COVID19 Trends in Sub-National Travel

August Report

Monthly Change Headlines

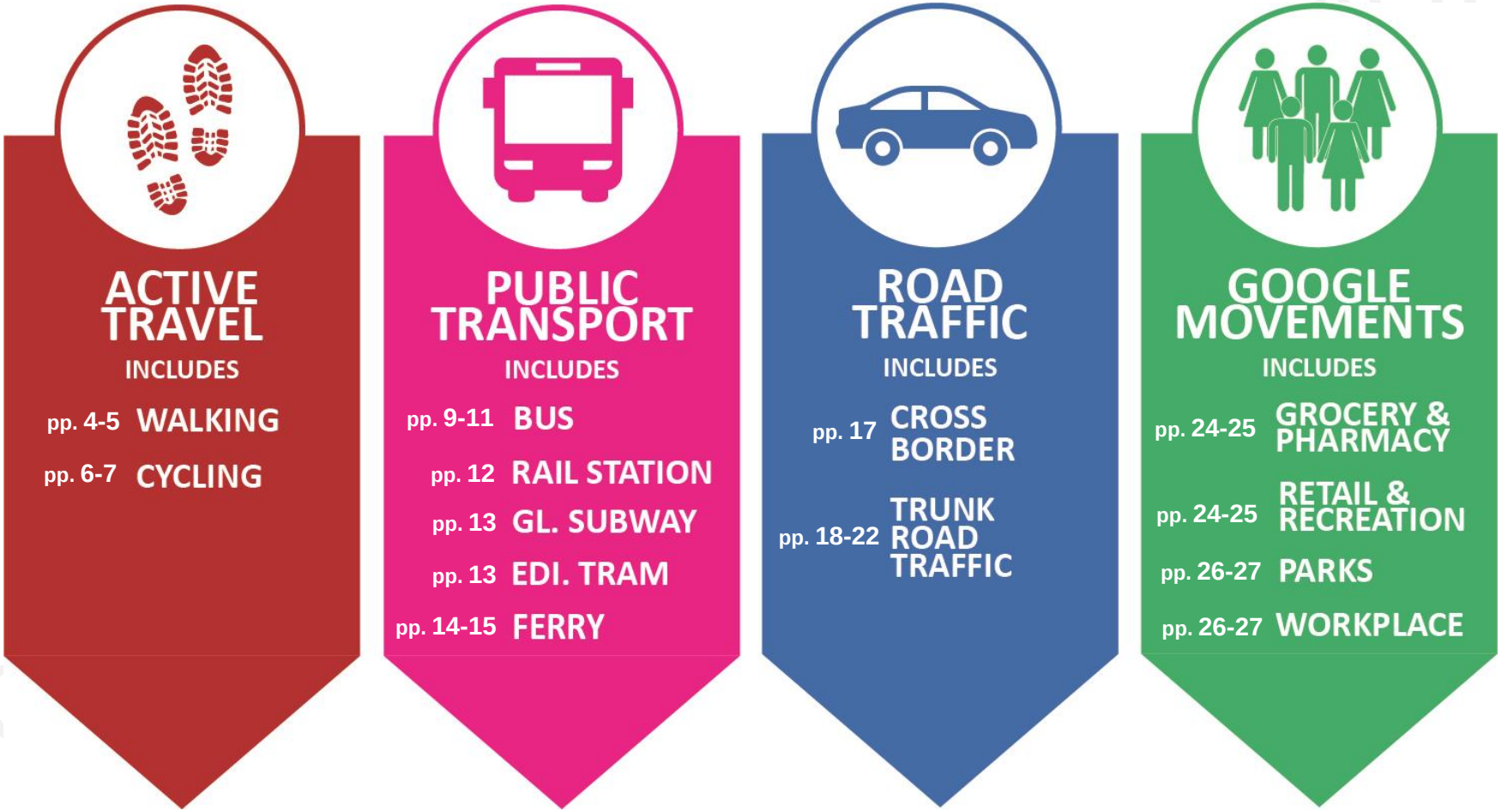
- **Active Travel** - Cycling and walking fell from the month over August with greater falls in cycling. Poor weather and the return to school may have had a part to play in the reduction of cycling which appears to be mostly recreational.
- **Bus Concessionary Travel** – The level of bus concessionary travel has increased throughout August and is now almost half of equivalent levels in 2020. Levels were lowest in Aberdeen following the localised lockdown in early August.
- **Rail Stations (Gla. Central and Edi. Waverley)** – Major railway stations recorded increased monthly footfall in August continuing the growth in rail movements. Both stations were above the average seen at a selection of non-London English train stations.
- **Glasgow Subway and Edinburgh Trams** – Patronage has increased significantly in August, but still remained more than 60% down against 2020.
- **CalMac Ferry** – Strong traffic growth was reported over July for the Outer Hebrides and Argyll & Lochaber areas, but a slight decline was noted in the Clyde area with indications that some of these services have reached capacity (notably the Ardrossan to Brodick route). Overall passengers were still down 40-45% from 2020 with freight for the most part recovered against 2020.
- **Trunk Road Traffic** – Traffic volumes were observed as lower than typical levels observed pre COVID-19 around major cities and urban areas, however some rural regions such as Argyll & Bute and Highland reported volumes above pre COVID-19 baseline levels.
  - In August the majority of sites saw increased traffic volumes. In particular there was strong growth in the central belt and across the Skye Bridge, with only routes in the Cairngorms showing subdued growth.
- **Cross Border Traffic (Trunk Roads)** – Cross border travel was for the most part steady in August, sitting at 10% lower than seen in 2020. There was a spike in cross border traffic in the final week of August matching the bank holiday weekend in England.
- **Google Mobility Data** – Workplace movements grew slowly over August seeing little regional difference. Grocery & Pharmacy and Retail & Recreation both recovered more strongly outside of the major cities, with the Highlands and Argyll & Bute in particular showing growth against the February baseline.

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.

COVID19 Trends in Sub-National Travel

August Report

Monthly Report Contents



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.

Monthly Change Report Contents

COVID19 Trends in Sub-National Travel

August Report

ACTIVE TRAVEL Monthly Change (1)

City Local Authorities(2)	% Change
Walking	-2% ↓
Cycling	-12% ↓

Rest of Scotland LA Average(3)	% Change
Walking	-1% ↓
Cycling	-8% ↓

(1) The Monthly Change Comparison compares the last week in August (week ending 30 August) with last week in July (week ending 2 August)

(2) City Local Authorities includes Edinburgh only with Glasgow data unavailable

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

Summary

- **Walking Trips** – From the sample data for walking, activity varied across the country in the month of August, with a slight downward trend overall. The monthly walking changes observed in Local Authorities ranged from -7% (Perth & Kinross) to 6% (Stirling). Levels of activity fluctuated significantly throughout the month, likely due to changes in weather conditions. Walking movements in Edinburgh and Stirling were lower compared to the equivalent 2019 period, whereas other non-City Local Authorities reported higher movements, particularly Argyll & Bute and North Ayrshire.
- **Cycling Trips** – Cycling activity observed a decrease in activity on average for most regions between the start and end of August, with the exception North Ayrshire which increased by 3%. Both City and non-City Local Authorities observed a drop in cycling activity, with the largest declines observed in Perth and Kinross, East Dunbartonshire and Edinburgh with drops of 25%, 23% and 12% respectively. The reduction in cycling could have come from the schools returning as there is a notable drop off after mid-August that is not seen in the walking activity. Cycling activity was below levels recorded in the equivalent 2019 period for Edinburgh, Stirling and East Dunbartonshire, but significantly higher in Argyll & Bute, and higher in North Ayrshire and Perth & Kinross.

COVID19 Trends in Sub-National Travel

August Report

ACTIVE TRAVEL – Walking

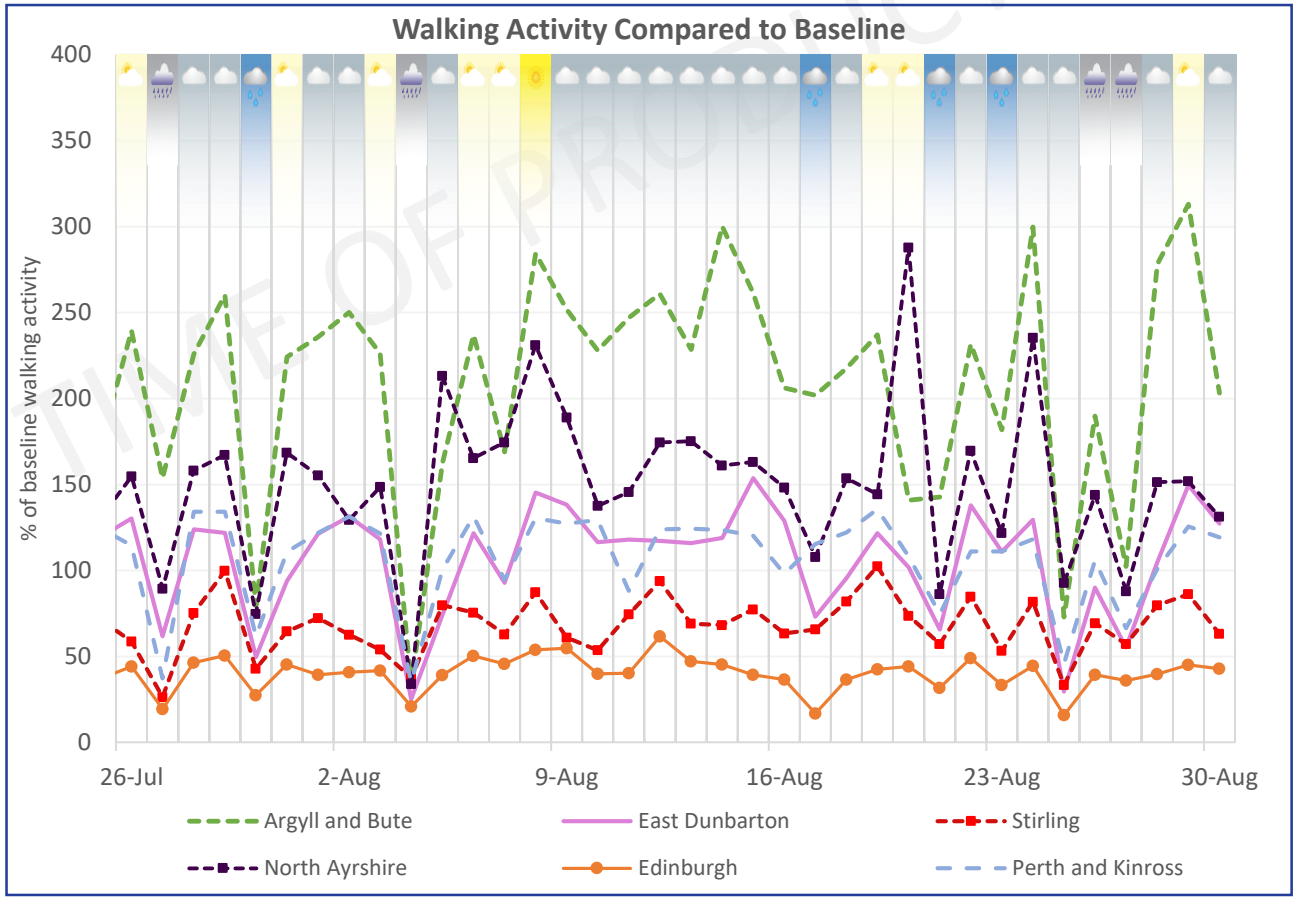
Key Points

- Edinburgh recorded a slightly higher monthly decrease of 2% in walking activity compared with the rest of the country where a decrease of 1% was observed comparing the week ending 30 August to week ending 2 August. Walking activity over this period varied across Non-City Local Authorities with Perth and Kinross (-7%) and East Dunbartonshire (-3%) having both observed a decline whereas other Local Authorities reporting growth ranging from 2% to 6%.
- Walking activity in week ending 30 August was significantly greater compared to the equivalent 2019 period in Argyll & Bute and North Ayrshire. Activity was broadly consistent in East Dunbartonshire and Perth and Kinross, while other areas were below 2019 levels. These walking activity trends are consistent with observations in the month of July.
- In week ending 30 August, most Local Authorities largely witnessed a decline in weekly walking trips, though this was likely influenced by the poor weather conditions at the start of the week. The only two Local Authorities to report a weekly increase were Argyll & Bute (8%) and Edinburgh (4%).

Walking: Monthly Comparison

Source: Local Authorities and Cycling Scotland
Confidence: Medium

Baseline: Index 100 = June 2019



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.

COVID19 Trends in Sub-National Travel

August Report

ACTIVE TRAVEL – Walking Urban Rural Classification

Key Points

- Walking activity in week ending 30 August compared to week ending 02 August observed an increase in urban areas and towns.
- The highest increase over this period was seen in Remote Small Towns, with growth of 12%. Other Urban Areas and Large Urban Areas also saw increases, with growth of 5% and 1% in these locations.
- Accessible Rural and Remote Rural areas saw declines of 18% and 13% respectively.

