



## **MOVING IN THE RIGHT DIRECTION?**

### **DATA SOURCES REPORT**

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## 1. Introduction

In May 2008, the Glasgow Centre for Population Health embarked on a programme of work related to transport and health. This programme, 'Moving in the Right Direction?', aims to build the information base and evaluate the impact of national, regional and local policies and programmes on active, sustainable modes of travel in Glasgow and the Clyde Valley region.

Part of this work aims to create a robust information base to enable the long-term measurement of trends in modes of transport with a specific focus on physically active modes of travel, use of public transport and car use at a local and regional level.

There have been two main parts to this work:

1. Identification of available data sources and their potential utility within a broad monitoring framework.
2. Collection and analysis of data to provide a baseline of current patterns of transport use at various geographies that can be monitored over time.

This report relates to Part 1 above – the identification of data sources - and details sources we have identified and used in subsequent analyses. The report is organised into themed sections.

It is worth noting that while we have attempted to be comprehensive, particularly in relation to local authority data, it has been difficult to obtain information on all potential data sources. Despite these caveats this report is an attempt to summarise systematically useful sources of data on personal travel in the Glasgow and the Clyde Valley region. We hope it is of use to other researchers and can be built upon in time.

## **2. National transport and travel data**

**2.1 Scottish Household Survey**

**2.2 Scottish Household Survey Travel Diary**

**2.3 Census**

**2.4 Scottish Environmental Attitudes and Behaviours Survey (2008)**

**2.5 Public Attitudes to the Environment in Scotland Survey (2002)**

**2.6 Smarter Choices Smarter Places**

**2.7 Labour Force Survey (including Annual Population Survey)**

**2.8 National Travel Survey**

**2.9 Vehicles Licensing Data**

**2.10 National Hands Up Survey**

**2.11 Scottish Transport Statistics**

## 2.1 Scottish Household Survey (SHS)

**Source organisation:** Scottish Government

**Summary:** Designed to provide accurate, up-to-date information about characteristics, attitudes and behaviour of Scottish households on a range of issues. The survey is specifically designed to support the work of the Scottish Government's transport, communities and local government policy areas

**Website:** [www.scotland.gov.uk/topics/statistics/16002](http://www.scotland.gov.uk/topics/statistics/16002). UK Data Archive: <http://www.data-archive.ac.uk/>

**Type of data:** Survey

### **Geography, sample and methodology/content**

**General locality:** Scotland

**Representative area:** Local authority (and, potentially, other geographies on request)

**Format:** SPSS, SAS, Nesstar. SHS Lite also available for analysis

**Accessibility:** Anonymised copies of the full and SHS Lite datasets for two-year sweeps (allowing for analysis across all local authorities) collected in the survey for all years have been deposited with the [UK Data Archive](http://www.data-archive.ac.uk/). Athens account required. If you require a table that is not in an annual report, the SHS team is the first point of contact for requests for data analysis. Analysis is carried out by statisticians with access to SHS data.

**First recorded:** 1999

**Frequency:** Continuous

**Response rate:** around 60%

**Methodology/content:** Structured in two parts. Part one is asked of highest income holder and part two asked of random adult (aged 16+). CAPI. Continuous cross-sectional survey, each complete sample being covered in the course of two years. Sample drawn from small user file of the Postcode Address File (PAF). Interviews are carried out in approximately 3,900 households each quarter. The survey is designed so that the interviews from each quarter will provide results which are representative of Scotland as a whole. Statistically reliable results are available for larger local authorities on an annual basis and for all LAs, regardless of size, every 2 years. Questions asked re driving licences, travel to work/education, reasons for using car and not using public transport, views on transport charging and congestion, motorcycle ownership and use, miles driven in a year, expenditure on public transport, use and views of bus and train services, use of community transport, planning journeys and awareness and use of Transport Direct and Traveline Scotland, perceptions of bus and train services

**Sample size:** First 4 years: 62,000 households. 2003 onwards: 31,000 households over 2 years

### **Data recorded by theme**

A. Transport by mode ✓	B. Transport by socioeconomic status ✓	C. Services	D. Transport infrastructure
E. Local authority	F. Health or safety	G. International comparison	H. Secondary

### **Evaluation**

**Comparability between waves/years:** Good

**Strengths:** Provides extensive and detailed information relating to transport use and transport related behaviour

**Limitations:** Although the SHS has a large sample that covers the whole of Scotland, it is designed to be representative only at national and local authority level

## 2.2 Scottish Household Survey (SHS) Travel Diary

**Source organisation:** Scottish Government

**Summary:** SHS Travel Diary is asked of a random adult from part two of the SHS (aged 16+) living in private households across Scotland about the travel they made on the day prior to the interview

**Website:** <http://www.scotland.gov.uk/Topics/Statistics/Browse/Transport-Travel/TablesPublications/SHSTravelDiary> UK Data Archive: <http://www.data-archive.ac.uk/> and Transport Scotland <http://www.transportscotland.gov.uk>

**Type of data:** Survey

### **Geography, sample and methodology/content**

**General locality:** Scotland

**Representative area:** Local Authority

**Format:** SPSS, Excel

**Accessibility:** From Scottish Government Website and UK Data Archive. The postcodes of the origin and destination of most stages are recorded in the SHS Travel Diary. For reasons of confidentiality, postcodes are not available in the version of the Travel Diary at the UK Data Archive. More detailed geographical information may be made available in a limited number of special cases by the Scottish Government and results are published every two years

**First recorded:** 1999

**Frequency:** Continuous

**Response rate:** around 60%

**Methodology/content:** Data collected on “single stage”, “multi stage” and “series of calls” journeys, such as: personal travel for domestic, social or recreational purposes (e.g. driving to and from work, travelling into town to go shopping, and going to see friends); journeys in the course of work, provided the purpose of the journey is for the traveller to reach a destination (e.g. taking a bus into town to attend a meeting, flying down to London on business); journeys made to take or accompany someone else (e.g. taking the children to school, walking someone home)

**Sample size:** Prior to 2007 100% of households selected for the main SHS were included in the Travel Diary section. From 2007 onwards this was reduced to 75%

### **Data recorded by theme**

A. Transport by mode ✓	B. Transport by socioeconomic status ✓	C. Services	D. Transport infrastructure
E. Local authority	F. Health or safety	G. International comparison	H. Secondary

### **Evaluation**

**Comparability between waves/years:** Good, although prior to 2007 only journeys over 1/4 mile or 5 minutes on foot were recorded. Since 2007 all journeys are recorded. This creates a discontinuity in the time series between 2006 and 2007

**Strengths:** Sample size

**Limitations:** Does not include journeys of under a quarter of a mile, or less than five minutes on foot. Only travel for the previous day. Any analysis by day of week should be treated with caution at LA level. Results are subject to sampling variability and care should be taken when interpreting year on year changes

## 2.3 Census

**Source organisation:** UK - Office for National Statistics (ONS); Scotland - National Records of Scotland (NRS), formerly the General Register Office for Scotland and National Archives Scotland

**Summary:** The Census collects information every ten years about the characteristics of people and households in the country. It is used by central and local government, health authorities and many other organisations to allocate resources and plan services

**Website:** <http://www.scrol.gov.uk/scrol/common/home.jsp> and [www.nomisweb.co.uk/default.asp](http://www.nomisweb.co.uk/default.asp)

**Type of data:** Survey

### **Geography, sample and methodology/content**

**General locality:** UK/ Scotland

**Representative area:** Output Area, and available for a range of larger administrative geographies

**Format:** Excel or CSV files

**Accessibility:** Excellent - via [SCROL](#), Census data are widely available. Data requests incur a cost if the time taken to produce the data exceed one hour. 2001 Census data for the UK on travel flows between wards, previously only available on CD or requiring specialist software to use, can now be viewed and downloaded free of charge from the NOMIS Official Labour Market Statistics website. The first results from Scotland's 2011 Census are planned for publication from the second half of 2012

**First recorded:** historic, but 1971 onwards for some travel questions

**Frequency:** Every 10 years

**Response rate:** close to 100%

**Methodology/content:** In 2001, the Census asked people to say where (if anywhere) they travelled to for their main place of work or study, and their replies gave details about those who travelled to work or study by various characteristics and geographical areas. Summarised at Output Area (OA) level - 42,064 OAs in Scotland. Relevant transport questions: mode of transport normally used for the longest part of the journey to work or study; also Age, Sex, General health, Disability, Occupation, Socio-economic grade (variable available on SCROL), Number of cars owned/available for use (household)

**Sample size:** Not a sample – whole of the UK

### **Data recorded by theme**

A. Transport by mode ✓	B. Transport by socioeconomic status ✓	C. Services	D. Transport infrastructure
E. Local authority	F. Health or safety	G. International comparison	H. Secondary

### **Evaluation**

**Comparability between waves/years:** A question about usual mode of travel to work has been asked (albeit using slightly different terminology in wording) since the 1971 Census across the UK. Travel to study was added in Scotland only, in 2001

**Strengths:** Population census, analysis at a wide range of geographies

**Limitations:** Only asks mode of transport normally used for the longest part of the journey to work or study. Ten years out of date at time of writing



