



SCOTTISH EXECUTIVE

# Transport Research Series

## Attitudes Towards Car Use and Modal Shift in Scotland

---

**Transport Research  
Planning Group**

---



**ATTITUDES TO CAR USE AND MODAL SHIFT IN  
SCOTLAND**

**Simon Anderson and Stephen G Stradling**

**National Centre for Social Research (NatCen) Scotland  
Transport Research Institute, Napier University**

**Scottish Executive Social Research  
2004**

Further copies of this report are available priced **£5.00**. Cheques should be made payable to The Stationery Office Ltd and addressed to:

The Stationery Office Bookshop  
71 Lothian Road  
Edinburgh  
EH3 9AZ

Tel: 0870 606 5566  
Fax: 0870 606 5588

**The views expressed in this report are those of the researchers and do not necessarily represent those of the Department or Scottish Ministers.**

© Crown Copyright 2004

Limited extracts from the text may be produced provided the source is acknowledged. For more extensive reproduction, please write to the Chief Research Officer at the Office of Chief Researcher, 4th Floor West Rear, St Andrew's House, Edinburgh EH1 3DG

# CONTENTS

<b>EXECUTIVE SUMMARY</b>	<b>i</b>
<b>1.1 INTRODUCTION</b>	<b>1</b>
<b>1.2 ABOUT THE SCOTTISH SOCIAL ATTITUDES SURVEY</b>	<b>1</b>
<b>2.1 THE EXTENT OF CAR USE</b>	<b>3</b>
<b>2.2 FREQUENCY OF CAR USE</b>	<b>4</b>
<b>2.3 COMPARISONS WITH OTHER MODES OF TRANSPORT</b>	<b>4</b>
<b>2.4 DISTANCE TRAVELLED &amp; THE TYPE OF JOURNEYS MADE</b>	<b>5</b>
<b>2.5 WHY <i>DON'T</i> PEOPLE DRIVE CARS?</b>	<b>6</b>
<b>3.1 ALTERNATIVES TO CAR USE</b>	<b>8</b>
<b>3.2 ATTITUDES TOWARDS BUS TRAVEL</b>	<b>9</b>
<b>4.1 A TYPOLOGY OF THE POTENTIAL FOR SHIFT FROM CAR TO BUS TRAVEL FOR SHORT TRIPS</b>	<b>14</b>
<b>4.2 PATTERNS OF CAR USE ACROSS THE TYPOLOGY</b>	<b>16</b>
<b>4.3 SEGMENTATION BY SUB-GROUP</b>	<b>17</b>
<b>5.1 INFLUENCES ON MODE OF TRANSPORT CHOICE</b>	<b>19</b>
<b>5.2 ATTITUDES TOWARDS POLICY 'STICKS' AND 'CARROTS'</b>	<b>21</b>
<b>6.1 CONCLUSIONS</b>	<b>24</b>
<b>7.1 REFERENCES</b>	<b>27</b>
<b>APPENDIX A SURVEY METHODOLOGY</b>	<b>29</b>
<b>APPENDIX B SSA QUESTIONS AND FREQUENCIES</b>	<b>31</b>

# EXECUTIVE SUMMARY

## Introduction

- Though the ‘disbenefits’ of car travel are increasingly clear, ownership and use continue to rise, despite a growing policy emphasis in Scotland – as elsewhere - on reducing car dependency and achieving modal shift. The 2002 Scottish Social Attitudes Survey (SSA) included a set of questions, sponsored by the Scottish Executive, aimed at exploring public attitudes towards car use and modal shift.
- The 2002 SSA was the fourth in a series of surveys run by the National Centre for Social Research Scotland (NatCen Scotland), aimed at proving robust and reliable measures of public attitudes in the devolved Scotland. The survey was based on interviews with a representative sample of 1,665 Scottish adults, with fieldwork carried out during the summer of 2002.

## The nature and extent of car use

- Although three-quarters of Scottish adults (75%) now live in households which own or have regular use of a car and 63% are ‘current drivers’, car use and access vary considerably across different sections of the population.
- Those most likely to have access to a car and to be drivers themselves are males, those with higher household incomes, those resident in less urban areas, and those aged between 25 and 64.
- It is not just that most people have access to cars: of those who do, most tend to use them very often – 70% of drivers, for example, drive every day or almost every day. Over half of all respondents (55%) travel by car as either driver or passenger every day or almost every day.
- This makes the car by far and away the mode of transport of choice (or constraint) for the vast majority of the population.
- When respondents were asked which type of journey is responsible for *most* of the miles they travel by car, they were most likely to mention travel to a place of work, education or training.

## Why don't people drive cars?

- Among those who *don't* drive cars, the most common reasons are simply that they don't have a licence (mentioned by 64%) or cannot afford to own or run a car (31%). There is little evidence of a principled objection to car use, only 7% of non-drivers citing environmental impact as a reason.

## Alternatives to car use

- Only around one car user in ten feels that they have *no* alternative to the car for the type of journey that they make most often. For most people, for most types of trip, bus is the main viable alternative.
- The two most commonly-mentioned disadvantages in making such a switch are length of journey time (mentioned by 72% of respondents in relation to travel to work) and convenience (mentioned by 68%). By contrast, cost was mentioned as an advantage by only a round a third of those able to travel by an alternative mode for their main journey type.

## Attitudes towards bus travel

- The survey provides limited evidence that people feel insecure or unsafe using buses – with just one in five disagreeing with the statement, ‘bus travel is safe’. That said, the proportion disagreeing was slightly higher among women, among people in urban areas and among older people.
- In both urban and rural areas, negative perceptions of bus travel are most likely to relate to the *frequency* of services, followed by *cost*, then *punctuality* and, finally, *personal safety*.
- Non-drivers were generally more positive than drivers about bus travel. Whether drivers hold negative perceptions because they rarely use buses, or rarely use buses because of their perceptions, is not possible to establish from this study.

## Typology of the potential for shift from car to bus travel for short trips

- Using responses to two agree-disagree statements (‘many of the short journeys I now make by car, I could just as easily go by bus’ and ‘even if the public transport in my area was really good, I would still want to travel by car most of the time’) a typology was constructed of individuals’ *ability* and *willingness* to shift from bus to car travel for short trips.
- Only around a quarter of car users (28%) respond in ways which indicate that they would be *willing* to shift and around a third (35%) in ways that suggest they might be *able* to do so – moreover, those who are least able and willing to shift are those who drive furthest and most often.
- The proportion of car users indicating that they would be *able* to shift is significantly higher in urban than rural areas, though there is no significant difference in the proportion that would be *willing* to do so.

## **Influences on mode of transport choices**

- When asked specifically about the factors they consider when deciding what form of transport to use, people are most likely to mention convenience (67%) and journey time (47%).
- Convenience is more likely to be mentioned by drivers than non-drivers and, among drivers, by those based in urban areas and in the top income quartile.
- Cost is more likely to be mentioned as a key influence by non-drivers than drivers and, among drivers, by those in the youngest age group and the lowest income quartile.
- Fewer rural drivers mentioned convenience, journey time and the weather as influences on mode choice – perhaps reflecting the fact that they often have no choice about how to travel.

## **Attitudes towards policy ‘carrots’ and ‘sticks’**

- When asked what effect four possible policy interventions (gradually doubling petrol prices over the next 10 years, introducing peak time congestion charges in city centres, improving reliability of local public transport and cutting long distance rail and coach fares) would have on their car use, half or more car users (48%-59%) said of each that it would influence them to use their car less.
- Car users in the 18 – 24 age group, those living in accessible urban locations, and those who rated their local public transport as good were more likely to say they would use their cars less in responses to ‘stick’ measures.
- Car users in the 18-24 group and those from the highest quartile of household incomes were more likely to say they would use their cars less in response to ‘carrot’ measures.
- Those whose responses indicate that they would be able to shift from car to bus travel for short journeys are likely to be influenced to cut their car use by the ‘sticks’ of petrol prices rises and congestion charges.
- The reverse is true for those more willing to shift from car to bus travel for short trips who are likely to be influenced to cut car use by the ‘carrot’ of improvements in public transport.

## Conclusions

- It needs to be remembered that car access and use is clearly patterned by age, geography and income and that, even among car users, there is wide variation in patterns of use and dependency.
- Although the vast majority of car users *could* make alternative arrangements for the majority of their journeys, most of the time, the speed, convenience and autonomy offered by car travel outweigh other factors – including cost.
- Financial disincentives to car use are likely to impact disproportionately on car users in the poorest households – while it is those in the most affluent households who are most likely to have access to cars and to use them most often. For this latter group, improvements in public transport appear more likely to help bring about modal shift.
- There is wide variation in the willingness and ability of car users to switch to other forms of transport. Scotland now needs a range of targeted policies and packages of measures that, in particular, will offer practical help to those currently unable to shift and coerce or persuade those presently unwilling to do so.



## 1.1 INTRODUCTION

At both an individual and collective level, the ‘disbenefits’ of car travel are increasingly apparent (Adams, 1999; Engwicht, 1998; Garling et al, 2002; Goodwin, 2001; Litman, 1999; Newman and Kenworthy, 1999; RAC, 1995; Semlyen, 2000; Sloman, 2003; Stradling, 2002a,b). And yet, in Scotland – as elsewhere – car ownership continues to rise, despite a growing policy focus on reducing car dependency and achieving modal shift. To understand how such efforts might be made more effective, it is important to have reliable information about transport behaviours and the attitudes that underpin them.

What is it, for example, that people value about car travel? What do people actually use their cars for and how do they feel about the prospect of making such journeys by other means? To what extent do car users actually feel there are viable alternatives for the type of journeys they make most frequently? If such alternatives existed, what indications are there that they would use them? What are the main considerations that seem to drive individual transport decisions and collective transport behaviours? How do car users respond to possible ‘carrots’ and ‘sticks’ – for example, improvements in public transport or increases in the price of petrol? Does Scotland have a ‘car culture’? In other words, does people’s attachment to their cars go beyond simple considerations of function, availability and convenience? If so, what is the basis of that attachment? To what extent are transport-related attitudes consistent across the Scottish population and what are the implications of sub-group variation for the formulation and implementation of policy?

These are some of the questions that this report addresses. Based on data from the 2002 Scottish Social Attitudes survey (SSA), the following analyses provide an overview of attitudes and behaviours across the Scottish adult population as a whole, a summary of the main ways in which those vary across different sub-groups, and a benchmark against which to measure shifts over time.

Specifically, the report aims to do the following:

- Examine the nature and extent of car use in Scotland, including the frequency with which people use cars and what they use them for
- Address the question of why some people *don’t* use cars, to see if there are lessons here for encouraging modal shift within the broader population
- Consider the extent to which car users feel there are viable alternatives for the more frequent types of journey
- Provide information on public views of the most important of those alternatives for short journeys, namely bus travel
- Develop a typology of the possibilities for modal shift between car use and bus use for short journeys, distinguishing between those who see themselves as unable and those who would be unwilling to change
- Offer some conclusions about the implications of the findings for policy.

## 1.2 ABOUT THE SCOTTISH SOCIAL ATTITUDES SURVEY

The 2002 SSA was the fourth in a series of studies run by the National Centre for Social Research (NatCen) Scotland. Its aim is to provide independent, authoritative, high quality data on social and political attitudes in Scotland in order both to inform public policy and

facilitate the academic study of public opinion, in much the same way that NatCen's British Social Attitudes survey has done since 1983 across Britain as a whole.

The SSA is not an opinion poll. Polls take the 'pulse' of the public at frequent intervals, using quota sampling methods and asking only a small number of questions about each topic. Scottish Social Attitudes, in contrast, explores issues in much greater detail and aims to identify underlying patterns in people's attitudes and values and how these patterns change over time.

The survey takes place annually and is based on a random sample of around 1,600 people from throughout Scotland (including a booster sample of respondents in rural areas). As such, it is large enough to explore variations across key sub-groups and, through its use of rigorous probability sampling, offers a high degree of precision and confidence in the results.

The sample is obtained by taking a sample of the addresses held by the Post Office in its postcode address file and then attempting to interview a randomly selected person aged 18+ living at each address. No information is published from the survey that makes it possible to identify any individual participant, only statistical summaries of the pattern of attitudes across groups of individuals.

Further details about the way the survey is carried out and a copy of the questions asked as part of the 2002 transport module can be found in Appendices A and B to this report.

## 2.1 THE EXTENT OF CAR USE

Although the SSA was not intended to provide definitive measures of transport-related behaviours (more precise indicators are available from sources such as the Scottish Household Survey and the National Travel Survey), it nevertheless provides some valuable pointers about the nature and extent of current car use in Scotland. This is useful information in its own right, and it also helps to make sense of the attitudinal data collected by the survey.

Perhaps the first thing to say is that, while the car is not yet as ubiquitous as the television or the telephone, three-quarters of Scottish adults now live in households which own or have regular use of at least one car. Of course, not all car users are actually drivers. That said, more than six in ten adults (63%) say that they do currently drive.

**Table 1 – Household access to cars and current drivers**

	% resident in household with car	% current drivers	Sample size
<b>All</b>	75	63	1665
Males	77	73	784
Females	73	54	881
<b>Age</b>			
18-24	66	41	114
25-39	79	71	439
40-64	82	72	704
65+	57	42	404
<b>Urban / rural area</b>			
Accessible urban areas (SHS cats 1-3)	62	60	1116
Rural & remote urban (SHA cats 4-6)	87	75	549
<b>Household income</b>			
Highest quartile	95	86	462
Lowest quartile	43	34	215

There is, however, considerable variation in patterns of car access and use across different sections of the population. While equivalent proportions of males and females live in households with access to a car, three-quarters of males compared to half of females currently drive. Those in the youngest and oldest age groups are less likely to live in households with access to a vehicle or to be current drivers. People living in Scotland's rural areas are more likely than those in urban areas to be drivers or to have access to a vehicle through their household.<sup>1</sup> And car access and use is most clearly and radically patterned by income.

<sup>1</sup> Throughout this report, we have used an urban/rural distinction derived from the Scottish Household Survey's six-fold classification. For the purposes of our analysis, we have defined urban in terms of categories 1-3 ('the

Among respondents in the highest income quartile, just one in twenty lives in a household without access to a car or van – compared with more than half of those in the lowest income quartile – and 69% live in households where both they and other household members have vehicles.

Overall, then, those *most* likely to have access to cars and to be drivers themselves are males, those with higher household incomes, those resident in less urban areas, and those aged between 25 and 64.

None of the above variations are particularly surprising. However, it is easy to forget that car access and car use are not uniform phenomena – in the sense that they vary in extent across different sections of the population, but also in their causes and consequences. We should not assume that the factors that drive (or restrain) car use among young people are necessarily the same as among older people; or that a given level of car ownership is equally problematic in both rural and urban areas. In other words, policies aimed at securing modal shift need to be focused on particular groups – both to ensure that behavioural change happens where it is most needed, and that the buttons that are pressed are indeed the right ones. The following sections explore these issues in more detail.

## **2.2 FREQUENCY OF CAR USE**

Of course, simply having access to a car or having a driving licence is not, in itself, evidence of car use or car dependency. If car ownership was widespread but actual car use limited – as in a number of European countries with more attractive public transport systems - there would be a less pressing need to achieve modal shift. In practice, however, it is clear not only that most people have (or have access to) cars, but that most also use them relatively often.

Of those who drive, 70% say that they do so every day or almost every day, and a further 19% indicate that they drive at least on between 2 and 5 days per week. If we look at car use as either a driver or a passenger, over half of *all* respondents (55%) said that they travel by car every day or almost every day.

Again, stark differences are evident by household income here. Whereas three-quarters of those in the highest income quartile (78%) use a car every day or almost every day, the same is true of just three in ten (29%) of those in the lowest income quartile.

Although residents of rural areas are more likely to have access to a car and to actually drive, if one looks solely at car users, there are no clear differences in frequency of use between those in urban and rural areas.

