



SCOTTISH EXECUTIVE

Statistical Bulletin

Transport Series

Trn / 2001 / 4

Published December 2001

Price £ 2.00

Transport across Scotland: some Scottish Household Survey results for parts of Scotland

1. Introduction

1.1 This bulletin provides information, collected by the Scottish Household Survey (SHS) in 1999 and 2000, about the transport facilities available to private households, and about some travel by household members, for parts of Scotland. Statistics are provided for each Council area, and for each category of an urban/rural classification which was developed for use in analysing the results of the SHS. The topics covered include the accessibility and frequency of bus services; people's views on the convenience of public transport; the availability for private use of motor vehicles, cars and company cars; people's possession of driving licences and their frequency of driving; people's frequency of walking and cycling; the usual method of travel to work; whether people work from home; whether car commuters could use public transport; where people who drive to work park; and travel to school.

1.2 The SHS collects a wide range of information. Some questions are asked about the household as a whole, and all the people in it; some relate only to one randomly-chosen adult (aged 16+) member of the household; and some are asked only about one randomly-chosen schoolchild member of the household (if there is one). Some questions are answered on behalf of the household by the Highest Income Householder (please see the "Notes and Definitions") or his/her spouse/partner; others are answered by the randomly-chosen adult on behalf of him/herself. The results are weighted to take account of differences in selection probabilities. The statistics given here were extracted from a copy of the data used for *Scotland's People volume 3* (the SHS Annual Report for 1999/2000, published in October 2001), so will not take account of subsequent revisions to the SHS database.

1.3 As with all such surveys, sampling variability and non-response bias may affect the results. It is particularly important to keep this in mind when looking at the results for individual Council areas, because some of them may be affected by quite large percentage sampling errors. In general, the smaller the sample from which an estimate has been produced, the greater the likelihood that the estimate could be misleading. As an example, *Table 13* provides information about travel to school. In some cases, the figure for a Council area is based on data for only a hundred or so school pupils, each of whom therefore represents about 1% of the total. So, which particular households were selected for inclusion

in the sample could make a significant difference to the results, and they are therefore subject to considerable potential sampling variability. For example, the estimate of the percentage of pupils in that Council area who cycle to school would have been two or three percentage points higher had the SHS sample included, purely by chance, just two or three more children who cycled to school. In a "low population density" Council area, the "clustering" of the sample increases the potential sampling variability: for example, the estimated percentage who walk to school could be over-estimated greatly if, by chance, disproportionately many of the "rural" sample clusters chosen were in villages with schools, and disproportionately few were in places far from schools. Hence, an estimate that (say) 50% walk to school, produced from a sample of 100 or so school pupil households, may only indicate that the true value for the area is likely to be between 40% and 60%. Section 10 provides more information on the possible scale of sampling errors.

1.4 There are other reasons why the SHS results may provide only broad indications for some Council areas. First, the non-response rate is particularly high in some Council areas. Should the characteristics of non-respondents differ markedly from those of the people in the survey, the results could be biased. Unfortunately, by its nature, the scale of any non-response bias is very difficult to quantify, as the survey does not collect information about the characteristics of non-respondents. Second, as it is a survey of private households, the SHS does *not* cover some sections of the population - for example, it does not collect information about many students, such as those who live in halls of residence (see section B.2.3 of the background information about the survey).

1.5 It follows that figures for individual Council areas should be used cautiously, particularly those based on small samples. When comparing the figures for different Council areas, it is particularly important to note that small differences may well be the result of sampling variability rather than indicating any real difference between Council areas. Paragraph 10.7 provides guidance on comparing different values from the survey. For ease of reading, the commentary generally gives the survey's estimates without continually reminding you that they may be subject to errors of several percentage points.

2. **Main points**

2.1 In 1999/2000, about 5% of householders said that they had no bus service or were at least 14 minutes walk away from the nearest bus stop (or place where one could get on a bus). However, over 30% of householders in "remote" rural areas, and about 15% of those in "accessible" rural areas, said that they had no bus service or were at least 14 minutes walk away from one. Of the Council areas, Orkney (37%) and Aberdeenshire, Highland and Shetland (17-21%) had the highest percentages. (*Section 3.1*)

2.2 About a fifth of householders did not know the frequency of their nearest bus service, with the percentage being highest in Angus, Dumfries & Galloway and Stirling (29-33%) and lowest in Dundee, Edinburgh and Inverclyde (8-11%). (*Section 3.2*)

2.3 Public transport was described as "very convenient" by 54% of adults in large urban areas, but by only 14% of those living in "remote" rural areas: there, 35% said that it was "very inconvenient", and a further 19% felt that it was "fairly inconvenient". Among the Council areas, the "very inconvenient" percentage was highest for Orkney (44%) and Angus, Highland and Shetland (20-23%). (*Section 3.4*)

2.4 In 1999/2000, almost two-thirds of households had one or more motor vehicles available for private use. The percentage was highest in rural areas (81%) and lowest in large urban areas (53%). In Aberdeenshire, East Dunbartonshire and East Renfrewshire, 81-83% of households had a motor vehicle, compared with 41% in Glasgow and 51-54% in Dundee and Renfrewshire. (*Section 4.1*)

2.5 About 18% of households had two or more cars, rising to around 32% in "accessible" rural areas. The Council areas with the highest percentages were East Renfrewshire (about 36%) and Aberdeenshire, East Dunbartonshire and Stirling (around 31-32%). (*Section 4.2*)

2.6 7% of households had one or more company vehicles available for private use. The percentage was highest in East Dunbartonshire and East Renfrewshire (15%) and Perth & Kinross and Stirling (12%). (*Section 4.3*)

2.7 About a third of households had one or more bicycles that adults could use. The percentage with bicycles ranged from 17-19% for households in Dundee and Glasgow to 50-52% for Aberdeenshire, Moray and Orkney. (*Section 4.4*).

2.8 In 1999/2000, nearly two-thirds of people aged 17 or over were said to have a full driving licence. The percentage was lowest in large urban areas (57%) and highest in rural areas (78%), and ranged from 47% in Glasgow and 54% in Dundee to 78% in Orkney and 80% in Aberdeenshire. (*Section 5.2*)

2.9 Across Scotland, 45% of people aged 17 or over were said to drive every day: 57% of those in "accessible" rural areas, and 54% of those in "remote" rural areas, compared with only 37% of those in large urban areas. The figure ranged from 29% in Glasgow and 35% in Dundee to 57-59% in Aberdeenshire, East Dunbartonshire, East Renfrewshire and Shetland. (*Section 5.3*)

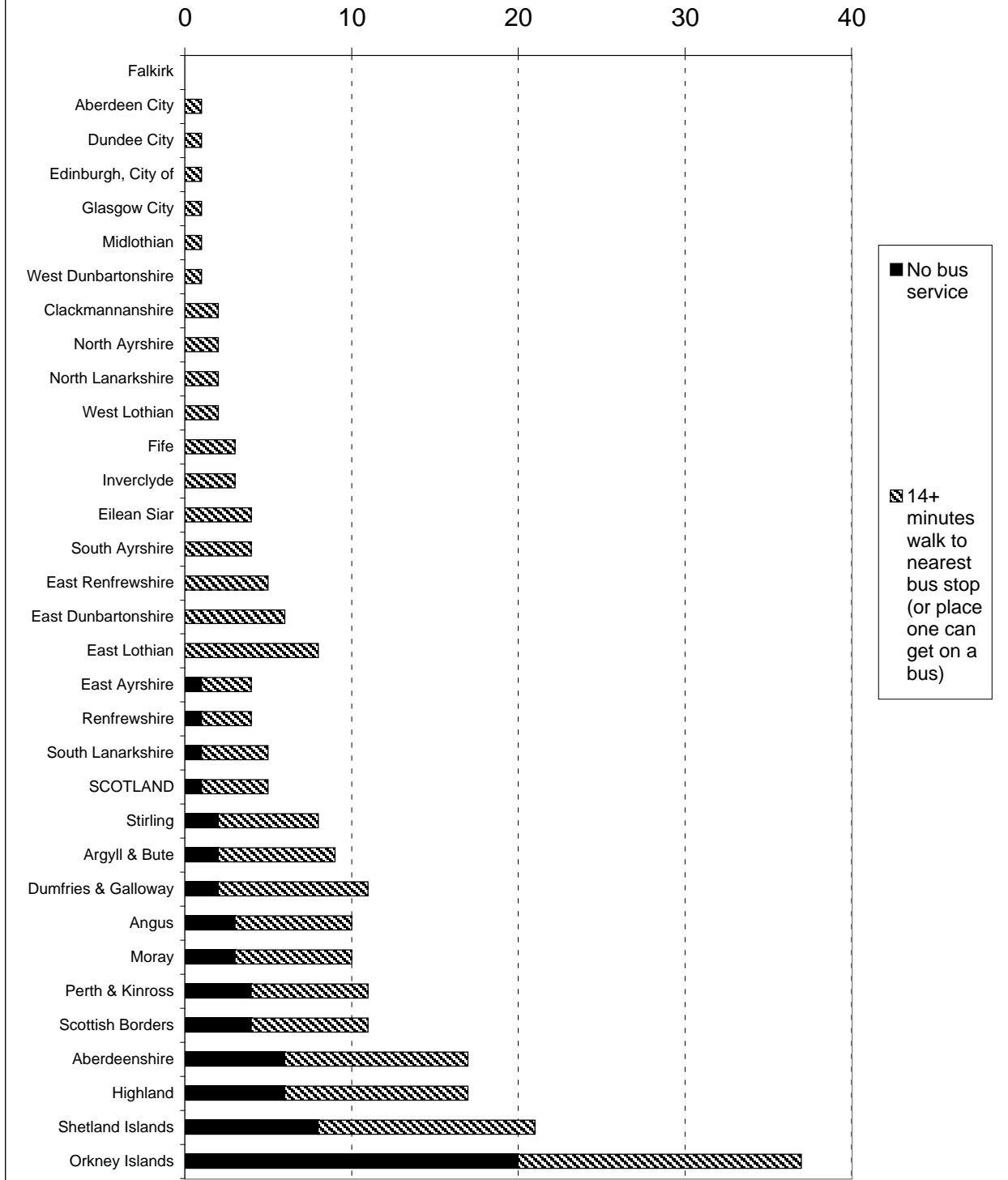
2.10 In 1999/2000, 53% of adults said that they had made a trip of more than a quarter of a mile by foot to go somewhere in the previous seven days, but only 36-38% of those in rural areas had done so. Among the Council areas, the percentage was highest in Aberdeen, East Dunbartonshire and Edinburgh (61-65%) and lowest in Aberdeenshire, Eilean Siar and Orkney (36-40%). However, 50-54% of adults in rural areas said that they had walked for pleasure or to keep fit in the seven days before the interview, compared with the overall figure of 41%. The figures ranged from 26% in North Lanarkshire and 31% in Glasgow to 55-57% in Moray and Scottish Borders and 62% in Argyll & Bute. (*Section 6.2*)

2.11 Two-thirds of commuters said that they usually travelled to work by car or van (56% as the driver, 11% as a passenger), 14% walked, 12% went by bus, 3% used a train and 2% cycled. The percentage who drove to their place of work was highest for "accessible" rural areas (68%) and "remote" rural areas (63%), and lowest for "remote" small towns (46%). The percentage who travelled to work by car or van was lowest for those who lived in Edinburgh and Glasgow (52-55%) and highest for people in East Renfrewshire, Fife and South Ayrshire (77-79%). (*Section 7.4*)

2.12 A quarter of commuters living in "remote" small towns walked to work. Argyll & Bute, Dumfries & Galloway and Orkney had the highest percentages (21-23%). The bus was

Chart A: Households with no bus service, or with a 14+ minute walk to the nearest bus stop (or place one can get on a bus): 1999/2000

% of households



the usual means of travel to work for 19% of those living in large urban area, with the highest percentages being in Edinburgh (25%) and Glasgow and Midlothian (20-21%). (*Section 7.4*)

2.13 About 8% of employed adults worked at or from home. The percentage was highest in "remote" rural areas (21%), and in the Council areas of Argyll & Bute, Dumfries & Galloway and Eilean Siar (17%). (*Section 7.5*).

2.14 In 1999/2000, 45% of those who usually travelled to work by car or van said that they could use public transport. The percentage was highest for those living in large urban areas (60%) and for Aberdeen, Glasgow and West Dunbartonshire (63-66%). However, 86% of car/van commuters living in "remote" rural areas said that they could *not* use public transport; including 93% of such people in Orkney and 82-83% of those in Dumfries & Galloway and Moray. (*Section 7.6*)

2.15 Walking was reported to be the usual method of travel to school for 55% of pupils, 23% went by bus, 19% travelled in a car or van, and only 1% cycled. About three-fifths of pupils in towns and cities walked to school, compared with only 37% of those in "accessible" rural areas and 25% of those in "remote" rural areas. The percentage travelling by bus was 15-19% in towns and cities, 40% in "accessible" rural areas and 59% in "remote" rural areas. There was much less variation in the use of the car, the figures for the different types of area all being between 14% and 22%. (*Section 8*)

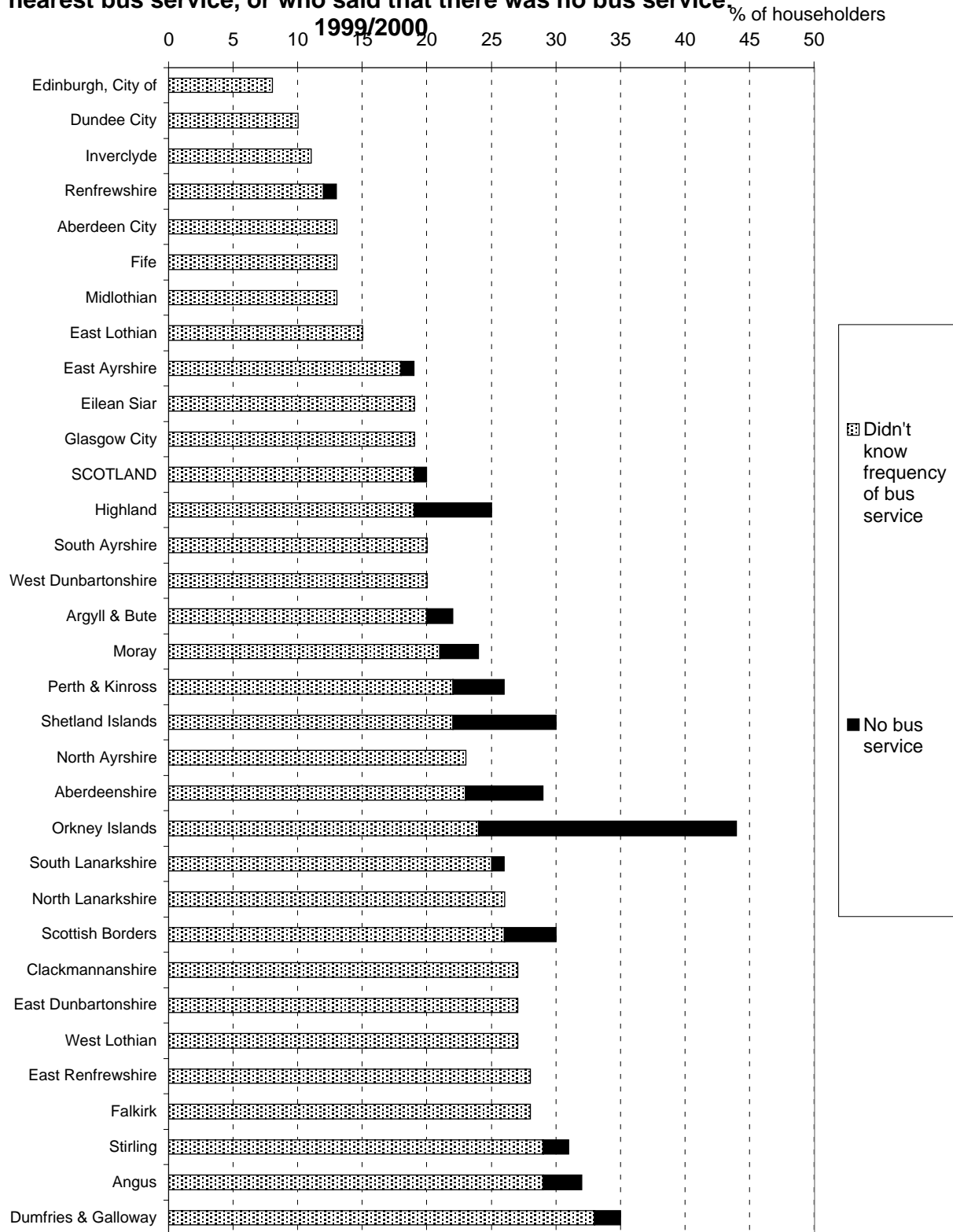
3. The accessibility and frequency of bus services, and views on the convenience and quality of public transport (*Tables 1 to 4; Charts A to D*)

3.1 Whether there was a bus service, and the walking time to the nearest bus stop

3.1.1 The SHS interviewer asks the householder how long it would take the interviewer to walk to the nearest bus stop (or place where one could get on a bus). *Table 1* shows the results. (The groupings shown in the table headings are used to avoid uncertainty about how answers like "around 5 minutes" are counted.) The first row of the table gives the figures for Scotland as a whole. In 1999/2000, over half of all households (54%) were said to be up to 3 minutes walk away from the nearest bus stop, and just under a third of households (31%) were 4-6 minutes walk away from a bus stop. 10% of householders reported a 7-13 minutes walk, and only 4% said that the interviewer would have to walk for 14 minutes or longer. Just 1% of householders did not know how long it would take to walk to the nearest bus stop, and another 1% said that there was *no* bus service. The number in italics at the right-hand end of the first row show that these results were produced from the answers given by 30,227 householders.