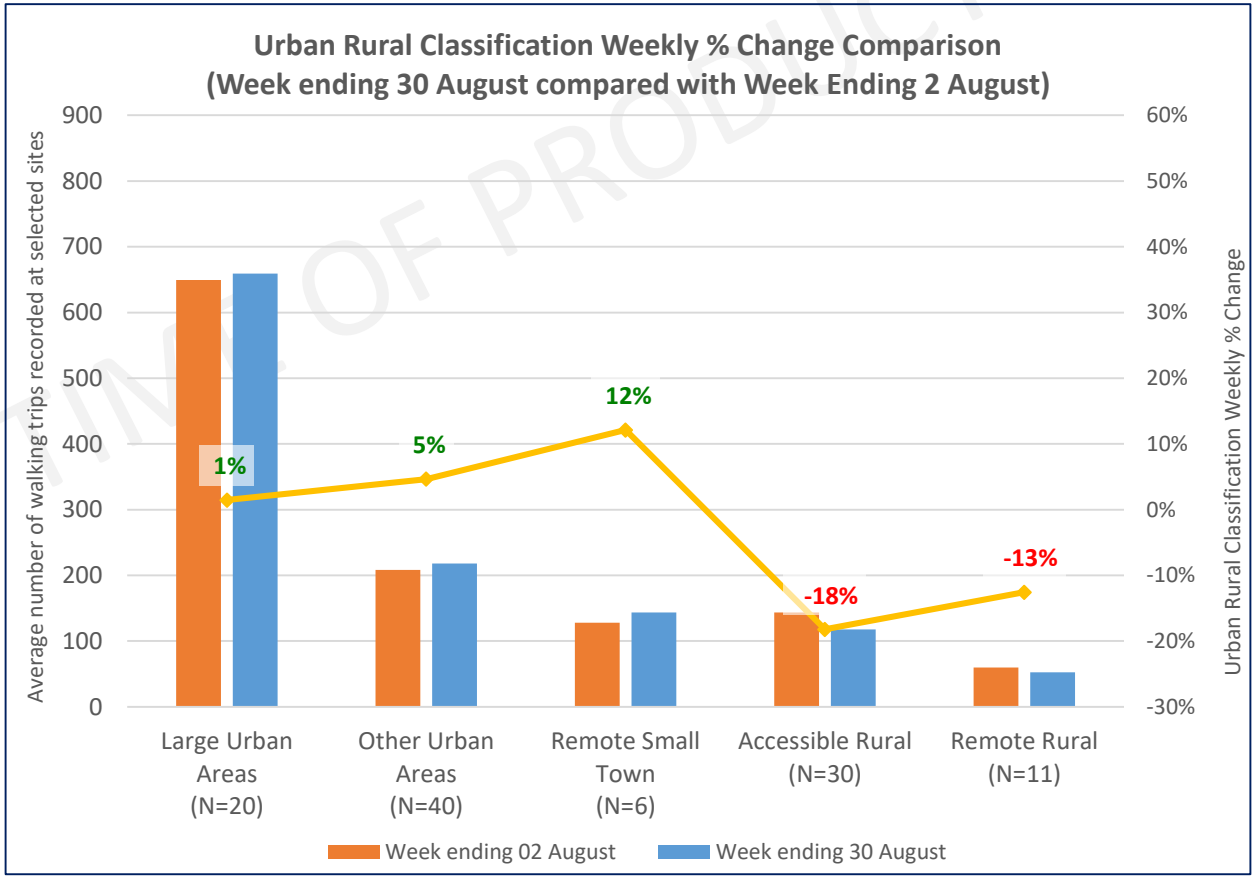
DATA NOTE: Accessible Small Towns excluded as no count sites present. Average number of trips are calculated as per counter values for each category.

Glasgow was not included in analysis this month due to no data available.

Walking: Urban Rural Walking Activity

Source: Local Authorities and Cycling Scotland
Confidence: Medium

Monthly Change Comparison



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.

COVID19 Trends in Sub-National Travel

August Report

ACTIVE TRAVEL – Cycling

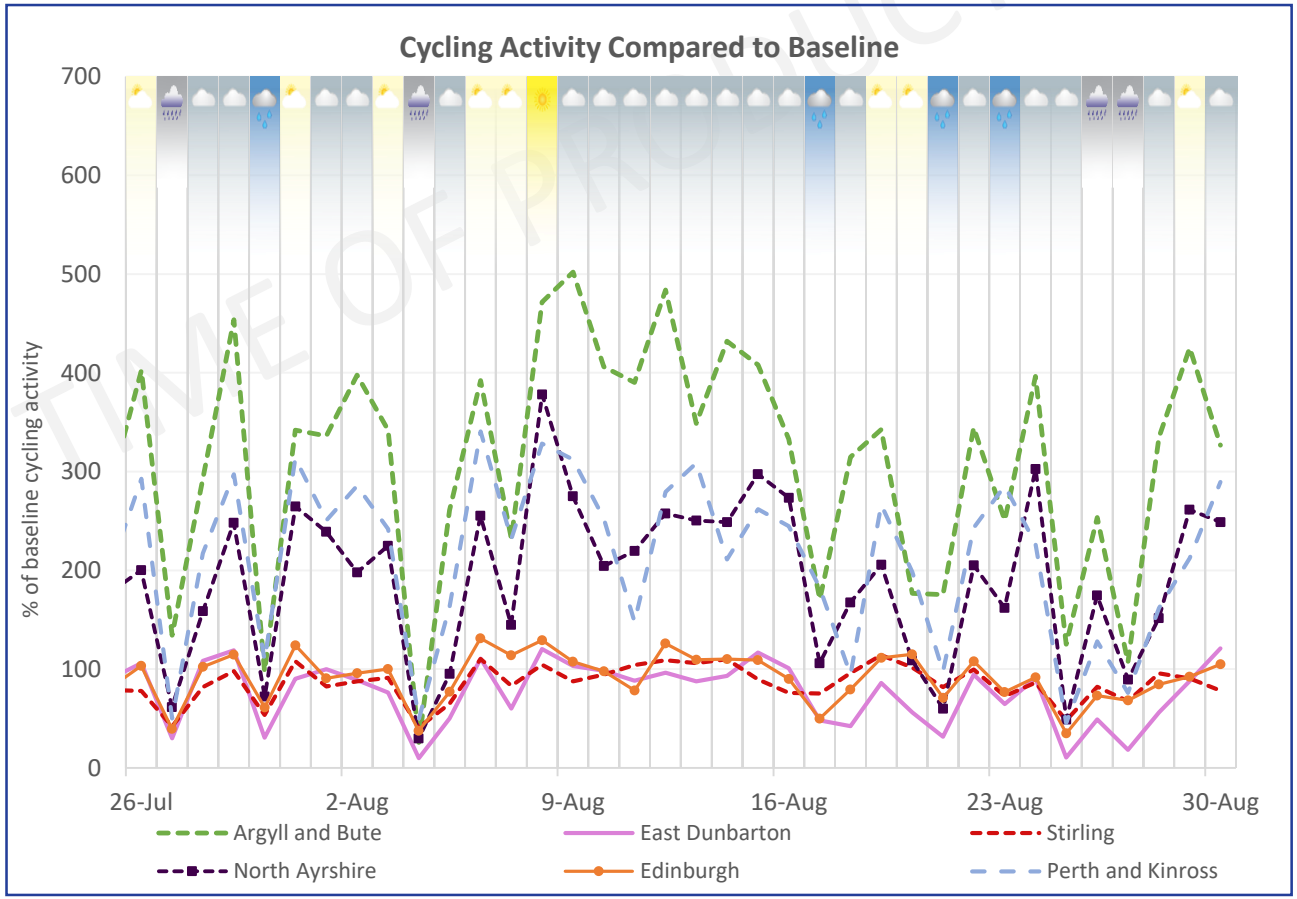
Key Points

- From week ending 2 August to week ending 30 August, cycling activity declined across most regions in the country with the exception of North Ayrshire where an increase was observed, up 3%. Both City and non-City Local Authorities saw a drop in activity with the largest declines seen in Perth and Kinross, East Dunbartonshire and Edinburgh, with a drop of 25%, 23% and 12% respectively.
- The reduction in cycling could have come from the schools returning as there is a notable drop off after mid-August that is not seen in the walking activity.
- Similar to walking, cycling activity in Argyll & Bute and North Ayrshire was higher in week ending 30 August compared to the equivalent 2019 period, while Perth and Kinross also remained higher than typical levels observed in 2019. Other areas remained comparable to or below 2019 levels.
- Cycling activity fluctuated significantly across week ending 30 August and appears to have been heavily influenced by weather.
- Compared to the previous week, the most pronounced changes were observed in Argyll & Bute and North Ayrshire with increases of 11% and 26% respectively.

Cycling: Monthly Comparison

Source: Local Authorities and Cycling Scotland
Confidence: Medium

Baseline: Index 100 = June 2019



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.

COVID19 Trends in Sub-National Travel

August Report

ACTIVE TRAVEL – Cycling Urban Rural Classification

Key Points

- Cycling levels by Urban Rural Classification in week ending 30 August compare to week ending 2 August declined in urban and accessible areas, whereas remote regions observed an increase, although less pronounced.
- The largest decrease was recorded in Accessible Rural locations, with a decline of 15%, while a decrease of 13% and 6% was also observed in Large Urban Areas Other Urban Areas respectively.
- Remote Small Town and Remote Rural both reported a slight increase in cycling activity, with growth of 6% and 2% respectively.

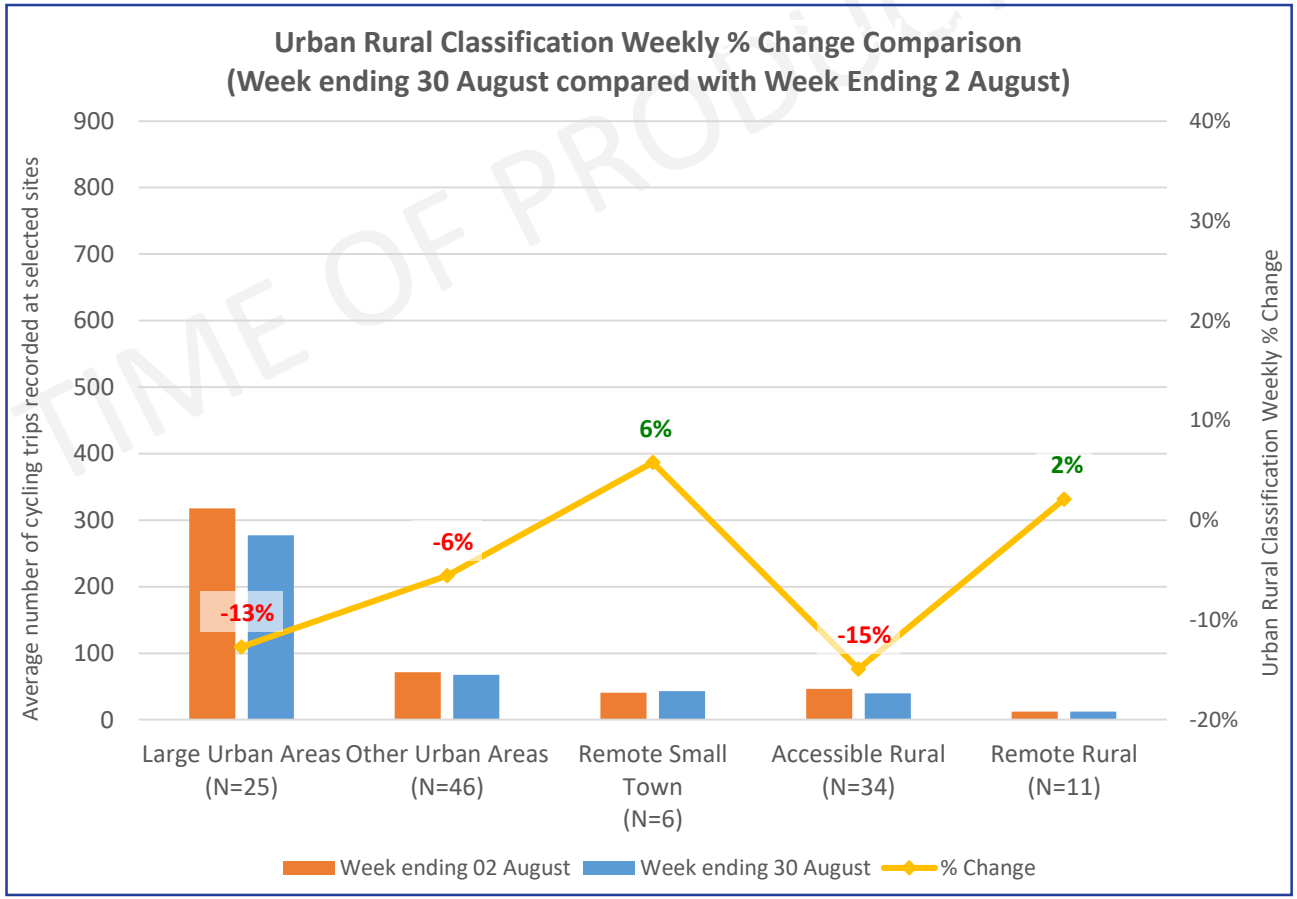
DATA NOTE: Accessible Small Towns excluded as no count sites present. Average number of trips are calculated as per counter values for each category.

Glasgow was not included in analysis this month due to no data available.

Cycling: Urban Rural Cycling Activity

Source: Local Authorities and Cycling Scotland
Confidence: Medium

Monthly Change Comparison



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.

COVID19 Trends in Sub-National Travel

August Report

PUBLIC TRANSPORT Monthly Change (1)

Bus and Train Monthly Change(1)	% Change
Bus Concessionary Travel(2)	24% ↑
Rail Stations (Central and Waverley)	22% ↑

Other Modes Monthly Change(1)	% Change
Glasgow Subway	39% ↑
Edinburgh Tram	81% ↑
CalMac Passenger & Cars(3)	5% ↑
CalMac Commercial Vehicles(3)	11% ↑

(1) The Monthly Change Comparison compares the last week in August (week ending 30 August) with last week in July (week ending 2 August)

(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 22 to 28 August with the 25 to 31 July

Summary

- **Bus Concessionary Travel** – Bus concessionary travel has been steadily increasing in August from 37% of 2019 levels during week ending 02 August up to 47% of 2019 levels in week ending 30 August.
- **Rail Stations (Glasgow Central and Edinburgh Waverley)** – Major railway stations recorded increased monthly footfall in August with growth of 15% at Central and 30% at Waverley, continuing an upward trend in movements. Only Waverley had a higher growth then the average of sample English stations (24%). Footfall at Central and Waverley were both below 50% of the equivalent 2019 period levels.
- **Glasgow Subway and Edinburgh Trams** – Patronage has increased significantly in August. However, Subway and Trams remain below levels recorded in the equivalent period in 2019, at 36% and 28% respectively on average for the week ending 30 August.
- **CalMac Ferry** – Increased patronage and traffic growth was reported over August in the Outer Hebrides and Argyll and Lochaber, with slightly higher growth for Passenger and Commercial Vehicles traffic. Clyde saw a slight decline in Passenger and Car numbers, but a slight increase in Commercial Vehicles. Despite August increases, levels remained below the equivalent 2019 period, with the exception of Clyde Commercial Vehicle traffic, which grew by 2%. August values show that Outer Hebrides and Argyll and Lochaber have broadly aligned with Clyde, which had been significantly closer to baseline levels in the previous months.

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.

