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Transport and Travel in Scotland

**Results from the Scottish
Household Survey 2020
Telephone Survey**

Experimental Statistics

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Key findings

Over the period that telephone surveys were being conducted (October 2020 and January – March 2021) people in Scotland were subject to restrictions on travel and daily activity.

Most notably, this included the ‘second lockdown’, which ran from 5 January 2021 to April 2021, and incorporated a legal requirement forbidding anyone from leaving their home except for essential purposes.

- The 2020 Transport and Travel report provides a snapshot of people’s transport views, experiences, and habits during the COVID-19 pandemic
- A little over half of people surveyed (55%) had travelled the day before their survey interview. Fewer people travelled in the oldest age groups, with 45% of those over 70 and just 22% of the over 80s travelling the previous day. [Table TD1 and Figure 1]

Disabled people were less likely to have travelled than those who were not disabled (42% vs 59%). [Table TD1]

- Half of all journeys (51%) were made by driving a car or van. Walking was the next most popular mode of transport (37% of journeys) and 2% were made by bicycle. Only 3% of journeys were by bus and 0.1% by rail. [Table TD2, Table SUM1, and Figure 2]
- Shopping was the most common reason for travel (30% of journeys). Going for a walk was the next most popular at 25%. 17% of journeys were for commuting. [Table TD3 and Figure 3]
- Fifty three per cent of employed people reported that they currently worked from home. [Table 7 and Figure 4]

Those on the highest incomes were more likely to work from home than those with the lowest incomes. 42% of those who earned up to £20,000 worked from home, compared to 62% of those with incomes above £50,000. [Table 7a]

- Amongst those that did not work from home, 74% per cent of people usually travelled to work by car or van, either as a driver (69%) or passenger (5%).
- Seventy per cent of people were very or fairly satisfied with public transport. Amongst users of public transport, this rose to 82%. [Table 4]
- Scotland’s National Performance Framework includes a ‘Journeys by Active Travel’ National Indicator, which monitors the proportion of short journeys that are made by the two main active travel modes: walking and cycling.

This found that 59.5% of journeys under two miles were on foot. [Table 4c and Figure 20] and 1.6% of journeys under five miles were by bicycle. [Table 4d and Figure 21]

- Around half of children (48%) walked to school, seventeen per cent travelled by bus and around a quarter (26%) travelled by car. [Table SUM1]
- Car access increased with household income, as did the number of cars available per household.

Fifty per cent of households with an annual income up to £10,000 had access to one or more cars, compared to ninety eight per cent of households with an annual income of more than £50,000. [Table 18 and Figure 13]

Introduction

This report presents transport and travel findings from the Scottish Household Survey (SHS) 2020 telephone survey.

The Scottish Household Survey (SHS) is an annual survey carried out since 1999. It collects data on a wide range of topics not available from any other sources, and is at the heart of the Scottish Government's evidence-based approach to policy.

Changes to survey approach in response to Covid-19 pandemic

The survey typically uses face-to-face in-home interviewing. However, in March 2020, fieldwork was suspended in response to the Covid-19 pandemic. Only a small proportion of the 2020 survey had been completed. The approach was adapted, and the remainder of the 2020 survey fieldwork was carried out using telephone interviewing.

This publication summarises findings from the telephone interviews. Reflecting the experimental nature of the change in approach, this publication is classed as Experimental Statistics rather than its usual classification of National Statistics.

Comparability with previous years

The results of the SHS 2020 telephone survey are not directly comparable to SHS results for previous years.

Everything else being equal, we would expect some genuine changes in people's views, experiences, and habits relating to transport during the pandemic. However, it is not possible to determine the extent to which differences between the 2020 results and previous years represent genuine changes in views and experiences, or are due to changes in how the survey was carried out.

Response rates for the telephone survey were lower than usual, and there was a change in the profile of respondents (e.g. home owners and people with degree level qualifications were over-represented). There are also potential mode effects (respondents answering differently over the telephone than they would face-to-face) and seasonal effects (the telephone survey took place during October 2020 and January to March 2021, whereas SHS face-to-face surveys normally run throughout the year).

The [SHS 2020 methodology report](#) provides more detail on the change in approach, and how this may have impacted the results.

Impact of reduced sample size

Around 3,000 households were interviewed for the 2020 SHS telephone survey, compared to around 10,500 for the 2019 SHS. Due to the smaller sample size, we are not able to provide 2020 data broken down in as many ways as usual. For example, we are not able to provide data for individual local authorities.

Disability and Transport

In July 2021, Transport Scotland released an initial publication summarising findings relating to disability and transport from the SHS. The intention in future years is that this analysis will be repeated and incorporated into the Transport and Travel in Scotland publication.

However, the ability to do so this year has been hampered by the aforementioned lack of comparability with previous years and the significantly reduced sample size. We have produced an accompanying spreadsheet to this publication containing results broken down by disability status where this is possible.

Additional sources of transport statistics for 2020

In October 2021, Transport Scotland published a [report highlighting the key trends in transport and travel in Scotland](#) for the first year of the coronavirus pandemic (March 2020 to March 2021). It reports on changes in travel across all main modes of transport (walking, cycling, concessionary bus, rail, road, ferry and aviation).

In addition to this, throughout the coronavirus pandemic Transport Scotland has published [a range of transport analysis](#). This includes:

- [Transport trends data](#) summarising changes in key transport modes over the pandemic
- [Public Attitudes Survey results](#), monitoring public attitudes to transport and travel during the COVID-19 outbreak
- Monthly [Sub-National Reports](#), which presents transport trends at local authority level.

Our annual compendium statistics publication [Scottish Transport Statistics](#), which will be released at the end of March, gathers together figures for a wide range of transport sources.

Interpretation of results

Excel tables have been published in the supporting files to this publication, these include figures for previous years and the relevant table numbers are referred to throughout this publication. The Excel tables include specific results for various sub-groups in the population (e.g. men and women, different age groups etc).

The Travel Diary is a section of the survey which involves respondents recounting details of all the journeys they made the previous day. A **journey** can consist of one or more **stages**. A new stage is defined when there is a change in the form of transport or when there is a change of vehicle requiring a separate ticket.

The more conventional survey content is referred to as the Social Survey.

Because of sampling variation, some differences may occur by chance. We therefore use standard statistical tests to examine whether differences are likely to be due to chance. Only differences that are statistically significant at the 95% confidence level

are described as differences in the text of this report, unless explicitly stated otherwise.

A lookup table for confidence intervals is included (Table A), which can be used in conjunction with the estimates and sample size to give an indication of what inferences can reliably be made from the data. In some cases, where the sample size is below 50 respondents, years have been combined or estimates suppressed.