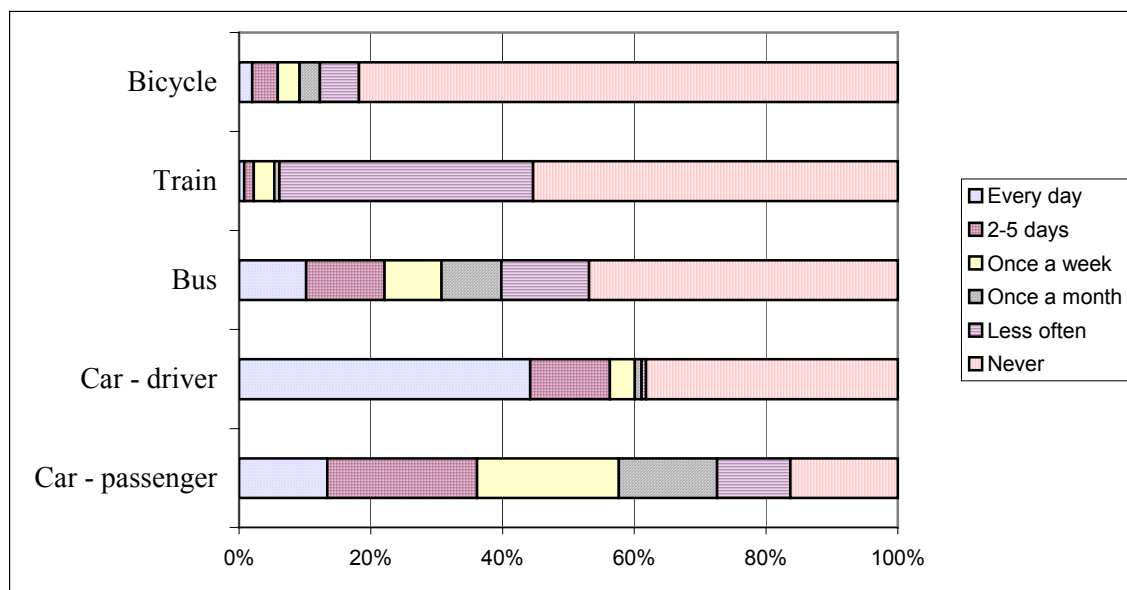
## **2.3 COMPARISONS WITH OTHER MODES OF TRANSPORT**

How does car use compare with use of other forms of transport? To set the above figures in context, the following graph shows the frequency with which respondents say they use cars (as driver or passenger), buses, trains and bicycles.

---

four cities’, ‘other urban’ and ‘small accessible towns’) and rural as categories 4-6 (‘small remote towns’, ‘accessible rural’ and ‘remote rural’).

**Figure 1 - Frequency of use of different forms of transport**



Base=all respondents (n= 1,665), except 'car – driver', asked of current drivers only (n=1,008)

What is immediately clear from this is that the car remains the mode of transport of choice (or constraint) of the vast majority of the population. No other form of transport comes close in terms of the proportion of respondents saying that they use it regularly. Perceptions and use of other forms of transport are returned to in the sections that follow.

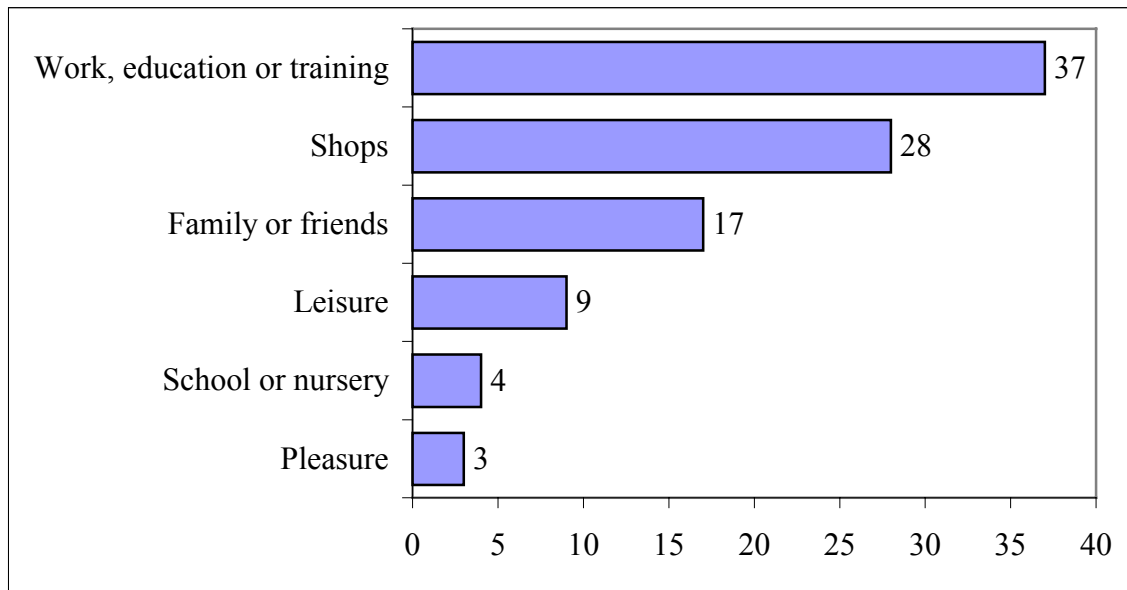
## 2.4 DISTANCE TRAVELLED AND THE TYPE OF JOURNEYS MADE

Respondents were asked not only how often they travel by car but also to estimate how many miles they travel by car (as driver or passenger) in an average week. This provides further evidence of the extent to which car use is structured into our daily lives – around three-quarters of car users (73%) say that they travel less than 100 miles each week; indeed, half (46%) travel less than 50 miles by car each week, suggesting that much car use is for relatively short trips.

What, then, do people in Scotland use their cars for? Respondents were asked about the types of journeys that they *often* make by car (not including any travel as part of their employment or by taxi or minicab). Three-quarters of car users (74%) often use a car for shopping, around two-thirds (65%) to visit family and friends and roughly half (46%) to commute to a place of education, work or training.

When respondents were asked, however, which type of journey is responsible for *most of the miles* they travel by car, a rather different picture emerges. Viewed from this perspective, travel to a place of education, work or training emerges as the most significant journey type (mentioned by 37% of car users).

**Figure 2 – Type of car journey responsible for most of the miles travelled by car  
Base=current drivers (n= 1,008)**



## **2.5 WHY DON'T PEOPLE DRIVE CARS?**

Before moving on to examine what the survey tells us about the possibilities for shifting current car users towards other modes of transport, it may be instructive to consider the views of those people who do not currently drive.

Those people who do not currently drive a car were asked about the reasons for this and their answers are summarised in Table 2. Across all sub-groups, the most commonly mentioned reason (by 64% of non-drivers) was simply that the respondent could not drive or did not have a licence. This response is not, in itself, especially revealing, since it masks a number of other issues, such as age (they may not yet have started learning), income (they may not have a licence because they cannot afford to learn or to run a motor vehicle), need (all their travel needs may be adequately met by other forms of transport) or choice (they may have principled objections to car use or simply dislike cars or driving).

The next most common response is perhaps more telling: 31% of current non-drivers say that the reason for this is that they cannot afford to drive. This implies both that a significant proportion of non-drivers would drive if they could and, perhaps, that economic factors may be of particular significance in dissuading current drivers from doing so (though, as we shall see later, responses to other questions partly undermine this argument). Again, this response is especially common among young people – mentioned by 42% of those aged 18-24, compared with just 20% of those aged 65 or over. There are, then, few grounds for optimism in the observation that young people are less likely than those in subsequent age groups to have and to use cars. This is not necessarily evidence of generational shift in attitudes towards different forms of transport, but is simply a reflection of younger people's limited options and opportunities. Other recent studies have suggested that while many young people don't have cars, most aspire to, for the access and identity benefits that membership of the car community confers (Stradling, 2002a, b, c; Stradling et al, 2001)

Among older people, there is clearly already a sizeable minority for whom car use is either unnecessary or impossible (because of health problems or disability).

Interestingly, the proportion of respondents indicating that they do not drive because car use is bad for the environment is highest among those in the top income quartile. As we have seen, however, 19 out of 20 people in this group *do* currently drive. It is also almost three times as common among people educated to degree level as among those with lower educational qualifications.

However, there is little evidence among current non-drivers of a principled objection to car use, only 7% citing that it is 'bad for the environment'. This mirrors findings from an earlier study for the Scottish Executive of non-car use which reported that "Advantages of not using a car were perceived mainly in personal terms – reduced stress levels ... absence of parking problems, cost savings and improved fitness. Fewer respondents cited wider environmental or altruistic benefits" (Scottish Executive, 1999, p.1). This suggests that there is little prospect of persuading current drivers to part with their vehicles (or to use them less) solely by focusing on the negative impacts of car use at an environmental or societal level. Far more important, it would seem from this analysis, are the individual level levers of price, availability and attractiveness of other types of provision.

**Table 2 - Reasons people don't drive cars**  
**Base=non-drivers (n= 657); multiple response – answers may sum to more than 100%**

	Can't drive/no licence	Can't afford to	Don't need to	Bad for the environment	Bad for health	Health/age/disability	Sample size
<b>All</b>	64	31	27	7	4	9	657
Males	55	34	28	9	5	13	212
Females	69	29	27	6	4	8	445
<b>Age</b>							
18-24	84	42	19	5	0	4	64
25-39	67	36	23	11	7	4	128
40-64	58	33	30	8	5	11	211
65+	61	20	30	4	3	14	252
<b>Urban / rural area</b>							
Accessible urban areas	66	32	29	8	4	9	488
Rural areas & remote small towns	56	20	17	5	4	14	169
<b>Household income</b>							
Highest quartile	64	11	22	16	11	19	311
Lowest quartile	43	36	25	7	3	10	27

### 3.1 ALTERNATIVES TO CAR USE

We saw earlier that the types of journeys that most people are likely to make by car *at some point* are to go shopping or to visit friends or relatives, but that the type of journey that consumes the most road miles is to travel to a place of employment, training or education – testimony to the impact that Green Travel Plans to work and school could achieve towards modal shift. In order to gain a sense of whether people feel there are already viable alternatives to car travel for the types of journeys they make most often, respondents were asked how they would travel if, for some reason, they were no longer able to go by car (Table 3).

For most people, for most types of trips, bus is the viable alternative, although for certain types of (typically highly local) journeys, such as travel to school/nursery or to the shops, walking and taxi/minicab are also mentioned by a sizeable minority of respondents.

**Table 3 – Type of transport would use if unable to travel by car by journey type**

	Work/ education	School/ nursery	Shops	Leisure	Family/ friends	All
Bus	45	43	44	42	51	47
Walking	14	35	22	14	10	14
Taxi/minicab	8	14	22	13	11	13
Train	9	0	2	9	18	9
Moped/scooter/motorbike	6	0	1	7	2	4
Bicycle	5	0	2	3	1	3
Could not make this type of journey without car	13	8	8	13	6	10

Base=respondents using car for type of journey made most frequently (n= 624)

Only around one car user in ten feels that they have *no* alternative to the car for the type of journey that they make most often, though in relation to travel to a place of work, education or training, or for leisure activities, this figure rises to 13%. Other recent research on Scottish drivers (Farrington et al, 1998; NFO System Three Social Research and Napier University Transport Research Institute, 2001, 2003; Stradling, 2003) has reported similar levels of structural dependence on the car, distinguishing between those who are structurally car dependent - the unable ('I could not do otherwise') - and those who are consciously car dependent - the unwilling ('Maybe I could, but I don't want to').

This suggests, however, that the vast majority of car users could make alternative arrangements for the vast majority of their journeys *if they had to*. Why, then, do they not do so? Respondents were asked what they thought would be the main disadvantages of using this alternative form of transport compared to the car. Their responses, both for commuter-type journeys and for all other journey types are shown in Table 4.



**Table 4 – Disadvantages of alternative forms of transport**

% mentioning	Work/education	Other journey types
Would take longer	72	64
Would be less convenient	68	65
Would be less sure of getting there on time	44	22
Would be less comfortable	42	32
Would cost more	31	35
Would be more stressful	22	22
There would be no disadvantages	2	3

Base=respondents able to travel by alternative mode for main journey type (n= 530)

Perhaps the first thing to note is the very small proportion of respondents who say that there would be *no* disadvantages in switching to an alternative mode of transport - though, since people who travel by car do so precisely because of the advantages it offers, this is perhaps not surprising. The two most common disadvantages mentioned relate to length of journey time and convenience. For travel to work or education, lack of certainty about arrival time and a perception of greater discomfort are also substantial considerations. Although cost is mentioned as a disadvantage by around a third of respondents, on the basis of this evidence, it does not appear to be the most common consideration.

A further indication of the extent to which car users *could* switch to other forms of transport comes in the form of response to two agree-disagree statements: ‘Many of the short journeys I now make by car I could just as easily walk’ and ‘Many of the short journeys I now make by car I could just as easily go by bus’. Thirty-eight per cent of current car users agreed with the first of these (10% agreeing strongly) and 33% with the second (5% strongly). Although slightly higher proportions in each case *disagreed*, the results still suggest significant numbers of car users are not necessarily constrained to use a car through absence of opportunity to do otherwise.

Just as revealing are responses to a further statement: ‘Even if the public transport in my area was really good, I would still want to travel by car most of the time.’ The critical word here is ‘want’, signalling this as a clear measure of personal preference or inclination. Around half of all car users agree with the statement (14% agreeing strongly) and only around a quarter disagreed (6% strongly). Interestingly, however, the proportion disagreeing was slightly higher among the critical group of respondents in the highest income quartile – 30% of whom did so, 12% strongly – suggesting that richer respondents are less strongly attached to their cars.

### 3.2 ATTITUDES TOWARDS BUS TRAVEL

We have seen that, when asked about alternative modes of transport, car users are most likely to say that they could make existing journeys by bus. Why, then, do more not already do so? And why do those who already do, not do so more often? This section explores these issues in more detail.

One hypothesis is that people feel insecure or unsafe using buses, particularly after dark. The results from the SSA (Table 5) suggest that this is not generally the case – 58% of

respondents agreed with the statement ‘bus travel is safe’ and just one in five disagreed. There are, however, age and gender effects here and these should not be overlooked – 65% of men agreed with the statement that ‘bus travel is safe’, for example, compared with 56% of women; 72% of 18-24 year-olds agreed, compared with 56% of those aged 65 or over.

One further point worth noting is that, where concerns about safety do exist, they do not necessarily seem to spring from a fear of the unknown: the proportion *disagreeing* with the statement and thus not seeing bus travel as safe was slightly higher among those who travel by bus every day than among those who do so less often.

**Table 5 – Agreement/disagreement with statements about bus travel**

	Agree strongly	Agree	Vary too much to say	Disagree	Disagree strongly	Can't choose
Buses are safe to travel in after dark	6	52	5	14	4	15
Buses do not run often enough	13	37	4	26	4	13
Buses cost too much	10	30	3	33	3	16
Buses run on time	4	43	5	23	5	16

Base=all respondents (n= 1,665)

There is greater agreement that buses are insufficiently frequent (50%, with 13% agreeing strongly) and cost too much (40%, with 10% agreeing strongly) – though in neither case does a clear majority of the population believe this to be so. There was also relatively little disagreement with the proposition that ‘buses in your area generally run on time’ (28%, compared with 47% in agreement).

We noted earlier that access to and use of cars are by no means uniform phenomena and that important variations exist in attitudes and behaviour across geographic areas and population sub-groups. The same, of course, is also true in relation to other forms of transport. It is not surprising, then, that perceptions of bus travel are markedly different in accessible urban compared to remote urban or rural locations (Table 6).

**Table 6 – Agreement/disagreement with statements about bus travel by urban/rural**

		Agree	Vary too much to say	Disagree
Buses are safe to travel in after dark	Urban	67	7	26
	Rural	84	5	11
Buses run on time	Urban	57	6	37
	Rural	66	7	28
Buses do not run often enough	Urban	57	5	38
	Rural	72	3	26
Buses cost too much	Urban	52	3	46
	Rural	54	3	43

Base=all urban respondents (n= 1,116), all rural respondents (n=549)

The results above can be summarised as follows: urban buses are less likely than rural ones to be seen as safe and to run on time, while rural buses are more likely than urban ones to be seen as insufficiently frequent. There is no significant difference between urban and rural areas in terms of perceptions of the cost of bus travel.

