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Modern Apprentices Travel and Travel Costs

**Analysis from Skills
Development Scotland's
Modern Apprentice Survey
2019**

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Executive Summary

Background

The survey was sent to 31,695 Modern Apprentices (MA) in training in February 2019, via Qualtrics. There were 5,886 responses, which means the response rate was 19%.

Overview of respondents

The sample is reasonably representative of the MA population in training across variables, including residence by SIMD decile and individual and occupational framework groupings. Men and people aged 20-25 were slightly underrepresented. Skills Development Scotland used age and gender to weight the data to make it more representative of the MA population.

Travel as a reason for selecting a Modern Apprentice

Just under a third of MAs considered their travel options before starting their MA. There are variations across different ages, occupational framework groupings and where the MA lives in the extent to which MAs consider travel.

The largest proportions of MAs select their apprenticeship to increase their skills (69%) and achieve a qualification (59%). A fifth consider the employer's location and ease of access as reasons for selecting their MA. Only 5% consider the availability of public transport as a reason for selecting the MA.

Younger people and females are more likely to think about travel and availability of public transport when they select their MA.

Mode of travel

Most MAs travel to work by car (60%) and a further 13% travel by car as a passenger. On the whole, younger MAs (aged 16-19) and females are more likely to use public transport.

There are variations in the way MAs travel by occupational framework grouping. For example, the proportion travelling by car ranges from 81% (for MAs in Transport and Logistics) to 27% (MAs in Personal Services and Barbering).

Cost of travel

There are variations in how much MAs spend on travel to work. MAs in Automotive, Engineering and Energy and Construction occupational frameworks spend the most on travel, while MAs in Retail and Customer Services frameworks spend least. The average spend across all frameworks is £25 per week.

Older MAs (over 25) spend less on travel than MAs under 25. Males spend more on transport than females.

As might be expected, MAs in more remote and rural areas spend more on travel than MAs in towns, apart from MAs in remote small towns. MAs in both the least (10) and most deprived (1) deciles spend less than MAs living in other deciles.

Views about the cost of travel

Younger MAs spend a larger proportion of earnings on travel compared to older MAs, as do MAs living in rural and remote areas.

Two thirds of MAs report they spend less than 10% of their earnings on travel. There are differences across occupational groupings in terms of the proportion of earnings spent on travel. For example, over 80% of Management MAs spend less than 10% of their income on travel; however only 38% of MAs in Personal Services and Barbering spend less than 10%.

Over half of MAs report that their spending on travel is not an issue for them. Approximately a further third report that it is manageable, although their budget is tight.

There are differences across occupational frameworks. For example, over three quarters of Management MAs say that travel costs are not an issue for them, compared to just over a third of those in Personal Services and Barbering.

There are also differences across main mode of travel.

Financial support for travel

More than half of MAs said that they do not receive any financial support for travel. A larger proportion of younger MAs (aged up to 25) have support for travel than MAs over 25, and more males than females have travel support. The main difference is that more males have support provided by their employer.

There are differences across occupational frameworks and the main areas of difference are around whether MAs have support from employers or student discounts.

A higher proportion of MAs living in the most deprived SIMD decile report they have support compared to other MAs living in other deciles.

Introduction

Background

The Concessionary Travel Scheme for Older and Disabled People in Scotland offers free bus travel within Scotland on any registered bus service to anyone who lives in Scotland, who is aged 60 and over or meets certain disability criteria, and who has applied for and received a National Entitlement Card (or 'bus pass'). A public consultation in 2017 looked at options to ensure the longer-term sustainability of the Scheme and proposals to provide free bus travel to MAs.

Transport Scotland is aware that the income level of MAs can vary, with younger MAs usually earning less on average than their older peers. Other factors, such as access to public transport and the industry sector in which the MA works, can also influence the costs of transport relative to wages. Travel costs are therefore likely to represent a greater proportion of income for younger MAs and may be a barrier to uptake and completion of an MA for some.

To understand more about the travel behaviour of MAs and the impact of transport costs, Transport Scotland commissioned Skills Development Scotland (SDS) to incorporate questions into their MA in-training survey to increase understanding of MA travel and inform discussions about the possibility of offering free travel to MAs.

Methodology

The research method used by Skills Development Survey was an online survey. The questions were supplied by Transport Scotland, based on questions used previously by the Department of Transport (DfT) in England. This allows for comparison with the results from the DfT's survey of English MAs. The questions were cognitively tested and piloted with a small sample of MAs which led to some small modifications to the questions to make them more reflective of Scottish MA experiences.

The population for the survey was all MAs in training in February 2019. There were 38,235 apprentices in the population, 31,695 with an email address as a method of contact which could be used to distribute the survey using Qualtrics. The survey was in the field between Monday 25 February and Wednesday 6 March 2019, with a reminder sent after one week. A prize draw for shopping vouchers was used to incentivise completion of the survey. The average time to complete the survey was 7 minutes.

SDS received 5,886 responses, representing a response rate of 19%.

The survey data was downloaded into SPSS and Excel for analysis. Data were weighted by age and gender to ensure that the sample was representative of the MA population.

Overview of Respondents

Main points

Half of the respondents were aged 16-19; just over a quarter were aged 20-24; and just under a quarter were over 25. (Table 1). This is similar to the MA population as 50% of MAs are 16-19 years old; 27% are aged 20-24 and 23% are over 25.

Fifty-eight percent of the respondents were male. (Table 2). This is lower than the MA population as 72% are male.

