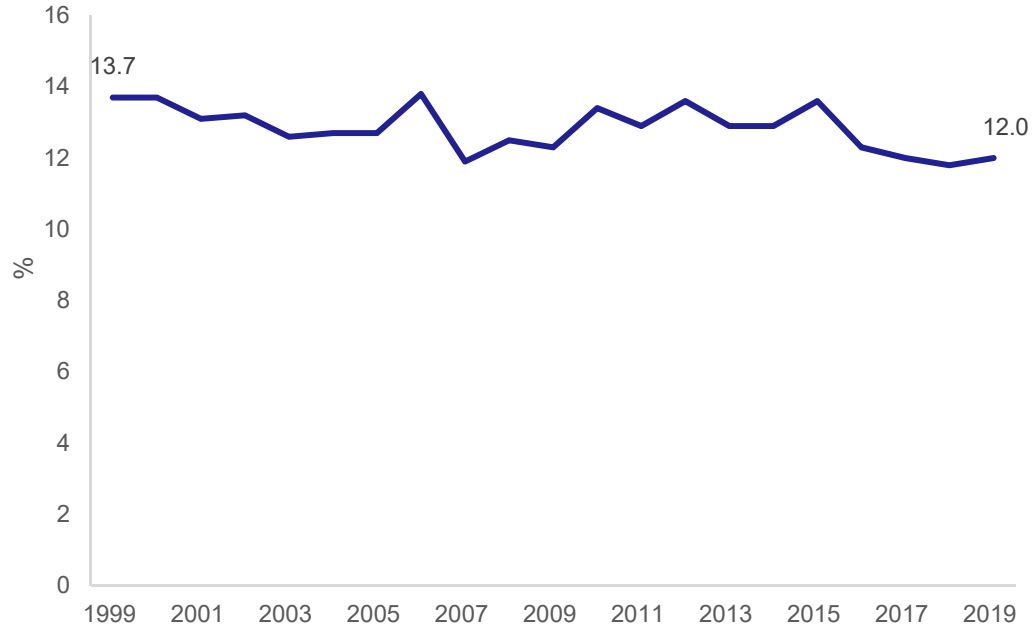
Of all journeys reported in the SHS travel diary, twenty two per cent had walking as the main mode. This is an increase from twenty per cent in 2018, although less than in the first comparable year, 2012, where twenty six percent of journeys were by foot. *[Table Sum 1 and Figure 33]*

Figure 33: Percentage of journeys with walking as the main mode, 2012-2019



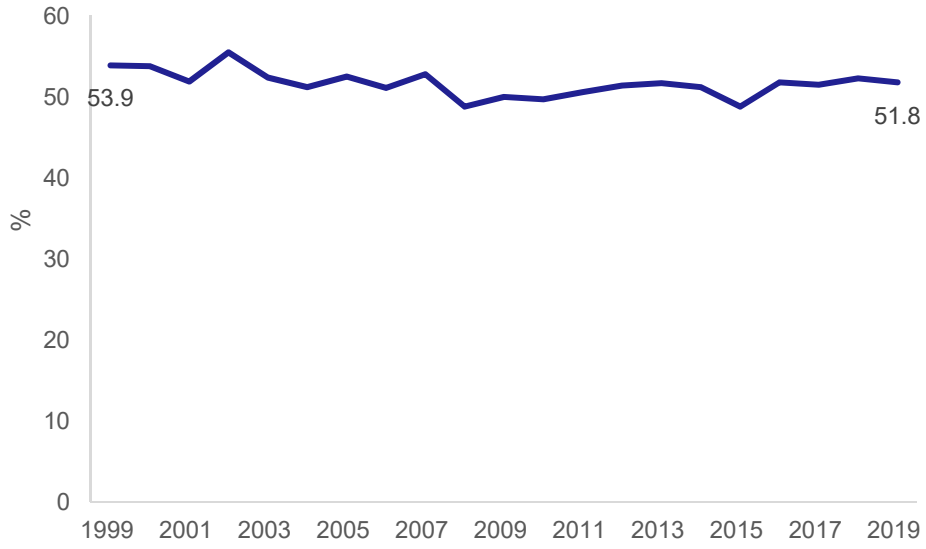
Twelve per cent of adults usually walked to work. This is similar to the figure for the previous three years, but a little lower than for most years since 1999, when the figure was 14% *[Tables 7, TD2 & SUM1, and Figure 34].*

Figure 34: Percentage of adults walking to work, 1999-2019



Fifty two per cent of children usually walked to school as their main mode of transport, compared to 50% in 2009, and 54% in 1999. *[Tables 15, TD2 & SUM1 and Figure 35].*

Figure 35: Percentage of children walking to school, 1999-2019

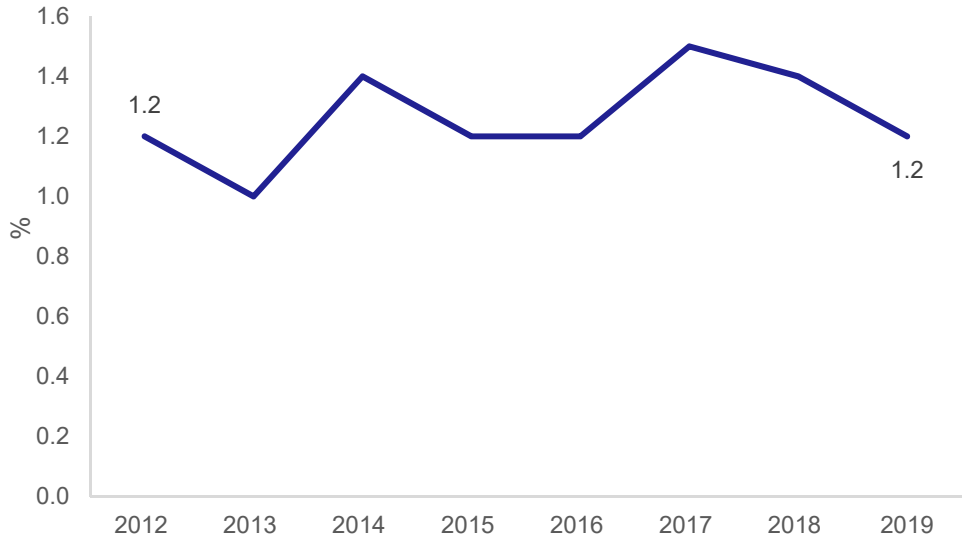


The average (median) walking journey was 1.0 km using road network distance. *[Table TD5a]*

Cycling

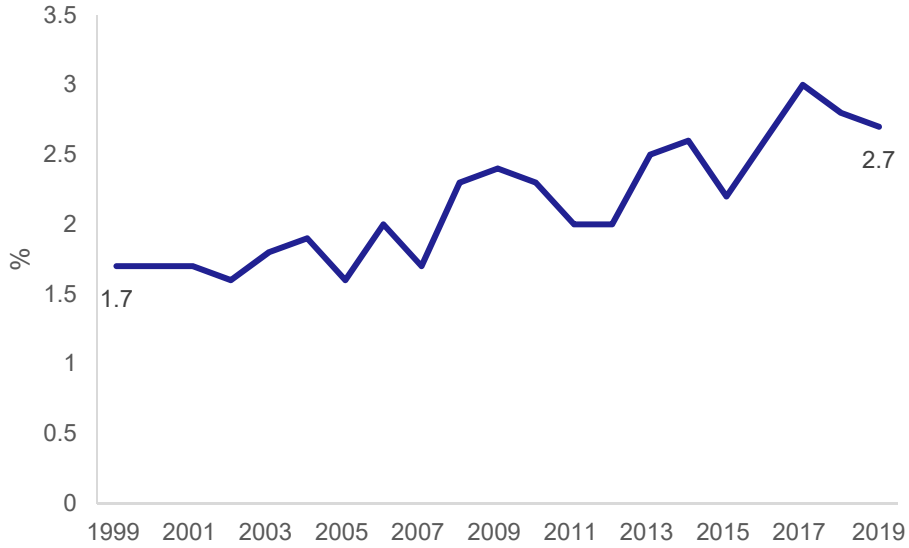
Of all journeys reported in the SHS travel diary, 1.2% were by bicycle. This figure has changed little since 2012, when comparable records began. *[Table 1 & Sum 1 and Figure 36*

Figure 36: Percentage of journeys with cycling as the main mode, 2012-2019



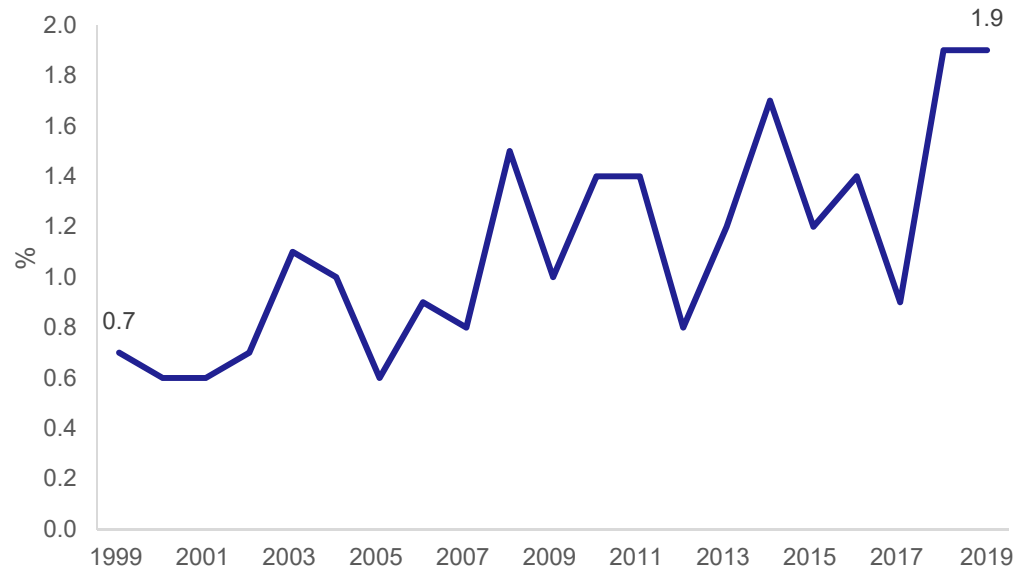
2.7 per cent of adults usually cycle to work. This is similar to figures from the previous three years. There has been an upward trend in since 1999, when the figure was 1.7%. *[Figure 37]*.

Figure 37: Percentage of adults who cycled as their usual method of travel to work, 1999-2019



1.9% of children cycled to school. There has been an upward trend since 1999, when the figure was 0.7%. *[Tables 15, SUM1, and Figure 38]*

Figure 38: Percentage of children who cycled as their usual method of travel to school, 1999-2019



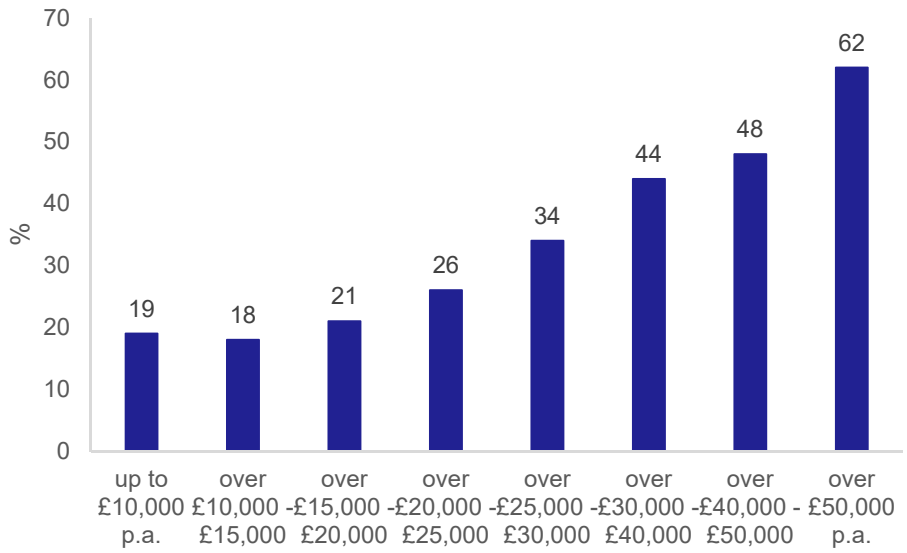
The average (median) cycling journey was 2.7 km using road network distance. *[Table TD5a]*

Bicycle access

Just over a third (34%) of households had access to at least one bicycle for adult use in 2019. Eighteen per cent had access to two or more. *[Table 18]*

Household access to bikes increased with household income and household size; 62% of households with an income of £50,000 or more have access to one or more bikes, compared to 19% of households with an income up to £10,000, and 18% with an income of £10,000 to £15,000. Bicycle access was higher in rural areas than urban areas. *[Table 18 and Figure 39]*

Figure 39: Access to one or more bicycles in household, by income, 2019



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SHS transport and travel tables

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Table SUM2	Summary of Transport in Scotland
Table 1	People aged 17 or over –full driving licence: 2009-2019
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Table 3a	Frequency of cycling in the previous seven days: 2009–2019
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Table 5	Possession of a concessionary fare pass: 2009-2019
Table 7	Employed adults not working from home - usual method of travel to work 2019
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Table 20	People aged 17+, frequency of driving: 2019
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Table 28	Adults use of local bus and train services, in the past month: 2019
Table 29	Adults (16+) who have used the bus in the previous month, views on their local bus services: 2019
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Table 31 Possession of concessionary fare pass for all adults aged 16+: 2019

Table 32 Possession of concessionary fare pass for all adults aged 60+: 2019

Table 33 Access to services that respondents thought were very or fairly convenient: 2017

Table 37a Flights in the last 12 months for leisure, holidays, visiting friends or family: 2009-2019

Table 37b Frequency of flying for leisure by destination in last 12 months for those who have flown for pleasure: 2009-2019

Table 38a Flights in the last 12 months for business purposes: 2009-2018

Table 38b Frequency of flying for business by destination in the last 12 months for those who have flown for business: 2009-2019

Table 39 Reasons for choosing flying within the UK over other forms of Transport: 2009-2019

Table 41 In general, What discourages you from using buses more often than you do?: 2012-2018

Table 42 In general, What discourages you from using trains more often than you do?: 2012-2019

Table 42a In general, What discourages you from using the train? (those who did not take the train in the past month): 2012-2019

Table 43 In general, What discourages you from walking more often than you do?: 2012-2019

Table 44 Purpose of train journeys: 2012-2019

Table 45 Difficulties experienced when changing between public transport: 2012-2019

Table 46 Awareness of sustainable transport policies: 2019

Table 47 Uptake of sustainable transport policies: 2018 or 2019

Table 49 Would you consider buying a plug-in electric car or van?: 2016-19

Table 50 Reasons for having bought or would consider buying a plug-in electric car or van: 2016-29

Table 51 Reasons for not considering to buy a plug-in electric car or van: 2016-19

SHS travel diary tables

Table TD1 Percentage of adults travelling on previous day: 2009-2019

Table TD2 Percentage of journeys made by main mode of travel: 2009-2019

Table TD2a Percentage of journeys by main mode of travel and distance: 2019

Table TD2b Percentage of stages by main mode of travel: 2009-2019

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Table TD4 Percentage of journeys made by distance of travel: 2012-2019

Table TD4a Percentage of journeys made by distance and main mode of travel: 2019

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Table TD4c Percentage of journeys under 2 miles by road network distance by main mode: 2019

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Table TD5 Distance summary statistics: 2012-2019

Table TD5a Distance summary statistics by mode of transport: 2019

Table TD6 Percentage of journeys made by duration of journey: 2009-2019

Table TD6a Percentage of journeys to work by duration of journey: 2012-2019

Table TD7 Percentage of journeys made by start time of journey: 2009-2019

Table TD8 Percentage of journeys made by day of travel: 2009-2019

Table TD9 Percentage of car stages by car occupancy: 2009-2019

Table TD10 Percentage of car/van stages delayed by congestion: 2009-2019

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Table TD11 Percentage of bus stages where passenger experienced delay: 2009-2019

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Table TD13 Percentage of journeys originating in each council area by destination council area: 2015-2019 (combined)

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

Annex A Tables 2a, 4, 4a,5 and 5a calculated using straight line distance

Other tables

Local Authority tables will be published online at
https://www.transport.gov.scot/our-approach/statistics/#42764

Table Sum 1 Summary of Scottish Household Survey results[1,2]

	2009	2010	2011	2012	2013	2014	2015	2016	2017	2018	2019
Modal share of all journeys[3]											
Walking	21.8	22.0	22.1	26.0	23.3	25.0	21.6	23.5	21.3	19.8	22.1
Driver car/van	51.0	51.1	49.9	48.3	50.0	48.1	50.7	50.7	52.1	52.9	52.9
Passenger car/van	13.3	14.3	13.1	12.7	13.6	13.0	13.3	13.1	12.5	12.8	12.3
Bicycle	0.9	0.8	1.3	1.2	1.0	1.4	1.2	1.2	1.5	1.4	1.2
Bus	8.6	8.7	9.1	8.1	8.5	8.6	9.5	7.7	8.2	8.0	7.0
Taxi/minicab	1.4	0.8	1.3	1.3	1.6	1.2	1.3	0.9	1.3	1.4	1.2
Rail	1.9	1.4	2.0	1.8	1.7	2.1	1.7	2.2	2.6	2.6	2.3
Other	1.0	1.0	1.2	0.7	0.3	0.6	0.7	0.8	0.5	1.0	1.0
Sample size (=100%)	*18,680*	*16,300*	*17,590*	*19,740*	*20,180*	*19,930*	*18,710*	*19,050*	*18,320*	*17,790*	*18,450*
Place of work											
Works from home	11.4	10.1	10.6	13.2	13.3	13.1	14.1	14.5	14.2	16.0	16.1
Does not work from home	88.6	89.9	89.4	86.8	86.7	86.9	85.9	85.5	85.8	84.0	83.9
Sample size (=100%)	*6,100*	*5,860*	*6,190*	*4,730*	*4,850*	*4,810*	*4,670*	*4,720*	*4,820*	*4,720*	*4,890*
Travel to work[4,5]											
Walking	12.3	13.4	12.9	13.6	12.9	12.9	13.6	12.3	12.0	11.8	12.0
Car or Van	67.0	67.3	66.6	67.3	66.2	67.7	65.9	67.0	67.6	67.7	68.2
Driver	60.7	61.0	59.1	61.4	60.6	61.6	60.3	61.7	62.3	62.9	63.1
Passenger	6.4	6.3	7.5	6.0	5.6	6.0	5.6	5.3	5.4	4.8	5.1
Bicycle	2.4	2.3	2.0	2.0	2.5	2.6	2.2	2.6	3.0	2.8	2.7
Bus	12.1	10.8	12.0	10.1	11.3	10.1	11.2	10.4	9.8	10.1	9.6
Rail, including underground	3.9	3.6	3.9	4.3	4.0	4.2	4.4	5.2	5.2	5.5	5.4
Other	2.3	2.7	2.6	2.6	3.1	2.5	2.7	2.4	2.4	2.2	2.1
Sample size (=100%)	*5,370*	*5,220*	*5,510*	*4,100*	*4,160*	*4,130*	*3,950*	*3,970*	*4,070*	*3,910*	*4,050*
% Public and Active Travel[6]	30.7	30.1	30.8	30.1	30.7	29.9	31.4	30.7	30.1	30.3	29.8
% Journeys under 2 miles by walking	..	..	..	48.5	47.3	51.3	45.1	47.8	45.3	43.0	47.6
% Journeys under 5 miles by cycling	..	..	..	1.5	1.2	1.8	1.5	1.6	1.8	1.8	1.7
Travel to school[7]											
Walking	50.0	49.7	50.6	51.4	51.7	51.2	48.8	51.8	51.5	52.3	51.8
Car or Van	24.4	23.0	23.4	24.1	24.4	24.5	25.8	25.6	25.6	24.2	25.1
Bicycle	1.0	1.4	1.4	0.8	1.2	1.7	1.2	1.4	0.9	1.9	1.9
Bus (school or service)	22.0	23.9	21.7	21.1	19.9	20.3	20.9	19.2	19.8	19.0	19.3
School bus	16.0	16.1	15.1	14.9	14.5	14.5	15.2	12.9	14.2	13.9	14.3
Service bus	5.9	7.8	6.6	6.2	5.4	5.8	5.7	6.4	5.6	5.1	5.0
Rail, including underground	0.7	0.3	0.7	0.4	0.6	0.7	1.1	0.5	0.5	0.7	0.3
Other	1.8	1.7	2.2	2.2	2.2	1.7	2.1	1.5	1.7	2.0	1.7
Sample size (=100%)	*2,880*	*2,680*	*2,720*	*1,920*	*1,980*	*1,980*	*1,880*	*1,890*	*1,830*	*1,720*	*1,920*
No car	30.7	30.3	30.1	31.0	30.2	30.8	30.0	29.3	28.1	28.6	27.6
One car	43.7	44.0	44.5	43.0	44.0	43.3	43.3	42.1	42.7	42.0	41.5
Two Cars	21.5	21.6	21.0	21.3	21.3	21.1	21.7	23.0	23.4	23.7	24.9
Three or more cars	4.2	4.1	4.4	4.6	4.6	4.7	5.1	5.6	5.8	5.7	5.9
One or more cars	69.3	69.7	69.9	69.0	69.8	69.2	70.0	70.7	71.9	71.4	72.4
Two or more cars	25.6	25.7	25.4	26.0	25.8	25.9	26.7	28.5	29.2	29.4	30.8
1+ Bicycles which can be used by adults	35.4	34.3	35.1	35.0	34.3	34.4	35.1	33.8	34.4	34.7	33.5
Sample size	*14,190*	*14,210*	*14,360*	*10,640*	*10,650*	*10,630*	*10,330*	*10,470*	*10,680*	*10,530*	*10,580*
Driving (aged 17+)											
Those with a full driving licence											
by gender:											
Male	76.2	75.6	75.6	75.6	76.0	75.8	73.4	75.4	75.2	75.6	77.0
Women	60.6	60.2	59.8	61.6	61.4	61.8	63.1	63.1	64.3	64.0	65.9
Identified in another way	..	..	..	..	..	..	..	..	..	*	*
Refused	..	..	..	..	..	..	..	..	..	*	*
All	68.0	67.6	67.3	68.3	68.4	68.5	68.0	69.0	69.5	69.5	71.2
Frequency of driving											
Every day	43.4	41.4	40.7	42.0	41.9	40.9	40.9	42.2	41.9	41.4	43.0
At least three times a week	11.9	12.8	13.3	13.1	13.3	13.9	14.5	14.3	14.7	15.3	15.0
Once or twice a week	5.6	6.0	6.2	6.0	5.6	5.9	5.9	6.0	6.1	6.0	6.4
At least 2-3 times a month	0.9	0.9	0.9	0.8	1.0	0.9	0.8	1.0	1.0	1.0	0.9
At least once a month	0.4	0.4	0.4	0.3	0.5	0.7	0.5	0.5	0.5	0.4	0.4
Less than once a month	1.6	1.8	1.7	1.7	1.6	1.8	1.4	1.6	1.3	1.3	1.1
Holds full licence, never drives	4.2	4.3	4.1	4.5	4.5	4.3	4.0	3.4	4.0	4.2	4.4
Does not have a full driving licence	32.0	32.4	32.7	31.7	31.6	31.5	32.0	31.0	30.5	30.5	28.8
Sample size (=100%)	*12,450*	*12,360*	*12,800*	*9,830*	*9,840*	*9,720*	*9,340*	*9,570*	*9,760*	*9,650*	*9,720*
Percentage of car / van stages delayed by traffic congestion[9]	11.0	10.5	11.2	9.9	9.7	11.7	12.4	11.7	12.8	13.0	11.9
Sample size (=100%)	*8,690*	*7,610*	*8,330*	*9,830*	*10,200*	*9,820*	*9,690*	*9,810*	*9,960*	*9,390*	*9,880*
Frequency of use of local bus/train service (aged 16+)											
Bus service											
Every day or almost every day	11.3	11.0	11.1	9.3	11.3	9.7	11.7	9.3	9.7	9.6	8.2
2 or 3 times per week	11.8	11.7	12.5	11.0	11.4	11.3	11.6	10.6	10.6	10.3	9.3
About once a week	8.4	7.7	7.8	7.8	7.8	7.6	8.1	7.7	7.9	7.2	7.0
Once or twice a month	14.1	13.5	14.2	13.7	14.1	13.6	14.3	13.2	14.7	15.1	14.0
Not used in the past month	54.5	56.1	54.3	58.2	55.4	57.7	54.2	59.2	57.1	57.8	61.5
Train service											
Every day or almost every day	2.1	1.9	2.0	2.5	2.2	2.2	2.1	2.3	2.6	2.6	2.4
2 or 3 times per week	2.1	1.9	2.2	2.4	2.5	2.1	2.5	2.1	2.2	2.6	2.5
About once a week	3.7	3.5	3.7	4.2	4.0	5.0	4.4	4.2	4.3	4.7	4.0
Once or twice a month	15.9	17.3	17.9	19.1	19.5	21.2	20.7	20.8	21.9	20.6	20.8
Not used in the past month	76.2	75.5	74.2	71.8	71.8	69.5	70.2	70.5	69.0	69.5	70.2
Sample size (=100%)	*12,520*	*12,420*	*12,890*	*9,890*	*9,920*	*9,800*	*9,410*	*9,640*	*9,810*	*9,700*	*9,780*

1. The apparent year-to-year fluctuations in some of the figures may be due to sampling variability.
2. 1999 to 2007 results can be viewed by unhiding columns E to M.
3. The Travel diary methodology changed in 2007 and in 2012, creating a break in the time series.
4. Employed adults (aged 16+) not working from home
5. Figures for 2017 travel to work by car or van an by train have been revised from 67.7 an 5.1.
6. Tram journeys were not included in publications before 2018. They have now been added, and the 2016 figure is 0.1% higher than previous published.
7. Figures for 2017 Travel to school by car or van have been revised from 25.5.
8. From 2012 Q4 the question was changed to ask about access to cars / vans instead of just cars.
9. Data published in 2015 erroneously included a value of 12.5 because of the exclusion of vans; this table contains the revised data.

