



SCOTTISH EXECUTIVE

Statistical Bulletin

Transport Series

Price £ 2.00

Bus and Coach Statistics: 2003-04

1. Main Points

1.1 The total number of passenger journeys (boardings) on local bus services in Scotland:

- was 449 million in 2003-04, 1% more than in the previous year - this was only the seventh increase since the current records began in 1975, and was the first time since then that there have been increases in five consecutive years.

- fell by 15% between 1993-94 and 2003-04, compared with an increase of 4% in Great Britain and a fall of 13% for Great Britain outwith London.
- represented 89 journeys per head of population in 2003-04, 13% higher than the corresponding figure for Great Britain.

1.2 The distance travelled by local bus services in Scotland:

- was 390 million vehicle kilometres in 2003-04, 4% more than in the previous year.
- is 8% more than ten years ago, compared with no change in the figures for Great Britain.
- per head of population in 2003-04 was 73% higher than Great Britain.
- on subsidised services has increased by 33% over the past 10 years, compared with an increase of 32% in Great Britain outwith London.

1.3 All Scottish bus and coach services (local plus non-local):

- travelled 514 million vehicle kilometres in 2003-04, 1% less than in the previous year.
- travelled 1% less than in 1993-94, the same as the percentage change for Great Britain as a whole.

1.4 In real terms, fares on local bus services in Scotland fell by 1% between 2002-03 and 2003-04. They increased by 16% over the past ten years, 1% less than for Great Britain. Over the same 10 year period, motoring costs fell by 4% in real terms.

1.5 Passenger receipts from all Scottish bus and coach services (local plus non-local) totalled £474 million in 2003-04, in real terms £35 million less than the previous year and £2 million more than ten years earlier.

1.6 Local bus passenger receipts in Scotland in 2003-04 were £358 million and, in real terms were practically the same as ten years earlier, compared with increases of 14% for Great Britain and 11% for Great Britain outwith London.

1.7 In Scotland, over the past ten years, the number of single decker buses and coaches has increased by 12%, and the number of double deckers has reduced by 24%. Staff numbers

Chart A: Distance travelled by bus services (Scotland)

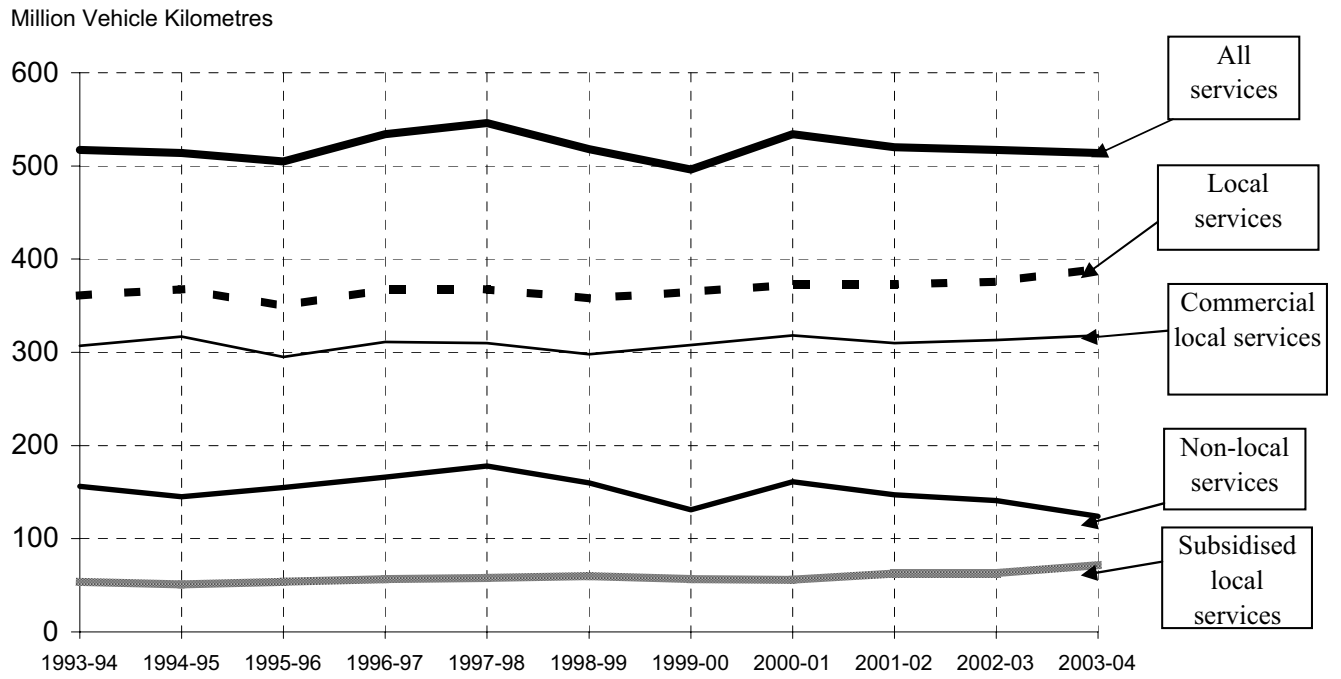
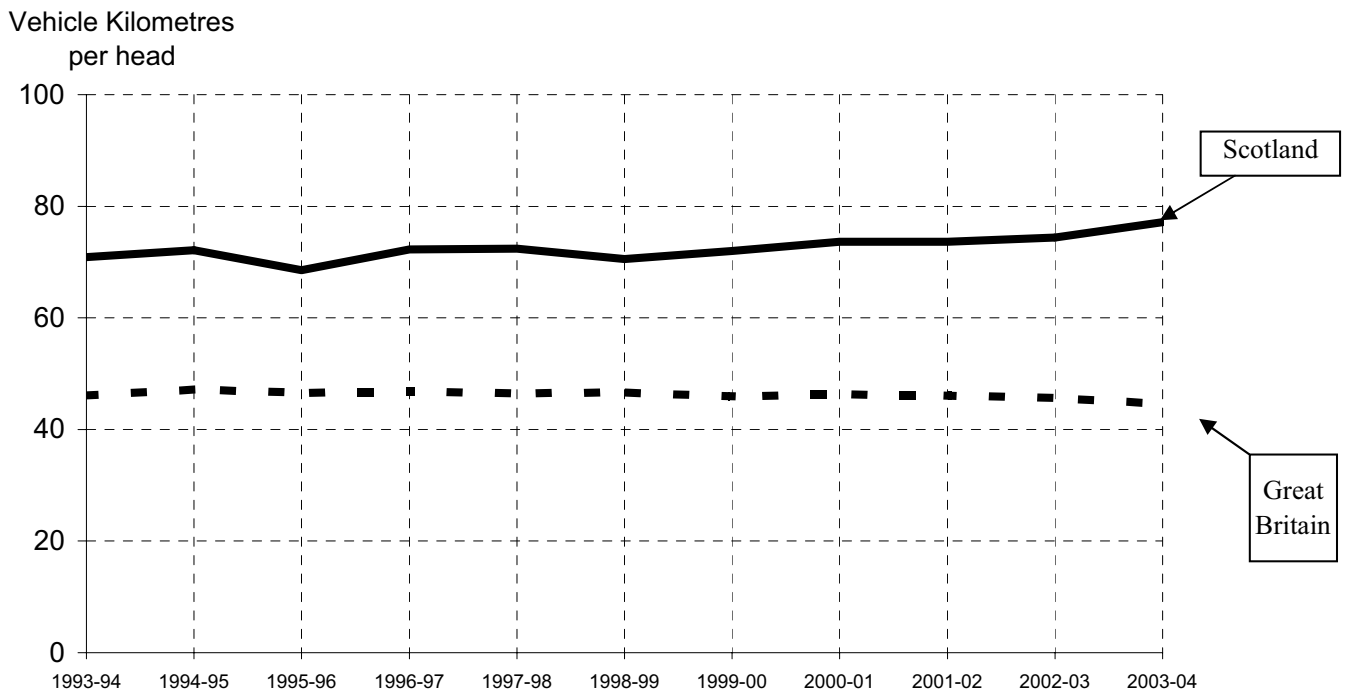


Chart B: Distance travelled by local bus services per head of population



in 2003-04 were the same as in 1993-94. The operating costs per vehicle kilometre (including depreciation) were 19% lower in real terms than ten years earlier.

1.8 Since 1975, Scotland has seen a 50% reduction in the number of local bus passenger journeys (boardings) but a 15% increase in the distance travelled by local bus services. This compares with a 40% reduction in passenger journeys (boardings) for Great Britain as a whole and an increase of 5% in vehicle kilometres.

1.9 In the Scottish Household Survey interviews conducted in 2003, about seven-eighths of households said that they were within 6 minutes walk of a bus stop. About 4% of householders said that they had no bus service or were at least 14 minutes walk away from the nearest bus stop (or place where one could get on a bus). However, about 28% of householders in "remote" rural areas, and around 15% of those in "accessible" rural areas, said that they had no bus service or were at least 14 minutes walk away from one.

1.10 In 2003, the percentage of people said to have no bus service or a 14+ minute walk to the nearest bus stop, was highest for Highlands and Islands (about 15%) followed by Borders/ Dumfries and Galloway (around 13%). The percentages of the population within six minutes walk of a frequent bus service were highest in Edinburgh (45%) and Glasgow (41%).

1.11 In 2003, public transport was described as "very convenient" by 50% of adults in large urban areas and 21% of those living in rural areas. In "remote" rural areas, 28% said that it was "very inconvenient", and a further 18% felt that it was "fairly inconvenient".

1.12 In 2003, 41% of adults stated that they had used a local bus service within the previous month. Females made more use of local bus services than males, with 12% of women using a bus service every day or almost every day, compared to 8% of men. 7% of 16-19 year olds used a bus service every day, with a further 18% using a bus service almost every day.

1.13 In 2003, 71% of adults who had used a local bus service within the previous month agreed with the statement that the buses run on time. 74% agreed that the buses ran when they were needed, 76% found them comfortable, 86% felt safe and secure on the bus, 91% found the range and price of tickets easy to understand, and 70% of bus users felt that bus fares were good value.

1.14 In 2003, 11% of commuters said that they usually travelled to work by bus, 69% went by car or van, and 20% used other means (mainly walking). Proportionately more women travelled by bus. 45% of those who went by car/van said that they could use public transport.

1.15 In 2003, the percentage of those who usually travelled to work by car or van who said that they could use public transport was highest for those living in large urban areas (54%). Only 14% of car/van commuters living in "remote" rural areas said that they could use public transport.

1.16 In 2003, the bus was the usual means of travel to work for 19% of those living in large urban areas. Edinburgh (24%) and Glasgow (22%) had the highest percentages.

1.17 In 2003, the main reasons given by car and van commuters who could use public transport to travel to work for *not* doing so included "takes too long", "inconvenient", "no direct route" and "use my own car".

Chart C: Passenger journeys on local bus services (Scotland)

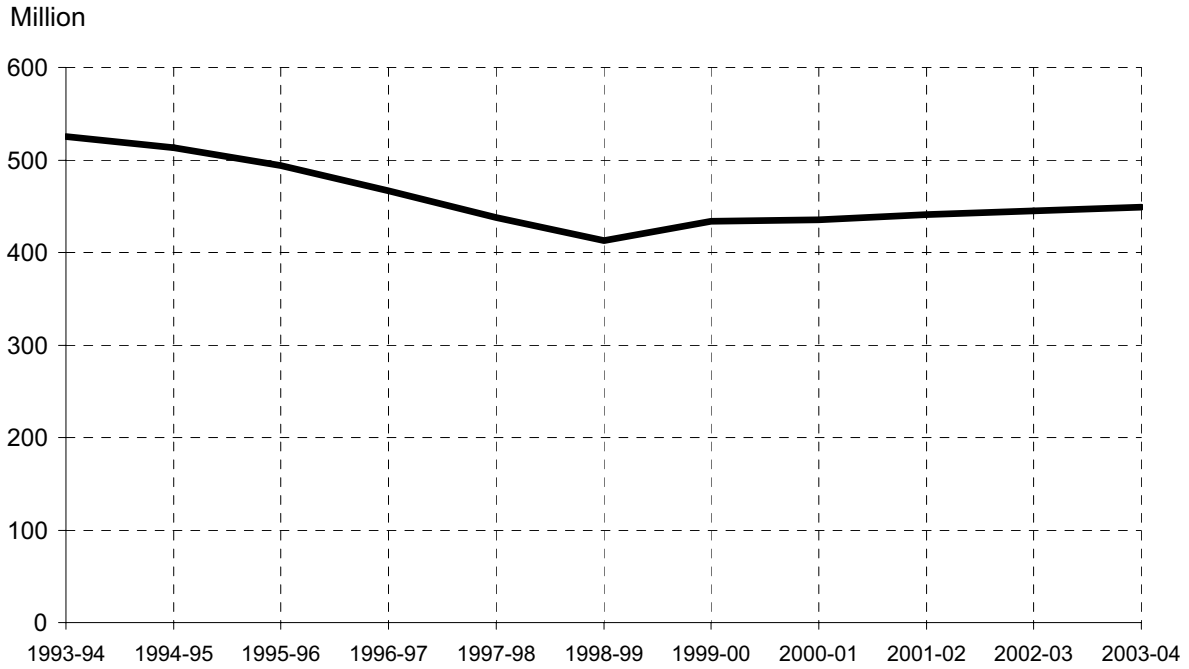
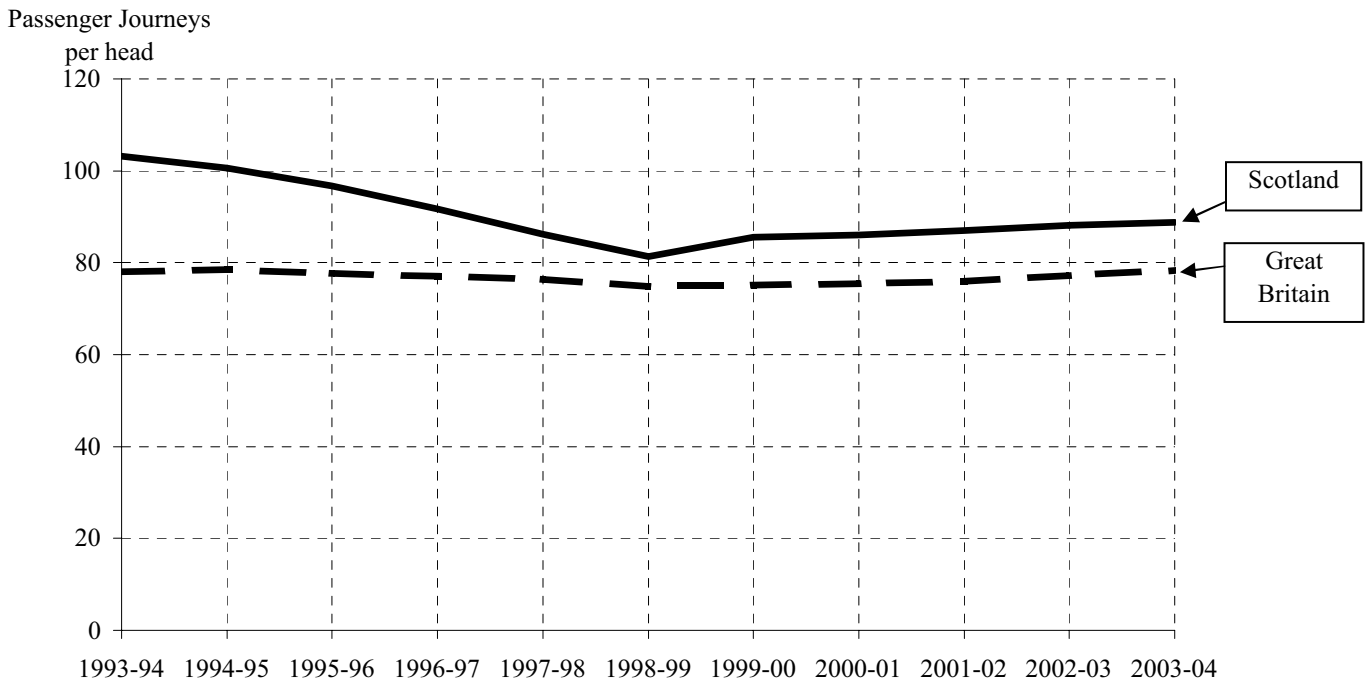


Chart D: Passenger journeys on local bus services per head of population



1.18 The main reasons given in 2003, for *not* using buses more often, by adults who used their local bus service at most "about once a week", if at all, included "use my own car", "inconvenient", "no need", "takes too long" and "lack of service".

1.19 In 2003, 26% of the population hold a concessionary travel pass of which 81-86% are over 65.

1.20 In 2003, 14% of adults said that they would feel "very safe", and 39% "fairly safe", when travelling by bus in the evening. However, 8% would feel "not safe at all" and 13% "not particularly safe".

1.21 A concessionary travel pass which allows free off-peak travel on local bus services was held by over 90% of people aged 65-79 who did not have a full driving licence, and by over three-quarters of 65-79 year olds who could drive.

1.22 In 2003, about 9-12% of journeys made by adults each day were by bus, except on Sundays when it was only 5%. The percentage was higher for women (11%) than it was for men (8%); and was higher for those aged 16-19 and 70+ (19-21%) than for 30-59 year olds (6-7%). The self-employed, small employers and sole traders, adults living in households with an annual net income of over £40,000, and adults living in "remote" rural areas, all made at most 3% of their journeys by bus.

2. Background

2.1 *Section 3* and *Tables 1 to 10* describe the trends in Scottish bus and coach services over the past ten financial years, from 1993-94 to 2003-04, using statistics which were provided by the Department for Transport (DfT). A summary table provides some key figures over a longer period, including 1985-86, the last full year prior to the deregulation of bus services outside London, which took place during 1986-87. The tables include, in many cases, comparable statistics for Great Britain and/or for "Great Britain outside London", where this is more appropriate.

2.2 *Section 4* and *Tables 11 to 27* provide Scottish Household Survey (SHS) statistics, for the calendar year 2003, and some earlier years, on the following topics: the walking time to, and frequency of bus services at, the nearest bus stop; views on the quality of public transport; use of local bus services; bus users' views on local bus services; travel to work by bus and the possible use of public transport by those who travel to work by car; commuters' reasons for using the bus and car commuters' reasons for not using public transport; reasons for not using buses more often; the frequency of travelling by bus in the evening and how safe from crime passengers feel; adults who hold a concessionary travel pass which allows free off-peak travel on local bus services; and the proportion of adults' journeys which are made by bus.

2.3 *Section 5* provides some notes and definitions; *section 6* describes the DfT survey of public service vehicle operators, and *section 7* gives further information about the SHS.

2.4 The main changes in this edition are the inclusion of some new tables which give more results from the SHS:

- detailed analysis of the reasons most often given by car/van commuters for not using public transport to travel to work, separately for those who say that (a) they could use public transport and (b) it would not be possible for them to use public transport;

Chart E: Local bus service fare indices and passenger transport fare indices

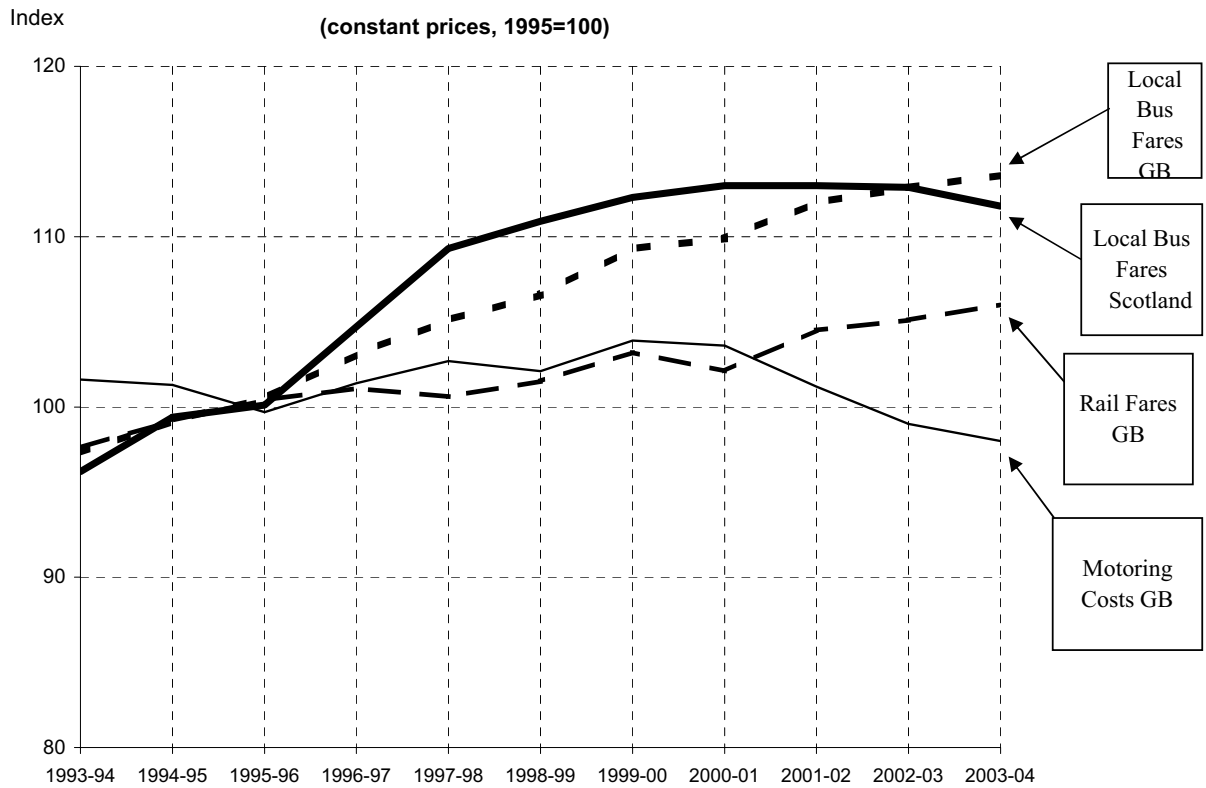
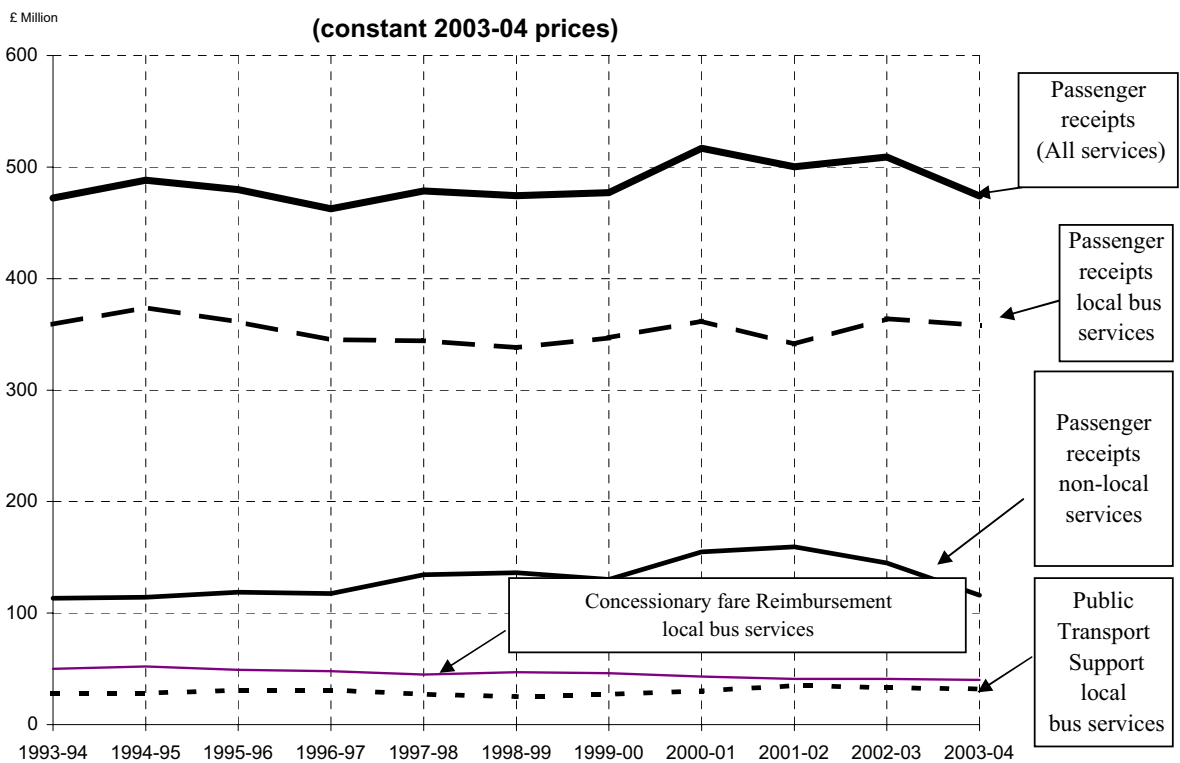


Chart F: Passenger receipts; public transport support and concessionary fare reimbursement (Scotland)



NB: Receipts for local bus services includes concessionary fare reimbursement

- the single main reason given by people who use buses at most once a week (if at all) for not using them more often;
- the percentages of the adult population with a concessionary travel pass which allows free travel on off-peak local bus services;

In addition, six tables now include the Scottish Index of Multiple Deprivation (SIMD) (see section 5.3).

3. Bus and coach service statistics

3.1 Distance travelled - by type of service *(Table 1.1 and Chart A)*

Scottish bus and coach services travelled 514 million vehicle kilometres in 2003-04, 1% less than in the previous year. There was a fall of 1% since 1993-94, the same as the corresponding figure for Great Britain as a whole.

The distance travelled by local bus services in Scotland in 2003-04 was 390 million vehicle kilometres, 4% more than the previous year, and 8% more than in 1993-94. There was no change in the distance travelled over the past ten years by local bus services in Great Britain.

The distance travelled by other (non-local) Scottish bus services in 2003-04 was 124 million vehicle kilometres, 12% less than in the previous year.

Over the past ten years, the distance travelled by other (non-local) Scottish bus services fell by 21%, compared to a fall of 2% in other (non-local) bus services in Great Britain as a whole.

3.2 Local bus services - distance travelled per head of population *(Table 1.2 and chart B)*

The distance travelled by local bus services per head of population has been consistently higher in Scotland than Great Britain (as can be seen clearly in *Chart B*). In 2003-04 it was over 77 vehicle kilometres per capita in Scotland compared with nearly 45 in Great Britain, and so was 73% higher in Scotland.

3.3 Local bus services - Commercial and Subsidised services' distance travelled *(Table 1.2 and Chart A)*

The distance travelled by commercial local bus services in Scotland in 2003-04 rose by 2% on the previous year to 318 million vehicle kilometres, and was 4% higher than in 1993-94.

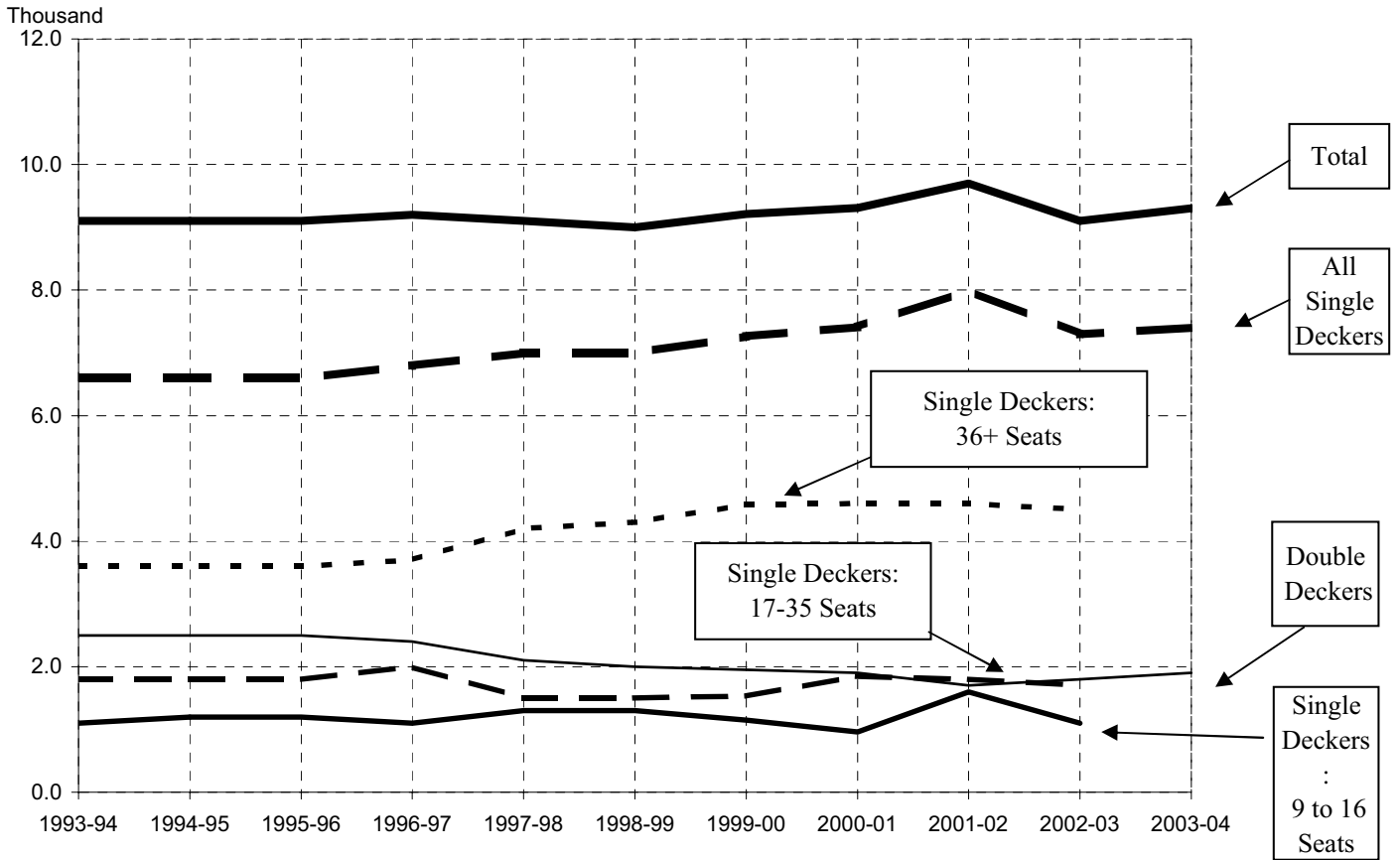
The distance travelled by subsidised local bus services in Scotland in 2003-04 increased 14% on the previous year, and was 33% higher than in 1993-94. The corresponding rise in "Great Britain outside London" since 1993-94 was 32%.