There was a spread of respondents across SIMD deciles. This is close to the proportions in each of these deciles in the MA population. (Table 3)

Respondents live in different types of geographical areas, but the majority live in urban areas. (Table 4)

There is a fairly representative distribution across individual and occupational frameworks. (Table 5)

Table 1: Respondents by age group

	Frequency	Percent
16-19	2,760	49.8%
20-24	1,481	26.7%
25+	1,296	23.4%
Total	5,537	100%

Table 2: Respondents by gender

	Frequency	Percent
Female	2,007	41.1%
Male	2,846	58.3%
In another way	6	0.1%
Prefer not to say	19	0.4%
Total	4,878	100%

Table 3: Respondents by SIMD Decile (MA postcode using 2012 SIMD)

	Frequency	Percent
Most deprived 1	646	11.1%
2	722	12.4%
3	652	11.2%
4	644	11.1%
5	613	10.5%
6	584	10.1%
7	635	10.9%
8	524	9.0%
9	480	8.3%
Least deprived 10	309	5.3%
Total	5,812	100%

Table 4: Respondents by type of area lived in (MA Postcode using SIMD urban/rural classification 2012)

	Frequency	Percent
Accessible Rural	669	11.7%
Accessible Small Towns	480	8.4%
Large Urban Areas	1,899	33.3%
Other Urban Areas	1,969	34.6%
Remote Rural	400	7.0%
Remote Small Towns	280	4.9%
Total	5,696	100%

Table 5: Respondents by occupational grouping (Only occupational groupings with more than 50 MAs are shown)

	Frequency	Percent
Construction & Related	1,896	27%
Sport, Health & Social Care	794	19%
Engineering and Energy	886	14%
Automotive	409	7%
Hospitality & Tourism	337	6%
Other Services	275	5%
Administration & Related	219	5%
Retail & Customer Service	174	4%
Food & Drink	173	3%
Personal Services& Barbering	114	3%
Transport & Logistics	165	2%
Financial Services	119	2%
Creative & Cultural Skills	103	1%
Management	98	1%
Animal Care, Land & Water-based	74	1%
Total	5,836	100%

Travel as a Reason for Selecting a Modern Apprentice

The tables in this section are weighted.

Main Points

- Just under a third of MAs considered their travel options before starting their MA. (Table 6)
- Younger MAs were more likely to consider their transport options compared to the older age groups. Over two fifths of MAs aged 16-19 said travel was a consideration when selecting their MA. (Table 7)
- There are no real gender differences in terms of consideration of travel options. (Table 8)
- Looking at differences by occupational framework (Table 9), the proportion considering their transport options ranges from 10% to 50%.
- More MAs living in remote areas consider their transport options before starting an MA. (Table 10)
- Table 11 shows there are no real differences across SIMD deciles.

- The largest proportions of MAs select their apprenticeship to increase their skills (69%) and achieve a qualification (59%). A fifth consider the employer's location and ease of access as reasons for selecting their MA. Only 5% consider the availability of public transport as a reason for selecting the MA (Table 12)
- More MAs aged 16-19 and 20-24 consider the employer location and ease of access when selecting their MA compared to MAs aged over 25. More also think about the availability of public transport. (Table 13)
- Females are more likely to consider the availability of public transport as a reason for selecting their apprenticeship compared to males, but males are more likely to consider the location of the employer. (Table 14)
- Travel considerations vary across occupational groupings, SIMD decile and geography. (Tables 15-17), but availability of public transport is considered by only a small number of MAs across these categories.

Table 6: Did you specifically consider your transport options when choosing your MA?

	Percent
Can't remember	11.8%
No	57.0%
Yes	31.2%
Total	100%

Table 7: Did you specifically consider your transport options when choosing your MA by age group

	16-19	20-24	25+	All
Can't remember	16.8%	11.9%	6.4%	11.8%
No	40.1%	56.9%	74.7%	57.0%
Yes	43.1%	31.2%	18.9%	31.3%
Total	100%	100%	100%	100%

Table 8: Did you specifically consider your transport options when choosing your MA by gender (data for categories 'in another way' and 'prefer not to say' are not shown as the numbers are very small in each and could risk anonymity)

	Female	Male	All
Can't remember	13.2%	11.0%	11.7%
No	56.4%	57.4%	57.0%
Yes	30.4%	31.6%	31.3%
Total	100%	100%	100%

Table 9: Did you specifically consider your transport options when choosing your MA by occupational grouping (row percentages)

	Can't remember	No	Yes	Total
Animal Care, Land & Water-based	8.8%	41.2%	50.0%	100%
Personal Services & Barbering	20.6%	34.0%	45.4%	100%
Administration & Related	9.0%	48.0%	43.0%	100%
Other Services	5.0%	58.1%	36.8%	100%
Automotive	13.5%	50.0%	36.5%	100%
Engineering and Energy	11.5%	54.3%	34.2%	100%
Construction & Related	12.9%	53.6%	33.6%	100%
Sport, Health & Social Care	15.6%	51.1%	33.2%	100%
Creative & Cultural Skills	4.0%	65.0%	31.0%	100%
Transport & Logistics	11.9%	61.6%	26.5%	100%
Retail & Customer Service	11.0%	71.6%	17.4%	100%
Financial Services	3.6%	80.2%	16.2%	100%
Food & Drink	5.6%	80.7%	13.7%	100%
Hospitality & Tourism	11.1%	77.4%	11.5%	100%
Management	6.4%	84.0%	9.6%	100%
All	11.8%	57.0%	31.3%	100%

Table 10: Did you specifically consider your transport options when choosing your MA by type of area lived in

	Accessible Rural	Accessible Small Towns	Large Urban Areas	Other Urban Areas	Remote Rural	Remote Small Towns	All
Can't remember	13.9%	13.0%	11.1%	11.6%	14.5%	9.1%	11.8%
No	56.5%	54.2%	57.8%	55.3%	61.5%	60.3%	56.9%
Yes	29.6%	32.8%	31.1%	33.1%	24.0%	30.6%	31.3%
Total	100%	100%	100%	100%	100%	100%	100%

Table 11: Did you specifically consider your transport options when choosing your MA by SIMD decile (Row percentages)

	Can't remember	No	Yes	Total
Most deprived 1	14.5%	57.8%	27.8%	100%
2	13.1%	52.6%	34.3%	100%
3	10.0%	58.9%	31.1%	100%
4	12.3%	57.2%	30.4%	100%
5	11.5%	59.0%	29.4%	100%
6	10.5%	56.7%	32.8%	100%
7	13.5%	57.6%	28.9%	100%
8	10.5%	52.7%	36.7%	100%
9	12.1%	56.5%	31.4%	100%
Least deprived 10	7.1%	62.1%	30.9%	100%
All	11.8%	56.9%	31.3%	100%

Table 12: Reasons for selecting and MA (Respondents could select more than one answer)

	Percent
Learning important new skills	68.6%
Apprenticeship qualification level	58.6%
Opportunity for advancement within the company	56.6%
Earn while learning	54.9%
Certificate my existing skills	46.4%
Build confidence	40.9%
Pay level offered	21.0%
The employer's location and ease of access	20.0%
Opportunity to get training from a specific training provider	17.7%
Opportunity to work for a specific employer	15.0%
Training provider location and ease of access	14.1%
Availability of public transport to travel to employer and training provider	4.8%
Other	1.5%

