



Monthly Change Headlines

- **October Travel Summary** – October has seen a general decrease across most modes of travel, which may be due to a combination of introducing stricter regional lockdown measures (new regional tier system for Scotland) and less favourable weather conditions. This continues the downward trend observed in September, when new lockdown measures were also introduced.
- **Active Travel** – Walking and cycling movements both fell over the month of October. Weather appears to be the key contributor to this decline, with colder and less favourable weather conditions prevalent, particularly towards the end of the month.
- **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 108%, and Stirling the lowest, at 63% of typical levels.
- **Bus Concessionary Travel** – Bus concessionary travel has seen a decline in October, decreasing from 50% of 2019 levels during week ending 4 October to 45% of 2019 levels in week ending 1 November.
- **Rail Stations (Glasgow Central and Edinburgh Waverley)** – Glasgow Central and Edinburgh Waverley railway stations recorded decreased monthly footfall in October, with monthly declines of 19% and 18% respectively. Footfall was below levels observed over the equivalent 2019 period, with 32% of typical activity recorded at Edinburgh Waverley, and 31% at Glasgow Central.
- **Glasgow Subway and Edinburgh Trams** – Subway and Tram patronage decreased through October, with monthly declines of 19% (Trams) and 8% (Subway), remaining well below baseline levels (equivalent 2019 period), at 19% for Edinburgh Trams and 28% for Glasgow Subway.
- **CalMac Ferries** – Monthly decreases in Passenger and Car traffic were recorded in all regions in October as the tourist season ends. While monthly Commercial Vehicle traffic decreased in Outer Hebrides (-6%), growth was recorded in Argyll and Lochaber (6%) and Firth of Clyde (4%).
- **Trunk Road Traffic** – October traffic volumes declined month on month across most of the country. Where growth was observed, this tended to be in the vicinity of large urban areas. Compared to the pre-COVID-19 baseline period (March 2020), traffic generally remained at or below baseline levels, with some isolated growth.
- **Cross-Border Traffic** – On average over the month of October cross border traffic decreased by 16% compared to September levels, greater than the national average decrease of 2%. Average levels remained below those recorded in the equivalent 2019 period.
- **Google Mobility Data** – October 'Workplace' movements saw a monthly decrease across all regions except East Lothian and West Lothian, where no change was recorded. There was relatively little change in 'Grocery and Pharmacy' movements in most areas (-9% to 7%), with all city regions recording marginal growth (2% to 3%). 'Retail and Recreation' movements saw declines in all areas but significant regional variation in the magnitude of recorded decreases (-1% to -23%). Activity in both these categories remains below baseline 2019 baseline levels for most regions, though some areas saw slightly higher than baseline activity for 'Grocery and Pharmacy' movements (1% to 6%).

Monthly Report Contents



ACTIVE TRAVEL

INCLUDES

pp. 4-5 **WALKING**

pp. 6-7 **CYCLING**



PUBLIC TRANSPORT

INCLUDES

pp. 9-11 **BUS**

pp. 12 **RAIL STATION**

pp. 13 **GL. SUBWAY**

pp. 13 **EDI. TRAM**

pp. 14-15 **FERRY**



ROAD TRAFFIC

INCLUDES

pp. 17 **CROSS BORDER**

pp. 18-21 **TRUNK ROAD TRAFFIC**



GOOGLE MOVEMENTS

INCLUDES

pp. 23-24 **GROCERY & PHARMACY**





pp. 23-24 **RETAIL & RECREATION**

pp. 25-26 **PARKS**

pp. 25-26 **WORKPLACE**

ACTIVE TRAVEL Monthly Change ⁽¹⁾



City Local Authorities ⁽³⁾		% Change ⁽²⁾	Rest of Scotland LA Average ⁽⁴⁾		% Change ⁽²⁾
	Walking	-3% ↓		Walking	-26% ↓
	Cycling	-16% ↓		Cycling	-30% ↓

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

(2) Baseline comparison refers to October 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 all of the country in the month of October, though less pronounced in City Local Authorities. The monthly walking changes observed in Local Authorities ranged from -2% (Glasgow) to -36% (Perth and Kinross). Little change in walking movements within Glasgow may have been influenced by the implementation of stricter lockdown restrictions earlier than in other regions. Levels of activity fluctuated significantly throughout the month, likely influenced by less favourable weather conditions and prevailing colder temperatures. Walking movements in Edinburgh, Glasgow and Stirling were lower than the equivalent 2019 period, whereas non-City Local Authorities reported activity around or above baseline levels.
- Cycling Trips** – On average, cycling activity decreased for all regions through October compared with the whole month of September. Non-City Local Authorities recorded a more pronounced drop in cycling activity. The largest declines were observed in Argyll and Bute, East Dunbartonshire, North Ayrshire and Perth and Kinross, ranging from 21% to 44%, continuing a similar trend to last month. Activity was comparable to baseline levels recorded in the October 2019 period for Edinburgh, Stirling and Glasgow, but considerably higher in the Non-City Local Authorities. Cycling activity reported significant drops in demand from week commencing 19 October 2020, which appeared to be heavily influenced by weather and colder conditions.

ACTIVE TRAVEL – Walking



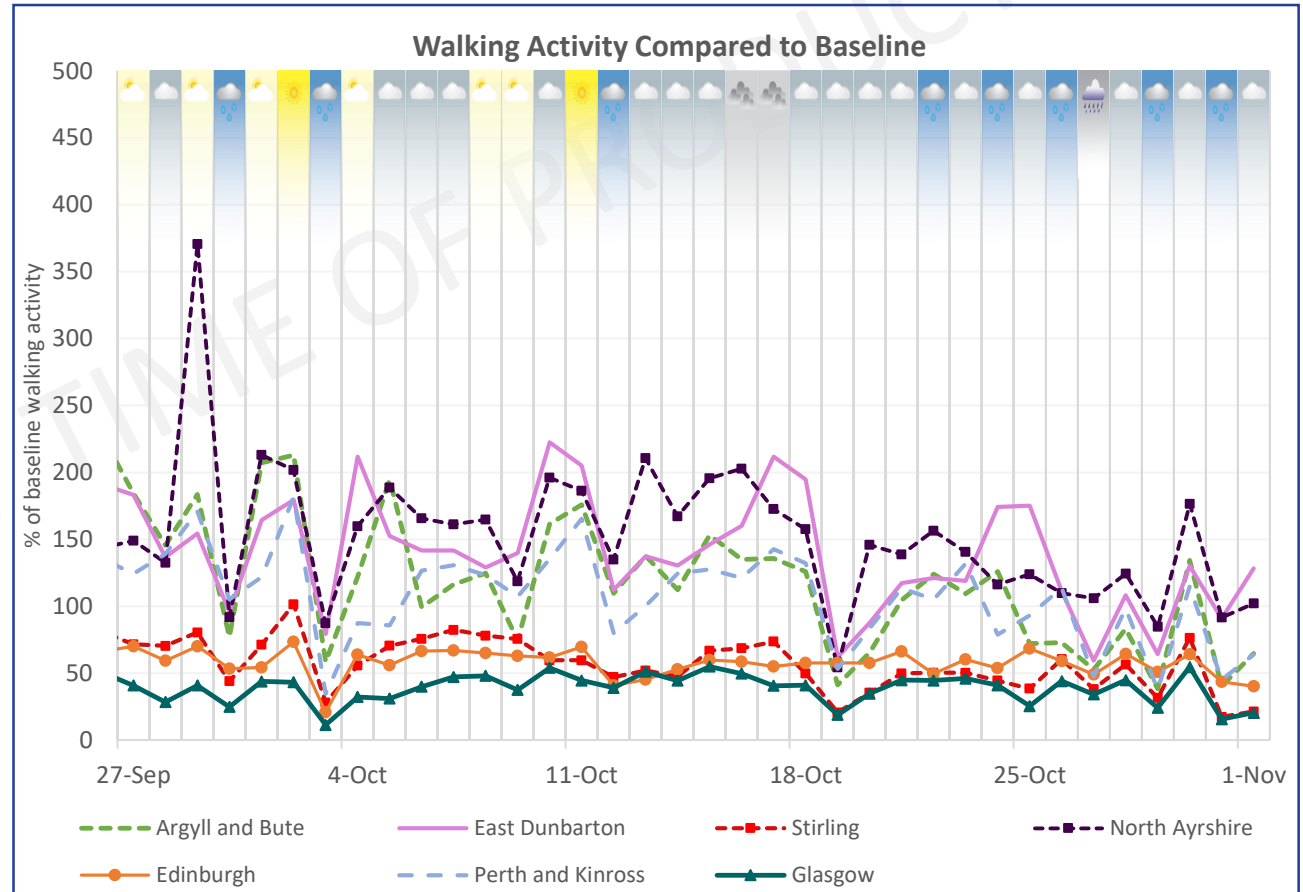
Key Points

- All Local Authorities recorded a decrease in walking activity through October compared with the whole of September. The largest decrease in activity was observed in Perth and Kinross, where a decline of -36% was recorded. City local authority observed less pronounced decreases, between 2% and 3%.
- Walking activity in October was higher than the equivalent 2019 period in Argyll and Bute, North Ayrshire, East Dunbartonshire and Perth and Kinross, but dropped below typical levels towards the end of the month and on days with less favourable weather, similar to other regions. Walking activity recorded in City Local Authorities and Stirling were below baseline levels throughout the month.
- There was a visible steady decline in walking activity towards the end of the month, likely influenced by less favourable weather conditions.
- In week ending 1 November, walking trips in all Local Authorities declined compared to the previous week, with the exception of Stirling, where a 4% increase was recorded. Argyll and Bute and Perth and Kinross reported the highest decreases, with declines of 24% and 21% respectively.

Walking: Monthly Comparison

Source: Local Authorities and Cycling Scotland
Confidence: Medium

Baseline: Index 100 = October 2019



ACTIVE TRAVEL – Walking Urban Rural Classification



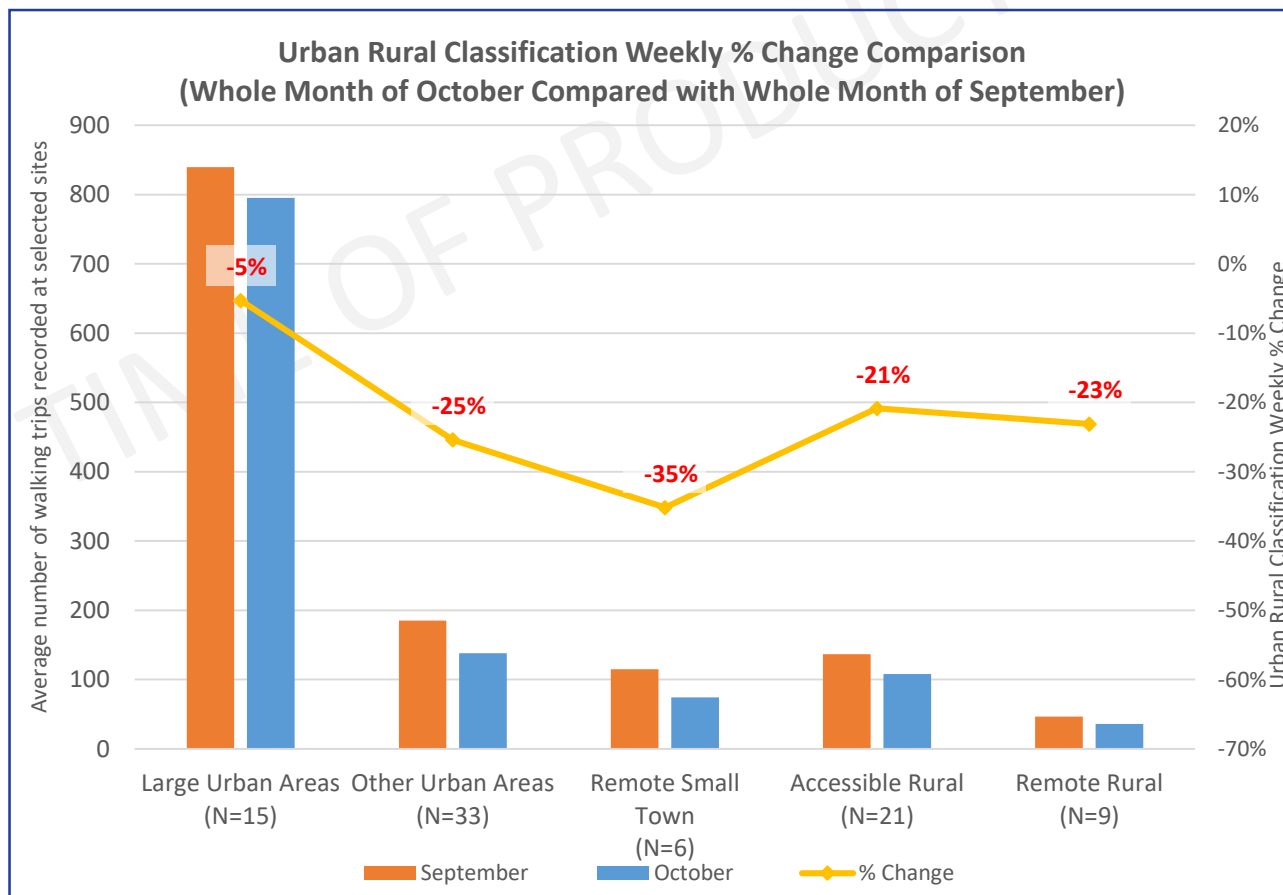
Key Points

- Compared to the whole month of September, walking activity across the month of October decreased across all geography types.
- The highest decrease over this period was seen in Remote Small Towns with a decline of 35%, consistent with the previous month.
- Accessible Rural and Remote Rural areas also saw declines, with volumes reducing by 21% and 23% respectively.
- Large Urban areas saw a less pronounced decrease of 5%, while Other Urban Areas reported a similar decrease to that observed in rural parts of the country, with a decline of 25%.