Table Sum 2 Summary of Transport in Scotland[14] **SUMMARY**

Numbers

	2009	2010	2011	2012	2013	2014	2015	2016	2017	2018	2019
Vehicles Licensed											*thousands*
Private and Light Goods [1]	2,362	2,364	2,369	2,395	2,436	2,496	2,537	2,594	2,638	2,665	2,711
All Vehicles [1]	2,684	2,685	2,691	2,717	2,759	2,821	2,863	2,919	2,962	2,991	3,041
New Registrations	216	209	202	216	241	262	268	270	250	233	221
Local Bus Services[2]											*millions*
Passenger Journeys (boardings)[3]	458	430	436	420	421	414	407	393	388	380	366 [13]
Vehicle Kilometres[3]	377	346	338	327	332	336	338	335	333	334	..
Passenger Revenue at latest year's prices[3]	749	713	717	732	717	700	722	721	701	694	*£ million* ..
Freight Lifted											*million tonnes*
Road [4, 9]	131	131	134	136	124	122	131	138	121	127	115
Rail [2]	9.69	8.33	9.87	8.43	..	..	..	..	..	..	..
Coastwise traffic	19.8	18.0	16.3	12.5	11.4	11.8	14.2	..	..	..	..
One Port traffic	3.59	1.88	2.42	2.57	2.10	2.19	..	..	..	..	..
Inland waterway traffic	10.10	10.89	10.70	10.79	10.69	9.41	10.14	9.42	..	..	..
Pipelines [5]	27.6	27.6	27.8	28.2	..	..	..	..	..	..	..
Total	201.8	197.7	201.1	198.5	..	..	..	..	..	..	..
Public Road Lengths											*kilometres*
Trunk (A and M)[10]	3,520	3,518	3,536	3,566	3,565	3,637	3,638	3,669	3,681	3,735	3,739
Other Major (A and M)	7,421	7,414	7,467	7,473	7,473	7,406	7,414	7,418	7,427	7,500	7,529
Minor Roads	44,591	44,694	44,769	44,873	44,938	45,011	45,100	45,163	45,257	45,355	45,454
All Roads[10]	55,532	55,626	55,772	55,912	55,975	56,054	56,152	56,250	56,364	56,591	56,722
Road Traffic											*million vehicle-kilometres*
Motorways [11]	6,633	6,503	6,570	7,140	7,262	7,421	7,477	7,829	8,054	8,518	..
A roads	22,327	21,992	21,996	21,712	21,786	22,025	22,395	23,019	23,353	23,023	..
All roads (incl. B, C, uncl.)	44,219	43,488	43,390	43,549	43,840	44,839	45,374	46,459	47,986	48,137	..
Reported Road Accident Casualties [12,13]											
Killed	216	208	185	176	172	203	168	191	145	161	168
Killed and Serious	2,503	2,177	2,063	2,157	1,839	1,904	1,770	1,888	1,739	1,743	2,169
All (Killed, Serious, Slight)	15,043	13,338	12,785	12,712	11,492	11,302	10,977	10,897	9,433	8,411	7,594
Passenger Rail [2,6]											*millions*
ScotRail passenger journeys [6]	76.9	78.3	81.1	83.3	86.3	92.7	93.8	94.2	97.8	97.8	96.4
ORR data:											
Rail journeys in/from Scotland [7]	76.5	79.5	83.3	85.8	86.7	91.7	93.4	94.2	97.1	97.0	..
Passenger receipts (2018 £mill)	443.4	459.5	471.0	489.4	503.9	529.8	549.29	555.3	631.0	623.7	..
Air Transport											*thousands*
Terminal Passengers	22,496	20,907	22,065	22,207	23,250	24,076	25,507	26,924	28,833	29,443	28,876
Transport Movements	382.7	354.4	366.3	372.1	376.4	376.2	376.4	376.0	383.9	376.6	367.5
											thousand tonnes
Freight	50.9	47.5	45.2	52.2	54.2	59.9	56.4	55.9	60.3	62.3	58.9
Ferries [8]											*thousands*
Passengers	10,219	9,990	9,631	9,698	9,662	9,679	9,554	10,073	10,255	10,279	10,427
Vehicles	3,135	3,072	3,071	3,076	2,972	3,074	3,146	3,372	3,506	3,456	3,534
of which on routes within Scotland											
Passengers	8,272	8,016	7,773	7,888	7,831	7,884	7,824	8,320	8,501	8,529	8,656
Vehicles	2,648	2,554	2,551	2,628	2,577	2,626	2,706	2,930	3,060	3,043	3,120

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

2 Financial years

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

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

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

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

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

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

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

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

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

12 Due to changes in the the way casualty severities are recorded, killed/serious figures in 2019 are not comparable with previous years.

13 Provisional

14 1999 to 2008 results can be viewed by unhiding columns E to M.

Table 1: [Driving licence] People aged 17 or over - those who hold full driving licence, 2009– 2019[1]

	2009	2010	2011	2012	2013	2014	2015	2016	2017	2018	2019	*2019 Sample size*
											cell percentages	
All aged 17+	68.0	67.6	67.3	68.3	68.4	68.5	68.0	69.0	69.5	69.5	71.2	*9,720*
by gender:												
Men	76	76	76	76	76	76	73	75	75	76	77	*4,330*
Women	61	60	60	62	61	62	63	63	64	64	66	*5,390*
Identified in another way	..	..	..	..	..	..	..	..	..	*	*	-
Refused	..	..	..	..	..	..	..	..	..	*	*	-
by age:												
17-19	25	27	26	28	26	29	26	30	31	29	39	*140*
20-29	58	58	54	58	56	56	54	55	55	57	60	*1,020*
30-39	77	76	77	75	74	73	72	73	73	73	72	*1,490*
40-49	80	81	80	80	80	82	82	81	80	79	82	*1,380*
50-59	78	78	78	79	80	79	78	80	81	79	81	*1,680*
60-69	75	72	74	73	74	74	76	76	77	77	76	*1,690*
70-79	55	54	57	59	60	61	62	63	67	70	70	*1,510*
80+	37	37	35	37	41	40	43	43	47	48	43	*820*
Sample size (=100%)	*12,450*	*12,360*	*12,800*	*9,830*	*9,840*	*9,720*	*9,340*	*9,570*	*9,760*	*9,650*	*9,720*	

1. 1999 to 2008 results can be viewed by unhiding columns B to J.

Table 2: [Fuel] Amount spent on fuel in the past month, 2009-2019[1]

	2009	2010	2011	2012	2013	2014	2015	2016	2017	2018	2019
Amount spent on fuel in the past month											*column percentages*
£1 to £19	2.7	2.0	1.6	1.1	1.4	1.2	1.5	1.7	2.0	1.6	1.3
£20 to £39	13.8	11.5	7.5	7.9	8.2	7.9	11.1	11.8	11.2	10.3	10.4
£40 to £59	20.4	18.3	14.7	15.3	15.6	16.9	19.2	19.9	20.3	18.7	18.3
£60 to £99	22.9	20.9	20.3	21.2	19.9	21.1	23.0	21.9	21.5	21.8	22.3
£100 to £149	18.9	20.3	22.6	19.8	21.2	22.6	19.9	20.2	20.8	21.0	20.9
£150 and over	21.3	27.0	33.3	34.7	33.7	30.3	25.3	24.3	24.2	26.6	26.8
Median	80	80	100	100	100	100	80	80	80	80	80
Mean	99.6	112.2	131.0	134.5	128.9	123.7	109.2	105.6	107.0	112.3	112.6
Mean (2019 prices, adjusted for RPI inflation)	135.1	145.3	161.6	160.8	149.4	139.9	122.2	116.1	113.5	115.4	112.6
Sample size (=100%)	*9,100*	*9,100*	*9,280*	*4,580*	*7,020*	*6,900*	*6,760*	*6,890*	*7,040*	*6,760*	*6,920*

1. 2001 to 2006 results can be viewed by unhiding columns B to J.

Table 3: [Walking] Frequency of walking in the previous seven days*, 2009 – 2019[1]

	2009	2010	2011	2012	2013	2014	2015	2016 [2]	2017	2018	2019
As a means of transport:											*column percentages*
None	41.0	38.0	36.9	34.2	..	33.1	..	31.4	..	..	33.5
1-2 days	17.5	18.9	19.1	19.8	..	19.1	..	19.4	..	..	18.0
3-5 days	22.4	24.3	24.4	23.2	..	26.2	..	26.3	..	..	26.5
6-7 days	19.1	18.8	19.6	22.7	..	21.6	..	22.9	..	..	22.1
1+ days	59.0	62.0	63.1	65.8	..	66.9	..	68.6	..	..	66.5
Sample size (=100%)	*6,140*	*6,180*	*6,380*	*9,840*	..	*9,740*	..	*9,580*	..	..	*9,610*
Just for pleasure:											
None	51.6	48.7	46.0	45.1	..	41.7	..	38.6	..	..	38.0
1-2 days	19.1	17.7	18.9	18.9	..	20.2	..	20.3	..	..	18.9
3-5 days	13.1	16.5	16.7	16.7	..	17.7	..	19.8	..	..	19.0
6-7 days	16.1	17.2	18.5	19.3	..	20.4	..	21.2	..	..	24.1
1+ days	48.4	51.3	54.0	54.9	..	58.3	..	61.4	..	..	62.0
Sample size (=100%)	*6,120*	*6,140*	*6,370*	*9,810*	..	*9,690*	..	*9,540*	..	..	*9,610*

*Only relates to journeys over a quarter of a mile. In 2005 and 2006 the question was asked of half the sample. Between 2007 and 2011 the question was asked of 1/3 of the sample. From 2012 to 2016 the question was asked of the full sample every other year. The question was not asked in 2017 and 2018, but is being asked in alternate years from 2019.

1. 1999 to 2008 results can be viewed by unhiding columns B to J.

2. The initially published published sample size for walking for pleasure was incorrect.

Table 3a: [Cycling] Frequency of cycling in the previous seven days*, 2012 – 2019[1]

	2009	2010	2011	2012	2013	2014	2015	2016	2017	2018	2019
As a means of transport:											*column percentages*
None	..	..	..	93.9	..	93.9	..	94.1	..	..	95.1
1-2 days	..	..	..	2.7	..	2.7	..	2.8	..	..	1.8
3-5 days	..	..	..	2.3	..	2.3	..	2.1	..	..	2.2
6-7 days	..	..	..	1.1	..	1.2	..	1.0	..	..	1.0
1+ days	..	..	..	6.1	..	6.1	..	5.9	..	..	4.9
Sample size (=100%)	..	..	..	*9,890*	..	*9,790*	..	*9,640*	..	..	*9,750*
Just for pleasure:											
None	..	..	..	94.1	..	93.9	..	93.5	..	..	94.3
1-2 days	..	..	..	3.1	..	3.5	..	3.8	..	..	3.3
3-5 days	..	..	..	1.9	..	2.0	..	1.9	..	..	1.7
6-7 days	..	..	..	0.9	..	0.7	..	0.8	..	..	0.7
1+ days	..	..	..	5.9	..	6.1	..	6.5	..	..	5.7
Sample size (=100%)	..	..	..	*9,890*	..	*9,790*	..	*9,640*	..	..	*9,750*

*Only relates to journeys over a quarter of a mile. Between 2007 and 2008 the question was asked of 1/3 of the sample and was then not asked again until 2012. From 2012 to 2016 the question was asked of the full sample every other year. It was not asked in 2017 and 2018, but is being asked again in alternate years from 2019.

1. 1999 to 2008 results can be viewed by unhiding columns B to J.

Table 4: [Public Transport] Adults views on satisfaction* with public transport, 2009-2019[1]

	2009	2010	2011	2012	2013	2014	2015	2016	2017	2018	2019
											column percentages
Very satisfied	26.8	26.8	26.3	21.2	23.6	22.7	23.1	20.9	20.7	21.2	20.7
Fairly satisfied	48.2	47.5	49.7	51.0	47.5	52.4	50.4	50.9	47.9	44.1	47.1
Neither satisfied nor dissatisfied	10.6	12.1	9.9	13.8	12.2	13.5	12.1	15.5	15.3	15.2	16.3
Fairly dissatisfied	9.0	8.6	8.7	9.4	10.6	7.3	8.9	8.5	10.2	12.1	9.0
Very dissatisfied	5.4	5.0	5.4	4.7	6.1	4.2	5.4	4.2	5.8	7.4	6.9
Sample size † ***(=100%)***	*8,110*	*7,590*	*8,220*	*8,330*	*8,400*	*8,480*	*8,180*	*8,510*	*8,630*	*8,250*	*8,220*

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

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

1. 2007-2008 results can be viewed by unhiding columns B to J.

Table 5: [Concessionary fare pass] Possession of a concessionary fare pass, 2009-2019[1,2]

	2009	2010	2011	2012	2013	2014	2015	2016	2017	2018	2019
											cell percentages
Adults aged 16+	26.4	26.6	26.7	27.0	26.3	27.0	27.6	28.5	27.7	..	29.0
Adults aged 60+	86.7	87.1	87.5	88.4	86.4	87.3	86.9	87.2	86.5	..	88.7
Adults aged 60-64	78.1	78.5	80.3	81.5	75.0	75.3	73.8	75.3	73.6	..	80.1
Adults aged 65+	90.0	90.5	90.2	91.0	90.4	91.3	91.2	91.2	90.9	..	91.7
Sample size = (100%)	*12,540*	*12,440*	*12,890*	*9,890*	*9,920*	*9,800*	*9,410*	*9,640*	*9,810*	..	*9,780*

1. Question not asked in 2018. It is being asked in alternate years from 2019.

2. 2003-2008 results can be viewed by unhiding columns B to J.

Table 6: Adults with limited mobility

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

Table 7: [Travel to work] Employed adults not working from home - usual method of travel to work*, 2019

	Walking	Driver	Passenger	Bicycle	Bus	Rail	Other[1]	*Sample size (=100%)*	% Public / Active (Former National Indicator)
						row percentages			
All	12.0	63.1	5.1	2.7	9.6	5.4	2.1	*4,050*	30
by gender:									
Men	10	65	3	4	10	5	3	*1,840*	29
Women	14	62	7	1	9	5	2	*2,210*	30
Identified in another way	**	**	**	**	**	**	**	-	**
Refused	**	**	**	**	**	**	**	-	**
by age:									
16 - 19	**	**	**	**	**	**	**	*50*	43
20 - 29	17	53	5	3	13	8	1	*620*	41
30 - 39	11	61	4	3	11	8	2	*1,030*	33
40 - 49	10	70	4	3	7	3	3	*930*	24
50 - 59	10	70	5	2	6	4	2	*990*	22
60 and over	15	65	7	2	8	2	2	*440*	27
Ethnicity									
White Scottish	11	65	5	2	9	5	2	*3,110*	28
White other British	11	68	3	4	6	5	2	*500*	26
White Polish	13	54	11	6	14	2	0	*110*	35
Other White	23	39	5	10	16	7	1	*190*	55
Asian, Asian Scottish or Asian British	12	48	7	0	24	7	1	*80*	43
Other ethnic groups	17	39	7	5	16	5	10	*60*	44
by current situation:									
Self employed	9	66	6	2	4	7	6	*180*	22
Employed full time	11	64	4	3	10	6	2	*2,940*	30
Employed part time	16	59	8	2	11	4	0	*930*	33
by annual net household income:									
up to £15,000 p.a.	21	34	9	4	24	6	3	*350*	54
over £15,000 - £20,000	16	53	6	4	14	5	1	*460*	39
over £20,000 - £25,000	17	59	5	1	11	4	2	*480*	33
over £25,000 - £30,000	14	62	6	2	10	5	1	*430*	31
over £30,000 - £40,000	11	66	7	3	8	4	2	*860*	26
over £40,000 - £50,000	10	68	3	2	10	5	2	*630*	28
over £50,000 p.a.	7	71	3	3	4	8	3	*830*	22
by Scottish Index of Multiple Deprivation:									
1 - Most Deprived	15	52	9	2	16	5	2	*700*	37
2	13	59	6	2	11	6	2	*830*	32
3	13	63	5	3	8	6	3	*840*	29
4	10	72	3	3	6	5	2	*910*	24
5 - Least Deprived	9	68	2	4	8	6	2	*770*	28
by urban/rural:									
Large urban areas	15	50	4	5	17	7	2	*1,260*	44
Other urban	10	67	6	2	7	6	2	*1,420*	24
Small accessible towns	8	72	7	2	6	3	3	*360*	19
Small remote towns	28	55	6	2	6	2	2	*250*	37
Accessible rural	6	82	4	1	2	4	2	*410*	13
Remote rural	14	75	3	1	3	1	2	*350*	20
by number of cars:									
none	34	5	9	5	35	10	3	*610*	84
one	14	58	7	4	9	6	3	*1,760*	33
two +	4	83	3	1	3	3	2	*1,670*	12
Household type									
Single adult	16	54	4	3	15	6	3	*940*	40
Small adult	15	57	4	4	10	7	2	*950*	37
Single parent	13	61	7	1	11	4	2	*260*	29
Small family	8	72	4	2	7	5	2	*850*	22
Large family	9	65	8	4	7	4	3	*280*	24
Large adult	11	67	5	2	8	5	1	*390*	26
Older smaller	13	62	8	2	11	2	4	*380*	28

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

** values based upon a sample size less than 50 have been suppressed

[1] Includes Edinburgh trams

Table 8: [Congestion] Effects of traffic congestion on travel to work journey, 2015-2019 (combined)

	Driver car/van	Passenger car/van	Bus	Other	All
How often journey to work affected by traffic congestion					
At least once a week	44.4	31.6	45.0	8.2	34.3
Less often	19.7	18.8	20.3	7.0	16.4
Never	35.9	49.6	34.8	84.8	49.4
Sample size (=100%)	*12,860*	*1,100*	*2,430*	*5,360*	*21,750*
How much extra time normally allowed for journey to work					
None	19.4	23.7	24.9	32.9	21.6
Less than 5 mins	9.3	12.7	7.9	13.1	9.5
5-10 mins	30.6	33.5	27.6	27.4	30.1
11-30 mins	31.3	25	28.4	18.5	29.5
31-60 mins	7.7	4.2	8.6	6.6	7.6
more than 1 hr	1.7	0.8	2.7	1.4	1.8
Sample size (=100%)	*7,360*	*500*	*1,470*	*740*	*10,070*

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

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

Table 10: [Travel to work] How random adult usually travelled to work a year ago by current main mode of travel, 2015-2019

	Usual mode one year ago							
	Walking	**Driver**	**Passenger**	**Bicycle**	**Bus**	**Rail**	**Other**	**All**
Current usual mode								*column percentages*
Walking	87	1	2	4	5	2	1	12.0
Driver	6	98	7	6	6	8	6	63.7
Passenger	2	0	85	1	2	0	2	5.0
Bicycle	1	0	0	86	1	1	0	2.6
Bus	3	1	3	2	85	2	2	9.7
Rail	1	0	1	1	1	86	0	4.9
Other	1	0	2	0	0	1	88	2.0
Sample size (=100%)	*2,380*	*11,920*	*840*	*410*	*1,830*	*870*	*410*	*18,650*

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

Example: Of the people who currently walk to work, last year 87% walked, 1% drove, 2% were passengers, 4% used a bicycle, etc. Of the people who drove a car last year, 1% now walk, 98% still drive, etc.