Transport Scotland Statistics

For a full list of transport statistics publications see:

<https://www.transport.gov.scot/our-approach/statistics/#>

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Personal Travel

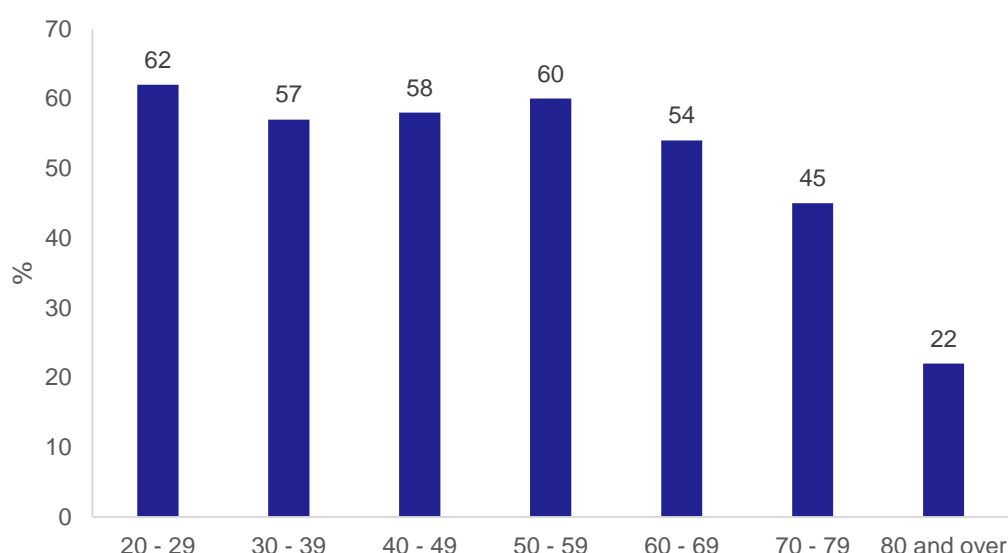
Over the period that telephone surveys were being conducted (October 2020 and January – March 2021) people in Scotland were subject to restrictions on travel and daily activity.

Most notably, this included the ‘second lockdown’, which ran from 5 January 2021 to April 2021, and incorporated a legal requirement forbidding anyone from leaving their home except for essential purposes.

Who travels?

A little over half of people surveyed (55%) had travelled the day before their survey interview. Fewer people travelled in the oldest age groups, with 45% of those over 70 and just 22% of the over 80s travelling the previous day. [Table TD1 and Figure 1]

Figure 1: Percentage of adults travelling the previous day by age, 2020

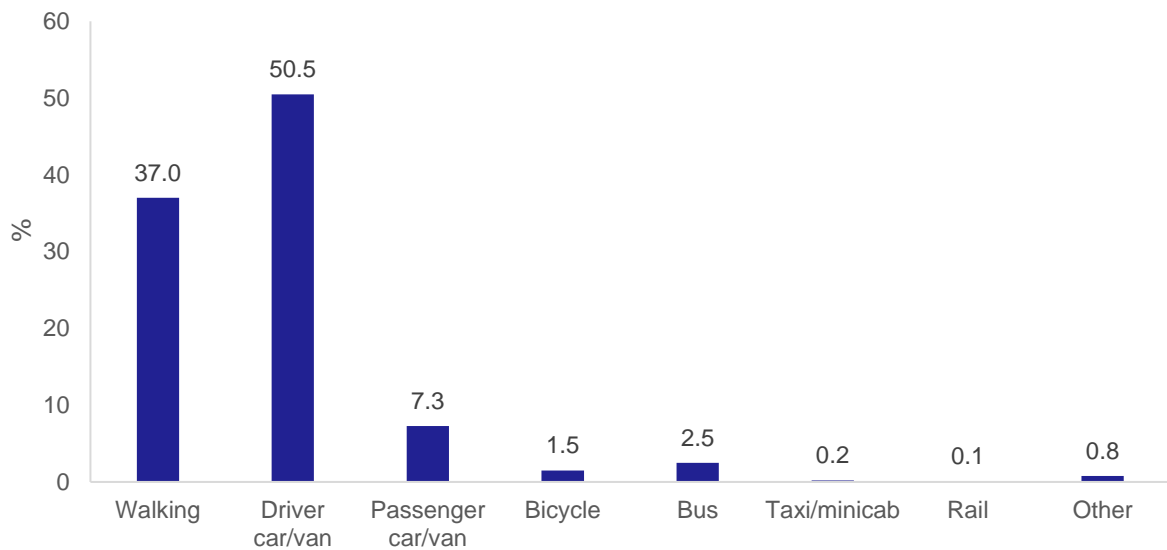


Disabled people (42%) were less likely to travel than those who were not disabled (59%).

How do people travel?

51% of journeys were made by driving a car or van. Walking was the next most popular mode of transport (37% of journeys). Only 3% of journeys were by bus and 0.1% by rail. [Table TD2, Table SUM1, and Figure 2]

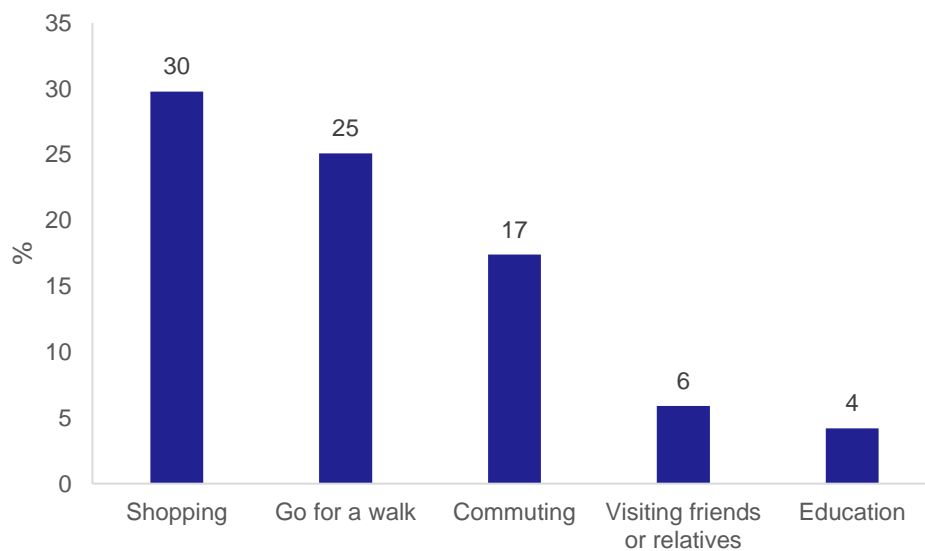
Figure 2: Modal share of all journeys, 2020



Why do people travel?

Shopping was the most common reason for travel (30% of journeys). Going for a walk was the next most popular at 25%. 17% of journeys were for commuting. [Table TD3 and Figure 3].

Figure 3: Purpose of travel (most frequent categories), 2020



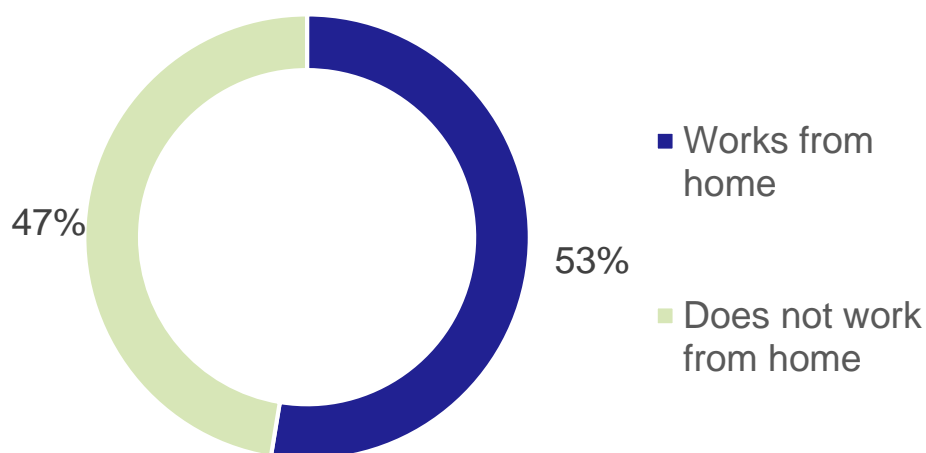
Travel to Work

Over the full period that telephone surveys were being conducted (October 2020 and January – March 2021) workers across Scotland were encouraged to work from home where practicable. This message was further strengthened during the January 2021 lockdown.