COVID19 Trends in Sub-National Travel

August Report

PUBLIC TRANSPORT – Bus Concessionary Travel

Key Points

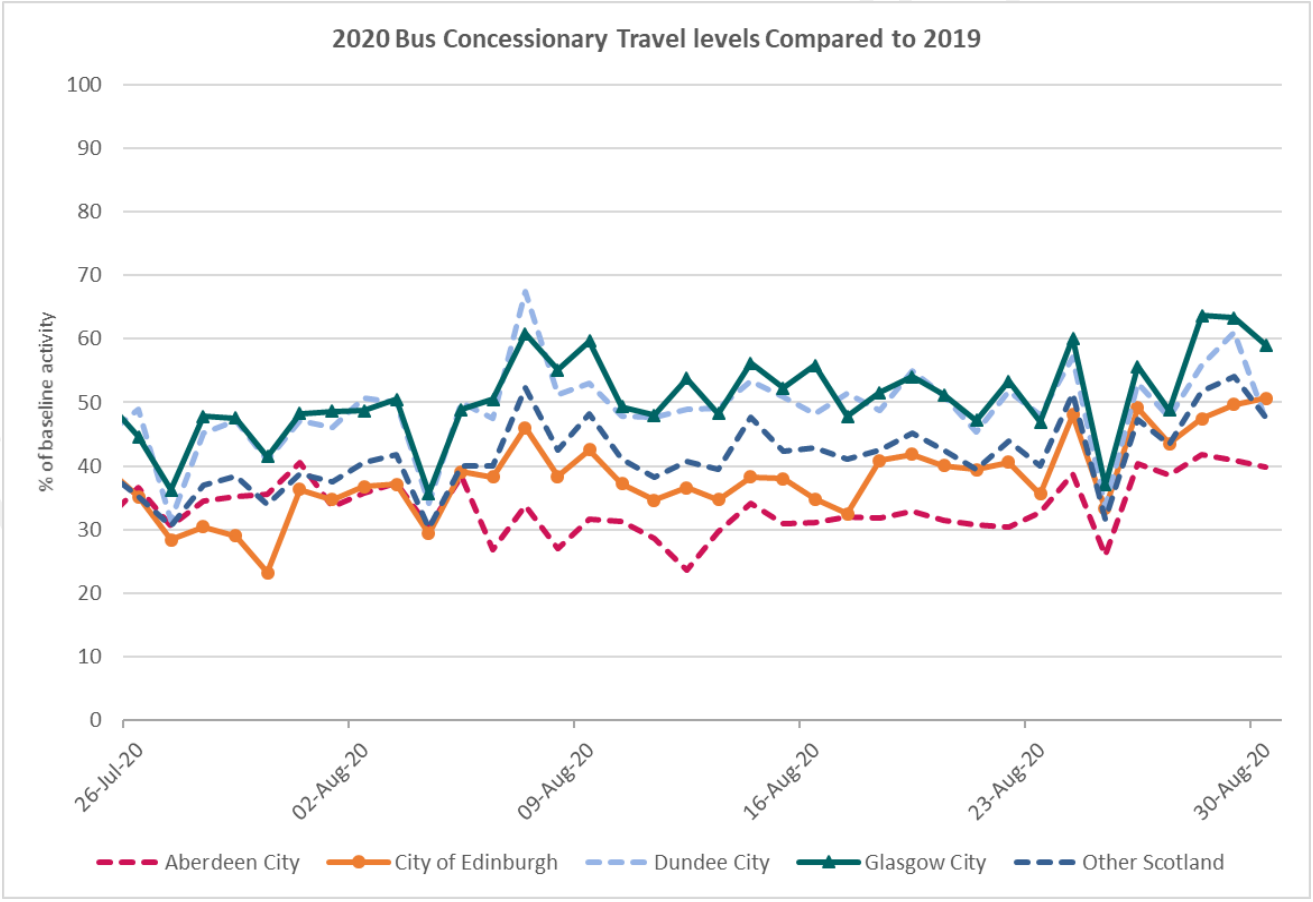
- Throughout the month of August bus concessionary travel has been steadily increasing from 37% of 2019 levels during week ending 02 August to 47% of 2019 levels in week ending 30 August.
- Bus Concessionary Travel activity remain significantly below levels recorded over the equivalent period in 2019, with week ending 30 August down by around 53% on average.
- Notable declines in concessionary travel were recorded across all Local Authorities on 4 August and 25 August, with Aberdeen levels being down by 74% against the baseline on 25 August.
- Levels in Glasgow and Dundee appear to be recovering faster than other areas, being closer to 2019 demand than Edinburgh and Aberdeen. During week ending 30 August, travel in Glasgow and Dundee was at 55% and 51% of 2019 levels respectively. Edinburgh volumes were 46% of the equivalent period in 2019 and Aberdeen travel was at 38%.

***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.*

Bus Concessionary Travel

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

Baseline: Index 100 = Equivalent Period in 2019



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.

COVID19 Trends in Sub-National Travel

August Report

PUBLIC TRANSPORT – Weekday Bus Services Supply by Region

Key Points

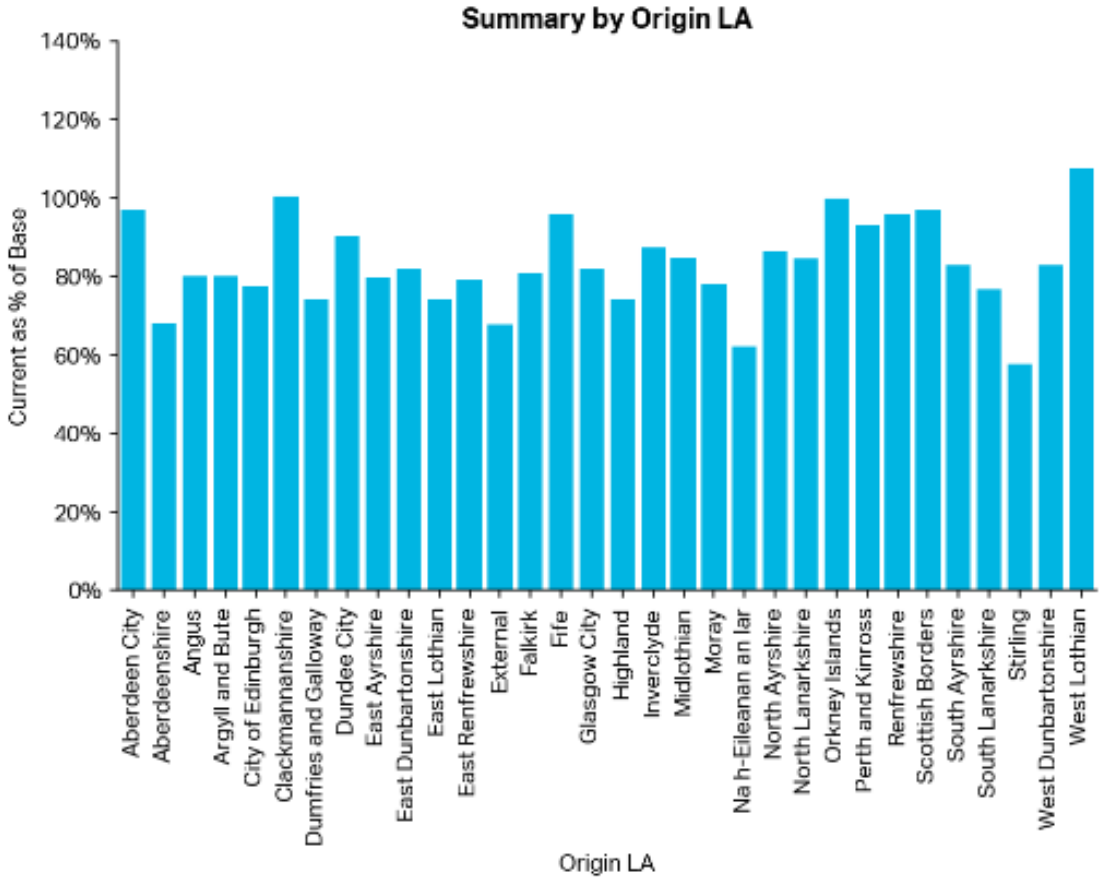
- Bus service operations across the country is reported for Wednesday 26 August and derived from Traveline data.
- Bus service operation in many Local Authorities are approaching baseline levels, with West Lothian, Clackmannanshire and Orkney Islands all at or above pre COVID-19 operation levels.
- Notable reduced bus service operation is evident in Stirling, Na h-Eileanan an Iar, and Aberdeenshire Local Authorities and External services (Services originating outside Scotland), with all around 60% or below.
- For City Local Authorities, Aberdeen City reported the highest levels compared with baseline operation, sitting just under these levels, whereas Edinburgh City and Glasgow both reported operation of around 80%, while Dundee was around 90%.

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

Bus Service Operation by Region

Source: Traveline Weekly Bus Tracker 26 August
Confidence: Medium

Baseline: Index 100 = September 2018



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.

COVID19 Trends in Sub-National Travel

August Report

PUBLIC TRANSPORT – Weekday Bus Services Supply by Hourly Profile

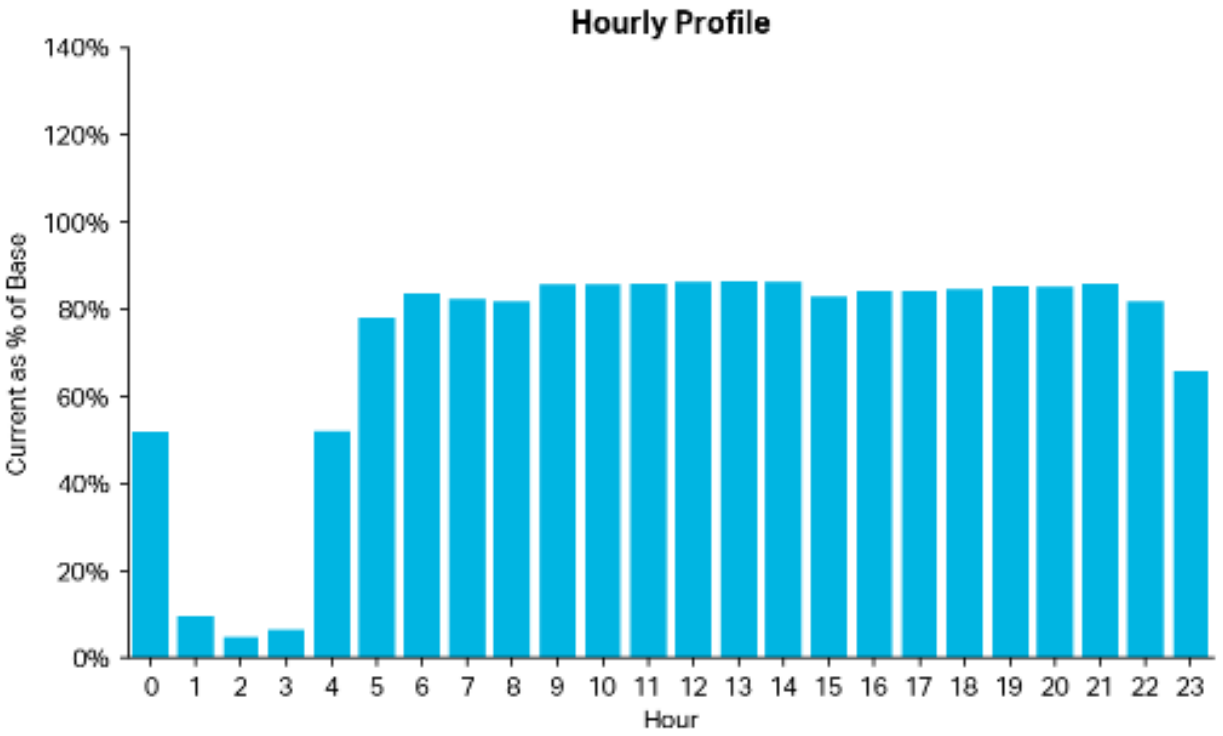
Key Points

- Bus service operations across the country is reported for Wednesday 26 August and derived from Traveline data.
- Bus operation throughout the day generally shows a similar service level of around 80% compared with pre COVID-19 levels from 5am to 11pm.
- There is a drop off in bus services between 11pm to 1am, with operation at around 50% to 60% of baseline levels, followed by a notable decline in operation thereafter until early morning.
- Although bus service provision appears to be returning to pre COVID-19 levels faster during the day, night services are operating significantly lower than pre COVID-19 operation, particularly between 1am and 4am, with levels below 10% of baseline during these periods.

Bus Service Operation by Hourly Profile

Source: Traveline Weekly Bus Tracker 26 August
Confidence: Medium

Baseline: Index 100 = September 2018



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.