Table 10a: [Travel to work] Reason for changing mode of transport for travel to work, 2012-2019 [1]

	2012	**2013**	**2014**	**2015**	**2016**	**2017**	**2018**	**2019**	**2015-19**
									column percentages
Changed job	36	29	42	35	39	31	30	38	34.4
Moved home	24	23	21	25	20	19	24	21	22.3
Employer re-located	4	11	2	8	4	4	5	7	5.8
Bought a car	4	6	9	7	7	12	9	10	8.9
Sold car	3	2	2	2	0	1	2	1	1.2
Lost licence	1	1	1	0	0	1	1	1	0.6
Public transport service added	0	1	1	1	0	0	1	1	0.6
Public transport service withdrawn	1	0	0	2	0	0	0	0	0.5
Changed working hours	2	1	3	4	4	3	4	2	3.4
Had a baby	0	2	1	0	0	1	1	1	0.7
Passed driving test	3	2	3	6	4	4	3	5	4.4
Husband / wife / partner has more need for car	0	2	1	0	0	0	1	3	1
Fresh air / exercise	2	6	2	3	6	3	4	2	3.4
Other	29	26	22	16	18	25	24	20	20.4
Sample size(= 100%)	*210*	*230*	*240*	*250*	*190*	*200*	*240*	*200*	*1,086*

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

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

Table 11: [Car share] Car sharing journeys to work, 2015-2019[1]

	2015-19
	column percentages
Whether involved in any car sharing arrangement	
Yes	9.3
No	90.7
Sample size (=100%)	*6,259*
How car sharing is organised	
Normally between ourselves	91
Through employer	8
Other	1
Sample size (=100%)	*580*

Reasons why not involved in a car share arrangement

Following changes to the Scottish Household survey, data for this section of **Table 11** is no longer collected - Please see TATIS 2017 for the most recently produced version of this part of the table.

1. Full sample 2015, one third sample 2016-19

Table 12: Whether workplace has a travel plan

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

Table 13: [Travel to work] Employed adults method of travel to work and whether they could use public transport

See Table 7 of this publication for latest method of travel to work. The question asking whether car/van commuters are able to use public transport is no longer in the survey. See 2018 edition for the most recent figures.

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

The questions asking whether car/van commuters are able to use public transport, and the reasons why public transport is not used are no longer in the survey. See 2018 edition for the most recent figures.

Table 15: [Travel to school] School children in full-time education, usual method of travel, 2019

	Walking	Car or van	Bicycle	School bus*	Service bus	Rail (inc. Glas U/g)	All other modes	*Sample size (=100%)*
						row percentages		
All people	51.8	25.1	1.9	14.3	5.0	0.3	1.7	*1,920*
by gender:								
Man/Boy	50	25	3	14	5	0	2	*980*
Woman/Girl	54	25	1	14	5	0	1	*940*
Identified in another way	**	**	**	**	**	**	**	-
Refused	**	**	**	**	**	**	**	-
by age:								
age 4-5	57	33	3	5	1	0	2	*170*
age 6-7	58	33	0	4	2	0	2	*330*
age 8-9	55	32	3	9	2	0	0	*330*
age 10-11	65	18	3	9	2	0	2	*290*
All 4-11	59	29	2	7	2	0	2	*1,130*
age 12-13	41	19	3	23	12	0	2	*300*
age 14-15	43	19	1	27	9	1	1	*320*
age 16-18	42	25	0	24	7	1	2	*180*
All 12-18	42	20	1	25	10	0	2	*790*
by annual net household income:								
Up to £15,000	66	14	1	9	7	0	3	*140*
£15,000 - £20,000	54	17	1	18	7	0	2	*180*
£20,000 - £25,000	63	14	1	13	6	0	2	*200*
£25,000 - £30,000	52	24	1	16	6	0	1	*190*
£30,000 - £40,000	44	31	2	16	5	1	2	*380*
£40,000 - £50,000	48	28	3	16	3	0	2	*310*
over £50,000 p.a.	51	30	2	13	4	0	1	*490*
by Scottish Index of Multiple Deprivation:								
1 - Most Deprived	63	19	1	9	7	0	2	*380*
2	55	25	1	12	4	0	2	*360*
3	48	24	1	23	3	0	1	*390*
4	41	33	2	18	4	0	2	*400*
5 - Least Deprived	51	26	4	11	7	0	1	*390*
by urban/rural:								
Large urban areas	54	26	2	6	10	0	2	*550*
Other urban	60	24	2	11	3	0	1	*690*
Accessible small towns	55	20	1	19	1	0	3	*170*
Remote small towns	68	26	4	0	0	1	1	*100*
Accessible rural	29	27	2	32	5	0	4	*220*
Remote rural	27	27	1	41	2	1	0	*180*
by number of cars:								
None	74	5	1	7	10	0	3	*290*
One	56	24	1	12	5	0	1	*700*
Two +	41	32	3	18	3	0	2	*930*
Household type								
Single parent	62	18	2	10	6	0	2	*400*
Small family	49	28	2	15	4	0	1	*900*
Large family	50	26	2	15	5	0	2	*500*
Large adult	39	25	0	29	4	1	2	*90*

*Includes school bus, private bus and works bus.

** denotes cell value suppressed as sample size is less than 5

Table 16: [Travel to school reasons] Reasons for transport choice to children's full time education establishment, 2014-2018 (combined)

	Usual method of travel to school			
	Walking	**Car or van**	**School bus**	**Service bus**
				*cell percentages**
Close / Nearby / Not far away	88	8	6	7
Most convenient	9	36	37	39
Travel with friends	5	1	4	4
Safest method	2	18	19	8
Quickest method	4	20	9	15
Only method available	2	9	19	23
Too far to walk	0	16	21	27
No public transport	1	4	3	0
Publ transp unsuitable (eg too infreq.)	0	4	2	0
Good exercise / fresh air	7	0	0	0
No car / transport	1	0	0	2
Cheapest method	0	1	1	1
It is free	1	0	17	1
On way to work	0	10	0	0
Too young to travel any other way	0	5	2	1
Relative meets child	0	1	0	0
Other reason(s)	1	3	3	2
Sample size (=100%)	*4,590*	*2,330*	*1,370*	*500*

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

Table 17: [Travel to school reasons] Reasons why public transport is not used by school children, 2012, 2014, 2016 and 2019 combined [1]

	Age		
	Primary: 4-11	**Secondary: 12-18**	**All**
By whether they could use public transport			*cell percentages**
Yes	22	50	31
No	78	50	69
Sample size (=100%)	*1,320*	*590*	*1,910*
If they <u>could</u> use public transport, reasons for not using it			
Too young to travel on own	58	12	34
Inconvenient	4	6	5
No service available	16	26	21
Too far to bus stop	3	5	4
Cost, too expensive	5	10	8
Too short a distance, not worth it	5	4	5
Prefer to use car	14	35	25
Others	8	14	11
Sample size (=100%)	*290*	*290*	*580*
If they <u>could not</u> use public transport, reasons why they cannot			
Too young to travel on own	50	11	41
No service available	43	60	47
Inconvenient	6	11	7
Too far to bus stop	3	11	5
Cost, too expensive	0	2	1
Too short a distance, not worth it	11	6	10
Prefer to use car	4	6	4
Others	2	5	3
Sample size (=100%)	*1,030*	*300*	*1,330*

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

1. Question asked every other year until 2016. It was missed in 2018, and will be asked in alternate years from 2019.

Table 18: [Car / Bicycle access] Households with bicycles cars / vans available for private use, 2019

	Bicycles that can be used by adults:							Cars / vans [1] available for private use:						
	None	One	Two	Three +	One +	Two +	*Sample size (=100%)*	None	One	Two	Three +	One+	Two+	*Sample size (=100%)*
			Row percentages		*Cell percentages*					*Row percentages*		*Cell percentages*		
All households	66.5	15.1	12.2	6.3	33.5	18.5	*10,580*	27.6	41.5	24.9	5.9	72.4	30.8	*10,580*
by household type:														
Single adult	74	21	4	2	26	6	*1,770*	48	46	5	1	52	6	*1,770*
Small adult	58	17	20	6	42	26	*1,620*	21	36	38	5	79	43	*1,620*
Single parent	74	16	6	4	26	9	*520*	46	46	7	1	54	8	*520*
Small family	49	18	23	10	51	33	*1,350*	9	39	48	4	91	52	*1,350*
Large family	41	16	22	21	59	43	*570*	10	30	43	18	90	61	*570*
Large adult	51	15	17	17	49	34	*850*	9	23	36	32	91	68	*850*
Older smaller	72	12	12	4	28	16	*1,970*	13	53	31	3	87	34	*1,970*
Single pensioner	91	7	1	1	9	2	*1,940*	52	46	2	0	48	2	*1,940*
by annual net household income:														
up to £10,000 p.a.	81	13	4	1	19	6	*960*	60	32	7	2	40	8	*960*
over £10,000 - £15,000	82	12	4	2	18	6	*1,480*	51	38	9	1	49	11	*1,480*
over £15,000 - £20,000	79	13	6	2	21	8	*1,550*	37	49	12	2	63	14	*1,550*
over £20,000 - £25,000	74	14	8	4	26	11	*1,260*	26	57	14	2	74	16	*1,260*
over £25,000 - £30,000	66	16	13	5	34	18	*990*	20	48	26	6	80	32	*990*
over £30,000 - £40,000	56	21	16	8	44	23	*1,510*	11	46	34	9	89	43	*1,510*
over £40,000 - £50,000	52	16	21	11	48	32	*1,020*	6	37	46	10	94	57	*1,020*
over £50,000 p.a.	38	17	27	18	62	45	*1,370*	3	26	56	15	97	71	*1,370*
by Scottish Index of Multiple Deprivation:														
1 - Most Deprived	79	13	5	2	21	8	*1,960*	48	38	12	2	52	14	*1,970*
2	73	14	9	4	27	13	*2,150*	34	43	18	5	66	23	*2,150*
3	67	14	13	6	33	19	*2,280*	24	44	26	6	76	32	*2,280*
4	57	17	18	8	43	26	*2,250*	17	41	34	8	83	42	*2,250*
5 - Least Deprived	55	17	17	11	45	28	*1,940*	13	42	36	8	87	44	*1,940*
by urban/rural classification:														
Large urban areas	71	15	9	5	29	14	*3,170*	38	40	18	3	62	21	*3,170*
Other urban	68	14	12	6	32	18	*3,630*	27	42	25	6	73	31	*3,630*
Small accessible towns	62	17	14	8	38	21	*940*	22	40	31	8	78	38	*940*
Small remote towns	65	14	15	6	35	21	*610*	24	45	26	5	76	31	*610*
Accessible rural	57	16	19	8	43	27	*1,160*	10	40	38	12	90	50	*1,160*
Remote rural	57	17	17	9	43	26	*1,070*	13	45	34	9	87	43	*1,070*

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

Table 19:[Driving licence] People aged 17+ that hold a full driving licence, 2019

	17-19	20-29	30-39	40-49	50-59	60-69	70-79	80+	All 17+	Sample size of group
						*percentage of the relevant sub-group**				
All people aged 17+:	39.0	60.3	71.8	82.3	81.3	76.3	70.1	43.2	71.2	*9,720*
by gender:										
Men	36	64	76	85	87	83	83	62	77	*4,330*
Women	43	57	67	79	76	71	60	29	66	*5,390*
Identified in another way	**	**	**	**	**	**	**	**	**	-
Refused	**	**	**	**	**	**	**	**	**	-
by ethnicity:										
White Scottish	44	65	77	82	80	76	69	41	72	*7,590*
White other British	**	70	77	94	91	83	80	60	81	*1,270*
White Polish	**	**	57	**	**	**	**	**	50	*150*
Other white	**	32	54	78	**	**	**	**	53	*400*
Asian, Asian Scottish or Asian British	**	**	55	**	**	**	**	**	57	*190*
Other	**	**	**	**	**	**	**	**	54	*130*
by current situation:										
Self employed	**	**	87	89	96	95	**	**	90	*630*
Employed full time	**	73	80	90	89	88	**	**	83	*3,210*
Employed part time	**	59	73	82	81	79	**	**	75	*1,050*
Looking after the home or family	**	31	43	64	71	**	**	**	52	*360*
Permanently retired from work	**	**	**	**	83	78	69	43	67	*3,280*
Unemployed and seeking work	**	20	44	**	56	**	**	**	39	*290*
In further / higher education	43	48	**	**	**	**	**	**	47	*270*
Permanently sick or disabled	**	**	8	34	39	32	**	**	59	*500*
by annual net household income:										
up to £10,000 p.a.	**	33	36	58	57	69	55	33	50	*900*
over £10,000 - £15,000	**	36	47	40	55	64	65	36	52	*1,400*
over £15,000 - £20,000	**	46	51	62	73	70	70	35	59	*1,470*
over £20,000 - £25,000	**	58	65	74	77	73	73	50	67	*1,190*
over £25,000 - £30,000	**	72	69	77	84	76	77	73	75	*900*
over £30,000 - £40,000	**	70	73	89	85	87	77	**	79	*1,370*
over £40,000 - £50,000	**	81	84	92	93	91	**	**	86	*900*
over £50,000 p.a.	**	80	90	97	95	94	**	**	91	*1,200*
by Scottish Index of Multiple Deprivation:										
1 - Most Deprived	**	41	55	64	56	49	44	19	49	*1,810*
2	**	60	66	75	75	69	57	34	65	*1,990*
3	**	64	74	83	83	80	75	42	73	*2,090*
4	**	69	84	93	92	86	79	53	82	*2,050*
5 - Least Deprived	**	73	87	94	96	91	88	63	86	*1,790*
by urban/rural:										
Large urban areas	25	53	64	76	76	70	62	37	63	*2,920*
Other urban	38	63	71	81	78	74	65	46	70	*3,330*
Small accessible towns	**	71	80	90	88	79	75	39	79	*860*
Small remote towns	**	58	77	80	82	75	78	33	72	*570*
Accessible rural	**	75	90	96	92	90	84	57	86	*1,040*
Remote rural	**	80	92	90	93	88	79	43	84	*1,010*
Sample size of age groups	*140*	*1,020*	*1,490*	*1,380*	*1,680*	*1,690*	*1,510*	*820*	*9,720*	*9,720*

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

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

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

Table 20: [Frequency of driving] People aged 17+, frequency of driving, 2019*

	Every day	At least 3 times per week	1 - 2 times per week	At least 2 - 3 times per month	At least once a month	Less than once a month	Has licence but never drives	Does not have a full driving licence	*sample size (=100%)*
								row percentages	
All people	43.0	15.0	6.4	0.9	0.4	1.1	4.4	28.8	*9,720*
by gender:									
Men	49	15	7	1	1	1	4	23	*4,330*
Women	38	15	6	1	0	1	4	34	*5,390*
Identified in another way	**	**	**	**	**	**	**	**	-
Refused	**	**	**	**	**	**	**	**	-
by age:									
17-19	22	6	1	1	2	2	5	61	*140*
20-29	38	10	4	1	0	1	5	40	*1,020*
30-39	49	13	5	0	0	1	3	28	*1,490*
40-49	57	15	5	1	0	1	4	18	*1,380*
50-59	53	15	7	1	0	1	5	19	*1,680*
60-69	39	21	9	1	1	1	5	24	*1,690*
70-79	30	22	9	1	1	2	5	30	*1,510*
80+	14	13	9	0	0	1	6	57	*820*
Ethnicity of random adult									
White Scottish	45	15	6	1	0	1	4	28	*7,590*
White other British	46	17	9	2	1	1	4	19	*1,270*
White Polish	37	6	1	1	0	2	6	47	*150*
Other white	23	13	6	0	1	1	7	50	*400*
Asian, Asian Scottish or Asian British	28	15	7	2	0	2	3	43	*190*
Other	29	13	5	2	0	1	5	46	*130*
by current situation:									
Self employed	66	14	6	1	0	1	2	10	*630*
Employed full time	60	13	5	1	0	1	3	17	*3,210*
Employed part time	47	18	5	0	0	1	3	25	*1,050*
Looking after the home or family	27	13	7	0	1	1	3	48	*360*
Permanently retired from work	28	21	10	1	0	1	5	33	*3,280*
Unemployed and seeking work	15	10	4	0	1	2	7	61	*290*
In further / higher education	21	8	4	1	2	2	9	53	*270*
Permanently sick or disabled	7	4	6	1	0	2	11	68	*500*
by annual net household income:									
up to £10,000 p.a.	19	10	8	1	1	3	9	50	*900*
over £10,000 - £15,000	22	15	6	1	0	1	7	48	*1,400*
over £15,000 - £20,000	32	13	6	1	0	2	5	41	*1,470*
over £20,000 - £25,000	39	14	6	1	1	1	5	33	*1,190*
over £25,000 - £30,000	44	18	8	1	0	2	3	25	*900*
over £30,000 - £40,000	54	14	6	1	0	1	3	21	*1,370*
over £40,000 - £50,000	60	14	7	1	0	1	3	14	*900*
over £50,000 p.a.	62	19	7	1	0	1	1	9	*1,200*
by Scottish Index of Multiple Deprivation:									
1 - Most Deprived	30	8	4	1	0	1	6	51	*1,810*
2	40	12	6	1	1	1	5	35	*1,990*
3	43	16	7	1	0	2	4	27	*2,090*
4	51	18	7	1	0	1	4	18	*2,050*
5 - Least Deprived	51	21	8	1	1	1	4	14	*1,790*
by urban/rural:									
Large urban areas	33	13	7	1	1	2	7	37	*2,920*
Other urban	46	13	5	1	0	1	4	30	*3,330*
Small accessible towns	50	18	7	1	0	1	3	21	*860*
Small remote towns	42	15	8	1	1	1	3	28	*570*
Accessible rural	56	19	7	1	0	1	2	14	*1,040*
Remote rural	47	25	8	2	0	0	2	16	*1,010*

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

Table 21: Part driving/parking journeys, 2009 - 2015 and 2017

Following changes to the Scottish Household survey data for **Table 21** is no longer collected - Please see TATIS 2017 for the most recently produced version of the table.

Table 22: Mode of transport used in conjunction with driving by where parked

Following changes to the Scottish Household survey data for **Table 22** is no longer collected - Please see TATIS 2017 for the most recently produced version of the table.

Table 23: Concerns with traffic growth

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

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

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

Table 25: [Walking] Frequency of walking in the previous seven days*, 2019 [1]

	Walking as a means of transport				Walking just for pleasure / to keep fit				*Sample size*
	None	**1-2 days**	**3-5 days**	**6-7 days**	**None**	**1-2 days**	**3-5 days**	**6-7 days**	*(=100%)*
					row percentages				
All people:	33.5	18.0	26.5	22.1	38.0	18.9	19.0	24.1	*9,610*
by gender:									
Male	32	18	26	24	36	20	19	25	*4,280*
Female	35	18	27	20	40	18	19	23	*5,330*
Identified in another way	**	**	**	**	**	**	**	**	-
Refused	**	**	**	**	**	**	**	**	-
by age:									
16-19	22	18	37	23	35	18	23	24	*190*
20-29	23	18	31	28	35	22	22	21	*990*
30-39	26	20	28	27	33	21	20	26	*1,460*
40-49	32	18	28	22	30	21	19	29	*1,350*
50-59	36	19	26	19	36	19	18	26	*1,650*
60-69	36	17	26	21	39	15	20	26	*1,670*
70-79	47	16	19	19	50	16	15	19	*1,500*
80+	60	14	14	12	68	9	11	11	*800*
by ethnicity:									
White Scottish	35	18	26	21	39	18	19	24	*7,520*
White other British	36	16	24	24	35	20	18	27	*1,260*
White Polish	25	14	24	37	26	25	20	29	*140*
Other white	18	18	31	33	27	24	24	26	*390*
Asian, Asian Scottish or Asian British	32	29	24	15	52	20	14	13	*180*
Other	23	18	34	25	41	21	20	18	*130*
by current situation:									
Self employed	34	19	21	26	26	22	21	30	*620*
Employed full time	30	19	28	23	33	23	20	25	*3,160*
Employed part time	25	20	34	22	31	19	23	27	*1,030*
Looking after the home/family	27	14	32	26	39	16	20	26	*350*
Permanently retired from work	45	16	21	19	48	14	17	22	*3,240*
Unemployed/seeking work	24	16	31	29	29	19	22	31	*280*
In further/higher education	18	17	33	32	34	23	25	18	*270*
Permanently sick or disabled	52	17	16	15	73	6	5	17	*500*
by annual net household income:									
up to £10,000 p.a.	32	16	24	28	45	15	18	22	*880*
over £10,000 - £15,000	36	17	27	20	46	18	15	21	*1,390*
over £15,000 - £20,000	39	17	25	19	48	16	16	19	*1,450*
over £20,000 - £25,000	34	18	26	21	43	18	18	22	*1,170*
over £25,000 - £30,000	36	16	28	20	41	17	20	22	*900*
over £30,000 - £40,000	34	18	27	21	35	21	19	25	*1,350*
over £30,000 - £40,000	30	21	27	23	32	20	22	26	*900*
over £50,000 p.a.	29	20	26	25	25	23	22	31	*1,190*
by Scottish Index of Multiple Deprivation quintiles:									
1 (20% most deprived)	32	16	30	21	49	17	16	19	*1,770*
2	34	19	27	20	42	18	19	21	*1,970*
3	37	16	25	22	36	19	19	25	*2,070*
4	36	18	25	21	33	19	20	28	*2,040*
5 (20% least deprived)	29	20	26	25	30	21	22	27	*1,780*
by urban/rural classification:									
Large urban areas	22	18	31	29	38	20	19	23	*2,860*
Other urban	36	20	26	19	41	19	18	23	*3,290*
Small accessible towns	34	20	27	19	35	19	19	26	*850*
Small remote towns	37	18	24	21	40	19	18	23	*570*
Accessible rural	47	15	20	17	33	17	20	30	*1,030*
Remote rural	55	11	15	19	37	16	20	27	*1,010*
by frequency of driving†:									
Every day	40	21	22	18	33	20	19	28	*3,810*
At least three times a week	29	21	29	21	31	21	24	24	*1,570*
Once or twice a week	31	15	32	22	36	19	25	20	*660*
Less often	30	12	25	34	47	18	12	24	*240*
Never, but holds full driving licence	27	13	30	31	39	20	17	24	*440*

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

†Only includes those with a full driving licence.

1. This question was asked in even years until 2016, but missed in 2018. Figures will be available in alternate years from 2019.