Walking: Urban Rural Walking 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.

ACTIVE TRAVEL – Cycling



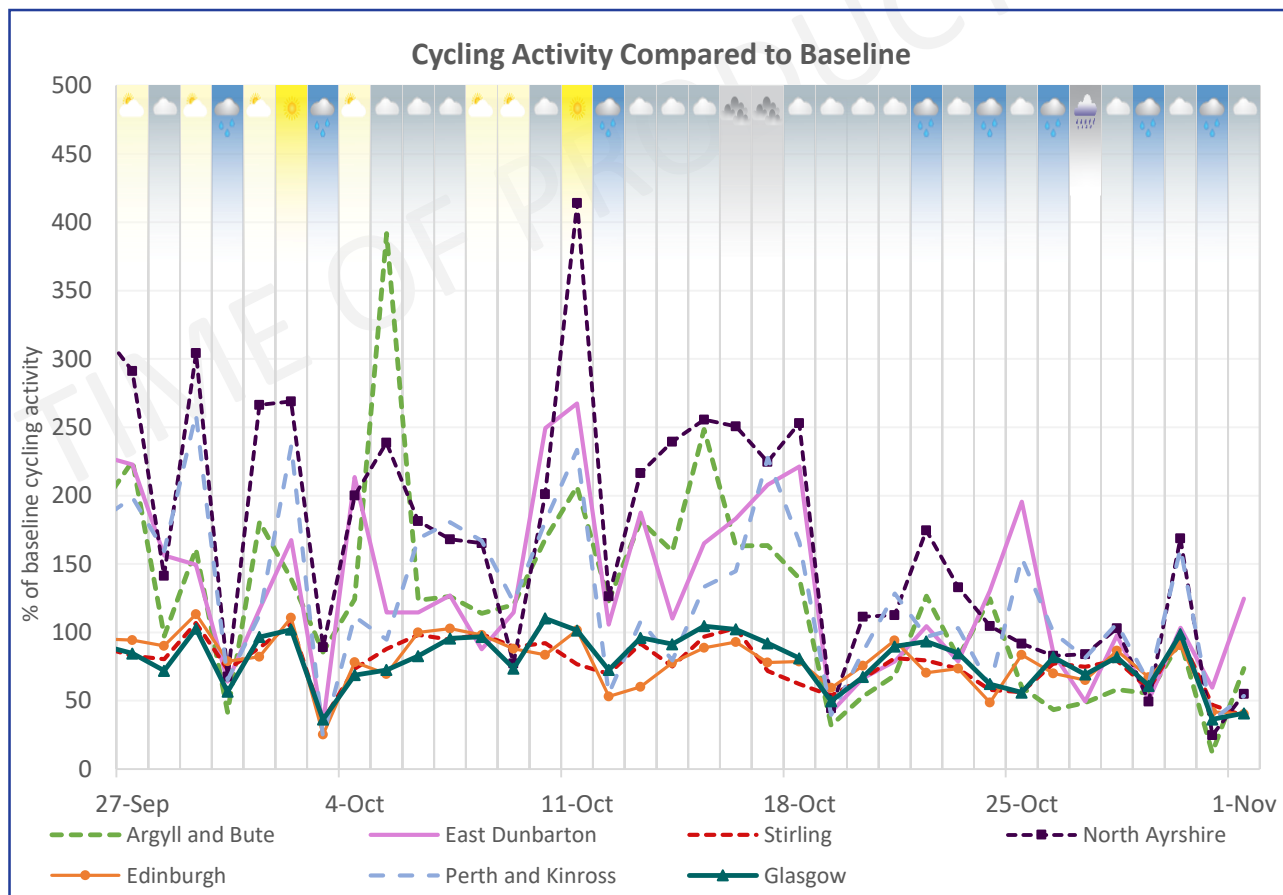
Key Points

- Similar to trends in walking activity, cycling activity through October declined across every region compared with the whole of September. Non-City Local Authorities saw a more noticeable drop in activity, with the largest declines recorded in Perth and Kinross and North Ayrshire, with decreases of 44% and 34% respectively.
- Similar to the previous month, although less pronounced, cycling activity in Argyll and Bute, North Ayrshire and Perth and Kinross remained higher than the equivalent 2019 period through most of October. Activity in City Local Authorities and Stirling was comparable to or below 2019 levels, whereas East Dunbartonshire observed activity above 2019 levels, aligning with the other Non-City Local Authorities.
- Cycling activity reported significant drops in demand from week commencing 19 October, which appeared to be heavily influenced by weather conditions.
- Compared to the previous week, all Local Authorities reported decreases, except Stirling where a 1% was recorded. The most pronounced declines were observed in Argyll and Bute (-30%) and North Ayrshire (-26%).

Cycling: Monthly Comparison

Source: Local Authorities and Cycling Scotland
Confidence: Medium

Baseline: Index 100 = October 2019



ACTIVE TRAVEL – Cycling Urban Rural Classification



Key Points

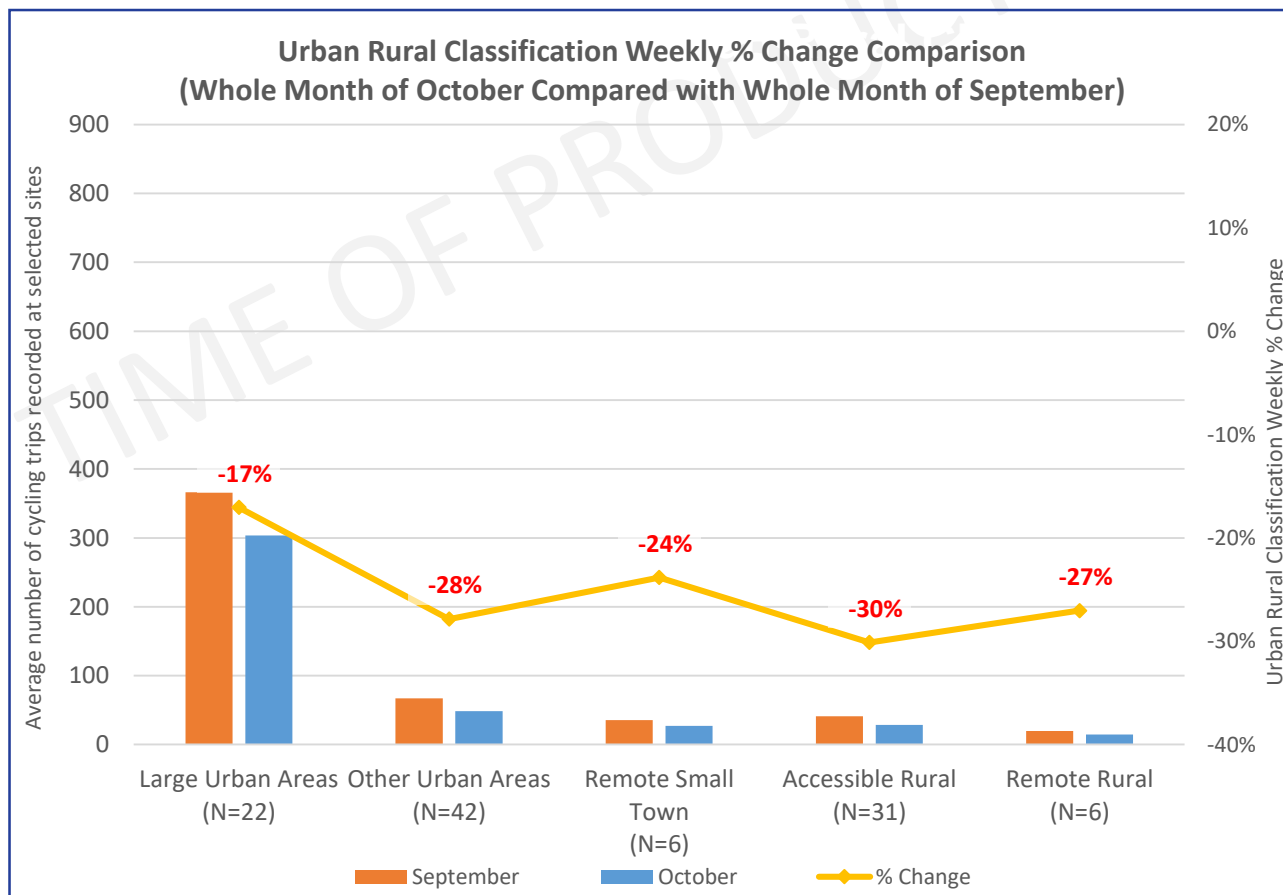
- Cycling levels by Urban Rural Classification in across the month of October compared to whole month of September declined in both urban and non-urban areas.
- The largest decrease in cycling activity was observed in Accessible Rural, with a decline of 30%. Similarly in other rural areas, 'Remote Rural' observed a decline of 27%.
- 'Remote Small Town' also observed a decrease in cycling with a decline of 24%.
- A less pronounced though notable decline was observed in Large Urban Areas, at 17%, whereas Urban Areas recorded a similar change to the other regions, with a decrease of 28%.

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

Cycling: Urban Rural Cycling Activity




Source: Local Authorities and Cycling Scotland
Confidence: Medium





Monthly Change Comparison



PUBLIC TRANSPORT Monthly Change ⁽¹⁾



Bus and Train Monthly Change ⁽¹⁾		% Change
	Bus Service Provision ⁽²⁾	1% ↑
	Bus Concessionary Travel ⁽²⁾	-8% ↓
	Rail Stations (Central and Waverley)	-19% ↓

Other Modes Monthly Change ⁽¹⁾		% Change
	Glasgow Subway	-8% ↓
	Edinburgh Tram	-19% ↓
	CalMac Passenger & Cars ⁽³⁾	-40% ↓
	CalMac Commercial Vehicles ⁽³⁾	1% ↑

(1) The Monthly Change Comparison compares the last week in October (week ending 1 Nov) with last week in September (week ending 4 Oct)

(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 24 Oct to 30 Oct with the 26 Sep to 2 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 108%, and Stirling the lowest, at 63% of typical levels.
- Bus Concessionary Travel** – Bus concessionary travel has seen a decline in October, decreasing from 50% of 2019 levels during week ending 4 October down to 45% of 2019 levels in week ending 1 November.
- Rail Stations (Glasgow Central and Edinburgh Waverley)** – Glasgow Central and Edinburgh Waverley railway stations recorded decreased monthly footfall in October, with monthly declines of 19% and 18% respectively. Footfall was below levels recorded over the equivalent 2019 period at both locations, with 32% of typical activity recorded at Edinburgh Waverley, and 31% at Glasgow Central.
- Glasgow Subway and Edinburgh Trams** – Subway and Tram patronage decreased through October, with monthly declines of 19% (Trams) and 8% (Subway), remaining well below baseline levels recorded in the equivalent 2019 period at 19% (Trams) and 28% (Subway).
- CalMac Ferry** – Month on month decreases in passenger and vehicle traffic was recorded in all areas over in October. Commercial traffic declined in Outer Hebrides (-6%), but growth was recorded in Argyll and Lochaber (6%) and Firth of Clyde (4%). Volumes remained below the equivalent 2019 period in all modes. Passenger traffic was down by 45% to 51% compared to 2019 levels, while Car traffic declined by between 23% and 34%, and Commercial Vehicle levels were down by 9% to 17% over this period.