3.1.2 The upper part of *Table 1* shows whether there was a bus service and, if so, how the walking time to the nearest bus stop differ greatly between "urban" and "rural" areas, using a six-way classification that was developed for the analysis of the SHS results. In this classification, a "small town" has a population between 3,000 and 10,000, and an area is described as "accessible" if it is within 30 minutes' drive of a settlement with a population of over 10,000 (otherwise it is described as "remote"). A "large urban area" is a settlement with a population of over 125,000. More details of the classification are given in Section 9. In 1999/2000, 13% of householders in "remote" rural areas said that they had no bus service, as

Chart B: Householders who didn't know the frequency of the nearest bus service, or who said that there was no bus service:



did 4% of those in "accessible" rural area. A further 18% of householders in "remote" rural areas, and 11% of those in "accessible" rural areas, said that it would take at least 14 minutes to walk to the nearest bus stop (or place where one could get on a bus). The percentage within 3 minutes walk of a bus service was only 34% for households in "remote" rural areas, and 44% for those in "accessible" rural areas, compared with between 52% and 60% of those in other areas.

3.1.3 *Chart A* and the lower part of *Table 1* show, for each Council area, whether there was a bus service and, if so, information about the walking time. It will be seen that, in 1999/2000, the percentage of householders who said that they did *not* have a bus service was highest in Orkney (20%) followed by Aberdeenshire, Highland and Shetland (6-8%). These areas also had the highest percentages of householders who said that it would take at least 14 minutes to walk to the nearest bus stop (or place where one could get on a bus): Orkney (17%), Aberdeenshire, Highland and Shetland (11-13%). Only 23% of Orkney householders, and 43%-48% of those in Aberdeenshire, Highland and Shetland, said that that it would take no more than 3 minutes to walk to the nearest bus stop. In contrast, 61-65% of householders in Aberdeen, Dundee, Eilean Siar, Falkirk, Fife, Inverclyde and West Dunbartonshire said that they were within 3 minutes' walk of the nearest bus service.

3.2 **Frequency of bus services**

3.2.1 *Table 2* analyses the frequency of bus services, as reported by householders (the interviewer does not try to check the householders' answers). In 1999/2000, 19% of householders did *not* know how often one could get a bus from the nearest stop during the day (this figure does *not* include those who said that they did not have a bus service). This percentage was highest for households in "remote" small towns (30%): all the other types of area had figures in the range 16-22%. *Chart B* shows that the Council areas which had the highest percentages of householders who said that they did not know the frequency of the bus service were Angus, Dumfries & Galloway and Stirling (29-33%). In contrast, only 8% of householders in Edinburgh said that they did not know the frequency of their nearest bus service, and in Dundee and Inverclyde only 10-11% of householders answered "don't know".

3.2.2 The interviewer asked about the frequency of service at the nearest bus stop (or place one could get on a bus). In cases where the householder said that the frequency of service varied, the interviewer asked for the week-day off-peak frequency. Overall, 20% of householders said that there was at least one bus every 13 minutes, 27% thought that there was one every 14-26 minutes, 27% answered that there was a bus every 27-63 minutes, and 5% indicated that the interval between buses was 64 minutes or longer (this last category does *not* include those householders who said that they did not have a bus service). The difference between urban and rural areas was very clear: 42% of householders in "remote" rural areas said that there was one bus every 64 minutes or more, as did 16% of those in "accessible" rural areas, compared with under 1% of those in urban areas. The percentage reporting one bus every 64 minutes or more was highest for Orkney and Shetland (51-54%), Eilean Siar (44%), Argyll & Bute and Highland (25-29%).

3.2.3 In 1999/2000, 36% of householders in large urban areas reported at least one bus every 13 minutes, compared with small percentages of householders in small towns and rural areas. At most 1% of householders in Angus, Argyll & Bute, Clackmannanshire, Dumfries & Galloway, Eilean Siar, Moray, Orkney, Scottish Borders and Shetland said that there was at

Chart C: Views on the convenience of public transport: 1999/2000

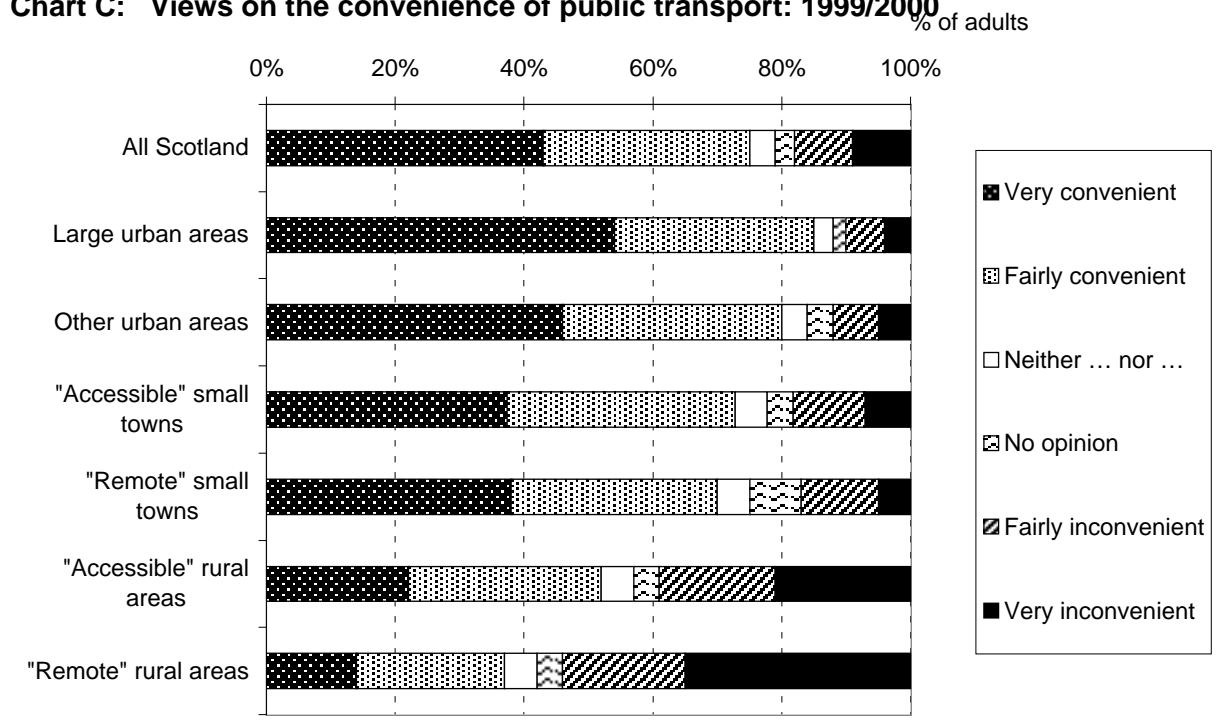
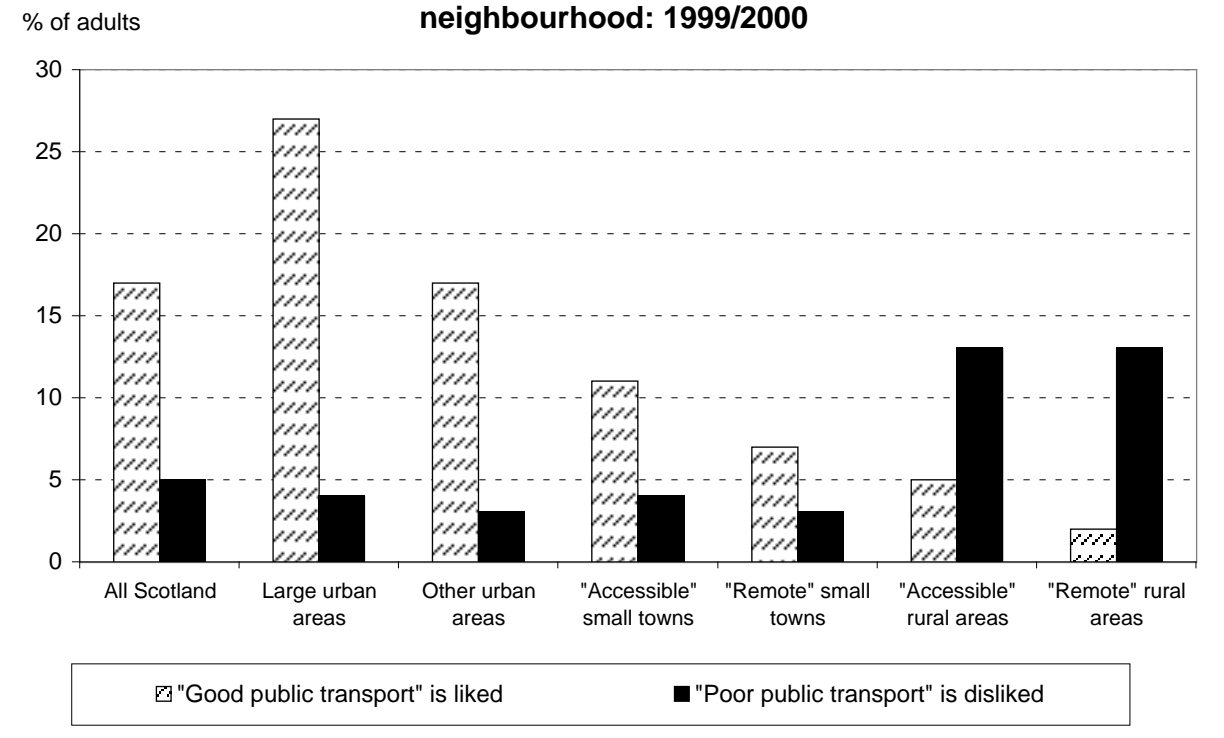


Chart D: Views on public transport as an aspect of the neighbourhood: 1999/2000



least one bus every 13 minutes. In contrast, high percentages reported at least one bus every 13 minutes in Dundee (47%), Inverclyde and Renfrewshire (43-44%), and Edinburgh (40%).

3.3 Availability of bus services to the population

3.3.1 *Tables 1 and 2* looked at the availability of bus services to *households*, whereas *Table 3* does so in terms of percentages of the *population*. The left hand part of *Table 3* covers people in households with walking times to the nearest bus stop of up to 6 minutes. Overall, in 1999/2000, about 85% of people lived within 6 minutes walk of a bus stop, and they included 17% in households where it was said that there was at least one bus every 13 minutes, 24% with a bus every 14-26 minutes, 25% with a bus every 27-63 minutes, and 15% in households where the respondent did not know the frequency of the bus service. Just under 10% of people lived within 7-13 minutes walk of a bus stop, and 4% lived more than 14 minutes walk away.

3.3.2 Again, there were considerable differences between urban and rural areas. In 1999/2000, 32% of people in large urban areas were said to be within 6 minutes walk of a service with a frequency of at least one bus every 13 minutes, compared with very small percentages of those living in small towns and in rural areas. The percentage was highest for Dundee (44%) and Inverclyde and Renfrewshire (38-40%); thirteen Council areas had values below 5%.

3.3.3 While few people in urban areas lived within 6 minutes walk of an infrequent service (one bus every 64 or more minutes), 12% of people in "accessible" rural areas and 26% of people in "remote" rural areas did so. The percentage of people living close to an infrequent service was particularly high for Eilean Siar and Shetland (37-38%), Orkney (31%) and Argyll & Bute (21%).

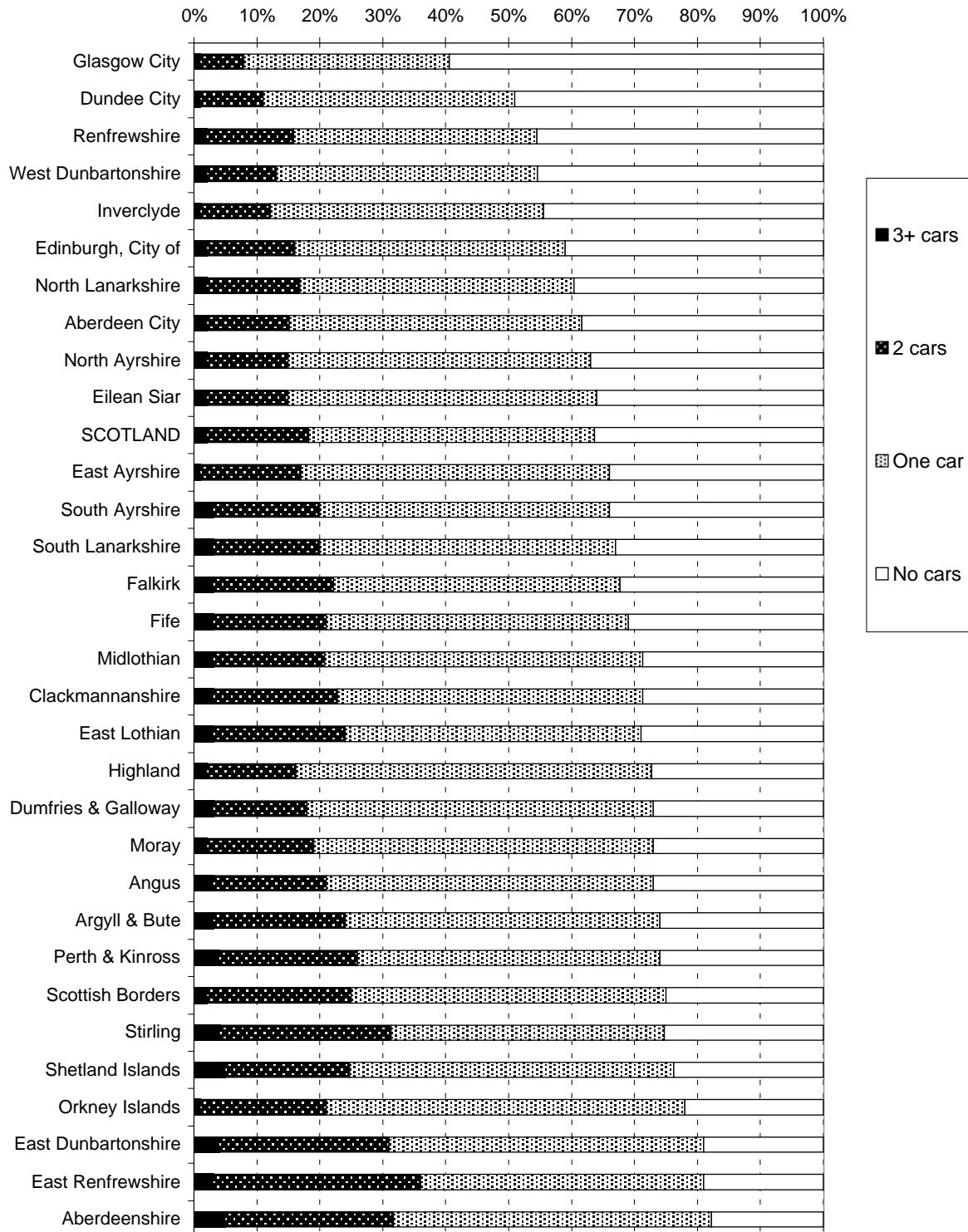
3.4 Views on the convenience and quality of public transport

3.4.1 In the second part of the SHS interview, one randomly-chosen adult member of the household is asked about his/her circumstances and views. As it is sometimes not possible to arrange an interview with the chosen person, these results are based on smaller sample numbers than the earlier analyses. One set of questions is about the convenience of public transport and of some other types of services (such as post office, doctor's surgery, etc). The interviewer says: "... please tell me how convenient or inconvenient you would find it to make use of their services during their normal opening hours, assuming that you needed to?" The left-hand part of *Table 4* shows how the "convenience" of public transport was rated in 1999/2000: overall, 43% of adults said it was "very convenient" and 32% described it as "fairly convenient", 4% responded "neither convenient nor inconvenient", 3% had no opinion, 9% thought it "fairly inconvenient" and a further 9% felt it was "very inconvenient".

3.4.2 As with the availability of bus services, there is a marked difference between urban and rural areas in views of the convenience of public transport. This is illustrated in *Chart C*. In 1999/2000, 54% of adults in large urban areas regarded public transport as "very

Chart E: Households with cars available for private use: 1999/2000

% of households



convenient" compared with only 14% of those in "remote" rural areas and 22% of people in "accessible" rural areas. Aberdeen, Dundee, Edinburgh, Glasgow, Inverclyde, Renfrewshire and West Dunbartonshire all had 51-57% of adults describing public transport as "very convenient", compared with just 3% in Orkney and 13% in Shetland (in every other area, at least 25% said "very convenient").

3.4.3 Public transport was rated "very inconvenient" by 35% of adults in "remote" rural areas and 21% of those in "accessible" rural areas; these areas also had a further 18-19% describing it as "fairly inconvenient". 44% of Orcadians said that it was "very inconvenient", as did 20-23% of adults in Angus, Highland and Shetland. These areas also had a further 15-20% who felt that public transport was "fairly inconvenient".

3.4.4 The randomly-chosen adult is also asked about aspects of the immediate neighbourhood: which, if any, does he/she particularly like; and which, if any, does he/she particularly dislike? The interviewer probes to establish the person's views, and can record one or more of 14 "likes" (including "good public transport", "area well maintained", "safe area / low crime", "friendly people" and "good local schools") and 17 "dislikes" (such as "poor public transport", "problems with dogs", "poor local shops", "drug abuse" and "noise"). *Table 4* shows that, overall, in 1999/2000, 17% said that good public transport was an aspect of the neighbourhood that they liked, and 5% said that poor public transport was an aspect that they disliked.

3.4.5 *Chart D* shows that the percentage referring to good public transport was highest in the large urban areas (27%) and lowest in "remote" rural areas (2%) and "accessible" rural areas (5%). 29-33% of adults in Dundee, Edinburgh and Glasgow felt that "good public transport" was one of the aspects of their neighbourhood that they liked, whereas under 5% of those in Eilean Siar, Moray, Orkney and Scottish Borders did so. "Poor public transport" was one of the aspects of their neighbourhood that was disliked by 13% of adults living in rural areas. Among the Council areas, the highest percentages referring to poor public transport were in Shetland (15%) and Argyll & Bute and Scottish Borders (10-11%); in all other areas, under 10% mentioned "poor public transport".

