



Monthly Change Headlines

- **November Travel Summary** – November has seen a general decrease across most modes of travel, which may be due to a combination of introducing stricter regional lockdown measures, with many authorities being moved in Protection Level 4 as of the 20 November, and less favourable weather conditions. Such declines were particularly evident in the Glasgow region with significant decline at the end of the month. This continues the downward trend observed in September, when new lockdown measures were also introduced.
- **Active Travel** – Walking and cycling movements fell in most Local Authorities with some minor exceptions over the month of November. Weather appears to be the key contributor to decline, with colder and less favourable weather conditions prevalent, particularly around the middle of the month.
- **Bus Service Provision** – Bus service provision varies across the country. Several Local Authorities are reporting at or above pre-COVID levels (September 2018), with West Lothian being the highest, at 112%, and Stirling the lowest, at 63% of typical levels.
- **Bus Concessionary Travel** – Bus concessionary travel has seen a decline in November, decreasing from 45% of 2019 levels during week ending 1 November to 41% of 2019 levels in week ending 29 November.
- **Rail Stations (Glasgow Central and Edinburgh Waverley)** – Glasgow Central and Edinburgh Waverley railway stations footfall was below levels observed over the equivalent 2019 period, with 24% of typical activity recorded at Edinburgh Waverley, and 20% at Glasgow Central. Glasgow observing significant decline from the 21 November.
- **Glasgow Subway and Edinburgh Trams** – Subway patronage decreased significantly through November, with a monthly decline of 40%, whilst Tram remained largely unchanged. Both remained below baseline levels (equivalent 2019 period), at 14% for Edinburgh Trams and 16% for Glasgow Subway.
- **CalMac Ferries** – Monthly decreases in Passenger and Car traffic were recorded in all regions in November whilst Commercial Vehicle traffic observed less pronounced monthly change. Levels generally remained below 2019 equivalent period volumes, with Passenger traffic down by 44% to 59%, Car traffic down by 26% to 41%, and Commercial Vehicles down by 2% to 10%.
- **Trunk Road Traffic** – November traffic volumes declined month on month across most of the country. Limited growth was observed and this tended to be in small clusters around urban areas. Compared to the March 2020 pre-COVID-19 baseline period, observed traffic generally remained below baseline levels across the country, including the Highlands and Argyll and Bute that had previously seen tourist growth over the summer.
- **Cross-Border Traffic** – On average over the month of November cross-border traffic decreased by 26% compared to October levels. Average traffic levels remained below those recorded in the equivalent 2019 period.
- **Google Mobility Data** – November ‘Workplace’ movements increased in all regions with the exception of West Dunbartonshire where levels were consistent with the previous month. The highest increase was recorded in Orkney, with 12% growth. There was relatively little change in ‘Grocery and Pharmacy’ movements in city regions (-4% to 1%), while non-city regions saw slightly higher change in some areas (-13% to 2%). ‘Retail and Recreation’ movements saw declines in most areas and significant regional variation. The largest decrease was recorded in Perth and Kinross, with a decline of -12%.

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ACTIVE TRAVEL Monthly Change ⁽¹⁾



City Local Authorities ⁽³⁾		% Change ⁽²⁾	Rest of Scotland LA Average ⁽⁴⁾		% Change ⁽²⁾
	Walking	-1% ↓		Walking	-6% ↓
	Cycling	-4% ↓		Cycling	-19% ↓

(1) Monthly Change compares the whole of November with the whole of October due to the variability of movement data in each week of the months assessed

(2) Baseline comparison refers to November 2019

(3) City Local Authorities (LAs) includes Glasgow City and Edinburgh City

(4) Rest of Scotland Local Authorities includes Argyll and Bute, East Dunbartonshire, North Ayrshire, Perth and Kinross, and Stirling

Summary

- Walking Trips** – From the sample data for walking, monthly activity decreased across most of the country in the month of November. The average monthly walking changes observed in Local Authorities ranged from 10% increase (Stirling) to -19% (Argyll and Bute and North Ayrshire). Levels of activity fluctuated throughout the month, likely influenced by less favourable weather conditions and prevailing colder temperatures which was evident in the middle of the month. Walking movements in Edinburgh, Glasgow, Stirling and for the most part Perth and Kinross were lower than the equivalent 2019 period, whereas other non-City Local Authorities reported activity around or above baseline levels.
- Cycling Trips** – On average, cycling activity decreased for all regions through November compared with the whole month of October. Non-City Local Authorities recorded a more pronounced drop in cycling activity. The largest declines were observed in Argyll and Bute, North Ayrshire, Perth and Kinross and East Dunbartonshire ranging from 18% to 38%, continuing a similar trend to last month. Activity was comparable to or below baseline levels recorded in the November 2019 period for Edinburgh, Stirling and Glasgow, but higher in the Non-City Local Authorities for the same period. Cycling activity reported significant drops in demand around the middle of the month, which appeared to be heavily influenced by weather and colder conditions.

ACTIVE TRAVEL – Walking



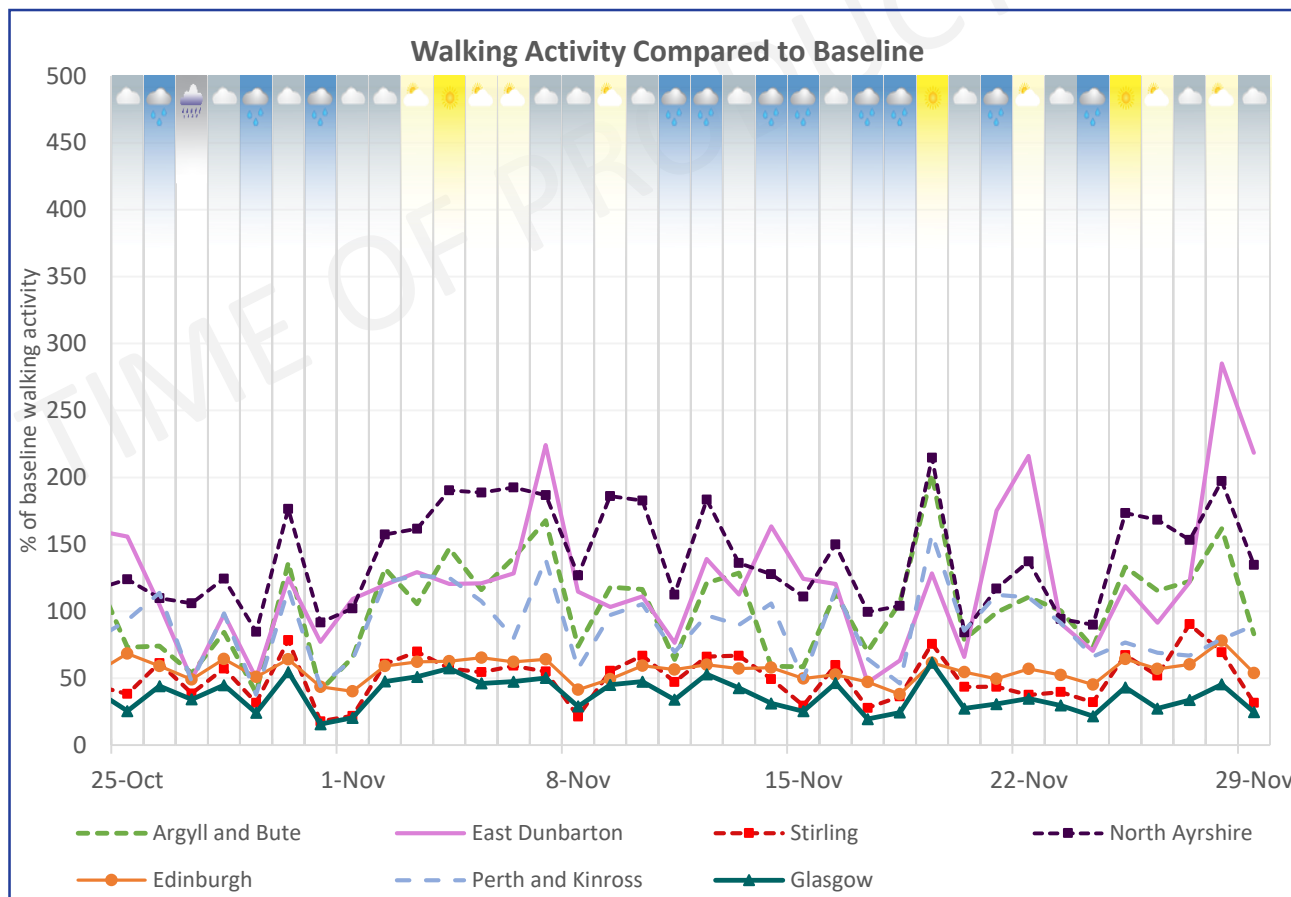
Key Points

- Most Local Authorities recorded a decrease in walking activity through November compared with the whole of October. Argyll and Bute and North Ayrshire saw the largest decrease in walking activity, down by 19%. Glasgow observed a less pronounced decrease of 7%, while Edinburgh saw an increase of 1%. Stirling recorded the highest increase of all regions with activity up 10%.
- Walking activity in November was higher than the equivalent 2019 period in Argyll and Bute, North Ayrshire, East Dunbartonshire. Perth and Kinross observed activity below 2019 levels for the most part over November. Walking activity recorded in City Local Authorities and Stirling were below baseline levels throughout the month, with Glasgow particularly low towards the end of the month.
- There was a decline in walking activity around the middle of the month, likely influenced by less favourable weather conditions.
- In week ending 29 November, walking trips in most Local Authorities increased compared to the previous week, with the exception of Glasgow (-8%) and Perth and Kinross (-22%). East Dunbartonshire reported the highest increase with 22%.

Walking: Monthly Comparison

Source: Local Authorities and Cycling Scotland
Confidence: Medium

Baseline: Index 100 = November 2019



ACTIVE TRAVEL – Walking Urban Rural Classification



Key Points

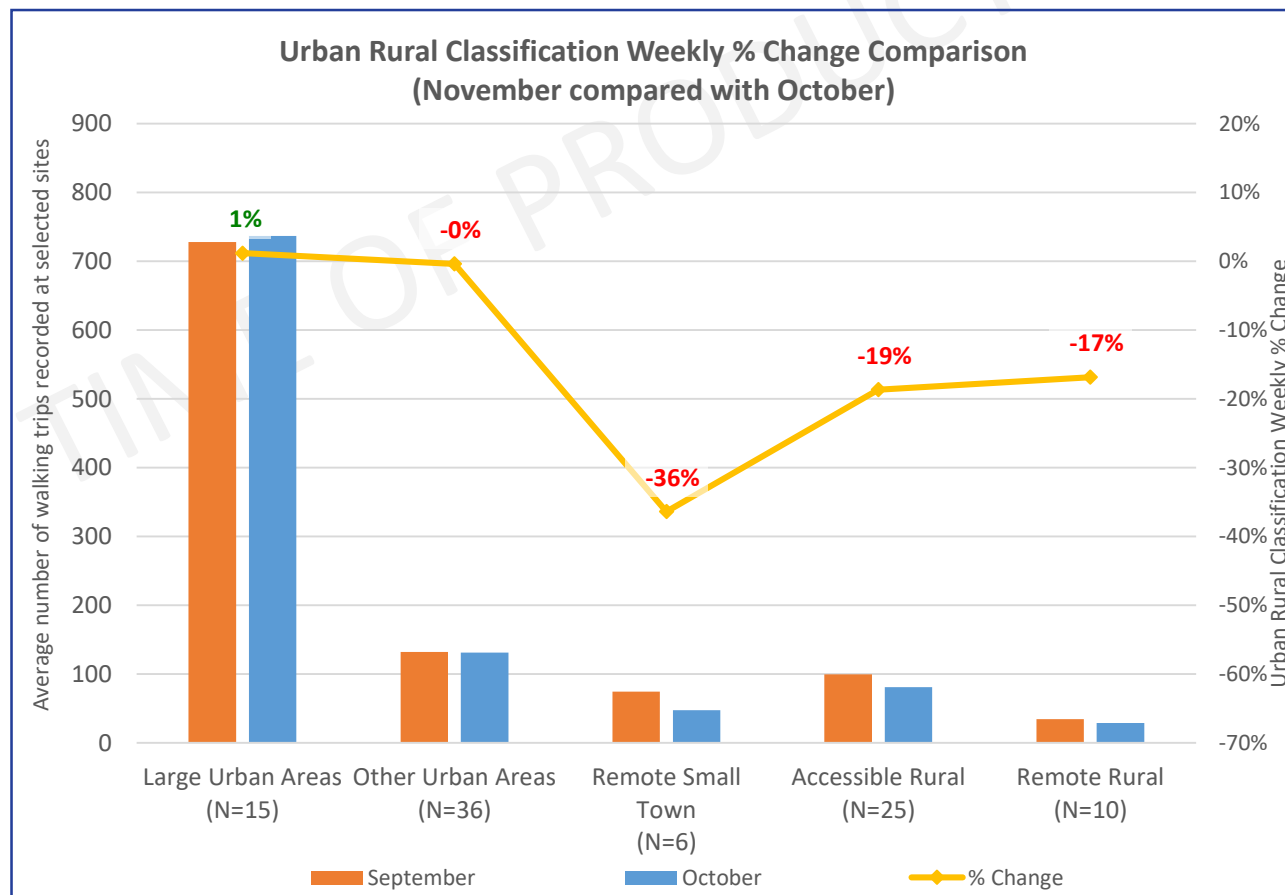
- Compared to the whole month of October, walking activity across the month of November decreased in the 'Remote Small Town', 'Accessible Rural' and 'Remote Rural' categories.
- The highest decrease over this period was seen in Remote Small Towns with a decline of 36%, consistent with the previous month. However it should be noted that the category is informed by only 6 sites.
- Accessible Rural and Remote Rural areas saw declines, with walking volumes reduced by 19% and 17% respectively.
- Large Urban areas saw a slight increase of 1%, while Other Urban Areas reported consistent numbers to the previous month.

DATA NOTE: Accessible Small Towns excluded as no count sites present. Average number of trips are calculated as per counter values for each category.