The subsidised local bus services' share of the total distance travelled by all local bus services in 2003-04 was about 19% in Scotland, compared with about 22% for "Great Britain outside London".

3.4 Passenger journeys (boardings) - local bus services *(Table 2.1 and Charts C & D)*

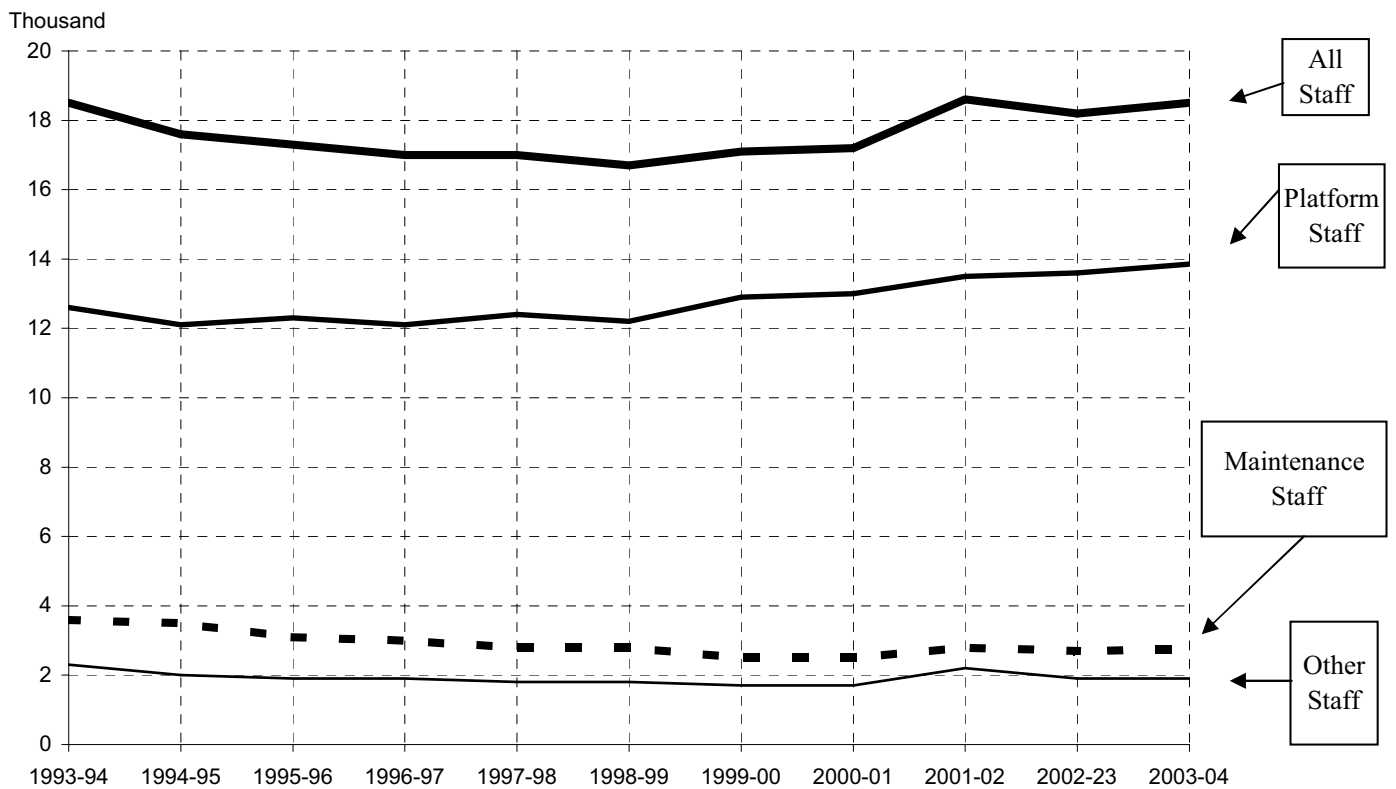
In Scotland, there were 449 million passenger journeys (boardings) on local bus services in 2003-04. This was 4 million (1%) more than the previous year, in comparison the rise for

Chart G: Vehicle Stock (Scotland)



Breakdown of seating capacity of single deckers no longer available

Chart H: Staff Employed (Scotland)



Great Britain as a whole was 2%. However, the Scottish total for 2003-04 was 15% less than in 1993-94, having fallen in every year since then until the "low point" of 413 million passenger journeys in 1998-99, which was followed by increases in each subsequent year. The corresponding figure for the past ten years in Great Britain is an increase of 4%. The fall of 13% for "Great Britain outside London" was slightly less than for Scotland.

The number of passenger journeys (boardings) on local bus services in Scotland in 2003-04 represented nearly 89 journeys per head of population, compared with 78 per head of population for Great Britain, and so was 13% higher in Scotland. However, the difference between Scotland and Great Britain as a whole had been reducing: in 1993-94 the Scottish figure was 32% higher than the figure for Great Britain. This reduction in the difference can be seen clearly in *Chart D*, which shows the Scottish figure had been falling steadily towards the level for Great Britain as a whole until 1998-99; since then, the Scottish figure has risen slightly.

On the 30 September 2002 a national minimum standard of free off-peak local bus travel for elderly and disabled people in Scotland was introduced. The 2003-04 financial year's figures are the first to show its full effect. These figures also reflect the extension, on 1 April 2003, of the arrangements to men aged 60-64 (who then became eligible to receive the same travel benefits as women aged 60+ and men aged 65+).

3.5 **Passenger Fares** (*Table 3.1 and Chart E*)

In real terms, bus passenger fares on local services in Scotland fell by 1% between 2002-03 and 2003-04, compared with a 1% increase for Great Britain as a whole. The increase in fares in real terms over the past ten years in Scotland was 16%, and a corresponding 17% rise for Great Britain.

3.6 **Passenger price indices for different modes of transport - in Great Britain** (*Table 3.2 and Chart E*)

While fares for local bus services in Great Britain have risen by 17% in real terms since 1993-94, rail fares have increased by 9%, and motoring costs in Great Britain have, in real terms, decreased by 4% over the same period. (A corresponding range of price indices for Scotland is not available).

3.7 **Passenger receipts** (*Tables 4.1 and 4.2, and Chart F*)

The total of Scottish bus and coach service passenger receipts, from local and other services, was £474 million in 2003-04, in real terms a fall of £35 million (7%) from the previous year, but £2 million (less than 1%) more than ten years earlier. Total passenger receipts have increased from £472 million in 1993-94 to £474 million in 2003-04, at constant 2003-04 prices.

Passenger receipts on local bus services were £358 million in 2003-04, a fall of 2% in real terms on the previous year. They were just £1 million less (in real terms) than in 1993-94. Local bus service passenger receipts have in the last ten years ranged from £338 million to £374 million at 2003-04 prices. However, passenger receipts for other (non-local) bus and coach services in 2003-04 were £116 million, a 20% fall in real terms over the previous year, but 2% higher than in 1993-94. Over the ten years they varied between £113 million and £159 million at 2003-04 prices, but there were several years in which there was very little change in real terms.

Chart I: Estimated distance travelled by local bus services for former regions

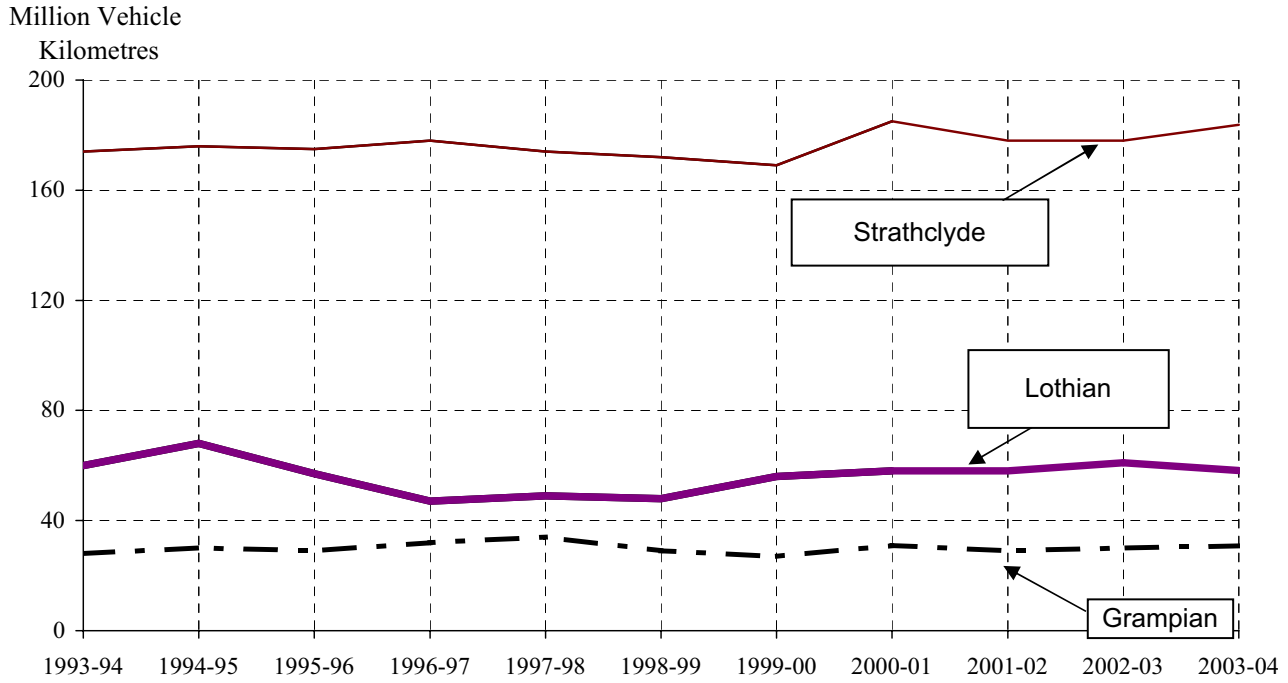
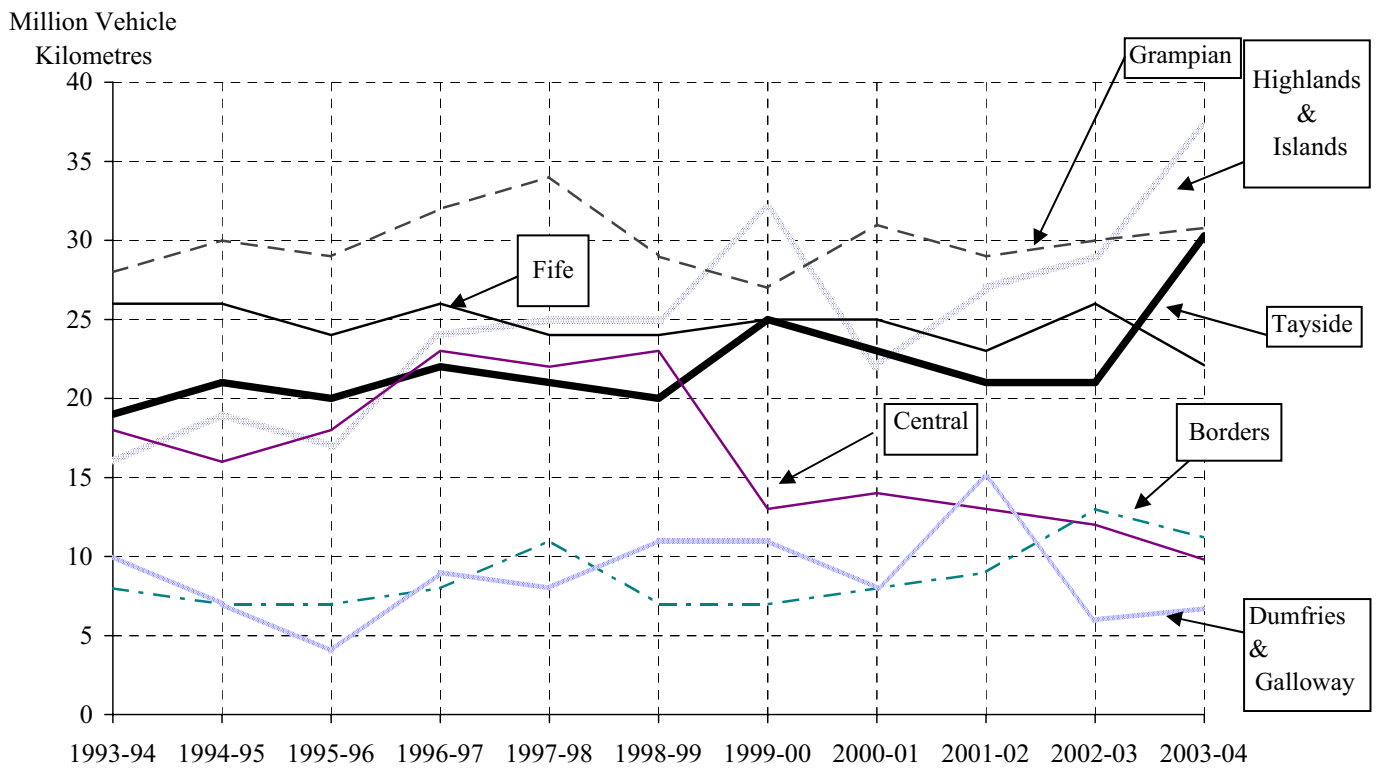


Chart J: Estimated distance travelled by local bus services for former regions



Note: Figures may be subject to considerable uncertainty (see section 6.6)

In real terms, local bus service passenger receipts in Scotland in 2003-04 were almost the same as in 1993-94. In comparison, in Great Britain outside London there was an 11% rise, while in Great Britain as a whole the rise was 14% .

3.8 **Public Transport Support - local bus services** (Table 5.1 and Chart F)

Public transport support for local bus services in Scotland in 2003-04 was provisionally estimated to be £32 million, in real terms a fall of 3% on the previous year, but a rise of 14% over ten years previously. In comparison, over the same 10 year period, there has been a rise in support of 164% in real terms for Great Britain, with a 36% rise for Great Britain outwith London.

3.9 **Concessionary Fare Reimbursement - local bus services** (Table 5.3 and Chart F)

Concessionary fare reimbursement on local bus services in Scotland in 2003-04 was provisionally estimated to be £40 million, in real terms a fall of 2% from the previous year, and 20% less than in 1993-94. In Great Britain there was a decrease of 4% in real terms over the past ten years.

3.10 **Operating costs per vehicle kilometre - local bus services** (Table 6.1)

The estimated average operating cost (including depreciation) of local bus services in Scotland, was 80 pence per vehicle-kilometre in 2003-04, in real terms 3% less than in the previous year, and 19% lower than ten years earlier. The corresponding estimated average operating cost (including depreciation) for Great Britain was 114 pence per vehicle kilometre, and the fall in real terms over the past ten years was 1%.

3.11 **Operating costs per passenger journey - local bus services** (Table 6.2)

The estimated average operating cost (including depreciation) per passenger journey for local bus services in Scotland in 2003-04 was 69 pence, in real terms slightly less than the previous year and a 2% increase on ten years ago. The operating cost per passenger journey for Great Britain was 65 pence, and had fallen by 4% over the past ten years.

3.12 **Number of buses and coaches** (Tables 7.1 and 7.2, and Chart G)

With effect from 2003-04, the Department for Transport's survey of Public Service Vehicle operators no longer asks operators for a breakdown of single deckers by their numbers of seats. This means that figures for the numbers of single deckers with 17-35 seats and with 36+ seats are no longer available.

There was a 2% rise in the overall total number of buses and coaches in Scotland in 2003-04 from the previous year, and it was 2% higher than ten years earlier.

In Scotland over the period since 1993-94, there has been a 12% increase in the number of single deckers (including coaches), from 6,600 to 7,400. The number of double deckers fell by 24% from 2,500 in 1993-94 to 1,900 in 2003-04, but has risen by 6% over the past year.

In Great Britain, the 6% increase in the total number of buses and coaches over the past ten years was greater than Scotland's 2% rise. The number of single deckers rose by 15% over the last ten years but is practically unchanged from the previous year. The number of double

Chart K: Estimated passenger journeys on local bus services

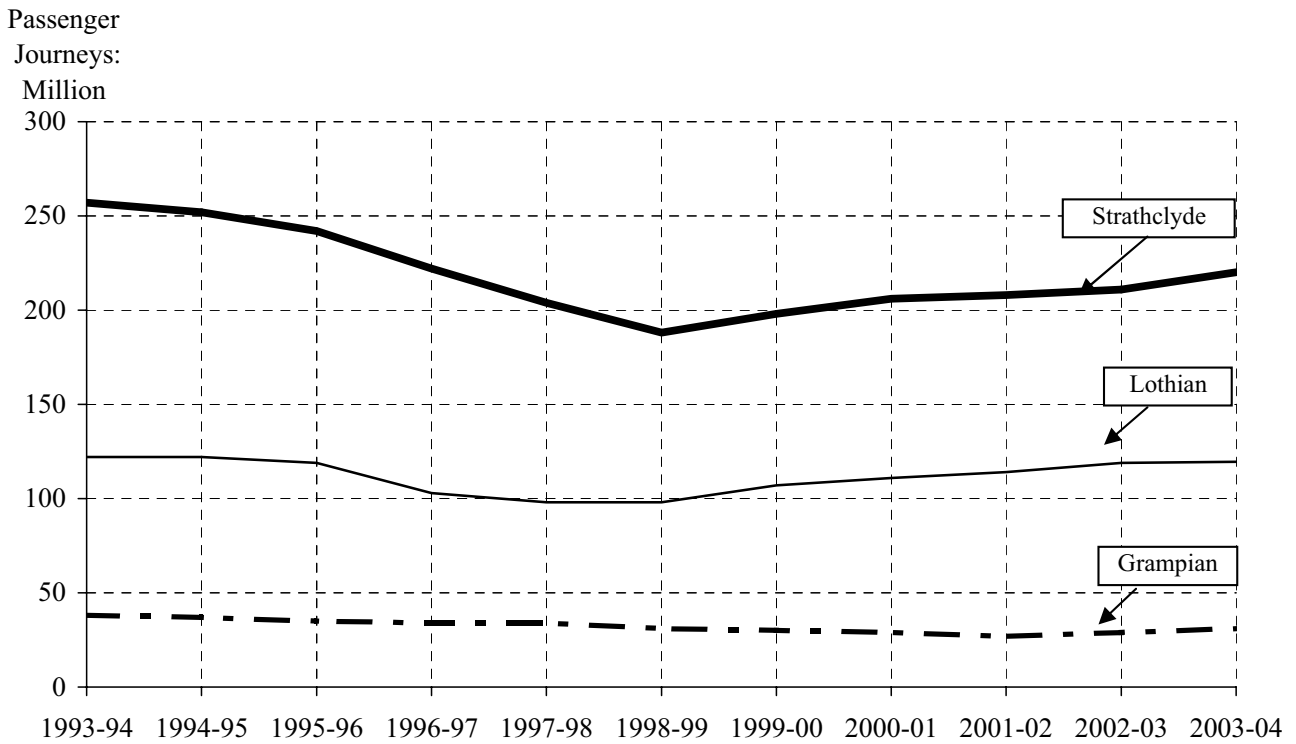
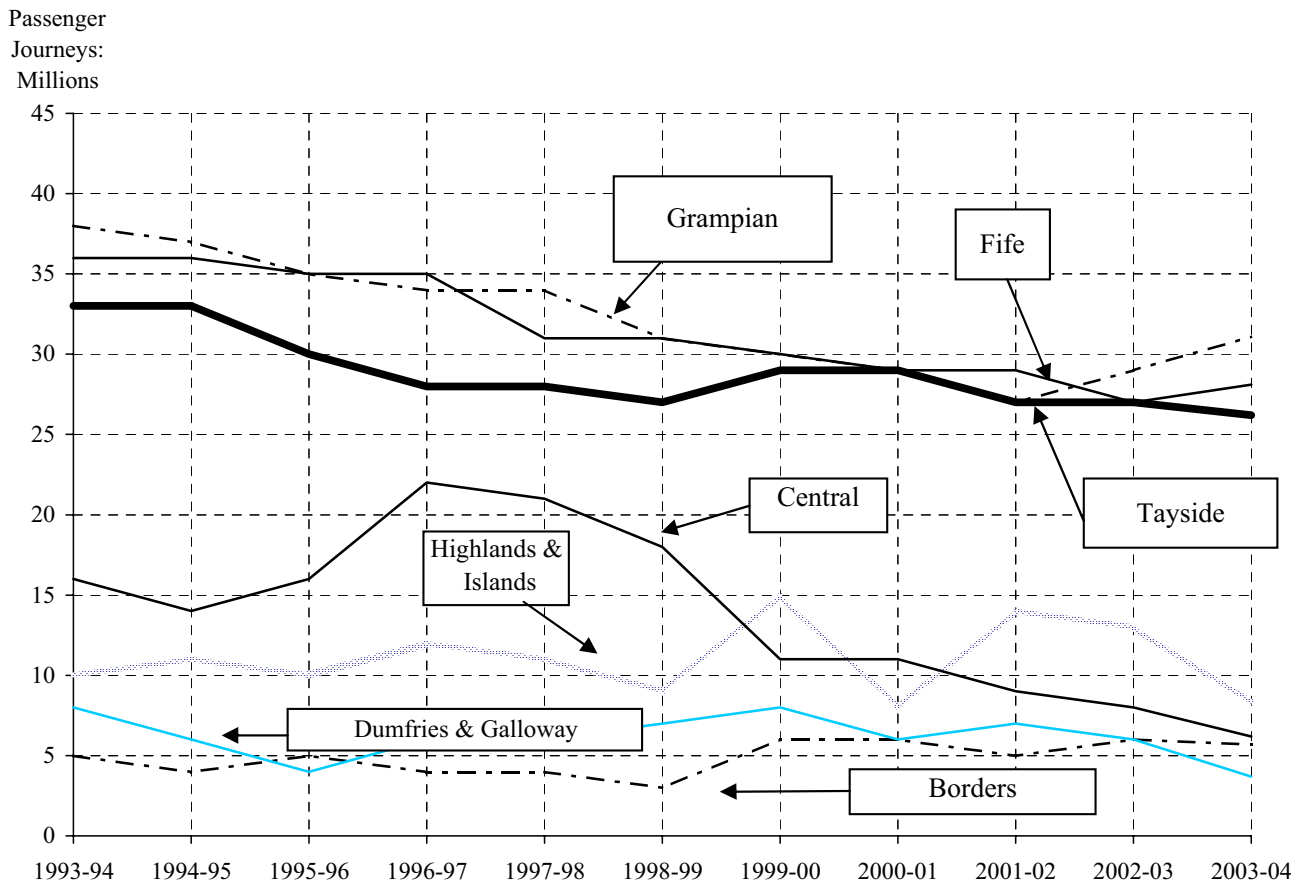


Chart L: Estimated passenger journeys on local bus services for former regions



Note: Figures may be subject to considerable uncertainty (see section 6.6)

deckers in Great Britain fell by 18% in ten years but, like single deckers, is unchanged from the previous year.

Information about the numbers of buses and coaches which have low floors, powered lifts or ramps, or kneeling mechanisms has only been collected with effect from the return for the 1997-98 financial year. However, in 2000-01 the question within the DfT bus and coach survey was changed and in 2001-02 the question on low floor vehicles was changed again to record those which had a certificate under PSV Accessibility Regulations 2000, and those which did not have the certificate but were of low floor designs suitable for wheelchair access. In Great Britain in 2003-04, over one fifth (23%) of full size buses met the above criteria. As a result, figures within *Table 7.2* for 2000-01 onwards are on a different basis to previous years. It should also be noted that some of the apparent year-to-year changes may be misleading, possibly being due to the effects of sampling variability - see the notes on the source of the figures, in *section 6*.

3.13 **Staff Employed** (*Table 8.1 and Chart H*)

There were 18,500 staff employed by bus and coach operators in Scotland in 2003-04, 300 (2%) more than the previous year, and unchanged from 1993-94. In contrast there was a 3% increase in the number of staff employed in Great Britain over the same ten year period.

In Scotland there was an increase in the number of "platform staff" (including drivers, conductors and other on-vehicle staff) of 300 (2%) when compared with the previous year. In Great Britain "platform staff" fell by 100 over the same period. In 2003-04, "maintenance and other staff" numbers in Scotland rose by 1% from the previous year, but were 21% lower when compared with 1993-94.

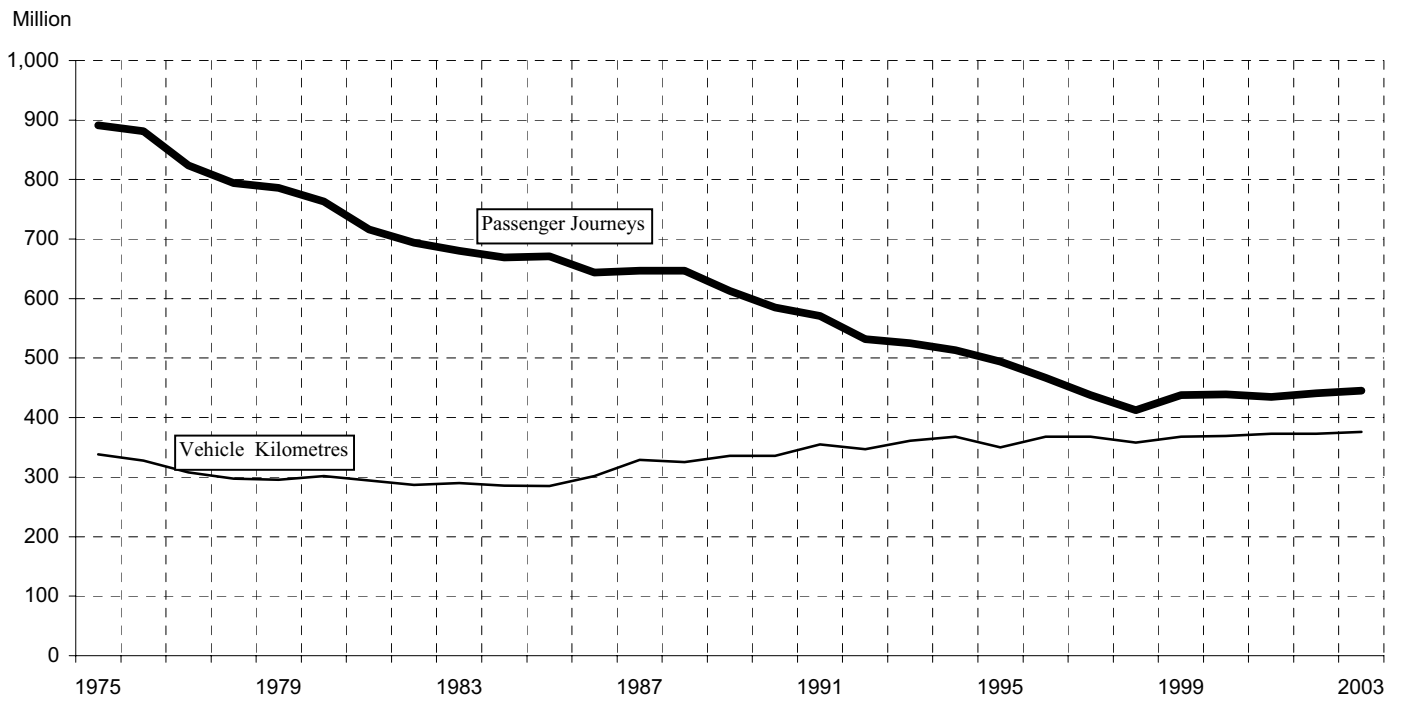
3.14 **Local bus services: Estimated vehicle kilometres and passenger journeys (boardings) for areas within Scotland** (*Tables 9.1 and 9.2, and Charts I to L*)

Estimates for areas within Scotland can be produced from the statistical returns but it should be noted that the statistical returns were *not* designed to produce figures for parts of Scotland, and therefore some of the estimates may be subject to considerable uncertainty. The reasons for this are explained in *section 6.6*.