Table 25a: [Cycling] Frequency of cycling in the previous seven days*, 2019 [1]

	Cycling as a means of transport				Cycling just for pleasure / to keep fit				*Sample*
	None	**1-2 days**	**3-5 days**	**6-7 days**	**None**	**1-2 days**	**3-5 days**	**6-7 days**	***size***
							row percentages		
All people:	95.1	1.8	2.2	1.0	94.3	3.3	1.7	0.7	*9,750*
by gender:									
Male	93	2	3	1	92	4	2	1	*4,350*
Female	97	1	1	1	96	2	1	0	*5,400*
Identified in another way	**	**	**	**	**	**	**	**	-
Refused	**	**	**	**	**	**	**	**	-
by age:									
16-19	89	4	3	3	89	5	3	3	*200*
20-29	93	2	3	2	94	3	2	1	*1,010*
30-39	95	2	2	1	95	3	2	0	*1,490*
40-49	93	3	3	2	90	7	2	1	*1,380*
50-59	96	1	2	1	94	4	2	1	*1,670*
60-69	97	1	1	0	96	2	1	0	*1,680*
70-79	98	1	1	0	97	1	1	0	*1,510*
80+	99	0	0	0	99	1	0	0	*820*
by ethnicity									
White Scottish	96	2	2	1	95	3	1	1	*7,620*
White other British	93	2	3	1	92	4	3	1	*1,270*
White Polish	95	0	4	1	95	2	3	0	*150*
Other white	86	3	6	4	88	6	4	2	*400*
Asian, Asian Scottish or Asian British	97	2	1	0	98	0	1	0	*190*
Other ethnic group	93	3	2	2	93	6	0	1	*130*
by current situation:									
Self employed	94	3	1	2	90	7	1	1	*630*
Employed full time	93	2	3	1	93	4	2	1	*3,200*
Employed part time	96	1	2	1	94	3	2	0	*1,040*
Looking after the home/family	98	1	0	1	98	2	0	0	*360*
Permanently retired from work	98	1	1	0	97	1	1	0	*3,280*
Unemployed/seeking work	95	2	2	1	95	2	3	1	*290*
In further/higher education	89	5	4	2	91	5	4	0	*280*
Permanently sick or disabled	98	0	1	1	98	1	0	1	*500*
by annual net household income:									
up to £10,000 p.a.	98	1	1	1	98	1	1	0	*900*
over £10,000 - £15,000	96	1	1	2	97	2	1	1	*1,410*
over £15,000 - £20,000	96	1	2	1	95	2	2	1	*1,470*
over £20,000 - £25,000	97	1	1	1	97	2	1	1	*1,190*
over £25,000 - £30,000	95	1	2	2	94	2	2	1	*910*
over £30,000 - £40,000	95	1	2	1	94	4	2	0	*1,370*
over £40,000 - £50,000	94	3	3	1	92	5	2	1	*910*
over £50,000 p.a.	93	3	3	1	90	7	2	1	*1,200*
by Scottish Index of Multiple Deprivation quintiles [2]:									
1 (20% most deprived)	97	1	1	1	97	1	1	1	*1,810*
2	97	1	1	1	97	2	1	1	*1,990*
3	95	2	2	1	94	4	2	1	*2,100*
4	95	2	2	1	94	4	2	0	*2,060*
5 (20% least deprived)	92	3	4	2	90	5	3	1	*1,790*
by urban/rural classification:									
Large urban areas	94	2	3	1	94	3	2	1	*2,910*
Other urban	95	2	2	1	95	3	2	1	*3,340*
Small accessible towns	96	1	2	1	95	3	2	1	*870*
Small remote towns	97	1	1	1	96	2	1	1	*570*
Accessible rural	97	1	1	0	95	4	1	0	*1,050*
Remote rural	95	2	1	1	90	7	3	0	*1,010*
by frequency of driving†:									
Every day	97	2	1	0	95	4	1	0	*3,840*
At least three times a week	94	2	3	1	93	5	2	0	*1,600*
Once or twice a week	91	1	6	2	90	5	3	2	*670*
Less often	86	4	5	4	91	6	3	1	*240*
Never, but holds full driving licence	91	2	4	3	93	3	2	2	*440*

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

†Only includes those with a full driving licence.

1. Question was asked in survey every other year until 2016, but missed in 2018. 2016 is the most recent data available. Figures will be available in alternate years from 2019.

2. Figures are slightly different from those previously published as the SIMD16 classification is now being used rather than SIMD2012

Table 26: Reasons why do not cycle to work, 2009-2014

Following changes to the Scottish Household survey, options for this question have changed and are no longer comparable. See TATIS 2018 for the most recently produced version of the table with the previous options, and Table 26a (below) for current options.

Table 26a: [Cycling] Reasons why do not cycle to work, 2019

	2019
Reasons why do not cycle to work	*cell percentages*
Too far to cycle	40.4
Concerns about cycling in traffic	20.9
Weather too cold / wet / windy	20.6
It would be inconvenient	19.5
Concerns for personal safety on dark / lonely roads	12.3
No way to carry luggage / shopping	8.9
Nowhere at work to shower / change	6.6
Health or fitness reasons	4.0
Not enough safe places to lock bike	3.6
Can't ride a bike	1.3
Other	11.6
Sample size:	*1,570*

Table 27: Households' bus availability

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

Table 28: [Bus and train use] Adults use of local bus and train services, in the past month, 2019

	Bus					Train					
	Every day, or almost every day	2 or 3 times per week	About once a week	About once a fortnight, or about once a month	Not used in past month	Every day, or almost every day	2 or 3 times per week	About once a week	About once a fortnight, or about once a month	Not used in past month	*Sample size (=100%)**
	row percentages					*row percentages*					
All people aged 16+	8.2	9.3	7.0	14.0	61.5	2.4	2.5	4.0	20.8	70.2	*9,780*
by gender:											
Men	8	8	7	15	63	3	2	4	20	71	*4,360*
Women	9	10	7	13	60	2	3	4	22	70	*5,410*
In another way	**	**	**	**	**	**	**	**	**	**	-
Refused	**	**	**	**	**	**	**	**	**	**	-
by age:											
16-19	19	14	8	15	43	5	4	6	24	61	*200*
20-29	12	8	8	15	58	4	5	5	27	59	*1,020*
30-39	9	7	6	13	65	4	3	4	22	66	*1,490*
40-49	6	6	5	14	70	2	2	3	22	70	*1,380*
50-59	5	6	5	13	71	2	2	5	25	67	*1,680*
60-69	7	14	10	17	52	0	2	4	18	76	*1,690*
70-79	7	16	8	13	56	0	1	3	12	84	*1,510*
80+	9	12	9	10	59	0	1	1	7	92	*820*
by ethnicity											
White Scottish	8	9	7	14	62	3	2	4	21	70	*7,640*
White other British	6	8	5	14	68	2	2	5	23	67	*1,280*
White Polish	15	11	10	15	49	1	2	1	11	86	*150*
Other white	13	11	8	14	54	2	4	5	18	71	*400*
Asian, Asian Scottish or Asian British	11	10	14	19	47	2	4	3	14	77	*190*
Other ethnic group	13	16	13	12	46	2	3	4	20	72	*130*
by current situation:											
Self employed	3	2	4	14	77	2	3	5	19	72	*630*
Employed full time	9	4	5	13	69	4	3	5	26	62	*3,210*
Employed part time	8	9	8	14	62	2	4	4	22	68	*1,050*
Looking after the home or family	6	11	11	16	56	0	1	3	18	78	*360*
Permanently retired from work	7	15	9	14	54	0	1	3	15	81	*3,280*
Unemployed and seeking work	11	18	12	20	39	2	4	3	18	73	*290*
In further / higher education	16	16	6	16	46	6	5	6	28	56	*280*
Permanently sick or disabled	6	19	8	11	56	0	1	1	11	87	*500*
by annual net household income:											
up to £10,000 p.a.	11	16	12	13	49	1	2	4	15	77	*900*
over £10,000 - £15,000	12	16	8	14	50	2	2	3	15	78	*1,410*
over £15,000 - £20,000	9	11	9	16	55	1	3	4	14	79	*1,470*
over £20,000 - £25,000	9	10	6	14	61	1	3	3	18	75	*1,190*
over £25,000 - £30,000	8	9	9	14	61	3	1	4	20	72	*910*
over £30,000 - £40,000	6	6	6	14	68	3	3	4	23	68	*1,380*
over £40,000 - £50,000	8	5	4	15	68	4	2	4	26	64	*910*
over £50,000 p.a.	4	5	5	13	73	4	4	6	30	57	*1,210*
by Scottish Index of Multiple Deprivation:											
1 - Most Deprived	13	14	9	13	51	2	3	4	20	71	*1,750*
2	9	9	8	14	60	3	3	3	18	73	*1,930*
3	7	8	6	14	66	3	2	4	21	72	*2,180*
4	5	7	6	13	70	2	2	4	21	71	*2,150*
5 - Least Deprived	8	9	7	16	60	2	3	5	25	64	*1,780*
by urban/rural:											
Large urban areas	15	14	10	15	46	3	4	4	20	69	*2,920*
Other urban	6	8	7	14	65	3	2	5	25	66	*3,350*
Small accessible towns	4	7	6	16	67	1	2	4	23	70	*870*
Small remote towns	3	3	3	9	81	1	2	1	15	82	*570*
Accessible rural	3	4	4	12	78	1	2	3	18	76	*1,050*
Remote rural	2	3	3	12	80	0	0	1	10	88	*1,020*
by frequency of driving†:											
Every day	1	2	4	14	79	2	1	4	25	68	*3,860*
At least three times a week	4	7	7	15	67	2	3	5	20	71	*1,600*
Once or twice a week	9	10	10	14	58	4	4	4	19	68	*670*
Less often	15	9	10	17	50	6	3	5	20	66	*250*
Never, but holds full driving licence	20	18	9	11	42	4	4	5	18	69	*440*
by driving licence:											
Holds a full driving licence	4	5	6	14	71	2	2	4	23	69	*6,820*
Does NOT hold a full driving licence	19	19	11	14	38	3	4	4	17	73	*2,960*

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

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

†Only includes those with a full driving licence

Table 29: [Users' views on local bus services] Adults (16+) who have used the bus in the previous month, views on their local bus services, 2019[1]

	Strongly agree	Tend to agree	Total agree	Neither agree nor disagree	Tend to disagree	Strongly disagree	No opinion	*Sample size (=100%)*
						row percentages		
Buses run to timetable	27	48	**75**	7	10	6	2	*3,770*
Bus service is stable and not regularly changing	29	48	**77**	9	8	4	3	*3,770*
Buses are clean	30	51	**81**	9	6	4	1	*3,770*
Buses are environmentally friendly	17	40	**56**	22	9	4	9	*3,770*
Feel safe/secure on bus during the day	50	43	**93**	4	1	0	1	*3,770*
It is simple deciding what type of ticket I need	51	36	**86**	6	3	1	4	*3,770*
Finding out about routes and times is easy	42	42	**84**	8	5	2	2	*3,770*
Easy to change from buses to other forms of transport	32	39	**70**	13	5	2	10	*3,770*
Bus fares are good value	30	25	**55**	11	13	11	9	*3,770*
Feel safe/secure on bus during the evening	31	37	**69**	10	5	3	12	*3,770*

1. This question will be asked in alternate years from 2019.

Table 30: [Users' views on local train services] Adults (16+) who have used the train in the previous month, views on their local train services, 2019[1]

	Strongly agree	Tend to agree	Total agree	Neither agree nor disagree	Tend to disagree	Strongly disagree	No opinion	*Sample size (=100%)*
						row percentages		
Trains run to timetable	28	46	**74**	7	11	6	2	*2,530*
Train service is stable and not regularly changing	27	46	**72**	10	10	4	4	*2,530*
Trains are clean	28	55	**83**	8	7	1	1	*2,530*
Feel safe/secure on trains during the day	50	45	**95**	3	1	0	0	*2,530*
It is simple decide what type of ticket I need	44	43	**87**	5	4	2	1	*2,530*
Finding out about routes and times is easy	45	44	**89**	6	3	1	1	*2,530*
Easy to change from trains to other forms of transport	32	40	**72**	14	5	2	7	*2,530*
Train fares are good value	15	34	**48**	14	21	15	2	*2,530*
Feel safe/secure on trains during the evening	34	42	**76**	9	7	3	5	*2,530*

1. This question will be asked in alternate years from 2019.

Table 31: [Concessionary fare pass] Possession of concessionary fare pass for all adults aged 16+, 2019 [1]

	How often uses free travel pass								
	Every day	Almost every day	2 or 3 times a week	Once a week	Once a fortnight	Once a month	Not used	No pass	Sample size (=100%)
							row percentages		
All adults aged 16+	0.8	2.1	5.7	3.1	2.4	3.2	11.8	71.0	*9,780*
16 - 39	0	0	1	0	0	0	0	98	*2,710*
40 - 49	0	0	1	1	0	0	1	97	*1,380*
50 - 59	0	1	1	1	1	0	1	95	*1,680*
60 - 64	2	6	16	9	9	10	28	20	*830*
65 - 69	3	5	18	10	9	11	34	9	*860*
70 - 74	2	6	17	8	7	11	42	7	*850*
75 - 79	2	6	19	11	5	9	41	8	*650*
80 +	2	7	14	9	5	8	46	9	*820*

1. This question is being asked in alternate years.

Table 32: [Concessionary fare pass] Possession of concessionary fare pass for all adults aged 60+, 2019 [1]

	How often uses free travel pass								
	Every day	Almost every day	2 or 3 times a week	Once a week	Once a fortnight	Once a month	Not used	No pass	Sample size (=100%)
All	2.3	6.0	16.7	9.2	7.3	10.1	37.3	11.3	*4,010*
by gender:									
Men	2	5	16	9	7	9	38	13	*1,730*
Women	3	7	18	9	7	11	37	9	*2,290*
In another way	**	**	**	**	**	**	**	**	-
Refused	**	**	**	**	**	**	**	**	-
by current situation:									
Employed	3	6	10	9	8	10	36	18	*610*
Permanently retired	2	6	18	10	7	10	38	9	*3,180*
by ethnicity:									
White Scottish	2	6	17	9	7	10	38	11	*3,310*
White other British	2	5	15	10	7	12	38	12	*580*
White Polish	**	**	**	**	**	**	**	**	*10*
Other white	5	4	22	8	4	10	27	20	*70*
Asian, Asian Scottish or Asian British	**	**	**	**	**	**	**	**	*30*
Other ethnic group	**	**	**	**	**	**	**	**	*10*
by annual net household income:									
up to £10,000 p.a.	4	8	24	7	5	7	31	13	*550*
over £10,000 - £15,000	3	7	21	9	7	8	34	11	*850*
over £15,000 - £20,000	2	7	13	10	7	13	39	8	*760*
over £20,000 - £25,000	3	4	16	9	9	11	39	10	*560*
over £25,000 - £30,000	1	4	16	13	6	7	43	10	*380*
over £30,000 p.a.	2	5	14	8	9	11	40	13	*680*
by Scottish Index of Multiple Deprivation quintiles:									
1 - Most Deprived	4	11	23	9	6	7	30	11	*630*
2	2	6	20	7	7	9	37	11	*800*
3	1	3	12	9	7	12	42	14	*940*
4	2	4	12	8	8	12	43	11	*870*
5 - Least Deprived	2	8	18	12	8	11	33	9	*780*
by urban/rural classification:									
Large urban areas	4	12	28	12	8	8	19	9	*1,050*
Other urban	2	5	14	10	8	11	40	9	*1,340*
Small accessible towns	2	1	15	7	8	10	42	14	*380*
Small remote towns	1	2	5	5	5	14	59	10	*270*
Accessible rural	0	2	9	7	6	12	48	16	*460*
Remote rural	1	0	5	6	7	9	55	16	*520*
by frequency of driving†:									
Every day	1	1	8	8	7	12	47	15	*1,160*
At least once a week	1	4	15	11	10	13	36	9	*1,190*
Less often	3	12	23	10	7	5	30	11	*330*
by whether they hold a full driving licence									
Holds a full driving licence	1	4	13	10	8	12	40	12	*2,660*
Does NOT hold a full driving licence	5	11	24	8	5	6	31	10	*1,350*
by whether has a long term physical / mental health condition / illness									
No	2	5	16	8	7	9	42	12	*2,090*
Yes	3	7	17	10	8	11	33	11	*1,910*
If yes, does it impact on ability to carry out day to day activities									
A lot	1	2	11	7	4	7	52	16	*960*
A little	2	7	20	10	8	10	34	9	*770*
Not at all	4	8	20	6	10	12	33	8	*360*

1. This question is being asked in alternate years.

†Only includes those with a full driving licence

Table 33: Access to services that respondents thought were very or fairly convenient: 2019

	Post office	Doctors surgery	Small food shopping	Cash machine	Banking	Chemist	Hospital outpatients	Petrol station	Public transport	Dentist	*Sample size (=100%)*
All	83.6	83.6	93.6	89.1	71.8	89.4	60.3	76.7	82.4	77.0	*9,640*
by gender:											
Men	84	84	94	89	72	90	60	79	82	77	*4,400*
Women	83	84	93	89	72	89	61	75	83	78	*5,240*
by age:											
16 - 39	86	82	95	92	75	91	60	76	86	77	*2,720*
40 - 49	84	84	93	89	72	89	64	81	80	79	*1,510*
50 - 59	82	84	94	90	72	90	62	82	80	79	*1,620*
60 +	81	85	92	85	68	87	57	72	80	74	*3,780*
by ethnicity:											
White Scottish	83	84	94	89	72	90	61	78	83	79	*7,770*
White other British	85	82	92	88	67	87	57	77	79	74	*1,190*
White Polish	89	86	97	95	82	94	67	76	85	74	*130*
Other white	83	75	96	88	73	88	54	65	86	63	*290*
Asian, Asian Scottish or Asian British	87	85	94	92	80	93	62	68	88	73	*150*
Other ethnic group	82	78	98	88	72	89	62	70	80	63	*130*
by urban/rural classification:											
Large urban areas	84	84	95	92	72	92	60	75	92	79	*2,880*
Other urban	83	84	95	92	79	91	66	81	86	81	*3,280*
Small accessible towns	88	88	95	94	70	94	54	76	78	82	*930*
Small remote towns	92	87	93	91	83	93	71	87	81	83	*550*
Accessible rural	77	76	87	75	56	80	52	67	60	63	*1,050*
Remote rural	81	83	87	74	55	71	46	75	56	53	*960*
by annual net household income:											
up to £10,000 p.a.	84	82	94	88	75	88	54	63	85	73	*1,150*
over £10,000 - £15,000	85	82	93	87	72	88	54	64	86	73	*1,620*
over £15,000 - £20,000	84	85	95	90	71	88	59	71	84	76	*1,420*
over £20,000 - £25,000	83	85	93	87	70	88	59	76	80	76	*1,170*
over £25,000 - £30,000	84	83	94	91	72	91	62	81	82	80	*900*
over £30,000 - £40,000	83	83	93	89	71	89	63	84	81	79	*1,280*
over £40,000 p.a.	84	85	93	90	72	92	66	87	80	81	*1,760*
by licence possession:											
Holds a full driving licence	84	85	94	90	72	90	63	87	80	79	*6,530*
Does NOT hold a full driving licence	83	80	93	88	71	88	55	55	87	73	*3,110*
by number of cars available:											
none	82	79	93	87	72	88	53	46	89	71	*2,730*
one +	84	85	94	90	72	90	63	86	80	79	*6,910*

1. Question is being asked in alternate years from 2019.

Table 34: How adults normally travel to a doctors surgery

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

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

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

Table 36: How adults normally travel to a dentist

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

Table 37a: Flights in the last 12 months for leisure, holidays, visiting friends or family, 2009-2019 [1,2]

	2009	2010	2011	2012	2013	2014	2015	2016	2017	2018	2019
										Column percentages	
Yes	46.9	44.4	43.4	45.9	46.7	46.2	..	50.0	..	51.0	53.4
No	53.1	55.6	56.6	54.1	53.3	53.8	..	50.0	..	49.0	46.6
Sample size (=100%)	*12,510*	*12,420*	*12,880*	*9,890*	*9,920*	*9,790*	..	*9,640*	..	*9,690*	*9,760*

1. Percentages and sample size differ slightly from tables publsiehd up t 0 2017. The small number of responses that were 'don't know' or a refusal to answer have now been excluded.
2. Question asked in alternate years from 2014 to 2018, and will be asked in alternate years from 2019

Table 37b: Frequency of flying for leisure by destination in last 12 months, for those who have flown for leisure, 2009-2019 [1]

	2009	2010	2011	2012	2013	2014	2015	2016 [2]	2017	2018	2019
All leisure flights										*Column percentages*	
1 or 2	49.8	50.9	50.6	49.4	50.2	49.6	..	43.7	..	43.9	44.7
3 or 4	25.1	23.8	24.3	24.9	23.6	24.2	..	26.1	..	24.5	24.1
5 or 6	11.4	10.8	10.4	11.5	12.2	11.0	..	12.6	..	11.9	13.8
7 or 8	6.1	5.6	5.6	6.2	5.9	5.9	..	7.7	..	7.2	6.5
9 to 12	4.4	5.0	5.1	5.1	5.1	5.3	..	5.8	..	6.8	6.8
13 to 20	2.3	2.8	3.1	2.0	2.2	2.9	..	3.1	..	4.0	2.7
More than 20	0.9	1.2	0.9	0.9	0.9	1.1	..	1.1	..	1.7	1.5
Lower decile	2	2	2	2	2	2	..	2	..	2	2
Lower quartile	2	2	2	2	2	2	..	2	..	2	2
Median	3	2	2	3	2	3	..	4	..	4	4
Upper quartile	5	5	5	6	6	6	..	6	..	6	6
Upper decile	8	8	8	8	8	8	..	8	..	10	10
Mean*	4.2	20.8	4.3	4.2	4.3	4.4	..	4.7	..	5.0	4.8
Of which:											
Flights within Scotland											
0	93	94	96	94	94	95	..	95	..	93	96
1 or 2	5	5	3	4	4	3	..	3	..	4	3
3 or 4	1	1	1	1	1	1	..	1	..	1	1
5 to 8	1	0	0	0	1	0	..	1	..	1	1
More than 8	0	0	0	0	0	0	..	0	..	1	1
Flights to rest of UK											
0	67	67	69	70	70	72	..	68	..	71	72
1 or 2	22	22	20	20	19	18	..	21	..	18	18
3 or 4	6	6	5	6	6	6	..	6	..	5	5
5 to 8	3	4	4	3	4	4	..	4	..	3	2
More than 8	1	2	2	1	2	1	..	2	..	2	2
Flights to other European Countries											
0	27	30	28	26	26	24	..	23	..	21	21
1 or 2	50	48	49	49	49	49	..	46	..	46	46
3 or 4	15	14	15	17	16	16	..	19	..	19	18
5 to 8	7	6	6	7	8	8	..	10	..	11	11
More than 8	1	2	2	1	2	2	..	2	..	3	3
Flights to countries outside Europe											
0	68	64	66	67	70	69	..	69	..	69	68
1 or 2	25	29	27	27	24	24	..	24	..	23	24
3 or 4	4	5	5	4	4	4	..	5	..	6	5
5 to 8	2	2	2	2	2	2	..	2	..	2	2
More than 8	0	0	1	1	0	0	..	0	..	1	1
Sample size (=100%) [3]	*5,310*	*4,180*	*5,100*	*4,250*	*4,380*	*4,280*	..	*4,450*	..	*4,560*	*4,780*

1. Question asked in alternate years from 2014-2018.
2.There were errors in initially published figures for 2016. They have now been corrected.
3. Sample size is those who answered yes to previous question asking whether respondent had flown for leisure, holildays and visiting friends or family in the last 12 months.