Table 13: Reasons for selecting an MA (Travel) by age group (Respondents could select more than one answer)

	16-19	20-24	25+	All
Availability of public transport	8.10%	4.6%	1.5%	4.8%
Training provider location and ease of access	15.0%	14.9%	12.2%	14.1%
Employer location and ease of access	27.4%	22.7%	8.9%	20.0%

Table 14: Reasons for selecting an MA (Travel) by gender (Respondents could select more than one answer)

	Female	Male	All
Availability of public transport	6.7%	4.2%	4.8%
Training provider location and ease of access	12.6%	15.1%	14.1%
Employer location and ease of access	16.2%	22.0%	20.0%

Table 15: Reasons for selecting and MA (Travel) by occupational grouping (Respondents could select more than one answer)

	Employer location and ease of access	Availability of public transport	Training provider location and ease of access
Administration & Related	34.3%	19.5%	18.4%
Engineering and Energy	30.1%	3.1%	16.3%
Animal Care, Land & Water-based	29.3%	0%	11.5%
Other Services	28.9%	11%	19.1%
Automotive	28.7%	5.2%	14.3%
Financial Services	19.8%	5.5%	11.2%
Creative & Cultural Skills	17.6%	7.9%	9.0%
Retail & Customer Service	17.6%	4.7%	20.0%
Construction & Related	17.5%	2.9%	13.2%
Food & Drink	15.4%	3.0%	10.0%
Transport & Logistics	14.2%	3.1%	15.8%
Sport, Health & Social Care	14.2%	6.5%	12.7%
Personal Services & Barbering	14.1%	6.7%	16.1%
Hospitality & Tourism	7.2%	2.5%	10.6%
Management	1.0%	1.0%	14.0%
All	20.0%	4.8%	14.1%

Table 16: Reasons for selecting and MA (Travel) by SIMD decile (Respondents could select more than one answer)

	Employer location and ease of access	Availability of public transport	Training provider location and ease of access
Most deprived 1	15.2%	5.6%	14.3%
2	23.6%	5.5%	11.4%
3	20.0%	5.9%	13.2%
4	20.4%	5.0%	16.1%
5	18.2%	4.6%	11.8%
6	25.1%	4.1%	15.8%
7	20.1%	3.5%	11.9%
8	23.7%	6.0%	15.9%
9	21.0%	4.2%	14.2%
Least deprived 10	16.8%	4.3%	15.3%
All	20.0%	4.8%	14.1%

Table 17: Reasons for selecting and MA (Travel) by type of area lived in (Respondents could select more than one answer)

	Employer location and ease of access	Availability of public transport	Training provider location and ease of access
Accessible Rural	23.40%	3.60%	14.7%
Accessible Small Towns	21.3%	5.0%	14.4%
Large Urban Areas	16.1%	5.8%	13.4%
Other Urban Areas	22.2%	4.7%	14.6%
Remote Rural	23.2%	3.6%	11.4%
Remote small towns	17.8%	3.6%	15.1%
All	20.0%	4.8%	14.1%

Mode of travel

Data in this section are weighted.

Main points

- Most MAs travel to work by car (60%). A further 13% travel by car as a passenger (Table 18). Around half of the respondents need to travel from their workplace for training. The majority (61%) travel to their training provider by car (Table 19).
- On the whole, younger MAs (aged 16-19) are more likely to use public transport and also travel as car passengers. (Table 20)
- There are variations in mode of transport by gender. Males are less likely to use public transport and more likely to drive compared to females (Table 21)
- There are variations in the way MAs travel by occupational grouping (Tables 22 and 23). For example, the proportion travelling by car ranges from 81% (for MAs in Transport and Logistics) to 27% (in Personal Services and Barbering).
- Table 24 shows more MAs in large urban areas use public transport compared to MAs working in more remote areas.
- Tables 25 and 26 show there is little difference in modes of travel across SIMD deciles.

Table 18: Main mode of travel to work

Mode of travel to work	Percent
Car/van (as a driver)	60.0%
Car/van (as a passenger)	12.5%
Bus	11.9%
Walk	7.7%
Train	4.3%
Other	1.3%
Cycle/E-bike	0.9%
Taxi	0.5%
Motorcycle	0.3%
Subway	0.3%
Park and ride	0.2%
Tram	0.1%
Total	100%

Table 19: Main mode of travel to training (Approximately half of MAs in the sample travel from their workplace to another location for training)

Travel to training	Percent
Car/van (as a driver)	61.4%
Bus	12.4%
Train	11.7%
Car/van (as a passenger)	8.3%
Other	2.7%
Walk	2.3%
Taxi	0.5%
Motorcycle	0.3%
Park and ride	0.2%
Subway	0.2%
Cycle/E-bike	0%
Tram	0%
Total	100%

Table 20: Main mode of travel to work by age group

	16-19	20-24	25+	All
Car/van (as a driver)	45.6%	62.8%	72.0%	60.0%
Car/van (as a passenger)	19.9%	10.9%	6.4%	12.5%
Bus	16.4%	10.1%	9.2%	11.9%
Walk	8.2%	8.4%	6.4%	7.7%
Train	6.0%	3.4%	2.8%	4.5%
Other	1.6%	1.8%	0.4%	1.3%
Cycle/E-bike	0.8%	0.3%	1.6%	0.9%
Taxi	0.6%	0.6%	0.2%	0.5%
Motorcycle	0.2%	0.5%	0.2%	0.3%
Subway	0.2%	0.4%	0.2%	0.3%
Park and ride	0.3%	0.2%	0.2%	0.2%
Tram	0.2%	0.1%	0.2%	0.1%
Total	100%	100%	100%	100%

Table 21: Main mode of travel to work by gender

	Female	Male	All
Car/van (as a driver)	48.1%	65.2%	60.3%
Car/van (as a passenger)	9.4%	13.2%	12.1%
Bus	19.8%	8.7%	11.9%
Walk	13.5%	5.5%	7.8%
Train	5.7%	3.8%	4.4%
Other	0.8%	1.5%	1.3%
Cycle/E-bike	0.5%	1.0%	0.8%
Taxi	1.4%	0.2%	0.5%
Motorcycle	0.1%	0.3%	0.3%
Subway	0.3%	0.3%	0.3%
Park and ride	0.2%	0.2%	0.2%
Tram	0.1%	0.2%	0.2%
Total	100%	100%	100%

