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# Transport and Travel in Scotland

## Results from the Scottish Household Survey 2022

## An Official Statistics publication for Scotland

# Contents

# Key findings

This publication represents our first opportunity to compare pre-pandemic (2019) and post pandemic (2022) travel habits using the Scottish Household Survey. The versions of the survey run in 2020 and 2021 are not comparable with other years due to methodological changes necessitated by the pandemic.

**People travelled less in 2022 than they did in 2019.**

In 2022, 61% of people had travelled the day before their survey interview. This is well below the 2019 figure of 74%, and the lowest comparable figure recorded since the current version of the travel diary was introduced in 2012. The average number of journeys made the day before the survey interview dropped from 1.9 in 2019 to 1.5 in 2022.

**When people did travel, the share of journeys made by each mode in 2022 was broadly similar to 2019.**

55% of journeys were made by driving a car or van, up slightly from 53% in 2019. Walking was the next most popular mode of transport (23% of journeys), followed by 11% as car passenger, 6% by bus, 2% by cycling, and 2% by rail.

**When people did travel, the share of journeys made for each purpose in 2022 was broadly similar to 2019.**

Shopping was the most frequent reason for travel (23% of journeys). Commuting was the next most common at 21% of journeys.

**There have been changes in levels of homeworking and commuting.**

31% of employed people reported that they currently worked from home in 2022. This compares to 16% in 2019.

The proportion of people who reported travelling to work 5 days a week dropped from 62% in 2019 to 38% in 2022.

**When people do travel to work, the share of commuting journeys made by each mode is similar to 2019.**

Amongst those that travelled to work, 68% per cent of people usually went by car or van, either as a driver (64%) or passenger (4%).

**Satisfaction with public transport dropped in 2022.**

The proportion of all survey respondents stating that they were very or fairly satisfied with public transport in 2022 was 58%, a ten percentage point drop from 2019 (68%)

Satisfaction with public transport was higher amongst actual users of public transport (those that had used bus or train in the past month) with 67% of users reporting that they were satisfied in 2022. However, this also represented a drop in satisfaction compared with 2019 (76%).

### There was an increase in respondents who owned an electric vehicle.

4.1% of driving licence holders reported owning an electric vehicle. This is an increase from 1.6% in 2019 and 0.3% in 2016.

### In 2022, there was an increase in respondents giving the costs surrounding electric vehicles as a reason for not considering buying an electric car/van.

The proportion of respondents giving the cost of vehicle purchase as a reason not to consider buying increased from 36% in 2019 to 52%, and the proportion of respondents highlighting running costs as a reason not to buy increased from 7% to 13%

The proportion of respondents giving battery (i.e. the distance travelled on charge) as a reason not to consider buying an electric car/van dropped from 46% in 2019 to 39% in 2022.

### The number of short journeys by active travel has not changed substantially since 2019.

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.

For 2022, the proportion of journeys under two miles made by walking (46.2%) and the proportion of journeys under 5 miles made by cycling (2.1%) are not statistically different from the figures for 2019 (47.6% and 1.7% respectively). A formal assessment of performance on this National Indicator will be made on the National Performance Framework website.

# Introduction

This report presents transport and travel findings from the 2022 Scottish Household Survey.

The Scottish Household Survey (SHS) is an annual survey of the general population in Scotland, carried out since 1999. It aims to collect reliable and up-to-date information on a range of topics, through a random sample of people in private residences. It is a voluntary and interviewer-led survey.

The survey covers a number of topics relating to transport and travel, including a 'travel diary', which involves respondents recounting of all the journeys they made the day before their survey interview.

Further information on the Scottish Household Survey is provided in the supporting information section.

**This publication generally makes comparisons between the figures for 2022 and those for 2019. This is because the survey years of 2020 and 2021 are not considered to comparable with other years. More information on this is provided in the supporting information section.**

## 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 (Confidence _intervals), 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.

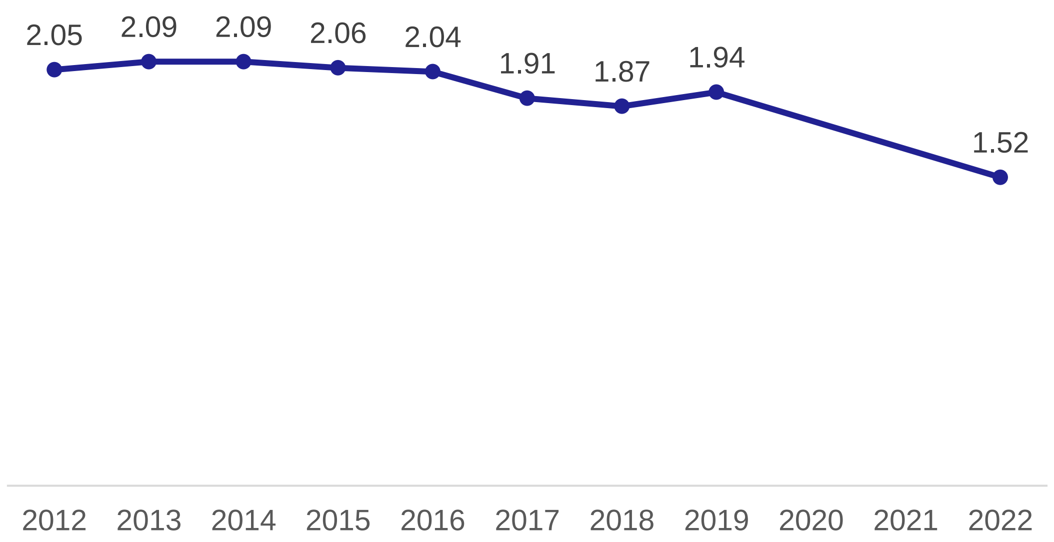
# Personal Travel

## How much are people travelling?

In 2022, 61% of people had travelled the day before their survey interview. This is well below the 2019 figure of 74%, and the lowest figure recorded since the current version of the travel diary was introduced in 2012 [Table TD1].

The number of trips per adult the day before their survey interview was 1.52 in 2022. This is lower than the 2019 figure of 1.94, and for any year from 2012 to 2019. [Table TD2e, TD3a, Figure 1]

Figure 1: Number of journeys per day per adult, 2012 to 2022

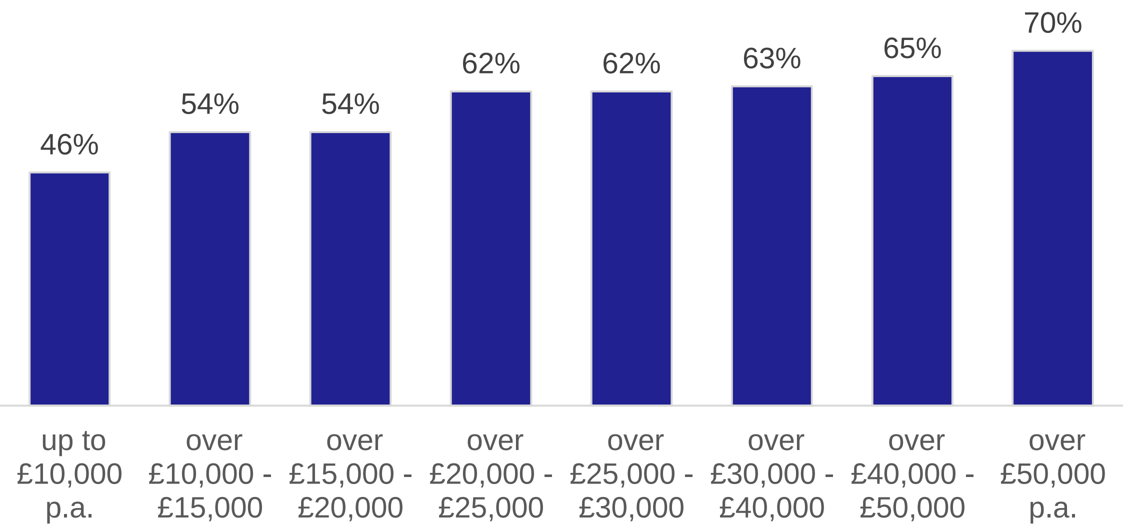



## Who travels?

The reduction in travel between 2019 and 2022 has been seen across the population, with decreases seen for males and females, all age groups, and all geographic sub-groups. [Table TD1]

The percentage travelling increased with income, with 46% of those with a household income below £10,000 travelling compared to 70% of those with an income above £50,000. [Table TD1 and Figure 2]

Figure 2: Percentage of adults travelling the previous day by household income, 2022

