

TRAVEL BETWEEN EDINBURGH AND OTHER COUNCIL AREAS: SOME SCOTTISH HOUSEHOLD SURVEY RESULTS

A note by the Scottish Executive Development Department

1. Introduction

1.1 This is the sixteenth in a series of short notes on transport-related results from the Scottish Household Survey (SHS). It describes some results from interviews conducted with randomly chosen adults in households across Scotland in 1999, 2000 and 2001. The interviewer asks those whose current situation is best described as "in employment" for the address or postcode of their place of work. The interviewer also asks all randomly chosen adults about the origin and destination of any journeys they made on the previous day. The council area of place of work, and the council areas of the origin and destination of journeys are subsequently derived. The survey results have been weighted to take account of differences in selection probabilities. This note looks at journeys which started or ended in Edinburgh, as an example of the use of SHS data. For the purpose of this note, the council areas (outwith the Lothians) whose residents would be likely to approach Edinburgh from the North have been grouped together, and likewise for the West and South.

2. Travel to work

2.1 The figures in this section refer to commuters - the 91% of employed adults aged 16+ who do *not* work from (or at) home. Almost two thirds of the adults who were known to work in the Edinburgh Council area are also residents of Edinburgh (65%). 8% are residents of West Lothian, 8% are residents of Midlothian and 7% are residents of East Lothian. A further 5% approach Edinburgh from the North, 6% from the West and 2% from the South.

2.2 It was not possible to derive the council area of the place of work in 15% of cases overall. (It ranged from 21% of commuters living in Aberdeen and Glasgow to 7% of cases in West Lothian). If one assumes that, in such cases, the council area of the place of work is the same as the council area of residence, the results change only slightly to: 69% of adults who work in Edinburgh also live in Edinburgh, 7% live in West Lothian, 7% in Midlothian, 6% in East Lothian, 5% live outwith the Lothians and would approach from the West, 4% from the North and 1% from the South. Subsequent analyses are based only on those for whom the council area of the place of work could be derived.

2.3 The results for other council areas show that most employed adults live in the same council area as the one they work in. For example, 52% of adults working in Glasgow live in Glasgow, 68% of adults working in Aberdeen live in Aberdeen and 70% of adults working in Dundee live in Dundee. As one might expect, 100% of adults who work in Eilean Siar also live in Eilean Siar. However, only 40% of adults who work in East Renfrewshire live there.

2.4 *Figure 1* shows that 41% of adults who live and work in Edinburgh drive to work, 7% travel as a passenger in a car or van, 27% use the bus, 19% walk, 4% cycle, 1% go by rail and 2% use other forms of transport. *Figure 1* also shows that, of adults who work in Edinburgh, the percentage who drive to work is higher for those who live outside Edinburgh. This varies from 76% of those who live outwith the Lothians and would approach Edinburgh from the North and West, to 57% of those who commute from West Lothian and 59% for East Lothian and Midlothian. (Please note that the chart does not provide percentages for those who approach from the South because the sample had only around 30 such cases.) Overall, 23% of those who work in Edinburgh commute by bus, the percentage is highest for those coming from Edinburgh (27%) or Midlothian (also 27%), 18% for those from East Lothian and West Lothian, and lower for those from outwith the Lothians. 15% of those who commute to Edinburgh from the North travel by rail, 7-8% from East Lothian, West Lothian, and from the West, and 3% overall.

2.5 Of adults who work in Edinburgh 45% of those who live in Edinburgh are male, as are 45% of commuters from Midlothian, and 50% of those who live in West Lothian compared with 57% of such commuters from East Lothian and 63%-64% of those who live outwith the Lothians to the West and North.

3. Journeys made by adults

3.1 The results in this section refer to journeys made by adults on the day before the interview. 80% of journeys ending in Edinburgh started in Edinburgh. 3% started in West Lothian, 3% in Midlothian, 3% in East Lothian, 2% started from the North, 2% from the West and 1% from the South. 4% of journeys ending in Edinburgh did not have the council area of origin recorded. The breakdown of journeys which started in Edinburgh is almost the same: 81% ended in Edinburgh, 3% ended in each of East Lothian, Midlothian and West Lothian, 2% in council areas to the North, 2% to the West, 1% to the South, and the council area of the destination could not be derived for 4%.