## 2.4 Scottish Environmental Attitudes and Behaviours Survey (SEABS)

**Source organisation:** Scottish Government

**Summary:** The Scottish Environmental Attitudes and Behaviours Survey 2008 (SEABS'08) aims to produce targeted social survey data on environmental attitudes and behaviours, representative of the current views of the Scottish people, and supporting the development and delivery of environmental policy, with a focus on climate change. This will meet a pressing need for up-to-date Scottish data that identifies motivations and barriers to changing environmental behaviours

**Website:** <http://www.scotland.gov.uk/Publications/2009/03/05145056/1>

**Type of data:** Survey

### **Geography, sample and methodology/content**

**General locality:** Scotland

**Representative area:** Scotland

**Format:** SPSS

**Accessibility:** via UK Data Archive

**First recorded:** 2008

**Frequency:** n/a – one off survey

**Response rate:** n/a – quota sample

**Methodology/content:** Face to face using CAPI. The core, environmental part of the questionnaire was divided into three consecutive sections. The first section focused on participation in environmental behaviours, the second on barriers to participation in environmental behaviours and the third on environmental attitudes. Quota sampling: according to sex, age, postcode and car ownership. Weighted according to 2001 Census. If interviewee cannot specify one main mode, it is recorded and 'other' and multiple modes recorded. Asks about frequency of use of all types of travel used in a year, as well as how travel information is accessed

**Sample size:** 3000 adults aged 16+

### **Data recorded by theme**

A. Transport by mode ✓	B. Transport by socioeconomic status ✓	C. Services	D. Transport infrastructure
E. Local authority	F. Health or safety	G. International comparison	H. Secondary

### **Evaluation**

**Comparability between waves/years:** n/a

**Strengths:** Question re travel info. Ordering of sections to avoid errors in self-reporting

**Limitations:** The emphasis on main mode of travel, rather than multi-modal travel data. Only representative at Scotland level. Has not been repeated to date

## 2.5 Public Attitudes to the Environment in Scotland (2002)

**Source organisation:** Scottish Government

**Summary:** The Survey of 'Public Attitudes to the Environment in Scotland' took place between February and June 2002. The survey was financed by the (then) Scottish Executive, in conjunction with the Forestry Commission and Scottish Natural Heritage. It was commissioned to provide nationally representative information about the views of the Scottish public towards a wide range of environmental topics with particular policy relevance in Scotland. A similar survey series on public attitudes to the environment, covering England and Wales, is held at UKDA under SN 33226

**Website:** [www.scotland.gov.uk/Publications/2005/01/20589/50844](http://www.scotland.gov.uk/Publications/2005/01/20589/50844) UK Data Archive: [www.data-archive.ac.uk](http://www.data-archive.ac.uk)

**Type of data:** Survey

### **Geography, sample and methodology/content**

**General locality:** Scotland

**Representative area:** Scotland

**Format:** SPSS

**Accessibility:** via UK Data Archive

**First recorded:** 2002

**Frequency:** n/a

**Response rate:** 65%

**Methodology/content:** The fieldwork was undertaken by George Street Research Ltd., using paper-based questionnaires. Some areas covered in the 2002 survey were also included in a Scottish survey of public attitudes to the environment undertaken in 1991 and thus some comparisons with this study are drawn. Questions included: Do you agree or disagree that you personally need to change your way of life over the next few years, so that future generations can continue to enjoy a good quality of life and environment?. What changes do you think you should make? – answers given included use car less/cycle more/use public transport. How worried do you personally feel about each of these issues? – road traffic is a possible response option. How many motor vehicles are normally available for private use by you or members of your household? Answers weighted by urban/rural location

**Sample size:** 4000 adults

### **Data recorded by theme**

A. Transport by mode ✓	B. Transport by socioeconomic status ✓	C. Services	D. Transport infrastructure
E. Local authority	F. Health or safety	G. International comparison	H. Secondary

### **Evaluation**

**Comparability between waves/years:** n/a

**Strengths:** Comparison between urban and rural areas

**Limitations:** One-off survey. Few transport questions

## 2.6 Smarter Choices Smarter Places

**Source organisation:** Scottish Government/Transport Scotland in partnership with COSLA

**Summary:** In August 2008, the Scottish Government announced a programme of 'Sustainable Travel Demonstration Communities' to showcase ways of saving people money, improving their health, building stronger communities and improving the environment through reducing local car use and promoting walking, cycling, public transport use and car sharing. By evaluating the impacts of this investment in infrastructure and behaviour change campaigns, this research project has the potential to change the way that smarter choices and place making are viewed within transport delivery in Scotland

**Website:** <http://www.transportscotland.gov.uk/roads/sustainable-transport/funding-for-projects/smarter-choices-smarter-places>

**Type of data:** Surveys, focus groups and monitoring data (e.g. counters)

### **Geography, sample and methodology/content**

**General locality:** Barrhead, Dumfries, Dundee, Glasgow East End, Kirkwall, Kirkintilloch/Lenzie, Larbert/Stenhousemuir plus control areas (Arbroath, Bearsden, Dalkeith)

**Representative area:** as above

**Format:** will vary

**Accessibility:** Data available in baseline and interim reports

**First recorded:** 2009

**Frequency:** 2009 - 2012

**Response rate:** 48% for Household Survey

**Methodology/content:** The projects are being monitored and evaluated by the University of Aberdeen, Derek Halden Consultancy and Integrated Transport Planning. The research team carried out baseline monitoring between January and April 2009 which included door to door and telephone surveys, focus groups and in-depth interviews. This will be followed up with telephone surveys in 2010 and 2011 and a final round of door to door and telephone surveys in 2012

**Sample size:** up to 14250 households

### **Data recorded by theme**

A. Transport by mode ✓	B. Transport by socioeconomic status ✓	C. Services	D. Transport infrastructure
E. Local authority	F. Health or safety	G. International comparison	H. Secondary

### **Evaluation**

**Comparability between waves/years:** Good

**Strengths:** Provides baseline and repeat travel survey data and measurement of interventions

**Limitations:** A final evaluation report will not be available until 2012, when more robust findings will be drawn

## 2.7 Labour Force Survey

**Source organisation:** Office for National Statistics (ONS)

**Summary:** The Labour Force Survey (LFS) is a quarterly sample survey of households living at private addresses in Great Britain. Its purpose is to provide information on the UK labour market that can then be used to develop, manage, evaluate and report on labour market policies

**Website:** <http://www.ons.gov.uk/ons/guide-method/user-guidance/labour-market-statistics/index.html>

**Type of data:** Survey

### Geography, sample and methodology/content

**General locality:** UK

**Representative area:** Available at UK and Scotland level

**Format:** Excel

**Accessibility:** Tables are available from ONS

**First recorded:** 1979 (Biennial - but not using ILO definition of unemployment)1984 (annual)1992 (quarterly)

**Frequency:** Continuous - Headline results are published 12 times a year for the average of 3 consecutive months; full results released for seasonal quarters

**Response rate:** around 60%

**Methodology/content:** The survey seeks information on respondents' personal circumstances and their labour market status during a specific reference period, normally a period of one week or four weeks (depending on the topic) immediately prior to the interview. Questions are asked on employment and travel to work and asks whether lack of appropriate transportation is a barrier to employment. The survey is boosted

**Sample size:** 44,000 households

### Data recorded by theme

A. Transport by mode ✓	B. Transport by socioeconomic status ✓	C. Services	D. Transport infrastructure
E. Local authority	F. Health or safety	G. International comparison	H. Secondary

### Evaluation

**Comparability between waves/years:** The main breaks occurred in 1984 (when the survey changed from every two years to annual) and 1992 (when the survey became continuous)

**Strengths:** Barriers to employment questions

**Limitations:** Small sample in Scotland prior to 2000

## 2.8 National Travel Survey (NTS)

**Source organisation:** Department of Transport (DfT)

**Summary:** The National Travel Survey is the primary source of data on personal travel patterns in Great Britain. The NTS is an established household survey which has been running continuously since 1988. It is designed to monitor long-term trends in personal travel and to inform the development of policy. The survey collects information on how, why, when and where people travel as well as factors which affect personal travel such as car availability, driving licence holding and access to key services.