4. **Motor vehicles, cars and bicycles** (*Tables 5 to 7; Charts E and F*)

4.1 The interviewer asks about any motor vehicles normally available for private use by members of the household. *Table 5* shows that, in 1999/2000, almost two-thirds (64%) of households had one or more motor vehicles, and the same percentage had one or more cars. *Chart F* shows that the percentage of households which had one or more motor vehicles was highest for rural areas (81%) and lowest for large urban areas (53%). The Council areas with the highest percentages were Aberdeenshire, East Dunbartonshire and East Renfrewshire (81-83%); Glasgow (41%) and Dundee and Renfrewshire (51-54%) had the lowest. As very few households without a car had any other type of motor vehicle, the next section looks at the number of cars available to households.

4.2 **Availability of cars**

4.2.1 The left-hand part of *Table 5* shows that, in 1999/2000, overall, 45% of households had one car available for private use, 16% had two and 2% had three or more. Households in rural areas were the most likely to have two or more cars: about 32% of those in "accessible" rural areas, and around 26% of those in "remote" rural areas, did so. *Chart E* illustrates how car availability varies between Council areas. The percentage of households having two or more cars was highest for East Renfrewshire (about 36%) and Aberdeenshire, East Dunbartonshire and Stirling (around 31-32%). Only about 13% of households in large urban areas had two or

Chart F: Households with motor vehicles; people with full driving licences, who drive often: 1999/2000

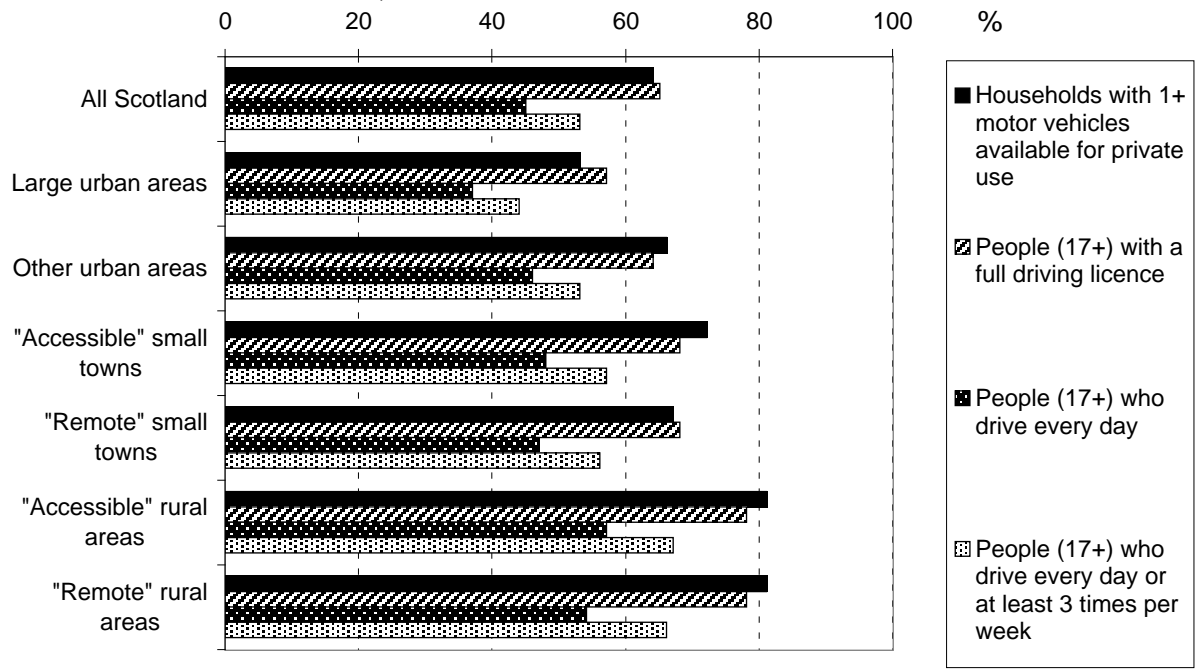
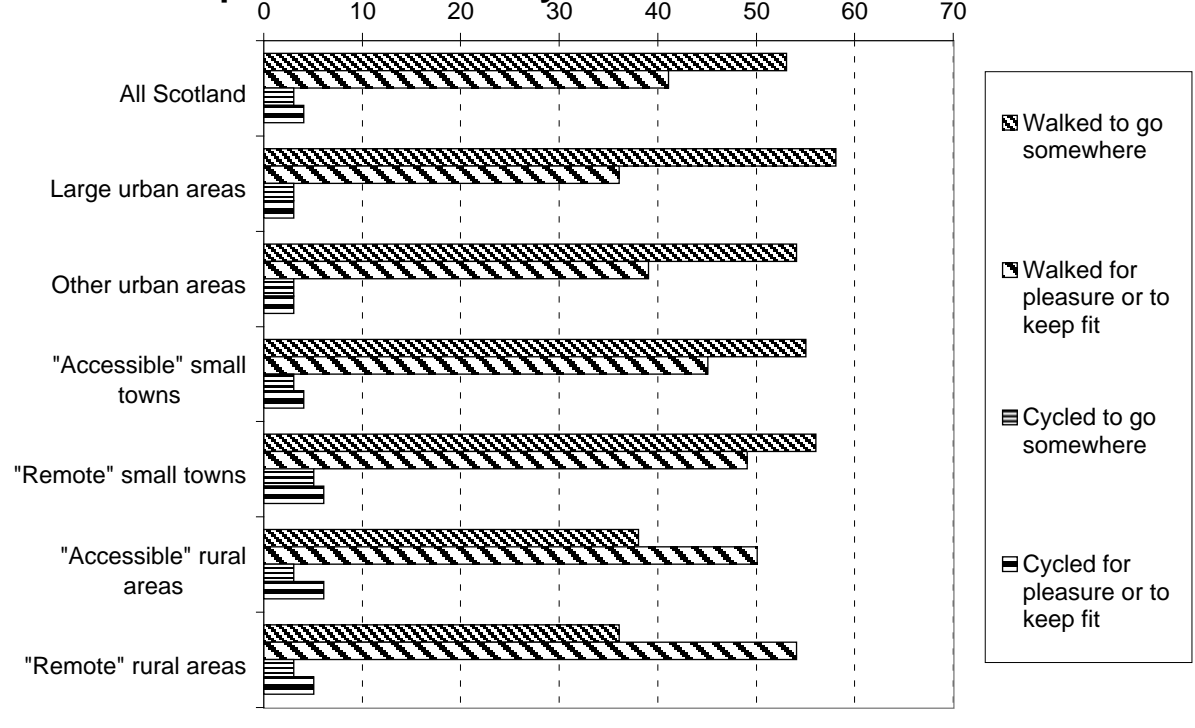


Chart G: Adults (16+) who walked or cycled in the previous seven days: 1999/2000



more cars, with the percentage being lowest for Glasgow (about 8%) and Dundee and Inverclyde (around 11-12%).

4.2.2 Overall, 36% of households did *not* have a car in 1999/2000. The percentage *without* a car was highest in large urban areas (47%), and lowest in rural areas (20-21%). Glasgow (60%), Dundee (49%) and Inverclyde, Renfrewshire and West Dunbartonshire (44-46%) had the highest percentages *without* a car; Aberdeenshire, East Dunbartonshire and East Renfrewshire (18-19%) had the lowest values.

4.3 **Availability of company vehicles**

4.3.1 In 1999/2000, 7% of households had one or more company vehicles available for private use. There was not a great deal of variation between the different types of area (the figures ranged from 5% for "remote" small towns to 10% for "accessible" rural areas). There were greater differences between Council areas: the percentage of households with a company vehicle was lowest in Dundee, Eilean Siar, Glasgow, Inverclyde, Moray and North Ayrshire (2-4%) and highest in East Dunbartonshire and East Renfrewshire (15%) and Perth & Kinross and Stirling (12%).

4.4 **Bicycles which can be used by adults**

4.4.1 The interviewer asks whether the household has any bicycles which can be used by adults. *Table 5* shows that, in 1999/2000, 33% of households had one or more bicycles. This percentage varied with the type of area, from 24% for households in large urban areas to 45-46% for those in rural areas. The lowest percentages were found in Glasgow and Dundee (17-19%) and North Lanarkshire and South Lanarkshire (25%); Aberdeenshire, Moray and Orkney had the highest percentages (50-52%).

5. **Driving licences and frequency of driving - people aged 17 or over** (*Tables 6 to 7; Chart F*)

5.1 The interviewer asks the Highest Income Householder (or his/her spouse/partner) about the type (if any) of driving licence held by each adult member of the household. In cases where an adult is said to have a full driving licence, the interviewer asks how often the person drives nowadays. Two points should be noted. First, some of the answers were not provided by the person to whom they relate. Second, because a full driving licence is only available to those who are aged 17 or over, the statistics in this section, and in *Tables 6 and 7*, relate only to people aged 17+.

5.2 **Driving licences**

5.2.1 *Table 6* shows that, in 1999/2000, almost two-thirds (65%) of people aged 17+ were said to have a full driving licence (car or motorcycle), and a further 5% had a provisional driving licence. Very few people were currently disqualified, had a licence suspended on medical grounds, or did not have a licence because they had not reapplied at age 70. More than a quarter (28%) of people aged 17+ had never held a UK driving licence.

5.2.2 *Chart F* shows that, in 1999/2000, the percentage of people aged 17+ who held a full driving licence was lowest in large urban areas (57%) and highest in rural areas (78%). Glasgow (47%) and Dundee, Inverclyde, Renfrewshire and West Dunbartonshire (54-57%) were the Council areas with the lowest percentages; Aberdeenshire, East Dunbartonshire, East Renfrewshire, Orkney and Shetland had the highest values (76-80%).

5.2.3 The percentage of people aged 17+ who had a provisional licence did not vary greatly between the different types of area (ranging only from 4% to 6%) or between different Council areas (being between 3% and 8% in each case). The percentage who had never held a UK driving licence did vary greatly, in the opposite way to the percentage holding a full driving licence: it was lowest for rural areas (16-17%) and highest for large urban areas (35%); Aberdeenshire, Orkney and Shetland had the lowest values (14-16%) and Glasgow (45%) and Dundee, Inverclyde, North Lanarkshire, Renfrewshire and West Dunbartonshire (34-38%) had the highest.

5.3 **Frequency of driving**

5.3.1 In cases where a person is described as having a full driving licence (either car or motorcycle), the interviewer asks the Highest Income Householder (or his/her spouse/partner) how often the person drives nowadays. The results are shown in *Table 7*. Overall, in 1999/2000, 45% of people aged 17+ were said to drive every day, and a further 8% drove at least three times per week (but not every day). 4% were described as driving once or twice a week, and a few people reportedly drove less frequently: 1% "at least two or three times a month"; 1% "at least once a month"; and 2% "less than once a month". The 4% of people who were said to hold a full driving licence but "never drive nowadays" accounted for the remainder of the 64% who had a full driving licence.

5.3.2 *Chart F* shows that people aged 17+ who lived in rural areas were most likely to drive every day: 57% of those living in "accessible" rural areas, and 54% of those in "remote" rural areas, did so, compared with only 37% of those in large urban areas. The percentages driving at least three times per week (but not every day) were also higher in rural areas (10-12%) than in urban areas (7%). There was little variation between the different types of area in the (small) percentages for the other categories of those who hold a full driving licence (the differences in the percentages who do *not* have a full driving licence were described earlier).

5.3.3 In 1999/2000, the percentage said to drive every day was highest for Aberdeenshire, East Dunbartonshire, East Renfrewshire and Shetland (57-59%) and lowest for Glasgow (29%), Dundee and Edinburgh (35-36%) and Inverclyde and West Dunbartonshire (40%). 14% of adults aged 17+ in East Lothian, and 12% of those in Dumfries & Galloway, drove at least three times a week (but not every day), compared with 4% in Glasgow. There was not much variation in the other categories, apart from the percentages without a full driving licence (described earlier).

6. **Walking and cycling by adults** (*Tables 8 and 9; Chart G*)

6.1 The interviewer asks the randomly-chosen adult on how many of the previous seven days did he/she make a trip of more than a quarter of a mile by foot (a) to go somewhere such as work, shopping or to see friends (i.e. used walking as a means of transport); and (b) just for the pleasure of walking, or to keep fit or walk a dog. A similar question is asked about cycling.

6.2 Walking

6.2.1 The left-hand side of *Table 8* shows that, in 1999/2000, 47% of adults said that, in the previous seven days, they had *not* made a trip of more than a quarter of a mile by foot to go somewhere, 19% answered that they had made such a trip on 1-2 days, another 19% reported that they had done so on 3-5 days, and 15% responded that they had done so on 6-7 days. Therefore, 53% claimed to have made a trip of more than a quarter of a mile by foot to go somewhere in the previous seven days. *Chart G* shows that the percentage who said that they had walked to go somewhere was about the same (between 54-58%) for adults in urban areas and small towns, but was much lower for those in rural areas (36-38%). Aberdeen, East Dunbartonshire and Edinburgh had the highest percentages (61-65%), and Aberdeenshire, Eilean Siar and Orkney had the lowest (36-40%). The percentage of adults who said that they had walked to go somewhere on 6 or 7 of the previous seven days was highest for Argyll & Bute, Inverclyde and Stirling (20-22%), and lowest for Aberdeenshire, East Renfrewshire, Eilean Siar and Orkney (7-10%).

6.2.2 The right-hand side of *Table 8* provides information about walking for pleasure or to keep fit (including walking a dog). In 1999/2000, 59% of adults said that they had *not* done so in the past seven days, 16% had done so on 1 or 2 days, 11% had done so on 3-5 days and 13% had done so on 6-7 days. Therefore, 41% of adults said that they had made a trip of more than a quarter of a mile by foot for pleasure or to keep fit in the previous seven days. *Chart G* shows that this percentage was highest in rural areas (50-54%) and small towns (45-49%) and lowest in urban areas (36-39%). Argyll & Bute (62%) and Moray and Scottish Borders (55-57%) had the highest percentages; North Lanarkshire (26%) and Glasgow (31%) had the lowest. The percentage who had walked for pleasure or to keep fit on 6 or 7 of the previous seven days was highest in Argyll & Bute and Scottish Borders (26-28%) and lowest in Aberdeen, Eilean Siar, Glasgow, North Lanarkshire and Renfrewshire (8-9%).

6.3 Cycling

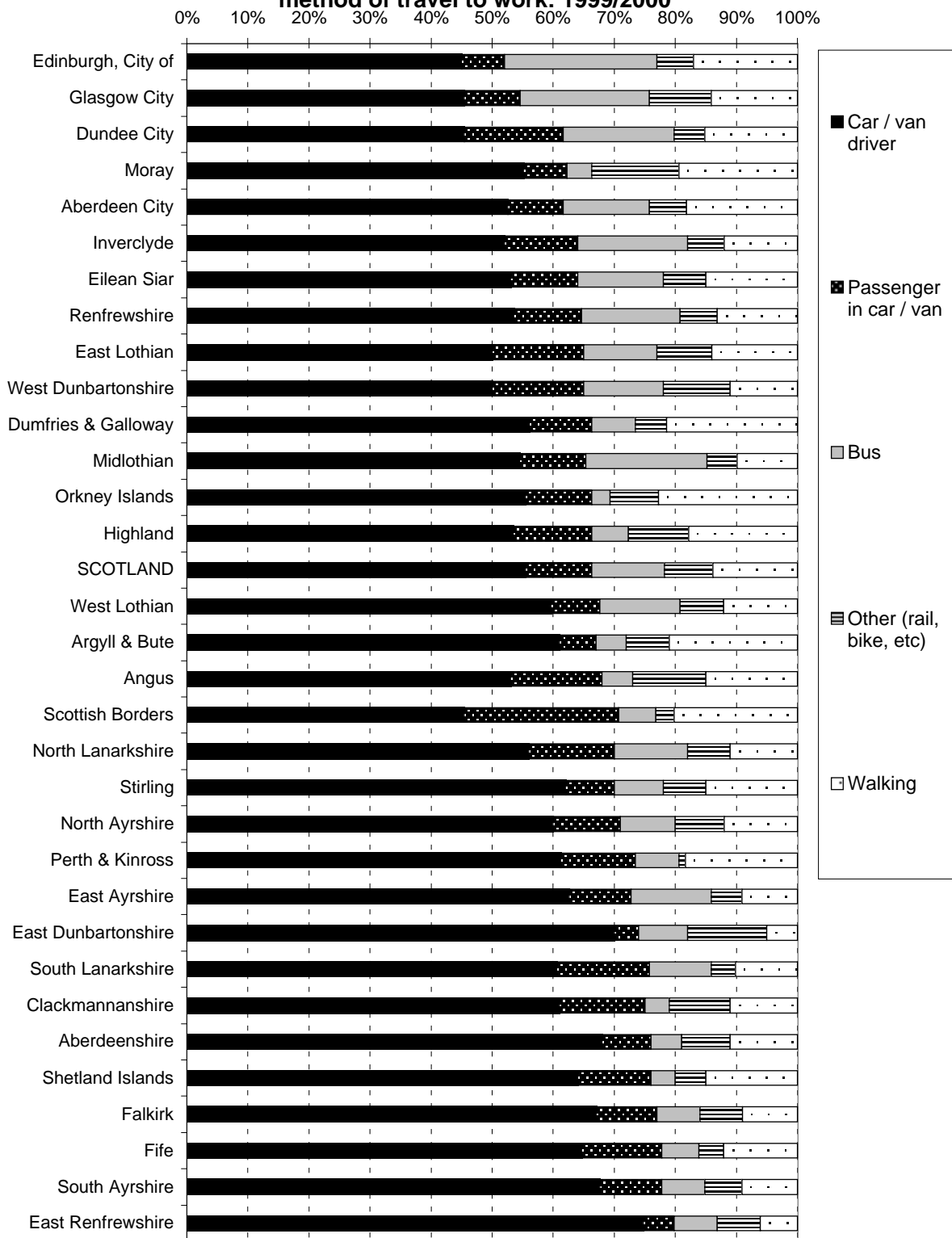
6.3.1 *Table 9* shows the equivalent results for cycling. In 1999/2000, only 3% of adults said that they had cycled as a means of transport in the previous seven days. There was little variation across Scotland. The percentages for Council areas ranged between 1% and 7%. One should not infer too much from the apparent differences between areas, as they are small and the figures are based (in some cases) on only a few hundred sample cases, and therefore could well be subject to sampling errors of a couple of percentage points.