Walking: Urban Rural Walking Activity

Source: Local Authorities and Cycling Scotland
Confidence: Medium

Monthly Change Comparison



ACTIVE TRAVEL – Cycling



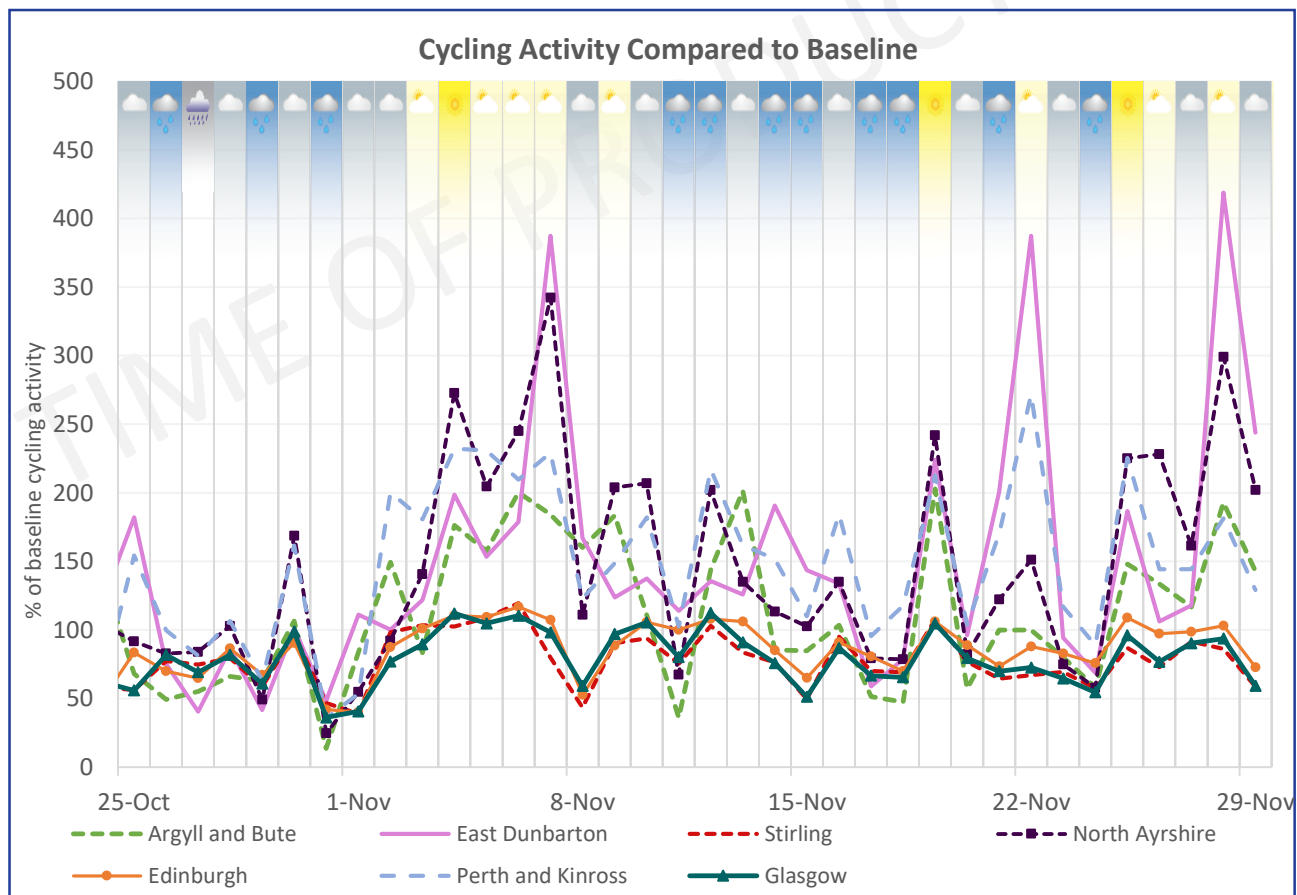
Key Points

- All Local Authorities recorded a decrease in cycling activity through November compared with the whole of October. Non-City Local Authorities saw a more noticeable drop in activity, with the largest declines recorded in Argyll and Bute and North Ayrshire, with decreases of 38% and 23% respectively.
- Similar to the previous month, cycling activity in Argyll and Bute, East Dunbartonshire, North Ayrshire and Perth and Kinross remained higher than the equivalent 2019 period through most of November. Activity in City Local Authorities and Stirling were observed as comparable to or below 2019 levels.
- Similar to walking, cycling activity reported drops in demand around the middle of the month, which appeared to be heavily influenced by weather conditions.
- Compared to the previous week, several Local Authorities reported increases, except Glasgow, Stirling and Perth and Kinross. The most pronounced decline was in Perth and Kinross (-11%). The highest increases were observed in North Ayrshire (40%) Argyll and Bute (32%).

Cycling: Monthly Comparison

Source: Local Authorities and Cycling Scotland
Confidence: Medium

Baseline: Index 100 = November 2019



ACTIVE TRAVEL – Cycling Urban Rural Classification



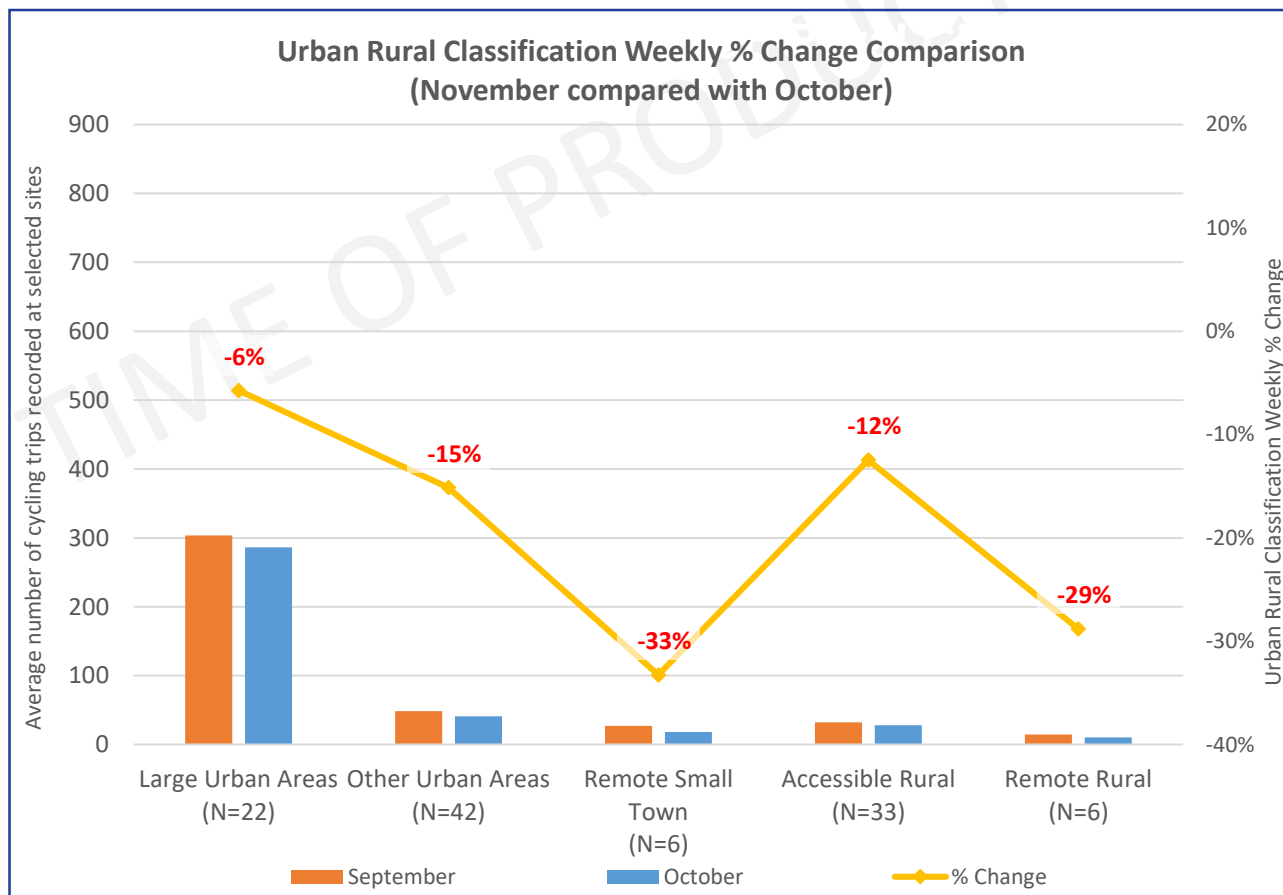
Key Points

- Cycling levels by Urban Rural Classification across the month of November compared to whole month of October declined in both urban and non-urban areas.
- The largest decrease in cycling activity was observed in 'Remote Small Town', with a decline of 33%. Similarly in other rural areas, 'Remote Rural' observed a decline of 29%.
- 'Accessible Rural' also observed a decrease in cycling with a decline of 12%.
- A less pronounced though notable decline was observed in 'Large Urban Areas', at 6%, whereas 'Other Urban Areas' recorded a more noticeable change with a decrease of 15%.

Cycling: Urban Rural Cycling Activity

Source: Local Authorities and Cycling Scotland
Confidence: Medium




Monthly Change Comparison







DATA NOTE: Accessible Small Towns excluded as no count sites present. Average number of trips are calculated as per counter values for each category.

PUBLIC TRANSPORT Monthly Change ⁽¹⁾



Bus and Train Monthly Change ⁽¹⁾		% Change
	Bus Service Provision ⁽²⁾	1% ↑
	Bus Concessionary Travel ⁽²⁾	-2% ↓
	Rail Stations (Central and Waverley)	-30% ↓

Other Modes Monthly Change ⁽¹⁾		% Change
	Glasgow Subway	-40% ↓
	Edinburgh Tram	0%
	CalMac Passenger & Cars ⁽³⁾	-40% ↓
	CalMac Commercial Vehicles ⁽³⁾	-6% ↓

(1) The Monthly Change Comparison compares the last week in November (week ending 29 Nov) with last week in October (week ending 1 Nov)

(2) Percentage change includes all local authorities of Scotland

(3) CalMac Ferries data is provided from Friday to Friday therefore Monthly Change compares week of the 21 Nov to 27 Nov with the 24 Oct to 30 Oct

Summary

- Bus Service Provision** – Bus service provision varies across the country. Several Local Authorities are reporting at or above pre-COVID levels (equivalent period in 2018), with West Lothian being the highest, at 112%, and Stirling the lowest, at 63% of typical levels.
- Bus Concessionary Travel** – Bus concessionary travel has seen a decline in November, decreasing from 45% of 2019 levels during week ending 1 November down to 41% of 2019 levels in week ending 29 November.
- Rail Stations (Glasgow Central and Edinburgh Waverley)** – Glasgow Central and Edinburgh Waverley railway stations recorded decreased monthly footfall in November, with monthly declines of 35% and 24% respectively. Footfall was below levels recorded over the equivalent 2019 period at both locations, with 24% of typical activity recorded at Edinburgh Waverley, and 20% at Glasgow Central.
- Glasgow Subway and Edinburgh Trams** – Subway patronage decreased through November, with monthly declines of 40%, whereas Tram reported no change. Both remained well below baseline levels recorded in the equivalent 2019 period at 15% (Trams) and 16% (Subway).
- CalMac Ferry** – Month on month decreases in passenger (-23% to -43%) and vehicle traffic (-15% to -41%) was recorded in all areas over in November. Commercial traffic also declined in all regions but was more comparable to the month prior with decreases ranging from -4% to -7%. Volumes remained below the equivalent 2019 period in all modes. Passenger traffic was down by 44% to 59% compared to 2019 levels, while Car traffic declined by between 26% and 41%, and Commercial Vehicle levels were down by 2% to 10% over this period.

PUBLIC TRANSPORT – Bus Concessionary Travel



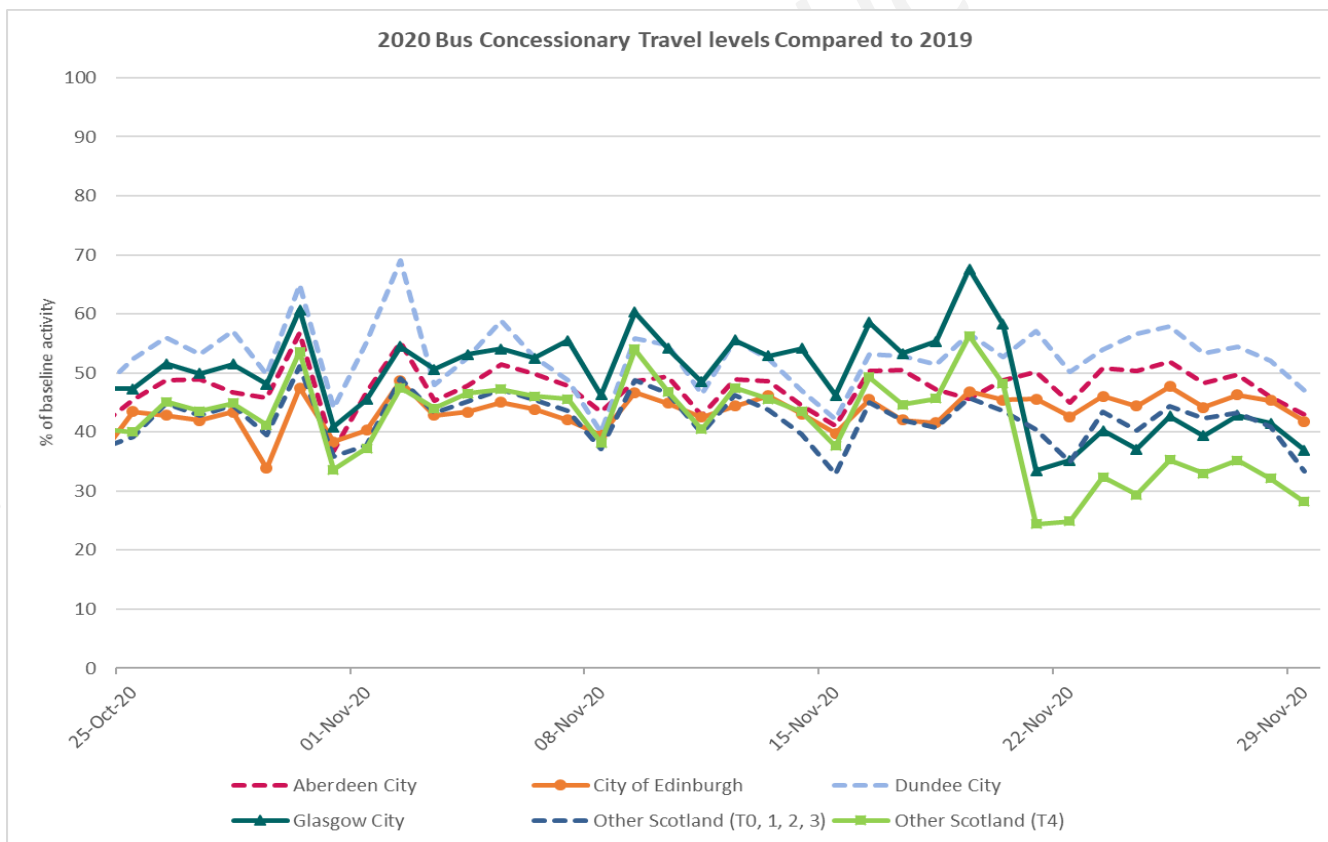
Key Points

- Throughout the month of November Bus Concessionary Travel activity remained significantly below levels recorded over the equivalent period in 2019. Travel decreased from 45% of 2019 levels during week ending 1 November to 41% of 2019 levels in week ending 29 November.
- Midweek levels were broadly consistent across week ending 29 November 2020, but a notable increase in travel was recorded for Glasgow and other Local Authorities currently under Protection Level 4 on Friday 19 November 2020. Activity appeared to drop significantly by the 21 November, in line with Glasgow and other Local Authorities being moved to Protection Level 4 effective 20 November.
- Levels in and Dundee appear to be recovering faster than other cities, being closer to 2019 demand than Edinburgh and Aberdeen. During week ending 29 November 2020, levels in Dundee were 54% of baseline. Edinburgh travel was 45% of the equivalent period in 2019, while Aberdeen was at 49%. Glasgow levels declined to 40% of baseline in week ending 29 November from 50% in week ending 1 November. This is likely the impact of Glasgow being moved to Protection Level 4.