**Website:** <http://www.dft.gov.uk/statistics/series/national-travel-survey> UK Data Archive: <http://www.data-archive.ac.uk/> and <http://www.esds.ac.uk/government/nts>

**Type of data:** Face-to-face interview + 1 week diary

### **Geography, sample and methodology/content**

**General locality:** UK

**Representative area:** UK

**Format:** SPSS, STATA, SAS

**Accessibility:** DfT deposit a version of the NTS dataset at the UK Data Archive and with the Economic and Social Data Service <http://www.esds.ac.uk/government/nts>

**First recorded:** since 1965 on an ad hoc basis and continuously since 1988

**Frequency:** continuous data collection, reports produced annually

**Response rate:** 60-65%

**Methodology/content:** The addresses are drawn from the Postcode Address File. The NTS introduced a quasi-panel design from 2002 onwards. According to this design, half the postcode areas in a given year's sample are retained for the next year's sample and the other half are replaced. CAPI used in 1994 for the main interview. Respondents continue to complete a paper travel diary, which the interviewers then input into a specially written program

**Sample size:** Approximately 20,000 individuals, in 8,000 households, participate in the NTS each year

### **Data recorded by theme**

A. Transport by mode ✓	B. Transport by socioeconomic status ✓	C. Services	D. Transport infrastructure
E. Local authority	F. Health or safety	G. International comparison	H. Secondary

### **Evaluation**

**Comparability between waves/years:** From 2002, some questions were designated to be 'rotated', so that they would be asked every other year. However, in 2006 questions on the frequency of use of bicycles, local bus and domestic air, which had previously been 'odd year' modular questions, were introduced on a permanent basis. In addition, a small number of 'even year' modular questions were deleted (questions on pavement conditions, cycle lane provision, availability of combined bus and rail tickets)

**Strengths:** Includes diary and questions on reasons for not driving and transport barriers to employment

**Limitations:** Only walks that were more than one mile, or took more than 20 minutes are included in the travel diary for days 1-6. UK level representativeness. Sample size for Scotland and Glasgow is small

## 2.9 Vehicle licensing data

**Source organisation:** Department of Transport (DfT)

**Summary:** Statistics on licensed vehicle stock and vehicles (private and public) produced from DVLA licensing records

**Website:** <http://www.dft.gov.uk/statistics/series/vehicle-licensing>

**Type of data:** Administrative

### Geography, sample and methodology/content

**General locality:** UK

**Representative area:** LA level data available

**Format:** Excel

**Accessibility:** Excel tables at LA level freely available online

**First recorded:** 1909

**Frequency:** Continuous. Regional data available via monthly update

**Response rate:** n/a

**Methodology/content:** The statistics provide a variety of information relating to the total number of licensed vehicles in Great Britain. As such, the statistics provide information about the different types and characteristics of the licensed vehicle stock. Analyses presented within publications include tables by: Body type, Taxation group, Registered keeper's region of residence, Type of ownership, Propulsion type, Engine capacity, CO2 emissions, Gross weight, Years since first registration

**Sample size:** n/a

### Data recorded by theme

A. Transport by mode ✓	B. Transport by socioeconomic status	C. Services	D. Transport infrastructure
E. Local authority	F. Health or safety	G. International comparison	H. Secondary

### Evaluation

**Comparability between waves/years:** The statistics relating to 'light goods', 'heavy goods' and 'other' body types within 2007's publication will differ from those presented in previous years

**Strengths:** Full UK coverage (but noting caveats below)

**Limitations:** If a vehicle is being illegally used on the road without a licence, then it is not counted in the statistics presented within this publication however estimates are available at:

<http://www.dft.gov.uk/statistics/series/vehicle-excise-duty-evasion>

## 2.10 Hands Up Scotland Survey

**Source organisation:** Sustrans

**Summary:** Sustrans, work in partnership with the School Travel Coordinator network based in Scottish Local Authorities, to co-ordinate a national survey of the transport modes children use in travelling to and from school. The Hands Up Scotland Survey, first delivered in 2008, is the first national dataset in Scotland designed to look at mode of travel to school across the country. In 2009 and 2010 the survey was repeated using the same methodology. In all years the question 'How do you normally travel to school?' was asked over the same one week period in September.

**Website:** <http://www.sustrans.org.uk/about-sustrans/media/news-releases/hands-up-survey>

**Type of data:** Survey

### **Geography, sample and methodology/content**

**General locality:** Scotland

**Representative area:** Available at individual school and age group level

**Format:** Excel

**Accessibility:** Available from Sustrans or LAs

**First recorded:** 2008

**Frequency:** annual

**Response rate:** Schools from 29 local authorities participated

**Methodology/content:** The 'Hands Up Survey' takes place in September each year with participating schools electing to survey pupils on one day only during this week. All schools participating in the survey were required to use one specific question querying pupil travel modes ("How do you normally travel to school?") and record responses according to one specific set of response options.

In 2010, 32 local authorities participated and the total sample comprised of 439,401 pupils (from 1,987 schools) across Scotland

**Sample size:** 439,401 pupils (2010)

### **Data recorded by theme**

A. Transport by mode ✓	B. Transport by socioeconomic status	C. Services	D. Transport infrastructure
E. Local authority	F. Health or safety	G. International comparison	H. Secondary

### **Evaluation**

**Comparability between waves/years:** Good

**Strengths:** National coverage (all 32 LAs in Scotland took part in 2010)

**Limitations:** Does not include multi-modal journey types (apart from part drive/part walk). Low school participation rates in some LAs

**Link to 2010 results -**

<http://www.sustrans.org.uk/assets/files/rmu/Hands%20Up%20Scotland%202010%20-%20National%20results.pdf>



## 2.11 Transport Scotland

**Source organisation:** Transport Scotland, an agency of the Scottish Government

**Summary:** Transport Scotland produces a wide range of publications providing statistics on transport and travel. Statistics are available on: buses, rail, air and ferry passengers; cars, lorries, traffic and accidents; walking and cycling; travel to work and school; freight and other aspects of transport.

**Publications:** Recent publications include:

[Key Transport Statistics December 2011](#)

Key figures on Transport in Scotland, recent trends and comparisons with GB as a whole.

[Scottish Transport Statistics No 30: 2011 Edition](#)

The publication presents a comprehensive statistical picture of transport activity and covers a wide range of topics

[Statistical Bulletin Transport Series Scottish Household Survey: Travel Diary 2009/2010](#)

Provides information about travel by adults, including journey purposes and the means of transport used, journey distance and duration, and times of day and days of week on which adults travel.

[Reported Road Casualties Scotland 2010](#)

Provides detailed statistics about road accidents, accident costs, vehicles involved, drivers and riders drink-drive accidents, drivers breath tested and casualties.

[Scottish Household Survey: Transport: Local Area Analysis 2009/10](#)

Local Authority breakdowns of 2009/10 SHS data.

[Transport and Travel in Scotland 2010](#)

Summarises a broad range of transport statistics including road vehicles, traffic, casualties, bus and rail passengers, road and rail freight, air and water transport and personal travel as well as providing some comparisons with GB figures. Further breakdowns of Scottish Household Survey transport data including households' access to cars and bikes, frequency of driving, modes of travel to work and school, use and opinions of public transport and access to services are also presented. Previously Main Transport Trends and Scottish Household Transport publications.

[Key Reported Road Casualty Statistics 2010](#)

Provides provisional numbers of accidents and casualties (with police force and council figures), and overall Scottish trends and progress towards the casualty reduction targets for the year 2010.

[National Travel Survey: Scottish Results 2007/08](#)

Provides information about travel within Great Britain by Scottish residents, including average number of journeys per person per year, modes and purpose of travel, and distances travelled.

**Website:** <http://www.transportscotland.gov.uk/analysis/statistics>



### **3. Specific services**

#### **Rail**

**3.1 Station Usage Data**

**3.2 LENNON Database**

**3.3 Rail Passenger Satisfaction Survey**

**3.4 National Rail Travel Survey**

#### **Bus and Coach**

**3.5 Public Service Vehicle Operators Survey**

**3.6 RaTS Database**

**3.7 Streamline**

#### **Subway**

**3.8 Automatic Fare Collections System**

### 3.1 Station Usage Data

**Source organisation:** Office of Rail Regulation (ORR)

**Summary:** Station usage data is collated by Delta Rail. Station usage data consist of estimates of the total numbers of people entering, exiting and interchanging at stations

**Website:** <http://www.rail-reg.gov.uk/server/show/nav.1527>

**Type of data:** Administrative

#### **Geography, sample and methodology/content**

**General locality:** UK

**Representative area:** Individual National Rail stations

**Format:** Excel

**Accessibility:** Freely available from ORR website

**First recorded:** 1998

**Frequency:** Annual

**Response rate:** n/a

**Methodology/content:** The latest station usage information is based on ticket sales and covers all National Rail stations throughout England, Scotland and Wales. The station usage figures are subdivided by ticket type (full, reduced and season tickets), whilst information on the county and region of each station is also provided. For stations like Glasgow Central and Manchester Piccadilly, and indeed all Passenger Transport Executive (PTE) areas, the usage figures are underestimated because of the missing data from PTE sold tickets. The data is derived from the LENNON database (see 3.2 below).