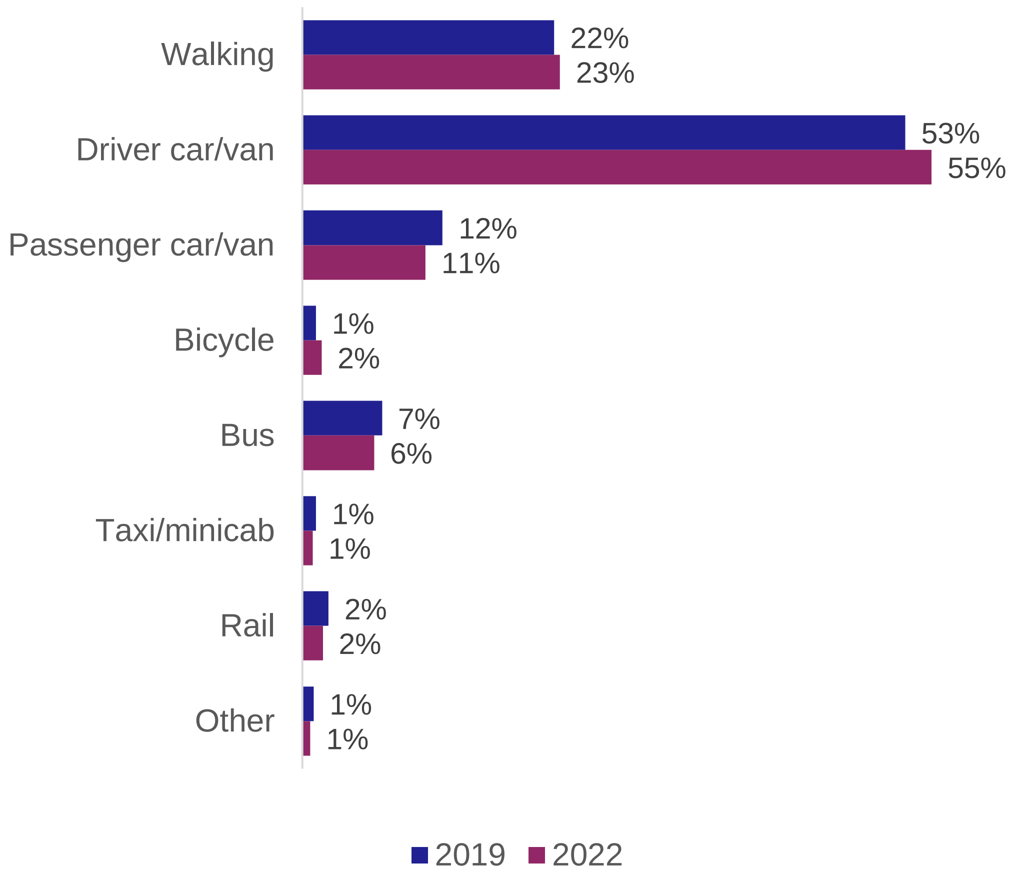



## How do people travel?

When people did travel, the share of journeys made by each mode in 2022 was broadly similar to 2019.

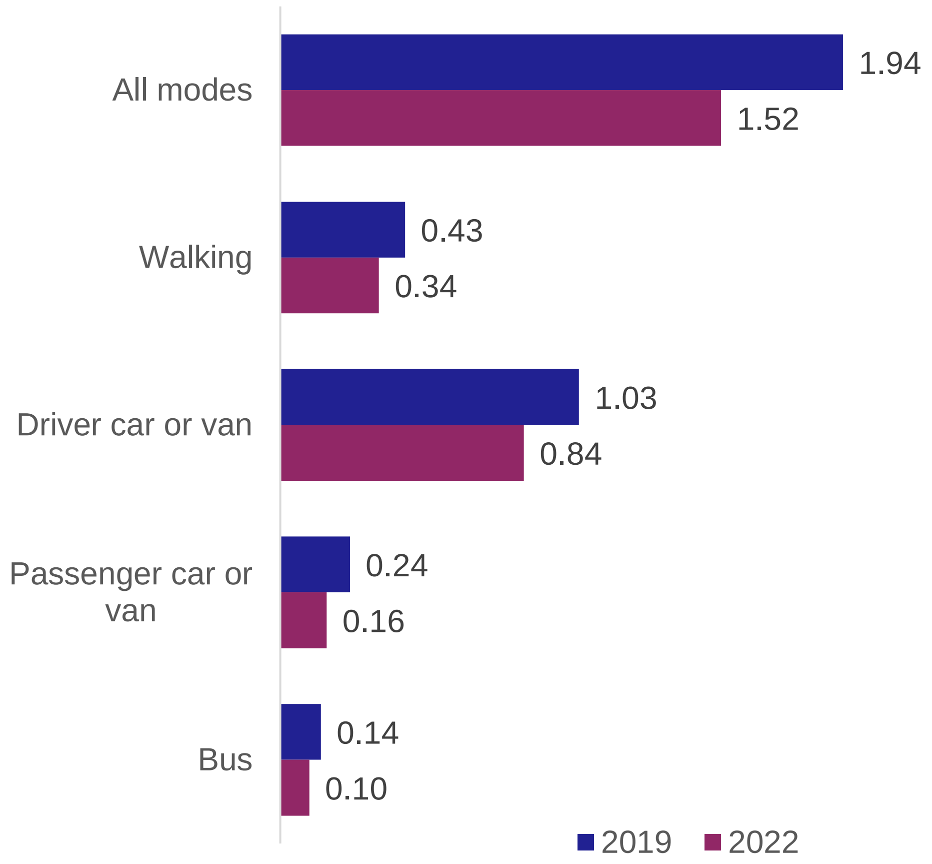
Driving a car or van was the most common mode of transport, accounting for 55% of journeys. Walking was the next most popular mode of transport (23% of journeys). 11% of journeys were as car or van passenger, 6% by bus and 2% by rail. [Table TD2, Table SUM1, and Figure 3]

Figure 3: Modal share of all journeys, 2022




Given the overall drop in the number of journeys in 2022, most major modes saw a drop in the number of journeys in 2019. For example, although the percentage of journeys by car increased slightly between 2019 and 2022, the number of journeys per person by car in the day before the interview fell from 1.03 to 0.84 per person. Similarly, the number of journeys by walking fell from 0.43 to 0.34, and by bus from 0.14 to 0.10. [Table TD2e]

Figure 4: Number of journeys per person, per day by mode, 2019 and 2022

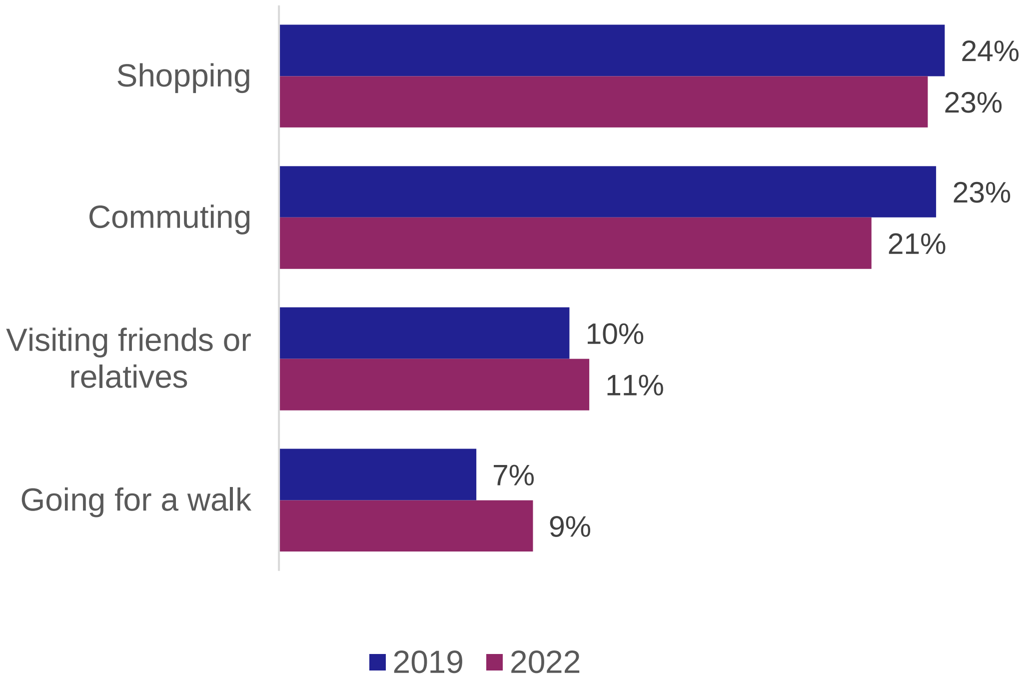



## Why do people travel?

When people did travel, the share of journeys made for each purpose in 2022 was broadly similar to 2019.

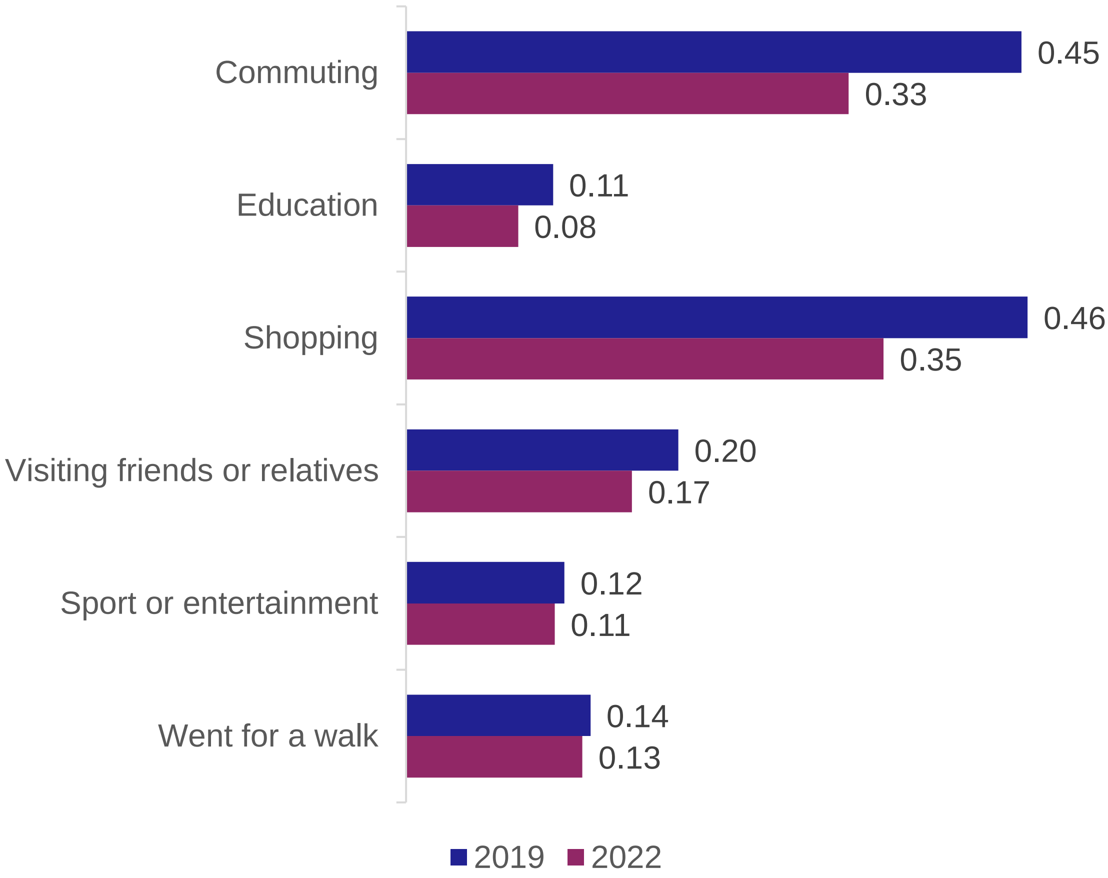
Shopping was the most frequent reason for travel (23% of journeys). Commuting was the next most common at 21% of journeys [Table TD3 and Figure 5].