Table 22: Main mode of travel to work by occupational grouping – Personal transport (Row percentages)

	Car/van as a driver	Car/van passenger	Cycle/E-bike	Motor-cycle	Walk	Other
Transport & Logistics	80.7%	4.7%	0.0%	0.0%	4.0%	0.0%
Management	76.3%	3.2%	0.0%	0.0%	2.2%	0.0%
Engineering and Energy	73.3%	9.9%	1.6%	0.2%	1.7%	4.0%
Automotive	72.0%	10.6%	0.8%	1.6%	7.3%	0.0%
Construction & Related	66.5%	21.1%	0.5%	0.1%	2.1%	1.2%
Food & Drink	61.6%	9.1%	3.7%	0.6%	15.9%	0.0%
Other Services	58.0%	4.6%	1.1%	0.8%	6.9%	1.1%
Sport, Health & Social Care	49.2%	9.5%	0.4%	0.0%	14.8%	0.4%
Animal Care, Land & Water-based	46.4%	14.5%	1.4%	0.0%	20.3%	5.8%
Creative & Cultural Skills	44.6%	4.0%	4.0%	0.0%	13.9%	2.0%
Hospitality & Tourism	41.2%	7.7%	1.3%	1.0%	18.0%	0.6%
Retail & Customer Service	37.7%	6.9%	0.0%	0.0%	25.2%	0.0%
Financial Services	37.5%	0.0%	0.0%	0.0%	8.0%	0.9%
Administration & Related	36.3%	9.3%	0.0%	0.0%	13.2%	0.0%
Personal Services & Barbering	27.0%	13.0%	0.0%	0.0%	15.0%	1.0%
All	59.9%	12.5%	0.9%	0.3%	7.7%	1.3%

Table 23: Main mode of travel to work by occupational grouping – Public transport (Row percentages)

	Bus	Park and ride	Subway	Taxi	Train	Tram
Financial Services	27.7%	0.9%	2.7%	0.0%	22.3%	0.0%
Personal Services & Barbering	27.0%	0.0%	1.0%	2.0%	13.0%	1.0%
Administration & Related	27.0%	0.5%	0.5%	1.0%	12.3%	0.0%
Hospitality & Tourism	24.8%	0.0%	0.0%	1.6%	2.9%	1.0%
Retail & Customer Service	22.0%	0.0%	1.3%	0.6%	6.3%	0.0%
Sport, Health & Social Care	20.0%	0.1%	0.1%	1.4%	4.0%	0.0%
Creative & Cultural Skills	18.8%	1.0%	0.0%	0.0%	9.9%	2.0%
Other Services	17.2%	0.8%	0.4%	0.8%	8.4%	0.0%
Management	10.8%	1.1%	0.0%	0.0%	5.4%	1.1%
Transport & Logistics	8.7%	0.0%	0.0%	0.0%	2.0%	0.0%
Food & Drink	8.5%	0.0%	0.0%	0.0%	0.6%	0.0%
Animal Care, Land & Water-based	7.2%	0.0%	0.0%	0.0%	4.3%	0.0%
Construction & Related	5.5%	0.3%	0.4%	0.0%	2.1%	0.1%
Automotive	5.4%	0.0%	0.0%	0.0%	2.2%	0.0%
Engineering and Energy	4.9%	0.0%	0.4%	0.4%	3.5%	0.0%
All	11.9%	0.2%	0.3%	0.5%	4.3%	0.2%

Table 24: Main mode of travel to work by type of area lived in

	Accessible Rural	Accessible Small Towns	Large Urban Areas	Other Urban Areas	Remote Rural	Remote Small Towns	All
Car/van (as a driver)	70.2%	56.5%	53.1%	63.2%	67.9%	61.4%	59.7%
Car/van (passenger)	13.9%	14.9%	9.4%	14.0%	14.7%	17.2%	12.4%
Bus	7.5%	9.1%	17.7%	9.9%	4.2%	4.2%	12.1%
Walk	4.5%	7.0%	7.4%	9.0%	8.3%	14.4%	7.9%
Train	1.2%	4.9%	8.1%	1.9%	0.4%	0.9%	4.4%
Other	1.0%	6.1%	0.8%	0.6%	3.8%	0.5%	1.3%
Cycle/E-bike	1.0%	0.3%	0.9%	1.0%	0.0%	0.5%	0.8%
Taxi	0.3%	0.3%	0.7%	0.4%	0.0%	0.0%	0.5%
Motorcycle	0.2%	0.0%	0.4%	0.0%	0.8%	0.9%	0.3%
Subway	0.2%	0.0%	0.7%	0.0%	0.0%	0.0%	0.3%
Park and ride	0.0%	0.3%	0.5%	0.0%	0.0%	0.0%	0.2%
Tram	0.0%	0.6%	0.3%	0.0%	0.0%	0.0%	0.2%
Total	100%	100%	100%	100%	100%	100%	100%

Table 25: Main mode of travel to work by SIMD decile – Personal transport (Row percentages)

	Car/van driver	Car/van passenger	Cycle/E-bike	Motorcycle	Other	Walk
Most deprived 1	49.4%	13.9%	0.5%	0.3%	0.5%	9.7%
2	56.3%	12.5%	0.9%	0.8%	1.1%	7.9%
3	56.3%	14.0%	0.5%	0.0%	2.2%	6.4%
4	56.9%	13.1%	0.9%	0.0%	1.6%	8.6%
5	60.4%	12.4%	1.6%	0.7%	1.3%	8.8%
6	70.3%	12.1%	0.6%	0.0%	1.3%	5.8%
7	63.8%	10.5%	1.0%	0.3%	0.9%	9.1%
8	64.8%	11.8%	0.6%	0.4%	1.9%	7.5%
9	63.4%	14.3%	1.4%	0.2%	0.7%	5.2%
Least deprived 10	64.3%	7.2%	0.4%	0.0%	1.1%	9.0%
All	60.0%	12.4%	0.9%	0.3%	1.3%	7.8%

Table 26: Main mode of travel to work by SIMD decile – Public transport (Row percentages)