**Sample size:** 2519 stations

#### **Data recorded by theme**

A. Transport by mode	B. Transport by socioeconomic status	C. Services ✓	D. Transport infrastructure
E. Local authority	F. Health or safety	G. International comparison	H. Secondary

#### **Evaluation**

**Comparability between waves/years:** Enhancements in 2007 have had the effect of increasing the number of journeys represented in the Station Usage file. Therefore, the increase in the number of exits and entries, up by 20% on last year from 1.6 billion to 1.9 billion, is partly due to these methodology changes. A major reason for Glasgow Central usage apparently having decreased by 30% (in 2007) is that the revised methodology for Group stations has recognised more journeys going via other Glasgow stations, whereas the previous methodology assumed they all went via the main station, i.e. Glasgow Central. No data available for 2003/2004

**Strengths:** Ease of access to data

**Limitations:** Time lag results for data to be published. For more up-to-date info, LENNON database access is required. Does not include SPT Zone cards

### 3.2 LENNON Database

**Source organisation:** Atos Origin

**Summary:** The rail industry's central ticketing system, formerly CAPRI, is the basis for passenger kilometres and journeys data. System captures and stores sales of tickets on each flow nationally. Provides financial management and revenue tracking tool, also acts as reference tool and source of ticket sales for all planning and analysis

**Website:** <http://www.atosorigin.com/> and

[http://www.transportscotland.gov.uk/stag/td/National\\_Data\\_Sources/17.2.6](http://www.transportscotland.gov.uk/stag/td/National_Data_Sources/17.2.6)

**Type of data:** Administrative

#### **Geography, sample and methodology/content**

**General locality:** UK

**Representative area:** individual National Rail stations

**Format:** Excel

**Accessibility:** Access restricted – only available through application to Atos Origin, and limited to Train Operating Companies normally

**First recorded:** 2003

**Frequency:** Updated daily

**Response rate:** n/a

**Methodology/content:** The LENNON system electronically processes over a million ticket transactions and analyses the data from 10,000 ticket machines at 2,500 stations each night. The information is based on ticket sales and covers all National Rail stations throughout England, Scotland and Wales. The figures are subdivided by ticket type (full, reduced and season tickets), whilst information on the county and region of each station is also provided. For stations like Glasgow Central and Manchester Piccadilly, and indeed all Passenger Transport Executive (PTE) areas, the usage figures are underestimated because of the missing data from PTE sold tickets.

**Sample size:** 2519 stations

#### **Data recorded by theme**

A. Transport by mode	B. Transport by socioeconomic status	C. Services ✓	D. Transport infrastructure
E. Local authority	F. Health or safety	G. International comparison	H. Secondary

#### **Evaluation**

**Comparability between waves/years:** Excellent

**Strengths:** Up to the minute information

**Limitations:** Does not include SPT Zone cards. Difficult to access data due to commercial sensitivity

### 3.3 The National Passenger Survey (NPS)

**Source organisation:** Passenger Focus

**Summary:** The National Passenger Survey provides a network wide picture of customers' satisfaction with rail travel. Passenger opinions of train services are collected twice a year from a representative sample of passenger journeys. Passengers' overall satisfaction and satisfaction with 30 specific aspects of service can therefore be compared over time

**Website:** <http://www.passengerfocus.org.uk/research/statistics/content.asp> and NPS Reportal <http://www.npsreportal.org.uk/>

**Type of data:** Survey

#### **Geography, sample and methodology/content**

**General locality:** UK

**Representative area:** Regional and Train Operating Company (TOC) level

**Format:** SPSS or Quanvert

**Accessibility:** Limited access available via NPS Reportal (registration required) or raw data available from [david.greeno@passengerfocus.org.uk](mailto:david.greeno@passengerfocus.org.uk)

**First recorded:** 1999

**Frequency:** Twice per year

**Response rate:** 37%

**Methodology/content:** The survey is conducted across the entire franchised railway (plus two non-franchised TOCs). In both Spring and Autumn of each year self-completion questionnaires are distributed at approximately 700 stations across Great Britain, selected to be representative of the entire network. Questionnaires are distributed at different times of day and across all days of the week. Data is weighted to help ensure the sample accurately represents passengers using each operator's services, in terms of the proportion of commuting, business and leisure journeys. Questions asked include the perceived integration of stations with other public transport links

**Sample size:** 26,000 questionnaires returned (500 – 2750 per TOC, depending on size). 989 in First Scotrail

#### **Data recorded by theme**

A. Transport by mode	B. Transport by socioeconomic status	C. Services ✓	D. Transport infrastructure
E. Local authority	F. Health or safety	G. International comparison	H. Secondary

#### **Evaluation**

**Comparability between waves/years:** Good

**Strengths:** Question asked on the integration of stations with other public transport links

**Limitations:** Issues due to being an opt-in survey. Only available at Regional and Train Operating Company (TOC) level

### 3.4 National Rail Travel Survey

**Source organisation:** Department of Transport / Transport Scotland

**Summary:** The main source of information usually used to examine rail travel patterns is ticket sales. Ticket data gives very limited information about the true origin and destination of the journey and it does not give any information about who is travelling, why a journey is being made or the time of travel. The NRTS is a survey of passenger trips on the national rail system in Great Britain on weekdays outside school holidays. The NRTS aimed to produce a comprehensive picture of weekday rail travel across the whole of Great Britain, covering who uses the railways, where, when and for what purposes. Responsibility for the survey transferred to the Department for Transport over summer 2005, as part of the Future of Rail White Paper reorganisations

**Website:** <http://www.dft.gov.uk/pgr/statistics/datatablespublications/railways/>

**Type of data:** Survey

#### **Geography, sample and methodology/content**

**General locality:** UK

**Representative area:** Individual station level (2,500 stations in the UK)

**Format:** Standard

**Accessibility:** Analysis and data can be provided by both the DfT and Transport Scotland in response to requests, subject to data confidentiality restrictions

**First recorded:** 2004/5

**Frequency:** annual

**Response rate:** 20-30% for station survey/ 60-70% for on-train survey

**Methodology/content:** The data collection work was undertaken in two phases, the first being in Wales in early 2004, and the second during 2004 and 2005 covering Scotland and England (outside London and the South East). The findings aim to represent all rail travel at all 2,500 stations in Great Britain on a typical weekday. Information was collected from passengers by self-completion questionnaire, covering the following topics: rail stations used, time of travel, access and egress modes, origin and destination addresses, trip purposes, ticketing information, demographic information. Postcodes and National Grid References for all stations and all origins and destinations were subsequently appended to the data, as were the trip length on the rail network and the estimated trip duration and arrival time. The database accounts for return trips, details of which were collected in the questionnaire, and the trips are then grossed up through a process of 'expansion' to represent all rail trips on an average weekday

**Sample size:** 436,000 (131,000 in Scotland)

#### **Data recorded by theme**

A. Transport by mode ✓	B. Transport by socioeconomic status ✓	C. Services ✓	D. Transport infrastructure
E. Local authority	F. Health or safety	G. International comparison	H. Secondary

#### **Evaluation**

**Comparability between waves/years:** Good

**Strengths:** Large sample size & rail user data (compared with only 8% of 8,000 National Travel Survey sample who reported train use)

**Limitations:** Low response rate for those returned by post

### 3.5 Public Service Vehicle Operators Survey

**Source organisation:** Department of Transport (DfT)

**Summary:** Sample survey of public transport (bus, coach, tram and metro) operators in UK. Includes Passenger Journeys, Vehicle Kilometres and Passenger Receipts. Survey repeated annually in order to determine trends in the bus industry following bus deregulation in October 1986. Survey is statutory (Statistics of Trade Act, 1947).

**Website:** <http://www.dft.gov.uk/statistics/series/buses>

**Type of data:** Survey

#### **Geography, sample and methodology/content**

**General locality:** UK

**Representative area:** Scotland (Lower level data also available although it is not possible to ensure that the sample for an area within Scotland is representative)

**Format:** Excel

**Accessibility:** When the data are collected from Scottish operators, an undertaking is given that access to their figures will be restricted to DfT and Scottish Government staff. High level statistics are, however, published in *Scottish Transport Statistics* and on the DfT website <http://assets.dft.gov.uk/statistics/releases/annual-bus-statistics-2010-11/busstats2010.pdf>

**First recorded:** 1985

**Frequency:** Annual

**Response rate:** Should be 100% as statutory

**Methodology/content:** The survey design and sampling fractions are a compromise between the optimal designs for local and other (non-local) services. 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, the 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

**Sample size:** About 1500 bus and coach operators in the UK

#### **Data recorded by theme**

A. Transport by mode	B. Transport by socioeconomic status	C. Services	D. Transport infrastructure
E. Local authority	F. Health or safety	G. International comparison	H. Secondary

#### **Evaluation**

**Comparability between waves/years:** Excellent

**Strengths:** This is a unique, statutory survey

**Limitations:** Difficult to access raw data due to commercial sensitivity

### 3.6 Registration and Timetabling System (RaTS Database)

**Source organisation:** SPT

**Summary:** The RaTS database is compiled by SPT and contains data on all the Bus services in Strathclyde

**Website:** <http://www.spt.co.uk>

**Type of data:** Administrative

#### **Geography, sample and methodology/content**

**General locality:** All 13 councils in Strathclyde

**Representative area:** n/a

**Format:** GIS and database export

**Accessibility:** Via SPT on a case by case basis

**First recorded:** Not known

**Frequency:** continuous

**Response rate:** n/a

**Methodology/content:** Data are held on routes (GIS) and detailed timetables. The RaTS database provides data for SPT's "join up my journey" service and for satellite systems, bus times at stations (e.g. Buchanan bus station) and is exported weekly to Traveline Scotland

**Sample size:** n/a

#### **Data recorded by theme**

A. Transport by mode	B. Transport by socioeconomic status	C. Services ✓	D. Transport infrastructure ✓
E. Local authority	F. Health or safety	G. International comparison	H. Secondary

#### **Evaluation**

**Comparability between waves/years:** Excellent

**Strengths:** Useful for mapping and planning of services

**Limitations:** Does not determine uptake of services, or length of journeys taken

### 3.7 Streamline

**Source organisation:** Glasgow City Council

**Summary:** *Streamline* is a more frequent and reliable bus service that has been introduced on key corridors in Glasgow as the result of a quality partnership agreement between the Council and bus operator First and close partnership working with West Dunbartonshire Council and SPT. An initial evaluation of the measures introduced as a result of the *streamline* partnership has been undertaken. This included a public opinion survey consisting of face-to-face interviews with bus users on *streamline* routes. For comparison purposes, interviews were also conducted with users on non-streamline routes and non-bus users