6.3.2 In 1999/2000, 4% of adults said that they had cycled for pleasure or to keep fit in the previous seven days. Again, there was not much variation across Scotland: the percentages for Council areas ranged between 1% and 7%.

7 Travel to work - employed adults (*Tables 10 to 12; Charts H and I*)

7.1 The interviewer puts a series of questions about travel to work to all those randomly-chosen adults whose current situation was described as "self-employed", "employed full-time" or "employed part-time". Therefore, the results described in this section do *not* apply in the case of any travel to work by people whose current situation was described in some other way. (For example, these questions were *not* asked of people who were described as "in full-time education", some of whom may, in fact, have part-time jobs.)

Chart H: Employed adults not working from home - usual main method of travel to work: 1999/2000



7.2 The interviewer asks about the location of the person's place of work. People who "work from home" (the term covers both those who work *at* home and those who work *from* home - e.g. a plumber whose base is at home, and who each day goes to wherever his services are required) are identified at this stage, and the interviewer does *not* enquire about their usual means of travel to work: that is asked only of those who do *not* work from home.

7.3 The reader is reminded that here, as throughout this bulletin, people are counted on the basis of where they live, *not* where they work. So, for example, the "travel to work" percentages for Edinburgh were calculated from the information provided by the sample members who lived in Edinburgh, and so do not indicate the usual means of commuting for all those who *work* in Edinburgh (including people from - e.g. - elsewhere in the Lothians and Fife).

7.4 **Usual main method of travel to work: those who do *not* work from (or at) home**

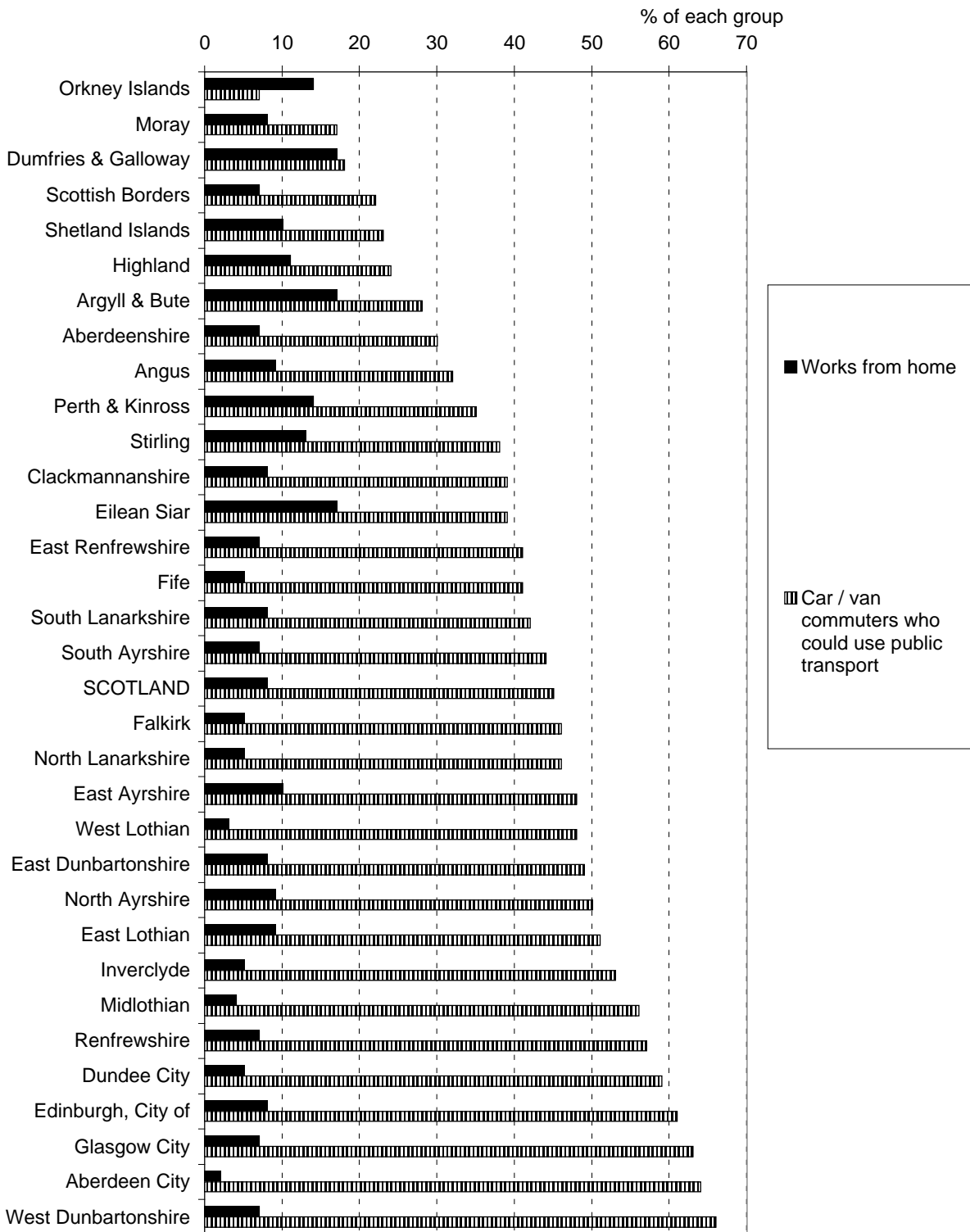
7.4.1 *Table 10* shows that, in 1999/2000, 67% of commuters said that they usually travelled to work by car or van (56% as the driver and 11% as a passenger), 14% walked to work, 12% went by bus, 3% took a train (or the Glasgow Underground), 2% cycled and 3% used other modes of transport (such as a motorcycle or a taxi). The percentage who said that they drove to work was highest for "accessible" rural areas (68%) and "remote" rural areas (63%) and lowest for "remote" small towns (46%). The Council areas with the highest percentages driving to work were East Renfrewshire (74%), and Aberdeenshire, East Dunbartonshire, Falkirk and South Ayrshire (67-70%); Dundee, Edinburgh, Glasgow and Scottish Borders had the lowest value (all 45%). The percentage who said that they were a car or van passenger was between 9% and 14% for every type of area. However, there were some large differences between Council areas, with the estimate ranging from 4-6% for Argyll & Bute, East Dunbartonshire and East Renfrewshire to 16% for Dundee and 25% for Scottish Borders. Taking drivers and passengers together, people travelling by car or van accounted for 52% of Edinburgh commuters, and 55% for Glasgow, compared with 77-79% for East Renfrewshire, Fife and South Ayrshire: this is illustrated in *Chart H*.

7.4.2 Overall, in 1999/2000, 14% said that they usually walked to work. This percentage was highest in "remote" small towns (25%) and lowest in "accessible" rural areas (9%). It ranged from 5-6% in East Dunbartonshire and East Renfrewshire to 21-23% in Argyll & Bute, Dumfries & Galloway and Orkney.

7.4.3 The bus was said to be the usual means of travel to work for 12% of commuters in 1999/2000. The figures for different types of area ranged from 5% for "remote" rural areas to 19% in large urban areas. Clackmannanshire, Moray, Orkney and Shetland had the lowest percentages (3-4%), and Glasgow and Midlothian (20-21%) and Edinburgh (25%) had the highest.

7.4.4 Other modes of transport were used by small percentages of commuters. However, it is worth noting that 10-11% of those in East Dunbartonshire and West Dunbartonshire said that they usually travelled to work by rail, and that the highest percentages for bicycle were just 5-6% for Angus, Highland and Moray.

Chart I: Employed people working from home; car/van commuters who could use public transport: 1999/2000



7.5 **Working from (or at) home**

7.5.1 The left-hand part of *Table 11* shows that, in 1999/2000, 8% of employed adults said that they worked from (or at) home. There were particularly high percentages in "remote" rural areas (21%) and in Argyll & Bute, Dumfries & Galloway and Eilean Siar (17%) - see *Chart I*.

7.6 **Car or van commuters**

7.6.1 The interviewer asks people who say that they usually travel to work by car or van whether they could use public transport. The right-hand side of *Table 11* shows that, in 1999/2000, 45% of them said that they could use public transport to travel to work, and 55% said that they could not. The percentage who could use public transport was particularly high for large urban areas (60%), and for Aberdeen, Glasgow and West Dunbartonshire (63-66%) - see *Chart I*. The percentage who said that they could *not* use public transport was particularly high for "remote" rural areas (86%), and for Orkney (93%) and Dumfries & Galloway and Moray (82-83%).

7.6.2 Those who drove to work were asked where they parked. *Table 12* shows that, in 1999/2000, 67% said that they parked free of charge in a car park provided by their employer, 15% parked on the street at no cost and 5% parked free of charge in another car park. Only 6% paid for parking in a car park provided by the employer, 3% used a commercial car park, and 1% paid for an on-street parking space. These percentages did not vary greatly with the type of area - for example, the percentage who parked free of charge in a car park provided by their employer ranged from 60% for large urban areas to 72% for "accessible" small towns; the percentage who parked on the street at no cost was between 12% for other urban areas and "accessible" rural areas and 22% for large urban areas. There was greater variation between Council areas: for "free car park provided by employer", the range was from 51% for Glasgow to 80% for Falkirk and West Lothian; for "on the street at no cost" it was from 7% for Falkirk to 29-30% for Glasgow and Inverclyde. However, it must be remembered that the figures for some Council areas are based on small samples, so could be subject to sampling errors of several percentage points.

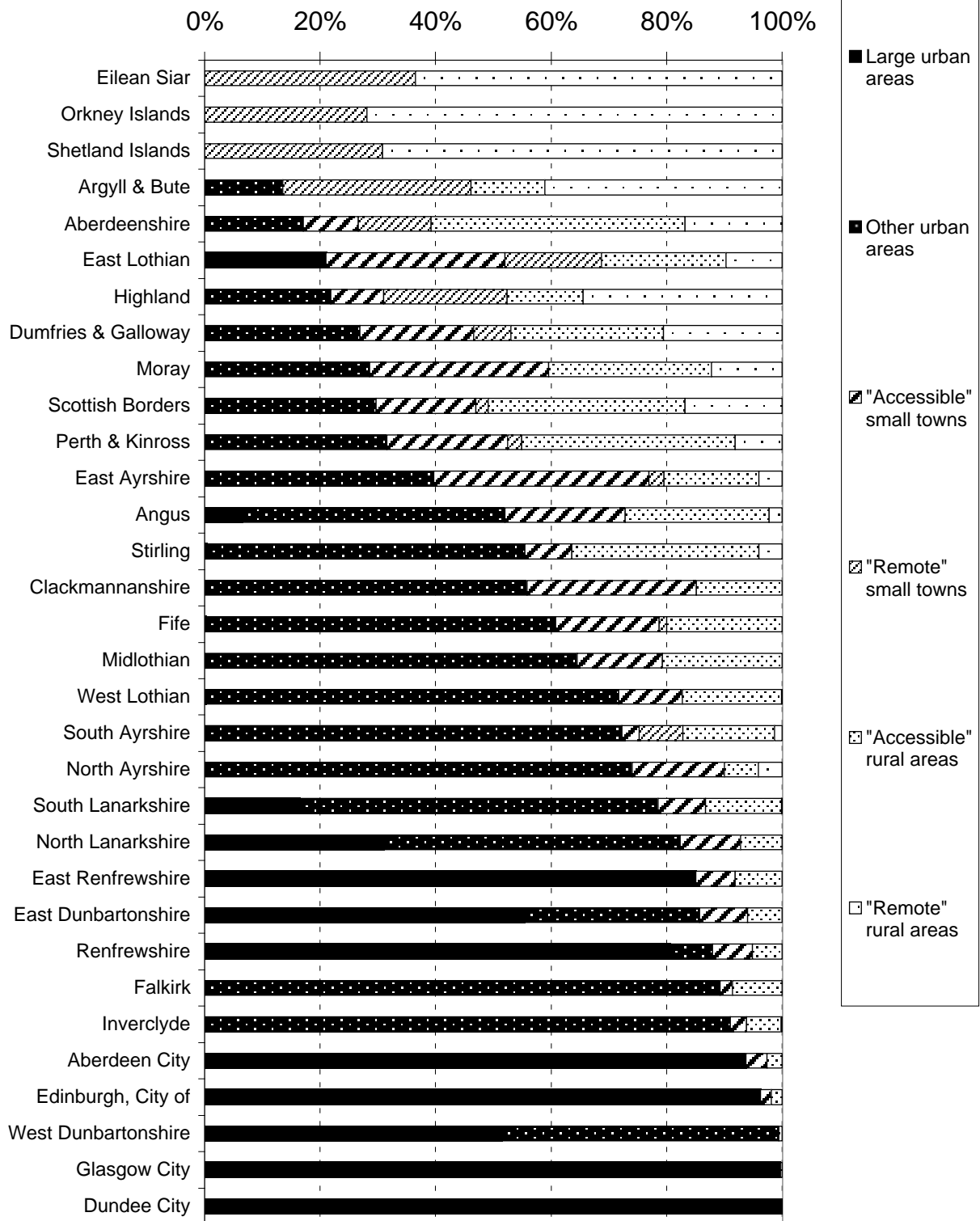
8 **Travel to school - pupils in full-time education at school** (*Table 13*)

8.1 In cases where the household includes one or more pupils in full-time education at school, the interviewer asks about the usual method of travel to school of one of them (who is randomly-chosen from among all the pupils in the household).

8.2 *Table 13* shows that, in 1999/2000, walking was reported to be the usual method of travel to school for 55% of pupils in full-time education at school, about 23% were said to go by bus, and 19% went by car or van. Only 1% cycled to school. Other modes of transport, such as trains and taxis, were the usual method of travel for only 2% of pupils.

8.3 There were big differences between urban areas and rural areas. In 1999/2000, about three-fifths of pupils in towns and cities walked to school, compared with 37% of pupils in "accessible" rural areas and 25% of those in "remote" rural areas. The percentage who went by bus was about 15-19% for those in towns and cities, 40% in "accessible" rural areas and 59% in "remote" rural areas. The percentage who travelled by car or van did not vary much with type of area, being between 14% for "remote" rural areas and 22% for "remote" small towns.

Chart J: Households by Council area and urban / rural classification: 1999/2000



8.4 Some of the percentages for different Council areas vary greatly, but it must be remembered that they are all based on samples of between about 100 and 600. Therefore, they could be subject to sampling errors of several percentage points, which could exaggerate the extent of differences between Council areas. The percentage who walked to school was highest in Clackmannanshire, Dundee and East Lothian (66-68%), and lowest in Eilean Siar and Shetland (15-19%). The "bus" percentage ranged from 8% for East Lothian to 66% for Eilean Siar, and the percentage who were taken to school by car or van varied from 12% in Moray to 32% in East Renfrewshire.

9 **The SHS urban /rural classification** (*Table 14 and Chart J*)

9.1 The urban / rural classification shown in the tables was developed for use in analysing the results of the SHS. It is based on settlement sizes, and (for the less-populated areas) the estimated time that would be taken to drive to a settlement with a population of over 10,000. The classification is based on postcodes. First, each postcode in Scotland was classed as either "urban" or "non-urban" on the basis of its "density" (measured in terms of the numbers of [a] residential and [b] non-residential addresses per hectare). Then, clumps of adjacent "urban" postcodes, which together contained more than a certain total number of addresses, were grouped together to form "settlements". (Any apparently "non-urban" postcodes which were entirely surrounded by "urban" postcodes, or by a combination of "urban" postcodes and coastline, were reclassified as "urban", and included in the relevant settlements.)

9.2 Six categories were then defined:

- *Large urban areas* - settlements with populations of over 125,000. These are around - but are not the same as - Aberdeen, Dundee, Edinburgh and Glasgow. Because of the way in which settlements are defined, this category may (a) include some areas outwith the boundaries of these four cities, in cases where the settlements extend into neighbouring local authorities, and (b) exclude some "non-urban" areas within the boundaries of these four cities.
- *Other urban areas* - other settlements of over 10,000 population
- *"Accessible" small towns* - settlements of between 3,000 and 10,000 people, which are within 30 minutes drive of a settlement of over 10,000 people
- *"Remote" small towns* - settlements of between 3,000 and 10,000 people, which are *not* within 30 minutes drive of a settlement of over 10,000 people
- *"Accessible" rural areas* - settlements of less than 3,000 people, which are within 30 minutes drive of a settlement of over 10,000 people
- *"Remote" rural areas* - settlements of less than 3,000 people, which are *not* within 30 minutes drive of a settlement of over 10,000 people

9.3 *Table 14* shows how many sample households in each Council area were counted in each of the categories of the urban/rural classification (a few cases could not be classified by type of area, and a few cases might have been mis-classified). The table, and *Chart J*, show that most Councils contain more than one type of area. For example, although most of the sample households in the area of the Aberdeen City Council are in a "large urban area", small percentages are in areas classified as "accessible" small towns and "accessible" rural areas. Similarly, Aberdeenshire includes each of the different types of area apart from "large urban area". As a result, there may be some apparent inconsistencies between, say, the figures for (a) rural areas and (b) what might be thought of as "mainly rural" Councils. For example, a percentage could be much higher for one or both of the "rural areas" categories than for any of

what might be regarded as "mainly rural" Councils, because each of the latter includes "small town" areas.

10 Possible sampling variability, and "95% confidence limits" for SHS estimates (*Table 15*)

10.1 Although the SHS's sample is chosen at random, the people who take part in the survey will not necessarily be a representative cross-section. For example, purely by chance, the sample could include disproportionate numbers of certain types of people, in which case the survey's results would be affected. In general, the smaller the sample from which an estimate is produced, the greater the likelihood that the estimate could be misleading. As an example, *Table 13* provides information about travel to school. In some cases, the figure for a Council area is based on data for only a hundred or so school pupils, each of whom therefore represents about 1% of the total. So, which particular households were selected for inclusion in the sample could make a significant difference to the results, and they are therefore subject to considerable potential sampling variability. For example, the estimate of the percentage of pupils in that Council area who cycle to school would have been two or three percentage points higher had the SHS sample included, purely by chance, just two or three more children who cycled to school. In a "low population density" Council area, the "clustering" of the sample increases the potential sampling variability: for example, the estimated percentage who walk to school could be over-estimated greatly if, by chance, disproportionately many of the "rural" sample clusters chosen were in villages with schools, and disproportionately few were in places far from schools. Hence, an estimate that (say) 50% walk to school, produced from a sample of 100 or so school pupil households, may only indicate that the true value for the area is likely to be between 40% and 60%. Results produced from a small sample could therefore be greatly affected by sampling variability. The larger the sample, the less likely it is that the results will be affected greatly by sampling variability.

