



**TRANSPORT  
SCOTLAND**  
CÒMHDHAIL ALBA

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# **Transport and Travel in Scotland**

## **Key Findings 2019**



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# Introduction

**Information in this report is based on the Scottish Household Survey (SHS). The SHS is Scotland's largest random pre-selected survey and is at the centre of Scotland's evidence based approach to policy-making.**

Since 1999, it has collected information on what Scottish households look like, how they are managing and what the population in Scotland thinks about a range of topics.

The survey includes a range of questions related to transport and travel. It also includes the travel diary, in which respondents provide detailed information on all the journeys they made the previous day.

SHS transport data is used for a wide range of purposes, including planning major infrastructure projects, informing policy decisions on concessionary travel and helping guide action on promoting active and sustainable travel.



**Scottish Household Survey transport data helped to plan for the Queensferry Crossing, the Airdrie to Bathgate Railway and the M8/M73/M74 Motorway Improvements!**

# Who Travels?

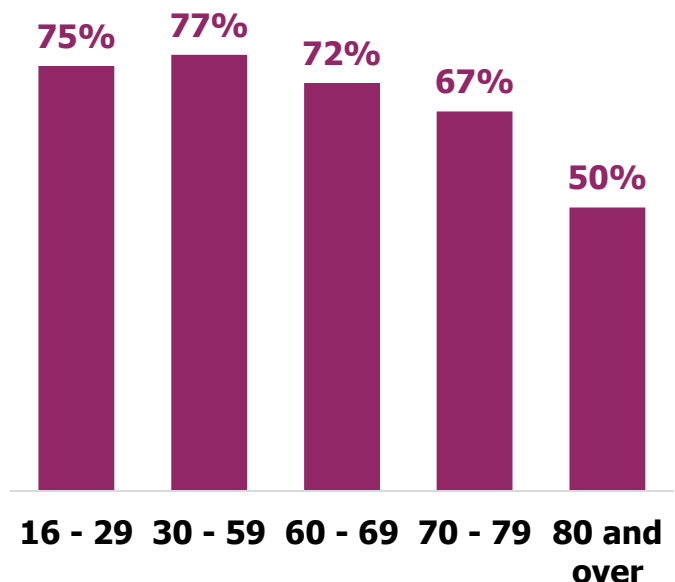
**The proportion of adults who travelled the previous day had fluctuated over time.**

In 2019, around three quarters (74%) of adults travelled the previous day. This was little changed from 73% in 2018, but a slight decrease from 77% in 2009.

As in previous years, older people were less likely to have travelled the previous day than younger age groups.

Men were more slightly more likely to have travelled than women (74% vs 73%). The gap was greater in previous years.

**Travel on the Previous Day  
by Age**



**People with higher incomes were more likely to have travelled the previous day than those with lower incomes**

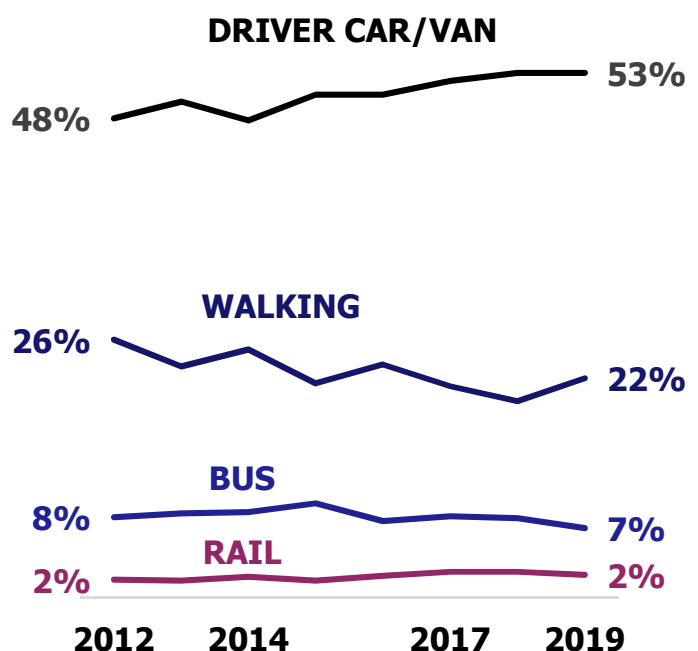
# How Do We Travel?

