



SCOTTISH EXECUTIVE

# Statistical Bulletin

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## Household Transport: some Scottish Household Survey results

### 1. Introduction

1.1 This bulletin provides information from the Scottish Household Survey (SHS) about the transport facilities available to private households, and about some travel by household members. The topics covered include the accessibility and frequency of bus services; the availability of cars for private use; the types of motor vehicles that are available; people's possession of driving licences and their 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. Almost all the statistics given here were extracted in early December 2000, so will not take account of subsequent revisions to the SHS database. Further bulletins will provide information on (e.g.) the kinds of journeys made by adults, the variation in the patterns of transport and travel across Scotland, and year-to-year changes.

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 or over) member of the household; and some are asked only about one schoolchild (if there is one in the household). Some questions are answered on behalf of the household by the Highest Income Householder (please see section A.4 of the "Notes and Definitions") or his/her spouse/partner; others are answered by the randomly-chosen adult member of the household on behalf of him/herself. The results are weighted to take account of differences in selection probabilities. As with all such surveys, factors such as sampling variability and non-response bias may affect the results (see section A.11). And, 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).

### 2. Main points

2.1 In 1999, five-sixths of households said that they were within 6 minutes walk of a bus stop (*please see paragraph 3.1.1*). However, roughly one in eight "country dweller" households said that they had no bus service (*paragraph 3.1.2*). About a fifth of householders did not know the frequency of their nearest bus service (*paragraph 3.2.1*).

2.2 Almost two-thirds of households had one or more motor vehicles available for private use (*paragraph 4.1*). 94% of "professional" households had one or more cars, compared with only 39% of "unskilled" households (*paragraph 4.2.1*).

2.3 About a third of households had one or more bicycles that adults could use. The percentage with bicycles ranged from 5% of single pensioner households to 57% of large family households (*paragraph 4.3.1*).

2.4 In 1999, nearly two-thirds of people aged 17 or over were said to have a full driving licence (*paragraph 5.2.1*): 77% of men, but only 53% of women (*paragraph 5.2.2*). Just over two-fifths of people in households with an annual net income of up to £10,000 held a driving licence, compared with around nine out of ten of those in households with a net income of over £30,000 per year (*paragraph 5.2.5*).

2.5 Over half of all men were said to drive every day, compared with about a third of women. About three-fifths of people aged between 30 and 49 drove every day (*paragraph 5.3.2*). Over three-quarters of the self-employed drove every day, compared with about a sixth of people who were permanently sick or disabled (*paragraph 5.3.3*).

2.6 Two-fifths of adults said that they had walked for pleasure or to keep fit in the seven days before the interview: 44% of men and 37% of women. The percentage for men was highest for those aged 65-69 (*paragraph 7.2.2*). However, only 4% of adults said that they had cycled for pleasure or to keep fit (*paragraph 7.3.2*).

2.7 About one employed adult in thirteen worked at or from home. Almost 45% of self-employed people did so (*paragraph 8.2*).

2.8 Two-thirds of commuters said that they usually travelled to work by car or van (55% as the driver, 12% as a passenger), 14% walked, 12% went by bus, 3% used a train and 2% cycled. 61% of men drove to their place of work compared with 49% of women; proportionately more women walked or travelled by bus (*paragraph 8.3.1*). 45% of those who travelled by car or van said that they could use public transport (*paragraph 9.3*).

2.9 In 1999, walking was reported to be the usual method of travel to school for 55% of pupils, 23% went by bus, 18% travelled in a car or van, and only 1% cycled (*paragraph 11.2.1*). A car was used by about a quarter of primary school pupils but only around one in eight secondary school pupils (*paragraph 11.2.2*). About a third of pupils from "professional" households went by car, compared with around a tenth of those from "unskilled" backgrounds (*paragraph 11.2.4*).

2.10 One in eight adults said that they had a long-standing limiting illness, health problem or disability and had difficulty with one or more of a number of transport-related activities, such as walking for at least 10 minutes or using a bus (*paragraph 12.2*). The proportion having such difficulties increased with age, to about a fifth of 60-69 year olds, a quarter of 70-79 year olds and two-fifths of those aged 80 or over (*paragraph 12.4*).

### 3. **The accessibility and frequency of bus services** (*Tables 1 and 2; Charts A and B*)

#### 3.1 **Walking time to the nearest bus stop**

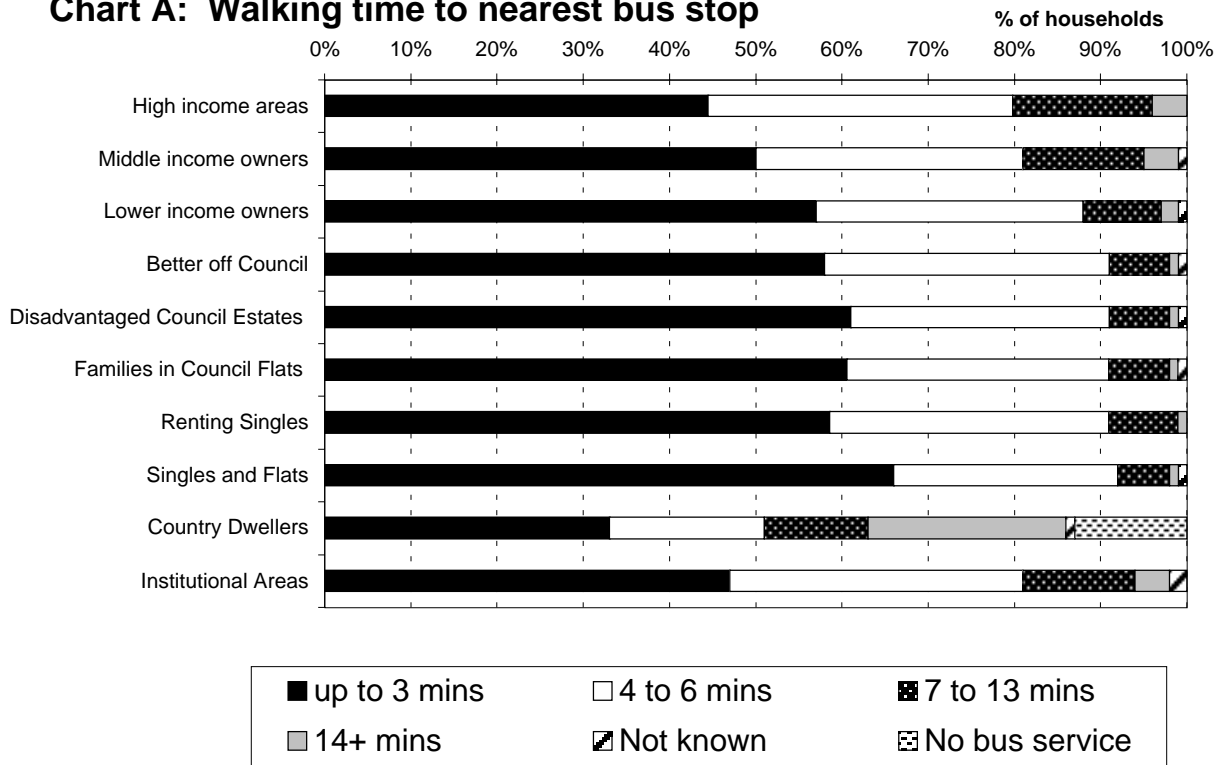
3.1.1 The SHS interviewer asks how long it would take him/her to walk to the nearest bus stop (or place where one could get on a bus). The left hand part of *Table 1* shows the results. (The groupings shown in the table headings are used to avoid uncertainty about how answers like "around 5 minutes" are counted.) The first row of the table shows that, in 1999, over half of all households (54%) were said to be up to 3 minutes walk away from the nearest bus stop, and that just under a third of households (30%) were 4-6 minutes walk away from a bus stop. Therefore, over five-sixths of households said that they were within 6 minutes walk of a bus stop. 10% of households 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 households did not know how long it would take to walk to the nearest bus stop. Another 1% said that there was no bus service. The numbers in italics at the right-hand end of the first row show that these results are produced from the answers given for 14,714 households.

3.1.2 The lower parts of *Table 1* show how the walking time to the nearest bus stop varies for different types of household, for households with different levels of income, and for households in different types of neighbourhood. (The SHS uses the Scottish MOSAIC neighbourhood classification system for both the sampling and for analysis. Notes on the different classifications appear later, in the "Notes and Definitions": sections A.6 onwards.) Overall, about a seventh of households were at least 7 minutes walk away from a bus stop (about 14%: adding the 10% with a 7-13 minutes walk to the 4% with a 14+ minutes walk), but the corresponding figure for older smaller households and single pensioner households was more than a sixth (around 17-18%: 13% for 7-13 minutes plus 3-4% for 14+ minutes). The proportion of households at least 14 minutes walk away from a bus stop also tended to increase with income, to around a twelfth of those households with an annual net income of over £40,000. A similar effect is seen in the analysis by type of neighbourhood (see also *Chart A*): about 20% of households in "high income areas", and around 18% of households in "middle income areas", were at least 7 minutes walk from a bus stop. Only about half the "country dweller" households were within 6 minutes walk of a bus stop: over a third were at least 7 minutes walk away from a bus stop (12% with a 7-13 minutes walk plus 23% with a 14+ minutes walk), and a further 13% said that they did not have a bus service.

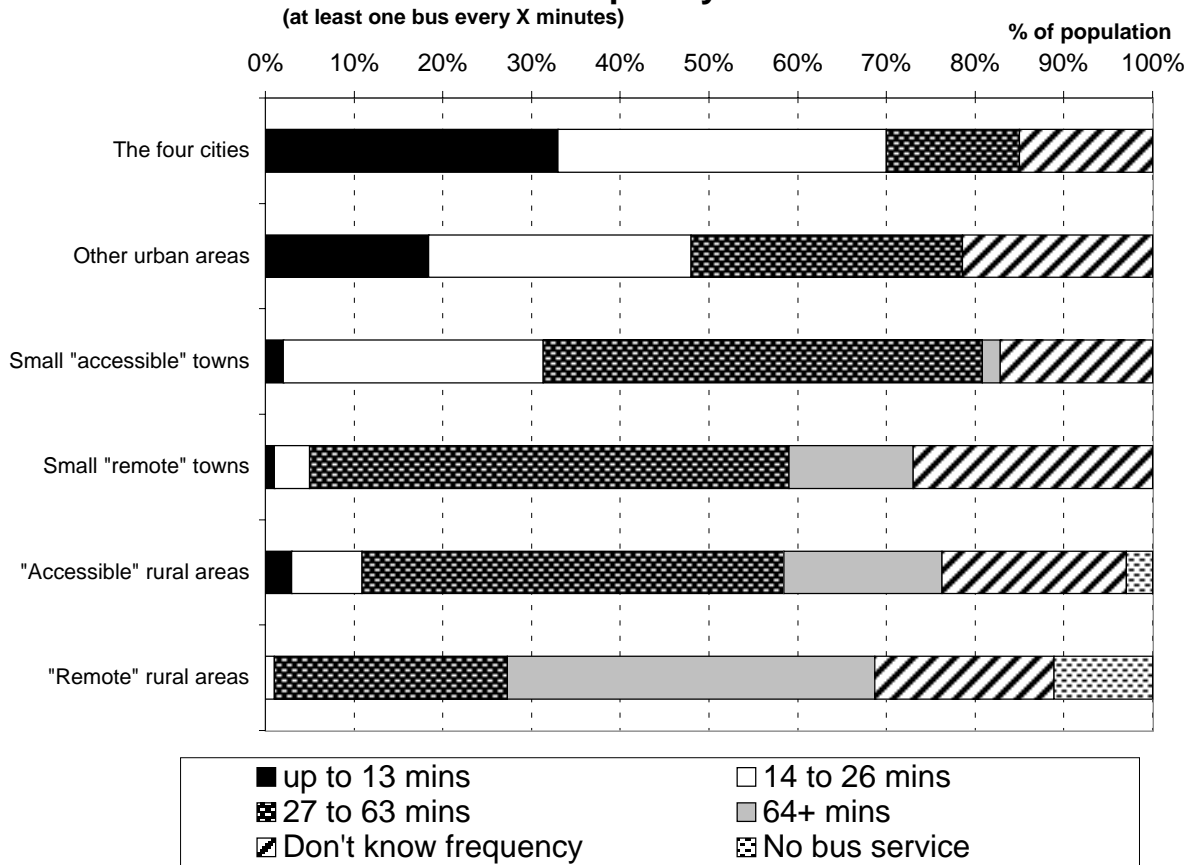
#### 3.2 **Frequency of bus services**

3.2.1 The right-hand part of *Table 1* analyses the frequency of bus services, as reported by householders. 19% of householders did not know how often one could get a bus from the nearest stop during the day. This percentage was highest for households in "high income areas" (29%), "country dweller" households (25%) and households in "institutional areas" (also 25%). 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 households said that there was at least one bus every 13 minutes, 27% thought that there was one every 14-26 minutes, 28% answered that there was a bus every 27-63 minutes, and 5% indicated that the interval between buses was 64 minutes or longer. "Country dweller" households had by far the least frequent bus services: only about 2% of them said that there was at least one bus every 26 minutes, and almost a third (31%) reported that there were 64 or more minutes between buses.

**Chart A: Walking time to nearest bus stop**



**Chart B: Bus service frequency**



### 3.3 **Availability of bus services to the population**

3.3.1 *Table 1* looked at the availability of bus services to *households*, whereas *Table 2* does so in terms of percentages of the *population*. *Table 2* shows the frequency of service for those who live within 13 minutes walk of a bus stop. The left hand part of the table is restricted to those in households with walking times to the nearest bus stop of up to 6 minutes. Overall, nearly 85% of people lived within 6 minutes walk of a bus stop, and they included 17% in households where it was said 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 14% 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 As might be expected, there was little difference in the availability of bus services between the sexes or between the age-groups. However, the lower part of the table shows that there were considerable differences 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"). More details of the classification are given in the "Notes and Definitions" (section A.10). Almost a third of people living in the four city settlements were within 6 minutes walk of a bus service said to have a frequency of at least one bus every 13 minutes, as were about a sixth of people living in other urban areas. However, at most only a couple of percent of people in small towns and rural areas had such a service. In contrast, 11% of people in "accessible" rural areas, and 20% of those living in "remote" rural areas, were at least 14 minutes' walk away from a bus stop, and a further 11% of people in "remote" rural areas were said not to have a bus service. *Chart B* shows how bus service frequencies differ between the six types of area.

3.3.3 The final two rows of the table compare the availability of bus services for people in households with and without cars. The percentage who lived in a household for which the respondent did not know the frequency of the bus service was higher for those living in households which have cars, and the percentage who had a frequent bus service nearby was higher for those living in households without cars.

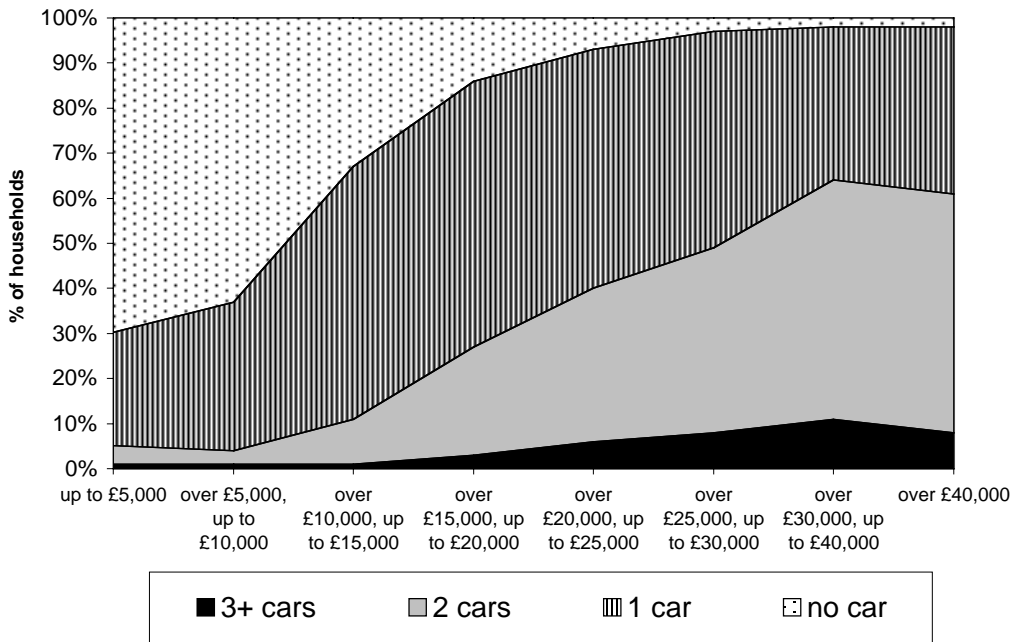
## 4. **Cars, motor vehicles and bicycles** (*Tables 3 to 5; Charts C and D*)

4.1 The interviewer asks about any motor vehicles normally available for private use by members of the household. In 1999, almost two-thirds (64%) of households had one or more motor vehicles, and 63% of households had one or more cars. As so few of the households without a car had any other type of motor vehicle, the next section looks at the number of cars available to households.