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

Table 38a: Flights in the last 12 months for work or business purposes, 2009 -2019 [1,2]

	2009	2010	2011	2012	2013	2014	2015	2016	2017	2018	2019
										Column percentages	
Yes	8.8	7.0	7.9	7.8	8.0	7.9	..	7.9	..	8.3	8.1
No	91.2	93.0	92.1	92.2	92.0	92.1	..	92.1	..	91.7	91.9
Sample size (=100%)	*12,540*	*12,440*	*12,890*	*9,890*	*9,920*	*9,800*	..	*9,640*	..	*9,690*	*9,750*

1. This table has been modified from those published up to 2017 to now exclude the small number of people who responded 'don't know' or refused to answer. Percentages now add up to 100%.
2. Question asked in alternate years from 2014 to 2018, and will be asked in alternate years from 2019

Table 38b: Frequency of flying for business by destination in last 12 months, for those who have flown for business, 2009-2019 [1,2,3]

	2009	2010	2011	2012	2013	2014	2015	2016 [4]	2017	2018	2019
All business flights										*Column percentages*	
1 or 2	33.8	31.0	28.7	31.5	27.8	31.4	..	34.8	..	31.7	29.9
3 or 4	15.9	15.6	18.1	14.0	17.2	15.2	..	16.8	..	17.7	18.5
5 or 6	9.4	9.7	8.7	10.2	9.1	10.1	..	8.8	..	8.7	8.8
7 or 8	6.9	5.3	6.7	5.8	8.0	5.9	..	6.4	..	6.6	9.1
9 to 12	10.3	9.3	8.7	8.6	8.9	10.0	..	11.3	..	10.8	8.9
13 to 20	7.3	9.6	9.4	9.5	8.4	8.5	..	7.0	..	7.6	8.9
More than 20	16.3	19.6	19.7	20.4	20.6	18.9	..	14.9	..	16.9	15.9
										Flights per person	
Lower decile	2	2	2	2	2	2	..	2	..	2	2
Lower quartile	2	2	2	2	2	2	..	2	..	2	2
Median	5	6	6	6	6	6	..	4	..	6	6
Upper quartile	12	16	16	18	16	14	..	12	..	12	12
Upper decile	30	40	40	40	40	34	..	30	..	30	28
Mean*	14.4	23.3	16.5	16.0	14.3	14.1	..	12.3	..	12.8	12.7
Of which:											
Flights within Scotland											
0	83	86	84	86	85	87	..	89	..	87	87
1 or 2	8	5	6	4	5	5	..	5	..	4	4
3 or 4	2	1	3	2	3	2	..	2	..	2	2
5 or 6	2	2	1	1	1	1	..	1	..	1	1
7 or 8	1	1	2	1	1	1	..	0	..	1	1
9 to 12	2	2	1	2	1	1	..	0	..	2	2
13 to 20	1	1	1	2	1	1	..	1	..	1	1
More than 20	1	2	3	3	3	4	..	1	..	2	2
Flights to rest of UK											
0	24	26	26	27	28	28	..	26	..	32	31
1 or 2	31	29	25	25	26	25	..	30	..	25	26
3 or 4	11	10	14	12	11	12	..	13	..	12	13
5 or 6	9	8	8	8	7	8	..	7	..	7	5
7 or 8	5	4	4	5	5	4	..	4	..	5	6
9 to 12	7	7	9	9	7	8	..	8	..	7	6
13 to 20	5	5	5	5	5	5	..	2	..	4	5
More than 20	8	11	9	10	12	10	..	10	..	9	8
Flights to other European Countries											
0	66	64	65	68	64	67	..	64	..	63	65
1 or 2	17	18	14	12	16	13	..	15	..	17	17
3 or 4	5	6	6	6	8	7	..	9	..	7	7
5 or 6	4	3	3	3	2	4	..	3	..	4	3
7 or 8	1	1	2	2	3	3	..	2	..	2	2
9 to 12	4	4	3	4	2	3	..	3	..	3	3
13 to 20	2	2	2	2	2	1	..	2	..	2	3
More than 20	2	2	4	3	3	2	..	2	..	2	2
Flights to countries outside Europe											
0	78	77	79	76	81	77	..	81	..	80	80
1 or 2	11	10	10	12	9	11	..	9	..	7	9
3 or 4	4	3	3	4	3	4	..	3	..	4	5
5 or 6	2	2	2	2	1	1	..	2	..	2	2
7 or 8	0	0	2	2	2	1	..	1	..	2	1
9 to 12	3	2	2	2	2	2	..	2	..	2	1
13 to 20	1	3	1	1	1	2	..	1	..	2	1
More than 20	1	2	1	2	1	1	..	1	..	0	1
Sample size (=100%)	*980*	*690*	*930*	*740*	*740*	*710*	..	*680*	..	*720*	*700*

1. Sample size is those who answered yes to previous question asking whether respondent had flown for work or business purposes in the last 12 months.
2. Question asked in alternate years from 2014 to 2018, and will be asked in alternate years from 2019
3. There are some very slight changes to figures published up to 2017 as those who replied 'don't know' or refused to answer have now been excluded.
4.There were errors in initially published figures for 2016. They have now been corrected.
* Note mean value can be dragged up by a handful of respondents reporting making a large number of flights eg in 2010. The median is generally cosidered a better measure of the average.

Table 39: Reason for choosing flying within the UK over other forms of transport, 2009-2019 [1,2]

	2009	2010	2011	2012	2013	2014	2015	2016	2017	2018	2019
Quicker	80	83	83	83	83	85	..	84	..	79	79
Cheaper	28	28	25	28	23	22	..	24	..	30	32
Easy/convenient	4	2	1	2	2	1	..	1	..	4	4
Employer/someone else organised	3	1	1	1	2	1	..	1	..	2	2
Connecting flight/part of holiday	2	2	2	2	3	2	..	1	..	3	3
No alternative	2	1	2	1	1	1	..	1	..	1	2
Sample size (=100%)	*1,590*	*1,510*	*1,150*	*2,010*	*2,050*	*1,920*	..	*2,030*	..	*2,080*	*1,980*

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

2. Question was not asked in 2015 and 2017

Table 40a: Frequency of use of ferry services: 2012-2013

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

Table 40b: Purpose of ferry use

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

Table 40c: Reason for choosing to travel by ferry

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

Table 41: In general, What discourages you from using buses more often than you do?, 2012-2018'

	2012	2013	2014	2015	2016	2017	2018	2019
Nothing discourages	14.3	14.2	16.3	..	17.6	..	12.7	..
Takes too long	16.5	13.2	15.6	..	19.0	..	9.7	..
Inconvenient	10.8	9.1	7.5	..	9.9	..	10.1	..
No direct route	12.4	10.6	10.1	..	11.5	..	6.9	..
Use my own car	23.8	20.6	18.9	..	19.3	..	26.3	..
Need a car for / at work	6.2	6.7	4.6	..	5.4	..	3.1	..
Cost	9.4	9.2	8.2	..	7.6	..	6.7	..
Work unsocial / unusual hours	2.1	2.4	1.6	..	1.8	..	1.2	..
Public transport unreliable	2.9	3.6	2.6	..	2.9	..	3.9	..
Lack of service	11.3	11.6	10.1	..	9.7	..	7.7	..
Too infrequent	5.2	4.4	4.5	..	4.6	..	5.6	..
Health reasons	9.4	8.7	8.1	..	7.9	..	6.8	..
Difficult access,on-off steps	1.3	1.6	1.1	..	1.5	..	1.1	..
Too much to carry,awkward	3.2	2.8	2.1	..	2.2	..	1.6	..
Uncomfortable	1.7	1.6	1.4	..	1.4	..	1.2	..
No need	16.0	19.0	20.2	..	19.9	..	19.8	..
Prefer to walk/cycle	4.1	5.0	3.9	..	4.0	..	4.4	..
Dislike waiting about	2.6	2.4	1.7	..	2.5	..	1.8	..
Long walk to bus stop	3.3	2.7	2.3	..	3.2	..	2.4	..
Lives centrally,within walking distance	2.5	2.6	2.7	..	1.4	..	3.3	..
Sample size (=100%)	*7,900*	*7,700*	*7,760*	*..*	*7,700*	*..*	*7,560*	*..*

1. Question asked in alternate years from 2014. Question not asked in 2019.

Table 42: In general, What discourages you from using the train more often than you do? (2012-2014, 2016, 2019) [1,2]

	2012	2013	2014	2015	2016 [3]	2017	2018	2019
Nothing	57	56	56	..	54	..	..	37
No nearby station	4	5	6	..	8	..	..	13
Takes too long	1	1	1	..	1	..	..	1
Inconvenient	3	3	1	..	2	..	..	4
No direct route	2	2	2	..	2	..	..	2
Use my own car	6	3	2	..	3	..	..	5
Need a car for/at work	0	1	1	..	1	..	..	1
Cost	17	17	12	..	11	..	..	15
Work unsocial/unusual hours	0	0	0	..	0	..	..	0
Unreliable	1	1	1	..	1	..	..	6
Lack of service	2	1	1	..	2	..	..	2
Too infrequent	1	0	1	..	1	..	..	1
Health reasons	0	1	0	..	1	..	..	1
Difficult to access	0	1	0	..	0	..	..	1
Too much to carry/awkward	0	0	0	..	0	..	..	0
Uncomfortable	0	0	0	..	0	..	..	1
No need	8	10	17	..	15	..	..	20
Prefer to walk	0	0	0	..	0	..	..	0
Dislike waiting	0	0	0	..	0	..	..	1
Live centrally/within walking distance	0	0	0	..	0	..	..	0
Use other things - bus/underground/taxi	0	0	1	..	1	..	..	1
Smoking policy	0	0	0	..	0	..	..	0
Dirty/filthy	0	0	0	..	0	..	..	0
Given lifts	0	0	0	..	0	..	..	0
Too crowded	1	1	1	..	2	..	..	3
Not safe	0	1	0	..	0	..	..	0
Laziness	0	0	0	..	0	..	..	0
Other	3	2	2	..	3	..	..	4
Sample size (=100%)	*2,060*	*2,110*	*2,300*	..	*2,210*	..	..	*2,150*

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

2. Question was not asked in 2015, 2017 and 2018. It is now being asked in alternate years from 2019.

3. Some of the initially published figures for 2016 were incorrect. They have been corrected here.

Table 42a: In general, What discourages you from using the train? (only those who did not take the train at all in the past month) (2014, 2016, 2019) [1]

	2014	2015	2016	2017	2018	2019
Nothing	39	..	34	..	..	22
No nearby station	16	..	19	..	..	24
Takes too long	1	..	1	..	..	1
Inconvenient	2	..	3	..	..	2
No direct route	3	..	3	..	..	3
Use my own car	4	..	4	..	..	7
Need a car for/at work	1	..	1	..	..	1
Cost	10	..	9	..	..	9
Work unsocial/unusual hours	0	..	0	..	..	0
Unreliable	0	..	0	..	..	1
Lack of service	2	..	2	..	..	1
Too infrequent	0	..	0	..	..	0
Health reasons	5	..	5	..	..	5
Difficult to access	0	..	1	..	..	1
Too much to carry/awkward	0	..	0	..	..	0
Uncomfortable	0	..	0	..	..	0
No need	23	..	24	..	..	34
Prefer to walk	0	..	0	..	..	0
Dislike waiting	0	..	0	..	..	0
Live centrally/within walking distance	0	..	0	..	..	0
Use other things - bus/underground/taxi	1	..	1	..	..	1
Smoking policy	0	..	0	..	..	0
Dirty/filthy	0	..	0	..	..	0
Given lifts	0	..	0	..	..	0
Too crowded	0	..	0	..	..	1
Not safe	0	..	0	..	..	0
Laziness	0	..	0	..	..	0
Other	2	..	3	..	..	2
Sample size (=100%)	*7,160*	..	*7,080*	..	..	*7,240*

1. Question was not asked in 2015, 2017 and 2018. It is now being asked in alternate years from 2019.

2. The initially published figure for 'other' for 2016 was incorrect. It has been corrected here.

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

	2012	2013	2014	2015	2016	2017	2018	2019
Nothing	51	60	57	..	54	..	..	55
Takes too long	4	4	5	..	6	..	..	4
Health reasons / unable to walk far	16	16	15	..	16	..	..	16
Weather	20	11	15	..	18	..	..	13
Not safe	1	1	1	..	1	..	..	1
Lack of walking paths	1	1	0	..	1	..	..	1
Poor quality paths	0	1	1	..	1	..	..	1
Inconvenient	0	1	0	..	1	..	..	1
Too much to carry/awkward	1	0	0	..	1	..	..	0
Travelling with others	0	0	0	..	0	..	..	0
No need	3	2	2	..	2	..	..	4
Live too far away	0	1	0	..	1	..	..	0
Prefer to use other modes - car/bus/train	1	1	0	..	0	..	..	1
Given lifts	0	0	0	..	0	..	..	0
Laziness	4	5	4	..	4	..	..	4
Other	4	3	3	..	4	..	..	5
Sample size (=100%)	*9,890*	*9,920*	*9,800*	..	*9,640*	..	..	*9,780*

1. Question was not asked in 2015, 2017 and 2018. It is now being asked in alternate years from 2019.

Table 44: Journey purpose for train journeys: 2012-2019 [1]

	2012	2013	2014	2015	2016	2017	2018 [2]	2019
Travel:								
To place of work	14	11	11	12	12	14	15	14
In the course of work	10	12	12	9	10	8	11	11
For education	5	5	4	4	4	4	4	3
For shopping	33	34	33	39	35	37	33	31
To hospital, doctor or other health service	3	3	2	2	2	3	3	2
To visit friends or relatives	26	25	25	26	25	27	26	28
For holiday / day trip	13	13	13	16	16	16	14	16
For other recreational activity	18	20	20	21	20	22	23	27
Sample size (=100%)	*2,440*	*2,480*	*2,640*	*2,500*	*2,560*	*2,610*	*2,540*	*2,530*

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

[2] There were slight errors in previously published 2018 figures. These have now been amended.

Table 45: Difficulties experienced when changing between Public Transport: 2012, 2014, 2016, 2019 [1,2]

	2012	2013	2014	2015	2016	2017	2018	2019
None	86	..	87	..	84	..	..	83
Not enough time to change modes	3	..	3	..	4	..	..	3
Long wait between journeys	6	..	6	..	6	..	..	6
Lack of information about connecting modes	2	..	3	..	3	..	..	4
Lack of signposting to connecting modes	1	..	1	..	1	..	..	1
Unable to use one ticket/ travel pass for all journeys/ modes	1	..	1	..	1	..	..	2
Different prices for different operators	0	..	1	..	1	..	..	1
Stops/stations not close enough to each other	2	..	2	..	2	..	..	2
Accessibility between stops/stations	1	..	1	..	2	..	..	2
Other	3	..	2	..	3	..	..	3
Sample Size (=100%)	*3,850*	*..*	*3,940*	*..*	*3,860*	*..*	*..*	*3,680*

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

[2] Question asked in alternate years to 2016. It was not asked in 2017 and 2018. It is being asked in alternate years from 2019.

Table 46: Awareness of sustainable transport policies, 2019

	Aware of - car clubs or formal car sharing	Aware of - fuel efficient driver training	Aware of - electric vehicles?	Aware of - cycle hire schemes?	*Sample size (=100%)*
			cell percentages		
All people:	24.2	13.1	69.1	36.7	*9,780*
by gender:					
Male	29	17	73	40	*4,360*
Female	20	9	65	34	*5,410*
Identified in another way	**	**	**	**	-
Refused	**	**	**	**	-
by age:					
16-19	10	9	58	30	*200*
20-29	18	11	66	38	*1,020*
30-39	26	13	71	42	*1,490*
40-49	32	17	76	43	*1,380*
50-59	32	18	78	43	*1,680*
60-69	26	12	71	35	*1,690*
70-79	17	9	62	24	*1,510*
80+	10	7	44	14	*820*
by ethnicity:					
White Scottish	23	13	69	36	*7,640*
White other British	36	18	79	49	*1,280*
White Polish	11	8	49	18	*150*
Other white	21	6	65	32	*400*
Asian, Asian Scottish or Asian British	9	8	49	27	*190*
Other	16	3	49	26	*130*
by current situation:					
Self employed	34	20	80	46	*630*
Employed full time	30	17	78	45	*3,210*
Employed part time	25	12	72	39	*1,050*
Looking after the home/family	17	9	58	29	*360*
Permanently retired from work	20	10	63	26	*3,280*
Unemployed/seeking work	14	6	49	27	*290*
In further/higher education	14	10	65	39	*280*
Permanently sick or disabled	9	5	41	21	*500*
by annual net household income:					
up to £10,000 p.a.	15	8	55	28	*900*
over £10,000 - £15,000	14	8	54	25	*1,410*
over £15,000 - £20,000	18	10	60	28	*1,470*
over £20,000 - £25,000	20	11	67	33	*1,190*
over £25,000 - £30,000	24	13	67	34	*910*
over £30,000 - £40,000	28	16	76	42	*1,380*
over £40,000 - £50,000	32	18	80	46	*910*
over £50,000 p.a.	37	18	85	51	*1,210*
by Scottish Index of Multiple Deprivation quintiles:					
1 (20% most deprived)	14	9	52	30	*1,820*
2	19	13	62	32	*1,990*
3	22	13	70	36	*2,100*
4	28	14	79	40	*2,060*
5 (20% least deprived)	37	16	81	46	*1,800*
by urban/rural classification:					
Large urban areas	25	9	65	41	*2,920*
Other urban	22	15	68	35	*3,350*
Small accessible towns	25	17	71	36	*870*
Small remote towns	19	11	73	24	*570*
Accessible rural	31	18	78	39	*1,050*
Remote rural	22	12	77	27	*1,020*
by frequency of driving†:					
Every day	31	18	82	45	*3,860*
At least three times a week	29	14	80	38	*1,600*
Once or twice a week	31	14	78	41	*710*
Less often	30	17	75	45	*270*
Never, but holds full driving licence	18	9	57	37	*700*

†Only includes those with a full driving licence

** values based upon a sample size less than 50 have been suppressed

Table 47: Uptake of sustainable transport policies (of those who were aware of the policy): 2018 or 2019 [1]

	Member of a car club or formal car sharing scheme	*Sample size (=100%)*	Attended a fuel efficient driver training course	*Sample size (=100%)*	Used a cycle hire scheme in the last 12 months	*Sample size (=100%)*
					cell percentages	
All people:	3.4	*1,970*	10.1	*910*	4.2	*3,270*
by gender [2]:						
Male	4	*1,070*	12	*560*	5	*1,570*
Female	2	*900*	7	*350*	3	*1,700*
In another way	**	-	**	-	**	-
Refused	**	-	**	-	**	-
by age:						
16-19	**	*10*	**	*10*	7	*60*
20-29	4	*140*	2	*70*	8	*360*
30-39	3	*350*	7	*150*	6	*600*
40-49	5	*370*	13	*150*	3	*580*
50-59	4	*420*	11	*200*	2	*660*
60-69	1	*380*	19	*160*	1	*570*
70-79	2	*240*	3	*130*	2	*330*
80+	1	*60*	1	*50*	1	*110*
by ethnicity:						
White Scottish	3	*1,480*	10	*790*	4	*2,470*
White other British	4	*360*	8	*160*	3	*560*
White Polish	**	*10*	**	*10*	**	*30*
Other white	7	*90*	**	*40*	6	*130*
Asian, Asian Scottish or Asian British	**	*20*	**	-	**	*50*
Other	**	*10*	**	*10*	**	*40*
by current situation:						
Self employed	3	*170*	8	*90*	5	-
Employed full time	4	*900*	12	*450*	4	-
Employed part time	3	*210*	3	*100*	3	-
Looking after the home/family	**	*50*	**	*20*	2	-
Permanently retired from work	2	*540*	8	*275*	2	-
Unemployed/seeking work	**	*30*	**	*20*	8	-
In further/higher education	**	*40*	**	*20*	9	*100*
Permanently sick or disabled	**	*20*	**	*10*	2	*100*
by annual net household income:						
up to £15,000 p.a.	1	*250*	8	*140*	7	*530*
over £15,000 - £20,000	1	*220*	5	*150*	3	*390*
over £20,000 - £25,000	3	*210*	12	*120*	2	*370*
over £25,000 - £30,000	2	*200*	6	*100*	4	*310*
over £30,000 - £40,000	1	*350*	16	*180*	3	*560*
over £4,000 - £5,000	4	*290*	16	*130*	4	*410*
over £50,000 p.a.	6	*400*	7	*170*	5	*620*
by Scottish Index of Multiple Deprivation quintiles:						
1 (20% most deprived)	3	*170*	17	*110*	7	*490*
2'	3	*300*	14	*180*	4	*570*
3'	4	*430*	5	*230*	3	*640*
4'	3	*530*	7	*260*	4	*750*
5 (20% least deprived)	3	*560*	12	*230*	4	*810*
by urban/rural classification:						
Large urban areas	4	*640*	9	*240*	6	*1,150*
Other urban	4	*600*	11	*350*	4	*1,090*
Small accessible towns	2	*210*	11	*110*	2	*300*
Small remote towns	5	*80*	**	*50*	6	*120*
Accessible rural	1	*280*	11	*170*	3	*390*
Remote rural	3	*170*	5	*90*	2	*230*
by frequency of driving†:						
Every day	3	*1,120*	11	*610*	3	*1,670*
At least three times a week	3	*440*	14	*200*	5	*560*
Once or twice a week	4	*190*	5	*90*	4	*250*
Less often	9	*90*	3	*30*	6	*110*
Never, but holds full driving licence	5	*120*	1	*70*	6	*240*

1. Car club and fuel efficiency figures are for 2018. Cycle hire figures are for 2019. The question is asked in alternate years for each category

2. The gender category was changed in 2018 to include the options 'In another way' and 'Refused'

** value supressed as sample contains fewer than 50 responses

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

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

Table 49: [Sustainable travel] Would you consider buying a plug-in electric car or van? (2016-2019) [1]

	2016	2017	2018	2019
I already own an electric car or van	0.3	0.7	1.8	1.6
I am thinking about buying an electric car or van quite soon	1.0	2.1	2.4	2.4
I would consider buying an electric car or van in the future	35.9	41.0	44.3	47.6
I would not consider buying an electric car or van	48.7	42.8	38.3	36.6
I don't drive/don't need a car	3.0	3.1	3.1	3.0
No opinion	11.0	10.3	10.1	8.7
Sample Size (=100%)	*4,440*	*5,200*	*5,310*	*5,560*

[1.] This question is asked of those with either a full or a provisional driving licence.