**Over half of journeys in Scotland were made driving a car or van. This increased from 48% of all journeys in 2012 to 53% in 2019.**

Walking is the next most popular mode of transport (22% of journeys, down from 26% in 2012), followed by passenger of car or van (12%) and bus (7%).

Although rail travel makes up only a small proportion of total journeys, the percentage of journeys that are made by rail has increased since 2012. Walking and bus journeys have decreased over the same time period.

## Modes of Transportation



**The most common reasons for travelling were shopping (24%), commuting (23%) or visiting friends or relatives (10%)**



# Travelling to School

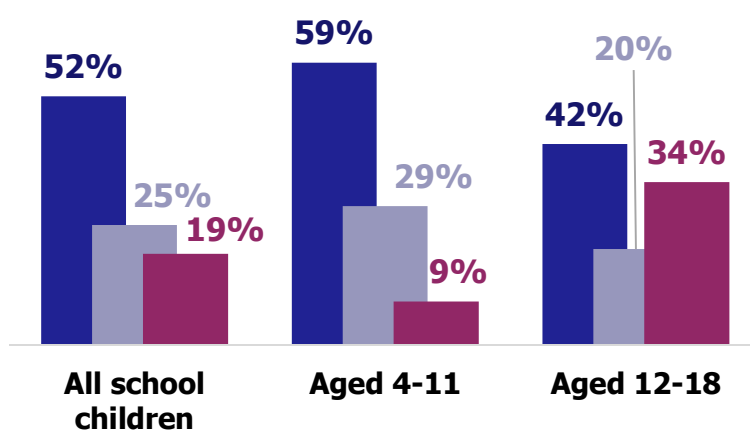
**Around half of children (52%) walked to school, 19% travelled by bus and around a quarter (25%) travelled by car.**

This differed by age, with younger children more likely to walk to school than older ages, while older children were more likely to catch a bus.

Since 1999, fewer children travelled to school by bus (from 25% to 19%), while over the same period car usage has risen from 18% to 25%.

## Mode of Travelling to School by Age of Children

**WALKING**  
**BY CAR/VAN**  
**BY BUS**



**The most common reason for walking to school was because the school is close by (88%)**

**The most common reason for travelling by car was because it was considered most convenient (36%)**

# Travelling to Work

**68% of people travelled to work by car or van, 12% by walking and 10% by bus.**

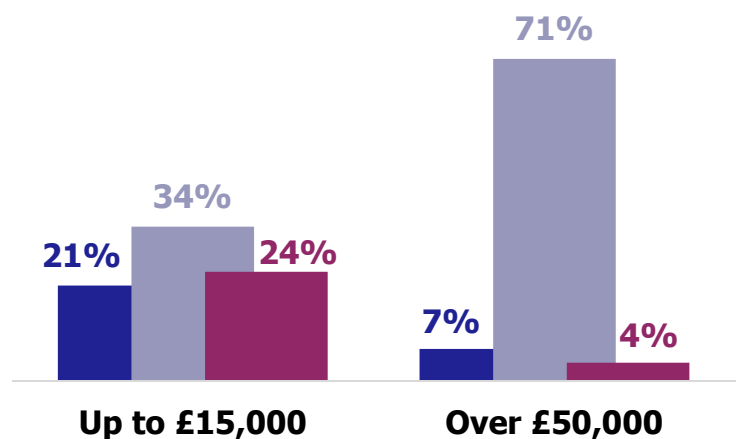
However, this varied with income. Those in households with incomes under £15,000 were more likely to take the bus or walk than those on higher incomes. People from households with incomes over £50,000 were the most frequent car users.

The proportion of adults travelling to work by car, either as a driver or passenger, had been consistent since 1999. However, the proportion of drivers increased from 55% in 1999 to 63% in 2019, and the proportion of passengers decreased from 12% to 5%.

Traveling to work by rail increased from 3% to 5% over this period.

## Mode of Travelling to Work by Household Income

**WALKING**  
**BY CAR/VAN**  
**BY BUS**



**The proportion of adults working from home had increased from 7% in 1999, to 16% in 2019**

# Active Travel

**In 2019, 48% of journeys under 2 miles were made on foot, an increase from 43% in 2018.**

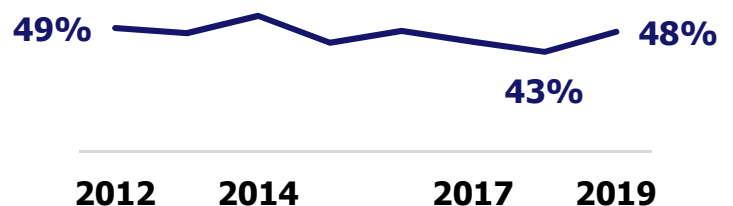
Just under 2% of journeys under five miles were made by bicycle, consistent with previous years.