COVID19 Trends in Sub-National Travel

August Report

PUBLIC TRANSPORT – Train Station

Key Points

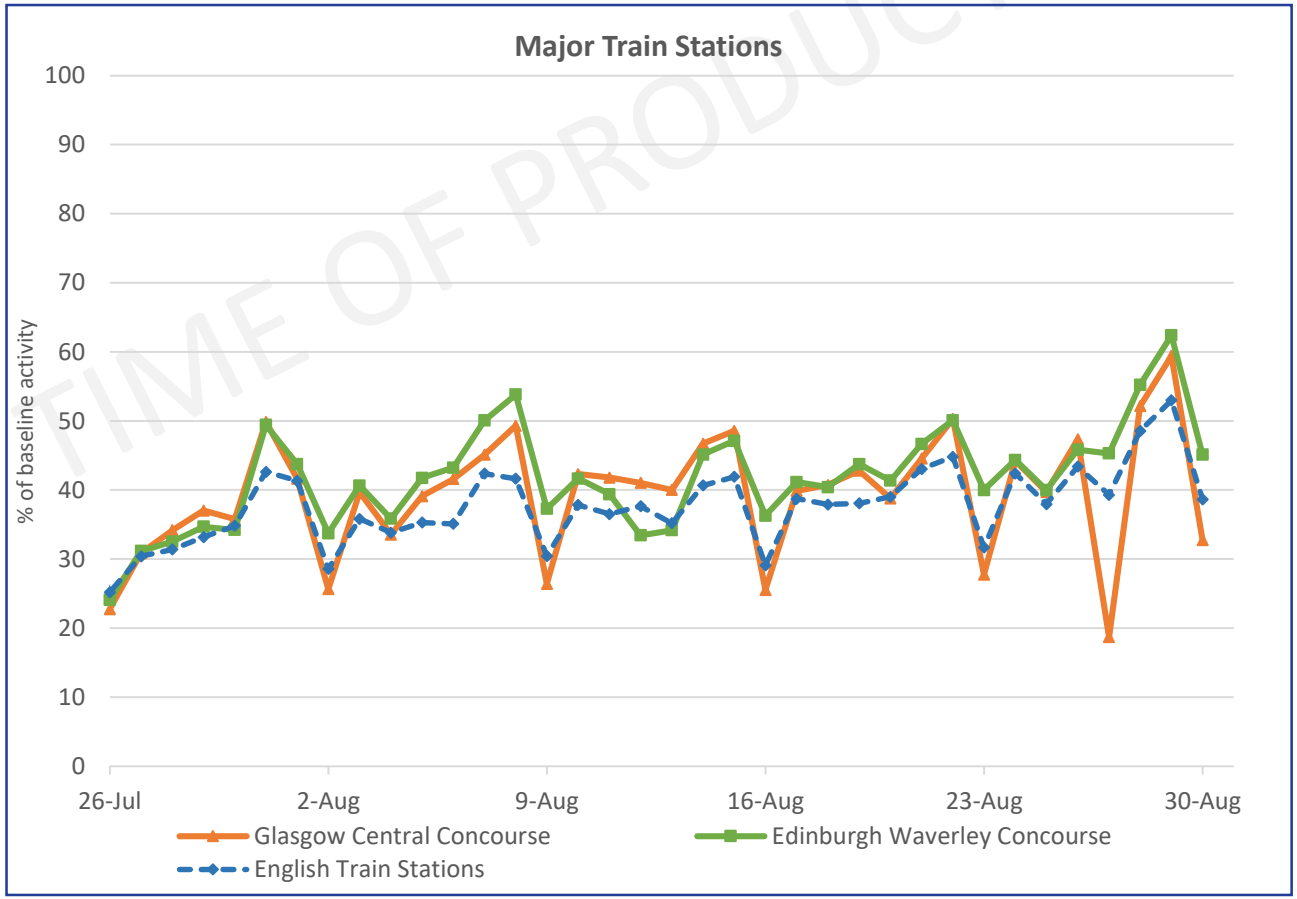
- Significant monthly increases were observed in footfall at both Edinburgh Waverley station and Glasgow Central, with recorded growth of 30% and 15% comparing week ending 30 August with week ending 2 August. Only Waverley Station observed higher growth than the sample English stations (24%).
- Edinburgh Waverley continued to report increases throughout the whole week, however, weekend growth was much higher than midweek growth, at 39% compared to 27%. Glasgow Central recorded growth of 8% over the weekday period, but increases were also more pronounced over the weekend, at 37%. This was similarly the case elsewhere in the UK. A notable decline occurred in Glasgow on Thursday 27 August, likely due to the heavy rain and flooding that day.
- Compared to baseline, rail passenger volumes remain significantly down. Volumes at Edinburgh Waverley were around half (48%) of baseline levels on average for week ending 30 August, while Glasgow Central volumes were similar, at 42% of baseline.

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



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.

COVID19 Trends in Sub-National Travel

August Report

PUBLIC TRANSPORT – Glasgow Subway and Edinburgh Tram

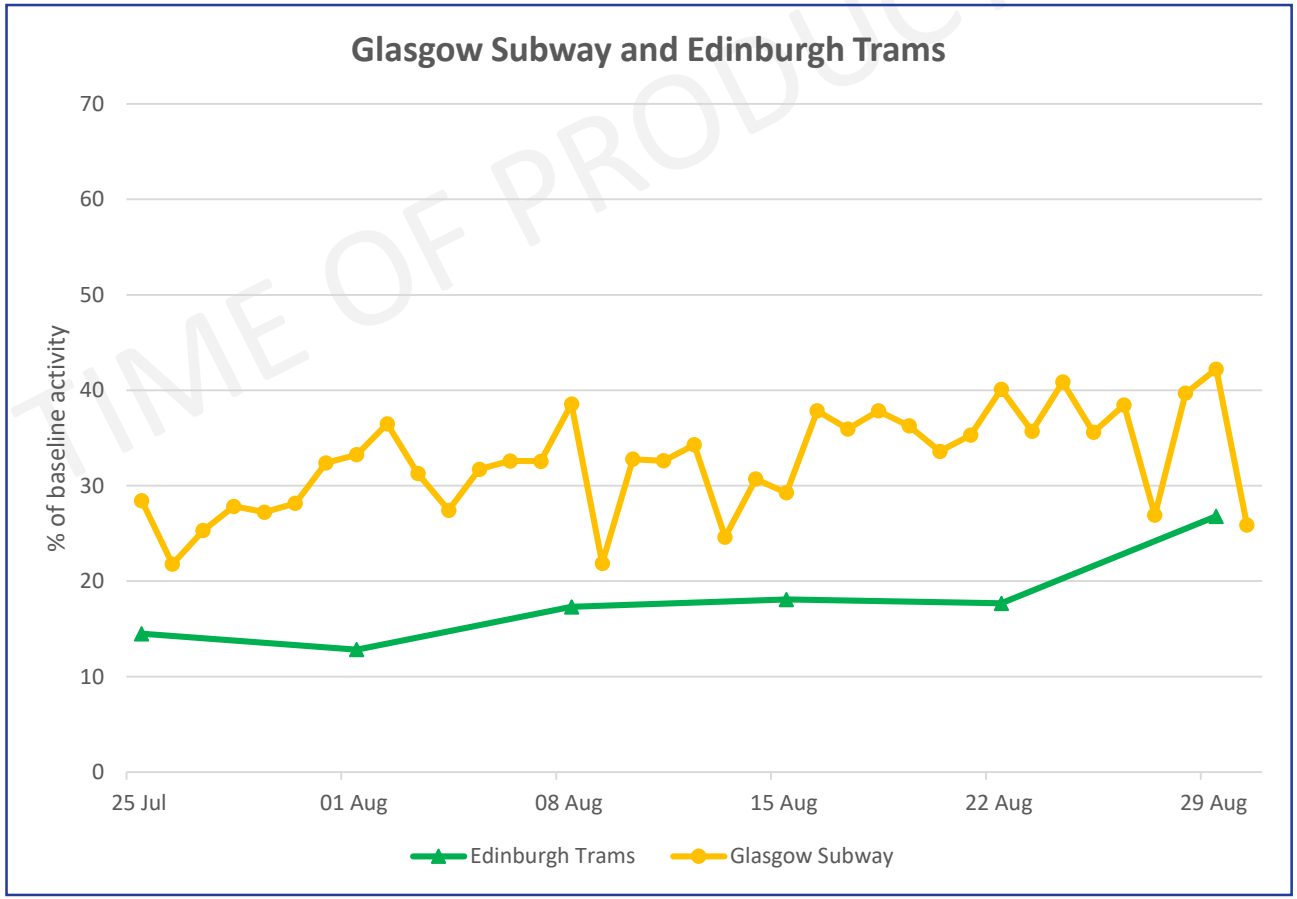
Key Points

- Monthly patronage volumes significantly increased for both Edinburgh Trams and Glasgow Subway, with 81% and 39% increases respectively.
- Much of the Edinburgh Tram growth happened at the end of August with Tram patronage increasing 25% in the week commencing the 24th of August compared with the previous week.
- In line with Glasgow Central rail data, subway volumes saw a significant decline on Thursday 27 August likely due to the heavy rain and flooding seen that day.
- Comparing week ending 30 August (end of August) to the equivalent period in 2019, average patronage through the week was observed at 27% for Edinburgh Trams and 36% for Glasgow Subway, up 14% points and 6% points on last month respectively.

Glasgow Subway and Edinburgh Tram

Source: SPT and Edinburgh Trams
Confidence: High

Baseline: Index 100 = Equivalent Period in 2019



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.

COVID19 Trends in Sub-National Travel
August Report

PUBLIC TRANSPORT – Ferries CalMac (Monthly Change)

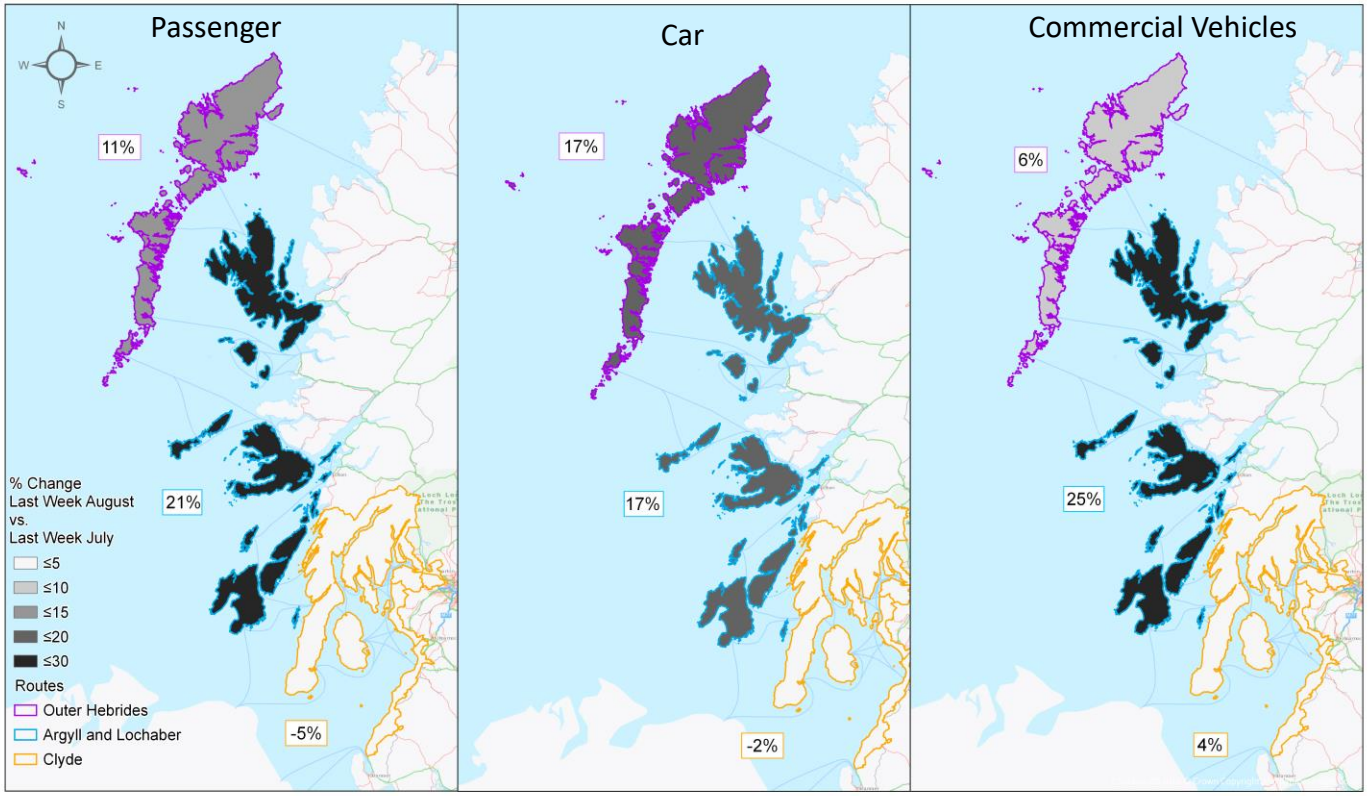
Key Points

- In the period from week ending 31st July to week ending 28 August, CalMac passenger volumes increased by 11% in 'Outer Hebrides', and 21% in 'Argyll and Lochaber', while volumes in 'Firth of Clyde' decreased by 5%.
- Car volumes also saw growth in 'Outer Hebrides' and Argyll and Lochaber' over the same period, with increases of 17% in both areas. Similarly to passenger traffic, car traffic was down in 'Firth of Clyde', with volumes 2% below end of July levels.
- Commercial vehicle volumes increased in all areas during August. Relatively minor increases were recorded in 'Outer Hebrides' and 'Firth of Clyde', at 6% and 4% respectively, while the growth in 'Argyll and Lochaber' was more pronounced, at 25%.

CalMac Ferries Data

Source: CalMac
Confidence: Medium

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*.

COVID19 Trends in Sub-National Travel

August Report

PUBLIC TRANSPORT – Ferries CalMac (Change from Baseline)

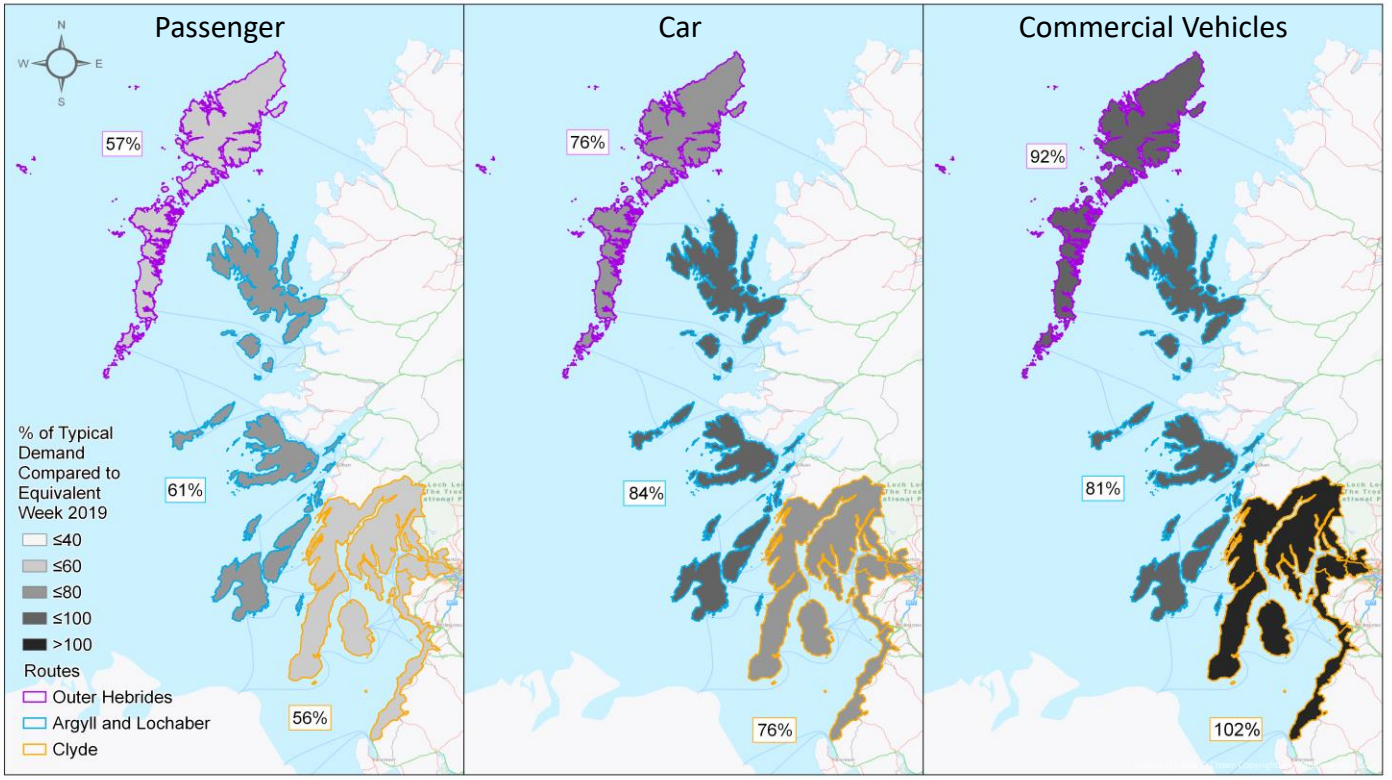
Key Points

- In week ending 28 August CalMac passenger and car volumes remained below levels recorded in the equivalent week of 2019.
- Passenger volumes were down by 43% in 'Outer Hebrides', 39% in 'Argyll and Lochaber' and 44% in 'Firth of Clyde'.
- For car volumes, 'Outer Hebrides' and 'Firth of Clyde' levels were down 24%. The difference compared to baseline in 'Argyll and Lochaber' was less pronounced, with volumes down 16%. The August values show that 'Outer Hebrides' and 'Argyll and Lochaber' have broadly aligned with 'Firth of Clyde', which had been significantly closer to baseline levels in the previous months.
- In 'Outer Hebrides' and 'Argyll and Lochaber' commercial vehicle volumes also remained below 2019 levels, at -8% and -19% respectively. However, a slight increase of 2% was recorded in 'Firth of Clyde'.