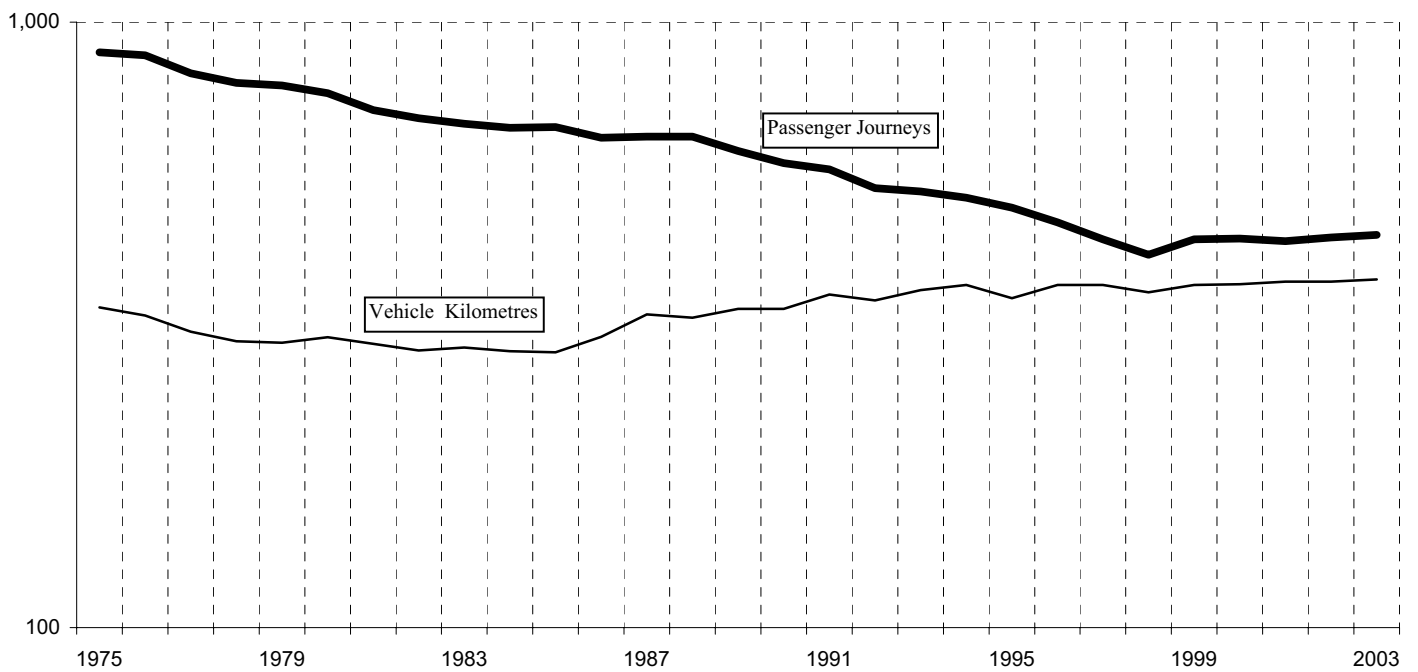
The estimates for different parts of Scotland that are given in this bulletin should therefore be seen as a *general* guide to the levels and trends, with the occasional "hiccup" in the series being a reminder that the estimates may be affected by the kinds of factors described in *section 6.6* and so are *not* necessarily reliable. This point is particularly relevant in the case of the estimates for the areas with the smallest populations where (for example) apparently large year-to-year fluctuations could be caused by the "luck of the draw" including in the sample several operators in one year and few operators in another year - or could reflect genuine changes in the level of provision and patronage of services in those areas due to (e.g.) expansion or contraction by one or more operators.

The estimates suggest that, over the past ten years, there have been increases in the number of vehicle kilometres run by local bus services in some parts of Scotland, and falls in other areas. At the same time, the numbers of passenger journeys (boardings) have fallen in all the main populated areas, with the scale of the percentage reduction apparently varying between areas. However, patronage in Lothian and Strathclyde appears to have risen since 1998-99, with the figure for Lothian in 2003-04 being only 2% less than ten years earlier. The overall

Chart M: Local bus services: passenger journeys and distance travelled by services (vehicle kilometres) - Scotland



logarithmic scale



Note: For the later years, the figures relate to the financial years which began in the specified calendar years (e.g. "1996" figures are for financial year 1996-97).

figures for Lothian for 2001-02 do not appear to have been affected greatly by the Edinburgh "bus war", which took place between August 2001 and July 2002.

3.15 **Local bus services: Longer term trends** (*Table 10.1 and Chart M*)

Some key statistics are available for local bus services for years from 1975. However, due to changes in methods of collecting the data, figures for years prior to 1985-86, which was the last full year prior to deregulation, may be less reliable than those for later years.

The distance travelled (vehicle kilometres) by local bus services in Scotland has increased by 15% since 1975, mainly due to an increase between 1985 and 1994. (Prior to 1985, there had been falls in most years since 1975). However, the number of passenger journeys (boardings) has decreased by 50% since 1975, with falls in most of the years since then. There have been increases in only seven of the 27 years since 1975: the rise in 2003-04 was only the fifth since 1987-88, and the first time since the current records began in 1975 that there had been rises in five consecutive years. Chart M shows how the increase from the "low point" of 413 million passenger journeys in 1998-99 compares with the falls in the previous 20-or-so years.

For Great Britain as a whole, the distance travelled (vehicle kilometres) rose by 5% and the number of passenger journeys fell by 40% between 1975 and 2003-04.

4. **Scottish Household Survey results**

4.1 **Introduction**

The Scottish Household Survey (SHS) collects a wide range of information, some about the household as a whole, and all the people in it, and some about one randomly-chosen adult (aged 16 or over). The results are weighted to take account of different selection probabilities. The SHS figures given in this bulletin were produced from the survey's samples for the calendar years 1999 to 2003. Due to the timing of changes to the SHS questionnaire, some figures relate only to parts of some years (e.g. April to December 2003). Further information about the SHS is given in *section 5.3* and in *section 7*.

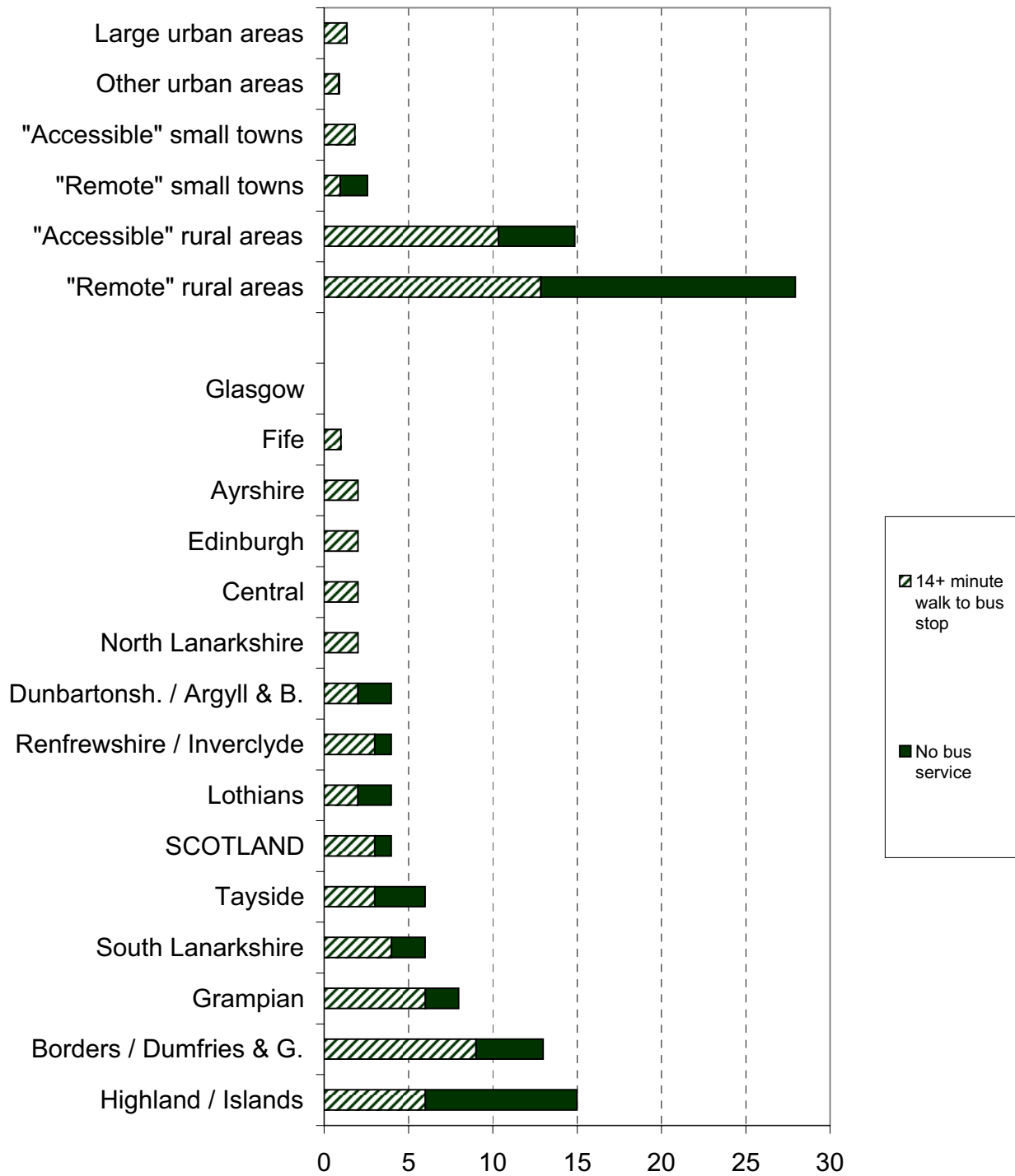
4.2. **The accessibility and frequency of bus services** (*Table 11, Chart N*)

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 first row of the left hand part of *Table 11* shows that, in 2003, over half of all households (55%) were said to be up to 3 minutes walk away from the nearest bus stop, and that about a third of households (31%) were 4-6 minutes walk away from a bus stop. In fact, about seven-eighths of households said that they were within 6 minutes walk of a bus stop. 9% of households reported a 7-13 minutes walk, and only 3% said that the interviewer would have to walk for 14 minutes or longer. 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 14,880 households.

The left hand parts of *Table 11* show how the walking time to the nearest bus stop varies for households in different categories. For example there was great variation 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 9,999 and an area is described as "accessible" if it is within 30 minutes' drive of a settlement with a

Chart N: Those with no bus service, or with a 14+ minute walk to the nearest bus stop (or place one can get a bus): 2003

% of households/population



The urban/rural percentages are % of Households. See Table 11

The Council Groups percentages are % of the Population. See Table 12

population of 10,000 or more (otherwise it is described as "remote"). A "large urban area" is a settlement with a population of 125,000 or more. More details of the classification are given in *section 5.3*. In 2003, 15% of householders in "remote" rural areas said that they had no bus service, as did 5% of those in "accessible" rural areas and 2% of those in "remote" small towns. A further 13% of householders in "remote" rural areas, and 10% of those in "accessible" rural areas, said that it would take at least 14 minutes to walk to the nearest bus stop (or place where one could get on a bus). The percentage within 3 minutes walk of a bus service was only 38% for households in "remote" rural areas, and 48% for those in "accessible" rural areas, compared with between 53% and 62% of those in other areas. 61% of those living in the most deprived 20% of areas were within 3 minutes walk of a bus service compared with 48% of those living in the least deprived 20% of areas. *Table 11* also shows that there is some variation with (e.g.) social class, annual net household income and property type.

The interviewer asks about the frequency of service at the nearest bus stop (or place one could get on a bus). If the householder says that the frequency of service varies, the interviewer asks for the week-day off-peak frequency. The right hand part of *Table 11* shows that 22% of householders did *not* know how often one could get a bus from the nearest stop during the day (*not* counting those without a bus service). This percentage was highest for households in "remote" small towns (38%): all the other types of area had figures in the range 16-29%.

Overall, 24% of householders said that there was at least one bus every 13 minutes, 25% thought that there was one every 14-26 minutes, 24% answered that there was a bus every 27-63 minutes, and 4% indicated that the interval between buses was 64 minutes or longer (*not* counting those without a bus service). The differences between urban and rural areas were very clear. For example, 43% of householders in large urban areas reported at least one bus every 13 minutes, compared with small percentages of householders in small towns and rural areas. 34% of householders in "remote" rural areas said that there was one bus every 64 minutes or more, as did 15% of those in "accessible" rural areas, compared with under 1% of those in urban areas. The frequency of bus service is greater in the most deprived areas, with 34% having a bus service frequency of at least one every 13 minutes compared with 22% of the least deprived areas having this frequency.

The top part of *Chart N* shows that a far smaller percentage of households in urban areas have no bus service, or a 14+ minute walk to the nearest bus stop, than those living in rural areas.

4.3 **The availability of bus services to the population** (*Table 12, Chart N*)

Table 11 looked at the availability of bus services to *households*, whereas *Table 12* does so in terms of the *population*. The left hand part of *Table 12* covers people in households with walking times to the nearest bus stop of up to 6 minutes. Overall, in 2003, about 85% of people lived within 6 minutes walk of a bus stop, and they included 22% in households where it was said that there was at least one bus every 13 minutes, 22% with a bus every 14-26 minutes, 21% with a bus every 27-63 minutes, 3% with a bus every 64+ minutes and 17% in households where the respondent did not know the frequency of the bus service. The right hand part of *Table 12* covers people in households with longer walking time to the nearest bus stop: about 10% of people lived within 7-13 minutes walk of a bus stop, and 3% lived 14+ minutes walk away.

Chart O: Views on the convenience of public transport: 2003

% of adults

0% 20% 40% 60% 80% 100%

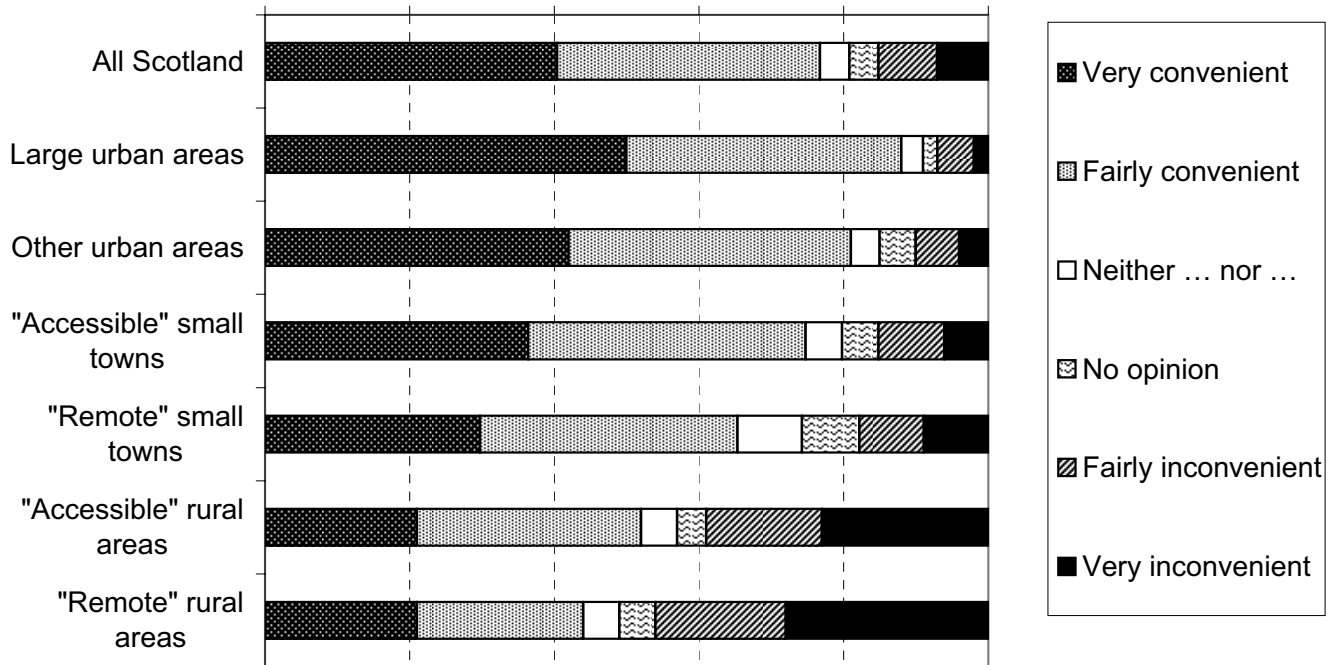
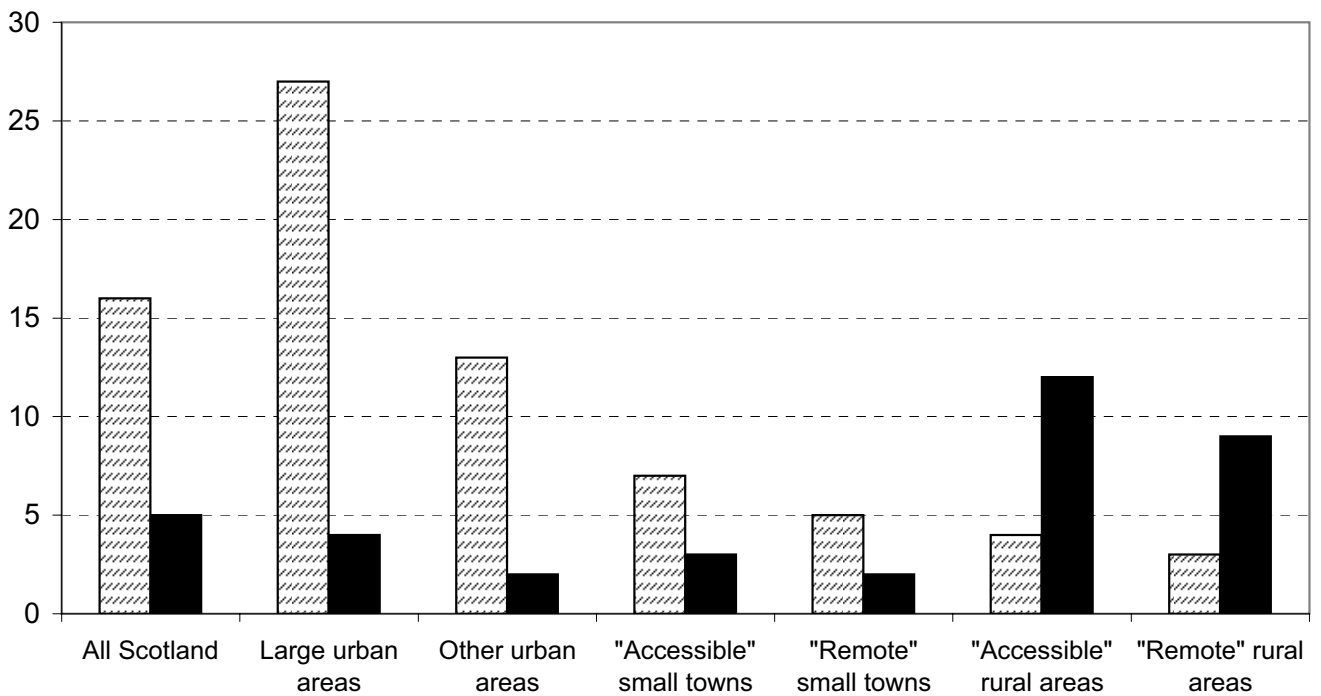


Chart P: Views on public transport as an aspect of the neighbourhood: 2003

% of adults



▨ "Good public transport" is liked

■ "Poor public transport" is disliked

The SHS is designed to provide results for each local authority area only for two year sampling periods (e.g. 1999/2000 and 2001/2002). However, the survey's design is such that results for single years can be produced for the Councils with the largest populations, which therefore appear individually (while other Councils are grouped with one or more neighbouring authorities) in the tables which provide figures for different parts of Scotland for 2003 and for the earlier two-year periods. In 2003, about 89% of the populations of both Glasgow and Edinburgh were within 6 minutes walk of the nearest bus stop, including around 68% and 75% respectively having a bus every 26 minutes or less at that stop. About 72% of the population in Highlands/Islands were within 6 minutes walk of the nearest bus stop but only around 11% had a service of one bus every 26 minutes or less at that stop. Similarly, around 74% of the population in Borders/Dumfries & Galloway were within a 6 minute walk of the nearest bus stop but only about 6% had a frequency of service there of every 26 minutes or less.

The bottom part of *Chart N* shows that the percentage of people who had no bus service or who had a 14+ minute walk to the nearest bus stop (or place one could get a bus), was highest for Highlands/Islands (about 15%) and Borders/Dumfries & Galloway (around 13%). This compares with about 4% for Scotland as a whole.

Table 12 also compares the figures for 2003 with the two-year periods of 2001/2002 and 1999/2000, for Scotland as a whole and for groups of council areas. The figures do *not* suggest any *great* changes between the three periods, either overall or in any of the council groups. However, the population within 6 minutes walk of a bus stop which has a frequency of at least one bus every 13 minutes has increased for most council areas, with the largest rises being for Grampian (10% to 18%) and Edinburgh (35% to 45%). and However, the percentage for Borders/ Dumfries and Galloway stayed the same, whilst there were slight falls in Highlands/Islands, Lothians and Renfrewshire/Inverclyde.

4.4 Views on the convenience and quality of public transport (*Table 13; Charts O and P*)

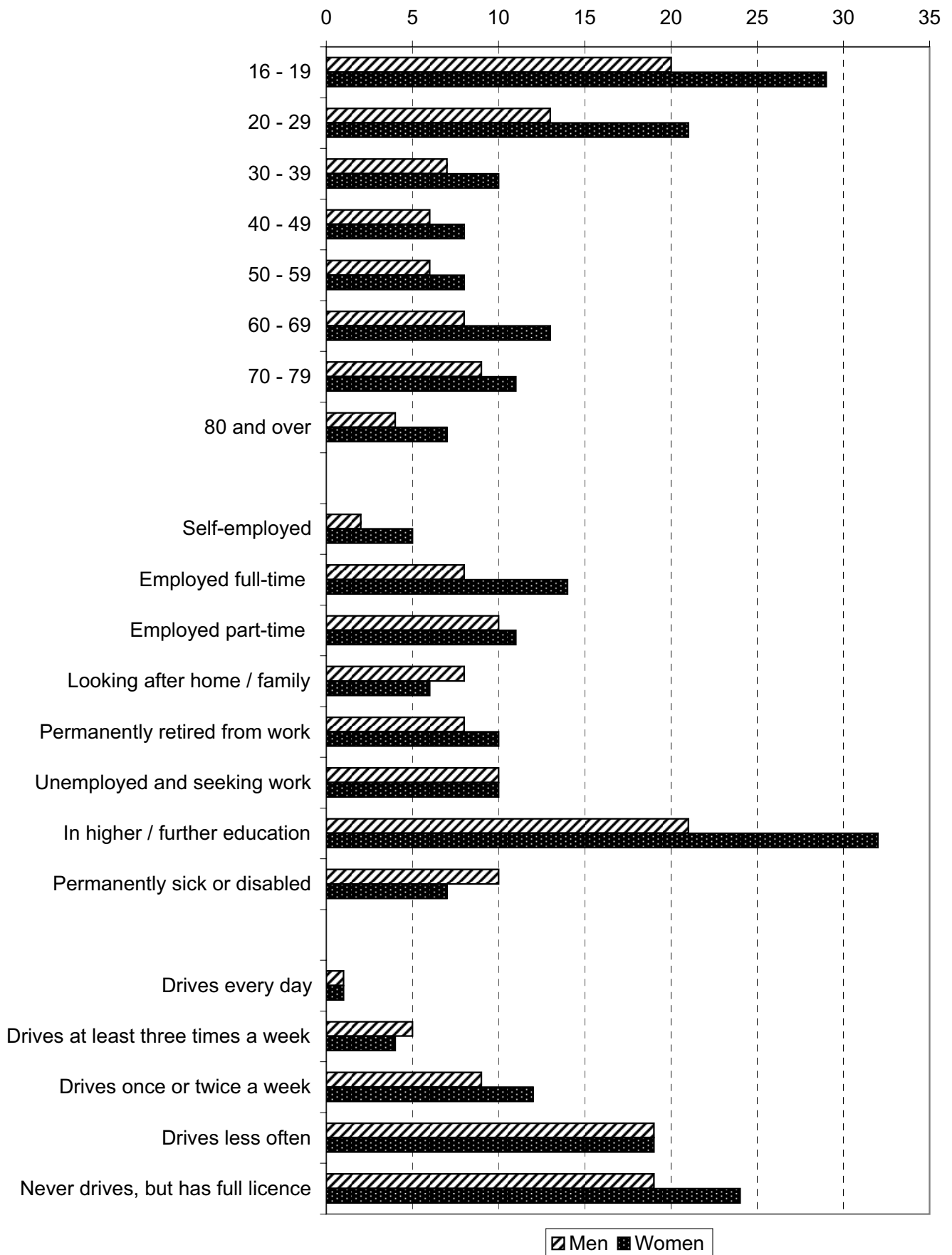
In the second part of the SHS interview, one randomly-chosen adult member of the household is asked about his/her circumstances and views. As it is sometimes not possible to arrange an interview with the chosen person, these results are based on smaller sample numbers than the earlier analyses. One set of questions is about the convenience of public transport and of some other types of services (such as post office, doctor's surgery, etc). The interviewer says: "... please tell me how convenient or inconvenient you would find it to make use of their services during their normal opening hours, assuming that you needed to?" The left-hand part of *Table 13* shows how the "convenience" of public transport was rated in 2003: overall, 40% of adults said it was "very convenient" and 36% described it as "fairly convenient", 4% responded "neither convenient nor inconvenient", 4% had no opinion, 8% thought it "fairly inconvenient" and a further 7% felt it was "very inconvenient".

The types of people most likely to describe public transport as "inconvenient" were the self-employed (about 26%), those small employers and sole traders (around 27%), people living in households with an annual net income of over £25,000 (18-21%), those aged 80 or above (about 20%) and those living in rural areas (39-46%).

The marked difference between urban and rural areas in views of the convenience of public transport is illustrated in *Chart O*. In 2003, 50% of adults living in large urban areas regarded public transport as "very convenient" compared with only 21% of those in both "accessible" and "remote" rural areas. Public transport was rated "very inconvenient" by

Chart Q: Adults (16+) who had used a local bus service every day or almost every day in the past month: 2003

% of adults



28% of adults living in "remote" rural areas and 23% of those in "accessible" rural areas but only by 2% in large urban areas.

The randomly-chosen adult is also asked about aspects of the immediate neighbourhood. The interviewer can record one or more of 14 "likes" (including "good public transport", "safe area / low crime" and "good local schools") and 17 "dislikes" (such as "poor public transport", "drug abuse" and "poor local shops"). The right hand part of *Table 14* shows that, overall, in 2003, 16% said that good public transport was an aspect of the neighbourhood that they liked, and 5% said that poor public transport was an aspect that they disliked. In general, these percentages did not vary much between different groups (there were a few exceptions).

Chart P shows that the percentage referring to good public transport was highest in the large urban areas (27%) and lowest in "remote" rural areas (3%) and "accessible" rural areas (4%). "Poor public transport" was one of the aspects of their neighbourhood that was disliked by 12% of adults living in "accessible" rural areas, and by 9% in "remote" rural areas.