Another way of looking at these results is to order them in terms of the proportions of respondents holding a negative opinion in relation to each aspect of bus travel asked about - i.e. agreeing or disagreeing with each proposition, depending on the slant of the question. This suggests that – in both urban and rural locations - people are most likely to have negative perceptions of bus travel in relation to the *frequency* of buses, followed by *cost*, then *punctuality* and, finally, *personal safety*. While such findings do not translate neatly into priorities for action, since we know nothing about the intensity with which such views are held or about their actual impact on behaviour, they do suggest that actions to improve service frequency and reduce cost are most likely to have a positive impact on general *attitudes* towards bus travel.

On a related note, respondents were asked simply how good the public transport is in their area. Not surprisingly, those living in urban locations were far more likely than those in rural areas to rate it as either good or very good (Table 7).

**Table 7 – Rating of local public transport provision by urban/rural**

	Very good	Good	Neither	Bad	Very bad	<i>n</i>
<b>How good is public transport in your area?</b>						
Accessible urban	11	48	23	15	4	1,116
Rural or remote urban	7	29	31	21	12	549

Base=all respondents

In both urban and rural areas, non-drivers were far more sanguine than drivers about existing public transport provision (Table 8).

**Table 8 – Rating of local public transport provision by urban/rural and car drivers/non-drivers**

		Good	Neither	Bad	<i>n</i>
<b>How good is public transport in your area?</b>					
Accessible Urban	Drivers	59	23	19	628
	Non-drivers	73	12	15	488
Rural or remote urban	Drivers	36	31	33	380
	Non-drivers	55	18	27	169

Base=all respondents

And car drivers' rating of local public transport provision varies with frequency of usage, as shown in Table 9.

(Ratings of local public transport as very good and good have been collapsed, as have ratings of bad and very bad, and these are cross tabulated with frequency of use of local buses, separately for accessible urban or rural and remote urban car drivers.)

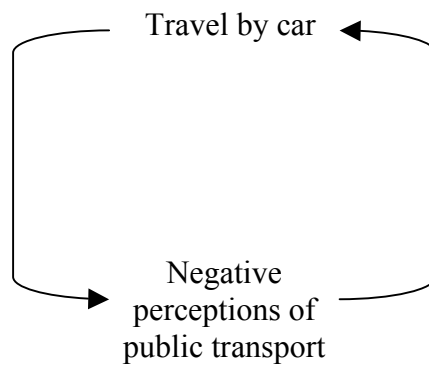
**Table 9 – Rating of local transport provision by urban and rural car drivers by frequency of local bus use**

		<b>How good is public transport in your area?</b>		
<b>How often do you use local buses?</b>		Good	Neither	Bad
Accessible urban	Once a month or more	72	18	11
	Less than once a month	68	17	14
	Never nowadays	50	27	23
Rural / remote urban	Once a month or more	52	30	19
	Less than once a month	36	27	36
	Never nowadays	34	32	35

Base=all urban respondents (n= 1,116), all rural respondents (n=549)

Here we can see that car drivers who use their local buses regularly are more likely to rate the quality of local public transport as very good or good than are those who 'Never nowadays' use their local buses. This is true for both urban respondents – 72% of urban car drivers who use local buses once a month or more often rate local public transport as good compared to 50% of urban car drivers who don't use local buses – and for rural respondents, for whom the comparable figures are 52% of regular users rating them as good against 34% of non-users.

Two possible interpretations suggest themselves here. Drivers may hold (unfairly) negative views of public transport because they do not use it. Alternatively, they may hold accurate views of local public transport, and use their cars for precisely that reason. In other words, perceptions may drive car use, or car use may drive attitudes. In reality, for most people, the two are probably mutually reinforcing.



We return to this theme below in discussing which population sub-groups appear most open to modal shift from car use to bus use for short journeys.

#### 4.1 A TYPOLOGY OF THE POTENTIAL FOR SHIFT FROM CAR TO BUS TRAVEL FOR SHORT TRIPS

One way of conceptualising people's willingness and ability to shift modes is in terms of the factors that seem to drive their transport choices. Transport joins up the places where people go to lead their lives. Individual travel and transport decisions – whether and where to travel, and by what transport mode – may be seen as driven by the interaction of three broad factors: the individual's perception of their obligations ('What journeys do I have to make?'), opportunities ('How could I make these journeys?'), and inclinations ('How would I like to make these journeys?') (Stradling, 2003).

How do measures of opportunity and inclination relate to each other in terms of the potential for shift between car travel (the mode of choice of most people) and bus travel (the most favoured alternative)? By relating responses to the question about the possibility of making short journeys by bus by those to the question about the strength of the inclination to continue using a car, it is possible to construct a simple 2x2 matrix giving a typology of those current car users able or unable and those willing or unwilling to make this shift. Those who agreed with the statement, 'Many of the short journeys I now make by car, I could just as easily go by bus' we have classified as people who are '*able to shift*'; and those who answered otherwise as those who are '*unable to shift*', the structurally car dependent. Those who *disagreed* with the statement, 'Even if the public transport in my area was really good, I would still want to travel by car most of the time', we have classified as people who are '*willing to shift*'; the rest as those who are '*unwilling to shift*', the consciously car dependent.

On this basis, we can assign all car users (Table 10) – or separately drivers (Table 11) and passengers (Table 12) - to one of our four groups:

- Those who indicate that they would not still want to travel by car if public transport in their area was improved and who could make short journeys by bus (willing and able): Group 1
- Those who indicate that they could not make many of their current short car journeys by bus but would be likely to do so if public transport in their area was improved (willing but presently unable): Group 2
- Those who indicate that they already could make many short car journeys by bus but would be likely to continue to travel by car even if public transport in their area was improved (able but unwilling): Group 3
- Those who indicate that they could not currently make short car journeys by bus and would be likely to continue to travel by car even if public transport in their area was improved (unable and unwilling): Group 4

**Table 10 – Segmentation of *all car users* in terms of ability and willingness to switch from car to bus travel for short trips**

% of Total	<i>Able</i> to substitute bus for short car trips	<i>Unable</i> to substitute bus for short car trips	
<i>Willing</i> to shift from car if local PT really good	<b>Group 1</b> 8%	<b>Group 2</b> 17%	<i>Willing</i> 25%
<i>Unwilling</i> to shift from car even if local PT really good	<b>Group 3</b> 24%	<b>Group 4</b> 51%	<i>Unwilling</i> 75%
	<i>Able</i> 32%	<i>Unable</i> 68%	n = 1,116

**Table 11 - Segmentation of *current car drivers* in terms of ability and willingness to switch from car to bus travel for short trips**

% of Total	<i>Able</i> to substitute bus for short car trips	<i>Unable</i> to substitute bus for short car trips	
<i>Willing</i> to shift from car if local PT really good	<b>Group 1</b> 7%	<b>Group 2</b> 16%	<i>Willing</i> 23%
<i>Unwilling</i> to shift from car even if local PT really good	<b>Group 3</b> 23%	<b>Group 4</b> 54%	<i>Unwilling</i> 77%
	<i>Able</i> 29%	<i>Unable</i> 71%	n = 1,008

**Table 12 - Segmentation of *current car passengers* in terms of ability and willingness to switch from car to bus travel for short trips**

% of Total	<i>Able</i> to substitute bus for short car trips	<i>Unable</i> to substitute bus for short car trips	
<i>Willing</i> to shift from car if local PT really good	<b>Group 1</b> 12%	<b>Group 2</b> 19%	<i>Willing</i> 31%
<i>Unwilling</i> to shift from car even if local PT really good	<b>Group 3</b> 31%	<b>Group 4</b> 39%	<i>Unwilling</i> 70%
	<i>Able</i> 43%	<i>Unable</i> 57%	N = 210

In terms of modal shift, the most promising groups are those in the top row, and especially those in the top-left quadrant, Group 1, whose responses indicate that they are both *able* to make short journeys by bus and *willing* to do so with better public transport in their area. This group, then, already appears to have both the opportunity and the inclination to shift modes. Those whose responses indicate that they are currently *unable* to make short journeys by bus but would be *willing* to do so if public transport provision were better (Group 2) seem to have the inclination to shift modes from car to bus for short trips, but do not currently have the opportunity to do so. An improvement in the quality of public transport would, *prima facie*, provide that opportunity.

Those whose responses indicate that they are currently *able* to make short journeys by bus but are *unwilling* to do so even if public transport were improved, Group 3, do not currently seem to be constrained by lack of opportunity and simply seem to lack the inclination to shift from car to bus travel. Those who are currently *unable* to make short journeys by bus and would be *unwilling* to even if public transport were improved, Group 4, may currently be constrained by lack of opportunity but also lack the inclination to shift modes, even if the issue of opportunity were to be addressed through improvements in public transport.

Overall, then, 25% of all car users respond in ways that suggest they would use the car less if public transport in their area was really good – the ‘willing’ – and around a third (32%) indicate they could replace many of their short car journeys by bus – the ‘able’. The inverse of these figures, though, calibrates the size of the problem for policy makers. Two-thirds of this sample of Scottish car users (68%) attest to the combination of current bus service provision and land use – the location of origins and destinations – which they see as rendering them unable to substitute bus for car on short trips. Around three-quarters of current car users (75%) would still want to travel by car ‘most of the time’, even if local public transport were ‘really good’.

The picture is slightly less positive if we look just at car *drivers*. Only 23% of this group appears willing to shift and 29% able to do so; and 55% fall into the least promising category of ‘unwilling *and* unable’. However, car passengers appear slightly more amenable to change, with 31% willing and 43% able, and it may be possible to enlist passengers as agents for change amongst drivers.

## 4.2 PATTERNS OF CAR USE ACROSS THE TYPOLOGY

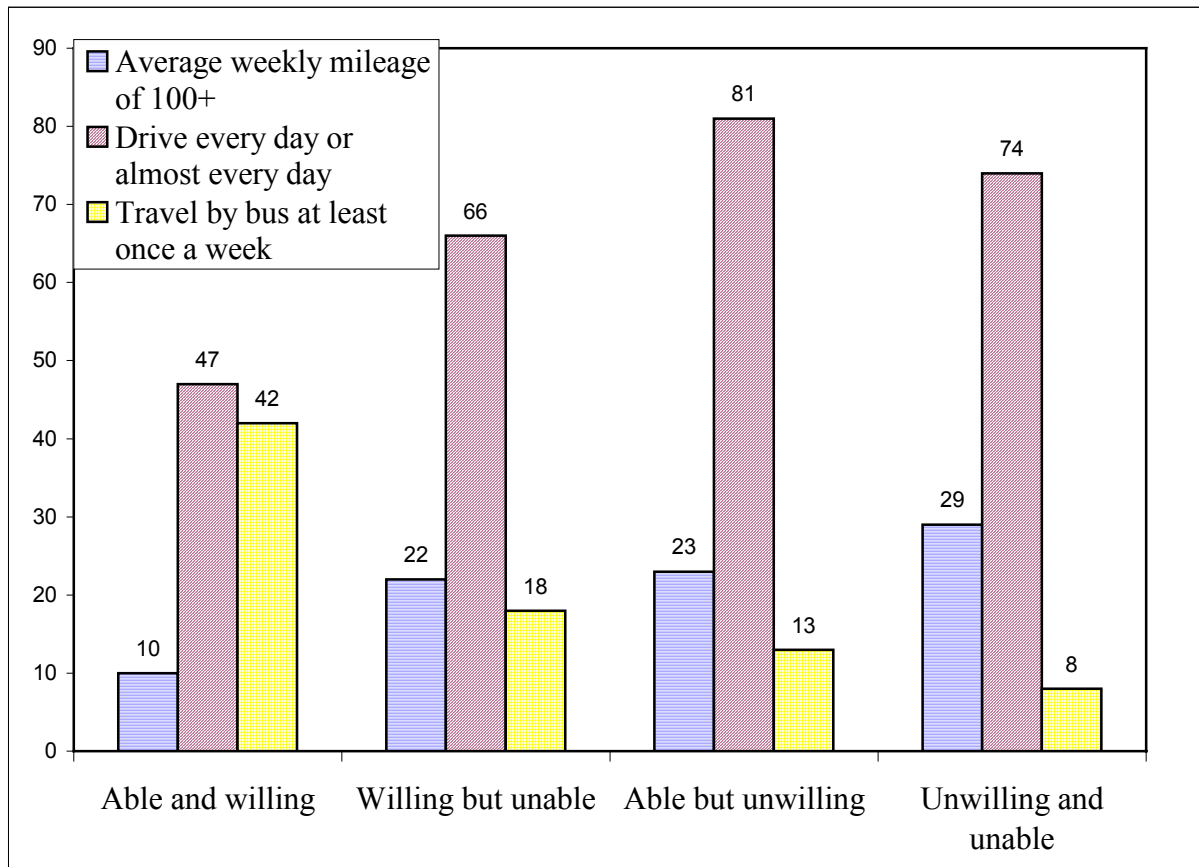
The problem, however, is not just that a clear majority of car users are either unwilling, unable or both to switch to bus travel for short journeys – it is that those who *are* willing or able to switch already tend to use cars less often. Not surprisingly, levels of car dependence and car use are bound up with willingness and ability to switch to other modes.

For example, if we look at current drivers who indicate that they would be both able and willing to shift to bus travel for short journeys if public transport were improved (see Figure 3), we find that only 47% drive ‘every day or nearly every day’. By contrast, the same is true for 81% of drivers who say they are able but unwilling to shift and for 74% of those who are both unable and unwilling. In other words, those who are easiest to shift are perhaps those who least need shifting, while those who are most difficult to shift – that is, who appear to lack both the opportunity and the inclination to do so – are *most* likely to use their cars ‘every day or almost every day’. Similar patterns are evident in relation to the average number of



miles travelled by car per week. Those most willing to and able to shift tend to report the lowest mileage, and those unwilling and unable to do so, the highest. One reason why the willing and able drive less often and have lower mileages is that they are already making more frequent use of their local bus services, as Figure 3 also shows. Familiarity with a travel mode reduces initial worry and uncertainty about safe and timely arrival (Brog, 1998; Hine et al, 2003; Stradling, 2002b,c) and, as we have seen in Table 9, more frequent service users are more likely to rate it as good.

**Figure 3 – Willingness/ability to shift to bus travel by key measures of car use**



Base=all car users (n=1,116)

In some ways, the ‘willing but unable’ and the ‘able but unwilling’ emerge from this analysis as the two key groups for policy intervention, since in both cases there are indications that either the opportunity or the inclination to shift is already present and, equally importantly, that such a shift might have a significant effect in terms of reducing the overall number of car trips made.

### 4.3 SEGMENTATION BY SUB-GROUP

So far, we have looked at this segmentation only at the level of the sample as a whole. How is it patterned *within* particular sub-groups? Several points worth noting emerge here.

- More non-drivers (i.e. those from households with access to a car but who travel only as passengers) report themselves as able to substitute bus for car for short journeys, and appear slightly more willing to do so.
- There are no statistically significant differences between male and female drivers, nor amongst drivers from different age groups.
- There is no significant difference between the highest and lowest income quartiles in terms of the proportions of car drivers who indicate that they are able to shift, though 30% of drivers from better-off households say that they would be willing to do so, compared to 17% of lowest quartile car drivers.
- In terms of urban-rural comparisons, there is a big difference in the proportion of car drivers saying that they would be *able* to shift (significantly higher in urban areas), but no significant difference in the proportions indicating that they would actually be willing to do so. Not surprisingly, these patterns are also evident in regional comparisons. For example, drivers in the Borders and the Highlands & Islands are less likely than those in more urbanised areas to indicate that they are able to shift, but are no less likely to say that they would be willing to do so.