Figure 5: Purpose of travel (most frequent categories), 2019 and 2022




Due to the overall decrease in travel, there was a drop in the number of journeys made for most purposes in 2022. Shopping and commuting showed substantial falls between 2019 and 2022. Commuting trips per adult per day were down from 0.45 to 0.33 and Shopping trips fell from 0.46 to 0.35. [Table TD3a and Figure 6]

Figure 6: Number of journeys per adult per day by selected purposes, 2019 and 2022



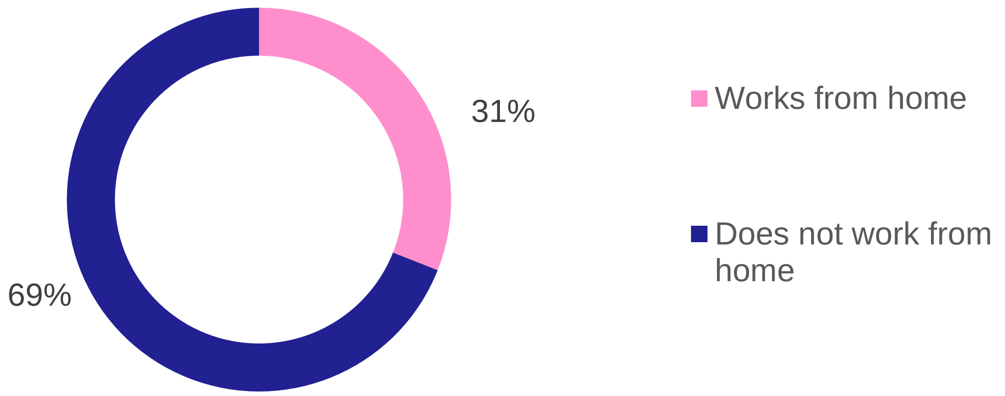

# Travel to Work

## Working from home

The proportion of people who reported working from home saw a significant increase between 2019 and 2022, and the proportion of people travelling to work 5 days a week dropped markedly.

31% of employed people described themselves as working from home in 2022. This was almost double the 2019 figure of 16%. [Table 7a and Figure 7]

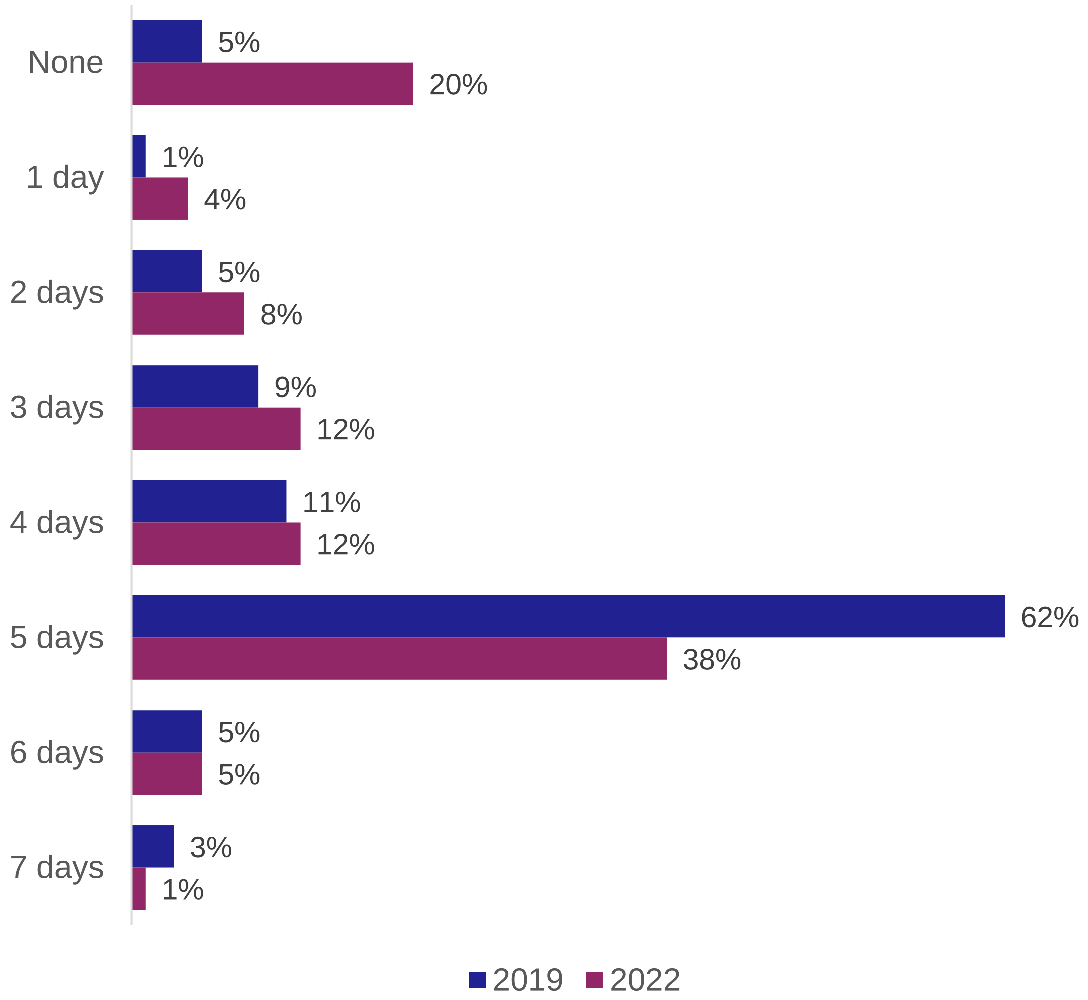
Figure 7: Percentage of employed people working from home, 2022




27% of those who earnt up to £20,000 worked from home, compared to 36% of those with incomes above £50,000. [Table 7a]

When asked specifically how many days a week they travelled to work, 20% said ‘none’, a notable rise from 5% in 2019. The proportion of people who reported travelling to work 5 days a week dropped from 62% in 2019 to 38% in 2022. [Table 56 and Figure 8]

Figure 8: Number of days working people travelled to work per week, 2019 and 2022.

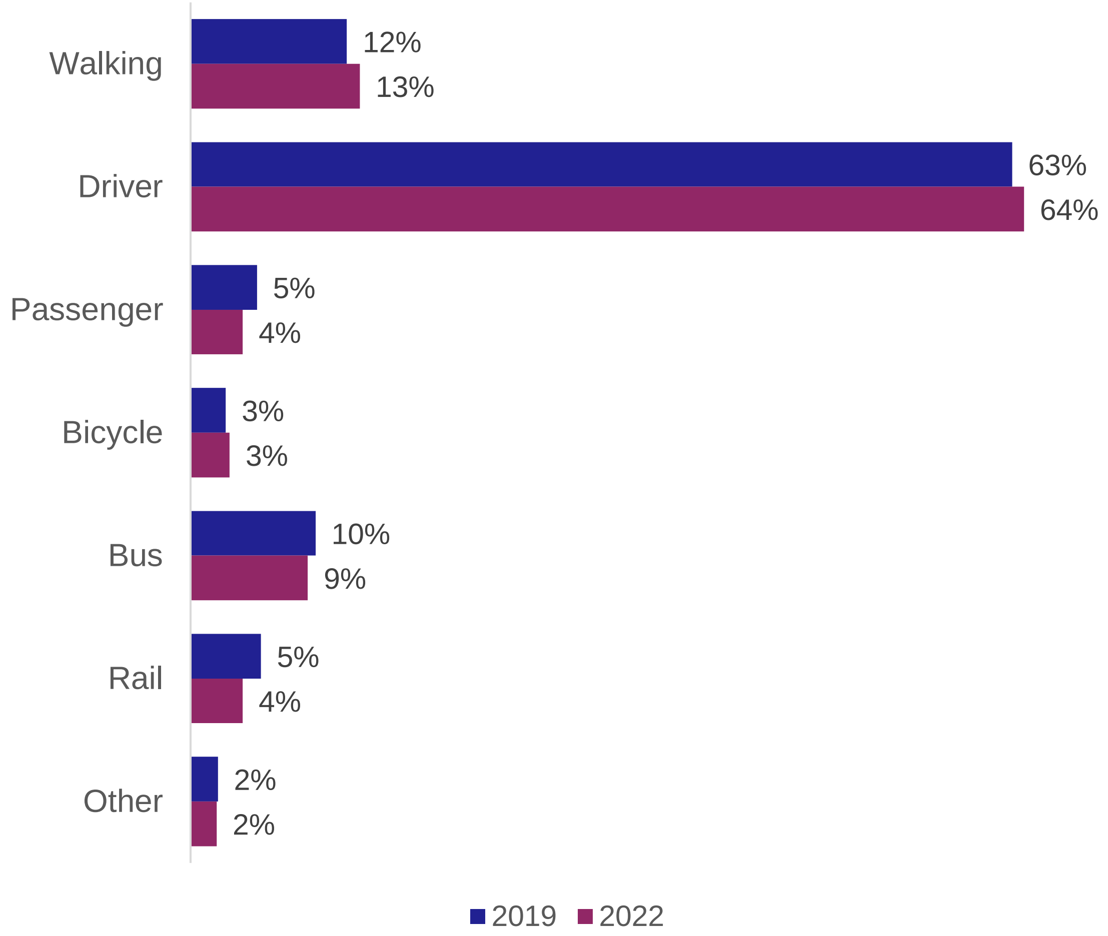



## How do people travel to work?

People's choice of transport mode for travel to work was broadly similar in 2022 to 2019.