10.2 The likely extent of sampling variability can be quantified, by calculating the "standard error" associated with the estimate of a quantity produced from a random sample. Statistical sampling theory states that, on average:

- only about one sample in three would produce an estimate that differed from the (unknown) true value of that quantity by more than one standard error;
- only about one sample in twenty would produce an estimate that differed from the true value by more than two standard errors;
- only about one sample in 400 would produce an estimate that differed from the true value by more than three standard errors.

By convention, the "95% confidence interval" for a quantity is defined as the estimate plus or minus about twice the standard error (from sampling theory, the interval is plus or minus 1.96 times the standard error), because there is only a 5% chance (on average) that a sample would produce an estimate that differs from the true value of that quantity by more than this amount.

10.3 There is no simple "rule of thumb" for the size of standard errors: the standard error of the estimate of a percentage depends upon several things:

- the value of the percentage itself;
- the size of the sample (or sub-sample) from which it was calculated (i.e. the number of sample cases corresponding to 100%);
- the sampling fraction (i.e. the fraction of the relevant population that is included in the sample); and

- the "design effect" associated with the way in which the sample was selected (for example, a "clustered" random sample would be expected to have larger standard errors - but lower fieldwork costs - than a simple random sample of the same size).

10.4 *Table 15* shows the "95% confidence limits" for estimates of a range of percentages calculated from sub-samples of a range of sizes (NB: the confidence limits for estimates of $x\%$ and for $(100-x)\%$ are the same). The table was produced in the same way as the tables of "95% confidence limits" in the "Annual Report" volumes of *Scotland's People* (see section B.4), but has a more detailed breakdown of the smaller sample sizes, because this bulletin provides figures for individual Council areas, some of which are based on samples of only a few hundred.

10.5 The interpretation of an entry in *Table 15* is best explained by an example:

- the value in the cell at the intersection of the "45% or 55%" column and the "800" row is 3.8;
- this means that the "95% confidence limits" for an estimate of 55% which is produced from a sub-sample of 800 are $\pm 3.8\%$ -points;
- so the "95% confidence interval" for the estimate is 55% $\pm 3.8\%$ -points (i.e. from about 51.2% to around 58.8%, assuming that the value of the estimate is 55.0%);
- or, on average, only 1 in 20 sub-samples of size 800 would produce an estimate that differs from the (unknown) true value of this quantity (if it is around 55%) by more than 3.8%-points.

10.6 As an example of the use of this table, it will be seen from figure at the end of the last row of *Table 1* that there were 817 households in West Lothian in the survey in 1999/2000. The first figure in the last row of *Table 1* shows that an estimated 53% of West Lothian households had a walk of up to 3 minutes to the nearest bus stop. Because that estimate was produced from data for only 817 households, sampling variability could (by chance) produce an error of several percentage points. The entry in the cell at the intersection of the "45 or 55%" column and the "800" row in *Table 15* shows that the "95% confidence limits" for the estimate will be roughly $\pm 3.8\%$ -points. This means that there is a 1-in-20 chance that the estimate differs from the true value by more than 3.8%-points. It follows that there is roughly a 1-in-3 chance that the estimate differs from the true value by more than 1.9%-points. Clearly, estimates based on smaller samples have wider confidence limits.

10.7 Because the survey's estimates may be affected by sampling errors, apparent differences of a few percentage points between the figures for two Council areas may not be "significant": it could be that the true values for the two areas are similar, but the random selection of households for the survey has, by chance, produced a sample which gives a high estimate for one area and a low estimate for the other. A difference between two areas is "significant" at the conventional "5%" level if it is so large that fewer than one random sample in twenty would be expected to produce a difference of that size (or greater) purely by chance, if the two areas' true values were the same. One way of assessing significance at the 5% level involves comparing the difference with the 95% confidence limits for the two estimates. Suppose that these are $\pm 3.0\%$ -points and $\pm 4.0\%$ -points, respectively. Clearly:

- a difference which is *less* than the magnitude of the greater of the limits (which, in this case, is 4.0%-points) is *not* significant; and
- a difference which is *greater* than the *sum* of the magnitudes of the limits (in this case 3.0%-points + 4.0%-points = 7.0%-points) *is* significant.

Statistical sampling theory suggests that a difference whose magnitude is between these values is significant *if* it is greater than the square root of the sum of the squares of the magnitudes of

the limits for the two estimates - in this case, the square root of $(3.0^2 + 4.0^2)$ - i.e. the square root of $(9 + 16)$ - i.e. the square root of 25, which is 5.0. So, in this case, a 5.0%-point difference would be considered significant. Similar calculations will indicate whether or not other pairs of estimates differ significantly.

10.8 The above information relates only to sampling variability. The survey's results could also be affected by non-contact / non-response bias: the characteristics of the people who should have been in the survey but who could not be contacted, or who refused to take part, could differ markedly from those of the people who were interviewed. If that is the case, the SHS's results will not be representative of the whole population. Without knowing the true values (for the population as a whole) of some quantities, one cannot be sure about the extent of any such biases in the SHS. However, comparison of SHS results with information from other sources suggests that they are broadly representative of the overall Scottish population, and therefore that any non-contact or non-response biases are not large overall. However, such biases could, of course, be more significant for some sub-groups of the population or in certain Council areas, particularly those which have the highest non-response rates. In addition, because it is a survey of private households, the SHS does not cover some sections of the population - for example, it does not collect information about many students in halls of residence (see section B.2.3). The "Technical Report" volumes of *Scotland's People* (see section B.4) provide more information on these matters.

Table 1 **Households - walking time to the nearest bus stop, or the nearest place where one can get on a bus: 1999/2000**

	Walking time to nearest bus stop (mins)					No bus service	All households	Sample size (=100%)
	Up to 3	4 to 6	7 to 13	14 or more	Don't know			
	<i>row percentages</i>							<i>n =</i>
All Scotland	54	31	10	4	1	1	100	30,227
Large urban areas	56	32	9	1	1	0	100	10,153
Other urban areas	59	31	8	1	1	0	100	9,372
"Accessible" small towns	52	33	11	2	1	0	100	2,883
"Remote" small towns	60	26	9	3	1	0	100	1,422
"Accessible" rural areas	44	28	13	11	1	4	100	3,777
"Remote" rural areas	34	21	13	18	1	13	100	2,610
Aberdeen City	62	31	6	1	0	0	100	1,224
Aberdeenshire	45	26	11	11	1	6	100	1,187
Angus	50	29	9	7	1	3	100	637
Argyll & Bute	56	23	12	7	0	2	100	576
Clackmannanshire	53	31	12	2	1	0	100	587
Dumfries & Galloway	54	22	10	9	2	2	100	878
Dundee City	61	32	5	1	1	0	100	781
East Ayrshire	54	33	8	3	1	1	100	676
East Dunbartonshire	42	37	14	6	0	0	100	587
East Lothian	52	28	12	8	0	0	100	585
East Renfrewshire	35	38	22	5	0	0	100	494
Edinburgh, City of	57	33	9	1	0	0	100	2,481
Eilean Siar	65	20	8	4	3	0	100	658
Falkirk	62	30	6	0	0	0	100	817
Fife	63	26	8	3	0	0	100	1,895
Glasgow City	56	33	9	1	1	0	100	3,136
Highland	43	27	13	11	1	6	100	1,129
Inverclyde	64	27	6	3	0	0	100	537
Midlothian	47	38	13	1	0	0	100	612
Moray	50	28	12	7	0	3	100	631
North Ayrshire	59	31	7	2	1	0	100	822
North Lanarkshire	53	35	9	2	1	0	100	1,617
Orkney Islands	23	22	15	17	3	20	100	540
Perth & Kinross	53	25	10	7	1	4	100	774
Renfrewshire	52	31	13	3	1	1	100	951
Scottish Borders	54	26	8	7	1	4	100	607
Shetland Islands	48	22	7	13	1	8	100	561
South Ayrshire	56	30	10	4	1	0	100	675
South Lanarkshire	44	36	14	4	1	1	100	1,602
Stirling	59	27	6	6	0	2	100	618
West Dunbartonshire	61	30	8	1	1	0	100	535
West Lothian	53	35	11	2	1	0	100	817

Table 2 Households - frequency of nearest bus service: 1999/2000

	Frequency of bus service: at least one bus every ... minutes					No bus service	All house- holds	Sample size (=100%)
	up to 13	14 to 26	27 to 63	64 or more	don't know			
	<i>row percentages</i>							<i>n =</i>
All Scotland	20	27	27	5	19	1	100	30,227
Large urban areas	36	36	12	0	16	0	100	10,153
Other urban areas	17	31	30	1	22	0	100	9,372
"Accessible" small towns	3	27	48	2	20	0	100	2,883
"Remote" small towns	1	5	54	11	30	0	100	1,422
"Accessible" rural areas	2	9	48	16	22	4	100	3,777
"Remote" rural areas	0	0	25	42	19	13	100	2,610
Aberdeen City	23	54	10	0	13	0	100	1,224
Aberdeenshire	3	11	46	11	23	6	100	1,187
Angus	1	14	45	7	29	3	100	637
Argyll & Bute	0	3	46	29	20	2	100	576
Clackmannanshire	1	23	42	7	27	0	100	587
Dumfries & Galloway	1	11	40	13	33	2	100	878
Dundee City	47	26	16	0	10	0	100	781
East Ayrshire	11	37	32	3	18	1	100	676
East Dunbartonshire	10	30	31	1	27	0	100	587
East Lothian	16	27	35	7	15	0	100	585
East Renfrewshire	16	32	23	0	28	0	100	494
Edinburgh, City of	40	42	9	1	8	0	100	2,481
Eilean Siar	0	1	35	44	19	0	100	658
Falkirk	6	23	41	1	28	0	100	817
Fife	12	28	42	4	13	0	100	1,895
Glasgow City	37	31	12	0	19	0	100	3,136
Highland	3	17	31	25	19	6	100	1,129
Inverclyde	43	29	16	1	11	0	100	537
Midlothian	10	34	39	4	13	0	100	612
Moray	1	15	54	6	21	3	100	631
North Ayrshire	24	22	28	3	23	0	100	822
North Lanarkshire	18	28	28	0	26	0	100	1,617
Orkney Islands	0	0	2	54	24	20	100	540
Perth & Kinross	11	15	38	10	22	4	100	774
Renfrewshire	44	29	13	0	12	1	100	951
Scottish Borders	1	10	44	14	26	4	100	607
Shetland Islands	0	0	18	51	22	8	100	561
South Ayrshire	12	32	33	3	20	0	100	675
South Lanarkshire	18	27	27	2	25	1	100	1,602
Stirling	4	16	34	14	29	2	100	618
West Dunbartonshire	26	36	17	0	20	0	100	535
West Lothian	4	22	47	1	27	0	100	817

Table 3 Population - walking time to the nearest bus stop, or the nearest place one can get a bus, and the frequency of bus service there: 1999/2000

	Walking time to nearest bus stop											No bus serv.	All people
	up to 6 minutes					7 to 13 minutes				14 or more mins	Not known		
	one bus every ...					one bus every ...							
	up to 13 mins	14 to 26 mins	27 to 63 mins	64 or more mins	don't know freq.	up to 13 mins	14 to 26 mins	27 to more mins	don't know freq.				
	17	24	25	4	15	1	2	3	3	4	1	1	100
All Scotland													
Large urban areas	32	32	12	0	12	2	3	1	2	2	1	0	100
Other urban areas	16	28	27	0	18	1	2	2	3	1	1	0	100
"Accessible" small towns	3	25	41	2	16	0	2	6	2	2	1	0	100
"Remote" small towns	1	4	51	9	23	0	0	4	4	4	1	0	100
"Accessible" rural areas	2	7	39	12	12	0	1	7	4	11	1	4	100
"Remote" rural areas	0	0	19	26	10	0	0	10	3	19	1	13	100
													<i>row percentages</i>
Aberdeen City	21	52	9	0	11	1	3	1	1	1	0	0	100
Aberdeenshire	4	11	37	7	13	0	1	6	5	11	1	6	100
Angus	1	13	41	5	20	0	0	6	3	7	1	4	100
Argyll & Bute	0	2	41	21	13	0	0	10	2	8	0	2	100
Clackmannanshire	1	20	37	6	21	0	3	4	5	2	1	0	100
Dumfries & Galloway	1	12	33	9	23	0	0	5	4	10	1	2	100
Dundee City	44	25	17	0	6	3	1	1	1	1	1	0	100
East Ayrshire	11	33	26	3	14	0	2	4	2	4	1	1	100
East Dunbartonshire	9	22	25	1	22	1	5	5	4	6	0	0	100
East Lothian	14	25	28	3	9	1	3	5	3	8	0	0	100
East Renfrewshire	13	24	21	0	16	2	7	4	8	5	0	0	100
Edinburgh, City of	35	37	8	1	7	2	5	1	1	1	0	0	100
Eilean Siar	1	1	35	37	13	0	0	5	1	5	2	0	100
Falkirk	6	23	38	1	25	0	1	2	3	0	0	0	100
Fife	12	26	38	3	11	1	1	4	1	2	0	0	100
Glasgow City	34	29	11	0	16	2	3	1	3	1	1	0	100
Highland	3	16	26	15	11	0	1	8	3	11	1	6	100
Inverclyde	40	28	15	0	8	2	1	1	1	2	0	0	100
Midlothian	9	31	35	3	9	1	4	4	2	1	0	0	100
Moray	1	12	44	5	14	0	1	7	3	8	0	4	100
North Ayrshire	23	21	26	3	18	1	2	2	2	1	1	0	100
North Lanarkshire	16	25	27	0	20	1	3	2	3	2	1	0	100
Orkney Islands	0	0	2	31	11	0	0	11	5	19	2	20	100
Perth & Kinross	10	14	32	7	16	0	1	6	3	8	0	4	100
Renfrewshire	38	23	13	0	10	4	3	2	2	4	0	1	100
Scottish Borders	1	9	38	12	17	0	0	4	3	8	1	5	100
Shetland Islands	0	0	15	38	16	0	0	5	2	14	1	9	100
South Ayrshire	9	30	30	3	15	1	2	4	2	4	0	0	100
South Lanarkshire	16	24	23	1	17	1	3	4	5	4	1	1	100
Stirling	4	15	33	11	23	0	1	2	3	6	0	2	100
West Dunbartonshire	23	35	15	1	17	2	3	1	2	1	1	0	100
West Lothian	3	20	41	1	22	0	1	5	4	1	1	0	100

Table 4 **Adults - views on public transport: is it convenient? and, as an aspect of the neighbourhood, is it good or poor? : 1999/2000**

	Convenience of public transport						Quality of public transport		All adults	Sample size (=100%)
	Convenient		neither nor	No opinion	Inconvenient		Good	Poor		
	Very	Fairly			Fairly	Very				
	<i>row percentages</i>									<i>n =</i>
All Scotland	43	32	4	3	9	9	17	5	100	28,340
Large urban areas	54	31	3	2	6	4	27	4	100	9,500
Other urban areas	46	34	4	4	7	5	17	3	100	8,777
"Accessible" small towns	37	35	5	4	11	7	11	4	100	2,719
"Remote" small towns	38	32	5	8	12	5	7	3	100	1,365
"Accessible" rural areas	22	30	5	4	18	21	5	13	100	3,528
"Remote" rural areas	14	23	5	4	19	35	2	13	100	2,441
Aberdeen City	53	35	2	1	5	3	22	3	100	1,121
Aberdeenshire	29	28	4	6	14	19	5	8	100	1,110
Angus	30	26	5	4	15	20	11	4	100	612
Argyll & Bute	25	32	3	9	17	15	7	11	100	538
Clackmannanshire	27	37	4	6	18	9	5	6	100	558
Dumfries & Galloway	36	27	6	3	16	11	6	4	100	843
Dundee City	57	28	3	4	5	4	33	2	100	731
East Ayrshire	44	34	2	3	9	7	12	5	100	635
East Dunbartonshire	29	42	4	3	12	10	13	8	100	530
East Lothian	40	30	3	3	12	12	15	6	100	546
East Renfrewshire	51	28	4	2	9	6	17	6	100	454
Edinburgh, City of	55	31	3	1	7	4	30	4	100	2,339
Eilean Siar	41	36	8	4	7	5	4	3	100	624
Falkirk	41	36	4	4	9	6	17	3	100	751
Fife	40	38	4	3	9	6	14	4	100	1,809
Glasgow City	54	32	2	2	6	4	29	6	100	2,941
Highland	26	27	7	5	15	20	6	9	100	1,058
Inverclyde	55	26	4	5	6	4	17	4	100	500
Midlothian	36	36	5	3	13	8	16	8	100	572
Moray	36	31	7	2	11	12	4	5	100	594
North Ayrshire	48	32	3	2	9	6	16	2	100	778
North Lanarkshire	41	32	4	6	9	8	18	5	100	1,501
Orkney Islands	3	24	9	6	14	44	0	8	100	507
Perth & Kinross	32	30	5	5	12	15	7	7	100	726
Renfrewshire	52	32	4	3	5	5	18	5	100	908
Scottish Borders	32	25	6	4	14	19	3	10	100	574
Shetland Islands	13	23	8	14	20	23	14	15	100	523
South Ayrshire	40	39	3	3	8	7	14	5	100	639
South Lanarkshire	43	34	3	4	8	8	20	6	100	1,500
Stirling	31	31	6	2	12	18	7	9	100	581
West Dunbartonshire	51	32	3	3	6	4	21	4	100	496
West Lothian	41	30	4	5	10	11	12	9	100	741

Table 5 **Households - cars available for private use, with motor vehicles available for private use, with company vehicles available for private use, and with bicycles which can be used by adults: 1999/2000**