Table 50: [Sustainable travel] Reasons for having bought or would consider buying a plug-in electric car or van (2016-2019)[1]

	2016	2017	2018	2019
Cost of vehicle purchase	23	20	23	22
Fuel or running costs	64	63	58	51
Battery: distance travelled on charge	19	21	23	20
Availability or convienience of recharging	22	23	23	21
Vehicle resale value	5	6	6	5
Vehicle performance, size, practicallity or looks	13	15	13	12
Availability of different models	5	5	5	4
Environmentally friendly	68	70	68	70
Reliability	16	14	12	12
Opinion of friends and family	4	4	4	4
Don't know	1	1	1	1
Other	2	3	3	3
Sample Size (=100%)	*1,550*	*2,190*	*2,460*	*2,690*

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

Table 51: [Sustainable travel] Reasons for not considering to buy a plug-in electric car or van (2016-2019) [1]

	2016	2017	2018	2019
Limited choice (not many vehicles to choose from)	16	17	14	11
Lack of knowledge about electric vehicles	27	25	20	15
Running costs (maintenance and fuel)	6	8	8	7
Cost of vehicle purchase	26	31	33	36
Battery: distance travelled on charge	46	45	46	46
Availability or convenience of charging points	45	44	41	40
Vehicle resale value	6	6	4	4
Vehicle performance, size, practicality or looks	15	15	12	9
Technology - doesn't work or not proven	10	12	14	15
Opinions of friends or family	2	3	2	1
No intention to buy a car of any kind	8	12	12	12
Other	5	4	5	7
Don't know	1	1	1	1
Sample Size (=100%)	*2,270*	*2,320*	*2,190*	*2,230*

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

Table TD1: [Travel on previous day] Percentage of adults travelling on previous day 2009-2019[1]

	2009	2010	2011	2012	2013	2014	2015	2016	2017	2018	2019	2019 sample
											cell percentages	
All	76.6	73.9	73.2	73.4	75.6	76.9	76.6	75.0	73.4	72.7	73.6	*9,780*
Gender												
Male	78	76	75	74	77	79	78	76	75	74	74	*4,360*
Female	75	72	71	72	74	75	75	74	72	72	73	*5,410*
Indentified in another way	..	..	..	..	..	..	..	..	..	**	**	**
Refused	..	..	..	..	..	..	..	..	..	**	**	**
Age												
16 - 19	75	76	76	78	76	80	82	79	76	69	75	*200*
20 - 29	80	78	74	76	80	80	79	77	77	76	75	*1,020*
30 - 39	81	80	77	77	78	80	80	78	77	78	78	*1,490*
40 - 49	79	80	79	78	80	82	82	78	78	76	78	*1,380*
50 - 59	80	75	76	75	80	79	76	77	75	74	76	*1,680*
60 - 69	77	71	70	72	74	76	75	75	72	72	72	*1,690*
70 - 79	65	63	64	64	64	68	68	65	67	65	67	*1,510*
80 and over	51	39	49	40	47	46	51	51	46	51	50	*820*
Sample size	*9,300*	*8,590*	*9,240*	*9,890*	*9,920*	*9,800*	*9,410*	*9,640*	*9,810*	*9,700*	*9,780*	

** Figures for gender categories 'Identified in another way' and 'Refused' were not collected before 2018. In 2018, as the sample size was less than 5, they have been suppressed.

1. 2000 to 2008 results can be viewed by unhiding columns B to J.

Table TD2: [Main mode] Percentage of journeys made by main mode[1] of travel 2008-2019[2]

	2009	2010	2011	2012 [3]	2013	2014	2015	2016	2017	2018	2019
											column percentages
Walking	21.8	22.0	22.1	26.0	23.3	25.0	21.6	23.5	21.3	19.8	22.1
Driver car/van	51.0	51.1	49.9	48.3	50.0	48.1	50.7	50.7	52.1	52.9	52.9
Passenger car/van	13.3	14.3	13.1	12.7	13.6	13.0	13.3	13.1	12.5	12.8	12.3
Bicycle	0.9	0.8	1.3	1.2	1.0	1.4	1.2	1.2	1.5	1.4	1.2
Bus	8.6	8.7	9.1	8.1	8.5	8.6	9.5	7.7	8.2	8.0	7.0
Taxi/minicab	1.4	0.8	1.3	1.3	1.6	1.2	1.3	0.9	1.3	1.4	1.2
Rail	1.9	1.4	2.0	1.8	1.7	2.1	1.7	2.2	2.6	2.6	2.3
Other	1.0	1.0	1.2	0.7	0.3	0.6	0.7	0.8	0.5	1.0	1.0
Sample size (=100%)	*18,680*	*16,300*	*17,590*	*19,740*	*20,180*	*19,930*	*18,710*	*19,050*	*18,320*	*17,790*	*18,450*

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

2. 1999 to 2008 results can be viewed by unhiding columns B to J.

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

Table TD2a: [Main mode by distance] Percentage of journeys by main mode by road network distance[1] 2019

	Main Mode of Transport								
	Walking	Driver car/van	Passenger car/van	Bicycle	Bus	Taxi/ minicab	Rail	Other	***Sample size***
								row percentages	
All	22.1	52.9	12.3	1.2	7.0	1.2	2.3	1.0	*18,450*
by distance:									
Under 1 km	68	24	4	1	1	1	0	1	*3,450*
1 to under 2km	42	40	10	2	4	1	0	0	*2,740*
2 to under 3km	26	49	12	2	9	2	0	0	*1,810*
3 to under 5km	10	59	14	2	10	2	1	1	*2,240*
5 to under 10km	3	62	17	1	12	1	2	1	*2,800*
10 to under 15km	2	70	15	0	8	2	3	0	*1,570*
15 to 20km	1	71	12	0	9	1	5	1	*940*
20 to 40km	1	69	13	1	8	0	7	0	*1,660*
40km and over	1	68	17	0	5	1	7	1	*1,080*

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

Table TD2b: [Stage mode] Percentage of stages[1] by mode of travel 2008-2018[2]

	2009	2010	2011	2012 [3]	2013	2014	2015 [4]	2016	2017	2018 [5]	2019
Walking	21.6	21.7	21.8	26.7	24.1	25.9	22.8	24.8	22.8	21.0	23.5
Driver car/van	50.9	50.8	49.8	47.4	49.2	47.1	49.6	49.4	50.7	51.3	51.3
Passenger car/van	13.3	14.3	13.1	12.7	13.5	12.8	13.1	12.9	12.2	12.6	12.0
Bicycle	0.9	0.8	1.3	1.3	1.0	1.4	1.3	1.2	1.5	1.4	1.2
Bus	8.7	8.8	9.3	8.1	8.5	8.7	9.4	7.7	8.1	8.0	6.9
Taxi/minicab	1.4	1.0	1.4	1.3	1.6	1.3	1.4	1.0	1.4	1.5	1.4
Rail	2.1	1.5	2.1	1.8	1.7	2.1	1.7	2.2	2.7	2.6	2.3
Other	1.2	1.2	1.3	0.7	0.4	0.7	0.8	0.9	0.6	1.4	1.2
Sample size (=100%)	*18,930*	*16,550*	*17,810*	*20,310*	*20,780*	*20,500*	*19,110*	*19,770*	*19,040*	*18,610*	*19,200*

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

2. 1999 to 2007 results can be viewed by unhiding columns B to J.

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

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

5. 2018 values have been revised

Table TD3: [Purpose] Percentage of journeys made by purpose of travel 2012-2019[1]

	2009	2010	2011	2012 [2]	2013	2014	2015	2016	2017	2018	2019
Commuting	23.8	26.5	25.8	23.4	22.5	23.0	22.4	23.4	24.7	24.3	23.3
Business	1.2	0.9	0.7	1.9	2.5	2.3	2.2	1.9	1.9	2.7	2.4
Education	3.7	3.5	3.6	6.2	6.5	6.6	6.8	6.6	6.6	6.0	5.6
Shopping	23.1	23.3	21.1	23.1	23.1	22.6	23.8	23.4	23.3	23.0	23.6
Visit Hospital or other health	2.5	2.5	2.3	2.2	2.0	2.0	2.0	2.1	2.3	2.5	2.2
Other personal business	6.9	6.4	6.9	3.4	4.3	3.4	4.4	4.3	3.3	5.3	4.6
Visiting friends or relatives	11.2	10.8	11.9	11.3	12.1	10.6	11.3	10.9	10.0	10.1	10.3
Eating/Drinking	4.1	3.7	4.1	2.8	3.2	3.0	3.6	3.3	3.3	3.3	3.2
Sport/Entertainment	7.9	6.8	7.6	5.3	5.4	5.5	6.1	5.9	6.2	6.3	6.0
Holiday/daytrip	2.3	1.9	1.8	0.9	1.0	1.1	1.3	1.2	1.4	1.2	1.2
Other Journey	0.5	0.4	0.3	4.8	3.0	4.9	1.5	2.4	3.1	1.1	0.9
Escort	6.7	7.3	7.5	1.2	1.6	1.6	1.9	1.6	1.9	2.2	2.2
Go Home	3.2	2.7	3.4	8.0	7.3	6.9	7.8	7.0	6.9	7.0	7.4
Go for a walk	2.9	3.2	3.0	5.9	5.7	6.3	4.8	6.1	5.1	5.2	7.0
Sample size (=100%)	*18,680*	*16,300*	*17,590*	*19,740*	*20,180*	*19,930*	*18,710*	*19,050*	*18,330*	*17,790*	*18,450*

1. 1999 to 2007 results can be viewed by unhiding columns B to J.

2. Changes to the questionaire design led to a change in how journeys were recorded, including an increase in those recorded as 'go home'. This creates a discontinuity in the time series between 2011 and 2012.

Table TD2c: [Multi stage journeys] Percentage of journeys by number of stages 2015-2019 combined

	Number of stages in journey					Sample size	Average (mean) number of stages
	1	2	3	4	5	(=100%)	
	row percentages						
All journeys 2015-2019	97.2	2.0	0.7	0.0	0.0	*152,160*	1.04
Survey year							
2007	99.2	0.6	0.1	0.0	0.0	*20,500*	1.01
2008	99.3	0.6	0.1	0.0	0.0	*20,420*	1.01
2009	99.0	0.9	0.1	0.0	0.0	*18,650*	1.01
2010	98.8	1.0	0.2	0.0	0.0	*16,290*	1.01
2011	98.7	1.1	0.1	0.0	0.0	*17,590*	1.01
2012 [1]	97.6	1.8	0.5	0.0	0.0	*19,740*	1.03
2013	97.7	1.7	0.5	0.0	0.0	*20,180*	1.03
2014	97.7	1.8	0.5	0.0	0.0	*19,930*	1.03
2015	98.2	1.3	0.5	0.0	0.0	*18,710*	1.02
2016	97.3	2.0	0.6	0.0	0.0	*19,050*	1.03
2017	97.0	2.3	0.7	0.0	0.0	*18,320*	1.04
2018	96.7	2.3	0.8	0.1	0.1	*17,790*	1.04
2019	96.8	2.2	0.9	0.0	0.0	*18,450*	1.04
Main mode of Transport 2015-2019							
Walking	99	1	0	0	0	*20,760*	1.01
Driver car/van	99	1	0	0	0	*48,200*	1.01
Passenger car/van	99	1	0	0	0	*11,120*	1.02
Motorcycle/moped	99	0	0	1	0	*140*	1.02
Bicycle	99	1	0	0	0	*1,070*	1.02
School Bus	94	3	3	0	0	*110*	1.10
Works Bus	89	11	0	0	0	*180*	1.11
Service Bus	91	7	2	0	0	*7,260*	1.11
Taxi/minicab	97	2	1	0	0	*1,160*	1.05
Rail	57	25	16	1	0	*1,660*	1.62
Underground	80	14	6	0	0	*110*	1.27
Ferry	43	25	24	9	0	*70*	1.99
Aeroplane	45	22	24	5	4	*110*	2.00
Other	82	13	3	1	2	*360*	1.28

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

Table TD4: [Distance] Percentage of journeys made by road distance distance [1] travelled, 2012-2019 [2]

	2012	2013	2014	2015	2016	2017	2018	2019
					column percentages			
Under 1 km	24.2	16.3	17.3	18.8	19.3	18.1	15.6	17.0
1 to under 2km	13.7	15.1	14.8	13.0	13.8	13.5	14.0	14.2
2 to under 3km	8.8	9.7	9.7	9.9	9.7	9.4	10.6	9.8
3 to under 5km	12.4	13.5	13.2	13.1	12.4	13.5	12.9	13.2
5 to under 10km	14.6	16.4	16.6	16.8	15.8	16.4	16.6	15.9
10 to under 15km	8.4	9.4	8.7	8.5	8.2	8.1	9.0	8.9
15 to 20km	4.2	4.9	4.9	4.8	4.8	4.5	5.3	5.1
20 to 40km	8.4	8.8	9.5	9.2	10.1	9.9	9.9	9.7
40km and over	5.4	6.0	5.3	6.1	5.9	6.7	6.1	6.3
Sample size (=100%)	*19,290*	*19,980*	*19,700*	*18,300*	*18,790*	*18,030*	*17,640*	*18,290*

[1] A version of this table using the straight line distance is included in Annex A of the web tables. More details on the differences between the straight line and road network distance can be found in TATIS Appendix A.
2. Distance figures for some years were revised in 2017 and 2018. More information is contained in the notes.

Table TD4a: [Distance by main mode] Percentage of journeys by road network distance [1] by main mode, 2019

	Under 1 km	1 to under 2km	2 to under 3km	3 to under 5km	5 to under 10km	10 to under 15km	15 to 20km	20 to 40km	40km and over	*Sample size (=100%)*
								row percentages		
All	17.0	14.2	9.8	13.2	15.9	8.9	5.1	9.7	6.3	*18,290*
by mainmode:										
Walking	52	27	11	6	2	1	0	1	0	*4,230*
Driver car	8	11	9	15	19	12	7	12	8	*9,380*
Driver van	11	6	6	16	14	10	8	17	12	*290*
Passenger car	6	11	10	16	23	11	5	10	9	*2,030*
Passenger van	13	14	5	11	21	7	8	14	7	*70*
Bicycle	16	21	17	23	15	2	2	4	1	*220*
Bus	2	8	12	19	27	10	7	11	4	*1,360*
Taxi/minicab	9	17	15	20	18	13	3	2	3	*230*
Rail	2	0	1	8	15	10	11	32	21	*310*
Other	21	8	6	20	24	4	5	3	9	*170*

1.A version of this table using the straight line distance is included in Annex A of the web tables. More details on the differences between the straight line and road network distance can be found in TATIS Appendix A.
** value suppressed as cell contains fewer than 5 responses

Table TD4b: [Distance to work by main mode] Percentage of journeys to work by road network distance by main mode, 2019

	Under 1 km	1 to under 2km	2 to under 3km	3 to under 5km	5 to under 10km	10 to under 15km	15 to 20km	20 to 40km	40km and over	*Sample size (=100%)*
								row percentages		
All	8.6	8.0	8.2	13.0	19.4	13.1	8.2	14.9	6.6	*3,860*
by mainmode:										
Walking	39	27	14	14	2	2	0	2	0	*490*
Driver car	4	5	7	11	22	16	10	18	8	*2,320*
Driver van	16	4	5	12	13	10	7	22	11	*160*
Passenger car	5	13	11	18	30	11	4	4	4	*210*
Passenger van	**	**	**	**	**	**	**	**	**	*30*
Bicycle	7	16	24	40	10	2	2	0	0	*80*
Bus	1	3	9	16	27	16	10	15	2	*380*
Taxi/minicab	**	**	**	**	**	**	**	**	**	*20*
Rail	1	1	0	2	17	12	15	32	20	*150*
Other	**	**	**	**	**	**	**	**	**	*30*

Table 4c: [Distance 2 miles by main mode] Percentage of journeys under 2 miles by road network distance by main mode, 2012-2019

	Main Mode of Transport								
	Walking	Driver car/van	Passenger car/van	Bicycle	Bus	Taxi/ minicab	Rail	Other	***Sample size***
Survey year							*row percentages*		
2012	48.5	33.4	9.3	1.5	5.0	1.6	0.3	0.5	*9,870*
2013	47.3	34.2	10.1	1.2	4.8	1.9	0.2	0.2	*9,220*
2014	51.3	32.2	8.2	1.5	4.8	1.6	0.1	0.3	*9,130*
2015	45.1	36.7	8.7	1.4	6.0	1.6	0.1	0.5	*8,370*
2016	47.8	35.4	8.7	1.8	4.4	1.1	0.1	0.6	*8,910*
2017	45.3	36.5	9.5	2.0	4.8	1.4	0.1	0.4	*8,100*
2018	43.0	38.3	9.3	2.0	5.1	1.3	0.2	0.7	*7,830*
2019	47.6	36.4	8.2	1.6	4.0	1.2	0.2	0.7	*8,310*

Table 4d: [Distance 5 miles by main mode] Percentage of journeys under 5 miles by road network distance by main mode, 2012-2019

	Main Mode of Transport								
	Walking	Driver car/van	Passenger car/van	Bicycle	Bus	Taxi/ minicab	Rail	Other	***Sample size***
Survey year							*row percentages*		
2012	36.7	40.1	11.0	1.5	8.1	1.5	0.6	0.5	*13,560*
2013	34.3	41.3	11.6	1.2	8.9	2.0	0.4	0.2	*13,570*
2014	36.6	39.9	11.0	1.8	8.5	1.5	0.4	0.4	*13,400*
2015	32.0	43.0	10.9	1.5	9.6	1.6	0.6	0.8	*12,280*
2016	34.7	42.5	11.1	1.6	7.7	1.2	0.6	0.7	*12,740*
2017	31.4	44.0	11.1	1.8	8.5	1.5	1.0	0.5	*11,960*
2018	30.3	44.5	11.2	1.8	8.7	1.6	0.9	0.9	*11,530*
2019	33.4	44.3	10.9	1.7	6.5	1.4	0.9	0.9	*12,170*

Table TD5: [Distance] Distance[1] (km) summary statistics 2012-2019[2]

	2012	2013	2014	2015	2016	2017	2018	2019
Lower Decile	0.2	0.7	0.6	0.4	0.4	0.5	0.6	0.6
Lower Quartile	1.0	1.5	1.5	1.4	1.4	1.5	1.7	1.5
Median	3.4	4.2	4.2	4.1	4.0	4.2	4.5	4.3
Upper Quartile	10.7	11.7	11.8	11.9	12.1	12.3	12.6	12.4
Upper Decile	26.1	27.0	26.7	27.9	27.8	29.4	28.3	28.6
Mean	10.5	11.2	11.0	11.4	11.1	12.2	11.4	11.7
Sample size [3]	*19,290*	*19,980*	*19,700*	*18,300*	*18,790*	*18,030*	*17,640*	*18,290*
By Gender:								
Men:								
Lower Decile	0.2	0.7	0.6	0.4	0.4	0.5	0.6	0.6
Lower Quartile	1.0	1.7	1.6	1.6	1.4	1.6	1.7	1.6
Median	3.8	4.7	4.7	4.7	4.5	4.7	4.6	4.7
Upper Quartile	11.7	12.9	13.7	13.4	14.2	14.2	14.5	14.1
Upper Decile	29.0	29.5	29.9	32.2	31.1	34.5	33.4	32.5
Mean	11.6	12.2	12.3	12.9	12.6	13.6	12.9	13.0
Sample size	*8,570*	*9,100*	*8,980*	*8,270*	*8,500*	*8,490*	*7,840*	*8,120*
Women:								
Lower Decile	0.2	0.6	0.6	0.4	0.4	0.5	0.6	0.6
Lower Quartile	1.1	1.4	1.4	1.3	1.3	1.4	1.6	1.4
Median	3.2	3.7	3.7	3.8	3.5	3.8	4.3	4.0
Upper Quartile	9.5	10.5	10.1	10.1	10.5	10.8	11.2	11.0
Upper Decile	22.7	25.1	23.4	24.9	25.0	25.4	24.5	25.8
Mean	9.4	10.2	9.8	10.0	9.7	10.8	10.1	10.4
Sample size	*10,720*	*10,880*	*10,730*	*10,030*	*10,290*	*9,540*	*9,800*	*10,160*
Identified in another way:								
Lower Decile	..	..	..	..	..	..	**	**
Lower Quartile	..	..	..	..	..	..	**	**
Median	..	..	..	..	..	..	**	**
Upper Quartile	..	..	..	..	..	..	**	**
Upper Decile	..	..	..	..	..	..	**	**
Mean	..	..	..	..	..	..	**	**
Sample size	..	..	..	..	..	..	*10*	*10*
Refused:								
Lower Decile	..	..	..	..	..	..	**	**
Lower Quartile	..	..	..	..	..	..	**	**
Median	..	..	..	..	..	..	**	**
Upper Quartile	..	..	..	..	..	..	**	**
Upper Decile	..	..	..	..	..	..	**	**
Mean	..	..	..	..	..	..	**	**
Sample size	..	..	..	..	..	..	*10*	-

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

2. Distance figures for some years were revised in 2017 and 2018. More information is contained in the notes.

3. In publications up to 2017, the sample size figure had wrongly included journeys for which there was no distance recorded and which are not included in the statistics. It has now been amended to only include the sample for which distances are recorded.

** Figures for gender categories 'Identified in another way' and 'Refused' were not collected before 2018. Since 2018, samples sizes have been less than 50, so they have been suppressed.

Table TD5a: [Distance] Distance[1] (km) summary statistics by mode of transport, 2019

	Main Mode of Transport								
	Walking	Driver car/van	Passenger car/van	Bicycle	Bus	Taxi/ minicab	Rail	Other	**All modes**
All people:									
Lower Decile	0.0	1.2	1.4	0.4	2.0	1.1	4.9	0.0	0.6
Lower Quartile	0.4	2.7	2.8	1.5	3.3	1.9	8.6	1.4	1.5
Median	1.0	6.8	6.4	2.7	6.2	4.1	20.8	4.7	4.3
Upper Quartile	1.8	16.8	14.6	4.8	13.2	7.8	34.5	8.2	12.4
Upper Decile	3.0	35.1	34.1	9.3	25.2	14.6	56.7	26.9	28.6
Mean	1.7	14.5	14.6	4.8	11.8	6.8	28.2	28.2	11.7
Sample size [2]	*4,230*	*170*	*220*	*1,360*	*230*	*310*	*9,670*	*2,110*	*18,290*
By gender:									
Men:									
Lower Decile	0.0	1.4	1.3	0.4	2.4	1.3	3.9	0.0	0.6
Lower Quartile	0.5	2.9	3.4	1.5	3.9	1.8	6.6	2.1	1.6
Median	1.0	7.6	7.4	2.8	7.8	4.1	18.8	4.8	4.7
Upper Quartile	1.9	19.5	15.7	5.0	16.8	6.9	33.6	7.2	14.1
Upper Decile	3.1	40.6	34.3	11.5	26.0	14.3	58.5	16.0	32.5
Mean	1.7	16.6	14.9	5.4	13.0	6.3	29.3	17.3	13.0
Sample size	*1,850*	*4,720*	*500*	*150*	*590*	*80*	*160*	*80*	*8,120*
Women:									
Lower Decile	0.0	1.1	1.5	1.1	1.8	0.7	5.0	0.5	0.6
Lower Quartile	0.4	2.5	2.6	1.5	2.9	1.9	12.5	1.2	1.4
Median	0.9	5.9	5.8	2.5	5.5	4.1	24.5	4.3	4.0
Upper Quartile	1.7	14.7	14.3	4.3	9.7	10.3	36.4	14.6	11.0
Upper Decile	3.0	28.6	34.0	7.5	23.2	14.7	51.5	70.5	25.8
Mean	1.7	12.0	14.5	3.4	10.8	7.2	27.3	40.7	10.4
Sample size	*2,380*	*4,960*	*1,610*	*70*	*760*	*150*	*150*	*90*	*10,160*
Identified in another way:									
Lower Decile	..	..	..	..	..	..	..	..	**
Lower Quartile	..	..	..	..	..	..	..	..	**
Median	..	..	..	..	..	..	..	..	**
Upper Quartile	..	..	..	..	..	..	..	..	**
Upper Decile	..	..	..	..	..	..	..	..	**
Mean	..	..	..	..	..	..	..	..	**
Sample size	..	..	..	..	..	..	..	..	*10*
Refused:									
Lower Decile	..	..	..	..	..	..	..	..	**
Lower Quartile	..	..	..	..	..	..	..	..	**
Median	..	..	..	..	..	..	..	..	**
Upper Quartile	..	..	..	..	..	..	..	..	**
Upper Decile	..	..	..	..	..	..	..	..	**
Mean	..	..	..	..	..	..	..	..	**
Sample size	..	..	..	..	..	..	..	..	-

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

2. In previous years, the sample size figure had wrongly included journeys for which there was no distance recorded and which are not included in the statistics. It has now been amended to only include the sample for which distances are recorded.