Working from home

Fifty three per cent of employed people reported that they currently worked from home. [Table 7 and Figure 4]

Figure 4: Percentage of employed people working from home

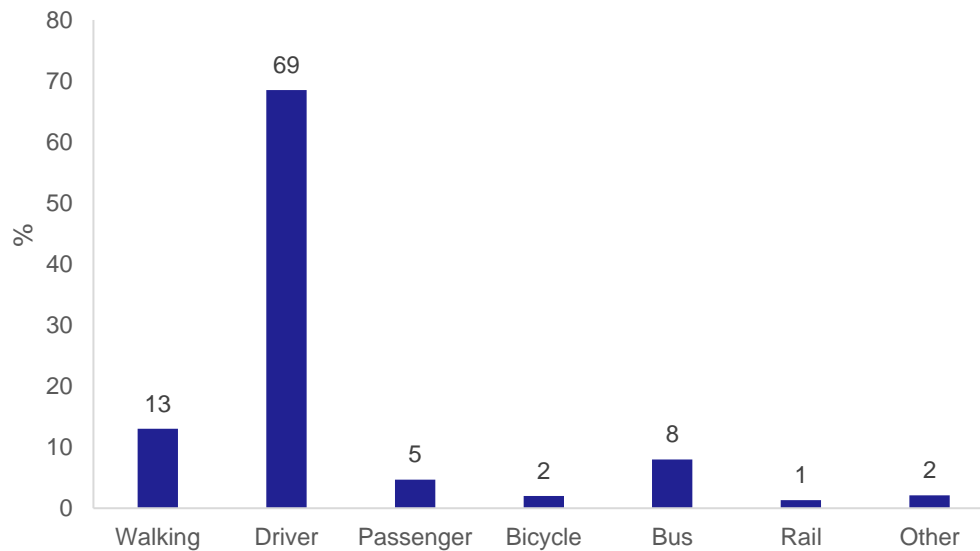


42% of those who earned up to £20,000 worked from home, compared to 62% of those with incomes above £50,000. [Table 7a]

How do people travel to work?

Amongst those that did not work from home, seventy-four per cent of people usually travelled to work by car or van, either as a driver (69%) or passenger (5%). Thirteen per cent of people usually walked to work. Eight per cent of people usually took the bus, two per cent usually cycled to work, and one per cent travelled by rail. [Table 7 and Figure 4]

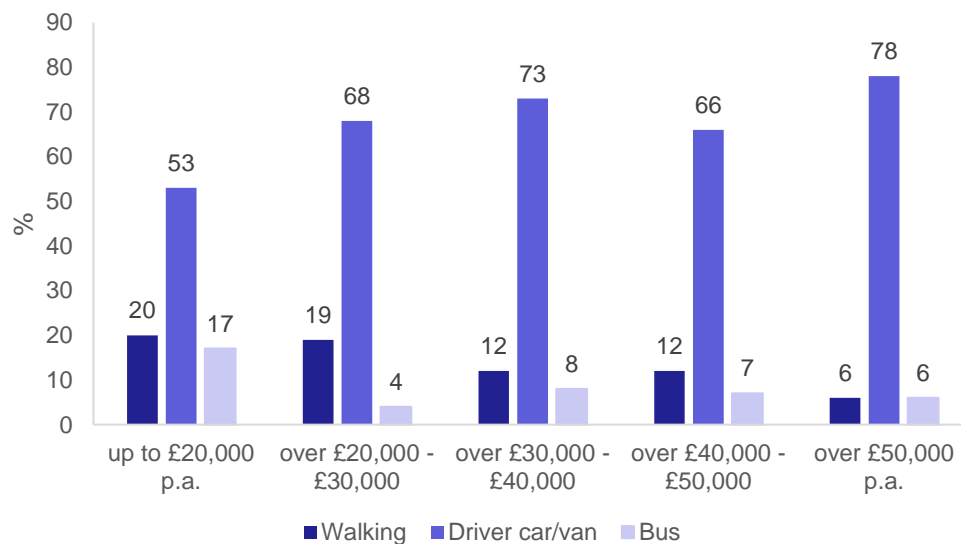
Figure 5: Method of travel to work, 2020



Who travels to work by which mode?

Those on incomes over £50,000 were more likely to drive (78%) and less likely to walk (6%) or take the bus (6%) than those on incomes up to £20,000 (53%, 20% and 17% respectively). [Table 7 and Figure 5]

Figure 6: Percentage of people taking the three most common methods of travel to work by household income, 2020



Travel to School

Over the period that telephone surveys were being conducted (October 2020 and January – March 2021) schools were not always open.

Whilst schools were open in October 2020, they remained closed at the beginning of January 2021 and did not begin a phased re-opening until February 22nd 2021.

How do children travel?

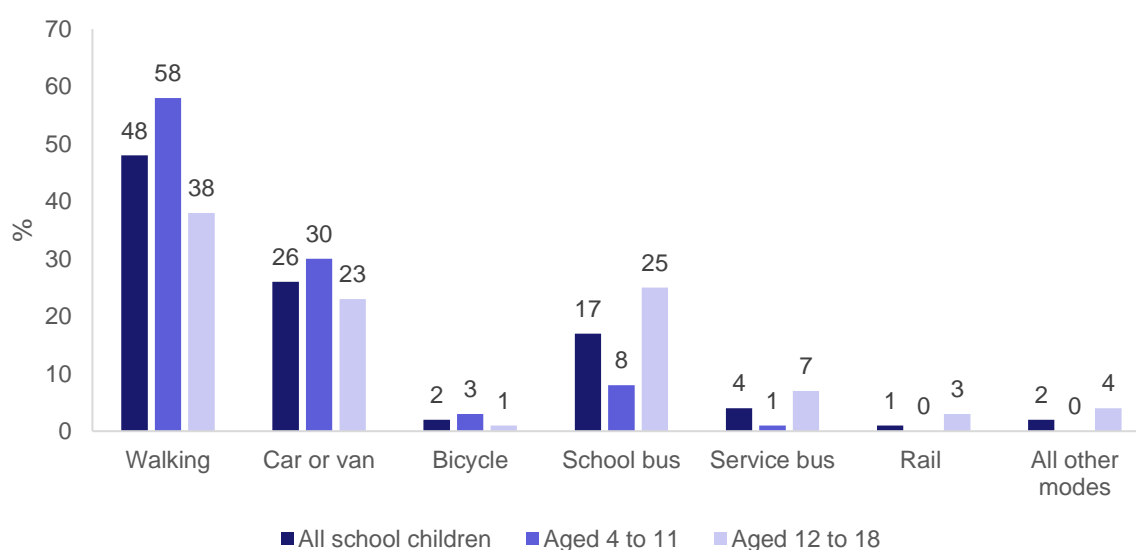


Around half of children (48%) walked to school, seventeen per cent travelled by bus and around a quarter (26%) travelled by car. [Table SUM1]

There was variation in mode of travel by age. In the 4 to 11 age group, 58 per cent reported walking to school, compared to 38 per cent in the 12 to 18 age group. The older age group were more likely to catch a bus than

younger children (32% compared to 9%). [Table 15 and Figure 6]

Figure 7: Method of travel to school, 2020



When do people travel?