4.5 Use of local bus services (*Table 14; Chart Q*)

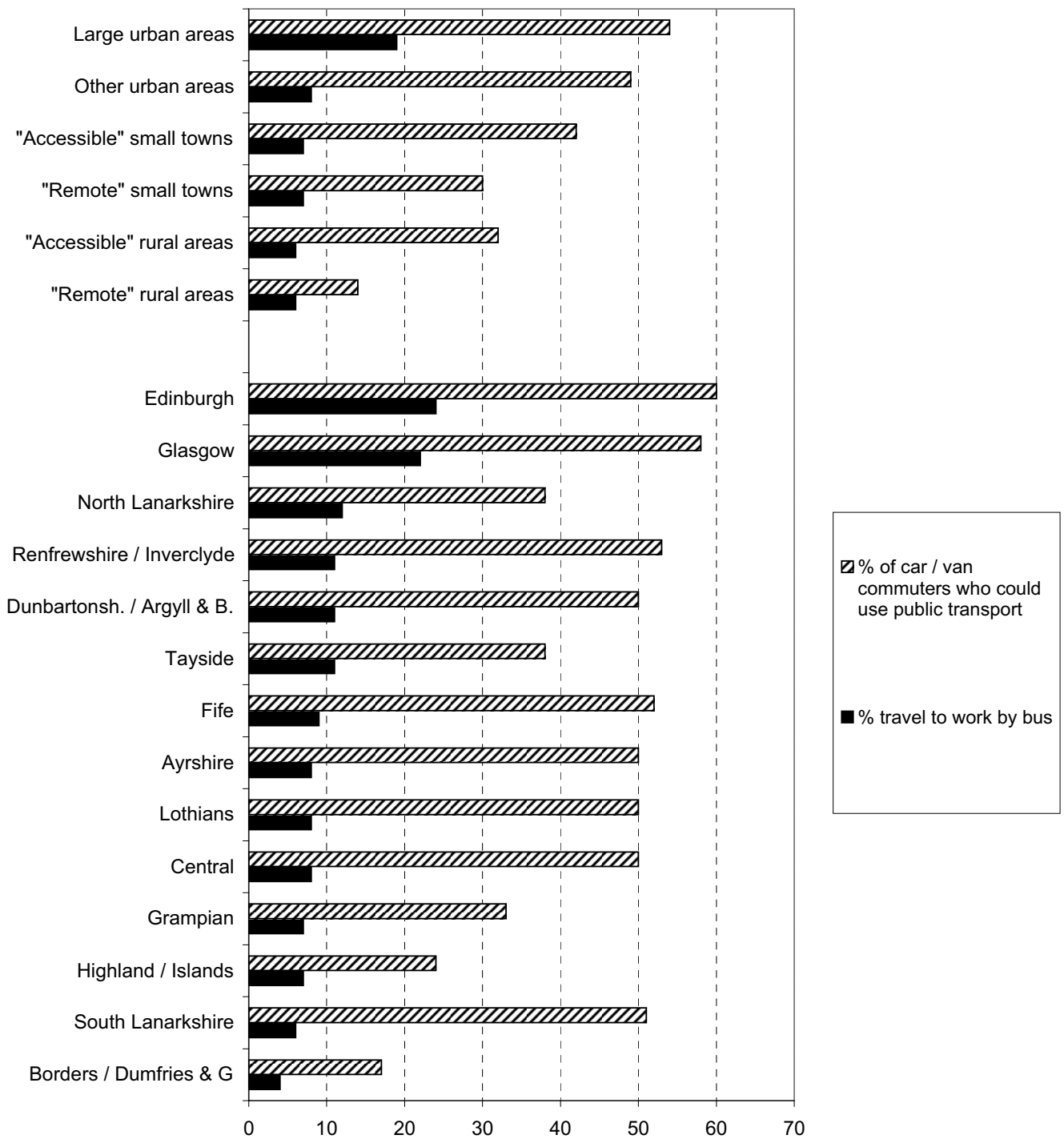
The interviewer asks the randomly selected adult how often he/she has used the local bus service in the past month. *Table 14* shows the results. The first row of the table shows that, in 2003, 41% of adults had used a local bus service in the previous month: about 10% used the bus every day or almost every day, 12% 2 or 3 times a week, 8% about once a week, and around 11% once a fortnight or once a month.

Table 14 shows that females make more use of local bus services than males, with 12% of women using a bus service every day or almost every day, and 14% doing so 2/3 times per week, compared to 8% and 9% of men respectively. 65% of men had *not* used the bus in the past month, compared to 55% of women. The use of local bus services differed among the age groups in that about 25% of 16-19 year olds and around 18% of 20-29 year olds used the bus every day or almost every day, compared to 6-11% of those aged 30 and above. A further 17% of 16-19 year olds and 12% of 20-29 year olds used the bus 2/3 times per week along with 17-21% of those aged 70+. Approximately two-thirds of 16-19 year olds had used a bus in the previous month, compared to only approximately one-third of 30-59 year olds. There is considerable variation in the use of buses with the current situation of the interviewee. Only 17% of self-employed people had used a bus in the previous month, as had 32% of those employed full-time, compared to 53% of those unemployed and seeking work, and 63% of those in higher or further education. Considerable variation is also shown with socio-economic classification: for example, 46% of those in "semi routine" occupations had used a bus within the last month, compared with 18% of small employers and sole traders. *Chart Q* illustrates variation in the use of local bus services of each of the sexes, by age, employment status and frequency of driving.

Table 14 also shows how use of bus services decreases with the net annual income of the household, ranging from 52% of those earning up to £10,000 per annum having used a bus in the previous month, to 28% of those earning £40,000 or more. Usage of local bus services also varies between "urban" and "rural" areas. In 2003, 56% of households in large urban areas had used a local bus in the previous month, with 5% using one every day, and a further 12% almost every day, whereas only 16-22% of those in rural areas or "remote" small towns had used a bus, and just 1-3% used one every day or almost every day. Predictably, the use of buses decreases with increased use of cars. Only 17% of those who use a car every day

Chart R: Employed people: % who travel to work by bus; % of car/van commuters who could use public transport: 2003

% of each group



had used a bus in the previous month, compared with 64% of those who had a driving licence but never drove, and 68% of those who did not hold a driving licence.

4.6 **Views on local bus services** (Table 15)

Adults who said that they had used local bus services in the past month were asked how strongly they agreed or disagreed with a series of statements about the service. The top part of Table 15 shows the responses to these statements. 71% of bus users agreed with the statement that the buses run on time, while 19% disagreed and 10% had no view. Nearly three-quarters agreed that the buses ran when they were needed, 76% found them comfortable, 86% felt safe and secure on the bus, 91% found the range and price of tickets easy to understand, and 70% of bus users felt that bus fares were good value. Fewer than 10% of users disagreed with the statements that they felt safe and secure on the buses, that the range and price of tickets is easy to understand, and that it is easy to change to other forms of transport.

The lower half of Table 15 shows the percentages of different groups who agreed with each of the statements regarding bus services. There was very little difference between the sexes in the proportions agreeing with each of the statements. There was some variation in responses according to age group, with a greater proportion of those aged 60 or over agreeing with nearly all the statements. The most notable differences were in those agreeing that fares were good value, with 58-59% of 16-29 year old bus users agreeing the fares were good value, compared to 79-84% of those aged 60 or over; and in those feeling safe and secure on the bus, ranging from 79% of 16-19 year olds, to 93% of those aged 80 and above. Similarly, those whose current situation was permanently retired from work tended to be the most likely to agree with most of the statements.

The proportions agreeing with the statements tended to vary with the frequency of use of local bus service. Those who used the buses least often had the smallest proportion agreeing with most of the statements. A higher proportion agreed that services were on time in "remote" rural areas (96%), compared to large urban areas (67%), but only 60-62% in rural areas agreed that the services were frequent, compared to 78-84% in urban areas and small towns. Higher proportions in rural areas considered the buses to be clean, and felt safe and secure on the bus, but a lower percentage felt that the service ran when they needed it.

4.7 **Travel to work - employed adults (16+) who do not work from (or at) home, and could car/van commuters use public transport** (Tables 16 and 17; Chart R)

The interviewer asks about travel to work if the randomly-chosen adult's current situation was described as "self-employed", "employed full-time" or "employed part-time", and the person does not work from (or at) home. People described in some other way (e.g. "in full-time education") are not asked about travel to work, even if they have part-time jobs.

The left hand part of Table 16 shows that, in 2003, 11% of commuters said that they usually travelled to work by bus, compared with 69% who went by car or van, and 20% who used other modes of transport (mainly walking). A greater percentage of women than men went by bus (13% against 10%). The percentage who commuted by bus was lowest for the self-employed (4%), small employers and sole traders (3%), those living in households with an annual net income of over £30,000 (6-9%), those living in the least deprived 20% of areas (9%) and those living in rural areas (6%). It was highest for 16-19 year olds (26%), those in intermediate and semi-routine occupations (16%), people from households with an annual net

income of up to £10,000 (21%), those in the most deprived 20% of areas (22%) and those living in large urban areas (19%).

Commuters who usually travelled by car or van were asked whether they could use public transport. The right hand part of *Table 16* shows that 45% of them said that they could use public transport to travel to work. The percentage was highest for 16-19 year olds (56% - but based on a very small sample), and those in intermediate occupations (56%). It was lowest for the self-employed (36%) and small employers and sole traders (30% - but based on a small sample).

The percentage of those people who usually travelled to work by car or van who said that they could use public transport to travel to work was particularly high for large urban areas (54%), and particularly low for "remote" rural areas (14%). Over the five years for which the survey has collected information, the proportion of car or van commuters who felt that they could use public transport has varied between about 45% and 49%, and the proportion of adults who usually travel to work by bus has fluctuated around 12%.

Table 17 provides figures for council areas within Scotland. People are counted on the basis of where they live, *not* where they work. Therefore, for example, the "travel to work" percentages for Edinburgh reflect the answers of the sample members who lived there, and so may not be representative of all who *work* in Edinburgh (including commuters from - e.g. - Fife). It must also be remembered that the figures for some Council areas are based on small samples, so could be subject to sampling errors of several percentage points.

The bus was said to be the usual means of travel to work for 11% of commuters in 2003. It was highest for Edinburgh (24%) and Glasgow (22%) and lowest in Borders / Dumfries and Galloway (4%). The right hand side of *Table 17* shows that the percentage of people who usually travel to work by car or van who said that they could use public transport to travel to work was 45% for 2003. *Chart R* shows it was highest for Edinburgh (60%) and Glasgow (58%), and only 17% for Borders / Dumfries and Galloway.

Table 17 also compares the figures for 1999/2000, 2001/2002 and 2003. The figures do *not* suggest great changes between the three time periods, either overall or in any of the areas shown, in the proportion actually using buses to travel to work. However, the proportion of car or van commuters has increased slightly for Scotland as a whole, from 67% in 1999/2000 to 69% in 2003.

4.8 **Reasons for travelling to work by bus; for car/van commuters not using public transport, and for not using buses more often** (*Tables 18 to 21*)

The interviewer continues with a series of questions about travel to work, which are asked of all those randomly-chosen adults whose current situation was described as "self-employed", "employed full-time" or "employed part-time". Therefore the results shown in Tables 18 to 21 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 have part-time jobs.) The percentages in these tables may add up to more than 100 because some people gave more than one reason.

The interviewer asks why the randomly-chosen adult uses his or her usual means of transport to work. *Table 18* summarises the reasons given in 2003 by those who went by bus: mentioned most were that it was the most convenient method (62%), that it was the only

method available (21%), that it was the quickest method (18%), that they had no car or other transport (10%), and that it was too far to walk (9%).

Between April and December 2003, 44% of car and van commuters said that they could use public transport to travel to work. They were asked why they did not use public transport. The left-hand column of *Table 19* shows that the most common reasons that they gave were that it would take too long (59% of these people), it would be inconvenient (40%), that there was no direct route (31%), they preferred to use their cars (20%), they needed a car at or for work (14%), cost (10%), and that they worked unsocial/unusual hours (10%). Those who gave more than one reason were asked which was the main one. *Table 19* also shows the percentage of people for whom each reason was given as the main (or only) reason.

Those who said that they could *not* use public transport to travel to work were asked why it was not possible to do so. The left-hand section of *Table 19* shows that the most common reasons given in 2003 were that there was no direct route (38% of this sub-group), a lack of a service (27%), that the person needed a car for work (23%), that the person worked unsocial or unusual hours (22%), that it would take too long (19%), that it would be inconvenient (16%), and that they used their own car (10%).

The right-hand side of *Table 19* analyses the answers which were obtained in 2002 and 2003 for sub-groups with different frequencies of use of local bus services. Their views are similar. For example, 49% of those who had not used a bus in the past month said that it would be inconvenient whilst 47% said it would take too long. For the most frequent users – at least once a week – 48% gave the reason that it would be inconvenient and 41% said it would take too long.

One must use several years' data in order to get a sample which is large enough for more detailed analysis. *Table 20* shows that, from July 1999 to December 2003, the most common reasons that car/van commuters who could use public transport gave for not using public transport were that it was inconvenient (51%) and that it takes too long (40%). Cost was cited as a reason for not using public transport by 20% of those aged 16-19% but only 7-8% of those aged 40 or over. 26% of the self-employed said they needed a car for work compared with 12% of those employed full time. Only 9% of those living in remote rural areas said the lack of a direct route was a reason compared with 26% in large urban areas.

Table 21 shows that from July 1999 to December 2003 the most common reasons for car/van commuters who said they could *not* use public transport were the lack of a direct route (36%) followed by lack of service (32%). Sixty-four percent of those living in remote rural areas indicated lack of service compared with 43% of those living in remote small towns and only 16% of those in large urban areas.

4.9 **Reasons for not using buses more often** (*Tables 22 to 24*)

The interviewer asks those who stated that they had used their local bus service at most “about once a week” in the past month, or not at all, why they did not use buses more often. The most common reasons given in 2003 are shown in *Table 22*. Thirty six percent of people said that they used their own cars (38% of men and 34% of women), 18% felt that it would be inconvenient to go by bus, similarly 18% said that they had no need to use buses more often, 12% said that it would take too long and 11% cited lack of service. Health reasons and the difficulty of access to buses were mentioned mainly by older people.

With effect from April 2003, those who gave more than one reason were asked which was the main one. *Table 23* shows the percentage of people for whom each reason was given as the main (or only) reason given for not using buses more often. Only 10-11% of 16-19 year and 80+ year olds said that they preferred to use their own cars, compared with approximately a quarter of those aged 20-69. 30% of 16-19 years olds said they had no need to use buses more often, compared with 13-19% in each of the older age-groups. More women (10%) than men (6%), and more people in the older age-groups, gave health reasons for not using the bus more often.

Table 24 provides a more detailed analysis, using the combined samples for 2002 and 2003. 39% of adults who said that they had used their local bus service at most "about once a week" in the past month (or not at all) said they did not use buses more often because they used their own car rather than buses. This was highest for those in employment (42-44%). Health reasons were cited by 17% of those in the most deprived 20% of areas compared with 4% in the least deprived 20% of areas. Lack of service was a reason given by 26-36% of those in rural areas compared with 5-7% for those in urban areas. About a third of those who normally travel to work by car or van said that they did not use buses more often because they were inconvenient.

4.10 **Frequency of evening travel by bus and how safe from crime would they feel** (*Table 25*)

The interviewer asked the randomly-chosen adult about the frequency of his or her evening travel by bus and how safe from crime he/she would feel when travelling by bus in the evenings. The left hand columns of *Table 25* show the frequency of evening journeys within 5 categories. Only 3% said that they travelled by bus in the evening on "most days", and a further 7% did so "at least once a week"; 79% said that they never travel by bus in the evening. There does not seem to be a significant difference between males and females. The people most likely to travel by bus in the evening on "most days" are the 16-19 year olds (11%), and those in higher/further education (12%). Those most likely "never" to travel by bus in the evenings are 70+ year olds (84-92%), those who are self-employed (86%) and those living in small towns and in rural areas (86-93%).

The right hand columns of *Table 25* show how safe from crime adults would feel travelling by bus in the evening: 39% would feel "fairly safe" and 14% would feel "very safe", with 20% of males and 9% of females feeling "very safe". However, 8% of adults said that they would feel "not safe at all", and 13% "not particularly safe". The people most likely to feel "very safe" are the 16-19 year olds (21%) and those living in remote rural areas (33%). Those most likely to feel "not safe at all" are 70+ year olds (11-17%), those who are permanently sick or disabled (15%) and those living in large urban areas (11%). 25% of those who travelled by bus in the evenings on "most days" said that they would feel "very safe" compared with only 12% of adults who "never" travelled by bus in the evening.

4.11 **Concessionary Travel Passes** (*Table 26*)

A national minimum standard of free off-peak local bus travel for elderly and disabled people in Scotland was introduced on 30 September 2002. On 1 April 2003, the arrangements were extended to men aged 60-64, who then became eligible to receive the same travel benefits as women aged 60+ and men aged 65+.

With effect from April 2003, randomly-chosen adults who were aged 60+, or who had said earlier that they had a long-standing illness, health problem or disability that limited their

daily activities or the work that they could do, were asked if they had a concessionary travel pass which allowed them to travel free of charge on off-peak local bus services. *Table 26* summarises the results. Twenty-six percent of adults hold a concessionary pass: only a small percentage of those aged under 60, 64% of those aged 60-64, and 81-86% of those aged 65 and over. More women aged 60-64 (82%) hold a pass than men in the same age group (42%), reflecting historical differences in eligibility for concessionary travel. The percentage with a concessionary pass was highest for those who are permanently retired from work, those with an income up to £15,000 and those living in urban areas. Among those aged 65+, a concessionary travel pass was held by over three-quarters of those who also held a full driving licence, and by over 90% of those aged 65-79 who did not have a driving licence.

4.12 **Journeys by bus as a percentage of all journeys by adults** (*Table 27*)

The interviewer asks the randomly-chosen adult about any journeys that he or she made on the previous day. The interviewer says that there is no need to mention short journeys of under a quarter of a mile, or under five minutes by foot. To be counted, the main purpose of a journey must be for the traveller to reach the destination: the statistics cover travel for private purposes, or for work or education, but *not* journeys made in the course of their work by (e.g.) people who are employed as drivers of buses or lorries, or to deliver letters and parcels, or as police officers or traffic wardens, etc. The reweighting procedure adjusts for the uneven spread of interviews over the week.

The main part of *Table 27* shows the number of journeys which adults made by bus as a percentage of all their journeys in 2003. The percentage of journeys made by bus was 9-12% on each day from Monday to Saturday inclusive, and overall, but was only 5% on Sunday. Women used the bus for more of their journeys (11%) than men (8%). 16-19 year olds made 21% of their journeys by bus, and it was used for 19-20% of journeys by those aged 70+, but only for 6-7% of journeys by 30-59 year olds. The groups which tended to make little use of the bus were the self-employed (1% of their journeys) and people in full and part time employment (7%). Usage was highest among those who were permanently sick or disabled (15%), permanently retired from work (16%) and those in further or higher education (21%). People in managerial and professional occupations made only 3-5% of their journeys by bus, in contrast to those in intermediate, routine and semi-routine occupations (9-12%). The percentage of journeys made by bus was highest for adults living in households with an annual net income of up to £10,000 (19%), thereafter falling as income increased to just 3% of journeys made by those with a household income of over £40,000. The percentage of journeys made by bus was highest for adults living in large urban areas (15%), and below the overall figure of 10% in all other types of areas. Just 4% of journeys by people living in "remote" small towns were made by bus and 3-4% of journeys made by people living in rural areas.

The final column of *Table 27* shows the percentage of adults in each category (including those who had not made any journeys at all) who said that they had made a bus journey on the previous day. In general, the percentages are similar to the percentages of journeys which were made by bus (eg high for those living in large urban areas, low for "remote" rural areas) - the main differences from the earlier pattern are for the people least likely to travel, such as those aged 80+ (only 9% of them had made a journey by bus on the previous day, whereas 20% of their journeys were by bus) and those who were permanently sick or disabled (10% of whom had made a journey by bus on the previous day, whereas 15% of their journeys were by bus).

1. Distance Travelled (vehicle kilometres)

Table 1.1 Vehicle kilometres by type of service

Type of service	1993-94	1994-95	1995-96	1996-97	1997-98	1998-99	1999-2000	2000-01	2001-02	2002-03	2003-04	2003-04 1 year (2002- 2003)	2003-04 % change over 10 years (1993-94)
(a) Scotland													
Local bus services	361	368	350	368	368	358	365	373	373	376	390	4	8
Other (non-local) services	156	145	155	166	178	160	131	161	147	141	124	-12	-21
All services	517	514	505	534	546	518	496	534	520	517	514	-1	-1
Annual growth rates													
Local bus services	4%	2%	-5%	5%	0%	-3%	2%	2%	0%	1%	%		
Other (non-local) services	0%	-7%	7%	7%	7%	-10%	-18%	23%	-9%	-4%	-12%		
(b) Great Britain													
Local bus services	2,585	2,650	2,623	2,638	2,627	2,642	2,613	2,640	2,635	2,628	2,580	-2	0
Other (non-local) services	1,440	1,428	1,482	1,503	1,558	1,590	1,450	1,506	1,499	1,450	1,407	-3	-2
All services	4,026	4,077	4,105	4,141	4,185	4,232	4,063	4,146	4,134	4,078	3,987	-2	-1

Table 1.2 Local Bus Services : Vehicle kilometres per head of population, and on commercial and on subsidised services

	1993-94	1994-95	1995-96	1996-97	1997-98	1998-99	1999-2000	2000-01	2001-02	2002-03	2003-04	2003-04 1 year (2002- 2003)	2003-04 % change over 10 years (1993-94)
Vehicle kilometres per head of population													
(a) Population													
Scotland	5,092	5,102	5,104	5,092	5,083	5,077	5,072	5,063	5,064	5,055	5,057		
Great Britain	56,037	56,154	56,279	56,381	56,496	56,628	56,802	56,960	57,149	57,510	57,851		
(b) Vehicle kilometres per head of population													
Scotland	70.9	72.1	68.6	72.3	72.4	70.5	72.0	73.7	73.7	74.4	77.1	4	9
Great Britain	46.1	47.2	46.6	46.8	46.5	46.7	46.0	46.3	46.1	45.7	44.6	-2	-3
Ratio Scotland/Great Britain	1.54	1.53	1.47	1.54	1.56	1.51	1.56	1.59	1.60	1.63	1.73	6	13
Vehicle kilometres on commercial and subsidised services													
(a) Scotland													
Commercial	307	317	295	311	310	298	308	318	310	313	318	2	4
Subsidised	54	51	54	57	58	60	57	56	63	63	72	14	33
Subsidised % of total	15.0%	13.9%	15.4%	15.5%	15.8%	16.8%	15.6%	15.0%	16.9%	16.8%	18.5%		
(b) GB Outside London													
Commercial	1,881	1,935	1,903	1,937	1,903	1,905	1,879	1,892	1,839	1,798	1,666	-7	-11
Subsidised	361	357	366	359	362	380	367	375	415	423	477	13	32
Subsidised % of total	16.1%	15.6%	16.1%	15.6%	16.0%	16.6%	16.3%	16.5%	18.4%	19.0%	22.3%		

2. Passenger journeys (boardings)

Table 2.1 Local bus services : Passenger journeys (boardings) by area

Area	1993-94	1994-95	1995-96	1996-97	1997-98	1998-99	1999-2000	2000-01	2001-02	2002-03	2003-04	2003-04 1 year (2002- 2003)	2003-04 % change over 10 years (1993-94)
(a) Numbers											million		%
Scotland	525	514	494	467	438	413	434	436	441	445	449	1	-15
Great Britain	4,381	4,414	4,378	4,345	4,326	4,244	4,276	4,304	4,342	4,442	4,535	2	4
Great Britain Outside London	3,264	3,247	3,173	3,103	3,032	2,965	2,969	2,945	2,908	2,900	2,833	-2	-13
(b) Annual growth rates											%		%
Scotland	-1%	-2%	-4%	-5%	-6%	-6%	5%	0%	1%	1%	1%		1%
Great Britain	-2%	1%	-1%	-1%	0%	-2%	1%	1%	1%	2%	2%		2%
Great Britain Outside London	-3%	-1%	-2%	-2%	-2%	-2%	0%	-1%	-1%	0%	-2%		-2%

Table 2.2 Local bus services : Passenger journeys (boardings) per head of population

Area	1993-94	1994-95	1995-96	1996-97	1997-98	1998-99	1999-2000	2000-01	2001-02	2002-03	2003-04	2003-04 1 year (2002- 2003)	2003-04 % change over 10 years (1993-94)
(a) Population											thousands		%
Scotland	5,092	5,102	5,104	5,092	5,083	5,077	5,072	5,063	5,064	5,055	5,057		
Great Britain	56,037	56,154	56,279	56,381	56,496	56,628	56,802	56,960	57,149	57,510	57,851		
(b) Local bus services : passenger journeys per head of population											passenger journeys per head		%
Scotland	103.2	100.6	96.8	91.7	86.2	81.3	85.6	86.0	87.1	88.1	88.8	1	-14
Great Britain	78.2	78.6	77.8	77.1	76.6	74.9	75.3	75.6	76.0	77.2	78.4	1	0
Ratio Scotland/Great Britain	1.32	1.28	1.24	1.19	1.13	1.08	1.14	1.14	1.15	1.14	1.13		

3. Fares

Table 3.1 Local bus services : fare indices

Area	1993-94	1994-95	1995-96	1996-97	1997-98	1998-99	1999-2000	2000-01	2001-02	2002-03	2003-04	2003-04 % change over 1 year (2002-2003)	2003-04 % change over 10 years (1993-94)	
(a) Current prices														
													Index 1995 = 100	%
Scotland	91.3	96.9	100.8	108.0	116.5	121.8	125.3	129.9	131.8	134.5	136.8	2	50	
Great Britain	92.4	96.7	101.2	106.3	112.0	117.1	122.0	126.4	130.6	134.5	139.1	3	51	
Great Britain Outside London	92.8	96.8	101.2	106.6	112.8	118.2	123.4	129.2	135.3	140.8	146.3	4	58	
(b) Constant prices¹														
Scotland	96.2	99.4	100.1	104.7	109.3	110.9	112.3	113.0	113.0	112.9	111.8	-1	16	
Great Britain	97.3	99.2	100.5	103.1	105.1	106.6	109.3	109.9	112.0	112.9	113.6	1	17	
Great Britain Outside London	97.8	99.3	100.5	103.4	105.9	107.6	110.6	112.3	116.0	118.2	119.5	1	22	

¹ Adjusted for general inflation, using the Retail Prices Index.

Table 3.2 Passenger transport price indices for Great Britain

Area	1993-94	1994-95	1995-96	1996-97	1997-98	1998-99	1999-2000	2000-01	2001-02	2002-03	2003-04	2003-04 % change over 1 year (2002-2003)	2003-04 % change over 10 years (1993-94)	
(a) Current prices														
													Index 1995 = 100	%
Motoring costs	96.4	98.8	100.4	104.6	109.4	112.2	116.0	119.1	118.0	117.9	120.0	2	24	
Rail fares	92.6	96.7	101.1	104.3	107.2	111.5	115.2	117.4	121.8	125.2	129.8	4	40	
Local bus services fares	92.4	96.7	101.2	106.3	112.0	117.1	122.0	126.4	130.6	134.5	139.1	3	51	
Taxi fares in London	94.1	97.8	100.7	105.3	109.7	113.4	118.3	126.0	132.0	141.3	..	..	..
Taxi fares outside London	94.4	97.7	100.7	107.3	109.7	117.0	122.8	130.4	..	..	..	..	..
Other travel costs ²	98.6	99.4	99.9	103.3	106.3	107.3	110.7	115.9	..	..	..	..	..
(b) Constant prices²														
Motoring costs	101.6	101.3	99.7	101.4	102.7	102.1	103.9	103.6	101.2	99.0	98.0	-1	-4	
Rail fares	97.6	99.2	100.4	101.1	100.6	101.5	103.2	102.1	104.5	105.1	106.0	1	9	
Local bus services fares	97.3	99.2	100.5	103.1	105.1	106.6	109.3	109.9	112.0	112.9	113.6	1	17	
Taxi fares in London	99.1	100.3	100.0	102.1	103.0	103.2	106.0	109.6	113.2	118.6	..	..	..
Taxi fares outside London	99.5	100.2	100.0	104.0	103.0	106.5	110.0	113.5	..	..	..	..	..
Other travel costs ²	103.9	101.9	99.3	100.1	99.8	97.6	99.2	100.9	..	..	..	..	..

¹ Other travel costs comprise holiday air travel and excursion travel. Data collected by ONS.

² Adjusted for general inflation, using the Retail Prices Index.

4. Passenger Receipts

Table 4.1 Passenger Receipts¹ in Scotland by type of service

Type of service	1993-94	1994-95	1995-96	1996-97	1997-98	1998-99	1999-2000	2000-01	2001-02	2002-03	2003-04	2003-04 % change over 1 year (2002-2003)	2003-04 % change over 10 years (1993-94)
(a) At Current Prices											£ Million		%
Local bus services	279	295	293	290	296	300	314	332	321	354	358	1	28
Other (non-local) services	88	90	97	99	116	121	118	142	150	141	116	-18	32
All services	367	385	390	389	412	421	432	474	471	495	474	-4	29
(b) At 2003-04 Prices²													
Local bus services	359	374	361	345	344	338	347	362	341	364	358	-2	0
Other (non-local) services	113	114	119	118	134	136	130	155	159	145	116	-20	2
All services	472	488	480	463	478	474	477	517	500	509	474	-7	0

1. Receipts for local bus services include concessionary fare reimbursement from local authorities.

2. Adjusted for general inflation using the GDP market price deflator.

Table 4.2 Local bus services: Passenger receipts¹ by area

Type of service	1993-94	1994-95	1995-96	1996-97	1997-98	1998-99	1999-2000	2000-01	2001-02	2002-03	2003-04	2003-04 % change over 1 year (2002-2003)	2003-04 % change over 10 years (1993-94)
(a) At Current Prices											£ Million		%
Scotland	279	295	293	290	296	300	314	332	321	354	358	1	28
Great Britain	2,262	2,351	2,389	2,471	2,601	2,659	2,731	2,890	2,952	3,094	3,326	7	47
Great Britain Outside London	1,798	1,859	1,869	1,911	2,002	2,033	2,079	2,216	2,257	2,379	2,559	8	42
(b) At 2003-04 Prices²													
Scotland	359	374	361	345	344	338	347	362	341	364	358	-2	0
Great Britain	2,909	2,973	2,935	2,940	3,013	2,991	3,010	3,133	3,126	3,179	3,326	5	14
Great Britain Outside London	2,310	2,356	2,303	2,274	2,325	2,294	2,295	2,415	2,397	2,444	2,559	5	11

1. Including concessionary fare reimbursement from local authorities.

2. Adjusted for general inflation using the GDP market price deflator.

5. Local Bus Services: Government Support

Table 5.1 Local bus services: Government support for Great Britain

Type of Support	1993-94	1994-95 ³	1995-96	1996-97	1997-98	1998-99	1999-2000	2000-01	2001-02	2002-03	2003-04 (prov)	2003-04 1 year (2002- 2003)	2003-04 % change over 10 years (1993-94)
(a) At Current Prices													
Public transport support ¹	277	272	251	236	218	265	284	383	498	741	940	27	239
Concessionary fare reimbursement ²	406	425	431	432	437	443	445	466	487	484	500	3	23
Bus Service Operators Grant	220	224	229	228	227	271	333	362	364	378	408	8	85
All government support	903	921	911	896	882	979	1,062	1,211	1,349	1,603	1,848	15	105
(b) At 2003-04 Prices⁴													
Public transport support ¹	356	345	309	281	253	299	314	417	529	761	940	24	164
Concessionary fare reimbursement ²	522	538	531	514	507	500	491	508	517	497	500	1	-4
Bus Service Operators Grant	283	284	282	271	264	306	368	394	386	388	408	5	44
All government support	1,161	1,167	1,122	1,066	1,024	1,105	1,173	1,319	1,432	1,646	1,848	12	59

1. Derived from administrative returns from local authorities and Passenger Transport Authorities. Includes administrative costs, payments to operators, professional and technical services and Pension Increase Act costs, and Rural Bus Grant and Challenge funding from 1998-99.

