COVID19 Trends in Sub-National Travel

Week Ending 21 June

Weekly Change Comparison[1]

City Local Authorities[2]	% Change
Walking	14% ↑
Cycling	21% ↑
Road Traffic (Car + Mcl)[4]	9% ↑
Road Traffic (LGV + HGV)[4]	4% ↑
Grocery & Pharmacy[5]	-1% ↓
Retail & Recreation[5]	1% ↑
Parks[5]	-7% ↓
Bus Concession	8% ↑

Rest of Scotland LA Average[3]	% Change
Walking	-1% ↓
Cycling	7% ↑
Road Traffic (Car +Mcl)[4]	10% ↑
Road Traffic (LGV + HGV)[4]	3% ↑
Grocery & Pharmacy[5]	-1% ↓
Retail & Recreation[5]	2% ↑
Parks[5]	-8% ↓
Bus Concession	8% ↑

(1) The Weekly Change Comparison compares this week (week ending 21 June) and last week (week ending 14 June)

(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

(5) 14 June latest full week of available data for Google movements trends

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COVID19 Trends in Sub-National Travel

Week Ending 21 June

Weekly Change Summary

- Week ending 21 June saw the commencement of Phase 2 of the Scottish Government's Route Map for the easing of lockdown restrictions, with Friday 19 June representing the first day of Phase 2.
- From the sample data for walking, Local Authority counters, with the exception of Perth and Kinross, showed a weekly increase in movements compared to the week ending 14 June. The increase in walking activity is most likely attributed to more favourable weather conditions, which remained dry for most of the week. Walking movements in City Local Authorities were lower compared to the equivalent 2019 period whereas Non-City Local Authorities have reported higher movements.
- Similar to observed walking trips, cycling trips in week ending 21 June increased on average in all Local Authorities compared to the previous week. The cycling movements in City Local Authorities were slightly higher compared to levels observed in the equivalent 2019 period whereas Non-City Local Authorities have seen significant increases.
- Google Mobility Data, week ending 14 June being the latest full week available at the time of reporting, showed weekly increases across 'Workplace' and 'Retail and Recreation' movements, while 'Grocery and Pharmacy' and 'Parks' reported a decrease in related movements, consistent trends to the week prior.
- Glasgow Central and Edinburgh Waverley rail stations saw increases in footfall of 16% and 17% respectively, continuing a trend of week on week increases in rail movements. Continued growth was also seen for sample English train stations, which recorded a more pronounced week on week increase on average, at 25%.
- Glasgow Subway and Edinburgh Trams patronage increased compared to week ending 12 June. Passenger numbers were generally consistent across the whole week, with slightly higher volumes on Saturday 20 June. Both Subway and Tram remain significantly below levels recorded in the equivalent period in 2019, at less than 10% of these volumes on average across the week.
- Traffic volumes are significantly lower compared with typical levels observed pre COVID-19, particularly for weekdays.
- Weekday road traffic across the country has continually increased week on week since the commencement of Phase 1, although this has been less pronounced compared with the week prior, with generally no observed increases greater than 20% at sites across the country.
- A weekly increase was also observed in weekend road traffic movements in week ending 21 June. Since the Phase 1 announcement the greatest increases have predominantly been observed in rural areas, most noticeably around national parks and popular walking areas such as Loch Lomond and The Trossachs, Cairngorms and around Tyndrum along the A82 and A85, in line with favourable weather conditions.
- Consistent with the growth observed in national trunk road network traffic, cross border traffic saw increases of around 9% against the previous week.

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COVID19 Trends in Sub-National Travel