**Website:** [http://www.glasgow.gov.uk/NR/rdonlyres/9C91BF5C-021E-4C60-943C-311A62BDE18E/0/StreamlineMainReportFinal\\_withlogo.pdf](http://www.glasgow.gov.uk/NR/rdonlyres/9C91BF5C-021E-4C60-943C-311A62BDE18E/0/StreamlineMainReportFinal_withlogo.pdf)

**Type of data:** Survey(s)

#### Geography, sample and methodology/content

**General locality:** Glasgow

**Representative area:** Glasgow

**Format:** Various

**Accessibility:** Via Glasgow City Council Land and Environmental Services

**First recorded:** 2008

**Frequency:** One-off

**Response rate:** n/a

**Methodology/content:** The following data were available for each corridor for the periods before and after implementation of *streamline*: car journey times; bus journey times; before and after accident data (3 years before and 1 year after); air quality data (generally from October 2001 to November 2007); parking opportunities; length of bus lanes; number of pedestrian crossings; number of traffic signals refurbished with tactile cones; number of Real Time Information (RTI) signs; amount of footway widening; and bus shelters. A number of surveys were also conducted on each corridor to establish the most up to date information for the: number of high access kerbs; number of cycle advance areas; number of bus shelters; and number of RTI signs. In addition to the analysis of the above data, an extensive public opinion survey was conducted. Face-to-face interviews were conducted with bus users travelling on *streamline* corridors (i.e. *streamline* bus users). In order to base the view of *streamline* bus users in the wider context, bus users travelling on non-*streamline* corridors and members of the general public that do not regularly use a bus were also interviewed. Non-*streamline* bus users and non bus-users provide a useful comparison by which to assess the effects of the *streamline* measures

**Sample size:** 1,532 respondents were interviewed on-board buses on *streamline* corridors, a further 368 respondents were interviewed on-board buses on non-*streamline* corridors and 272 non-bus-users were interviewed via household interviews

#### Data recorded by theme

A. Transport by mode ✓	B. Transport by socioeconomic status	C. Services ✓	D. Transport ✓ infrastructure
E. Local ✓ authority	F. Health or safety	G. International comparison	H. Secondary

#### Evaluation

**Comparability between waves/years:** n/a

**Strengths:** Applicable to streamline corridors and as an intervention

**Limitations:** One-off



### 3.8 Subway - Automatic Fare Collections System (AFC)

**Source organisation:** SPT

**Summary:** The AFC system collects data on Glasgow subway ticket sales

**Website:** <http://www.spt.co.uk>

**Type of data:** Administrative

#### **Geography, sample and methodology/content**

**General locality:** Glasgow

**Representative area:** Glasgow

**Format:** To manipulate the data, a software package called Monarch must be used to convert information to Excel

**Accessibility:** Via SPT

**First recorded:** Not known

**Frequency:** Continuous

**Response rate:** n/a

**Methodology/content:** The Subway data collections systems/database is known as the AFC (Automatic Fare Collection) system. Files are generated from a MicroVAX server that is linked to station computers and ticket machines. This data can be printed/displayed in a .doc file format. Data are collected from both entry gates and ticket sales points. To find out which are the busiest stations, gate usage reports can be produced which show the number of passengers going through an entry gate by 15 minute intervals however, it is impossible to identify from which station passengers exit the system. Monthly passes/Zonecard sales numbers are identified in the ticket issue data that is generated by the system. Passenger figures can be accessed internally from public shared network drives

**Sample size:** n/a

#### **Data recorded by theme**

A. Transport by mode	B. Transport by socioeconomic status	C. Services ✓	D. Transport infrastructure
E. Local authority	F. Health or safety	G. International comparison	H. Secondary

#### **Evaluation**

**Comparability between waves/years:** Excellent

**Strengths:** Comprehensive

**Limitations:** Cannot link specific passenger entry and exit points as only entry point data are collated

## **4. Health or safety data**

**4.1 Scottish Health Survey**

**4.2 Railway Safety Statistical Report**

**4.3 Road Accident Statistics**

**4.4 ISD data**

## 4.1 Scottish Health Survey (SHS)

**Source organisation:** The Scottish Government

**Summary:** The survey provides information about the health of people all over Scotland that cannot be obtained from other sources. The data collects a range of health, behaviour and demographic data. SHS data are routinely linked to hospitalisation and mortality records. The Scottish Health Survey is essential for the Scottish Government's forward planning, for identifying gaps in health services provision and for identifying which groups are at particular risk of future ill-health

**Website:** <http://www.scotland.gov.uk/Topics/Statistics/Browse/Health/scottish-health-survey>

**Type of data:** Survey and biological data

### **Geography, sample and methodology/content**

**General locality:** Scotland

**Representative area:** Representative at Health Board area every 4 years

**Format:** SPSS

**Accessibility:** From the UK Data Archive

**First recorded:** The continuous Scottish Health Survey began in January 2008. There were three previous one-off surveys in 1995, 1998 and 2003

**Frequency:** Continuous, with reports published annually

**Response rate:** Around 60%

**Methodology/content:** The survey has a two-stage process - a personal interview followed by a nurse visit - but the nurse visit is only offered to around one sixth of the sample whereas it was previously offered to the whole sample. The survey has a core and modular structure with a core set of questions going to the whole sample and two modules of questions, which go to a proportion of the sample. Module A contains a range of questions on cardiovascular disease, asthma, eating habits, physical activity, mental health, dental health and accidents. Most of these questions will be asked every second year although some will be asked annually. Module B contains questions on knowledge, attitudes and motivations to health

**Sample size:** In 2009/10 an initial sample of 10,180 addresses was drawn from the Postcode Address File (PAF). These addresses were comprised of three sample types: 7,866 formed the main sample, at which adults and children were eligible to be selected for interview; 1,798 addresses formed an additional child boost sample at which only households containing children aged 0-15 were eligible to participate; the remaining 516 addresses formed the Health Board boost sample at which only adults were eligible for interview.

### **Data recorded by theme**

A. Transport by mode	B. Transport by socioeconomic status	C. Services	D. Transport infrastructure
E. Local authority	F. Health or safety ✓	G. International comparison	H. Secondary

### **Evaluation**

**Comparability between waves/years:** Good

**Strengths:** Comprehensive and rigorous. Includes numerous questions on physical activity/ walking for adults and children in sample which can be linked to overall health status

**Limitations:** Only includes questions on walking in general and does not break it down into reasons for journey (e.g. work, leisure)

## 4.2 Railway Safety Statistical Report

**Source organisation:** Office of Rail Regulation (ORR)

**Summary:** The health and safety information found in the Railway Safety Statistical Report covers the mainline railway, metros, London and Glasgow undergrounds, light rail and heritage railways in Great Britain and contains railway safety data on: level crossings, trespass and vandalism, rolling stock and infrastructure, railway employee health and safety, collisions, derailments and all other incidents

**Website:** <http://www.rail-reg.gov.uk/server/show/nav.1932>

### **Geography, sample and methodology/content**

**General locality:** UK

**Representative area:** Mainly UK, some fatal accident data available at regional level

**Format:** Excel

**Accessibility:** freely available from [www.rail-reg.gov.uk](http://www.rail-reg.gov.uk) website

**First recorded:** Online reports available from 2001

**Frequency:** Annual

**Response rate:** n/a

**Methodology/content:** The health and safety information found in the Railway Safety Statistical Report covers the mainline railway, metros, London and Glasgow undergrounds, light rail and heritage railways in Great Britain and contains railway safety data on: level crossings, trespass and vandalism, rolling stock and infrastructure, railway employee health and safety, collisions, derailments and all other incidents. Moved from Health and Safety Executive to ORR in April 2006. Reports prior to 2005 are therefore HSE branded

**Sample size:** n/a

### **Data recorded by theme**

A. Transport by mode	B. Transport by socioeconomic status	C. Services ✓	D. Transport infrastructure
E. Local authority	F. Health or safety ✓	G. International comparison	H. Secondary

### **Evaluation**

**Comparability between waves/years:** Good

**Strengths:** Robust data

**Limitations:** Only fatal accident data available at regional level

### 4.3 Road Accident Statistics

**Source organisation:** Scottish Government, Department of Transport

**Summary:** The police collect information on road accidents (circumstances, casualties and vehicle details) for road traffic accidents involving injuries. Data are collected on the Stats 19 form

**Publications/Websites:**

Scottish Road Accident Statistics

[http://data.gov.uk/dataset/scottish\\_road\\_accident\\_statistics](http://data.gov.uk/dataset/scottish_road_accident_statistics)

The Department for Transport publishes a statistical report annually, *Reported Road Casualties Great Britain*.