Amongst those who travelled to work, 68% of people usually travelled by car or van, usually as a driver (64%). 13% of people usually walked to work, while 9% usually took the bus. [Table Sum 1, Table 7 and Figure 9]

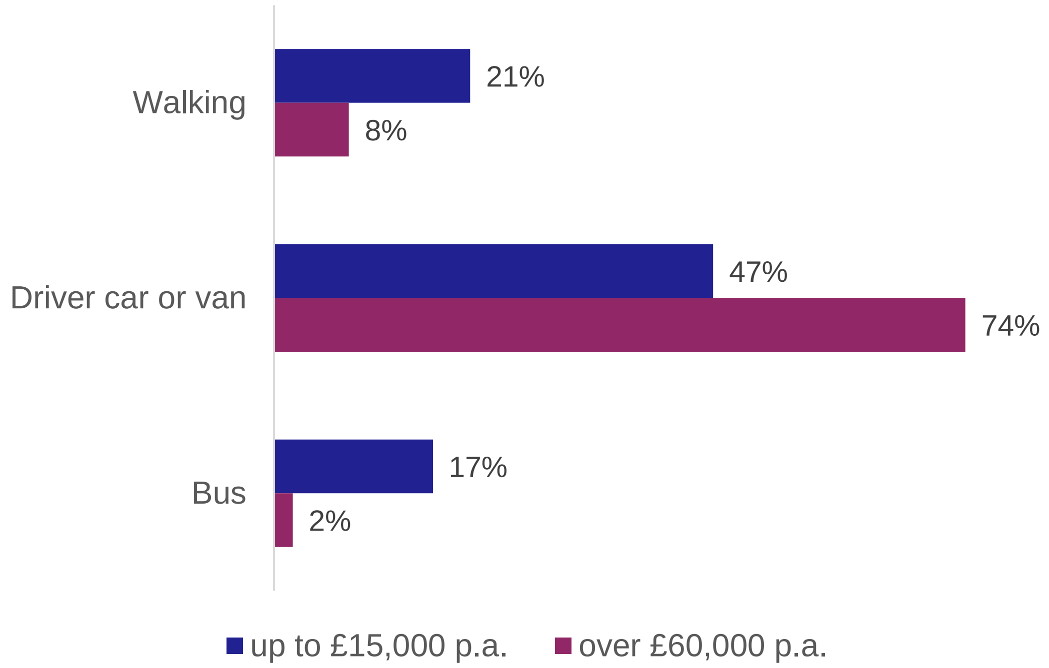
Figure 9: Method of travel to work, 2019 and 2022




## Who travels to work by which mode?

Those on an income below £15,000 were less likely to travel by car (47%), and more likely to walk (21%) or get the bus (17%) than those on incomes over £60,000 (74%, 8% and 2% respectively). [Table 7 and Figure 10]

Figure 10: Percentage of people walking, driving or taking bus to work for highest and lowest income bands, 2022



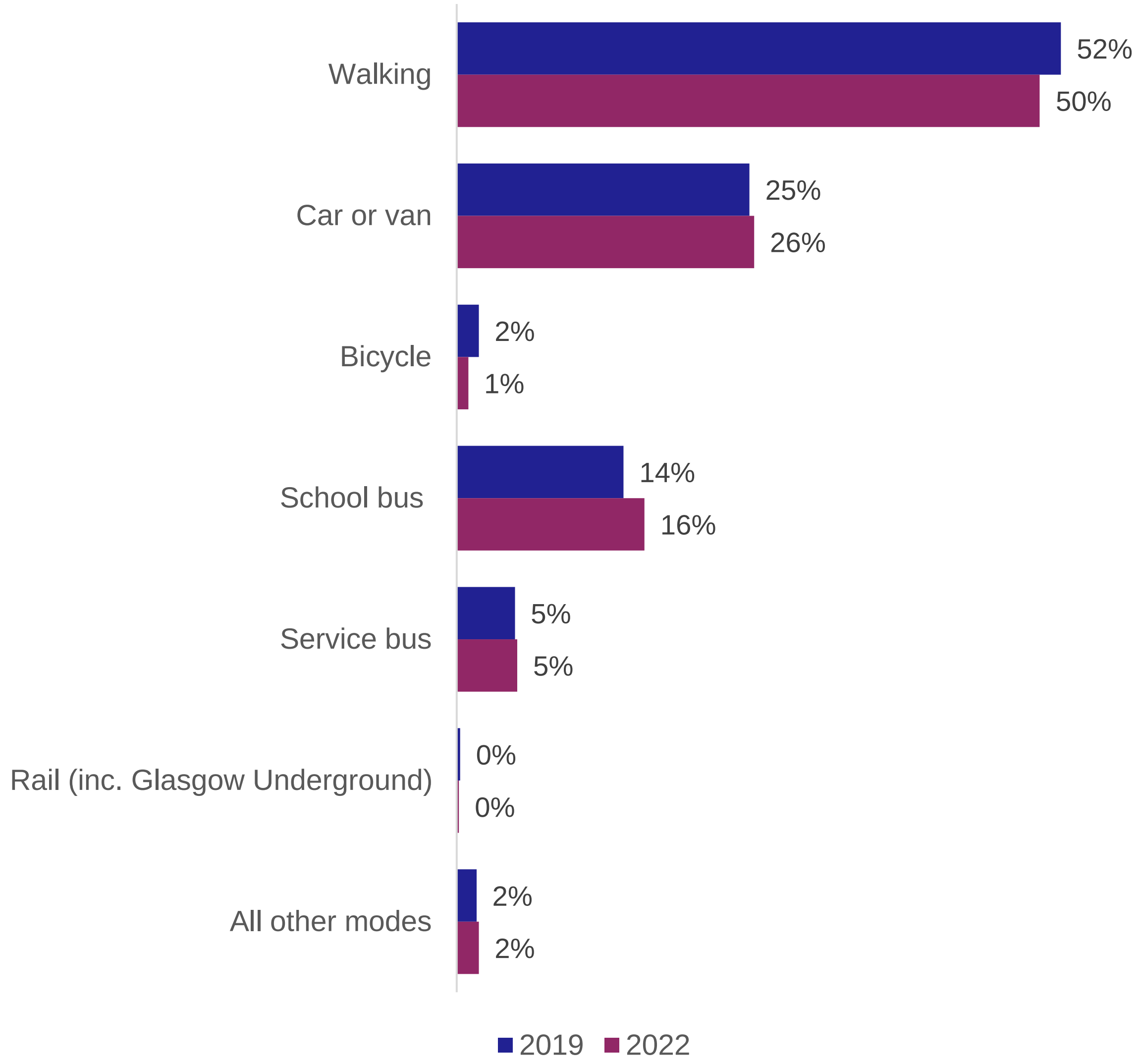

# Travel to School

## How do children travel to school?

In 2022, children's mode of travel to school was broadly similar to 2019 [Figure 11].

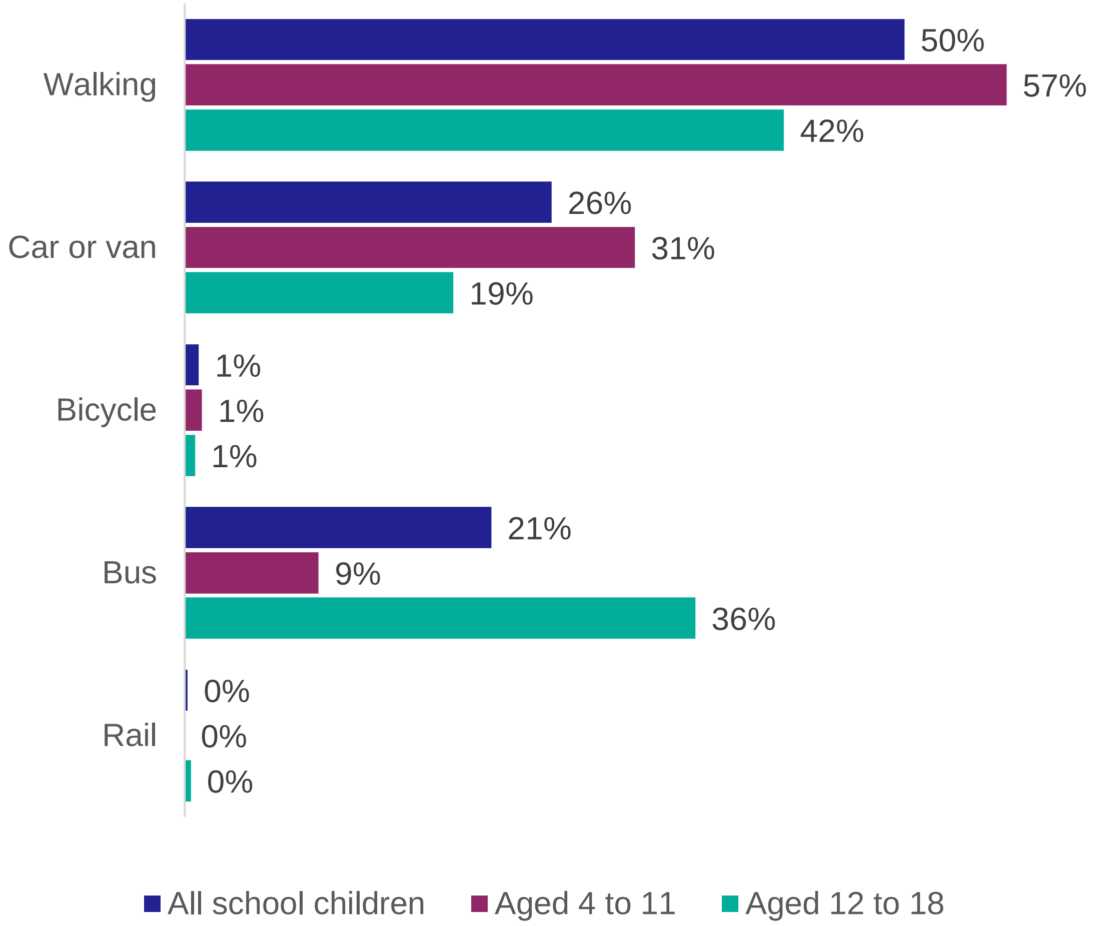
Half of children (50%) walked to school, around a quarter (26%) travelled by car and around a fifth (21%) used a bus. [Table SUM1, Table 15 and Figure 11]

Figure 11: Mode of travel to school by children, 2019 and 2022




There was variation in mode of travel by age. In the 4 to 11 age group, 57% reported walking to school, compared to 42% in the 12 to 18 age group. The older age group were more likely to catch a bus than younger children (36% compared to 9%). [Table 15 and Figure 12].