** Figures for the gender categories 'Identified in another way' and 'Refused' were not collected before 2018. Since 2018, sample sizes have been less than 50 and figures have been suppressed.

Table TD6: [Duration] Percentage of journeys made by duration of journey, 2009-2019[1]

	2009	2010	2011	2012 [2]	2013	2014	2015	2016	2017	2018	2019
											column percentages
Less than 5 min	6.3	5.5	5.1	4.5	4.1	3.7	3.9	4.1	3.7	3.5	3.1
5 to 10 min	38.4	36.4	37.7	40.1	38.3	38.1	38.4	37.1	37.2	36.4	37.5
11 to 20 min	25.9	26.9	26.4	26.9	28.1	28.3	28.0	27.4	27.2	27.4	27.4
21 to 30 min	12.8	13.5	14.2	13.4	14.2	13.9	13.2	14.4	14.9	14.2	14.1
31 to 60 min	10.8	11.5	11.1	10.8	10.9	11.8	11.9	12.2	12.4	13.2	12.5
61 to 120 min	3.7	4.1	3.7	3.0	3.1	3.0	3.5	3.4	3.3	3.6	3.9
121 to 179 min	0.6	0.7	0.6	0.4	0.4	0.4	0.4	0.6	0.4	0.5	0.5
180 min and over	1.5	1.4	1.2	0.9	0.8	0.8	0.7	0.8	0.9	1.2	1.0
Sample size (=100%)	*18,680*	*16,300*	*17,590*	*19,740*	*20,180*	*19,930*	*18,710*	*19,050*	*18,330*	*17,790*	*18,450*

1. 1999 to 2008 results can be viewed by unhiding columns B to K.
2. The questionnaire was changed in 2012 and as a result more walking journeys are recorded so there is a break in the time series between 2011 and 2012.

Table TD6a: [Duration] Percentage of journeys to work by duration of journey, 2012-2019

	2012	2013	2014	2015	2016	2017	2018	2019
Less than 5 min	2.6	2.3	2.9	2.6	3.3	2.5	2.4	2.7
5 to 10 min	29.4	27.6	28.6	27.7	23.4	26.6	24.5	28.9
11 to 20 min	28.7	30.4	28.2	29.6	29.6	27.9	27.6	26.6
21 to 30 min	17.8	18.6	17.5	15.7	19.7	18.7	18.3	17.3
31 to 60 min	17.4	16.6	18.1	19.4	18.9	19.4	21.6	19.0
61 to 120 min	3.6	4.0	3.8	4.4	4.5	4.1	4.4	4.9
121 to 179 min	0.1	0.2	0.2	0.3	0.3	0.4	0.2	0.4
180 min and over	0.4	0.4	0.6	0.3	0.3	0.5	0.9	0.2
Sample size (=100%)	*4,090*	*4,020*	*4,170*	*3,920*	*4,050*	*4,080*	*3,820*	*3,870*

Table TD7: [Start time] Percentage of journeys made by start time of journey, 2009-2019 [1]

	2009	2010	2011	2012	2013	2014	2015	2016	2017	2018	2019
Weekdays											*column percentages*
Before 7am	4.2	4.2	4.0	3.7	3.9	3.7	4.2	3.8	3.8	4.0	4.0
7am to 9:30am	20.2	19.9	20.5	18.8	19.3	19.5	19.5	19.4	19.0	20.0	19.7
After 9:30am to before 12noon	13.6	13.3	12.7	13.1	12.6	13.2	13.1	13.1	12.9	12.7	12.7
12noon to 2 pm	15.2	15.5	14.6	15.2	15.1	14.8	15.5	14.5	14.8	15.3	15.9
After 2pm to before 4:30pm	15.9	15.8	16.5	17.9	17.4	17.1	17.7	17.3	18.0	17.4	17.7
4:30pm to before 6:30pm	15.4	15.8	16.3	16.6	16.5	16.3	15.4	16.3	16.9	16.8	15.9
6:30pm onwards	15.7	15.5	15.3	14.8	15.2	15.5	14.7	15.7	14.6	13.8	14.2
Sample size (=100%)	*15,000*	*12,830*	*13,940*	*15,410*	*15,890*	*15,550*	*14,640*	*15,050*	*14,480*	*13,820*	*14,230*
Weekends											
Before 9:30am	9.8	9.8	10.3	9.8	8.4	8.9	7.7	9.2	9.0	10.8	9.3
9:30am to before 12noon	19.4	20.4	19.1	18.5	18.5	20.4	19.4	19.9	19.1	18.6	20.6
12noon to 2 pm	23.2	22.7	23.9	23.6	24.7	25.1	24.9	24.2	24.5	22.8	23.8
After 2pm to before 4:30pm	16.9	18.2	18.1	18.4	19.0	18.9	18.5	19.6	17.2	18.8	18.6
4:30pm to before 6:30pm	14.9	14.2	13.5	14.1	13.6	13.3	14.1	13.4	14.6	13.7	14.2
6:30pm onwards	15.8	14.7	15.1	15.7	15.8	13.4	15.4	13.8	15.7	15.3	13.6
Sample size (=100%)	*3,680*	*3,470*	*3,650*	*4,330*	*4,290*	*4,380*	*4,070*	*4,000*	*3,850*	*3,970*	*4,220*

1. 1999 to 2008 results can be viewed by unhiding columns B to K.

Table TD8: [Travel Day] Percentage of journeys made by day of travel, 2009-2019 [1]

	2009	2010	2011	2012	2013	2014	2015	2016	2017	2018	2019
											column percentages
Monday	14.0	13.9	14.9	14.6	14.0	14.1	14.6	14.2	14.8	14.3	13.9
Tuesday	14.5	14.9	15.2	15.7	15.3	14.7	14.4	15.0	15.4	14.2	15.1
Wednesday	14.9	14.8	14.6	15.5	15.1	15.1	14.8	15.3	15.6	14.9	14.2
Thursday	14.8	15.2	15.3	15.3	15.9	15.4	15.0	15.3	14.6	15.1	14.7
Friday	14.3	15.9	15.5	15.1	15.2	16.5	15.7	15.3	16.2	15.7	15.6
Saturday	13.9	13.2	12.8	12.5	12.6	12.7	13.9	12.9	12.2	13.7	13.3
Sunday	13.7	12.0	11.7	11.4	11.9	11.6	11.6	12.0	11.2	12.1	12.1
Sample size (=100%)	*18,680*	*16,300*	*17,590*	*19,740*	*20,180*	*19,930*	*18,710*	*19,050*	*18,330*	*17,790*	*18,450*

1. 1999 to 2008 results can be viewed by unhiding columns B to K.

Table TD9: [Car Occupancy] Percentage of car stages[1] by car occupancy, 2009-2019[2,3]

	2009	2010	2011	2012	2013	2014	2015	2016	2017	2018	2019
								column percentages			
One	60.5	61.5	63.4	64.0	65.3	64.5	64.7	66.4	65.6	65.9	65.0
Two	25.8	25.8	25.6	25.4	23.6	24.7	25.0	23.6	23.7	24.0	24.0
Three	8.3	8.1	6.8	6.9	7.1	6.9	6.7	6.2	7.0	6.1	7.0
Four	4.3	3.2	3.4	2.8	3.0	3.0	3.0	3.0	2.8	3.1	3.1
Five or More	1.1	1.3	0.9	0.9	1.1	0.8	0.5	0.8	0.9	1.0	0.8
Average occupancy	1.6	1.6	1.5	1.5	1.5	1.5	1.5	1.5	1.5	1.5	1.5
Sample size (=100%)	*9,660*	*8,330*	*8,880*	*9,830*	*10,200*	*9,820*	*9,320*	*9,410*	*9,620*	*9,110*	*9,580*

1. A journey can consist of one or more stages. A new stage is defined when there is a change in the form of transport or when there is a change of vehicle requiring a separate ticket.
2. Based on drivers who responded to the question on car occupancy. Respondents asked for all car stages.
3. 1999 to 2008 results can be viewed by unhiding columns B to K.

Table TD10: [Congestion] Percentage of car / van stages[1] delayed by traffic congestion, 2009-2019[2]

	2009	2010	2011	2012	2013	2014	2015 [3]	2016	2017	2018	2019
Driver car/van	11.0	10.5	11.2	9.9	9.7	11.7	12.4	11.7	12.8	13.0	11.9
Sample size (=100%)	*8,680*	*7,580*	*8,320*	*9,830*	*10,200*	*9,820*	*9,690*	*9,810*	*9,960*	*9,390*	*9,880*

1. A journey can consist of one or more stages. A new stage is defined when there is a change in the form of transport or when there is a change of vehicle requiring a separate ticket.
2. 2003 to 2009 results can be viewed by unhiding columns B to K.
3. Data published in 2015 erroneously included a value of 12.5 because of the exclusion of vans; this table contains the revised data.

Table TD10a: [Congestion - reason] Reason for congestion for car / van stages, 2012-2019[1]

	2012	2013	2014	2015	2016	2017	2018	2019
Volume of traffic	73	80	82	76	79	81	78	79
Road Maintenance	26	18	19	28	29	30	25	22
Road accident	1	2	2	1	2	2	3	2
Broken down car	1	0	1	1	0	0	0	1
Traffic lights/signals not working	3	3	2	2	1	2	3	2
Lane blocked by parked cars	1	0	0	0	0	0	1	1
Bad weather	1	2	1	1	0	1	1	1
Other	3	3	1	1	2	1	4	4
Don't know	0	0	0	0	1	1	0	1
Sample size (=100%)	*810*	*780*	*930*	*1,020*	*930*	*1,070*	*1,040*	*1,000*

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

Table TD11: [Bus Delays] Percentage of bus stages[1] where passenger experienced delay, 2009-2019[1]

	2009	2010	2011	2012	2013	2014	2015	2016	2017	2018	2019
Service bus	9.9	12.3	10.5	11.1	10.2	10.7	9.9	10.0	12.5	10.5	12.5
Sample size (=100%)	*1,460*	*1,310*	*1,440*	*1,540*	*1,690*	*1,630*	*1,690*	*1,480*	*1,480*	*1,510*	*1,350*

1. 2003 to 2009 results can be viewed by unhiding columns B to K.

Table TD12: [Congestion delays] Percentage of driver stages[1] where congestion delays were experienced by amount of time delayed, 2017-2019 (combined)[2,3]

	Not delayed	0-2 minutes	about 5 mins	about 10 mins	about 15 mins	20 to 30 mins	over 30	Unknown time	Delayed[4]	*Sample size (=100%)*
All driver stages	87.4	0.6	4.4	3.5	1.5	2.0	0.5	0.2	12.6	*29,230*
by purpose of journey:										
Commuting	78	1	7	6	3	4	1	0	22	*7,700*
Business	83	0	5	5	2	3	1	0	17	*1,010*
Education	87	1	5	5	1	1	0	0	13	*1,180*
Shopping	93	1	3	2	0	1	0	0	7	*6,820*
Visit hospital/other health	90	1	4	2	1	1	0	0	10	*730*
Other personal business	92	1	3	2	1	1	0	0	8	*1,450*
Visiting friends/relatives	91	1	3	2	1	1	0	0	9	*3,340*
Eating/drinking	92	1	4	2	0	1	0	0	8	*520*
Entertainment	90	0	2	2	3	2	0	1	10	*430*
Sport	92	0	4	2	0	1	0	0	8	*1,390*
Holiday/day trip	90	0	2	3	2	2	1	1	10	*360*
Other	92	0	2	4	2	1	0	0	8	*500*
Escort	90	1	5	3	1	0	0	0	10	*850*
Go home	90	1	3	3	1	1	0	0	10	*2,300*
Just go for a walk	96	1	2	1	0	0	0	0	4	*540*
by day of the week:										
Monday	87	1	4	3	1	2	0	0	13	*5,200*
Tuesday	84	1	5	4	2	2	1	0	16	*5,050*
Wednesday	85	1	5	4	2	3	1	0	15	*5,160*
Thursday	86	1	5	4	2	2	1	0	14	*4,170*
Friday	86	1	5	4	1	2	0	0	14	*3,680*
Saturday	93	0	3	2	1	0	0	0	7	*2,140*
Sunday	95	0	2	1	0	1	0	0	5	*3,840*
Weekday journeys - by start time:										
Before 7 a.m.	87	0	3	4	1	2	1	1	13	*940*
7:00 to 7:59 a.m.	74	1	7	7	4	6	2	0	26	*1,470*
8:00 to 8:59 a.m.	76	1	9	7	3	3	0	0	24	*2,050*
9:00 to 9:59 a.m.	91	1	3	3	1	1	0	0	9	*1,300*
10:00 to 10:59 a.m.	93	1	3	2	1	1	0	0	7	*1,400*
11:00 to 11:59 a.m.	93	1	3	1	0	1	0	0	7	*1,570*
noon to 12:59 p.m.	90	1	4	3	1	1	0	0	10	*1,430*
1:00 to 1:59pm	92	1	3	2	1	1	0	0	8	*1,360*
2:00 to 2:59pm	92	0	3	2	1	1	0	0	8	*1,670*
3:00 to 3:59pm	88	0	5	4	1	2	0	0	12	*1,900*
4:00 to 4:59pm	76	1	7	6	4	4	1	0	24	*2,210*
5:00 to 5:59pm	73	1	8	9	3	6	1	0	27	*2,090*
6:00 to 6:59pm	89	1	4	3	2	1	0	0	11	*1,380*
7:00 to 7:59pm	97	0	2	0	0	0	0	0	3	*910*
8:00 to 8:59pm	97	0	2	1	0	0	0	0	3	*620*
9:00 to 9:59pm	98	1	1	1	0	0	0	0	2	*510*
After 10pm	98	0	0	1	0	0	0	0	2	*420*
Weekend journeys - by start time:										
Before 9:30am	94	0	2	2	0	1	0	0	6	*620*
9:30am to before 12noon	95	0	2	1	1	0	0	0	5	*1,190*
12noon to 2 pm	95	0	3	1	1	0	0	0	5	*1,480*
After 2pm to before 4:30pm	94	0	2	2	0	1	0	0	6	*1,130*
4:30pm to before 6:30pm	89	1	6	3	1	1	0	0	11	*870*
6:30pm onwards	98	0	1	0	1	1	0	0	2	*680*
by urban/rural classification:										
Large urban areas	84	0	5	5	2	3	0	0	16	*6,730*
Other urban areas	87	1	5	4	1	2	1	0	13	*10,200*
"Accessible" small towns	88	0	4	4	1	2	0	0	12	*2,830*
"Remote" small towns	93	0	3	1	1	1	0	0	7	*1,820*
"Accessible" rural areas	90	0	3	3	2	2	0	0	10	*3,870*
"Remote" rural areas	93	0	3	1	1	1	0	0	7	*3,780*

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

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

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

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

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

Table TD13: [Council travel - destination]]Percentage of journeys originating in each council grouping[1] by destination council grouping, 2015-2019 (combined)

	Council area of Destination															
	Highland / Islands	Grampian	Tayside	Central	Fife	Edinburgh	Lothians	Glasgow	Dunbartonshire / Argyll & Bute	Renfrewshire / Inverclyde	North Lanarkshire	South Lanarkshire	Ayrshire	Borders / Dumfries & Galloway	Not Known	*Sample size (=100%)*
Journey Origin (Council Grouping)																
Highland / Islands	**96.8**	1.6	0.2	0.1	0.2	0.2	0.1	0.2	0.1	0.2	0.1	0.0	0.0	0.0	0.3	*11,610*
Grampian	0.9	**97.2**	1.1	0.0	0.1	0.2	0.1	0.1	0.0	0.0	0.0	0.0	0.0	0.0	0.1	*8,400*
Tayside	0.1	1.2	**93.1**	0.7	2.9	0.7	0.3	0.3	0.1	0.2	0.0	0.1	0.0	0.1	0.1	*7,660*
Central	0.1	0.0	1.2	**85.5**	1.5	1.9	2.6	2.8	1.0	0.4	1.9	0.5	0.2	0.2	0.2	*7,030*
Fife	0.1	0.1	4.1	1.5	**88.3**	3.3	1.1	0.4	0.1	0.3	0.1	0.1	0.1	0.0	0.4	*4,310*
Edinburgh	0.1	0.2	0.6	1.1	2.1	**82.6**	9.6	1.0	0.1	0.2	0.4	0.6	0.1	0.8	0.3	*7,910*
Lothians	0.0	0.1	0.5	2.6	1.0	15.8	**75.5**	0.7	0.3	0.2	1.1	0.6	0.1	0.9	0.6	*6,420*
Glasgow	0.1	0.0	0.2	1.3	0.3	0.9	0.3	**72.1**	5.9	7.7	4.0	4.6	2.1	0.1	0.1	*8,940*
Dunbartonshire / Argyll & Bute	0.0	0.1	0.2	1.2	0.1	0.4	0.5	15.7	**75.3**	2.9	2.3	0.7	0.4	0.0	0.2	*6,000*
Renfrewshire / Inverclyde	0.1	0.0	0.3	0.4	0.2	0.3	0.3	16.0	2.4	**72.7**	0.9	2.5	3.4	0.1	0.4	*6,330*
North Lanarkshire	0.1	0.0	0.1	2.2	0.2	1.1	1.5	10.0	2.1	1.0	**73.0**	8.0	0.4	0.2	0.3	*3,350*
South Lanarkshire	0.0	0.1	0.2	0.6	0.1	1.1	0.9	11.7	0.7	3.0	8.4	**71.0**	1.3	0.8	0.1	*3,250*
Ayrshire	0.0	0.0	0.1	0.2	0.1	0.2	0.1	4.4	0.4	3.3	0.4	1.1	**88.9**	0.6	0.3	*6,120*
Borders / Dumfries & Galloway	0.0	0.1	0.1	0.3	0.1	1.9	1.4	0.4	0.1	0.1	0.1	0.8	0.8	**91.0**	2.8	*4,290*
Not Known	4.2	3.7	6.2	6.6	4.8	9.9	8.5	6.2	3.6	6.1	1.8	1.5	3.7	17.0	**16.1**	*700*
All journeys reported	*11,630*	*8,400*	*7,710*	*7,080*	*4,300*	*7,960*	*6,480*	*8,960*	*6,040*	*6,360*	*3,360*	*3,250*	*6,130*	*4,290*	*400*	*92,330*

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

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

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

[1]Councils in each grouping:

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

Table TD14: [Council travel - origin] Percentage of journeys ending in each council grouping[1] by area of origin, 2015-2019 (combined)

	Council area of origin															
	Highland / Islands	Grampian	Tayside	Central	Fife	Edinburgh	Lothians	Glasgow	Dunbartonshire / Argyll & Bute	Renfrewshire / Inverclyde	North Lanarkshire	South Lanarkshire	Ayrshire	Borders / Dumfries & Galloway	Not Known	*Sample size (=100%)*
Journey Destination (Council grouping)																*Row percentages*
Highland / Islands	**97.2**	1.5	0.1	0.1	0.1	0.2	0.0	0.1	0.0	0.0	0.0	0.0	0.0	0.0	0.5	*11,630*
Grampian	1.0	**97.2**	1.0	0.0	0.1	0.2	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.3	*8,400*
Tayside	0.1	1.4	**92.3**	0.8	2.9	0.7	0.3	0.3	0.1	0.2	0.1	0.1	0.0	0.1	0.6	*7,710*
Central	0.1	0.1	1.1	**84.6**	1.7	1.9	2.8	2.7	0.9	0.4	1.8	0.5	0.2	0.2	0.9	*7,080*
Fife	0.2	0.1	3.9	1.3	**88.4**	3.4	1.0	0.5	0.1	0.2	0.1	0.1	0.1	0.1	0.6	*4,300*
Edinburgh	0.1	0.2	0.6	1.1	2.1	**82.1**	9.7	1.1	0.2	0.2	0.5	0.5	0.1	0.9	0.8	*7,960*
Lothians	0.1	0.1	0.4	2.4	1.2	15.6	**75.2**	0.7	0.3	0.3	1.1	0.6	0.1	1.0	1.1	*6,480*
Glasgow	0.1	0.1	0.2	1.4	0.2	0.9	0.4	**71.9**	5.9	7.7	4.0	4.6	2.1	0.2	0.4	*8,960*
Dunbartonshire / Argyll & Bute	0.1	0.1	0.2	1.3	0.1	0.3	0.4	15.5	**75.0**	3.1	2.2	0.7	0.4	0.1	0.6	*6,040*
Renfrewshire / Inverclyde	0.3	0.0	0.2	0.4	0.3	0.3	0.3	16.1	2.3	**72.4**	0.8	2.5	3.2	0.1	0.8	*6,360*
North Lanarkshire	0.1	0.1	0.1	2.3	0.2	0.9	1.5	10.0	2.1	1.0	**72.7**	8.2	0.5	0.1	0.3	*3,360*
South Lanarkshire	0.0	0.1	0.3	0.6	0.1	1.3	0.8	11.7	0.6	3.0	8.2	**71.0**	1.3	0.8	0.3	*3,250*
Ayrshire	0.0	0.0	0.1	0.2	0.1	0.2	0.1	4.4	0.3	3.4	0.4	1.0	**88.6**	0.6	0.5	*6,130*
Borders / Dumfries & Galloway	0.0	0.1	0.2	0.3	0.0	1.8	1.2	0.4	0.0	0.1	0.2	0.8	0.8	**91.3**	2.9	*4,290*
Not Known	4.6	2.7	2.6	2.4	5.2	5.8	7.1	3.4	2.0	5.0	2.6	0.9	3.6	26.2	**25.8**	*400*
All journeys reported	*7*	*11*	*9*	*6*	*7*	*11*	*7*	*12*	*5*	*6*	*5*	*5*	*6*	*5*	*1*	*92,330*

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

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

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

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

[1]Councils in each grouping:

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

Table TD15: [Council travel to work - workplace] Percentage of employed people (who do not work at home) resident in each council grouping[1] by council grouping of workplace 2015-2019 (combined)