<http://www.dft.gov.uk/pgr/statistics/datatablespublications/accidents/casualtiesqbar/>

**Type of data:** Administrative

#### **Geography, sample and methodology/content**

**General locality:** UK

**Representative area:** Grid reference of accident, can be aggregated to larger geographies

**Format:** CSV, TXT, SPSS or similar formats

**Accessibility:** Freely available via the Scottish government or DfT on request

**First recorded:** 1979

**Frequency:** Annual reporting

**Response rate:** n/a, but records limited to reported injury for road accidents

**Methodology/content:** Data are collated on fatal and non-fatal injuries and accident circumstances

**Sample size:** n/a

#### **Data recorded by theme**

A. Transport by mode	B. Transport by socioeconomic status	C. Services	D. Transport infrastructure
E. Local authority	F. Health or safety ✓	G. International comparison ✓	H. Secondary

#### **Evaluation**

**Comparability between waves/years:** Good for most variables since 1979

**Strengths:** Comprehensively available across UK

**Limitations:** Records limited to accidents reported by police involving injury. Data recording of area of residence of casualties is improving but not complete

## 4.4 Hospitalisation as a result of road traffic accident

**Source organisation:** ISD Scotland

**Summary:** ISD Scotland compiles health usage statistics for the NHS in Scotland. Among the data schemes they support there is SMR01, which records all NHS patient discharges from inpatient or day case care in Scotland. These data can be broken down on request, and, in relation to transport injuries, a subset of hospital episodes caused by road traffic accidents can be analysed

**Website:** <http://www.isdscotland.org>

**Type of data:** Administrative

### **Geography, sample and methodology/content**

**General locality:** Scotland

**Representative area:** Data record postcode of residence of patient and so can be analysed at a range of geographies

**Format:** Excel, SPSS

**Accessibility:** On request to ISD

**First recorded:** Data available from 1968 onwards

**Frequency:** Continuously available but files formally closed on annual basis

**Response rate:** n/a

**Methodology/content:** Data are recorded using standard reporting mechanisms that are in place across all NHS hospitals in Scotland. Data input has quality checks built-in and subsequent quality assurance checks are made routinely

**Sample size:** n/a

### **Data recorded by theme**

A. Transport by mode	B. Transport by socioeconomic status	C. Services	D. Transport infrastructure
E. Local authority	F. Health or safety ✓	G. International comparison	H. Secondary

### **Evaluation**

**Comparability between waves/years:** Good comparability over time

**Strengths:** Quality assured data available over time

**Limitations:** In terms of transport related injuries, only seriously injured people requiring hospital treatment recorded

## **5. Local Authority specific data\***

**5.1 East Dunbartonshire Council**

**5.2 East Renfrewshire Council**

**5.3 Glasgow City Council**

**5.4 Inverclyde Council**

**5.5 North Lanarkshire Council**

**5.6 Renfrewshire Council**

**5.7 South Lanarkshire Council**

**5.8 West Dunbartonshire Council**

\* This information was obtained via our project's Research Advisory Steering Group and via direct contact with Local Authorities. This summary of information gathered is provided for illustrative purposes but these data do not provide a comprehensive overview of all transport related data within these local authorities.

It is worth noting that in addition to the data noted in this section there are many other sources of local authority level transport data.

For example, local area transport tables are now available on the Scottish Government website under transport and travel publications. These tables use 2009/10 Scottish Household Survey (SHS) data and are presented alongside the 2007/08 tables. The tables are available in excel and in an easy-to-print pdf format.

<http://www.scotland.gov.uk/Topics/Statistics/Browse/Transport-Travel/PubTranAcrScot>

## ***5.1 East Dunbartonshire Council***

### **SURVEYS**

#### **5.11 Primary school Hands Up surveys**

Travel to school statistics for 2005- 07. None available for 2008, as there was no School Travel Plan Co-ordinator in post. However, Hands Up surveys were carried out for May 2009 walk to school week. See main entry 2.10 for more details of the Hands Up survey.

#### **5.12 Staff Travel to Work Surveys**

Surveys are carried out every two years.

#### **5.13 Measuring the Health Benefits and Barriers to the use of Core Paths**

Report May 2008. The views of 500 respondents were gathered from Hillhead and Milngavie. Hard copy with tables available.

#### **5.14 Smarter Choices, Smarter Place**

Five counters have been installed on paths in Kirkintilloch/Lenzie to monitor use over the two years of the Smarter Choices initiative. British Waterways will also be installing counters on the canal for the same purpose. See main entry 2.6 for details on Smarter Choices, Smarter Places.

#### **5.15 Baseline Qualitative and Quantitative monitoring and evaluation household data for Smarter Choices, Smarter Place.**

### **ADMINISTRATIVE DATA**

#### **5.16 Traffic Counts**

Available from Roads Dept.

#### **5.17 Air Quality monitoring**

Collected at several sites across East Dunbartonshire from Environmental Health Officer.

#### **5.18 Road Safety Statistics**

Available from Roads Dept (or from the Police via Stats19 records).

## ***5.2 East Renfrewshire Council***

### **SURVEYS**

#### **5.21 East Renfrewshire Citizens Panel**

The Citizens Panel is a group of 1,200 local people and is stratified to broadly represent the local population, in relation to area of residence, age, gender, ethnicity and tenure.

These people provide their views on major issues that affect East Renfrewshire. The panel has been annually running since 1998. Once the results are finalised they appear on the website <http://www.eastrenfrewshire.gov.uk/council-and-government/council-information-performance-policy-statistics/citizens-panel.htm>

#### **5.22 Smarter Choices Data Collection**

– See main entry 2.6 for details on Smarter Choices, Smarter Places.

#### **5.23 Hands Up Survey - East Renfrewshire Schools**

See main entry 2.10 for more details of the Hands Up survey.



## **5.3 Glasgow City Council**

### **SURVEYS**

#### **5.31 'Keeping Glasgow Moving' Glasgow's Local Transport Strategy, 2007-09**

This strategy was developed after a successful public consultation exercise. More than 6,000 people took the time to respond to a transport questionnaire and input from other Council services and interest groups was also invaluable in developing Glasgow's new transport policy.

#### **5.32 The Glasgow Household Survey**

This is a bi-annual survey designed to establish the views, experiences and perceptions of Glasgow's citizens on a broad range of issues. The survey is used primarily for the purposes of service improvement and policy development. The latest wave included the following topic areas: Usage and Satisfaction with Council Services; Community Engagement / Citizenship; Anti-Social Behaviour; Views on the use of CCTV; City Centre Safety; Clean Glasgow Campaign; Land and the Environment; Volunteering; Child Protection; Commonwealth Games. Each survey consists of a clustered random sample of a minimum of 1,000 face-to-face household interviews. The sample is drawn by a specialised sampling company on behalf of mruk research. Ten interviews are conducted in a minimum of 100 Census Output Area sample points (each consisting of 70-100 addresses). The survey is designed to be representative of all Glasgow Citizens regardless of geography, income etc. The majority of questions in each survey (in the region of 80%) are open to change.

The Autumn 2011 report included findings on cycling in the city. These results can be compared to an earlier sets of transport related questions which were asked of a Citizen's Panel in Autumn 2005.

Findings from each of the survey can be accessed at:

<http://www.glasgow.gov.uk/en/YourCouncil/CustomerInvolvement/Corporate/GlasgowHouseholdSurvey/>

#### **5.33 The Glasgow Community Planning Partnership Residents Survey**

The Neighbourhood Management Survey (2007) establishes residents' views, perceptions and expectations of issues relating to their neighbourhoods. The survey asks a series of questions of local residents relating to: security and community safety, cleansing and environment, quality of neighbourhood, quality of local service provision, quality of life; and communication/participation. The Survey is across each of the 10 Local Community Planning Partnerships in Glasgow and the results are then undertaken and collated at a neighbourhood level of which there are 56 in the city. The interviews were conducted 'door to door' between October and December. The interviews took place on weekdays and at weekends between the hours of 10am and 8pm in order to maximise participation. Participants were selected randomly via postcode. In order to make the survey as representative as possible, targets were agreed with Glasgow Community Planning Partnership to achieve a demographic and geographic balance of those to be surveyed within each of the Local Community Planning Partnership areas. Demographic factors pre agreed were; ethnic minorities, lone person households, two parent households, older people(60+), younger people(16-29), owner occupied and privately rented, socially rented, economically active.

#### **5.34 Smarter Choices, Smarter Places – Glasgow East End Accessibility**

East End Accessibility consists for a package of localised measures comprising a mix of infrastructure improvements, an intensive sustainable transport marketing campaign and practical support for people wishing to adopt sustainable travel methods. See main entry 2.6 for more information.

### **5.35 Glasgow City Secondary School Health and Wellbeing Survey**

The Glasgow City Secondary School Health and Wellbeing Survey 2010 includes results from S1 to S4 pupils attending all 30 of Glasgow's mainstream secondary schools. Over 8000 pupils participated in the survey.

The survey gathered information on key health related topics, including health behaviours, personal factors and wider social and environmental issues that might influence the health, perceptions and wellbeing of young people in Glasgow. Within this there were questions on how pupils travelled to school and bike ownership, which could be broken down by gender, age and ethnicity.