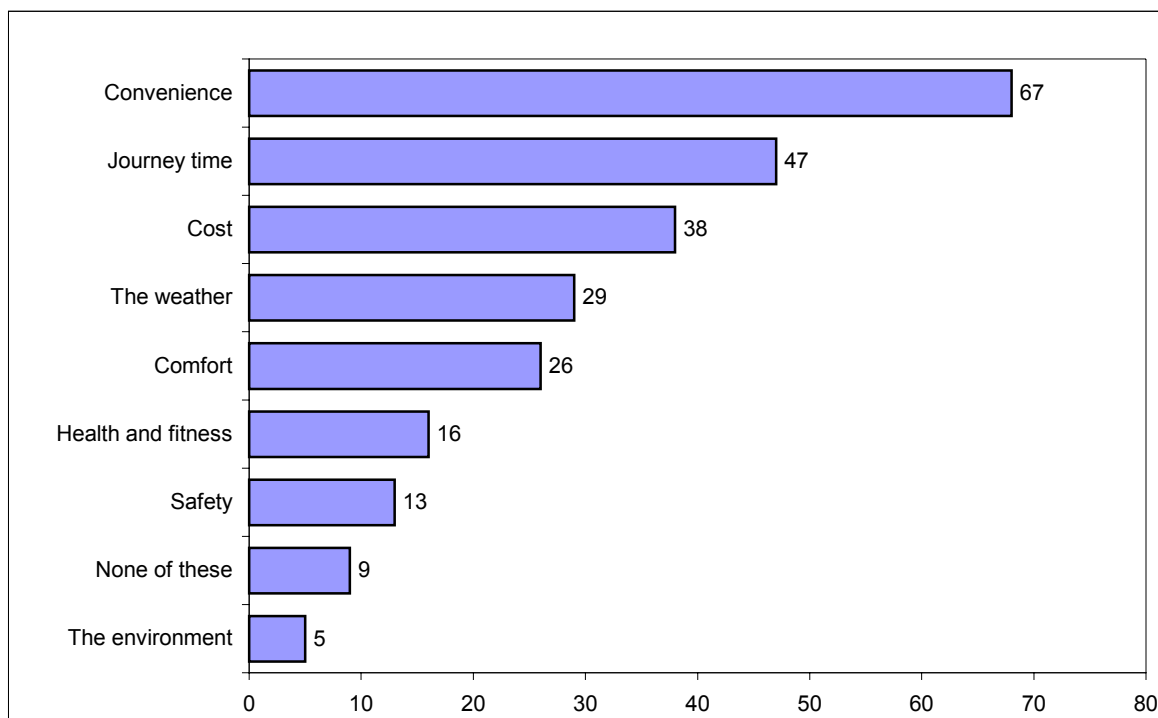
## 5.1 INFLUENCES ON MODE OF TRANSPORT CHOICE

Why, then, do people make the choices they do about mode of travel? In particular, what is it that people value so highly about travel by car? If we want to understand what might shift car users (of various kinds) into other forms of transport, we need to understand what gets them into their cars in the first place.

We have already been given a strong indication - in responses to questions about the perceived disadvantages of alternatives to car travel for common journey types – of the importance of convenience and travel time. These findings are reinforced in answers to a question that asked people specifically about the factors that they usually consider when deciding what form of transport to use.

**Figure 4 – Key influences on modal choice**

Base=all respondents (n=1,665)



Again, considerations of environmental impact figure at the bottom of the list, outweighed by concerns about the anticipated impact of the journey on their individual convenience, time schedule and wallet. And this rank ordering is generally preserved across population sub-groups.

Looking at differences between population sub-groups on each of these mode choice influences:

- The importance of convenience is higher for drivers than for non-drivers and, amongst drivers, is higher for those based in urban areas and highest for those in the top income quartile. The importance of convenience is lower for the youngest drivers (aged 18-24).

- Journey time is cited as a consideration more often by drivers than non-drivers. Amongst the drivers, it is cited more often by the 18-24 year olds and least often by those aged 65 and over; more often by urban and highest income quartile drivers; and more often by those drivers willing to shift.
- Cost was more likely to be cited as a consideration by non-drivers and, among drivers, by 18-24 year olds and lower income quartile respondents.
- The weather was more likely to be mentioned by urban than rural drivers, perhaps because more rural drivers have less choice in travel mode, whatever the weather.
- Comfort proved important to more male than female drivers and was less important to those drivers designated 'willing' to substitute bus for car on short trips.
- Health and fitness was mentioned by fewer drivers and, amongst the drivers, by fewer 18-24 year olds, higher-income drivers, those able to shift and those unwilling to shift.
- There were no significant differences between population sub-groups in the proportions who mentioned safety.
- 'The environment', while mentioned relatively rarely overall, was mentioned substantially more often by high-income and 'willing' drivers.
- Over a quarter of rural drivers said they usually considered 'None of these' factors in deciding what form of transport to use, suggesting they felt they had no choice in the matter, being more structurally car dependent than urban drivers (though it remains possible that this research failed to identify one or more additional factors that are particularly important to rural drivers).

Comparing the 'preference profiles' of the different groups:

- More drivers than non-drivers say convenience, journey time and comfort is important to them, while more non-drivers cite cost and 'my health and fitness'.
- Male and female drivers differed significantly only in that more males cited 'comfort' as a consideration.
- The youngest drivers (18-24) were less concerned about convenience and health and fitness, and more concerned about cost, while fewer of the oldest drivers (aged 65 plus) were concerned about journey time and cost and more of them mentioned health and fitness. This latter may have been more a concern about their fitness to cope with some travel modes, rather than the opportunities for healthy exercise that they afforded.
- Fewer rural drivers mentioned convenience, journey time and the weather as an influence on mode choice.
- More top-income quartile drivers mentioned convenience, journey time and the environment; more bottom-quartile drivers mentioned cost and health and fitness.

- More of those drivers designated currently ‘unable’ to shift short car journeys to bus mentioned ‘My health & fitness’.
- Fewer of those drivers designated ‘unwilling’ to shift for short journeys mentioned journey time, health and fitness and the environment, while significantly more mentioned comfort.

## 5.2 ATTITUDES TOWARDS POLICY ‘STICKS’ AND ‘CARROTS’

Those who live in households with access to a car were asked what effect a number of possible ‘sticks and carrots’ might have on their level of car use. The policy ‘sticks’ were ‘Gradually doubling the cost of petrol over the next ten years’ and ‘Charging all motorists around £2 each time they enter or drive through a city or town centre at peak times’. The policy ‘carrots’ were ‘Greatly improving the reliability of local public transport’ and ‘Greatly cutting the cost of long distance rail and coach services’.

Table 13 shows that each of these four potential policy changes has broadly comparable anticipated effects on Scottish car users. Between 41% and 52% of current car users say that the change in policy would ‘make no difference’ to their level of car use. Between a quarter and a third believe they would use their car ‘a little less’, around a fifth say they would use their car ‘quite a bit less’, and between 1 in 20 (5%) and 1 in 12.5 (8%) say it would lead them to give up their car.

**Table 13 – Effects of policy sticks and carrots on levels of car use (row %)**

<b>Might use car ...</b>	<b>Even more</b>	<b>No difference</b>	<b>A little less</b>	<b>Quite a bit less</b>	<b>Give up</b>	<b>Base</b>
Petrol cost rises	0	41	31	23	5	968
£2 City/town centre peak fee	-	51	22	18	8	961
Local PT more reliable	0	42	30	22	6	970
Rail/coach cheaper	1	47	25	22	5	967

Thus half or more (48% - 59%) of current car users say they could be influenced to use their cars less by these policy measures. Table 14 gives for each policy measure the overall proportion that say they would use their car less (a little less, quite a bit less, give up) and also documents the differential influence of the demographic, transport use and attitudinal characteristics of these respondents.

**Table 14 – Statistically significant differences in effects of policy sticks and carrots on levels of car use**

<b>% would use car less</b>	<b>Petrol cost rises</b>	<b>£2 City/town centre peak fee</b>	<b>Local PT more reliable</b>	<b>Rail/coach cheaper</b>
<b>All</b>	<b>59%</b>	<b>48%</b>	<b>58%</b>	<b>52%</b>
Sex	-	-	-	-
Age	18-24: 84%	18-24: 65% 65+: 31%	18-24: 83%	18-24: 70% 65+: 36%
Household income quartiles	-	-	Lowest: 53% Highest: 67%	Lowest: 41% Highest: 62%
Driving frequency	-	-	-	-
Car mileage	0-49pw: 64% 200+pw: 43%	-	-	-
Urban/rural	Urban: 61% Rural: 54%	Urban: 53% Rural: 37%	-	-
Local PT good/bad	Good: 65% Bad: 52%	Good: 53% Bad: 39%	-	-
‘Able’	Able: 64% Unable: 57%	Able: 60% Unable: 45%	Able: 66% Unable: 56%	-
‘Willing’	-	Willing: 55% Unwilling: 48%	Willing: 83% Unwilling: 51%	Willing: 66% Unwilling: 50%

- There were no statistically significant differences between male and female car users in the extent to which they would reduce their levels of car use in response to the four policy measures.
- On all four policy interventions substantially more of the 18-24 age group anticipated they would reduce their car use. In addition, in the case of congestion charging and cheaper long distance coach and rail fares substantially fewer of current car users aged 65 and above say they would cut their car use.
- Household income made a difference to responses to pull measures – ‘carrots’ – with more of those from the highest quartile saying they would cut their car use if the reliability of local public transport were greatly improved and if the cost of long distance coach and rail journeys were greatly reduced. However, differences in household income did *not* make a statistically significant difference to the anticipated

impact of push measures – a gradual doubling of petrol price over 10 years and a £2 peak access city-centre fee.

- The percentage of drivers who would use their cars less did not differ with *frequency* of current car use (whether they use them most days, 2-5 times a week, or once a week or less often) but fewer high mileage drivers (200 miles per week or more) say they would reduce their car use in the face of petrol price rises while more low mileage drivers (below 50 miles per week) said they would.
- More of those living in an accessible urban location or rating their local public transport as good would cut their car use faced with the sticks of petrol price rises and congestion charging.
- More of the able - those who could substitute bus for short car journeys - say they would reduce their level of car use if petrol prices were gradually doubled, with peak time city or town centre congestion charging and if the reliability of local public transport were enhanced.
- More of the willing – those who would not still want to travel by car even if the local public transport was good – would cut their car use under congestion charging and if long distance fares were greatly reduced, and substantial numbers (83%) would do so if the reliability of their local public transport were improved.

## 6.1 CONCLUSIONS

We noted at the outset that in Scotland, as elsewhere, car use continues to rise, despite its obvious disbenefits for both individuals and communities and a plethora of policy initiatives aimed at bringing about modal shift. Drawing on data from the 2002 Scottish Social Attitudes survey, this paper has tried to explore why that might be the case and to identify possible barriers and inducements to greater use of other forms of transport.

Although the survey was primarily concerned with attitudes, it also collected some information about actual car ownership and use, and the first thing to note by way of conclusion is that this largely confirms a picture of Scotland as a highly car-dependent society. The car remains the clear mode of choice for the majority of the Scottish population. It is not only that three-quarters of us live in households with access to a motor vehicle – we tend to use those vehicles frequently and in ways that structure car use into the fabric of our lives.

That said, one in four adult Scots do not live in a household with a car and around a third do not drive. These proportions are much higher, moreover, among certain groups (e.g. younger people and those on low incomes). It needs to be remembered, then, that problems of car dependency are not distributed evenly throughout the population, but are especially acute among particular sub-groups (e.g. those aged between 25 and 64, living in high income households, in less urbanised areas). This suggests that policies should not necessarily be aimed at the car-using population as a whole, but tailored to the specific characteristics, circumstances and behaviours of key sub-groups.

Do those who do not currently drive hold the key to achieving modal shift among those who do? The results from the SSA suggest not. Very few current non-drivers attribute their lack of a licence to choice – much more commonly, they simply say that they cannot afford to learn to drive or run a car. This suggests that many current non-drivers would be car users *if they could*. The fact that car use is lower among younger people, for example, should not be taken as evidence of generational shift in attitudes towards the car, but as a life-stage effect that will be diluted as that group gets older and more affluent. Indeed, in one study (Stradling et al, 2001) young people scored highest on a measure of a sense of identity and self-image derived from driving.

This raises a further interesting question in relation to low-income households. If we are correct in suggesting that these households *would* own cars if they *could*, there is clearly a potential conflict between policies aimed at improving the employment and life prospects of the worst-off and policies aimed at reducing car dependency. (This, of course, mirrors the global dilemmas around the tensions between economic development and environmental degradation in the developing world (see, e.g., Adams, 1999). The car remains a hugely potent symbol of economic advancement and status.

Turning to those who *are* currently car users, it is clear from the results that the vast majority *could* make alternative arrangements for the majority of their journeys if they had to. Only around one in ten indicate that they would be unable to make their most common type of journey in any other way. Arguably, then, the barriers to modal shift are not primarily related to opportunity or obligation, but simply to inclination. People use cars because they want to. In an emergency, they might well be able to get to work or school or the shops on foot or by



bus or in a taxi – but most of the time, the sheer speed, convenience and sense of autonomy and control offered by the car still outweigh other factors, including cost.

What else does the research tell us about people's willingness and ability to shift from cars to other forms of transport? By developing a simple typology, we assigned car users to one of four groups: those willing and able to shift from car to bus for short trips; those willing but unable; those able but unwilling; and those unwilling *and* unable. Overall, it appears that around a quarter of current car users would be willing to shift if there were improvements in public transport locally and around a third would already be able to do so – but fewer than one in ten (8%) are both willing *and* able, and around half (51%) are both *unwilling* and *unable* to do so.

The significance of these proportions is amplified by differences in actual car use across the typology. In the area of youth crime prevention, there is a frustrating truism that the young people who are easiest to work with are almost always the ones least in need of intervention. Similarly, in the area of transport policy, it will be easiest to shift attitudes and behaviours among those who are least car dependent. It is the 'hardcore' of car users, who travel far and often by car and do so for reasons of choice rather than constraint, who are most difficult to budge. (Among those who we defined as 'willing and able' to shift from car to bus for short journeys, only 47% drive every day; this compares with 81% of those whose responses indicate that they are able to shift but unwilling to do so.)

Perhaps the key groups for intervention, then, are those whose responses indicate that they are either able to shift but unwilling to do so, or unable to shift but willing to do so. These groups are relatively likely to exhibit signs of high car use (66% and 81%, for example, driving every day) but their responses also give grounds for optimism on one or other axis of the willing/able typology. The unwilling and unable are likely to prove much harder to shift, while the able and willing are already shifting, and making less use of their car.

What levers might be employed to help bring about such a shift? Those in households with access to a car were asked what effect, if any, a number of policy 'carrots' (improving the reliability of local public transport and cutting the cost of long distance rail and coach travel) and 'sticks' (doubling the cost of petrol and introducing congestion charges in city centres) might have on their level of car use. Overall, around half or more of all car users indicate that they could be influenced to use their car less by each measure. Other key findings are these. The critical high income group is more likely to be influenced by 'carrots' (e.g. improved public transport) than sticks (e.g. higher motoring costs). 'Sticks' are most likely to be effective in areas where public transport is already rated as good (e.g. accessible urban areas) and among those who fall into the 'able' category. Substantial numbers of those who fall into the 'willing' category (83%) say that they would use the car less if local public transport were improved.

The fact that most of the Scottish population are car users does not mean that the car using population should be treated as an undifferentiated mass. As the preceding analysis has shown, some groups are especially likely to use cars and to use them often. In particular, policy needs to remain alert to variations across urban and rural areas and between more affluent and less affluent groups. Moreover, it needs to be remembered that those who are easiest to shift are not necessarily those who most need to be shifted.

What Scotland needs now is a range of targeted policies and coherent, integrated, packages of measures that will offer reward to the ‘willing and able’; provide practical help and opportunity to the ‘willing but unable’; motivate the ‘able but unwilling’; and combine coercion/ persuasion with practical help for those who are both ‘unwilling and unable’ to shift. This study has given an initial estimate of the relative sizes of these four segments of the population of Scottish car drivers, and indications of the kinds of policy instruments to which they might prove most amenable in the attempt to reduce their current car use.