Bus Concessionary Travel

Source: ITSO Electronic Transactions Data (Excludes Manual Transactions)
Confidence: Medium

Baseline: Index 100 = Equivalent Period in 2019



DATA NOTE: Bus concessionary travel data captures the issuing Local Authorities rather than where the journeys have taken place. The data has been used here as an estimation of Local Authority concessionary travel.

PUBLIC TRANSPORT – Weekday Bus Services Supply by Region



Key Points

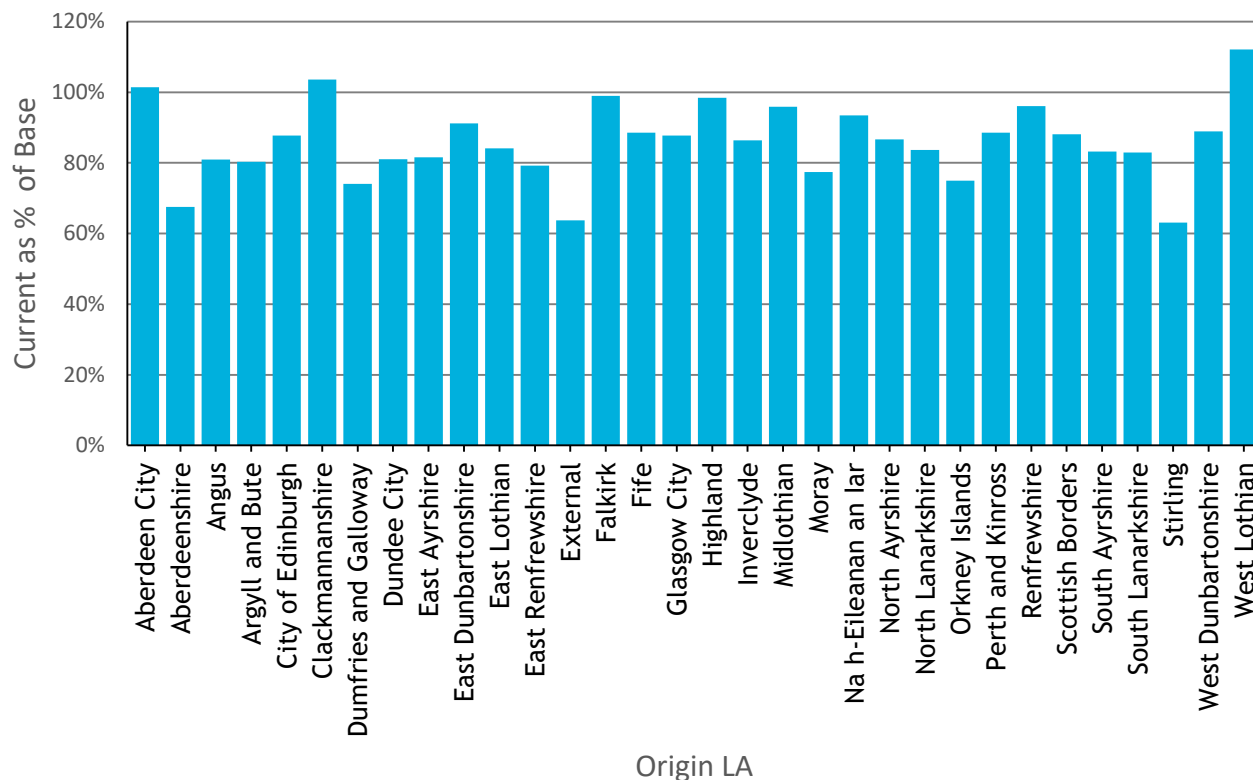
- Bus service data is derived from Traveline and reported for Wednesday 18 November 2020, with base comparison being Wednesday 5 September 2018.
- Consistent with the previous month, bus service operation in many Local Authorities is approaching baseline volumes, with Aberdeen, Clackmannanshire, Falkirk and West Lothian very close to or above these levels. As in October, Stirling recorded the lowest levels, at 63% of baseline, again potentially linked to a reduction in university services. This is consistent with the levels observed in October.
- Significant month on month changes were recorded in a number of areas. The most notable reduction occurred in Dundee (-11%). The largest increases were recorded in Highland (31%) and Argyll and Bute (6%).
- External services (services originating outside Scotland) saw a marginal reduction compared to October, falling from 65% to 64% of baseline levels.

Bus Service Operation by Region

Source: Traveline Weekly Bus Tracker Wednesday 5 September
Confidence: Medium

Baseline: Index 100 = Wednesday 5 September 2018

Summary by Origin LA



DATA NOTE: Bus data only includes operators across the country with more than 500 services per day.

Prepared on behalf of Transport Scotland's COVID-19 Support Hub, any enquires should be made to TS.Covid19Support@gov.scot. If this data is used in any ministerial (or other) briefings, please contact the same email address to check it is still accurate.

PUBLIC TRANSPORT – Weekday Bus Services Supply by Hourly Profile



Key Points

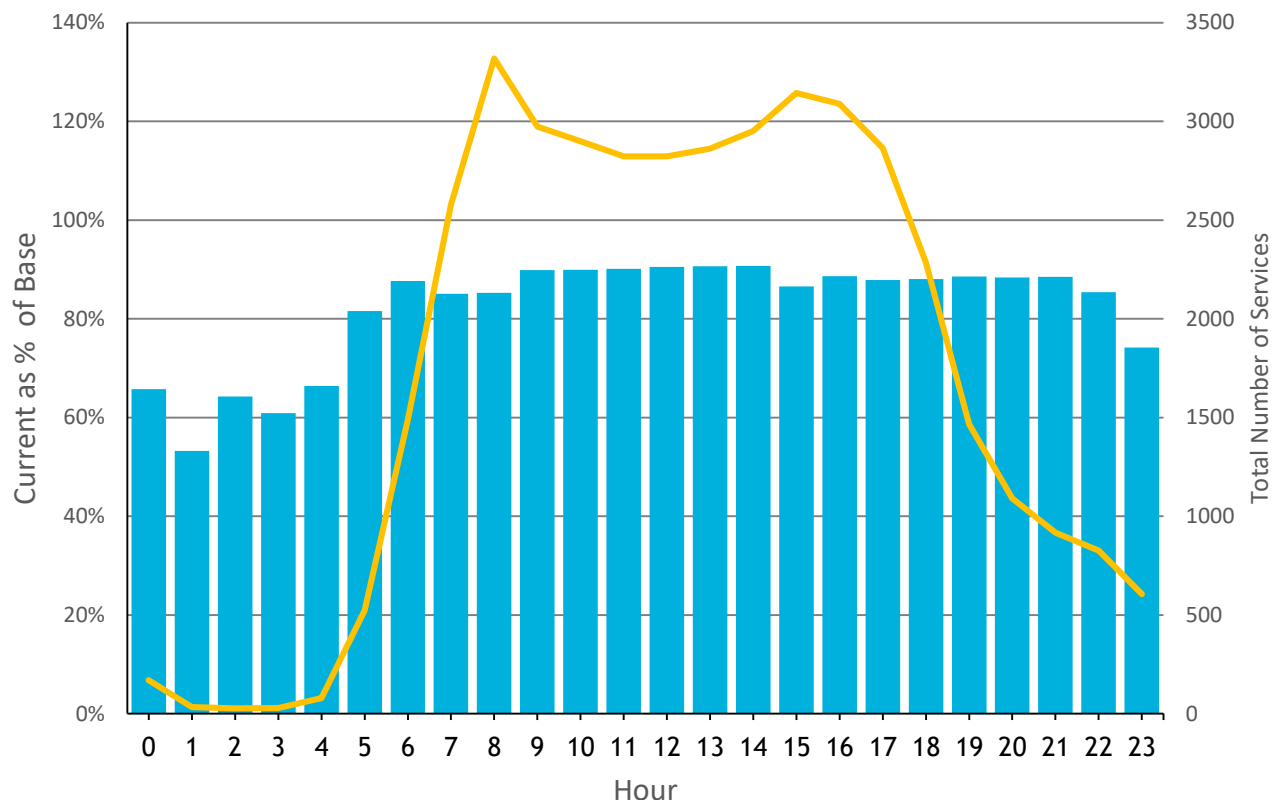
- Bus service data is derived from Traveline and reported for Wednesday 18 November 2020, with base comparison being Wednesday 5 September 2018.
- In terms of change compared to baseline, November levels were generally consistent with the previous month. No change was observed between the hours of 23:00 and 06:00, 07:00 and 08:00 or between 21:00 and 22:00. All other periods saw a marginal increase of 1%.
- Bus operation throughout the day (05:00 to 23:00) was generally similar to pre-COVID-19 baseline levels, consistently above 80% of baseline over this period.
- There is a drop off in bus services between 23:00 and 05:00, with operation ranging from 53% to 74% of baseline levels. In considering the percentage compared to baseline during this period, it is noted that the number of services operating at these times is significantly lower than at other times, both in terms of current levels and typical service provision over the baseline period.

Bus Service Operation by Hourly Profile

Source: Traveline Weekly Bus Tracker Wednesday 5 September
Confidence: Medium

Baseline: Index 100 = Wednesday 5 September 2018

Hourly Profile



DATA NOTE: Bus data only includes operators across the country with more than 500 services per day.

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PUBLIC TRANSPORT – Train Station



Key Points

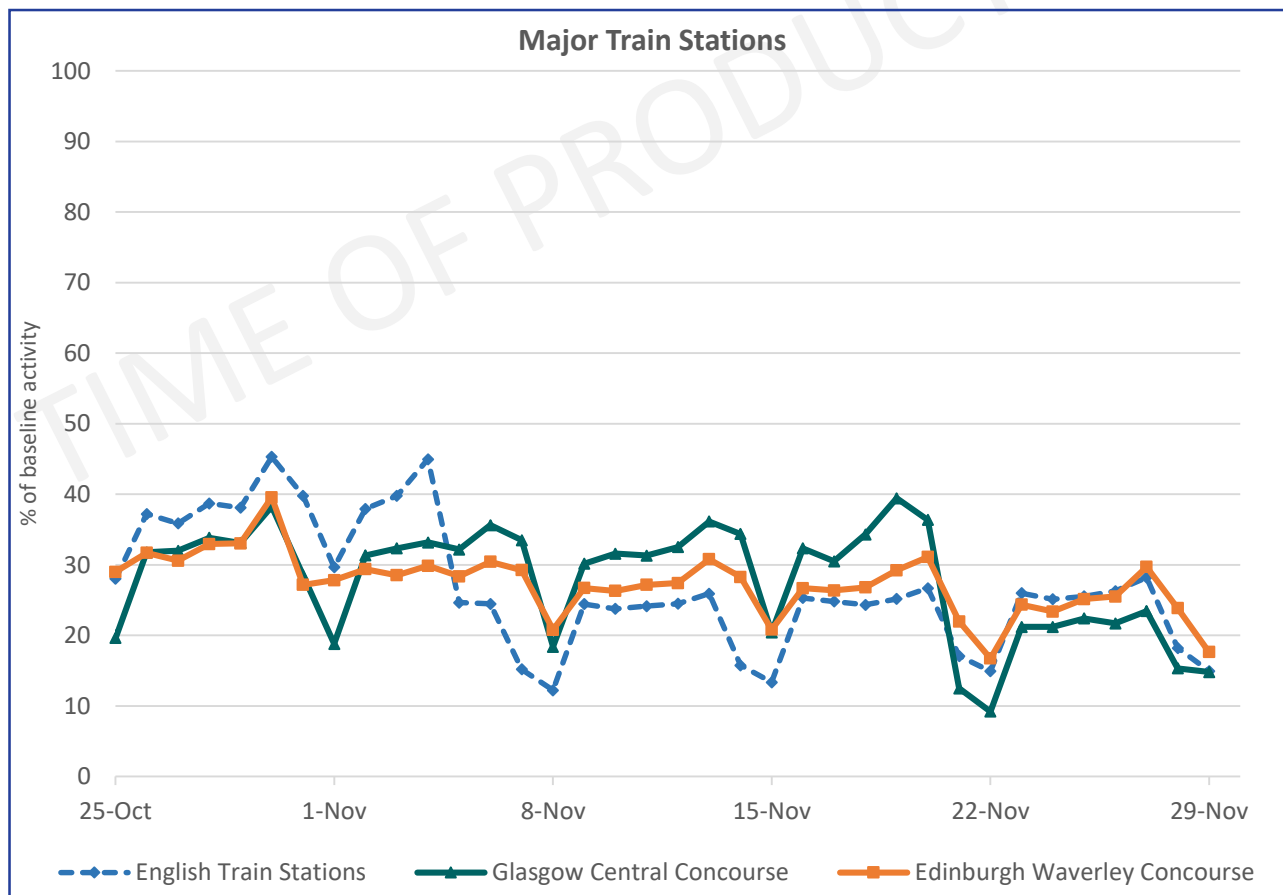
- Monthly decreases in footfall were recorded at both Edinburgh Waverley and Glasgow Central stations, with declines of 24% and 35% respectively comparing week ending 29 November 2020 to week ending 1 November 2020. Sample English stations reported a decline of 38% on average.
- Both Glasgow Central and Edinburgh Waverley recorded similar weekday and weekend levels, with monthly declines of 35% to 36% and 24% to 25% respectively. This being a change in patterns for Glasgow Central.
- Glasgow Central observed a notable drop on 21 Nov compared to the rest of the month in line with commencement of Protection Level 4.
- Rail passenger volumes remain significantly below baseline levels, continuing a general downtrend trend over the past month. Compared to baseline, volumes at Edinburgh Waverley and Glasgow Central were similar, at 24% and 20% respectively on average over week ending 29 November 2020.