2. Includes sums for rail and ferry travel in Scotland, and concessionary fare schemes for children (from 1987/88).

3. Public transport support in London from 1994-95 onwards was internally funded by London Transport with no direct Revenue Support from central government.

4. Adjusted for general inflation using the GDP market price deflator.

Table 5.2 Local bus services: Public transport support by area

Area	1993-94 ²	1994-95 ³	1995-96	1996-97	1997-98	1998-99	1999-2000	2000-01	2001-02	2002-03	2003-04 (prov)	2003-04 1 year (2002- 2003)	2003-04 % change over 10 years (1993-94)
(a) At Current Prices													
Scotland	22	22	25	26	23	22	25	28	33	32	32	0	45
Great Britain	277	272	251	236	218	265	284	383	498	741	940	27	239
Great Britain Outside London	218	217	221	224	217	253	274	299	312	321	381	19	75
(b) At 2003-04 Prices⁴													
Scotland	28	28	31	31	27	25	27	30	35	33	32	-3	14
Great Britain	356	345	309	281	253	299	314	417	529	761	940	24	164
Great Britain Outside London	280	275	272	267	252	285	302	326	332	329	381	16	36

1. Derived from administrative returns from local authorities and Passenger Transport Authorities. Includes administrative costs, payments to operators, professional and technical services and Pension Increase Act costs, and Rural Bus Grant and Challenge funding from 1998-99.

2. The figures for 1993-94 were affected by changes in preparation for the privatisation of London Transport Buses.

3. Support in London in from 1994-95 onwards was internally funded by London Transport with no direct Revenue Support from central government.

4. Adjusted for general inflation using the GDP market price deflator.

Table 5.3 Local bus services: Concessionary fare reimbursement by area¹

Area	1993-94	1994-95	1995-96	1996-97	1997-98	1998-99	1999-2000	2000-01	2001-02	2002-03	2003-04 (prov)	2003-04 1 year (2002- 2003)	2003-04 % change over 10 years (1993-94)
(a) At Current Prices													
Scotland	39	41	40	40	39	42	41	40	39	40	40	0	3
Great Britain	406	425	431	432	437	443	445	466	487	484	500	3	23
Great Britain Outside London	312	325	328	326	327	330	328	347	358	356	367	3	18
(b) At 2003-04 Prices²													
Scotland	50	52	49	48	45	47	46	43	41	41	40	-2	-20
Great Britain	522	538	531	514	507	500	491	508	517	497	500	1	-4
Great Britain Outside London	401	412	404	387	379	372	362	378	380	365	367	1	-8

1. Derived from administrative returns from local authorities and Passenger Transport Authorities. Includes local authority administration costs.

2. Adjusted for general inflation using the GDP market price deflator.

Table 5.4 Bus Service Operators Grant by area

Area	1993-94	1994-95	1995-96	1996-97	1997-98	1998-99	1999-2000	2000-01	2001-02	2002-03	2003-04 (prov)	2003-04 1 year (2002- 2003)	2003-04 % change over 10 years (1993-94)
(a) At Current Prices													
Scotland ¹	..	..	32	31	32	40	45	49	50	50	53	6	..
Great Britain	220	224	229	228	227	271	333	362	364	378	408	8	85
(b) At 2003-04 Prices²													
Scotland ¹	..	..	39	37	37	45	50	54	53	51	53	4	..
Great Britain	283	284	282	271	264	306	368	394	386	388	408	5	44

1. A breakdown of figures for Bus Service Operators Grant are not available for Scotland prior to 1995-96.

2. Adjusted for general inflation using the GDP market price deflator.

7. Vehicle Stock

Table 7.1 Vehicle stock by type of vehicle^{1,2,3}

Type of vehicle	1993-94	1994-95	1995-96	1996-97	1997-98	1998-99	1999-2000	2000-01	2001-02	2002-03	2003-04 1 year 2003	2003-04 % change over 10 years (1993-94)
(a) Scotland												
Single deckers ³												
9 to 16 seats (minibuses)	1.1	1.2	1.2	1.1	1.3	1.3	1.2	1.0	1.6	1.1	..	..
17-35 seats	1.8	1.8	1.8	2.0	1.5	1.5	1.5	1.9	1.8	1.7	..	..
36 plus seats (incl. All coaches)	3.6	3.6	3.6	3.7	4.3	4.3	4.6	4.6	4.6	4.5	..	..
All single deckers	6.6	6.6	6.6	6.8	7.0	7.0	7.3	7.4	8.0	7.3	7.4	12
Double deckers	2.5	2.5	2.5	2.4	2.1	2.0	1.9	1.9	1.7	1.8	1.9	-2.4
Total	9.1	9.1	9.1	9.2	9.1	9.0	9.2	9.3	9.7	9.1	9.3	2
(b) Great Britain												
Single deckers ³												
9 to 16 seats (minibuses)	9.4	9.3	8.8	10.0	10.5	10.9	11.6	10.9	11.5	11.7	..	..
17-35 seats	14.5	15.9	16.5	16.6	13.6	14.4	13.9	14.0	13.0	13.3	..	..
36 plus seats (incl. All coaches)	30.8	30.4	30.8	30.5	35.0	36.4	37.8	37.3	39.7	38.0	..	..
All single deckers	54.7	55.6	56.1	57.1	59.0	61.7	63.3	62.2	64.2	63.0	62.8	15
Double deckers	20.1	19.7	19.6	18.6	17.1	17.0	16.8	16.0	16.0	16.4	16.4	-18
Total	74.8	75.3	75.7	75.7	76.1	78.7	80.1	78.2	80.2	79.4	79.2	6

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Table 7.2 Vehicle stock (Scotland) with a super low floor design, powered lift or ramp, or kneeling mechanism by type of vehicle^{1,2,4}

Type of vehicle	1993-94	1994-95	1995-96	1996-97	1997-98	1998-99	1999-2000	2000-01	2001-02	2002-03	2003-04 1 year 2003	2003-04 % change over 10 years (1993-94)
Minibuses (9-16 seats)	1,330	1,261	1,151	962	1,637	1,139	..	..
of which: with a powered lift or ramp	82	77	141	163	..	..	..	..
Buses (full size single and double deckers)	5,836	5,422	5,745	6,041	5,908	5,876	6,804	16
of which: meeting PSVAR accessibility standards	1,303	1,282	1,539	20
of super low floor design	818	915	..	..	..	..
with a powered lift or ramp	45	29	178	..	..	..	..	..
with a kneeling mechanism	620	503	..	..	..	..	..	..
Coaches	1,879	2,310	2,317	2,306	2,167	2,135	1,885	-12
of which: with kneeling mechanism/low floors	238	256	406	49	..	..	..	..
with a powered lift or ramp	21	9	24	..	..	..	..	..

1. Public Service Vehicles (PSVs) in the "bus and coach" taxation class, and in the former "hackney" class, having nine or more seats. Excludes PSVs operated under a special restricted licence i.e. taxis.

2. Figures shown relate to the financial year end.

3. A breakdown by number of seats is not available for 2003-04 onwards because DTT has dropped this from the revised questionnaire.

4. There have been changes in the questions asked of operators each year and changes in definitions, so the figures in this table are a guide only. Comparisons should not be made between individual years. PSVAR refers to the standards for vehicle accessibility specified in 1999 and in 2000.

8. Staff Employed

Table 8.1 Staff employed¹: by type of employment

	1993-94	1994-95	1995-96	1996-97	1997-98	1998-99	1999-2000	2000-01	2001-02	2002-03	2003-04	2003-04 1 year (2002- 2003)	2003-04 % change over 10 years (1993-94)
(a) Scotland													
Platform staff	12.6	12.1	12.3	12.1	12.4	12.2	12.9	13.0	13.5	13.6	13.9	2	10
Maintenance and other staff													
Maintenance	3.6	3.5	3.1	3.0	2.8	2.8	2.5	2.5	2.8	2.7	2.8	2	-24
Other	2.3	2.0	1.9	1.9	1.8	1.8	1.7	1.7	2.2	1.9	1.9	0	-17
Total	5.9	5.5	5.0	4.9	4.5	4.6	4.2	4.2	5.0	4.6	4.7	1	-21
All staff	18.5	17.6	17.3	17.0	17.0	16.7	17.1	17.2	18.6	18.2	18.5	2	0
(b) Great Britain													
Platform staff	105.0	105.0	106.1	106.3	108.7	113.6	117.2	116.4	118.2	118.3	118.2	0	13
Maintenance and other staff													
Maintenance	23.9	23.1	22.0	21.4	19.9	20.0	19.9	19.6	20.8	19.2	19.0	-1	-21
Other	19.1	20.2	17.8	18.0	17.3	18.1	17.9	19.5	21.6	18.0	15.9	-12	-17
Total	43.0	43.4	39.8	39.4	37.2	38.0	37.8	39.1	42.4	37.2	34.9	-6	-19
All staff	148.0	148.3	145.9	145.7	145.9	151.6	155.0	155.5	160.6	155.4	153.1	-1	3

1. Figures relate to the financial year end.

2. Staff are classified according to their main occupation as some may have more than one function.

9. Local Bus Services: areas within Scotland

Table 9.1 Local bus services: ESTIMATED⁽¹⁾ vehicle kilometres

	1993-94	1994-95	1995-96	1996-97	1997-98	1998-99	1999-2000	2000-01	2001-02	2002-03	2003-04	Estimated % change over 10 years (1993-94)
Highlands and Islands	16	19	17	24	25	25	32	22	27	29	37	(**)
Grampian	28	30	29	32	34	29	27	31	29	30	31	10
Tayside	19	21	20	22	21	20	25	23	21	21	30	(**)
Fife	26	26	24	26	24	24	25	25	23	26	22	-15
Central	18	16	18	23	22	23	13	14	13	12	10	(**)
Lothian	60	68	57	47	49	48	56	58	58	61	58	-3
Borders	8	7	7	8	11	7	7	8	9	13	11	(**)
Strathclyde	174	176	175	178	174	172	169	185	178	178	184	6
Dumfries and Galloway	10	7	4	9	8	11	11	8	15	6	7	(**)
Scotland	361	369	352	368	368	358	365	373	373	376	390	8

(¹) The statistical returns are not designed to provide figures for parts of Scotland- please see section 6.6 of the text.

(**) A percentage change is not shown because the first year's figure is less than an arbitrary threshold level of 20 million.

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Table 9.2 Local bus services: ESTIMATED⁽¹⁾ passenger journeys (boardings)

	1993-94	1994-95	1995-96	1996-97	1997-98	1998-99	1999-2000	2000-01	2001-02	2002-03	2003-04	Estimated % change over 10 years (1993-94)
Highlands and Islands	10	11	10	12	11	9	15	8	14	13	8	(**)
Grampian	38	37	35	34	34	31	30	29	27	29	31	-18
Tayside	33	33	30	28	28	27	29	29	27	27	26	-21
Fife	36	36	35	35	31	31	30	29	29	27	28	-22
Central	16	14	16	22	21	18	11	11	9	8	6	(**)
Lothian	122	122	119	103	98	98	107	111	114	119	120	-2
Borders	5	4	5	4	4	3	6	6	5	6	6	(**)
Strathclyde	257	252	242	222	204	188	198	206	208	211	220	-14
Dumfries and Galloway	8	6	4	6	6	7	8	6	7	6	4	(**)
Scotland	525	514	494	467	438	413	434	436	441	445	449	-15

(¹) The statistical returns are not designed to provide figures for parts of Scotland- please see section 6.6 of the text.

(**) A percentage change is not shown because the first year's figure is less than an arbitrary threshold level of 20 million.

10. Local Bus Services: Longer term trends

Table 10.1 Local Bus Services

	Distance Travelled <i>million vehicle kilometres</i>	Passenger Journeys (boardings) <i>million</i>	Fare Indices <i>Index 1995=100 at constant prices</i>	Passenger Receipts ² <i>£ million at 2003-2004 prices</i>	Operating Costs ³ <i>pence per vehicle km at 2003-2004 prices</i>
Scotland					
1975 ¹	338	891	..	..	..
1976 ¹	328	881	..	..	..
1977 ¹	308	824	..	..	..
1978 ¹	297	794	..	..	..
1979 ¹	296	786	..	..	..
1980 ¹	302	763	..	451	..
1981 ¹	294	716	..	453	..
1982 ¹	287	694	98.3	457	..
1983 ¹	290	680	100.0	468	..
1984 ¹	286	669	99.0	463	..
1985-86	285	671	93.8	443	163
1986-87	302	644	94.3	429	151
1987-88	329	647	94.5	413	135
1988-89	325	647	92.7	386	129
1989-90	336	613	90.4	368	117
1990-91	336	585	88.7	359	113
1991-92	355	571	91.2	356	103
1992-93	347	532	94.5	353	101
1993-94	361	525	96.2	359	99
1994-95	368	514	99.4	374	100
1995-96	350	494	100.1	361	99
1996-97	368	467	104.7	345	87
1997-98	368	438	109.3	344	86
1998-99	358	413	110.9	338	87
1999-2000	365	434	112.3	347	81
2000-01	373	436	113.0	362	85
2001-02	373	441	113.0	341	89
2002-03	376	445	112.9	364	82
2003-04	390	449	111.8	358	80
<i>Percentage change:</i>					
<i>1 year</i>	4	1	-1	-2	-3
<i>10 years</i>	8	-15	16	0	-19
<i>since 1985-86</i>	37	-33	19	-19	-51
<i>since 1975</i>	15	-50	..	..	..
Great Britain					
1975 ¹	2,447	7,524	..	3,531	..
1976 ¹	2,430	7,141	..	3,745	..
1977 ¹	2,343	6,856	..	3,635	..
1978 ¹	2,301	6,617	..	3,593	..
1979 ¹	2,238	6,463	..	3,431	..
1980 ¹	2,263	6,216	78.3	3,422	..
1981 ¹	2,142	5,688	79.0	3,197	..
1982 ¹	2,111	5,512	84.4	3,244	..
1983 ¹	2,117	5,581	85.4	3,275	..
1984 ¹	2,125	5,644	83.1	3,227	..
1985-86	2,077	5,635	81.2	3,197	192
1986-87	2,160	5,335	87.0	3,127	171
1987-88	2,342	5,287	88.4	3,100	151
1988-89	2,390	5,210	88.4	3,052	142
1989-90	2,442	5,068	88.6	3,024	135
1990-91	2,448	4,845	88.9	2,945	132
1991-92	2,488	4,660	92.4	2,875	129
1992-93	2,515	4,475	94.7	2,847	123
1993-94	2,585	4,381	97.3	2,909	116
1994-95	2,650	4,414	99.2	2,973	113
1995-96	2,623	4,378	100.5	2,935	110
1996-97	2,638	4,345	103.1	2,940	105
1997-98	2,627	4,326	105.1	3,013	103
1998-99	2,642	4,244	106.6	2,991	103
1999-2000	2,613	4,276	109.3	3,010	102
2000-01	2,640	4,304	109.9	3,133	109
2001-02	2,635	4,342	112.0	3,126	112
2002-03	2,628	4,442	112.9	3,179	111
2003-04	2,580	4,535	113.6	3,326	114
<i>Percentage change:</i>					
<i>1 year</i>	-2	2	1	5	3
<i>10 years</i>	0	4	17	14	-1
<i>since 1985-86</i>	24	-20	40	4	-41
<i>since 1975</i>	5	-40	..	-6	..

1. Figures for 1975 to 1984 may be less reliable than those for later years.

2. Including concessionary fare reimbursement from local authorities.

3. Including depreciation.

Table 11 Households - walking time to the nearest bus stop, and frequency of service: 2003

	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	
	<i>row percentages</i>												n =
All households in 2003	55	31	9	3	1	1	24	25	24	4	22	14,880
by household type												
Single adult	62	26	7	2	2	1	29	23	20	3	24	2,341
Small adult	57	28	9	3	1	2	22	23	23	5	26	2,512
Single parent	64	27	6	1	1	1	32	27	22	3	15	844
Small family	56	30	8	4	1	2	20	23	27	4	24	2,062
Large family	54	31	9	4	0	2	19	27	25	5	22	1,025
Large adult	52	34	8	3	1	1	21	27	24	4	23	1,429
Older smaller	50	31	12	4	1	2	22	24	26	5	20	2,235
Single pensioner	48	36	11	2	2	1	25	26	25	4	20	2,432
by socio-economic classification of Highest Income Householder:												
Higher managerial & prof. occs	53	29	11	5	1	2	26	21	22	4	26	1,005
Lower managerial and prof. occs	55	30	9	4	1	2	20	21	24	5	28	2,858
Intermediate occupations	56	30	9	2	1	1	30	22	21	3	23	791
Small employers & sole traders	50	29	7	7	2	5	13	18	24	6	33	723
Lower supervisory & tech. occs	59	29	6	3	1	2	19	28	23	5	24	1,250
Semi-routine occupations	62	27	7	2	0	1	26	25	24	4	20	1,107
Routine occupations	61	30	6	2	1	1	22	26	28	5	18	1,199
by annual net household income												
up to £ 10,000	54	31	9	3	1	1	27	26	24	4	18	4,060
over £ 10,000, up to £ 15,000	56	30	9	2	1	1	26	26	24	4	19	2,960
over £ 15,000, up to £ 20,000	56	30	9	3	1	1	23	24	25	4	23	2,108
over £ 20,000, up to £ 25,000	58	28	8	3	1	2	21	22	25	4	25	1,657
over £ 25,000, up to £ 30,000	55	32	8	3	1	2	21	23	23	4	28	1,282
over £ 30,000, up to £ 40,000	52	31	10	4	1	2	20	21	24	5	29	1,443
over £ 40,000	49	30	12	6	2	2	15	21	25	5	31	860
by Scottish Index of Multiple Deprivation quintiles:												
1 (most deprived 20% of areas)	61	31	6	1	1	0	34	33	18	0	16	2,782
2	60	30	7	2	1	0	30	28	21	3	18	3,048
3	54	27	9	4	1	5	16	19	30	7	24	3,312
4	49	31	10	6	1	2	15	18	27	9	29	2,909
5 (least deprived 20% of areas)	48	34	13	3	1	0	22	26	24	2	27	2,826
by type of area												
Large urban areas	55	34	10	1	1	0	43	31	10	0	16	5,348
Other urban areas	62	30	6	1	1	0	20	29	26	0	25	4,176
"Accessible" small towns	53	32	12	2	1	0	5	25	44	1	26	1,542
"Remote" small towns	56	27	12	1	2	2	1	11	43	5	38	692
"Accessible" rural areas	48	25	11	10	1	5	2	8	42	15	29	1,814
"Remote" rural areas	38	22	11	13	1	15	0	1	25	34	24	1,308
by number of cars household has access to												
none	58	31	8	1	1	0	33	30	23	2	12	4,765
one or more	53	30	9	4	1	2	19	22	25	5	27	10,115
by property type												
detached house	41	31	13	9	1	6	9	15	28	10	33	3,504
semi-detached house	53	32	11	3	1	1	17	24	28	5	25	3,246
terraced house	57	33	8	1	1	0	21	29	28	3	19	3,245
flat or maisonette	63	28	7	1	1	0	38	28	16	1	17	4,821
All households in each year												
1999	54.3	30.4	9.8	3.6	0.7	1.1	19.7	27.0	28.2	5.0	19.0	14,679
2000	53.7	30.8	9.7	3.8	0.6	1.3	19.4	27.3	26.8	5.3	19.9	15,547
2001	51.6	33.0	9.7	3.3	1.2	1.1	18.6	25.4	26.7	4.9	23.2	15,566
2002	54.7	31.5	8.8	2.9	0.9	1.1	21.7	24.8	25.6	3.9	22.9	15,073
2003	54.8	30.6	9.1	3.0	1.0	1.5	23.5	24.6	23.9	4.1	22.4	14,880

Table 12 Population - walking time to the nearest bus stop, or nearest place one can get a bus, and the frequency of bus service there: 1999/2000, 2001/2002 and 2003

		Walking time to nearest bus stop											No bus serv.	All
		up to 6 minutes					7 to 13 minutes				14 + min	D-K walk time		
		one bus every ...					one bus every ...							
		up to 13 min	14 to 26 min	27 to 63 min	64 + min	D - K freq	up to 13 min	14 to 26 min	27 to 63 min	64 + min	D - K freq			
<i>row percentages</i>														
All Scotland	99/00	17	24	25	4	15	1	2	3	3	4	1	1	100
	01/02	18	23	24	3	18	1	2	3	3	3	1	1	100
	03	22	22	21	3	17	2	2	3	3	3	1	1	100
Highland / Islands	99/00	2	12	25	20	12	0	1	8	3	11	1	6	100
	01/02	1	11	25	18	17	0	1	7	3	9	1	7	100
	03	1	10	24	16	21	0	1	6	5	6	1	9	100
Grampian	99/00	10	28	27	4	12	0	2	4	3	7	0	3	100
	01/02	16	19	24	5	16	1	2	4	3	8	1	2	100
	03	18	19	19	4	22	1	2	3	3	6	2	2	100
Tayside	99/00	20	18	29	4	14	1	1	4	2	5	1	2	100
	01/02	18	18	28	5	18	1	1	4	2	3	1	2	100
	03	26	14	25	4	17	1	1	3	2	3	1	3	100
Central	99/00	4	20	36	5	24	0	2	3	3	2	0	1	100
	01/02	5	24	30	4	27	0	1	3	3	2	1	1	100
	03	7	26	28	3	23	0	2	3	3	2	1	0	100
Fife	99/00	12	26	38	3	11	1	1	4	1	2	0	0	100
	01/02	8	23	40	3	19	0	1	2	1	2	1	0	100
	03	16	26	30	2	19	1	1	2	1	1	0	0	100
Edinburgh	99/00	35	37	8	1	7	2	5	1	1	1	0	0	100
	01/02	43	31	7	0	7	4	4	0	1	1	0	0	100
	03	45	30	8	0	6	3	4	1	1	2	1	0	100
Lothians	99/00	8	24	36	2	15	1	3	5	3	3	0	0	100
	01/02	8	22	35	2	20	1	3	4	3	3	1	0	100
	03	7	24	35	1	19	1	2	3	3	2	1	2	100
Glasgow	99/00	34	29	11	0	16	2	3	1	3	1	1	0	100
	01/02	35	27	9	0	19	2	3	1	2	1	1	0	100
	03	41	27	7	0	14	4	3	1	2	0	2	0	100
Dunbartonsh. / Argyll & B.	99/00	11	20	27	7	18	1	3	5	3	5	0	1	100
	01/02	14	21	21	6	20	1	2	4	4	4	1	2	100
	03	16	19	24	7	19	2	3	3	3	2	0	2	100
Renfrewshire / Inverclyde	99/00	32	25	15	0	11	3	4	2	3	3	0	0	100
	01/02	30	26	16	0	15	2	3	1	4	2	1	0	100
	03	30	26	11	0	17	3	4	2	3	3	1	1	100
North Lanarkshire	99/00	16	25	27	0	20	1	3	2	3	2	1	0	100
	01/02	14	29	25	0	20	1	3	2	3	2	1	1	100
	03	21	30	21	1	16	2	2	2	3	2	1	0	100
South Lanarkshire	99/00	16	24	23	1	17	1	3	4	5	4	1	1	100
	01/02	14	27	21	1	18	1	3	3	4	4	2	1	100
	03	20	18	28	1	18	2	2	4	3	4	0	2	100
Ayrshire	99/00	15	27	28	3	16	1	2	3	2	3	1	0	100
	01/02	13	26	28	2	17	1	3	3	3	2	1	0	100
	03	17	23	29	1	19	2	2	2	2	2	1	0	100
Borders / Dumfries & G.	99/00	1	11	35	10	20	0	0	5	3	10	1	3	100
	01/02	1	6	41	9	24	0	0	6	3	8	1	1	100
	03	1	5	32	11	25	0	0	5	5	9	2	4	100

Table 13 **Adults (16+) - views on public transport: is it convenient? and, as an aspect of the neighbourhood, is it good or poor? : 2003**

	Convenience of public transport						Quality of public transport		All adults	Sample size (=100%)
	Convenient		neither nor	No opinion	Inconvenient		Good	Poor		
	Very	Fairly			Fairly	Very				
	<i>row percentages</i>									<i>n =</i>
All adults in 2003	40	36	4	4	8	7	16	5	100	13,968
by sex										
Male	40	36	4	5	8	7	16	4	100	5,957
Female	41	36	4	3	8	8	16	5	100	8,011
by age										
16 - 19	45	42	5	0	4	4	14	6	100	421
20 - 29	43	38	3	2	8	5	17	4	100	1,559
30 - 39	40	36	4	4	10	6	14	4	100	2,576
40 - 49	38	37	4	4	10	7	15	5	100	2,350
50 - 59	37	35	5	5	8	10	15	6	100	2,178
60 - 69	43	34	4	4	7	8	19	5	100	2,135
70 - 79	43	34	3	5	7	8	19	4	100	1,806
80 and over	35	35	5	5	8	12	15	3	100	943
by current situation¹										
Self-employed	32	30	5	6	12	14	12	4	100	646
Full-time employment	38	37	4	4	9	7	15	5	100	4,628
Part-time employment	41	37	3	2	9	8	14	6	100	1,407
Looking after home / family	44	36	3	3	8	6	13	5	100	1,047
Permanently retired from work	42	35	4	4	6	8	19	4	100	4,283
Unemployed and seeking work	47	36	4	3	6	4	19	4	100	492
Higher / further education	48	39	3	0	7	2	19	6	100	407
Permanently sick or disabled	42	34	4	5	6	9	17	3	100	722
by socio-economic classification:										
Higher managerial & prof. occs	35	37	5	4	11	8	16	5	100	666
Lower managerial and prof. occs	36	34	6	4	12	9	17	6	100	1,772
Intermediate occupations	41	38	4	3	8	6	16	5	100	902
Small employers & sole traders	29	32	4	8	13	14	7	6	100	265
Lower supervisory & tech. occs	42	35	3	4	8	8	12	6	100	771
Semi-routine occupations	41	39	3	3	7	7	15	5	100	1,121
Routine occupations	41	39	4	4	6	6	13	3	100	1,028
by annual net household income										
up to £ 10,000	48	33	3	3	6	6	18	4	100	3,924
over £ 10,000, up to £ 15,000	44	36	4	4	6	6	17	4	100	2,838
over £ 15,000, up to £ 20,000	39	37	4	4	7	9	15	4	100	1,976
over £ 20,000, up to £ 25,000	40	35	4	4	8	8	15	6	100	1,508
over £ 25,000, up to £ 30,000	36	38	5	4	11	7	14	5	100	1,152
over £ 30,000, up to £ 40,000	34	38	5	4	10	9	14	5	100	1,305
over £ 40,000	31	37	6	4	13	8	14	7	100	782
by Scottish Index of Multiple Deprivation quintiles:										
1 (most deprived 20% of areas)	48	38	3	3	4	3	20	4	100	2,652
2	48	35	3	4	6	5	18	3	100	2,846
3	35	32	5	5	10	13	12	6	100	3,138
4	34	35	5	4	10	11	12	6	100	2,737
5 (least deprived 20% of areas)	37	41	4	4	9	5	18	5	100	2,593
by type of area										
Large urban areas	50	38	3	2	5	2	27	4	100	4,996
Other urban areas	42	39	4	5	6	4	13	2	100	3,932
"Accessible" small towns	36	38	5	5	9	6	7	3	100	1,438
"Remote" small towns	30	36	9	8	9	9	5	2	100	668
"Accessible" rural areas	21	31	5	4	16	23	4	12	100	1,690
"Remote" rural areas	21	23	5	5	18	28	3	9	100	1,244
all adults in each year										
1999	42.5	32.2	4.0	3.1	9.5	8.7	18.2	5.4	100	13,782
2000	43.7	31.3	3.5	3.7	9.2	8.6	16.7	5.5	100	14,557
2001	44.4	30.8	4.1	4.0	8.2	8.4	16.7	5.7	100	14,643
2002	43.6	33.8	3.8	4.6	7.0	7.1	18.6	5.3	100	14,042
2003	40.3	36.2	4.1	3.8	8.1	7.4	16.0	4.7	100	13,968