## 7.1 REFERENCES

- Adams, J. (1999) Hypermobility. Prospect, March 2000, 27-31.
- Begg, D. (1998) 'Car Free Cities'. In Reducing Traffic In Cities: Avoiding The Transport Time Bomb. 3rd Car Free Cities Conference, Edinburgh, June 1998.
- Brog, W. (1998) Individualized marketing: implications for transportation demand management. Transportation Research record, 1618, 116-121.
- Engwicht, D. (1998) Street Reclaiming. Creating Liveable Streets and Vibrant Communities. Pluto Press.
- Farrington, J., Gray, D., Martin, S. and Roberts, D. (1998) Car Dependence in Rural Scotland. Development Department Research Programme Research Findings No 53. Edinburgh: The Scottish Office.
- Garling, T., Garling, A. and Loukopoulos, P. (2002) Forecasting psychological consequences of car use reduction: A challenge to an environmental psychology of transportation. Applied Psychology: An International Review, 51, 90-106.
- Goodwin, P.B. (2001) Traffic Reduction. In K. Button, D. Hensher (Eds) Handbook of Transport Systems and Traffic Control. Oxford: Elsevier.
- J.Hine, M.Wardman & S.G.Stradling (2003) Interchange and seamless travel. In J.Hine, J.Preston (Eds) Integrated Futures and Transport Choices. Aldershot: Ashgate Publications.
- Litman, T. (1999) The Costs of Automobile Dependency and the Benefits of Balanced Transport. Victoria Transport Policy Institute, at [www.vtpi.org/autodep.html](http://www.vtpi.org/autodep.html).
- Mackett, R.L. (2001) Policies to attract drivers out of their cars for short trips. Transport Policy, 8(4), 295-306.
- Newman, P. and Kenworthy, J. (1999) Sustainability and Cities: Overcoming Automobile Dependence. Washington, D.C.: Island Press.
- NFO System Three Social Research and Napier University Transport Research Institute (2001) Public Perceptions Of Travel Awareness: Baseline Survey. Report to Central Research Unit, Scottish Executive, August 2001.
- NFO System Three Social Research and Napier University Transport Research Institute (2003) Public Perceptions Of Travel Awareness: Follow up study. Report to Central Research Unit, Scottish Executive, April 2003.
- RAC (1995) Car Dependence. Ed P. Goodwin and others. London: RAC Foundation for Motoring and the Environment.
- Scottish Executive (1999) Why People Don't Drive Cars. Scottish Executive Development Department Research Programme Research Findings No 75. Edinburgh: Scottish Executive Central Research Unit.

Semlyen, A. (2000) Cutting Your Car Use. Save money, be healthy, be green! Dartington Totnes: Green Books Ltd.

Slovan, L. (2003) Less Traffic Where People Live: How local transport schemes can help cut traffic. Machynlleth, Transport for Quality of Life.

S.G.Stradling (2002a) Combating car dependence. In G.B.Grayson (Ed.) Behavioural Research in Road Safety XII. Crowthorne: Transport Research Laboratory.

S.G.Stradling (2002b) Persuading people out of their cars. Inaugural Lecture, Napier University, 27 March 2002.

S.G.Stradling (2002c) Transport user needs and marketing public transport. Municipal Engineer, 151(1), 23-28. Special edition on Sustainable Transport Policy, March 2002.

S.G.Stradling (2003) Reducing car dependence. In J.Hine, J.Preston (Eds) Integrated Futures and Transport Choices. Aldershot: Ashgate Publications.

S.G.Stradling, M.L.Meadows, & S.Beatty (2000) Helping drivers out of their cars: integrating transport policy and social psychology. Transport Policy, 7(3), 207-215.

S.G.Stradling, M.L.Meadows & S.Beatty (2001). Identity and independence: two dimensions of driver autonomy. In G.B.Grayson (Ed.) Behavioural Research in Road Safety X. Crowthorne: Transport Research Laboratory.

Wardman, M., Hine, J. and Stradling, S.G. (2001) Interchange and Travel Choice, Vol.1, Vol. 2 and Research Summary. Edinburgh: Central Research Unit, Scottish Executive.

## APPENDIX A

## SURVEY METHODOLOGY

The data in the report are taken from a module of questions asked in the 2002 Scottish Social Attitudes survey. The survey involved a face-to-face interview with 1665 respondents and a self-completion questionnaire completed by 1507 (91%) of these people. The questions on transport can be found in Appendix B, details of the other questions in the survey can be obtained from NatCen Scotland at [www.natcen.ac.uk/scotland](http://www.natcen.ac.uk/scotland). The following summarises the technical aspects of the survey, for more details see Bromley *et al* (2003).

### SAMPLE DESIGN

The survey was designed to yield a representative sample of adults aged 18 or over living in Scotland. The sample frame was the Postcode Address File (PAF), a list of postal delivery points compiled by the Post Office. The sample design involved three stages:

1. Eighty-three postcode sectors were selected from a list of all postal sectors in Scotland, with probability proportional to the number of addresses in each sector. Prior to selection the sectors were stratified by region, population density, and percentage of household heads recorded as employers / managers (taken from the 1991 Census). The list was also stratified using the using the Scottish Household Survey (SHS) six-fold classification of urban and rural areas<sup>2</sup>, and sectors within rural and remote categories were over-sampled.
2. Thirty one addresses were selected at random from 68 sectors located within the first three SHS urban-rural classifications (large urban areas, to accessible small towns), while 60 addresses were selected from the remaining 15 sectors within the three most rural categories (remote small towns to remote rural areas).. This was done in order to boost the number of respondents from remote and rural areas. In total the issued sample consisted of 3,039 addresses.
3. Interviewers called at each selected address, identified its eligibility for the survey, and where more than one household was present at an address listed all households systematically and selected one at random using a computer generated random selection table. In all eligible households with more than one adult aged 18 or over, interviewers also had to carry out a random selection of one adult using a similar procedure.

### WEIGHTING

Data were weighted to take account of the fact that not all households or individuals had the same probability of selection for the survey. For example, adults living in large households have a lower selection probability than adults who live alone. Weighting was also used to correct the over-sampling of rural addresses. All the percentages presented in this report are based on weighted data, the unweighted sample sizes are shown in the tables.

---

<sup>2</sup> The six categories are: 1) the four cities, 2) other urban, 3) Small accessible towns, 4) Small remote towns, 5) Accessible rural, 6) Remote rural. For more details see Hope, S. *et al* (2000) *Scotland's people: results from the 1999 Scottish Household Survey: Volume 1*, Scottish Executive.

## FIELDWORK

Interviewing was carried out between June and October 2002, (more than 80% being completed by the end of August). An advance letter was sent to all addresses and was followed up by a personal visit from a NatCen interviewer. All interviewers attended a one day briefing conference prior to starting work.

Interviews were conducted using face-to-face computer-assisted interviewing (a process which involves the use of a laptop computer, with questions appearing on screen and interviewers directly entering respondents' answers into the computer). All respondents were asked to fill in a self-completion questionnaire which was either collected by the interviewer or returned by post. A total of 158 respondents (9%) did not complete a questionnaire. Table A2-1 summarises the response rate.

### Details of response to 2002 Scottish Social Attitudes survey

	Number	%
Addresses issued	3039	
Vacant, derelict and other out of scope <sup>1</sup>	332	10.9
In scope	2707	100.0
Interview achieved	1665	61.5
Interview not achieved	1042	38.5
<i>Refused</i> <sup>2</sup>	662	24.5
<i>Non-contacted</i> <sup>3</sup>	151	5.6
<i>Unknown eligibility</i> <sup>4</sup>	89	3.3
<i>Other non-response</i>	140	5.2

### Notes

<sup>1</sup>This included empty / derelict addresses, holiday homes, businesses and institutions.

<sup>2</sup>Refusals include refusals prior to selection of an individual, refusals to the office, refusal by the selected person, 'proxy' refusals made by someone on behalf of the respondent and broken appointments after which a respondent could not be re-contacted.

<sup>3</sup>Non-contacts comprise households where no one was contacted after at least 4 calls and those where the selected person could not be contacted.

<sup>4</sup>'Unknown eligibility' includes cases where the address could not be located, where it could not be determined if an address was a residence and where it could not be determined if an address was occupied or not.

## APPENDIX B

## SURVEY QUESTIONNAIRE

### ASK ALL

[TRANSCAR]

(May I just check...) ... do you, or does anyone in your household, own or have the regular use of a car or a van?

IF 'YES' PROBE FOR WHETHER RESPONDENT, OR OTHER PERSON(S) ONLY, OR BOTH

	%
Yes, respondent only	26.3
Yes, other(s) only	14.4
Yes, both	34.1
No	25.2
Sample size	1665

IF 'yes, respondent', 'yes, both', DK OR REFUSAL AT [TransCar]

[OddNoCar]

How much do you agree or disagree with the following statement?

Most people I know would think it odd if I didn't have a car.

	%
Agree strongly	21.4
Agree	34.3
Neither agree nor disagree	18.8
Disagree	23.0
Disagree strongly	1.9
Don't know	0.3
Refused/Not answered	0.2
Sample size	971

### ASK ALL

[DRIVE]

May I just check, do you yourself drive a car at all these days?

	%
Yes	62.9
No	37.1
Sample size	1665

**IF 'No' AT [DRIVE]**

[OddNoDri]

How much do you agree or disagree with the following statement?

Most people I know think it odd that I don't drive.

	%
Agree strongly	6.9
Agree	16.8
Neither agree nor disagree	24.6
Disagree	40.2
Disagree strongly	11.0
Don't know	0.5
Sample size	657

[YnotDriv]

Here are some reasons why people might **not** drive a car these days.

Which, if any, apply to you?

PROBE Any other reasons?

**MULTICODE**

	%
Can't drive / don't have a driving licence	64.2
Can't afford to run a car	30.6
Don't like driving / travelling by car	9.1
Travelling by car is too dangerous	6.3
I don't need to drive	27.2
Travelling by car is bad for the environment	7.1
Travelling by car is bad for people's health	4.1
EDIT ONLY: Health/medical/age/disability	9.4
Other reason	4.1
None of these reasons apply	2.2
Sample size	657

**ASK ALL THOSE WITH ACCESS TO A CAR AT HOME (IF 'yes, respondent', 'yes, both', DK OR REFUSAL AT [TransCar])**

[GETABB1]

I am going to read out some of the things that might get people to **cut down** on the number of car journeys they take. For each one, please tell me what effect, if any, this might have on how much **you yourself** use the car to get about.

...gradually doubling the cost of petrol over the next ten years.



	%
Might use car even more	0.4
Might use car a little less	30.7
Might use car quite a bit less	22.9
Might give up using car	5.0
It would make no difference	40.8
Don't know	0.2
Sample size	971

[GETABB3]

(What effect, if any, might this have on how much **you yourself** use the car)  
 ...greatly improving the reliability of **local** public transport?

	%
Might use car even more	0.1
Might use car a little less	29.7
Might use car quite a bit less	22.3
Might give up using car	5.5
It would make no difference	42.3
Don't know	0.2
Sample size	971

[GETABB4]

(What effect, if any, might this have on how much **you yourself** use the car)  
 ...charging all motorists around £2 each time they enter or drive through a city or town centre at peak times?

	%
Might use car even more	-
Might use car a little less	21.8
Might use car quite a bit less	18.0
Might give up using car	7.8
It would make no difference	50.7
Don't know	1.2
Refused/Not answered	0.4
Sample size	971

[GETABB2S]

(What effect, if any, might this have on how much **you yourself** use the car)  
...greatly cutting the cost of **long distance** rail and coach services?

	%
Might use car even more	0.9
Might use car a little less	25.3
Might use car quite a bit less	21.6
Might give up using car	4.6
It would make no difference	47.1
Don't know	0.5
Sample size	971

**ASK ALL DRIVERS ('Yes' AT [DRIVE])**

[TRAVEL1]

How often nowadays do you **usually** travel ...by car as a driver?

	%
Every day or nearly every day	70.4
2-5 days a week	19.3
Once a week	6.0
Less often but at least once a month	1.5
Less often than that	1.1
Never nowadays	1.7
Sample size	1008

**ASK ALL**

[TRAVEL2]

(How often nowadays do you **usually**) ...travel by car as a passenger?

	%
Every day or nearly every day	13.6
2-5 days a week	22.6
Once a week	21.4
Less often but at least once a month	14.9
Less often than that	11.1
Never nowadays	16.4
Sample size	1665

[TRAVEL3]

(How often nowadays do you **usually**) ...travel by local bus?

	%
Every day or nearly every day	10.2
2-5 days a week	12.0
Once a week	8.6
Less often but at least once a month	9.1
Less often than that	13.3
Never nowadays	46.8
Sample size	1665

[TRAVEL4]

(How often nowadays do you **usually**) ...travel by train?

	%
Every day or nearly every day	0.6
2-5 days a week	1.2
Once a week	2.8
Less often but at least once a month	10.6
Less often than that	34.7
Never nowadays	50.0
Sample size	1665

[Travel6]

(How often nowadays do you **usually**) ...travel by bicycle?

	%
Every day or nearly every day	2.0
2-5 days a week	3.9
Once a week	3.3
Less often but at least once a month	3.1
Less often than that	5.8
Never nowadays	81.8
Sample size	1665

**ASK ALL WHO EVER TRAVEL BY BIKE AT [TRAVEL6]**

[BikeJour]

Which of these types of journey do you do by bicycle, **not** including any you might make as part of your job? PROBE Any others?

**MULTICODE**

	%
Going to place of work, education or training	18.0
Going to the shops	25.8
Going to leisure activities	30.6
Going to visit family or friends	21.9
Cycling for pleasure or as a hobby	73.2
(None of these)	1.0
Sample size	291

[BikeLeis]

And can I just check, when you cycle are you ...READ OUT... **mainly** going somewhere in particular, such as to work or the shops, or, do you **mainly** cycle as a hobby?

	%
mainly going somewhere in particular	27.6
mainly cycle as a hobby	63.5
(Both/Varies)	7.9
Sample size	291

**ASK ALL WHO TRAVEL MORE THAN ONCE A WEEK AS A DRIVER OR PASSENGER AT [TRAVEL1] OR [TRAVEL2]**

Miles

On average, how many miles do you travel by car each week as a passenger or a driver?

Please **don't** count any journeys you make as part of your job or any you make by taxi or minicab.

	%
0-49 miles	46.4
50-99 miles	26.9
100-199 miles	15.8
200-299 miles	6.3
300 miles or more	3.4
Varies too much to say	0.7
Don't know	0.5
Sample size	1442

[Journey1]

Here are some types of journey people make by car, as a driver or passenger.

Which of these would you say **you** often do by car, **not** including any you might make as part of your job? PROBE: Any others?

**MULTICODE**

	<b>%</b>
Taking children to school or nursery	12.4
Going to place of work, education or training	46.3
Going to the shops	74.0
Going to leisure activities	41.1
Going to visit family or friends	64.6
Driving for pleasure	20.0
(None of these)	1.8
Sample size	1442

**IF MORE THAN ONE ANSWER AT [JOURNEY1]**

[Journey2]

And which of these types of journey would you say is responsible for **most** of the miles you travel by car, not including any journeys you might make as part of your job?

	<b>%</b>
Taking children to school or nursery	4.2
Going to place of work, education or training	41.5
Going to the shops	24.2
Going to leisure activities	9.1
Going to visit family or friends	18.2
Driving for pleasure	2.7
(None of these)	-
Sample size	1066

**MOST COMMON JOURNEY TAKEN (IF ONE ANSWER GIVEN AT JOURNEY1, JOURNEYX=JOURNEY1; IF MORE THAN ONE ANSWER GIVEN AT JOURNEY1, JOURNEYX=JOURNEY2.)**

[JourneyX]<sup>3</sup> dv

	%
Taking children to school or nursery	3.8
Going to place of work, education or training	37.1
Going to the shops	27.9
Going to leisure activities	9.0
Going to visit family or friends	17.4
Driving for pleasure	3.0
(None of these)	-
Sample size	1442

**ASK ALL WHO EVER USE A CAR FOR ‘Going to place of work, education or training’**

[JourWork]

Say that for whatever reason you were no longer able to use a car and had to find a different way of going to your place of work, education or training.