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

PUBLIC TRANSPORT – Bus Concessionary Travel



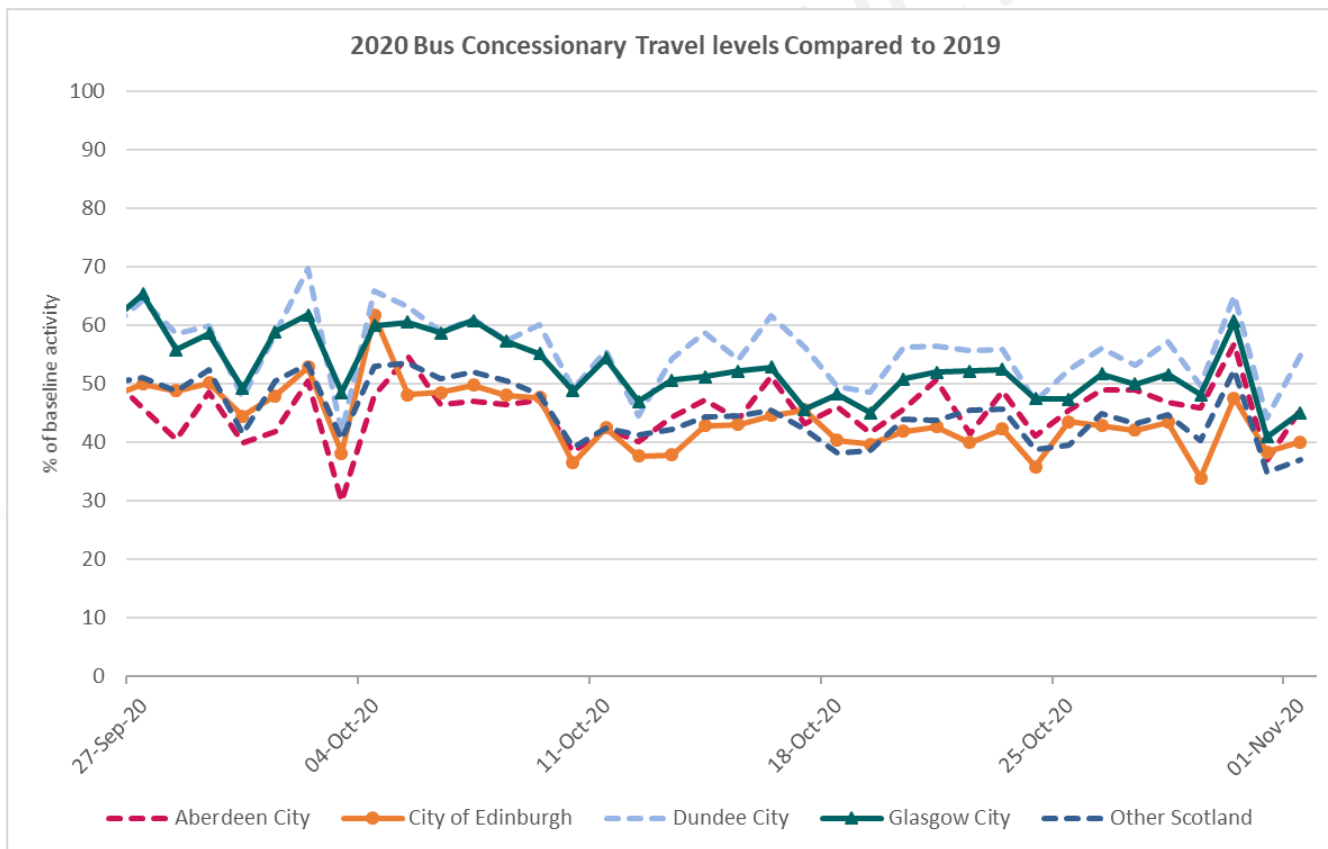
Key Points

- Throughout the month of October Bus Concessionary Travel activity remained significantly below levels recorded over the equivalent period in 2019. Travel decreased from 50% of 2019 levels during week ending 4 October to 45% of 2019 levels in week ending 1 November.
- Midweek levels were broadly consistent across week ending 1 November 2020, but a notable increase in concessionary travel was recorded for all Local Authorities on Friday 30 October 2020.
- Activity in many Local Authorities remains down compared to baseline. Edinburgh recorded volumes down by around 66% against the baseline on 29 October.
- Levels in Glasgow and Dundee appear to be recovering faster than other cities, being closer to 2019 demand than Edinburgh and Aberdeen. During week ending 1 November 2020, levels in Glasgow and Dundee were 50% and 54% of baseline respectively. Edinburgh travel was 41% of the equivalent period in 2019, while Aberdeen was at 47%.

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 28 October 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 are very close to or above these levels, although the figures for Aberdeen represent a notable reduction compared to the previous month. As in September, Stirling recorded the lowest levels, at 63% of baseline, again potentially linked to a reduction in university services. However, this represents an increase of 6% compared to September.
- Significant month on month changes were recorded in a number of areas. The most notable reductions occurred in Fife (-12%), Scottish Borders (-13%) and Orkney (-25%). The largest increases were recorded in Falkirk (14%) and Na h-Eileanan an Iar (50%).
- External services (services originating outside Scotland) saw a marginal reduction compared to September, falling from 68% to 65% of baseline levels.

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

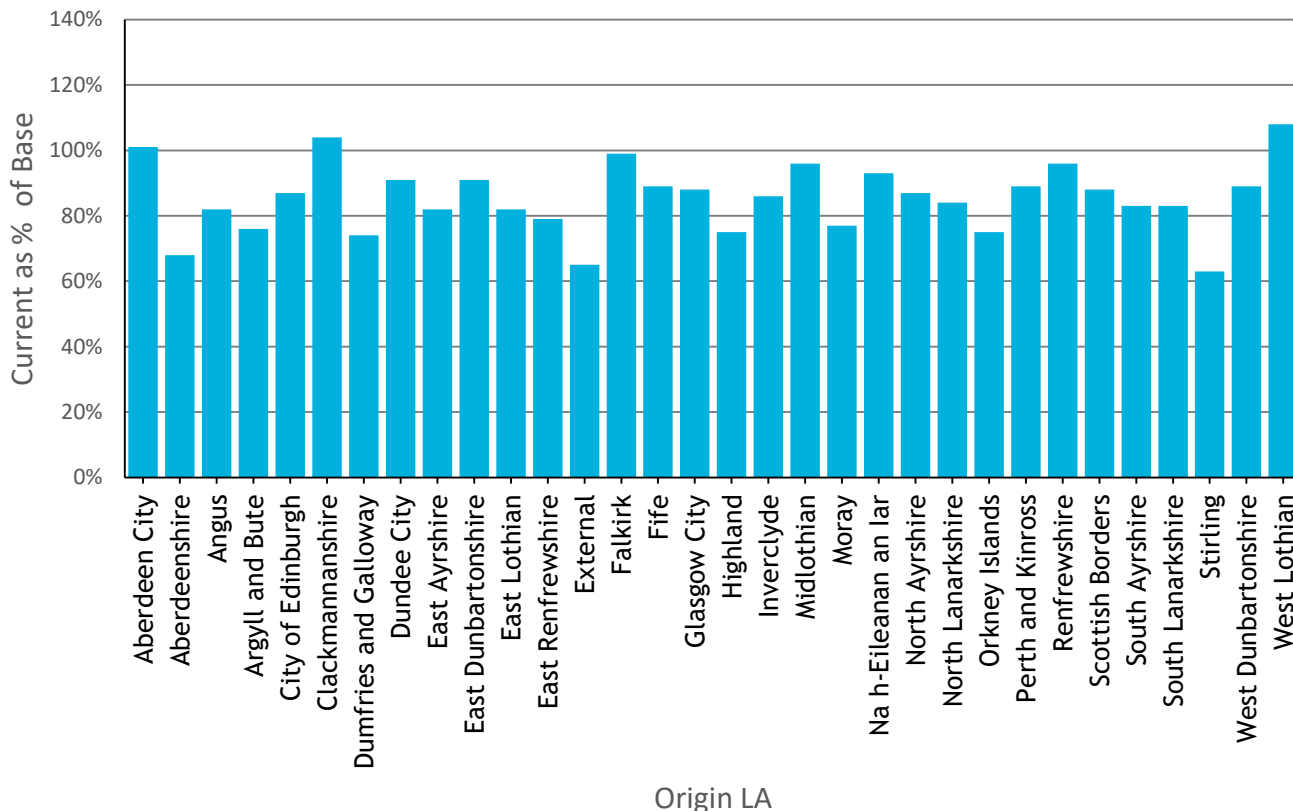
Prepared on behalf of Transport Scotland's COVID-19 Support Hub, any enquires should be made to TS.Covid19Support@gov.scot. If this data is used in any ministerial (or other) briefings, please contact the same email address to check it is still accurate.

Bus Service Operation by Region

Source: Traveline Weekly Bus Tracker Wednesday 28 October
Confidence: Medium

Baseline: Index 100 = Wednesday 5 September 2018

Summary by Origin LA



PUBLIC TRANSPORT – Weekday Bus Services Supply by Hourly Profile



Key Points

- Bus service data is derived from Traveline and reported for Wednesday 28 October 2020, with base comparison being Wednesday 5 September 2018.
- In terms of change compared to baseline, October levels were generally consistent with the previous month. No change was observed between the hours of 01:00 and 04:00, or between 16:00 and 17:00. All other periods saw a marginal decline of between -1% and -2%, with the exception of 04:00 to 05:00 and 00:00 to 01:00, which saw slightly higher decreases of -3% and -4% respectively.
- 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 04:00, 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.

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

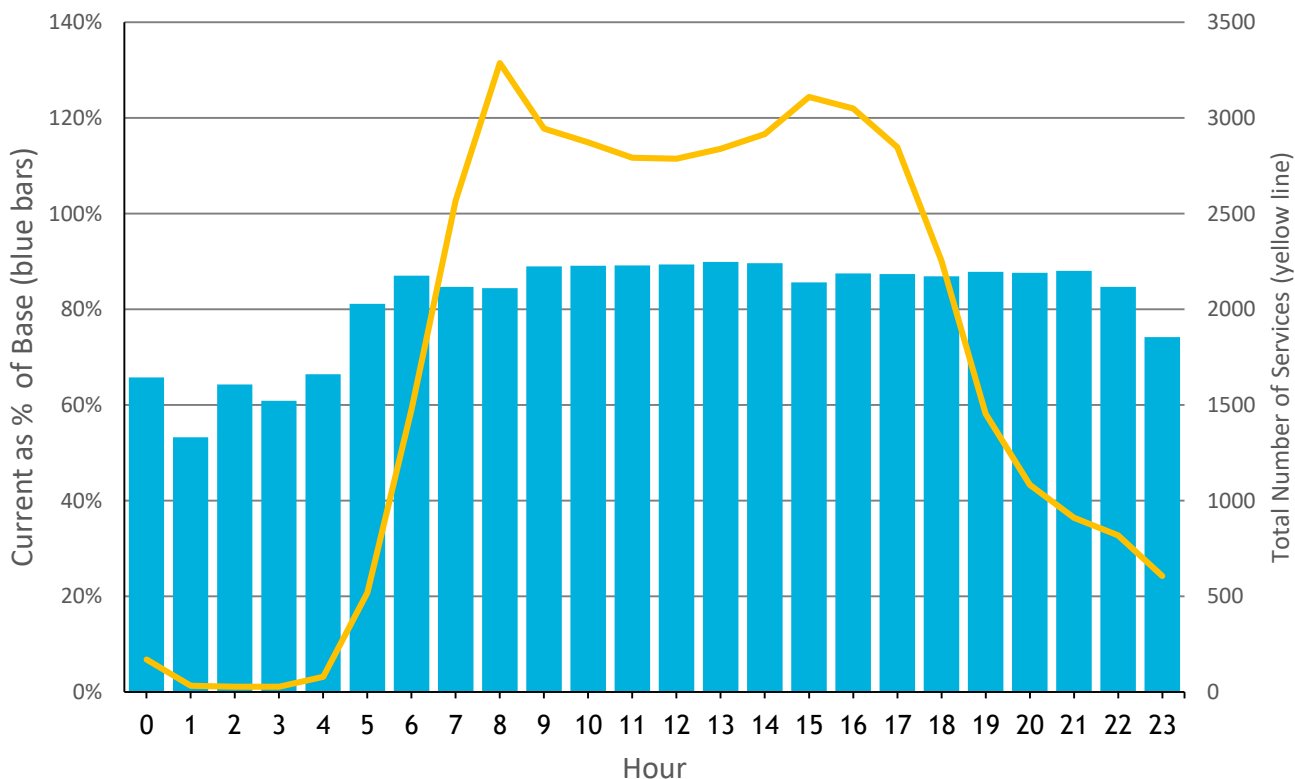
Prepared on behalf of Transport Scotland's COVID-19 Support Hub, any enquires should be made to TS.Covid19Support@gov.scot. If this data is used in any ministerial (or other) briefings, please contact the same email address to check it is still accurate.