DATA NOTE: Data shown represents the level of footfall at station concourses. English Train Stations include: Birmingham New Street, Bristol, Leeds Central, Liverpool Lime Street, Manchester Piccadilly and Reading.

Major Train Stations

Source: Network Rail
Confidence: High

Baseline: Index 100 = 2 Mar to 15 Mar



PUBLIC TRANSPORT – Glasgow Subway and Edinburgh Tram



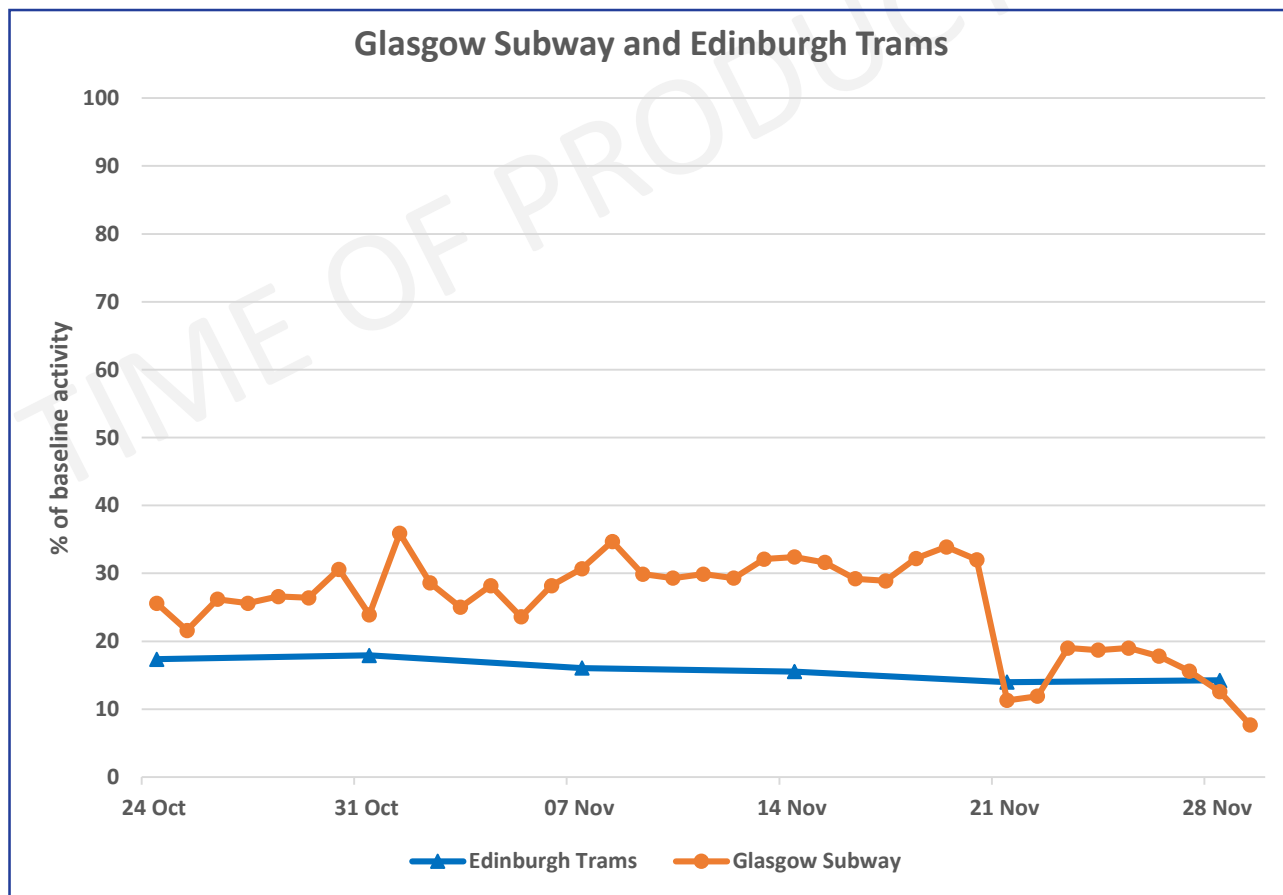
Key Points

- In week ending 29 November 2020, patronage volumes declined for Glasgow Subway compared to the previous month, with a decrease of 40%. This is likely due to Glasgow City being moved to Protection Level 4 on Friday 20 November as part of the Scottish COVID-19 local protection levels tier system, which is evident from the sudden drop in patronage on Saturday 21 November.
- In week ending 29 November, patronage volumes on Edinburgh tram observed no change compared to the previous month.
- In the past week, a significant decrease in patronage of 36% was recorded for Glasgow Subway whilst Edinburgh reported an increase of 7% in levels.
- Compared to the equivalent 2019 period, average patronage across week ending 29 November 2020 was 15% of 2019 levels for Edinburgh Trams and 16% for Glasgow Subway, down approximately 3% points and 12% points compared to the previous month in both cases.

Glasgow Subway and Edinburgh Tram

Source: SPT and Edinburgh Trams
Confidence: High

Baseline: Index 100 = Equivalent Period in 2019



PUBLIC TRANSPORT – Ferries CalMac (Monthly Change)



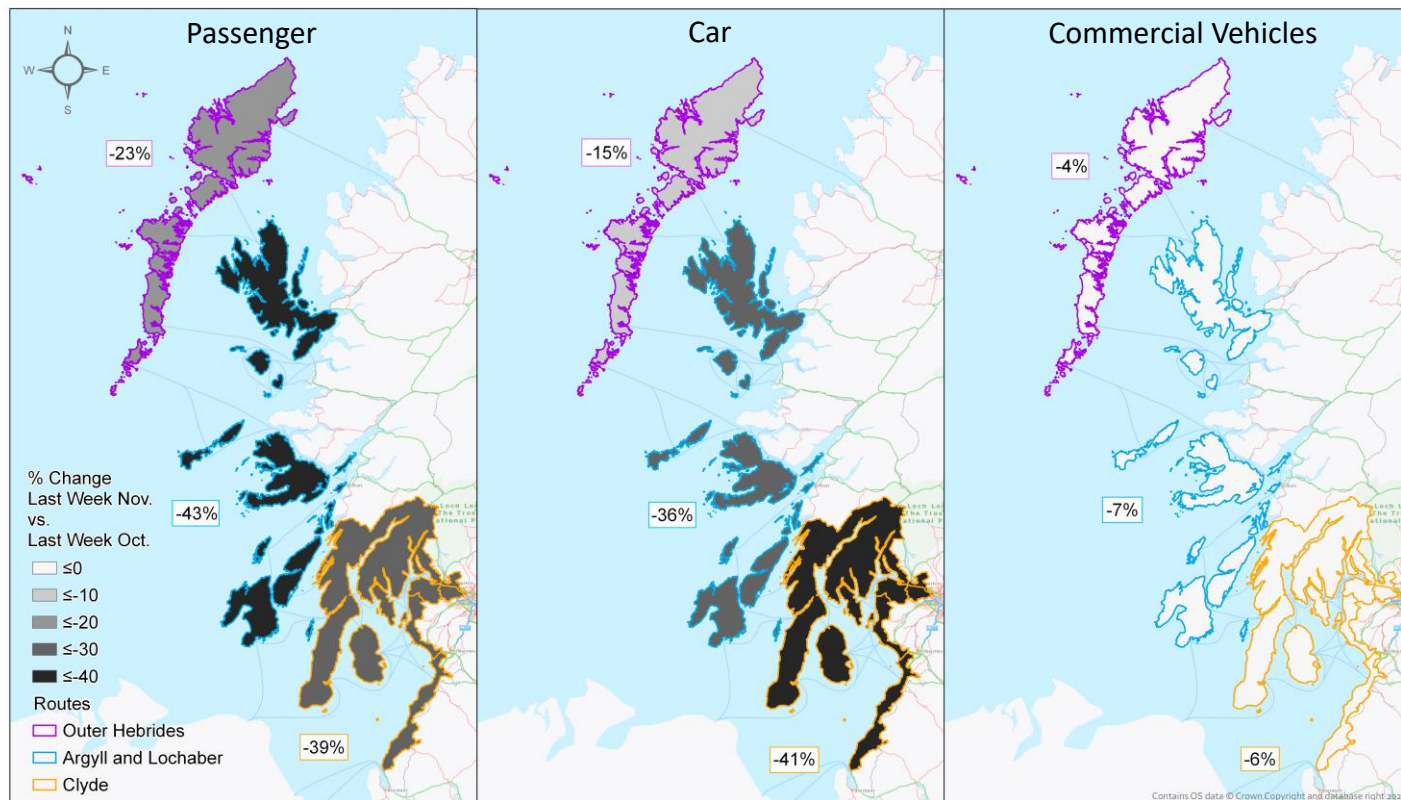
Key Points

- In the period from week ending 30 October (24 Oct to 30 Oct) to week ending 27 November (21 Nov to 27 Nov), CalMac passenger volumes decreased by 23% in 'Outer Hebrides', while 'Argyll and Lochaber' and 'Firth of Clyde' decreased by 43% and 39% respectively.
- Car volumes also saw declines in all regions. 'Firth of Clyde' and 'Argyll and Lochaber' observed more pronounced decreases, at 41% and 36% below end of October levels. 'Outer Hebrides' volumes also decreased, with a decline of 15% over the same period.
- Commercial vehicle volumes slightly decreased in all regions. 'Argyll and Lochaber' decreased by 7% while 'Firth of Clyde' and 'Outer Hebrides' recorded a decrease of 6% and 4% respectively.

CalMac Ferries Data

Source: CalMac
Confidence: High

Monthly Change Comparison



DATA NOTE: 'Outer Hebrides' includes: Outer Hebrides. 'Argyll and Lochaber' includes: Skye, Raasay, Small Isles, Southern Hebrides and Inner Hebrides. 'Clyde' includes: Firth of Clyde. All data within this report is unaudited and provisional. The figures are for guidance only and should not be regarded as exact or quoted *period*.

PUBLIC TRANSPORT – Ferries CalMac (Change from Baseline)



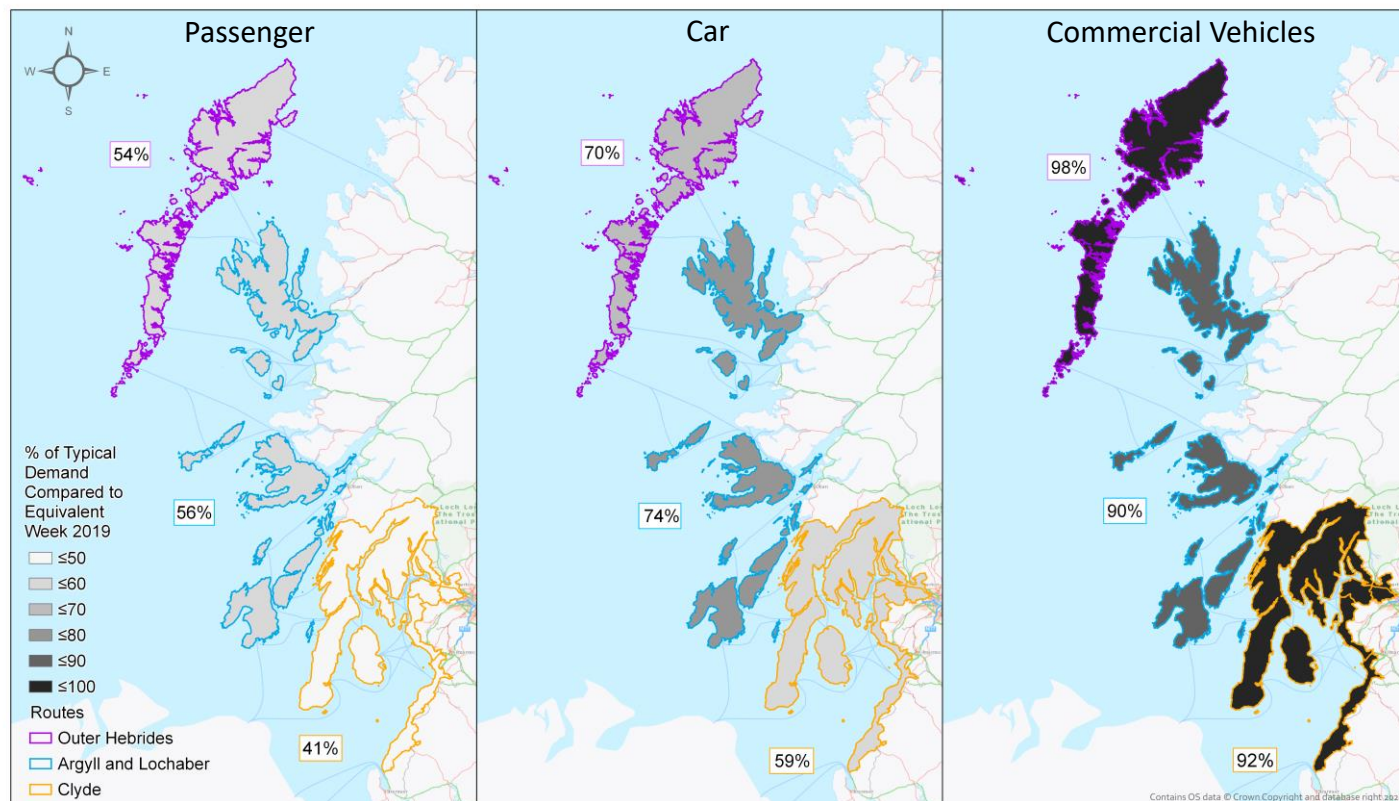
Key Points

- In week ending 27 November CalMac passenger and car volumes remained considerably below levels recorded in the equivalent week of 2019, continuing a similar trend to the previous month.
- Passenger volumes were down by 59% in 'Firth of Clyde' while 'Outer Hebrides' and 'Argyll and Lochaber' are down by 46% and 44% respectively'.
- For car volumes, 'Firth of Clyde' levels declined by 41% while the difference compared to baseline in 'Argyll and Lochaber' and 'Outer Hebrides' were less pronounced, with volumes down to 26% and 30%.
- Commercial vehicle volumes were comparable to 2019 levels. Volumes were down by 2% in 'Outer Hebrides', 8% in 'Firth of Clyde' and, 'Argyll and Lochaber' remained below 2019 levels by 10%.