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

Table 14 **Adults (16+) - use of local bus services in the previous month¹: 2003**

	Every day	Almost every day	2 or 3 times per week	about once a week	once a fortnight	once a month	used bus in past month	<i>not</i> used in past month	Sample size (=100%)	Every day or almost every day		
										Men	Women	
	<i>row percentages</i>									<i>n =</i>	%	%
All people aged 16+	3	7	12	8	5	6	41	59	13,960			
by sex:												
men	3	6	9	7	4	6	35	65	5,953	8		
women	4	8	14	9	5	5	45	55	8,007		12	
by age:												
16 - 19	7	18	17	13	7	9	70	30	420	20	29	
20 - 29	6	12	12	9	7	7	51	49	1,559	13	21	
30 - 39	3	6	8	6	6	5	34	66	2,574	7	10	
40 - 49	2	5	7	6	4	6	31	69	2,349	6	8	
50 - 59	2	5	10	6	4	6	33	67	2,176	6	8	
60 - 69	4	7	16	10	4	5	46	54	2,135	8	13	
70 - 79	4	6	21	9	5	5	49	51	1,804	9	11	
80 and over	2	4	17	8	4	4	39	61	943	4	7	
by current situation[§]:												
Self-employed	1	2	3	4	3	4	17	83	646	2	5	
Employed full-time	4	7	5	6	4	6	32	68	4,625	8	14	
Employed part-time	3	8	10	6	6	7	40	60	1,406	10	11	
Looking after home / family	2	4	16	12	6	5	45	55	1,047	8	6	
Permanently retired from work	3	6	19	9	4	5	47	53	4,281	8	10	
Unemployed and seeking work	4	6	19	11	8	5	53	47	492	10	10	
Higher / further education	8	19	16	9	4	6	63	37	406	21	32	
Permanently sick or disabled	3	6	17	10	5	6	47	53	721	10	7	
by socio-economic classification:												
Higher managerial & prof. occs	2	5	4	5	6	6	28	72	666	5	9	
Lower managerial and prof. occs	2	5	6	5	4	6	29	71	1,772	6	8	
Intermediate occupations	4	11	8	6	4	7	40	60	901	20	14	
Small employers & sole traders	2	1	5	3	3	4	18	82	265	4	2	
Lower supervisory & tech. occs	3	5	6	7	4	7	32	68	771	6	13	
Semi-routine occupations	5	11	12	8	5	6	46	54	1,121	12	18	
Routine occupations	4	6	11	8	5	5	40	60	1,028	7	16	
by annual net household income:												
up to £ 10,000	5	8	19	10	5	5	52	48	3,924	12	14	
over £ 10,000, up to £ 15,000	4	8	16	9	5	6	48	52	2,835	10	14	
over £ 15,000, up to £ 20,000	3	7	11	8	5	6	40	60	1,975	7	14	
over £ 20,000, up to £ 25,000	3	6	8	7	5	6	34	66	1,507	7	10	
over £ 25,000, up to £ 30,000	2	5	6	5	5	7	31	69	1,151	6	9	
over £ 30,000, up to £ 40,000	2	6	6	5	5	5	29	71	1,303	6	10	
over £ 40,000	1	5	5	6	5	7	28	72	782	7	5	
by urban / rural classification:												
Large urban areas	5	12	16	10	6	7	56	44	4,993	14	19	
Other urban areas	3	5	12	7	5	6	38	62	3,929	6	10	
"Accessible" small towns	2	4	8	6	5	6	30	70	1,438	5	6	
"Remote" small towns	1	2	3	4	4	4	19	81	667	2	4	
"Accessible" rural areas	1	3	6	5	3	4	22	78	1,689	2	5	
"Remote" rural areas	0	2	4	4	3	4	16	84	1,244	2	3	
by frequency of driving:												
Every day	0	1	2	4	4	6	17	83	5,532	1	1	
At least three times a week	1	4	9	7	5	7	33	67	1,431	5	4	
Once or twice a week	2	8	11	8	4	6	40	60	766	9	12	
Less often	6	13	15	13	5	6	58	42	412	19	19	
Never, but holds full driving licence	7	15	20	10	5	7	64	36	817	19	24	
by whether they hold a full driving licence:												
Holds a full driving licence	1	3	6	5	4	6	26	74	8,705	4	5	
Does NOT hold a full driving licence	7	14	23	12	6	5	68	32	5,255	22	21	

1. The interviewer asks "how often have you used your local bus service in the past month, if at all?"

§ 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 15 **Adults (16+) - views on local bus services of those who used them in the past month¹ : 2003**

	Agree			No view			Disagree			Sample size ² (=100%)
	strongly	tend to	All	neither ... nor	no opinion	All	tend to	strongly	All	
	<i>row percentages</i>									<i>n =</i>
The buses are on time	17	54	71	8	3	10	14	5	19	5,611
The buses are frequent	22	56	78	6	1	7	11	4	15	5,611
The service runs when I need it	20	55	74	7	1	8	13	5	18	5,611
The service is stable and isn't regularly changing	21	58	79	7	2	9	9	3	12	5,611
The buses are clean	16	56	72	11	0	11	13	4	17	5,611
The buses are comfortable	16	60	76	10	0	10	10	3	13	5,611
I feel personally safe and secure on the bus	24	62	86	7	0	7	5	2	7	5,611
The range and price of tickets is easy to understand	35	56	91	4	3	7	2	0	3	5,611
Finding out about routes and times is easy	23	56	79	7	2	9	9	3	12	5,611
It's easy changing ... to other forms of transport	18	55	73	9	10	19	6	2	8	5,611
The fares are good value	28	42	70	8	4	12	11	7	18	5,611

Percentages of users of the service (in the past month) who agreed with each statement²

	On time	Frequent	Runs when need it	Stable	Clean	Comfortable	Feel safe and secure	Tickets easy to understand	Find out routes, times is easy	Easy change other transp.	Fares are good value	Sample size ² (=100%)
	<i>row percentages</i>											<i>n =</i>
All users in the past month	71	78	74	79	72	76	86	91	79	73	70	5,611
by sex:												
Male	72	80	76	81	72	76	89	90	79	74	71	2,013
Female	70	77	74	78	72	76	85	91	80	73	69	3,598
by age-group:												
16 - 19	61	79	71	82	57	65	79	92	76	77	58	289
20 - 29	67	77	72	79	67	72	81	90	77	77	59	799
30 - 39	70	80	73	78	73	77	84	92	76	75	63	868
40 - 49	68	75	69	77	72	77	86	91	77	72	66	731
50 - 59	69	75	71	77	72	75	87	91	77	71	67	705
60 - 69	76	80	79	80	75	80	92	91	84	74	82	987
70 - 79	76	81	80	80	78	81	89	90	85	71	84	891
80 and over	76	83	84	85	86	82	93	83	84	68	79	341
by current situation[§]:												
Self-employed	78	81	74	77	72	75	85	83	69	61	70	102
Employed full-time	68	77	71	79	68	74	87	92	77	74	64	1,427
Employed part-time	67	77	70	77	75	79	86	91	75	70	62	542
Looking after home / family	70	77	75	76	74	78	83	94	79	76	67	487
Permanently retired from work	76	81	81	80	78	81	90	89	85	72	82	1,990
Unemployed and seeking work	68	78	75	84	68	71	82	92	82	82	68	266
Higher / further education	65	80	73	80	65	71	77	88	79	74	56	253
Permanently sick or disabled	69	74	72	78	70	75	78	89	79	77	71	337
by Scottish Index of Multiple Deprivation quintiles:												
1 (most deprived 20% of areas)	66	77	74	77	65	74	81	92	80	80	74	1,540
2	71	80	76	80	71	78	85	91	81	76	69	1,307
3	75	79	75	80	78	79	91	89	79	73	65	1,018
4	74	78	73	80	75	76	87	89	76	66	67	811
5 (least deprived 20% of areas)	70	79	74	80	75	76	89	91	79	66	70	933
by frequency of use of local bus service:												
Every day, or almost every day	68	79	75	79	64	75	85	92	84	78	70	1,404
two or three times per week	71	79	77	81	73	78	88	91	81	74	73	1,736
about once a week	75	79	76	82	76	78	87	92	80	73	69	1,101
once a fortnight, or once a month	69	76	70	75	76	75	84	88	73	68	65	1,370
by type of area of residence												
Large urban areas	67	79	76	79	69	77	85	90	79	75	75	2,846
Other urban areas	72	84	76	79	73	77	87	91	78	75	64	1,576
"Accessible" small towns	74	81	72	79	74	76	89	91	82	63	63	453
"Remote" small towns	83	78	70	90	85	85	92	89	80	70	60	118
"Accessible" rural areas	77	60	57	77	79	71	88	91	79	64	58	405
"Remote" rural areas	96	62	67	89	92	83	92	97	90	73	71	213

1. Views on local bus service are sought *only* from those who said that they had used a local bus service in the past month. Those who had not used a local bus service the past month are not asked these questions about bus services. The interviewer says "To what extent do you agree or disagree with the following statements? Generally, when I use the bus ..."

2. Counting both those who "strongly agree" and those who "tend to agree". The base (100%) is all those who had used the service in the past month (including those who said "neither agree nor disagree" or "no opinion"). Therefore, the difference between a figure and 100% is *not* the same as the percentage of users of the service who disagreed with the relevant statement.

§ 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 16 **Employed¹ adults (16+) who do not work from home - usual means of travel to work car / van commuters² - could they use public transport? : 2003**

	Employed adults (16+) who do not work from home: Usual means of travel to work				Car / van commuters			
	Bus	Car or van	Other (e.g. walking)	Sample size (=100%)	Could use public transp.	Could not use public transp.	All car / van commuters	Sample size (=100%)
	<i>row percentages</i>				<i>row percentages</i>			
				<i>n =</i>				<i>n =</i>
All such people in 2003	11	69	20	6,033	45	55	100	4,071
by sex								
Male	10	72	18	2,849	42	58	100	2,031
Female	13	65	22	3,184	48	52	100	2,040
by age								
16 - 19	26	52	22	104	56	44	100	47
20 - 29	18	57	25	963	51	49	100	542
30 - 39	10	70	20	1,780	42	58	100	1,225
40 - 49	9	74	18	1,617	42	58	100	1,177
50 - 59	10	71	19	1,191	48	52	100	828
60 and over	13	67	20	378	40	60	100	252
by current situation								
Self-employed	4	77	19	280	36	64	100	212
Full-time employment	12	70	18	4,424	45	55	100	3,046
Part-time employment	12	62	26	1,329	45	55	100	813
by socio-economic classification:								
Higher managerial & prof. occs	7	71	22	548	51	49	100	385
Lower managerial and prof. occs	9	77	14	1,467	47	53	100	1,116
Intermediate occupations	16	64	20	767	56	44	100	487
Small employers & sole traders	3	75	21	99	30	70	100	75
Lower supervisory & tech. occs	11	70	19	611	42	58	100	413
Semi-routine occupations	16	58	26	851	45	55	100	487
Routine occupations	11	65	25	722	33	67	100	458
by annual net household income								
up to £ 10,000	21	48	31	504	48	52	100	238
over £ 10,000, up to £ 15,000	18	55	27	982	47	53	100	556
over £ 15,000, up to £ 20,000	13	65	22	1,077	48	52	100	712
over £ 20,000, up to £ 25,000	10	69	21	998	40	60	100	691
over £ 25,000, up to £ 30,000	9	74	16	848	46	54	100	617
over £ 30,000, up to £ 40,000	8	77	14	1,006	43	57	100	775
over £ 40,000	6	79	15	592	47	53	100	464
by Scottish Index of Multiple Deprivation quintiles:								
1 (most deprived 20% of areas)	22	54	24	834	50	50	100	429
2	13	64	23	1,171	49	51	100	736
3	8	74	18	1,370	40	60	100	977
4	8	74	19	1,316	39	61	100	959
5 (least deprived 20% of areas)	9	73	18	1,342	50	50	100	970
by type of area								
Large urban areas	19	59	22	2,064	54	46	100	1,183
Other urban areas	8	72	20	1,774	49	51	100	1,252
"Accessible" small towns	7	74	19	641	42	58	100	464
"Remote" small towns	7	61	32	299	30	70	100	174
"Accessible" rural areas	6	82	12	766	32	68	100	623
"Remote" rural areas	6	77	17	489	14	86	100	375
all such people in each year								
1999	12.2	66.5	21.3	6,020	45.3	54.7	100	3,987
2000	12.5	67.1	20.4	6,253	45.2	54.8	100	4,150
2001	12.3	68.4	19.3	6,276	47.8	52.2	100	4,198
2002	12.2	67.8	20.0	5,973	49.1	50.9	100	3,985
2003	11.5	68.6	19.9	6,033	45.0	55.0	100	4,071

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

2. Those for whom a car or a van was the usual main method of travel to work, who said whether or not they could use public transport

Table 17 **Employed¹ adults (16+) who do not work from home - usual means of travel to work**
car / van commuters² - could they use public transport? : 1999/2000, 2001/2002 and 2003

	Employed adults (16+) who do not work from home: Usual means of travel to work					Car / van commuters			
		Bus	Car or van	Other	Sample size (=100%)	Could use public transp.	Could not use public transp.	All car / van comm- uters	Sample size (=100%)
		<i>row percentages</i>				<i>n =</i>	<i>row percentages</i>			n =
All Scotland	99/00	12	67	21	12,273	45	55	100	8,137
	01/02	12	68	20	12,249	48	52	100	8,183
	03	11	69	20	6,033	45	55	100	4,071
Highland / Islands	99/00	6	67	26	1,207	24	76	100	809
	01/02	8	70	22	1,336	29	71	100	923
	03	7	74	20	610	24	76	100	431
Grampian	99/00	9	67	24	1,391	42	58	100	928
	01/02	8	69	23	1,353	45	55	100	899
	03	7	73	20	681	33	67	100	481
Tayside	99/00	11	67	22	858	42	58	100	570
	01/02	8	70	22	850	42	58	100	570
	03	11	63	26	407	38	62	100	257
Central	99/00	7	74	19	816	43	57	100	599
	01/02	8	76	16	799	51	49	100	599
	03	8	79	13	381	50	50	100	302
Fife	99/00	6	77	16	835	41	59	100	640
	01/02	6	75	19	749	43	57	100	545
	03	9	72	19	424	52	48	100	296
Edinburgh	99/00	25	52	23	1,085	61	39	100	540
	01/02	26	50	24	1,004	64	36	100	472
	03	24	53	23	538	60	40	100	265
Lothians	99/00	15	66	19	930	51	49	100	614
	01/02	12	74	14	916	49	51	100	664
	03	8	75	17	428	50	50	100	321
Glasgow	99/00	21	55	24	971	63	37	100	505
	01/02	25	52	23	1,048	62	38	100	521
	03	22	51	27	507	58	42	100	239
Dunbartonsh. / Argyll & B.	99/00	9	69	22	658	48	52	100	443
	01/02	9	69	22	674	49	51	100	462
	03	11	73	16	305	50	50	100	220
Renfrewshire / Inverclyde	99/00	15	67	18	785	52	48	100	533
	01/02	13	74	13	790	66	34	100	570
	03	11	73	17	436	53	47	100	305
North Lanarkshire	99/00	12	70	18	652	46	54	100	460
	01/02	10	76	14	662	41	59	100	486
	03	12	72	16	329	38	62	100	233
South Lanarkshire	99/00	10	75	15	651	42	58	100	489
	01/02	10	75	15	683	42	58	100	487
	03	6	79	15	332	51	49	100	256
Ayrshire	99/00	10	73	17	833	47	53	100	606
	01/02	9	75	16	811	56	44	100	595
	03	8	73	19	365	50	50	100	262
Borders / Dumfries & G.	99/00	7	68	25	601	20	80	100	401
	01/02	4	70	26	574	30	70	100	390
	03	4	73	24	290	17	83	100	203

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

2. Those for whom a car or a van was the usual main method of travel to work, who said whether or not they could use public transport.

Table 18 Reasons for using the bus to travel to work: 2003
688 employed adults (16+) who travel to work by bus

Most convenient	62%
Only method available	21%
Quickest method	18%
No car, transport	10%
Too far to walk	9%
Parking problems	7%
Close, nearby, not far away	3%

*The percentages total more than 100% because respondents could give more than one reason
 No other single reason was given by more than 2% of respondents*

**Table 19 Employed¹ adults (16+) not working from home, who usually travel to work by car/van -
 could they use public transport, and reasons why they do not or cannot²**

		April to December 2003 ³		January 2002 to December 2003		
				All reasons		
		All reasons	Main reason only	Frequency of use of local bus service		
				At least once a week	Less than once a week	Not used in past month
				<i>column percentages</i>		
by whether they could use public transport:						
		44				
		55				
		100				
	<i>sample size (=100%)</i>		<i>n = 3,144</i>			
if they could use public transport, reasons why they do not^{**}:						
		59	28	41	53	47
		40	22	48	46	49
		31	11	21	30	27
		20	12	17	23	30
		14	8	9	11	13
		10	4	8	5	9
		10	3	12	13	8
		7	2	7	7	8
		7	2	6	5	5
		7	1	5	5	5
		5	2	3	5	4
		5	1	4	4	3
		4	1	1	3	3
		100	100	100	100	100
	<i>sample size (=100%)</i>		<i>n = 1,320</i>	<i>489</i>	<i>508</i>	<i>2,625</i>
if they could NOT use public transport, reasons why they cannot^{***4}:						
		38		34	36	37
		27		26	26	31
		23		19	23	23
		22		29	20	20
		19		18	18	16
		16		24	19	23
		10		8	12	13
		6		4	5	6
		6		6	6	5
		3		4	3	4
		3		3	2	3
		2		2	1	2
		100		100	100	100
	<i>sample size (=100%)</i>		<i>n = 1,785</i>	<i>226</i>	<i>331</i>	<i>3,876</i>

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

* There are also some very small percentages for other reasons e.g. "health reasons", "difficult access on/off steps", etc.

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

2. With effect from April 2003, those who answer "inconvenient" or "use my own car" are asked why, and their follow-up answers are recorded as well as their original one. Hence the figures are on a different basis from those for previous years

3. Only from April 2003 have interviewers asked respondents, who give more than one reason for not using public transport, to identify the main reason.

4 Due to a problem with the computer script for the questionnaire, the main reason was not identified in these cases

Table 20

**Car/van commuters who said they *could* use public transport -
most common reasons for not doing so^{1,2}: July 1999 to December 2003**

	Inconv- enient	Takes too long	Use my own car	No direct route	Need a car for /at work	Cost	Lack of service	Work unsoci- able hours	Sample size (=100%)
	<i>row percentages</i>								
All adults aged 16+	51	40	30	25	11	10	9	9	8,284
by sex:									
men	49	41	29	26	15	10	9	10	3,705
women	52	40	32	23	8	9	9	7	4,579
by age³:									
16 - 19	61	42	21	14	3	20	9	4	131
20 - 29	46	42	30	24	6	14	9	10	1,394
30 - 39	52	40	32	25	12	10	8	9	2,564
40 - 49	51	40	29	24	12	8	9	8	2,216
50 - 59	51	40	31	26	13	8	9	9	1,618
60 - 69	54	36	29	24	9	7	6	7	336
by current situation:									
Self-employed	52	43	34	19	26	5	8	8	301
Employed full-time	50	41	29	26	12	10	9	9	6,366
Employed part-time	52	38	33	20	5	8	7	8	1,617
by socio-economic classification⁴:									
Higher managerial & prof. occs	41	54	18	35	22	6	7	8	187
Lower managerial and prof. occs	46	56	20	30	15	8	7	7	503
Intermediate occupations	48	62	24	30	7	13	6	7	269
Small employers & sole traders	59	38	25	17	47	5	0	11	18
Lower supervisory & tech. occs	37	48	34	34	10	12	6	11	164
Semi-routine occupations	42	49	28	25	4	10	10	13	210
Routine occupations	43	60	27	23	6	11	8	16	149
by annual net household income:									
up to £ 10,000	51	31	30	20	3	10	10	8	546
over £ 10,000, up to £ 15,000	52	38	30	23	7	12	9	10	1,327
over £ 15,000, up to £ 20,000	49	39	31	23	8	11	9	10	1,558
over £ 20,000, up to £ 25,000	50	38	30	24	10	9	10	9	1,535
over £ 25,000, up to £ 30,000	53	41	32	24	10	9	8	9	1,223
over £ 30,000, up to £ 40,000	50	45	29	27	15	9	8	8	1,312
over £ 40,000	51	47	28	29	19	8	8	5	741
by urban / rural classification:									
Large urban areas	49	41	34	26	12	8	7	7	3,123
Other urban areas	52	40	27	23	10	11	8	10	2,926
Small "accessible" towns	50	40	28	26	13	11	13	10	870
Small "remote" towns	51	26	32	11	12	11	13	7	228
"Accessible" rural areas	52	42	29	25	8	10	15	8	849
"Remote" rural areas	55	28	30	9	13	11	12	11	282
by distance between home and work:									
Less than 1 km	40	23	42	7	10	5	4	7	329
1 to less than 2 km	51	29	29	13	10	8	7	8	819
2 to less than 3 km	52	29	30	17	11	8	8	8	848
3 to less than 5 km	51	35	34	23	11	7	7	8	1,243
5 to less than 10 km	50	42	31	27	10	9	10	9	2,046
10 to less than 15 km	51	49	28	32	12	10	8	10	1,053
15 to less than 20 km	52	52	27	31	11	15	11	10	561
20 to less than 40 km	51	54	24	34	13	16	16	8	728
Over 40 km	54	55	21	29	16	19	7	10	230
by usual method of travel to work:									
Driver of car / van	50	42	34	26	13	8	9	9	6,835
Passenger in car / van	55	34	14	17	3	15	9	7	1,449

1. The percentages may total more than 100, because respondents can give more than one reason. There are also small numbers who gave "other" reasons.

2. With effect from April 2003, anyone who answered "inconvenient" or "use my own car" was asked why they said that, and the follow up answers were recorded. Hence the figures are on a different basis to previous years.

3. Due to small sample sizes those aged 70 and over are not shown.

4. 2003 Only

Table 21 **Car/van commuters who said they could *not* use public transport - most common reasons why they cannot^{1,2}: July 1999 to December 2003**

	No direct route	Lack of service	Inconvenient	Need a car for/at work	Work unsociable hours	Takes too long	Use my own car	Too infrequent	Sample size (=100%)
<i>row percentages</i>									
All people aged 16+	36	32	26	21	20	15	15	6	10,289
by sex:									
men	35	30	26	25	24	15	14	6	5,580
women	38	35	26	17	16	16	16	7	4,709
by age³:									
16 - 19	42	50	20	4	25	9	1	7	96
20 - 29	38	31	26	15	23	18	17	7	1,367
30 - 39	37	31	28	21	22	17	15	5	3,289
40 - 49	35	32	25	24	19	15	15	6	2,911
50 - 59	35	34	24	23	17	13	14	7	2,101
60 - 69	31	31	23	18	19	12	16	8	492
by current situation:									
Self-employed	23	27	28	40	15	12	19	6	680
Employed full-time	37	32	26	21	22	16	14	6	7,689
Employed part-time	36	34	25	13	15	14	16	7	1,920
by socio-economic classification⁴									
Higher managerial & prof. occs	41	26	22	36	11	24	16	8	198
Lower managerial and prof. occs	38	28	20	28	17	18	13	4	613
Intermediate occupations	45	33	23	10	21	19	12	7	218
Small employers & sole traders	47	32	15	29	11	21	21	6	57
Lower supervisory & tech. occs	36	26	17	20	22	12	10	4	249
Semi-routine occupations	31	32	16	11	32	15	12	7	277
Routine occupations	30	27	14	15	26	16	9	7	309
by annual net household income:									
up to £ 10,000	32	34	25	13	20	11	14	8	698
over £ 10,000, up to £ 15,000	35	33	25	17	24	14	13	7	1,644
over £ 15,000, up to £ 20,000	35	31	25	17	24	14	14	6	1,987
over £ 20,000, up to £ 25,000	35	32	27	20	20	16	14	6	1,992
over £ 25,000, up to £ 30,000	35	32	26	24	22	15	16	5	1,474
over £ 30,000, up to £ 40,000	38	32	26	25	17	17	16	6	1,574
over £ 40,000	41	32	25	30	11	19	17	6	848
by urban / rural classification:									
Large urban areas	39	16	28	28	19	20	18	4	2,183
Other urban areas	38	24	29	22	23	17	15	5	3,032
Small "accessible" towns	36	31	24	20	22	15	13	5	1,225
Small "remote" towns	32	43	26	12	20	6	13	9	551
"Accessible" rural areas	34	50	24	17	17	14	14	9	1,889
"Remote" rural areas	24	64	15	13	17	4	13	12	1,401
by distance between home and work									
Less than 1 km	32	31	20	18	13	7	16	4	1,042
1 to less than 2 km	32	27	23	18	17	8	15	4	1,008
2 to less than 3 km	32	29	26	17	20	12	16	6	687
3 to less than 5 km	35	31	26	18	25	12	14	8	1,033
5 to less than 10 km	33	33	24	23	22	16	15	5	1,893
10 to less than 15 km	37	33	28	23	22	16	14	8	1,297
15 to less than 20 km	42	36	29	19	23	17	14	6	848
20 to less than 40 km	41	35	28	22	21	22	14	7	1,334
Over 40 km	47	38	32	28	15	28	19	6	542
by usual method of travel to work									
Driver of car / van	36	31	26	23	20	16	16	6	9,158
Passenger in car / van	37	38	28	7	20	13	5	7	1,131

1. The percentages may total more than 100, because respondents can give more than one reason. There are also small numbers who gave "other" reasons.

2. With effect from April 2003, anyone who answered "inconvenient" or "use my own car" was asked why they said that, and the follow up answers were recorded. Hence the figures are on a different basis to previous years.

3. Due to small sample sizes those aged 70 and over are not shown.

4. 2003 Only

Table 22

Reasons for not using buses more often: 2003*Adults (16+) who said that they had used their local bus service at most "about once a week" in the past month - or not at all*

		Men	Women	All	16-19	20-29	30-39	40-49	50-59	60-69	70-79	80+
Sample size	n =	4,892	5,928	10,820	245	1,105	2,137	1,992	1,810	1,564	1,232	735
Use own car		38%	34%	36%	14%	34%	39%	40%	36%	40%	33%	17%
Inconvenient		18%	18%	18%	9%	17%	24%	21%	20%	15%	11%	5%
No need		19%	17%	18%	31%	19%	16%	15%	17%	20%	22%	22%
Takes too long		13%	11%	12%	13%	17%	16%	16%	12%	7%	4%	3%
Lack of service		11%	11%	11%	6%	9%	11%	13%	13%	11%	8%	5%
No direct route		9%	9%	9%	6%	11%	11%	13%	9%	6%	4%	2%
Prefer to walk		8%	9%	8%	12%	12%	8%	8%	7%	9%	7%	5%
Health reasons		6%	10%	8%	1%	2%	2%	3%	6%	11%	26%	45%
Cost		6%	5%	6%	10%	10%	7%	7%	6%	1%	1%	0%
Need car for / at work		8%	3%	6%	0%	4%	8%	8%	8%	3%	1%	0%
Too infrequent		5%	5%	5%	4%	5%	5%	6%	5%	4%	4%	2%
Public transport unreliable		4%	4%	4%	4%	5%	5%	5%	4%	3%	1%	2%
Live centrally, in walking dist.		4%	4%	4%	7%	7%	4%	3%	4%	5%	4%	4%
Too much to carry, awkward		2%	4%	3%	0%	2%	5%	3%	3%	3%	2%	2%
Difficult access, on-off steps		1%	4%	3%	0%	2%	2%	1%	2%	3%	6%	16%
Dislike waiting about		3%	3%	3%	5%	4%	3%	4%	2%	3%	2%	0%
Work unsocial / unusual hrs		4%	2%	3%	1%	3%	4%	4%	3%	1%	0%	0%
Long walk to bus stop		2%	3%	3%	2%	2%	2%	3%	2%	4%	4%	4%
Uncomfortable		1%	1%	1%	2%	1%	2%	1%	1%	2%	1%	1%

The percentages total more than 100% because respondents could give more than one reason

With effect from April 2003, anyone who answered "inconvenient" or "use my own car" was asked why they said that, and the follow up answers were recorded.

Hence the figures are on a different basis to previous years.