The full 2010 survey report and reports for each of the three sectors which make up the city (North East; North West and South) are available at:

<http://www.phru.net/rande/Web%20Pages/Schools%20Survey%202010.aspx>

A previous survey was undertaken in 2007. In addition to the question about mode of travel to school this survey include a question about preferred mode of travel. Reports of the findings are available at:

<http://www.phru.net/rande/Schools%20Survey%20%20CHCP%20Reports/Forms/Shared%20Documents%20Custom%20View.aspx>

### **5.36 NHS Greater Glasgow and Clyde Health and Wellbeing Surveys**

NHS GGC have undertaken health and wellbeing surveys every 3 years in recent years - in 1999, 2002, 2005, 2008 and 2011.

The 2008 survey asked respondents to state the mode of transport they normally used for most of the journeys. The findings from this survey are summarised in an overall report and local reports which can be accessed at:

<http://www.phru.net/rande/Health%20and%20Wellbeing%202008/Forms/Shared%20Documents%20Custom%20View.aspx>

The 2011 report is not yet published.

## **ADMINISTRATIVE DATA**

### **5.37 'Blue Badge' data**

Data are recorded on:-

- Automatic Badge,
- Discretionary Badge
- New Badge
- Renewal/Replacement
- Severe Upper Arm Disability
- Individual Badge
- Organisational Badge
- Date issued
- Type of badge
- Name, address
- Application date
- Any correspondence
- Vehicle registration
- Summary of any misuse

### **5.38 Bus Journey Time Information**

The bus journey time data is an additional tool available following the provision of real time passenger information and the bus fleet management command and control tool developed as part of the Streamline project (See main entry 3.7 for details on the

Streamline project). The data are collected via GPS equipment fitted on over 460 First Glasgow buses, which download their days' trip information each night.

### **5.39 City Centre Pedestrian and Cycle Count**

The council has commissioned cordon counts of pedestrians and cyclist on five occasions to date in June 2007, June 2008 and September 2009, 2010 and 2011. The cordon of measurement sites used surrounds the city centre and is bounded in the north and west by the M8, the High St to the east and the Clyde to the south. Measurement is undertaken via video cameras at each site and the results used to ascertain the daily numbers of cyclists/pedestrians entering and leaving the city. The limitations are that the surveys in each year to date have been conducted over just a couple of days so may not be representative. Factors such as the weather and other variables may affect the results.

## ***5.4 Inverclyde Council***

### **SURVEYS**

#### **5.41 The Inverclyde Citizens' Panel**

This twice yearly survey provides a means of regularly consulting with local residents on issues such as satisfaction with Council services, health, community safety, the environment, roads, transport and customer service. The sample size is 1000 and response rates of approximately 62% are normally achieved. The strengths are that it allows the view of residents to be obtained on a regular basis, allows trend information to be gathered, tracks attitudes and satisfaction over time, provides the opportunity for a good cross-section of the population of Inverclyde to participate and response rates are higher compared to other methods of consultation. The main weakness is that it provides limited qualitative feedback.

#### **5.42 School Travel**

Inverclyde Safer and Sustainable Communities Directorate collect information regarding the travel patterns of both primary and secondary school children and young people. The data is recorded in May and October each year and is stored within the School Internal Glow intranet site. The primary data also includes formal Walk to School events - this data is used to compare 'organised events' with 'normal travel'. The schools use the comparative data to help create action plans relating to increasing healthy travel options and decreasing car travel.

## ***5.5 North Lanarkshire Council***

### **SURVEYS**

#### **5.51 North Lanarkshire Council Citizens' Panel Annual Survey**

The survey aims to involve its residents in the delivery of their services and, through a range of mechanisms, seek their views on a wide range of issues and Initiatives. Transport related questions relate to concerns over the environmental impact of car use and whether residents felt that they should or could cut down on car use. A total of 1730 panel members completed the second panel survey either by email, post or telephone, representing a response rate of 72%.

#### **5.52 Transport Strategy Questionnaire**

This is used to obtain public opinion on transport priorities and existing concerns for the Local Transport Strategy (2010).

#### **5.53 Staff Travel Plan Survey**

This is conducted by Planning and Environment to begin process of delivering Council Staff Travel Plan.

## **ADMINISTRATIVE DATA**

### **5. 54 North Lanarkshire Council Air quality monitoring**

The Council has the seven air quality monitoring stations: automatic continuous real time analysers and two mobile air quality stations monitoring PM<sub>10</sub>, NO<sub>2</sub>SO<sub>2</sub> currently stationed at non-automated monitoring stations.

### ***5.6 Renfrewshire Council***

## **SURVEYS**

### **5.61 The Renfrewshire Council Staff Travel Survey (2008)**

A questionnaire was produced to identify how staff travel to their place of work. The results were used to produce a Travel Plan, this included a number of measures to help staff and visitors get to Renfrewshire Council premises by walking, cycling and public transport. The aims of the plan are to encourage staff to improve their levels of health and fitness and to help reduce levels of pollution and congestion in our urban areas.

The survey captured where participants lived, their gender, work location, distance travelled, main form of travel chosen, realistic alternatives to the car, barriers to change, issues and measures that would bring about change. This was a closed survey with participants restricted to staff of Renfrewshire Council (i.e. approx 9,000 employees). The survey is designed to be representative of the largest employer in the Council area.

### **5.62 Core Path Development Survey (2008)**

This survey was used to find out on which paths / routes people currently walk, cycle or horse ride. How often they use the routes, the purpose of their journey and identification of any barriers they find on particular routes. Consisted of Public consultation – open meetings and group specific (e.g. walkers, cyclists) and Postal questionnaire – available to all residents.

### **5.63 Renfrewshire Community Health Partnership's Health and Wellbeing Survey**

A questionnaire for young people (S1-S6) was developed to provide baseline data of S1-S6 pupils in 13 Renfrewshire schools. The study focuses on health behaviours, personal factors and wider social and environmental issues that influence the health, perceptions and wellbeing of young people. Transport and health related issues was a small part of this survey. It is however anticipated that these findings will be able to be used as a comparison with other relevant data collected by the Local Authority.

Survey findings can be accessed at:

[http://www.chps.org.uk/content/default.asp?page=s606\\_1](http://www.chps.org.uk/content/default.asp?page=s606_1)

### **5.64 National Hands-Up Survey, Scotland**

Previously in Renfrewshire this was the Great School Travel Tally. Funding to tackle the school run was provided by the Scottish Government. They wished to establish what impact this investment has had on changing travel behaviour on the school journey. See main entry 2.10 for more details of the Hands Up survey.

## **ADMINISTRATIVE DATA**

### **5.65 Core Paths Management Survey**

This survey looked at the condition of each path and ascertained the work required on each to bring it to a satisfactory standard. Data collection included, path surface condition, drainage issues and presence and condition of path furniture such as seats, signage, gates and DDA compliance.

### **5.66 Road Casualty Evaluation for Renfrewshire**

This document contains detailed road accident statistics are produced annually in report form from the available data. The key factors of concern in Renfrewshire are discussed and comparisons are drawn against accident reduction targets. Strathclyde Police supply monthly abstracts from their road accident database which Renfrewshire Council input into Key Accidents (software package). Key Accidents is utilised to draw comparisons between different aspects of road crashes in Renfrewshire. This includes analysis of data such as, key causes of crashes, cluster sites, area-wide sweeps, comparison between years, age groups, road user types, road category type (e.g. urban, rural etc) and road condition at time of incident.

## ***5.7 South Lanarkshire Council***

### **SURVEYS**

#### **5.71 The Concessionary Travel Survey**

An ad hoc survey of older people in South Lanarkshire – Rutherglen/Cambuslang, Clydesdale, Hamilton, and East Kilbride. Online and paper survey was distributed to service users – 213 responses.

#### **5.72 The Quality of Life Survey 2008**

This survey is carried out every 2 years and response rates vary between 60 and 75%. Sample size: 1600 – 2000 members. Citizens Panel members selected from a random mail shot, and one third of members are refreshed every 18 months.

#### **5.73 The Employee Travel Plan**

This is carried out on an ad-hoc basis. Response rate: 22% Sample size: 16,000 employees.

### **ADDITIONAL**

#### **5.74 South Lanarkshire Council NIP & TUC Website**

The NIP & TUC system produces neighbourhood information profiles (Nip) from neighbourhood level to higher areas and has the facility to allow people to create their own areas. It provides a range of analysis of social, economic and environmental data with comparisons with South Lanarkshire and Scotland where possible.

The system also has the ability to track certain selected indicators in an area over time (Tuc) - with again, where possible, South Lanarkshire and Scottish comparisons.

## ***5.8 West Dunbartonshire Council***

No data returned

## **6. International comparison**

**6.1 The International Association of Public Transport (UITP)**

**6.2 URBACT**

**6.3 EUROSTAT**

## 6.1 The International Association of Public Transport (UITP)

<http://www.uitp.org/publications/index2.cfm?id=5> has compiled a database of 100 of the world's cities, known as the "Millennium Cities Database for Sustainable Transport", in collaboration with Dr Jeff Kenworthy and Felix Laube of Murdoch University, Australia. The collected data looks at population, the economy and urban structure, the number of road vehicles, taxis, the road network, parking, public transport networks (offer, usage and cost), individual mobility and choice of transport mode, transport system efficiency and environmental impact (duration and cost of transport, energy consumption, accidents, pollution, etc.). In total, over 200 indicators have been collected for each of the 100 cities for the year 1995. "The Mobility in Cities Database CD-ROM" contains the main results of a major research project of UITP on the economics of urban mobility. A total of 120 indicators were collected in a sample of 52 cities worldwide for the year 2001. In addition to the database itself, which is accessible through a user-friendly interface, the CD-ROM also features a 50 pages' analysis and recommendations report, fact sheets enabling to interpret the evolution of key indicators between 1995 and 2001 in the light of transport policies in more than 30 cities, and a graphical tool for comparisons across cities. This wealth of information enables urban and transport planners to make decisions based on facts. The analysis and the recommendations report puts forward a set of arguments in favour of public transport. Finally, the data can be used to support research on various aspects of mobility in urban areas.