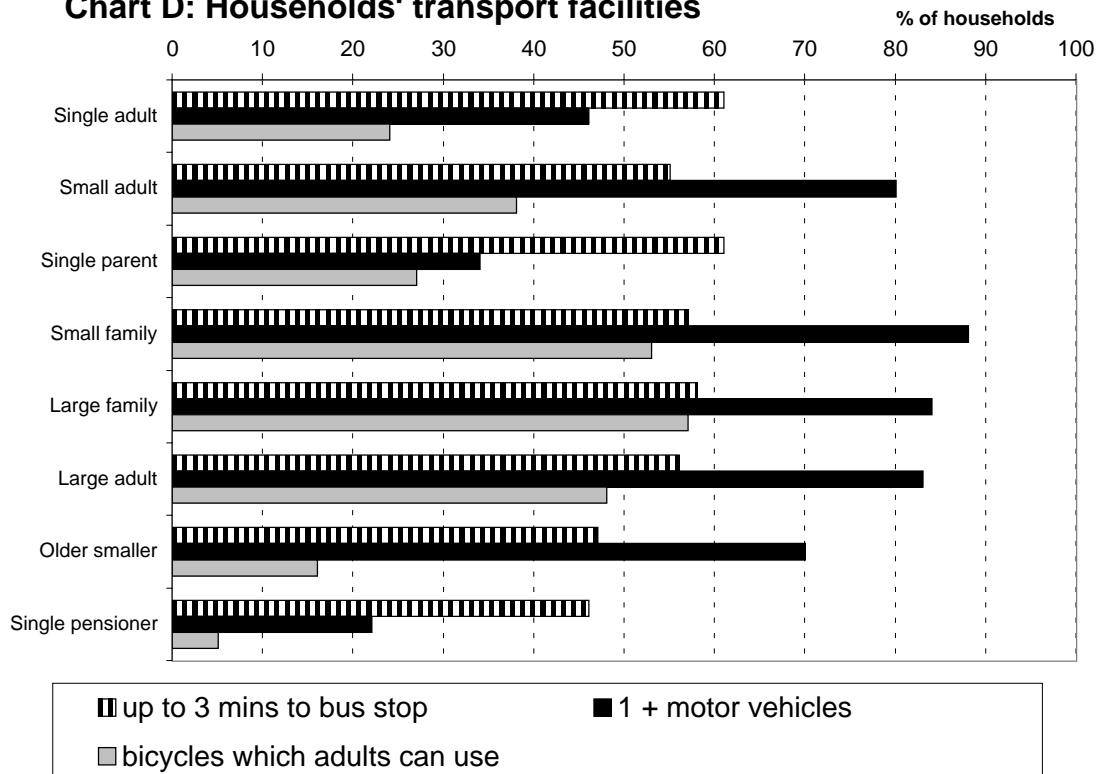
### 4.2 **Availability of cars**

4.2.1 *Table 3* shows that, overall, 45% of households had one car, 15% had two and 2% had three or more. The availability of cars differed greatly between types of household: for

**Chart C: Number of cars available for private use by members of the household**  
by annual net household income



**Chart D: Households' transport facilities**



example, only 22% of single pensioner households, and 33% of single parent households, had one or more cars, compared with 87% of small family households. 15% of large adult households had three or more cars. There was also considerable variation with social class (households are counted on the basis of the social class of the Highest Income Householder): for example, only 39% of "unskilled" households had a car, compared with 94% of "professional" households. About 46% of "professional" households had two or more cars. There was also considerable variation with annual net household income: only 31% of households with a net income of up to £5,000 per year had at least one car, compared with 98% of households with a net income of over £40,000 per year. Over three-fifths of the households with an annual net income of over £30,000 had two or more cars. *Chart C* illustrates how car availability rises as household income increases.

4.2.2 There were also great differences between types of neighbourhood: only 30% of households in MOSAIC "families in council flats" areas, and 31% in "renting singles" areas, had a car, compared with 87% of those in "country dwellers" areas and 89% of those in "high income areas". 52% of households in the four city settlements had cars, compared with 80% of those in SHS-classified rural areas.

### 4.3 **Bicycles which can be used by adults**

4.3.1 The interviewer asks whether the household has any bicycles which can be used by adults. *Table 3* shows that, in 1999, 32% of households had one or more bicycles. This percentage varied greatly with the type of the household, from 5% for single pensioner households to 57% for large family households (see *Chart D*). It also varied with social class (from 25% for "unskilled" households to 56% for "professional" households) and with annual net household income (from about a sixth of households with up to £10,000 per year to over three-fifths of those with £30,000 or more).

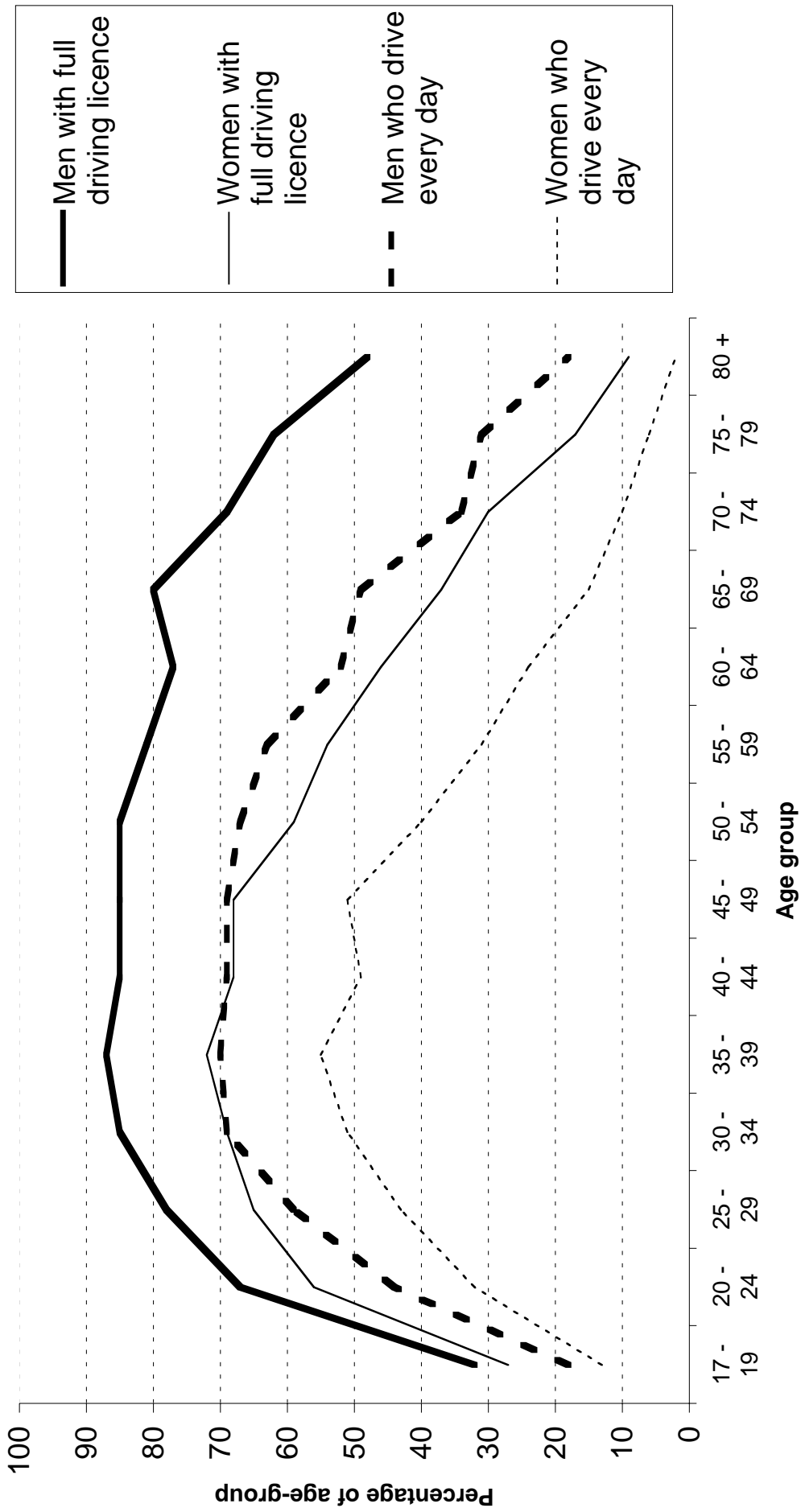
4.3.2 Looking at different types of neighbourhood, the percentage of households with bicycles varied from 13% for MOSAIC "renting singles" areas, and 16% for "families in council flats" areas, to 45% in "high income areas" and 49% in "country dwellers" areas. Under a quarter of households in the four city settlements had bicycles which adults could use, compared with around two-fifths of those in SHS-classified small towns and rural areas.

### 4.4 **Motor vehicles - types and ownership**

4.4.1 *Table 4* shows that cars accounted for almost 95% of motor vehicles available for the private use of household members, with most of the rest being vans. Over 89% were privately owned, a further 2% were privately leased and just under 9% were company vehicles.

4.4.2 *Table 5* shows how the type and ownership of vehicles varied with the annual net income of the household. A household with a mixture of vehicle types and/or ownership is counted in the first of the rows which is appropriate to it - for example, a household with a privately-owned van and a company car would be counted in the row labelled "privately owned van". The percentage of households which had a company car but no privately-owned car or van was just under 2% overall, but was higher (between 3% and 5%) for those with annual net incomes over £15,000.

**Chart E: People (aged 17+) with full driving licences, and who drive every day**



## **5. Driving licences, frequency of driving, and reasons for driving - people aged 17 or over** (Tables 6 to 9; Chart E)

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, and - if so - what are his/her main reasons for driving. 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, all the statistics in this section (and in Tables 6 to 9) relate only to people aged 17+.

### **5.2 Driving licences**

5.2.1 *Table 6* shows that, in 1999, almost two-thirds (64%) of people aged 17+ were said to have a full driving licence, and a further 6% had a provisional driving licence. Very few people were currently disqualified or had had a licence suspended on medical grounds. More than a quarter (28%) of people aged 17+ had never held a UK driving licence.

5.2.2 There were differences between the sexes: 77% of men aged 17+ held a full driving licence, compared with only 53% of women. There was also considerable variation with age-group: the percentage with a full driving licence rose rapidly from 30% of 17-19 year olds to over three quarters of 30-39 and 40-49 year olds, then fell to under a quarter of those aged 80 and over. A provisional licence was held by a third of people aged 17-19, one in eight of people aged 20-29, and by smaller percentages of people in the older age-groups. 3% of 70-79 year olds, and 6% of those aged 80 or over, had had a licence suspended on medical grounds. These were also the only age-groups for which there were many people for whom it was not known (or not recorded) what kind of driving licence (if any) was held. (There may be two reasons for this: first, the question was answered on behalf of each adult in the household by either the Highest Income Householder or his/her spouse/partner; second, the version of the questionnaire used in 1999 did not have the code which is now used to identify people who did not reapply for a driving licence on reaching the age of 70.)

5.2.3 The percentage of people aged 17+ who have a full driving licence (car or motorcycle) is analysed in detail in *Table 7*. In this table, each figure is the percentage of the relevant population who have a full driving licence: for example, the "32" at the start of the second row indicates that 32% of men aged 17 to 19 held a full driving licence. An asterisk appears in cases where the relevant population sub-group had fewer than 100 people in the SHS sample.

5.2.4 As mentioned earlier, the percentage of people aged 17+ who held a full driving licence was higher for men than for women. This was the case for every age group, as can be seen from the first two rows of *Table 7* and from *Chart E* (which shows the percentages for "five year" age-groups). In general, the difference between the sexes increased with age: it was only 5 percentage points for 17-19 year olds but was 36 percentage points for those aged 60-69.

5.2.5 *Table 7* also shows that 93% of self-employed people aged 17+ held a full driving licence, compared with 82% of those who were employed full-time and 66% of those who were employed part-time. Only 41% of people aged 17+ who were said to be permanently sick or disabled held a driving licence. The percentage varied with the social class of the Highest Income Householder (from 88% of people aged 17+ in "professional" households to 42% of those in "unskilled" households) and with annual net household income (from just over two-fifths of people aged 17+ in "up to £10,000" households to around nine-tenths of those in "over £30,000" households).

There were differences between types of neighbourhood (over four-fifths of people aged 17+ in MOSAIC "high income" and "country dweller" areas held a full driving licence, compared with around a third of those in "families in council flats" areas and two-fifths of those in "renting singles" areas). Over three-quarters of people aged 17+ living in SHS-classified rural areas held a full driving licence, compared with under three-fifths of those in the four city settlements.

### 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 8*. Overall, 44% of people aged 17+ were said to drive every day, and a further 7% drove at least three times per week. 5% 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 The sexes differed in their frequency of driving: in 1999, over half (56%) of men aged 17+ were said to drive every day, compared with about a third (34%) of women. *Chart E* shows that the percentage who drove every day was higher for men for every age-group, with the difference between the sexes tending to increase with age up to the 65-69 age-group (thereafter the gap narrowed, because the percentage of older men who drove every day fell more rapidly than the lower percentage for women fell). About three-fifths of people aged between 30 and 49 drove every day.

5.3.3 The percentage of people aged 17+ who drove every day was highest for the self-employed (77%), people in "professional" households (65%), people in households with an annual net income of over £30,000 (72%), people living in MOSAIC "high income areas" (62%) and people living in SHS-classified rural areas (around 55%); and lowest for those who were permanently sick or disabled (17%), in "unskilled" households (27%), in households with an annual net income of up to £10,000 (around 22-23%), in MOSAIC "families in council flats" and "renting singles" areas (about 21-22%) and in the four city settlements (37%).

### 5.4 **Reasons for driving**

5.4.1 In cases where the person is said to drive nowadays, the interviewer asks the Highest Income Householder (or his/her spouse/partner) about the person's main reasons for driving. The results are set out at the top of *Table 9*. Of all the people aged 17+ who were said to drive nowadays, 6% drove for a living (eg making deliveries, or as a bus, taxi or lorry driver), 16% drove on business (eg to go to meetings or to see people), 88% drove for social or personal reasons, and 52% drove to or from work. (The percentages total more than 100% because more than one reason could be given for each person.) The percentages said to drive for a living, on business, and to and from work were higher for men than women; a higher percentage of women than men were said to drive for social or personal reasons. As would be expected, the percentages said to drive for work-related reasons varied greatly with age.

## **6. Reasons for not driving, reasons for never learning to drive, and reasons for not using buses more often - people aged 17 or over** (Table 9)

6.1 In the second part of the SHS interview, one randomly-chosen adult member of each household is asked about his/her circumstances and views. Therefore, the results are based on smaller sample numbers than the earlier analyses. In addition, because the method of recording the answers to some questions changed (see section A.12 of the "Notes and Definitions"), in some cases results are given only for the second half of 1999.

6.2 In cases where, in the first part of the interview, the Highest Income Householder (or his/her spouse/partner) had said that the randomly-chosen adult either (a) had never held a full UK driving licence or (b) never drove nowadays, the interviewer asks why he/she does not drive nowadays. The figures in the second part of *Table 9* relate only to such people who were aged 17 or over. The main reasons that they gave for not driving nowadays were that they had never learnt to drive (14% of this sub-group), that they did not hold a driving licence (12%) and that they had no interest in driving or had never wanted to drive (10%). However, 31% said that there was no particular reason why they did not drive. The percentage who said that it was too expensive was highest for those aged under 30, and the percentage giving a health-related reason tended to be higher for the older age-groups.

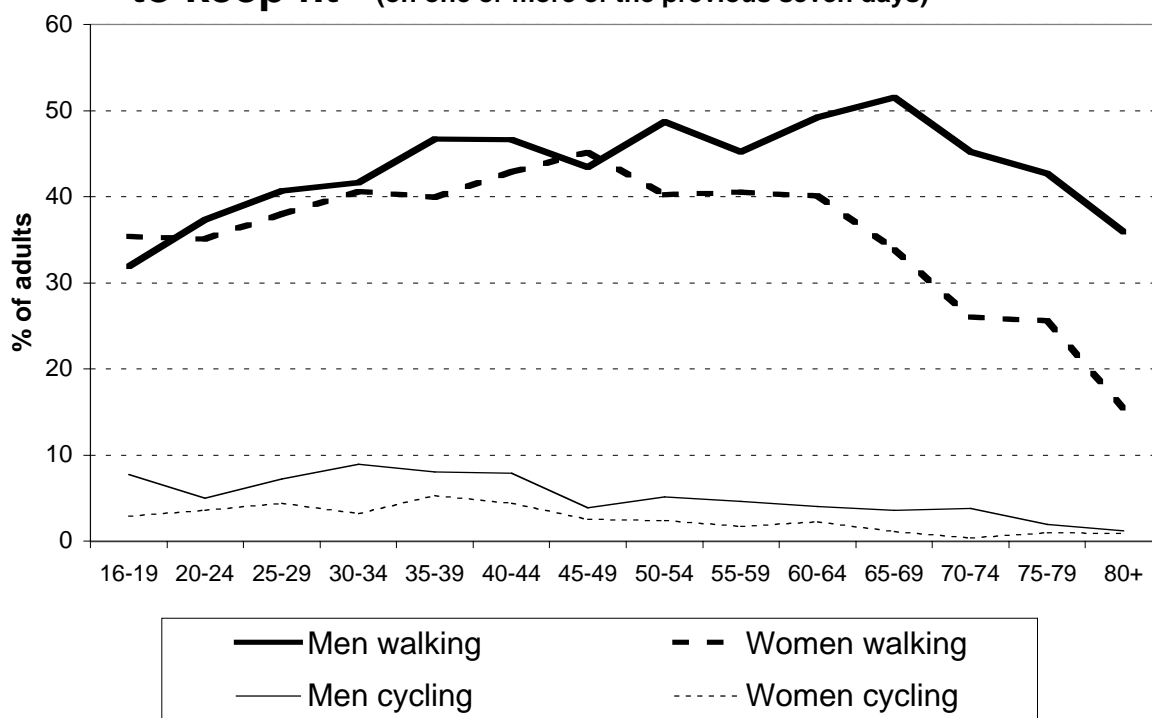
6.3 If the randomly-chosen adult was said never to have held a full UK driving licence, the interviewer asks why he/she never learnt to drive. The figures in the third part of *Table 9* relate only to such people who were aged 17 or over. The main reasons that they gave for never learning to drive were that they had no interest in driving or had never wanted to drive (44% of this sub-group), they could not afford it (22%), they were too nervous or lacked confidence (18%) and that they had no car or could not afford a car (10%). 21% of the women in this sub-group said that they were nervous or lacked confidence compared with only 7% of the men.