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*.

COVID19 Trends in Sub-National Travel

August Report

ROAD TRAFFIC Monthly Change (1)

City Local Authorities(2)	% Change
Road Traffic (Car + Mcl)(4)	1% ↑
Road Traffic (LGV + HGV)(4)	3% ↑

Rest of Scotland LA Average(3)	% Change
Road Traffic (Car + Mcl)(4)	3% ↑
Road Traffic (LGV + HGV)(4)	5% ↑

Monthly Change(1)	% Change
Cross-Border Trunk Road	9% ↑

(1) The Monthly Change Comparison compares the last week in August (week ending 30 August) with last week in July (week ending 2 August)

(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 (LA) 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)** – Over the month of August cross border traffic increased by 9% compared to July levels, higher than the national average of 4%. However, average levels remained below volumes recorded in the equivalent 2019 period.
- **Trunk Road Traffic** – Traffic volumes were observed as lower than typical levels pre COVID-19 around major cities and urban areas, however, some rural regions such as Argyll & Bute and Highland reported volumes above pre COVID-19 baseline levels.
  - Road traffic across the country has increased in the month of August. Month on month increases were seen in the vicinity of urban areas across the country generally, but was also notable across the A87, particularly at Skye Bridge (40%), and the corridors linking Edinburgh, Glasgow and Dumfries (M74 / A76 / A702). Compared to baseline, and continuing the trend since the announcement of Phase 1, the greatest increases in trunk road traffic have predominantly been observed in rural areas, particularly around national parks and popular walking areas.

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.

COVID19 Trends in Sub-National Travel

August Report

ROAD TRAFFIC – Cross-Border Trunk Road Traffic

Key Points

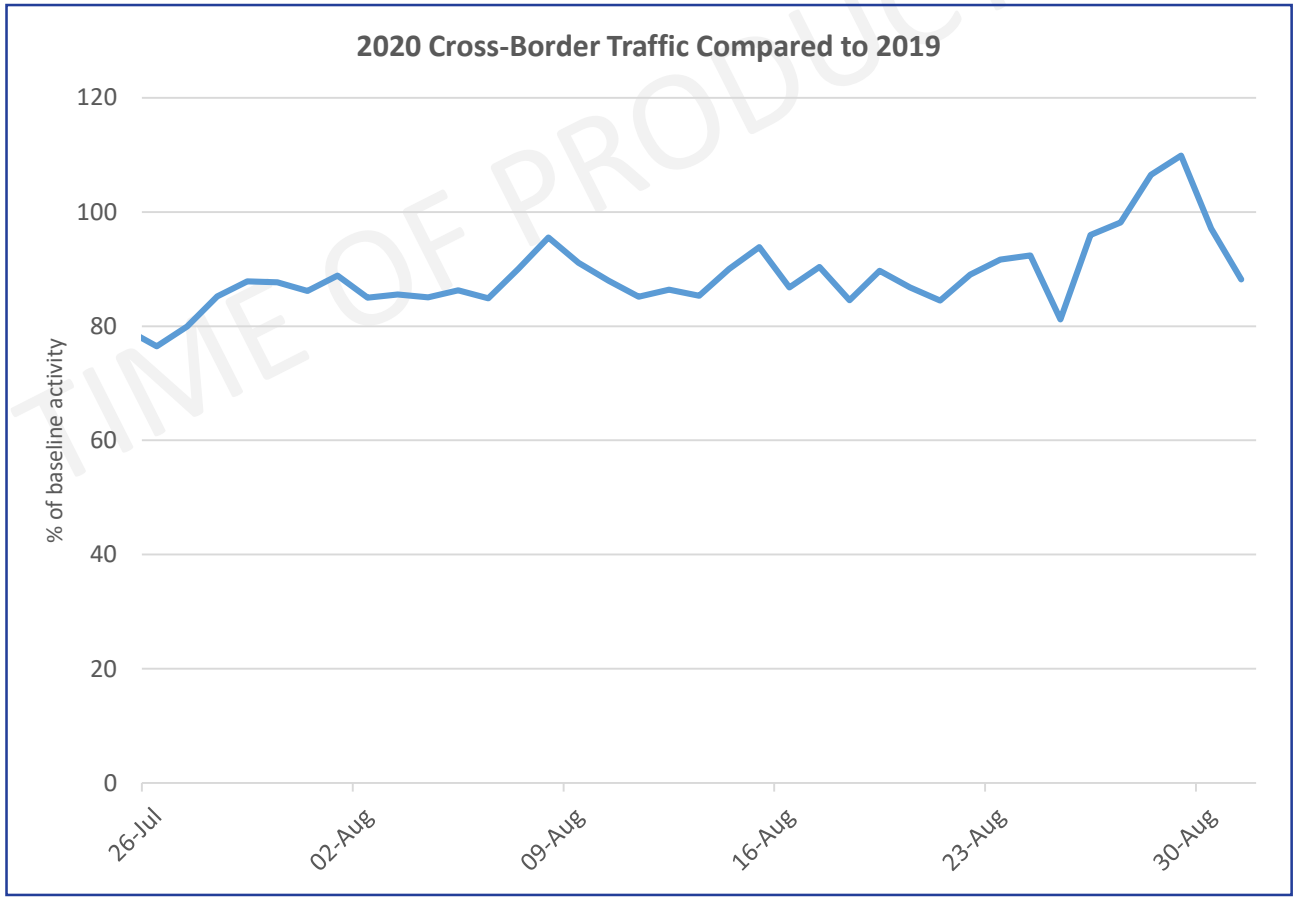
- The first half of August saw a generally steady flow of cross-border traffic, while the second half saw significant fluctuations in daily flows. The average volumes for the month were 10% lower than the equivalent period in 2019.
- On average, week ending 30 August saw traffic volumes 3% lower than 2019 levels, though this represents a significant increase compared to the previous month, where cross-border traffic week ending 2 August was 14% lower than the equivalent period in 2019.
- A clear spike in traffic occurred on 28 August and 29 August and is likely associated with the England/Wales Bank Holiday weekend.
- The traffic counter located on the M6 South of Gretna, which monitors traffic in both directions, recorded increases of 7% and 12% for northbound and southbound flows in week ending 30 August compared to week ending 2 August.

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



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.

COVID19 Trends in Sub-National Travel

August Report

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

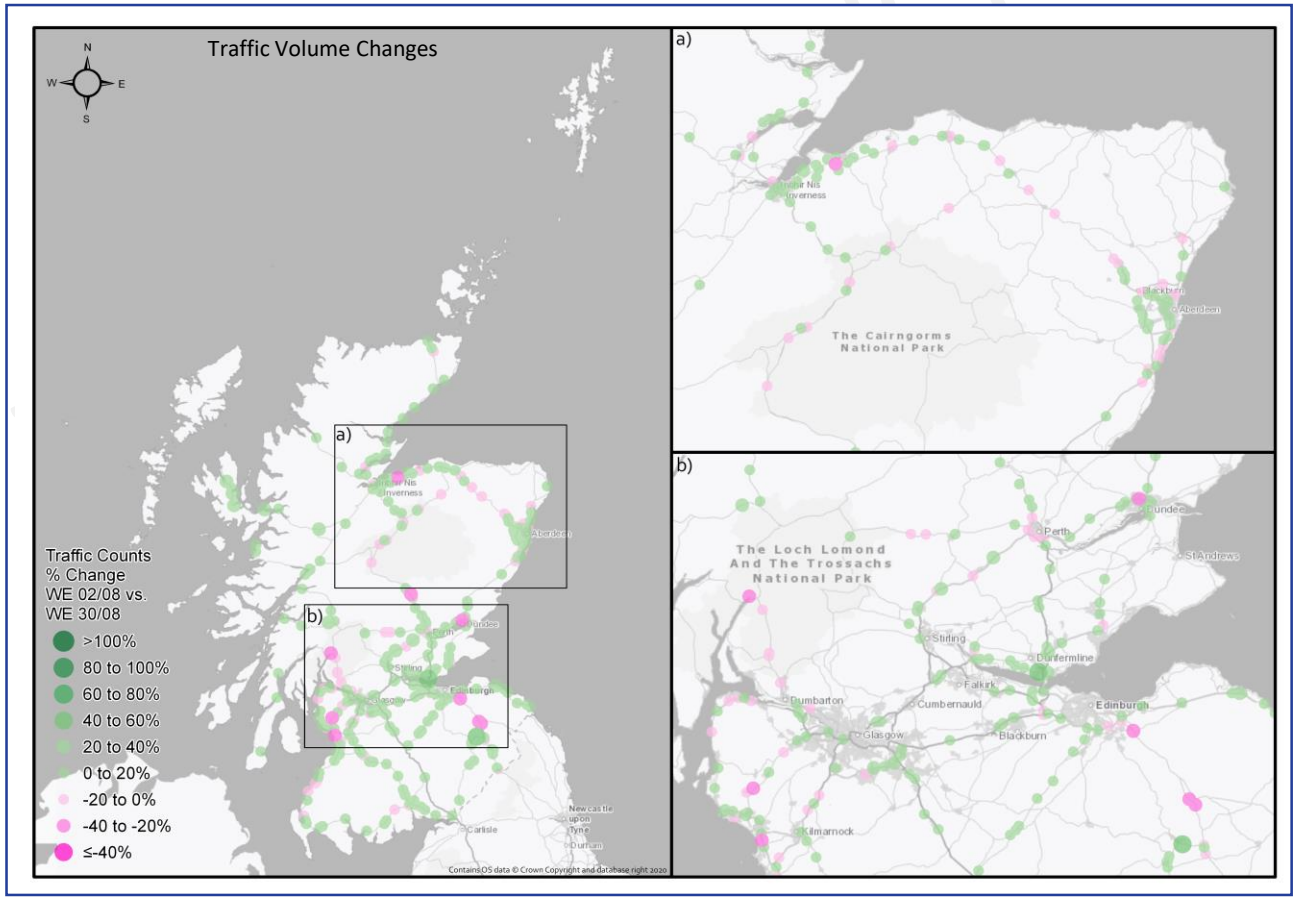
Key Points

- In August the majority of sites saw increased traffic volumes. Growth ranged between 1% and 30% for most locations and was generally seen in the vicinity of urbanised areas. The growth observed across the A87, particularly at Skye Bridge (40%), and the corridors linking Edinburgh, Glasgow and Dumfries (M74 / A76 / A702) is also notable.
- Significant decreases were recorded for some sites, including the A68 between the A720 and Jedburgh, the A90 around Dundee, and the A77 and A737 between Ayr and Glasgow. Other notable declines were the A82 between Balloch and Tarbet, the A9 at Pitlochry, and the A96 between Inverness and Aberdeen.
- Comparing August volumes to the baseline March period (first two weeks), volumes were down at many sites for key arteries and urban areas. Amongst the highest declines were the A77 at Ayr and the A68 between the Edinburgh and Jedburgh, reflecting the observed month on month data.
- Recorded increases were particularly notable on the A82 between Balloch and Fort William, the A83 from Campbeltown to Tarbet, the A85 between Perth and Crianlarich, the A87 across Skye, and the A9 from Perth to Inverness.

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.