Bus Service Operation by Hourly Profile

Source: Traveline Weekly Bus Tracker Wednesday 28 October
Confidence: Medium

Baseline: Index 100 = Wednesday 5 September 2018

Hourly Profile



PUBLIC TRANSPORT – Train Station



Key Points

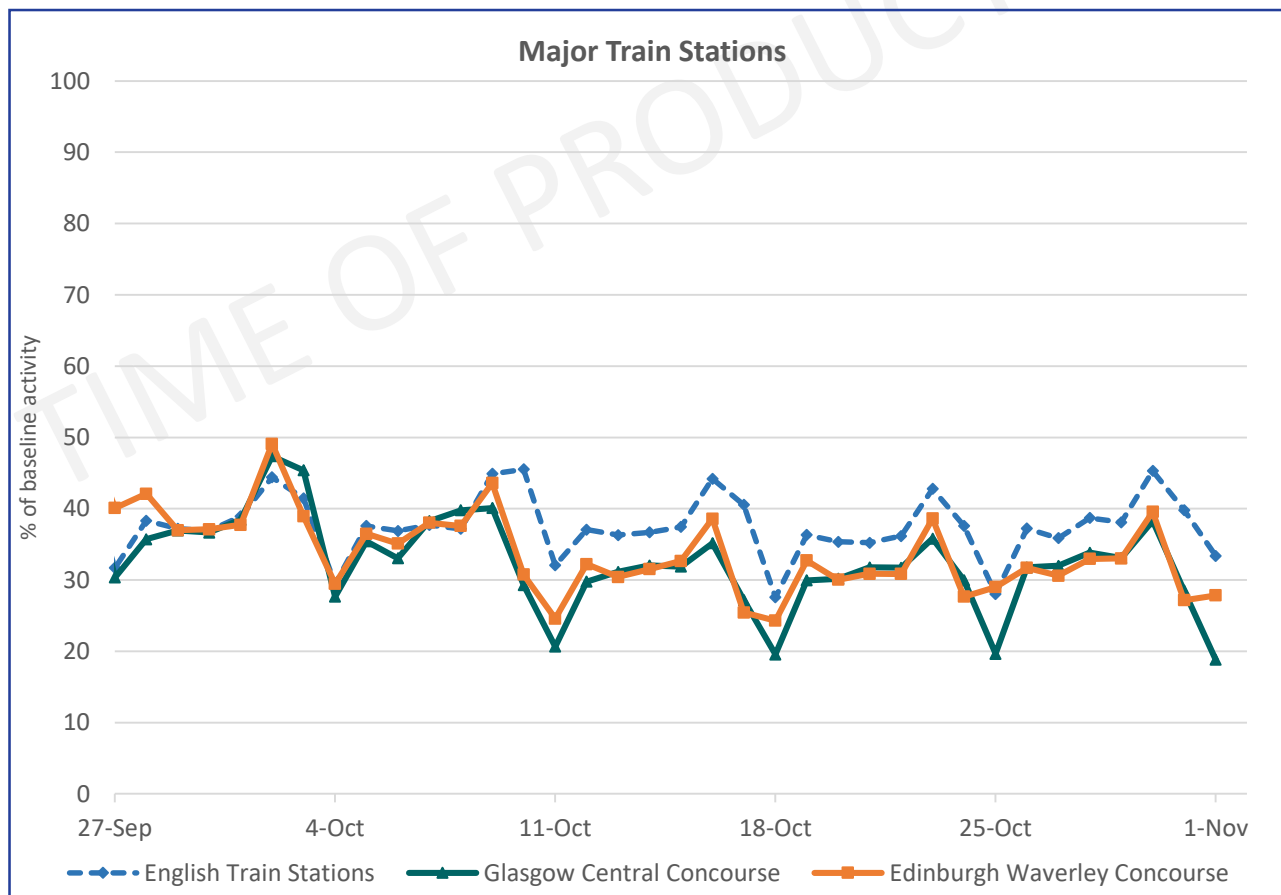
- Monthly decreases in footfall were recorded at both Edinburgh Waverley and Glasgow Central stations, with declines of 18% and 19% respectively comparing week ending 1 November 2020 to week ending 4 October 2020, comparator stations in England remained consistent over this period, with a decline of 1% on average.
- Edinburgh Waverley recorded similar weekday and weekend levels, with monthly declines of 17% and 20%. The difference between weekday and weekend footfall was much more pronounced for Glasgow Central, where levels declined by 13% during October over the weekday period, but a decline of 35% was recorded for weekend footfall.
- 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 32% and 31% respectively on average over week ending 1 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

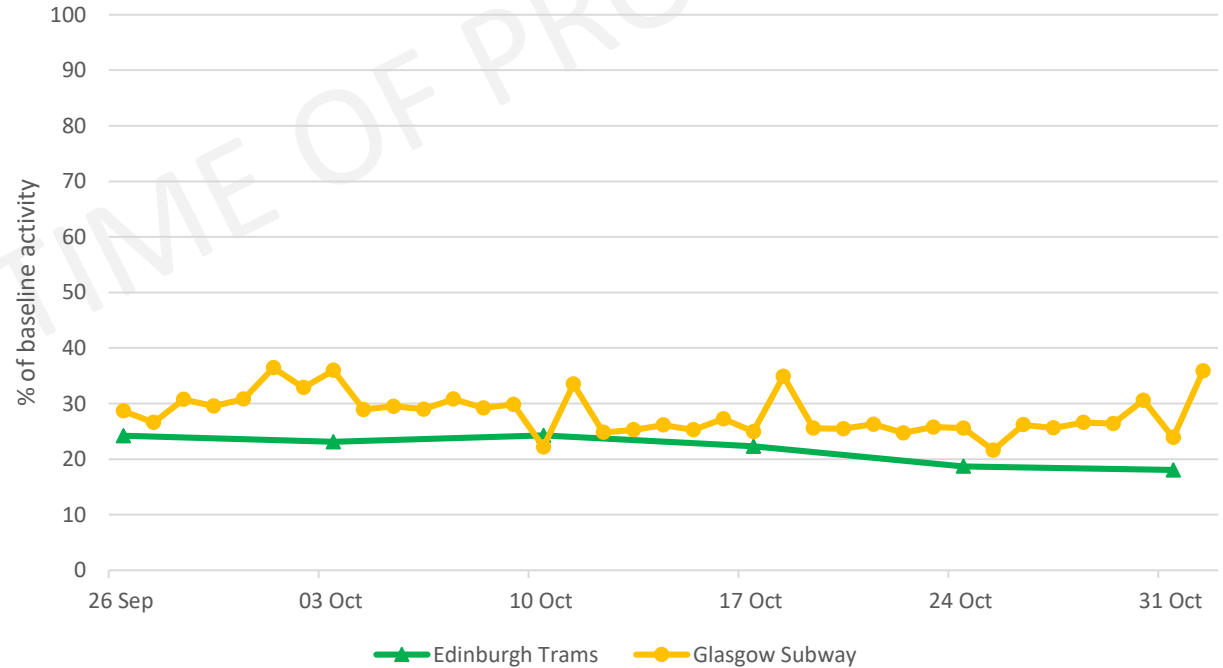
- In week ending 1 November 2020, patronage volumes declined for Edinburgh Trams and Glasgow Subway compared to the previous month, with decreases of 19% and 8% respectively.
- In the week ending 1 November 2020, a marginal increase of 1% was recorded for both Tram and Subway.
- Compared to the equivalent 2019 period, average patronage across week ending 1 November 2020 was 19% of 2019 levels for Edinburgh Trams and 28% for Glasgow Subway, down approximately 4% 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

Glasgow Subway and Edinburgh Trams



PUBLIC TRANSPORT – Ferries CalMac (Monthly Change)

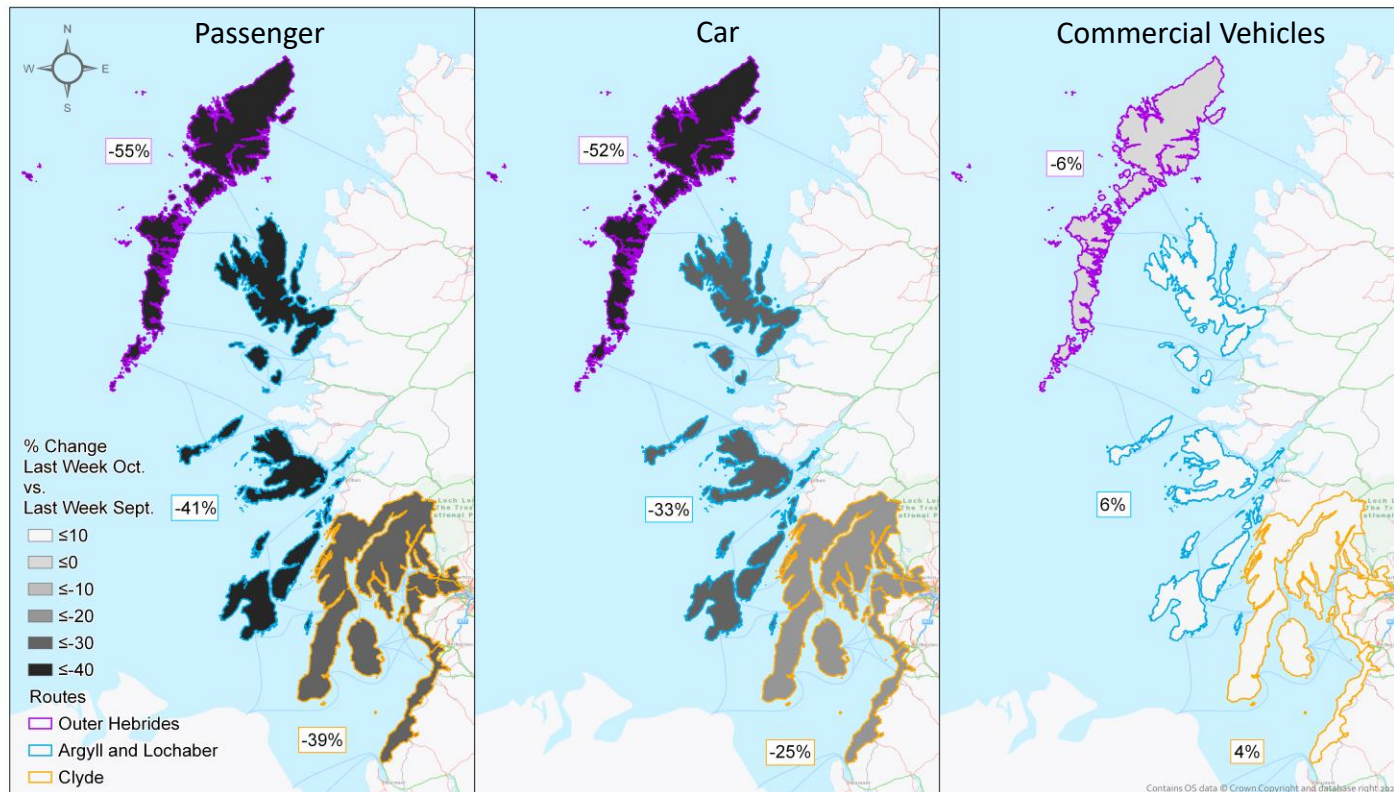


Key Points

- In the period from week ending 2 October (26 Sep to 2 Oct) to week ending 30 October (24 Oct to 30 Oct), CalMac passenger volumes decreased by 55% in 'Outer Hebrides', while 'Argyll and Lochaber' and 'Firth of Clyde' decreased by 41% and 39% respectively.
- Car volumes also saw declines in all regions. 'Outer Hebrides' observed the most pronounced decrease of all the regions, at 52% below end of September levels. 'Argyll and Lochaber' and 'Firth of Clyde' volumes also decreased, with declines of 33% and 25% over the same period.
- Commercial vehicle volumes increased in 'Argyll and Lochaber' by 6% and 'Firth of Clyde' increased by 4% compared to the previous month, while Outer Hebrides' recorded a decrease of 6%.