3.2 Of all the journeys that ended in Edinburgh, the main mode of transport used varied with the council area of the journey's origin. The percentage of journeys made as a driver of a car or van was highest for journeys starting in Midlothian (65%), followed by 63% of journeys from the North and the West (also 63%), 61% of journeys from East Lothian, 59% from West Lothian, 55% from the South and 40% from within Edinburgh itself. 17% of journeys, which started and ended in Edinburgh, were made by bus as were 17% of journeys to Edinburgh from Midlothian. This percentage was lower for journey origins in other council areas: 12% of journeys from East Lothian, 9% from West Lothian, 8% from the South, 7% from the West and 4% from the North. For travel by rail to Edinburgh, 13% of journeys from outwith the Lothians to the West were made by this mode, as were 9% of journeys from the North and 8% of journeys from West Lothian. A similar picture is seen in the main mode of travel used for journeys starting in Edinburgh. For example, 64% of journeys made from Edinburgh to Midlothian and from Edinburgh to the North were made as a driver of a car or van, as were 62% of journeys made to the West.

3.3 45% of adults' journeys that started or ended in Edinburgh were made as a driver of a car or van, 14% were made as a passenger in a car or van, 20% were on foot, 15% were made by bus, 2% by rail, 1% by bicycle, 1% by taxi/minicab and 1% were by other modes of transport. The main purposes of these journeys were, "commuting" (25%), "shopping" (21%), "visiting friends or relatives" (11%), "escort" (7%), "other personal business" (7%), "sport/entertainment" (6%) and "on business" (5%).

3.4 Of all the journeys made as a driver of a car or van which started or ended in Edinburgh, 56% were made by men; 27% were made by people aged 30 to 39, 25% were made by people aged 40 to 49, 21% by 50 to 59 year olds, 14% by 20 to 29 year olds, 1% by 16 to 19 year olds and about 12% of the journeys were made by people aged 60 and over. Over half of all journeys made as a driver of a car or van which started or ended in Edinburgh were by those in full-time employment (56%), 13% by those in part-time employment, 11% by those permanently retired from work, 9% by the self-employed, 5% by those looking after the home or family and 3% by those in further/higher education. The main purposes of these journeys were, "commuting" (28%), "shopping" (17%), "visiting friends or relatives" (10%), "escort" (9%), "other personal business" (8%), "on business" (7%) and "sport / entertainment" (6%).

4. Background and Further Information

As with all such surveys, factors such as sampling variability and non-response bias may affect the results. The first SHS questions on transport were listed in issue 5 of "*Scottish Transport Review*" (page 19) and some results have appeared in each of issues 6 to 20.

Detailed transport-related results appear in Transport Statistics bulletins of SHS results:

- "*Household Transport in 2001: some Scottish Household Survey results*" (December 2002; ISBN 0-7559-3494-6)
- "*Transport across Scotland: some SHS results for parts of Scotland*" (December 2001; ISBN 0-7559-3287-0), and
- "*Scottish Household Survey Travel Diary results for 2001*" (February 2003; ISBN 0-7559-2317-0), each of which is available (price £2) from the Stationery Office bookshop, or on the Scottish Executive Website

Some SHS results have also been published in:

- "*Scottish Transport Statistics*" (latest edition: August 2002; £10 - ISBN 1-84268-407-8).

Anonymised copies of the "main" SHS data and the Travel Diary data for 1999/2000 are available from the UK Data Archive (www.data-archive.ac.uk). The Travel Diary data for 1999, 2000 and 2001,

including the council area of the origin and destination of journeys, should be available from the UK Data Archive in the next few months. Similarly, the “main” SHS data for 2001 will become available from the Data Archive.

Further information about the SHS, including links to the publications of SHS results, can be found on the SHS website, at <http://www.scotland.gov.uk/shs>. Enquiries should be made to the SHS Project Manager: Tel: 0131 244 8420 FAX: 0131 244 7573 Email: shs@scotland.gsi.gov.uk.