City of Edinburgh Council
Travel Behaviour Survey 2019

Summary of key findings

March 2020

Contents

progressive

Project objectives and method

Sample profile

Research findings:

- Current travel behaviour
- Modal split by journey type
- The commute to work or education
- Encouraging active/sustainable travel
- Views of active/sustainable travel in Edinburgh

Summary and conclusions

Project objectives and method

- Key objectives:
  - Understand current travel and transport behaviour among residents of Edinburgh
  - Understand motivations and barriers to switching to more sustainable transport choices
  - Establish baseline measures to be monitored via future waves of the Edinburgh People Survey (EPS)

- Sample and method replicated the EPS to ensure data comparability.

- 5,172 face-to-face CAPI interviews with residents of Edinburgh, conducted either in-street or in-home.

- Between 300 and 314 interviews were conducted in each of the 17 wards across the city.

- Quotas were set on age, gender, ethnicity and working status.

- Each interview lasted approximately 10 minutes.

- Fieldwork was conducted between 13th September and 17th December 2019.

Notes on data analysis

Sub-group analysis was conducted based on the following groups:

Sub-group	Categories
Gender	Male; Female
Age	16-24; 25-44; 45-64; 65+
Socio-economic group	ABC1 (managerial/professional/administrative occupations); C2DE (manual occupations, unemployed)
Employment status	Employed full time; Employed part time; Self-employed; Unemployed; Student; Retired
Ethnicity	Non-ethnic minority/UK citizen (White Scottish/English/Welsh/Northern Irish/British); Ethnic minority/non-UK citizen (all other ethnic groups)
Children	Children in the household; No children in the household
Health	Those with a long-term health problem/disability; Those without
Drivers	Driven in the last month; Have not driven in the last month

Notes on analysis:

- Only statistically significant differences are reported.

- Statistically significant differences between sub-groups on charts are noted with red/green circles (red = lower; green=higher).

- Where figures do not add to 100% this is due to multi-coded responses or rounding.

Sample profile: Ward

Ward	2019
Edinburgh	**5,172**
Almond	301
Pentland Hills	307
Drumbrae / Gyle	301
Forth	305
Inverleith	305
Corstorphine / Murrayfield	302
Sighthill / Gorgie	301
Colinton / Fairmilehead	304

Ward	2019
Fountainbridge / Craiglockhart	306
Morningside	302
City Centre	300
Leith Walk	305
Leith	314
Craigentinny / Duddingston	311
Southside / Newington	303
Liberton / Gilmerton	303
Portobello / Craigmillar	302

EPS sample is designed to ensure at least 300 interviews in each of the 17 wards, to provide robust samples at the ward level.

Sample profile: Demographics

Gender	%
Male	48%
Female	52%
Other	<1%
Base	**5,172**

Age group	%
16-24	16%
25-34	21%
35-44	18%
45-64	28%
65+	17%
Base	**5,172**

Working status	%
Working full time (30+ hrs)	40%
Working part time (9-29 hrs)	12%
Self-employed	7%
Unemployed	4%
Not working – retired	15%
Not working – looking after house/children	3%
Not working – invalid/disabled	3%
Not working – carer	1%
Student	14%
Other	1%
Base	**5,172**

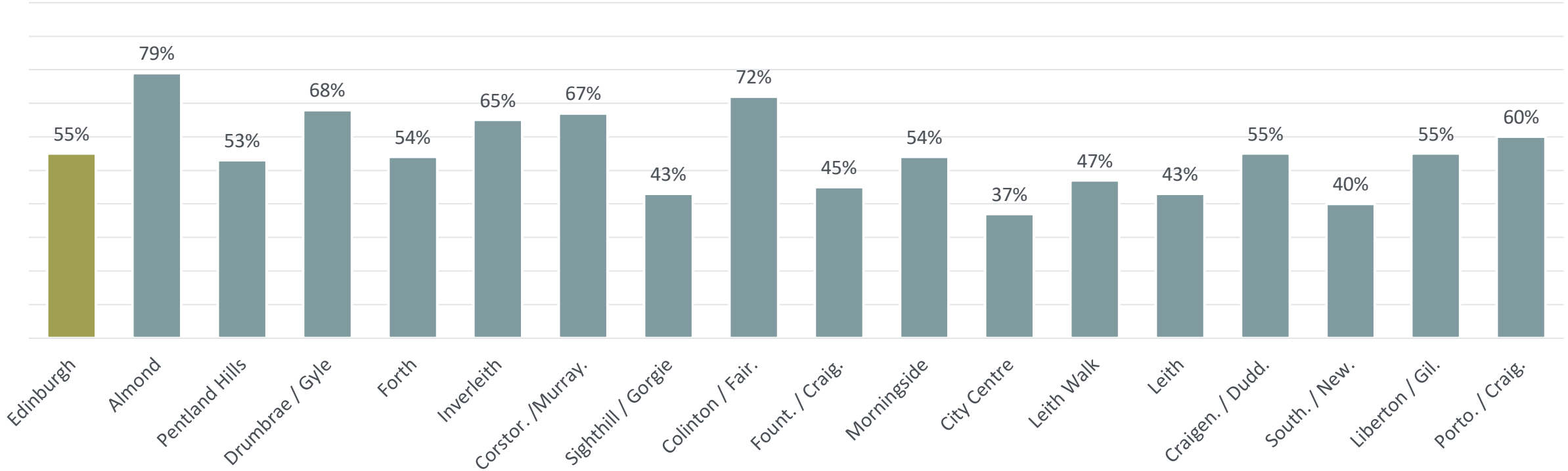| Socio-economic group	%
ABC1 (managerial, administrative, professional occupations)	55%
C2DE (skilled and unskilled manual occupations, unemployed)	42%
Refused	2%
Base	**5,172**

Sample profile:
Car access & drivers

Household car access

Driving licence(s) held

- Yes - household has car access
- No car access

45%

55%

Drivers (any licence)	58%
Car/van	57%
Motorcycle	1%
Moped/scooter	1%
None of these	42%
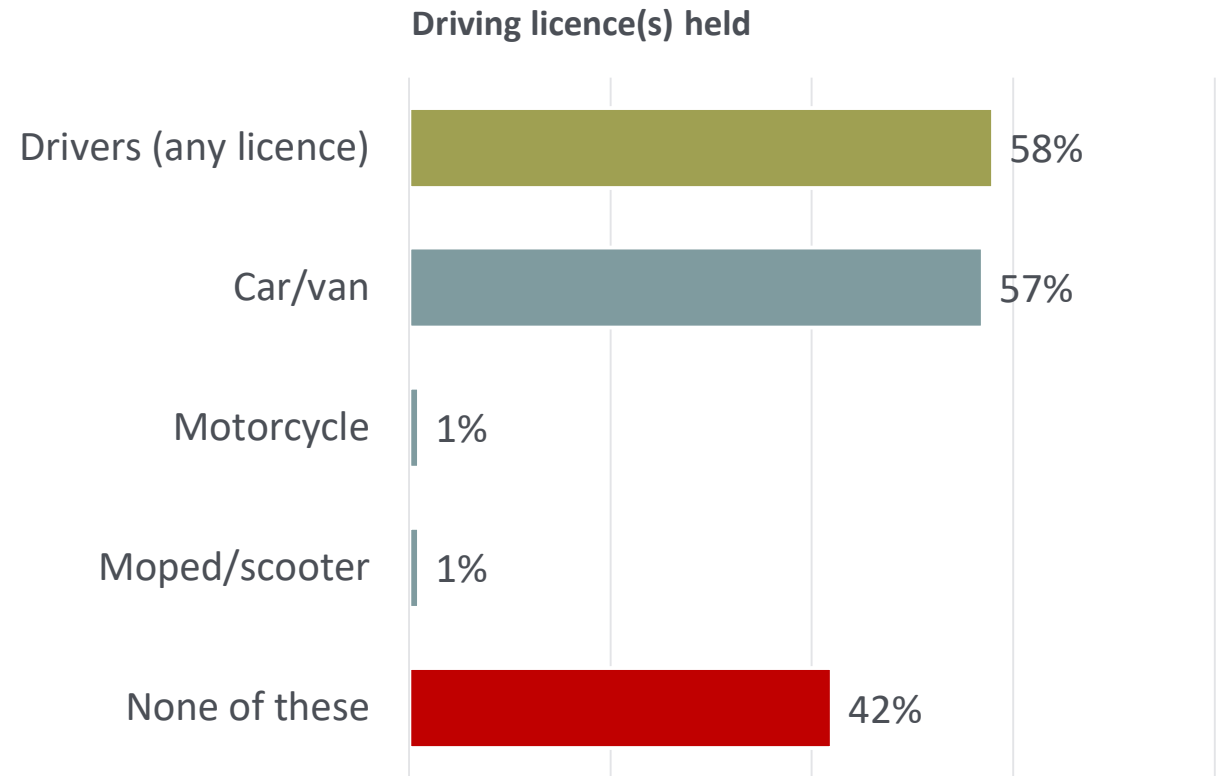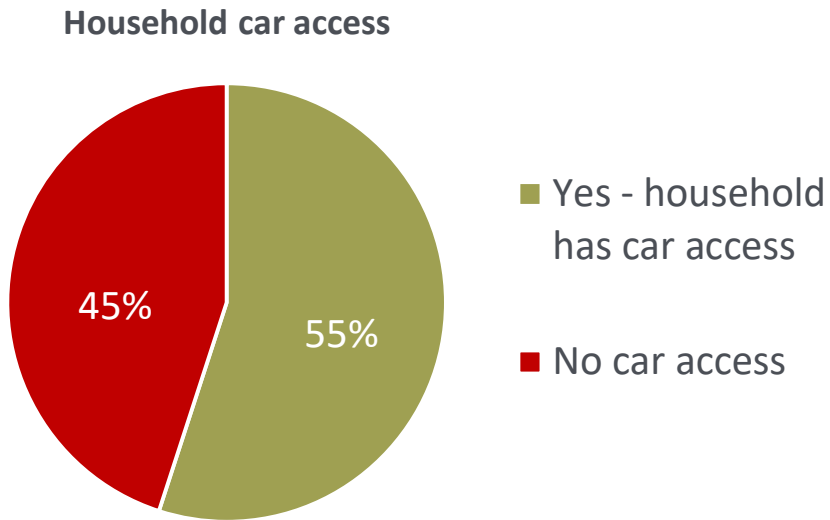
*NB sub-group analysis based on drivers vs non-drivers focuses on those who have **driven in the last month** vs those who have not, rather than licence holders vs non-licence holders. Analysis based on licence holders appeared to have less of an impact on results, and licence holders may not be regular drivers.*
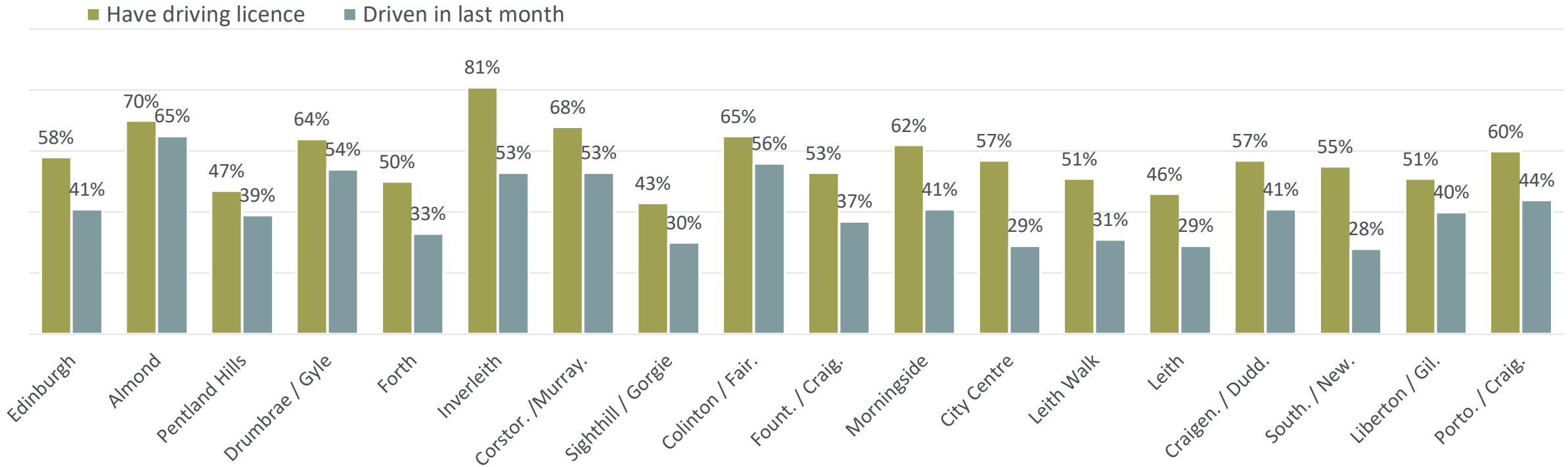
Sample profile: car access by ward

Chart showing car access by ward:

- Edinburgh: 55%
- Almond: 79%
- Pentland Hills: 53%
- Drumbrae / Gyle: 68%
- Forth: 54%
- Inverleith: 65%
- Corstor. /Murray.: 67%
- Sighthill / Gorgie: 43%
- Colinton / Fair.: 72%
- Fount. / Craig.: 45%
- Morningside: 54%
- City Centre: 37%
- Leith Walk: 47%
- Leith: 43%
- Craigen. / Dudd.: 55%
- South. / New.: 40%
- Liberton / Gil.: 55%
- Porto. / Craig.: 60%

55% of respondents said their household had access to a car or van – either owned/leased, or provided through work. Car access varied by ward and was highest in Almond and Colinton/Fairmilehead. Those living in the City Centre, Southside/Newington, Sighthill/Gorgie and Leith were least likely to have access to a car.

Car access was lower in areas of multiple deprivation (43% in SIMD quintile 1 v 58% among others).

Q23. How many vehicles of each of these types does your household own, lease or have access to? Base (all): 5,172
Chart shows proportion who have at least 1 car/van leased or owned by the household, or supplied as part of job

8

Sample profile: drivers by ward

Legend: ■ Have driving licence ■ Driven in last month

Ward	Have driving licence	Driven in last month
Edinburgh	58%	41%
Almond	70%	65%
Pentland Hills	47%	39%
Drumbrae / Gyle	64%	54%
Forth	50%	33%
Inverleith	81%	53%
Corstor. /Murray.	68%	53%
Sighthill / Gorgie	43%	30%
Colinton / Fair.	65%	56%
Fount. / Craig.	53%	37%
Morningside	62%	41%
City Centre	57%	29%
Leith Walk	51%	31%
Leith	46%	29%
Craigen. / Dudd.	57%	41%
South. / New.	55%	28%
Liberton / Gil.	51%	40%
Porto. / Craig.	60%	44%

Almost three fifths of Edinburgh residents said they have a driving licence while two fifths have driven in the last month. Residents of Inverleith, Almond and Corstorphine/Murrayfield were most likely to have a licence (around seven out of ten respondents) while those in Sighthill/Gorgie, Leith and the Pentland Hills were least likely to have a licence (less than half). Those most likely to have driven in the last month lived in Almond, Colinton/Fairmilehead and Drumbrae/Gyle, while levels of driving were lowest in Southside/Newington, Leith and the City Centre. Those living in SIMD quintile 1 were less likely to hold a licence (39% v 61%) or to have driven recently (26% v 44%) than those in less deprived areas.

Q24. Do you have any of the following driving licenses? Chart shows proportion who have a full licence for a car/van, motorcycle, or moped/scooter. Base (all): 5,172
Q1. In the past month, how often have you used each of the following forms of transport? Chart shows proportion who have driven at all during the last month Base (all): 5,172

Current travel behaviour

Frequency of travel by mode

- The most frequently used modes of travel (use most days) were:
  - **Walking** (39% walked a whole journey / 32% walked part of a journey most days in the last month)
  - **Bus** (31%)
  - **Driving** (22%).

- All other modes were used much less frequently, in particular:
  - 99% had not used a motorcycle in the last month
  - 87% had not cycled a whole journey (92% part journey)
  - 78% had not used the tram.

- *Please note that these results may vary by time of year – fieldwork was conducted in the autumn/winter; walking/cycling frequency is likely to be higher in the spring/summer.*

Q1. In the past month, how often have you used each of the following forms of transport?

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	Most days	Several times a week	About once a week	About once a fortnight	About once a month	Not used in last month
Walk (whole journey)	39%	25%	10%	3%	2%	21%
Walk (part journey*)	32%	24%	12%	4%	2%	26%
Bus/coach	31%	27%	13%	5%	6%	18%
Car/van (driver)	22%	11%	6%	1%	1%	59%
Cycle (whole journey)	4%	4%	2%	1%	2%	87%
Car/van (passenger)	2%	11%	18%	10%	11%	48%
Cycle (part journey)	2%	2%	1%	1%	1%	92%
Train	1%	1%	3%	7%	22%	67%
Tram	1%	1%	3%	5%	12%	78%
Taxi/minicab	<1%	2%	7%	10%	21%	59%
Motorcycle/scooter/moped	<1%	<1%	<1%	<1%	<1%	99%

*10 minutes or more

Base (all): 5,172
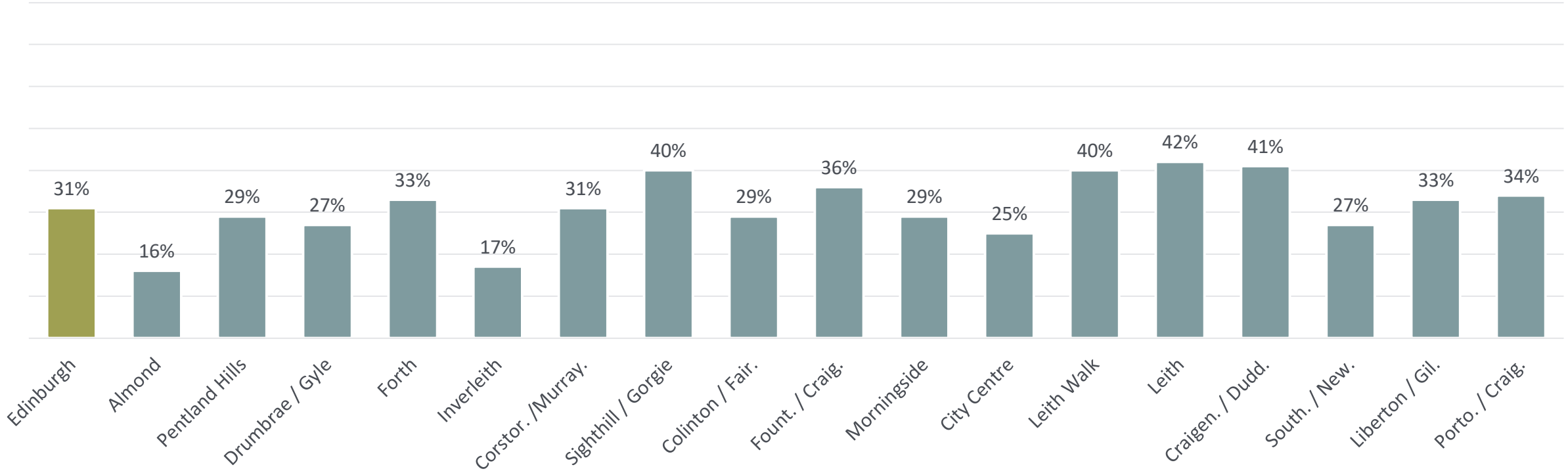
% walking whole journey most days
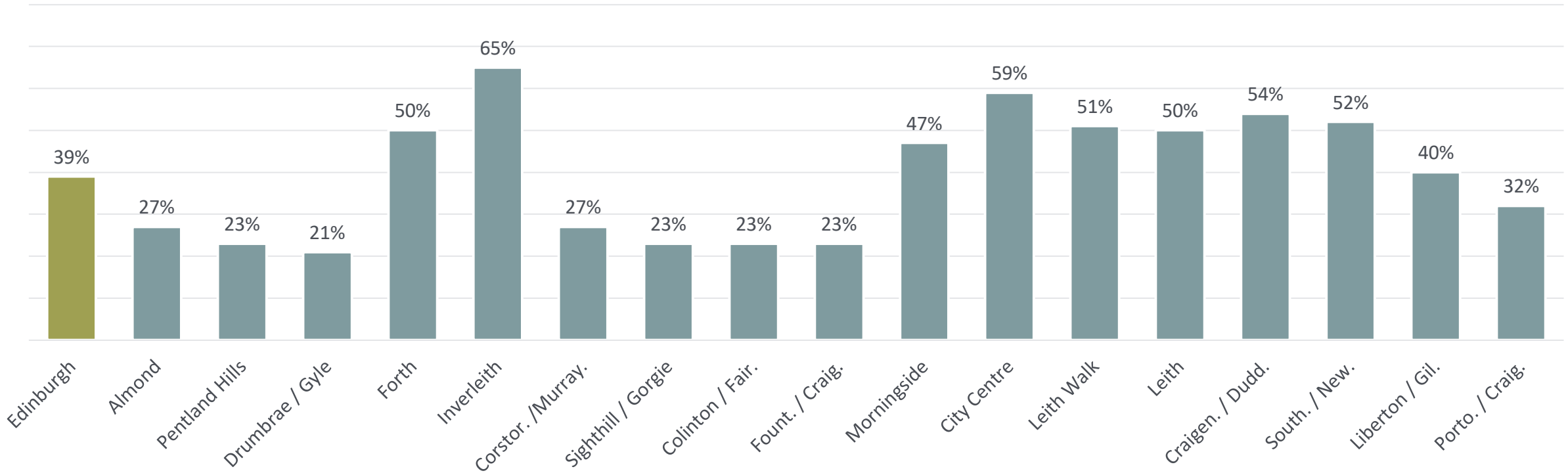
Across the whole sample, 39% had walked a whole journey most days in the last month. However, this varied widely across the city, with the highest proportions in Inverleith, City Centre, Craigentinny/ Duddingston, Southside/Newington and Leith Walk, and the lowest proportions in Drumbrae/Gyle, Pentland Hills, Sighthill/Gorgie, Colinton/Fairmilehead and Fountainbridge/Craiglockhart.

Those most likely to walk a whole journey most days were:
- The youngest residents (46% 16-24s; 42% 25-44s, v 37% 45-64s; 31% of 65+)
- Women (42% v 37% of men)
- Ethnic minority/non-UK citizens (49% v 38% of non-ethnic minority/UK citizens)
- Those without a health problem/disability (41% v 32% of those with a health problem/disability)
- Unemployed residents (56% v 39% average)
- Higher SEGs (44% managerial/admin/professional v 34% manual occupations/ unemployed).

% travelling by bus most days

Area	%
Edinburgh	31%
Almond	16%
Pentland Hills	29%
Drumbrae / Gyle	27%
Forth	33%
Inverleith	17%
Corstor. /Murray.	31%
Sighthill / Gorgie	40%
Colinton / Fair.	29%
Fount. / Craig.	36%
Morningside	29%
City Centre	25%
Leith Walk	40%
Leith	42%
Craigen. / Dudd.	41%
South. / New.	27%
Liberton / Gil.	33%
Porto. / Craig.	34%

Three in ten used the bus most days in the last month, with the most frequent bus use among residents of Leith, Craigentinny/Duddingston, Leith Walk and Sighthill/Gorgie. Those in Almond and Inverleith were least likely to be regular bus users.

Those most likely to get the bus most days were:
- The youngest respondents – who were more likely than any other age group to do so (42% of 16-24s, v 32% 25-44s, 26% 45-64s and 27% 65+)
- Those without children in the household (33% v 25% of those with children)
- Ethnic minority/non-UK citizens (39% v 30% of non-ethnic minority/UK citizens)
- Lower socio-economic groups (34% manual occupations/unemployed v 29% managerial/admin/professional)
- *NB: some of these findings are likely to be linked (e.g. ethnicity minority respondents were more likely to fall into the two youngest age groups).*

% driving most days
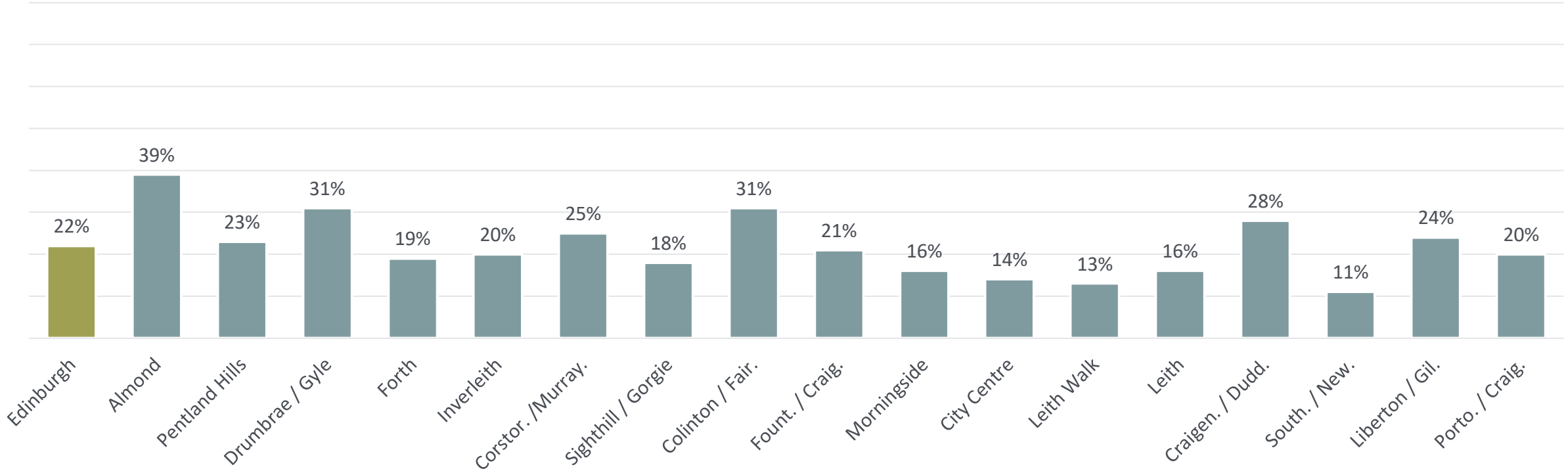
A fifth of Edinburgh residents (22%) had driven most days in the last month. Frequency of driving was highest in Almond, Drumbrae/Gyle, Colinton/ Fairmilehead and Craigentinny/ Duddingston. Those in Southside/Newington, Leith Walk, City Centre and Morningside were least likely to drive most days.