CalMac Ferries Data

Source: CalMac
Confidence: High






Baseline: Index 100 = Equivalent Period in 2019



DATA NOTE: 'Outer Hebrides' includes: Outer Hebrides. 'Argyll and Lochaber' includes: Skye, Raasay, Small Isles, Southern Hebrides and Inner Hebrides. 'Clyde' includes: Firth of Clyde. All data within this report is unaudited and provisional. The figures are for guidance only and should not be regarded as exact or quoted *period*.

ROAD TRAFFIC Monthly Change ⁽¹⁾



City Local Authorities ⁽²⁾		% Change	Rest of Scotland LA Average ⁽³⁾		% Change
	Road Traffic (Car + Mcl) ⁽⁴⁾	-6% ↓		Road Traffic (Car + Mcl) ⁽⁴⁾	-13% ↓
	Road Traffic (LGV + HGV) ⁽⁴⁾	-1% ↓		Road Traffic (LGV + HGV) ⁽⁴⁾	-3% ↓
Monthly Change ⁽¹⁾		% Change			
	Cross-Border Trunk Road	-26% ↓			

(1) The Monthly Change Compares the average daily value for the whole of November with an average daily value for the whole of October

(2) City Local Authorities include Glasgow, Edinburgh, Aberdeen and Dundee except for Active Travel which only includes Glasgow and Edinburgh

(3) Rest of Scotland Local Authorities (LAs) include all authorities excluding the four mentioned city local authorities above except for Active Travel which includes Argyll & Bute, East Dunbartonshire, North Ayrshire, Perth & Kinross and Stirling

(4) Small traffic counter sample size for Glasgow

Summary

- **Cross Border Traffic (Trunk Roads)** – On average over the month of November cross-border traffic decreased by 26% compared to October levels. Average traffic levels remained below those recorded in the equivalent 2019 period.
- **Trunk Road Traffic** – November traffic volumes declined month on month across most of the country. Limited growth was observed and this tended to be in small clusters, mainly in the vicinity of urban areas. Compared to the March 2020 pre-COVID-19 baseline period, observed traffic generally remained below baseline levels, with some isolated growth. Traffic volumes around large urban centres were below baseline levels. Rural and popular outdoor areas (Argyll and Bute and Highland regions) saw a decline in traffic levels recorded compared to previous months, where significant growth was observed through the summer.

ROAD TRAFFIC – Cross-Border Trunk Road Traffic



Key Points

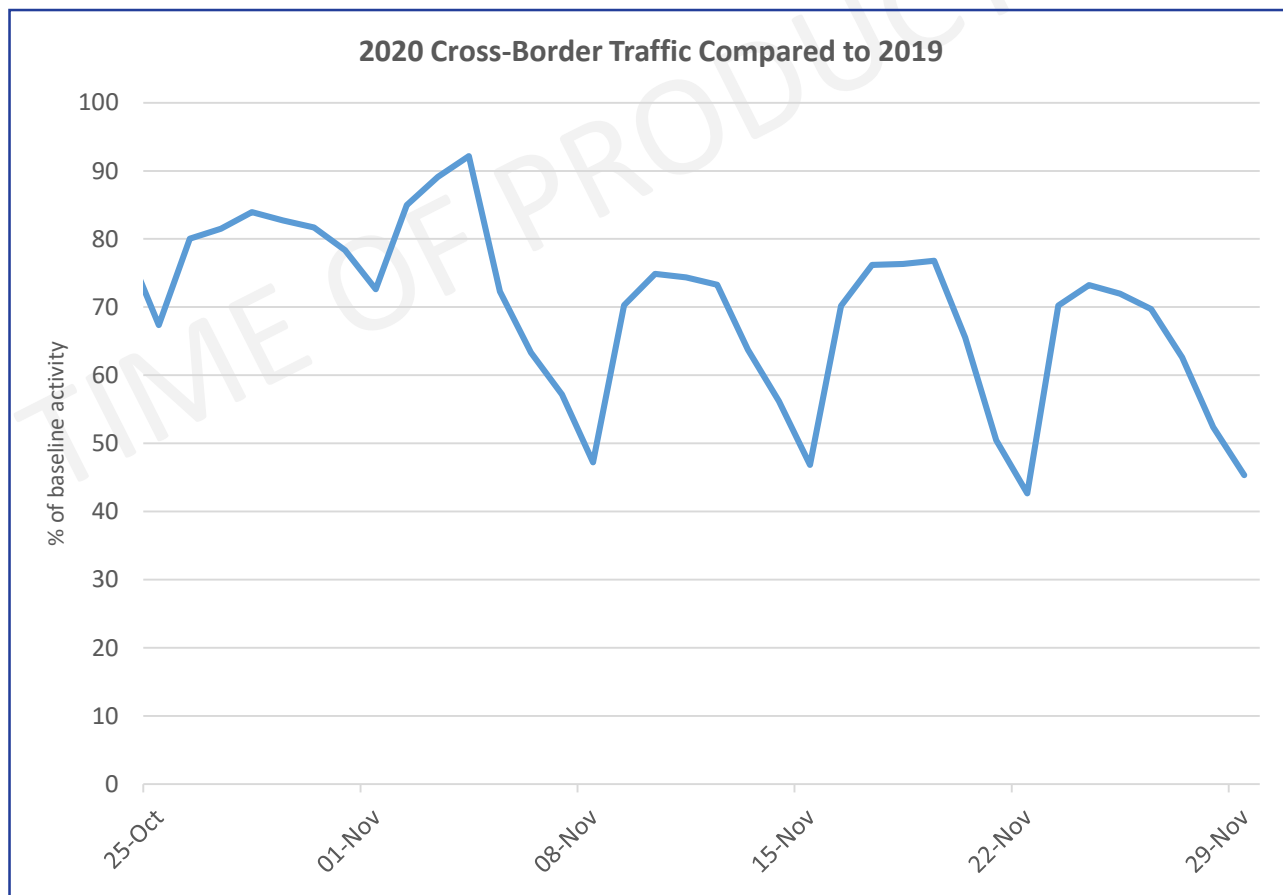
- The month of November saw an overall decrease in cross-border traffic. An average decline of 26% in traffic was recorded in the month of November compared to the average for October.
- November saw traffic volumes 33% lower than baseline levels on average, representing a decrease compared to October, when cross-border traffic was 20% lower than the equivalent period in 2019.
- The traffic counter located on the M6 South of Gretna, which monitors traffic in both directions, recorded decreases of 25% and 26% for northbound and southbound flows respectively in November compared to October.
- Over the month of November a clear pattern in cross-border flows is visible with Sundays recording the lowest levels of traffic. There was also a noticeable drop in traffic levels from the end of October.

NOTE: Data obtained from four count sites located on key routes along the Scottish border to provide an estimate of cross-border activity. Sites include: A1 Burnmouth; A68 Carter Bar; A7 South of Cannonbie; and M6 South of Gretna (northbound and southbound).

Cross-Border Trunk Road Traffic

Source: Road Counters
Confidence: Medium

Baseline: Index 100 = Equivalent Period in 2019



ROAD TRAFFIC – Country-Wide Traffic (Compared to Prior Month)



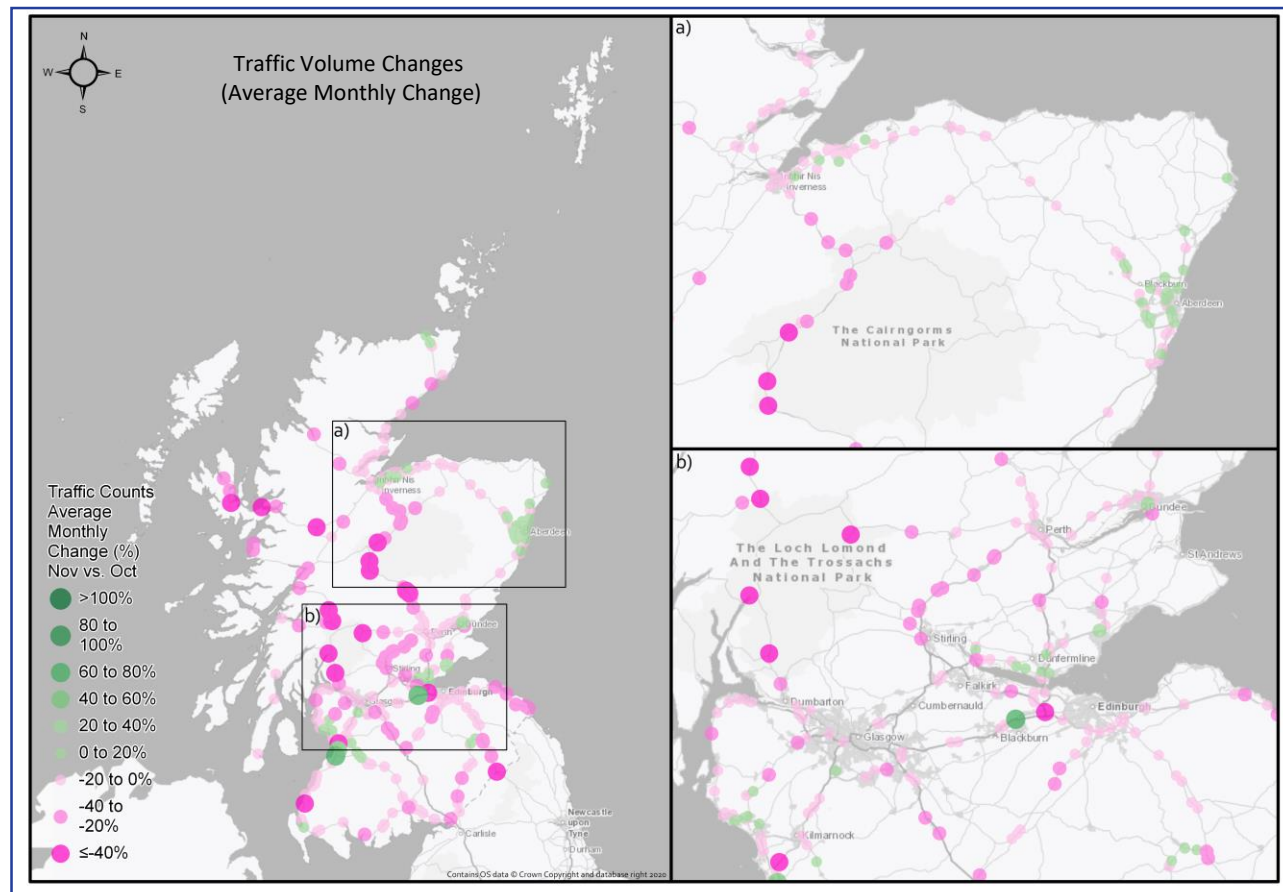
Key Points

- Compared to the previous month, the majority of count sites experienced declines. However, a small number of sites saw growth, mainly in the vicinity of urban areas.
- Monthly declines were particularly evident on sections of the A9, the A82, the A87 across Skye, the A85, A68 and A1 into the Scottish Borders, and in rural areas. Observed reductions tended to range between -1% and -40%, with a several sites seeing greater declines.
- Where growth was observed, it tended to be in small clusters. Increases were particularly notable around Aberdeen and count sites around Dunfermline, Irvine and Ayr.
- Comparing November volumes to the baseline period (first two weeks of March), the majority of sites recorded a decrease in traffic. Continuing from the previous month, there is a decline in traffic volumes around Argyll and Bute and Highland compared with previous months, when significant growth was recorded through the summer.
- Volumes in cities generally remain below baseline levels, with some isolated growth. Declines on the M90 and A9 were particularly notable.

Country-Wide Road Traffic

Source: Road Counters
Confidence: Medium

Monthly Change Comparison



DATA NOTE: Data is informed by trunk road traffic counters only and does not include the local road network.