	Bus	Park and ride	Subway	Taxi	Train	Tram
Most deprived 1	18.5%	0.0%	0.7%	0.8%	5.5%	0.0%
2	15.4%	0.2%	0.5%	0.2%	4.2%	0.2%
3	14.8%	0.5%	0.3%	0.3%	4.6%	0.0%
4	13.3%	0.3%	0.0%	0.7%	4.7%	0.0%
5	10.6%	0.2%	0.2%	1.1%	2.5%	0.4%
6	6.9%	0.0%	0.4%	0.0%	2.4%	0.4%
7	8.9%	0.3%	0.2%	0.5%	4.5%	0.0%
8	8.3%	0.2%	0.6%	0.2%	3.3%	0.4%
9	8.5%	0.0%	0.0%	0.9%	5.4%	0.0%
Least deprived 10	10.5%	0.0%	0.7%	0.7%	5.4%	0.7%
All	11.9%	0.2%	0.3%	0.5%	4.2%	0.2%

Cost of Travel

The tables in this section are not weighted. Costs are based on the respondents' self-reported estimate of how much they spend on travel per week.

Main points

- Table 27 shows that Automotive, Engineering and Energy and Construction MAs spend the most on travel, while Retail and Customer services spend least. The average spend across all frameworks is £24.
- Table 28 shows that older MAs (over 25) tend to spend less on travel than younger MAs.
- Males spend more on transport than females. (Table 29)
- As might be expected, MAs in more remote and rural areas spend more on travel than MAs in towns, apart from MAs in remote small towns. (Table 30)
- MAs in the least and most deprived deciles spend less than MAs in other deciles. (Table 31)
- Car/van drivers spend the most on travel, spending approximately £30 per week.

Table 27: Cost of travel by occupational grouping

	Cost in £ per week	Frequency
Automotive	32.73	264
Engineering and energy	29.93	590
Construction and related	29.22	966
Management	26.11	54
Animal Care, Land & Water-based	25.29	50
Personal services and barbering	25.05	135
Transport and logistics	23.88	68
Creative and cultural skills	23.65	80
Other services	22.14	206
Sport, health and social care	21.85	711
Financial services	21.21	95
Administration & Related	19.32	224
Hospitality and Tourism	19.10	243
Food & Drink	19.03	101
Retail and customer services	23.71	138
All	23.71	3,925

Table 28: Cost of travel by age group

	Cost in £ per week	Frequency
16-19	25.88	1,974
20-25	26.56	1,106
25+	22.54	877
All	25.33	3,957

Table 29: Cost of travel by gender

	Cost in £ per week	Frequency
Female	22.28	1602
Male	27.38	2307
All	25.29	3,909

Table 30: Cost of travel by type of area lived in

	Cost in £ per week	Frequency
Accessible Rural	29.13	477
Accessible Small Towns	28.10	326
Large Urban Areas	23.24	1,254
Other Urban Areas	24.80	1,320
Remote Rural	29.66	281
Remote Small Towns	22.71	180
Total	25.38	3,828

Table 31: Cost of travel by SIMD

	Cost in £ per week	Frequency
Most deprived 1	23.45	442
2	25.10	466
3	25.09	444
4	25.60	432
5	25.52	403
6	24.65	393
7	27.29	431
8	25.85	373
9	26.92	321
Least deprived 10	23.58	205
All	25.34	3,910

Table 32: Cost of travel by Mode of Travel

	Cost in £ per week	Frequency
Car/van driver	29.88	2,201
Train	28.36	212
Bus	20.80	609
Car/van passenger	18.76	489
Walk	6.70	289
Other	28.36	52
All	25.37	3,852

Views about the Cost of Travel

The tables in this section use data which are weighted.

Main points

- Two thirds of MAs report they spend less than 10% of their earnings on travel (Table 33).
- Younger MAs spend a larger proportion of earnings on travel compared to older MAs. (Table 34)
- There are no real differences in the proportion of earnings spent on travel by gender. (Table 35)
- There are differences across occupations in proportion spent on travel. For example, over 80% of management MAs spend less than 10% of their income on travel, however only 38% of MAs in personal services and barbering spend less than 10% (Table 36)
- To provide more context for this finding (and the reported costs from the previous section) Table 37 presents the mean and median MA wages from the most recent Apprenticeship Pay Survey Scottish sample. The groupings used in this analysis are slightly different from the occupational framework groupings which have been used, but there are some cross-overs.
- Table 38 shows that MAs in remote rural areas tend to spend a bigger proportion of their earnings on travel than other areas.
- There are no real differences in the proportion of earnings spent on travel across SIMD deciles. (Table 39)
- Table 40 shows that car/van passengers spend the lowest proportion of income on travel.
- Table 41 shows that over half of MAs report that their spending on travel is not an issue for them. Approximately a further third report that it is manageable, although their budget is tight.
- Smaller proportions of younger MAs report that travel costs are not an issue. (Table 42)
- There are no differences between males and females. (Table 43)
- There are differences across occupational frameworks. Over three quarters of management MAs say that travel costs are not an issue for them, compared to just over a third of personal services and barbering MAs. (Table 44)
- There are also some differences across different geographies (Table 45). MAs in remote areas are less likely to report that they have difficulties with travel costs and that they require support – although the numbers requiring support are small.
- There are no clear differences across SIMD deciles. (Table 46)
- Table 47 shows views on costs by mode of travel and again shows passengers are least likely to say this is an issue.

- Tables 48 to 52 show how this varies by mode of travel and age. MAs aged 16-19 are least likely to say transport is affordable.

Table 33: What proportion of your earnings does travelling to and from work and training represent?