6.4 The interviewer then asks all randomly-chosen adults what discourages them from using buses more often. The main reasons given by those who were aged 17 or over are shown in the final part of *Table 9*. 26% of people said that they used their own cars (30% of men and 23% of women), 25% felt that it would be inconvenient to go by bus, 17% thought that they had no need to use buses more often, 13% cited the lack of service, 11% referred to the cost, and 10% said that there was no direct route. Health reasons and the difficulty of access to buses were given mainly by older people.

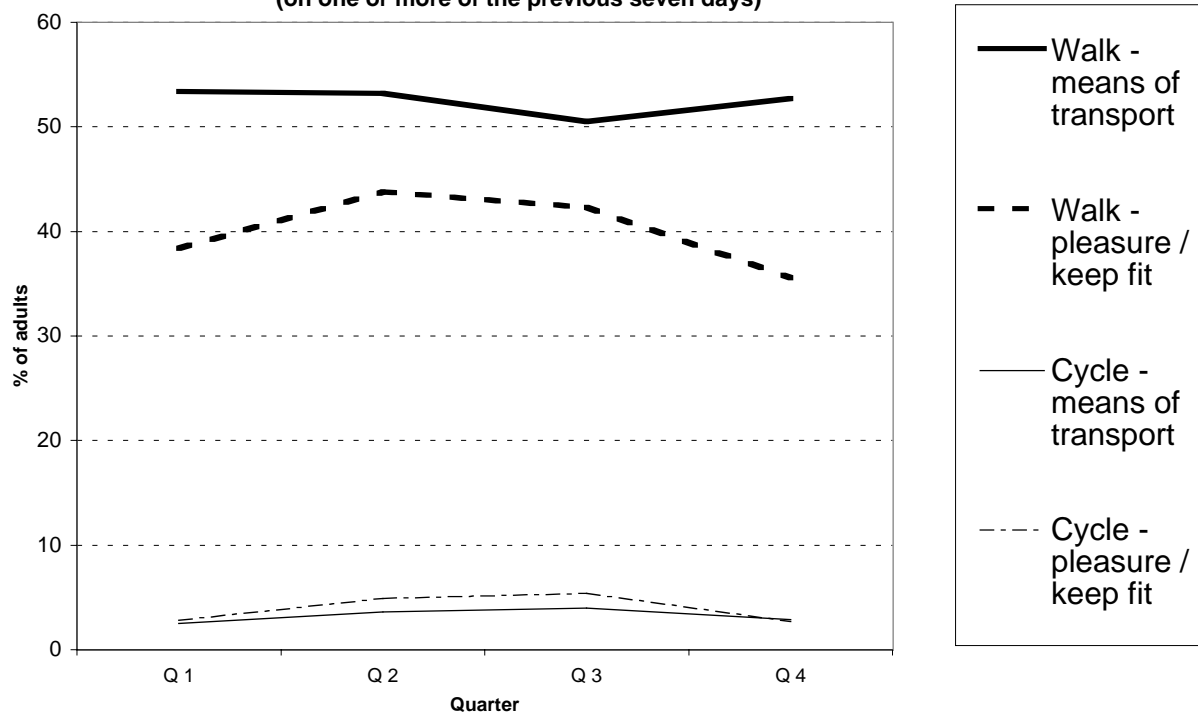
## **7. Walking and cycling - adults (16+)** (Tables 10 to 12; Charts F and G)

7.1 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.

**Chart F: Walking and cycling for pleasure or to keep fit** (on one or more of the previous seven days)



**Chart G: Walking and cycling as means of transport and for pleasure / to keep fit** (on one or more of the previous seven days)



## 7.2 **Walking**

7.2.1 The left-hand side of *Table 10* shows that 52% of adults said that, in the previous seven days, they had made a trip of more than a quarter of a mile by foot to go somewhere. There was very little difference between the sexes. The percentage who had walked to go somewhere tended to fall with age, from 71% of people aged 16-19 to just over half of those aged 40-59 and under a third of those aged 80 or over. The percentage was highest for adults in further or higher education (75%), for adults living in MOSAIC "singles and flats" areas (64%) and for adults living in SHS-classified small "remote" towns (61%). It was lowest for those who were permanently sick or disabled (34%), for those in MOSAIC "country dwellers" areas (34%) and for those living in SHS-classified rural areas (38%). There was some variation with the social class of the adult (the percentages for the different classes were between 51% and 65% - the apparent possible inconsistency with the overall figure of 52% is due to the social class being available for only about half the people - see section A.7) but very little variation with income (the percentages for the different income bands were all between 50% and 54%). However, groups for which similar percentages had walked as a means of transport could have different frequencies of so doing. For example, 26% of people from "unskilled" households had walked to go somewhere on 6-7 of the previous seven days, compared with only 16% of adults from "professional" households. Similarly, 17-18% of people from households with an annual net income of up to £10,000 had walked as a means of transport on 6-7 days compared with only 10-11% of those from households with a net income of over £30,000 per year.

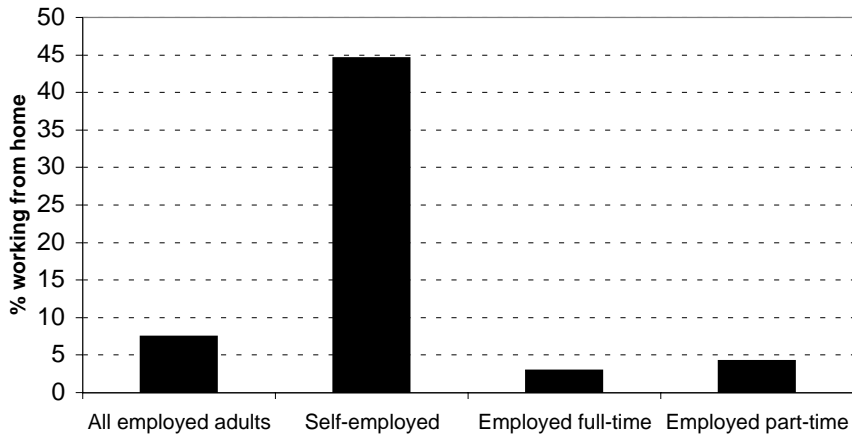
7.2.2 The right-hand side of *Table 10*, and the upper part of *Chart F*, provide information about walking for pleasure or to keep fit (including walking a dog). 40% of adults said that they had made a trip of more than a quarter of a mile by foot for this purpose in the previous seven days: 44% of men and 37% of women. *Chart F* shows that the percentages for men and women did not differ much for the younger ages (the figures for men tended to be slightly higher), but from the age of 50 the percentage of men who said that they had walked for pleasure or to keep fit was much higher than the corresponding figure for women. The percentage for men was highest for those aged 65-69.

7.2.3 The percentage reporting that they had walked for pleasure or to keep fit was highest for self-employed people (52%) and lowest for permanently sick or disabled adults (24%). 51% of people with professional, managerial and technical occupations had walked for pleasure or to keep fit, compared with 39% of those in partly-skilled or unskilled occupations. There were also differences between areas: 53% of adults living in MOSAIC "country dweller" areas and 55% of adults in SHS-classified "remote" rural areas had walked for pleasure or to keep fit in the past seven days, compared with 28% of those in MOSAIC "families in council flats" areas and 35% of adults in the SHS-classified city settlements.

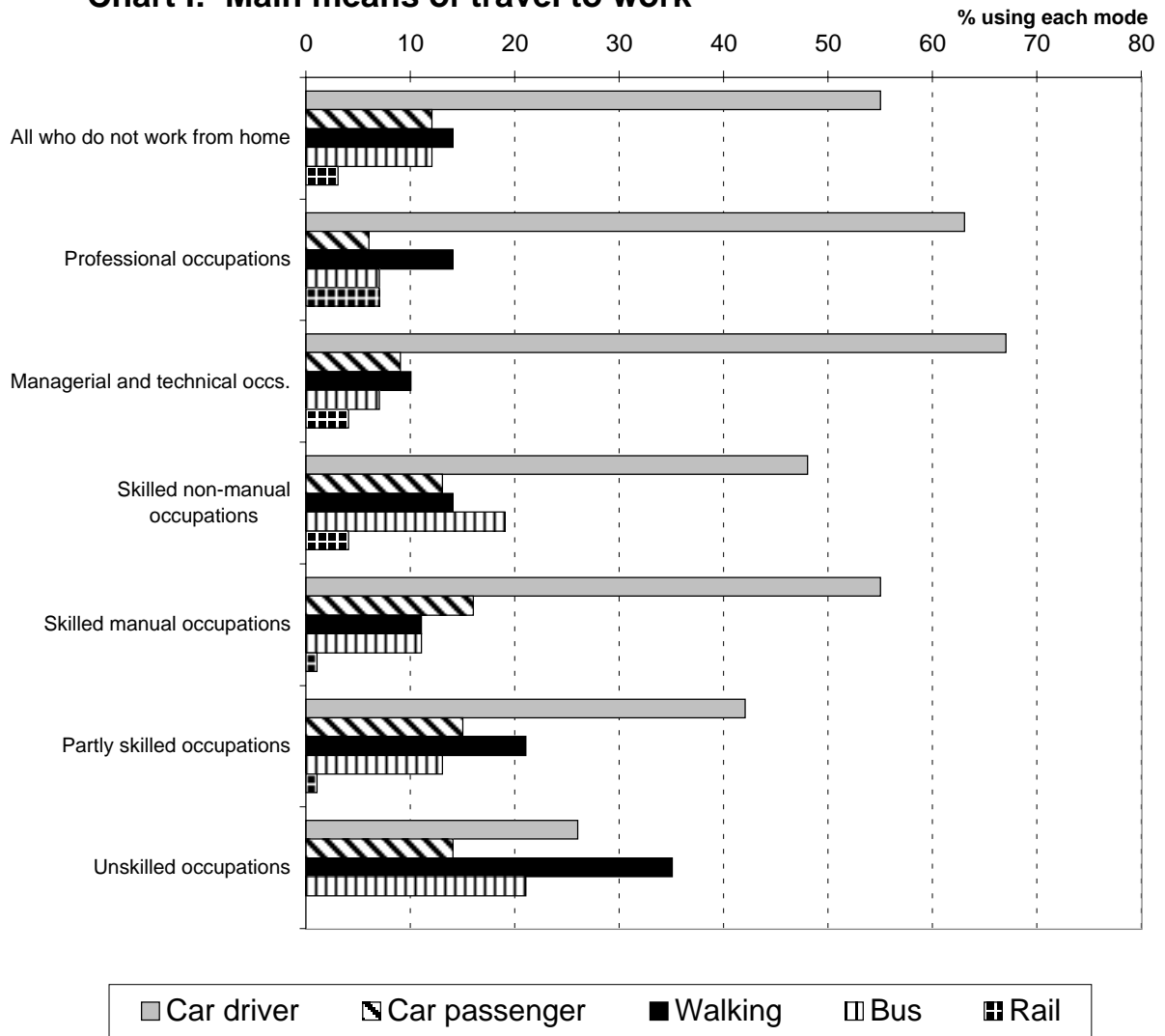
## 7.3 **Cycling**

7.3.1 *Table 11* shows the equivalent results for cycling. Only 3% of adults said that they had cycled as a means of transport in the previous seven days: 4% of men and 2% of women. The percentage was highest for 16-19 year olds (6%), then fell as age increased, to 1% of those aged 80 or over. There appeared to be differences between some of the sub-groups of the population, but these must be interpreted cautiously as they were based (in some cases) on only a few hundred sample cases.

**Chart H: Working from home**



**Chart I: Main means of travel to work**



7.3.2 In 1999, 4% of adults said that they had cycled for pleasure or to keep fit in the previous seven days: 5% of men and 3% of women. The lower part of *Chart F* shows that the percentage for men was higher than that for women for all age-groups. Again, the apparent differences between some of the sub-groups of the population must be interpreted cautiously, as they were based (in some cases) on only a few hundred sample cases.

#### 7.4 **Quarterly variation in walking and cycling**

7.4.1 Because interviewing takes place throughout the year, one can look at how some of the SHS's results vary within the year. The upper parts of *Table 12* and *Chart G* show the seasonal variation in walking, in terms of the percentages of adults who said that they had made a trip of more than a quarter of a mile by foot on one or more of the previous seven days. Overall, the percentage who had walked as a means of transport did not vary much during 1999: the lowest value was 50.5% for the third quarter (July to September), the highest was the first quarter's 53.4% - a range of less than three percentage points. There was greater variation in the percentage who had walked for pleasure or to keep fit: the lowest figure was the fourth quarter's 35.6%, the highest was the second quarter's 43.8% - a range of over eight percentage points. The lower parts of the table and the chart show the equivalent figures for cycling: the percentage who said that they had cycled as a means of transport did not change much during the year (between 2.5% and 4.0% - a range of only 1.5 percentage points), but there was greater variation in the percentage who cycled for pleasure or to keep fit (from the fourth quarter's 2.7% to the third quarter's 5.4% - a range of 2.7 percentage points).

7.4.2 The more detailed parts of *Table 12* show how the percentages varied during the year for different sub-groups of the population - figures which must be used with caution, in some cases, because of the small underlying sample numbers: apparent changes between the quarters for a sub-group could well be due to, or exaggerated by, the effects of sampling variability.

### 8 **Travel to work - employed adults (16+)** (*Tables 13 to 15; Charts H and I*)

8.1 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.)

8.2 *Table 13* and *Chart H* show that, overall, about one employed adult in every thirteen (7.5%) worked from home in 1999 - but almost 45% of people who were self-employed worked from home. Someone who "works from home" is identified when the interviewer asks for the location of his/her place of work. The term therefore 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).

### 8.3 Usual means of travel to work: those who do *not* work from (or at) home

8.3.1 The remaining tables in this section relate to employed adults who do *not* work from (or at) home. The interviewer asks the person about his/her usual means of travel to work. *Table 14* shows that, in 1999, 67% of these employed adults said that they usually travelled to work by car or van (55% as the driver and 12% as a passenger), 14% walked to work, 12% went by bus, 3% took a train (including the Glasgow Underground), 2% cycled and 3% used other modes of transport (such as a motorcycle or a taxi). The percentage who drove to work was higher for men (61%) than women (49%); a greater percentage of women than men walked (18% against 10%) or went by bus (15% against 9%).

8.3.2 A car or van was the usual means of travel to work of the majority for almost every age-group: the only apparent exception was for people aged 16-19, where the underlying sample numbers are small. Over 70% of the self-employed, and of those employed full-time, travelled by car or van, but only 56% of those employed part-time did so (almost a quarter of those employed part-time walked to work, and 15% took a bus).

8.3.3 *Table 14* and *Chart I* also show how the means of travel to work varied with the social class of the person (this is based on his/her occupation, and so may differ from that of the Highest Income Householder). Again, a car or van was used by the majority in every social class apart from the "unskilled occupations" group. Around 70% or more of people in professional, managerial and technical, and skilled manual occupations travelled to work by car or van, as did roughly three-fifths of skilled non-manual and partly-skilled workers. However, only 40% of unskilled workers usually travelled to work by car or van (35% walked and 21% went by bus). A related pattern is seen when the figures are analysed by the annual net income (of the household rather than the person): the proportion who walked to work was highest (around a quarter) for those from households with an annual net income of up to £10,000, and tended to fall as income rose. The percentage who went to work by bus tended to fall, and the percentage who travelled by car or van tended to increase, as income rose.

8.3.4 There are also differences between types of area. Four-fifths of workers who lived in MOSAIC "high income" areas usually travelled by car, compared with just under half of those from "families in council flats" and "singles and flats" areas. About three-quarters of workers in SHS-classified "rural" areas usually travelled by car, compared with under three-fifths of those living in the four city settlements. Over a quarter of workers in small "remote" towns usually walked to work, and just under a fifth of those in the four city settlements took the bus. Over a quarter of workers from MOSAIC "families in council flats" areas, and over a fifth of those in "renting singles" areas, went by bus.

8.3.5 The interviewer asks why the person uses his or her usual means of transport to work. *Table 15* summarises the reasons given by those who had said that they travelled by car or van, those who walked, and those who went by bus. (The reasons for using other modes of transport are not analysed, because the information is available for far fewer people.) 70% of those who travelled by car or van said that they did so because it was the most convenient form of transport, 29% that it was the quickest method, 19% considered public transport unsuitable and 15% said that they needed a car at work. In contrast, two-thirds of those who walked to work did so because it was nearby, a third felt it the most convenient method, just under a fifth referred to exercise and fresh air, and about 16% walked because it was the quickest method. The main reasons given by those who commuted by bus were that it was the most convenient method (63%), it was the only method available (20%), it was too far to walk (19%), they had no car or other transport (19%) and that it was the quickest method (18%).