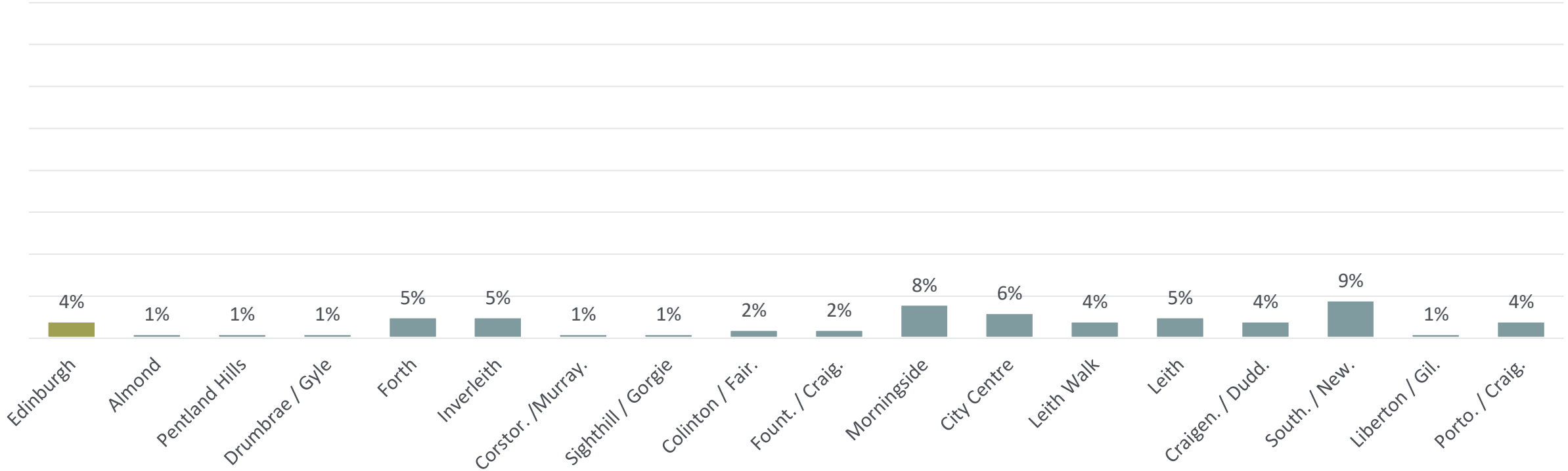Those most likely to drive most days (see also the following summary chart) were:
- Men (25% v 18% of women)
- Those aged 45-64 (33% v 7% among 16-24s and 14% among 65+)
- Respondents with children in the household (32% v 19% of those without children)
- Non-ethnic minority/UK citizens (23% v 13% of ethnic minority/non-UK citizens)
- Respondents without a health problem/disability (23% v 13% of those with a health problem)
- Self-employed people (53%, compared to a sample average of 22%).

% who have driven in the last month
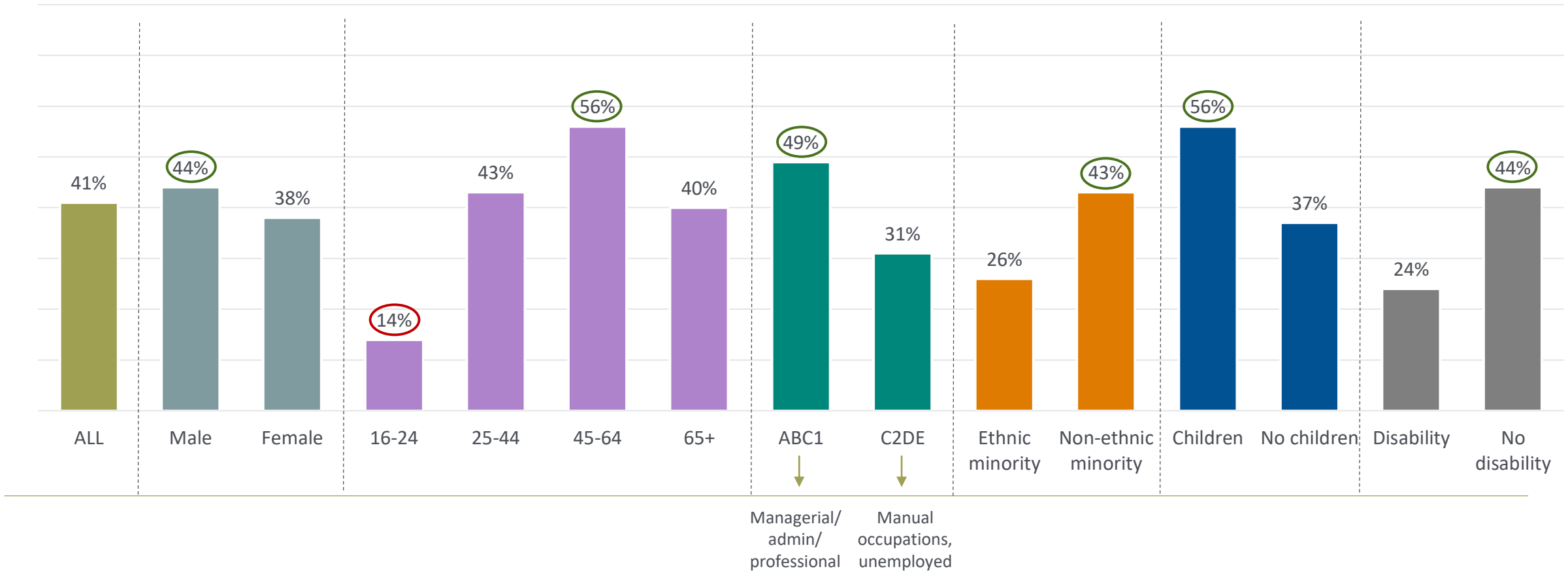
Those most likely to have driven in the last month were: men, 45-64 year olds, higher socio-economic groups, non-ethnic minority/UK citizens, those with children in the household, and those with no health problem/disability.

15

% cycling whole journey most days

4%	1%	1%	1%	5%	5%	1%	1%	2%	2%	8%	6%	4%	5%	4%	9%	1%	4%

Edinburgh · Almond · Pentland Hills · Drumbrae / Gyle · Forth · Inverleith · Corstor. /Murray. · Sighthill / Gorgie · Colinton / Fair. · Fount. / Craig. · Morningside · City Centre · Leith Walk · Leith · Craigen. / Dudd. · South. / New. · Liberton / Gil. · Porto. / Craig.
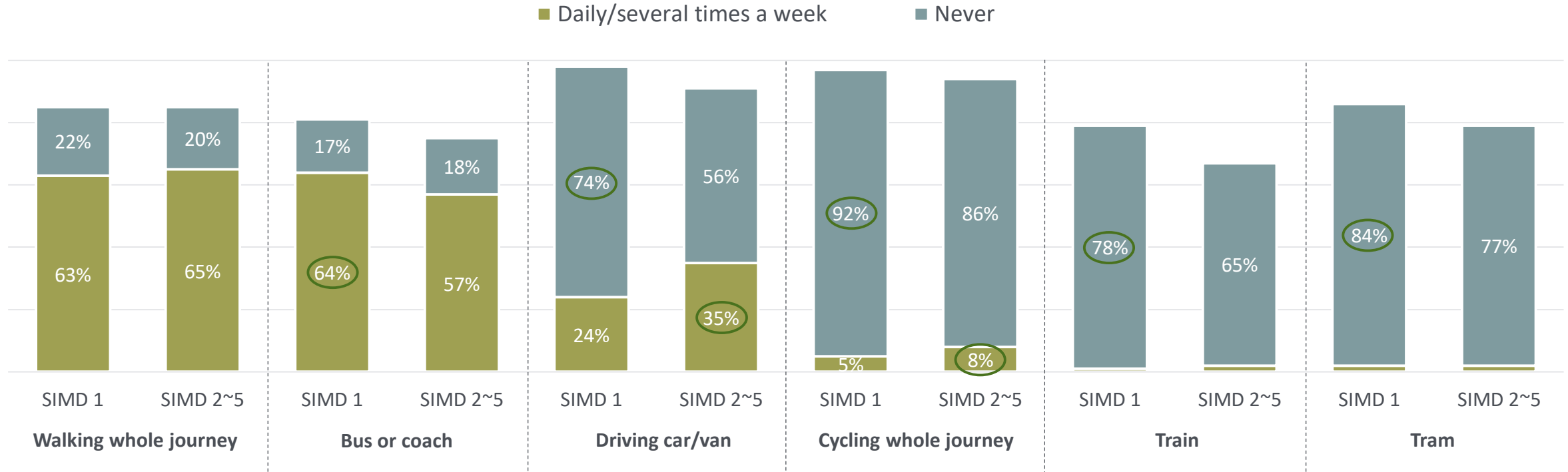
Across the city as a whole, cycling was not a common mode of transport with just 4% cycling a whole journey most days. However, this was more common in Southside/ Newington (9%), Morningside (8%) and the City Centre (6%).

Cycling was more common among:
- Men (91% of women did not cycle at all, v 82% of men)
- Younger age groups (6% 16-24s and 5% 25-34s cycled most days, v 3% 45-64s and <1% 65+)
- Ethnic minority/non-UK citizens (8% v 3% among non-ethnic minority/UK citizens cycled most days)
- Those without a health problem/disability (95% of whom did not cycle at all, v 85% of those without a health problem)
- Higher SEGs (83% managerial/admin/professional had not cycled in the last month v 92% manual occupations/unemployed)
- *These findings also reflect patterns in bike ownership, e.g. non-ethnic minority/UK citizens, those without children and those with a disability were less likely to have bikes in the household – see the appendix for details.*

Variations by deprivation (SIMD)

Legend: ■ Daily/several times a week   ■ Never

Walking whole journey
- SIMD 1: Never 22%, Daily/several times a week 63%
- SIMD 2~5: Never 20%, Daily/several times a week 65%

Bus or coach
- SIMD 1: Never 17%, Daily/several times a week 64%
- SIMD 2~5: Never 18%, Daily/several times a week 57%

Driving car/van
- SIMD 1: Never 74%, Daily/several times a week 24%
- SIMD 2~5: Never 56%, Daily/several times a week 35%

Cycling whole journey
- SIMD 1: Never 92%, Daily/several times a week 5%
- SIMD 2~5: Never 86%, Daily/several times a week 8%

Train
- SIMD 1: Never 78%
- SIMD 2~5: Never 65%
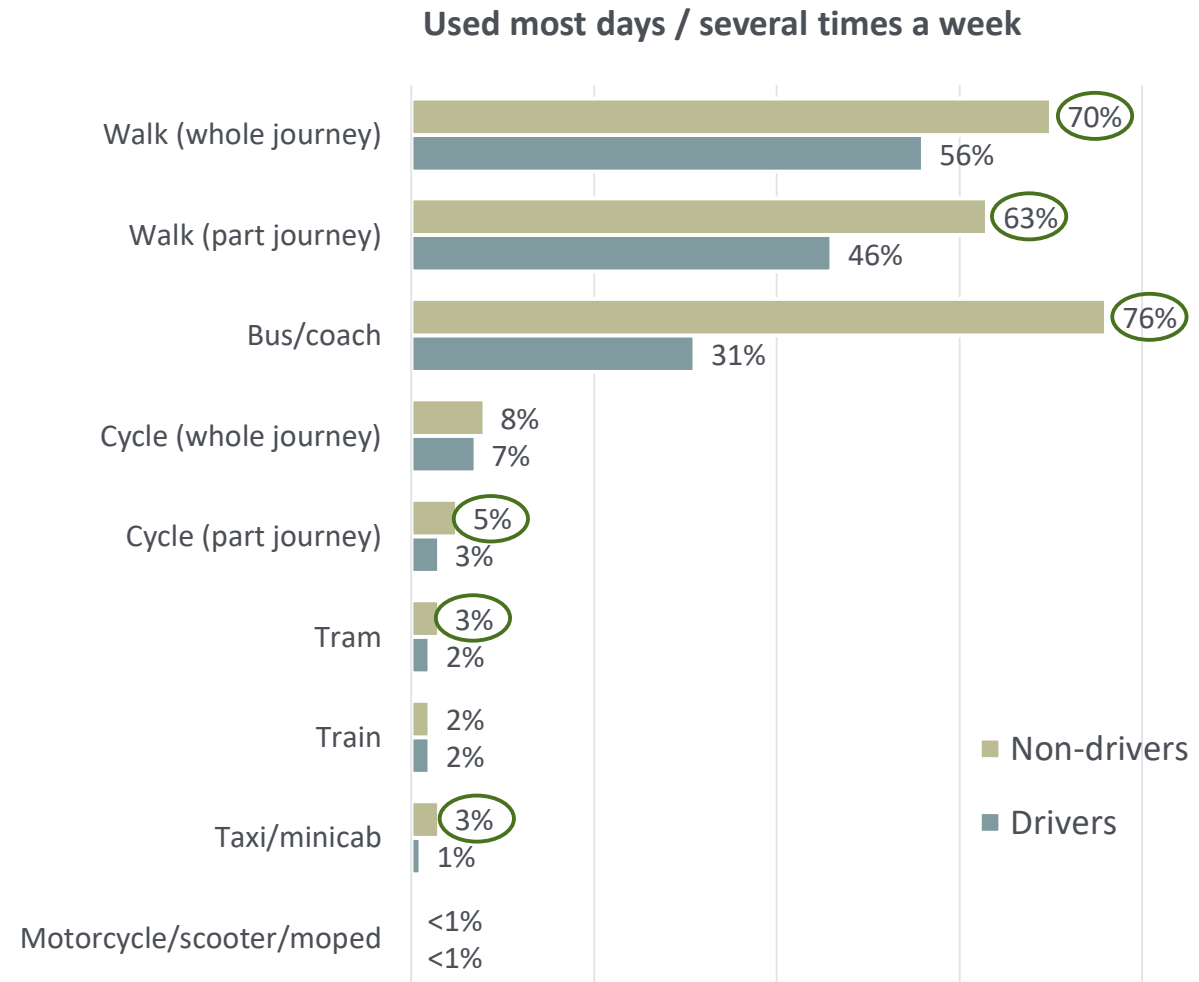
Tram
- SIMD 1: Never 84%
- SIMD 2~5: Never 77%

There were clear differences in travel behaviour based on SIMD data. For the main modes of transport, walking was the only mode where no difference was seen between those living in the most deprived quintile and the least deprived quintiles. Those living in the most deprived areas were more likely than others to have used the bus frequently, and more likely **not** to have driven, cycled, used the train or the tram at all in the last month. These findings reflect **lower bike and car ownership** among residents living in the most deprived areas: 78% of those in SIMD quintile 1 said there were no adult bikes available to their household v 66% of other respondents; as noted earlier, car access was also less likely in these areas (43% v 58% in quintiles 2~5).

Drivers using other modes

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- While analysis shows that drivers (i.e. had driven in the last month) were less likely than non-drivers to use most other modes of travel, substantial proportions still said they used other means of transport most days or several times a week.

- For example, more than half of drivers (56%) said they walked whole journeys most days/several times a week in the last month; the equivalent figure was 46% for walking part journeys and 31% for taking the bus.

- This indicates that there is potential to increase active/sustainable travel among drivers as they are already using these modes for at least some journeys – at least for those who are not car-dependent, there is scope for people to use more active methods of travel more often.

Used most days / several times a week

Mode	Non-drivers	Drivers
Walk (whole journey)	70%	56%
Walk (part journey)	63%	46%
Bus/coach	76%	31%
Cycle (whole journey)	8%	7%
Cycle (part journey)	5%	3%
Tram	3%	2%
Train	2%	2%
Taxi/minicab	3%	1%
Motorcycle/scooter/moped	<1%	<1%

■ Non-drivers
■ Drivers

Base (all drivers): 2,138, (all non-drivers): 3,034

Groups <u>least</u> likely to use each mode

Previous slides outlined sub-groups most likely to travel by each mode frequently. Those <u>least</u> likely to use each mode (i.e. <u>said 'not used in the last month'</u>) were as follows:

- Those **least likely to walk whole journeys** were:
  - The oldest respondents (32% of those aged 65+ said they had not done so in the last month, v 21% sample average)
  - Those with a health problem/disability (32% v 19% of those without)
  - Lower SEGs (27% manual occupations/unemployed v 16% managerial/admin/professional)
  - Men (22% v 19% of women)
  - Non-ethnic minority/UK citizens (21% v 15% of ethnic minority/non-UK citizens)
  - Those without children (22% v 17% of those with children)

- Those **least likely to drive** were:
  - 16-24 year olds (86% v sample average of 59% said they had not done so in the last month)
  - Women (62% v 56%)
  - Lower SEGs (69% manual occupations/unemployed v 51% managerial/admin/professional)
  - Students (89%) and the unemployed (86%)
  - Ethnic minority/non-UK citizens (74% v 57% of non-ethnic minority/UK citizens)
  - Those without children (63% v 44% of those with children)
  - Those with a health problem/disability (76% v 56% of those without)

- Those **least likely to travel by bus** were:
  - Men (22% v 15% of women said they had not done so in the last month)
  - Aged 45-64 (24% v 12% of the youngest and 15% of the oldest),
  - The self-employed (44% v 18% sample average)
  - Non-ethnic minority/UK citizens (19% v 10% of ethnic minority/non-UK citizens)
  - Those with children (23% v 17% of those without)

- Those **least likely to cycle a whole journey** were:
  - The oldest age group (96% of those aged 65+ said they had not done so in the last month, v 87% sample average)
  - Women (91% v 82% of men)
  - Lower SEGs (92% manual occupations/unemployed v 83% managerial/admin/professional)
  - Non-ethnic minority/UK citizens (88% v 78% of ethnic minority/non-UK citizens)
  - Those with a health problem/disability (95% v 85% of those without)
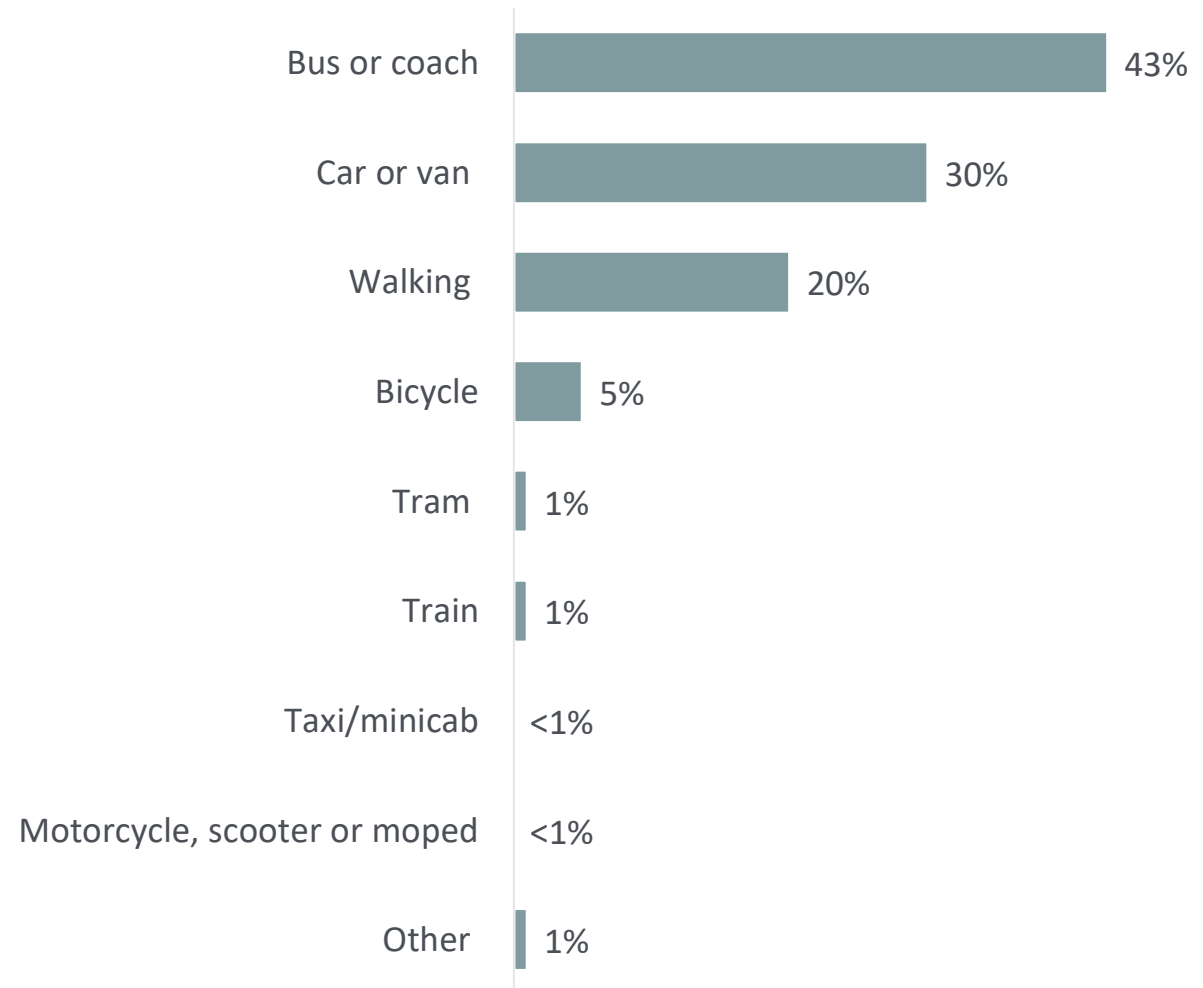
Modal split by journey type

Travel to work/education

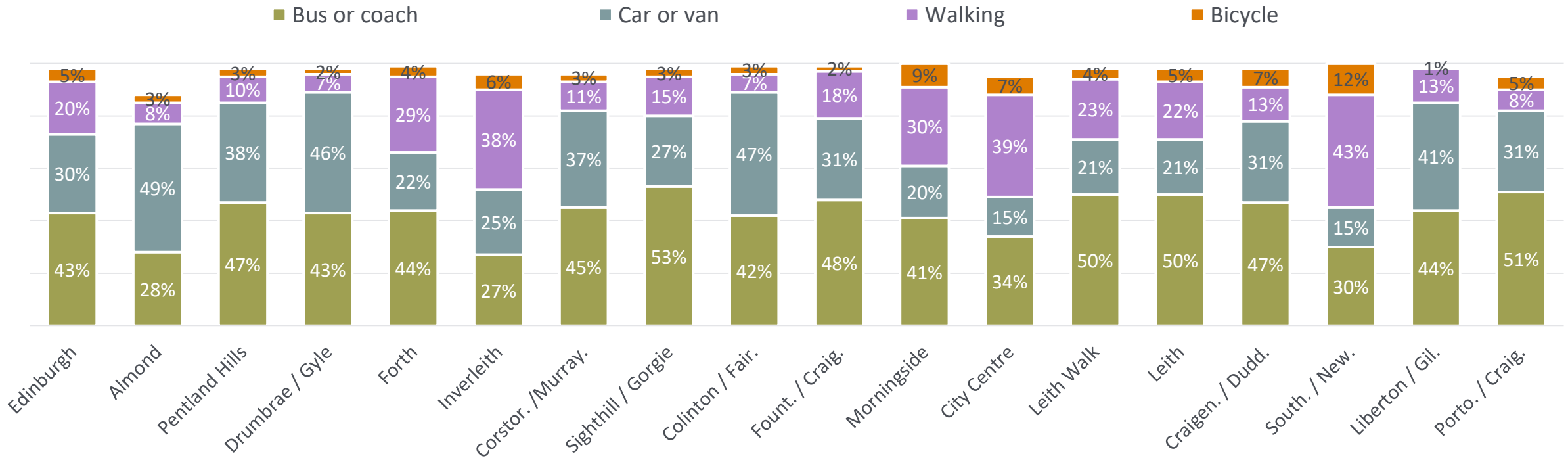Q2. For the following types of journey, what form of transport do you use most often? Travel to work/education

- Those who were in work or education were most likely to travel there by bus (43%), while 30% travel by car (28% as a driver; 2% as a passenger) and 20% walk this journey.

- Those most likely to **commute by bus** were aged 16-24 (55% v 43% avg), women (46% v 39% of men), lower SEGs (48% manual occupations/unemployed v 40% managerial/admin/professional), living in deprived areas (53% v 41% of others), those with a health problem/disability (53% v 42% of those without), without children (45% v 36% of those with children) and ethnic minority/non-UK citizens (49% v 42% of non-ethnic minority/UK citizens).

- **Commuting by car** was more common among self-employed people (60% v 30% avg), men (33% v 27% of women), 45-64s (44% v 30% avg), lower SEGs (33% manual occupations/unemployed v 28% managerial/admin/professional), and those with children (42% v 25% of those without children).

- Variation in **active travel options** included:
  - The youngest were most likely to walk (28% of 16-24s v 20% avg), as were those without children (22% v 15% of those with children)
  - Men were more likely than women to cycle (6% v 3%)
  - Higher SEGs were more likely to cycle (6% managerial/admin/professional v 3% manual occupations/unemployed) or walk (23% v 14%); those in the least deprived areas were more likely to walk (21% v 13% of those in the most deprived quintile).

Transport	%
Bus or coach	43%
Car or van	30%
Walking	20%
Bicycle	5%
Tram	1%
Train	1%
Taxi/minicab	<1%
Motorcycle, scooter or moped	<1%
Other	1%

Base (all who ever do these types of trips): Work/education (3,679)

Modal split by ward: travel to work/education

Legend: Bus or coach · Car or van · Walking · Bicycle

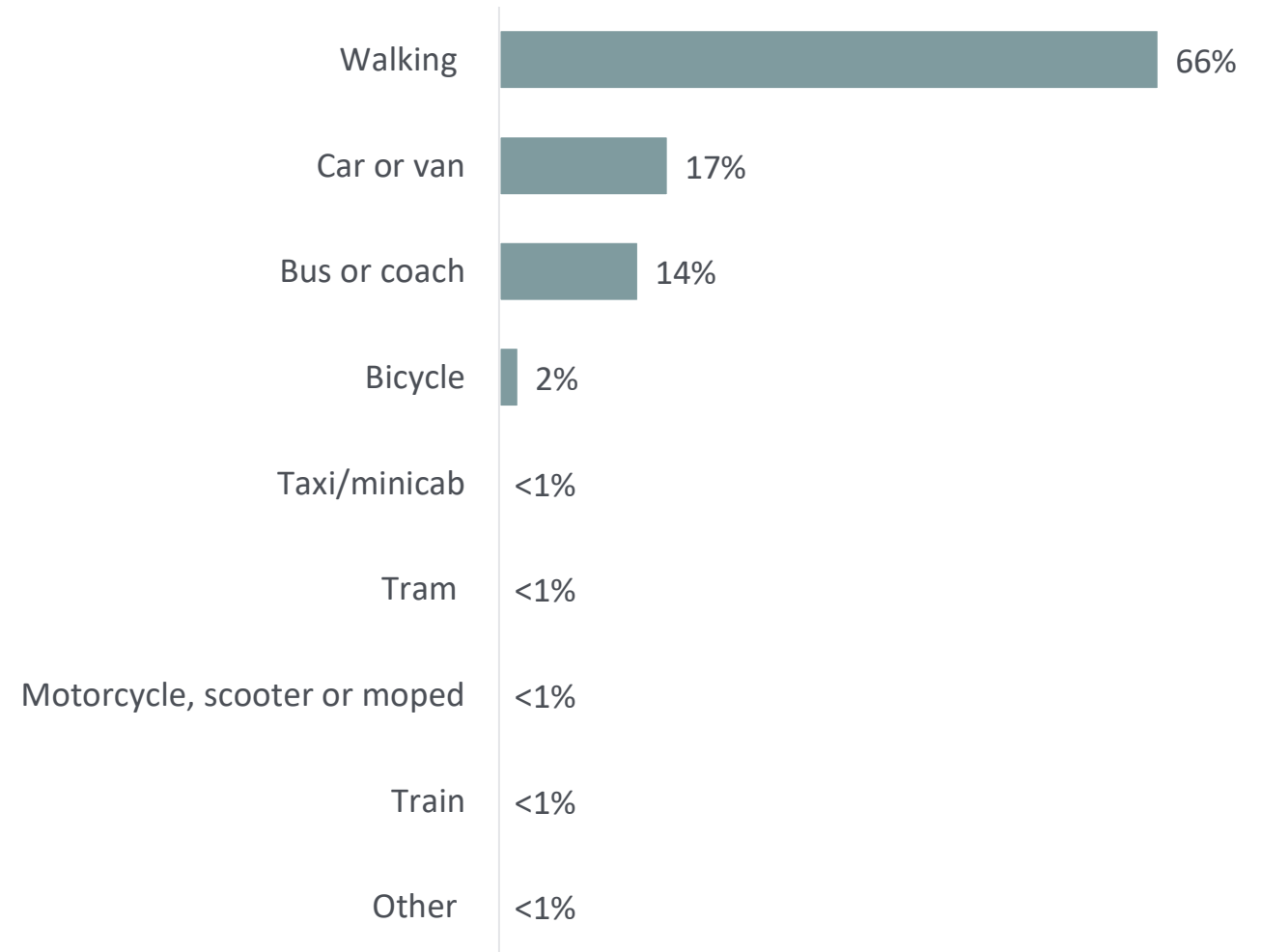| Ward	Bus or coach	Car or van	Walking	Bicycle
Edinburgh	43%	30%	20%	5%
Almond	28%	49%	8%	3%
Pentland Hills	47%	38%	10%	3%
Drumbrae / Gyle	43%	46%	7%	2%
Forth	44%	22%	29%	4%
Inverleith	27%	25%	38%	6%
Corstor./Murray.	45%	37%	11%	3%
Sighthill / Gorgie	53%	27%	15%	3%
Colinton / Fair.	42%	47%	7%	3%
Fount. / Craig.	48%	31%	18%	2%
Morningside	41%	20%	30%	9%
City Centre	34%	15%	39%	7%
Leith Walk	50%	21%	23%	4%
Leith	50%	21%	22%	5%
Craigen. / Dudd.	47%	31%	13%	7%
South. / New.	30%	15%	43%	12%
Liberton / Gil.	44%	41%	13%	1%
Porto. / Craig.	51%	31%	8%	5%

Those most likely to commute by bus were living in Sighthill/Gorgie, Portobello/Craigmillar, Leith and Leith Walk. Residents of Almond, Colinton/Fairmilehead and Drumbrae/Gyle were most likely to commute by car/van, while those living in Southside/Newington, City Centre and Inverleith were most likely to walk. Cycling was most common in Southside/Newington (12%) and Morningside (9%).