What alternative would you use for all or most of this journey?

IF MORE THAN ONE MENTIONED

PROBE: Which one would you use **most**?

	%
Bus	44.6
Train	9.1
Taxi / minicab	8.0
Bicycle	5.0
Moped / Scooter / Motorbike	6.3
Walking	13.6
(I could not make this type of journey without a car)	12.8
(Don't know)	0.8
Sample size	624

---

<sup>3</sup> Derived from [Journey1] and [Journey2]

IF NOT DK/Ref OR ‘Would not make this journey without a car’ AT [JOURWORK]  
[JourDisW]

What do you think would be the disadvantages of making this journey (*by bus/train/bus etc*) compared with going by car?

PROBE: What others?

**MULTICODE**

	%
Would take longer	71.9
Would cost more	31.0
Would be less sure of getting there on time	43.6
Would be less comfortable	41.5
Would be more stressful	21.6
Would be less convenient	67.6
(There would be no disadvantages)	2.3
Sample size	530

**ASK ALL WHOSE MOST COMMON CAR JOURNEY IS ‘Taking children to school or nursery’**

[JourSch]

Say that for whatever reason you were no longer able to use a car and had to find a different way of taking children to school or nursery.

What alternative would you use for all or most of this journey?

IF MORE THAN ONE MENTIONED

PROBE: Which one would you use **most**?

	%
Bus	43.2
Train	-
Taxi / minicab	13.5
Bicycle	-
Moped / Scooter / Motorbike	-
Walking	35.1
I could not make this type of journey without a car	8.3
Sample size	51

**ASK ALL WHOSE MOST COMMON CAR JOURNEY IS ‘Going to the shops’**

[JourShop]

Say that for whatever reason you were no longer able to use a car and had to find a different way of going to the shops.

What alternative would you use for all or most of this journey?

IF MORE THAN ONE **JOURNEY** MENTIONED (E.G. TO DIFFERENT SHOPS)

PROBE: Please think about the journey you make most often.

IF MORE THAN ONE **ALTERNATIVE** MENTIONED

PROBE: Which one would you use **most**?

	%
Bus	43.6
Train	1.7
Taxi / minicab	21.8
Bicycle	1.7
Moped / Scooter / Motorbike	1.4
Walking	21.7
I could not make this type of journey without a car	7.8
Don't know	0.4
Sample size	417

**ASK ALL WHOSE MOST COMMON CAR JOURNEY IS 'Going to leisure activities'**

[JourLeis]

Say that for whatever reason you were no longer able to use a car and had to find a different way of going to leisure activities.

What alternative would you use for all or most of this journey?

IF MORE THAN ONE **JOURNEY** MENTIONED (E.G. TO DIFFERENT LEISURE ACTIVITIES)

PROBE: Please think about the journey you make most often.

IF MORE THAN ONE **ALTERNATIVE** MENTIONED

PROBE: Which one would you use **most**?

	%
Bus	41.7
Train	9.1
Taxi / minicab	12.5
Bicycle	2.6
Moped / Scooter / Motorbike	7.0
Walking	13.9
I could not make this type of journey without a car	13.2
Sample size	126

**ASK ALL WHOSE MOST COMMON CAR JOURNEY IS 'Going to visit family or friends'**

[JourFamF]

Say that for whatever reason you were no longer able to use a car and had to find a different way of going to visit family or friends.

What alternative would you use for all or most of this journey?

IF MORE THAN ONE **JOURNEY** MENTIONED (E.G. TO DIFFERENT FRIENDS/FAMILY)

PROBE Please think about the journey you make most often.

IF MORE THAN ONE **ALTERNATIVE** MENTIONED

PROBE: Which one would you use **most**?



	%
Bus	51.4
Train	18.4
Taxi / minicab	11.2
Bicycle	0.9
Moped / Scooter / Motorbike	2.3
Walking	9.5
I could not make this type of journey without a car	5.9
Don't know	0.4
Sample size	275

IF NOT DK/Ref OR 'Would not make this journey without a car' AT [JOURSCH] OR [JOURSHOP] OR [JOURLEIS] OR [JOURFAMF]

[JourDisd]

What do you think would be the disadvantages of making this journey (*by train/bus/on foot etc*) compared with going by car?

PROBE: What others?

**MULTICODE**

	%
Would take longer	64.0
Would cost more	35.0
Would be less sure of getting there on time	21.6
Would be less comfortable	31.8
Would be more stressful	21.6
Would be less convenient	64.5
(There would be no disadvantages)	3.2
(don't know)	0.2
Sample size	786

**ASK ALL**

[DifTrans]

Which of the statements on this card comes closest to your own view? Wherever I am going, I nearly always use the **same** form of transport, or, I regularly use **different** forms of transport, depending on where I'm going

	%
Wherever I am going, I nearly always use the same form of transport	81.8
I regularly use different forms of transport, depending on where I'm going	17.9
Don't know	0.3
Sample size	1665

[DecTrans]

This card shows various things people might consider when deciding what form of transport to use to go somewhere. Which, if any, of these things do **you** usually consider when deciding what form of transport to use?

PROBE: What others?

**MULTICODE**

	<b>%</b>
The cost,	37.5
The journey time,	47.1
Convenience,	66.7
Comfort,	26.2
The weather,	28.9
The environment,	4.8
My health and fitness,	15.9
Safety,	13.1
None of these	9.2
(Don't know)	0.2
Sample size	1665

[TrSpend1]

Which of the items on this card would be your highest priority for **extra** spending on transport?

Please read through the whole list before deciding.

**IF NOT DK/Ref or 'None' AT [TrSpend1]**

[TrSpend2]

And which would be your next highest priority?

	<b>1<sup>st</sup> priority %</b>	<b>2<sup>nd</sup> priority %</b>
Trains	19.8	21.5
Buses	23.2	27.6
Roads	45.1	24.2
Facilities for cyclists (e.g. cycle lanes)	5.1	11.0
Facilities for pedestrians (e.g. pedestrian crossings)	4.9	13.2
(None of these)	1.0	2.1
(Don't know)	0.9	0.4
Sample size	1665	1623

## QUESTIONS FROM SELF-COMPLETION SECTION

Compared with the rest of Scotland, how good or bad are each of the following things in your area?<sup>4</sup>

%	Very good	Good	Neither good nor bad	Bad	Very bad	Can't choose	Not applicable
Public transport? [Areatran]	13.3	43.1	19.9	13.9	5.6	3.7	0.4
The availability of good jobs? [Areagjob]	2.4	16.5	28.5	30.0	13.7	7.6	1.2
The affordability of housing for people to rent or buy? [Aeahous]	3.2	26.5	28.5	24.3	9.4	6.8	1.2

Sample size: 1507

Now some questions about transport.  
From what you know or have heard, please tick one box for each statement to show how much you agree or disagree that the buses in your area generally ...

**PLEASE TICK ONE BOX ON EACH LINE**

%	Agree strongly	Agree	Disagree	Disagree strongly	Vary too much to say	Can't choose	Not applicable
... are safe to travel in after dark? [Bussafe]	6.3	51.4	14	4.3	5.3	5.3	14.7
... do not run often enough? [Busrunof]	12.9	37.3	25.9	3.5	3.5	13.1	3.9
... cost too much? [Buscost]	9.9	30.4	32.5	2.9	2.5	16.3	5.5
... run on time? [Busrunti]	4.2	42.6	23	4.9	5	15.6	4.7

Sample size: 1507

<sup>4</sup> These questions formed part of the health module, but are included here for information.

Please tick one box to show how much you agree or disagree with this statement.

Many of the short journeys I now make by car I could just as easily walk  
[Carwalk]

*PLEASE TICK **ONE** BOX ONLY*

	%
Agree strongly	9.5
Agree	28.1
Neither agree nor disagree	11.3
Disagree	28.8
Disagree strongly	11.9
I never travel by car	6.1
Can't choose	3.4
Not answered	0.9
Sample size	1507

Many of the short journeys I now make by car I could just as easily go by bus  
[Carbus]

*PLEASE TICK **ONE** BOX ONLY*

	%
Agree strongly	5.4
Agree	27.9
Neither agree nor disagree	10.9
Disagree	33.3
Disagree strongly	12.8
I never travel by car	5.4
Can't choose	3.7
Not answered	0.6
Sample size	1507

Sample size: 1507

Even if the public transport in my area was really good I would still want to travel by car most of the time

[Gptcar]

*PLEASE TICK **ONE** BOX ONLY*

	%
Agree strongly	13.6
Agree	38
Neither agree nor disagree	11.6
Disagree	20.5
Disagree strongly	5.8
I never travel by car	5.7
Can't choose	3.6
Not answered	1.2
Sample size	1507

Here are some statements about different types of travel. Please tick one box for each statement to show how much you agree or disagree with it.  
**PLEASE TICK ONE BOX ON EACH LINE**

	Agree strongly	Agree	Neither agree nor disagree	Disagree	Disagree strongly	Can't choose	Not applicable
Most people in towns and cities to get around [Trnsct1]	5.7	34.7	22.5	28.7	4.7	2.8	1.0
Most people in rural parts of Scotland do not need a car to get around [Trnsct2]	7.0	11.5	4.8	47.8	27.0	0.9	0.9
People should be allowed to use their cars as much as they like, even if it causes damage to the environment [Carallow]	3.2	16.5	26.2	38.2	10.7	4.1	1.1
A problem with travelling by bus is that you never know who you're going to have to sit beside [Bussitb]	3.3	23.1	26.3	30.0	11.2	5.0	1.2
Travelling by bus gives you a sense of independence [Busfrind]	2.6	19.4	26.4	35.9	10.0	4.7	1.1
Travelling by car gives you a sense of freedom and independence [Carfrind]	20.4	59.5	10.2	5.1	1.0	3.1	0.7
If two or more people are travelling together, it is often cheaper to drive than go by public transport [Driv2tra]	16.1	57.8	12.9	7.4	0.5	4.3	1.0

Sample size: 1507

## RESEARCH - PUBLICATIONS LIST FROM 2002

**An Evaluation of Section 18 of the Mental Health Implementation of Part 5 of the Adults with Incapacity (Scotland) Act 2000:** Julie Ridley, Lyn Jones, Anne Robson, Scottish Health Feedback. (2002) (£5.00)

Summary available: Health and Community Care Research Findings No.18

**Routes Out of Homelessness:** Ann Rosengard, Isla Laing, Alice Ann Jackson and Norma Jones (Ann Rosengard Associates). (2002) (£5.00)

Summary available: Development Department Research Findings No.131

**Researching Women in Rural Scotland:** Elaine Samuel. (2002) (£5.00)

**Gypsies/Travellers in Scotland: The Twice-Yearly Count - No.1.** (January 2002) (Free)

**Providing Free Personal Care for Older People: Research commissioned to inform the work of the Care Development Group:** edited by Diane Machin and Danny McShane. (2002) (£10.00)

Summaries available: Health and Community Care Research Findings Nos.3, 4, 5, 6, 7 and 8

**Neighbourhood Management: Lessons from Working for Communities Pathfinders and related initiatives:** Alison P Brown. (2002) (£5.00)

Summary available: Development Department Research Findings No.132

**Towards a Plan for Action on Alcohol Misuse: Responses to the Written Consultation:** Reid Howie Associates. (2002) (£5.00)

Summary available: Health and Community Care Research Findings No.10

**Towards a Plan for Action on Alcohol Misuse: Summary of Evidence:** Reid Howie Associates. (2002) (£5.00)

Summary available: Health and Community Care: Research Findings No.11

**Attitude Towards Alcohol: Views of the General Public, Problem Drinkers, Alcohol Service Users and their Families and Friends:** Becki Lancaster and Anna Dudleston. (2002) (£5.00)

Summary available: Health and Community Care Research Findings Nos.12 and 13

**Consultation with Children and Young People on the Scottish Executive's Plan for Action on Alcohol Misuse:** Kathryn Potter. (2002) (£5.00)

Summary available: Health and Community Care Research Findings No.14

**International Alcohol Policies: a Selected Literature Review:** Kate Sewel. (2002) (£5.00)

Summary available: Health and Community Care Research Findings No.15

**Public Attitudes to the Healthcare of Older People in Scotland:** Simon Brauholtz and Barry Stalker. (2002) (£5.00)

Summary available: Health and Community Care: Research Findings No.16

**Legal Studies Research Programme 2002:** Legal Studies Research Branch. (2002)

**Biodiversity in Scotland: Progress Report:** Mary-Ann Smythe (RSK-ERA Limited). (2002) (£5.00)

Summary available: Countryside and Natural Heritage Research Findings No.19

**Influencing Mainstream Services: Lessons from Working for Communities Pathfinders:** Alison P Brown. (2002) (£5.00)

Summary available: Development Department Research Findings No.134

**"Direct What" - A Study of Direct Payments to Mental Health Service Users:** Julie Ridley and Lyn Jones. (2002) (£5.00)

Summary available: Health and Community Care Research Findings No.20

**Over the Threshold? An Exploration of Intensive Domiciliary Support for Older People:** Lisa Curtice and Alison Petch, with Angela Hallam and Martin Knapp. (2002) (£5.00)

Summary available: Health and Community Care Research Findings No.19

**Review of Care Management in Scotland:** Kirsten Stalker and Isleen Campbell. (2002) (£5.00)

Summary available: Health and Community Care Research Findings No.21

**Fast-Trac: Evaluation and Issues of Transferability:** The Centre for Research in Lifelong Learning and The Centre for Educational Sociology. (2002) (£5.00)

Summary available: Enterprise and Lifelong Learning Research Findings No.3

**Evaluation of New Deal for Young People in Scotland: Phase Two:** Dorothe Bonjour, Genevieve Knight, Stephen Lissenburgh. (2002) (£5.00)  
Summary available: Enterprise and Lifelong Learning Research Findings No.4

**Review of Strategic Planning: Analysis of Consultation Responses:** Geoff Peart Consulting. (2002) (£5.00)  
Summary available: Development Department Research Findings No.136

**Timber Cladding in Scotland:** Ivor Davies, James Pendlebury (Highland Birchwoods) and Bruce Walker (University of Dundee). (2002) (Free)  
Summary available: Countryside and Natural Heritage Research Findings No.18

**Evaluation of the West Lothian Driver Improvement Scheme:** Steven Hope, Dave Ingram and Becki Lancaster (NFO System Three Social Research). (2002) (£5.00)  
Summary available: Development Department Research Findings No. 135

**Translating, Interpreting and Communication Support Services across the Public Sector in Scotland:** A Literature Review: Joanna McPake and Richard Johnstone (Scottish CILT) with Joseph Lo Bianco, Hilary McColl, Gema Rodriguez Prieto and Elizabeth Speake. (2002) (£5.00)  
Summary available: Social Justice Research Findings No.6

**Monitoring the National Cycling Strategy in Scotland:** Scottish Cycling Development Project. (2002) (£4.00)

**Climate Change: Flooding Occurrences Review:** Alan Werrity, Andrew Black and Rob Duck (University of Dundee), Bill Finlinson, Neil Thurston, Simon Shackley and David Crichton (Entec UK Limited). (2002) (£5.00)  
Summary available: Environment Group Research Findings No.19

**Supporting Court Users: The In-Court Advice and Mediation Projects in Edinburgh Sheriff Court Research Phase 2:** Elaine Samuel, Department of Social Policy University of Edinburgh. (2002) (£5.00)  
Summary available: Legal Studies Research Findings No.38

**Consultation on the Review of Scottish Charity Law:** Paul Spicker, Sue Morris and Veronica Strachan, Centre for Public Policy and Management the Robert Gordon University. (2002) (£5.00)