## **9. People who usually travel to work by car or van - employed adults (16+)** (Tables 16 and 17)

9.1 People who usually travelled to work by car or van were asked whose vehicle was used. The results are given in *Table 16*. In 1999, 94% of drivers used a car or van that the household had the regular use of, as did 55% of passengers. 27% of passengers got a lift in someone else's car, at no cost to the passenger. Only a small percentage of people were involved in a car-sharing scheme.

9.2 Those who drove to work were asked where they parked their vehicles. *Table 16* shows that 66% said that they parked their vehicles free of charge in a car park provided by their employer, 16% parked on the street at no cost and 6% 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.

9.3 Commuters who usually travelled by car or van were asked whether they could use public transport. *Table 16* shows that 45% of them (44% of drivers and 54% of passengers) said that they could use public transport to travel to work.

9.4 The 45% who said that they could use public transport to travel to work were then asked why they did not use public transport. The left-hand part of *Table 17* shows that the main reasons given were that it would be inconvenient (55% of this sub-group), would take too long (36%), they preferred to use their cars (31%), that there was no direct route (22%), the cost (10%) and that public transport was too infrequent (10%).

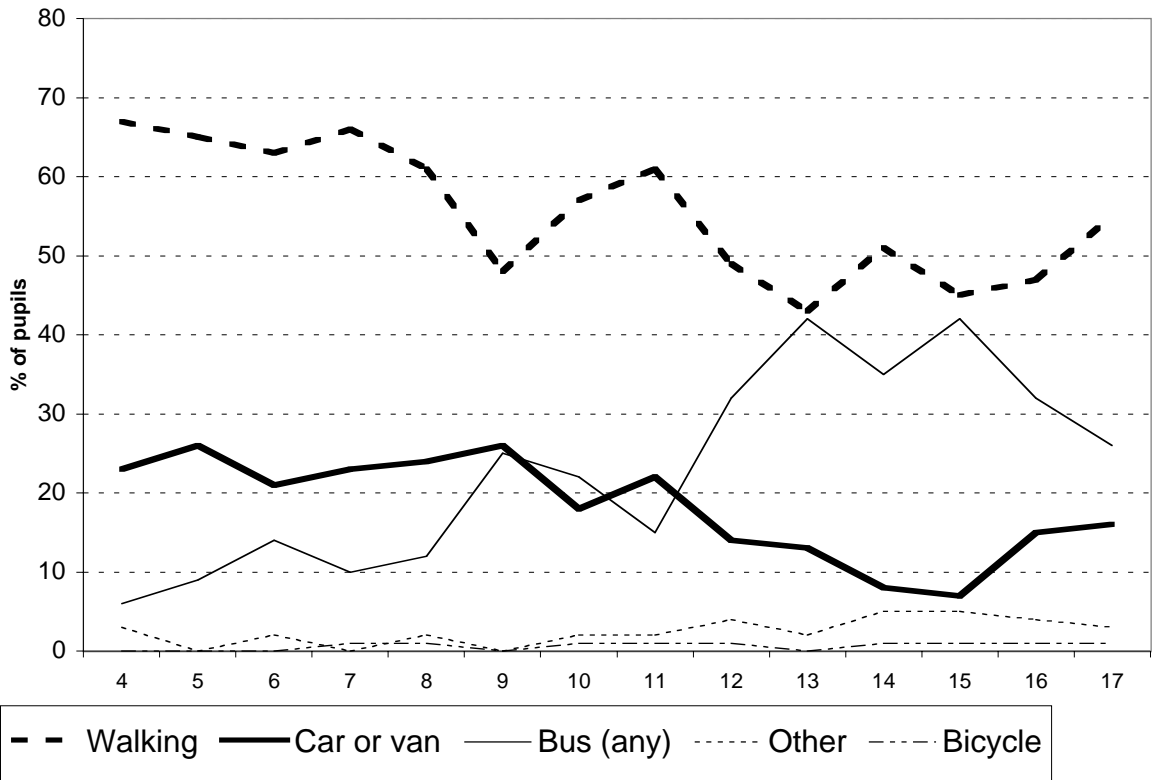
9.5 The 55% who said that they could *not* use public transport to travel to work were asked why it was not possible to do so. The right-hand part of *Table 17* shows that the main reasons given were that there was no direct route (38% of this sub-group), that it would be inconvenient (35%), the lack of a service (29%), that the person needed a car for work (21%), that the person worked unsocial hours (20%), and that it would take too long (18%).

## **10 Travel to study - adults (16+) in full-time education** (*Table 18*)

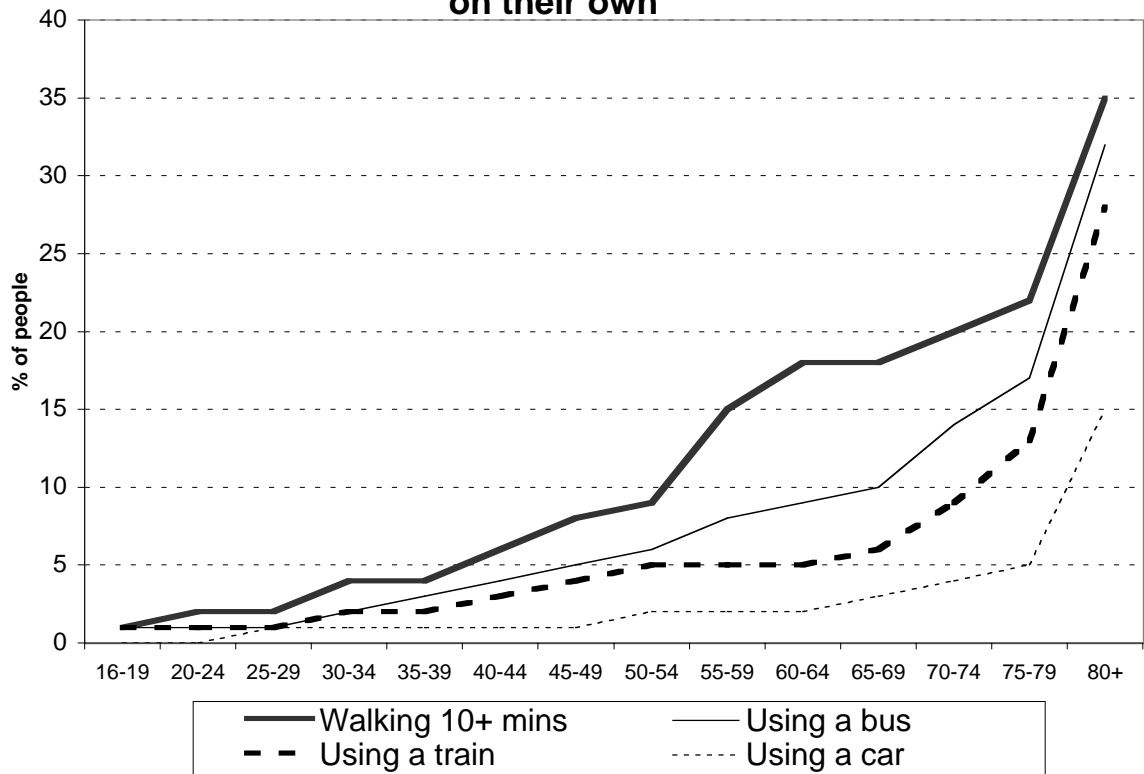
10.1 The interviewer asks each randomly-chosen adult who is in full-time education how he/she usually travels to the school, college or university which he/she attends. The results are shown in *Table 18*. It must be remembered that the figures are not necessarily representative of all students because the SHS covers only private households, so does not collect information about (e.g.) students living in halls of residence (see section B.2.3).

10.2 Overall, 36% of adults living in private households who were in full-time education travelled to study by bus, 30% walked, 20% went in a car or a van and 10% took a train. The table also shows how the results varied by sex, age, type of education and type of area - but they cannot be analysed in detail because the underlying sample numbers are small.

**Chart J: Travel to school**



**Chart K: Activities which people find difficult to manage on their own**



## 11 **Travel to school - pupils in full-time education at school** (Table 19; Chart J)

11.1 In cases where the household includes one or more pupils in full-time education at school, the interviewer asks the Highest Income Householder (or his/her spouse/partner) about the usual method of travel to school of one of them (who is randomly-chosen from among all the pupils in the household).

### 11.2 **Usual means of travel to school**

11.2.1 Table 19 shows that, in 1999, 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 (16% by a school bus and 7% by ordinary service bus), and 18% 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 2% of pupils.

11.2.2 There was little difference between the sexes, but there were differences by age. Generally, pupils aged up to 11 are at primary schools, and those aged 12 and over are at secondary schools. About 60% of pupils of primary school age walked to school, compared with 48% of those of secondary school age. This is not surprising: there are many more primary schools than secondary schools, so primary schools usually draw their pupils from smaller areas than secondary schools, and therefore it is generally easier to walk to a primary school than to a secondary school. For the same reason, only about 15% of primary school age children usually travelled to school by bus, compared with around 36% of secondary school age pupils. A car or van was the usual main mode of travel to school for about a quarter (23%) of primary school age pupils but only around one in eight (12%) of secondary school age pupils.

11.2.3 Chart J shows how the usual main mode of travel to school changes as children grow older. The percentages sometimes fluctuate from one year of age to the next, and should be regarded only as a broad guide because, for each age from 5 to 15, they are based on data for an average of around 200 pupils. Therefore, they may have large sampling standard errors - e.g. up to, say, 3 or 4 percentage points (the sample numbers for other ages are smaller, so their results have even larger sampling standard errors). When considering the statistics that follow, it must be remembered that some of the estimates are based on small sample numbers, and so may be affected greatly by sampling errors.

11.2.4 As might be expected, the usual means of travel to school varied markedly with socio-economic factors. The proportion of children who walked to school ranges from half of those from "professional" households to three-fifths of those with an "unskilled" background. About a third of children from "professional" backgrounds travelled by car or van, compared with only about one in ten of those from "unskilled" households. Only about one in seven pupils with a "professional" background travelled by bus, whereas around a third of pupils from the "partly skilled" households did so. Similarly, there was variation with household income. For example, of children from households with an annual net income of up to £15,000, around three-fifths walked to school and under a sixth went by car or van, whereas for those from households in the "over £20,000" bands, under half walked and over a quarter went by car or van.

11.2.5 The proportion who walked to school was lowest in MOSAIC "country dwellers" areas (under a fifth) and was highest in neighbourhoods described as "disadvantaged council estates" (over two-thirds). Similarly, the proportion going to school by car or van varied from only one in eleven in neighbourhoods classified as "families in council flats" areas to about a third in "high income areas". MOSAIC "country dwellers" areas had by far the highest proportion travelling to school by bus: around three-fifths. Perhaps surprisingly, the percentages travelling by bus in other areas did not vary much, ranging from 17% to 24%.

11.2.6 There were big differences between SHS-classified urban areas and rural areas. About three-fifths of pupils in towns and cities walked to school, compared with around a third of pupils in rural areas. The percentage who went by bus was about 10-20% for those in towns and cities, and 40-60% for pupils in rural areas. The percentage who travelled by car or van did not appear to vary as greatly with type of area, being between 10% and 22%.

### 11.3 **Usual means of travel home from school**

11.3.1 The interviewer also asks about the child's usual main method of travel home from school. The sub-table at the foot of *Table 19* compares this with the usual method of travel to school. The "off the diagonal" percentages are very small because, for most pupils, the usual main methods of travel to and from school are the same. The right-hand column at the foot of the table shows that, overall, 58% of pupils walked home, 15% travelled home by car or van and 24% went home by bus. The "off diagonal" parts of the table show that the main difference between the methods of travel to and from school was that about 3% travelled to school by car or van but walked home, around 1% went to school by car or van but travelled home by bus, and under 1% walked to school but returned by car or van.

## 12 **Adults (16+) with limited mobility, and with Orange Badges** (*Table 20; Chart K*)

12.1 The interviewer asks adults with a long-standing limiting illness, health problem, or disability if they would normally find it difficult to manage certain activities on their own, such as walking for at least 10 minutes or using a bus. (Other adults are not asked these questions, and are therefore counted as *not* having such difficulties in this analysis.)

12.2 *Table 20* shows the results for five transport-related activities. 10% of adults said that they had a long-standing limiting illness, health problem, or disability and that they had difficulty walking for at least 10 minutes. The percentages who said that they would normally have difficulty using the following on their own were: bus - 7%; train - 5%; car - 2%; and taxi - 2%. Overall, 12% of adults said that they had a long-standing limiting illness, health problem, or disability and that they had difficulty with one or more of the five transport-related activities: 5% would normally find it difficult to manage one of the five activities on their own; 5% would have difficulty with two or three; and 2% with four or five of these activities.

12.3 There were differences between the sexes, for example, 5% of men said that they found it difficult to manage on their own on a bus compared with 8% of women. Overall, 11% of men said that they had a long-standing limiting illness, health problem, or disability and that they had difficulty with one or more of the activities compared with 13% of women.

12.4 Not surprisingly, the reported ability to manage such activities varied markedly with age: only 1-2% of people aged between 16 and 30 said that they found it difficult to walk for at least 10 minutes, compared with 35% of those aged 80 and over. Similarly, less than 5% of those aged 49 and under had difficulty in using a bus compared with 32% of those aged 80+. *Chart K* illustrates how the percentages having difficulty increase with age. Only 1% of people aged between 16 and 19, and 3% of 20-29 year olds, had difficulty managing one or more of the activities, compared with 19% of those aged 60-69, 26% of 70-79 year olds, and 41% of people aged 80 or over.

12.5 The interviewer also asks whether the adult has an Orange Badge, awarded under the scheme of parking concessions for disabled and blind people (NB: over the period from 1st April 2000 to 31 March 2003, Orange Badges are being replaced by EU Blue Badges). The lower part of *Table 20* shows that, overall, 4% of adults had an Orange Badge. The percentages for men and for women were the same. As would be expected, the percentage of the population who held an Orange Badge increased with age (eg 1% of 30-39 year olds, 4% of 50-59 year olds and 10% of 70-79 year olds held an Orange Badge) and was highest (11%) for the oldest age-group (those aged 80 or over).

Table 1 Households - walking time to the nearest bus stop, and frequency of service: 1999

	Walking time to nearest bus stop (minutes)					No bus serv.	Frequency of bus service: at least one every ... minutes					Sample size (=100%)
	up to 3	4 to 6	7 to 13	14 or more	Time not known		up to 13	14 to 26	27 to 63	64 or more	Freq. not known	
	row percentages											
<b>All households</b>	54	30	10	4	1	1	20	27	28	5	19	14,714
<b>by household type</b>												
Single adult	61	27	7	3	1	1	27	25	22	3	22	2,099
Small adult	55	29	9	5	1	1	18	24	28	6	22	2,510
Single parent	61	29	7	2	1	1	27	31	24	3	14	817
Small family	57	28	9	4	0	2	18	25	30	5	19	2,193
Large family	58	27	9	4	1	0	16	28	30	6	19	1,170
Large adult	56	30	9	4	0	1	18	28	31	6	16	1,542
Older smaller	47	34	13	4	1	2	16	28	32	6	17	2,096
Single pensioner	46	36	13	3	1	1	20	29	27	4	18	2,287
<b>by annual net household income</b>												
up to £ 5,000	52	31	12	3	1	1	23	28	27	5	16	1,311
over £ 5,000, up to £ 10,000	53	33	10	3	0	1	23	30	28	4	14	4,356
over £ 10,000, up to £ 15,000	57	30	8	3	1	1	21	27	27	5	19	3,600
over £ 15,000, up to £ 20,000	57	28	10	4	1	1	17	25	30	6	21	2,392
over £ 20,000, up to £ 25,000	53	30	12	5	0	1	15	25	30	5	25	1,245
over £ 25,000, up to £ 30,000	49	33	11	5	1	1	14	21	31	6	27	679
over £ 30,000, up to £ 40,000	50	29	12	6	1	2	11	23	29	7	27	514
over £ 40,000	50	24	12	8	3	2	16	24	25	8	25	257
<b>by MOSAIC area type</b>												
High income areas	44	35	16	4	0	0	12	24	30	5	29	1,700
Middle income owners	50	31	14	4	1	0	14	27	33	4	22	2,124
Lower income owners	57	31	9	2	1	0	16	25	31	5	22	1,323
Better off Council	58	33	7	1	1	0	18	32	33	2	14	2,437
Disadvantaged Council Estates	61	30	7	1	1	0	19	32	32	3	13	1,619
Families in Council Flats	60	30	7	1	1	0	36	34	16	0	13	1,099
Renting Singles	58	32	8	1	0	0	34	33	18	1	13	1,242
Singles and Flats	66	26	6	1	1	0	32	25	19	3	20	1,274
Country Dwellers	33	18	12	23	1	13	1	1	30	31	25	1,392
Institutional Areas	47	34	13	4	2	0	11	23	35	5	25	499