COVID19 Trends in Sub-National Travel

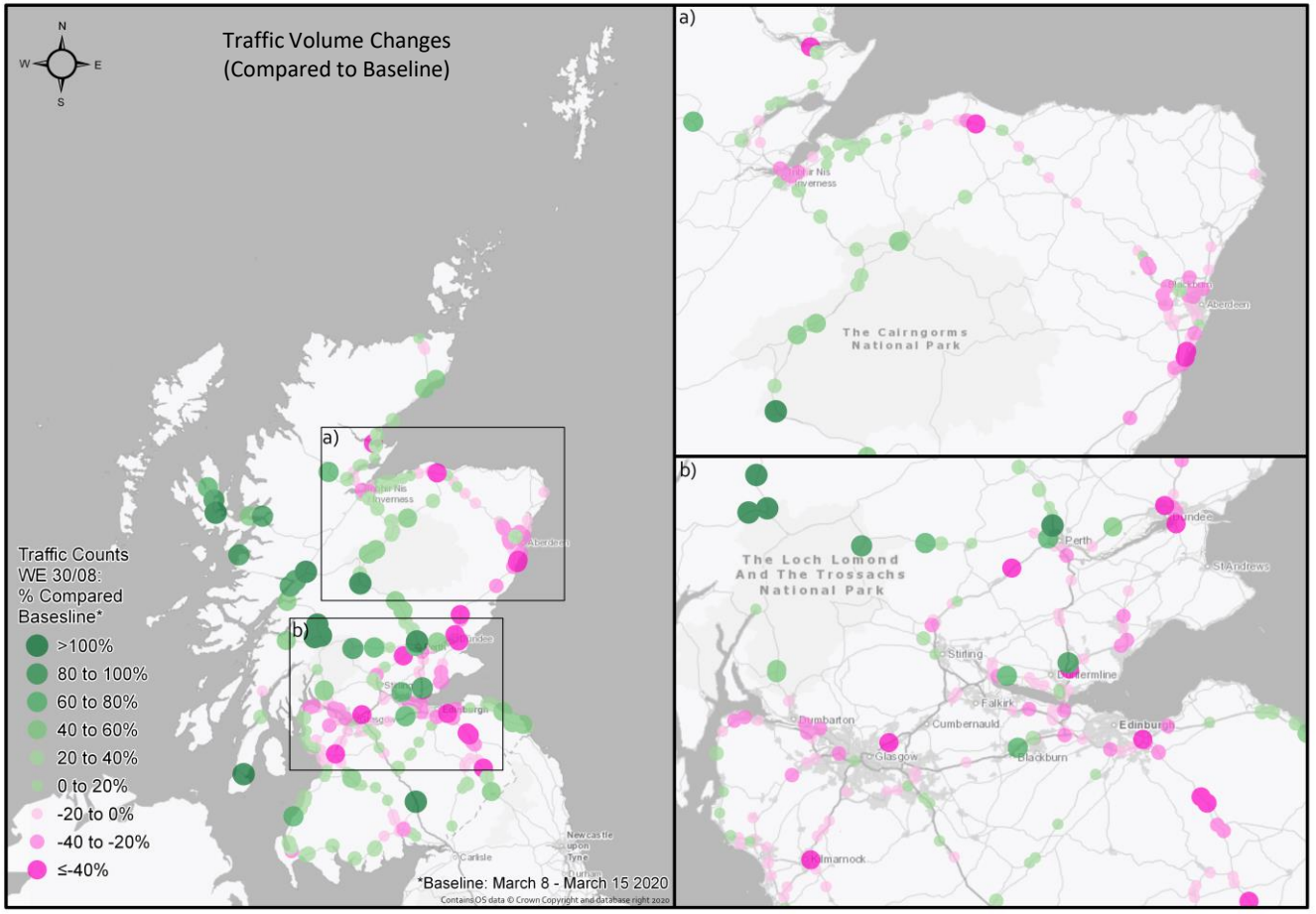
August Report

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

Country-Wide Road Traffic

Source: Road Counters
Confidence: Medium

Baseline: 2 March to 15 March



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.

COVID19 Trends in Sub-National Travel

August Report

ROAD TRAFFIC – Urban Rural Trunk Road Traffic

Key Points

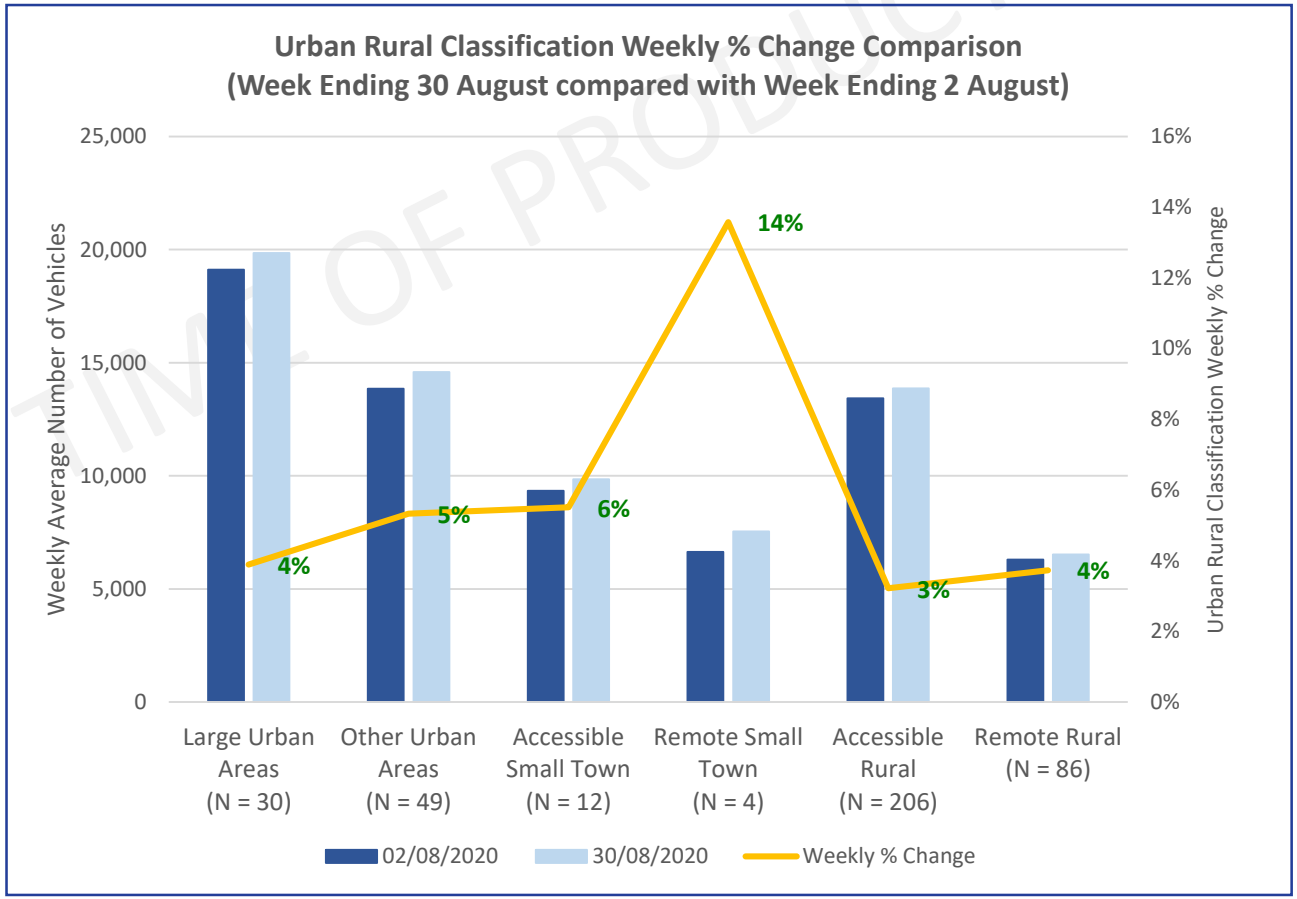
- In week ending 30 August all categories across the Urban Rural 6 Fold Classification saw a rise in the average weekly number of vehicles recorded at selected sites compared to week ending 2 August.
- The highest increase was recorded in the 'Remote Small Town' category, with a growth of 14%. However, it should be noted that the category is informed by 4 sites only.
- The 'Other Urban Areas' and 'Accessible Small Town' categories recorded an increase higher than the national average increase of 4%, while the 'Accessible Rural' category recorded an increase slightly below the national average. 'Large Urban Areas' and 'Remote Rural' showed a 4% increase in the weekly average number of vehicles which is in line with the observed national average.

DATA NOTE: Average number of trips are calculated as per counter values for each category. Friday data has been excluded from weekly average.

Urban Rural Trunk Road Traffic

Source: Road Counters
Confidence: Medium

Monthly Change Comparison



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.

COVID19 Trends in Sub-National Travel

August Report

ROAD TRAFFIC – INRIX Trunk Road Speeds (Cities)

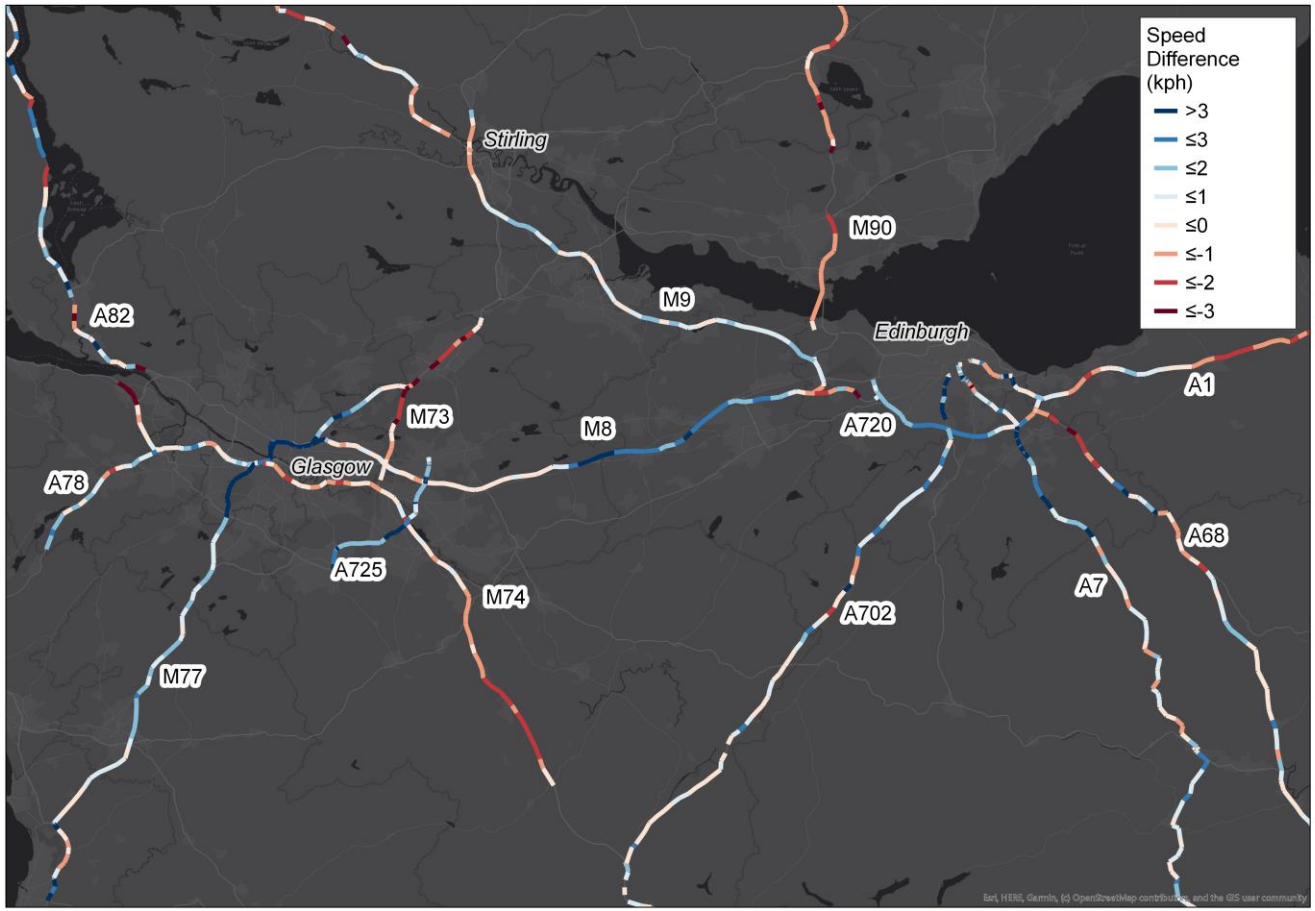
Key Points

- This map shows the difference in observed traffic speeds comparing June with August on key trunk road corridors around the Central Belt (Glasgow and Edinburgh). INRIX provides data on a link by link basis for corridors and is therefore shown section by section. The map compares the average speed observed on a weekday in July and August between the hours of 0800 to 0900 (morning commute) and for movements inbound towards each city.
- For Edinburgh, there was a visible increase in speeds and thus reduced congestion on approach to the city on most trunk road corridors, particularly the A7 and A720 compared with July. The A68 recorded a decrease in speeds indicating increased congestion.
- Similar to Edinburgh, Glasgow recorded higher speeds on the M77 and M8 and therefore reduced congestion on approach to the city. Observed speeds were largely unchanged on the M74 and M73 compared with July suggesting consistent traffic volumes and profile patterns.