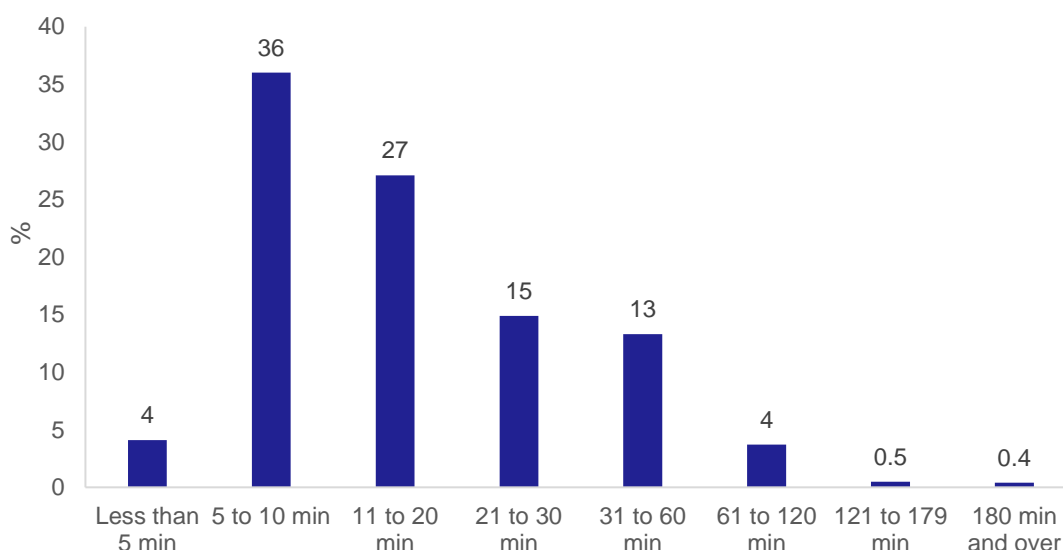
More journeys were reported on weekdays than at weekends. [Table TD8]

12 noon to 2 pm was the most common time of travel (20% of the total). It was also the busiest time for travel at the weekend, with 29% of weekend journeys taking place between these times. [Table TD 7]

Duration

The majority of journeys reported were of short duration. Sixty seven per cent of journeys lasted up to 20 minutes. Only eighteen per cent of journeys lasted more than half an hour, of which around five per cent lasted more than an hour. [Table TD6 and Figure 8]

Figure 8: Percentage of journeys made by duration of journey, 2020



Perceptions of Congestion

A journey can consist of one or more stages. A new stage is defined when there is a change in the form of transport or when there is a change of vehicle requiring a separate ticket

Five per cent of car driver journey stages were perceived to be delayed due to congestion in 2020. [Table TD10 and Sum1]

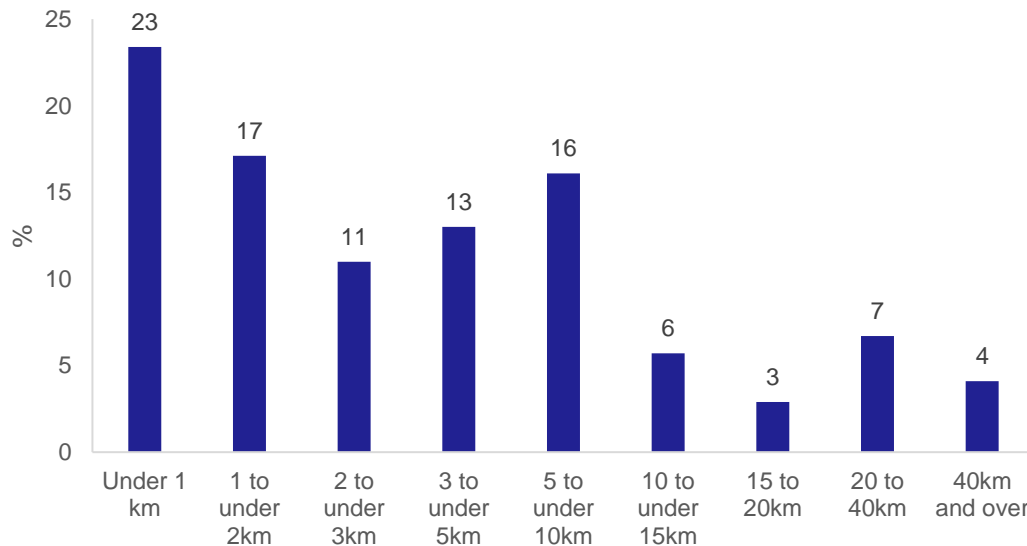
Seven per cent of bus stages were delayed due to congestion. [Table TD11]

The main reason suggested for car or van stage delays was 'road maintenance' (70% compared to 26% in 2019). 'Volume of traffic' was suggested by 29% of respondents. [Table TD10a]

How far do people travel?

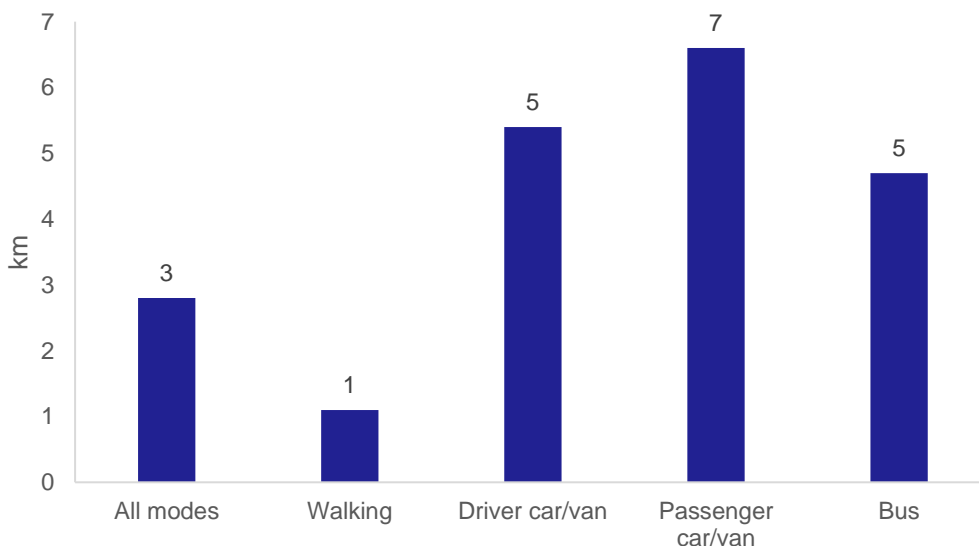
Twenty-three per cent of journeys were under 1 km, and nearly three quarters (65%) were under 5 km. [Table TD4 and Figure 9] The median journey length was 2.8 km, and the mean journey length was 7.9km. [Table TD5]

Figure 9: Percentage of journeys by road network distance, 2020



Walking journeys were an average (median) length of 1.1 km, with car driver journeys at 5.4 km. [Table TD 5a and Figure 10]

Figure 10: Average (median) distance (km) by most common modes of transport, 2020



The median length of journey for men (3.1 km) compares to 2.5 km for women. The longest journeys of men (upper decile, 23.9 km) were further than those of women (14.9 km). [Table TD5a]

Seventy four per cent of journeys under 1 km were made on foot; car journeys (whether as a driver or passenger) accounted for most of the remainder (21%). Car