Table 2 Population - walking time to the nearest bus stop<sup>1</sup> and frequency of service: 1999

	walking time up to 6 minutes one bus every....					walk takes 7 - 13 mins one bus every ...				walk takes 14+ mins	No bus serv.	Sample size (=100%)
	up to 13 mins	14 to 26 min	27 to 63 min	64 + mins	Don't Know	up to 13 min	14 to 26 min	27 + mins	Don't Know			
	row percentages											
<b>All people</b>	17	24	25	4	14	1	2	3	3	4	1	34,791
<b>by sex</b>												
Male	17	24	26	4	15	1	2	4	3	4	1	16,482
Female	18	25	25	4	14	1	2	3	3	4	1	18,309
<b>by age</b>												
0 - 9	19	26	25	3	14	1	2	3	2	4	1	4,536
10 - 19	18	25	26	4	14	1	2	3	2	3	1	4,594
20 - 29	23	25	23	3	14	1	2	3	2	3	1	3,810
30 - 39	18	25	24	3	16	1	2	3	2	4	1	5,328
40 - 49	15	23	26	4	16	1	2	3	3	4	1	4,757
50 - 59	15	23	27	4	15	1	2	4	2	4	1	4,453
60 - 69	16	25	26	3	12	2	3	4	3	4	2	3,684
70 - 79	15	25	27	4	11	2	3	5	4	3	1	2,619
80 and over	17	21	23	3	14	1	3	4	6	4	1	1,007
<b>by urban / rural classification</b>												
The four cities	31	33	13	0	11	2	3	1	2	2	0	10,657
Other urban areas	17	27	28	0	18	1	2	2	2	1	0	11,488
Small "accessible" towns	2	26	42	2	14	0	2	7	2	2	0	3,275
Small "remote" towns	1	4	51	11	21	0	0	4	4	2	0	1,673
"Accessible" rural areas	2	6	38	13	12	1	1	8	4	11	3	4,488
"Remote" rural areas	0	1	20	25	11	0	0	9	3	20	11	3,190
<b>by whether a car is available for private use <sup>2</sup></b>												
no cars available	27	31	23	2	7	2	2	2	1	2	0	9,296
one or more cars available	14	22	26	4	17	1	2	4	3	5	1	25,495

1. The walking time to the nearest bus stop was not known in about 1% of cases

2. whether a car is available for the private use of one or more members of the household, not necessarily for the use of the person who is being counted

Table 3 Households - cars available for private use, with motor vehicles available for private use, and with bicycles which can be used by adults: 1999

	Cars available for private use:					1+ motor vehicles available for private use	Bicycles which can be used by adults	Sample size (=100%)
	None	One	Two	Three or more	One or more			
	<i>row percentages</i>							<i>n =</i>
<b>All households</b>	37	45	15	2	63	64	32	14,714
<b>by household type</b>								
Single adult	55	43	2	0	45	46	24	2,099
Small adult	20	53	25	2	80	80	38	2,510
Single parent	67	33	1	0	33	34	27	817
Small family	13	57	29	1	87	88	53	2,193
Large family	17	52	27	4	83	84	57	1,170
Large adult	18	36	31	15	82	83	48	1,542
Older smaller	31	59	10	0	69	70	16	2,096
Single pensioner	78	22	0	0	22	22	5	2,287
<b>by social class of Highest Income Householder</b>								
Professional occupations	6	48	41	5	94	94	56	735
Managerial and technical occupations	12	51	32	5	88	89	49	2,977
Skilled non-manual occupations	31	50	16	3	69	70	35	1,465
Skilled manual occupations	22	58	18	3	78	80	41	2,753
Partly skilled occupations	42	47	9	1	58	58	32	1,361
Unskilled occupations	61	33	5	1	39	39	25	503
<b>by annual net household income</b>								
up to £ 5,000	69	25	4	1	31	31	17	1,311
over £ 5,000, up to £ 10,000	63	33	3	1	37	37	16	4,356
over £ 10,000, up to £ 15,000	33	56	10	1	67	69	31	3,600
over £ 15,000, up to £ 20,000	14	59	24	3	86	87	42	2,392
over £ 20,000, up to £ 25,000	7	53	34	6	93	94	52	1,245
over £ 25,000, up to £ 30,000	3	48	41	8	97	97	58	679
over £ 30,000, up to £ 40,000	2	34	53	11	98	98	63	514
over £ 40,000	2	37	53	8	98	98	61	257
<b>by MOSAIC area type</b>								
High income areas	11	49	34	6	89	89	45	1,700
Middle income owners	18	53	25	4	82	82	40	2,124
Lower income owners	27	55	16	2	73	74	34	1,323
Better off Council	41	48	10	1	59	60	28	2,437
Disadvantaged Council Estates	50	43	7	1	50	51	25	1,619
Families in Council Flats	70	26	3	1	30	31	16	1,099
Renting Singles	69	28	2	1	31	32	13	1,242
Singles and Flats	46	45	9	1	54	55	31	1,274
Country Dwellers	13	51	30	6	87	88	49	1,392
Institutional Areas	20	54	22	4	80	82	38	499
<b>by urban / rural classification</b>								
The four cities	48	39	11	1	52	53	23	4,767
Other urban areas	35	47	15	2	65	65	32	4,790
Small "accessible" towns	29	53	16	3	71	72	39	1,358
Small "remote" towns	37	50	12	1	63	64	41	702
"Accessible" rural areas	20	47	28	5	80	81	44	1,810
"Remote" rural areas	21	52	24	4	79	80	43	1,281

Table 4 Motor vehicles available for private use - type and ownership: 1999

	Privately owned	Privately leased	Company vehicle	All vehicles	Sample size (vehicles)
	<i>percentage of vehicles</i>				<i>n =</i>
Car (including 4-wheel drive, landrover, etc)	85.7	2.0	6.9	94.6	12,661
Van (including camper vans, etc)	1.9	0.0	1.6	3.5	509
Motor cycle or moped	1.4	0.0	0.0	1.4	196
Other motor vehicles	0.4	0.0	0.1	0.5	80
All motor vehicles	89.3	2.1	8.6	100.0	13,446

Table 5 Households - type of any motor vehicles available for private use: 1999

	Annual net household income							All households
	up to £5,000	£5,001 to £10,000	£10,001 to £15,000	£15,001 to £20,000	£20,001 to £25,000	£20,001 to £30,000	over £30,000	
	<i>column percentages</i>							
One or more ...								
Privately-owned cars	29.9	35.5	63.8	80.8	87.6	91.8	91.4	59.6
Privately-own vans (no priv.-own. cars)	0.2	0.2	0.7	0.4	0.4	0.0	0.1	0.4
Privately-leased cars (none of above)	0.7	1.0	1.6	1.8	1.1	0.9	1.5	1.3
Privately-leased vans (none of above)	0.0	0.0	0.1	0.0	0.0	0.0	0.0	0.0
Company cars (none of above)	0.1	0.3	1.9	3.5	4.4	3.9	4.8	1.9
Company vans (none of above)	0.2	0.2	0.6	0.4	0.2	0.0	0.0	0.3
Motorcycles / mopeds (no car/van)	0.0	0.1	0.1	0.0	0.2	0.0	0.0	0.1
Other motor vehicles (none of above)	0.1	0.0	0.1	0.2	0.0	0.1	0.1	0.1
No motor vehicles avail. for priv. use	68.8	62.7	31.2	12.9	6.1	3.2	2.1	36.3
All households	100.0	100.0	100.0	100.0	100.0	100.0	100.0	100.0
Sample size (= 100%) n =	1,311	4,356	3,600	2,392	1,245	679	771	14,714

Table 6 People aged 17 and over - type of driving licence (if any): 1999

	Full driving licence (car or motorcycle)	Provisional licence	Currently disqualified from driving	Licence suspended on medical grounds	Never held a UK driving licence	Don't know or not recorded	All	Sample size (= 100%)
	<i>row percentages</i>							<i>n =</i>
<b>All people aged 17+</b>	64	6	0	1	28	1	100	26,924
<b>by sex:</b>								
Male	77	5	0	1	16	2	100	12,600
Female	53	7	0	1	39	1	100	14,324
<b>by age:</b>								
17 - 19	30	33	0	0	37	0	100	1,266
20 - 29	66	12	0	0	21	0	100	3,810
30 - 39	78	6	0	0	16	0	100	5,328
40 - 49	76	4	0	0	19	0	100	4,757
50 - 59	69	2	0	1	27	0	100	4,453
60 - 69	59	1	0	1	38	0	100	3,684
70 - 79	42	0	0	3	48	7	100	2,619
80 and over	22	0	0	6	56	15	100	1,007

Table 7 **F** People aged 17 and over - those who hold a full driving licence<sup>1</sup>: 1999

	Age group								All aged 17 +	Sample size
	17 to 19	20 to 29	30 to 39	40 to 49	50 to 59	60 to 69	70 to 79	80+		
	<i>percentage of the relevant population sub-group<sup>2</sup></i>									<i>n =</i>
<b>All people aged 17+</b>	30	66	78	76	69	59	42	22	64	26,924
<b>by sex:</b>										
Men	32	72	86	85	83	78	66	48	77	12,600
Women	27	61	70	68	57	42	24	9	53	14,324
<b>by current situation<sup>§</sup>:</b>										
Self-employed	*	88	94	94	94	93	*	*	93	1,531
Employed full-time	39	79	88	85	82	80	*	*	82	10,021
Employed part-time	*	58	74	71	59	60	*	*	66	2,973
Looking after home / family	*	36	52	54	48	43	43	*	46	2,243
Permanently retired from work	*	*	*	*	75	57	41	23	46	6,118
Unemployed and seeking work	6	35	54	51	54	*	*	*	43	1,102
Higher / further education	38	65	*	*	*	*	*	*	54	1,015
Permanently sick or disabled	*	*	40	40	46	44	*	*	41	1,272
<b>by social class of Highest Income Householder:</b>										
Professional occupations	*	84	93	91	94	89	*	*	88	1,492
Managerial and technical occs.	37	79	89	90	87	84	59	*	83	6,023
Skilled non-manual occupations	33	68	81	80	78	70	*	*	73	2,647
Skilled manual occupations	31	71	80	76	70	65	*	*	71	5,894
Partly skilled occupations	21	55	68	64	56	57	*	*	57	2,575
Unskilled occupations	*	44	47	47	46	34	*	*	42	896
<b>by annual net household income:</b>										
up to £ 5,000	*	57	56	54	57	51	28	18	44	1,799
over £ 5,000, up to £ 10,000	18	44	51	51	50	49	37	21	43	6,543
over £ 10,000, up to £ 15,000	24	69	72	69	64	61	49	29	63	6,792
over £ 15,000, up to £ 20,000	33	72	86	80	78	67	62	*	75	5,061
over £ 20,000, up to £ 25,000	32	81	90	85	86	83	*	*	81	2,788
over £ 25,000, up to £ 30,000	41	89	92	90	91	*	*	*	87	1,522
over £ 30,000, up to £ 40,000	*	84	94	94	95	*	*	*	88	1,185
over £ 40,000	*	*	93	97	*	*	*	*	91	554
<b>by MOSAIC area type:</b>										
High income areas	47	83	94	94	91	84	71	42	85	3,432
Middle income owners	36	82	91	88	85	74	51	29	78	4,139
Lower income owners	*	78	82	81	77	66	40	*	71	2,427
Better off Council	24	59	69	62	56	50	31	16	54	4,759
Disadvantaged Council Estates	18	57	67	62	53	43	32	14	50	2,857
Families in Council Flats	13	40	46	39	34	30	22	*	35	1,767
Renting Singles	*	51	63	55	46	30	25	9	40	1,790
Singles and Flats	32	71	78	74	68	63	39	*	64	2,043
Country Dwellers	42	79	94	92	87	81	71	*	83	2,752
Institutional Areas	*	78	89	91	83	*	*	*	78	948
<b>by urban / rural classification:</b>										
The four cities	25	61	72	68	60	50	35	16	57	8,322
Other urban areas	31	67	77	75	69	57	40	23	63	8,853
Small "accessible" towns	32	72	82	82	72	62	42	*	68	2,504
Small "remote" towns	*	60	76	80	69	61	50	*	64	1,280
"Accessible" rural areas	38	80	90	88	83	77	53	*	78	3,495
"Remote" rural areas	40	75	89	86	85	76	62	42	77	2,458
<b>Sample size</b>	<i>n =</i>	1,266	3,810	5,328	4,757	4,453	3,684	2,619	1,007	26,924

1 The interviewer asks whether the person holds a full driving licence (car or motorcycle).

2 The denominator includes people for whom it was not known, or not recorded, what type of driving licence (if any) was held - see Table 6

§ There are also small numbers described as "at school", "on Government work or training scheme", "unable to work due to short-term ill-health", or "other"

\* A percentage has not been given, because it would be based on information which the SHS obtained in respect of fewer than 100 people

Table 8 People aged 17 and over - frequency of driving: 1999

	Every day	Per Week		Per Month			Holds full licence, never drives	Total with a full driving licence	Does not have a full driving licence	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>										
<b>All people aged 17+</b>	44	7	5	1	1	2	4	64	36	26,924
<b>by sex:</b>										
Male	56	8	5	1	1	2	4	77	23	12,600
Female	34	7	4	1	1	2	4	53	47	14,324
<b>by age:</b>										
17 - 19	16	4	3	1	1	2	2	30	70	1,266
20 - 29	45	6	5	2	1	3	4	66	34	3,810
30 - 39	61	7	5	1	1	1	3	78	22	5,328
40 - 49	59	7	4	1	0	1	3	76	24	4,757
50 - 59	50	8	4	1	0	2	4	69	31	4,453
60 - 69	34	10	5	1	0	2	6	59	41	3,684
70 - 79	18	9	5	1	0	2	6	42	58	2,619
80 and over	8	5	2	1	0	1	6	22	78	1,007
<b>by current situation<sup>§</sup>:</b>										
Self-employed	77	8	4	1	0	1	2	93	7	1,531
Employed full-time	67	6	4	1	1	1	2	82	18	10,021
Employed part-time	47	9	4	1	0	1	4	66	34	2,973
Looking after home / family	26	8	5	1	1	1	4	46	54	2,243
Permanently retired from work	23	10	5	1	0	2	6	46	54	6,118
Unemployed and seeking work	22	4	5	1	1	2	7	43	57	1,102
Higher / further education	21	8	7	3	3	8	5	54	46	1,015
Permanently sick or disabled	17	6	5	1	0	3	9	41	59	1,272
<b>by social class of Highest Income Householder:</b>										
Professional occupations	65	9	8	1	1	2	2	88	12	1,492
Managerial and technical occs.	63	10	5	1	1	2	3	83	17	6,023
Skilled non-manual occupations	51	8	4	1	1	2	5	73	27	2,647
Skilled manual occupations	54	7	4	1	1	1	3	71	29	5,894
Partly skilled occupations	39	5	3	2	1	2	5	57	43	2,575
Unskilled occupations	27	3	2	1	0	2	6	42	58	896
<b>by annual net household income:</b>										
up to £ 5,000	22	6	4	1	1	3	7	44	56	1,799
over £ 5,000, up to £ 10,000	23	6	4	1	1	2	7	43	57	6,543
over £ 10,000, up to £ 15,000	43	8	4	1	1	2	4	63	37	6,792
over £ 15,000, up to £ 20,000	56	8	5	1	1	1	3	75	25	5,061
over £ 20,000, up to £ 25,000	63	8	5	1	0	1	2	81	19	2,788
over £ 25,000, up to £ 30,000	68	9	6	1	0	1	2	87	13	1,522
over £ 30,000, up to £ 40,000	72	10	4	1	0	0	1	88	12	1,185
over £ 40,000	72	11	5	2	0	1	0	91	9	554
<b>by MOSAIC area type:</b>										
High income areas	62	11	6	1	0	1	3	85	15	3,432
Middle income owners	58	9	5	1	1	1	3	78	22	4,139
Lower income owners	52	7	4	1	1	1	4	71	29	2,427
Better off Council	38	5	4	1	0	1	4	54	46	4,759
Disadvantaged Council Estates	33	6	4	1	0	2	5	50	50	2,857
Families in Council Flats	21	3	2	1	1	2	6	35	65	1,767
Renting Singles	22	4	3	1	0	2	6	40	60	1,790
Singles and Flats	35	8	7	2	2	4	6	64	36	2,043
Country Dwellers	59	13	6	1	0	1	2	83	17	2,752
Institutional Areas	57	8	5	2	1	3	2	78	22	948
<b>by urban / rural classification:</b>										
The four cities	37	6	4	1	1	2	5	57	43	8,322
Other urban areas	46	7	4	1	0	2	4	63	37	8,853
Small "accessible" towns	49	9	5	1	0	1	3	68	32	2,504
Small "remote" towns	43	9	5	1	0	2	3	64	36	1,280
"Accessible" rural areas	58	10	6	1	0	1	3	78	22	3,495
"Remote" rural areas	53	13	5	2	1	1	3	77	23	2,458

§ There are also small numbers described as "at school", "on Government work or training scheme", "unable to work due to short-term ill-health" or "other"

Table 9 **People aged 17+ - reasons for driving, reasons for never learning to drive, reasons for not driving, and reasons for not using buses more often: 1999**