Trunk Road Traffic Speeds – Central Belt

Source: INRIX
Confidence: Medium

Monthly Change Comparison



COVID19 Trends in Sub-National Travel

August Report

ROAD TRAFFIC – INRIX Trunk Road Speeds (Tourist Areas)

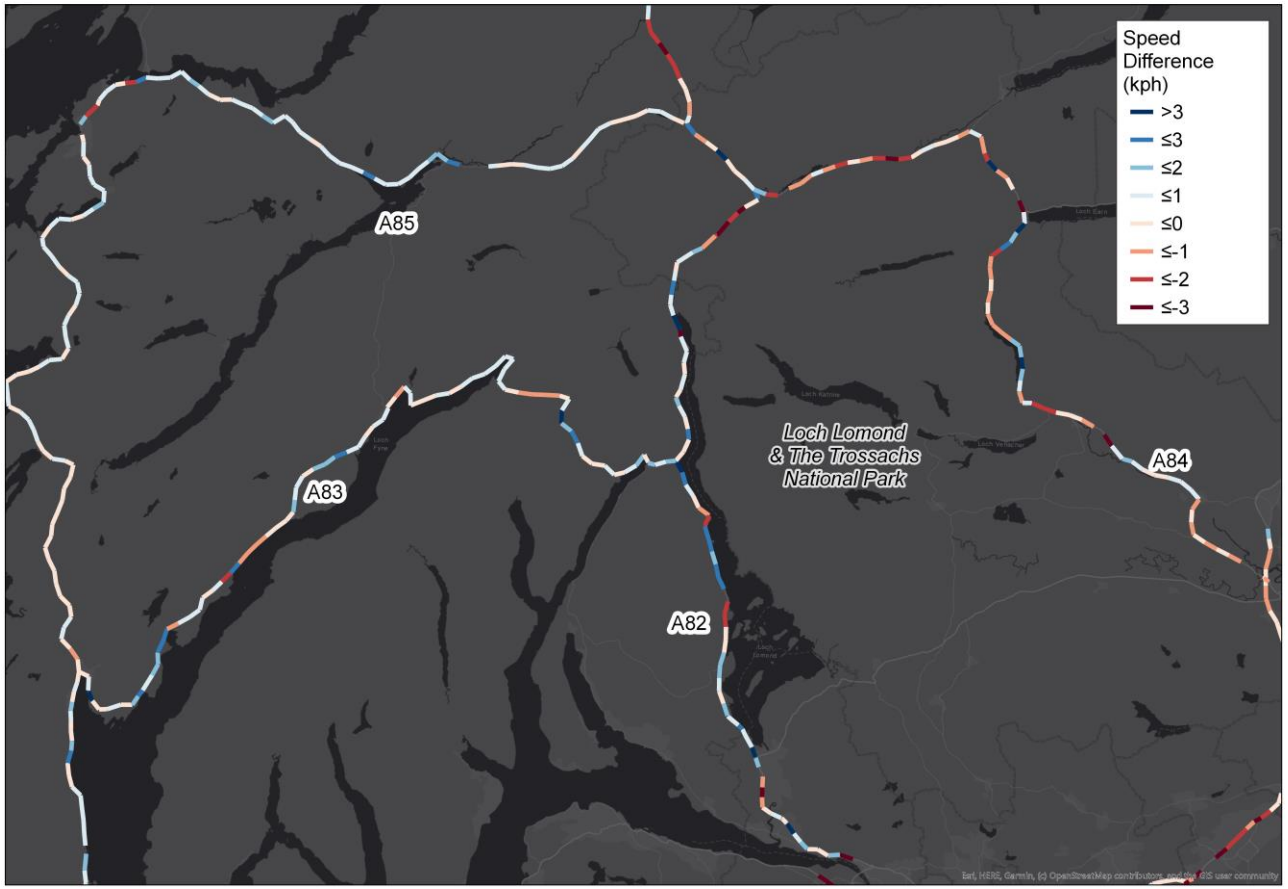
Key Points

- This map shows the difference in observed traffic speeds comparing July with August on key trunk road corridors around Loch Lomond and the Trossachs. The map compares the average speed observed on a weekend in July and August between the hours of 0800 to 0900 and in the direction towards the national park. With the national park being a known walking area and popular leisure and tourist destination, weekend movements have been the focus.
- There was an overall increase in speeds across the A82 corridor south of Crianlarich, compared with July. Slower speeds were recorded on approach to Crianlarich along A82, and east of Crianlarich along the A85. Slow speeds were also observed on the A82 between Crianlarich and Tyndrum.
- Other trunk road corridors in the area, including the A83 and A85, reported speeds that were comparable or slightly higher than observed levels in July.

Trunk Road Traffic Speeds – Tourist Areas

Source: INRIX
Confidence: Medium

Monthly Change Comparison



COVID19 Trends in Sub-National Travel

August Report

GOOGLE TRENDS Monthly Change (1)

City Local Authorities(2)	% Change
Grocery & Pharmacy(4)	3% ↑
Retail & Recreation(4)	16% ↑
Parks(4)	8% ↑
Workplace(4)	8% ↑
Overall Mobility(4)	5% ↑

Rest of Scotland LA Average(3)	% Change
Grocery & Pharmacy(4)	5% ↑
Retail & Recreation(4)	22% ↑
Parks(4)	28% ↑
Workplace(4)	9% ↑
Overall Mobility(4)	7% ↑

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

(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 (LA) 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) 30 August latest full week of available data for Google movements trends

Summary

- **Google Mobility Data** – Considering data for the whole of August, 'Retail and Recreation' movements increased in all areas month on month, but remained down in many areas, including all City Local Authorities, compared to the February baseline period. A similar trend was seen for 'Grocery and Pharmacy' movements. 'Parks' movements varied significantly across Local Authorities, in both month on month and August to baseline data. Some areas experiencing very high growth (Highland, Argyll & Bute, and Dumfries & Galloway), while some areas saw declines, including Aberdeen in terms of monthly change, reflecting the local lockdown measures implemented at the start of August. Workplace movements remained down significantly in all areas compared to baseline, but showed some growth in all areas month on month.

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.

COVID19 Trends in Sub-National Travel

August Report

GOOGLE TRENDS – 'Grocery and Pharmacy' and 'Retail and Recreation'

'Grocery and Pharmacy' Key Points

- Grocery and Pharmacy movements in August increased in the majority of Local Authority areas. The most significant increases were recorded in Dumfries & Galloway, Argyll & Bute, and Highland, with growth of 9%, 11% and 22% respectively. The only decline over this period was recorded in Aberdeen City, with a reduction of -1%.
- The number of movements in August were below levels recorded for the February baseline period for all City Local Authorities, with declines of between 15% and 18%. Decreases were also seen in the majority of non-City Local Authorities, though these were less pronounced, ranging between -1% and -11%. Recorded increases tended to be relatively minor at between 1% and 7%. However, Highland saw a far higher increase, with growth of 22%, as well as Dumfries & Galloway although less pronounced with 10%.

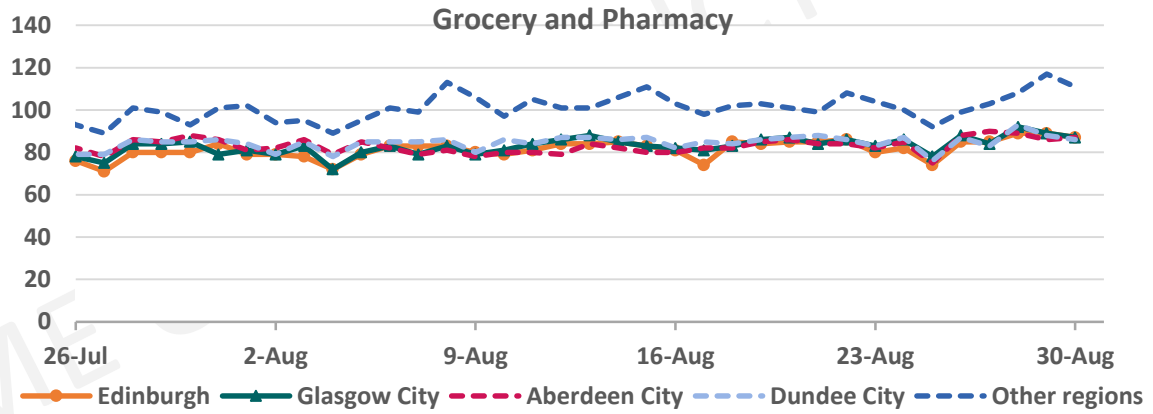
'Retail and Recreation' Key Points

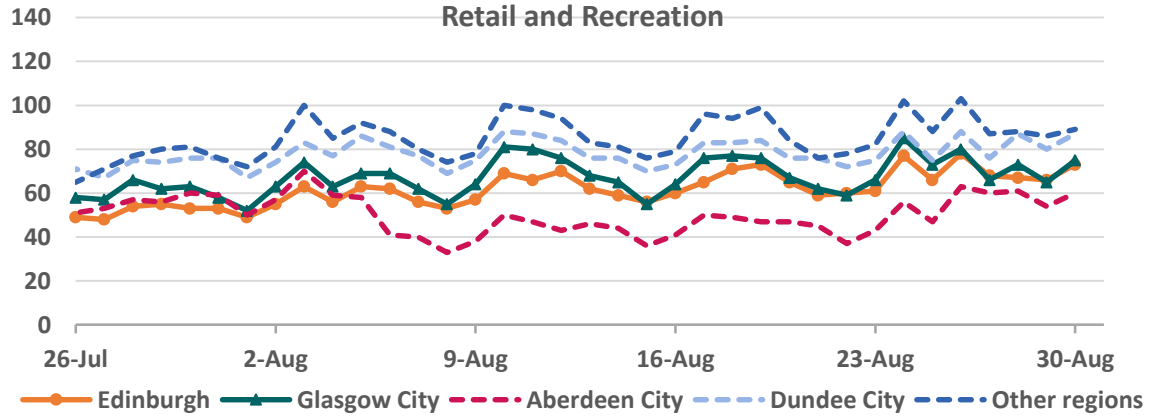
- Compared to July, Retail and Recreation movements increased in all regions. All City Local Authorities saw significant growth of between 17% and 21%, with the exception of Aberdeen, where modest growth of 2% was seen, reflecting the additional lockdown measures implemented at the start of August. Increases in all non-City Local Authorities, particularly Highland and Argyll & Bute, where growth of 40% and 43% was recorded.
- Movements remained down in most areas compared to the February baseline, with the exception of Argyll, Highland, North Ayrshire and Dumfries. Declines in City Local Authorities remained more significant than in other areas.

Google Movement Data for Scottish Cities

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

Latest available data: Week Ending 30 August 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.*

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.

COVID19 Trends in Sub-National Travel

August Report

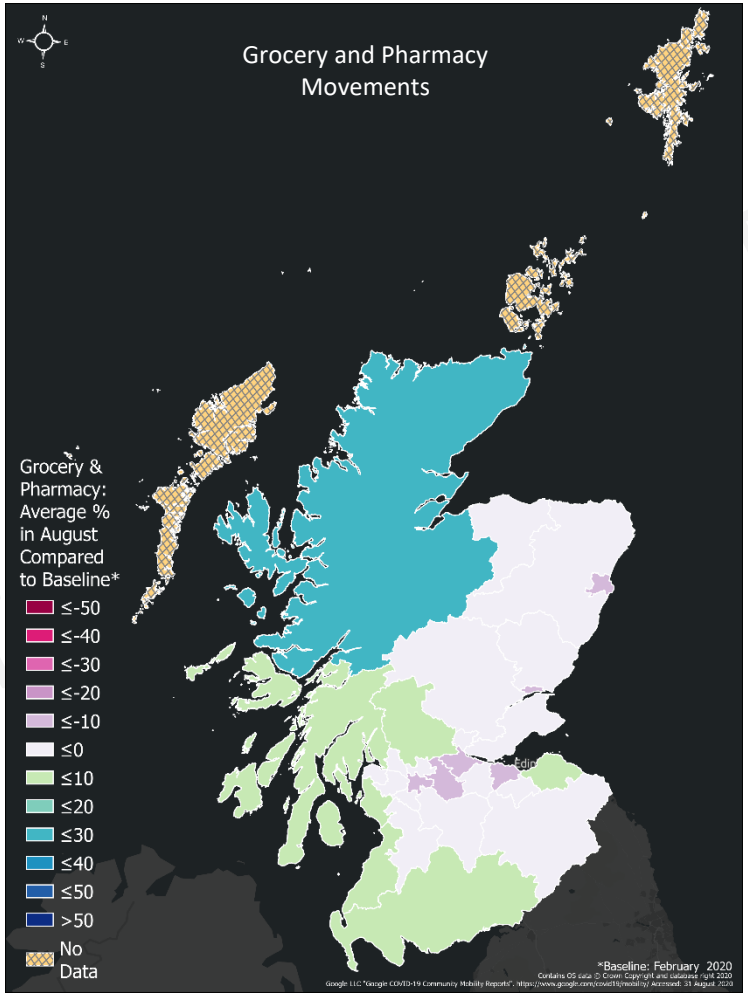
GOOGLE TRENDS – ‘Grocery & Pharmacy’ and ‘Retail & Recreation’

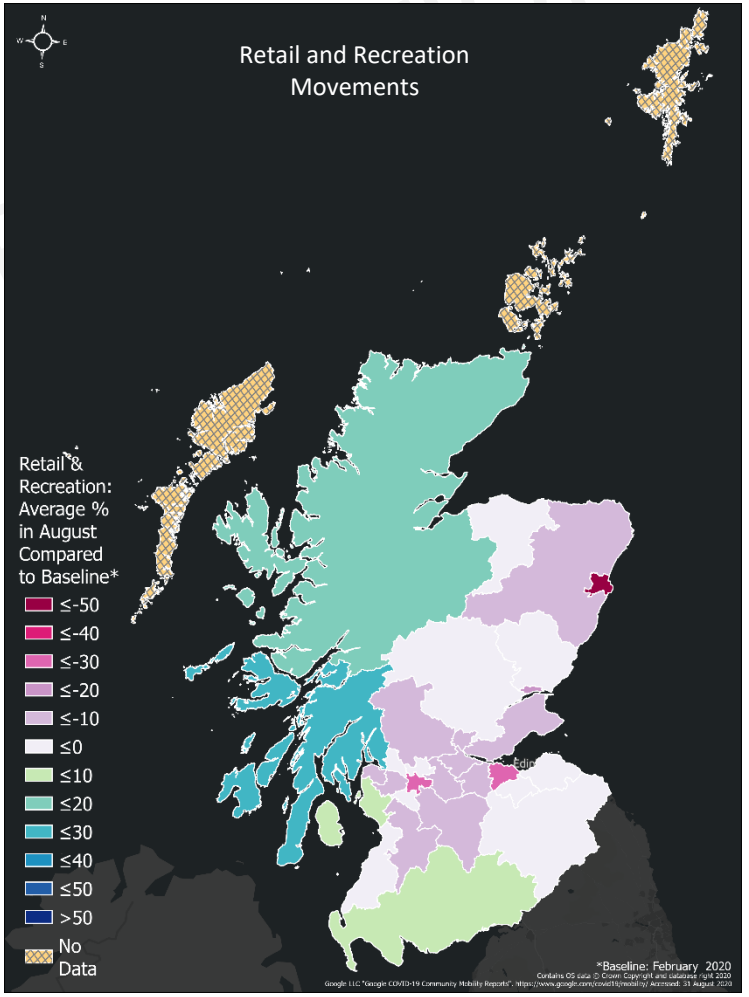
Google Movement Data for Scottish Cities

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

Latest Available Data:
Week Ending 30 August 2020

Baseline: Index 100 = February 2020





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

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.

COVID19 Trends in Sub-National Travel

August Report

GOOGLE TRENDS – 'Parks' and 'Workplace'

'Parks' Key Points

- Over August Parks movements varied significantly between areas when compared against volumes recorded in July. For City Local Authorities, Edinburgh saw an increase of 17%, while Dundee and Glasgow recorded increases of 6% and 4% respectively, and volumes in Aberdeen dropped by 2%. Similar variation was seen in non-City Local Authorities, though increases were seen in all areas, with the exception of Renfrewshire, Fife and West Lothian, where a reductions of 14%, 5% and 1% were recorded. Substantially higher increases than other areas were seen in Argyll & Bute (97%) and Highland (138%).
- August volumes remained above those recorded in the February Baseline period in all Local Authorities, with several areas seeing growth in excess of 100%, including East Lothian (108%), Perth and Kinross (110%), Stirling (118%), Dumfries & Galloway (144%), Argyll & Bute (188%) and Highland (255%).