Table 23

Main reason for not using buses more often: April to December 2003¹*Adults (16+) who said that they had used their local bus service at most "about once a week" in the past month - or not at all, and who gave only one reason or provided a main reason*

		Men	Women	All	16-19	20-29	30-39	40-49	50-59	60-69	70-79	80+
Sample size	n =	3,157	3,850	7,007	165	690	1,384	1,291	1,177	1,028	784	488
Use own car		24%	22%	23%	10%	24%	25%	24%	23%	26%	21%	11%
No need		17%	15%	16%	30%	17%	14%	13%	14%	18%	19%	17%
Health reasons		6%	10%	8%	2%	2%	2%	3%	6%	10%	24%	43%
Takes too long		7%	6%	7%	11%	10%	9%	9%	6%	3%	2%	1%
Inconvenient		7%	7%	7%	3%	6%	9%	8%	10%	6%	4%	0%
Lack of service		7%	7%	7%	3%	6%	6%	8%	8%	8%	6%	3%
Prefer to walk		5%	6%	6%	9%	8%	6%	6%	5%	6%	5%	3%
No direct route		4%	4%	4%	6%	4%	5%	5%	4%	3%	1%	1%
Need car for / at work		5%	2%	3%	0%	2%	4%	6%	5%	2%	0%	0%
Live centrally, in walking dist.		3%	4%	3%	5%	6%	3%	2%	4%	4%	4%	3%
Cost		2%	3%	3%	8%	3%	4%	3%	4%	0%	0%	0%
Too infrequent		2%	2%	2%	2%	1%	2%	2%	2%	2%	2%	1%
Work unsocial / unusual hrs		2%	1%	1%	0%	1%	2%	2%	1%	1%	0%	0%
Public transport unreliable		1%	1%	1%	2%	1%	1%	2%	2%	1%	1%	0%
Difficult access, on-off steps		1%	2%	1%	0%	1%	0%	0%	1%	1%	4%	8%
Too much to carry, awkward		1%	2%	1%	0%	1%	3%	1%	1%	1%	1%	1%
Dislike waiting about		1%	1%	1%	3%	1%	1%	1%	1%	1%	0%	0%
Long walk to bus stop		1%	2%	1%	2%	1%	1%	1%	1%	2%	2%	3%
Uncomfortable		0%	0%	0%	1%	0%	0%	0%	0%	0%	0%	1%
Other reason not specified		3%	4%	4%	3%	4%	3%	3%	4%	3%	4%	5%
		100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%

¹ Only from April 2003 have interviewers asked respondents who gave more than one reason to identify the main reason

With effect from April 2003, anyone who answered "inconvenient" or "use my own car" was asked why they said that, and the follow up answers were recorded.

Hence the figures are on a different basis to previous years.

Table 24 **Reasons for not using buses more often^{1,2}: 2002 & 2003**
Adults (16+) who said that they had used their local bus service at most "about once a week"
in the past month - or not at all

	Use my own car	Inconv- enient	No need	Lack of service	Takes too long	Health reasons	No direct route	Prefer to walk	Sample size (=100%)
	<i>row percentages</i>								
All adults aged 16+	39	23	17	11	11	9	9	8	21,779
by sex:									
men	42	23	18	12	11	7	10	8	9,846
women	36	22	17	11	10	10	9	8	11,933
by age:									
16 - 19	12	15	28	9	14	1	8	14	474
20 - 29	35	23	18	10	15	2	11	12	2,225
30 - 39	43	28	15	12	14	2	12	7	4,391
40 - 49	43	26	15	14	14	4	13	7	3,888
50 - 59	40	25	16	14	11	7	9	7	3,622
60 - 69	44	19	19	11	6	13	6	8	3,184
70 - 79	37	14	22	7	4	23	4	6	2,566
80 and over	17	7	22	4	2	44	2	4	1,429
by current situation³:									
Self-employed	44	26	15	18	11	1	10	5	1,190
Employed full-time	44	31	15	13	16	1	14	6	7,813
Employed part-time	42	27	16	14	13	1	11	9	2,173
Looking after home / family	36	16	20	10	7	7	5	13	1,600
Permanently retired from work	37	15	20	8	4	22	4	7	6,286
Unemployed and seeking work	31	13	22	7	8	3	6	18	693
Higher / further education	21	17	21	9	18	2	9	21	472
Permanently sick or disabled	22	8	18	5	2	42	2	9	1,108
by socio-economic classification⁴:									
Higher managerial & prof. occs	38	26	12	15	21	0	15	7	591
Lower managerial and prof. occs	40	27	11	14	19	1	15	5	1,542
Intermediate occupations	42	29	14	13	22	1	12	8	697
Small employers & sole traders	42	19	17	21	10	1	13	8	247
Lower supervisory & tech. occs	42	21	18	16	15	1	11	9	659
Semi-routine occupations	41	20	21	11	12	1	10	10	833
Routine occupations	43	16	21	10	12	2	9	11	814
by annual net household income:									
up to £ 10,000	28	12	22	8	5	17	4	12	5,428
over £ 10,000, up to £ 15,000	36	18	20	9	7	15	7	9	4,318
over £ 15,000, up to £ 20,000	43	22	18	11	11	8	9	8	3,215
over £ 20,000, up to £ 25,000	43	27	16	14	12	4	11	6	2,682
over £ 25,000, up to £ 30,000	46	27	16	13	15	3	12	5	1,996
over £ 30,000, up to £ 40,000	44	32	13	15	17	2	14	5	2,163
over £ 40,000	40	33	10	16	19	1	15	4	1,328
by Scottish Index of Multiple Deprivation quintiles:									
1 (most deprived 20% of areas)	31	15	21	4	7	17	6	12	3,470
2	41	20	18	8	9	11	8	10	4,162
3	39	21	18	16	9	8	9	7	5,107
4	40	26	18	16	13	6	11	5	4,731
5 (least deprived 20% of areas)	41	30	14	11	16	4	12	7	4,287
by urban / rural classification:									
Large urban areas	34	22	16	5	13	12	9	11	6,530
Other urban areas	44	24	20	7	11	8	8	9	6,409
Small "accessible" towns	39	22	22	9	11	8	9	7	2,338
Small "remote" towns	34	17	24	11	6	7	6	10	1,241
"Accessible" rural areas	37	26	13	26	10	6	12	2	2,935
"Remote" rural areas	41	20	12	36	5	5	9	2	2,315
by usual method of travel to work:									
Walking	16	11	34	7	6	2	5	31	1,577
Driver of car / van	52	34	10	15	18	1	16	2	7,070
Passenger in car / van	26	33	20	11	15	1	14	7	920
Other	19	23	23	12	18	2	12	7	1,020
Do not travel to work	36	15	19	9	5	18	4	9	11,192

1. The percentages may total more than 100, because respondents can give more than one reason. There are also small numbers who gave "other" reasons.

2. With effect from April 2003, anyone who answered "inconvenient" or "use my own car" was asked why they said that, and the follow up answers were recorded. Hence the figures are on a different basis to previous years.

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" and "other".

4. 2003 only

Table 25 Adults (16+) -

frequency of travelling by bus in the evening ("say between 7p.m. and 10 p.m.")
and how safe from crime they felt, or would feel,
travelling by bus in the evening: 2003

	<u>Frequency of evening travel by bus</u>					<u>How safe from crime would feel then</u>					<u>Sample size</u> (= 100%)
	<u>Most days</u>	<u>At least once a week</u>	<u>At least once a month</u>	<u>Less than once a month</u>	<u>Never</u>	<u>Very Safe</u>	<u>Fairly Safe</u>	<u>Not partic- ularly Safe</u>	<u>Not safe at all</u>	<u>Don't know</u>	
All adults in 2003	3	7	3	8	79	14	39	13	8	26	<i>row percentages</i> 13,968
by sex:											
male	3	7	4	8	78	20	40	9	5	26	5,957
female	2	6	3	8	80	9	37	17	10	26	8,011
by age:											
16 - 19	11	18	9	11	51	21	50	13	5	10	421
20 - 29	7	12	6	11	65	19	48	13	6	14	1,559
30 - 39	2	6	4	9	79	15	44	13	7	21	2,576
40 - 49	1	5	3	9	81	16	39	13	7	25	2,350
50 - 59	1	4	3	7	84	14	37	14	7	28	2,178
60 - 69	1	6	3	8	82	12	34	15	8	32	2,135
70 - 79	2	5	2	7	84	9	29	15	11	36	1,806
80 and over	1	2	1	4	92	6	20	13	17	44	943
by current situation[§]:											
Self-employed	0	4	3	7	86	20	36	8	4	32	646
Employed full-time	3	6	4	10	77	19	43	11	4	22	4,628
Employed part-time	2	4	3	8	83	12	41	15	9	23	1,407
Looking after home / family	1	6	3	6	83	8	36	17	11	28	1,047
Permanently retired from work	1	5	2	7	85	9	29	15	11	35	4,283
Unemployed and seeking work	5	14	5	8	68	18	41	12	9	21	492
Higher / further education	12	17	9	12	50	20	54	14	5	7	407
Permanently sick or disabled	2	6	3	6	83	8	33	15	15	29	722
by socio-economic classification:											
Higher managerial & prof. occs	1	5	5	14	75	22	45	9	3	21	666
Lower managerial and prof. occs	2	5	4	10	79	18	40	13	5	24	1,772
Intermediate occupations	3	8	4	11	75	12	44	17	7	20	902
Small employers & sole traders	1	3	3	5	88	18	34	8	5	36	265
Lower supervisory & tech. occs	4	5	4	7	81	19	43	11	4	24	771
Semi-routine occupations	5	9	3	7	75	16	44	14	6	20	1,121
Routine occupations	4	7	2	6	81	18	41	10	6	26	1,028
by urban / rural classification:											
Large urban areas	4	11	5	11	69	11	39	16	11	23	4,996
Other urban areas	2	5	3	7	83	13	41	15	7	24	3,932
"Accessible" small towns	1	3	3	7	86	15	40	14	6	25	1,438
"Remote" small towns	2	1	2	6	89	22	33	4	1	39	668
"Accessible" rural areas	1	2	2	6	88	16	38	9	4	32	1,690
"Remote" rural areas	1	2	1	4	93	33	22	4	2	38	1,244
by frequency of driving:											
Every day	0	2	2	7	89	15	38	12	6	29	5,533
At least three times a week	0	5	4	10	81	16	41	12	5	26	1,431
Once or twice a week	2	6	4	9	79	16	37	13	7	27	767
Less often	6	13	5	14	63	15	45	16	7	17	412
Never, but holds full driving lic.	6	13	5	12	63	14	46	15	7	18	817
by whether they hold a full driving licence:											
Holds a full driving licence	1	4	3	8	84	16	39	13	6	27	8,707
Does NOT hold full driving lic.	5	12	5	8	69	12	38	15	11	24	5,256
by frequency of travel by bus in the evening:											
Most days						25	59	13	2	1	320
At least once a week						23	67	9	2	0	901
At least once a month						26	60	10	2	1	465
Less than once a month						21	58	14	3	4	1,070
Never						12	33	14	9	32	11,176
All adults in each year											
2001	2.4	7.2	4.1	9.6	76.4	21.5	44.3	12.0	6.0	16.2	14,643
2002	2.7	6.4	4.0	9.6	77.0	17.1	40.2	13.6	7.7	21.4	14,042
2003	2.5	6.5	3.5	8.3	78.9	14.2	38.5	13.5	7.7	26.1	13,968

§ 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 26 **Adults who hold a concessionary travel pass which allows free travel on off-peak local bus services: April to December 2003**

	Age group								All 16 +	Sample size number
	16-39	40-49	50-59	60-64	65-69	70-74	75-79	80+		
	<i>cell percentages</i>									
All Adults:	1	3	6	64	81	83	86	81	26	10,058
by sex:										
Men	1	2	5	42	75	80	86	82	22	4,288
Women	1	3	6	82	87	86	86	81	28	5,770
by current situation:										
Self-employed	0	0	1	*	*	*	*	*	4	478
Employed full-time	0	0	1	44	*	*	*	*	2	3,356
Employed part-time	1	1	1	*	*	*	*	*	9	996
Looking after home / family	1	6	8	*	*	*	*	*	14	739
Permanently retired from work	*	*	7	74	83	83	86	81	78	3,099
Unemployed and seeking work	0	*	*	*	*	*	*	*	4	340
Higher / further education	1	*	*	*	*	*	*	*	1	285
Permanently sick or disabled	*	28	34	*	*	*	*	*	36	525
by socio-economic classification:										
Higher managerial & prof. occs	1	0	*	*	*	*	*	*	4	461
Lower managerial and prof. occs	0	1	0	*	*	*	*	*	5	1,200
Intermediate occupations	0	1	0	*	*	*	*	*	7	597
Small employers & sole traders	*	*	*	*	*	*	*	*	8	174
Lower supervisory & tech. occs	0	0	0	*	*	*	*	*	7	513
Semi-routine occupations	1	0	1	*	*	*	*	*	6	779
Routine occupations	1	1	3	*	*	*	*	*	11	688
by annual net household income:										
up to £ 10,000 p.a.	3	9	14	70	84	87	85	82	50	2,799
over £ 10,000, up to £ 15,000	2	5	12	71	85	84	86	82	40	2,016
over £ 15,000, up to £ 20,000	1	5	3	70	*	*	*	*	22	1,403
over £ 20,000, up to £ 25,000	1	2	3	*	*	*	*	*	11	1,090
over £ 25,000, up to £ 30,000	0	1	1	*	*	*	*	*	8	832
over £ 30,000, up to £ 40,000	1	1	0	*	*	*	*	*	4	993
over £ 40,000	0	0	1	*	*	*	*	*	4	579
by Scottish Index of Multiple Deprivation quintiles:										
1 (most deprived 20% of areas)	2	5	13	68	87	95	92	84	32	1,869
2	1	5	9	76	83	86	90	89	27	2,045
3	2	4	7	58	75	76	76	80	25	2,310
4	1	1	1	54	79	79	*	73	22	1,914
5 (least deprived 20% of areas)	1	1	2	63	81	81	87	81	22	1,920
by urban / rural classification:										
Large urban areas	1	3	7	70	91	91	90	86	28	3,484
Other urban areas	1	4	7	71	85	89	96	84	26	2,877
"Accessible" small towns	2	1	5	*	*	*	*	*	24	1,120
"Remote" small towns	3	*	*	*	*	*	*	*	25	498
"Accessible" rural areas	1	1	3	*	*	*	*	*	19	1,230
"Remote" rural areas	0	4	4	*	*	*	*	*	21	849
by frequency of driving:										
Every day	0	0	1	45	69	69	*	*	12	3,910
At least three times a week	0	0	0	*	*	*	*	*	23	1,085
Once or twice a week	0	0	4	*	*	*	*	*	22	587
Less often	2	*	*	*	*	*	*	*	24	304
Never, but holds full driving licence	2	*	*	*	*	*	*	*	28	640
by whether they hold a full driving licence:										
Holds a full driving licence	0	1	2	55	75	75	81	75	17	6,291
Does NOT hold a full driving licence	3	12	15	80	91	91	90	84	41	3,767
Sample size (age group)	3,271	1,696	1,570	767	763	741	569	681	10,058	

1. The interviewer asks whether the person has a concessionary travel pass which allows him or her to travel free of charge on off peak-local bus services. The denominator includes people who were not asked the question because they were aged under 60 and had no disability or health problems.

It excludes anyone who was asked the question and did not know whether they had a concessionary travel pass.

* not given, because there were fewer than 100 adults in the sample who were in the relevant category and of the specified age.

Table 27 **Adults (16+) - percentage of their journeys which were made by bus, and percentage who reported making 1+ journeys by bus on the day before the interview: 2003**

	<u>% of all journeys which were made by bus</u>								sample size (journeys)	% adults made bus journeys prev. day
	Mon	Tue	Wed	Thur	Fri	Sat	Sun	All days		
	<i>cell percentages</i>									
All adults in 2003	10%	11%	11%	9%	12%	10%	5%	10%	26,790	10%
by sex										
Male	8%	8%	10%	9%	9%	8%	5%	8%	11,903	9%
Female	12%	13%	11%	10%	13%	11%	5%	11%	14,887	12%
by age										
16 - 19	15%	22%	24%	21%	22%	30%	14%	21%	799	23%
20 - 29	11%	16%	13%	9%	15%	13%	6%	12%	3,320	14%
30 - 39	8%	7%	7%	8%	3%	4%	4%	6%	5,886	7%
40 - 49	7%	7%	6%	7%	6%	6%	2%	6%	5,377	7%
50 - 59	8%	9%	6%	7%	10%	6%	3%	7%	4,557	8%
60 - 69	11%	12%	16%	11%	20%	12%	5%	12%	3,725	11%
70 - 79	20%	21%	18%	21%	25%	23%	4%	19%	2,311	12%
80 and over	20%	16%	25%	20%	26%	20%	6%	20%	815	9%
by current situation¹										
Self-employed	3%	0%	2%	2%	4%	0%	0%	1%	1,489	2%
Full-time employment	7%	9%	9%	8%	8%	7%	5%	7%	11,060	10%
Part-time employment	9%	9%	10%	4%	6%	6%	2%	7%	3,287	9%
Looking after home / family	10%	13%	7%	7%	11%	6%	3%	8%	1,959	8%
Permanently retired from work	15%	15%	17%	16%	22%	17%	5%	16%	5,781	11%
Unemployed and seeking work	15%	10%	11%	13%	5%	15%	15%	12%	822	10%
Higher / further education	16%	24%	21%	16%	17%	36%	8%	21%	835	21%
Permanently sick or disabled	16%	20%	16%	12%	18%	11%	7%	15%	941	10%
by socio-economic classification:										
Higher managerial & prof. occs	6%	5%	3%	1%	4%	1%	4%	3%	1,691	5%
Lower managerial and prof. occs	7%	5%	7%	3%	4%	5%	2%	5%	4,539	7%
Intermediate occupations	6%	11%	12%	9%	12%	3%	3%	9%	2,109	12%
Small employers & sole traders	1%	2%	0%	4%	5%	0%	0%	2%	601	3%
Lower supervisory & tech. occs	6%	9%	11%	9%	4%	3%	7%	7%	1,738	9%
Semi-routine occupations	7%	14%	12%	13%	13%	19%	7%	12%	2,452	14%
Routine occupations	12%	9%	10%	8%	11%	8%	7%	9%	2,180	11%
by annual net household income										
up to £ 10,000	21%	21%	19%	18%	22%	21%	8%	19%	5,651	14%
over £ 10,000, up to £ 15,000	12%	13%	17%	11%	21%	21%	6%	14%	5,018	13%
over £ 15,000, up to £ 20,000	10%	10%	13%	16%	7%	9%	3%	10%	4,106	10%
over £ 20,000, up to £ 25,000	6%	10%	7%	6%	12%	5%	4%	7%	3,330	9%
over £ 25,000, up to £ 30,000	6%	5%	7%	2%	5%	2%	3%	4%	2,763	6%
over £ 30,000, up to £ 40,000	6%	6%	3%	5%	6%	4%	5%	5%	3,282	7%
over £ 40,000	4%	5%	4%	4%	4%	2%	2%	3%	2,111	6%
by type of area										
Large urban areas	17%	17%	17%	15%	17%	15%	7%	15%	9,200	15%
Other urban areas	8%	10%	8%	7%	11%	4%	4%	8%	7,866	9%
"Accessible" small towns	5%	6%	5%	8%	8%	7%	1%	6%	2,763	7%
"Remote" small towns	0%	1%	4%	8%	2%	12%	1%	4%	1,292	3%
"Accessible" rural areas	3%	4%	6%	3%	7%	4%	4%	4%	3,425	5%
"Remote" rural areas	5%	6%	4%	4%	3%	1%	0%	3%	2,244	4%
<i>sample size (journeys)²</i>	4,857	4,741	4,178	3,404	3,443	2,059	4,108	26,790		
all adults in each year										
1999	11.0%	9.0%	9.9%	11.4%	10.0%	9.5%	3.4%	9.3%	28,396	10.5%
2000	10.6%	11.0%	11.1%	9.9%	9.2%	11.4%	3.9%	9.7%	28,649	10.7%
2001	10.9%	10.6%	11.1%	12.0%	10.5%	8.7%	3.2%	9.8%	28,519	10.6%
2002	9.3%	11.5%	12.2%	11.8%	12.5%	10.4%	4.4%	10.5%	26,944	11.0%
2003	10.0%	10.7%	10.6%	9.4%	11.6%	9.6%	4.6%	9.7%	26,790	10.2%

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

2. As in other tables, these are the sample sizes before reweighting. The Travel Diary reweighting adjusts for the uneven spread of interviews across the days of the week

5. Notes and Definitions

5.1 General Points

In the tables, “..” indicates “not available”, and “-” indicates “nil or negligible”.

Where figures are rounded, a total which was calculated by adding together the “unrounded” versions of the underlying numbers, and then rounding the result, may appear to differ from the sum of its parts. Similarly, there may appear to be minor discrepancies in the case of percentages calculated from “unrounded” underlying numbers.

The underlying sample numbers shown in different tables of Scottish Household Survey results may not be the same. This may be because:

- some people were unable to, or did not want to, answer certain questions; or
- the tables relate to different populations (e.g. all households, all adults and all people); or
- some questions are only asked in certain circumstances (eg travel to work).

In tables which analyse the results of questions to which a respondent could give two or more answers, the percentages may total more than 100%.

5.2 Definitions: bus and coach service statistics

“Local” bus service: one which is available to the general public, where passengers pay separate fares and travel a radial distance no greater than 15 miles / 24 kilometres from the point of boarding. (For the earliest years, these figures are for the former category of “stage” services. The definitions of the types of service changed on 6 January 1986, when the term “local service” replaced the former term “stage service”.)

“Other services”: include contract, private hire, express journeys, excursions and tours which are not registered as local services.

Passenger journeys (boardings): the statistics are compiled on the basis that each boarding of a vehicle counts as one passenger journey. Therefore, each trip made by a passenger on one vehicle on one route counts as a separate journey. Return tickets therefore count as two passenger journeys. A person who uses three different buses in the course of a journey will be counted as three separate passenger journeys (boardings). The numbers of passenger journeys using season tickets or travel passes may be estimated by operators.

Vehicle kilometres: estimates include some categories of empty running of buses (eg between garage and terminus) but exclude driver instruction and vehicle testing.

Local bus fare indices: Information about the size of each fares change is supplied by a panel of large operators. Indices are obtained by averaging charges using weights based on receipts from passengers (excluding concessionary fare reimbursement from local authorities). In theory, therefore, the index measures the change in the average charge to the fare-paying passenger.

Commercial services: are those run without direct financial support from a local transport authority. They are still eligible for central Government subsidy in the form of the Bus Service Operators Grant (formerly known as the fuel duty rebate) and (where applicable) for concessionary fare reimbursement from local transport authorities.

Subsidised services: are those considered socially necessary and run under contract to local transport authorities with some direct subsidy. They include a few services subsidised without competitive tendering, under Section 91 of the Transport Act 1985 ('de minimis' arrangements).

Concessionary fare reimbursement: Local authorities and PTAs are able to provide concessionary fare schemes for groups such as elderly people and disabled people and (since 26 October 1986) children. Authorities reimburse operators for revenue lost as a result of their participation in the schemes, after taking into account income from the extra travel generated. The reimbursement by authorities should be seen as a subsidy to the passenger, not to the operator. These schemes should not be confused with the reductions offered to children, for example, by many operators on commercial grounds.

Staff employed: *Platform staff* comprise drivers, conductors and any other on-vehicle staff; *maintenance staff* include all employees engaged on cleaning, repair, service or maintenance of vehicles, while *other staff* include administrative staff. There may be some duplication of functions, particularly amongst the smaller operators.

5.3 **Definitions: Scottish Household Survey results**

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 the case of joint householders, the person with the highest income is taken as the household reference person.

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.

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.

Socio-economic classification: the social class categories used in the SHS in 2002 and earlier years have been superseded. With effect from 2003, the SHS uses the National Statistics Socio-economic Classification (NS-SEC), which has been designed to group together, as far as possible, people with similar levels of occupational skills. The version of the classification used for this analysis has eight categories, although the final one is not used in the tables, as it refers only to those who have never worked or are long-term unemployed. The seven classes which appear in the tables are aggregations of thirteen groups ("L1" to "L13"), and are:

- Higher managerial and professional occupations – *persons who employ others in enterprises of 25 or more persons, and who delegate some part of their managerial and entrepreneurial functions onto salaried staff (L1); positions in which there is a 'service*

- relationship' with the employer, and involving general planning and supervision of operations on behalf of the employer (L2); and positions, whether occupied by employers, the self-employed, or employees, covering all types of higher professional work (L3);*
- *Lower managerial and professional occupations – positions, whether occupied by employers, the self-employed, or employees, covering lower professional and higher technical occupations (L4); positions in which there is an attenuated form of the 'service relationship' and where those employed in these positions generally plan and supervise operations on behalf of the employer under the direction of senior managers (L5); positions (other than managerial) having an attenuated form of 'service relationship' which cover intermediate occupations included in L7. These positions involve formal and immediate supervision of others engaged in such occupations (L6);*
 - *Intermediate occupations – positions not involving general planning or supervisory powers, in clerical, sales, service and intermediate technical occupations. Positions in this group are 'mixed' in terms of employment regulations, i.e. are intermediate with respect to the service relationship and the labour contract (L7);*
 - *Small employers and own account workers – persons (other than higher or lower professionals) who employ others (and thus assume some degree of control over them) and carry out all or most of the entrepreneurial and managerial functions of the enterprise, but employ fewer than 25 employees (L8); self-employed positions in which the persons involved are engaged in any (non-professional) trade, personal service, semi-routine, routine or other occupation, but have no employees other than family workers (L9);*
 - *Lower supervisory and technical occupations – positions having a modified form of 'labour contract', which cover occupations included in groups L11, L12 and L13, and involve formal and immediate supervision of others engaged in such occupations (L10); positions in which employees are engaged in lower technical and related occupations and thereby have a modified form of the 'labour contract' (L11);*
 - *Semi-routine occupations – positions in which employees are engaged in semi-routine occupations which have a slightly modified labour contract (L12);*
 - *Routine occupations – positions where employees are engaged in routine occupations which have a basic labour contract (L13).*

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 socio-economic classification is not known in many cases (e.g. people who have been retired for many years). For the purposes of classifying households, the socio-economic classification of the Highest Income Householder is used.

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").

The Scottish Index of Multiple Deprivation (SIMD)

The Scottish Index of Multiple Deprivation (SIMD) has been designed by the Scottish Executive to rank the "data zones" used for the production of Scottish Neighbourhood Statistics in order of deprivation. There are 6,505 data zones, with an average of about 750 residents in each, formed by aggregating Census output areas. The SIMD is based on 31 indicators in the six individual "domains" of "Current Income", "Employment", "Housing", "Health", "Education", "Skills and Training" and "Geographic Access to Services and

Telecommunications". More information can be found at the SIMD website (<http://www.scotland.gov.uk/stats/simd2004/>).

Households in the SHS sample have been allocated the SIMD value of the data zone which contains the postcode of the residence. In the small number of cases where a postcode is split between more than one data zone, the SIMD value used is that of the data zone into which the largest number of dwellings in that postcode falls. The SIMD values have further been assigned to one of 5 quintiles, with quintile 1 containing the most deprived 20% of data zones in Scotland, and quintile 5 the least deprived 20%. Because the SHS sample is not spread uniformly across Scotland, the quintiles do not necessarily each contain exactly 20% of the households in the SHS sample.

SHS urban / rural classification: this is based on settlement sizes, and (for the less-populated areas) the estimated time to drive to a settlement with a population of 10,000 or more:

- *Large urban areas* - settlements with populations of 125,000 or more. These are around Aberdeen, Dundee, Edinburgh and Glasgow - but are not the same as those Council areas.
- *Other urban areas* - other settlements of 10,000 or more population
- *"Accessible" small towns* - settlements of between 3,000 and 9,999 people, which are within 30 minutes drive of a settlement of 10,000 or more people
- *"Remote" small towns* - settlements of between 3,000 and 9,999 people, which are *not* within 30 minutes drive of a settlement of 10,000 or more people
- *"Accessible" rural areas* - settlements of less than 3,000 people, which are within 30 minutes drive of a settlement of 10,000 or more people
- *"Remote" rural areas* - settlements of less than 3,000 people, which are *not* within 30 minutes drive of a settlement of 10,000 or more people

Most Councils contain more than one type of area, so there may be apparent inconsistencies between, say, the figures for (a) rural areas and (b) "mainly rural" Councils.

Grouping of Council Areas: in order to have reasonable sample sizes for the comparisons of the figures for the three time periods 1999/2000, 2001/2002 and 2003, local authorities have been grouped as follows for some tables:

<i>Area</i>	<i>Local authority area(s) included:</i>
Highland / Islands	Highland, Eilean Siar, Orkney, Shetland
Grampian	Aberdeen City, Aberdeenshire, Moray
Tayside	Angus, Dundee City, Perth & Kinross
Central	Clackmannanshire, Falkirk, Stirling
Fife	Fife
Edinburgh	Edinburgh City
Lothians	East Lothian, Midlothian, West Lothian
Glasgow	Glasgow City
Dunbartonshire / Argyll & Bute	Argyll & Bute, East Dunbartonshire, West Dunbartonshire
Renfrewshire / Inverclyde	East Renfrewshire, Inverclyde, Renfrewshire
North Lanarkshire	North Lanarkshire
South Lanarkshire	South Lanarkshire
Ayrshire	East Ayrshire, North Ayrshire, South Ayrshire
Borders / Dumfries & Galloway	Dumfries & Galloway, Scottish Borders

6. The DfT survey of Public Service Vehicle Operators

6.1 General information

The basis for most of the statistics in this Bulletin is the annual returns which a sample of Public Service Vehicle operators across Great Britain make to the Department for Transport (DfT). Further information is contained in the DfT publications *Transport Statistics Great Britain, Focus on Public Transport* and *Bulletin of Public Transport Statistics*. Enquiries regarding the statistics should be made to Paul O'Hara of DfT (tel: 0207 944 3076).