	All 17 +	by sex		by age								
		Male	Female	17 - 19	20 - 29	30 - 39	40 - 49	50 - 59	60 - 69	70-79	80+	
<b>Reasons for driving# -</b> <span style="float: right;"><i>column percentages</i></span>												
<b>people aged 17+ who are said to drive nowadays</b>												
For a living - eg bus, taxi, lorry driver,	6	9	1	1	4	7	7	8	3	0	0	
On business - eg to meetings	16	20	10	3	10	18	23	20	9	2	2	
For social and personal reasons	88	85	91	93	85	86	85	86	94	99	99	
To and from work	52	54	50	41	62	65	65	55	17	4	4	
All who are said to drive nowadays	100	100	100	100	100	100	100	100	100	100	100	
Sample size (= 100%)	n =	16,500	9,311	7,189	369	2,419	4,065	3,540	2,974	1,988	968	177
<b>Reasons for not driving#</b>												
<b>people aged 17+ who have never held a UK driving licence, or who never drive nowadays</b>												
Never learnt to drive	14	10	16	16	10	9	8	13	18	18	21	
Don't hold a licence	12	12	12	12	13	10	10	14	11	12	11	
No car	6	10	4	7	10	6	7	5	3	5	4	
Can't afford a car	3	4	3	3	5	4	5	3	3	2	2	
Too expensive	6	8	6	15	15	10	4	3	5	5	3	
Too nervous / lack of confidence	8	3	9	0	9	14	10	9	6	6	2	
No interest / never wanted to drive	10	11	10	9	6	9	9	16	12	8	6	
Too old	3	3	3	0	1	0	1	2	2	6	16	
Health / eye problems / blind / disabled	7	12	5	2	2	6	7	9	8	8	10	
Congestion on roads / too much traffic	4	3	4	0	2	3	5	5	5	3	1	
One or more other reason(s)	4	6	5	9	9	7	7	5	4	3	3	
No particular reason	31	28	33	28	26	31	37	27	32	33	32	
All for whom a reason is available <sup>1</sup>	100	100	100	100	100	100	100	100	100	100	100	
Sample size (= 100%)	n =	4,564	1,138	3,426	138	417	508	460	670	973	935	463
<b>Reasons for never learning to drive#</b> <span style="float: right;"><i>July to December interviews only</i></span>												
<b>people aged 17+ who have never held a UK driving licence</b>												
Could not afford it	22	26	20	35	46	21	25	11	16	21	17	
Too young	2	5	1	26	2	1	1	1	0	0	2	
Too nervous / lack of confidence	18	7	21	7	11	28	18	22	15	18	14	
No interest / never wanted to drive	44	45	44	13	24	35	44	48	55	51	50	
No car / could not afford a car	10	12	10	13	10	8	8	7	11	12	14	
Health reasons	7	8	6	6	2	7	13	11	5	5	5	
Failed test, gave up trying	6	6	6	7	8	7	7	8	6	3	4	
Don't need to drive (eg given lifts)	9	10	8	7	6	9	5	12	6	12	10	
One or more other reason(s)	6	8	6	7	11	7	3	6	7	7	6	
No particular reason	1	1	1	2	1	1	1	0	1	0	1	
All for whom a reason is available <sup>1</sup>	100	100	100	100	100	100	100	100	100	100	100	
Sample size (= 100%)	n =	2,291	514	1,777	76	200	239	222	322	471	511	250
<b>Reasons for not using buses more often#</b> <span style="float: right;"><i>July to December interviews only</i></span>												
<b>people aged 17+</b>												
Nothing	5	5	6	10	5	4	4	3	7	7	5	
Takes too long	9	9	9	12	13	11	10	9	5	3	2	
Inconvenient	25	27	23	19	26	32	32	28	19	13	10	
No direct route	10	11	9	10	10	13	12	13	5	5	2	
Use own car	26	30	23	9	24	31	27	27	30	22	10	
Need car for / at work	5	7	3	1	4	7	9	7	3	1	0	
Cost	11	12	11	18	17	13	13	13	6	5	3	
Work unsocial or unusual hours	3	5	2	2	4	6	4	3	1	0	0	
Public transport unreliable	5	6	5	6	7	6	5	8	4	3	2	
Lack of service	13	13	13	12	13	15	16	16	11	8	6	
Too infrequent	8	9	8	8	9	9	10	8	8	4	4	
Health reasons	7	5	8	2	2	2	4	6	9	14	34	
Difficult access, on-off steps	4	2	5	2	2	2	2	2	4	9	18	
Too much to carry, awkward	3	2	4	2	4	5	3	3	3	3	3	
Uncomfortable	3	3	3	2	4	3	2	3	2	4	3	
No need	17	16	17	19	13	14	13	17	20	23	23	
Prefer to walk	8	8	8	8	7	7	8	8	10	9	7	
Dislike waiting about	4	4	4	3	6	4	3	4	3	4	1	
Live centrally, within walking distance	4	3	4	6	4	4	3	3	4	5	3	
One or more other reason(s)	9	7	10	9	8	8	7	9	10	10	10	
All for whom a reason is available	100	100	100	100	100	100	100	100	100	100	100	
Sample size (= 100%)	n =	7,529	3,256	4,273	195	888	1,504	1,168	1,179	1,165	988	442

1. Including those who said that there was no particular reason

# The percentages may add up to more than 100%, because respondents can give more than one reason

Table 10 Adults (16+) - frequency of walking in the previous seven days<sup>1</sup>: 1999

	As means of transport (ie to go somewhere- eg work, shopping, or friends)				Just for pleasure or to keep fit (incl. jogging and walking a dog)				Sample size (=100%)	n =	
	1 - 2 none	3 - 5 days	6 - 7 days	1 + days	1 - 2 none	3 - 5 days	6 - 7 days	1 + days			
	<i>row percentages</i>										
<b>All people aged 16+</b>	48	19	18	15	52	60	16	11	14	40	13,703
<b>by sex:</b>											
men	49	17	17	17	51	56	17	12	15	44	5,899
women	47	20	19	14	53	63	15	10	12	37	7,804
<b>by age:</b>											
16 - 19	29	19	29	23	71	66	15	11	7	34	476
20 - 29	38	18	24	20	62	62	17	10	10	38	1,694
30 - 39	46	20	19	15	54	58	19	11	12	42	2,792
40 - 49	49	19	19	13	51	56	16	11	17	44	2,092
50 - 59	49	20	16	15	51	57	16	11	17	43	2,123
60 - 69	52	19	14	15	48	57	15	11	17	43	2,062
70 - 79	58	16	13	13	42	67	11	9	13	33	1,725
80 and over	69	14	9	7	31	80	8	6	6	20	739
<b>by current situation<sup>5</sup>:</b>											
Self-employed	55	17	13	15	45	48	18	13	21	52	692
Employed full-time	48	19	19	14	52	58	19	11	12	42	4,405
Employed part-time	41	20	23	16	59	58	17	10	15	42	1,430
Looking after home / family	41	22	20	17	59	63	13	9	15	37	1,196
Permanently retired from work	56	17	14	13	44	63	13	10	14	37	3,931
Unemployed and seeking work	36	20	21	22	64	57	15	12	16	43	583
Higher / further education	25	21	30	24	75	64	18	12	6	36	369
Permanently sick or disabled	66	14	10	10	34	76	7	6	11	24	716
<b>by social class:</b>											
Professional occupations	35	25	24	16	65	49	23	14	14	51	344
Managerial and technical occs.	49	18	19	13	51	49	22	13	16	51	1,876
Skilled non-manual occupations	45	21	20	14	55	60	18	9	13	40	1,641
Skilled manual occupations	49	19	18	15	51	57	16	13	14	43	1,432
Partly skilled occupations	39	19	22	20	61	61	14	11	14	39	1,136
Unskilled occupations	39	15	20	26	61	61	15	9	15	39	482
<b>by annual net household income:</b>											
up to £ 5,000	50	16	18	17	50	62	14	9	15	38	1,252
over £ 5,000, up to £ 10,000	47	18	17	18	53	66	12	10	13	34	4,166
over £ 10,000, up to £ 15,000	49	18	17	16	51	62	16	9	14	38	3,346
over £ 15,000, up to £ 20,000	48	19	18	14	52	59	18	9	14	41	2,191
over £ 20,000, up to £ 25,000	48	21	20	11	52	52	19	15	14	48	1,138
over £ 25,000, up to £ 30,000	46	21	20	13	54	53	20	13	15	47	604
over £ 30,000, up to £ 40,000	49	20	21	10	51	56	18	14	12	44	458
over £ 40,000	47	24	17	11	53	49	19	15	17	51	231
<b>by MOSAIC area type:</b>											
High income areas	48	21	20	11	52	53	18	12	17	47	1,569
Middle income owners	48	21	19	12	52	55	19	13	14	45	1,959
Lower income owners	50	18	18	14	50	58	17	10	15	42	1,248
Better off Council	48	19	18	14	52	64	14	9	13	36	2,240
Disadvantaged Council Estates	46	18	18	18	54	66	13	9	12	34	1,524
Families in Council Flats	45	17	18	21	55	72	10	8	10	28	1,012
Renting Singles	45	17	18	19	55	69	14	8	9	31	1,182
Singles and Flats	34	21	21	24	66	58	17	12	12	42	1,203
Country Dwellers	66	13	10	11	34	47	18	13	22	53	1,300
Institutional Areas	54	18	18	10	46	58	20	12	9	42	461
<b>by urban / rural classification:</b>											
The four cities	44	20	20	17	56	65	15	9	11	35	4,423
Other urban areas	47	20	19	15	53	62	15	10	13	38	4,455
Small "accessible" towns	46	19	19	16	54	56	16	13	15	44	1,282
Small "remote" towns	39	20	19	22	61	54	16	14	16	46	667
"Accessible" rural areas	62	16	13	10	38	52	18	12	18	48	1,687
"Remote" rural areas	62	13	12	13	38	45	20	14	21	55	1,183

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.

§ There are also small numbers described as "at school", "on Government work or training scheme", "unable to work due to short-term ill-health" or "other"

Table 11 Adults (16+) - frequency of cycling in the previous seven days<sup>1</sup>: 1999

	As means of transport (ie to go somewhere- eg work, shopping, or friends)					Just for pleasure or to keep fit					Sample size (=100%)  n =
	1 - 2 days	3 - 5 days	6 - 7 days	1 + days	none	1 - 2 days	3 - 5 days	6 - 7 days	1 + days		
<b>All people aged 16+</b>	97	1	1	1	3	96	3	1	0	4	13,747
<b>by sex:</b>											
men	96	2	1	1	4	95	4	1	1	5	5,916
women	98	1	1	0	2	97	2	0	0	3	7,831
<b>by age:</b>											
16 - 19	94	2	3	2	6	95	3	1	1	5	477
20 - 29	96	2	1	1	4	95	3	1	0	5	1,696
30 - 39	96	2	1	1	4	94	4	1	0	6	2,796
40 - 49	98	1	1	1	2	95	3	1	0	5	2,097
50 - 59	98	1	1	0	2	97	2	1	0	3	2,123
60 - 69	98	1	1	0	2	98	1	1	1	2	2,067
70 - 79	98	1	0	0	2	99	1	0	0	1	1,741
80 and over	99	1	0	0	1	100	0	0	0	0	750
<b>by current situation<sup>§</sup>:</b>											
Self-employed	96	2	1	1	4	96	3	0	1	4	695
Employed full-time	96	2	1	1	4	95	4	1	0	5	4,400
Employed part-time	97	2	1	0	3	96	3	1	0	4	1,429
Looking after home / family	98	1	1	0	2	97	2	0	1	3	1,200
Permanently retired from work	99	1	0	0	1	99	1	0	0	1	3,961
Unemployed and seeking work	94	3	1	1	6	95	4	1	1	5	583
Higher / further education	95	1	2	2	5	94	4	2	1	6	370
Permanently sick or disabled	99	0	0	0	1	99	0	0	0	1	730
<b>by social class</b>											
Professional occupations	97	2	0	0	3	93	6	1	0	7	344
Managerial and technical occs	96	1	2	1	4	95	4	1	0	5	1,878
Skilled non-manual occupations	97	1	1	1	3	96	3	1	0	4	1,646
Skilled manual occupations	96	2	1	1	4	94	4	1	1	6	1,430
Partly skilled occupations	95	2	2	1	5	95	4	1	1	5	1,134
Unskilled occupations	94	2	2	2	6	97	2	0	1	3	485
<b>by annual net household income:</b>											
up to £ 5,000	97	2	1	0	3	97	2	1	0	3	1,260
over £ 5,000, up to £ 10,000	97	1	1	1	3	97	1	1	0	3	4,184
over £ 10,000, up to £ 15,000	97	1	1	1	3	96	3	1	1	4	3,361
over £ 15,000, up to £ 20,000	97	2	1	0	3	96	3	1	0	4	2,194
over £ 20,000, up to £ 25,000	97	1	2	1	3	95	3	1	0	5	1,137
over £ 25,000, up to £ 30,000	97	2	0	1	3	95	3	2	1	5	604
over £ 30,000, up to £ 40,000	98	2	1	0	2	95	4	1	0	5	459
over £ 40,000	95	3	1	0	5	91	7	1	1	9	231
<b>by MOSAIC area type:</b>											
High income areas	97	2	1	0	3	96	3	1	0	4	1,573
Middle income owners	97	2	1	1	3	96	3	1	0	4	1,959
Lower income owners	97	1	1	1	3	96	3	1	1	4	1,249
Better off Council	97	1	1	1	3	97	2	0	0	3	2,252
Disadvantaged Council Estates	97	1	1	1	3	97	2	1	0	3	1,534
Families in Council Flats	97	2	1	0	3	98	2	0	0	2	1,017
Renting Singles	97	2	1	1	3	97	2	0	1	3	1,185
Singles and Flats	95	1	2	2	5	94	3	2	0	6	1,203
Country Dwellers	96	2	1	1	4	94	4	1	1	6	1,306
Institutional Areas	98	1	1	0	2	94	5	1	0	6	464
<b>by urban / rural classification:</b>											
The four cities	97	2	1	1	3	97	2	1	0	3	4,435
Other urban areas	97	1	1	1	3	96	2	1	0	4	4,479
Small "accessible" towns	97	2	1	1	3	96	3	1	0	4	1,282
Small "remote" towns	96	2	1	1	4	94	4	2	1	6	666
"Accessible" rural areas	97	2	1	1	3	94	4	1	1	6	1,691
"Remote" rural areas	96	2	1	1	4	95	3	1	1	5	1,188

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.

§ There are also small numbers described as "at school", "on Government work or training scheme", "unable to work due to short-term ill-health" or "other"

Table 12 **Adults (16+) - who walked or cycled in the previous seven days<sup>1</sup>: 1999**

	As means of transport (ie to go somewhere- eg work, shopping, or friends)				Just for pleasure or to keep fit <sup>2</sup>				Sample size per quarter (average)
	Q 1	Q 2	Q 3	Q 4	Q 1	Q 2	Q 3	Q 4	
<i>percentages of the population</i>									<i>n =</i>
<b>Walking</b>									
<b>All people aged 16+</b>	53.4	53.2	50.5	52.7	38.4	43.8	42.3	35.6	3,426
<b>by sex:</b>									
men	53.2	51.9	48.8	51.4	41.3	46.9	45.5	41.6	1,475
women	53.6	54.2	52.0	53.7	36.0	41.2	39.7	30.7	1,951
<b>by age:</b>									
16 - 19	71.1	75.3	61.4	76.1	31.1	39.4	42.0	23.7	119
20 - 29	67.6	62.8	57.5	62.3	35.7	44.8	38.5	30.8	424
30 - 39	51.6	55.6	54.6	52.2	41.7	46.7	43.1	35.5	698
40 - 49	50.8	52.4	48.2	52.8	40.8	47.0	47.9	40.8	523
50 - 59	56.4	50.0	51.3	50.2	42.8	42.3	49.3	38.8	531
60 - 69	49.1	47.5	48.7	49.2	42.3	46.1	43.0	41.0	516
70 - 79	41.6	44.7	41.5	43.4	30.0	38.9	32.7	33.1	431
80 and over	33.4	31.7	31.2	35.1	18.5	26.3	20.5	22.1	185
<b>by current situation<sup>3</sup>:</b>									
Self-employed	48.7	44.2	48.8	39.0	51.5	52.2	56.0	49.9	173
Employed full-time	54.2	54.5	48.4	51.2	40.7	45.5	45.6	36.6	1,101
Employed part-time	57.2	57.7	61.8	58.5	42.4	43.5	45.2	36.7	358
Looking after home / family	64.7	57.5	56.1	60.8	31.8	45.1	40.8	29.2	299
Permanently retired from work	45.5	44.8	44.6	45.2	36.7	41.1	37.0	36.6	983
Unemployed and seeking work	60.5	64.4	64.6	66.6	42.3	51.1	45.4	34.5	146
Higher / further education	75.6	76.9	61.2	81.4	37.9	48.5	39.9	26.4	92
Permanently sick or disabled	33.4	34.9	35.4	36.8	20.7	23.0	28.6	28.0	179
<i>Sample size</i>	<i>n =</i>	2,451	3,726	4,009	3,597	2,451	3,726	4,009	3,597
<b>Cycling</b>									
<b>All people aged 16+</b>	2.5	3.6	4.0	2.9	2.8	4.9	5.4	2.7	3,437
<b>by sex:</b>									
men	3.7	4.5	5.1	4.3	4.4	6.3	7.2	4.1	1,479
women	1.5	3.0	3.1	1.8	1.5	3.7	3.9	1.6	1,958
<b>by age:</b>									
16 - 19	5.5	6.7	9.1	3.6	1.9	7.1	8.9	1.9	119
20 - 29	2.9	4.9	6.7	4.1	4.1	4.7	8.0	3.0	424
30 - 39	2.8	4.3	5.5	3.9	3.5	7.3	8.4	3.8	699
40 - 49	1.3	3.2	2.3	3.1	3.9	6.3	5.1	2.9	524
50 - 59	1.6	3.6	2.9	2.4	2.0	4.7	3.5	3.0	531
60 - 69	3.4	2.0	3.3	1.8	1.1	2.5	3.8	2.6	517
70 - 79	2.0	3.0	2.5	2.1	2.1	1.5	2.2	1.4	435
80 and over	1.9	0.7	1.0	0.9	2.0	1.2	0.6	0.4	188
<b>by current situation<sup>3</sup>:</b>									
Self-employed	3.2	2.8	5.6	3.3	4.2	5.7	5.9	1.7	174
Employed full-time	2.6	4.7	4.5	3.5	4.1	6.9	7.0	3.7	1,100
Employed part-time	1.1	5.0	5.0	2.9	2.5	7.4	4.6	2.8	357
Looking after home / family	1.8	2.7	2.3	2.3	1.4	2.5	4.3	2.2	300
Permanently retired from work	2.4	2.1	2.2	1.1	1.5	1.8	2.8	1.0	990
Unemployed and seeking work	3.4	5.1	9.0	6.1	1.4	5.1	10.3	3.7	146
Higher / further education	4.3	3.8	6.7	6.2	3.4	6.2	11.4	3.2	93
Permanently sick or disabled	0.0	1.0	0.8	0.7	0.0	0.7	1.0	1.0	183
<i>Sample size</i>	<i>n =</i>	2,451	3,726	4,009	3,597	2,451	3,726	4,009	3,597

1 A person is counted as having walked or cycled in the previous seven days if, in that period, he or she made a trip of more than a quarter of a mile by foot or by bicycle for the specified purpose.