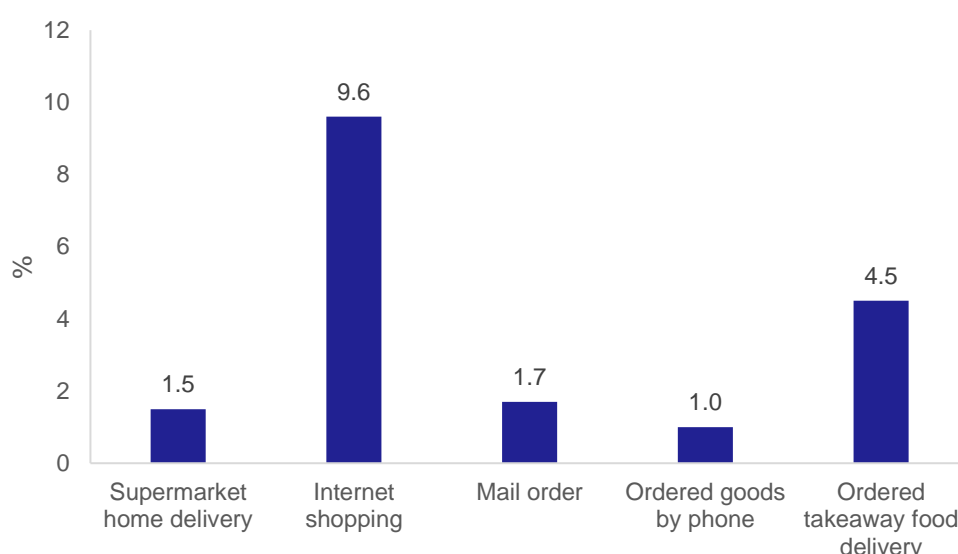
was the most common mode of travel for all distance groupings greater than 2 km. [Table TD2a]

Influence of ordering services on travel

Where individuals had used ordering services to have goods delivered the previous day, they reported a reduction in the number of trips they made that day in sixty-two per cent of cases. [Table TD17]

The most popular ordering service was internet shopping, which was used the previous day by 10% of the population, followed by takeaway food delivery (4%). [TD17 and Figure 11]

Figure 11: Percentage of adults using various ordering services, 2020



Motor vehicles, traffic and driving

Driving licences

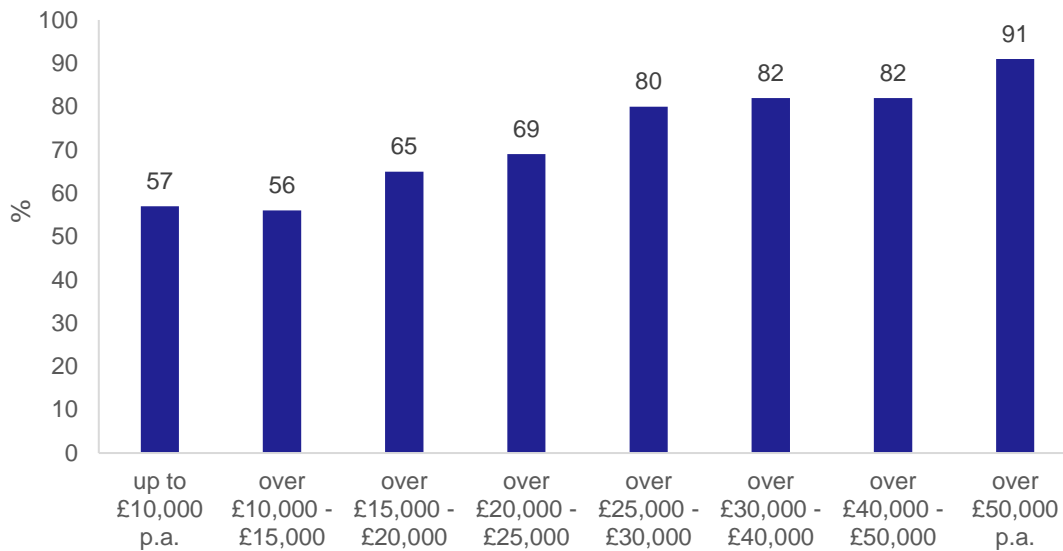
Seventy six per cent of survey respondents aged 17+ had a driving licence. [Table SUM1, Table 1]

Men were more likely to hold a driving licence than women, with eighty per cent of men aged 17+ having one, compared to seventy two per cent of women. [Table 1]

Disabled people were less likely to have a driving licence (62%) than people who were not disabled (80%). [Table 19]

Driving licence possession tended to increase with net annual household income (57% for adults in households with less than £10,000 of income compared to 91% in households with an income over £50,000). [Table 19 and Figure 12]

Figure 12: Percentage of people aged 17+ holding a driving licence by income, 2020



People were more likely to have driving licences in rural than urban areas. Seventy per cent of adults in large urban areas had a driving licence, compared to eighty seven of those in remote rural areas. [Table 19]

Car and van access

Eighty one per cent of households had access to one or more cars or vans for private use. Thirty six per cent of households had access to two or more. [Table 18, Table SUM1]

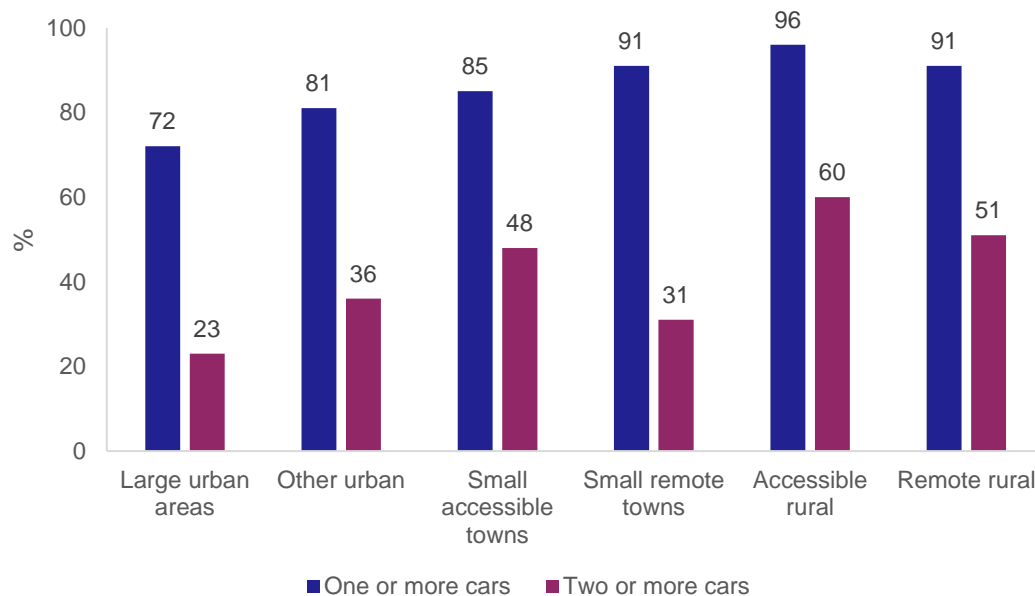
Car access increases with household income, as does the number of cars available per household: fifty per cent of households with an annual income up to £10,000 had access to one or more cars, compared to ninety eight per cent of households with an annual income of more than £50,000. [Table 18 and Figure 13]

Figure 13: Household access to cars by income, 2020



Households in rural areas were more likely to have access to a car than those in urban areas. Car access in accessible rural households was 96%, compared to 72% in large urban areas. [Table 18 and Figure 14]

Figure 14: Household access to cars by urban-rural classification, 2020



Frequency of driving

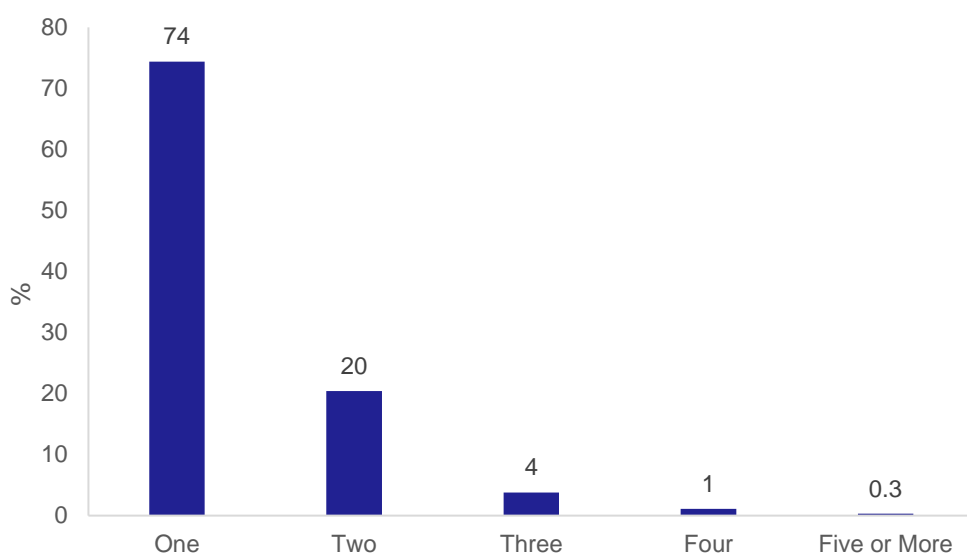
Sixty three per cent of people drove at least once a week. Twenty one per cent drove every day. [Tables 20 & SUM1]