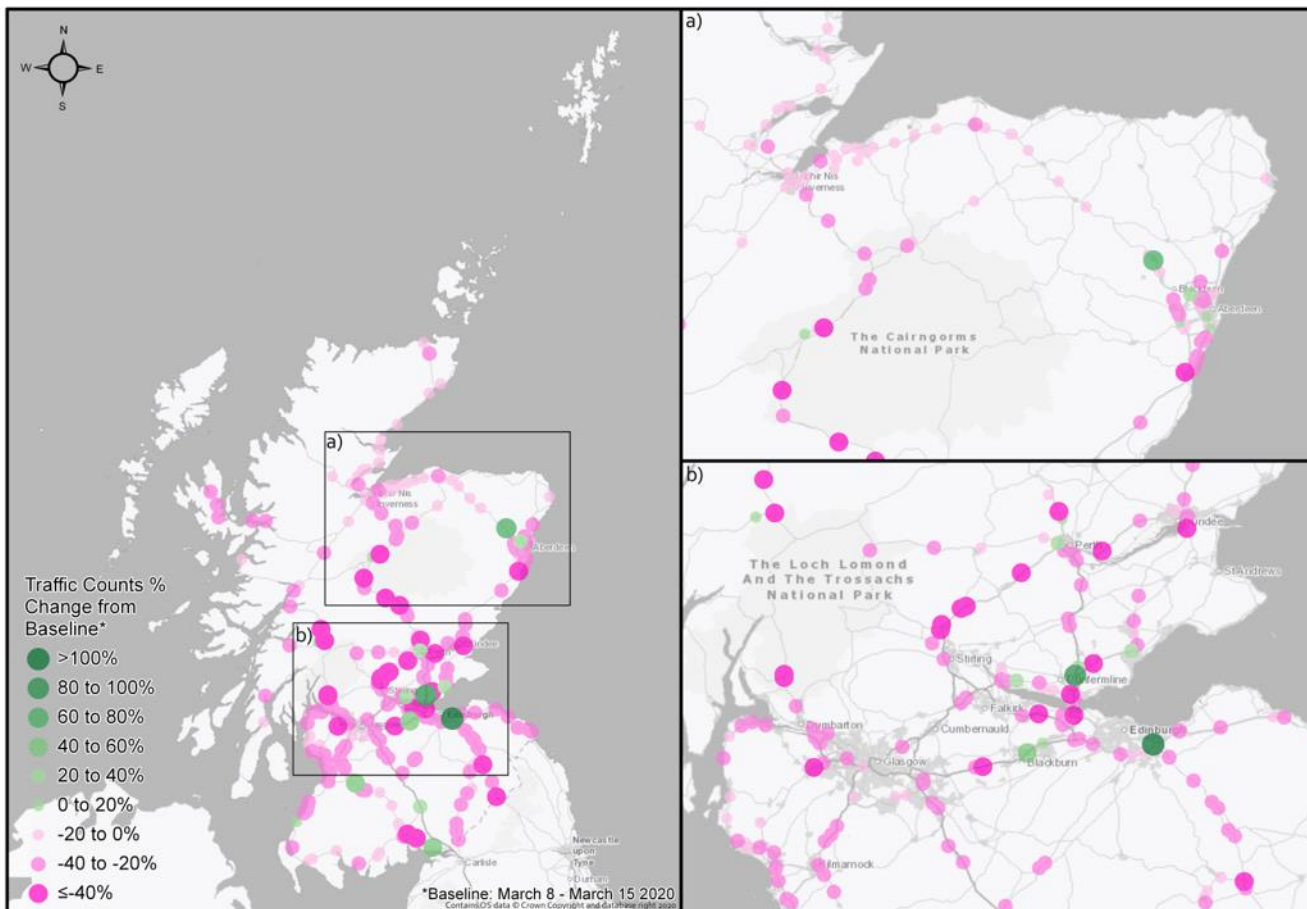
ROAD TRAFFIC – Country-Wide Traffic (Compared to Baseline)



Country-Wide Road Traffic

Source: Road Counters
Confidence: Medium

Baseline: 2 March to 15 March



ROAD TRAFFIC – Urban Rural Trunk Road Traffic



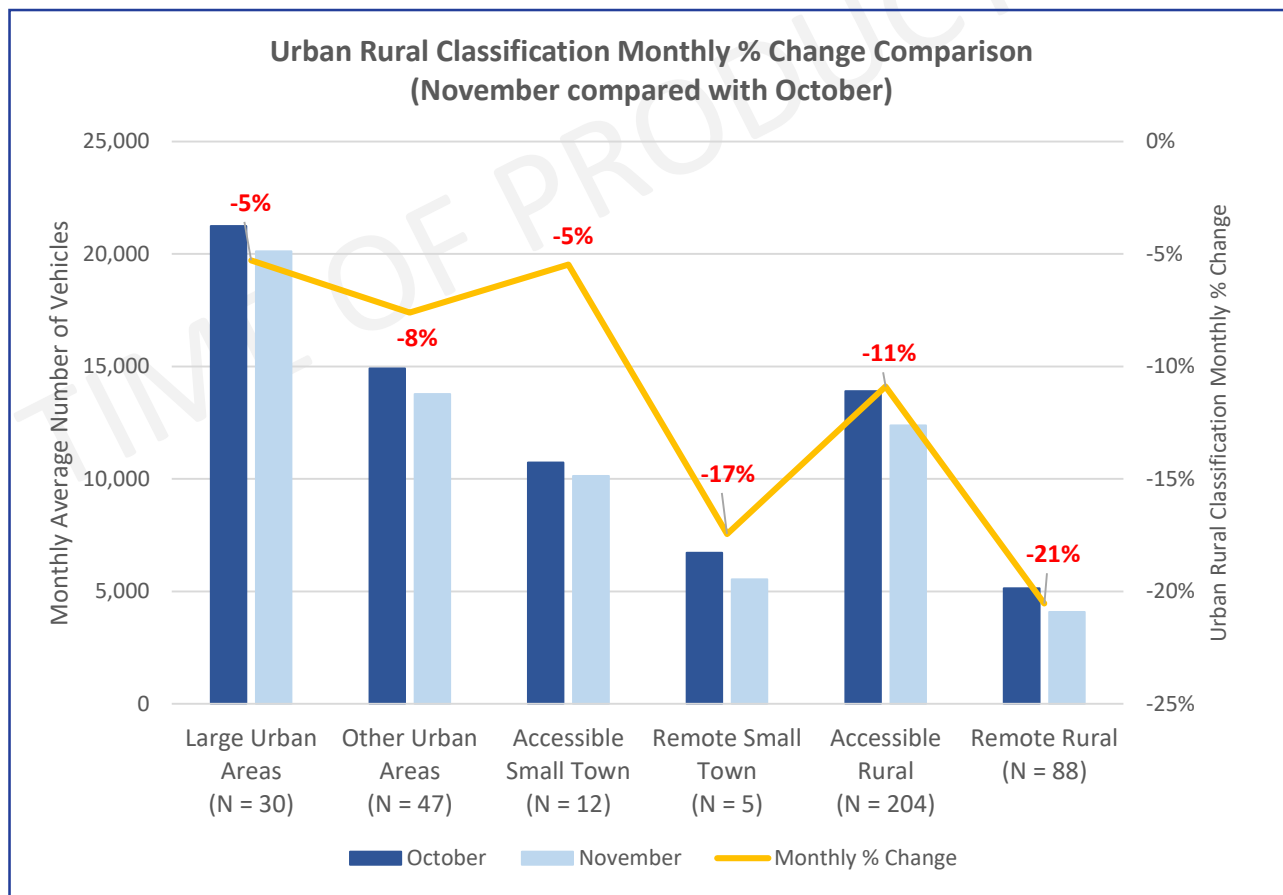
Key Points

- On average over November all categories across the Urban Rural 6 Fold Classification (representing selected sites) saw a decrease in the number of vehicles recorded compared to October.
- The lowest reduction in traffic was recorded in the 'Remote Rural' category, with a decrease of 21%.
- The 'Remote Small Town' and 'Accessible Rural' categories recorded declines of 17% and 11% respectively, lower than the national average decrease of 10%.
- 'Large Urban Areas' and 'Accessible Small Town' categories observed less pronounced decreases of 5%, while the 'Other Urban Areas' category recorded a decrease of 8% compared to October.

Urban Rural Trunk Road Traffic

Source: Road Counters
Confidence: Medium

Monthly Change Comparison



DATA NOTE: Average number of trips are calculated as per counter values for each category.

ROAD TRAFFIC – INRIX Trunk Road Speeds (Cities)



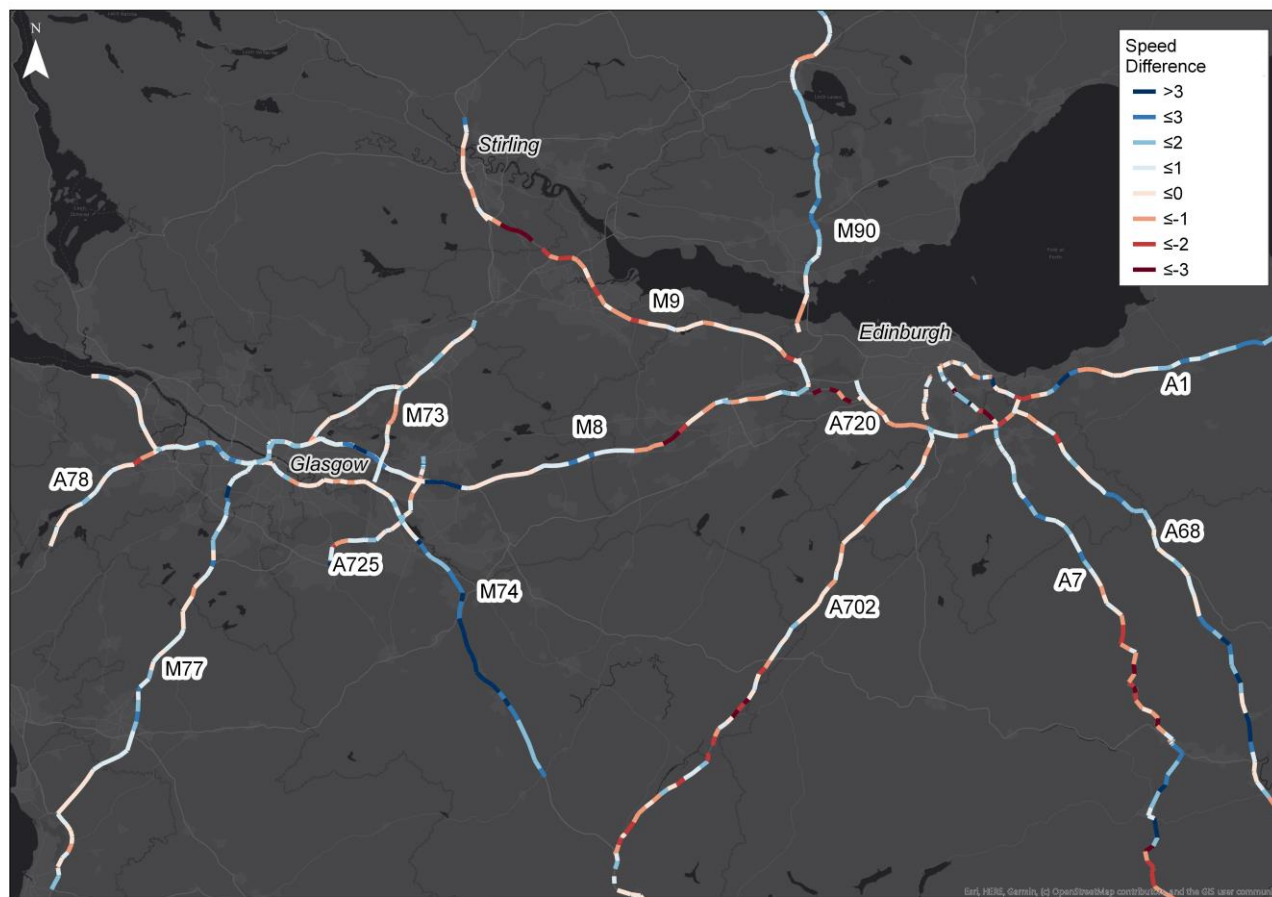
Key Points

- The Trunk Road Traffic Speeds map shows the difference in observed traffic speeds comparing November with October on key trunk road corridors around the Central Belt (Glasgow – Edinburgh). INRIX provides data on a link by link basis for corridors, allowing data to be visualised for each road section. The map compares the average speed observed on a weekday in October and November between 0900 and 1000 (most congested hour in morning period) and inbound movements for each city.
- For Edinburgh, compared with October there was a visible decrease in speeds, and therefore increased congestion, on approach to the city on trunk corridors, particularly the A720, M9 and sections of the A1. The M90, A7 and A702 saw comparable speeds to the previous month, suggesting consistent traffic volumes and profile patterns.
- Glasgow recorded broadly consistent speeds on most trunk road corridors on approach to the city and therefore comparable congestion levels to October. Exception to this was observed on the M74, which recorded speeds lower than the previous month.

Trunk Road Traffic Speeds – Central Belt






Source: INRIX
Confidence: Medium






Monthly Change Comparison





GOOGLE TRENDS Monthly Change ⁽¹⁾

City Local Authorities ⁽²⁾	% Change
 Grocery & Pharmacy ⁽⁴⁾	0%
 Retail & Recreation ⁽⁴⁾	-2% ↓
 Parks ⁽⁴⁾	-11% ↓
 Workplace ⁽⁴⁾	3% ↑
 Overall Mobility ⁽⁴⁾	-3% ↓

Rest of Scotland LA Average ⁽³⁾	% Change
 Grocery & Pharmacy ⁽⁴⁾	-2% ↓
 Retail & Recreation ⁽⁴⁾	-4% ↓
 Parks ⁽⁴⁾	-32% ↓
 Workplace ⁽⁴⁾	4% ↑
 Overall Mobility ⁽⁴⁾	-7% ↓

(1) Monthly Change compares the whole of November with the whole of October due to the variability of movement data in each week of the months assessed

(2) City Local Authorities (LAs) include Glasgow, Edinburgh, Aberdeen and Dundee

(3) Rest of Scotland Local Authorities includes all regions except the four City Local Authorities

(4) Latest full week of available data for Google movements trends: Week ending 29 November

Summary – Google Mobility Data

- Over the month of November, Grocery and Pharmacy movements saw relatively minor changes compared to the previous month, ranging from -4% points (Dundee) to 1% point (Aberdeen and Edinburgh) in city regions, and from -13% (Highland) to 2% (Falkirk) in non-city regions.
- Month on month, Workplace movements increased in all regions with the exception of West Dunbartonshire where levels were consistent with the previous month. This highest increase was recorded in Orkney, with 12% points growth.
- Average Mobility declined across most regions in November. The largest decrease was in Highland, at -24% points. Excluding the island regions due to limited data, only East Renfrewshire saw growth, with an increase of 1% point. Levels were relatively consistent in city regions.
- Declines in Grocery and Pharmacy, Retail and Recreation, and Workplace movements were clearly visible in Glasgow following the introduction of Protection Level 4 restrictions from 20 November, while Parks movements remained relatively consistent.