	Cars available for private use:				1+ motor vehicles avail. for priv. use	1+ company vehicles avail. for priv. use	Bicycles which can be used by adults	All households	Sample size (=100%)
	None	One	Two	Three or more					
	<i>row percentages</i>								<i>n =</i>
All Scotland	36	45	16	2	64	7	33	100	30,227
Large urban areas	47	40	12	1	53	6	24	100	10,153
Other urban areas	35	47	16	2	66	7	33	100	9,372
"Accessible" small towns	29	52	17	2	72	7	39	100	2,883
"Remote" small towns	34	51	14	1	67	5	42	100	1,422
"Accessible" rural areas	20	48	27	5	81	10	46	100	3,777
"Remote" rural areas	21	54	22	4	81	8	45	100	2,610
Aberdeen City	38	46	13	2	63	7	34	100	1,224
Aberdeenshire	18	51	27	5	83	10	51	100	1,187
Angus	27	52	18	3	74	8	49	100	637
Argyll & Bute	26	50	21	3	74	7	45	100	576
Clackmannanshire	29	49	20	3	72	6	33	100	587
Dumfries & Galloway	27	55	15	3	74	7	44	100	878
Dundee City	49	40	10	1	51	3	19	100	781
East Ayrshire	34	49	16	1	66	6	30	100	676
East Dunbartonshire	19	50	27	4	82	15	42	100	587
East Lothian	29	47	21	3	71	8	39	100	585
East Renfrewshire	19	45	33	3	81	15	27	100	494
Edinburgh, City of	41	43	14	2	59	7	32	100	2,481
Eilean Siar	36	49	13	2	67	2	28	100	658
Falkirk	32	45	19	3	68	9	37	100	817
Fife	31	48	18	3	69	6	33	100	1,895
Glasgow City	60	33	7	1	41	4	17	100	3,136
Highland	27	56	14	2	75	7	47	100	1,129
Inverclyde	44	43	11	1	56	4	29	100	537
Midlothian	29	51	18	3	73	8	35	100	612
Moray	27	54	17	2	74	4	50	100	631
North Ayrshire	37	48	13	2	63	4	38	100	822
North Lanarkshire	40	44	15	2	61	6	25	100	1,617
Orkney Islands	22	57	20	1	79	5	52	100	540
Perth & Kinross	26	48	22	4	75	12	42	100	774
Renfrewshire	46	39	14	2	54	5	26	100	951
Scottish Borders	25	50	23	2	76	9	43	100	607
Shetland Islands	24	52	20	5	79	8	38	100	561
South Ayrshire	34	46	17	3	67	6	37	100	675
South Lanarkshire	33	47	17	3	67	8	25	100	1,602
Stirling	25	43	27	4	76	12	43	100	618
West Dunbartonshire	45	41	11	2	56	6	28	100	535
West Lothian	28	47	21	4	73	11	36	100	817

Table 6 **People aged 17 and over - type of driving licence (if any): 1999/2000**
excluding those for whom it was not known whether or not they held a driving licence

	Full driving licence (car or m'cycle)	Provis-ional licence	Currently disqual-ified from driving	Licence suspen-ded on medical grounds	Never held a UK driving licence	Did not reapply at age 70	All people aged 17+	Sample size (=100%)
	<i>row percentages</i>							<i>n =</i>
All Scotland	65	5	0	1	28	1	100	54,722
Large urban areas	57	6	0	1	35	1	100	17,511
Other urban areas	64	6	0	1	28	1	100	17,127
"Accessible" small towns	68	5	0	1	25	1	100	5,335
"Remote" small towns	68	5	0	1	25	1	100	2,535
"Accessible" rural areas	78	4	0	1	17	1	100	7,231
"Remote" rural areas	78	4	0	1	16	1	100	4,964
Aberdeen City	66	6	0	1	26	1	100	2,138
Aberdeenshire	80	4	0	1	15	1	100	2,274
Angus	73	6	0	0	18	1	100	1,160
Argyll & Bute	75	3	0	0	21	1	100	1,043
Clackmannanshire	70	5	0	1	24	0	100	1,063
Dumfries & Galloway	70	5	0	1	22	1	100	1,635
Dundee City	54	6	0	1	38	1	100	1,323
East Ayrshire	66	6	0	1	28	0	100	1,202
East Dunbartonshire	76	6	0	1	17	1	100	1,185
East Lothian	70	5	0	1	24	1	100	1,071
East Renfrewshire	76	4	0	1	18	1	100	960
Edinburgh, City of	65	4	0	0	29	1	100	4,347
Eilean Siar	66	3	1	1	29	1	100	1,231
Falkirk	66	7	0	1	26	1	100	1,502
Fife	67	5	0	2	25	1	100	3,449
Glasgow City	47	6	0	1	45	1	100	5,128
Highland	72	5	0	2	19	1	100	2,032
Inverclyde	56	8	0	0	35	1	100	957
Midlothian	66	6	0	1	27	0	100	1,153
Moray	72	6	1	1	20	1	100	1,176
North Ayrshire	62	7	0	1	29	1	100	1,490
North Lanarkshire	59	5	0	0	35	0	100	3,004
Orkney Islands	78	5	0	1	16	1	100	1,008
Perth & Kinross	75	4	0	1	18	1	100	1,384
Renfrewshire	57	6	0	1	34	1	100	1,662
Scottish Borders	73	4	0	1	21	1	100	1,103
Shetland Islands	76	8	0	0	14	1	100	1,101
South Ayrshire	65	5	0	1	27	1	100	1,231
South Lanarkshire	65	5	0	0	28	1	100	3,003
Stirling	72	5	0	1	21	1	100	1,185
West Dunbartonshire	56	6	0	0	36	0	100	967
West Lothian	67	6	0	1	25	1	100	1,555

Table 7 People aged 17 and over - frequency of driving: 1999/2000

	Every day	Per week		Per month			Has full licence but never drives	Does not have a full driving licence	All people aged 17+	Sample size (=100%)
		At least 3 times	Once or twice	At least 2 - 3 times	At least once	Less than once				
<i>row percentages</i>										<i>n =</i>
All Scotland	45	8	4	1	1	2	4	36	100	55,104
Large urban areas	37	7	4	1	1	2	5	43	100	17,629
Other urban areas	46	7	4	1	0	2	4	37	100	17,268
"Accessible" small towns	48	9	5	1	0	1	3	32	100	5,362
"Remote" small towns	47	9	5	1	0	2	3	33	100	2,551
"Accessible" rural areas	57	10	5	1	0	1	2	23	100	7,283
"Remote" rural areas	54	12	6	2	1	1	3	23	100	4,992
Aberdeen City	43	8	4	2	1	4	4	34	100	2,151
Aberdeenshire	57	10	6	2	1	1	2	21	100	2,287
Angus	47	11	6	1	1	2	4	27	100	1,170
Argyll & Bute	54	9	4	1	1	2	3	26	100	1,051
Clackmannanshire	51	9	5	1	0	1	3	30	100	1,072
Dumfries & Galloway	46	12	5	1	1	2	3	31	100	1,644
Dundee City	35	6	4	1	1	2	5	47	100	1,335
East Ayrshire	47	8	3	1	0	1	5	35	100	1,210
East Dunbartonshire	58	9	3	1	0	1	4	24	100	1,189
East Lothian	43	14	6	1	0	1	3	32	100	1,089
East Renfrewshire	59	9	3	0	1	1	2	24	100	962
Edinburgh, City of	36	10	7	1	1	4	6	35	100	4,379
Eilean Siar	48	7	5	1	0	1	3	34	100	1,238
Falkirk	51	6	3	1	0	1	4	35	100	1,512
Fife	48	7	5	1	0	1	3	34	100	3,478
Glasgow City	29	4	3	1	1	2	6	54	100	5,155
Highland	51	10	5	2	0	1	3	28	100	2,046
Inverclyde	40	5	3	1	0	1	4	45	100	962
Midlothian	49	7	3	1	0	1	3	35	100	1,161
Moray	48	9	6	2	1	2	4	29	100	1,186
North Ayrshire	44	7	3	1	1	2	3	39	100	1,500
North Lanarkshire	45	5	3	1	0	1	4	41	100	3,020
Orkney Islands	55	9	6	1	1	1	4	23	100	1,018
Perth & Kinross	53	11	5	1	0	1	3	25	100	1,393
Renfrewshire	43	5	3	1	0	1	4	43	100	1,670
Scottish Borders	51	10	5	1	1	2	3	28	100	1,117
Shetland Islands	59	8	6	1	1	1	2	24	100	1,103
South Ayrshire	46	9	4	1	1	1	4	35	100	1,239
South Lanarkshire	48	7	3	1	0	1	4	36	100	3,031
Stirling	52	10	3	0	1	2	2	29	100	1,200
West Dunbartonshire	40	5	3	1	1	2	5	44	100	973
West Lothian	52	5	5	1	0	1	2	33	100	1,563

Table 8 Adults - frequency of walking¹ in the previous seven days: 1999/2000

	As a means of transport (i.e. to go somewhere - e.g. work, shopping or friends)					Just for pleasure or to keep fit (incl. jogging and walking a dog)					Sample size (=100%)
	No days	1 - 2	3 - 5	6 - 7	1 + days	No days	1 - 2	3 - 5	6 - 7	1 + days	
	<i>row percentages</i>										<i>n =</i>
All Scotland	47	19	19	15	53	59	16	11	13	41	28,127
Large urban areas	42	20	22	16	58	64	15	10	10	36	9,416
Other urban areas	46	20	19	15	54	61	16	10	13	39	8,716
"Accessible" small towns	45	20	20	15	55	55	17	13	15	45	2,694
"Remote" small towns	44	18	21	17	56	51	19	14	16	49	1,357
"Accessible" rural areas	62	15	13	10	38	50	19	12	19	50	3,508
"Remote" rural areas	64	12	12	12	36	46	19	16	19	54	2,426
Aberdeen City	38	24	23	15	62	62	18	10	9	38	1,095
Aberdeenshire	60	17	13	10	40	52	17	14	18	48	1,104
Angus	48	20	19	13	52	46	22	11	21	54	611
Argyll & Bute	41	17	22	21	59	38	15	19	28	62	537
Clackmannanshire	50	18	17	15	50	59	17	10	13	41	558
Dumfries & Galloway	57	16	12	15	43	53	18	11	19	47	831
Dundee City	45	21	22	12	55	61	16	11	12	39	727
East Ayrshire	45	22	19	14	55	57	18	12	14	43	623
East Dunbartonshire	39	23	19	18	61	51	21	14	13	49	517
East Lothian	45	16	22	17	55	56	16	11	17	44	545
East Renfrewshire	59	16	16	9	41	60	17	10	13	40	451
Edinburgh, City of	35	21	26	18	65	59	20	11	11	41	2,329
Eilean Siar	64	14	14	7	36	58	18	16	8	42	624
Falkirk	44	23	18	15	56	59	18	9	15	41	745
Fife	52	17	18	13	48	54	18	12	15	46	1,795
Glasgow City	45	16	22	18	55	69	12	10	9	31	2,910
Highland	55	17	15	13	45	51	18	15	17	49	1,055
Inverclyde	40	16	23	20	60	59	19	10	12	41	490
Midlothian	41	21	20	18	59	57	15	11	18	43	569
Moray	49	17	20	14	51	45	19	17	19	55	593
North Ayrshire	43	19	20	18	57	66	15	8	11	34	769
North Lanarkshire	56	19	13	12	44	74	11	7	8	26	1,499
Orkney Islands	61	13	16	10	39	50	21	14	15	50	507
Perth & Kinross	52	17	20	12	48	52	20	14	14	48	725
Renfrewshire	40	24	21	15	60	65	17	9	9	35	906
Scottish Borders	56	14	14	16	44	43	20	11	26	57	573
Shetland Islands	53	20	13	13	47	60	18	11	12	40	516
South Ayrshire	51	18	18	12	49	62	17	11	10	38	632
South Lanarkshire	53	18	18	11	47	66	13	11	10	34	1,485
Stirling	44	16	18	22	56	47	21	13	19	53	580
West Dunbartonshire	44	17	21	17	56	62	11	12	15	38	487
West Lothian	49	19	20	12	51	59	16	10	15	41	739

1. The number of days, in the previous seven days, on which the person made a trip of more than a quarter of a mile by foot for the specified purpose.

Table 9 Adults - frequency of cycling¹ in the previous seven days: 1999/2000

	As a means of transport (i.e. to go somewhere - e.g. work, shopping or friends)					Just for pleasure or to keep fit					Sample size (=100%)
	No days	1 - 2	3 - 5	6 - 7	1 + days	No days	1 - 2	3 - 5	6 - 7	1 + days	
	<i>row percentages</i>										<i>n =</i>
All Scotland	97	1	1	1	3	96	3	1	0	4	28,277
Large urban areas	97	1	1	1	3	97	2	1	0	3	9,477
Other urban areas	97	1	1	1	3	97	2	1	0	3	8,758
"Accessible" small towns	97	2	1	1	3	96	3	1	1	4	2,706
"Remote" small towns	95	2	2	1	5	94	4	2	0	6	1,363
"Accessible" rural areas	97	2	1	1	3	94	4	1	1	6	3,526
"Remote" rural areas	97	1	1	1	3	95	4	1	1	5	2,437
Aberdeen City	96	2	1	1	4	97	2	1	0	3	1,119
Aberdeenshire	96	2	1	1	4	94	4	1	1	6	1,110
Angus	94	2	2	2	6	94	3	1	2	6	611
Argyll & Bute	97	1	1	1	3	94	3	2	1	6	536
Clackmannanshire	98	0	1	1	2	97	2	0	0	3	558
Dumfries & Galloway	95	2	1	2	5	96	3	0	1	4	841
Dundee City	98	1	1	0	2	98	1	1	0	2	730
East Ayrshire	99	1	0	0	1	97	2	0	0	3	634
East Dunbartonshire	98	1	1	0	2	97	2	1	0	3	530
East Lothian	96	2	2	1	4	95	3	1	1	5	532
East Renfrewshire	99	1	0	0	1	98	2	0	0	2	453
Edinburgh, City of	96	1	2	1	4	96	3	1	0	4	2,339
Eilean Siar	97	1	1	1	3	96	1	2	1	4	624
Falkirk	96	1	2	1	4	97	2	1	0	3	750
Fife	97	2	1	1	3	96	3	1	1	4	1,807
Glasgow City	98	1	1	0	2	98	1	0	0	2	2,930
Highland	93	2	2	2	7	93	5	1	1	7	1,057
Inverclyde	99	0	0	0	1	97	2	0	0	3	499
Midlothian	97	1	1	0	3	97	2	0	0	3	566
Moray	95	1	2	2	5	95	4	0	1	5	594
North Ayrshire	96	2	1	1	4	94	5	1	0	6	778
North Lanarkshire	99	0	0	0	1	99	1	0	0	1	1,499
Orkney Islands	96	2	1	1	4	96	3	1	0	4	507
Perth & Kinross	95	3	1	1	5	96	3	1	0	4	726
Renfrewshire	94	5	0	0	6	94	5	1	0	6	907
Scottish Borders	98	1	0	1	2	95	2	1	1	5	571
Shetland Islands	98	1	1	0	2	97	2	0	0	3	523
South Ayrshire	97	1	1	1	3	97	3	0	0	3	636
South Lanarkshire	99	1	1	0	1	98	2	0	0	2	1,497
Stirling	96	2	1	1	4	95	4	1	1	5	580
West Dunbartonshire	99	0	1	0	1	97	3	0	0	3	492
West Lothian	99	1	0	0	1	97	2	1	1	3	741

1. The number of days, in the previous seven days, on which the person made a trip of more than a quarter of a mile by bicycle for the specified purpose.

Table 10 **Employed¹ adults not working from home - usual method² of travel to work: 1999/2000**

	Walk	Car or van		Bi-cycle	Bus	Rail ³	Other ⁴	All modes of travel	Sample size (=100%)	
		Driver	Pass.							All
	<i>row percentages</i>									
	<i>n =</i>									
All Scotland	14	56	11	67	2	12	3	3	100	12,273
Large urban areas	14	49	9	59	2	19	4	3	100	3,824
Other urban areas	13	57	13	69	2	10	2	2	100	3,934
"Accessible" small towns	15	60	12	71	1	8	2	3	100	1,278
"Remote" small towns	25	46	14	60	4	6	2	4	100	625
"Accessible" rural areas	9	68	10	79	1	6	2	3	100	1,623
"Remote" rural areas	14	63	11	74	2	5	0	5	100	984
Aberdeen City	18	52	9	62	2	14	0	4	100	547
Aberdeenshire	11	68	8	75	2	5	1	5	100	571
Angus	15	53	15	68	6	5	1	5	100	288
Argyll & Bute	21	61	6	67	1	5	2	4	100	222
Clackmannanshire	11	61	14	75	2	4	1	7	100	230
Dumfries & Galloway	21	55	10	66	4	7	0	1	100	339
Dundee City	15	45	16	61	1	18	1	3	100	261
East Ayrshire	9	62	10	72	0	13	2	3	100	261
East Dunbartonshire	5	70	4	74	1	8	11	1	100	241
East Lothian	14	50	15	65	3	12	5	1	100	244
East Renfrewshire	6	74	5	79	1	7	5	1	100	203
Edinburgh, City of	17	45	7	52	3	25	1	2	100	1,085
Eilean Siar	15	53	11	64	1	14	0	6	100	227
Falkirk	9	67	10	76	2	7	3	2	100	330
Fife	12	64	13	77	1	6	1	2	100	835
Glasgow City	14	45	9	55	1	21	6	3	100	971
Highland	18	54	13	67	5	6	1	4	100	458
Inverclyde	12	52	12	64	0	18	4	2	100	207
Midlothian	10	55	11	66	2	20	1	2	100	308
Moray	19	54	7	61	6	4	4	4	100	273
North Ayrshire	12	60	11	71	1	9	4	3	100	304
North Lanarkshire	11	56	14	70	0	12	4	3	100	652
Orkney Islands	23	56	11	66	1	3	0	7	100	223
Perth & Kinross	18	60	12	72	1	7	0	0	100	309
Renfrewshire	13	53	11	64	0	16	3	3	100	375
Scottish Borders	20	45	25	70	1	6	0	2	100	262
Shetland Islands	15	64	12	76	1	4	0	4	100	299
South Ayrshire	9	67	10	78	3	7	1	2	100	268
South Lanarkshire	10	60	15	75	0	10	2	2	100	651
Stirling	15	62	8	70	1	8	3	3	100	256
West Dunbartonshire	11	50	15	65	0	13	10	1	100	195
West Lothian	12	59	8	67	1	13	3	3	100	378

1. Those whose current situation was described as "self-employed", "employed full-time" or "employed part-time".
2. The usual main method of transport is recorded if the method varies, or if the journey involves more than one method.
3. including the Glasgow Underground
4. e.g. taxi, motorcycle, etc.