	Percent
Under 10%	64.4%
Up to 25%	31.2%
Up to 50%	3.4%
Up to 75%	0.5%
More than 75%	0.5%
Total	100%

Table 34: What proportion of your earnings does travelling to and from work and training represent by age group

	16-19	20-24	25+	All
Under 10%	55.8%	61.0%	77.1%	64.4%
Up to 25%	37.1%	35.4%	20.5%	31.2%
Up to 50%	5.9%	2.7%	1.5%	3.4%
Up to 75%	0.8%	0.4%	0.4%	0.5%
More than 75%	0.5%	0.4%	0.5%	0.5%
Total	100%	100%	100%	100%

Table 35: What proportion of your earnings does travelling to and from work and training represent by gender

	Female	Male	All
Under 10%	63.5%	64.8%	64.4%
Up to 25%	30.0%	31.7%	31.1%
Up to 50%	5.2%	2.7%	3.4%
Up to 75%	0.7%	0.5%	0.5%
More than 75%	0.6%	0.4%	0.5%
Total	100%	100%	100%

Table 36: What proportion of your earnings does travelling to and from work and training represent by occupational grouping (row percentages)

	Under 10%	Up to 25%	Up to 50%	Up to 75%	More than 75%	Total
Management	82.8%	17.2%	0.0%	0.0%	0.0%	100%
Financial Services	78.9%	20.2%	0.9%	0.0%	0.0%	100%
Food & Drink	77.6%	18.6%	1.9%	1.9%	0.0%	100%
Creative & Cultural Skills	77.1%	20.8%	2.1%	0.0%	0.0%	100%
Hospitality & Tourism	77.0%	18.6%	3.0%	0.7%	0.7%	100%
Retail & Customer Service	76.8%	20.0%	3.2%	0.0%	0.0%	100%
Other Services	74.3%	23.0%	2.3%	0.4%	0.0%	100%
Transport & Logistics	74.0%	18.5%	4.1%	1.4%	2.1%	100%
Administration & Related	71.2%	24.7%	3.5%	0.0%	0.5%	100%
Animal Care, Land & Water-based	67.6%	30.9%	1.5%	0.0%	0.0%	100%
Construction & Related	61.9%	35.5%	1.9%	0.3%	0.5%	100%
Sport, Health & Social Care	60.3%	32.2%	5.8%	1.0%	0.7%	100%
Engineering and Energy	60.1%	36.3%	2.9%	0.2%	0.5%	100%
Automotive	50.7%	40.4%	7.5%	1.1%	0.3%	100%
Personal Services & Barbering	38.1%	45.4%	13.4%	2.1%	1.0%	100%
All	64.4%	31.2%	3.4%	0.5%	0.5%	100%

Table 37: Mean and median MA weekly earnings by occupational grouping (£) [2016](#)

	Base	Mean	Median
Management	54	460	431
Other	78	306	278
Engineering and manufacturing	378	295	271
Construction	339	281	273
Customer service	31	270	277
Hospitality and catering	81	267	272
Business and related	115	263	259
Retail	75	253	235
Health and social care and sport	145	209	186
Hairdressing	80	176	170
Scotland total	1,376	273	260

Table 38: What proportion of your earnings does travelling to and from work and training represent by type of area lived in

	Accessible Rural	Accessible Small Towns	Large Urban Areas	Other Urban Areas	Remote Rural	Remote Small Towns	All
Under 10%	63.2%	67.5%	64.0%	64.7%	60.5%	66.3%	64.3%
Up to 25%	31.6%	28.8%	32.1%	30.2%	34.8%	28.8%	31.2%
Up to 50%	3.9%	3.8%	3.2%	3.8%	2.7%	3.8%	3.5%
Up to 75%	0.9%	0.0%	0.4%	0.8%	1.2%	0.0%	0.6%
More than 75%	0.5%	0.0%	0.4%	0.5%	0.8%	1.0%	0.4%
Total	100%	100%	100%	100%	100%	100%	100%

Table 39: What proportion of your earnings does travelling to and from work and training represent by SIMD decile (Row percentages)

	Under 10%	Up to 25%	Up to 50%	Up to 75%	More than 75%	Total
Most deprived 1	62.9%	30.8%	4.4%	0.5%	1.4%	100%
2	63.1%	32.5%	3.5%	0.3%	0.5%	100%
3	67.4%	28.3%	3.3%	0.5%	0.5%	100%
4	60.4%	35.1%	3.4%	0.5%	0.5%	100%
5	62.6%	33.6%	3.4%	0.2%	0.2%	100%
6	63.7%	31.7%	3.8%	0.8%	0.0%	100%
7	63.0%	31.9%	3.8%	0.7%	0.5%	100%
8	70.0%	27.2%	2.1%	0.4%	0.2%	100%
9	62.7%	33.3%	2.9%	0.7%	0.2%	100%
Least deprived 10	70.3%	26.0%	2.2%	0.4%	1.1%	100%
All	64.3%	31.3%	3.4%	0.5%	0.5%	100%

Table 40: What proportion of your earnings does travelling to and from work and training represent by main mode of travel

	Bus	Car/van (as a driver)	Car/van (passenger)	Train	Walk	All
Under 10%	62.4%	61.0%	71.4%	53.8%	89.4%	64.4%
Up to 25%	32.0%	34.8%	24.1%	41.3%	7.5%	31.2%
Up to 50%	3.8%	3.2%	4.2%	3.6%	2.3%	3.4%
Up to 75%	0.8%	0.6%	0.2%	0.0%	0.3%	0.6%
More than 75%	1.0%	0.4%	0.2%	1.3%	0.5%	0.5%

Table 41: What is your view on the cost of travelling to and from work and training?

	Percent
Fine, not really an issue for me	57.2%
Ok, tight but I can manage	32.8%
Causing difficulties, I rely on support	5.5%
Considering leaving MA due to travel costs	0.5%
Other	4.0%
Total	100%

Table 42: What is your view on the cost of travelling to and from work and training by age group

	16-19	20-24	25+	All
Fine, not really an issue for me	51.7%	54.5%	65.8%	57.2%
Ok, tight but I can manage	36.2%	35.7%	26.2%	32.8%
Causing difficulties, I rely on support	8.2%	5.9%	2.3%	5.5%
Considering leaving MA due to travel costs	0.8%	0.4%	0.3%	0.5%
Other	3.1%	3.5%	5.3%	4.0%
Total	100%	100%	100%	100%

Table 43: What is your view on the cost of travelling to and from work and training by gender

	Female	Male	All
Fine, not really an issue for me	56.7%	57.6%	57.2%
Ok, tight but I can manage	32.9%	32.8%	32.8%
Causing difficulties, I rely on support	6.6%	5.0%	5.5%
Considering leaving MA due to travel costs	0.5%	0.5%	0.5%
Other	3.4%	4.2%	3.9%
Total	100%	100%	100%

Table 44: What is your view on the cost of travelling to and from work and training by occupational grouping