Frequency of driving was higher in rural areas than in urban areas, and increased with income. [Table 20]

Car occupancy

The average occupancy per car stage was 1.3 people. The proportion of single occupancy stages was seventy four per cent. [Table TD9 and Figure 15]

Figure 15: Percentage of car stages by car occupancy, 2020



Fuel spend

The average (mean) amount which households had spent on fuel in the last month was £69. [Table 2]

Electric vehicles

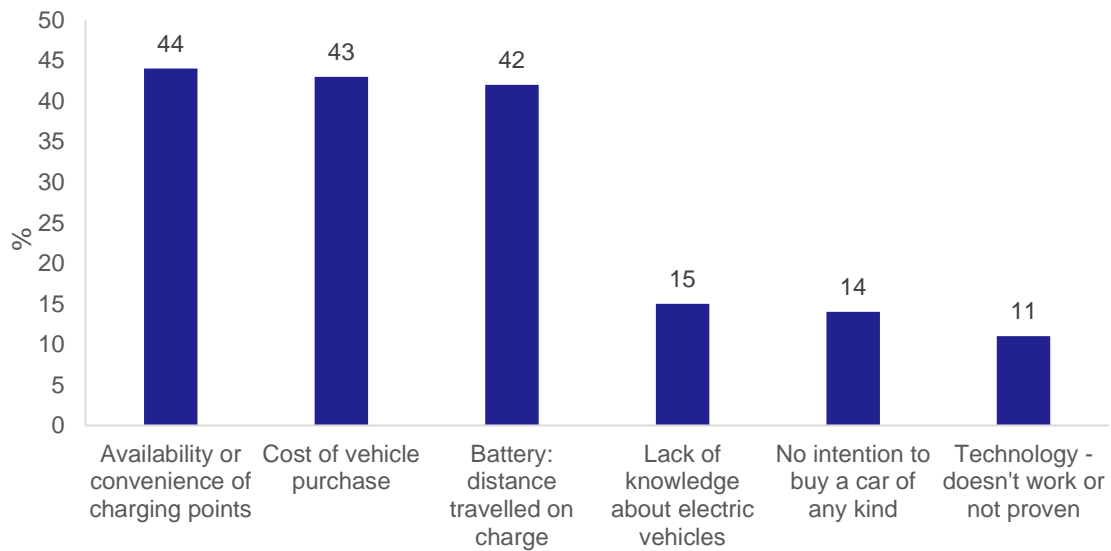
2.2% of people said they owned an electric car or van. [Table 49]

Fifty nine per cent are either thinking of buying an electric car soon, or would consider doing so in the future. [Table 49]

Of the people who had bought or would consider buying a plug-in electric car or vehicle, the main reasons were their environmentally friendliness (77%) and their fuel or running costs (43%) [Table 50].

For those who said they would not consider buying an electric vehicle, the availability or convenience of charging points (44%), the cost of vehicle purchase (43%), and the distance that could be travelled on a single charge (42%) were the main deterrents. [Table 51 and Figure 16]

Figure 16: Most common reasons for not considering buying a plug-in electric vehicle or van, 2020



Public transport and aviation

In addition to wider restrictions on travel and activity during the periods that telephone surveys were being conducted (October 2020 and January – March 2021), people living in the central belt of Scotland were encouraged to minimise use of public transport as much as possible from the 7th October 2020.

Satisfaction with public transport

Seventy per cent of people were very or fairly satisfied with public transport. Amongst users of public transport, this rose to 82% [Table 4]

Local bus services

Fourteen per cent of survey respondents had used the bus in the past month. Two per cent used the bus every day or almost every day. [Table SUM1, Table 28]

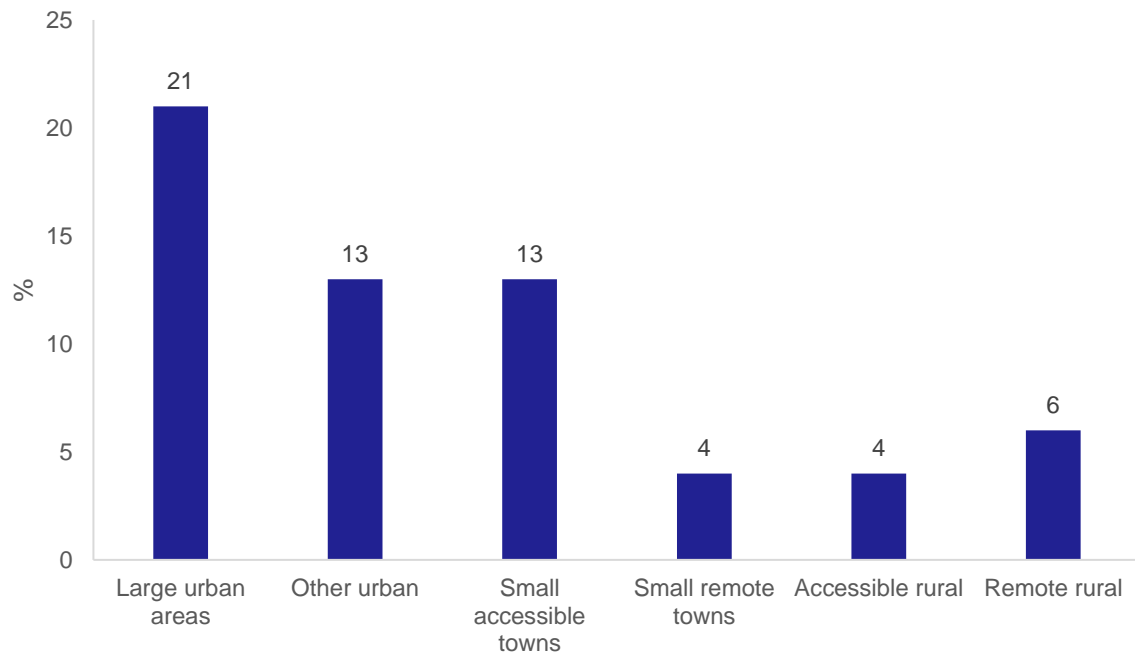
Bus usage tended to decrease with income. Thirty per cent of those on an income of £10,000 to £15,000 had used the bus in the past month compared to only eight per cent of those on an income of over £50,000. [Table 28]



Eighteen per cent of disabled people used the bus in the past month, compared to thirteen per cent of people who were not disabled. [Table 28]

Frequency of bus use was also higher in urban areas. 31% of people in large urban areas used the bus at least once a month compared to 4% in small remote towns and accessible rural areas. [Table 28 and Figure 17]

Figure 17: Percentage of adults using the bus at least once a month, by urban rural category, 2020