Figure 12: Method of travel to school, 2022 (main modes)



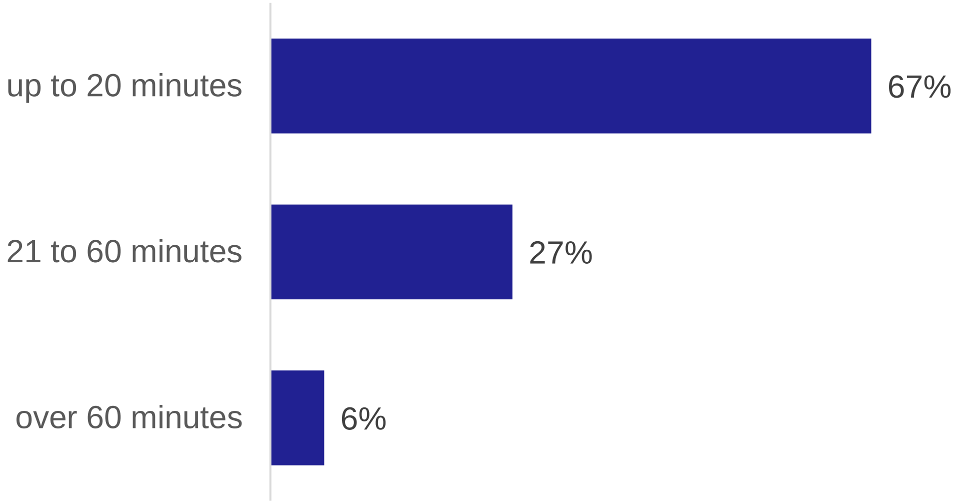

# How long do people travel for?

Journey length has remained relatively similar to 2019 in terms of the percentage of individual journeys being a given duration or distance. However, it should be noted that since 2019 the number of journeys occurring has decreased and therefore the total time people have spent traveling and the total distance travelled have reduced.

## Duration of travel

The majority of journeys reported were of short duration. 67% of journeys lasted up to 20 minutes. Only 6% lasted more than an hour. [Table TD6 and Figure 13]

Figure 13: Percentage of journeys made by duration of journey, 2022

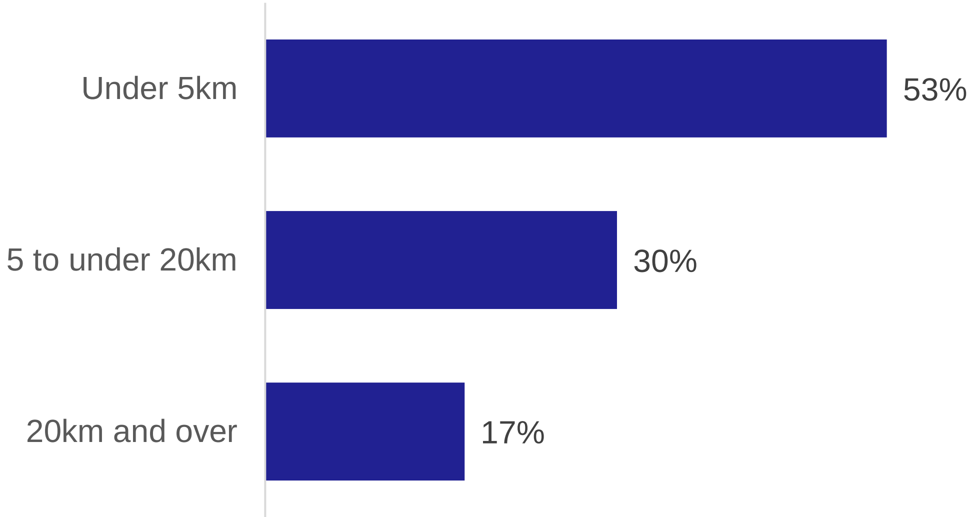



## Distance travelled

Over half (53%) of journeys were under 5 km. [Table TD4 and Figure 14]

The median journey length was 4.3 km, and the mean journey length was 13.2km. [Table TD5]

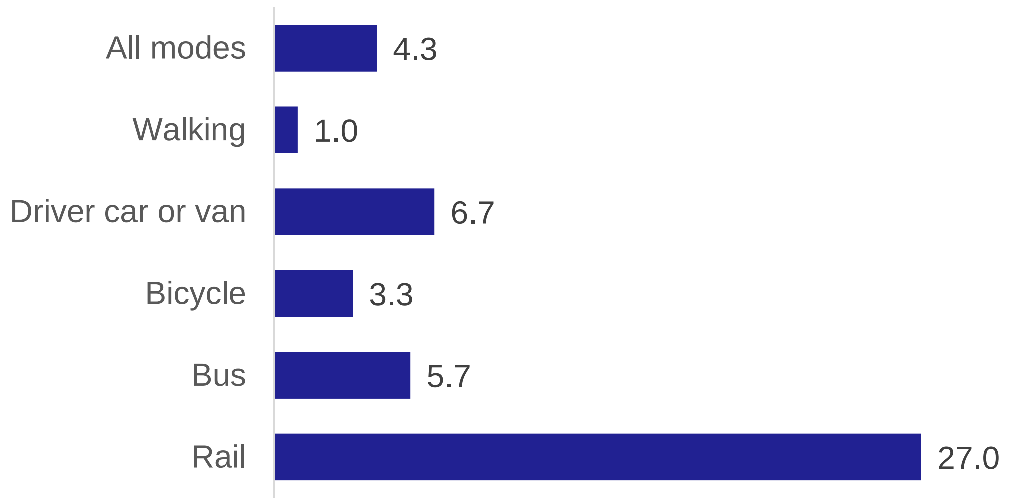
Figure 14: Percentage of journeys by road network distance, 2022




Walking journeys were an average (median) length of 1.0 km, with car driver journeys at 6.7 km and rail the longest at 27.0 km. [Table TD 5a and Figure 15]

The median length of journey was similar across all modes of travel other than rail, which increased from 20.8 km in 2019.

Figure 15: Average (median) distance (km) by different modes of transport, 2022




66% of journeys under 1 km were made on foot; car journeys (whether as a driver or passenger) accounted for most of the remainder (26%). Car was the most common mode of travel for all distance groupings greater than 2 km. [Table TD2a]

# Motor vehicles, traffic and driving

## Driving licences

In 2022, 73% of people aged 17 and over held a full driving licence, a modest increase from 71% in 2019. [Table 1]

Most age categories showed no significant change in the percentage of people holding a full driving licence, however the percentage increased between 2019 and 2022 for those aged 30 to 39, 60 to 69 and 80 and over. [Table 1]

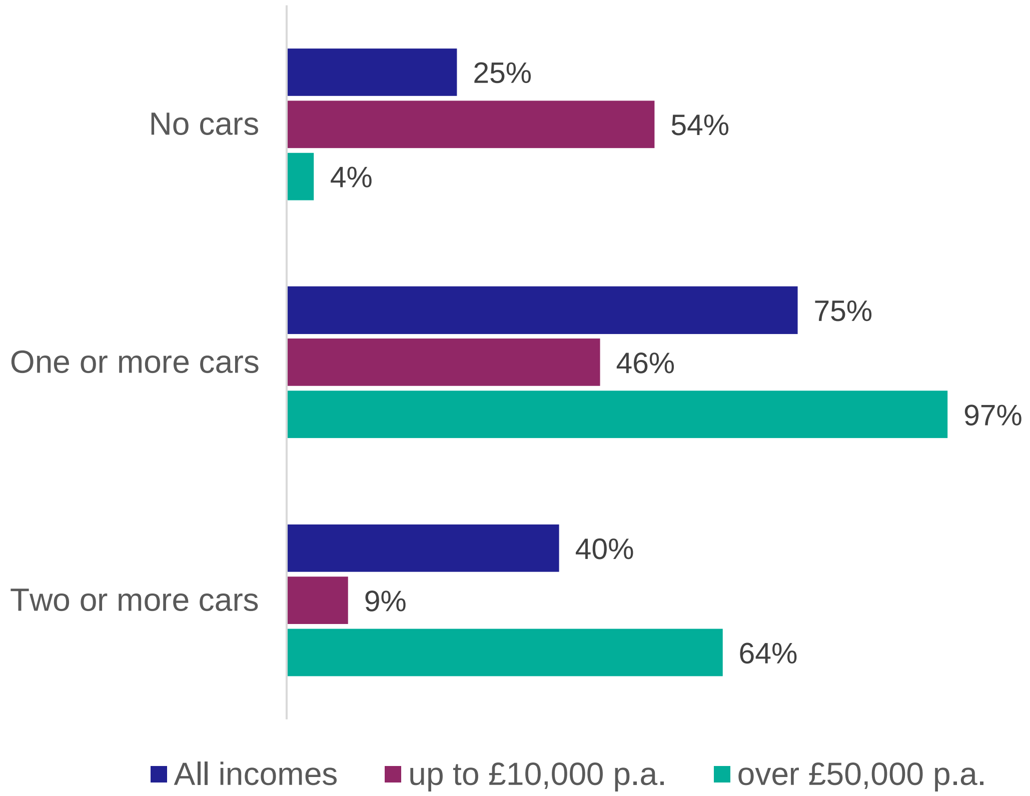
## Car and van access

75% of households had access to one or more cars or vans for private use. 40% of households had access to two or more. [Table 18b, Table SUM1]