The sample is stratified by size of operator, based on the numbers of vehicles that they are licenced to run (their numbers of licence discs). With effect from the 1997-98 survey, it includes all operators with 30+ vehicles, and a random sample of smaller operators (who are selected with probabilities depending upon their numbers of discs). The survey design and sampling fractions are a compromise between the optimal designs for local and other (non-local) services. As the table below shows, large operators are responsible for the major share of local work, so a smaller sample of small and medium sized operators would be acceptable for the purposes of producing figures for local services *alone*. However, the small and medium-sized operators provide the majority of non-local services, and therefore the sample must include enough of them to produce reasonable estimates for non-local services.

Sampling fractions and 2001/02 distributions by numbers of discs (GB figures)

Number of Discs (approx. no. of vehicles)	Percentage of local vehicle kilometres	Percentage of other (non-local) vehicle kilometres	Sampling fraction (%)	Gross up by a minimum factor of*	No. of operators active as at 1st April 2002**
1 }		4	5	20	2,108
2 }		7	7.5	13.333'	1,848
3 }	0.5 in total	4	10	10	587
4 }		4	15	6.666'	466
5	0.5	4	20	5	360
6 to 9	2	14	30	3.333'	885
10 to 14	2	11	40	2.5	497
15 to 19	2	8	50	2	278
20 to 29	3	17	60	1.666'	245
30 plus	90	27	100	1	333

* See *section 6.3*. The actual "grossing-up" factors for each size band depend on the level of response. The factors shown here assume 100% response rates, but the factors actually used are higher, because of non-response.

** Small operators, in particular, enter or leave the industry throughout the year.

For Scottish operators, the method of selecting the sample is based purely upon the number of discs: there is no "area within Scotland stratification" to take account of where the operator is based. (From 2000-01, the sampling frame for England was modified to stratify it by disc size and by Government Office Region, to give a more even coverage across all the regions

of England). For each survey, in order to improve the estimates for Scotland as a whole, DfT scrutinised the randomly-selected sample for Scotland and, for each size band, compared the number who had been selected for inclusion in the sample with the number of Scottish operators shown in the sampling frame. In cases where the sample appeared to contain too few (or too many) operators in a particular size-band in Scotland as a whole, DfT changed the composition of the sample, adding (or removing) operators in that size-band who were based in Scotland. However, the “luck of the draw” could lead to the sample of operators which was selected for an area *within* Scotland being unrepresentative of the operators in that area. For example, the sample for an area might have contained significantly more (or significantly fewer) operators in a particular size-band than would have been expected from knowledge of the sampling percentage and of the “population” number of operators in that size-band in that area.

It is not possible for DfT to ensure that the sample for an area within Scotland is representative. For example, suppose that a particular area has only one operator in a particular size-band (eg "20-29 discs", for which the sampling fraction is 60%). Clearly, all DfT can do is to include that operator in the sample in some years, and exclude it from the sample in other years: DfT cannot include 60% of the operator in the sample in every year. A further complication is a "survey holiday" voucher scheme, which is designed to reduce the burden on small businesses by giving periods of exemption from surveys. The first such "survey holiday" applies to operators with nine or fewer staff who were sampled in 1997-98, who were not eligible for selection again until the survey for 2000-01. This scheme limits the number of smaller operators who are available for selection in each year, and hence limits the DfT's ability to choose samples which are as representative as possible for each area within Scotland for every year.

Finally, it should be noted that small operators enter and leave the industry each year, which makes consistency of sampling in the smaller fleet size groups more difficult.

The figures for Scotland for non-local services are derived from the returns made by the operators who are based in Scotland, and so will include services into England which are run by operators based in Scotland, and will exclude services into Scotland which are run by operators based in England. (NB: a large group, such as Stagecoach, is *not* treated as a single operator: there will be a separate statistical return for each of its subsidiary companies.)

6.2 Estimation of certain breakdowns, in cases where the survey does not collect information for smaller operators

In order to reduce the burden on respondents to the survey, the smaller operators receive a simplified questionnaire, which does not ask for certain pieces of information. For example, smaller operators supply only an overall total figure for their income from local services: unlike the larger operators, they do *not* provide a breakdown between “passenger receipts”, “public transport support”, “concessionary fare reimbursement”, “contract payments” and “Bus Service Operators Grant” (formerly known as the fuel duty rebate).

In order to produce overall totals for the different types of income from local services, DfT must estimate the breakdown of local service income between these headings for the smaller operators. DfT does this by assuming that, for each small operator which responds to the survey, the percentage breakdown of income between these headings is the same as the overall Scotland percentage breakdown of such income for all the large operators taken together. Thus, if “passenger receipts” accounted for (say) 80% of the total local service income of all large operators in Scotland, DfT would assume (for the purposes of estimating

the overall totals) that passenger receipts accounted for 80% of the local service income of each of the smaller operators who responded to the survey.

The survey obtains, from the larger operators, information about their expenditure (operating expenditure on local services and on other services, administration expenditure and depreciation). It does not ask the smaller operators to provide this, but the effect of this on the calculation of costs per vehicle kilometre and per passenger journey is thought to be small.

6.3 **Estimation of totals for all smaller operators, by “grossing-up” the returns from the smaller operators**

The figures for each smaller operator (including those income breakdown figures which DfT estimated - see above) are “grossed-up” using a grossing-up factor which is the inverse of the achieved sampling fraction, and therefore makes an allowance for any non-responding small operators (as the grossing-up factors are based upon the numbers of responses obtained for each fleet size group). For example, as roughly 5% of the smallest operators respond to the survey, the grossing-up factor for them will be about 20. (While the aim may be to sample 1-in-20 of the smallest operators, the survey is unlikely to obtain returns from *exactly* 1 in 20 of them: for example, if there were 250 such operators, and 12 of them were chosen for the survey and made returns, the grossing-up factor would be 250 divided by 12, which is about 20.8). DfT calculates the “grossing-up” factors separately for Scotland, Wales and each government office region in England: the Scottish grossing-up factor for a particular size-band is simply the total number of Scottish operators in that size-band divided by the number of them who made returns.

6.4 **Estimation of figures for areas within Scotland**

The larger operators (those with over 1 million vehicle-miles run on local services) are asked to split their local service passenger numbers, vehicle miles and income of various kinds between the local government areas in which they operate. Up to and including the 1996-97 returns, the breakdown was requested in terms of the former Regions and Island Areas; from the 1997-98 returns it is in terms of the present Councils. (In order to provide a time-series, the present Councils have been grouped together on the basis of the former Regions for the purpose of producing *Tables 9.1 and 9.2.*)

The methods that operators use to split their totals between areas will depend upon the kind of information that is available from their businesses’ records, and may vary from operator to operator: some may have administrative systems that provide breakdowns of passenger numbers etc by area that are more detailed than those of other operators. There is no recommended method: all that the instructions for the completion of the return ask is that “if exact figures are not available, please give the approximate proportion or percentage in each [area]”. In some cases, therefore, an operator might only be able to provide a rough estimate of the breakdown (eg 60% in area A, 30% in area B, 10% in area C). It may be that, from time to time, an operator changes the way in which it estimates or calculates the split of its figures between the areas which it serves - if so, this may cause a discontinuity in the time-series for those areas.

The smaller operators are not asked to provide such a breakdown. Instead, DfT assumes that *all* a small operator’s activity is in the area in which the operator’s office is situated. As each small operator’s figures are grossed-up as part of the process of producing estimates which

cover all small operators, it follows that the grossed-up estimates based upon a small operator's return are counted wholly against the one area.

6.5 DfT's rules on the possible disclosure of figures for an area

When the data are collected from Scottish operators, an undertaking is given that (unless they give written permission) access to their figures will be restricted to the DfT and Scottish Executive staff who deal with public service vehicle statistics. Therefore, the need to protect the confidentiality of the information which is provided in the statistical returns may prevent the disclosure of the totals for an area without the permission of the larger operators in that area. For example, if the two largest operators in an area together account for a very large proportion of the total patronage, one of them might be able to deduce the approximate size of the other's business from any totals that were published for that area. In such a case, therefore, one would need the permission of *both* large operators before one could disclose the totals for that area. DfT uses the following rule to determine whether or not the totals for an area may be disclosed without the permission of the larger operators in the area:

a total for an area is NOT disclosable (without the permission of the larger operators in the area) if

- either* i. the largest operator accounts for over 60% of the total for the area
or ii. the second largest operator accounts for over 60% of the rest

These rules mean that figures for several parts of Scotland cannot be disclosed without the permission of the larger operators in those areas. Therefore, as the collector of the statistics, DfT kindly wrote to the largest operators in Scotland, asking if they would agree to the figures from their statistical returns being used to produce totals for areas within Scotland which the Scottish Executive would publish. **We are very grateful to all the major operators who agreed that the Scottish Executive could use their figures in this way.**

6.6 The uncertainties about the estimates for parts of Scotland

It will be seen that there are some large year-to-year changes in the estimates for some areas, and that occasionally one year's figure stands out as unusually high or unusually low. It must always be remembered that the survey is *not* designed to produce reliable figures for areas *within* Scotland (such as the former regions or the current councils) - for example, the sample is not stratified on the basis of the areas within Scotland in which the operators are located. Therefore, the estimates for any areas which have only a few operators may be subject to what could occasionally be considerable sampling errors, if those operators are small operators, since the "luck of the draw" could occasionally include most of the operators in that area in the sample in one year (leading to the grossed-up estimates being far too high) and there could occasionally be few or none of them in the sample in another year (leading to the grossed-up estimates being too low). And, even if the selected sample happened to be representative of each area, this would *not* guarantee that the results for each area would be reliable. For example, the figures for an area would be too low if returns were made by fewer operators than would be expected for that area, which could happen due to non-response to the survey by a higher than average proportion of the operators in that area.

Unreliability may also be an inevitable consequence of an area having only a small number of operators. For example, suppose that a particular area has only one operator with 20-29 discs. The sampling fraction for that size-band is 60%. In the years in which that operator responds to the survey, its figures will be multiplied by the grossing-up factor for the "20-29 discs" size-band (i.e. 1.67 - or more, if there was non-response by some Scottish operators in that band), and therefore the survey's estimate of the total for the area will be too high (all

else being equal). In the years in which that operator is *not* selected for inclusion in the sample (and in any years in which the operator is included in the sample but fails to respond), the operator will make *no* contribution to the survey's estimate of the total for the area, which will therefore be too low (all else being equal). For this reason, it may be impossible for the survey ever to provide the correct figures for some areas.

It follows that some of the estimates that are provided in *Tables 9.1 and 9.2* may be subject to considerable uncertainty. For example, an area could appear to have a particularly large increase in its estimate in one year because:

that year, the survey obtained returns from disproportionately more of the operators who are based in that area;

or the *previous* year, the survey obtained returns from disproportionately *few* of the operators who are based in that area;

or one of the larger companies which operates in that area changed the way in which it split its totals between the areas in which it operates, with the result that a much greater percentage of its total was counted against that area;

or a smaller company, which operates in that area but is based in another area, has now become large enough to be required to split its totals between the areas in which it operates, and therefore provides figures for this area for the first time ever;

or a combination of some of the above factors, and other factors, produces that result.

The estimates for different parts of Scotland provided in *Tables 9.1 and 9.2* are therefore a *general* guide to the way in which the levels of patronage and service have changed in each of these areas over the past 10-or-so years. The “hiccups” in the series are a reminder that the estimates may be affected by sampling quirks etc, and so are *not* necessarily reliable. In order to see better the overall trends in local bus service provision and patronage in some areas, users of the statistics could take (say) three-year moving averages of the estimates for those areas, as moving averages should be less affected by sampling and estimation problems.

7. The Scottish Household Survey

7.1 General information

The Scottish Household Survey (SHS) started in February 1999. Each year, about 15,500 private households across Scotland are interviewed. The SHS is designed to provide results which are representative of Scotland as a whole for each quarter, and for each local authority every two years. Higher sampling fractions are used for Council areas with small populations, to ensure a minimum of about 550 household interviews per Council every two years.

The survey interviews, which lasted an average of 44 minutes in 2001/2002, are carried out in respondents' homes using Computer Aided Personal Interviewing (CAPI) by TNS and MORI Scotland. The interview has two parts. The first part is with the Highest Income Householder or his/her spouse or partner. This collects mainly factual information about the household and its members. The second part is with a randomly-chosen adult (aged 16+) member of the household. This focuses more on individual attitudes and behaviours. Both parts of the interview may be with the same person. After reweighting, the results from the first part interviews should be representative of households, and the results from the second part interviews should be representative of adults. The response rate for the first part was 67% for the 2001/2002 two-year "sweep". Among households which participated, the response rate for the "random adult" part of the interview was 93%.

The data are reweighted to take account of the over-sampling of the Councils with smaller populations, the under-sampling of adults living in multi-adult households (they are under-represented, relative to their share of the population, because only one "random adult" is interviewed in each household), and the uneven spread of interviews over the days of the week (which would affect the representativeness of the Travel Diary results).

More detailed information is available from the publications mentioned in *section 7.3*.

7.2 Sampling variability

The likely extent of sampling variability can be quantified, by calculating the "standard error" associated with an estimate produced from a random sample. On average:

- only about one sample in three would produce an estimate that differed from the (unknown) true value 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" is defined as the estimate plus or minus about twice 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. The table below 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	300	500	700	1,000	2,000	5,000	10,000	15,000
	<i>percentage points (plus or minus)</i>								
5 or 95	5.1	3.0	2.3	1.9	1.6	1.1	0.7	0.5	0.4
10 or 90	7.1	4.1	3.2	2.7	2.2	1.6	1.0	0.7	0.6
15 or 85	8.4	4.8	3.8	3.2	2.7	1.9	1.2	0.8	0.7
20 or 80	9.4	5.4	4.2	3.6	3.0	2.1	1.3	0.9	0.8
25 or 75	10.2	5.9	4.6	3.8	3.2	2.3	1.4	1.0	0.8
30 or 70	10.8	6.2	4.8	4.1	3.4	2.4	1.5	1.1	0.9
35 or 65	11.2	6.5	5.0	4.2	3.5	2.5	1.6	1.1	0.9
40 or 60	11.5	6.7	5.2	4.4	3.6	2.6	1.6	1.2	0.9
45 or 55	11.7	6.8	5.2	4.4	3.7	2.6	1.7	1.2	1.0
50	11.8	6.8	5.3	4.4	3.7	2.6	1.7	1.2	1.0

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

As an example of the use of this table, *Table 11* shows that there were 860 households with an annual net income of "over £40,000" in the survey in 2003, an estimated 49% of which had an "up to 3" minutes walk to the nearest bus stop. The entry in the cell at the intersection of the "50%" row and the "1,000" column shows that the confidence limits for an estimate of 49% based on a sample of 1,000 cases are about +/- 3.7%-points. Similarly, an estimate of 50% based on a sample of 700 cases has confidence limits of +/- 4.4%. So, the confidence limits for an estimate of 49% based on a sample of 860 cases would be between the two values - say +/- 4.0% (as 860 is closer to 1,000 than 700). This means that there is a 1-in-20 chance that the estimate differs from the true value by more than about 4.0%-points, and

roughly a 1-in-3 chance that the estimate differs from the true value by more than about 2.0%-points.

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 so, the SHS's results will not be representative. Comparison of SHS results with information from other sources suggests that any non-contact or non-response biases are not large overall - but they could, of course, be more significant for some sub-groups of the population or in certain Councils, particularly those with the highest non-response rates. In addition, as a survey of private households, the SHS does not cover some sections of the population - e.g. many students in halls of residence.

7.3 **Further information about the SHS**

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

This website provides some background, information about the progress of the survey, and the published results, including *Scotland's People* - the SHS annual report, which provides many tables of SHS results, and other documents, which contain information about the survey methodology, the fieldwork outcomes, and an edited version of the questionnaire. Copies of these are available from Blackwell's Bookshop.

Three series of Transport Statistics bulletins, available from Blackwell's Bookshop and from the Scottish Executive web site, provide some Transport-related SHS results:

- *Household Transport: some Scottish Household Survey results;*
- *Transport across Scotland: some Scottish Household Survey results for parts of Scotland;*
and
- *Scottish Household Survey Travel Diary results.*

Details of each of these are given in the section on Scottish Executive Transport Statistics publications.

SHS results also appear in other Executive publications, e.g. *Scottish Transport Statistics*.

General enquiries about the SHS should be addressed to:

Scottish Household Survey Project Team,
Area 1-F
Scottish Executive,
Victoria Quay,
Edinburgh, EH6 6QQ
Tel: 0131 244 8420

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

8. **Further information about the statistics in this bulletin**

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

Transport Statistics,
Scottish Executive,
Victoria Quay,
Edinburgh, EH6 6QQ

Tel: 0131 244 7255

Fax: 0131 244 0888

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

Scottish Executive Transport Statistics publications

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

Latest edition: provides figures up to 2003, in general (in some cases, the latest available figures relate to a different period, such as the calendar year 2002, the financial year 2002-03 or the financial year 2003-04); published in August 2004

Published Annually Price: £ 10.00 ISBN 0 7559 4255 8

Household Transport: some Scottish Household Survey results provides information about the transport facilities available to private households, and about some travel by household members. Every edition includes statistics on: the availability of cars for private use; people's possession of driving licences and their frequency of driving; people's frequency of walking and cycling; travel to work (including working at home, the reasons for the choice of method, whether car/van commuters could use public transport and why they do not / cannot); and travel to school. In addition, each edition covers several other topics. An Annex lists all the survey's Transport-related topics (apart from the Travel Diary), showing in which years they were included, and in which bulletins they were analysed.

Latest edition: gives figures for 2003, and a few for 1999 to 2002; published November 2004.

Published Annually Price: £ 2.00 ISBN 0 7559 3844 5

Transport across Scotland: some Scottish Household Survey results for parts of Scotland provides information about the transport facilities available to private households, and about some travel by household members, for parts of Scotland. Statistics are provided for each Council area, and for each category of the SHS urban / rural classification. They are for two-year periods because of the survey's design. The topics covered include: the availability for private use of motor vehicles, cars and company cars; people's possession of driving licences and frequency of driving; people's frequency of walking and cycling; the accessibility and frequency of bus services; people's views on the convenience of public transport and how safe they would feel travelling by bus and train in the evenings; the usual method of travel to work; whether people work from home; whether car commuters could use public transport; where people who drive to work park; and travel to school.

Latest edition: provides figures for 2001/2002, and for 1999/2000; published February 2004

Published Biennially Price: £ 2.00 ISBN 0 7559 3650 7

Scottish Household Survey Travel Diary results provides information about the journeys made by adults living in private households. The topics covered include the means of transport used by different types of people, the purposes for which people travel, the distances that they go, the times of day at which trips start, the duration of journeys, the days of the week on which people travel, car occupancy, journey origins and destinations, and journeys into and within Edinburgh and Glasgow. The information about the person's travel is analysed in conjunction with information from questions about the household as a whole.

Latest edition: gives figures for 2002, and a few for 1999 to 2001; published in May 2004.

Published Annually Price: £ 2.00 ISBN 0 7559 3723 6

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 the main 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 edition: provides figures up to the three year period 1998/2000; published in April 2002

Published Triennially Price: £ 2.00 ISBN 0 7559 2198 4

Bus and Coach Statistics provides information about the trends in bus and coach services in Scotland, and some related Scottish Household Survey (SHS) results. The statistics of bus and coach services include: the distances travelled by vehicles and the numbers of bus passenger journeys; fare indices; passenger receipts; public transport support and concessionary fare reimbursement; operating costs; vehicle stock and staffing. The SHS statistics include: the accessibility and frequency of bus services; views on the quality of public transport; frequency of use of local bus services; views on various different aspects of local bus services; travel to work by bus and the possible use of public transport by those who travel to work by car or van; reasons for not using buses more often; the frequency of travelling by bus in the evenings and how safe from crime passengers feel; adults' possession of a concessionary travel pass; and the proportion of adults' journeys which are made by bus. There are estimates of local bus service vehicle kilometres and passenger journeys for the former Regions of Scotland, and some of the SHS results are provided for types of area, individual Council areas or groups of councils.

Latest edition: provides figures up to the 2003-04 financial year (bus and coach services) and SHS statistics for 2003, and some earlier years; published in March 2005

Published Annually Price: £ 2.00 ISBN 0 7559 3924 7

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

Latest edition: provides figures up to 2003; published in November 2004

Published Annually Price: £ 10.00 ISBN 0 7559 4406 2

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 and progress towards the casualty reduction targets for the year 2010. It also gives the number of accidents and casualties by Police Force and local authority.

Latest edition: provides figures up to 2003; published in June 2004

Published Annually Price: £ 2.00 ISBN 0 7559 3753 8

Copies of these publications may be purchased from:

Scottish Executive Publication Sales

Blackwell's Bookshop

53 South Bridge EDINBURGH EH1 1YS

Tel: (0131) 622 8283 FAX: (0131) 622 8258

Cheques (made payable to "Blackwell's Bookshop") should be sent with orders.

Transport Statistics publications may be found on the Scottish Executive Statistics Website:

www.scotland.gov.uk/transtat/latest	gives access to the "on-line" editions of all publications
or www.scotland.gov.uk/transtat/sts	for the "on-line" editions of <i>Scottish Transport Statistics</i>
or www.scotland.gov.uk/transtat/ras	for the "on-line" editions of <i>Road Accidents Scotland</i>
www.scotland.gov.uk/transtat/sheets	gives access to spreadsheet versions of the tables.

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

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

THE SCOTTISH EXECUTIVE TRANSPORT STATISTICS WEB PAGES

These can be found at: www.scotland.gov.uk/transtat They provide:

- "on-line" versions of each Transport Statistics publication since Spring 1998 (which can also be reached via: www.scotland.gov.uk/transtat/latest)
 - *Scottish Transport Statistics* (also via: www.scotland.gov.uk/transtat/sts)
 - bulletins of Transport-related results from the Scottish Household Survey;
 - *Road Accidents Scotland* (also via: www.scotland.gov.uk/transtat/ras)
 - *Bus and Coach Statistics* and other statistical bulletins.
- Excel spreadsheet versions of the tables in the latest editions, and some of the previous editions, of these publications (also via: www.scotland.gov.uk/transtat/sheets)
- updated versions of some of the 'key' tables in *Scottish Transport Statistics* (also via www.scotland.gov.uk/transtat/stsupdate)
- extra road accident statistics tables (also via: www.scotland.gov.uk/transtat/extras)
- other information, including:
 - the specification of the "Stats 19" road accident statistics returns (including details of the changes to be made with effect from the "January 2005" returns); and
 - arrangements for consulting users and providers, including:
 - Transport & Travel Statistics Advisory Committee (also via: .../transtat/ttsac)
 - Liaison Group on Road Accident Statistics (also via: .../transtat/lgras)
- links to other relevant Web sites.

Updated versions of some of the 'key' tables and charts in *Scottish Transport Statistics* will be prepared in the following instances:

(a) when a further year's figures become available for "key" topics which are "a year behind" the rest (e.g. topics for which the Summary shows "not available" for the latest year, like the "bus" and "waterborne freight" statistics in the "2004" edition); and

(b) to correct any errors that are found in published tables.

Please note that:

- the updated tables will be made available in spreadsheets which will appear *separately* from those which give the figures in the tables that were originally published;
- the electronic version of the publication will *not* be updated - it will remain as published.

There are twelve **extra road accident statistics tables**, each covering the years from 1981 to 2003. The kinds of topics for which they provide numbers include:

- killed and seriously injured casualties by mode of transport;
- child casualties by age and sex;
- accidents by police force area and severity; and
- casualties by Council area and severity.

In order to receive e-mails notifying you of the "release" of updated versions of *Scottish Transport Statistics* tables, extra road accident statistics tables, new Scottish Executive (SE) Transport Statistics publications and any consultations on SE Transport statistics, you can ***join the ScotStat "Transport" e-mail list***. To do this, ***register as a user of SE Transport statistics*** by going to: www.scotland.gov.uk/scotstat and clicking on 'access the SCOTSTAT register'. You can then enter your details in the register. Please specify the *overall* "Transport" theme as a subject area of interest to you. You will then receive all e-mails sent to the list(s) for the subject area(s) in which you have registered an interest.

SCOTTISH EXECUTIVE STATISTICAL SERVICES

OUR AIM

The aim of the Statistical Service is to provide relevant and reliable information, analysis and advice that meet the needs of government, business and the people of Scotland.

OBJECTIVES

1. **To produce statistics and analysis relevant to user needs by**
 - Developing the range of statistics and analysis we produce;
 - Where practicable improving timeliness;
 - Providing more statistics disaggregated by age, gender and ethnicity;
 - Developing more data for small areas through the Neighbourhood Statistics project;
 - Contributing to production of comparable statistics across the UK and internationally.
2. **To ensure effective use of our statistics by**
 - Contributing more directly to policy processes inside and where possible outside government;
 - Improving access to and presentation of data and analysis;
 - Improving the advice provided on statistics.
3. **To work effectively with users and providers by**
 - Maintaining arrangements to consult and involve users and providers
 - Involving users and providers in planning developments in outputs and processes
4. **To develop the quality of statistics by**
 - Assuring and improving quality as an integral part of data collection and analysis and through regular reviews in line with National Statistics quality strategy;
 - Developing statistical methods, systems and classifications;
 - Working with the rest of the Government Statistical Service to develop joint approaches/solutions where appropriate.
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 - Safeguarding the confidentiality of data subjects.
6. **To ensure the efficient and effective delivery of statistics products and services by**
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 - Ensuring value for money;
 - Making best use of Information and Communications Technology;
 - Working with other analysts;
 - Ensuring effective communication within the Statistician Group.
7. **To develop our workforce and competences**
 - Ensuring recruitment of staff with the necessary skills and potential;
 - Ensuring development of expertise amongst existing staff;
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http://www.statistics.gov.uk/about_ns/cop/default.asp

These statistics undergo regular quality assurance reviews to ensure that they meet customer needs. They are produced free from any political interference."

Details of pre-release access will be provided in the Scottish Executive Statistics Website under 'Forthcoming Releases'

Correspondence and enquiries

Enquiries on Transport Statistics should be addressed to:

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

General enquiries on Scottish Executive statistics can be addressed to:

Ryan Stewart
Office of the Chief Statistician
Scottish Executive
3 Floor West Rear, St Andrews House
EDINBURGH EH1 3DG
Telephone: (0131) 244 0442; Fax: (0131) 244 0335
e-mail: statistics.enquiries@scotland.gsi.gov.uk

Advice on specific areas of Scottish Executive statistical work can be obtained from staff at the telephone numbers given below:

Scottish Executive Statistics contacts

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Other contacts for Scottish statistics

Forestry Commission	(0131) 314 6337
The Scottish Funding Councils for Higher and Further Education	(0131) 313 6575
General Register Office for Scotland - Vital statistics and publications - Population statistics, census statistics or digital boundary products	(0131) 314 4243 (0131) 314 4254

For **general enquiries about National Statistics** in the United Kingdom Government contact the National Statistics Public Enquiry Service on
020 7533 5888
minicom: 01633 812399
Email: info@statistics.gov.uk
Fax: 01633 652747
Letters: room DG/18, 1 Drummond Gate,
LONDON SW1V 2QQ

You can also find National Statistics on the internet - go to **www.statistics.gov.uk**

If you would like to be consulted about new or existing statistical collections or to receive notification of forthcoming statistical publications, please register your statistical interest on the Scottish Executive ScotStat web site at **www.scotland.gov.uk/scotstat**

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

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

Most recent Transport Statistics Statistical Publications relating to the Transport and Travel theme are available at www.scotland.gov.uk/transtat/latest

Ref no.	Title	Last published	Price
	Scottish Transport Statistics	August 2004	£ 10.00
Trn / 2004 / 6	Household Transport: some Scottish Household Survey results	November 2004	£ 2.00
Trn / 2004 / 2	Transport across Scotland: some SHS results for parts of Scotland	February 2004	£ 2.00
Trn / 2004 / 4	Scottish Household Survey Travel Diary results	May 2004	£ 2.00
Trn / 2002 / 3	Travel by Scottish residents: some National Travel Survey results	April 2002	£ 2.00
Trn / 2005 / 1	Bus and Coach Statistics	March 2005	£ 2.00
	Road Accidents Scotland	November 2004	£ 10.00
Trn / 2004 / 5	Key Road Accident Statistics	June 2004	£ 2.00

Additional copies of these publications may be purchased from **Scottish Executive Publication Sales, Blackwell's Bookshop, 53 South Bridge, Edinburgh, EH1 1YS**, Telephone: 0131 622 8283 or 0131 622 8258, Fax: 0131 557 8149. E-mail orders to business.edinburgh@blackwell.co.uk. Cheques should be made payable to 'Blackwell's Bookshop'.

Complaints and suggestions

If you are not satisfied with our service, please write to the Chief Statistician, Mr Rob Wishart, 4 Floor East Rear, St Andrews House, Edinburgh, EH1 3DG, Telephone: (0131) 244 0302, e-mail rob.wishart@scotland.gsi.gov.uk. We also welcome any comments or suggestions that would help us to improve our standards of service.

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