Travel for local journeys

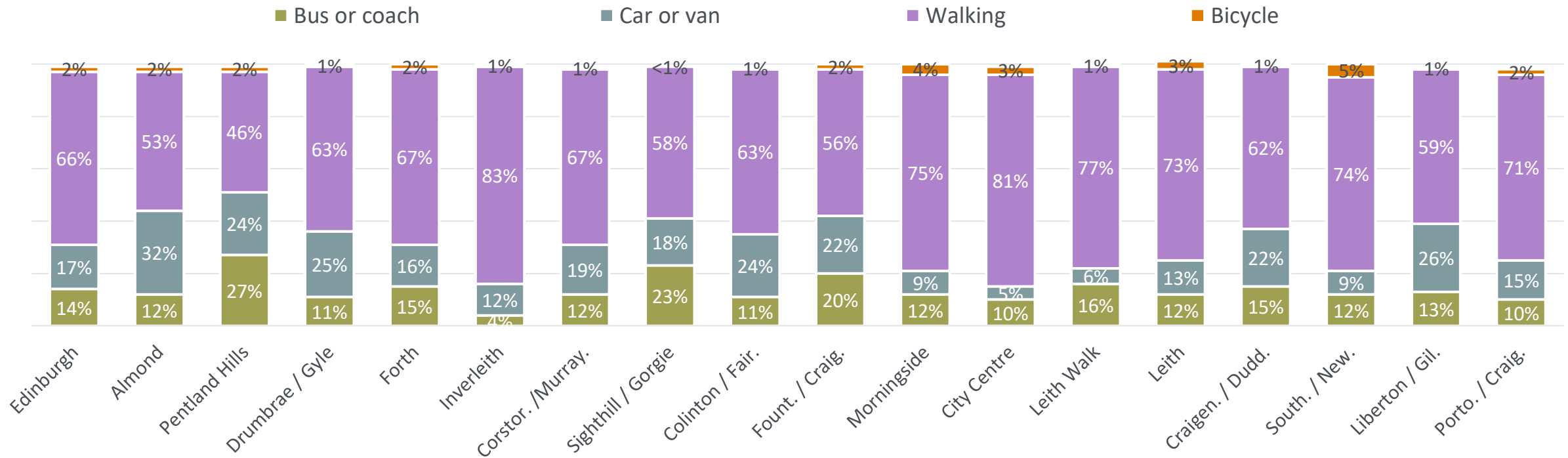Q2. For the following types of journey, what form of transport do you use most often? Local journeys

- Walking was by far the most common way of making local journeys (e.g. to the shops, post office, doctors, etc) – two thirds said they did this most often on foot (66%). Just under a fifth (17%) make local journeys by car (16% driving and 2% as a passenger) and 14% do so by bus.

- There was a clear pattern by age of respondent: likelihood of **walking** decreased with age (from 79% of 16-24s to 52% of 65+).

- The oldest residents were also more likely than all other age groups to make local journeys **by bus** (24% v 14% sample average), as were those with a health problem/disability (24% v 12% of those without a health problem), lower SEG respondents (18% manual occupations/unemployed v 10% managerial/admin/professional) and those without children (16% v 9% of those with children).

- **Car use** for local journeys was more common among those with children (23% v 16% of those without children), and walking was more common among higher SEGs (70% managerial/admin/professional v 62% manual occupations/unemployed).

Transport	Percentage
Walking	66%
Car or van	17%
Bus or coach	14%
Bicycle	2%
Taxi/minicab	<1%
Tram	<1%
Motorcycle, scooter or moped	<1%
Train	<1%
Other	<1%

Base (all who ever do these types of trips): Local journeys (5,163)

23

Modal split by ward: local journeys

Legend: Bus or coach | Car or van | Walking | Bicycle

Ward	Bus or coach	Car or van	Walking	Bicycle
Edinburgh	14%	17%	66%	2%
Almond	12%	32%	53%	2%
Pentland Hills	27%	24%	46%	2%
Drumbrae / Gyle	11%	25%	63%	1%
Forth	15%	16%	67%	2%
Inverleith	4%	12%	83%	1%
Corstor./Murray.	12%	19%	67%	1%
Sighthill / Gorgie	23%	18%	58%	<1%
Colinton / Fair.	11%	24%	63%	1%
Fount. / Craig.	20%	22%	56%	2%
Morningside	12%	9%	75%	4%
City Centre	10%	5%	81%	3%
Leith Walk	16%	6%	77%	1%
Leith	12%	13%	73%	3%
Craigen. / Dudd.	15%	22%	62%	1%
South. / New.	12%	9%	74%	5%
Liberton / Gil.	13%	26%	59%	1%
Porto. / Craig.	10%	15%	71%	2%

Local journeys were made on foot by at least three quarters of respondents in Inverleith, City Centre, Leith Walk and Morningside, while those in Almond, Liberton/Gilmerton and Drumbrae/Gyle were most likely to do local trips by car. Taking the bus for local journeys was most common in the Pentland Hills and Sighthill/Gorgie, while again cycling was most common in Southside/Newington and Morningside.
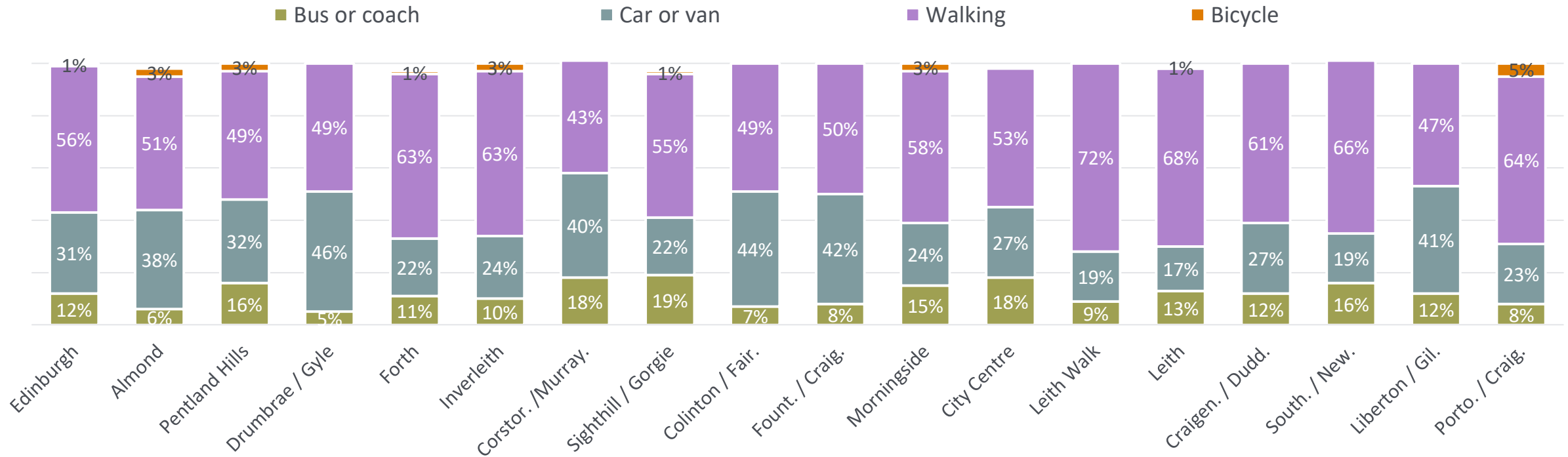
Taking children to school

progressive

- Walking was also the most often used mode of transport for taking children to school or nursery – 56% said they do this. Three in ten take children to school by car (29% driving; 1% as a passenger) and 12% take the bus.

- There was an age split in school journeys, with the youngest (27%) and oldest (22%) being more likely than the middle age groups (10%/9%) to **use the bus**, and 25-44s being most likely to walk (62%).

- Groups most likely to do school drop-offs **by car** were older (41% 45-64s/40% 65+, v 19% 16-24s/27% 25-44s), men (36% v 27% of women) and higher SEGs (33% managerial/admin/professional v 26% manual occupations/unemployed).

- Women were more likely to **walk** children to school (59% v 50% of men), and lower SEGs were more likely to get the **bus** (16% manual occupations/unemployed v 7% managerial /admin/professional).

Walking — 56%
Car or van — 31%
Bus or coach — 12%
Bicycle — 1%
Taxi/minicab — <1%
Tram — <1%
Motorcycle, scooter or moped — <1%
Train — <1%

Base (all who ever do these types of trips): Taking children to school/nursery (1,131)
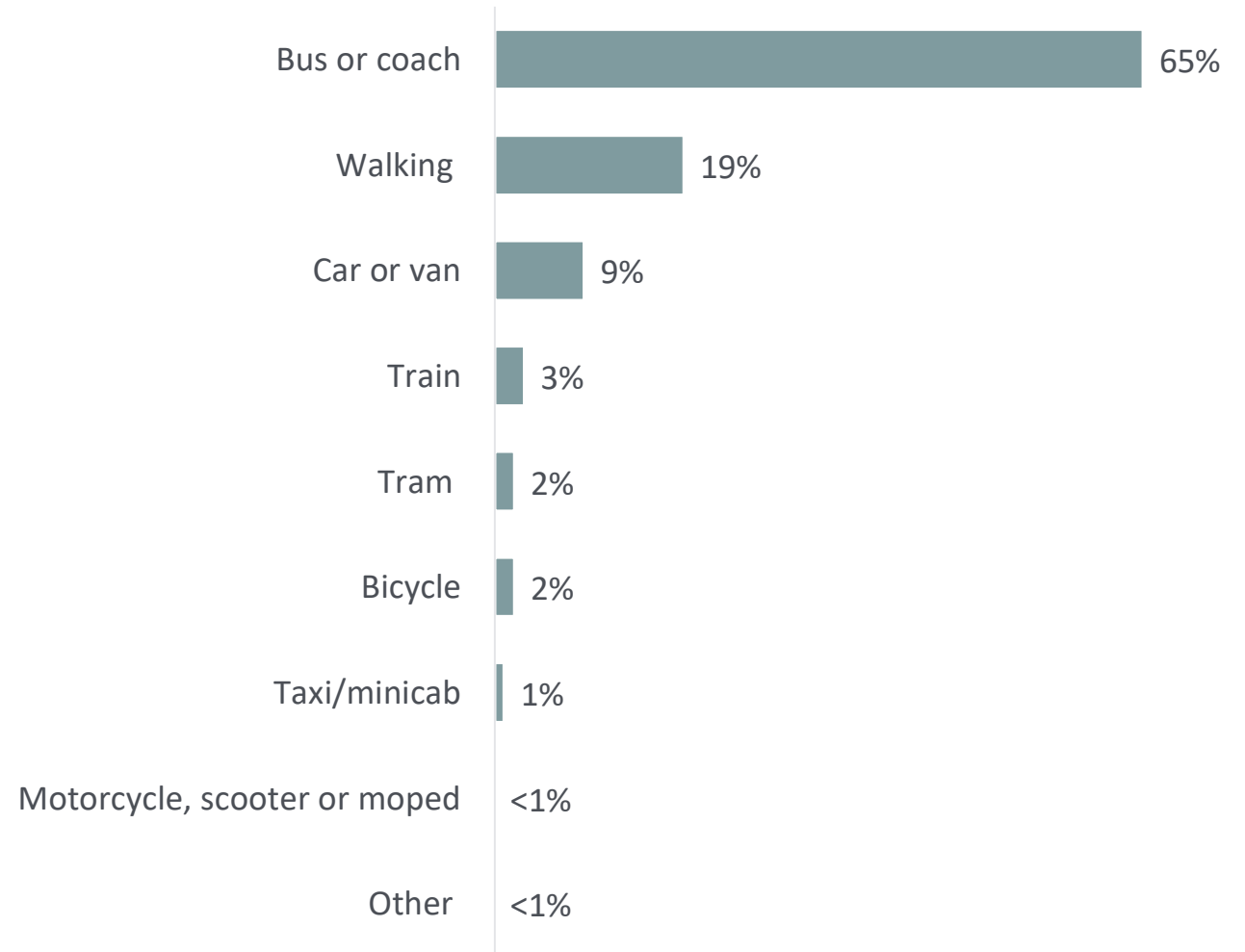
25
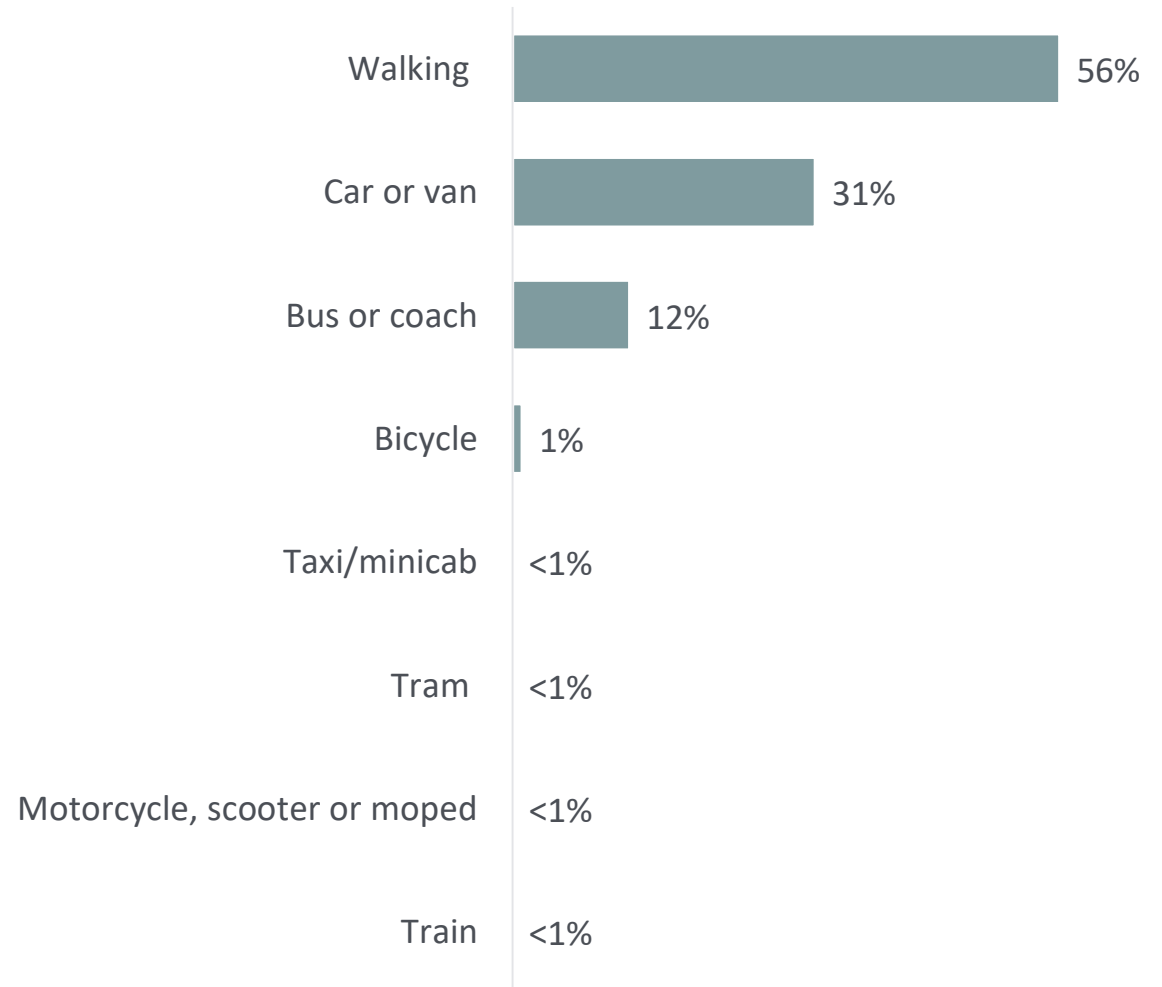
Modal split by ward: children to school

Walking children to school/nursery was most common in Leith Walk, Leith and Southside/Newington, while travel by bus was most common in Sighthill/Gorgie, City Centre and Corstorphine/Murrayfield. Those most likely to drive children to school were living in Drumbrae/Gyle and Colinton/Fairmilehead. Cycling children to school was much less common, although residents of Portobello/Craigmillar were slightly more likely to do this (5%).
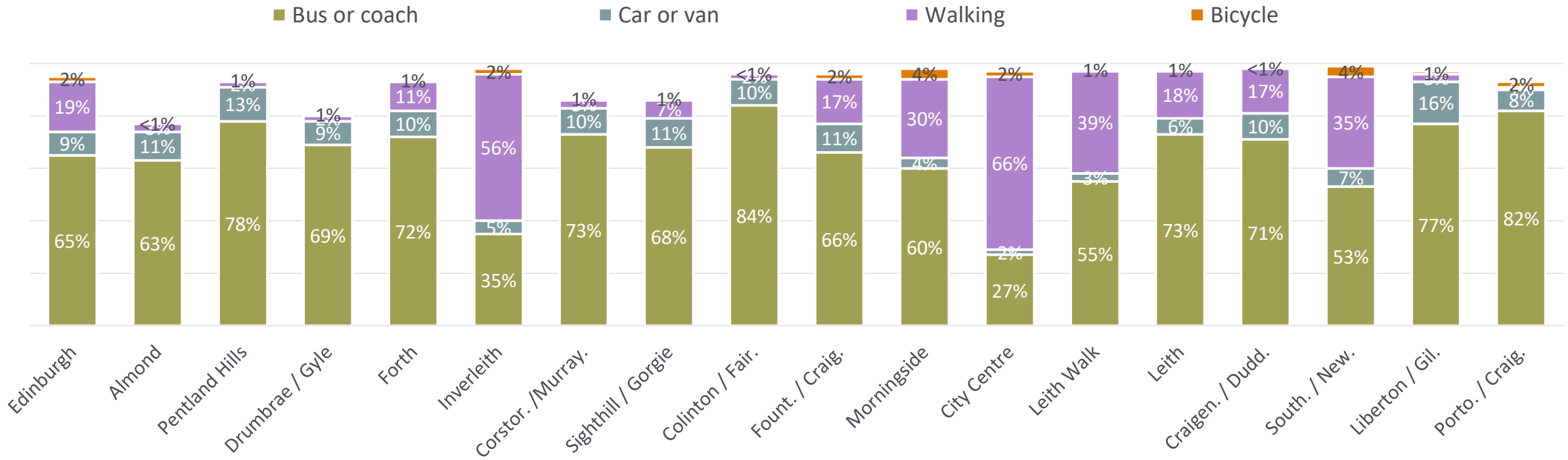
Travel to the city centre

- When travelling to the city centre, bus was the most popular option – two thirds choose this mode most often (65%). Walking was mentioned by a fifth (19%) and one in ten get there by car (9%) – 7% driving; 2% as a passenger.

- **Bus travel** to the city centre was more likely among people living in deprived areas (79% v 63% among less deprived areas), lower SEGs (72% manual occupations/unemployed v 61% managerial/admin/professional), those aged 65+ (78% of the oldest group) and retired people (82%), those with a health problem/disability (76% v 63% of those without a health problem) and women (69% v 60% of men).

- Those most likely to **walk** were higher SEGs (25% managerial/admin/professional v 10% of manual occupations/unemployed) and those in the least deprived areas (20% v 6% in the most deprived), students (31%) and people without a health problem/disability (20% v 9% of those with a health problem).

- **Travelling by car** was more common among lower SEG respondents (11% manual occupations/ unemployed v 7% managerial/admin/professional) and those with children (12% v 7% of those without children).

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Bus or coach	65%
Walking	19%
Car or van	9%
Train	3%
Tram	2%
Bicycle	2%
Taxi/minicab	1%
Motorcycle, scooter or moped	<1%
Other	<1%

Base (all who ever do these types of trips): City centre (not for commuting purposes) (4,962)

27

Modal split by ward: to city centre

Legend: Bus or coach | Car or van | Walking | Bicycle

Ward	Bus or coach	Car or van	Walking	Bicycle
Edinburgh	65%	9%	19%	2%
Almond	63%	11%	<1%	<1%
Pentland Hills	78%	13%	1%	1%
Drumbrae / Gyle	69%	9%	1%	1%
Forth	72%	10%	11%	1%
Inverleith	35%	5%	56%	2%
Corstor. /Murray.	73%	10%	1%	1%
Sighthill / Gorgie	68%	11%	7%	1%
Colinton / Fair.	84%	10%	<1%	<1%
Fount. / Craig.	66%	11%	17%	2%
Morningside	60%	4%	30%	4%
City Centre	27%	2%	66%	2%
Leith Walk	55%	3%	39%	1%
Leith	73%	6%	18%	1%
Craigen. / Dudd.	71%	10%	17%	<1%
South. / New.	53%	7%	35%	4%
Liberton / Gil.	77%	16%	5%	1%
Porto. / Craig.	82%	8%	8%	2%

Taking the bus to the city centre was most common among those living in Colinton/Fairmilehead, Portobello/Craigmillar, the Pentland Hills and Liberton/Gilmerton – at least three quarters among these wards said they did this. Travelling by car/van was most likely to be mentioned in Liberton/Gilmerton and the Pentland Hills. Unsurprisingly, walking was more common among residents who live in the City Centre, as well as those living in Inverleith. Bike use was low across the sample, but slightly higher in Southside/Newington and Morningside (both 4%). Residents in Almond were also most likely to mention taking the train (17%) while those in Drumbrae/Gyle were most likely to travel by tram (13%).
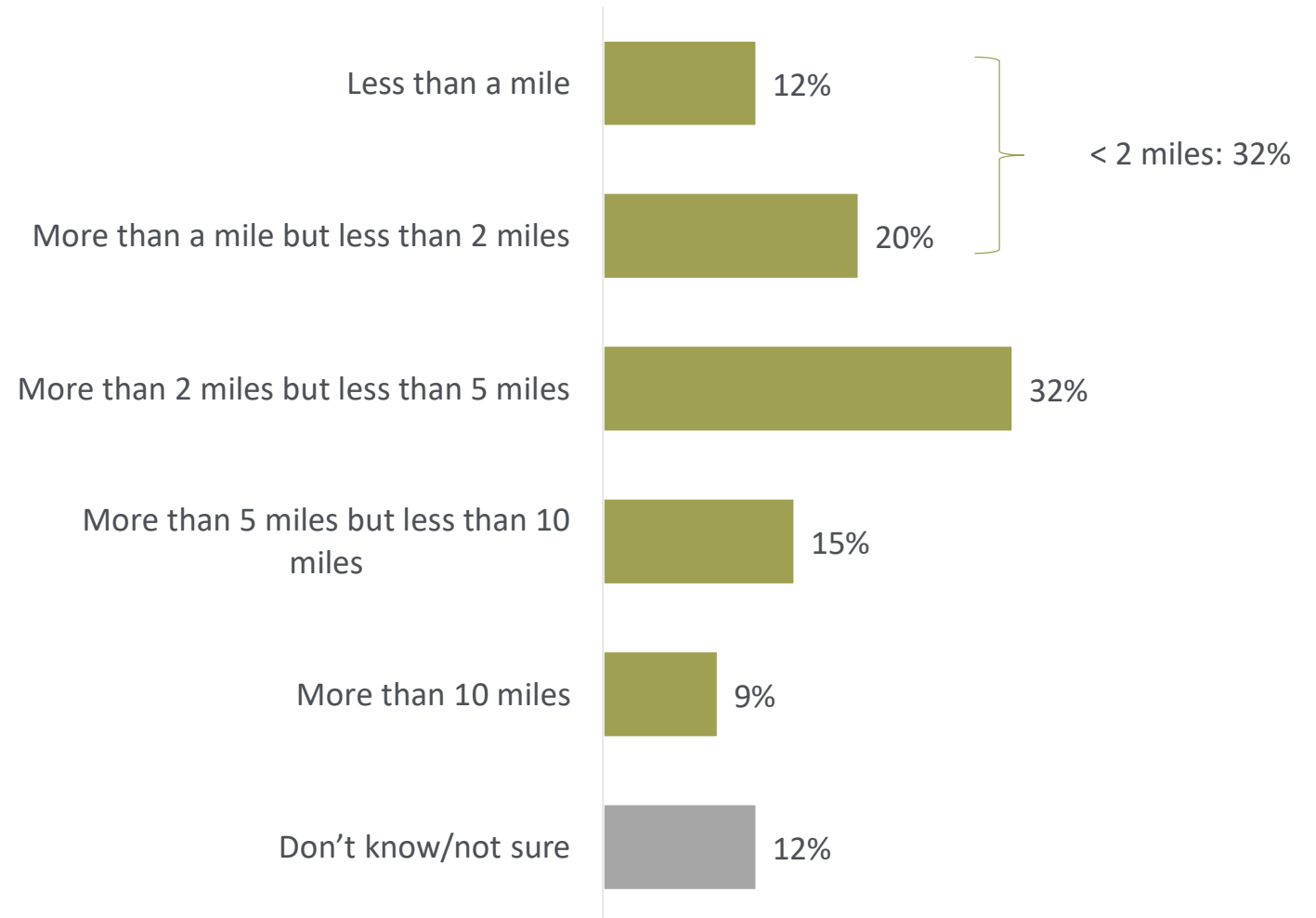
# The commute to work or education

Distance of commute

- The distance travelled to work or education tended to be between 2 and 5 miles – a third gave this estimate (32%) – and another third (32%) travel 1 to 2 miles.
- A substantial minority travel further than 5 miles and one in ten travel more than 10 miles (9%).
- However, 12% were not sure how long their commute was.