Car access increased with household income, as did the number of cars available per household: 46% of households with an annual income up to £10,000 had access to one or more cars, compared to 96% of households with an annual income of more than £50,000. [Table 18b and Figure 16]

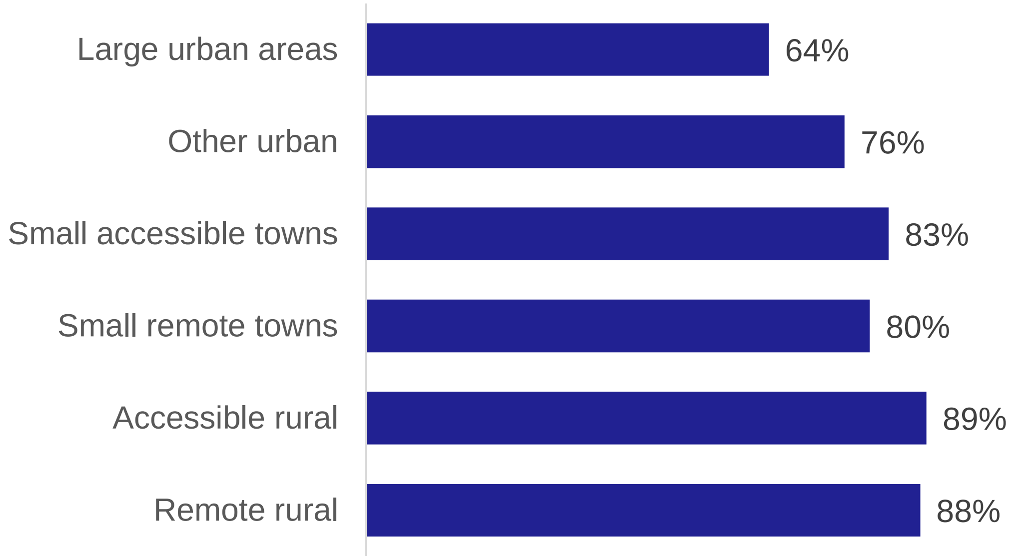
Overall the percentage of households with access to one or more car has increased between 2019 and 2022 (from 72% to 75%). When looking at different household income groups, there has been an increase for households with an annual income up to £10,000 (from 40% to 46%), but the percentage is very similar to 2019 for all other household income groups.

Figure 16: Household access to cars or vans by selected household income bands, 2022




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 89%, compared to 64% in large urban areas, where more public transport is available. [Table 18b and Figure 17]

Figure 17: Household access to one or more cars by urban-rural classification, 2022




## Frequency of driving

66% of people drove at least once a week in 2022, with 34% driving every day. [Tables 20 & SUM1]

The percentage of people driving at least once a week increased slightly between 2019 and 2022 (from 64% to 66%), however the percentage of people driving every day decreased (from 43% to 34%).

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

## Fuel spend and cost of parking

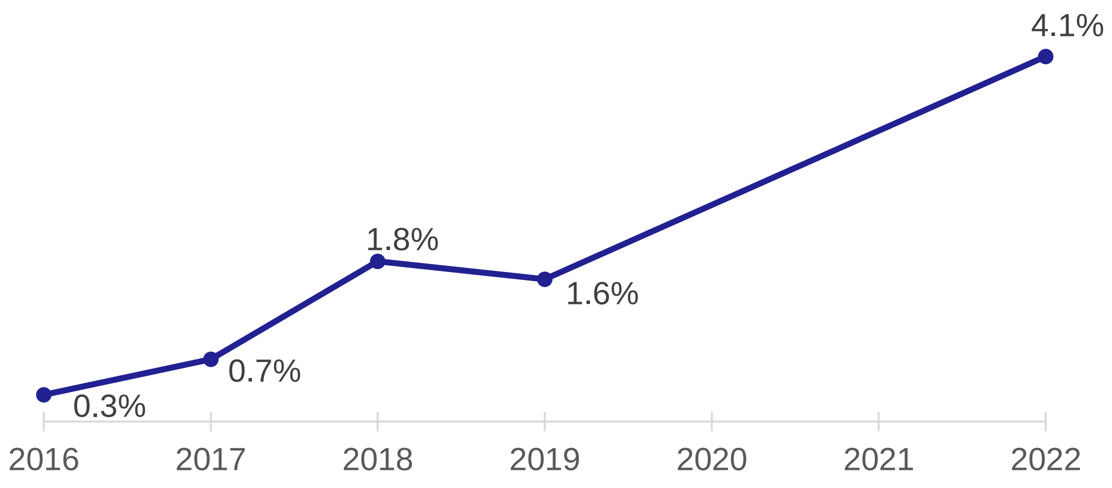
The average (mean) amount which an adult driver spent on vehicle fuel ‘in the last month’ was £146. [Table 2a]

The average (mean) spent by an adult on parking (including non-drivers) was £0.80 per week. For those who drove, the figure was £1.20. [Table 52]

## Electric vehicles

4.1% of driving licence holders owned an electric car or van in 2022. This is up from 1.6% in 2019 and 0.3% in 2016. [Table 49 and Figure 18]

Figure 18: Percentage of driving licence holders owning an electric vehicle, 2016-2022.




Electric cars being environmentally friendly was the most common reason respondents gave for having bought, or why they would consider buying, a plug-in electric car or van (72% of respondents) [Table 50].

When asked their reasons for not considering buying a plug-in electric car or van the most common answer given was the cost of vehicle purchase (52%), followed by availability or convenience of charging points (41%) and the battery (i.e. the distance travelled on charge) (39%) [Table 51].

In 2022, there was an increase in respondents giving the costs surrounding electric vehicles as a reason for not considering buying an electric car/van. The proportion of respondents giving the cost of vehicle purchase as a reason not to consider buying increased from 36% in 2019 to 52%, and the proportion of respondents highlighting running costs increased from 7% to 13% [Table 51].

The proportion of respondents giving battery (i.e. the distance travelled on charge) as a reason not to consider buying an electric car/van dropped from 46% in 2019 to 39% in 2022 [Table 51].

# Public transport

## Public transport satisfaction

Overall, satisfaction with public transport was lower in 2022 than in 2019.

The proportion of all survey respondents stating that they were very or fairly satisfied with public transport in 2022 was 58%, a ten percentage point drop from 2019 (68%) [Table 4]

Satisfaction with public transport was higher amongst actual users of public transport (those that had used bus or train in the past month) with 67% of users reporting that they were satisfied in 2022. However, this also represented a drop in satisfaction compared with 2019 (76%).

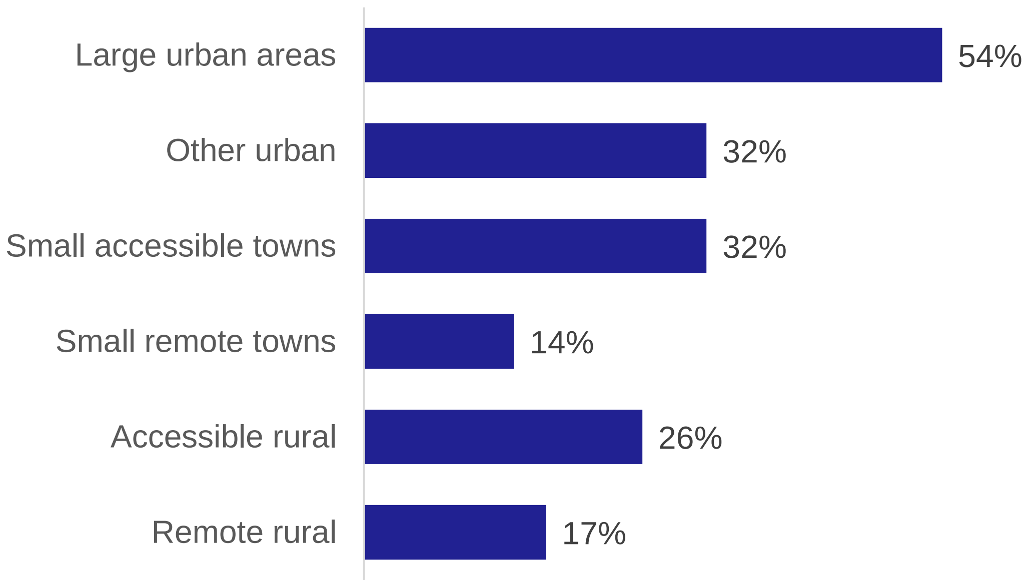
Satisfaction with public transport was lowest in rural areas. Satisfaction rates for those living in remote rural and accessible rural areas (40% and 42% respectively) contrasted with a satisfaction rate of 68% for those living in large urban areas.