CalMac Ferries Data

Source: CalMac
Confidence: High



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)



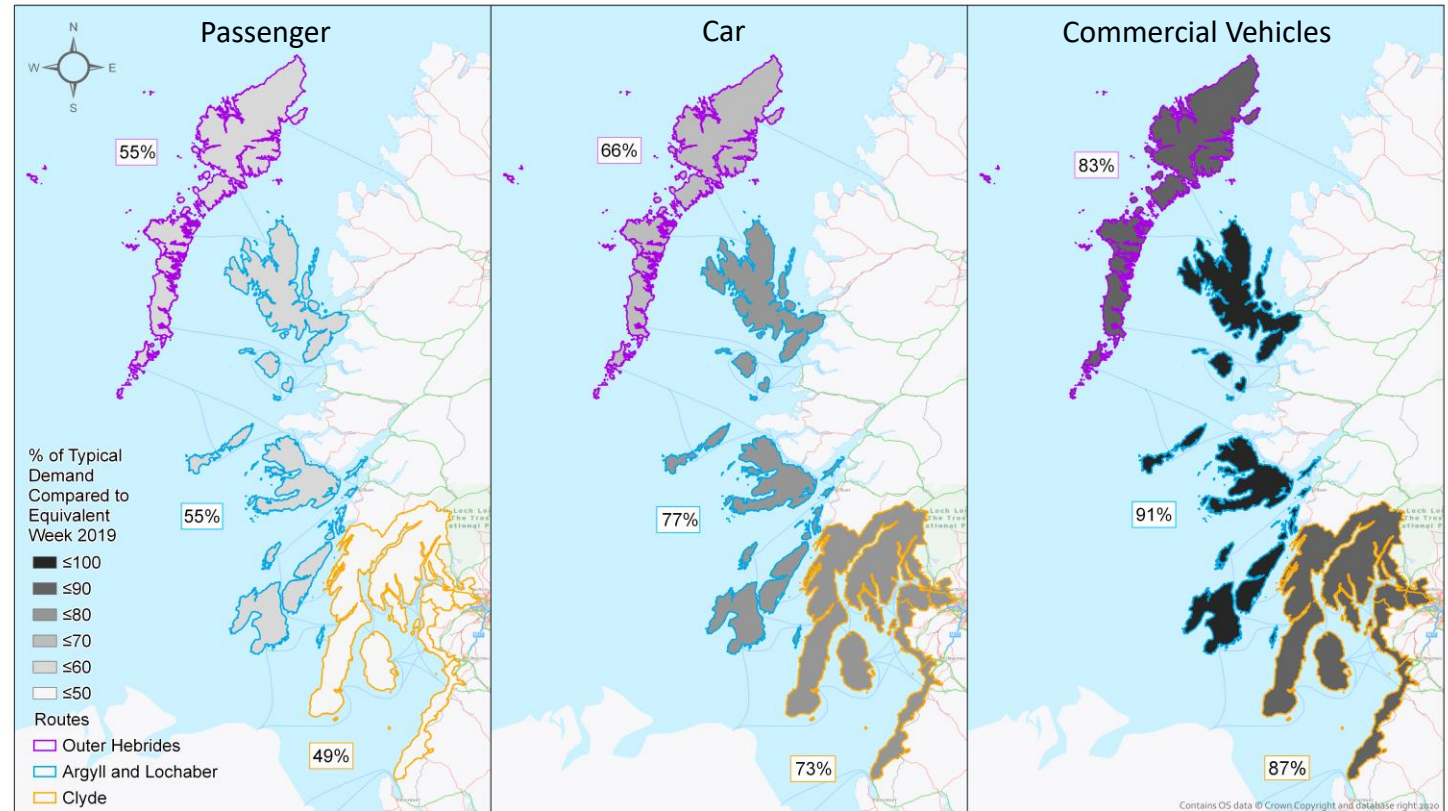
Key Points

- In week ending 30 October 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 51% in 'Firth of Clyde', and 45% in both 'Outer Hebrides' and 'Argyll and Lochaber'.
- For car volumes, 'Outer Hebrides' and 'Firth of Clyde' levels declined by 34% and 27% respectively. The difference compared to baseline in 'Argyll and Lochaber' was less pronounced, with volumes down 23%.
- Commercial vehicle volumes were down by 17% in 'Outer Hebrides', 13% in 'Firth of Clyde' and, 'Argyll and Lochaber' remained below 2019 levels by 9%.

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⁾	1% ↑		Road Traffic (Car + Mcl) ⁽⁴⁾	-6% ↓
	Road Traffic (LGV + HGV) ⁽⁴⁾	8% ↑		Road Traffic (LGV + HGV) ⁽⁴⁾	3% ↑

Monthly Change ⁽¹⁾	% Change	
	Cross-Border Trunk Road	-16% ↓

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

(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 October cross-border traffic decreased by 16% compared to September levels, greater than the national average decrease of 2%. Average traffic levels remained below those recorded in the equivalent 2019 period.
- **Trunk Road Traffic** – October traffic volumes declined month on month across most of the country. Where growth was observed, this tended to be in large urban areas. Compared to the March 2020 pre-COVID-19 baseline period, observed traffic generally remained at or 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 previously.

ROAD TRAFFIC – Cross-Border Trunk Road Traffic



Key Points

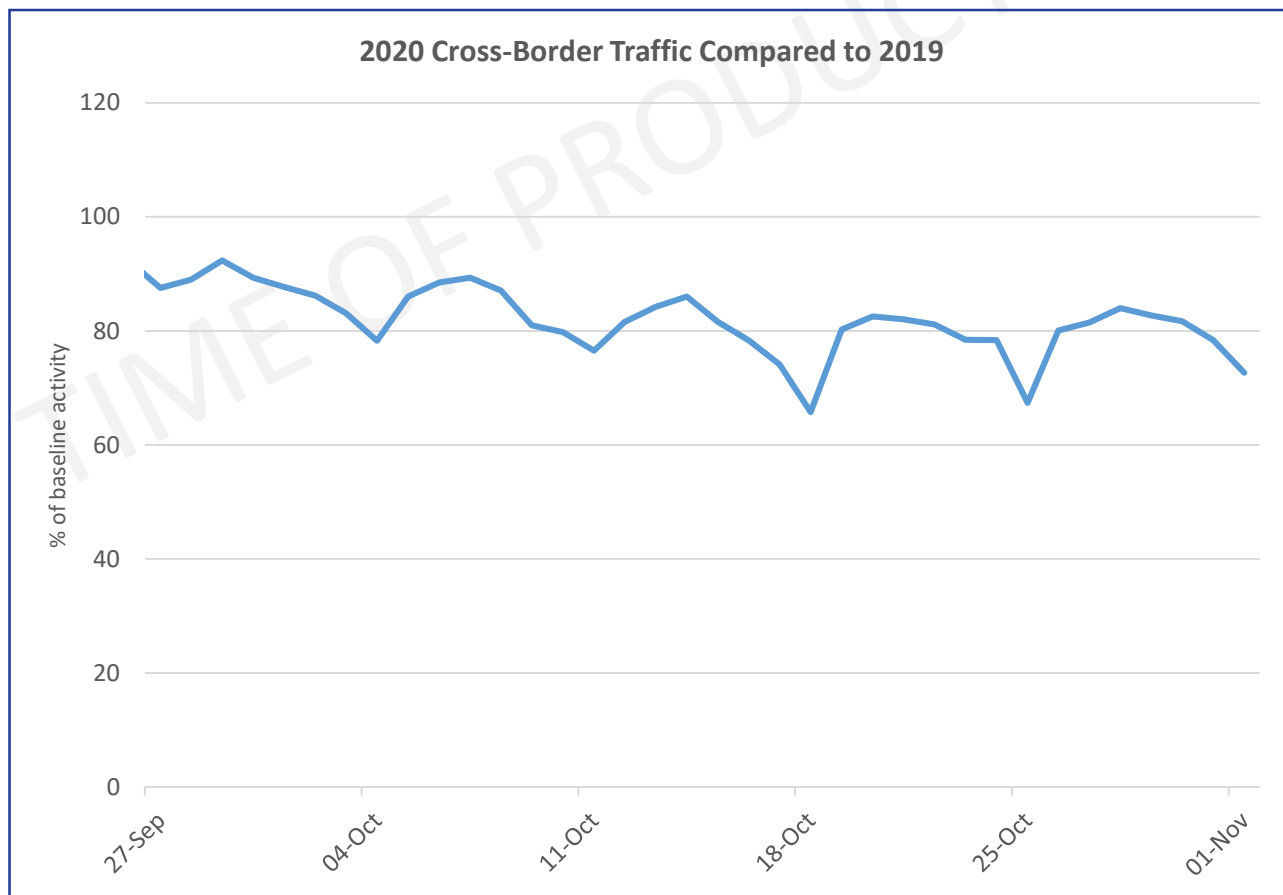
- The month of October saw an overall decrease in cross-border traffic. An average of 16% less traffic was recorded in the month of October compared to the average for September.
- October saw traffic volumes 20% lower than baseline levels on average, representing a decrease compared to September, when cross-border traffic was 5% 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 21% and 20% for northbound and southbound flows respectively in October compared to September.
- Over the month of October a clear pattern in cross-border flows is visible with Sundays recording the lowest levels of traffic.

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)



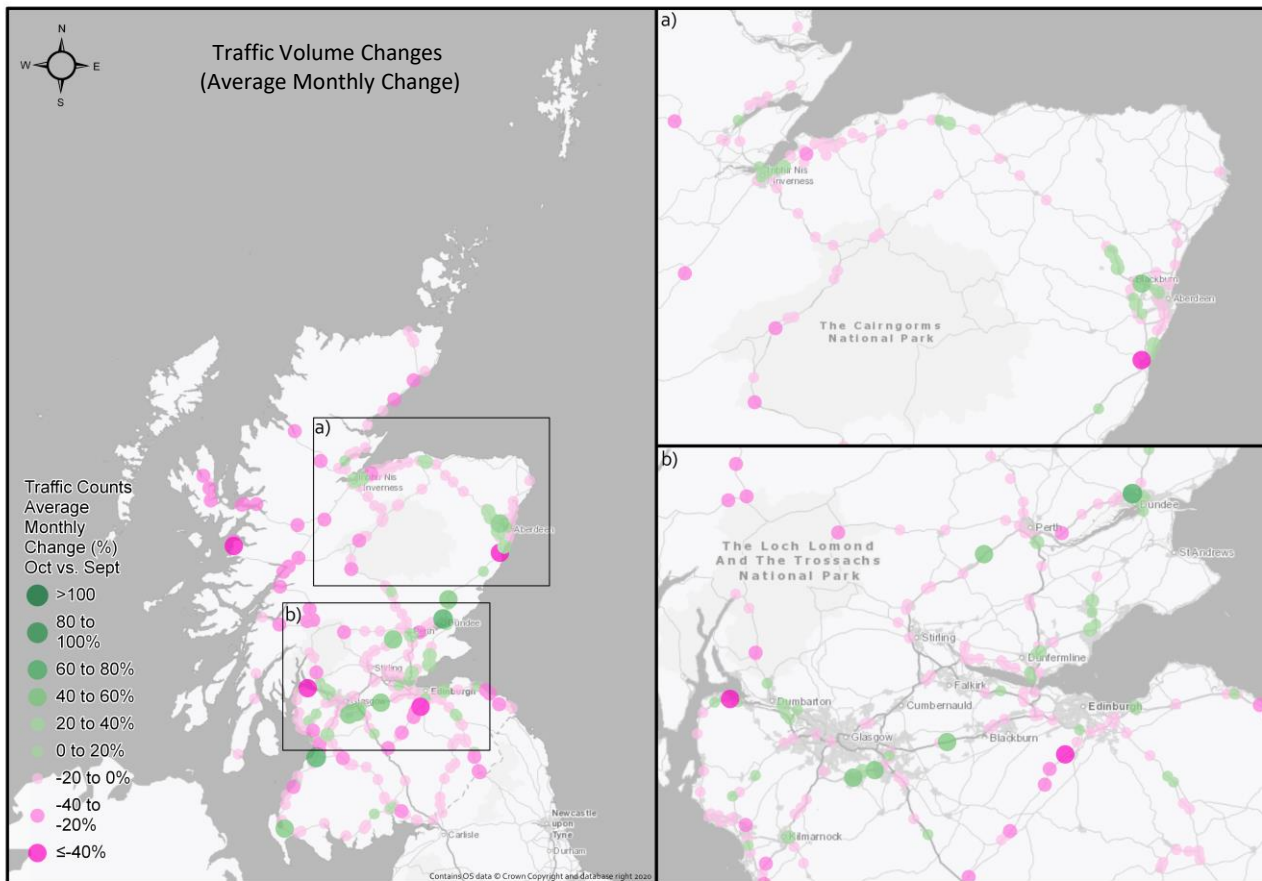
Key Points

- 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, A77 and A78 through Ayrshire, and in rural areas. Observed reductions tended to range between -1% and -40%, with a small number of sites seeing greater declines.
- Where growth was observed, it tended to be on corridors in more built up areas. Increases were particularly notable around Aberdeen and on counters on the M90 and M8. Some count sites in Dundee, Perth, Glasgow and Edinburgh also recorded growth compared to the month prior.
- Comparing October volumes to the baseline period (first two weeks of March), the majority of sites recorded a decrease in traffic. This is the first month showing a considerable decline in traffic volumes around Argyll and Bute and Highland compared with previous months, when significant growth was recorded.
- Volumes in cities generally remain at or below baseline levels, with some isolated growth. Declines on corridors around Ayr and Edinburgh 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.