	Council area of workplace															
	Highlands / Islands	Grampian	Tayside	Central	Fife	Edinburgh	Lothians	Glasgow	Dunbartonshire / Argyll & Bute	Renfrewshire / Inverclyde	North Lanarkshire	South Lanarkshire	Ayrshire	Borders / Dumfries & Galloway	Not Known	*Sample size (=100%)*
Council area of residence																
Highlands / Islands	**81.5**	0.7	0.2	0.1	0.2	0.1	0.0	0.1	0.0	0.0	0.1	0.0	0.0	0.0	17.0	*2,410*
Grampian	0.9	**78.5**	0.4	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	20.2	*1,910*
Tayside	0.1	2.2	**79.5**	1.6	2.4	0.9	0.1	0.6	0.0	0.0	0.3	0.2	0.2	0.2	11.6	*1,330*
Central	0.1	0.3	0.9	**60.1**	1.4	6.4	3.7	5.2	0.9	0.1	2.3	0.7	0.1	0.1	17.5	*1,470*
Fife	0.2	0.2	5.5	2.3	**63.4**	9.9	2.4	0.2	0.1	0.0	0.7	0.0	0.0	0.0	15.2	*920*
Edinburgh	0.0	0.1	0.4	0.5	0.9	**71.2**	5.9	1.0	0.1	0.0	0.5	0.1	0.0	0.2	19.1	*1,640*
Lothians	0.0	0.2	0.2	1.7	0.8	29.9	**44.5**	1.7	0.0	0.0	0.9	0.7	0.0	0.3	19.0	*1,640*
Glasgow	0.0	0.1	0.1	1.1	0.1	1.0	0.4	**59.7**	4.1	5.5	3.7	2.9	1.2	0.1	20.1	*1,780*
Dunbartonshire / Argyll & Bute	0.3	0.2	0.0	1.1	0.1	0.5	0.2	26.5	**48.5**	3.5	2.7	0.8	0.3	0.1	15.2	*1,400*
Renfrewshire / Inverclyde	0.1	0.0	0.0	0.3	0.4	1.0	0.2	26.5	2.8	**46.4**	1.0	3.5	1.8	0.0	16.0	*1,540*
North Lanarkshire	0.0	0.0	0.0	2.6	0.4	1.8	3.9	17.2	1.9	1.5	**40.8**	7.3	0.7	0.0	21.8	*960*
South Lanarkshire	0.0	0.0	0.0	1.3	0.2	1.5	2.2	18.8	1.4	3.2	11.1	**37.9**	0.5	0.5	21.5	*880*
Ayrshire	0.1	0.1	0.1	0.1	0.0	0.1	0.0	10.8	0.9	4.3	0.6	1.6	**63.4**	0.4	17.4	*1,260*
Borders / Dumfries & Galloway	0.0	0.6	0.0	0.2	0.0	3.9	2.1	0.7	0.0	0.1	0.3	0.4	0.4	**73.5**	17.9	*810*
Scotland	**4.9**	**9.5**	**6.4**	**4.3**	**4.6**	**11.0**	**4.7**	**13.4**	**3.4**	**4.4**	**4.3**	**3.6**	**4.1**	**3.3**	**18.1**	*19,950*

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

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

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

[1]Councils in each grouping:

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

Table TD16: [Council travel to work - residence] Percentage of those working (other than from home) in each council grouping by council grouping[1] of residence 2015-2019 (combined)

	Council area of residence														
	Highlands / Islands	Grampian	Tayside	Central	Fife	Edinburgh	Lothians	Glasgow	Dunbartonshire / Argyll & Bute	Renfrewshire / Inverclyde	North Lanarkshire	South Lanarkshire	Ayrshire	Borders / Dumfries & Galloway	Sample size (=100%)
Council area of workplace															
Highlands / Islands	**96.8**	2.1	0.2	0.1	0.2	0.1	0.1	0.1	0.2	0.1	0.0	0.0	0.1	0.0	*2,020*
Grampian	0.4	**96.7**	1.7	0.2	0.2	0.1	0.2	0.1	0.1	0.0	0.0	0.0	0.1	0.3	*1,550*
Tayside	0.2	0.7	**91.5**	0.8	5.7	0.6	0.2	0.2	0.0	0.0	0.0	0.0	0.1	0.0	*1,160*
Central	0.1	0.0	2.8	**79.1**	3.4	1.1	2.9	3.0	1.2	0.4	3.9	1.8	0.1	0.2	*1,050*
Fife	0.3	0.0	3.8	1.7	**89.3**	2.0	1.3	0.3	0.1	0.6	0.5	0.2	0.0	0.0	*680*
Edinburgh	0.1	0.0	0.6	3.3	5.9	**64.9**	19.8	1.0	0.2	0.6	1.1	0.8	0.1	1.6	*2,010*
Lothians	0.0	0.0	0.1	4.3	3.2	12.5	**68.1**	1.0	0.2	0.3	5.4	2.8	0.1	1.9	*920*
Glasgow	0.0	0.0	0.3	2.2	0.1	0.7	0.9	**51.2**	9.6	13.0	8.4	8.5	4.7	0.2	*2,410*
Dunbartonshire / Argyll & Bute	0.0	0.0	0.0	1.6	0.2	0.3	0.0	14.1	**70.4**	5.5	3.8	2.6	1.6	0.0	*870*
Renfrewshire / Inverclyde	0.0	0.0	0.0	0.1	0.0	0.0	0.1	14.3	3.9	**69.0**	2.3	4.4	5.8	0.1	*930*
North Lanarkshire	0.2	0.0	0.5	3.0	1.0	1.1	1.6	9.9	3.0	1.6	**61.5**	15.6	0.8	0.3	*680*
South Lanarkshire	0.0	0.0	0.5	1.2	0.0	0.2	1.4	9.3	1.1	6.3	13.2	**63.6**	2.7	0.5	*570*
Ayrshire	0.0	0.0	0.3	0.1	0.0	0.1	0.0	3.3	0.3	2.9	1.1	0.8	**90.8**	0.4	*910*
Borders / Dumfries & Galloway	0.0	0.0	0.5	0.2	0.0	0.5	0.6	0.3	0.1	0.0	0.0	1.0	0.8	**96.0**	*620*
Outside Scotland	5.5	13.0	4.7	5.4	5.5	10.5	7.6	12.8	4.1	5.8	7.9	7.2	5.6	4.3	*3,570*
All working respondents (other than from home)	**5.9**	**11.7**	**7.3**	**5.6**	**6.5**	**10.0**	**7.2**	**11.5**	**4.9**	**6.6**	**6.5**	**6.1**	**5.9**	**4.4**	*19,950*

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

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

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

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

[1]Councils in each grouping:

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

Table TD17: Use of ordering services the previous day, 2019

	Supermarket home delivery	Internet shopping	Mail order	Ordered goods by phone	Ordered takeaway food delivery	*Sample size (=100%)*	Did this reduce the number of trips you made yesterday[1] No	Yes	
							cell percentages		
All people:	0.9	7.0	0.3	0.5	2.7	*6,990*	52.4	47.6	*680*
by gender:									
Male	1	7	0	1	3	*3,150*	52	48	*310*
Female	1	7	0	0	3	*3,840*	53	47	*370*
In another way	**	**	**	**	**	-	**	**	*0*
Refused	**	**	**	**	**	-	**	**	*0*
by age:									
16-19	0	6	0	1	4	*150*	**	**	*20*
20-29	1	8	0	0	5	*760*	55	45	*100*
30-39	1	9	0	1	4	*1,160*	54	46	*160*
40-49	2	9	1	0	3	*1,070*	62	38	*140*
50-59	1	7	0	1	1	*1,260*	41	59	*120*
60-69	1	5	0	1	1	*1,200*	43	57	*90*
70-79	0	4	0	0	0	*1,000*	**	**	*40*
80+	2	2	0	0	0	*390*	**	**	*10*
by ethnicity									
White Scottish	1	7	0	1	3	*5,460*	54	46	*540*
White other British	1	7	0	1	1	*940*	41	59	*90*
White Polish	1	4	0	0	3	*90*	**	**	*10*
Other white	1	9	0	0	3	*290*	**	**	*40*
Asian, Asian Scottish or Asian British	0	3	1	1	1	*110*	**	**	*0*
Other	2	0	0	0	3	*90*	**	**	*10*
by current situation:									
Self employed	0	9	0	1	2	*480*	61	39	*50*
Employed full time	1	9	1	1	4	*2,630*	52	48	*350*
Employed part time	1	8	0	1	3	*860*	57	43	*90*
Looking after the home/family	1	6	0	0	1	*250*	**	**	*20*
Permanently retired from work	1	4	0	0	1	*2,050*	45	55	*110*
Unemployed/seeking work	1	3	0	0	2	*190*	**	**	*10*
In further/higher education	1	5	0	0	4	*200*	**	**	*20*
Permanently sick or disabled	0	1	0	1	2	*220*	**	**	*10*
by annual net household income:									
up to £10,000 p.a.	0	4	0	0	1	*550*	**	**	*20*
over £10,000 - £15,000	1	3	0	0	2	*920*	60	40	*50*
over £15,000 - £20,000	1	4	0	0	2	*1,000*	45	55	*70*
over £20,000 - £25,000	1	5	1	1	3	*810*	62	38	*70*
over £25,000 - £30,000	1	6	0	0	2	*690*	46	54	*60*
over £30,000 - £40,000	1	7	0	1	4	*1,100*	57	43	*130*
over £40,000 - £50,000	1	11	0	1	3	*720*	54	46	*100*
over £50,000 p.a.	2	11	1	1	3	*980*	49	51	*160*
by Scottish Index of Multiple Deprivation quintiles:									
1 (20% most deprived)	1	5	0	0	4	*1,190*	66	34	*100*
2'	0	7	0	0	4	*1,300*	65	35	*130*
3'	1	7	0	1	2	*1,560*	52	48	*140*
4'	1	8	0	1	2	*1,590*	44	56	*150*
5 (20% least deprived)	1	8	1	0	2	*1,350*	40	60	*160*
by urban/rural classification:									
Large urban areas	1	6	0	0	3	*2,110*	50	50	*190*
Other urban	1	7	0	1	4	*2,390*	57	43	*250*
Small accessible towns	1	7	0	1	1	*630*	50	50	*60*
Small remote towns	0	7	1	0	1	*420*	**	**	*40*
Accessible rural	2	10	1	1	2	*760*	51	49	*80*
Remote rural	2	6	0	0	1	*680*	41	59	*60*
by frequency of driving†:									
Every day	1	9	0	1	3	*3,230*	55	45	*380*
At least three times a week	1	7	0	0	1	*1,180*	39	61	*100*
Once or twice a week	1	5	1	1	3	*470*	**	**	*40*
Less often	1	6	0	0	3	*190*	**	**	*20*
Never, but holds full driving licence	1	6	0	0	5	*460*	67	33	*50*

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

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

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

Sub-sample size (=100%)	**Estimate** 5% *or* 95%	10% *or* 90%	15% *or* 85%	20% *or* 80%	25% *or* 75%	30% *or* 70%	35% *or* 65%	40% *or* 60%	45% *or* 55%	50%
								percentage points (+ / -)		
50	6.9	9.6	11.4	12.8	13.8	14.6	15.2	15.6	15.9	15.9
100	4.9	6.8	8.0	9.0	9.8	10.3	10.8	11.0	11.2	11.3
200	3.5	4.8	5.7	6.4	6.9	7.3	7.6	7.8	7.9	8.0
300	2.8	3.9	4.6	5.2	5.6	6.0	6.2	6.4	6.5	6.5
400	2.5	3.4	4.0	4.5	4.9	5.2	5.4	5.5	5.6	5.6
500	2.2	3.0	3.6	4.0	4.4	4.6	4.8	4.9	5.0	5.0
600	2.0	2.8	3.3	3.7	4.0	4.2	4.4	4.5	4.6	4.6
700	1.9	2.6	3.0	3.4	3.7	3.9	4.1	4.2	4.2	4.3
800	1.7	2.4	2.8	3.2	3.5	3.7	3.8	3.9	4.0	4.0
900	1.6	2.3	2.7	3.0	3.3	3.4	3.6	3.7	3.7	3.8
1,000	1.6	2.1	2.5	2.9	3.1	3.3	3.4	3.5	3.5	3.6
1,200	1.4	2.0	2.3	2.6	2.8	3.0	3.1	3.2	3.2	3.3
1,400	1.3	1.8	2.2	2.4	2.6	2.8	2.9	3.0	3.0	3.0
1,600	1.2	1.7	2.0	2.3	2.4	2.6	2.7	2.8	2.8	2.8
1,800	1.2	1.6	1.9	2.1	2.3	2.4	2.5	2.6	2.6	2.7
2,000	1.1	1.5	1.8	2.0	2.2	2.3	2.4	2.5	2.5	2.5
2,500	1.0	1.4	1.6	1.8	2.0	2.1	2.2	2.2	2.2	2.3
3,000	0.9	1.2	1.5	1.6	1.8	1.9	2.0	2.0	2.0	2.1
3,500	0.8	1.1	1.4	1.5	1.6	1.7	1.8	1.9	1.9	1.9
4,000	0.8	1.1	1.3	1.4	1.5	1.6	1.7	1.7	1.8	1.8
5,000	0.7	1.0	1.1	1.3	1.4	1.5	1.5	1.6	1.6	1.6
6,000	0.6	0.9	1.0	1.2	1.3	1.3	1.4	1.4	1.4	1.5
7,000	0.6	0.8	1.0	1.1	1.2	1.2	1.3	1.3	1.3	1.3
8,000	0.5	0.8	0.9	1.0	1.1	1.2	1.2	1.2	1.3	1.3
9,000	0.5	0.7	0.8	1.0	1.0	1.1	1.1	1.2	1.2	1.2
10,000	0.5	0.7	0.8	0.9	1.0	1.0	1.1	1.1	1.1	1.1
12,000	0.4	0.6	0.7	0.8	0.9	0.9	1.0	1.0	1.0	1.0
14,000	0.4	0.6	0.7	0.8	0.8	0.9	0.9	0.9	0.9	1.0
16,000	0.4	0.5	0.6	0.7	0.8	0.8	0.8	0.9	0.9	0.9
18,000	0.4	0.5	0.6	0.7	0.7	0.8	0.8	0.8	0.8	0.8
20,000	0.3	0.5	0.6	0.6	0.7	0.7	0.8	0.8	0.8	0.8
25,000	0.3	0.4	0.5	0.6	0.6	0.7	0.7	0.7	0.7	0.7
30,000	0.3	0.4	0.5	0.5	0.6	0.6	0.6	0.6	0.6	0.7
35,000	0.3	0.4	0.4	0.5	0.5	0.6	0.6	0.6	0.6	0.6
40,000	0.2	0.3	0.4	0.5	0.5	0.5	0.5	0.6	0.6	0.6
45,000	0.2	0.3	0.4	0.4	0.5	0.5	0.5	0.5	0.5	0.5
50,000	0.2	0.3	0.4	0.4	0.4	0.5	0.5	0.5	0.5	0.5

e.g. an estimate of 55% that is based on a sample of 800 has 95% confidence limits of 55% ± 3.9% points
2019 Design factor = 1.15
Formula used is CI = 100*1.15 x 1.96 x SQRT((% x (1-%)) / n)

Table TD2a - SL: [Main mode by distance] Percentage of journeys by main mode by straight line distance, 2019 [1]

	Main Mode of Transport								*Sample size*
	Walking	Driver car/van	Passenger car/van	Bicycle	Bus	Taxi/ minicab	Rail	Other	
								row percentages	
All	22.1	52.9	12.3	1.2	7.0	1.2	2.3	1.0	*18,450*
by distance:									
Under 1 km	64	26	6	1	1	1	0	1	*4,670*
1 to under 2km	31	47	12	2	6	1	0	0	*2,860*
2 to under 3km	15	55	15	2	10	2	0	1	*1,730*
3 to under 5km	6	60	15	1	12	2	3	2	*2,240*
5 to under 10km	2	68	15	1	10	1	2	1	*2,760*
10 to under 15km	1	69	15	0	10	1	4	1	*1,380*
15 to 20km	0	69	13	1	9	0	6	1	*780*
20 to 40km	0	69	14	0	6	1	9	1	*1,290*
40km and over	0	65	17	0	4	0	8	6	*750*

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

Table TD4 - SL: [Distance] Percentage of journeys made by straight line distance travelled, 2012-2019 [1,3]

	2012 [2]	**2013**	**2014**	**2015**	**2016**	**2017**	**2018**	**2019**
								column percentages
Under 1 km	25.9	24.6	25.4	22.7	24.1	22.7	21.4	23.4
1 to under 2km	15.6	15.2	14.9	15.3	15.5	15.5	15.8	14.8
2 to under 3km	10.6	10.1	9.8	10.0	9.7	10.6	9.2	9.7
3 to under 5km	11.9	12.3	12.6	13.1	12.2	12.3	13.0	12.7
5 to under 10km	14.7	16.0	15.3	16.2	15.0	15.6	16.3	15.4
10 to under 15km	7.2	7.2	7.5	7.2	7.3	7.2	7.6	7.5
15 to 20km	4.0	4.2	4.3	4.2	4.4	4.5	4.8	4.6
20 to 40km	6.6	6.6	6.8	7.2	7.8	7.8	7.7	7.3
40km and over	3.5	3.8	3.4	4.1	3.8	3.7	4.2	4.5
Sample size (=100%)	*19,740*	*20,180*	*19,930*	*18,710*	*19,050*	*18,320*	*17,780*	*18,440*

1. Distances are calculated as a straight line between the start and end points of each stage / journey. A version of this table using the road network distance is included in the publication.
More details on the differences between the straight line and road network distance can be found in TATIS Appendix A.
2. The questionnnaire was changed in 2012,and as a result more walking journeys were recorded, so there is a break in the time series between 2011 and 2012.
3. 2003 to 2012 results can be viewed by unhiding columns B to J.

Table TD4a - SL: [Distance by main mode] Percentage of journeys by straight line distance by main mode, 2019 [1]

	Under 1 km	**1 to under 2km**	**2 to under 3km**	**3 to under 5km**	**5 to under 10km**	**10 to under 15km**	**15 to 20km**	**20 to 40km**	**40km and over**	***Sample size***
All										*row percentages*
by mainmode:	23.4	14.8	9.7	12.7	15.4	7.5	4.6	7.3	4.5	*18,440*
Walking	68	21	7	3	1	0	0	0	0	*4,230*
Driver car	12	13	10	14	20	10	6	9	6	*9,460*
Driver van	8	5	12	13	18	12	7	19	5	*300*
Passenger car	10	14	12	15	19	9	5	8	6	*2,050*
Passenger van	24	4	2	25	15	9	4	13	4	*70*
Bicycle	25	30	14	15	10	2	3	1	0	*220*
Bus	4	13	14	21	22	10	6	7	3	*1,370*
Taxi/minicab	15	18	16	22	15	9	1	3	1	*230*
Rail	1	1	1	14	15	13	12	27	16	*320*
Other	14	6	9	22	17	5	5	5	18	*190*

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

Table TD5 - SL: [Distance] Distance in km (straight line) summary statistics 2012-2019 [1,4]

	2012 [3]	**2013**	**2014**	**2015**	**2016**	**2017**	**2018**	**2019**
								Kilometres
Lower Decile	0.4	0.4	0.4	0.4	0.4	0.4	0.5	0.5
Lower Quartile	1.0	1.0	1.0	1.1	1.0	1.1	1.2	1.1
Median	2.7	3.0	3.0	3.3	3.1	3.1	3.5	3.3
Upper Quartile	8.3	8.7	8.5	9.0	9.2	9.1	9.6	9.6
Upper Decile	20.2	20.8	20.2	21.8	22.3	22.1	23.0	22.7
Mean	8.2	8.5	8.3	8.8	8.8	8.9	9.5	9.6
Sample size	*19,740*	*20,180*	*19,930*	*18,710*	*19,050*	*18,320*	*17,780*	*18,440*

1. Distances are calculated as a straight line between the start and end points of each stage / journey. A version of this table using the road network distance is included in the publication.
More details on the differences between the straight line and road network distance can be found in TATIS Appendix A.
2 Prior to 2007 only journeys over 1/4 mile or 5 minutes on foot were recorded. Since 2007 all journeys are recorded. This creates a distcontinuity in the time series between 2006 and 2007.
3. Due to a small number of missing distances not having been excluded in the past, some of the mean distances are slightly modified from past published values.
4. 2003 to 2012 results can be viewed by unhiding columns B to J.

Table TD5a - SL: [Distance] Distance (straight line) summary statistics by mode of transport, 2019 [1]

	Main Mode of Transport								
	Walking	Driver car/van	Passenger car/van	Bicycle	Bus	Taxi/ minicab	Rail	Other	**All modes**
									Kilometres
Lower Decile	0.2	0.9	1.0	0.4	1.4	0.8	3.6	0.7	0.5
Lower Quartile	0.3	2.0	2.0	1.0	2.4	1.5	7.8	2.4	1.1
Median	0.7	5.2	4.7	1.9	4.7	3.1	18.1	5.0	3.3
Upper Quartile	1.3	12.8	11.6	3.6	10.2	6.3	29.8	17.9	9.6
Upper Decile	2.2	27.4	28.2	7.9	19.3	11.2	51.2	280.0	22.7
Mean	1.0	11.3	11.2	3.5	9.2	5.3	28.7	67.5	9.6
Sample size	*4,230*	*9,760*	*2,130*	*220*	*1,370*	*230*	*320*	*190*	*18,440*

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

Notes
The 2019 data travel diary includes 9,780 respondents, and 18,450 journeys. Throughout these tables, sample size may differ depending on the unit of analysis.
In most tables, percentages for the whole sample are given to the nearest tenth, and for sub-samples they are given to the nearest whole number.
In tables where percentages are rounded to the nearest tenth, values less than 0.05 become 0.0. In tables where percentages are
Sample sizes are rounded to the nearest 10.
** values based a sample of fewer than 50 responses are suppressed.

Revisions
In previous years a small number of journeys had been incorrectly recorded as very long distances. These were corrected for 2013,

Background information

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

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

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

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

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

Published results, and anonymised data

Some SHS results are also included in *Scottish Transport Statistics*, published in February. Transport statistics publications are available on the Transport Scotland Statistics webpages at https://www.transport.gov.scot/our-approach/statistics/#

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

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

Enquiries and further information

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

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

E-mail: **shs@scotland.gsi.gov.uk**

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

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

E-mail: transtat@transport.gov.scot

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

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

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

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

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

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

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For general enquiries about Scottish Government statistics please contact:

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

e-mail: statistics.enquiries@gov.scot

How to access background or source data

The data collected for this statistical bulletin:

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

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

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

Complaints and suggestions

If you are not satisfied with our service or have any comments or suggestions, please write to the Chief Statistician, 3WR, St Andrews House, Edinburgh, EH1 3DG, Telephone: 0131 244 0302,

e-mail statistics.enquiries@gov.scot.

If you would like to be consulted about statistical collections or receive notification of publications, please register your interest at www.scotland.gov.uk/scotstat

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