**Social Inclusion Research Bulletin No.7:** (2002) (Free)

**Equality Proofing Procedures in Drafting Legislation: International Comparisons:** Fiona Mackay and Kate Bilton (Governance of Scotland Forum, University of Edinburgh). (2002) (£5.00)  
Summary available: Equalities Unit Research Findings No.1

**Findings from the Working for Communities: Community Involvement:** Alison P Brown. (2002) (Free)  
Summary only available: Development Department Research Findings No.137

**Findings from the Working for Communities: The Role of a Local Co-ordinator:** Alison P Brown. (2002) (Free)  
Summary only available: Development Department Research Findings No.138

**Racist Crime and Victimisation in Scotland:** Ian Clark and Susan Moody (University of Dundee). (2002) (£5.00)  
Summary available: Crime and Criminal Justice Research Findings No.58

**The 2000 Scottish Crime Survey: Overview Report: MVA.** (2002) (£7.00)

**Domestic Violence: Findings from the 2000 Scottish Crime Survey:** Suzi Macpherson. (2002) (£5.00)

**Impact of Crime on Victims: Findings from the 2000 Scottish Crime Survey:** Dave Ingram. (2002) (£5.00)

**Drug Misuse in Scotland: Findings from the 2000 Scottish Survey: Overview Report:** Fiona Fraser. (2002) (£5.00)

**Violence in Scotland: Findings from the 2000 Scottish Crime Survey:** MVA. (2002) (£5.00)

**Young People and Crime in Scotland: Findings from the 2000 Scottish Crime Survey:** MVA. (2002) (£5.00)

**Housebreaking in Scotland: Findings from the 2000 Scottish Crime Survey:** MVA. (2002) (£5.00)

**Vehicle Crime in Scotland: Findings from the 2000 Scottish Crime Survey:** MVA. (2002) (£5.00)

**The 2000 Scottish Crime Survey: Analysis of the Ethnic Minority Booster Sample:** Ian Clark, University of Dundee and Traci Leven, MVA. (2002) (£5.00)

**Review of Research on School Travel:** Derek Halden Consultancy. (2002) (£5.00)



**Parole Board Decisions and Release Outcomes:** Linda Hutton and Dr Liz Levy, Central Research Unit. (2002) (£5.00)

**Rural Accessibility:** Derek Halden (Derek Halden Consultancy), John Farrington (Aberdeen University) and Andrew Copus (Scottish Agricultural College). (2002) (£5.00)

Summary available: Development Department Research Findings No.133

**The Experience of Black/Minority Ethnic Police Officers, Support Staff, Special Constables and Resigners in Scotland:** Daniel Onifade (Intravires Consultants). (2002) (£5.00)

**Development Department Research Programme 2002-2003:** (2002) (Free)

**Building Consensus for Rural Development and Planning in Scotland: A Review of Best Practice:** Tim Richardson and Stephen Connelly (Department of Town and Regional Planning, University of Sheffield). (2002) (£5.00)

Summary available: Agricultural Policy Co-ordination and Rural Development Research Findings No.12

**Review of Old Mineral Permissions:** Alan Pollock (David Kirk & Associates). (2002) (£5.00)

Summary available: Development Department Research Findings No.140

**Good Practice Guidance-Consultation with Equalities Groups:** Reid-Howie Associates. (2002) (£5.00)  
Central Research Unit and Equality Unit

**Review of Integration among Plans for the Coast in Scotland: An Analysis of the SCF Coastal Plans Inventory:** Arup Scotland and Brady Shipman Martin. (2002) (£5.00)

Summary available: Countryside and Natural Heritage Research Findings No.20

**Evaluation of the Zero Tolerance "Respect" Pilot Project:** Reid-Howie Associates Ltd. (2002) (£5.00)

Summary available: Crime and Criminal Justice Research Findings No.59

**Managing Radioactive Waste Safely: Engaging Scotland:** Deirdre Elrick, Linda Boyes and James McCormick (Scottish Council Foundation). (2002) (£5.00)

Summaries available: Environment Group Research Findings No.20 and No.21

**The Review of NPPG4: Land for Mineral Working:** Land Use Consultants. (2002) (£5.00)

Summary available: Development Department Research Findings No.139

**Natura 2000 Scoping Study:** Dr Nonie Coulthard (Logical Cobwebs Ltd). (2002) (£5.00)

Summary available: Countryside and Natural Heritage Research Findings No.21

**The House Buying and Selling Process in Scotland:** DTZ Peda Consulting and NFO System Three. (2002) (£5.00)

Summary available: Development Department Research Findings No.142

**Vulnerable and Intimidated Witnesses: Review of Provisions in Other Jurisdictions:** Reid Howie Associates. (2002) (£5.00)

Summary available: Crime and Criminal Justice Research Findings No.60

**Nature Conservation Designations and Land Value:** D Roberts, D MacDonald, T Kampus, P Shannon, J Potts, F Barraclough. (2002) (£5.00)

Summary available: Countryside and Natural Heritage Research Findings No.22

**National Framework for the Prevention of Suicide and Deliberate Self-Harm in Scotland: Analysis of Written Submissions to Consultation:** Julie Ridley, Scottish Health Feedback. (2002) (£5.00)

Summary available: Health and Community Care Research Findings No.22

**Gypsies/Travellers in Scotland: The Twice-Yearly Count – No.2.** (July 2002) (Free)

**Review of the Synthesis of the Environmental Impacts of Aquaculture:** The Scottish Association for Marine Science and Napier University. (2002) (£5.00)

**Young Carers: Assessments and Services:** Pauline Banks, Eamonn Gallagher, Malcolm Hill and Sheila Riddell, Centre for the Child and Society and Strathclyde Centre for Disability Research, University of Glasgow. (2002) (£5.00)

Summary available: Health and Community Care Research Findings No.23

**Domestic Abuse against Men in Scotland:** David Gadd, Stephen Farrall, Damian Dallimore and Nancy Lombard, Dept of Criminology, Keele University. (2002) (£5.00)

Summary available: Crime and Criminal Justice Research Findings No.61

**‘Voice of the Child’ Under the Children (Scotland) Act 1995: Volume 1 - Mapping Paper:** K Marshall (Glasgow University), E K M Tisdall (Edinburgh University), A Cleland (Napier University). (2002) (£5.00)

**‘Voice of the Child’ Under the Children (Scotland) Act 1995: Volume 2 - Feasibility Study:** K Marshall (Glasgow University), E K M Tisdall (Edinburgh University), A Cleland (Napier University). (2002) (£5.00)

Summary available: Scotland’s Children - Children (Scotland) Act 1995 Research Findings No.2

**Owner Occupation Among Low Income Households in Scotland:** Rebekah Widdowfield and Diana Wilkinson. (2002) (£5.00)

**Monitoring and Mapping of Environmental Noise:** Dr Bernadette McKell, Steve Fisher, Nigel Jones, Jane Evans and Brian Stark (Casella Stanger). (2002) (£5.00)  
Summary available: Environment Group Research Findings No.23

**Road Safety and Social Inclusion:** Tony Graham (ODS Ltd). (2002) (£5.00)  
Summary available: Development Department Research Findings No.141

**Child Accidents *en route* to and from School:** Colin Buchanan & Partners. (2002) (£5.00)  
Summary available: Development Department Research Findings No.145

**A Rural Community Gateway Website for Scotland - Scoping Study:** Jenny Brogden, Joanna Gilliatt and Doug Maclean (Lambda Research and Consultancy Ltd). (2002) (£5.00)  
Summary available: Agricultural Policy Co-ordination and Rural Development Research Findings No.13

**City Region Boundaries Study:** Derek Halden Consultancy (2002) (£5.00)  
Summary available: Development Department Research Findings No.146

**Why Do Parents Drive Their Children to School?:** George Street Research. (2002) (£5.00)  
Summary available: Development Department Research Findings No.143

**Management of Work-Related Road Safety:** Rebecca J Lancaster and Rachel L Ward (Entec UK Ltd). (2002) (Free)  
Summary only available: Development Department Research Findings No.144

**Disciplining Children: Research with Parents in Scotland:** Simon Anderson and Lorraine Murray (NFO System Three); Julie Brownlie (Stirling University). (2002) (£5.00)

**Results of the Scottish Staff Survey 2002:** Tom Lamplugh (SE). (2002)  
Summary only available: General Research Findings No.9 (Web only)

**Investigations of Work Pressures within the Scottish Executive:** Angela Puri (ORC International). (2002)  
Summary only available: General Research Findings No.10 (Web only)

**Transport Impacts of Major Health Care Developments:** Faber Maunsell. (2002) (Free)  
Summary only available: Development Department Research Findings No.148

**Business-Related Bankruptcies Under the Bankruptcy (Scotland) Act 1985 (As Amended) - Phase 1: Scoping Study:** Lambda Research and Consultancy Ltd. (2002) (£5.00)

**Business Finance and Security Over Moveable Property:** Jenny Hamilton, Dr Andrea Coulson and Scott Wortley (University of Strathclyde); Dave Ingram (NFO System Three). (2002) (£5.00)  
Summary available: Legal Studies Research Findings No.39

**Evaluation of the "Know the Score" Drugs Campaign:** Doug Maclean, Joanna Gilliatt and Jenny Brogden (Lambda Research Consultancy Ltd). (2002) (£5.00)  
Summary available: Crime and Criminal Justice Research Findings No.63

**A Review of the First Year of the Mandatory Licensing Scheme in Houses in Multiple Occupation in Scotland:** Hector Currie (School of Planning & Housing, Edinburgh College of Art/Heriot Watt University). (2002) (£5.00)  
Summary available: Development Department Research Findings No.150

**Social Inclusion Research Bulletin No.8:** Free

**Drug Treatment and Testing Orders: Evaluation of the Scottish Pilots:** Susan Eley, Kathryn Gallop, Gill McIvor, Kerry Morgan, Rowdy Yates, Dept of Applied Social Science, Stirling University). (2002) (£5.00)  
Summary available: Crime and Criminal Justice Research Findings No.62

**Evaluation of Individual Learning Accounts - Phase 1:** York Consulting Ltd. (2002) (£5.00)

**Delivering Work Based Learning:** Andrea Glass, Kevin Higgins and Alan McGregor, Glasgow University. (2002) (£5.00)

Summary available: Enterprise and Lifelong Learning Research Findings No.5

**Education Maintenance Allowances: Evaluation of the East Ayrshire Pilot:** Linda Croxford, Cathy Howieson, Christina Iannelli & Jenny Ozga. (2002) (£5.00)

Summary available: Enterprise and Lifelong Learning Research Findings No.6

**Personal Injury Litigation, Negotiation and Settlement:** Sam Coope and Sue Morris. (2002) (£5.00)

**Enforcement of Civil Obligations in Scotland: Analysis of Consultation Responses:** Blake Stevenson Ltd. (2002) (£5.00)

**Risk Assessment and Management of Serious Violent and Sexual Offenders: A Review of Current Issues:** Hazel Kemshall. (2002) (£5.00)

Summary available: Crime and Criminal Justice Research Findings No.64

**Serious Violent and Sexual Offenders: The Use of Risk Assessment Tools in Scotland:** Gill McIvor and Hazel Kemshall. (2002) (£5.00)

Summary available: Crime and Criminal Justice Research Findings No.65

**Recidivism Amongst Serious Violent and Sexual Offenders:** Nancy Loucks. (2002) (£5.00)

Summary available: Crime and Criminal Justice Research Findings No.66

**The Glasgow Drug Court in Action: The First Six Months:** Susan Eley, Margaret Malloch, Gill McIvor, Rowdy Yates and Alison Brown. (2002) (£5.00)

**Stalking and Harassment in Scotland:** Sue Morris (Robert Gordon University), Simon Anderson and Lorraine Murray (NFO System Three). (2002) (£5.00)

Summary available: Crime and Criminal Justice Research Findings No.67

**Public Attitudes to the Environment in Scotland:** Kerstin Hinds, Katriona Carmichael and Harvey Snowling. (2002) (Free)

Summary only available: Environment Group Research Findings No.24

**Consultation on Vulnerable Adults: Analysis of Responses:** Jaqueline Atkinson, Kathryn Berzins, Helen Garner (Department of Health, University of Glasgow). (2002) (£5.00)

**Child Poverty in Social Inclusion Partnership:** Peter A Kemp (University of York), Jo Dean and Daniel Mackay (University of Glasgow). (2002) (£5.00)

**Survey of Cycling in Scotland:** Tom Costley (NFO System Three). (2002) (£5.00)

Summary available: Development Department Research Findings No.149

**Getting "Under the Skin" of Community Planning: Understanding Community Planning at the Community Planning Partnership Level:** Robert Stevenson, RDS Consultancy Services. (2002) (£5.00)

Summary available: Local Government Research Findings No.1

**Social Inclusion in Rural Areas: Innovative Projects for Young People:** Emily A Bain (Social Research, Rural Research Team). (2002) (Free)

Summary only available: Land Use and Rural Policy Research Findings No.1

**Review of International Best Practice in Service Delivery to Remote and Rural Areas:** Frank W. Rennie, Wolfgang Greller and Mary Mackay (The Institute of Rural and Island Studies and The Scottish Centre for Information Research, Lews Castle College, UHI Millennium Institute, Stornoway). (2002) (£5.00)

Summary available: Land Use and Rural Policy Research Findings No.2

**Getting Involved in Planning: Analysis of Consultation Responses:** Geoff Peart Consulting. (2002) (Free)

Summary only available: Development Department Research Findings No.154/2002

**Getting Involved in Planning: Perceptions of the Wider Public:** Dr Paul Jenkins, Karryn Kirk, Dr Harry Smith (Centre for Environment and Human Settlements, School of Planning and Housing, Edinburgh College of Art/Heriot-Watt University). (2002) (Free)

Summary only available: Development Department Research Findings No.155/2002

**Getting Involved in Planning: Summary of Evidence:** Geoff Peart Consulting. (2002) (Free)

Summary only available: Development Department Research Findings No.156/2002

**The Effectiveness of Tree Preservation Orders in Scotland:** Roger Jessop MA (Cantab) MA (Manc) Dip TP MRTPI. (2002) (£5.00)

Summary available: Development Department Research Findings No. 151

**Land Values and the Implications for Planning Policy:** DTZ Pidea Consulting. (2002) (£5.00)  
Summary available: Development Department Research Findings No.152

**Assessment of the Effectiveness of Local Coastal Management partnerships as a Delivery Mechanism for Integrated Coastal Zone Management:** ITAD Ltd, BMT Cordah Ltd. (2002) (£5.00)  
Summary available: Countryside and Natural Heritage Research Findings No.23

**Changing Speeding Behaviour in Scotland: An Evaluation of the 'Foolsspeed' Campaign:** Martine Stead, Anne Marie MacKintosh, Stephen Tagg, Douglas Eadie (Centre for Social Marketing, University of Strathclyde, Glasgow). (2002) (£5.00)  
Summary available: Development Department Research Findings No.153

**Capacity Building for Community Planning:** Eglinton. (2002) (£5.00)  
Summary available: Local Government Research Findings No.2

**How Does the Community Care? Public Attitudes to Community Care in Scotland:** Lisa Curtice (Scottish Consortium for Learning Disability) and Alison Petch (Nuffield Centre for Community Care Studies). (2002) (£5.00)  
Summary available: Health and Community Care Research Findings No.25

**Well? What do you think? A National Scottish Survey of Public Attitudes to Mental Health, Well Being and Mental Health Problems:** Richard Glendinning, Nickie Rose and Tim Buchanan with Angela Hallam. (2002) (£5.00)  
Summary available: Health and Community Care Research Findings No.27

**Scottish Coastal Socio-Economic Scoping Study:** School of Resources, Environment and Society, University of Aberdeen. (2002) (£5.00)  
Summary available: Countryside and Natural Heritage Research Findings No.24/2002

**The Characteristics of People with Dementia who are Users and Non-Users of the Legal System: A Feasibility Study:** Anne Mason and Heather Wilkinson. (2002) (£5.00)

**Young People and Transport:** MORI Scotland. (2002) (£5.00)  
Summary available: Development Department Research Findings No.155