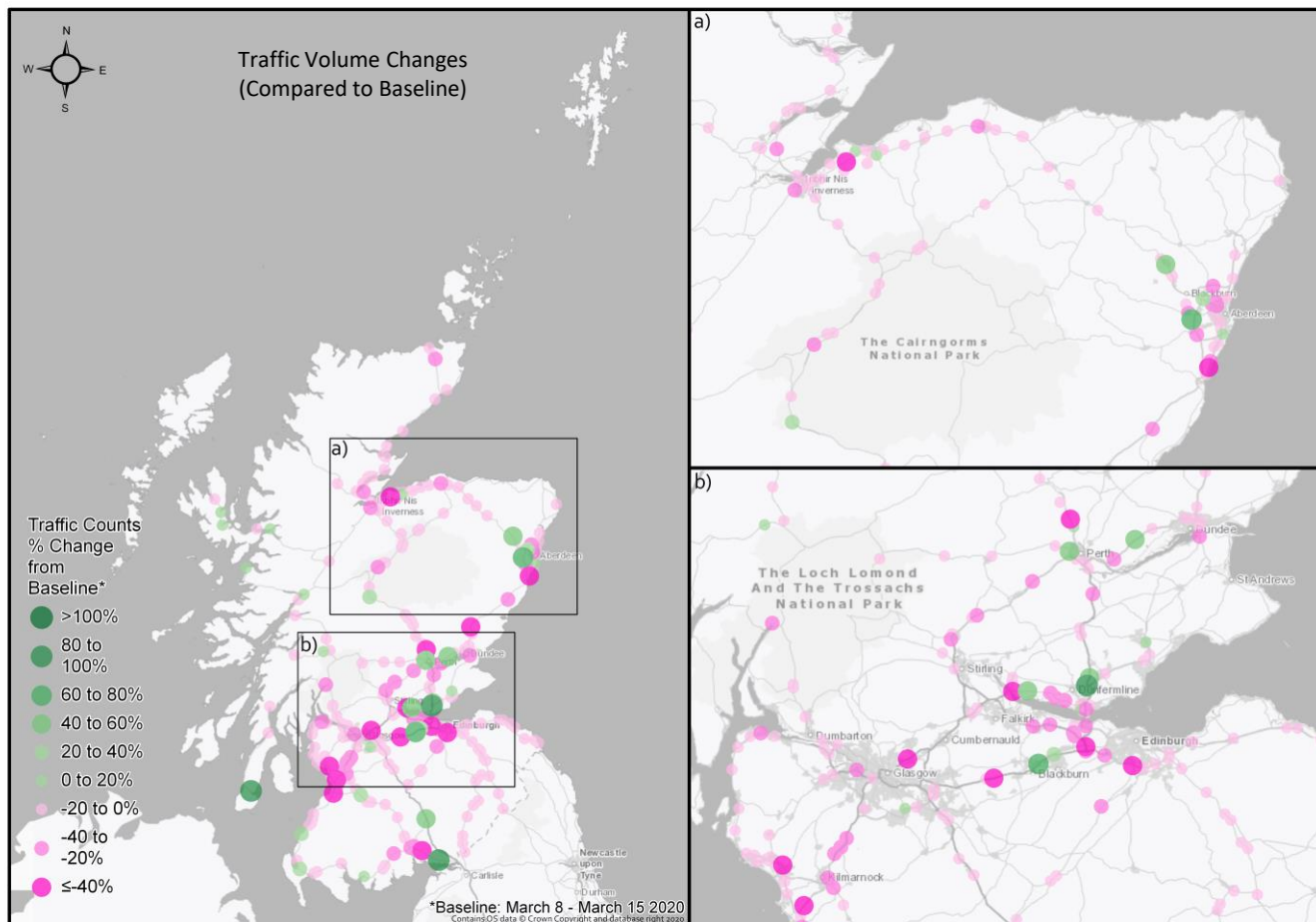
ROAD TRAFFIC – Country-Wide Traffic (Compared to Baseline)



Country-Wide Road Traffic

Source: Road Counters
Confidence: Medium

Baseline: 2 March to 15 March



ROAD TRAFFIC – Urban Rural Trunk Road Traffic



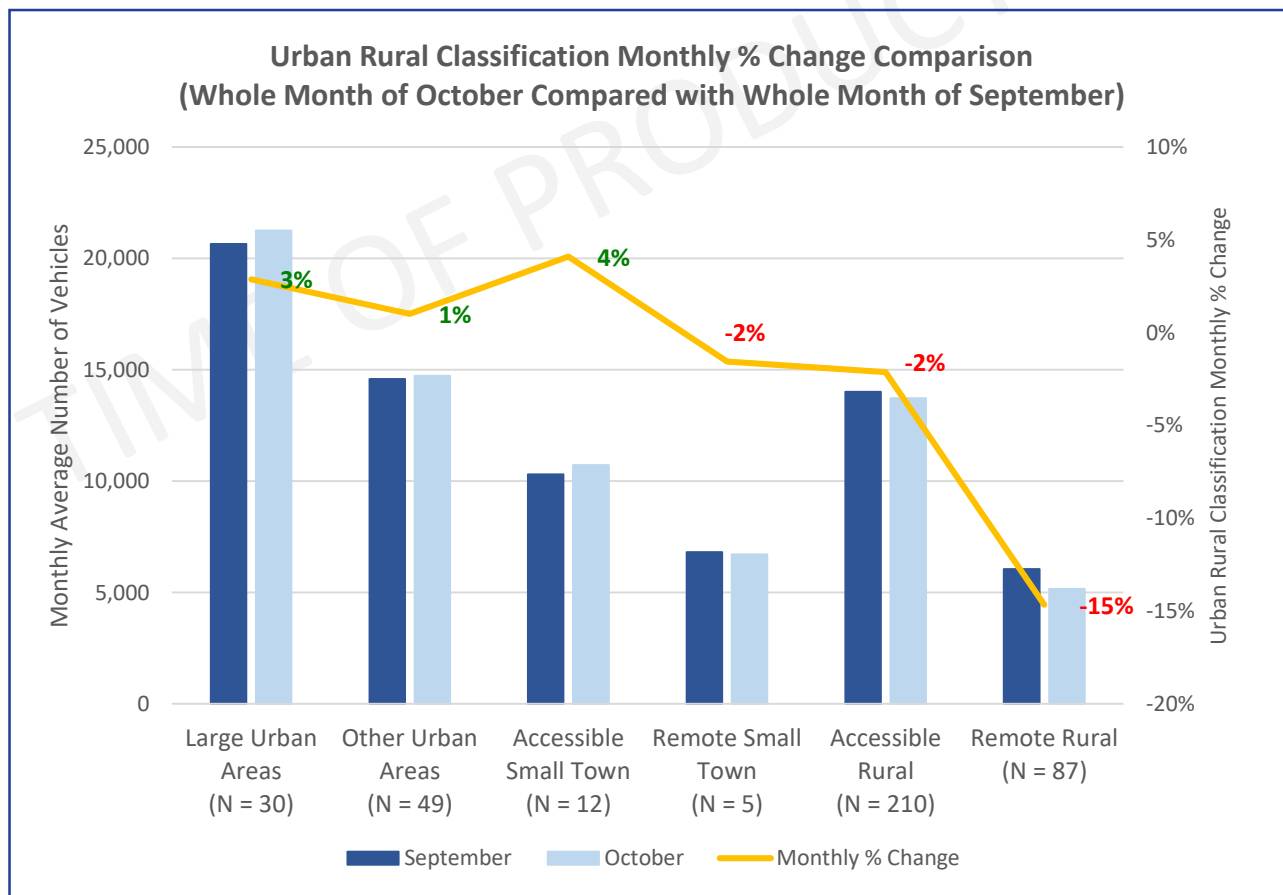
Key Points

- On average over October the 3 urban categories across the Urban Rural 6 Fold Classification (representing selected sites) saw an increase in the number of vehicles recorded compared to September, while the 3 rural categories saw a decline.
- The lowest reduction in traffic was recorded in the 'Remote Rural' category, with a decrease of 15%.
- The highest growth recorded was in the 'Accessible Small Town' category, with an increase of 4%.
- The 'Remote Small Town' and 'Accessible Rural' categories recorded declines generally consistent with the national average of 2%
- 'Large Urban Areas' and 'Other Urban Areas' categories showed increases of 3% and 1% respectively compared to September.

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)



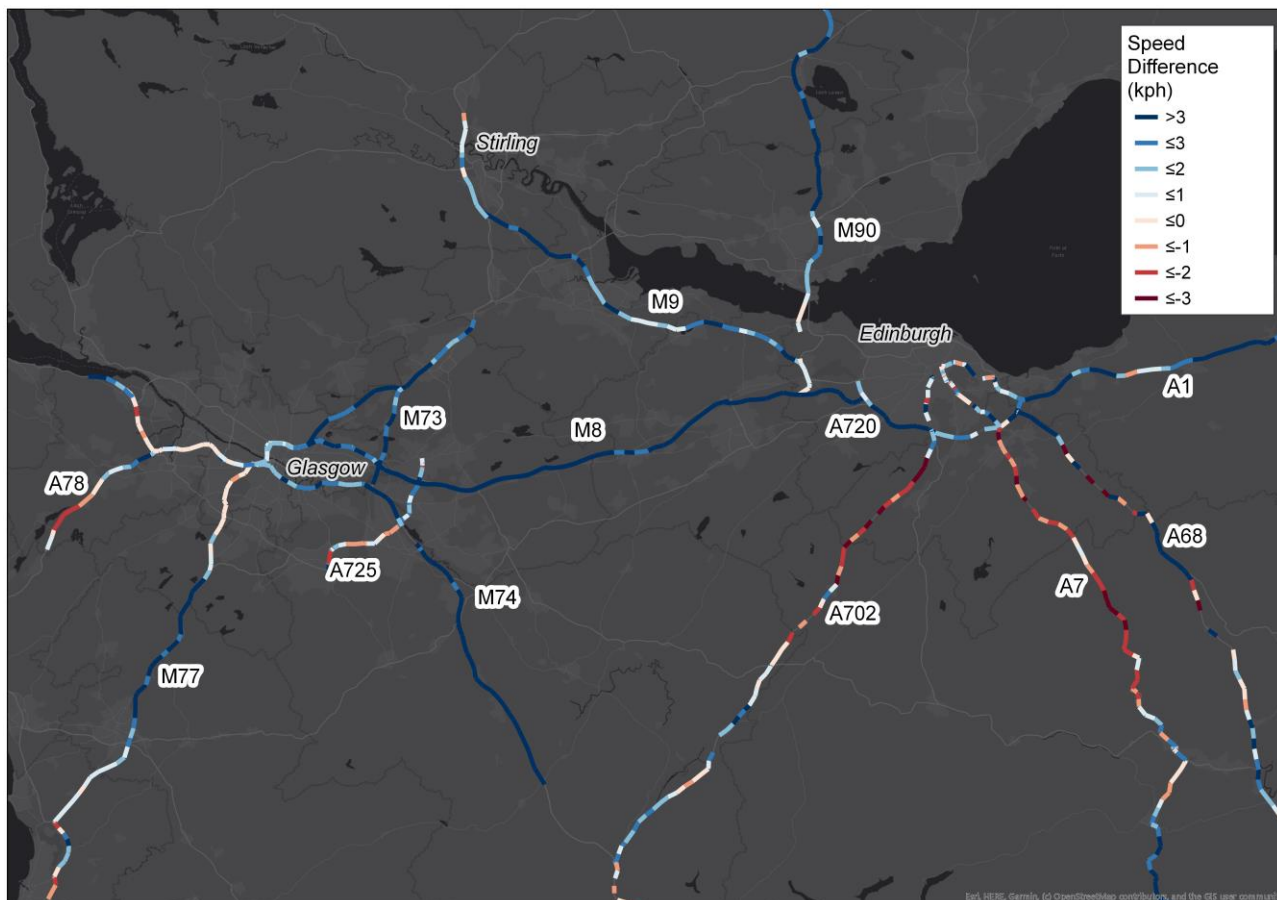
Key Points

- The Trunk Road Traffic Speeds map shows the difference in observed traffic speeds comparing October with September 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 September and October between 09:00 and 10:00 (most congested hour in morning period) and inbound movements for each city.
- For Edinburgh, compared with September there was a visible decrease in speeds, and therefore increased congestion, on approach to the city on trunk corridors to the south, particularly the A702 and A7. The M90 saw comparable speeds to the previous month, suggesting consistent traffic volumes and profile patterns. While the east (A1) and west (A720) approaches saw an increase in speeds, suggesting reduced congestion.
- Glasgow recorded higher speeds on most trunk road corridors on approach to the city and therefore reduced congestion. Exceptions to this were sections of the A78, M8 and A725, which recorded speeds consistent and slightly lower than the previous month.

Trunk Road Traffic Speeds – Central Belt

Source: INRIX
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.