Less than a mile — 12%

More than a mile but less than 2 miles — 20%

< 2 miles: 32%

More than 2 miles but less than 5 miles — 32%

More than 5 miles but less than 10 miles — 15%

More than 10 miles — 9%

Don't know/not sure — 12%

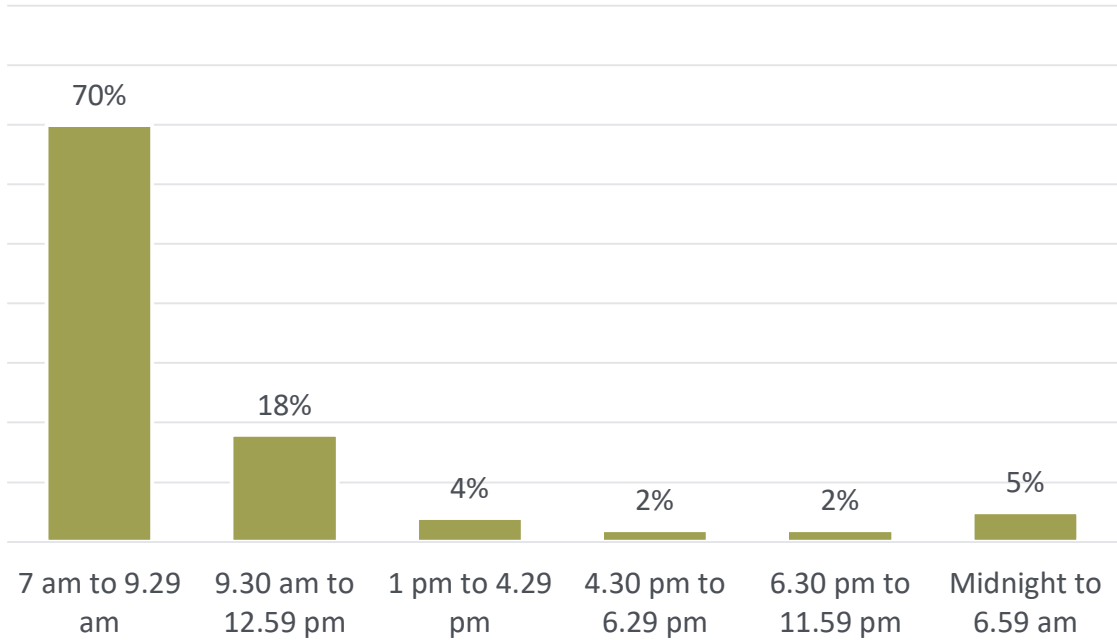**Base (all who travel to work/education): 3,679**

Modal split by distance
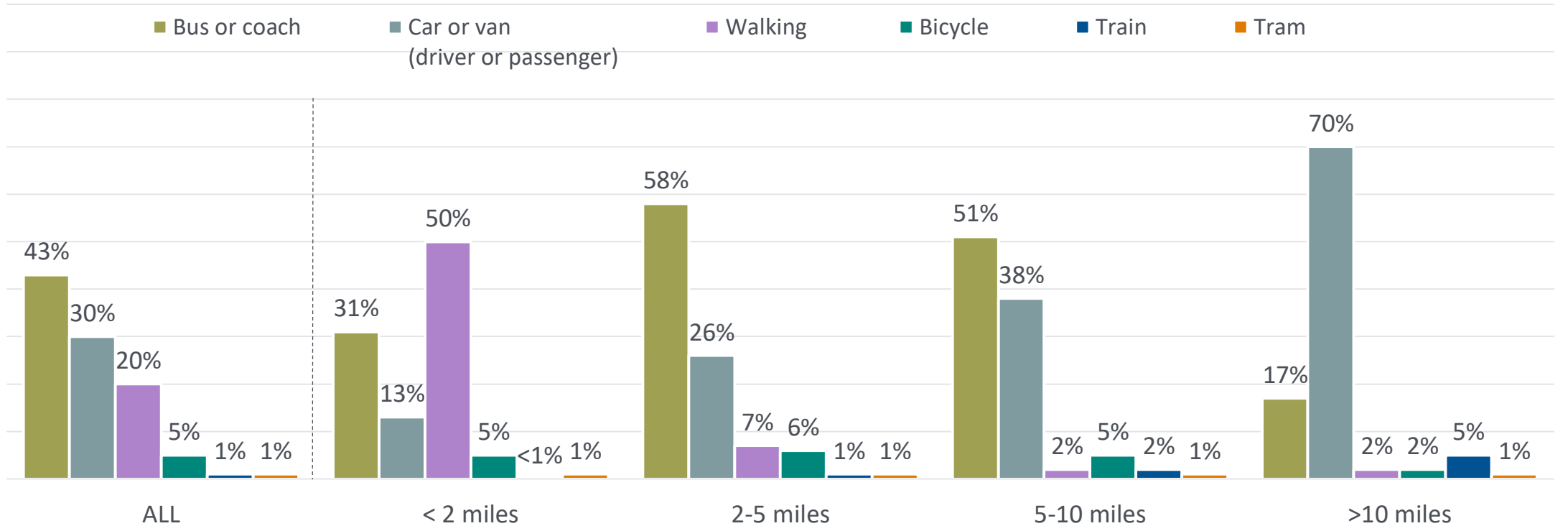
Unsurprisingly, the main mode of travel varies by the distance of commute. For the shortest journeys, walking was most common (50% of journeys under 2 miles are done on foot). For journeys of 2-5 miles, use of buses and cars almost doubles and the proportion walking reduces from 50% to 7%. Car use increases dramatically once the journey is more than 10 miles (70% of the longest journeys are done by car or van).

Q5. What time do you tend to leave home to travel to work/education?
Q6. What time do you tend to leave work/education to travel home?

Time of journey to work/education

Base (all who travel to work/education): 3,679

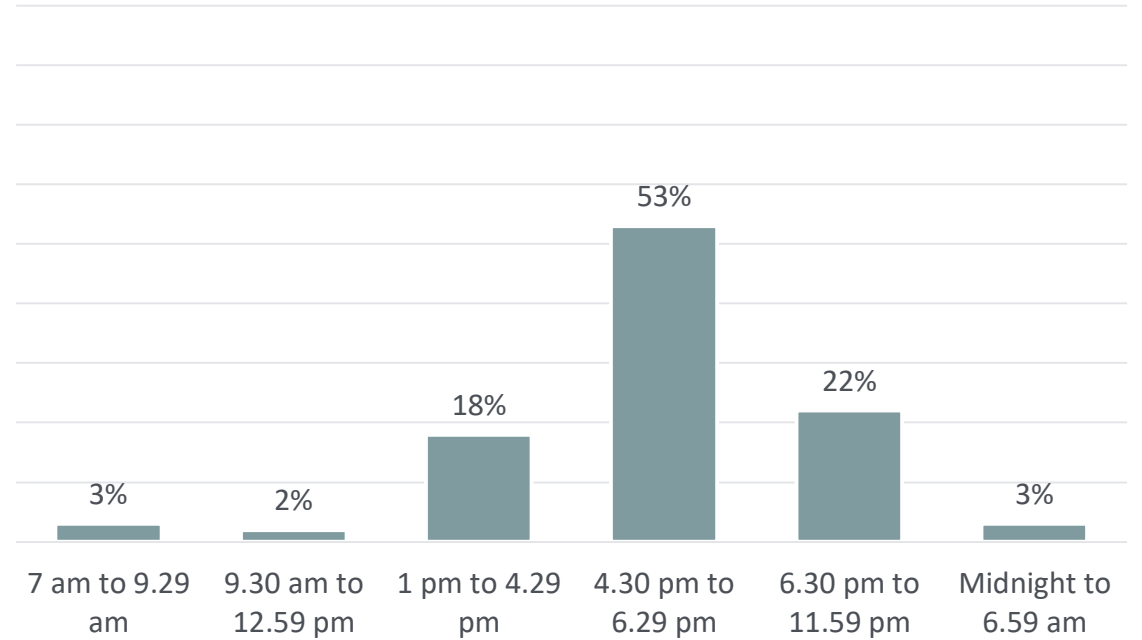## Time of journey home from work/education

Base (all who travel to work/education): 3,679

Unsurprisingly, the journey to work/education was most likely to be made between 7am and 9.30am (70%), although almost a fifth make this journey later in the morning (18%).

Higher SEG respondents were more likely to travel between 7am and 9.30am (76% managerial/admin/professional v 60% manual occupations/unemployed); lower SEG residents were more likely to travel at each of the other times of day.

There was slightly more variation in terms of the time of journeys home, with just over half (53%) travelling between 4.30pm and 6.30pm, and around a fifth travelling later in the evening (22%) or earlier in the afternoon (18%).

Higher SEGs were more likely to travel between 4.30pm and 6.30pm (59% managerial/admin/professional v 43% manual occupations/unemployed); again lower SEGs were more likely to travel at each of the other times of day.

32

Modal split by time of day travelling to work/education
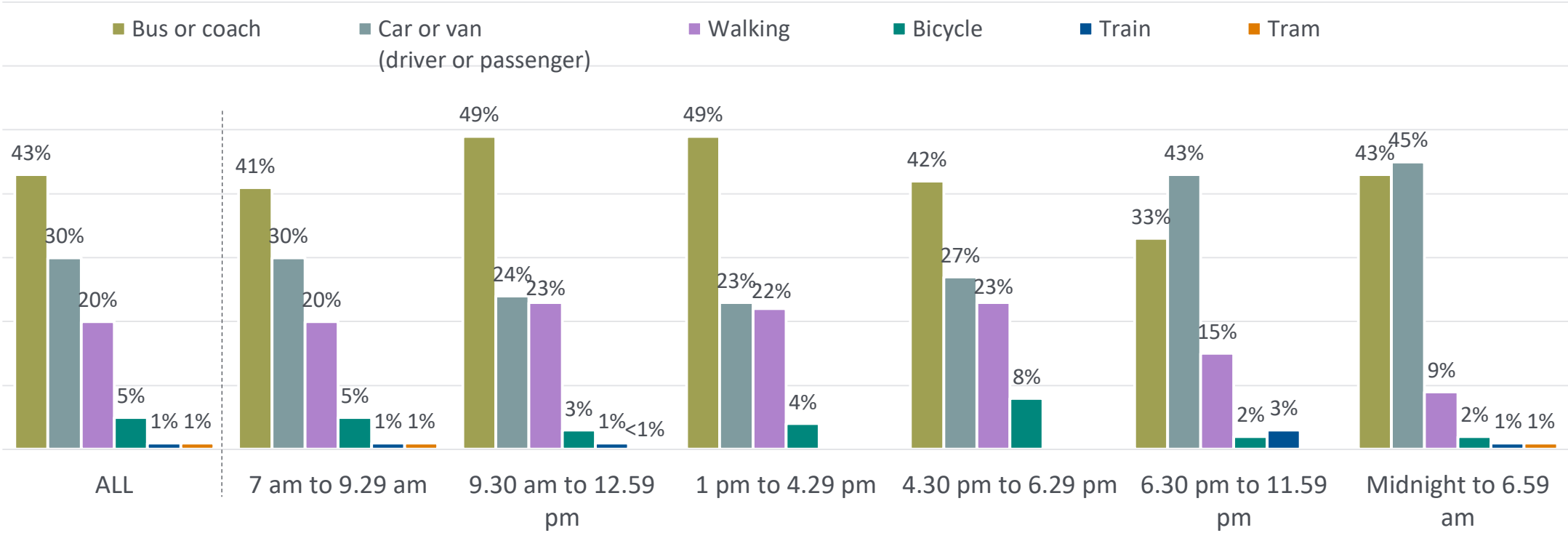
The main difference in mode of transport based on time of commute to work is that those travelling to work in the evening (between 6.30pm and midnight) or during the night/early hours of the morning (midnight to 6.59am) are more likely to travel by car/van than those travelling at other times of day, and less likely to travel on foot.

Q7. For your commute to work/education, do you normally go straight from home to work/education or do you tend to stop somewhere else on the way?

Journey to work/education
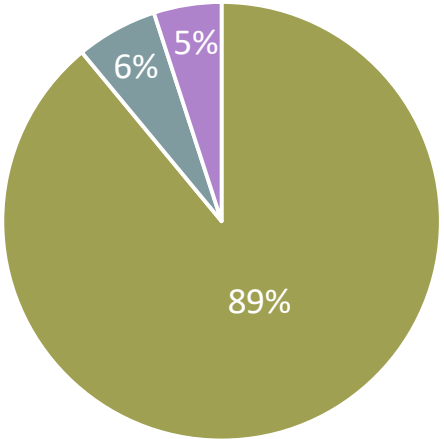
- Single purpose trip
- Multiple purpose trip
- It varies

89%
6%
5%

Base (all who travel to work/education): 3,679

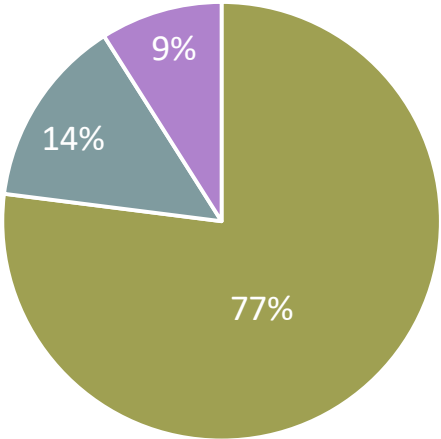| Multiple purpose trips	%
Shopping	40%
Take kids to school	29%
Getting food or something to drink	9%
Work related errands	9%
Socialising/meeting family and friends	5%
Gym	5%
Giving lifts (other than school run)	4%
Other errands	4%
Childcare	2%
Changing method of transport	2%
It varies	1%
Getting fuel for vehicle	1%
Other leisure	1%
Base (all making multi-purpose trips)	**410**

The vast majority make a single purpose trip on the way to work/education (89%). Among those who make a multiple purpose trip, the most common reasons for doing so are to go shopping (40%) or take children to school (29%).

Men were most likely to make a single-purpose trip to work (92% v 86% of women) while women were more likely to make multi-purpose trips (8% v 4% of men) or say it varies (6% v 4%). Those with children were also more likely to make a multiple purpose trip (12% v 4% of those without children) or say it varies (7% v 4%). The oldest were most likely to go straight to work (96% of 65+).

Q9. For your commute home from work/education, do you normally go straight home or do you tend to stop somewhere else on the way?

Journey from work/education

- Single purpose trip
- Multiple purpose trip
- It varies

9%
14%
77%

Multiple purpose trips	%
Shopping	65%
Meeting family and friends	12%
Pick kids up from school/nursery	11%
Gym	10%
Getting food or something to drink	5%
Going to the pub	4%
Other leisure	3%
Giving lifts (other than school run)	2%
Sport	2%

Multiple purpose trips	%
Work related errands	2%
Cinema	1%
It varies	1%
Library	1%
Childcare	1%
Changing method of transport	1%
Other errands	1%
Getting fuel for vehicle	<1%
Base (all making multi-purpose trips)	**851**

Base (all who travel to work/education): 3,679

Commuters were more likely to make a multiple purpose trip on the way home than on the journey to work/education, and a greater number of reasons was given. The most common was to go shopping (65%), while around one in ten mentioned meeting family/friends, picking children up, and going to the gym.

Again, men were most likely to make a single-purpose trip from work (80% v 74% of women) while women were more likely to make multi-purpose trips (16% v 13% of men) or say it varies (10% v 7%). The youngest were most likely to say it varies (11%) and least likely to make a single purpose trip (74%).
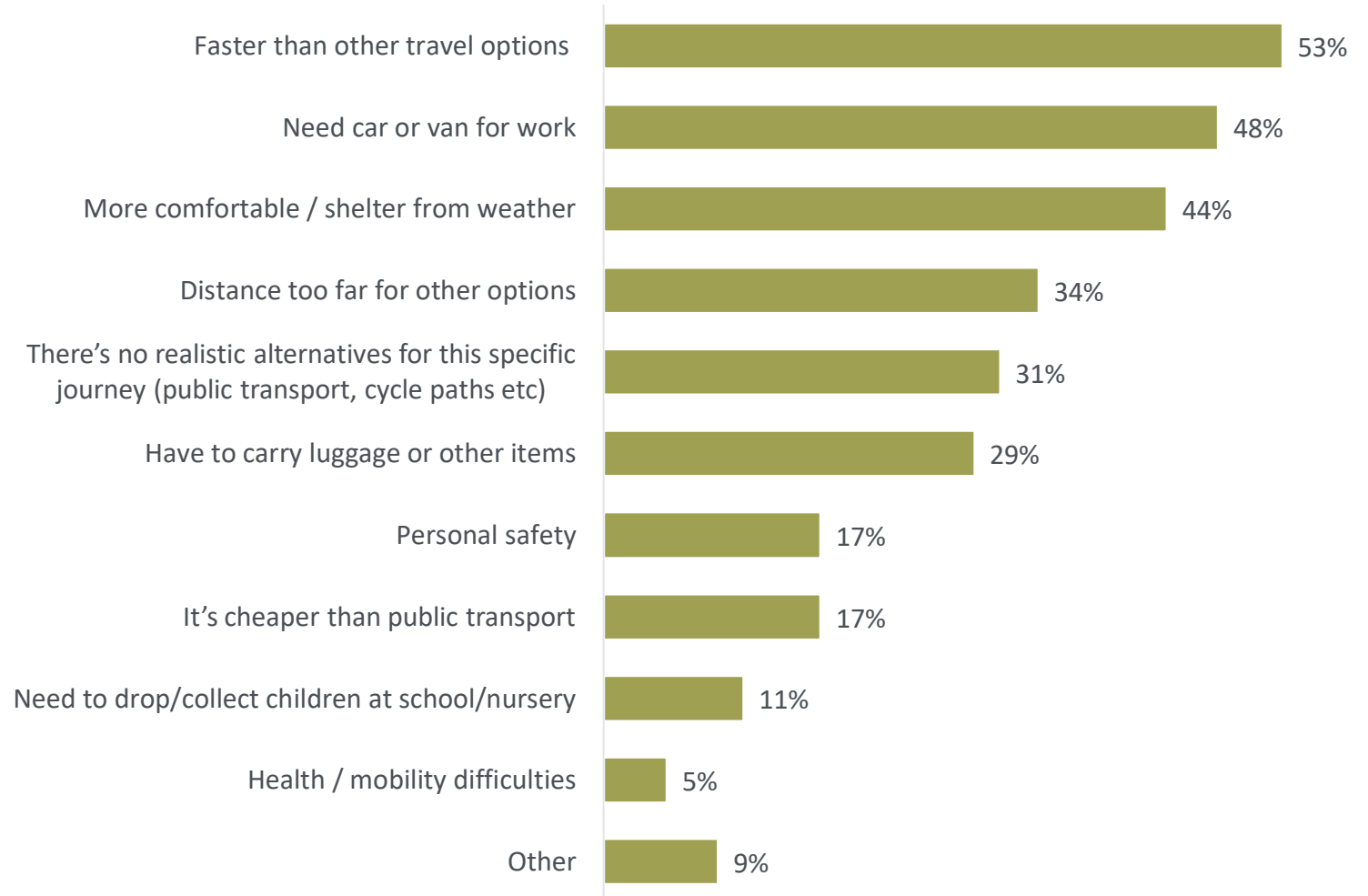
Encouraging active / sustainable travel

Reasons for commuting by car

- Respondents who commute by car were asked to choose their top three reasons for doing so. Please note that these findings reflect respondents' perceptions: e.g. perceptions of speed compared to other options may or may not be accurate.

- Taking all reasons together, the most commonly mentioned were that it is faster than other options (53%), needing their car for work (48%) and/or that it is more comfortable/provides shelter from the weather (44%).

- Distance, lack of alternatives and having to transport luggage or other items were also mentioned by around three in ten respondents.

- The most common 'other' reasons given were:
  - I like/prefer driving (19 respondents)
  - It is more convenient/easier (12 respondents)
  - For car sharing/car pool (10 respondents).

|	
Faster than other travel options	53%
Need car or van for work	48%
More comfortable / shelter from weather	44%
Distance too far for other options	34%
There's no realistic alternatives for this specific journey (public transport, cycle paths etc)	31%
Have to carry luggage or other items	29%
Personal safety	17%
It's cheaper than public transport	17%
Need to drop/collect children at school/nursery	11%
Health / mobility difficulties	5%
Other	9%

Base (all who commute by car): 1,095

Reasons for commuting by car: Sub-group differences

- SEG and working status had an impact on these findings – e.g. self-employed people were more likely to say they need their car/van for work (74% v 48% avg) and that there is no alternative (42% v 31% avg). Higher SEGs were more likely to mention speed, cheaper than public transport, need to drop off/collect children, comfort/weather; lower SEGs were more likely to mention needing their car/van for work, having to carry items, and having no realistic alternatives. Men were also more likely to say they need their car/van for work (56% v 38% of women) or they have to carry luggage/other items with them (35% v 23%).

- Differences were also evident by age of respondent: the youngest (16-24s) were most likely to say the distance is too far for other options (45% v 34% avg) and that it is cheaper than public transport (27% v 17% avg), while the oldest (65+) were most likely to mention personal safety (30% v 17% avg) and health/mobility issues (15% v 5% avg). Those aged 25-44 were the most likely to give dropping children off/collecting children from school/nursery as a reason for commuting by car (16% v 11% avg).

- Women were more likely than men to mention it being faster than other options (57% v 50%), personal safety (20% v 15%), needing to drop children off (16% v 7%), health/mobility issues (7% v 3%) and comfort/shelter from weather (48% v 41%).

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Top three reasons for choosing car/van as the main method for travelling to work/education
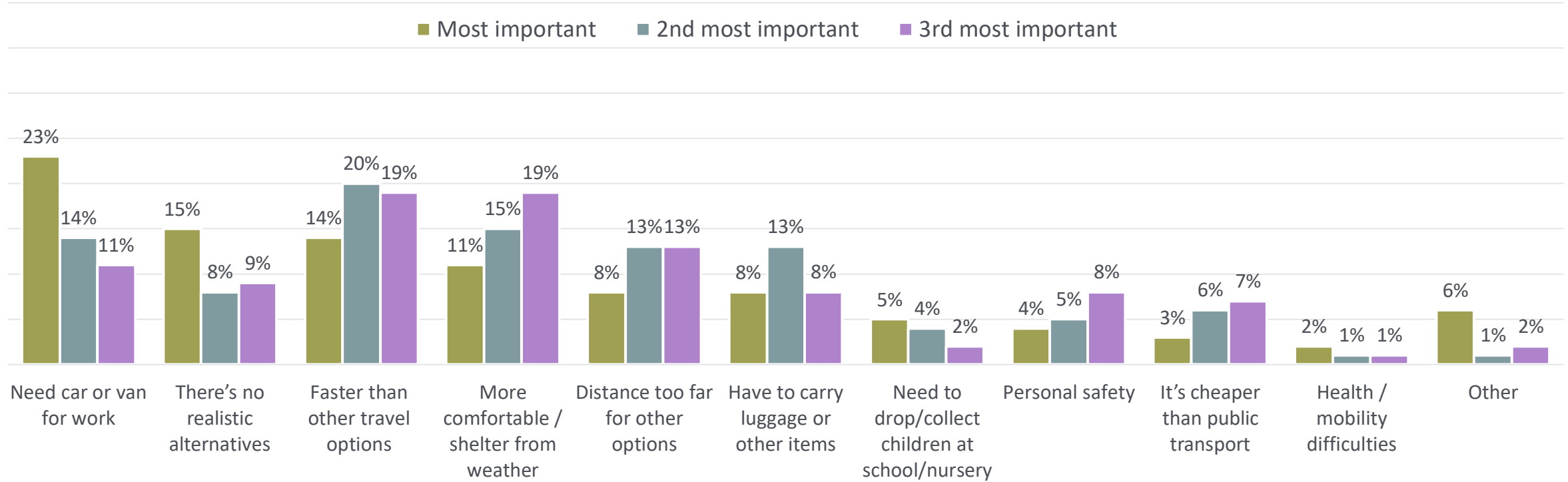
■ Most important ■ 2nd most important ■ 3rd most important

When ranking reasons for commuting by car, needing the car/van for work was most often given as the top reason (23%), followed by lack of alternatives (15%). Speed was the next most commonly mentioned most important reason (ranked first by 14%), although this tended to be mentioned as a second or third factor (by a fifth each). Taken together, perceptions of the alternatives to driving (including lack of alternatives, it is faster, more comfortable, cheaper) account for around four in ten of 'most important' reasons.

Consideration of car sharing

Q12. Would you consider car sharing with a colleague or friend, or through a formalised car sharing scheme for this journey?

- Those who drive to work/education were asked whether they would consider car sharing for this journey - 14% said they already did so.

- In total 34% would consider car sharing, with just under a fifth saying they would definitely consider it (17%) and the same proportion saying they would possibly consider it.

- Taken together this means that almost half (48%) would consider, or already do, car share.

- However, four in ten said they would not consider car sharing, and 10% were unsure.