**“Don’t They Call It Seamless Care?” A Study of Acute Psychiatric Discharge:** Lucy Simons, Alison Petch and Richard Caplan (Nuffield Centre for Community Care Studies, University of Glasgow). (2002) (£5.00)  
Summary available: Health and Community Care Research Findings No.26

**Research on the Private Rented Sector in Scotland:** Donald Houston, Kieran Barr and Jo Dean (University of Glasgow). (2002) (£5.00)  
Summary available: Development Department Research Findings No.153

**Vital Voices: Helping Vulnerable Witnesses Give Evidence: Report on the Analysis of Responses to the Consultation:** Elma Fitzpatrick (Consultant). (2002) (£5.00)

**Community Care Research Programme:** Scottish Executive Health Department Analytical Services Division. (2002) (£5.00)

**Evaluation of the Scottish Prison Service's Tendering Process for Social Work Contracts:** Tony Homer; (Craigforth Consulting). (2002) (£5.00)

**Her Majesty's Inspectorate of Prisons: Scope and Focus:** Reid Howie Associates Ltd. (2002) (£5.00)

**The Status of Traditional Scottish Animal Breeds and Plant Varieties and the Implications for Biodiversity:** I.A. Wright and A.J.I Dalziel (MacAuley Institute) and R P Ellis (Scottish Crop Research Institute). (2003) (£5.00)  
Summary available: Countryside and Natural Heritage Research Findings No.25

**Seat Belt Wearing in Scotland: A Second Study on Compliance:** Archie Burns, Mark Kummerer and Neil C Macdonald (Halcrow Group Limited). (2003) (£5.00)  
Summary available: Development Department Research Findings No.157

**Standards of Care and Regulation of Care Services in Scotland:** Charlotte Pearson and Sheila Riddell (Strathclyde Centre for Disability Research). (2003) (£5.00)  
Summary available: Health and Community Care Research Findings No.24

**Crime and Criminal Justice Research Agenda** Criminal Justice Research Branch. (2003) (£5.00)

**Mortgage Arrears and Repossessions in Scotland:** Emma McCallum and Ewan McCaig (MVA). (2003) (£5.00)

Summary available: Development Department Research Findings No.158

**Consultation on a Physical Activity Strategy for Scotland: Analysis of Responses:** Sheila Henderson; (Reid-Howie Associates). (2003) (£5.00)

Summary available: Health and Community Care Research Findings No.28

**Liquor Licensing and Public Disorder : Review of Literature and Other Controls/Audit of Local Initiative:** Reid Howie Associates Ltd. (2003) (£5.00)

Summary available: Crime and Criminal Justice Research Findings No.68

**Omnibus Survey: Testing Public Opinion on Licensing Laws and Alcohol Consumption:** Deena Kara and Linda Hutton (Scottish Opinion Ltd). (2003) (£2.00)

**Underage Drinking and the Illegal Purchase of Alcohol:** Paul Bradshaw. (2003) (£2.00)

**Asylum Seekers in Scotland:** Aileen Barclay, Alison Bowed, Iain Ferguson, Duncan Sim and Maggie Valenti; with assistance from Soraya Fard and Sherry MacIntosh; (University of Stirling). (2003) (£5.00)

Summary available: Social Justice Research Findings No.2

**Evaluation of the Drug Driving TV Advert:** Rachel Ormston; NFO Social Research. (2003) (£5.00)

Summary available: Development Department Research Findings No.159

**New Directions for Land Management Schemes in Scotland's National Parks:** Land Use Consultants, Glasgow. (2003) (£5.00)

Summary available: Countryside and Natural Heritage Research Findings No.26

**Social Inclusion Bulletin No.9:** Social Inclusion Research Branch (Ruth Bryan). (2003) (Free)

**Determined Differences: Rent Structures in Scottish Social Housing:** Alison More, Jeanette Findlay, Kenneth Gibb, Diana Kasparova and Carl Mills (Department of Urban Studies, University of Glasgow). (2003) (£5.00)

Summary available: Development Department Research Findings No.161/2003

**Tracking Homelessness: A Feasibility Study:** Kevin Pickering, Suzanne Fitzpatrick, Kerstin Hinds, Peter Lynn and Sarah Tipping. (2003) (Web only)

Summary available: Development Department Research Findings No.162/2003

**Sexual Orientation Research Phase 1: A Review of Methodological Approaches:** Sally McManus (National Centre for Social Research). (2003) (£5.00)

**Sexual Orientation Research Phase 2: The Future of LGBT Research – Perspectives of Community Organisations:** Carl McLean and William O'Connor (National Centre for Social Research). (2003) (£5.00)

Summary available: Social Justice Research Findings No.3/2003

**Modern Title and Condition Deeds in Scotland and their Effectiveness in Securing Common Repairs:** Ann Flint, James Barrowman and Derek O'Carroll (Ann Flint & Associates). (2003) (£5.00)

Summary available: Development Department Research Findings No.160/2003

**Impact of Childcare Support for Lone Parent Students:** Fiona Ballantyne, Claire Hendry and Ralph Leishman (4-consulting Ltd). (2003) (£5.00)

Summary available: Social Justice Research Findings No.1/2003

**Minority and Social Diversity in Legal Education:** Simon Anderson, Lorraine Murray (NFO System Three) and Paul Maharg (University of Strathclyde). (2003) (£5.00)

**Direct Supply of Medicines in Scotland: Evaluation of a Pilot Scheme:** Ellen Schafheutle and Peter Noyce (University of Manchester), Christine Sheehy and Lyn Jones (Scottish Health Feedback). (2003) (Free)

Summary only available: Health and Community Care Research Findings No.29

**Direct Supply of Medicines in Scotland: Extended Monitoring of a Pilot Scheme:** Christine Sheehy and Lyn Jones (Scottish Health Feedback). (2003) (Free)

Summary only available: Health and Community Care Research Findings No.30

**Evaluation of the Working for Communities Programme:** DTZ Pieda Consulting. (2003) (£5.00)

Summary available: Development Department Research Findings No.163/2003

**Bus Passenger Satisfaction Survey:** Colin Buchanan & Partners. (2003) (Free)

Summary only available: Development Department Research Findings No.164/2003

**Scoping Study of Older People in Rural Scotland:** Dr Lorna Philip, Dr Natasha Mauthner, Dr Euan Phimister (University of Aberdeen) and Dr Alana Gilbert (Macaulay Institute). (2003) (£5.00)

Summary available: Land Use and Rural Policy Research Findings No.3/2003

**Consultation Paper on the Mental Health Law Research Programme.** (2003) (£5.00)

**Public Attitudes to Access to the Countryside:** NFO System Three. (2003) (£5.00)

Summary available: Countryside and Natural Heritage Research Findings No.27/2003

**Development Department Research Programme 2003-2004.** (2003) (Free)

**Results of the Scottish Executive Staff Survey:** Tom Lamplugh. (2003) (Free)

Summary only available: General Research Findings No.11

**Evaluation of National Planning Policy Guideline 15 (NPPG15): Rural Development:** Land Use Consultants. (2003) (£5.00)

Summary available: Development Department Research Findings No.165/2003

**Management Needs Resource Analysis: A Report to the Best Value Task Force:** Gillian Lancaster and Iain MacAllister. (2003) (£5.00)

**The Witness Service Five Years On: An Evaluation in 2003:** David Lobley and David Smith (Lancaster University). (2003) (£5.00)

Summary available: Crime and Criminal Justice Research Findings No.72/2003

**Scottish Compact Baseline Review:** Keith Hayton (Gen Consulting). (2003) (£5.00)

Summary available: Social Justice Research Findings No.5/2003

**The Fife Drug Court in Action: The First Six Months:** Margaret Malloch, Susan Eley, Gill McIvor, Kathlene Beaton and Rowdy Yates (Department of Applied Social Science, University of Stirling). (2003) (£5.00)

Summary available: Crime and Criminal Justice Research Findings No.69/2003

**The Glasgow Drug Court in Action: The First Six Months:** Susan Eley, Margaret Malloch, Gill McIvor, Rowdy Yates and Alison Brown. (2003) (Free)

Summary only available: Crime and Criminal Justice Research Findings No.70/2003

**Establishing Drug Courts in Scotland: Early Experiences of the Pilot Drug Courts in Glasgow and Fife:** Gill McIvor, Susan Eley, Margaret Malloch and Rowdy Yates. (2003) (Free)

Summary only available: Crime and Criminal Justice Research Findings No.71/2003

**External-to-Vehicle Driver Distraction:** Dr Brendan Wallace (HFAL). (2003) (£5.00)

Summary available: Development Department Research Findings No.168/2003

**Living in Scotland: An Urban-Rural Analysis of the Scottish Household Survey:** Scottish Executive Environment and Rural Development Department, Social Research Branch with assistance from Scottish Agricultural College. (2003) (Web only)

Summary available: Land Use and Rural Policy Research Findings No.4/2003 (Web only)

**Gypsies/Travellers in Scotland: The Twice-Yearly Count – No.3** (January 2003) (Free)

**The Speeding Driver: Who, How and Why?:** S G Stradling and M Campbell (Transport Research Institute, Napier University), I A Allan, R S J Gorell, J P Hill and M G Winter (TRL Ltd) and S Hope (NFO System Three Social Research). (2003) (£5.00)

Summary available: Development Department Research Findings No.170/2003

**Evaluation of Bikesafe Scotland:** Rachel Ormston, Anna Dudleston, Stephen Pearson (NFO Social Research) and Steve Stradling (Napier University). (2003) (£5.00)

Summary available: Development Department Research Findings No.169/2003

**Public Attitudes to Windfarms:** Simon Braunholtz (MORI Scotland). (2003) (£5.00)

Summary available: General Research Findings No.12/2003

**Deposit Guarantee Schemes in Scotland:** Julie Rugg (Centre for Housing Policy, University of York). (2003) (£5.00)

Summary available: Development Department Research Findings No.166/2003

**Social Inclusion Bulletin No.10:** (2003) (Free)

**Life in Low Income Families in Scotland: Research Report:** John H McKendrick, Sarah Cunningham-Burley and Kathryn Backett-Milburn (Centre for Research on Families and Relationships (CRFR), University of Edinburgh). (2003) (£5.00)  
Summary available: Social Justice Research Findings No.6/2003

**Life in Low Income Families in Scotland: A Review of the Literature:** John H McKendrick, Sarah Cunningham-Burley and Kathryn Backett-Milburn (Centre for Research on Families and Relationships (CRFR), University of Edinburgh). (2003) (£5.00)  
Summary available: Social Justice Research Findings No.6/2003

**Evaluation of the National Care Standards Consultations:** Ruth Whatling (Civic Participation and Consultation Research Team, Scottish Executive). (2003) (£5.00)  
Summary available: Health and Community Care Research Findings No.31/2003

**Good Practice in Rural Development No 8: Innovative Methods of Service Delivery in Rural Scotland: A Good Practice Guide:** Jon Pickering (Centre for Advanced Studies, University of Cardiff). (2003) (£5.00)

**Review of Scottish Executive Road Safety Research Campaign 1998-2003:** Janet Ruiz (Transport and Planning Research Branch). (2003) (£5.00)

**Evaluation of the Children's Traffic Club in Scotland: New Nursery and Playgroup Pack:** Tony Graham, Katy Fyfe, Mark Hughes and Anne Murray (ODS Ltd). (2003) (£5.00)  
Summary available: Development Department Research Findings No.172/2003

**The Role of Mediation in Tackling Neighbour Disputes and Anti-Social Behaviour:** Alison P Brown, Aileen Barclay, Richard Simmons and Susan Eley (Dept of Applied Social Science, Stirling University). (2003) (£5.00)  
Summary available: Development Department Research Findings No.167/2003

**Legal Studies Research Agenda:** (2003) (Free)

**Barriers to Modal Shift:** Derek Halden Consultancy. (2003) (£5.00)  
Summary available: Development Department Research Findings No.171/2003

**Mental Health Officer Services: Structures and Support:** Allyson McCollam, Joanne McLean, Jean Gordon and Kristina Moodie (Scottish Development Centre for Mental Health). (2003) (£5.00)  
Summary available: Health and Community Care Research Findings No.32/2003

**Omnibus Survey of Small Businesses in Scotland:** Databuild. (2003) (£5.00)  
Summary available: Enterprise and Lifelong Learning Research Findings No.7/2003

**Options for Change: Research on the Content of a Possible Planning Bill:** Jeremy Rowan Robinson. (2003) (Free)

**Attitudes to Discrimination in Scotland:** Catherine Bromley and John Curtice (NatCen Scotland). (2003) (£5.00)  
Summary available: Social Justice Research Findings No.7/2003

**Youth Transitions: Patterns of Vulnerability and Processes of Social Inclusion:** Andy Furlong, Fred Cartmel (Department of Sociology & Anthropology, University of Glasgow), Andy Biggart (School of Policy Studies, University of Ulster at Coleraine), Helen Sweeting and Patrick West (MRC Social and Public Health Sciences Unit). (2003) (£5.00)  
Summary available: Enterprise and Lifelong Learning Research Findings No.8/2003

**Legal Information and Advice Provision in Scotland: A Review of Evidence:** Blake Stevenson Ltd with Office of Public Management. (2003) (Web only)  
Summary available: Legal Studies Research Findings No.40/2003

**Diversity in the Public Appointments Process in Scotland:** Reid Howie Associates Ltd. (2003) (£5.00)  
Summary available: Social Justice Research Findings No.8/2003

**Part-Time Firefighters:** Sue Granville (George Street Research Limited). (2003) (£5.00)  
Summary available: General Research Findings No.13/2003

**Focus Groups with Minority Ethnic Communities:** Blake Stevenson Ltd. (2003) (Web only)

**Evaluating Family Health Nursing Through Education and Practice:** Colin Macduff and Dr Bernice J M West. (2003) (£5.00)  
Summary available: Health and Community Care Research Findings No.33/2003

**An Evaluation of the Protection from Abuse (Scotland) Act 2001:** Dr Kate Cavanagh, Clare Connelly (University of Glasgow) and Jane Scoular (University of Strathclyde). (2003) (£5.00)  
Summary available: Legal Studies Research Findings No.41/2003

**National Survey of Local Government Candidates, 2003:** Iain MacAllister. (2003) (£5.00)

**Safely to School: A Study of Safer Routes to School in the Classroom:** Valerie Wilson, Kevin Lowden, John Hall (The SCRE Centre), Tony Graham and Katy Fyfe (ODS Ltd). (2003) (£5.00)  
Summary available: Development Department Research Findings No.173/2003

**Children's Attitudes to Sustainable Transport:** Derek Halden Consultancy. (2003) (Web only)  
Summary available: Development Department Research Findings No.174/2003

**Evaluation of the Domestic Abuse Service Development Fund 2000-2002:** Reid Howie Associates Ltd. (2003) (£5.00)  
Summary available: Crime and Criminal Justice Research Findings No.73/2003

**Victims of Volume Crime in Scotland: Perceptions of the Police and the Criminal Justice System:** Brian Williams, Gill McIvor, Mike Semenchuk, Maggie Valenti, Roy Bailey, Alison Brown and Margaret Malloch (De Montfort University and University of Stirling). (2004) (£5.00)  
Summary available: Crime and Criminal Justice Research Findings No.74/2004

**Further information on any of the above is available by contacting:**

Scottish Executive  
Office of Chief Researcher  
4<sup>th</sup> Floor West Rear  
St Andrew's House  
Edinburgh EH1 3DG

Or by accessing the World Wide Website:  
<http://www.scotland.gov.uk/socialresearch>



ISSN 0950 2254  
ISBN 0 7559 3678 7  
Price £5.00

[www.scotland.gov.uk/socialresearch](http://www.scotland.gov.uk/socialresearch)

The text pages of this document are produced from 100% Elemental Chlorine-Free material.  
The paper carries the Nordic Ecolabel for low emissions during production, and is 100% recyclable.

Astron B34721 3/04

ISBN 0-7559-3678-7



9 780755 936786