ACTIVE TRAVEL






PUBLIC TRANSPORT






ROAD TRAFFIC

GOOGLE DATA



GOOGLE TRENDS Monthly Change ⁽¹⁾

City Local Authorities ⁽²⁾	% Change
 Grocery & Pharmacy ⁽⁴⁾	3% ↑
 Retail & Recreation ⁽⁴⁾	-8% ↓
 Parks ⁽⁴⁾	-26% ↓
 Workplace ⁽⁴⁾	-3% ↓
 Overall Mobility ⁽⁴⁾	-8% ↓

Rest of Scotland LA Average ⁽³⁾	% Change
 Grocery & Pharmacy ⁽⁴⁾	0%
 Retail & Recreation ⁽⁴⁾	-7% ↓
 Parks ⁽⁴⁾	-44% ↓
 Workplace ⁽⁴⁾	-3% ↓
 Overall Mobility ⁽⁴⁾	-11% ↓

(1) Monthly Change compares the whole of October with the whole of September 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) 25 October latest full week of available data for Google movements trends

Summary

- **Google Mobility Data** – Over October, Grocery and Pharmacy movements saw relatively minor changes compared to the previous month, ranging from 2% to 3% in city regions, and from -9% (Highland) to 7% (Renfrewshire) in non-city regions.
- There were significant data gaps for Parks movements over the month of October, with no data available for several non-city regions. Where recorded, activity continued to follow the trend of significant regional variation, although decreases were recorded in all areas over the month.
- Month on month, Workplace movements decreased in the majority of regions, ranging from 0% (East Lothian and West Lothian) to -9% (Stirling and Clackmannanshire).
- Average Mobility declined month on month in October across all areas except for West Lothian, where an increase of 3% was recorded. Levels were relatively consistent in city regions (7% to 10%) but saw significant non-city regional variation (-29% to 3%).



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

‘Grocery and Pharmacy’ Key Points

- On average over October, Grocery and Pharmacy movements showed minimal change in most areas compared to the previous month. City regions all experienced growth, with increases of between 2% (Dundee) and 3% (Glasgow, Aberdeen and Edinburgh). Greater variation was observed in non-city regions. Monthly changes ranged from -5% to 4% in most areas, but Highland and Renfrewshire recorded slightly greater differences of -9% and 7% respectively.
- Many areas remain below baseline levels. The difference was greater in city regions, ranging between -8% (Dundee) and -13% (Glasgow). However, some non-city regions also remain significantly below baseline, including Falkirk (-14%) and Moray (-11%). Some areas have experienced growth over this period, notably East Dunbartonshire (6%), Renfrewshire (5%) and North Ayrshire (4%).

‘Retail and Recreation’ Key Points

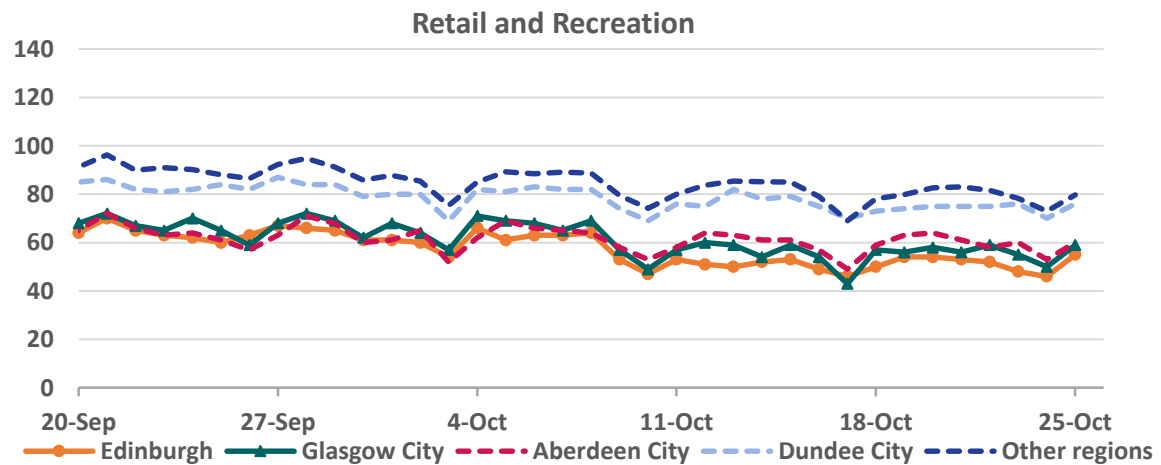
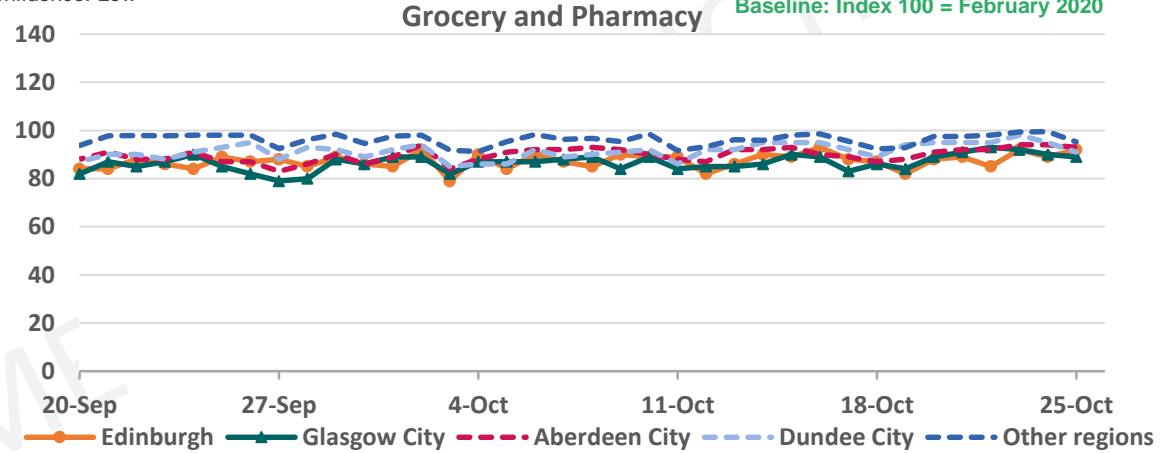
- Changes in Retail and Recreation movements showed relatively significant regional variation month on month, with decreases recorded in all areas. The most pronounced declines were in Argyll and Bute (-23%), East Lothian (-15%) and Highland (-14%).
- Activity tended to be lower compared to baseline in city regions, ranging from -23% (Dundee) to -45% (Edinburgh). Activity also remained below baseline levels in all non-city regions. The most pronounced decreases were Stirling (-29%) and North Lanarkshire (-25%).

Google Movement Data for Scottish Cities

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

Latest available data:
Week Ending 25 October 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 – ‘Grocery & Pharmacy’ and ‘Retail & Recreation’

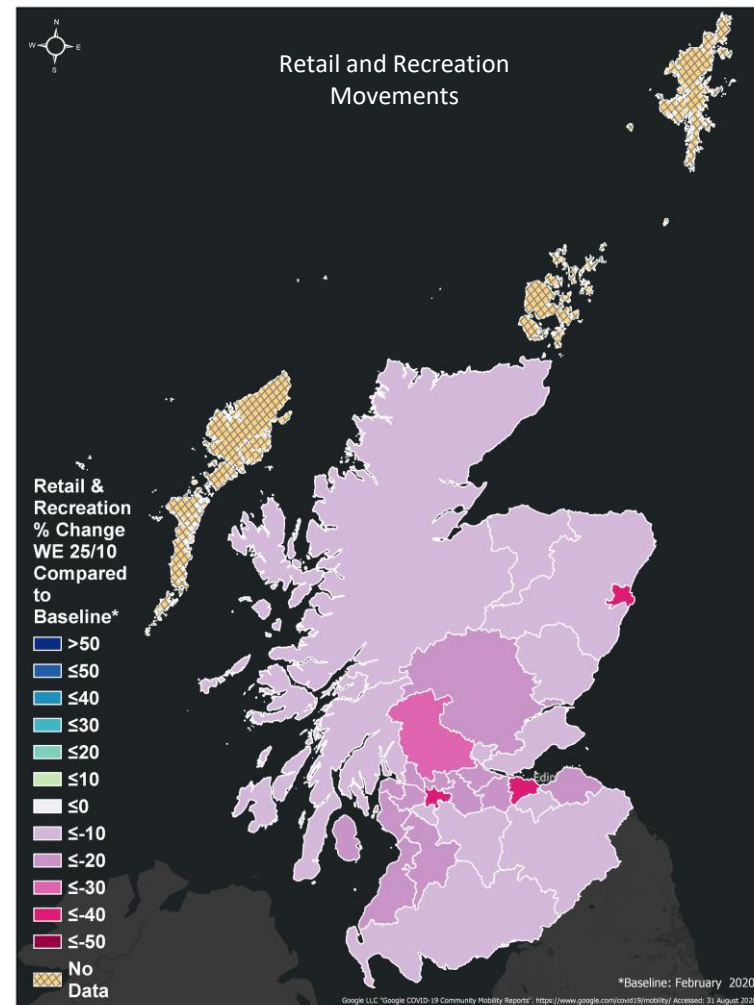
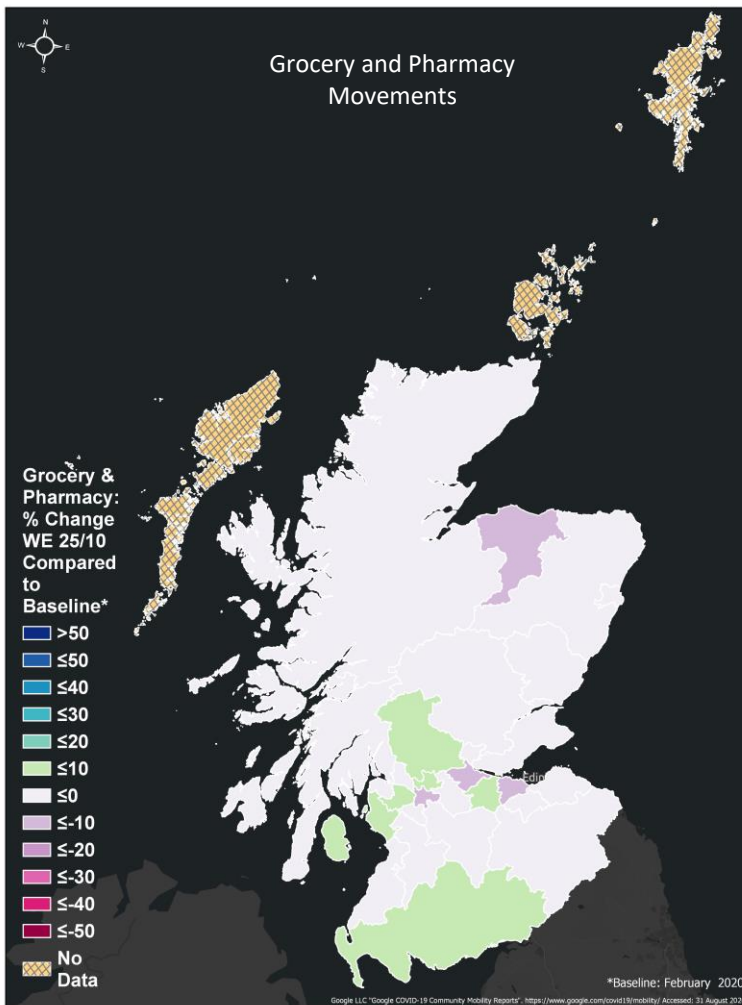


Google Movement Data for Scottish Cities

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

Latest Available Data:
Week Ending 25 October 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 October, with no data recorded for several non-city regions. However, where data is available it shows substantial regional variation, although all areas recorded decreased activity most likely due to less favourable weather. The month on month changes ranges from -94% (Highland) and -9% (Renfrewshire).
- Regional variation was similar comparing October Parks movements to the Baseline period. However, activity in all areas was above baseline, with the exception of Glasgow and West Lothian, where activity was -7% and -3% respectively. The most significant increases were in non-city regions, and most pronounced in Highland (103%) and Argyll and Bute (75%). Increases in cities ranged between 2% (Edinburgh) and 15% (Aberdeen).