Already do or would consider: 48%

14%	17%	17%	42%	10%
Yes, I already do this	Yes, definitely would consider	Yes, possibly would consider	No would not consider	Unsure

Base (all who commute by driving): 1,036

Potential car sharing

progressive

Legend: ■ Already do ■ Would definitely consider ■ Would possibly consider

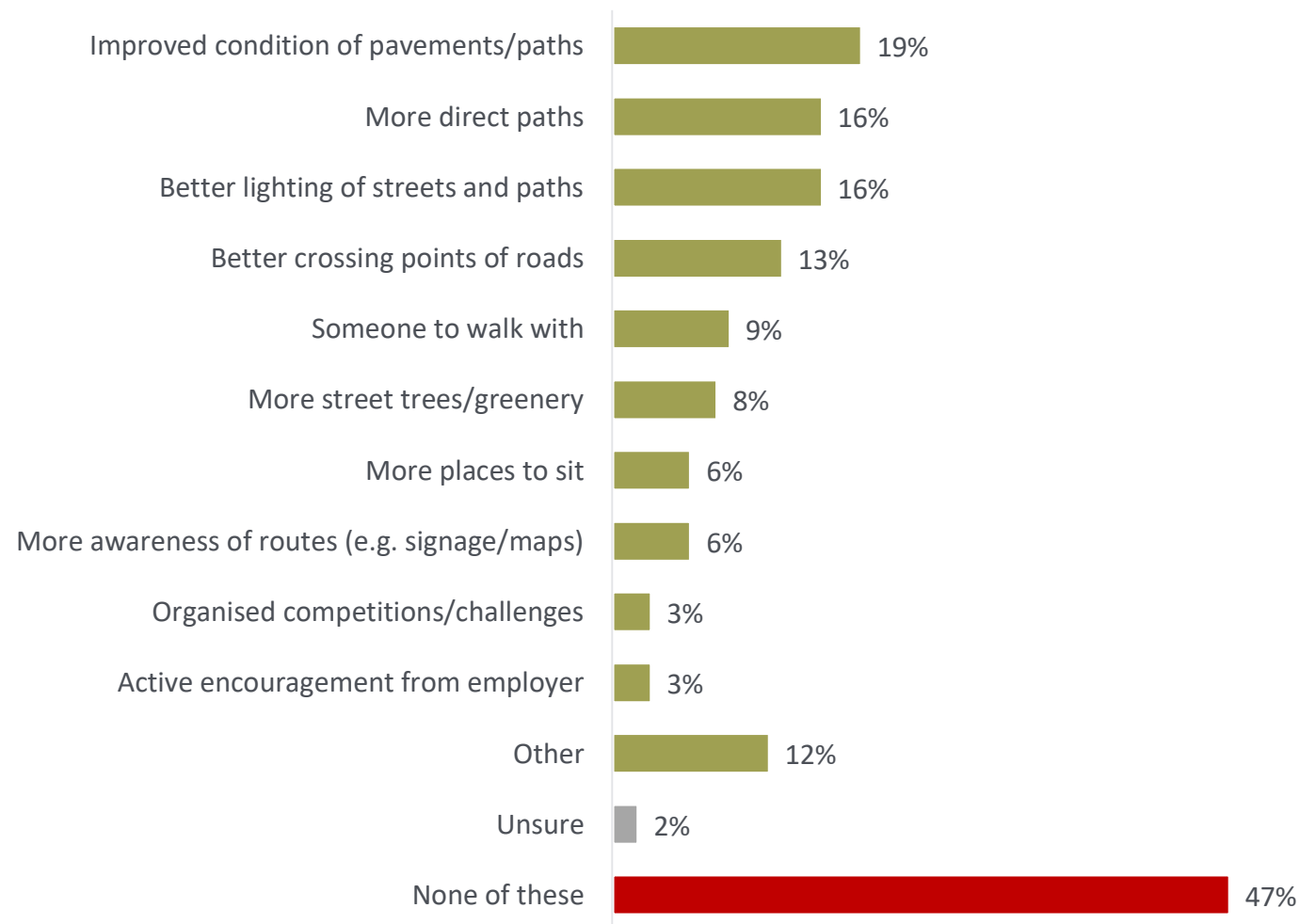| Area	Already do	Would definitely consider	Would possibly consider
Edinburgh	14%	17%	17%
Almond	7%	20%	11%
Pentland Hills	12%	14%	13%
Drumbrae / Gyle	13%	13%	16%
Forth	21%	23%	7%
Inverleith	18%	16%	14%
Corstor. /Murray.	10%	20%	12%
Sighthill / Gorgie	12%	10%	20%
Colinton / Fair.	15%	16%	16%
Fount. / Craig.	13%	18%	25%
Morningside	32%	20%	11%
City Centre	16%	16%	19%
Leith Walk	10%	13%	21%
Leith	11%	20%	24%
Craigen. / Dudd.	22%	26%	10%
South. / New.	13%	13%	23%
Liberton / Gil.	14%	16%	30%
Porto. / Craig.	10%	18%	20%

Car sharing was most common among residents in Morningside (32% of drivers here said they already do this), Craigentinny/Duddingston (22%) and Forth (21%). Including all respondents who do car share or would consider it (definitely or possibly), highest levels of interest in car sharing were seen in Morningside, Liberton/Gilmerton and Fountainpark/Craiglockhart.

Those most likely to already be car sharing were men (17% v 10% of women) and 16-24 year olds (24% v 11% of 45-64s). Those aged 45-64 (47%) were more likely than younger respondents (32% 16-24/39% 25-44) to say they would **not** consider car sharing.
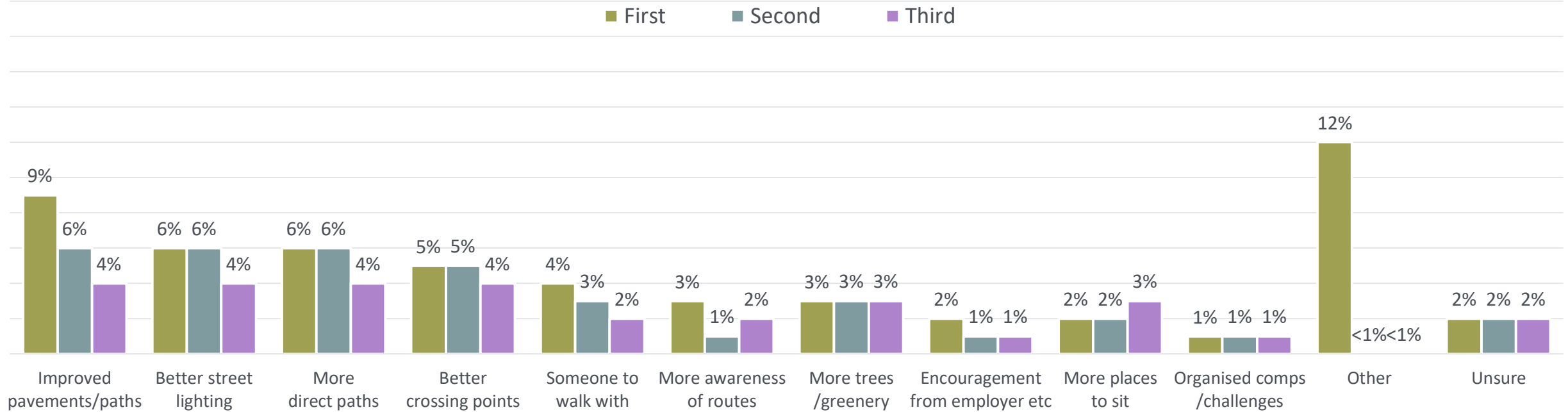
41

Reasons to consider walking

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- Respondents who had driven at least weekly in the last month were asked what could make them consider walking for journeys they currently make by car.

- Around half gave at least one reason to consider walking. Taken together, the most commonly mentioned aspects were practical features of streets and paths – a fifth mentioned improved condition of pavements/paths (19%), and 16% said more direct paths and better street lighting.

- However, almost half (47%) said none of these things would persuade them to walk instead of drive.

- Most people who gave an 'other' response gave a reason why they would **not** consider walking – most commonly because of the distances involved (31 respondents). The other most common response was that they already do walk where possible (30 respondents). Better weather was mentioned by 19 people as something that would encourage them to walk more.

Reason	%
Improved condition of pavements/paths	19%
More direct paths	16%
Better lighting of streets and paths	16%
Better crossing points of roads	13%
Someone to walk with	9%
More street trees/greenery	8%
More places to sit	6%
More awareness of routes (e.g. signage/maps)	6%
Organised competitions/challenges	3%
Active encouragement from employer	3%
Other	12%
Unsure	2%
None of these	47%

Base (all who drove at least weekly in last month): 1,997

Top three reasons to consider walking instead of using the car

■ First   ■ Second   ■ Third

	Improved pavements/paths	Better street lighting	More direct paths	Better crossing points	Someone to walk with	More awareness of routes	More trees /greenery	Encouragement from employer etc	More places to sit	Organised comps /challenges	Other	Unsure
First	9%	6%	6%	5%	4%	3%	3%	2%	2%	1%	12%	2%
Second	6%	6%	6%	5%	3%	1%	3%	1%	2%	1%	<1%	2%
Third	4%	4%	4%	4%	2%	2%	3%	1%	3%	1%	<1%	2%

When ranking these aspects, improved pavements/paths was most often given as the most important factor (9%), followed by better street lighting and more direct paths. However, there was no clear pattern in responses with all of these aspects being mentioned by very similar, and relatively small proportions.

43

Consideration of walking:
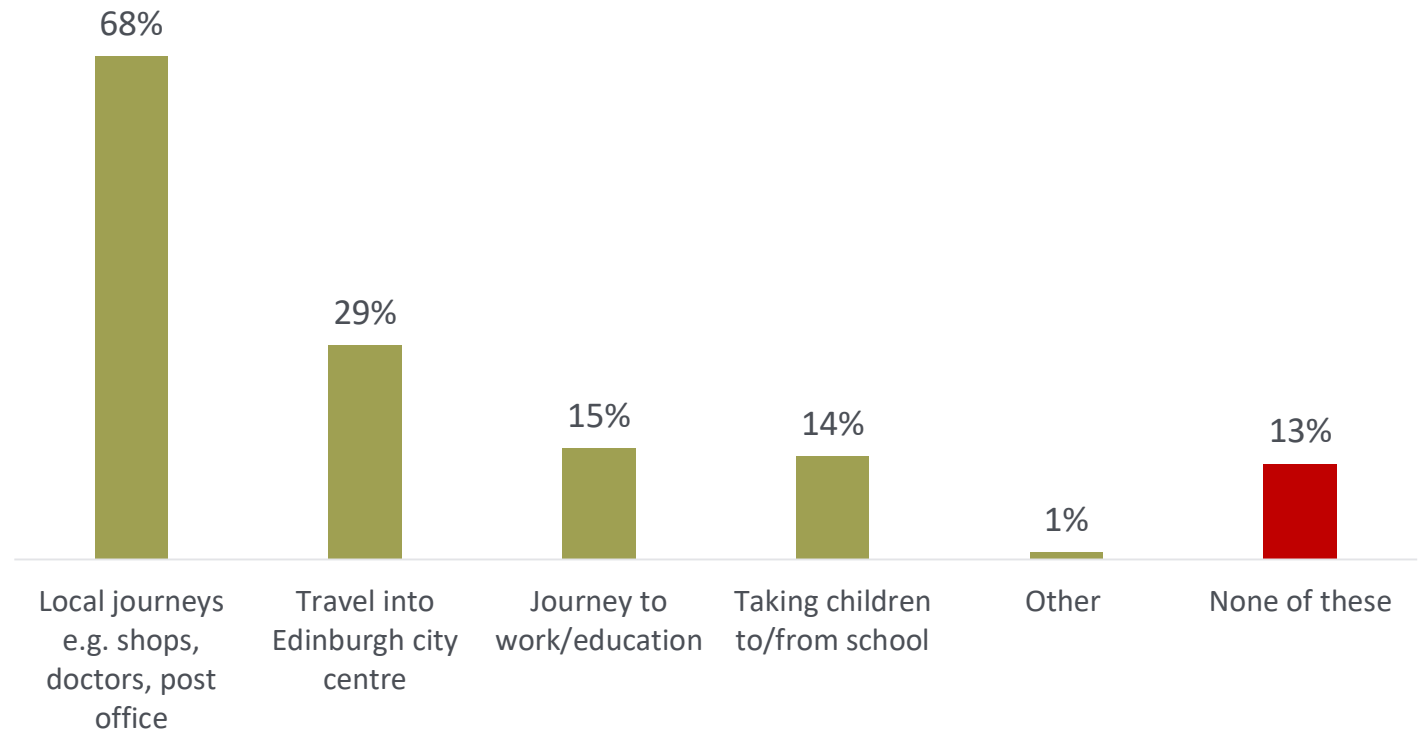# Sub-group differences

- Different sub-groups mentioned slightly different aspects that could encourage them to consider walking instead of driving. For example:

  - The youngest respondents (16-24) were most likely to mention someone to walk with (19% v 9% avg) and better lighting (24% v 16% avg).

  - The oldest respondents (65+) were most likely to focus on improved condition of pavements/paths (23% v 17% of 45-64s) and more places to sit (10% v 6% avg).

  - Women were more likely to mention several of these aspects, while men were more likely to say nothing would encourage them to walk instead of driving (53% v 39% of women said 'none of these').

  - Higher SEGs were more likely to mention improved conditions of pavements/paths (21% managerial/admin/professional v 16% manual occupations/unemployed) and someone to walk with (10% v 6%) – while lower SEGs were more likely to say nothing would encourage them to walk (55% manual occupations/unemployed v 43% managerial/admin/professional).

  - Self-employed people were also unlikely to consider walking, with 61% saying 'none of these' v 47% avg.

Journeys would consider walking

- Walking was most likely to be considered to replace driving for local journeys e.g. to the shops, doctors, post office etc – mentioned by seven in ten respondents who had given at least one reason to consider this.

- Three in ten also mentioned travel into the city centre (29%), but smaller proportions would consider walking for commuting either for themselves (15%) or taking children to or from school (14%).

Q14. What types of journey would you consider walking for instead of travelling by car/van?

68%	Local journeys e.g. shops, doctors, post office
29%	Travel into Edinburgh city centre
15%	Journey to work/education
14%	Taking children to/from school
1%	Other
13%	None of these

Base (all who drove at least weekly in last month and gave a reason to consider walking): 1,022

Reasons to consider cycling

Q15. Which of these would encourage you to consider cycling instead of using the car for journeys? Please rank your top three reasons. (All reasons)
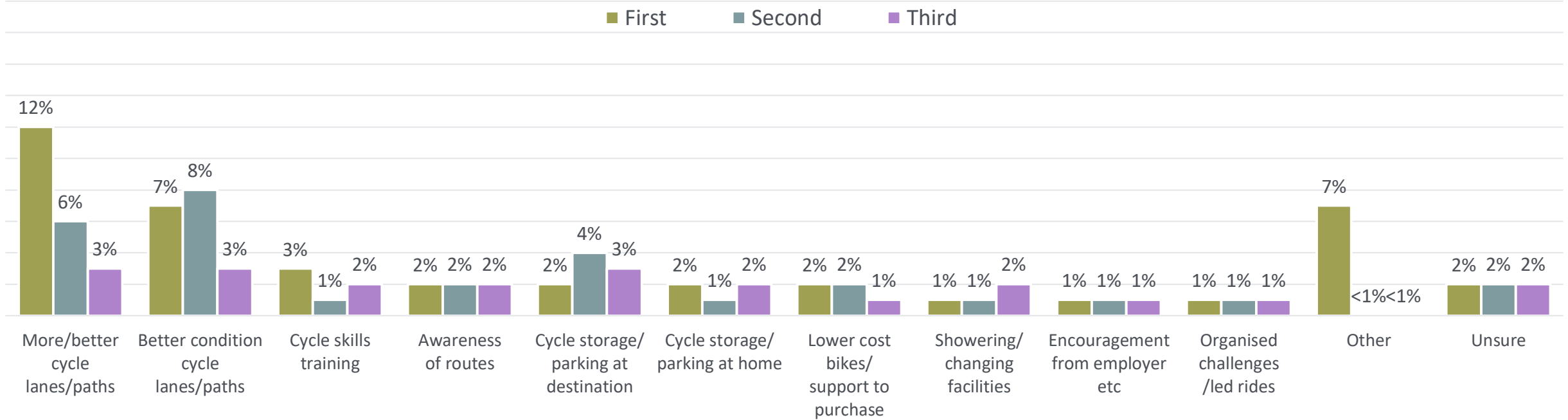
- The most commonly mentioned aspects which might encourage cycling instead of driving were more and better cycle lanes/paths (21%) and improved condition of cycle lanes/paths (17%).

- Much smaller proportions mentioned anything else (less than 10% for all other factors).

- The majority of drivers (58%) said none of these factors would encourage them to cycle instead of driving.

- Those living in the most deprived areas (SIMD quintile 1) were more likely than others to say that none of these things would make them consider cycling (72% v 57%). Again, this is likely to reflect lower levels of bike ownership among this group.

- Most people who gave an 'other' response provided reasons why they would **not** cycle – most commonly concerns about safety/busy roads etc (36 respondents) and not being able to ride a bike (29 respondents).

Reason	%
More & better cycle lanes/paths	21%
Improved condition of cycle lanes/paths	17%
Cycle storage/parking at/close to destination	8%
More awareness of routes (e.g. signage/maps)	7%
Cycle skills training	6%
Cycle storage/parking facilities at/close to home	6%
Lower cost bikes or support to purchase a bike	5%
Showering changing facilities at destination	5%
Organised challenges/led rides for individuals or groups	3%
Active encouragement from employer	2%
Other	8%
Unsure	2%
None of these	58%

Base (all who drove at least weekly in last month): 1,997

46

Top three reasons to consider cycling instead of using the car

Legend: ■ First ■ Second ■ Third

Category	First	Second	Third
More/better cycle lanes/paths	12%	6%	3%
Better condition cycle lanes/paths	7%	8%	3%
Cycle skills training	3%	1%	2%
Awareness of routes	2%	2%	2%
Cycle storage/parking at destination	2%	4%	3%
Cycle storage/parking at home	2%	1%	2%
Lower cost bikes/support to purchase	2%	2%	1%
Showering/changing facilities	1%	1%	2%
Encouragement from employer etc	1%	1%	1%
Organised challenges/led rides	1%	1%	1%
Other	7%	<1%	<1%
Unsure	2%	2%	2%

Just over one in ten (12%) said that more/better cycle lanes/paths was the most important factor that would encourage them to cycle instead of driving, while 7%/8% listed better condition of lanes/paths as their first or second factor. All other aspects were mentioned by very small proportions of respondents.

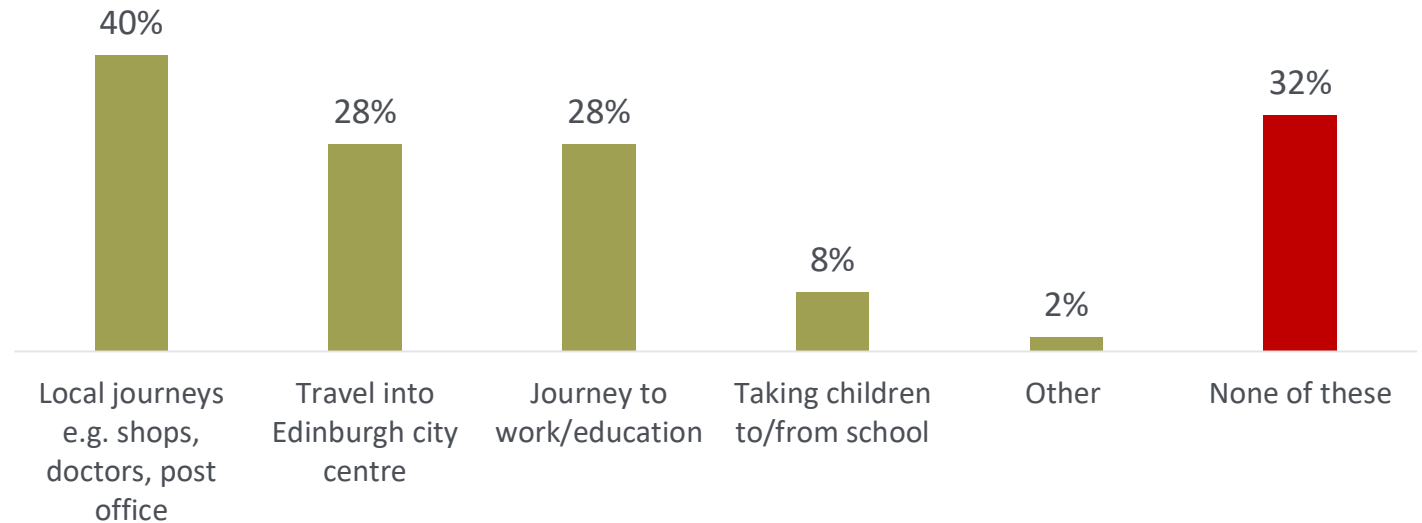# Consideration of cycling: Sub-group differences

- Again there were some sub-group differences in consideration of cycling. For example:

  - The youngest respondents were more likely to mention several aspects that might encourage them to cycle, while the oldest respondents were more likely to say nothing would encourage them to do this (70% of 65+ said 'none of these', v 59% of 45-64s, 54% of 25-44s and 43% of 16-24s).

  - As with walking, a similar pattern was seen based on gender: women were more likely to mention awareness of routes, the number and quality of cycle lanes/paths; men were more likely to say 'none of these' would encourage them to cycle (61% v 54% of women).

  - Respondents with children in the household appeared to be more open to the idea of cycling, with this group being more likely to mention more/better cycle lanes/paths (24% v 20% of those without children), improved condition of paths/lanes (20% v 16%), active encouragement from employer/school (3% v 1%) and cycle skills training (7% v 5%) and less likely to say 'none of these' (54% v 60%).

  - Higher SEGs were more likely to mention several of these aspects to encourage them to cycle; lower SEGs were more likely to say 'none of these' (72% manual occupations/unemployed v 51% managerial/admin/professional).

  - Perhaps unsurprisingly, those with a disability or health problem were less likely to mention several aspects and more likely to say nothing would encourage them to cycle (68% v 57% of those without a health problem).

Journeys would consider cycling

- Those who gave any reason to consider cycling instead of driving were most likely to consider doing this for local journeys (40%), although three in ten would also consider cycling to the city centre or for their commute (both 28%).

- However, even among those who had identified at least one reason to encourage them to cycle, a third said they would not consider this for any of these journeys.
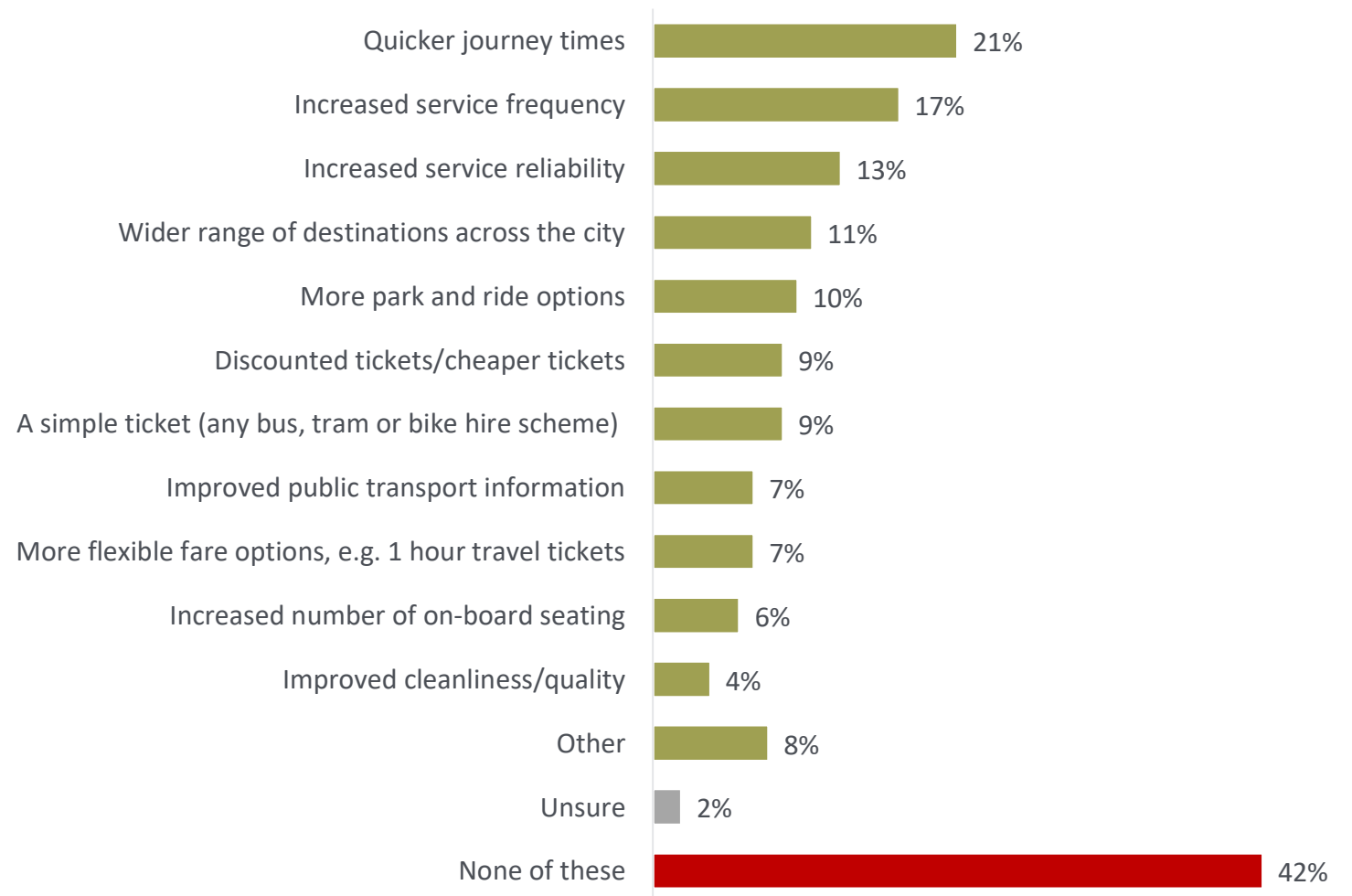
Q16. What types of journey would you consider cycling for instead of travelling by car/van?

progressive

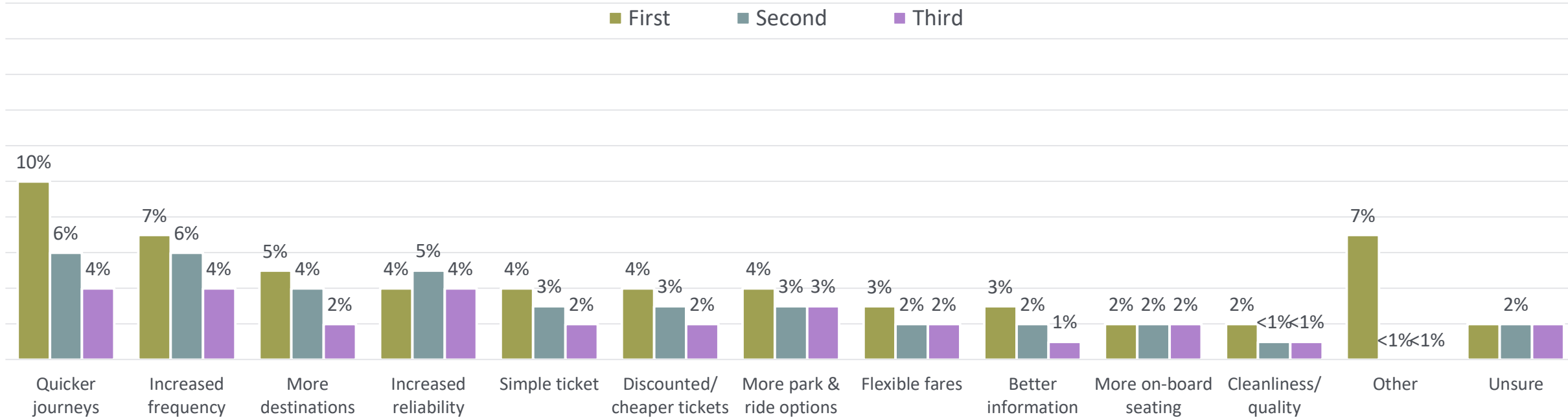| Local journeys e.g. shops, doctors, post office	Travel into Edinburgh city centre	Journey to work/education	Taking children to/from school	Other	None of these
40%	28%	28%	8%	2%	32%

Reasons to consider public transport

- Quicker journey times (21%) and increased service frequency (17%) were most often given as reasons to consider public transport instead of driving, followed by better service reliability (13%) and more destinations (11%).