## 6.2 URBACT

[www.urbact.eu](http://www.urbact.eu)

This is a European exchange and learning programme which promotes sustainable urban development. It enables cities to work together to develop solutions to major urban challenges, reaffirming the key role they play in facing increasingly complex societal changes. URBACT has 185 cities, 29 countries and 5,000 active participants.

## 6.3 EUROSTAT

Eurostat was established in 1953 to meet the requirements of the Coal and Steel Community. Over the years its task has broadened and when the European Community was founded in 1958 it became a Directorate-General (DG) of the European Commission. Eurostat's key role is to supply statistics to other DGs and supply the Commission and other European Institutions with data so they can define, implement and analyse Community policies. Eurostat offers a range of data that governments, businesses, the education sector, journalists and the public can use for their work and daily life. Statistics are grouped by theme on the Eurostat website and transport statistics and publications can be found at <http://epp.eurostat.ec.europa.eu/portal/page/portal/transport/introduction>. Existing statistics on transport cover EU traffic (in vehicle-kilometres or VKM) and EU transport (passenger-kilometres (PKM) or tonne-kilometres (TKM)) by the individual modes: road, rail, pipeline, inland waterway, sea and air. Some data collections date back to 1980, others are more recent. Most of them are based on legislation applied by the EU Member States, the EFTA countries and – at least partially – by some candidate countries. Others are based on voluntary agreements. The data on goods transport (TKM) are the most complete and accurate.

Aggregated statistics are also available on enterprises, employment, infrastructure and means of transport, while a multilingual glossary of transport statistics is maintained and developed in collaboration with two international partners (the UNECE and the ITF) in order to promote common definitions and concepts both inside the EU and beyond.

## **7. Publications and web resources**

**7.1 Scottish Index of Multiple Deprivation (SIMD)**

**7.2 Land-Use and Transport Integration in Scotland (LATIS)**

**7.3 Scottish Transport Statistics**



## 7.1 The Scottish Index of Multiple Deprivation

<http://www.scotland.gov.uk/Topics/Statistics/SIMD> identifies small area concentrations of multiple deprivation across all of Scotland. It allows targeting of policies and funding where the aim is to wholly or partly tackle or take account of area concentrations of multiple deprivation. The Scottish Index of Multiple Deprivation 2009 combines 38 indicators across 7 domains, namely: income, employment, health, education, skills and training, housing, geographic access and crime.

The overall index is a weighted sum of the seven domain scores. The weighting for each domain is based on the relative importance of the domain in measuring multiple deprivation, the robustness of the data and the time lag between data collection and the production of the SIMD. The domain weightings were subject to sensitivity analysis to assess the effects of any changes in weights on the overall index ranks.

Prior to weighting, the domains are standardised by ranking the scores. The ranks then undergo a statistical transformation to avoid high ranks in one domain 'cancelling out' low ranks in another. The domain weightings used in SIMD 2009, expressed as a % of the overall weight are: current income (28%), employment (28%), health (14%), education (14%), geographic access (9%), crime (5%) and housing (2%).

In the SIMD Transport data is contained within 'geographic access' – see <http://www.scotland.gov.uk/Resource/Doc/933/0044968.pdf> and is illustrated via indicator maps.

The indicators used in 'geographic access are' drive times to:

- Primary Schools - Target population: primary school pupils (available from the pupil census) Location data: PointX quality assured using SEED information.
- Secondary Schools - Target population: secondary school pupils (available from the pupil census) Location data: PointX quality assured using SEED information.
- Petrol stations.
- GPs - Target population: total population. Location data: PointX quality assured using NHS ISD information.
- Post Offices - Target population: total population - Location data: PointX.
- Retail centres - Target population and source: total population Location data: CACI.

Public transport and walk measures were calculated for GPs, Post Offices, and retail centres.

## 7.2 Land-Use and Transport Integration in Scotland (LATIS)

**Website:** <http://www.latis.org.uk/index.html>

LATIS is a service offered by Transport Scotland consists of the following elements:

- Modelling.
- Planning.
- Data Collection.

*Modelling:* The LATIS modelling capability is currently the largest and most sophisticated multi-modal transport modelling suite in Scotland and the models, along with their underlying data are a central component of Scotland's transport planning toolkit. The LATIS modelling capability suite consists of:

- Transport Model for Scotland (TMfS) - a multi-modal transport demand and assignment model that incorporates an integrated Economic and Land-use Model; and
- Transport, Economic and Land-use Model of Scotland (TELMoS) – an Economic and Land-use Model which works interactively with TMfS.

*Planning:* LATIS supports and promotes the culture change coming from the modernising of the planning agenda and the publication of the Common Statement. The Common Statement is a wide-ranging package of improvements to make Scotland's planning system "leaner and fitter". It reinforces the need for us to be pro-active in seeking out opportunities for LATIS to be used in informing the policy process.

*Data collection:* LATIS Data Collection database includes a variety of travel and traffic data. This data forms a robust base for undertaking a variety of analysis and is also fed into the LATIS modelling suite, the TMfS/TELMoS model.

The LATIS database includes:

- Road Traffic Counts
- Public Transport Passenger Counts
- Roadside Interviews
- Public Transport Surveys
- Car and Bus Journey Time Surveys
- Park and Ride Car Occupancy Surveys
- Park and Ride Origin - Destination Surveys
- Surveys on people's attitudes towards travel and car use; and
- Concessionary fares data.

### 7.3 Scottish Transport Statistics (Annual Publication)

**Source organisation:** Transport Scotland

**Summary:** Scottish Transport Statistics is a comprehensive statistical picture of transport activity is described in the compendium "*Scottish Transport Statistics*" volume, the "*Main Transport Trends*" bulletin and the "*Key Transport Statistics*" card. These provide figures on a wide range of topics, including: vehicles licensed, traffic volumes and road accidents; the numbers of passengers on bus, rail, air and ferry services; travel to work, travel to school, household car availability and other key findings from the Scottish Household Survey and the National Travel Survey; and the tonnages carried by road, rail and waterborne freight.

**Website:** <http://www.transportscotland.gov.uk/strategy-and-research/publications-and-consultations/j205779-00.htm>

**Type of data:** Administrative and Survey data

#### **Geography, sample and methodology/content**

**General locality:** Scotland

**Representative area:** Varies – mostly Scotland as a whole

**Format:** Publication

**Accessibility:** Available from Sustrans or LAs

**First recorded:** c1980

**Frequency:** Annual

**Response rate:** n/a

**Sample size:** n/a

Contents:

1. Road transport vehicles (including new licences by type and by city/LA)
2. Bus and coach travel
3. Road freight
4. Toll bridges
5. Road network (including new road construction)
6. Road traffic (including volume, trends, fuel consumption and emissions)
7. Injury road accidents
8. Rail services (including passenger and journey trends, freight and accidents)
9. Air transport (including destinations travelled to outside UK)
10. Water transport (freight and passenger statistics)
11. Finance (including costs of road maintenance and average personal travel costs)
12. Personal and cross-modal travel (e.g. from SHS and National Travel Survey)
13. International Comparisons (high level comparison data)

#### **Data recorded by theme**

A. Transport by mode ✓	B. Transport by socioeconomic status	C. Services ✓	D. Transport ✓ infrastructure
E. Local authority ✓	F. Health or safety ✓	G. International comparison ✓	H. Secondary

#### **Evaluation**

**Comparability between waves/years:** Excellent

**Strengths:** Very comprehensive. Excellent source of high level data

**Limitations:** Mainly Scotland level data in main report, but some data for Local Authorities

## Glossary

CAPI - Computer Assisted Personal Interviewing

DVLA - Driver and Vehicle Licensing Agency

LA – Local Authority

SPT – Strathclyde Partnership for Transport, the Regional Transport Partnership for the west of Scotland

TOC - Train Operating Company

UKDA – UK Data Archive

NOMIS - Nomis is a service provided by the Office for National Statistics, ONS, that provides free access to the most detailed and up-to-date UK labour market statistics from official sources

## Useful Links

Department of Transport - <http://www.dft.gov.uk/>

GCPH (Healthy, sustainable transport pages) - <http://www.gcph.co.uk/healthysustainabletransport>

NOMIS - <http://www.nomisweb.co.uk/>

Transport Scotland (Transport Statistics) - <http://www.transportscotland.gov.uk/analysis/statistics>

Sustrans - <http://www.sustrans.org.uk>

SPT - <http://www.spt.co.uk/>

UKDA – <http://www.data-archive.ac.uk/>

For more information on this or any other GCPH reports contact:

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Tel: 0141 287 6959  
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Web: [www.gcph.co.uk](http://www.gcph.co.uk)