‘Workplace’ Key Points

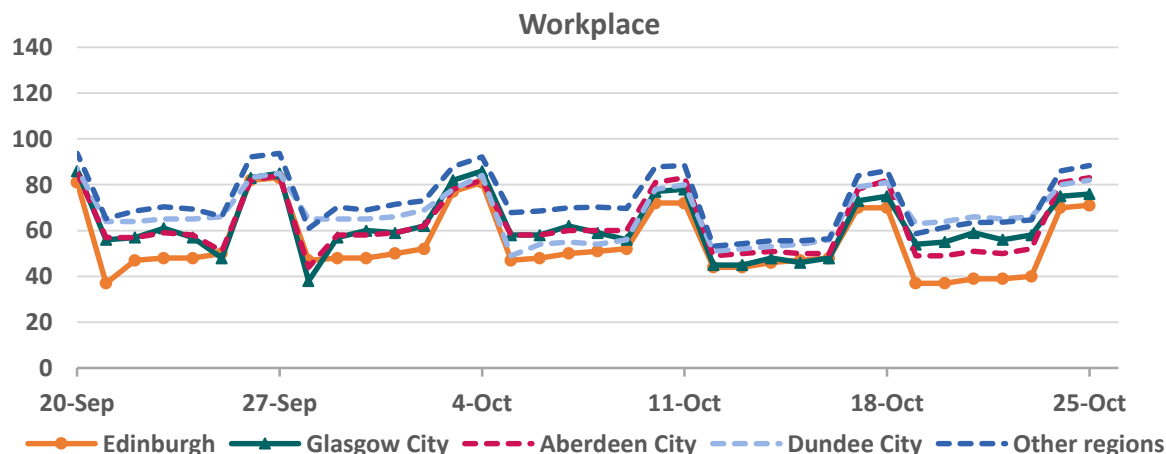
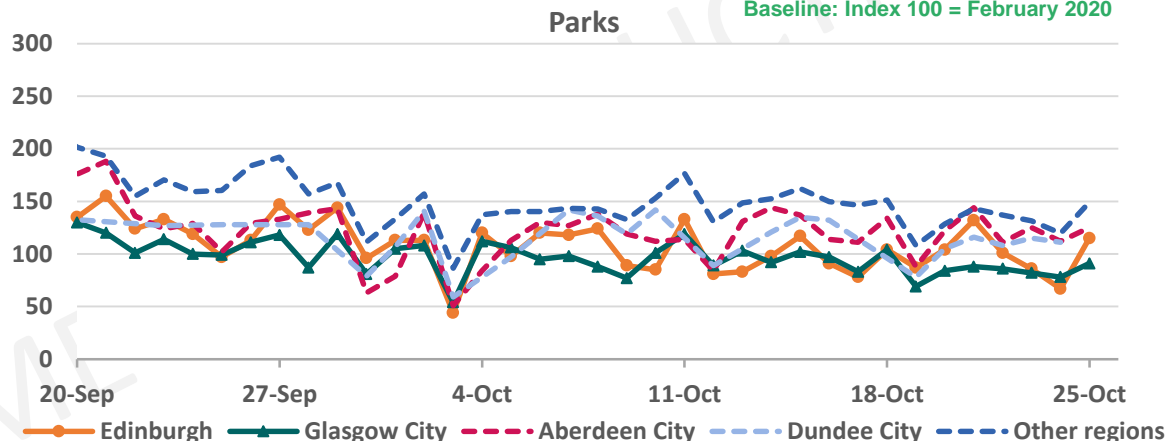
- In October, Workplace movements decreased in most areas compared to the previous month. Similar decreases were seen across the country and typically ranged between -8% and 0%. However, slightly higher declines were recorded in Clackmannanshire and Stirling, both at -9%.
- While workplace movements saw monthly declines, activity was also down in all areas compared to baseline. Reductions were more pronounced in city regions, from -35% (Dundee) to -47% (Edinburgh), compared to -23% (Dumfries and Galloway) and -36% (East Renfrewshire).

Google Movement Data for Scottish Cities

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

Latest available data:
Week Ending 25 October 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’

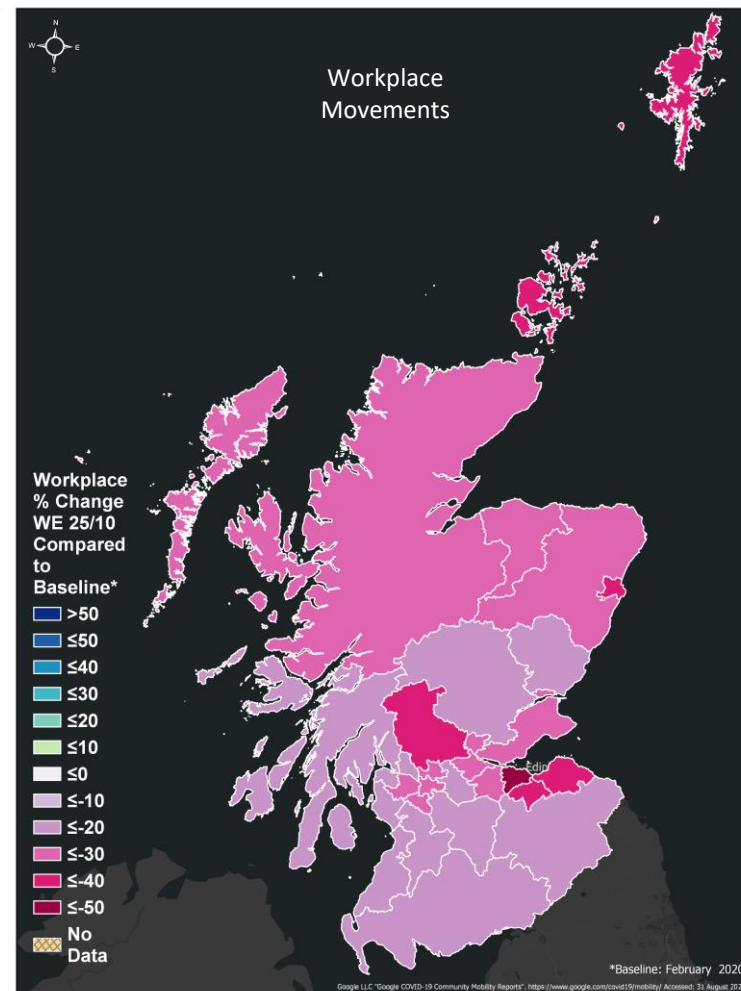
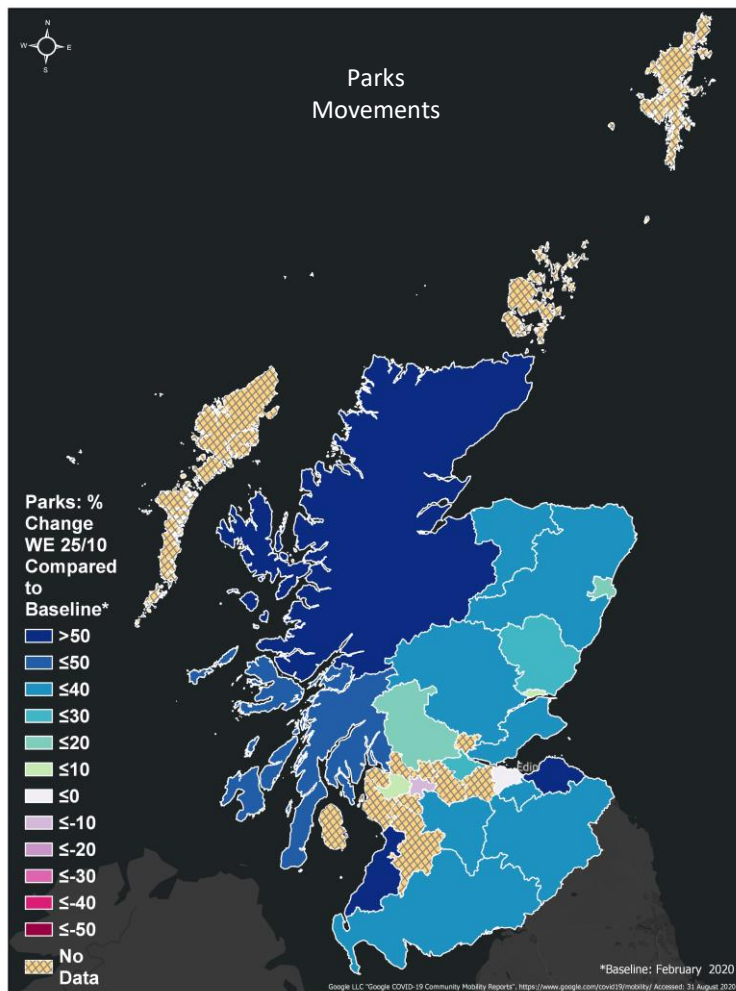


Google Movement Data for Scottish Cities

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

Latest Available Data:
Week Ending 25 October 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 October, most areas recorded a decline in average mobility compared to the previous month, with values ranging between -29% (Highland) and 3% (West Lothian). The decline observed in Argyll and Bute was similar to Highland, at -26%.
- 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 -18% in Dundee to -32% in Edinburgh. Values significantly below baseline were also seen in several non-city regions, with Inverclyde and West Lothian down 20%, Clackmannanshire and East Dunbartonshire down 21%, and East Ayrshire and East Renfrewshire down 22%.
- Some non-city regions have experienced growth compared to baseline, including Dumfries and Galloway, where growth of 1% was recorded, and Argyll and Bute and Highland, which both saw a 9% increase.

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.

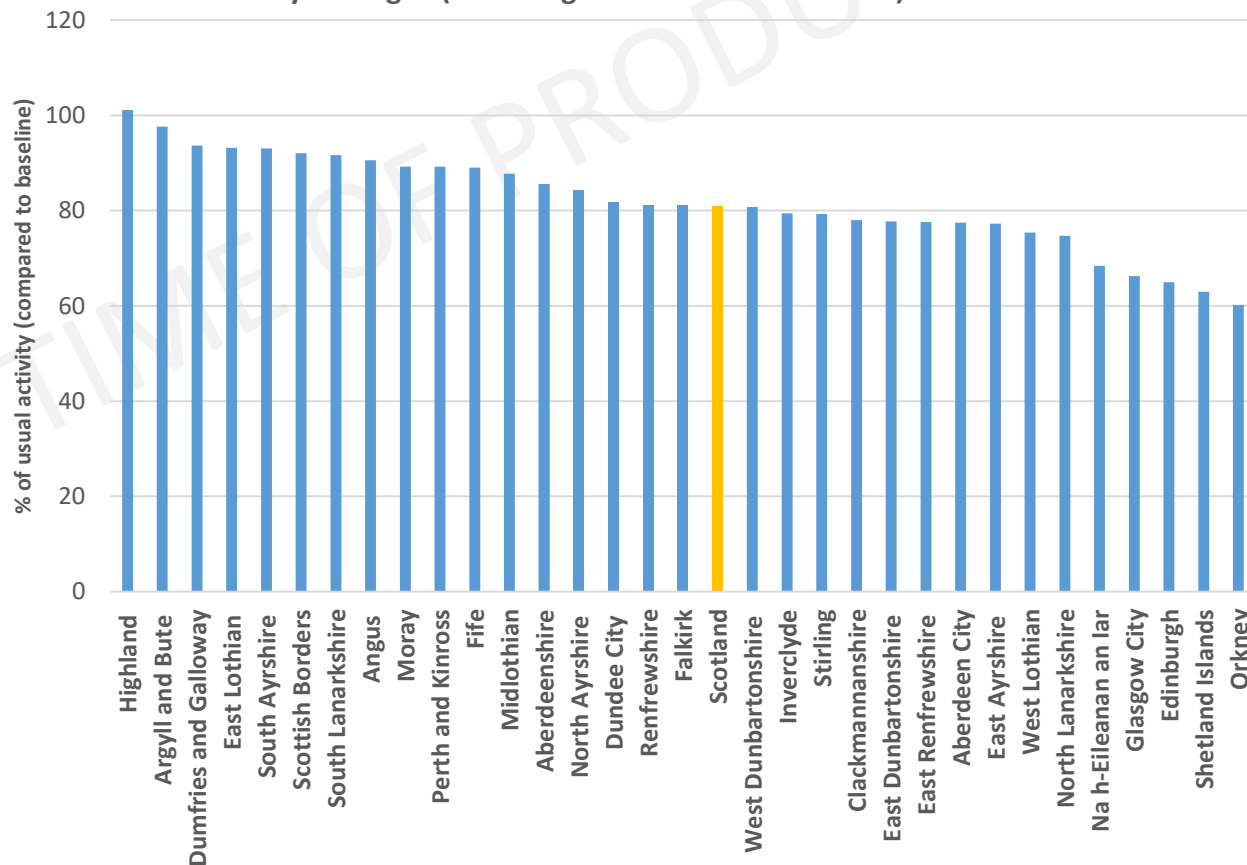
Prepared on behalf of Transport Scotland's COVID-19 Support Hub, any enquires should be made to TS.Covid19Support@gov.scot. If this data is used in any ministerial (or other) briefings, please contact the same email address to check it is still accurate.

Google Movement Data for Scottish Cities

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

Latest available data: Week Ending 25 October 2020
Baseline: Index 100 = February 2020

Mobility Average* (Excluding Residential Movements) - 25 October



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 as much as possible.
- Only go outside for limited purposes.
- Stay 2 metres (6 feet) away from other people.
- Only meet up with two other households outdoors, in small numbers (max 8), including in gardens, but with physical distancing.
- People living alone or only with children under 18 years are permitted to form an extended household group with one other household.
- 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 trams.
- The equivalent period average in 2019 for walking and cycling. The equivalent period includes all the full weeks of that month.
- 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.