	Fine, not really an issue for me	Ok, tight but I can manage	Causing difficulties, I rely on support	Considering leaving MA due to travel costs	Other	Total
Management	77.2%	19.6%	0.0%	0.0%	3.3%	100%
Transport & Logistics	73.8%	20.8%	2.0%	1.3%	2.0%	100%
Food & Drink	73.7%	22.4%	0.6%	1.3%	1.9%	100%
Hospitality & Tourism	67.8%	22.8%	3.7%	0.3%	5.4%	100%
Retail & Customer Service	65.4%	25.0%	5.1%	0.6%	3.8%	100%
Financial Services	64.5%	26.4%	2.7%	0.0%	6.4%	100%
Creative & Cultural Skills	61.1%	32.6%	1.1%	0.0%	5.3%	100%
Other Services	60.9%	25.4%	3.1%	0.4%	10.2%	100%
Administration & Related	59.5%	29.0%	7.5%	0.5%	3.5%	100%
Construction & Related	55.3%	32.9%	6.6%	0.6%	4.6%	100%
Engineering and Energy	54.5%	37.7%	4.0%	0.2%	3.6%	100%
Sport, Health & Social Care	53.9%	36.6%	7.0%	0.4%	2.0%	100%
Animal Care, Land & Water-based	50.7%	38.8%	4.5%	0.0%	6.0%	100%
Automotive	47.1%	42.6%	8.6%	0.0%	1.7%	100%
Personal Services & Barbering	34.7%	46.9%	13.3%	2.0%	3.1%	100%
All	57.2%	32.9%	5.5%	0.5%	4.0%	100%

Table 45: What is your view on the cost of travelling to and from work and training by type of area lived in

	Accessible Rural	Accessible Small Towns	Large Urban Areas	Other Urban Areas	Remote Rural	Remote Small Towns	All
Fine, not really an issue for me	54.5%	60.8%	55.2%	58.9%	60.1%	59.8%	57.1%
Ok, tight but I can manage	34.7%	28.7%	34.6%	31.2%	32.9%	34.8%	33.0%
Causing difficulties, rely on support	7.1%	6.2%	5.4%	5.9%	3.1%	2.5%	5.6%
Considering leaving MA due to travel costs	0.9%	0.0%	0.6%	0.3%	0.4%	0.0%	0.5%
Other	2.8%	4.3%	4.1%	3.7%	3.5%	2.9%	3.8%

Table 46: What is your view on the cost of travelling to and from work and training by SIMD decile

	Fine, not really an issue for me	Ok, tight but I can manage	Causing difficulties, I rely on support	Considering leaving MA due to travel costs	Other	Total
Most deprived 1	57.5%	33.1%	5.4%	0.3%	3.7%	100%
2	58.5%	29.8%	7.7%	0.5%	3.5%	100%
3	55.1%	35.5%	5.6%	0.3%	3.5%	100%
4	50.8%	35.8%	7.8%	0.4%	5.2%	100%
5	57.1%	32.2%	5.1%	0.9%	4.6%	100%
6	54.8%	35.3%	4.0%	0.6%	5.3%	100%
7	59.5%	33.2%	4.2%	0.5%	2.6%	100%
8	62.4%	30.6%	2.6%	0.2%	4.3%	100%
9	56.7%	33.1%	5.6%	0.7%	3.9%	100%
Least deprived 10	62.9%	28.5%	6.0%	0.4%	2.2%	100%
All	57.2%	32.9%	5.5%	0.5%	3.9%	100%

Table 47: What is your view on the cost of travelling to and from work and training by main mode of travel

	Bus	Car/van (as a driver)	Car/van (passenger)	Train	Walk	All
Fine, not really an issue for me	52.0%	56.4%	59.8%	47.1%	72.9%	57.1%
Ok, my budget is tight but I can manage	35.4%	35.3%	30.3%	38.8%	12.1%	32.8%
Causing difficulties, I rely on support	9.7%	4.5%	5.2%	8.4%	4.7%	5.6%
Considering leaving MA due to travel costs	0.6%	0.5%	0.2%	0.9%	0%	0.5%
Other	2.3%	3.2%	4.4%	4.8%	10.3%	4.0%

Table 48: What is your view on the cost of travelling to and from work and training by main mode of travel and age: Bus

Bus	16-19	20-24	25+	All
Fine, not really an issue for me	42.4%	52.2%	43.2%	45.3%
Ok, my budget is tight but I can manage	40.7%	31.1%	38.6%	37.6%
Causing difficulties, I rely on support	13.6%	12.2%	11.4%	12.9%
Considering leaving MA due to travel costs	1.1%	0.0%	0.0%	.6%
Other	2.3%	4.4%	6.8%	3.5%

Table 49: What is your view on the cost of travelling to and from work and training by main mode of travel and age: Train

Train	16-19	20-24	25+	All
Fine, not really an issue for me	44.2%	50.5%	69.4%	49.5%
Ok, my budget is tight but I can manage	42.3%	37.4%	25.0%	38.5%
Causing difficulties, I rely on support	10.3%	9.3%	5.6%	9.4%
Considering leaving MA due to travel costs	0.6%	0.0%	0.0%	0.3%
Other	2.6%	2.8%	0.0%	2.3%

Table 50: What is your view on the cost of travelling to and from work and training by main mode of travel and age: Car/van driver

Car/van driver	16-19	20-24	25+	All
Fine, not really an issue for me	49.6%	47.2%	57.0%	50.9%
Ok, my budget is tight but I can manage	38.8%	42.6%	30.0%	37.6%
Causing difficulties, I rely on support	7.9%	6.2%	3.4%	5.9%
Considering leaving my apprenticeship due to travel costs	0.8%	0.7%	0.4%	0.6%
Other	2.9%	3.3%	9.3%	5.0%

Table 51: What is your view on the cost of travelling to and from work and training by main mode of travel and age: Car/van passenger

Car/van passenger	16-19	20-24	25+	All
Fine, not really an issue for me	58.3%	66.1%	65.6%	61.7%
Ok, my budget is tight but I can manage	28.7%	30.6%	9.4%	26.3%
Causing difficulties, I rely on support	9.6%	0.0%	9.4%	6.7%
Considering leaving MA due to travel costs	.0%	.0%	.0%	.0%
Other	3.5%	3.2%	15.6%	5.3%

Table 52: What is your view on the cost of travelling to and from work and training by main mode of travel and age: Walk

Walk	16-19	20-24	25+	All
Fine, not really an issue for me	53.8%	59.1%	50.0%	55.2%
Ok, my budget is tight but I can manage	30.8%	9.1%	30.0%	22.4%
Causing difficulties, I o rely on support	7.7%	22.7%	0.0%	12.1%
Considering leaving MA due to travel costs	0.0%	0.0%	20.0%	3.4%
Other	7.7%	9.1%	0.0%	6.9%

Financial Support for Travel

The data in this section are weighted.