GOOGLE TRENDS – ‘Grocery and Pharmacy’ and ‘Retail and Recreation’

‘Grocery and Pharmacy’ Key Points

- On average in November, Grocery and Pharmacy movements showed minimal change in most areas compared to the previous month. City regions experienced minimal growth \ decline, ranging between -4% (Dundee) and 1% points (Aberdeen and Edinburgh). Greater variation was observed in non-city regions. Monthly changes ranged from -13% to 2% points. A clear decline in activity following the introduction of Tier 4 restrictions on 20 November in Glasgow is also notable.
- Activity in many areas remained below baseline levels. The difference was greater in city regions, ranging between -7% (Aberdeen) and -12% points (Glasgow). Some non-city regions also remained significantly below baseline, including Perth and Kinross (-15%) and Highland (-13%). Growth was recorded in some areas over this period, notably East Dunbartonshire (7%), Renfrewshire (5%) and North Ayrshire (2%).

‘Retail and Recreation’ Key Points

- Retail and Recreation activity declined in most areas and saw significant regional variation in November. The most pronounced decline was in Perth and Kinross (-12), followed by Highland, Argyll and Bute, and Stirling (-9%). Retail and Recreation movements also saw a sharp decline in Glasgow following the introduction of Tier 4 restrictions.
- Activity tended to be lower compared to baseline in city regions, ranging from -31% (Dundee) to -49% points (Edinburgh). Activity also remained below baseline levels in all non-city regions, the most pronounced being Stirling (-41%) and Perth and Kinross (-32%).

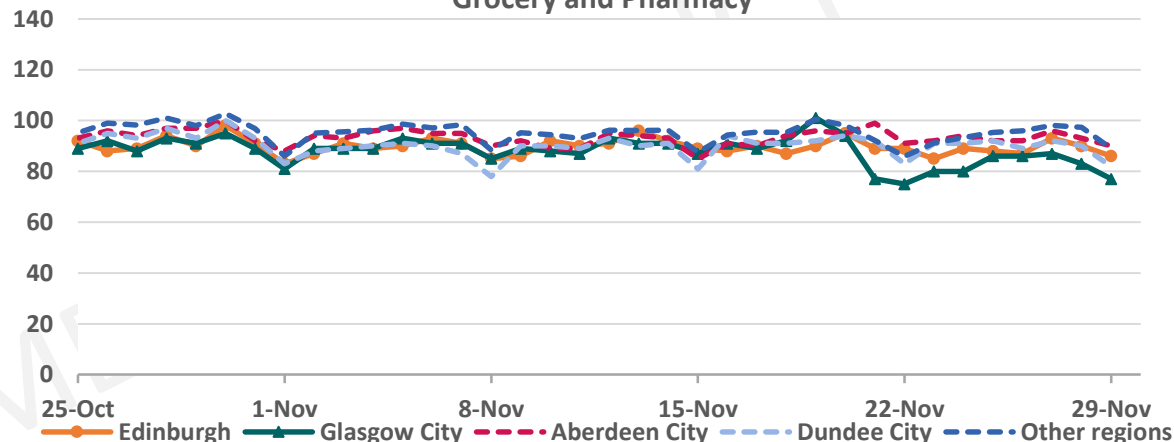
Google Movement Data for Scottish Cities

Source: Google Community Mobility Report 01 December 2020
Confidence: Low

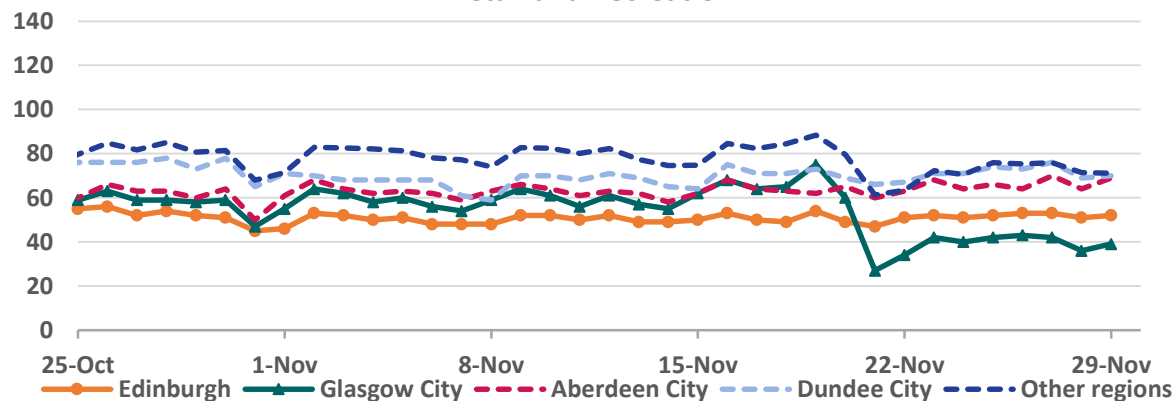
Latest available data:
Week Ending 29 November 2020

Baseline: Index 100 = February 2020

Grocery and Pharmacy



Retail and Recreation



NOTE: Values have been calculated using a weighted population factor for Local Authorities. Other regions refers to all Scotland LAs (where data is available) excluding Edinburgh, Glasgow, Aberdeen and Dundee.



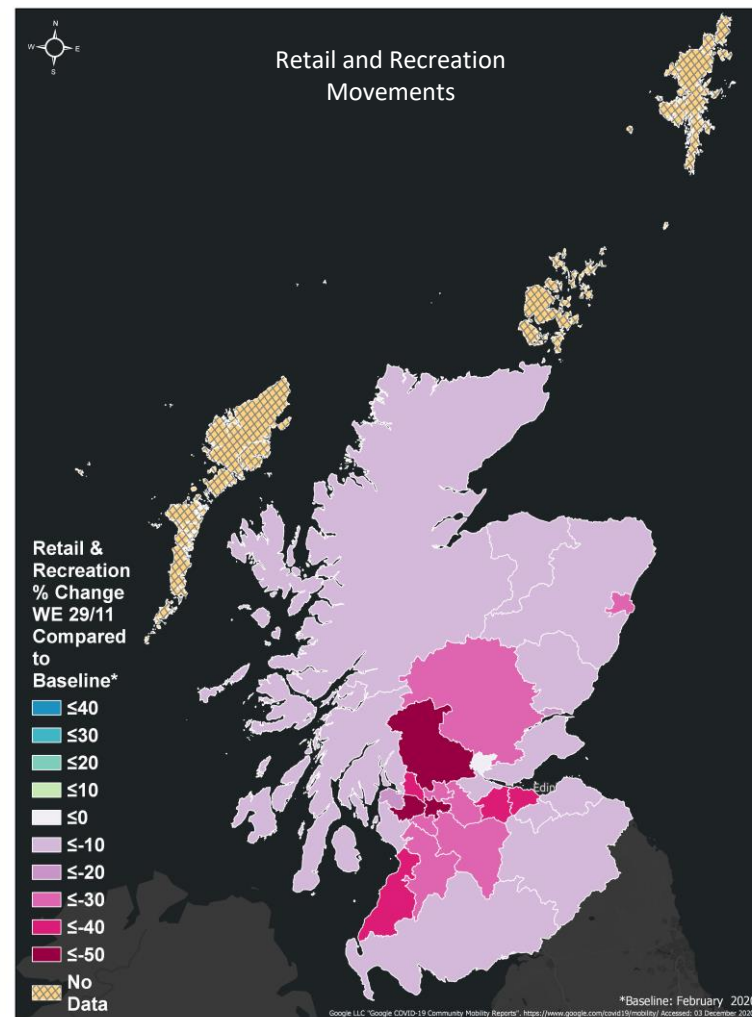
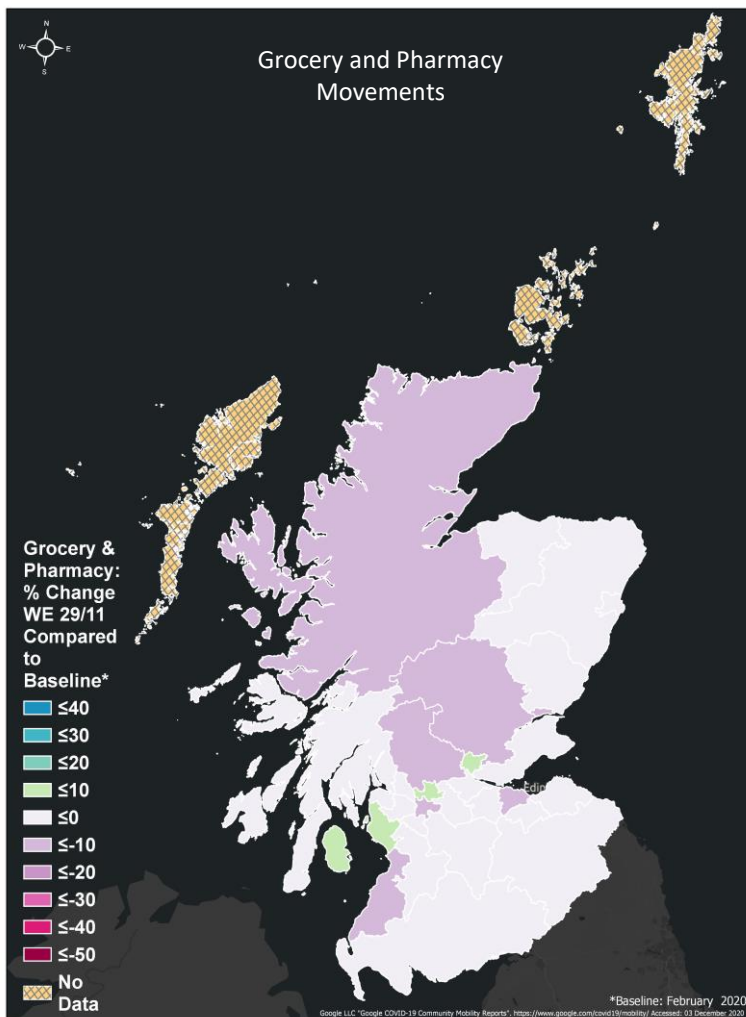


Google Movement Data for Scottish Cities

Source: Google Community Mobility Report
01 December 2020
Confidence: Low

Latest Available Data:
Week Ending 29 November 2020

Baseline: Index 100 = February 2020



DATA NOTE: Data not available for Na h-Eileanan an Iar, Orkney Islands and Shetland Islands.

GOOGLE TRENDS – ‘Parks’ and ‘Workplace’



‘Parks’ Key Points

- There were significant data gaps for Parks movements over the month of November, with no data recorded for several non-city regions. However, where data is available it shows regional variation, although most areas recorded decreased activity likely due to less favourable weather conditions. The month on month changes ranges from -87% (Highland) and 7% points (East Renfrewshire).
- Regional variation was similar comparing November Parks movements to the Baseline period. However, activity in most areas was above baseline, with the exception of areas such as Glasgow and Edinburgh, where activity was -20% and -18% points respectively. In non-city regions, the most pronounced differences were in South Lanarkshire (29%) and East Renfrewshire (-20%).

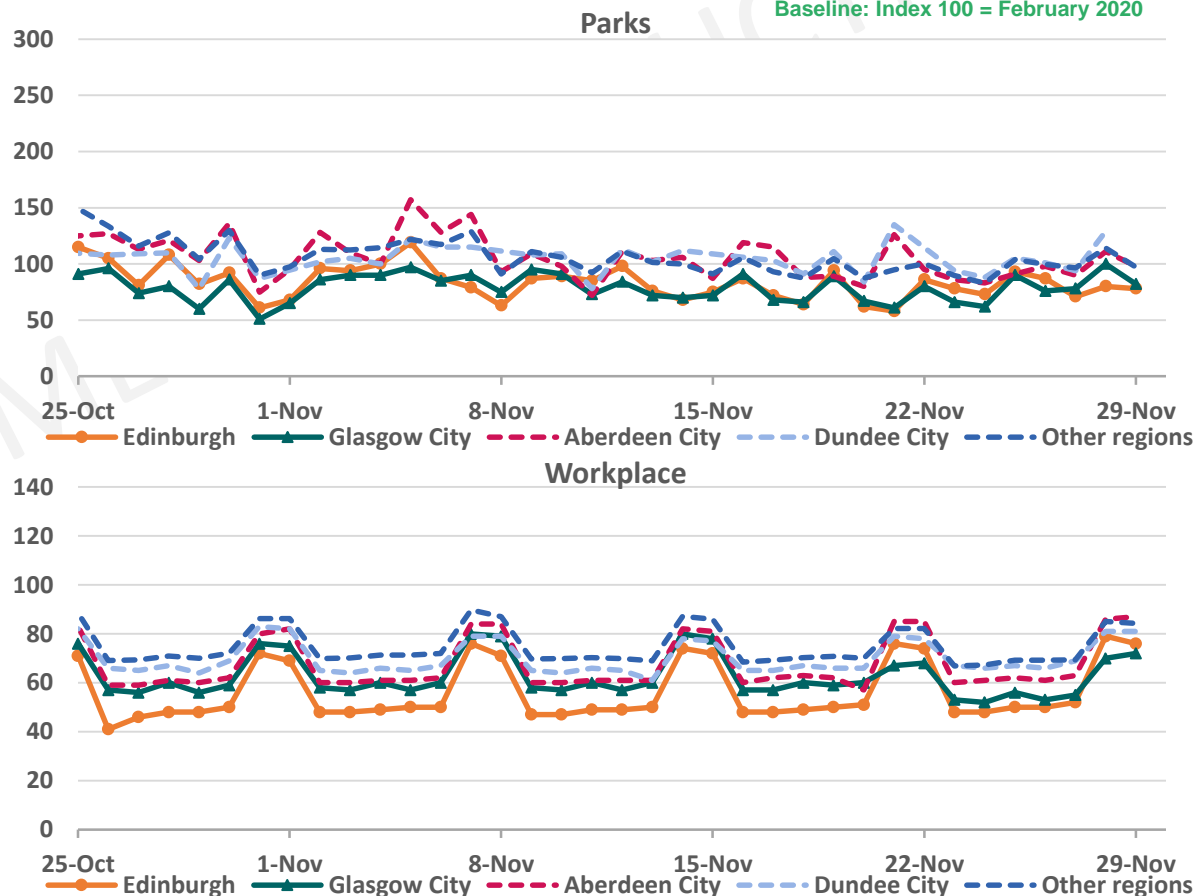
‘Workplace’ Key Points

- In October, Workplace movements Increased in most areas compared to the previous month. Similar increases were seen across the country and typically ranged between 0% and 6%. However, higher increases were recorded in Na h-Eileanan an Iar, Orkney and Shetlands.
- While workplace movements saw monthly increases, activity remained below baseline levels in all areas. Reductions were more pronounced in city regions, from -31% (Dundee) to -44% points (Edinburgh), compared to -33% (East Dunbartonshire and East Renfrewshire) and -17% points (Moray).