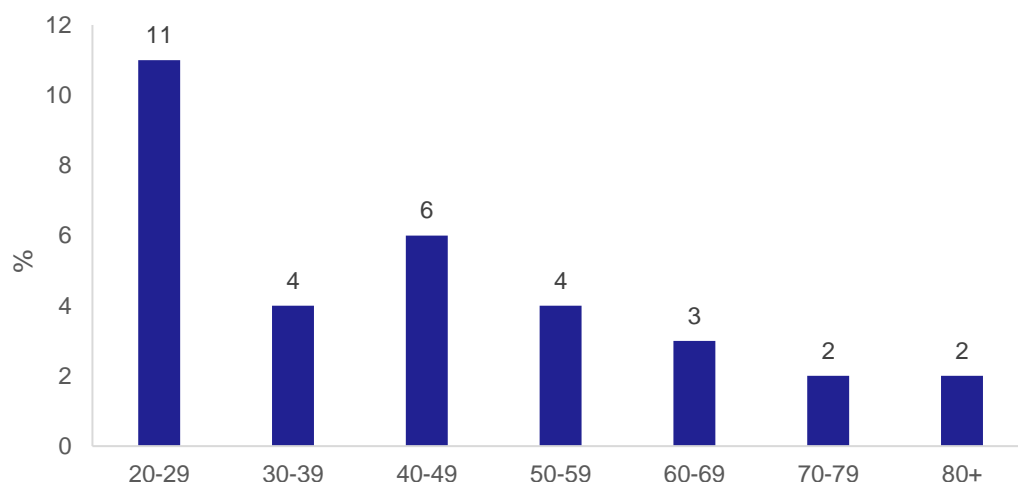
Rail travel

Five per cent of the population had used the train in the last month. *[Table 28, Table SUM1]*

The proportion of people who reported that they had used the train in the last month tended to decrease with age (11% of those aged 20-29 had used the train in the last month, compared to 2% of those aged 70 and over). *[Table 28 and Figure 18]*



Figure 18: Percentage of adults using the train at least once in the past month by age, 2020



Three per cent of disabled people had travelled by train, compared to six per cent of those not disabled.

Of those who had used the train in the last month, the most frequent journey purpose was to go to work (20%), followed by visiting friends or relatives (19%) and for a holiday or day trip (17%). [Table 44]

Aviation

The survey questions about aviation refer to flights taken during the 12 months previous to the survey interview.

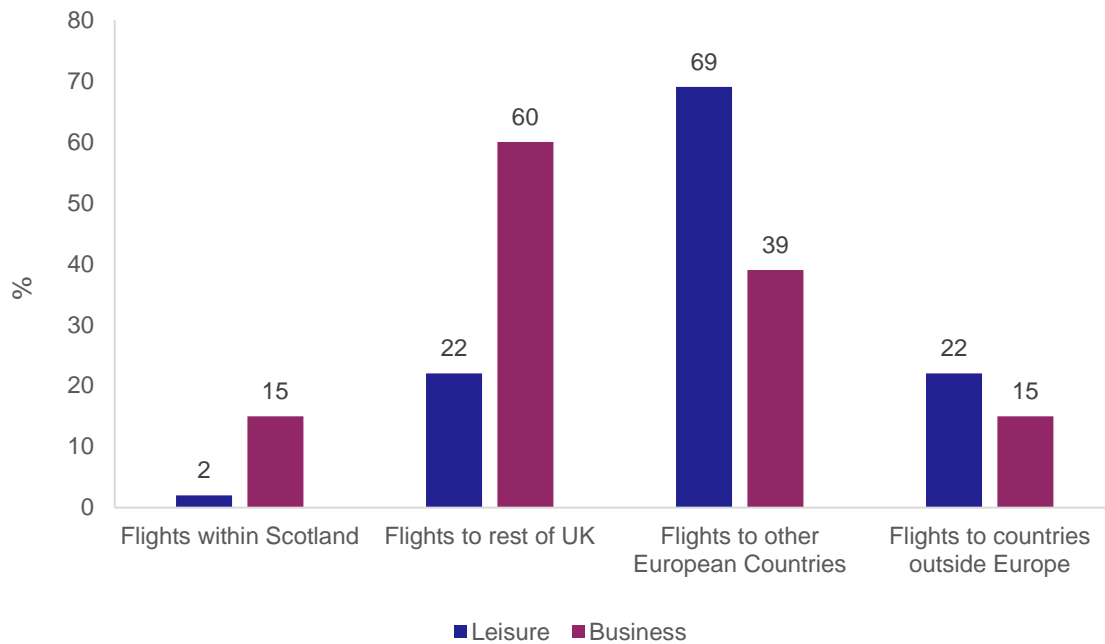
With the survey interviews occurring in October 2020 and January-March 2021, 'the previous 12 months' potentially covers periods prior to the implementation of any travel restrictions as well as periods of strict lockdown.

Sixteen per cent of adults took at least one flight for leisure in the previous 12 months. [Table 37]

Three per cent of adults took at least one flight for business over that same period. [Table 38].

For those who had flown, flights to Europe were most common for leisure travellers (69% flew at least once to Europe). For business flyers, flights to the rest of the UK were most common (60% flew at least once to the rest of the UK). [Tables 37b, 38b, and Figure 19]

Figure 19: Percentage of those who flew who took at least one flight in the previous 12 months to a destination area, leisure and business users, 2020



The two most common reasons for flying were that it was quicker (85%) and cheaper (24%) than other modes. [Table 39]

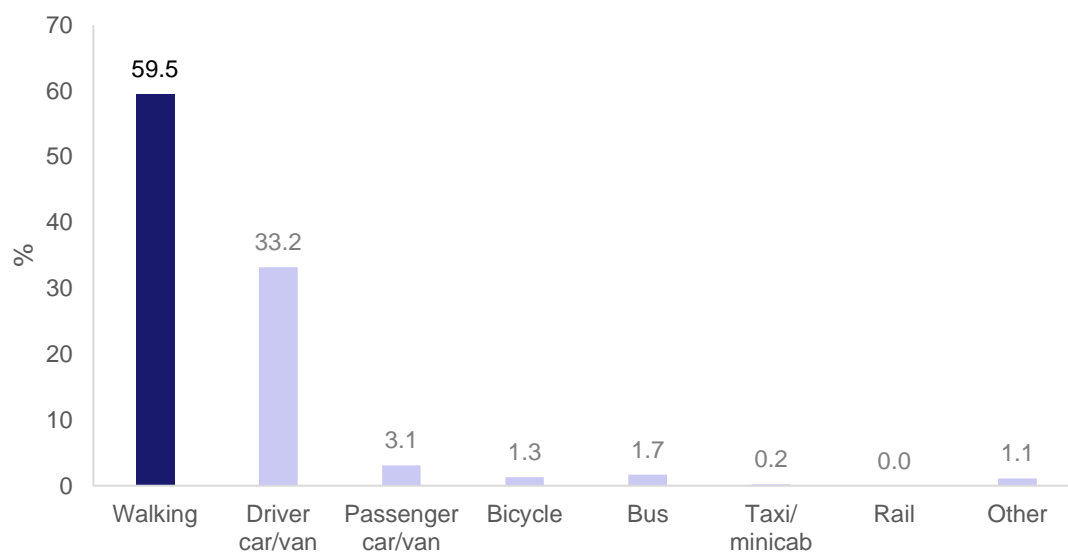
Walking and cycling

National indicator

As part of Scotland's National performance framework there is a 'journeys by active travel' National Indicator, which monitors the proportion of short journeys that are made by the two main active travel modes: walking and cycling.