## Local bus services

37% of survey respondents had used the bus in the past month, which is a decrease from 39% in 2019. This decrease has been mainly driven by a reduction in the percentage of men using the bus (34% had used the bus in the last month in 2022, compared to 37% in 2019). Only 5% of survey respondents used the bus every day or almost every day, down from 8% in 2019. [Table SUM1, Table 28a]

Frequency of bus use was higher in urban areas: 54% of people in large urban areas used the bus at least once a month compared to 14% in small remote towns and 17% in remote rural areas. [Table 28a and Figure 19]

Figure 19: Percentage of adults using the bus at least once a month, by urban rural category, 2022



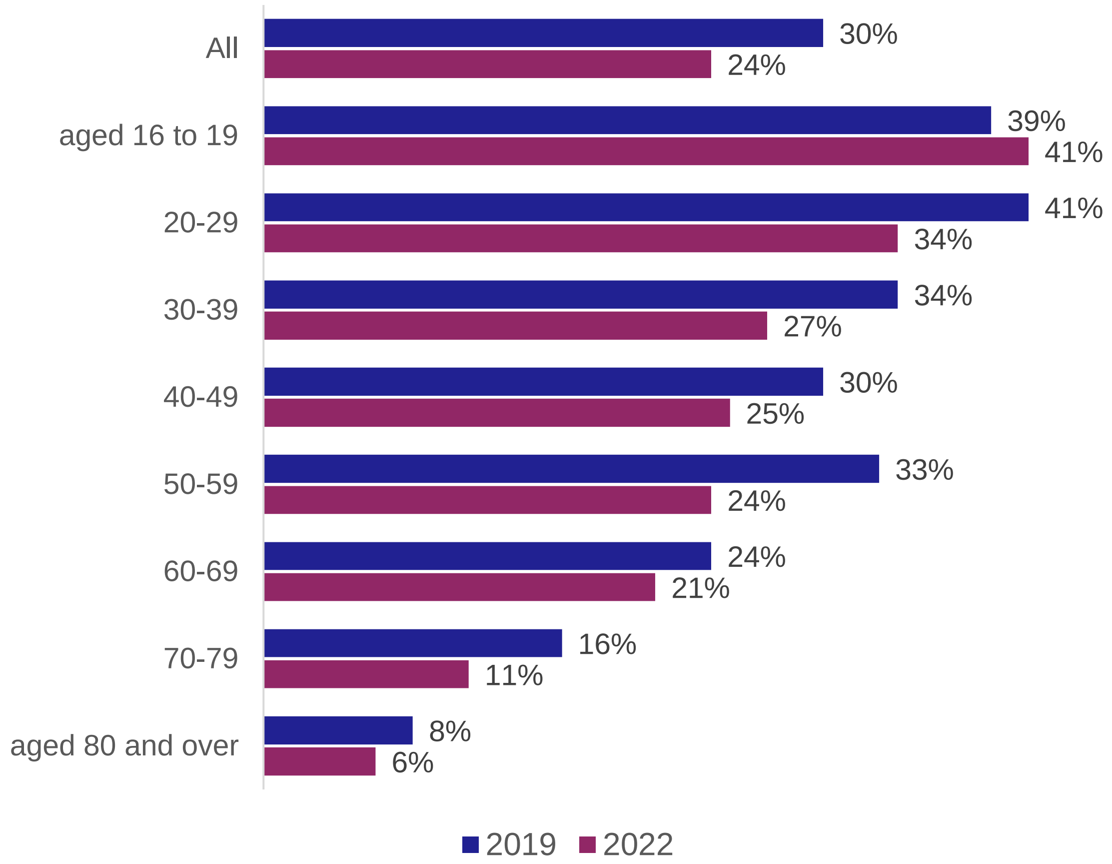
# Rail travel

About a quarter (24%) of survey respondents had used the train in the last month, which is a decrease from 30% in 2019. [Table 28b, Table SUM1]

The proportion of people who reported that they had used the train in the last month decreased with age: 41% of those aged 16-19 had used the train in the last month, compared to 11% aged 70 to 79 and 6% of those aged 80 and over. [Table 28b and Figure 20]

Contrary to the pattern shown in bus travel, the decrease in use in the last month has been seen by both males and females. However the decrease is most prominent in the age groups between 20 and 59 years old.

Figure 20: Percentage of adults using the train at least once in the past month by age, 2019 and 2022




Of those who had used the train in the last month, the most frequent journey purpose was shopping (30%) visiting friends or relatives (28%). [Table 44]

# Public transport cost

The average amount spent by an adult on public transport in 2022 was £2.20 per week. Most people (84%) spent nothing. This includes those who do not use public transport and holders of a pass for free travel. [Table 53]

For those who said they used public transport at least once a week, the average spent was £6.60 per week and 58% spent nothing (this will include free pass holders). [Table 53]

## Affordability of transport

64% of people said their transport costs were either fairly easy or very easy to afford. Those in households on incomes up to £10,000 were less likely to consider their costs affordable (55%). [Table 54 and Figure 21].

Figure 21: Percentage of adults who thought transport costs were very or fairly easy to afford, selected household income groups, 2022

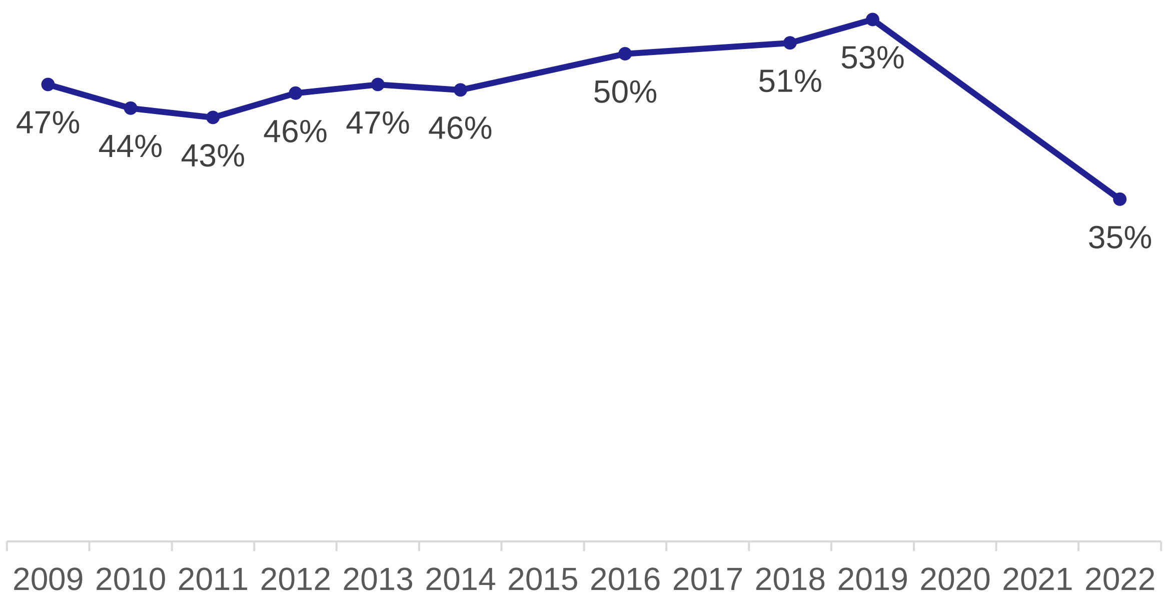

48% of respondents said that transport costs affected the method of travel they used. [Table 55]

## Aviation

The proportion of adults who took at least one flight in the last 12 months reduced in 2022.

In 2022, just over a third (35%) of adults said they had taken at least one flight for leisure in the last 12 months. This is a decrease from the proportion in 2019 (53%), and is the lowest proportion recorded for comparable data since the question was introduced in 2009. [Table 37a and Figure 22]

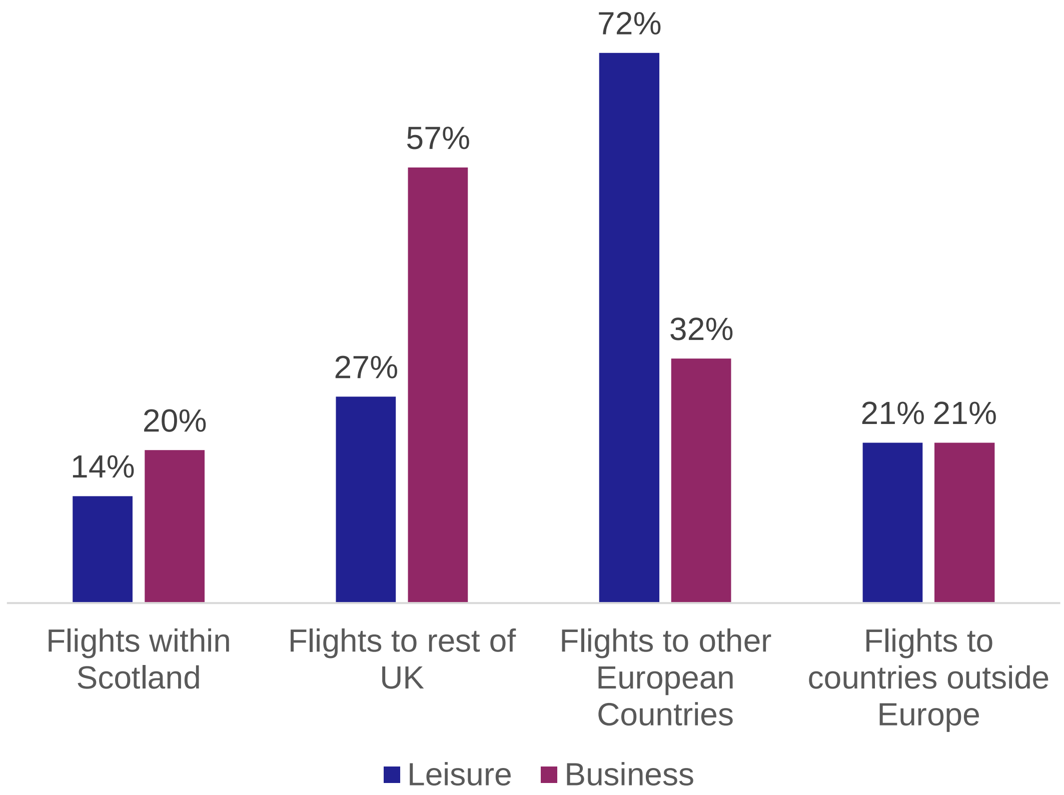
Figure 22: Percentage of adults taking flights for leisure, 2009-2022




The percentage of adults who took at least one flight for business in the last 12 months also reduced in 2022, compared to all years between 2009 to 2019, when the question was asked. In 2022, 4% of adults said they had taken a flight in the last 12 months for business purposes, compare to 8% in 2019. [Table 38a].

As in previous years, for those who had flown, flights to Europe were most common for leisure travellers (72% flew at least once to Europe). For business flyers, flights to the rest of the UK were most common (57% flew at least once to the rest of the UK).[Tables 37b, 38b and Figure 23].