2 This category includes jogging and walking a dog.

3 There are also small numbers described as "at school", "on Government work or training scheme", "unable to work due to short-term ill-health" or "other"

Table 13 **Employed<sup>1</sup> adults (16+) - place of work: 1999**

	Works from home	Does not work from home	All employed adults	Sample size (100%)
	<i>row percentages</i>			<i>n =</i>
<b>All employed adults</b>	7.5	92.5	100	6,537
Self-employed	44.6	55.4	100	697
Employed full-time	3.0	97.0	100	4,408
Employed part-time	4.3	95.7	100	1,432

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

Table 14 **Employed<sup>1</sup> adults (16+) not working from home - usual method of travel to work<sup>2</sup>: 1999**

	Walking	Car or van		Bicycle	Bus	Rail	Other	Sample size (=100%)	
	Driver	Passen.	All			(inc. Glas Underg)	(eg taxi, m/cycle)		
	<i>row percentages</i>							<i>n =</i>	
<b>All who do not work from home</b>	14	55	12	67	2	12	3	3	6,022
<b>by sex:</b>									
men	10	61	10	71	2	9	3	4	2,915
women	18	49	13	62	1	15	3	2	3,107
<b>by age:</b>									
16 - 19	18	16	21	37	3	35	4	3	125
20 - 29	15	51	12	63	2	13	4	3	1,059
30 - 39	12	59	11	70	2	9	3	3	1,958
40 - 49	13	57	12	69	1	11	3	3	1,425
50 - 59	15	55	11	66	1	14	2	3	1,153
60 and over	15	54	11	65	3	12	4	2	302
<b>by current situation:</b>									
Self-employed	13	62	9	71	1	3	2	10	382
Employed full-time	11	57	12	70	2	12	4	3	4,272
Employed part-time	24	44	12	56	1	15	2	2	1,368
<b>by social class</b>									
Professional occupations	14	63	6	69	1	7	7	3	279
Managerial and technical occs.	10	67	9	77	1	7	4	2	1,443
Skilled non-manual occupations	14	48	13	61	1	19	4	1	1,164
Skilled manual occupations	11	55	16	71	2	11	1	4	1,018
Partly skilled occupations	21	42	15	56	3	13	1	5	682
Unskilled occupations	35	26	14	40	2	21	0	1	285
<b>by annual net household income</b>									
up to £ 5,000	25	40	16	56	1	9	4	5	138
over £ 5,000, up to £ 10,000	24	32	13	45	2	24	2	3	860
over £ 10,000, up to £ 15,000	16	49	14	63	2	15	2	3	1,704
over £ 15,000, up to £ 20,000	14	57	11	68	1	11	3	3	1,452
over £ 20,000, up to £ 25,000	10	62	11	73	2	8	4	3	820
over £ 25,000, up to £ 30,000	8	70	7	77	1	7	4	4	444
over £ 30,000, up to £ 40,000	6	75	8	83	1	4	4	3	347
over £ 40,000	7	64	14	78	1	5	6	3	169
<b>by MOSAIC area type:</b>									
High income areas	6	73	8	81	1	5	4	2	746
Middle income owners	9	64	11	75	1	9	3	3	1,015
Lower income owners	12	55	14	69	2	11	2	4	662
Better off Council	14	47	17	64	2	16	1	3	998
Disadvantaged Council Estates	21	44	12	56	2	17	3	2	560
Families in Council Flats	23	33	14	46	1	26	2	2	299
Renting Singles	16	42	10	52	1	22	6	3	323
Singles and Flats	24	41	8	49	4	14	6	3	587
Country Dwellers	11	67	11	78	2	5	1	4	563
Institutional Areas	10	67	11	78	1	6	3	2	265
<b>by urban / rural classification:</b>									
The four cities	14	48	10	58	1	19	4	3	1,816
Other urban areas	13	56	14	70	2	10	3	3	2,006
Small "accessible" towns	14	59	12	71	2	8	2	3	599
Small "remote" towns	28	42	14	56	4	7	2	4	308
"Accessible" rural areas	10	69	8	77	1	6	2	4	805
"Remote" rural areas	15	58	14	72	2	7	0	4	483

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.

Table 15 **Employed<sup>1</sup> adults (16+) not working from home, who usually travel to work by car/van by foot or by bus - by reasons for using that means of transport#: 1999**

July to December interviews only

	Usual method of travel to work					
	Driver of car / van	Passenger in car / van	All who travel by car / van	Walking	Bus	
	<i>column percentages</i>					
Close, nearby, not far away	1	3	2	67	4	
Most convenient	68	76	70	32	63	
Travel with friends	0	11	2	0	1	
Safest method	3	3	3	1	1	
Quickest method	30	28	29	16	18	
Only method available	13	9	12	3	20	
Too far to walk	7	8	7	0	19	
No public transport	12	9	12	3	1	
Unsuitable public transport	20	13	19	4	1	
Exercise / fresh air	0	0	0	19	0	
No car / transport	0	4	1	7	19	
Cheapest method	1	3	1	3	3	
Need car at work	17	3	15	0	0	
Work patterns	10	7	9	1	2	
Distance	7	4	6	4	5	
Too much to carry	4	1	4	0	0	
Parking problems	0	1	0	1	6	
One or more other reason(s)	5	1	4	1	4	
All for whom a reason is available	100	100	100	100	100	
sample size (=100%)	<i>n</i> =	1,877	349	2,226	542	436

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

# The percentages may total more than 100, because respondents can give more than one reason

Table 16 **Employed<sup>1</sup> adults (16+) not working from home, who usually travel to work by car/van - could they use public transport, whose vehicle is used, where it is parked: 1999**

	Usual method of travel to work			
	Driver of car / van	Passenger in car / van	All who travel by car / van	
	<i>column percentages</i>			
<b>by whether they could use public transport</b>				
Could use public transport	44	54	45	
Could not use public transport	56	46	55	
All	100	100	100	
sample size (=100%)	<i>n</i> =	3,321	670	3,991
<b>by whose vehicle was used</b>				
Car / van the household owns / has regular use of	94	55	87	
A lift in someone else's car at no cost to person	0	27	5	
Car-sharing scheme: person takes a turn driving	1	1	1	
Car-sharing scheme: person pays the driver	0	10	2	
A work's van or minibus	4	6	4	
Other	1	1	1	
All	100	100	100	
<b>by where the vehicle is parked</b>				
In a commercial car park	3			
On the street at no cost	16			
On the street in a space that is paid for	1			
Paid for, in a car park provided by the employer	6			
Free, in a car park provided by the employer	66			
Free in another car park	6			
Elsewhere	2			
All	100			

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

Table 17 **Employed<sup>1</sup> adults (16+) not working from home who usually travel to work by car or van - reasons for *not* using Public Transport: 1999**  
*July to December interviews only*

	If it <i>is</i> possible to use public transport - reasons for <i>not</i> using it <sup>#</sup>			If it is <i>not</i> possible to use public transport - <i>why</i> it is not possible <sup>#</sup>		
	Driver of car / van	Passenger	All	Driver of car / van	Passenger	All
	<i>column percentages</i>					
Takes too long	38	27	36	19	10	18
Inconvenient	54	60	55	35	31	35
No direct route	24	14	22	37	46	38
Use my own car	35	13	31	18	5	16
Need a car for, at work	11	1	9	23	6	21
Cost	9	17	10	3	2	3
Work unsociable hours	9	7	9	20	20	20
Public transport unreliable	8	9	8	7	7	7
Lack of service	8	8	8	29	30	29
Too infrequent	10	7	10	10	8	10
Health reasons	1	0	1	0	0	0
Difficult access, on-off steps	0	1	0	1	0	1
Too much to carry, awkward	4	2	4	7	4	7
Uncomfortable	3	2	3	1	0	1
No need	1	8	3	1	1	1
Dislike waiting about	3	1	3	1	1	1
Long walk to bus stop	3	3	3	2	2	2
One or more other reason(s)	4	7	4	1	3	2
All for whom a reason is available	100	100	100	100	100	100
<i>sample size</i> (= 100%)	<i>n</i> = 756	185	941	1,122	164	1,286

1. Those whose current situation was described as "self-employed", "employed full-time" or "employed part-time"  
# The percentages may add up to more than 100, because respondents can give more than one reason.

Table 18 **Adults (16+) in full-time education<sup>1</sup> - usual means of travel to place of study: 1999**

	Walking	Car / van	Bicycle	Bus	Rail (inc. Glas Undergr.)	Other (eg taxi, m/cycle)	<i>Sample size</i> (= 100%)
	<i>row percentages</i>						<i>n</i> =
<b>All adults who are in full-time education</b>	30	20	2	36	10	3	489
<b>by sex:</b>							
men	33	22	4	28	10	3	201
women	27	19	1	41	9	3	288
<b>by age:</b>							
16 - 19	31	16	1	40	10	3	249
20 - 29	33	20	4	29	10	4	155
30 and over	13	38	6	33	7	3	85
<b>by type of full-time education:</b>							
School	42	20	0	36	1	1	125
Further / higher education	25	20	3	36	13	4	364
<b>by urban / rural classification:</b>							
The four cities	38	14	5	35	7	1	234
Other urban areas	28	23	0	31	16	3	135
Small towns	21	29	0	38	7	5	55
Rural areas	8	30	0	49	5	8	65

1. These figures are *not* necessarily representative of students, because the survey covers only private households: it does *not* collect information about (e.g.) students living in halls of residence

Table 19 Pupils in full-time education at school - usual main method of travel<sup>1</sup>: 1999

	Usual main method of travel to school							Sample size (=100%)
	Walking	Car or Van	Bicycle	School bus	Service bus	Rail <sup>2</sup>	Other <sup>3</sup>	
	<i>row percentages</i>							<i>n =</i>
<b>All in full-time education at school</b>	55	18	1	16	7	0	2	2,517
<b>by sex:</b>								
boys	54	17	1	17	7	1	2	1,224
girls	56	19	0	16	7	0	1	1,293
<b>by age:</b>								
4-5	66	25	0	8	1	1	0	205
6-7	64	22	0	10	2	0	1	402
8-9	54	25	0	14	4	0	1	400
10-11	59	20	1	12	6	0	2	426
Total 4-11	60	23	1	11	4	0	1	1,433
12-13	46	14	1	25	12	1	2	434
14-15	48	8	1	25	13	1	4	411
16-18	50	15	1	17	13	2	1	239
Total 12-18	48	12	1	24	12	1	3	1,084
<b>by social class of Highest Income Householder:</b>								
Professional occupations	50	34	0	11	3	1	2	169
Managerial and technical occs.	49	24	1	18	5	1	2	688
Skilled non-manual occupations	56	19	1	15	6	2	1	297
Skilled manual occupations	54	17	1	18	7	1	2	666
Partly skilled occupations	56	11	0	21	11	0	1	264
Unskilled occupations	60	11	1	12	10	0	5	115
<b>by annual net household income:</b>								
up to £ 5,000	56	13	0	20	9	0	1	52
over £ 5,000, up to £ 10,000	66	8	0	11	14	0	1	404
over £ 10,000, up to £ 15,000	61	14	1	14	9	0	2	618
over £ 15,000, up to £ 20,000	53	17	1	20	6	2	2	586
over £ 20,000, up to £ 25,000	48	26	1	19	4	0	2	353
over £ 25,000, up to £ 30,000	49	27	1	18	2	0	3	208
over £ 30,000, up to £ 40,000	49	27	1	17	5	1	0	183
over £ 40,000	34	39	1	14	7	1	2	78
<b>by MOSAIC area type:</b>								
High income areas	45	34	1	14	4	0	2	346
Middle income owners	52	23	0	17	5	2	1	415
Lower income owners	56	17	0	17	7	1	2	237
Better off Council	65	12	1	13	7	0	2	485
Disadvantaged Council Estates	67	11	1	12	7	0	2	271
Families in Council Flats	65	9	0	6	18	1	1	198
Renting Singles	62	10	1	9	13	1	3	115
Singles and Flats	61	15	1	12	7	3	1	127
Country Dwellers	19	20	1	55	4	0	1	233
Institutional Areas	48	29	1	14	6	0	3	86
<b>by urban / rural classification:</b>								
The four cities	59	19	0	6	13	1	1	730
Other urban areas	59	18	1	14	6	0	2	865
Small "accessible" towns	62	17	1	15	1	1	2	252
Small "remote" towns	63	22	3	10	1	0	1	145
"Accessible" rural areas	37	19	0	36	5	0	2	310
"Remote" rural areas	30	10	1	57	1	0	0	210
	Usual main method of travel <b>to</b> school							
	Walking	Car / van	Bicycle	School bus	Service bus	Rail <sup>2</sup>	Other <sup>3</sup>	All methods
<b>usual main method of travel home from school:</b>	<i>percentages of all school pupils</i>							
Walking	53.9	3.1	0.0	0.2	0.4	0.0	0.1	57.8
Car or van	0.8	13.8	0.0	0.1	0.2	0.0	0.0	14.9
Bicycle	0.0	0.0	0.6	0.0	0.0	0.0	0.0	0.6
School bus	0.2	0.7	0.0	15.8	0.1	0.0	0.0	16.8
Service bus	0.2	0.5	0.1	0.2	6.5	0.0	0.0	7.5
Rail <sup>2</sup>	0.0	0.1	0.0	0.0	0.0	0.6	0.0	0.7
Other <sup>3</sup>	0.0	0.0	0.0	0.0	0.0	0.0	1.7	1.7
All methods of travel home <b>from</b> school	55.1	18.2	0.7	16.3	7.2	0.6	1.8	100.0

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

2. Including the Glasgow Underground.

3. e.g. motorcycle, lorry, taxi, ferry, etc.

Table 20 **Adults (16+) - with limited mobility<sup>1</sup>, and with Orange Badges<sup>2</sup> : 1999**

	Activities which the person would normally find it difficult to manage on his / her own					The number of such activities which the person would normally find difficult to manage on his / her own					All	Sample size (=100%)
	Walking for at least 10 minutes	Using a ...				None	1	2 or 3	4 or 5	1 or more		
		car	taxi	bus	train							
<i>row percentages</i>												<i>n =</i>
<b>Adults</b>												
All people aged 16+	10	2	2	7	5	88	5	5	2	12	100	13,788
<b>by sex</b>												
Men	9	2	1	5	3	89	6	4	1	11	100	5,930
Women	11	3	3	8	6	87	5	5	3	13	100	7,858
<b>by age</b>												
16 - 19	1	0	0	1	1	99	0	1	0	1	100	477
20 - 29	2	1	0	1	1	97	2	1	0	3	100	1,701
30 - 39	4	1	1	3	2	95	2	2	1	5	100	2,799
40 - 49	7	1	1	5	3	92	4	3	1	8	100	2,099
50 - 59	12	2	2	7	5	86	6	5	2	14	100	2,135
60 - 69	18	3	3	9	6	81	10	6	3	19	100	2,073
70 - 79	21	4	4	15	11	74	11	11	4	26	100	1,749
80 and over	35	15	13	32	28	59	8	19	14	41	100	755
<b>by urban / rural classification</b>												
The four cities	11	2	2	7	5	87	6	5	2	13	100	4,431
Other urban areas	11	2	2	7	5	87	6	5	2	13	100	4,506
Small "access" towns	11	2	2	6	4	88	6	4	2	12	100	1,287
Small "remote" towns	9	3	3	6	5	90	4	4	3	10	100	669
"Accessible" rural	7	1	1	5	3	92	4	3	1	8	100	1,711
"Remote" rural	9	4	4	8	6	89	4	4	4	11	100	1,164
<b>by whether a car is available for private use<sup>3</sup></b>												
no cars available	18	4	4	12	9	79	9	8	4	21	100	5,014
1 + cars available	7	1	1	4	3	92	4	3	1	8	100	8,774
<b>Adults who have Orange Badges</b>												
All aged 16+	3	1	1	2	2	1	1	2	1	3	4	13,788
<b>by sex</b>												
Men	3	0	0	2	1	1	1	1	0	3	4	5,930
Women	3	1	1	3	2	1	1	2	1	3	4	7,858
<b>by age</b>												
16 - 19	0	0	0	0	0	0	0	0	0	0	0	477
20 - 29	0	0	0	0	0	0	0	0	0	0	0	1,701
30 - 39	1	0	0	0	0	0	0	0	0	1	1	2,799
40 - 49	2	0	0	1	1	0	1	1	0	2	2	2,099
50 - 59	3	1	1	3	2	1	1	2	1	4	4	2,135
60 - 69	5	1	1	4	2	2	2	2	1	6	7	2,073
70 - 79	7	2	2	6	4	3	2	4	2	8	10	1,749
80 and over	8	3	3	7	7	3	1	4	3	9	11	755
<b>by urban / rural classification</b>												
The four cities	3	0	1	2	1	1	1	1	1	3	3	4,431
Other urban areas	3	1	1	3	2	1	1	2	1	3	4	4,506
Small "access" towns	4	1	1	2	2	1	2	2	1	4	5	1,287
Small "remote" towns	3	1	2	2	2	0	1	1	1	3	3	669
"Accessible" rural	2	0	1	2	1	1	0	1	1	2	3	1,711
"Remote" rural	3	1	1	2	2	1	0	1	1	3	4	1,164
<b>by whether a car is available for private use<sup>3</sup></b>												
no cars available	2	1	1	2	1	1	1	1	1	2	3	5,014
1 + cars available	3	1	1	2	2	1	1	2	1	3	4	8,774

1 Only people with a long-standing limiting illness, health problem or disability are asked if there are activities that they would normally find difficult to manage on their own. Therefore, in this analysis, other people are counted as *not* having such difficulties.