The National Performance Framework (NPF) sets out a vision of improved wellbeing and quality of life for the people of Scotland.

The framework includes a National Indicator on 'Journeys by active travel', which monitors the proportion of short journeys that are made by the two main active travel modes: walking and cycling.

44% of journeys under five miles were made by driving a car or van, while 36% of journeys under two miles were made this way.

**Journeys Under Two Miles by Walking**



**Journeys Under Fives Miles by Bicycle**



**The rise in the proportion of walking journeys means that the National Indicator status is determined as Performance Improving**



# Bus Travel

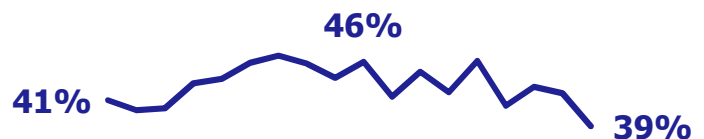
**Bus travel has declined in recent years. In 2019, 39% of people had used the bus in the past month, compared to 41% in 2002, and 46% in 2011.**

People aged 16 to 19 are most likely to have used the bus in the last month (57%), while people aged 50 to 59 were least likely to have used the bus in the last month (29%).

Women tended to use buses more frequently than men (26% of women used the bus at least once a week compared to 23% of men).

People in large urban areas were more than twice as likely (54%) to have used the bus in the past month than those in remote rural areas (20%).

**Proportion of People Who Have Used the Bus at Least Once in the Past Month**



2002

2010

2019

**93% of people felt safe and secure on the bus in the daytime, but only 69% did in the evening**

# Car Travel

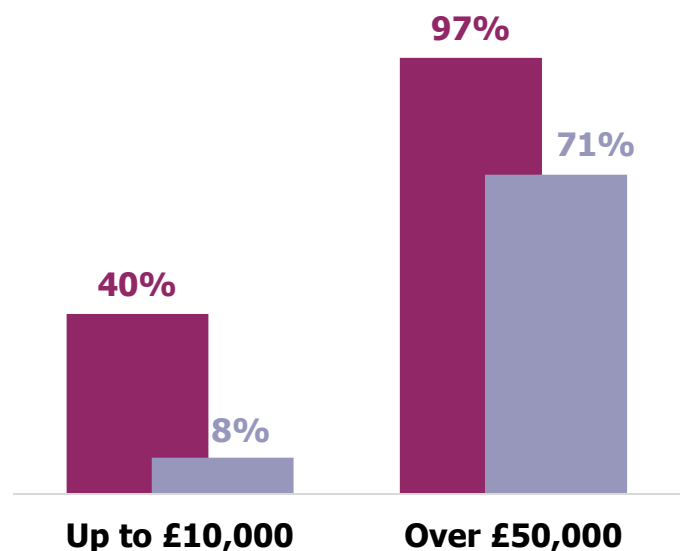
**Households on higher incomes were more likely to have access to a car.**

Only 40% of people in households with incomes less than £10,000 had access to a car, whereas this figure rose to 97% for those in households earning over £50,000.

Car access was greater in rural areas. 90% of people in accessible rural areas had access to a car, compared to just 62% of those in large urban areas.

## Access to Cars by Annual Household Income

**ONE OR MORE CARS**  
**TWO OR MORE CARS**



**82% of 40-49 years olds held a driving licence in 2019, compared with 39% of those aged 16-19 and 43% of those aged 80 or over**



# Key Resources

**Transport and Travel in Scotland** provides a full overview of the Transport and Travel related questions asked in the Scottish Household Survey.

**Scottish Transport Statistics** presents a comprehensive statistical picture of transport in Scotland based on a range of data sources, and is published each February.

Both publications are available on the Transport Scotland web page.

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



More information on the Scottish Household Survey, including the 2019 Headline Report, is available on [www.gov.scot/collections/scottish-household-survey](http://www.gov.scot/collections/scottish-household-survey)

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