- Just over half gave at least one reason to consider public transport, though 42% said none of these things would encourage them to switch to public transport.

- Those living in the most deprived areas were more likely than others to say that none of these things would make them consider public transport instead of driving (50% in the most deprived quintile, v 42% of those living in other areas).

- 'Other' responses tended to focus on the fact that people already use the bus where possible (22 respondents) and/or positive feedback about the bus service (18 respondents). The most common practical suggestions included issues related to accessibility, particularly pram/buggy space (18 respondents) and improvements to bus routes in specific locations (14 respondents).

Reason	%
Quicker journey times	21%
Increased service frequency	17%
Increased service reliability	13%
Wider range of destinations across the city	11%
More park and ride options	10%
Discounted tickets/cheaper tickets	9%
A simple ticket (any bus, tram or bike hire scheme)	9%
Improved public transport information	7%
More flexible fare options, e.g. 1 hour travel tickets	7%
Increased number of on-board seating	6%
Improved cleanliness/quality	4%
Other	8%
Unsure	2%
None of these	42%

Base (all who drove at least weekly in last month): 1,997

50

Top three reasons to consider public transport instead of using the car

Legend: ■ First ■ Second ■ Third

Category	First	Second	Third
Quicker journeys	10%	6%	4%
Increased frequency	7%	6%	4%
More destinations	5%	4%	2%
Increased reliability	4%	5%	4%
Simple ticket	4%	3%	2%
Discounted/cheaper tickets	4%	3%	2%
More park & ride options	4%	3%	3%
Flexible fares	3%	2%	2%
Better information	3%	2%	1%
More on-board seating	2%	2%	2%
Cleanliness/quality	2%	<1%	<1%
Other	7%	<1%	<1%
Unsure		2%	

Respondents were most likely to prioritise quicker journeys (10% rated this first; 6% second) and increased frequency of services (7%/6%) – all other aspects were ranked in any position by smaller proportions of respondents.

Consideration of public transport: Sub-group differences

- Reasons to consider public transport instead of driving also varied by sub-group, for example:

  - The oldest age group (65+) were most likely to mention increased service frequency (21% v 16% of 25-44s and 15% of 45-64s) and least likely to mention a simple ticket to use across modes (3% v 9% avg) or more flexible fare options (1% v 7% avg). This is likely to reflect the fact that older residents have access to free bus travel.

  - Discounted tickets, e.g. for young people of families, was most likely to be mentioned by younger age groups and least likely to be mentioned by older residents (e.g. 20% of 16-24s mentioned this compared to 2% of 65+) – again most likely because of free travel available to older people.

  - As with other modes, men were more likely to say nothing would encourage them to use public transport (49% v 35% of women) while women were more likely to mention several aspects that might encourage them to do so (quicker journey times, increased frequency and reliability, flexible fares and a wider range of destinations).

  - Respondents with children were more likely to mention discounted tickets e.g. for young people or families (11% v 7% of those without children).

  - Higher SEGs were more likely to mention several of these aspects to encourage them to consider public transport; lower SEGs were more likely to say 'none of these' (53% manual occupations/unemployed v 38% managerial/admin/professional). Again, self-employed respondents were least likely to give any reasons to consider public transport (59% v 42% average saying 'none of these'). It is likely that these two points are related, with self-employed, lower SEG respondents being most likely to need to travel during the day for work (e.g. this would include tradespeople).

Journeys would consider public transport

- Travel into Edinburgh city centre was the type of journey most likely to be considered by public transport instead of driving (62%), while 29% would consider public transport for local journeys and 23% for their commute.

Bar chart:

Category	Value
Travel into Edinburgh city centre	62%
Local journeys e.g. shops, doctors, post office	29%
Journey to work/education	23%
Taking children to/from school	6%
Other	2%
None of these	16%
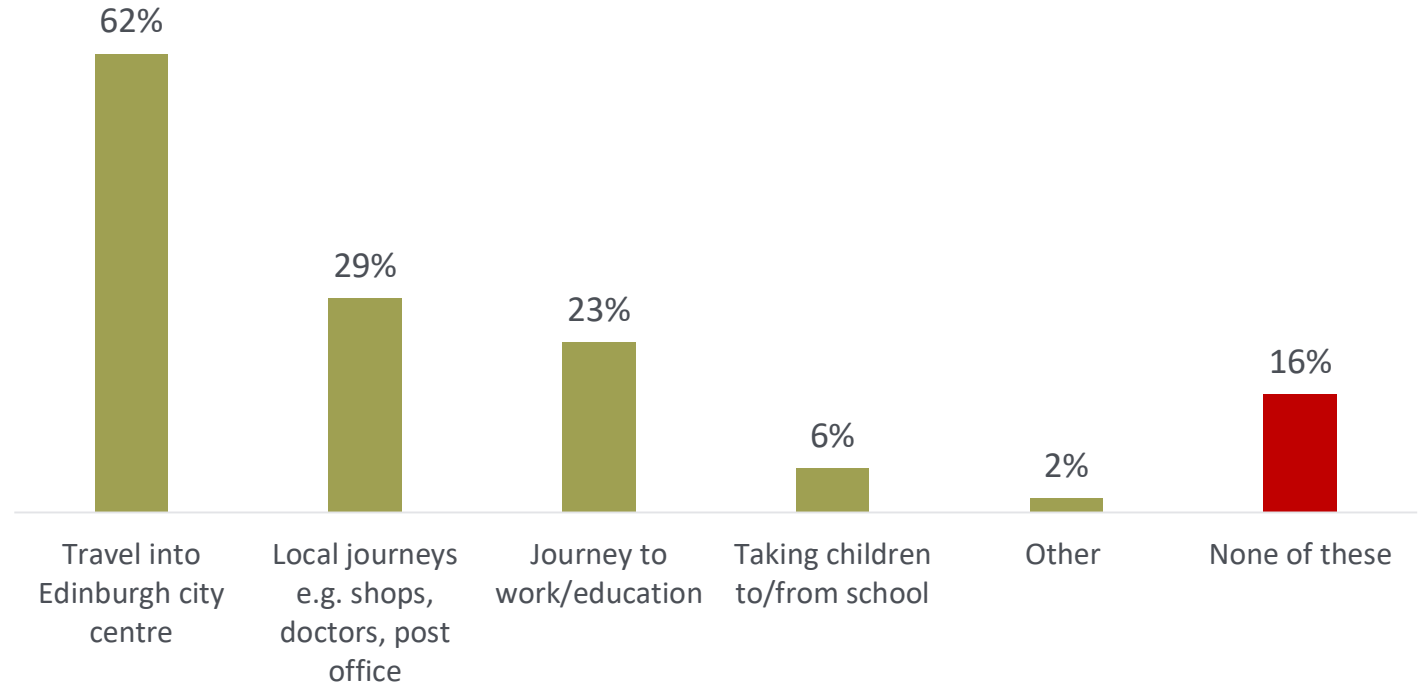
Base (all who drove at least weekly in last month and gave a reason to consider public transport): 1,115
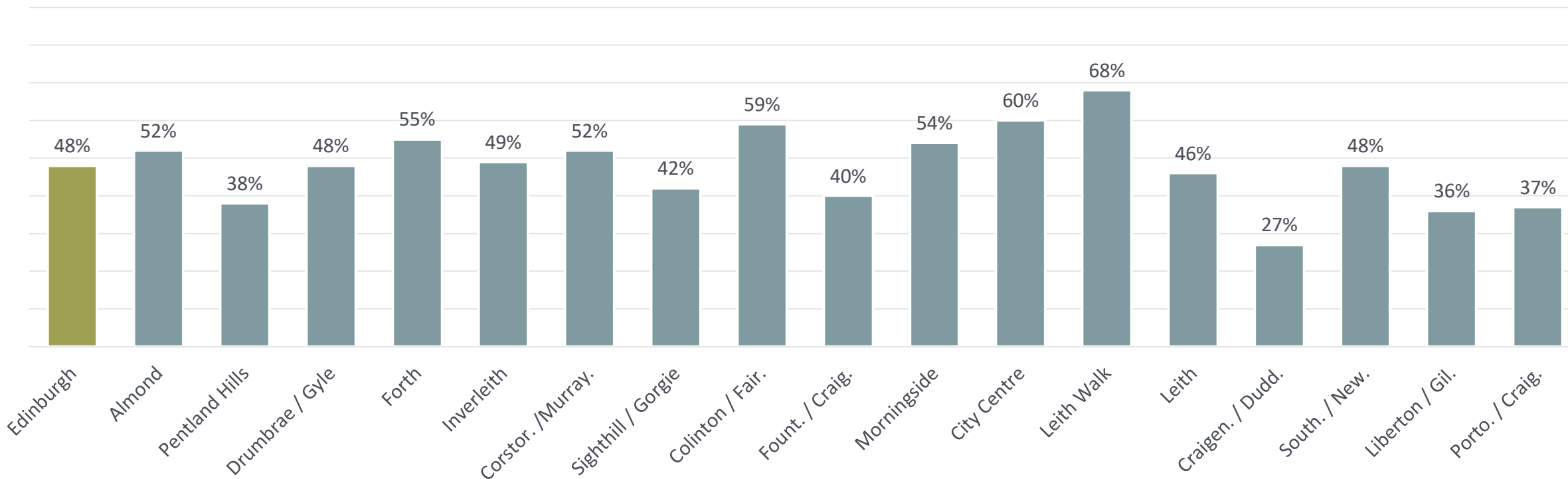
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Likelihood to consider active/sustainable transport

- When asked how likely they were to consider making journeys they currently make by car by any of these methods, respondents were most likely to consider walking (48% were quite or very likely to consider making journeys on foot) or public transport (42%).

- Much smaller proportions would consider cycling (14% overall) – and the majority (59%) said they were very unlikely to consider cycling.

- Fewer respondents living in deprived areas said they would consider walking or public transport than did so in the least deprived areas:
  - 34% in deprived areas said they were very/quite likely to consider walking, v 48% in least deprived areas
  - 30% in deprived areas were very/quite likely to consider public transport, v 43% in the least deprived areas.

- However, there was no difference in overall likelihood to consider cycling – respondents in deprived and non-deprived areas gave similar responses here, both saying they were unlikely to consider cycling.

| Net likely | 48% | 14% | 42% |

Legend:
- ■ Very likely
- ■ Quite likely
- ■ Neither/nor
- ■ Quite unlikely
- ■ Very unlikely
- ■ Unsure

Walking: 21%, 27%, 10%, 10%, 31%, 2%

Cycling: 6%, 8%, 8%, 12%, 59%, 7%

Public transport: 15%, 27%, 15%, 11%, 28%, 3%

Base (all who drove at least weekly in last month): 1,997

54

% very/quite likely to consider walking instead of driving

Edinburgh	48%
Almond	52%
Pentland Hills	38%
Drumbrae / Gyle	48%
Forth	55%
Inverleith	49%
Corstor. /Murray.	52%
Sighthill / Gorgie	42%
Colinton / Fair.	59%
Fount. / Craig.	40%
Morningside	54%
City Centre	60%
Leith Walk	68%
Leith	46%
Craigen. / Dudd.	27%
South. / New.	48%
Liberton / Gil.	36%
Porto. / Craig.	37%
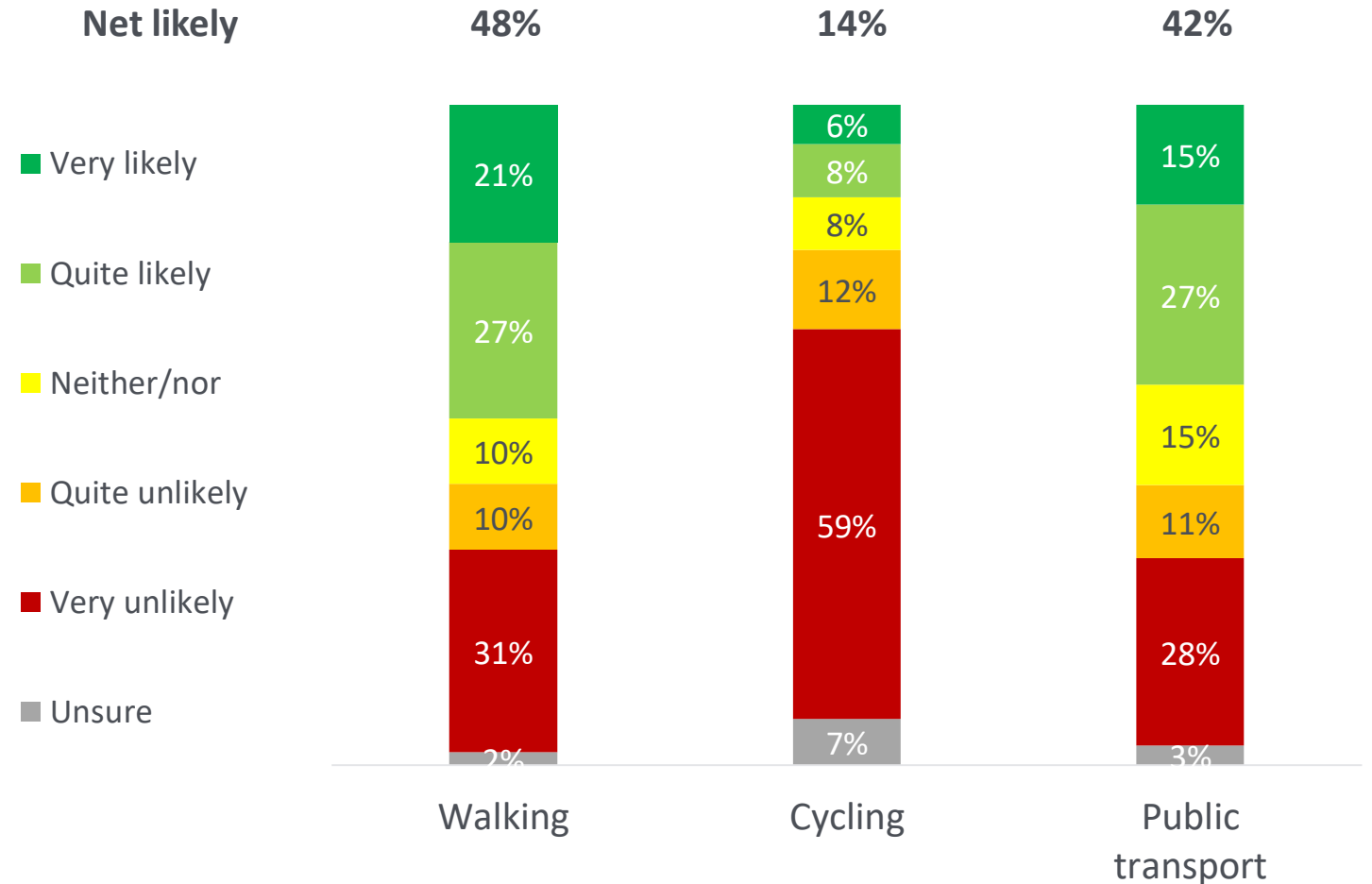
Consideration of walking instead of driving was highest in Leith Walk, City Centre and Colinton/Fairmilehead. Those least likely to consider walking lived in Craigentinny/ Duddingston, Liberton/Gilmerton, Portobello/Craigmillar and the Pentland Hills.

Those most likely to consider walking were:
- Women (52% v 44% men said they were very/quite likely to consider this – driven by the proportion saying this was very likely – 24% v 17%, and the proportion of men saying this was very unlikely – 34% v 27%)
- Younger age groups – 65+ were more likely to say this was unlikely than 25-44s (45% v 38%), and 37% of the oldest group said it was very unlikely v 25% of 16-24s and 27% of 25-44s
- People without a health problem/disability (49% likely overall/21% very likely v 36%/13% among those with a health problem)
- Higher SEGs (51% managerial/admin/professional v 41% manual occupations/unemployed).

progressive

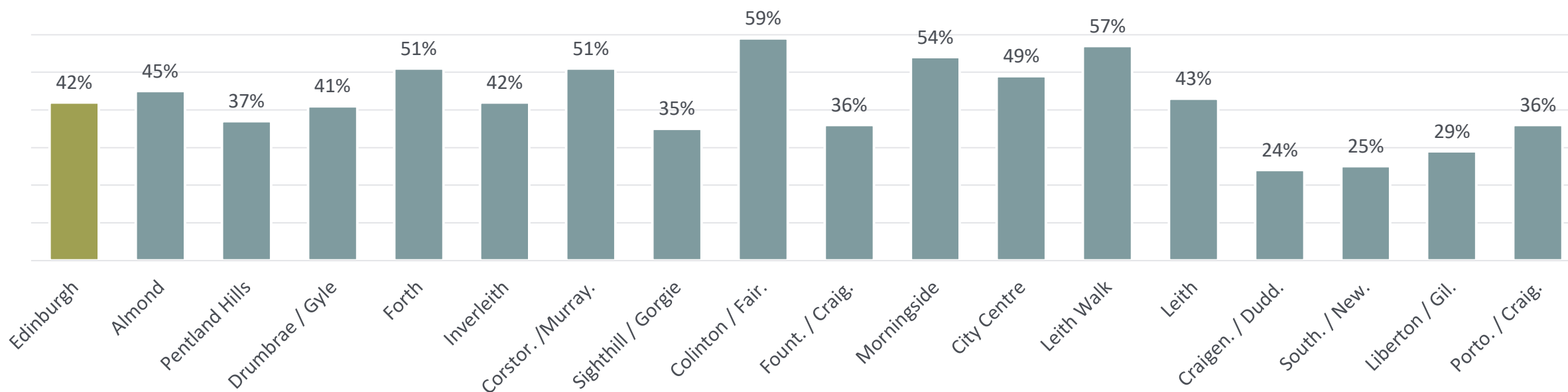# % very/quite likely to consider cycling instead of driving

Edinburgh	Almond	Pentland Hills	Drumbrae / Gyle	Forth	Inverleith	Corstor. /Murray.	Sighthill / Gorgie	Colinton / Fair.	Fount. / Craig.	Morningside	City Centre	Leith Walk	Leith	Craigen. / Dudd.	South. / New.	Liberton / Gil.	Porto. / Craig.
14%	21%	7%	7%	17%	22%	16%	7%	12%	6%	26%	25%	12%	19%	9%	16%	9%	15%

Residents of Morningside, City Centre, Inverleith and Almond were most likely to consider cycling, with at least a fifth saying this across these wards. The lowest levels of likelihood to consider were in Fountainpark/ Craiglockhart, Pentland Hills, Drumbrae/Gyle and Sighthill/Gorgie.

Those most likely to consider cycling were:
- Younger age groups – 78% of 65+ and 73% of 45-64s said this was unlikely v 62% of 16-24s and 68% of 25-44s – and 72% of 65+ said this was very unlikely
- Ethnic minority/non-UK citizens (26% likely v 14% of non-ethnic minority/UK citizens)
- Those with children at home (17% v 13% of those without children)
- People without a health problem/disability (15% v 9% of those with a health problem)
- Higher SEGs (17% managerial/admin/professional v 10% manual occupations/unemployed).

% very/quite likely to consider public transport instead of driving

Area	%
Edinburgh	42%
Almond	45%
Pentland Hills	37%
Drumbrae / Gyle	41%
Forth	51%
Inverleith	42%
Corstor. /Murray.	51%
Sighthill / Gorgie	35%
Colinton / Fair.	59%
Fount. / Craig.	36%
Morningside	54%
City Centre	49%
Leith Walk	57%
Leith	43%
Craigen. / Dudd.	24%
South. / New.	25%
Liberton / Gil.	29%
Porto. / Craig.	36%

More than half of drivers in Colinton/ Fairmilehead, Leith Walk, Morningside, Forth and Corstorphine/ Murrayfield said they would consider using public transport instead of driving. Those least likely to consider this were residents of Craigentinny/ Duddingston, Southside/Newington and Liberton/ Gilmerton.

Those most likely to consider public transport were:
- Women (48% said this was likely v 37% of men)
- Higher SEGs (48% managerial/admin/professional v 32% manual occupations/unemployed)
- Retired people (53% v 42% avg)
- There was less difference by age for public transport: overall likelihood was consistent across age groups although the 65+ respondents were most likely to say they were very likely to consider this (21% v 15% avg).
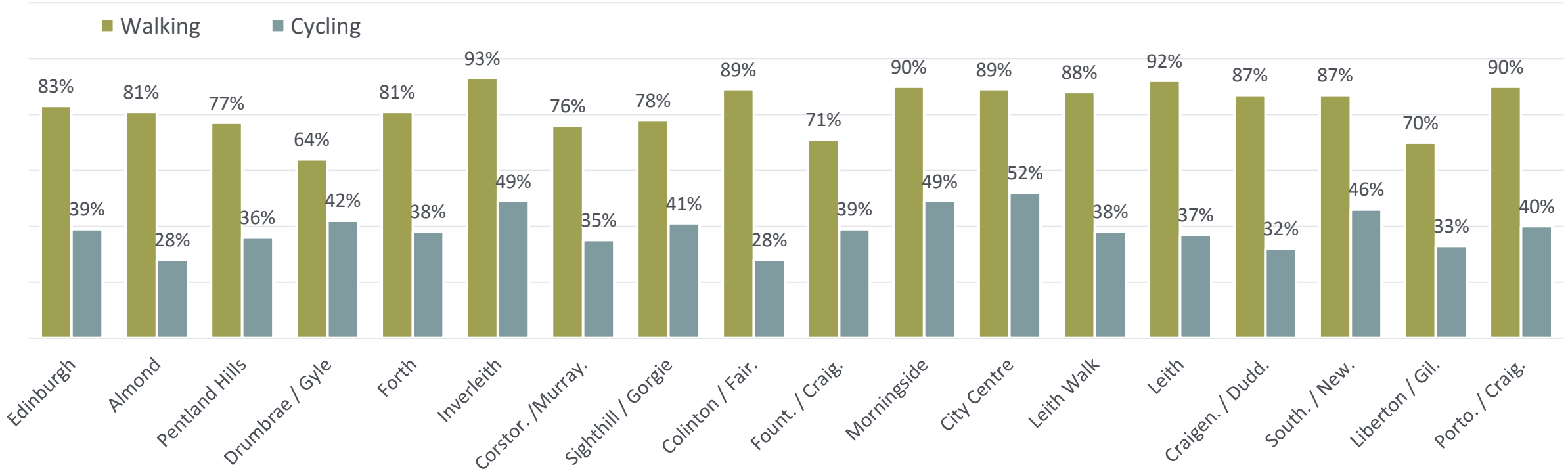
Views of active/sustainable travel in Edinburgh

Q20/Q21. How easy or difficult would you say it is to travel around Edinburgh… on foot/walking / by bike/cycling?
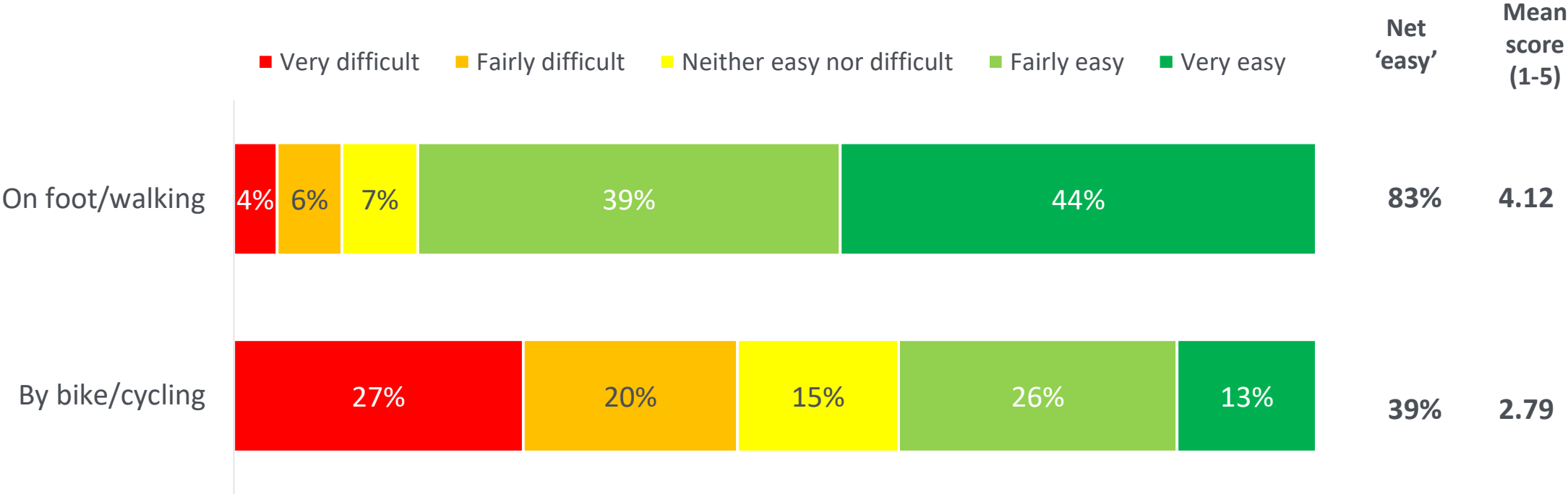
	Net 'easy'	Mean score (1-5)
Legend: ■ Very difficult ■ Fairly difficult ■ Neither easy nor difficult ■ Fairly easy ■ Very easy		

On foot/walking: 4% | 6% | 7% | 39% | 44% — Net 'easy' **83%** — Mean score **4.12**

By bike/cycling: 27% | 20% | 15% | 26% | 13% — Net 'easy' **39%** — Mean score **2.79**

Eight in ten respondents who felt able to comment (83%) considered that travelling around the city on foot was easy (44% in total said it was very easy; 39% said quite easy). However, this figure was much lower for travel by bike – four in ten respondents excluding those who were unsure (39%) said they thought this was easy, but the balance was towards 'fairly' rather than 'very' easy. Over a quarter (27%) said cycling around Edinburgh was very difficult.
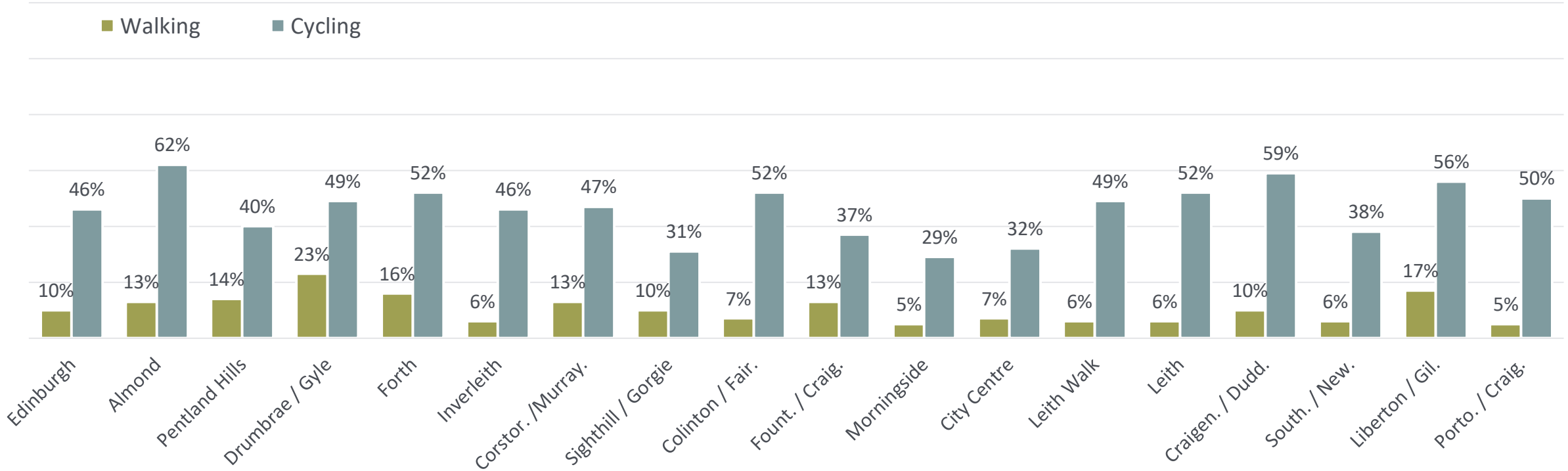
Q20. Base (all excl unsure): 5,074; Q21. Base (all excl unsure): 3,728

% saying travel on foot/by bike is very/quite easy

Legend: Walking, Cycling

Area	Walking	Cycling
Edinburgh	83%	39%
Almond	81%	28%
Pentland Hills	77%	36%
Drumbrae / Gyle	64%	42%
Forth	81%	38%
Inverleith	93%	49%
Corstor. /Murray.	76%	35%
Sighthill / Gorgie	78%	41%
Colinton / Fair.	89%	28%
Fount. / Craig.	71%	39%
Morningside	90%	49%
City Centre	89%	52%
Leith Walk	88%	38%
Leith	92%	37%
Craigen. / Dudd.	87%	32%
South. / New.	87%	46%
Liberton / Gil.	70%	33%
Porto. / Craig.	90%	40%

Ratings of ease of walking around the city were highest among residents of Inverleith, Leith, Portobello/Craigmillar and Morningside. Those living in the City Centre, Inverleith and Morningside were most likely to say cycling around Edinburgh was very/quite easy.