Google Movement Data for Scottish Cities

Source: Google Community Mobility Report 1 December 2020
Confidence: Low

Latest available data:
Week Ending 29 November 2020
Baseline: Index 100 = February 2020



NOTE: Values have been calculated using a weighted population factor for Local Authorities. Other regions refers to all Scotland LAs (where data is available) excluding Edinburgh, Glasgow, Aberdeen and Dundee.

GOOGLE TRENDS – ‘Parks’ and ‘Workplace’

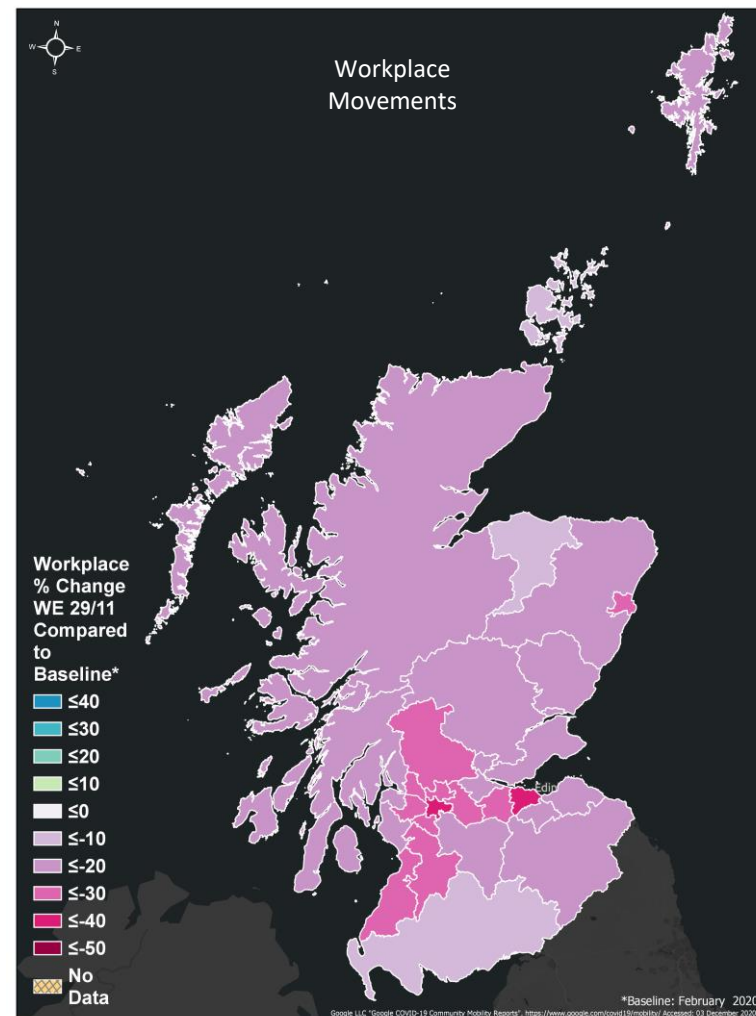
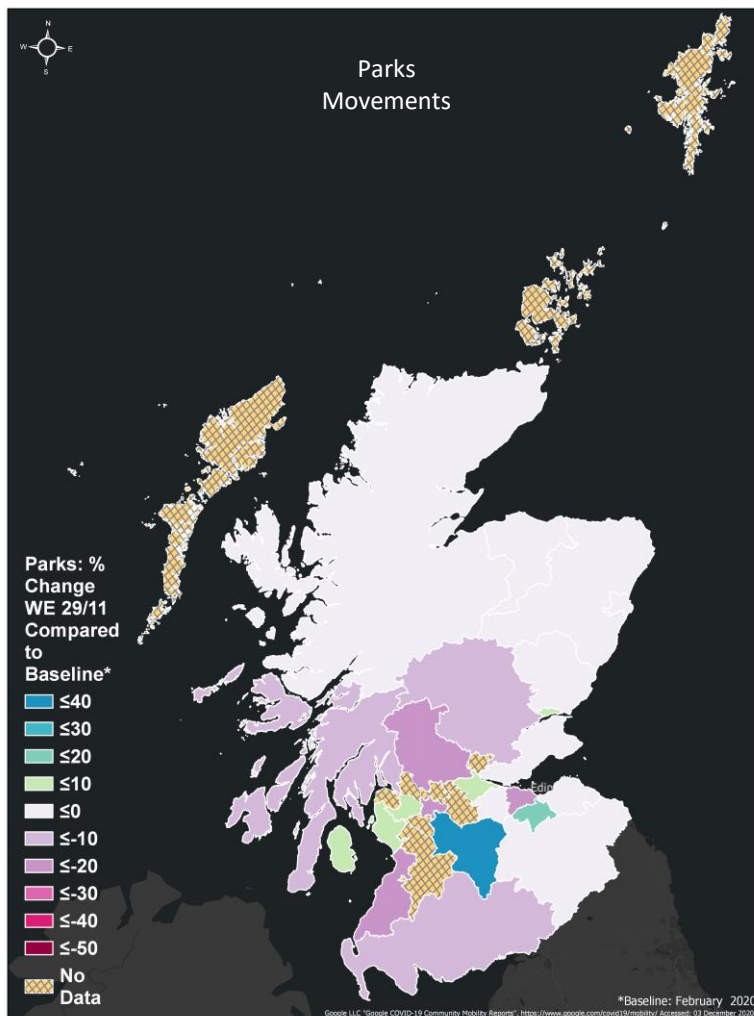


Google Movement Data for Scottish Cities

Source: Google Community Mobility Report
01 December 2020
Confidence: Low

Latest Available Data:
Week Ending 29 November 2020

Baseline: Index 100 = February 2020



DATA NOTE: Data not available for Na h-Eileanan an Iar, Orkney Islands, Shetland Islands and several other Local Authorities.

GOOGLE TRENDS – Mobility



Key Points

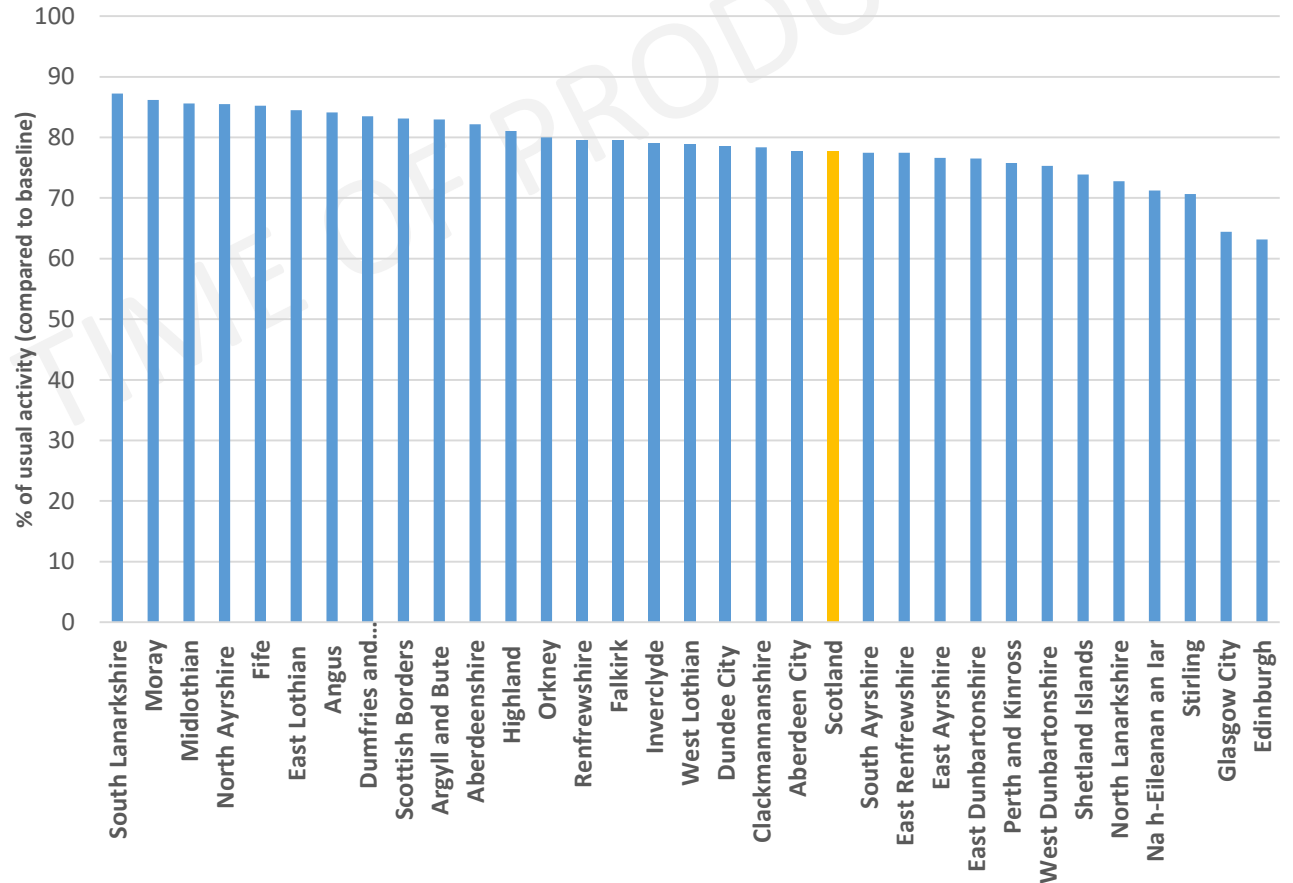
- Excluding island regions due to limited data, over the month of November most areas recorded a decline in average mobility compared to the previous month, with values ranging between -24% (Highland) and 1% points (East Renfrewshire). The decline observed in Argyll and Bute was similar to Highland, at -21%.
- There is significant regional variation when comparing the mobility average for October to the baseline period of February 2020, with mobility in many areas remaining below baseline levels. In City regions, average mobility ranged from -22% in Dundee, to -37% points in Edinburgh. Values significantly below baseline were also seen in several non-city regions, with Stirling down -29% and North Lanarkshire down -28% points.

Google Movement Data for Scottish Cities

Source: Google Community Mobility Report 01 December 2020
Confidence: Low

Latest available data: Week Ending 29 November 2020
Baseline: Index 100 = February 2020

Mobility Average* (Excluding Residential Movements) - November



DATA NOTE: Average mobility for island Local Authorities is based on transit and workplace movements. Data for other categories has not been published for these regions.

Prepared on behalf of Transport Scotland's COVID-19 Support Hub, any enquires should be made to TS.Covid19Support@gov.scot. If this data is used in any ministerial (or other) briefings, please contact the same email address to check it is still accurate.

ACTIVE
TRAVEL

PUBLIC
TRANSPORT

ROAD
TRAFFIC

GOOGLE
DATA

The Small Print

Purpose and Baseline

The data in this report has been collated at short notice from a variety of sources. The data itself does not directly measure the actions promoted by the Government to address the COVID-19 pandemic such as:

- Stay at home.
- Only go outside for essential food, health and work reasons.
- Stay 2 metres (6 feet) away from other people.
- Only meet up with another household outdoors, in small numbers (max 8), including in gardens, but with physical distancing required.
- Only travel short distances for outdoor leisure and exercise with the advice to stay within a short distance of your local community (broadly within 5 miles) and travel by walk, wheel and cycle where possible.

The outcomes reported are derived from a combination of the data and professional knowledge of travel behaviours.

The baseline reflects normal conditions based on available data as follows:

- The equivalent day in 2019 for concessionary bus, cross border traffic, subway, tram.
- The equivalent week in 2019 for ferry passenger and vehicle carryings.
- A fixed baseline of June 2019 for walking and cycling.
- A fixed baseline of 2-15 March for railway station footfall and the road traffic counters.
- The median of the equivalent day from 3rd January to 6th February for the Google data.

Walking and Cycling

For the walking and cycling data, available data is from counters predominantly located in Central Scotland, Tayside and Argyll & Bute and should be treated as an approximate estimate and not an accurate count for each area. The data has not been weighted to account for the difference in true populations between different locations.

Where counters do not have 2019 data (in full or where only a partial dataset is available) figures were estimated using available information. This was achieved by averaging the change seen in other counters in that Local Authority to determine a multiplier to convert current week figures to an equivalent month in 2019 figure.

The Small Print – Cont.

Train Station Data

Data is provided by Network Rail and reports the concourse footfall at Glasgow Central and Edinburgh Waverley stations.

Glasgow Subway Data

Glasgow subway data has been provided by SPT and patronage derived from ticket barriers.

Edinburgh Tram Data

Edinburgh tram have provided data on patronage derived from journey numbers.

CalMac Data

Ferries data provided by CalMac. All data within this report is unaudited and provisional. The figures within are for guidance only and should NOT be regarded as exact or quoted.

Traveline

Data is the percentage of services operating compared to the September 2018 baseline, with data coming from Traveline.

Trunk Road Traffic Data (Drakewell)

Trunk road traffic data has been provided by Drakewell. It is comprised of traffic count readings at about 400 JTC and ATC sites across Scotland.

Urban Rural Classification 2016

The Scottish Government Urban Rural Classification 2016 provides a consistent way of defining urban and rural areas across Scotland. The classification is based upon two main criteria: (i) population, as defined by the National Records of Scotland (NRS), and (ii) accessibility, based on drive time analysis to differentiate between accessible and remote areas in Scotland.

Google Movement Data

For the Google movement data this is taken from reports published by Google (<https://www.google.com/covid19/mobility/>). The data and methodology cannot be quality assured directly. Data has been extracted from a Google CSV file and provided on an 'as-is' basis (again it is not possible to compare directly against the source data).

27 September was the latest full week of available Google data at the time of collection and therefore has been used as 'this week' comparison for this document.