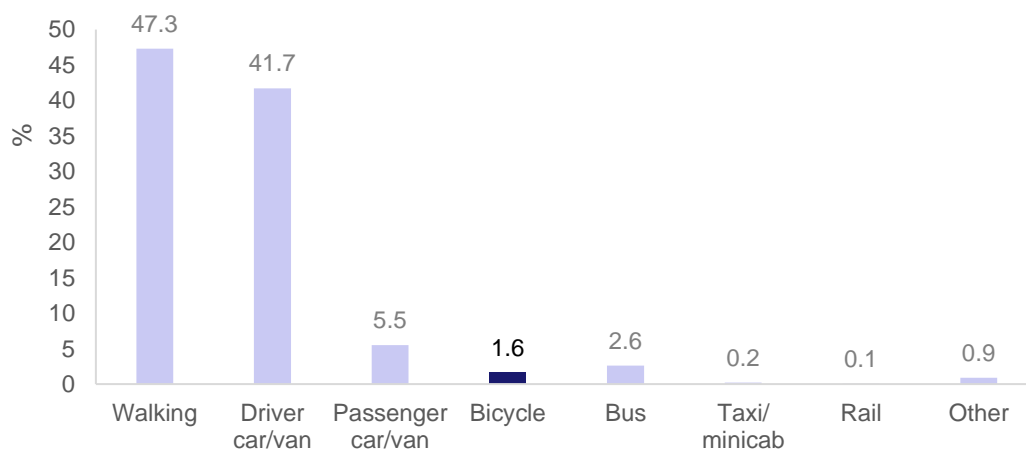
59.5% of journeys under two miles were on foot. [Table 4c and Figure 20]

Figure 20: Percentage of journeys under 2 miles by main mode, walking National Indicator, 2020



1.6% of journeys under five miles were by bicycle. [Table 4d and Figure 21]

Figure 21: Percentage of journeys under 5 miles by main mode, cycling National Indicator, 2020



Typically, the performance on National Indicators are assessed as to whether they are improving, maintaining or worsening. Due to the survey changes in 2020 and the lack of comparability with previous years' data (see introduction), the national indicator is not receiving a performance assessment.

More information on the indicator, including further details on how performance is normally assessed can be found on the [National Performance Framework](#) website.

Walking

Of all journeys reported in the SHS travel diary, thirty seven per cent had walking as the main mode. [Tables Sum 1 and TD2]

Thirteen per cent of adults usually walked to work. [Tables 7 & SUM1].

Forty eight per cent of children usually walked to school as their main mode of transport. [Tables 15, TD2 & SUM1].

The average (median) walking journey was 1.1 km using road network distance. [Table TD5a]

Cycling

Of all journeys reported in the SHS travel diary, two per cent were by bicycle [Table TD2 & Sum 1]

Two per cent of adults usually cycled to work. [Tables Sum 1 and Table 7].

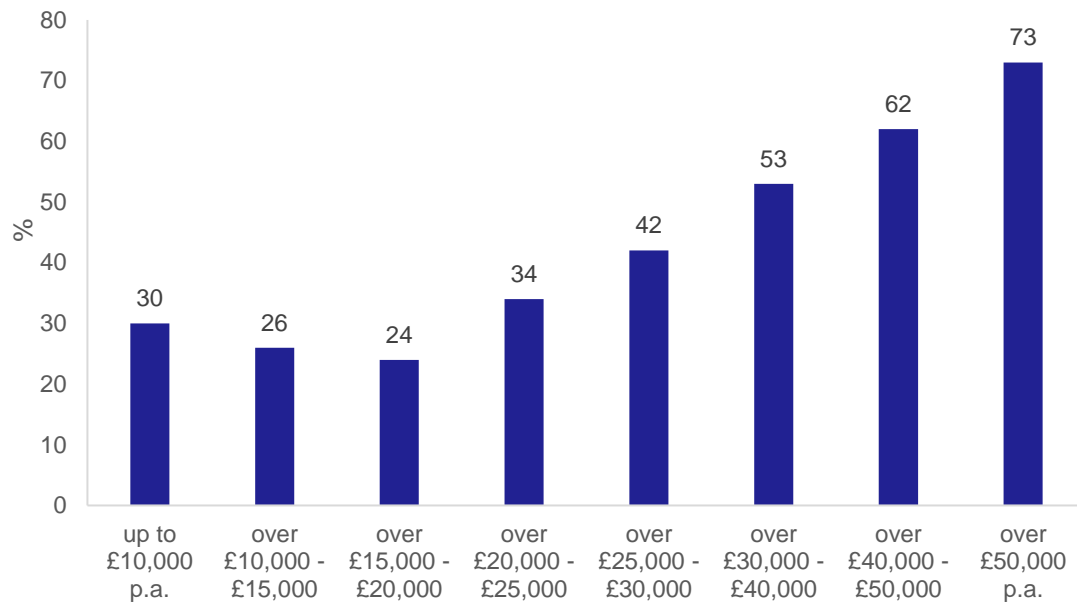
Two per cent of children cycled to school. [Tables 15 and SUM1]

Bicycle access

Forty five per cent of households had access to at least one bicycle for adult use. Twenty seven per cent had access to two or more. [Table 18]

Household access to bikes was higher at the highest incomes: 73% of households with an income of £50,000 or more have access to one or more bikes. [Table 18 and Figure 22]

Figure 22: Access to one or more bicycles in household, by income, 2020



Additional background information on the SHS

The Scottish Household Survey (SHS) started in February 1999. Its principal purpose is to collect information to inform policy on Transport, Communities and Local Government, but other topics are covered, such as household composition, amenities, employment or unemployment, income, assets and savings, credit and debt, health, disabilities and care, and other topics. The SHS provides the first representative Scottish data on many subjects, such as access to the Internet, daily travel patterns, etc.

Where appropriate, the SHS uses the harmonised concepts and questions for government social surveys which have been developed by the Government Statistical Service, to facilitate comparison with the results of other government surveys. However, differences in sampling and survey methods mean that SHS results will differ from those of other surveys. The SHS is *not* designed to produce statistics on unemployment or income: it collects such information *only* for selecting the data for particular groups of people (such as the unemployed or the low-paid) for further analysis, or for use as background variables when analysing other topics.

The SHS is intended to be a survey of private households. For the purposes of the survey, a household is defined as one person or a group of people living in accommodation as their only or main residence and *either* sharing at least one meal a day *or* sharing the living accommodation. A student's term-time address is taken as his/her main residence, in order that they are counted where they live for most of the year.

The sample was drawn from the Small User file of the Postcode Address File (PAF), which is a listing of all active address points maintained by the Post Office. The Small User file excludes addresses where an average of more than 25 items of post is delivered per day. Blocks of flats etc, which have several dwellings at the same address, are *not* excluded from the Small User file: in such cases, the file's Multiple Occupancy Indicator is used to count each dwelling separately for the selection of the sample.

People in certain types of accommodation (such as nurses' homes, student halls of residence etc.) will be excluded from the SHS unless the accommodation is listed on the Small User file of the PAF and it represents the sole or main residence of the people concerned. People living in bed and breakfast accommodation may be included, *if* it is listed in the Small User file of the PAF and if it is their sole or main residence. Prisons, hospitals and military bases are excluded. This exclusion of some forms of accommodation may have particular effects upon the inclusion of certain groups in survey, such as disabled people.

Experimental Statistics

Official and National Statistics are produced to high professional standards set out in the Code of Practice for Official Statistics. Both undergo regular quality assurance reviews to ensure that they meet customer needs and are produced free from any political interference.

Experimental statistics are a subset of newly developed or innovative official statistics that are undergoing evaluation. Experimental statistics are developed under the guidance of the Head of Profession for Statistics and are published in order to involve users and stakeholders in the assessment of their suitability and quality at an early stage.

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