Respondents living in deprived areas (SIMD quintile 1) tended to have a less positive perception of ease of walking – e.g. 39% said walking was very easy v 45% of those living quintiles 2~5 (excluding those who were unsure).

% saying travel on foot/by bike is very/quite difficult

Legend: Walking, Cycling

Area	Walking	Cycling
Edinburgh	10%	46%
Almond	13%	62%
Pentland Hills	14%	40%
Drumbrae / Gyle	23%	49%
Forth	16%	52%
Inverleith	6%	46%
Corstor. /Murray.	13%	47%
Sighthill / Gorgie	10%	31%
Colinton / Fair.	7%	52%
Fount. / Craig.	13%	37%
Morningside	5%	29%
City Centre	7%	32%
Leith Walk	6%	49%
Leith	6%	52%
Craigen. / Dudd.	10%	59%
South. / New.	6%	38%
Liberton / Gil.	17%	56%
Porto. / Craig.	5%	50%

Those most likely to say walking around the city was very/quite difficult were residents of Drumbrae/Gyle, Liberton/Gilmerton and Forth. The proportion saying cycling was very/quite difficult was highest in Almond, Craigentinny/Duddingston and Liberton/Gilmerton.

Respondents living in deprived areas (SIMD quintile 1) were more likely to say cycling was difficult (36% said it was very difficult v 26% in other areas, and 53% v 46% said it was very/quite difficult overall). Those in SIMD quintile 1 were also more likely to say walking around the city was difficult (14% v 10% among residents of quintiles 2~5).

Views of active travel:
Sub-group differences

- Perceptions of ease of travel on foot and by bike varied by demographic sub-group. For example:

    - Age is clearly a factor in relation to perceptions of active travel: ratings of ease declined with age for both walking and cycling. E.g. 91% of 16-24s said walking in Edinburgh is easy v 72% of 65+; the proportion rating cycling as easy declined with each age band (52% 16-24s, 42% 25-44, 36% 45-64, 24% 65+).

    - Unsurprisingly, health and disability also influenced responses to these questions: those without a health problem/disability were more likely to say walking was easy (86% v 63% of those with a health problem): this was driven by the proportions saying 'very' easy (47% v 28%). Conversely, those with a health problem were more likely to say it was difficult (29% v 7% of those without). People with a health problem/disability were also less positive about ease of cycling in the city, with 68% rating this as difficult (v 43% of others) – and 52% said very difficult (v 23% of those without a disability).

    - Those in higher socio-economic groups tended to be more positive, being more likely to say walking round Edinburgh was easy (88% managerial/admin/professional v 76% manual occupations/unemployed) and the same was the case for cycling (42% v 35%).

    - Men and women had similar perceptions of ease of walking, but women thought that cycling round Edinburgh was more difficult than men (55% v 38% said difficult, and 34% v 19% said very difficult) – while men were more likely to say it was easy (45% v 33% of women) or very easy (16% v 10%).

Perceptions of drivers / non-drivers

- Those who had driven in the last month were <u>less positive</u> about the ease of travelling round Edinburgh on foot or by bike:

  - 84% of non-drivers thought walking was very/quite easy (46% very easy) compared to 80% of drivers (40% very easy) – though this is still a relatively high proportion of drivers saying walking is easy

  - Drivers were also less likely to say cycling around the city was easy (35% v 42% of non-drivers) and this was driven by more non-drivers saying it was very easy and fairly easy, and fewer saying it was fairly difficult.

- This could be a result of non-drivers having more experience of how easy it is to get around on foot/by bike, suggesting there is scope to persuade drivers to try more active means of transport if the ease of these options is emphasised.

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Very/quite easy   **80%**   **84%**   **35%**   **42%**

Legend:
- ■ Very easy
- ■ Fairly easy
- ■ Neither/nor
- ■ Fairly difficult
- ■ Very difficult

Walking:
- Drivers: Very easy 40%, Fairly easy 40%, Neither/nor 10%, Fairly difficult 6%, Very difficult 4%
- Non-drivers: Very easy 46%, Fairly easy 38%, Neither/nor 5%, Fairly difficult 6%, Very difficult 4%

Cycling:
- Drivers: Very easy 11%, Fairly easy 24%, Neither/nor 15%, Fairly difficult 23%, Very difficult 27%
- Non-drivers: Very easy 15%, Fairly easy 27%, Neither/nor 15%, Fairly difficult 17%, Very difficult 26%

Walking   **Cycling**

63
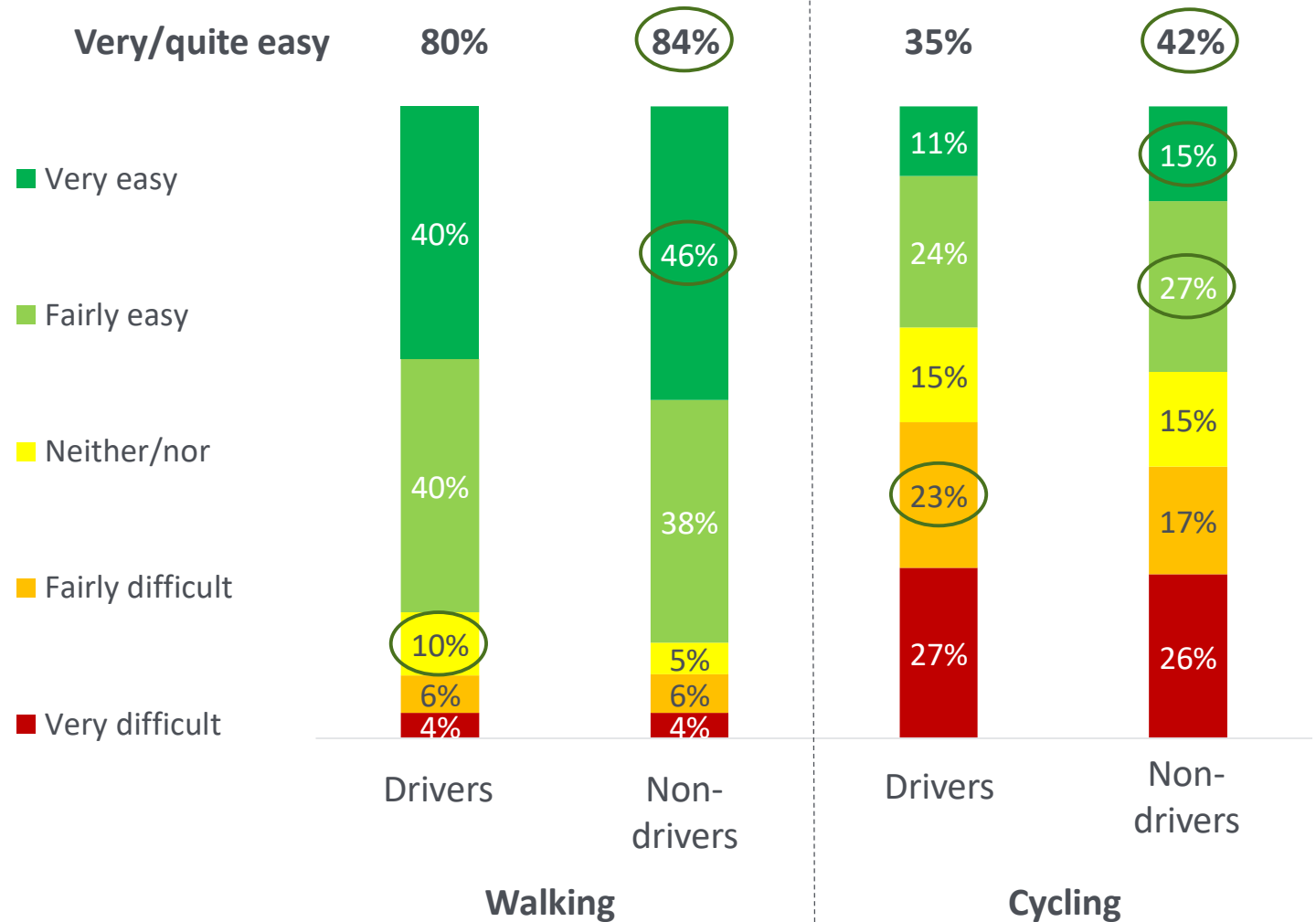
Q22. Thinking about public transport in Edinburgh, please tell me if you agree or disagree that it is…

progressive

					Net agree	Mean score (1-4)

Legend: ■ Unsure ■ Strongly disagree ■ Somewhat disagree ■ Somewhat agree ■ Strongly agree

Statement	Somewhat disagree	Somewhat agree	Strongly agree	Net agree	Mean score (1-4)
Easy to access in my local area	3%	28%	67%	95%	3.63
Good coverage across Edinburgh	3%	31%	63%	93%	3.58
Safe		36%	59%	95%	3.57
Frequent	6%	36%	55%	91%	3.47
Affordable	6%	40%	50%	90%	3.40
Reliable	7%	42%	46%	88%	3.35
Faster than other options	5% / 6% / 12%	40%	38%	78%	3.15

These questions were asked of all respondents who had not driven in the last month. Views of public transport in Edinburgh among non-drivers were overwhelmingly positive. The majority agreed (somewhat or strongly) with all statements, and at least nine out of ten agreed that it is easy to access, provides good coverage, is safe, frequent and affordable – the balance for these statements was towards strong agreement. The only slightly less positive response related to speed of public transport, although 78% still agreed that it was faster than other options. Ratings among those who travel to work by bus were very similar to responses overall, suggesting high levels of satisfaction among those who commute by bus.

Base (all except those who drove in the last month): 3,034

% <u>strongly agreeing</u> PT is easy to access in their local area
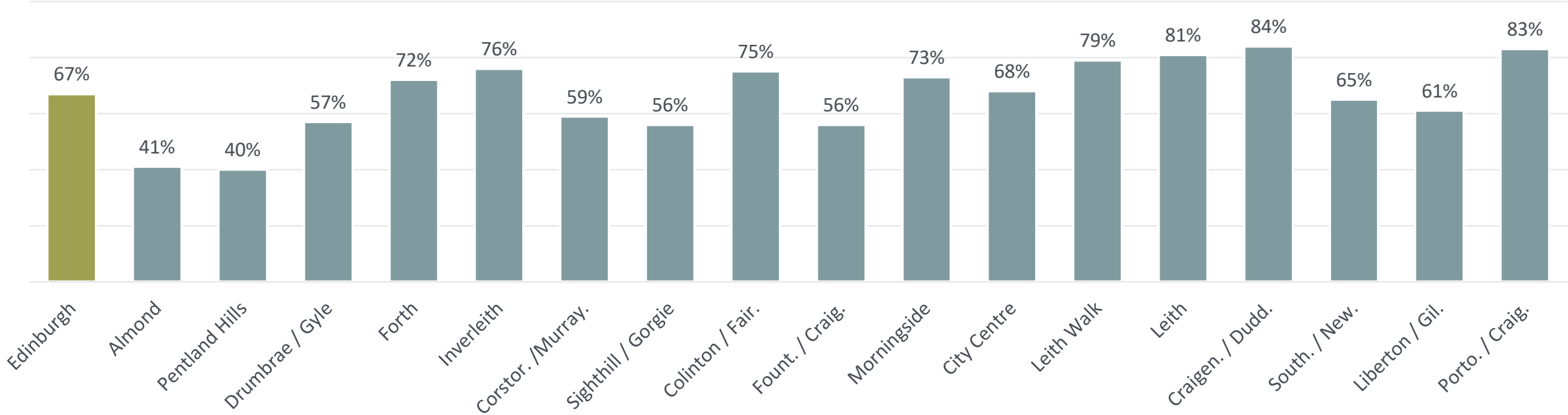
Strong agreement about ease of public transport access was highest in Craigentinny/Duddingston, Portobello/Craigmillar and Leith. Those least likely to agree strongly were residents of the Pentland Hills and Almond*.

Please note that for several aspects, ratings were lowest for residents of Pentland Hills and Almond. This could be due to a variety of factors including: a slightly older age profile than average in these wards; slightly higher than average % with a health problem/disability in Pentland Hills; higher than average % lower SEG and % living in SIMD areas in Pentland Hills; very low levels of bus use/high % of drivers among Almond residents.

Those most likely to agree (somewhat/strongly) PT is easy to access were:
- Those without a health problem/disability (95% v 91% of those with a health problem/disability)
- Higher SEGs (96% managerial/admin/professional v 93% manual occupations/unemployed)
- The oldest were slightly <u>less</u> likely to agree with this (92% v 95% avg) and more likely than the youngest to disagree (5% v 3% among 16-44s).

% strongly agreeing PT has good coverage across Edinburgh

progressive

Ward	%
Edinburgh	63%
Almond	41%
Pentland Hills	46%
Drumbrae / Gyle	51%
Forth	72%
Inverleith	66%
Corstor. /Murray.	57%
Sighthill / Gorgie	50%
Colinton / Fair.	68%
Fount. / Craig.	52%
Morningside	59%
City Centre	66%
Leith Walk	77%
Leith	82%
Craigen. / Dudd.	79%
South. / New.	57%
Liberton / Gil.	51%
Porto. / Craig.	75%
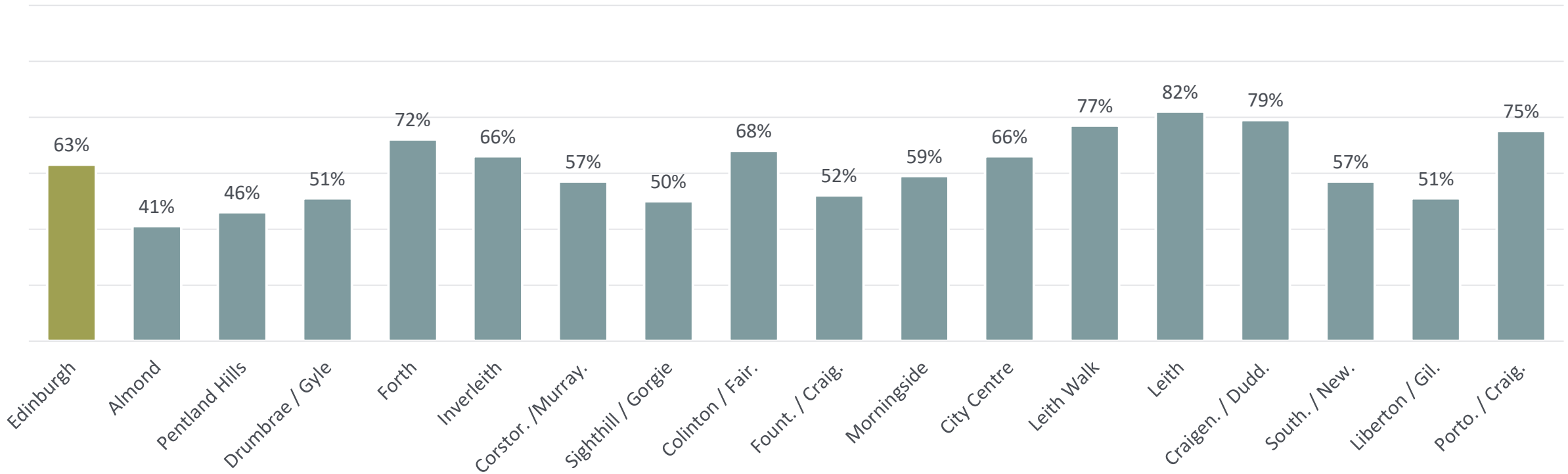
Agreement was strongest that public transport provides good coverage across Edinburgh in Leith, Craigentinny/Duddingston, Leith Walk, Portobello/Craigmillar and Forth wards. Those least likely to strongly agree with this statement were living in Almond, Pentland Hills and Sighthill/Gorgie.

Good coverage across the city was rated best by respondents without a health problem/disability (94% said they somewhat/ strongly agreed v 90% of those with a health problem).

% strongly agreeing PT is safe

Bar chart showing % strongly agreeing PT is safe:
- Edinburgh: 59%
- Almond: 47%
- Pentland Hills: 29%
- Drumbrae / Gyle: 51%
- Forth: 61%
- Inverleith: 63%
- Corstor. / Murray.: 54%
- Sighthill / Gorgie: 45%
- Colinton / Fair.: 75%
- Fount. / Craig.: 46%
- Morningside: 65%
- City Centre: 64%
- Leith Walk: 74%
- Leith: 74%
- Craigen. / Dudd.: 74%
- South. / New.: 57%
- Liberton / Gil.: 57%
- Porto. / Craig.: 61%
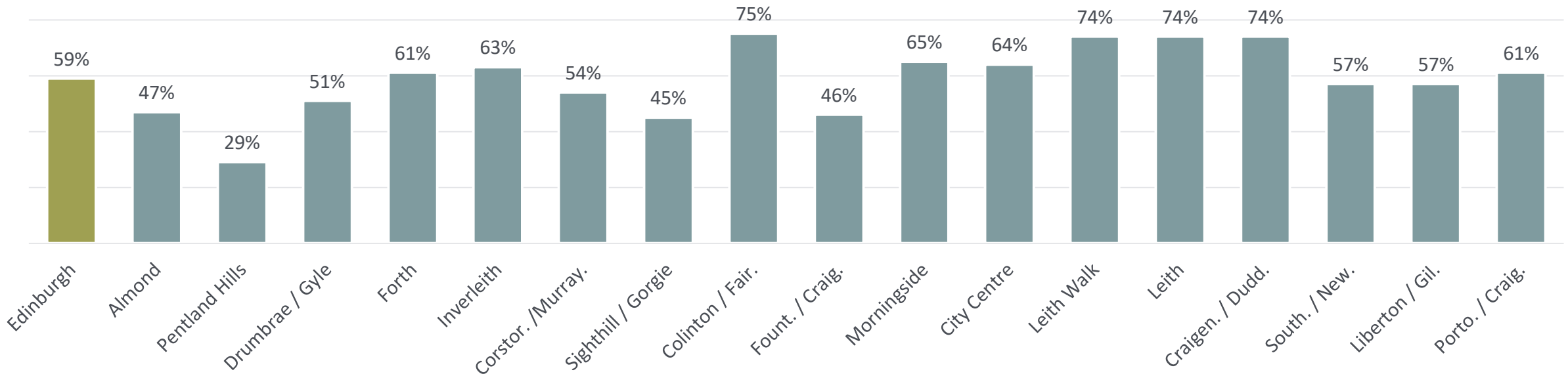
Ratings of safety were highest among residents of Colinton/Fairmilehead, Leith Walk, Leith and Craigentinny/Duddingston – three quarters agreed strongly in these wards. Ratings were considerably lower in the Pentland Hills (29%), and just under half strongly agreed in Sighthill/Gorgie, Fountainpark/Craiglockhart and Almond.

Perceptions of safety were better among:
- 25-44s (96% agreed somewhat/strongly that it was safe, v 93-94% among other age groups)
- Respondents without a health problem/disability (96% v 90% of those with a health problem)
- Higher SEGs (97% managerial/admin/professional v 92% manual occupations/unemployed).

% <u>strongly agreeing</u> PT is frequent
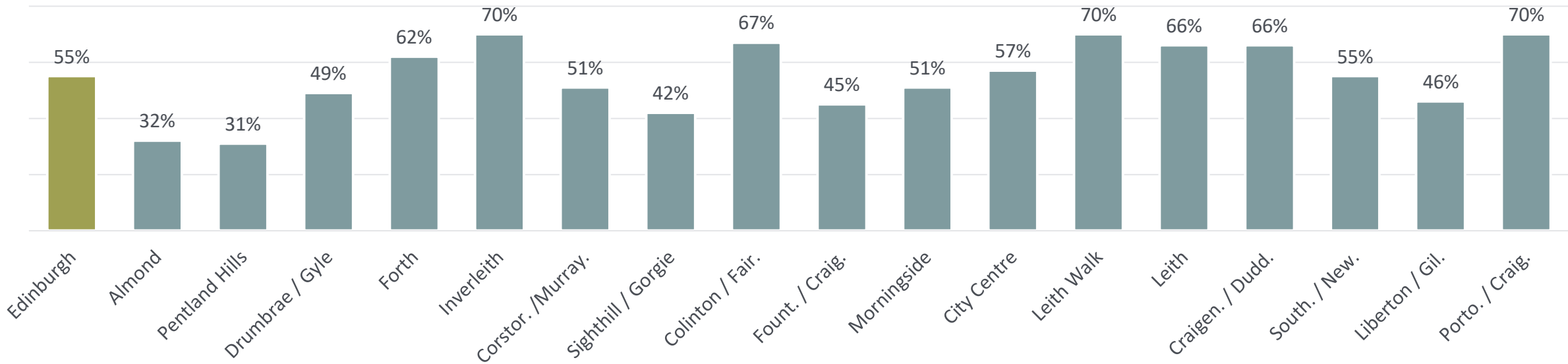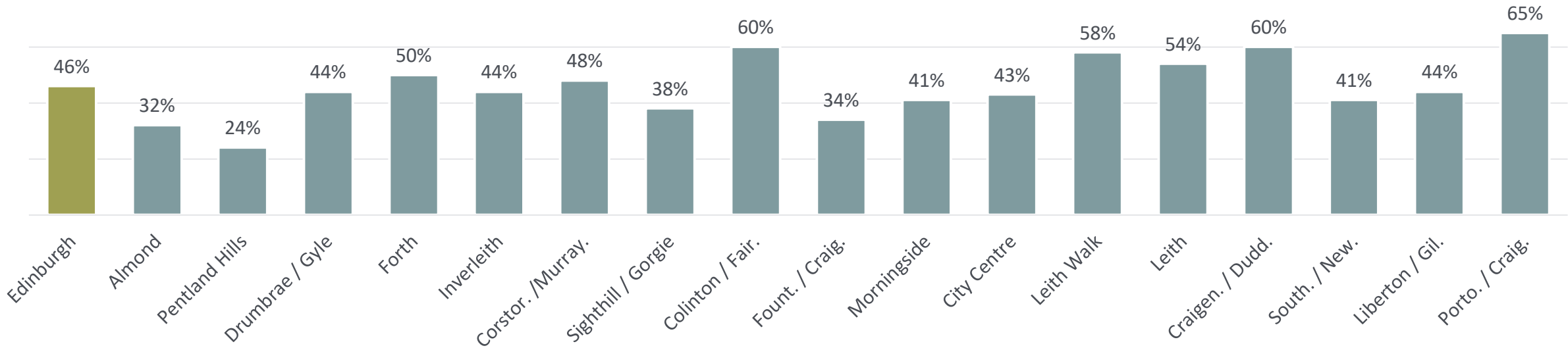

Seven in ten respondents strongly agreed public transport is frequent in Inverleith, Leith Walk, and Portobello/Craigmillar. Those least likely to say this were residents of Pentland Hills and Almond – around three in ten strongly agreed in these wards.

Frequency of public transport was rated best by:
- Those aged 25+ - the youngest age group were less likely to strongly agree (50%) than all other age groups (55-59%) – although there was less difference in overall agreement by age group
- Respondents without a health problem/disability (92% agreed somewhat/strongly v 88% of those with a health problem)
- Higher SEGs (93% managerial/admin/professional v 90% manual occupations/unemployed).

% <u>strongly agreeing</u> PT is affordable

Bar chart showing % strongly agreeing public transport is affordable by area:

- Edinburgh: 50%
- Almond: 38%
- Pentland Hills: 38%
- Drumbrae / Gyle: 53%
- Forth: 54%
- Inverleith: 45%
- Corstor. /Murray.: 55%
- Sighthill / Gorgie: 43%
- Colinton / Fair.: 67%
- Fount. / Craig.: 41%
- Morningside: 42%
- City Centre: 47%
- Leith Walk: 58%
- Leith: 57%
- Craigen. / Dudd.: 62%
- South. / New.: 46%
- Liberton / Gil.: 48%
- Porto. / Craig.: 55%
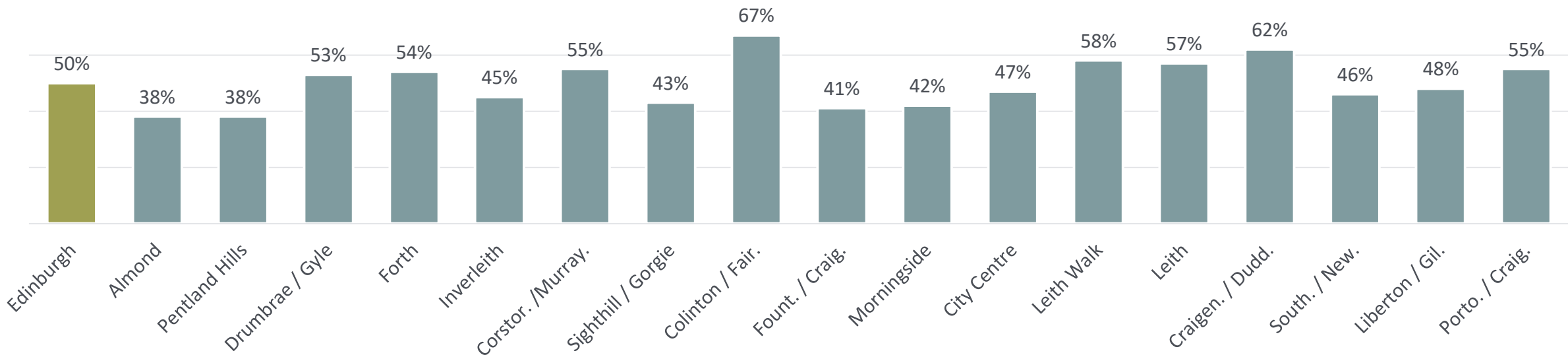
Respondents from Colinton/Fairmilehead, Craigentinny/Duddingston, Leith Walk and Leith wards were most likely to agree strongly that Edinburgh's public transport is affordable. Again, residents from Pentland Hills and Almond were least likely to strongly agree with this.