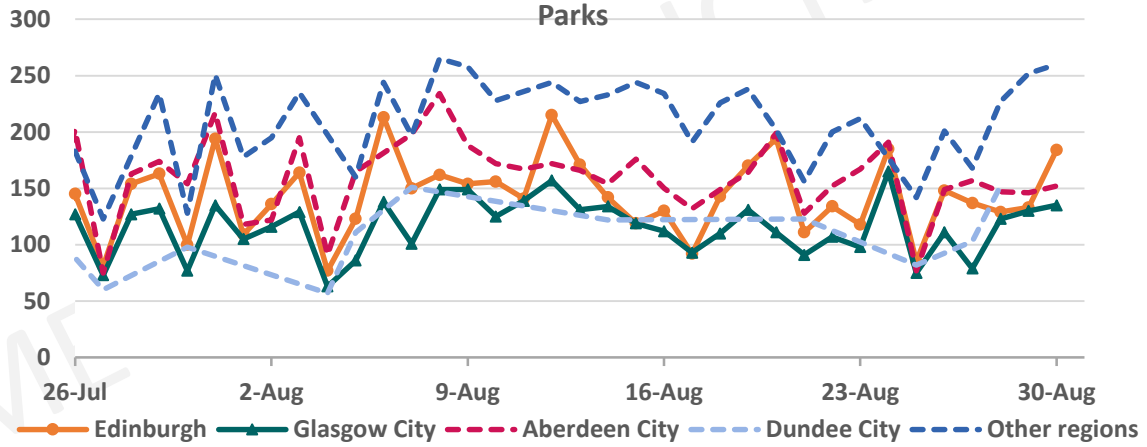
'Workplace' Key Points

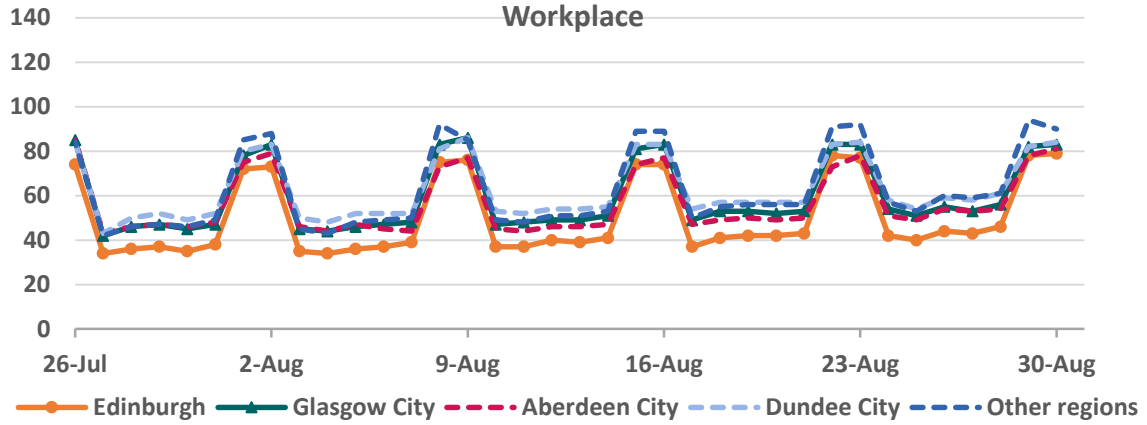
- The volume of Workplace movements in August were similar to levels recorded in July, though growth was seen in all areas, averaging at 7%. The most significant increase was seen in Moray, Highland and Argyll, up 9%.
- Although growth was observed on a month to month basis, workplace movements remain significantly down compared to the February baseline, with declines of between 24% and 50% over this period.

Google Movement Data for Scottish Cities

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

Latest available data: Week Ending 30 August 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.*

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.

COVID19 Trends in Sub-National Travel
August Report

GOOGLE TRENDS – 'Parks' and 'Workplace'

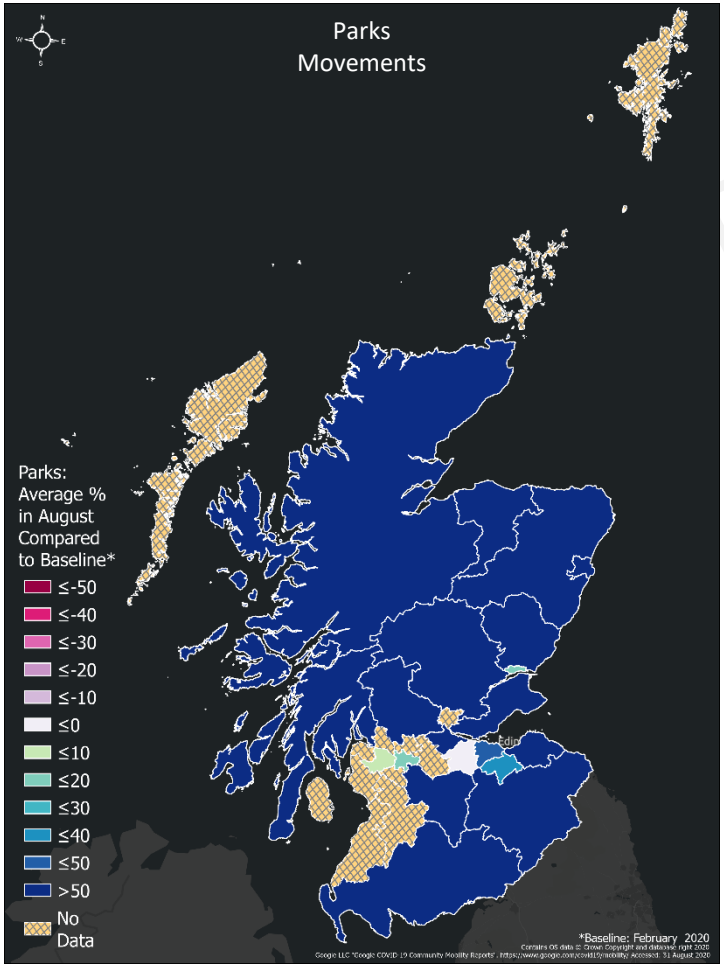
Google Movement Data for Scottish Cities

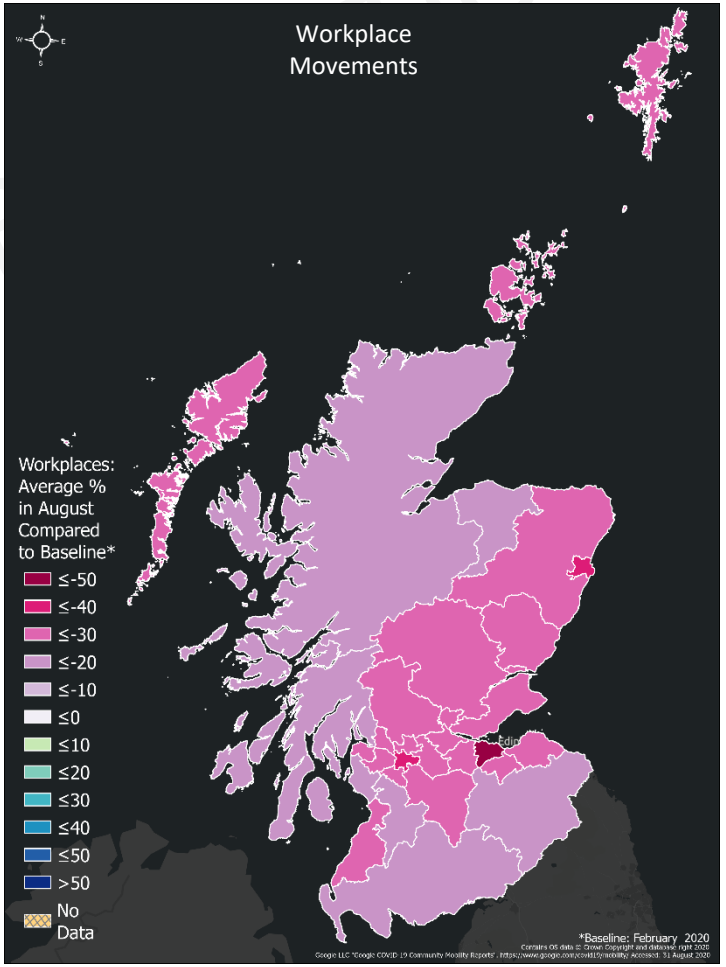
Source: Google Community Mobility Report
01 September 2020

Confidence: Low

Latest Available Data:
Week Ending 30 August 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.

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.

COVID19 Trends in Sub-National Travel

August Report

GOOGLE TRENDS – Mobility

Key Points

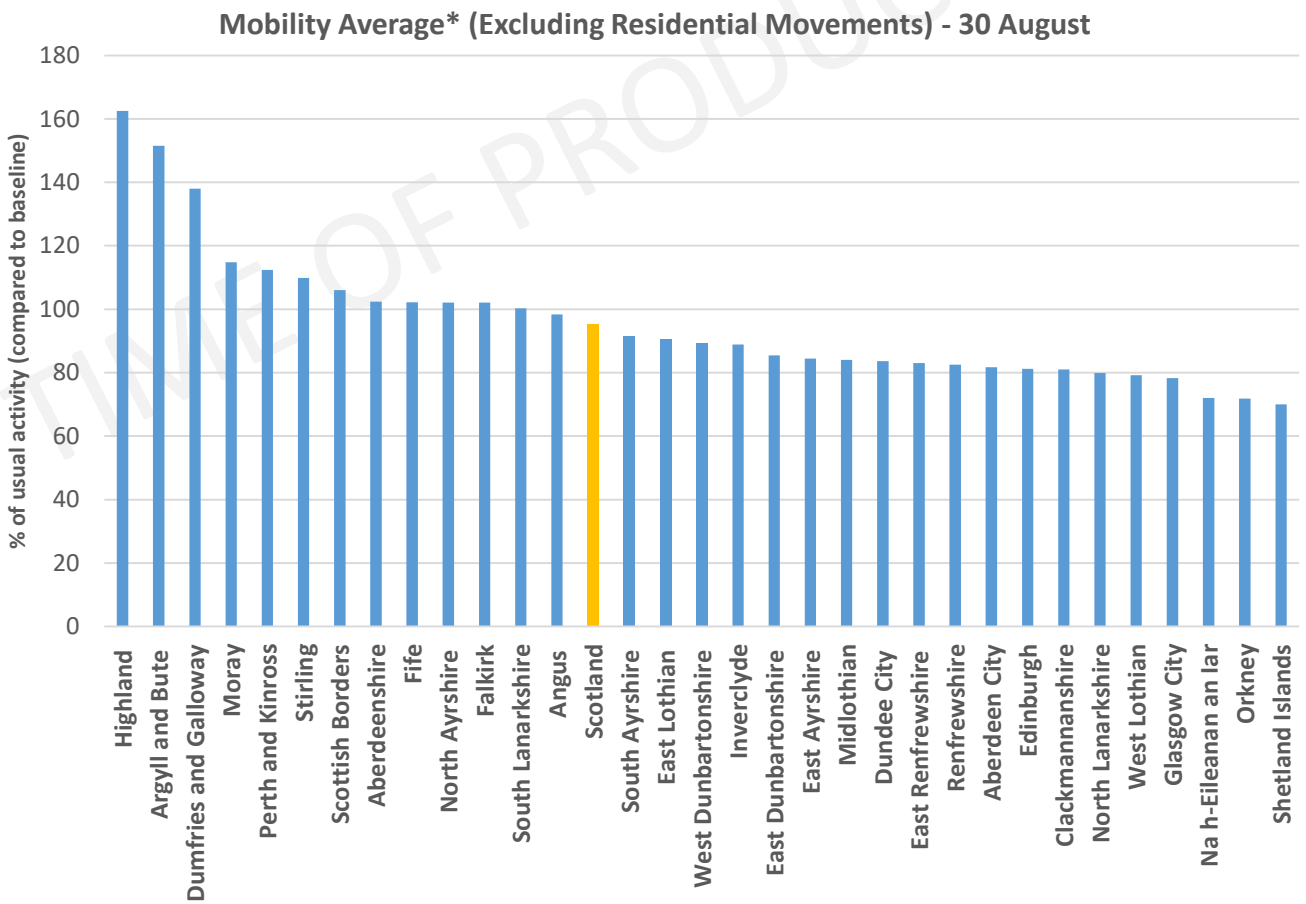
- Average mobility considers all categories with the exception of Residential Mobility.
- Average mobility over the month of August increased in the majority of Local Authorities compared to July. Excluding island areas, due to limited data, the only recorded decline was in South Ayrshire, at 5%, although it is notable that Average Mobility for Aberdeen was unchanged. The most significant month on month increases were seen in Dumfries & Galloway (26%), Argyll & Bute (40%) and Highland (48%), and were significantly influenced by higher levels of Parks movements compared to other Local Authorities. Growth in other areas ranged between 3% (Midlothian) and 21% (Stirling).
- In week ending 30 August mobility remained below February baseline levels in all City Local Authorities, down between 16% (Dundee) and 22% (Glasgow). Overall Mobility was also down in many non-City Local Authorities, but showed significant regional variation. Where growth was recorded, the highest increases were again in Dumfries & Galloway (38%), Argyll & Bute (51%) and Highland (62%).

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.

Google Movement Data for Scottish Cities

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

Latest available data: Week Ending 30 August 2020
Baseline: Index 100 = February 2020



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.

COVID19 Trends in Sub-National Travel

August Report

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 and subway.
- The equivalent week in 2019 for ferry passenger and vehicle carryings and tram.
- 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 the figures are samples of each location and should be treated as an approximate estimate and not an accurate count for each area. These have not been weighted to account for true population distribution or different travel behaviours.

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 categories of counters (urban; university town and non-urban) to determine a multiplier to convert June 2020 figures to input to a June 2019 figure.

Active Travel data may differ from previous weeks due to the removal of some counters where inconsistencies in data collection was identified as well as operation failure.

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.

Datasets Small Print

COVID19 Trends in Sub-National Travel

August Report

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 a percentage of services running 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).

30 August was the latest full week of available Google data and therefore has been used as 'this week' comparison for this document.