Main points

- More than half of MAs said that they do not receive any travel support (Table 53).
- A larger proportion of younger MAs (aged up to 25) have support for travel than MAs over 25. Support includes student and young person's discounts, but also travel support provided by their employer. (Table 54)
- More males than females have travel support. The main difference is that more males have support from their employer. (Table 55)
- There are differences across occupational frameworks (Table 56). Key areas of differences across frameworks relate to whether MAs have support from employers and whether MAs have student discounts.
- A higher proportion of MAs living in the worst SIMD decile report they have support compared to other deciles (Table 57).
- Fewer MAs living in more remote locations say they have no support for travel compared to MAs in urban areas (Table 58).

Table 53: Do you have any financial support for travel? (Respondent could select more than one answer)

Travel Support	Percent
None	54.2%
A student discount	4.3%
A young person discount (for example Young Scot or Railcard)	3.5%
Travel expenses paid by my employer	7.3%
Access to Work	0.6%
Don't know	7.6%
Other	4.3%

Table 54: Do you have any financial support for travel by age group (Respondent could select more than one answer)

	16-19	20-24	25+	All
None	48.1%	54.6%	60.7%	54.2%
Student discount	6.8%	4.3%	1.5%	4.3%
Young person discount	7.3%	2.4%	0.3%	3.5%
Travel expenses paid by my employer	7.6%	7.7%	6.5%	7.3%
Access to Work	0.6%	0.5%	0.7%	0.2%
Don't know	7.5%	8.5%	6.6%	
Other	3.0%	4.6%	5.4%	4.1%

Table 55: Do you have any financial support for travel by gender (Respondent could select more than one answer)

	Female	Male	All
None	63.5%	59.8%	54.2%
Student discount	2.9%	5.5%	4.3%
Young person discount	4.0%	3.8%	3.5%
Travel expenses paid by employer	3.9%	9.9%	7.3%
Access to Work	0.3%	0.2%	0.3%
Don't know	6.0%	9.5%	7.6%
Other	5.3%	4.7%	4.3%

Table 56: Do you have any financial support for travel by occupational grouping (Respondent could select more than one answer)

	None	Student discount	A young person discount	Travel expenses paid by employer	Access to work	Don't know	Other
Management	71.7%	0%	1.8%	3.6%	0%	3.2%	8.9%
Retail % Customer Service	67.3%	4.4%	3.8%	1.6%	0%	2.2%	7.3%
Transport & logistics	66.6%	0%	1.1%	1.6%	1.0%	9.9%	4.6%
Financial services	65.0%	5.5%	4.8%	5.5%	0%	5.3%	2.6%
Sport, Health & Social Care	62.2%	1.6%	2.9%	2.5%	0%	5.5%	3.0%
Food & Drink	61.6%	0.9%	1.0%	4.5%	0.9%	9.2%	2.4%
Personal services & barbering	61.3%	2.4%	8%	0.5%	1.0%	7.2%	3.9%
Hospitality & Tourism	60.7%	2.2%	1.2%	1.4%	0.3%	7.5%	6.0%
Automotive	54.8%	3.2%	3.6%	6.5%	0.7%	8.0%	4.2%
Creative & Cultural skills	54.7%	5.1%	5.4%	4.9%	0%	7.0%	5%
Administration and related	54.6%	3.1%	8.5%	6.4%	0.2%	5.0%	6.1%
Other services	53.8%	1.7%	4.5%	9.3%	1.0%	5.7%	9.7%
Animal care land & water-based	52.1%	3.6%	4.6%	17.4%	1.2%	10.9%	1.2%
Engineering & energy	49.2%	7.6%	6.2%	10.6%	0.3%	7.7%	3.9%
Construction & related	47.3%	5.8%	2.1%	10.7%	1%	9.5%	3%
All	54.2%	4.3%	3.5%	7.3%	0.2%	7.6%	4.3%

Table 57: Do you have any financial support for travel by SIMD decile (Respondent could select more than one answer)

	None	Student discount	A young person discount	Travel expenses paid by employer	Access to Work	Don't know	Other
Most deprived 1	58.6%	3.6%	1.4%	7.8%	0.8%	7.8%	2.8%
2	57.0%	3.7%	2.3%	7.6%	0.8%	6.4%	4.4%
3	55.5%	3.5%	2.8%	9.0%	0.1%	7.2%	3.6%
4	53.5%	4.5%	4.6%	5.8%	0.7%	8.5%	3.3%
5	56.2%	5.3%	3.7%	6.9%	0.7%	7.8%	3.5%
6	52.5%	5.1%	3.7%	6.9%	0.6%	7.0%	6.5%
7	52.2%	4.5%	2.9%	7.6%	0.6%	9.2%	4.2%
8	48.6%	6.0%	4.5%	9.3%	0.2%	8.3%	4.2%
9	54.1%	3.2%	5.0%	6.0%	0.7%	7.0%	3.3%
Least deprived 10	49.8%	4.0%	4.7%	4.9%	0.3%	6.0%	5.8%
All	54.2%	4.3%	3.5%	7.3%	0.2%	7.6%	4.3%

Table 58: Do you have any financial support for travel by type of area lived in (Respondent could select more than one answer)

	Accessible Rural	Accessible Small Towns	Large Urban Areas	Other Urban Areas	Remote Rural	Remote Small Towns	All
None	55.5%	50.1%	57.7%	53.4%	46.2%	46.3%	54.2%
A student discount	4.4%	4.7%	4.7%	3.1%	5.2%	7.4%	4.3%
A young person discount	2.1%	6.8%	4.2%	2.6%	2.0%	3.1%	3.5%
Travel expenses paid by my employer	5.3%	13.7%	6.1%	7.9%	9.2%	8.1%	7.3%
Access to Work	0.8%	1.0%	0.5%	0.5%	0.3%	0.4%	0.3%
Don't know	7.0%	8.9%	6.7%	7.6%	11.0%	8.8%	7.6%
Other	3.8%	3.7%	4.8%	3.5%	4.3%	3.5%	4.3%



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