Those most likely to agree (somewhat/strongly) that public transport is affordable were:
- 65+ (96% agreed v 90% avg; 73% strongly agreed v 50% avg) and retired people (96% agreed) – unemployed people were least likely to agree (78%)
- Non-ethnic minority/UK citizens (90% v 86% of ethnic minority/non-UK citizens)
- Those without children (91% v 85% of those with children)
- Respondents without a health problem/disability (91% v 87% of those with a health problem)
- Residents of less deprived areas (95% v 93% of those in the most deprived areas).

% <u>strongly agreeing</u> PT is reliable

Edinburgh	Almond	Pentland Hills	Drumbrae / Gyle	Forth	Inverleith	Corstor. /Murray.	Sighthill / Gorgie	Colinton / Fair.	Fount. / Craig.	Morningside	City Centre	Leith Walk	Leith	Craigen. / Dudd.	South. / New.	Liberton / Gil.	Porto. / Craig.
46%	32%	24%	44%	50%	44%	48%	38%	60%	34%	41%	43%	58%	54%	60%	41%	44%	65%

Ratings of reliability were highest in Portobello/Craigmillar, Colinton/Fairmilehead and Craigentinny/Duddingston, followed by Leith Walk and Leith. Residents of the Pentland Hills and Almond were least likely to strongly agree with this statement, followed by those living in Fountainpark/Craiglockhart and Sighthill/Gorgie.

Ratings of reliability were better among:
- Those aged 25+ - the youngest respondents were less likely to strongly agree (38% v 46% avg) or agree overall (85% v 89-90% among other age groups) – they were also more likely to disagree overall than all other age groups (13% v 7-10%)
- Respondents without a health problem/disability (89% v 86% of those with a health problem)
- Respondents without children (89% v 83% of those with children at home)
- Higher SEGs (90% managerial/admin/professional v 87% manual occupations/unemployed)
- Those living in less deprived areas (89% v 85% of those in deprived areas).

% strongly agreeing PT is faster than other options

progressive

Ward	%
Edinburgh	38%
Almond	25%
Pentland Hills	28%
Drumbrae / Gyle	39%
Forth	50%
Inverleith	38%
Corstor. /Murray.	38%
Sighthill / Gorgie	36%
Colinton / Fair.	56%
Fount. / Craig.	34%
Morningside	35%
City Centre	33%
Leith Walk	42%
Leith	44%
Craigen. / Dudd.	46%
South. / New.	31%
Liberton / Gil.	26%
Porto. / Craig.	44%
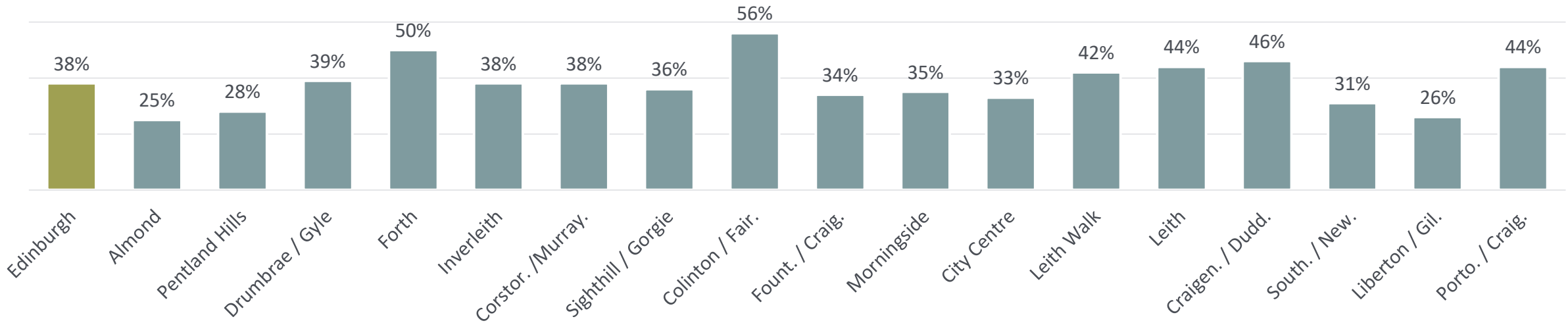
Speed of public transport received the lowest ratings overall. Residents of Colinton/Fairmilehead and Forth wards were most positive about speed of public transport, with at least half strongly agreeing it was faster than other options. Again, those living in Almond, Liberton/Gilmerton and the Pentland Hills were least likely to strongly agree with this.

Those most likely to agree public transport is faster than other options were:
- Older respondents – 84% of 65+ agreed v 78% avg, and 50% strongly agreed v 38% avg
- Non-ethnic minority/UK citizens (79% v 73% of ethnic minority/non-UK citizens).

Summary and conclusions

Overview

Survey overview

- This travel behaviour survey achieved a robust and representative sample of 5,172 Edinburgh residents.

- At least 300 interviews were conducted in each of the 17 wards across the city and quotas were set on age, gender, ethnicity and working status. The sample design and research method replicated the Edinburgh People Survey (EPS) to ensure data comparability in future waves.

- Survey results provide insight in relation to:
    - Current travel and transport behaviour among residents of Edinburgh
    - Motivations and barriers to switching to more sustainable transport choices

- This data will also act as a baseline to be monitored via future waves of the EPS.

Demographic profile

- 45% of respondents said their household did not have access to a car, and 42% did not hold any kind of driving licence.

- 69% lived in a household with no adult bikes, and 39% of those with children in the household did not have children's bikes.

- 14% had a long term health problem or disability. Of these, the most common health problems were reduced physical capacity (31% of those with a health problem/disability) and mobility issues (29%).

Current travel behaviour

Patterns in current travel behaviour

- The most frequently used modes of travel in the last month were **walking** (39% whole/32% part journeys most days); **bus** (31%) and **driving** (22%). There were some sub-group differences in relation to current travel patterns, for example:
  - **Walking** was most common among the youngest residents, women, higher socio-economic groups, ethnic minority/non-UK citizens, those without a health problem/disability, and unemployed residents. It was least common among the oldest residents, those with a health problem/disability, lower socio-economic groups, men, non-ethnic minority/UK citizens and those without children.
  - **Bus travel** was most common among 16-24s, women, those without children at home, ethnic minority/non-UK citizens, lower socio-economic groups and students. It was least common among men, the middle aged, the self-employed, non-ethnic minority/UK citizens and those with children.
  - Those most likely to have **driven** in the last month were: men, 45-64 year olds, higher socio-economic groups, non-ethnic minority/UK citizens, those with children in the household, and those with no health problem/disability. Those least likely to drive were 16-24 year olds, women, lower SEGs, students, the unemployed, ethnic minority/non-UK citizens, those without children and those with a health problem/disability.
  - Those most likely to **cycle** were men, younger residents, ethnic minority/non-UK residents, those without a health problem/disability and higher SEGs. Those least likely to cycle were the oldest age group, women, lower SEGs, non-ethnic minority/UK citizens and those with a health problem/disability.

- There were also clear differences in travel behaviour based on SIMD data. Residents in the **most deprived areas** were more likely than others to have used the bus frequently, and more likely **not** to have driven, cycled, used the train or the tram at all in the last month. These findings reflect lower bike and car ownership among residents living in the most deprived areas.

- Substantial proportions of those who had driven in the last month also used other means of transport most days or several times a week. For example, more than half of drivers said they walked whole journeys most days/several times a week; three in ten had travelled by bus frequently. This suggests that there is potential to increase active/sustainable travel among drivers as they are already using these modes for at least some journeys.

Modal split by journey type

Travel to work/education

- Those who were in work or education were most likely to travel there by bus (43%), while 30% travel by car and 20% walk this journey.
  - **Commuting by bus** was more common among those living in areas of multiple deprivation, lower SEGs, 16-24s, women, people with a health problem/disability, ethnic minority/non-UK citizens. Ratings of public transport among those who travel to work by bus were very similar to responses overall, suggesting high levels of satisfaction among those who commute by bus.
  - Those most likely to **travel to work by car** (as a driver or passenger) were self-employed people, lower SEGs, men, 25-64s, and those with children in the household. Other findings (see reasons for commuting by car) suggest self-employed and lower SEGs may have the least flexibility in terms of travel to work, e.g. if they need their car for work or to transport heavy goods.
  - **Walking** to work/education was more common among those in the least deprived areas, higher SEGs, 16-24s, students and women.

Local journeys

- Walking was by far the most common way of making local journeys (e.g. to the shops, post office, doctors, etc) – two thirds said they did this most often on foot (66%). Just under a fifth (17%) make local journeys by car and 14% do so by bus.
  - Those most likely to **walk** for local journeys included younger people and higher SEGs.
  - **Car use** for local journeys was more common among those with children
  - **Bus travel** was more common for these journeys among older residents and retired people, women, those without children, people with a health problem/disability and lower SEGs.

Modal split by journey type

Taking children to school/nursery

- Walking was the most often used mode of transport for taking children to school or nursery – 56% said they do this. Three in ten take children to school by car and 12% take the bus.
  - **Walking** children to school/nursery was more common among women and those aged 25-44s.
  - **Driving** children to school was most common among men, higher socio-economic groups and older age groups (45+).
  - Those most likely to take children to school **by bus** were lower socio-economic groups and the youngest and oldest age groups.

Travel to the city centre

- When travelling to the city centre, bus was the most popular option – two thirds choose this mode most often (65%). Walking was mentioned by a fifth (19%) and one in ten get there by car (9%).
  - **Walking** to the city centre was more likely among higher SEGs, those living in the least deprived areas, students and people without a health problem/disability.
  - Those most likely to travel **by bus** to the city centre were retired/older people, women, lower SEGs, those living in areas of multiple deprivation, people with a health problem/disability.
  - Groups most likely to travel **by car** were lower SEGs those with children in the home.

→*Most people living in Edinburgh travel sustainably for many of their journeys – while modal split varied for different journey types, cars tended to be less popular than bus and walking when looking at overall travel behaviour in the last month. However, as always there is scope to encourage more people to travel actively/ sustainably.*

The commute to work/education

- As noted earlier, the journey to work or education is most likely to be made by bus (43%), car (30%) or on foot (20%). Around a third travel <2 miles and a third travel 2-5 miles to their place of work or education; 15% travel further than 5 miles and 9% travel more than 10 miles. Unsurprisingly, the main mode of travel varies by the distance of commute. For the shortest journey to work/education, walking was most common (50% of journeys under 2 miles are done on foot). For journeys of 2-5 miles, use of buses and cars almost doubles and the proportion walking reduces from 50% to 7%. Car use increases dramatically once the journey is more than 10 miles.

- Most commuters (70%) travel to work/education between 7am and 9.30am, although almost a fifth make this journey later in the morning (18%). Higher SEG respondents were more likely to travel between 7am and 9.30am; lower SEG residents were more likely to travel at each of the other times of day. There was slightly more variation in terms of the time of journeys home, with just over half (53%) travelling between 4.30pm and 6.30pm, and around a fifth travelling later in the evening (22%) or earlier in the afternoon (18%). Higher SEGs were more likely to travel between 4.30pm and 6.30pm; again lower SEGs were more likely to travel at each of the other times of day.

- The main difference in mode of transport based on time of commute to work is that those travelling to work in the evening (between 6.30pm and midnight) or during the night/early hours of the morning (midnight to 6.59am) are more likely to travel by car/van than those travelling at other times of day, and less likely to travel on foot.

- The vast majority of commuters (89%) make a single purpose trip on the way to work/education. Among those who make a multiple purpose trip to work, the most common reasons for doing so are to go shopping (40%) or take children to school (29%). Commuters were more likely to make a multiple purpose trip on the way home (14% make a multi-purpose trip and 9% said it varies), and a greater number of reasons was given – the most common was to go shopping (65%), while around one in ten mentioned meeting family/friends, picking children up, and going to the gym.

Reasons for commuting by car

Reasons for commuting by car

- Respondents who commute by car were asked to choose their top three reasons for doing so. Taking all reasons together, the most commonly mentioned were that it is faster than other options (53%), they need their car/van for work (48%) and/or that it is more comfortable/provides shelter from the weather (44%). Distance, lack of alternatives and having to transport luggage or other items were also mentioned by around three in ten respondents. When ranking reasons for commuting by car, needing the car/van for work was most often given as the top reason (23%), followed by lack of alternatives (15%). Speed was the next most commonly mentioned most important reason (ranked first by 14%), although this tended to be mentioned as a second or third factor (by a fifth each).

- Different groups of respondents gave different reasons for commuting by car, which will have an impact on their likelihood to consider alternatives. In particular, SEG and working status had an impact on these findings – e.g. self-employed people were most likely to say they need their car/van for work and that there is no alternative. Higher SEGs were more likely to mention speed, cheaper than public transport, need to drop off/collect children, comfort/weather; lower SEGs were more likely to mention needing their car/van for work, having to carry items, and having no realistic alternatives.

- Those who drive to work/education were asked whether they would consider car sharing, and 14% said they already did so. Just under a fifth said they would definitely consider it (17%) and the same proportion said they would possibly consider it – so almost half (48%) would consider, or already do, car share. Men and the youngest respondents were most likely to already be car sharing.

→ *Those making shorter journeys tend to use active/sustainable methods to commute to work or education. While some people do not see this as an option, there is scope to encourage car sharing schemes.*

Consideration of alternative modes

Likelihood to consider alternatives

- Respondents who had driven at least weekly in the last month were asked what could make them consider walking, cycling or using public transport for journeys they currently make by car. Around half gave at least one reason to consider walking, and just over half gave at least one reason to consider public transport. However, the majority of drivers (58%) said none of the listed factors would encourage them to cycle instead.

- When asked directly how likely they were to consider making journeys they currently make by car by any of these methods, respondents were most likely to consider walking (48% were quite or very likely to consider making journeys on foot) or public transport (42%), and least likely to consider cycling (14%).

What will encourage other options?

- **Factors most likely to encourage walking** relate to the practical features of streets and paths – a fifth mentioned improved condition of pavements/paths (19%), and 16% said more direct paths and better street lighting.
- Aspects which **might encourage cycling** instead of driving again tended to focus on practical aspects of infrastructure – most commonly better cycle lanes/paths (21%) and improved condition of cycle lanes/paths (17%). Much smaller proportions mentioned anything else (less than 10% for all other factors).
- Quicker journey times (21%) and increased service frequency (17%) were most often given as **reasons to consider public transport** instead of driving, followed by better service reliable (13%) and more destinations (11%).
- 'Other' responses given to these questions did suggest that drivers do try to use other options where possible – for example, the most common other comment in relation to public transport was that respondents already use the bus where possible, and/or positive comments about the bus service available.

Views of active/ sustainable travel

Views of active/sustainable travel

- Eight in ten respondents who felt able to comment (83%) considered that travelling around the city on foot was easy (44% very easy; 39% quite easy). However, this figure was much lower for travel by bike – four in ten respondents excluding those who were unsure (39%) said they thought this was easy, but the balance was towards 'fairly' (26%) rather than 'very' easy (13%). Over a quarter (27%) said cycling around Edinburgh was <u>very</u> difficult.

- There was some variation in perceptions by sub-group, for example:
  - Perceptions of ease of travelling around Edinburgh declined with age. Unsurprisingly, those with a health problem/disability gave lower ratings for these aspects than those without a health problem.
  - Respondents living in deprived areas tended to have a more negative perception of ease of walking/cycling, as did those in lower socio-economic groups.
  - Those who had driven in the last month were also less positive about the ease of travelling round Edinburgh on foot or by bike. This could be a result of non-drivers having more experience of how easy it is to get around on foot/by bike, suggesting there is scope to persuade drivers to try more active means of transport if the ease of these options is emphasised.

- Views of public transport in Edinburgh were overwhelmingly positive. The majority of non-drivers agreed (somewhat or strongly) with all statements about public transport, and at least nine out of ten agreed that it is easy to access, provides good coverage, is safe, frequent and affordable – and the balance for these statements was towards strong agreement. The only slightly less positive response related to speed of public transport, although eight in ten respondents still agreed that it was faster than other options.

→ *While cycling is less likely to be considered, people could be persuaded to walk or use public transport for at least some journeys. High ratings of the public transport system also suggest that there are positive messages to be communicated about public transport in the city which could help promote further use.*

Appendices

Sample profile

Adults in household	
One	23%
Two	55%
Three	15%
Four or more	7%
Base	**5,172**

Children in household	
None	76%
One	12%
Two	9%
Three	2%
Four or more	<1%
Base	**5,172**

Ethnicity		
White	Scottish	74%
	English	5%
	Welsh	<1%
	Northern Irish	<1%
	British	11%
	Irish	1%
	Gypsy/Traveller	-
	Polish	2%
	Other European Union Group	3%
	Any other white ethnic group	1%
Mixed/multiple ethnic groups	Any mixed or multiple ethnic groups	<1%

Ethnicity		
Asian, Asian Scottish or Asian British	Pakistani, Pakistani Scottish or Pakistani British	1%
	Indian, Indian Scottish or Indian British	<1%
	Bangladeshi, Bangladeshi Scottish or Bangladeshi British	<1%
	Chinese, Chinese Scottish or Chinese British	1%
	Asian other	<1%
African, Caribbean or black	African, African Scottish or African British	<1%
	Caribbean, Caribbean Scottish or Caribbean British	<1%
	Black, Black Scottish or Black British	<1%
	African, Caribbean or Black Other	<1%
Other ethnic group	Arab	<1%
	Other ethnic group	1%
Prefer not to say		<1%
Base		**5,172**

Sample profile

Long-term health problem / disability	
Yes	14%
No	84%
Prefer not to say	2%
Base	**5,172**

Blue badge holder	
Yes	3%
No	96%
Prefer not to say	<1%
Base	**5,172**

Long-term health problem / disability	
Reduced physical capacity	31%
Mobility issues	29%
Mental health issue	20%
Physical co-ordination difficulties	15%
Hearing impairment	5%
Visual impairment (not corrected by spectacles or contact lenses)	4%
Learning disabilities	3%
Speech impairment	1%
Severe disfigurement	1%
Other	4%
Would rather not say	9%
Base (all with a health problem)	**748**

Vehicle access

progressive

Cars/vans leased/owned	
Avg (whole sample)	*0.7*
Avg (of all with at least 1)	*1.3*
None	46%
1	38%
2	15%
3+	2%
Base	**5,172**

Motorcycles/scooters	
Avg (whole sample)	*0.0*
Avg (of all with at least 1)	*1.8*
None	98%
1	1%
2	<1%
3+	<1%
Base	**5,172**

Children's bicycles (aged 5-15)	
Avg (whole sample with children)	*1.0*
Avg (of all with at least 1)	*1.6*
None	39%
1	33%
2	23%
3+	5%
Base (all with children)	**1,223**

Cars/vans supplied as part of job	
Avg (whole sample)	*0.1*
Avg (of all with at least 1)	*1.2*
None	95%
1	4%
2	<1%
3+	<1%
Base	**5,172**

Adult bicycles	
Avg (whole sample)	*0.6*
Avg (of all with at least 1)	*1.8*
None	69%
1	15%
2	11%
3+	5%
Base	**5,172**

Car access by sub-group
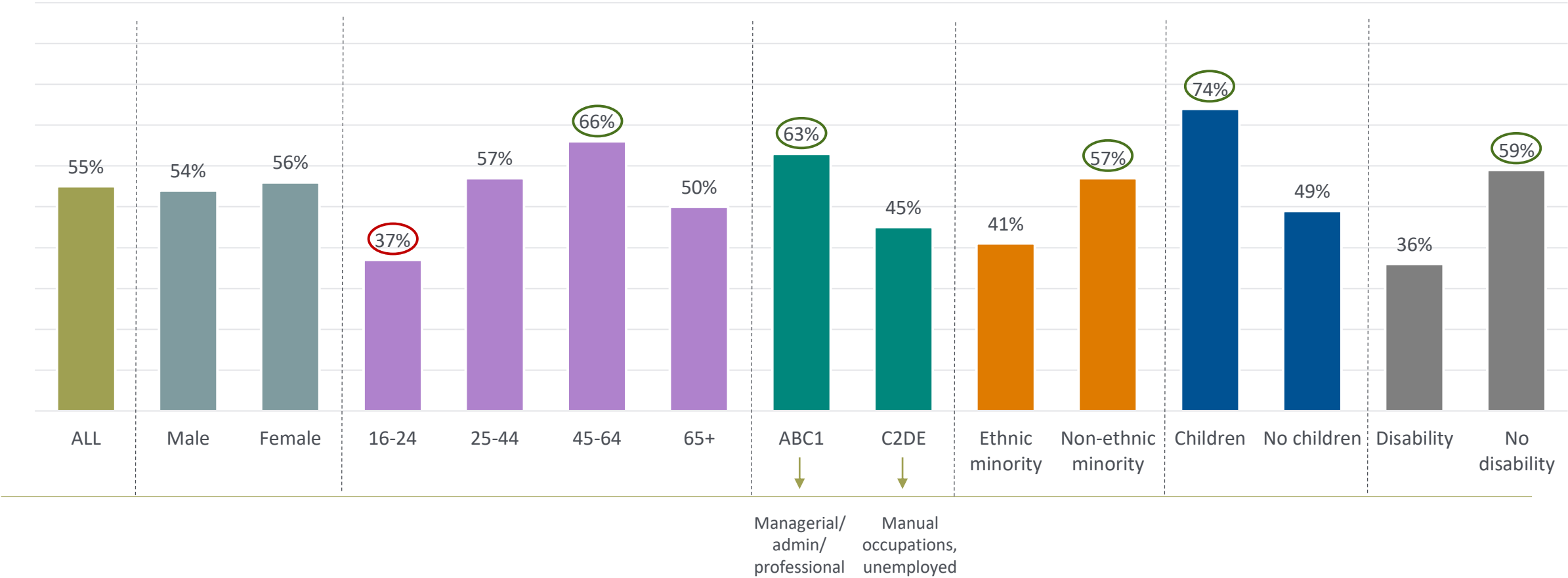
Those most likely to have access to a car in their household were those aged 45-64, higher socio-economic groups, non-ethnic minority/UK citizens, those with children in the household, and people without a long term health problem/disability.

Adult bike access by sub-group
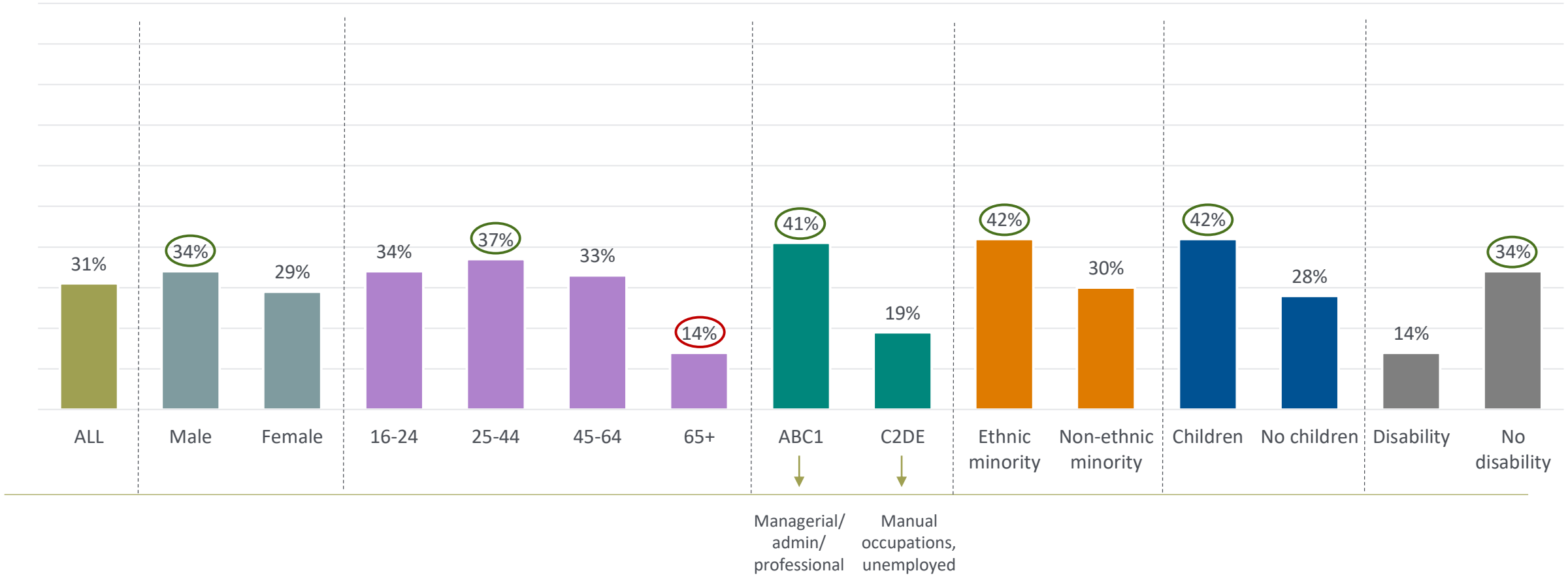
Those most likely to have access to at least one adult bike were men, those aged 25-44, higher socio-economic groups, ethnic minority/non-UK citizens, those with children in the household, and people without a long term health problem/disability.

Technical Appendix
Quantitative

- The data for the 2019 Travel Behaviour Survey was collected and processed by Progressive Partnership Ltd.

- The data was collected by face to face interviews – in-street and in-home

- The target group for this research study was residents of City of Edinburgh Council.

- The target sample size was 5,100, and the final achieved sample size was 5,172.

- Respondents were selected using a stratified random sampling technique, whereby interviewers worked to specified quota controls on key sample criteria, and selected respondents randomly within these quotas.

- Quotas were set on age, gender, working status and ethnicity.

- Fieldwork was undertaken between 13th September and 17th December 2019.

- Interviews lasted around 10 minutes on average.

- In total, 42 interviewers worked on data collection.

- Each interviewer's work is validated as per the requirements of the international standard ISO 20252. Validation was achieved by re-contacting (by telephone or email) a minimum of 10% of the sample to check profiling details and to re-ask key questions from the survey. Where telephone or email details were not available re-contact may have been made by post. All interviewers working on the study were subject to validation on their work.

- Quota controls were used to guide sample selection for this study. This means that we cannot provide statistically precise margins of error or significance testing as the sampling type is non-probability. The margins of error outlined below should therefore be treated as indicative, based on an equivalent probability sample. The overall sample size of 5,172 provides a dataset with an approximate margin of error of between ±0.27% and ±1.36%, calculated at the 95% confidence level (market research industry standard). Each ward sub sample of 300 provides a dataset with an approximate margin of error of between ±1.13% and ±5.66%.

- All research projects undertaken by Progressive comply fully with the requirements of ISO 20252.