Table 11 **Employed¹ adults - place of work, and car / van commuters² - could they use public transport? : 1999/2000**

	Employed adults (16+)				Car / van commuters			
	Works from home	Does not work from home	All employed adults	Sample size (=100%)	Could use public transp.	Could not use public transp.	All car / van commuters	Sample size (=100%)
	<i>row percentages</i>			<i>n =</i>	<i>row percentages</i>			<i>n =</i>
All Scotland	8	92	100	13,352	45	55	100	8,137
Large urban areas	7	93	100	4,099	60	40	100	2,178
Other urban areas	5	95	100	4,160	47	53	100	2,705
"Accessible" small towns	7	93	100	1,373	39	61	100	896
"Remote" small towns	8	92	100	673	31	69	100	354
"Accessible" rural areas	11	89	100	1,820	32	68	100	1,283
"Remote" rural areas	21	79	100	1,221	14	86	100	717
Aberdeen City	2	98	100	562	64	36	100	324
Aberdeenshire	7	93	100	615	30	70	100	435
Angus	9	91	100	313	32	68	100	193
Argyll & Bute	17	83	100	261	28	72	100	144
Clackmannanshire	8	92	100	248	39	61	100	176
Dumfries & Galloway	17	83	100	404	18	82	100	221
Dundee City	5	95	100	275	59	41	100	156
East Ayrshire	10	90	100	286	48	52	100	189
East Dunbartonshire	8	92	100	263	49	51	100	176
East Lothian	9	91	100	270	51	49	100	159
East Renfrewshire	7	93	100	220	41	59	100	163
Edinburgh, City of	8	92	100	1,179	61	39	100	540
Eilean Siar	17	83	100	280	39	61	100	142
Falkirk	5	95	100	348	46	54	100	243
Fife	5	95	100	881	41	59	100	640
Glasgow City	7	93	100	1,049	63	37	100	505
Highland	11	89	100	513	24	76	100	303
Inverclyde	5	95	100	220	53	47	100	128
Midlothian	4	96	100	322	56	44	100	200
Moray	8	92	100	298	17	83	100	169
North Ayrshire	9	91	100	331	50	50	100	211
North Lanarkshire	5	95	100	686	46	54	100	460
Orkney Islands	14	86	100	260	7	93	100	141
Perth & Kinross	14	86	100	360	35	65	100	221
Renfrewshire	7	93	100	404	57	43	100	242
Scottish Borders	7	93	100	284	22	78	100	180
Shetland Islands	10	90	100	330	23	77	100	223
South Ayrshire	7	93	100	289	44	56	100	206
South Lanarkshire	8	92	100	709	42	58	100	489
Stirling	13	87	100	292	38	62	100	180
West Dunbartonshire	7	93	100	207	66	34	100	123
West Lothian	3	97	100	393	48	52	100	255

1. Those whose current situation was described as "self-employed", "employed full-time" or "employed part-time".

2. Those for whom a car or a van was the usual main method of travel to work.

Table 12 **Employed¹ adults, not working from home, who usually drive a car or van to work - where the vehicle is usually parked: 1999/2000**

	In a commercial car park	on the street		in a car park provided by the employer		in another car park, free of charge	elsewhere	All who usually drive a car or van to work	Sample size (=100%)
		free of charge	driver must pay	driver must pay	free of charge				
All Scotland	3	15	1	6	67	5	2	100	6,874
Large urban areas	4	22	2	7	60	4	2	100	1,861
Other urban areas	3	12	1	6	71	5	2	100	2,235
"Accessible" small towns	3	13	0	4	72	5	2	100	748
"Remote" small towns	1	19	0	2	68	9	1	100	282
"Accessible" rural areas	3	12	1	7	71	5	3	100	1,129
"Remote" rural areas	3	13	0	4	67	8	4	100	616
Aberdeen City	3	16	1	3	75	1	2	100	281
Aberdeenshire	2	10	1	10	70	4	3	100	391
Angus	3	14	1	4	69	4	5	100	151
Argyll & Bute	1	15	1	0	73	7	3	100	131
Clackmannanshire	3	8	1	5	76	3	4	100	145
Dumfries & Galloway	3	19	1	3	66	8	1	100	189
Dundee City	9	10	2	9	66	2	1	100	116
East Ayrshire	1	11	1	5	78	3	1	100	165
East Dunbartonshire	3	20	0	6	61	9	1	100	168
East Lothian	3	22	2	2	64	5	1	100	125
East Renfrewshire	5	16	3	6	62	5	3	100	151
Edinburgh, City of	2	24	1	8	60	4	1	100	475
Eilean Siar	2	13	0	3	77	4	1	100	117
Falkirk	2	7	1	3	80	6	2	100	213
Fife	2	11	1	8	72	3	3	100	532
Glasgow City	3	29	3	9	51	3	2	100	426
Highland	8	12	0	8	63	7	3	100	248
Inverclyde	1	30	0	4	60	4	1	100	105
Midlothian	2	24	0	5	60	4	6	100	169
Moray	4	17	0	8	59	11	1	100	149
North Ayrshire	3	8	0	5	74	7	2	100	183
North Lanarkshire	4	11	1	3	71	7	3	100	372
Orkney Islands	2	11	0	3	63	20	1	100	120
Perth & Kinross	6	11	1	5	70	5	2	100	185
Renfrewshire	5	17	2	6	63	2	4	100	201
Scottish Borders	1	17	0	2	63	13	4	100	117
Shetland Islands	3	19	0	1	62	9	6	100	191
South Ayrshire	6	11	0	5	74	3	2	100	181
South Lanarkshire	5	11	1	8	69	5	2	100	399
Stirling	1	14	0	4	74	6	1	100	159
West Dunbartonshire	1	12	0	8	72	5	2	100	93
West Lothian	0	12	0	1	80	4	3	100	226

1. Those whose current situation was described as "self-employed", "employed full-time" or "employed part-time".

Table 13 Pupils in full-time education at school - usual main method¹ of travel to school: 1999/2000

	Walking	Car or van	Bicycle	Bus (school works, or ordinary service)	All other modes (eg rail, ferry, taxi, etc)	All pupils in full- time education at school	Sample size (=100%)
	<i>row percentages</i>						<i>n =</i>
All Scotland	55	19	1	23	2	100	6,111
Large urban areas	60	20	0	17	2	100	1,819
Other urban areas	59	19	1	19	2	100	1,997
"Accessible" small towns	59	18	1	18	3	100	607
"Remote" small towns	59	22	2	15	1	100	314
"Accessible" rural areas	37	21	0	40	3	100	821
"Remote" rural areas	25	14	1	59	1	100	548
Aberdeen City	64	17	1	16	3	100	205
Aberdeenshire	52	17	2	27	2	100	284
Angus	52	26	0	20	1	100	134
Argyll & Bute	31	22	1	42	3	100	118
Clackmannanshire	66	15	0	16	3	100	146
Dumfries & Galloway	44	22	2	30	2	100	176
Dundee City	66	17	0	17	1	100	116
East Ayrshire	50	16	0	30	4	100	139
East Dunbartonshire	58	24	0	13	5	100	143
East Lothian	68	23	0	8	2	100	122
East Renfrewshire	36	32	0	19	13	100	119
Edinburgh, City of	61	22	1	15	1	100	382
Eilean Siar	15	16	2	66	0	100	128
Falkirk	57	20	0	17	6	100	191
Fife	56	15	0	28	2	100	381
Glasgow City	59	17	0	21	3	100	580
Highland	47	18	2	32	2	100	236
Inverclyde	44	21	0	33	2	100	109
Midlothian	63	19	1	16	1	100	134
Moray	53	12	6	28	1	100	127
North Ayrshire	62	15	1	22	0	100	169
North Lanarkshire	55	20	0	24	1	100	374
Orkney Islands	27	22	3	44	4	100	112
Perth & Kinross	39	26	1	35	0	100	151
Renfrewshire	52	22	0	25	1	100	193
Scottish Borders	48	19	1	30	2	100	115
Shetland Islands	19	30	2	44	5	100	141
South Ayrshire	53	16	0	28	2	100	143
South Lanarkshire	56	18	0	24	2	100	342
Stirling	56	22	2	16	4	100	121
West Dunbartonshire	47	21	0	28	4	100	99
West Lothian	59	21	0	18	1	100	181

1. The usual main method of transport is recorded if the method varies, or if the journey involves more than one method.

Table 14 Households - by Council area and urban / rural classification: 1999/2000

	Large urban areas	Other urban areas	"Accessible" small towns	"Remote" small towns	"Accessible" rural areas	"Remote" rural areas	Not classified by type of area	All households in the sample
	<i>sample numbers</i>							
All Scotland	10,153	9,372	2,883	1,422	3,777	2,610	10	30,227
Aberdeen City	1,146	0	44	0	32	0	2	1,224
Aberdeenshire	0	203	113	149	523	199	0	1,187
Angus	41	290	133	0	159	14	0	637
Argyll & Bute	0	78	0	187	74	236	1	576
Clackmannanshire	0	328	172	0	87	0	0	587
Dumfries & Galloway	0	236	173	57	232	180	0	878
Dundee City	778	0	0	0	1	0	2	781
East Ayrshire	0	268	252	18	111	27	0	676
East Dunbartonshire	325	178	49	0	35	0	0	587
East Lothian	123	0	181	98	126	57	0	585
East Renfrewshire	420	0	34	0	40	0	0	494
Edinburgh, City of	2,389	0	45	0	47	0	0	2,481
Eilean Siar	0	0	0	240	0	418	0	658
Falkirk	0	729	18	0	70	0	0	817
Fife	1	1,150	341	24	379	0	0	1,895
Glasgow City	3,122	3	0	0	9	0	2	3,136
Highland	0	247	103	241	149	389	0	1,129
Inverclyde	0	489	15	0	32	1	0	537
Midlothian	0	395	90	0	127	0	0	612
Moray	0	180	196	0	178	77	0	631
North Ayrshire	0	607	131	0	48	34	2	822
North Lanarkshire	502	830	169	0	116	0	0	1,617
Orkney Islands	0	0	0	152	0	388	0	540
Perth & Kinross	0	244	162	19	286	63	0	774
Renfrewshire	765	71	65	0	49	0	1	951
Scottish Borders	0	180	105	13	207	102	0	607
Shetland Islands	0	0	0	173	0	388	0	561
South Ayrshire	0	488	20	51	107	9	0	675
South Lanarkshire	263	995	132	0	210	2	0	1,602
Stirling	2	341	50	0	200	25	0	618
West Dunbartonshire	275	257	0	0	3	0	0	535
West Lothian	1	585	90	0	140	1	0	817

Table 15 "95% confidence limits" for estimates which are based on SHS sub-samples of various sizes

*e.g. an estimate of 55% which is based on a sample of 800
(i.e. the n corresponding to "100%" is 800)
has 95% confidence limits of 55% +/- 3.8%-points
(i.e. 51.2% to 58.8%)*

<u>Sub-sample size.</u> <i>(i.e the "n=" value corresponding to 100%)</i>	<u>Estimate</u>									
	5% or 95%	10% or 90%	15% or 85%	20% or 80%	25% or 75%	30% or 70%	35% or 65%	40% or 60%	45% or 55%	50%
	<i>percentage points (+ / -)</i>									
100	4.7	6.5	7.7	8.6	9.3	9.9	10.3	10.6	10.7	10.8
200	3.3	4.6	5.4	6.1	6.6	7.0	7.3	7.5	7.6	7.6
300	2.7	3.7	4.4	5.0	5.4	5.7	5.9	6.1	6.2	6.2
400	2.3	3.2	3.8	4.3	4.7	4.9	5.1	5.3	5.4	5.4
500	2.1	2.9	3.4	3.9	4.2	4.4	4.6	4.7	4.8	4.8
600	1.9	2.6	3.1	3.5	3.8	4.0	4.2	4.3	4.4	4.4
700	1.8	2.4	2.9	3.3	3.5	3.7	3.9	4.0	4.1	4.1
800	1.7	2.3	2.7	3.0	3.3	3.5	3.6	3.7	3.8	3.8
900	1.6	2.2	2.6	2.9	3.1	3.3	3.4	3.5	3.6	3.6
1,000	1.5	2.0	2.4	2.7	3.0	3.1	3.3	3.3	3.4	3.4
1,200	1.4	1.9	2.2	2.5	2.7	2.9	3.0	3.0	3.1	3.1
1,400	1.3	1.7	2.1	2.3	2.5	2.6	2.7	2.8	2.9	2.9
1,600	1.2	1.6	1.9	2.2	2.3	2.5	2.6	2.6	2.7	2.7
1,800	1.1	1.5	1.8	2.0	2.2	2.3	2.4	2.5	2.5	2.5
2,000	1.1	1.4	1.7	1.9	2.1	2.2	2.3	2.4	2.4	2.4
2,500	0.9	1.3	1.5	1.7	1.9	2.0	2.1	2.1	2.1	2.2
3,000	0.9	1.2	1.4	1.6	1.7	1.8	1.9	1.9	2.0	2.0
3,500	0.8	1.1	1.3	1.5	1.6	1.7	1.7	1.8	1.8	1.8
4,000	0.7	1.0	1.2	1.4	1.5	1.6	1.6	1.7	1.7	1.7
5,000	0.7	0.9	1.1	1.2	1.3	1.4	1.5	1.5	1.5	1.5
6,000	0.6	0.8	1.0	1.1	1.2	1.3	1.3	1.4	1.4	1.4
7,000	0.6	0.8	0.9	1.0	1.1	1.2	1.2	1.3	1.3	1.3
8,000	0.5	0.7	0.9	1.0	1.0	1.1	1.1	1.2	1.2	1.2
9,000	0.5	0.7	0.8	0.9	1.0	1.0	1.1	1.1	1.1	1.1
10,000	0.5	0.6	0.8	0.9	0.9	1.0	1.0	1.1	1.1	1.1
12,000	0.4	0.6	0.7	0.8	0.9	0.9	0.9	1.0	1.0	1.0
14,000	0.4	0.5	0.7	0.7	0.8	0.8	0.9	0.9	0.9	0.9
16,000	0.4	0.5	0.6	0.7	0.7	0.8	0.8	0.8	0.8	0.9
18,000	0.4	0.5	0.6	0.6	0.7	0.7	0.8	0.8	0.8	0.8
20,000	0.3	0.5	0.5	0.6	0.7	0.7	0.7	0.7	0.8	0.8
25,000	0.3	0.4	0.5	0.5	0.6	0.6	0.7	0.7	0.7	0.7
30,000	0.3	0.4	0.4	0.5	0.5	0.6	0.6	0.6	0.6	0.6
35,000	0.3	0.3	0.4	0.5	0.5	0.5	0.5	0.6	0.6	0.6
40,000	0.2	0.3	0.4	0.4	0.5	0.5	0.5	0.5	0.5	0.5
45,000	0.2	0.3	0.4	0.4	0.4	0.5	0.5	0.5	0.5	0.5
50,000	0.2	0.3	0.3	0.4	0.4	0.4	0.5	0.5	0.5	0.5

A Notes and Definitions

A.1 Totals may appear to differ slightly from the apparent sums of their component parts, in cases where they have been calculated by adding up the "unrounded" values of the components and then rounding each figure independently. Similarly, percentages may appear not to sum to 100%.

A.2 The underlying sample numbers shown in different tables may not be the same. This may be because:

- some people were unable to, or did not want to, answer certain questions; or
- the tables relate to different populations (e.g. all households, all adults and all people); or
- the SHS only collects certain kinds of information for particular sub-groups of the population (which are identified in the relevant tables' headings), and therefore some questions are only asked in certain circumstances (eg questions about travel to work are only asked of those who are in employment).

A.3 Highest Income Householder: the household reference person for the first part of the interview. This must be a person in whose name the accommodation is owned or rented, or who is otherwise responsible for the accommodation. In households with joint householders, the person with the highest income is taken as the household reference person (if they have exactly the same income, the older is taken as the household reference person).

A.4 Adult: for the purposes of the SHS, an adult is someone who was aged 16 or over at the time of the interview; a *child* is someone who was aged 15 or under.

A.5 Motor vehicles, cars and vans: when the interviewer asks about the motor vehicles that are normally available for the private use of one or more members of the household, the following types of vehicle are distinguished:

- car (including four wheel drive / landrover etc);
- van (including passenger / camper van);
- motor cycle;
- moped; and
- any other motor vehicle.

Therefore, vans are excluded from the figures for "cars available for private use" in Table 5 and Section 4. However, when the interviewer asks about the usual means of travel to work and travel to school, the categories which can be recorded include:

- driver car / van
- passenger car / van

so vans are included with cars in the figures in Tables 10 to 13 and Sections 7 and 8.

B The Scottish Household Survey

B.1 Background, and topics covered

B.1.1 The Scottish Household Survey (SHS) started in February 1999. Its principal purpose is to collect information in its three main areas of Transport, Local Government and Social Justice, but other topics are covered, such as household composition, housing and amenities, overcrowding and sharing in housing, 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. The *Annex* lists the topics which have been included since the survey started.

B.1.2 The SHS was needed because the existing surveys which cover such topics are often too infrequent, insufficiently detailed, or based on too small samples to provide reliable information for Scotland (or areas within Scotland). For example, the National Travel Survey's sample includes only about 300 Scottish households per year, so it cannot provide any information about year to year changes in travel patterns, nor can it show how they vary between different parts of Scotland. The Scottish Executive will, initially, fund the SHS for four years: 1999 to 2002 inclusive. The contract for the survey for that period was awarded following a competitive tender. The SHS is conducted jointly by two firms: System Three and MORI Scotland.