Figure 23: Percentage of those who flew who took at least one flight to a destination area, leisure and business users, 2022

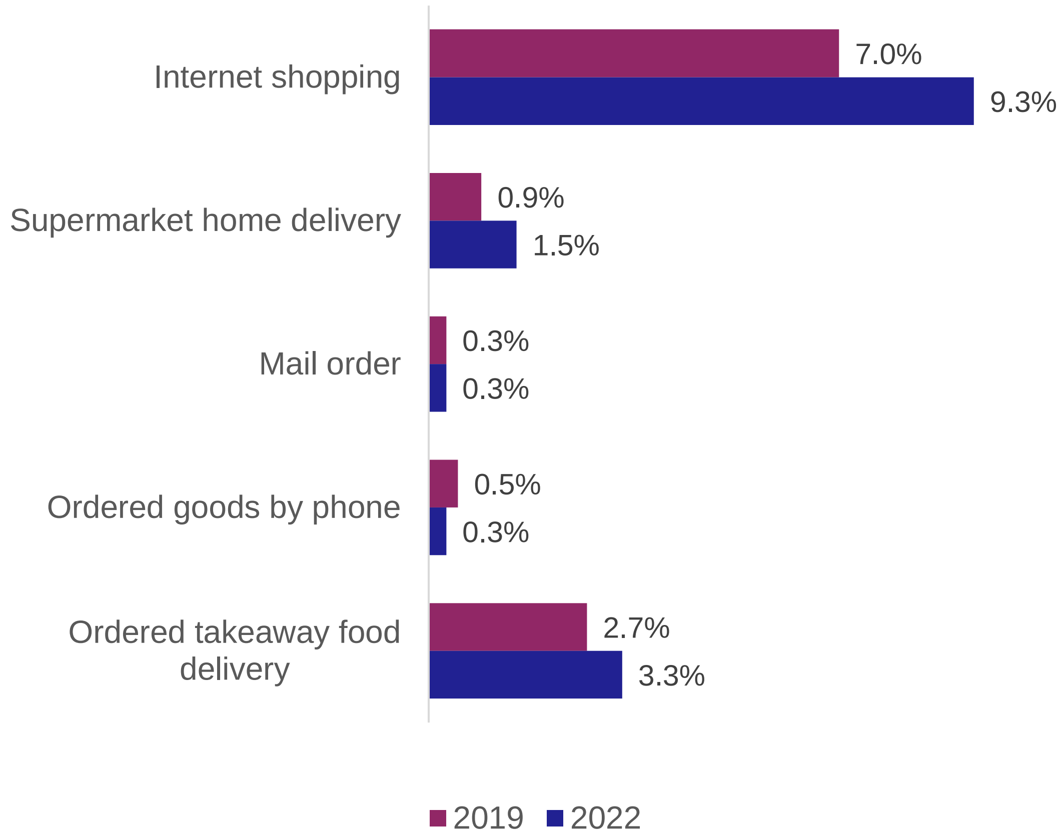



By far the two most common reasons people gave for flying within the UK over other forms of transport was that it was quicker (83%) and cheaper (35%). [Table 39]

# Use of delivery services

9% of adults used internet shopping on the previous day in 2022, and 1.5% used supermarket delivery. This is an increase on 2019 figures of 7% and 0.9% respectively. [Table TD17 and Figure 24]

Figure 24: Use of ordering services the previous day, 2019 and 2022

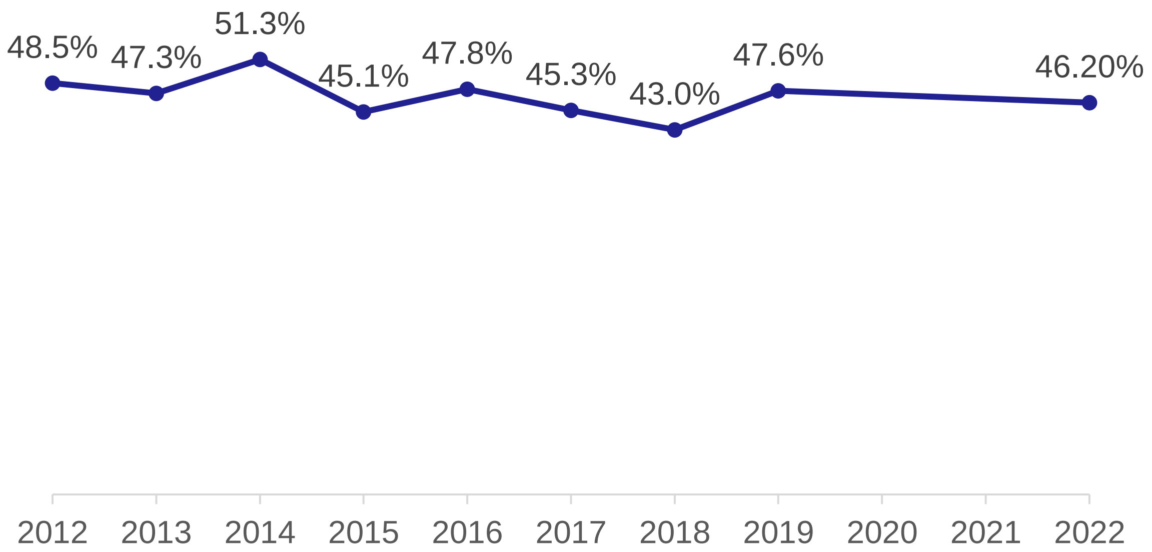



## Active travel National Indicator

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.

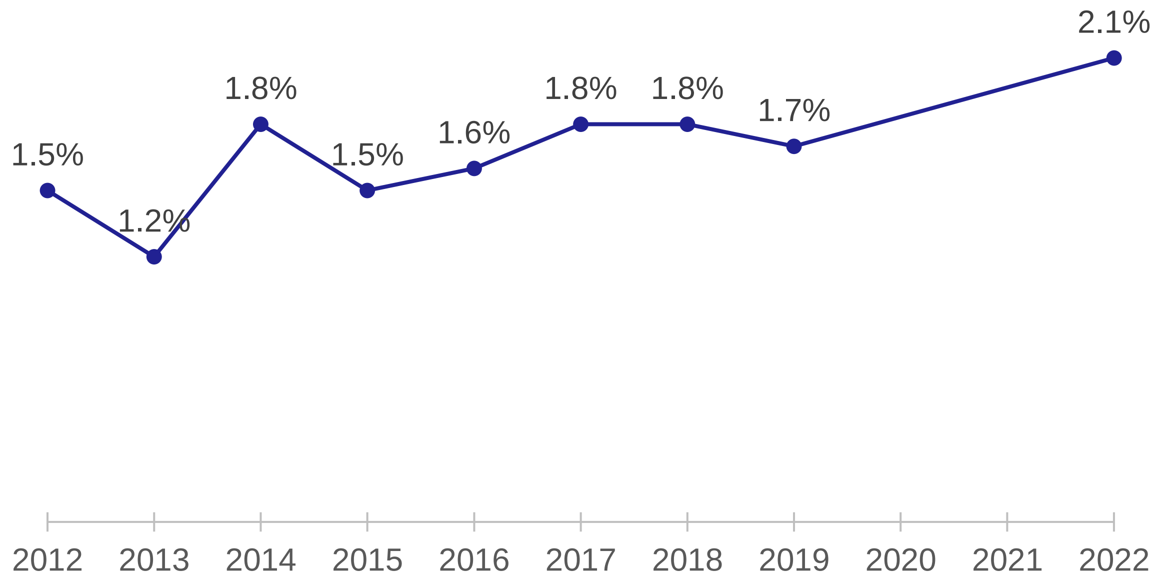
46.2% of journeys under two miles were on foot in 2022. [Table 4c and Figure 25] This compares to 47.6% in 2019. This difference is not statistically significant at the 95% level.

Figure 25: Percentage of journeys under 2 miles by main mode, walking National Indicator, 2012 to 2022




2.1% of journeys under five miles were by bicycle. This figure compares to 1.7% in 2019. This difference is also not significant at the 95% level.

Figure 26: Percentage of journeys under 5 miles by main mode, cycling National Indicator, 2012-2022




A formal assessment of performance on this National Indicator will be made on the [National Performance Framework] website.

# Supporting Information

## 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 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.

Further information on the Scottish Household Survey can be found on the [Scottish Government website].

## Comparability with previous years

In 2022, as has been typical for most of the SHS's history, the survey was carried out as a face-to-face interview, primarily administered in people's homes. This represents a return to the traditional methodology after the Covid-19 pandemic disrupted the 2020 and 2021 survey years and necessitated a change in approach.

Only a small proportion of the 2020 survey had been completed before the Covid-19 pandemic took full effect. The approach was adapted, and the remainder of the 2020 survey fieldwork was carried out using telephone interviewing. In 2021, telephone interviewing was again used.

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 and 2021 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 for previous face-to-face surveys, 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).

In addition, 2020 data only covered October 2020 and January to early April 2021, so there may have been a seasonal effect upon some data.

For these reasons, the 2020 and 2021 editions of the survey are not considered to be comparable with other years.

As the survey has returned to the traditional methodology for 2022, the 2022 edition is considered to be comparable with earlier surveys.

The annual SHS Methodology Reports provide more detail on the changes in approach, and how this may have impacted the results.

# Other Transport findings from the Scottish Household Survey

## Disability and Transport

A publication providing further analysis of the Scottish Household Survey for disabled people, as well as measurements from other sources, Disability and Transport, was published on 18th October 2022. An updated version of the publication, incorporating 2022 data, will be published later this year.

# Transport Scotland Statistics

The full range of transport statistics publications are available on the Transport Scotland website.

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The data collected for the SHS is made available via the UK Data Service and may be made available on request, subject to consideration of legal and ethical factors. Please contact shs@gov.scot for further information.

# Complaints and suggestions

If you are not satisfied with our service or have any comments or suggestions, please write to the Chief Statistician, 3WR, St Andrews House, Edinburgh, EH1 3DG, Telephone: (0131) 244 0302, e-mail statistics.enquiries@gov.scot.

If you would like to be consulted about statistical collections or receive notification of publications, please register your interest at www.gov.scot/scotstat.

Details of forthcoming publications can be found on the Scottish Government website.

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