2 Over the period from 1 April 2000 to 31 March 2003, Orange Badges will be replaced by EU Blue Badges

3 available for the private use of one or more members of the household, *not* necessarily for the use of the person who is being counted

## 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 In tables which analyse the results of questions for which multiple answers were allowed, the percentages may total more than 100%, because some interviewees gave more than one response.

A.3 The underlying sample numbers shown in different tables may not be the same. In some cases, this is because the tables relate to different populations (such as all households, all adults and all people). In addition, 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 were not asked of all respondents because they only applied in certain circumstances (eg questions about children would not be asked in a household without any children). In some cases, the bases differ because some people were unable to, or did not want to, answer certain questions (e.g. some households did not wish to provide details of their income).

A.4 *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 householders have exactly the same income, the older is taken as the household reference person.

A.5 *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.6 *Household types*

A *single pensioner* household consists of just one adult of pensionable age (60+ for women, and 65+ for men) and no children

A *single parent* household contains an adult of any age and one or more children.

A *single adult* household consists of an adult of non-pensionable age and no children.

An *older smaller* household contains *either* (a) an adult of non-pensionable age and an adult of pensionable age and *no* children *or* (b) two adults of pensionable age and *no* children.

A *large adult* household has three or more adults and *no* children.

A *small adult* household contains two adults of non-pensionable age and *no* children.

A *large family* household consists of *either* (a) two adults and three or more children *or* (b) three or more adults and one or more children.

*Small family* households consist of two adults and one or two children.

A.7 *Social class*: the social class categories shown in this bulletin were developed for the analysis of the results of the 1991 Census of Population, and have been used since then. The basis of the groupings is given in the OPCS and Employment Department *Standard Occupational Classification, Volume 3* (HMSO, 1991). The method used is designed to group together, as far as possible, people with similar levels of occupational skills. In general, each occupation group is assigned as a whole to one social class, and no account is taken of differences between people within the same occupation group (such as differences in education). However, those who have the employment status of a manager or a foreman may be allocated to a higher class than other people who have the same occupation.

The six occupational social classes are as follows, with examples of the occupations in each which are taken from *Regional Trends* (no. 35 / 2000 edition, pages 242-243):

- professional occupations - includes (e.g.) doctors, solicitors, chemists, professors and clergymen;
- managerial and technical occupations - includes (e.g.) school teachers, computer programmers, personnel managers, nurses, actors and laboratory technicians;
- skilled non-manual occupations - includes (e.g.) typists, clerical workers, photographers, sales representatives and shop assistants;
- skilled manual occupations - includes (e.g.) cooks, bus drivers, railway guards, plasterers, bricklayers, hairdressers and carpenters;
- partly-skilled occupations - includes (e.g.) bar staff, waitresses, gardeners and caretakers;
- unskilled occupations - includes (e.g.) refuse collectors, messengers, lift attendants, cleaners and labourers.

Because the SHS only collects occupational information for people in employment, and for people who are not in work but who have been in paid work in the five years prior to the survey, the social class is not known in many cases (e.g. people who have been retired for many years). For the purposes of classifying households, the social class of the Highest Income Householder is used.

A.8 *Annual net household income*: this is the total annual *net* income (i.e. after taxation and other deductions) from employment, benefits and other sources, which is brought into the household by the highest income householder and/or his/her spouse or partner. This includes any contribution to household finances made by other household members (e.g. for "digs"). Some of the figures given in this bulletin differ from those published in "*Scottish Transport Statistics no. 19 / 2000 edition*", due to the subsequent imputation of missing or incomplete income data. Cases with missing information (because of refusals or 'don't knows') in relation to any of the main components of household income were excluded from the "income" analyses published in "*Scottish Transport Statistics*" in August 2000, which therefore covered only about 66% of households. Subsequently, the SHS contractors have imputed the missing components of income for most of the remaining 34% of households, using information that was obtained from other households that appeared similar. Depending upon the component of income, the contractors used either "hot deck" imputation (where the sample is divided into sub-groups based on relevant household characteristics, and the imputed values are obtained from randomly-chosen "donor" cases) or "predictive mean" imputation (where the data are used to construct a statistical model of the relationship between income and other household characteristics, which is then used to "predict" the income in cases where a value is to be imputed). The analyses by income given in this bulletin therefore cover all but a couple of percent of households.

A.9 *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. The ten broad areas of the MOSAIC system (shown in some of the tables in this bulletin) have been used in both the sampling and analysis of the SHS.

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](http://www.experian.com)).

#### A.10 The SHS urban / rural classification

A.10.1 The urban / rural classification shown in some of 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 and/or coastline were reclassified as "urban", and included in the relevant settlements.)

A.10.2 Six categories were then defined:

*The four cities* - the settlements of 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 the relevant local authorities, in cases where a city settlement extends into a neighbouring local authority, and (b) exclude some "non-urban" areas within the boundaries of the city local authorities.

*Other urban areas* - other settlements of over 10,000 population

*Small "accessible" towns* - settlements of between 3,000 and 10,000 people, which are within 30 minutes drive of a settlement of over 10,000 people

*Small "remote" 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

#### A.11 Possible sampling variability

A.11.1 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 of the people of Scotland. 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, suppose that the percentage of people in a particular population sub-group (those aged 16-19, say) who travel to work in a particular way (eg by bicycle) is calculated from SHS data for a total of only 100 or so commuters from that sub-group. Should the SHS sample contain, purely by chance, just two or three more 16-19 year olds who cycle to work, the resulting estimate would be two or three percentage points higher. 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.

A.11.2 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.

A.11.3 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).

A.11.4 The table below, which is a reduced version of a table produced by the SHS contractors for "Scotland's People" volume 1 (see section B.4), shows the "95% confidence limits" for estimates of a range of percentages calculated from sub-samples of a range of sizes.

"95% confidence limits" for estimates of various percentages which are calculated from SHS sub-samples of various sizes

Estimate* ( % )	Sub-sample size (i.e. the "n =" value which corresponds to 100%)								
	100	500	1,000	2,000	3,000	5,000	7,000	10,000	15,000
	<i>percentage points (plus or minus)</i>								
5 or 95	4.7	2.1	1.5	1.1	0.9	0.7	0.6	0.5	0.4
10 or 90	6.5	2.9	2.0	1.4	1.2	0.9	0.8	0.6	0.5
15 or 85	7.7	3.4	2.4	1.7	1.4	1.1	0.9	0.8	0.6
20 or 80	8.6	3.9	2.7	1.9	1.6	1.2	1.0	0.9	0.7
25 or 75	9.3	4.2	3.0	2.1	1.7	1.3	1.1	0.9	0.8
30 or 70	9.9	4.4	3.1	2.2	1.8	1.4	1.2	1.0	0.8
35 or 65	10.3	4.6	3.3	2.3	1.9	1.5	1.2	1.0	0.8
40 or 60	10.6	4.7	3.3	2.4	1.9	1.5	1.3	1.1	0.9
45 or 55	10.7	4.8	3.4	2.4	2.0	1.5	1.3	1.1	0.9
50	10.8	4.8	3.4	2.4	2.0	1.5	1.3	1.1	0.9

\* the confidence limits are the same for estimates of  $x\%$  and for  $(100-x)\%$

A.11.5 The interpretation of an entry in the table is best explained by an example:

- the value in the cell at the intersection of the "15 or 85" row\* and the "500" column is 3.4;
- this means that the "95% confidence limits" for an estimate of 15% which is produced from a sub-sample of 500 are +/- 3.4%-points;
- so the "95% confidence interval" for the estimate is 15% +/- 3.4%-points (i.e. from about 11.6% to around 18.4%, assuming that the value of the estimate is 15.0%);
- or, on average, only 1 in 20 sub-samples of size 500 would produce an estimate that differs from the (unknown) true value of this quantity (if it is around 15%) by more than 3.4%-points.

A.11.6 As an example of the use of this table, it will be seen from *Table 1* that there were 514 households with an annual net income of "over £30,000, up to £40,000" in the survey in 1999. The first column of the relevant row of *Table 1* shows that an estimated 50% of such households had an up to 3 minutes walk to the nearest bus stop. Because that estimate was produced from data for only 514 such households, sampling variability could (by chance) produce an error of several percentage points. The entry in the cell at the intersection of the "50%" row and the "500" column in the table which appears above shows that the confidence limits for the estimate will be about 4.8%-points. This means that there is a 1-in-20 chance that the estimate differs from the true value by more than 4.8%-points. It follows that there is roughly a 1-in-3 chance that the estimate differs from the true value by more than 2.4%-points. Clearly, estimates based on small samples have wide confidence limits, and so could be quite unreliable.

A.11.7 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 certain sub-groups of the population. 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). "*Scotland's people*" volume 2 (see section B.4) provides more information on these matters.

## A.12 Changes to the method of recording the answers to some questions

A.12.1 The SHS interview includes a number of questions which ask why a person does (or did) something - e.g. why he/she uses a particular means of travel to work. Some of these questions were originally "open-ended", with the interviewer typing a summary of the person's answer into the computer. If there were a number of reasons, it could take a long time for the interviewer to type them all in. Therefore, once a few months' answers had been obtained, the SHS contractors scrutinised them, and identified the reasons that were given often. They then changed some of the questions to use pre-coded lists of reasons, so that the interviewer could simply "tick" each one that was given by the respondent, which is much quicker than typing them in. The option of typing in something that the person said was retained for use on those occasions on which some of the answer could not be recorded using the entries in the pre-coded list. In such cases, the contractors subsequently examine the typed-in answers, and decide how to code them and whether there is a need to add new entries to the pre-coded lists.

A.12.2 Comparison of the results of the two methods of recording the answers indicated that, on average, *more* reasons were recorded per respondent *after* the pre-coded lists of answers were introduced. Clearly, the data for the first part of 1999, which were collected using the "open-ended" forms of questions, are not on the same basis as the data for the second part of the year, which were collected using the "pre-coded list" forms of questions. Therefore, in such cases, the results reported in this bulletin relate *only* to the period for which the later forms of the questions were used, in order that they will be comparable with the results for the year 2000, which were collected using the same method.

## **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 Inclusion, 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 were included when 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 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 number of 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. The minimum number of household interviews over the two years is 550 (an "average" Council would have about 1,000 household interviews over the two years), and annual results are available for those Councils for which there are a sufficient number of 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.

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 65% in 1999. However, because the SHS is conducted in two-year "sweeps", addresses which were issued for interview in 1999 remain eligible for interview in 2000, and some of the households which did not respond in 1999 will be interviewed in 2000. Therefore, it is expected that the final response rate will be more than 65%. Among households which participated, the response rate for the "random adult" part of the interview was 96%.

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*" - quarterly, each edition covers different themes (£5 per copy; ISSN 1467 7393)
- "*Scotland's People*" volume 1 is a detailed annual report, which provides many tables of SHS results (240 pages, £20 per copy, ISBN 1-84268-026-9)
- "*Scotland's People*" volume 2 is 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 (92 pages, £15 per copy, ISBN 1-84268-066-8).

B.4.2 SHS results are also included in other Scottish Executive publications, such as "*Scottish Transport Statistics no. 1999 / 2000 edition*". They will also appear in a number of new Transport statistical bulletins, of which this is the first.

B.4.3 Anonymised copies of each year's data will be deposited at the ESRC Data Archive.

## B.5 **Enquiries and further information**

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

Louise Finlayson  
SHS Project Manager  
Central Research Unit  
Scottish Executive  
Victoria Quay  
Edinburgh, EH6 6QQ

Tel: 0131 244 7557  
Fax: 0131 244 7573  
E-mail: shs@scotland.gsi.gov.uk

B.5.2 Enquiries about the statistics in this bulletin should be addressed to:

Frank Dixon  
Transport Statistician  
Scottish Executive  
Victoria Quay  
Edinburgh, EH6 6QQ

Tel: 0131 244 7254  
Fax: 0131 244 0888  
E-mail: frank.dixon@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 Manager 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 Manager will also, on request, distribute paper copies of information about the survey, and about significant developments when they occur, to people who are unable to access the website.

## **Annex Topics covered by the Scottish Household Survey in February and March 1999**

### **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; 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. Home access to e-mail or the Internet.

#### **H4. Transport.**

Orange badge holders, Time to nearest bus stop, Frequency of buses, Bicycles available to household.

*For each adult:* Driving licenses; Frequency of driving; Reasons for driving; Concessionary passes.

*For each vehicle (if any):* Vehicle type; own or company car; Vehicle Registration Mark; Main and other drivers; Annual mileage of vehicle; Fuel costs.

#### **H5. Children in household.**

Use of childcare (paid or unpaid), Reasons for using childcare.

*For randomly chosen school child:* School; Satisfaction with schooling; Transport to/from school - Usual mode(s), Reason for mode choice, Suitability of public transport.

#### **H6. Health, disabilities and care.**

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

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; 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, 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 home contents and buildings insurance.

#### **H10. Housing costs**

#### **H11. Credit and debt.**

Household money worries, Ability to manage financially.

### **Questions asked of a randomly-selected adult**

#### **R1. Housing.**

Time at current address, Tenure of previous home, Location of previous home (if moved in past year).

#### **R2. Local area/community safety.**

General satisfaction with local area, Particular likes and dislikes, Perceptions of crime problems / 'incivilities', Experience of housebreaking/car theft, Experience of house fires.

#### **R3. Education.**

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

**R4. Transport.**

Annual mileage (if drives), Public transport fares in past week, Frequency of cycling and walking in past week, Reasons for not driving/never learning to drive, Reasons for not using buses more often, 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.**

Access to, Frequency of use of, and Satisfaction with, local services. Contact with local Councillor, Perceptions of local councils, Community participation/volunteering.

**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, Limitations on paid work.

Whether registered with GP, Number of visits in past year, 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.

## Scottish Executive Transport Statistics publications

**Scottish Transport Statistics** contains 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. Also includes a summary of trends in Scottish transport over the past ten years, comparisons of some key statistics with figures for Great Britain, and some longer-term historical series.

*Latest edition:* provides figures up to 1999 (in most cases), was published in August 2000

*Published Annually Price:* £ 10.00 ISBN 1-84268-407-8

**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 1998-99, was published in May 2000

*Published Annually Price:* £ 2.00 ISBN 0-7480-9814-36

**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, was published in January 2001

*Published Annually Price:* £ 2.00 ISBN 1-84268-780-8

**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, was published in March 1999

*Published Occasionally Price:* £ 2.00 ISBN 0-7480-8102-X

**Road Accidents Scotland** contains a commentary which summarises the key statistics and identifies the most interesting and significant points. This is followed by groups of tables on Accidents, Accident costs, Vehicles involved, Car drivers, Drivers breath tested, Drink-drive accidents and casualties, and Casualties. There are notes on the definitions and sources of the statistics.

*Latest edition:* provides figures up to 1998, was published in October 1999

*Published Annually Price:* £ 10.00 ISBN 0-7480-8262-X

**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.

*Latest edition:* provides figures up to 1999, was published in June 2000

*Published Annually Price:* £ 2.00 ISBN 0-7480-9917-4

Copies of the above publications may be purchased from:

The Stationery Office Bookshop

71 Lothian Road EDINBURGH EH3 9AZ

Tel: (0131) 228 4181 FAX: (0131) 622 7017

Cheques (made payable to "The Stationery Office Limited") should be submitted with orders.

They can also be found via the S.E. Web-site's Statistics home page: <http://www.scotland.gov.uk/stats/> . Transport publications are reached by clicking on the section labelled "Land" (which is at the top RHS of the page) and then clicking on the "Transport Travel and Tourism" bar (in the middle of the "Land" page).

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

Alastair Douglas Transport Statistics branch

Scottish Executive Victoria Quay EDINBURGH EH6 6QQ

Tel: 0131 244 7255 FAX: 0131 244 0888 E-mail: [transtat@scotland.gsi.gov.uk](mailto:transtat@scotland.gsi.gov.uk)

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## Correspondence and enquiries

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Telephone: (0131) 244 7255; Fax: (0131) 244 0888  
e-mail: transtat@scotland.gsi.gov.uk

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Further information on the General Register Office for Scotland is available on the website [www.gro-scotland.gov.uk](http://www.gro-scotland.gov.uk)

### Most recent Development Department Statistical Publications relating to Transport, Travel & Tourism theme

Ref no.	Title	Last published	Price
	Scottish Transport Statistics, no 19 / 2000 Edition	August 2000	£ 10.00
Trn / 2001 / 1	Household Transport: some Scottish Household Survey results	January 2001	£ 2.00
Trn / 1999 / 2	Travel by Scottish residents: some National Travel Survey results	March 1999	£ 2.00
Trn / 2000 / 1	Bus and Coach Statistics 1998-99	May 2000	£ 2.00
Trn / 2000 / 2	Key 1999 Road Accident Statistics	June 2000	£ 2.00
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