B.1.3 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. It must also be remembered that the SHS is *not* designed to produce statistics on (eg) 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 (such as the means of travel or the frequency of driving).

B.2 Sampling arrangements

B.2.1 The SHS is a continuous cross-sectional survey: interviewing takes place all year round. Each year, about 15,500 households across Scotland are interviewed. The SHS is designed so that the interviews from each quarter will provide results which are representative of Scotland as a whole. In addition, the survey design is such that results will be available for each of the larger local authorities annually, and for all 32 Scottish local authorities, regardless of size, over two years. The SHS design therefore involves drawing a sample which will produce about 31,000 household interviews which are spread over two years. The requirement to produce results for every local authority, regardless of size, after two years, means that higher sampling fractions are used for Council areas with small populations, in order to ensure a minimum of about 550 household interviews in each area over the two years. A reweighting process (described later) ensures that the variation in sampling fractions does not make the results unrepresentative of Scotland as a whole. An "average" Council would have about 1,000 household interviews over the two years. Annual results are available only for the few Councils for which there are sufficient interviews per year. Of course, the smaller the sample upon which the results for a Council are based, the more carefully they will have to be used, and there might be cases where they do not appear sufficiently reliable to be used.

B.2.2 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 he/she is counted where he/she lives for most of the year.

B.2.3 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 at which an average of more than 25 items of post are delivered per day. (Blocks of flats etc, which have several dwellings at the same address, are *not* excluded from the Small User file: in such cases, the file's Multiple Occupancy Indicator is used to count each dwelling separately for the selection of the sample.) Therefore, people in certain types of accommodation (such as nurses homes, student halls of residence, hostels for the homeless, other communal establishments, mobile homes, and sites for travelling people) 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. So, the SHS's target population includes some - but *not* all - students, for example. 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.

B.2.4 In order that the sample would be representative of each Council's area, the ten main summary groups of the Scottish MOSAIC geo-demographic indicator were used to define strata within each Council area, and a sample of an appropriate size was then drawn within each stratum within each Council area. Scottish MOSAIC is a neighbourhood classification system developed by Experian. It draws on a large number of Census variables, augmented by some published non-Census information, to distinguish between postcodes in terms of types of housing, housing densities and household characteristics. It uses statistical analysis of variables such as home ownership, car ownership, age, health, employment status and occupation to identify types of neighbourhoods with similar characteristics. All households within a given postcode are regarded as being in the same type of neighbourhood: that to which the postcode as a whole is classified. Further information about MOSAIC can be obtained from Experian (the company's Web site is at www.experian.com).

B.2.5 In the areas of the ten Councils which have the highest population densities, the sample of addresses was drawn at random (within each geo-demographic stratum within each Council) at the start of the two-year period. The resulting addresses were then grouped into batches for allocation as interviewer assignments.

B.2.6 For cost-effectiveness, the design of the sample clustered the interviews in the remaining 22 Councils. Enumeration Districts (EDs) were used as the Primary Sampling Unit. An ED contains, on average, about 150 households. At the start of the two-year period, EDs were selected at random (within each geo-demographic stratum within each Council) with probabilities proportional to their numbers of addresses (taking account of the MOI values and the required variation in sampling fractions between Councils). Then, nearer the time that the interviews in an ED are due to take place, addresses within that ED are selected at random, using the current PAF.

B.3 **Interviewing, response rates and reweighting**

B.3.1 The survey interviews, which lasted an average of 42 minutes in 1999, are carried out in respondents' homes using Computer Aided Personal Interviewing (CAPI) by System

Three and MORI Scotland. The interview has two parts. The first part of the interview is carried out with the Highest Income Householder (the household reference person - see section A.4) or his/her spouse or partner. This collects mainly factual information about the composition and characteristics of the household. Some questions are asked in respect of each household member. The second part is with a randomly-chosen adult (aged 16+) member of the household. This focuses more on individual attitudes and behaviours. Often, both parts of the interview are with the same person - this is always the case in a single adult household. The use of the two-part approach means that, after reweighting (and assuming that there are no non-response biases), the results from the first part interviews should be representative of Scottish households, and the results from the second part interviews should be representative of Scottish adults.

B.3.2 The response rate for the first part, after taking account of 'deadwood' in the sample of addresses (such as small shops and offices, and properties which have been demolished or are unoccupied), was 66% for the 1999/2000 two-year "sweep". Among households which participated, the response rate for the "random adult" part of the interview was 94%.

B.3.3 The data are then reweighted to take account of the unequal probabilities of selection inherent in the sample design: the over-sampling (relative to their numbers of households) of the Councils with smaller populations, in order to obtain a minimum number of interviews in each Council; and the under-sampling (relative to their share of the adult population) of adults living in multi-adult households, because only one "random adult" is interviewed in each household. Comparisons with data from other sources, such as the National Travel Survey and the 1996 Scottish House Condition Survey, suggested that the reweighted data are broadly representative of the Scottish household population; consequently, no further weighting has been carried out.

B.4 **Published results, and anonymised data**

B.4.1 The following SHS publications are available from The Stationery Office Bookshop, and are also available on the SHS website (see section B.5.3):

- *Scottish Household Survey Bulletin* - each edition covers different themes (£5 per copy; ISSN 1467 7393)
- *Scotland's People* - the SHS annual report, which consists of two volumes per year:
 - (a) a detailed Annual Report, which provides many tables of SHS results:
 - volume 1* - 1999 report - 240 pages, £20 per copy, ISBN 1-84268-026-9
 - volume 3* - 1999/2000 report - 200 pages, £20 per copy, ISBN 0-7559-0230-0
 - (b) a Technical Report, which contains information about the survey procedures (such as the sample design and the method of reweighting), and an edited version of the questionnaire:
 - volume 2* - 1999 report - 92 pages, £15 per copy, ISBN 1-84268-066-8
 - volume 4* - 1999/2000 report - 96 pages, £15 per copy, ISBN 0-7559-0231-9

B.4.2 This is one of a series of Transport statistical bulletins which provide some Transport-related results from the SHS. The first, *Household Transport: some Scottish Household Survey results*, was published in January 2001. It provided more detailed analyses of the figures for Scotland for most of the topics covered in this bulletin, and some

other topics. For example, it provided information about the variation in car availability by household type, social class, annual net household income, and type of area; and about driving licence possession by age group, sex, current situation, social class, annual net household income and type of area - analyses which are not possible for the data for individual local authorities, because of the small sample size in many Council areas.

B.4.3 SHS results are also included in other Scottish Executive publications, such as *Scottish Transport Statistics*.

B.4.4 Anonymised copies of the survey data are deposited at the UK Data Archive.

B.5 **Enquiries and further information**

B.5.1 General enquiries about the SHS should be addressed to the survey's Project Team:

SHS Project Team
Central Research Unit
Scottish Executive
3rd Floor West
St Andrews House
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Tel: 0131 244 7557 or 8420
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B.5.2 Enquiries about the statistics in this bulletin should be addressed to:

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Scottish Executive
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Fax: 0131 244 0888
E-mail: transtat@scotland.gsi.gov.uk

B.5.3 Further information about the survey can be found on the SHS *website* at
<http://www.scotland.gov.uk/shs>

This website provides some background to the survey, information about the progress of the survey, and the published results.

B.5.4 Please contact the Project Team if you wish to be added to an *e-mail mailing list* to be kept informed of any significant updates to the information on the SHS website. The Project Team 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.

Annex Topics covered by the Scottish Household Survey

This is a list of all the topics which the survey has covered since it started in February 1999. It indicates which questions were asked in only some of the years. The list includes the changes which will be made to the survey with effect from the start of 2002.

Questions asked of the Highest Income Householder or his/her spouse/partner

H1. Household composition.

For each member of household: Date of birth; Sex; Ethnic group; Religion (from January 2001); Marital status; Relationship to Highest Income Householder; Main economic activity.

H2. Property.

Property type, Number of bedrooms, Tenure.

H3. Amenities.

Sharing/concealed households, Consumer durables in household.

Any central heating; if so, Full or partial (from January 2002).

Home access to e-mail or the Internet (1999 and 2000 only).

Who has access to the Internet for personal use; Where they access it (from January 2001).

Any broadband Internet connection; if so, What type (from January 2002).

H4. Transport.

Orange badge or Blue European Parking Card holders.

Time to nearest bus stop, Frequency of buses.

Bicycles available to household (1999, 2000 and 2002 only).

Number of vehicles available twelve months ago (from January 2000).

For each adult: Driving licences; Frequency of driving; Reasons for driving (1999 and 2000 only); Concessionary passes.

For each vehicle (if any): Vehicle type; own or company car; Vehicle Registration Mark (1999 to 2001 only); Main and other drivers; Annual mileage of vehicle (banded from 2002); Fuel costs (1999 to 2001 only).

H5. Children in household.

Use of childcare, paid or unpaid (1999 to 2001 only).

Reasons for using childcare (1999 to 2001 only).

For randomly chosen school child: School; Satisfaction with schooling;

Transport *to* school - Usual mode, Reason for mode choice, Suitability of public transport;

Transport *from* school (1999 and 2000 only) - Usual mode, Reason for mode choice.

H6. Health, disabilities and care.

Who in the household has a limiting long-term illness or disability.

Description of condition (from January 2001).

Who in household requires regular care or help, Who provides care, Frequency of care.

H7. Working status of Highest Income Householder

Number of paid jobs

If not in paid work: Whether on government training; Whether waiting to take up a job already obtained (from January 2000); Duration of retirement or Duration of unemployment;

Whether ever had a paid job.

If unemployed less than 5 years: Number of spells of unemployment; Reasons for leaving last job; Time in last job.

For main job (or last job): Whether employee or self-employed; Full- or part-time;
Temporary (seasonal) or permanent; Hours of work; SIC, SOC, SEG, RG Social Class.

H8. Household income.

Income from paid employment / self-employment (Highest Income Householder, and spouse / partner)

Amount from each benefit received (or total benefit income, if separate amounts not known).

Sources and amounts of other regular income.

H9. Assets and savings.

Whether has bank/building society account.

Amount saved/invested in accounts/shares etc.

Whether has a credit union account (from January 2002).

H10. Housing costs

Mortgage / loan / endowment repayments.

Rent.

Whether has home contents and buildings insurance.

H11. Credit and debt.

Household money worries (1999 and 2000 only); Ability to manage financially.

H12. Permission to be re-contacted for follow-up research.

Questions asked of a randomly-selected adult

R1. Housing.

Time at current address, Any change in tenure of current property.

Tenure of previous home, Location of previous home, if moved in past year (1999 and 2000 only).

Experience of homelessness (from January 2001): How many times in past five years; Whether ever applied to Council; Whether ever had to sleep rough.

Whether wish to move to a separate home or household (from January 2001): How long looking; Whether name on Council or Housing Association waiting list; Whether looking to rent or buy.

R2. Local neighbourhood / community safety.

General satisfaction with local area, Particular likes and dislikes.

Perceptions of crime problems / 'incivilities'.

Experience of: Housebreaking / car theft (1999 to 2001 only); House fires (1999 and 2000 only); Vandalism (from January 2001); Physical assault / attack / mugging (from January 2001).

Perceptions of safety: When travelling by different modes (2001 only); When walking alone in neighbourhood after dark (from January 2002); When alone at home at night (from January 2002).

Fear of different types of crime and effects of fear on quality of life (from January 2002).

Social networks (from January 2000): Contact with relatives / friends / neighbours in past fortnight; Involvement in local community and with people living in the neighbourhood.

Disputes with neighbours (from January 2000): Number in past twelve months; Whether reported to Police or Council; if so, Satisfaction with Police / Council response

R3. Education, lifelong learning and Internet access.

Educational qualifications held, Whether currently in education or training, Which school / college / university.

Whether participated in education, training or learning in past five years (from January 2001), Likelihood of participating in next twelve months (from January 2001).

Internet access (from January 2001): Hours per week for personal use; Method of access; What it is used for currently and in future.

R4. Transport.

Annual mileage (if drives) (banded from 2002).

Reasons for not driving / never learning to drive (1999 and 2000 only).

Frequency of cycling and walking in past week.

Public transport fares in past week, Reasons for not using buses more often, Extent of use of local bus or train in past month (from January 2002), Attitude to aspects of bus and train services (from January 2002).

Whether involved in road accident in past year.

If in work or education: Location of (main) place of work/education, Mode of transport to it, Reason(s) for mode choice, Type of parking, Suitability of public transport

"Travel diary" - for each journey made on previous day: Purpose; Mode; Number of occupants (if car); Origin and destination; Start time and end time.

R5. Services and local government.

Contact with local Council and Satisfaction with way enquiry was handled (1999 to 2001 only).

Frequency of use of, and Satisfaction with, local services (1999 and 2000 only).

Knowledge of and contact with local Councillor (1999 to 2001 only).

Perceptions of local councils and convenience of local services.

Community participation / volunteering (from January 2000): Whether gives up time to help clubs, charities, etc; Number and type of organisations; Type of activity and Number of hours in past four weeks.

Donations to charity (2000 only).

Recycling (from January 2000): Whether recycles various things; Reasons for not recycling.

R6. Health.

Self-perception of general health, Number of cigarettes smoked per day.

Long-standing illness, health problem or disability, Limitations on daily activities (eg. climbing stairs, walking, using a bus), Special equipment or adaptations to home.

Whether provides regular help or care to non-household members; if so, Number of hours, Limitations on paid work.

Whether registered with GP, Number of visits in past year (from January 2002: distinguishing "at home" and "at surgery"), Satisfaction with service.

R7. Economic activity.

Similar to H7. Not asked if information for the person who is the Random Adult has already been obtained in the earlier interview with the Highest Income Householder or spouse/partner.

R8. Income.

Similar to H8. Not asked if information for the person who is the Random Adult has already been obtained in the earlier interview with the Highest Income Householder or spouse/partner.

R9. Social mobility (2001 only).

Job titles and staff responsibilities (if any) of father and mother when respondent was 14 years old.

R10. Permission to be re-contacted for follow-up research.

Scottish Executive Transport Statistics publications

Scottish Transport Statistics starts with a Summary, which describes the trends for each mode of transport over the past ten years, and provides comparisons of some key statistics with the equivalent figures for Great Britain. This is followed by chapters on Road transport vehicles, Bus and coach travel, Road freight, Toll bridges, Road network, Road traffic, Injury road accidents, Rail services, Air transport, Water transport, Finance and Personal and cross-modal travel. Each chapter consists of groups of tables on that topic, together with some comments on points shown in the tables, and some notes on the definitions and sources of the statistics. The final section provides some longer-term historical series.

Latest edition: provides figures up to 2000 (in most cases); published in August 2001

Published Annually Price: £ 10.00 ISBN 0-7559-1001-X

Household Transport: some Scottish Household Survey results provides information about the transport facilities available to private households, and about some travel by household members. Topics covered include: the accessibility and frequency of bus services; the availability of cars for private use; the types of motor vehicle that are available; people's possession of driving licences and frequency of driving; reasons for driving, for not driving and for not using buses more often; people's frequency of walking and cycling; travel to work; travel to school; adults with limited mobility and adults with Orange Badges.

Latest (and only) edition: provides figures for 1999; published in January 2001

Published Annually Price: £ 2.00 ISBN 1 84268 780 8

Transport across Scotland: some Scottish Household Survey results for parts of Scotland provides information about the transport facilities available to private households, and about some travel by household members, for parts of Scotland. Statistics are provided for each Council area, and for each category of an urban / rural classification that was developed for analysing the results of the SHS. The topics covered include: the accessibility and frequency of bus services; people's views on the convenience of public transport, the availability for private use of motor vehicles, cars and company cars; people's possession of driving licences and frequency of driving; people's frequency of walking and cycling; the usual method of travel to work; whether people work from home; whether car commuters could use public transport; where people who drive to work park; and travel to school.

Latest (and only) edition: provides figures for 1999/2000; published in December 2001

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Travel by Scottish residents: some National Travel Survey results provides information about trends in the average number of journeys and average distance travelled per person per year, and the average length of journey, by mode of travel and by the purpose of the journey. It also provides information about travel patterns by age-group, by sex, by socio-economic group, by working status, by household income quintile and by whether or not the household has a car.

Latest (and only) edition: provides figures up to 1995/97; published in March 1999

Published Triennially Price: £ 2.00 ISBN 0-7480-8102-X

Bus and Coach Statistics provides information about the trends in bus and coach services in Scotland, including distances travelled by vehicles, numbers of bus passenger journeys, fare indices, passenger receipts, public transport support, operating costs, vehicle stock and staffing.

Latest edition: provides figures up to 1999-2000; published in March 2001

Published Annually Price: £ 2.00 ISBN 0-7559-2016-3

Road Accidents Scotland starts with a Summary section, which shows the main trends in the numbers of road accidents and casualties in the past ten years. This is followed by a Commentary which includes descriptions of the longer-term trends in the numbers of road accidents and casualties, more detailed analyses of the numbers of accidents, motorists and casualties, and comparisons of the Scottish figures with those of other countries. The next part provides information on, and the figures which relate to, the casualty reduction targets for 2010. This is followed by groups of tables on Accidents, Accident costs, Vehicles involved, Drivers and riders, Drivers breath tested, Drink-drive accidents and casualties, and Casualties. Finally, there are a number of annexes, including a calendar of events affecting road traffic and road safety, notes on the collection of road accident statistics, definitions of various terms, and other information.

Latest edition: provides figures up to 2000; published in November 2001

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Key Road Accidents Statistics gives the number of accidents, casualties by severity, casualties by type of road, casualties by mode of transport, and child casualties, including trends in recent years.

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and click on the bar, in the middle of the screen, labelled "Transport, Travel and Tourism".

The figures in the tables in the electronic versions of the publications can be "cut and pasted" into users' own spreadsheets.

Enquiries for more information on Transport Statistics should be addressed to:

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This publication belongs to the Transport, Travel & Tourism theme.

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Current staff names, e-mail addresses and the bulletins listed below can be found on the Scottish Executive Web site at www.scotland.gov.uk/stats.

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

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Ref no.	Title	Last published	Price
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ISSN 1351 6859
ISBN 0 7559 3287 0

Price £ 2.00

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