Week Ending 21 June

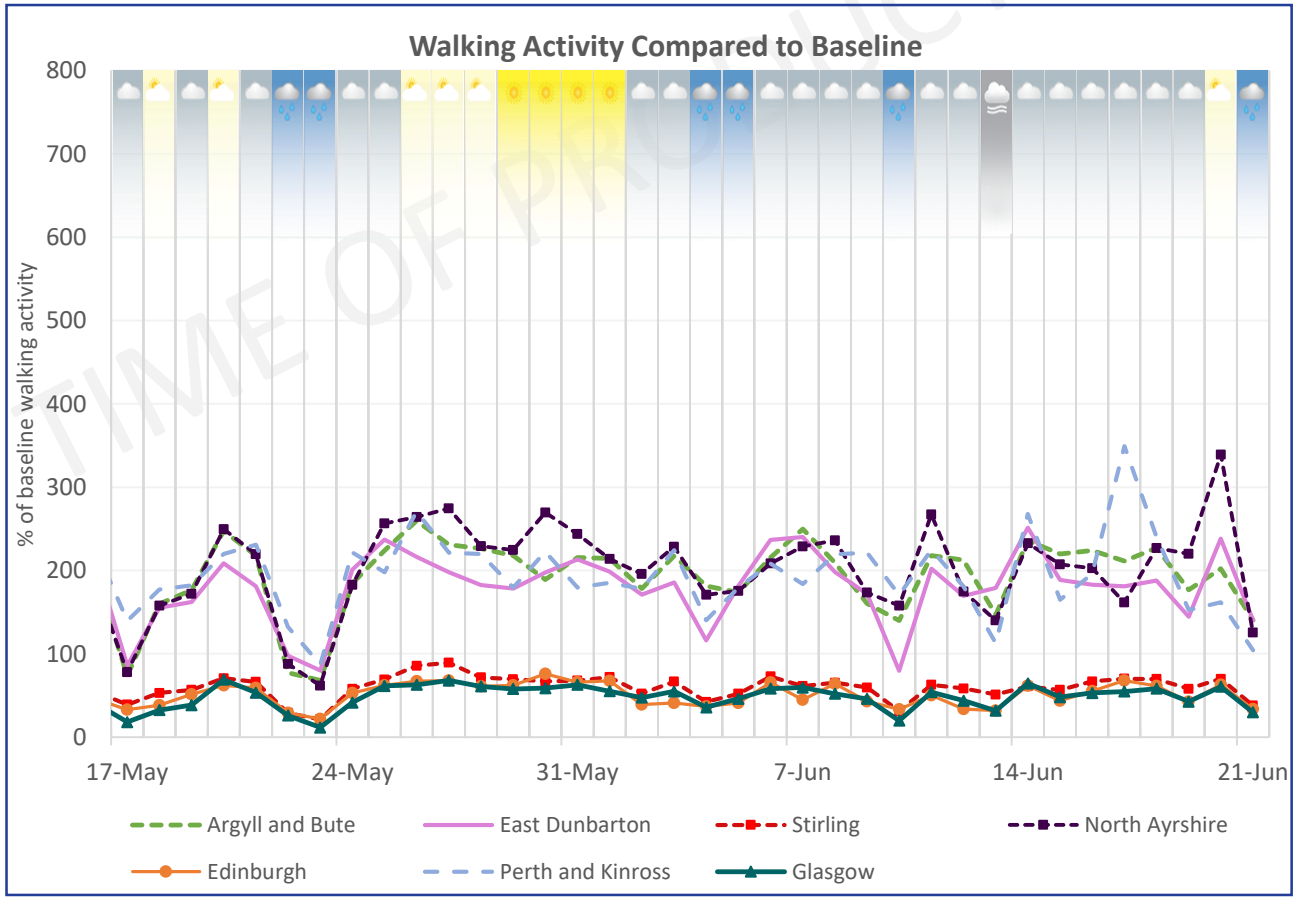
Active Travel – Walking (Week on Week)

- In week ending 21 June there was an increase in walking trips in all Local Authorities on average across the week, except Perth and Kinross, compared to week ending 14 June.
- In City Local Authorities walking activity increased by 14% compared to the previous week. Walking in Edinburgh and Glasgow remained below typical levels recorded in the equivalent 2019 period.
- Non-City Local Authorities recorded growth of up to 10% compared to week ending 14 June, with the exception of Perth and Kinross, where a slight decrease was observed.
- During the week ending 21 June, walking trips fluctuated significantly due to weather conditions. The greatest increase in walking was recorded on Saturday 20 June when more favourable weather was prevalent. This was immediately followed by the most significant decline of the week on Sunday 21 June.

Walking: Week on Week Comparison

Source: Local Authorities and Cycling Scotland
Confidence: Medium

Baseline: Index 100 = June 2019



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COVID19 Trends in Sub-National Travel

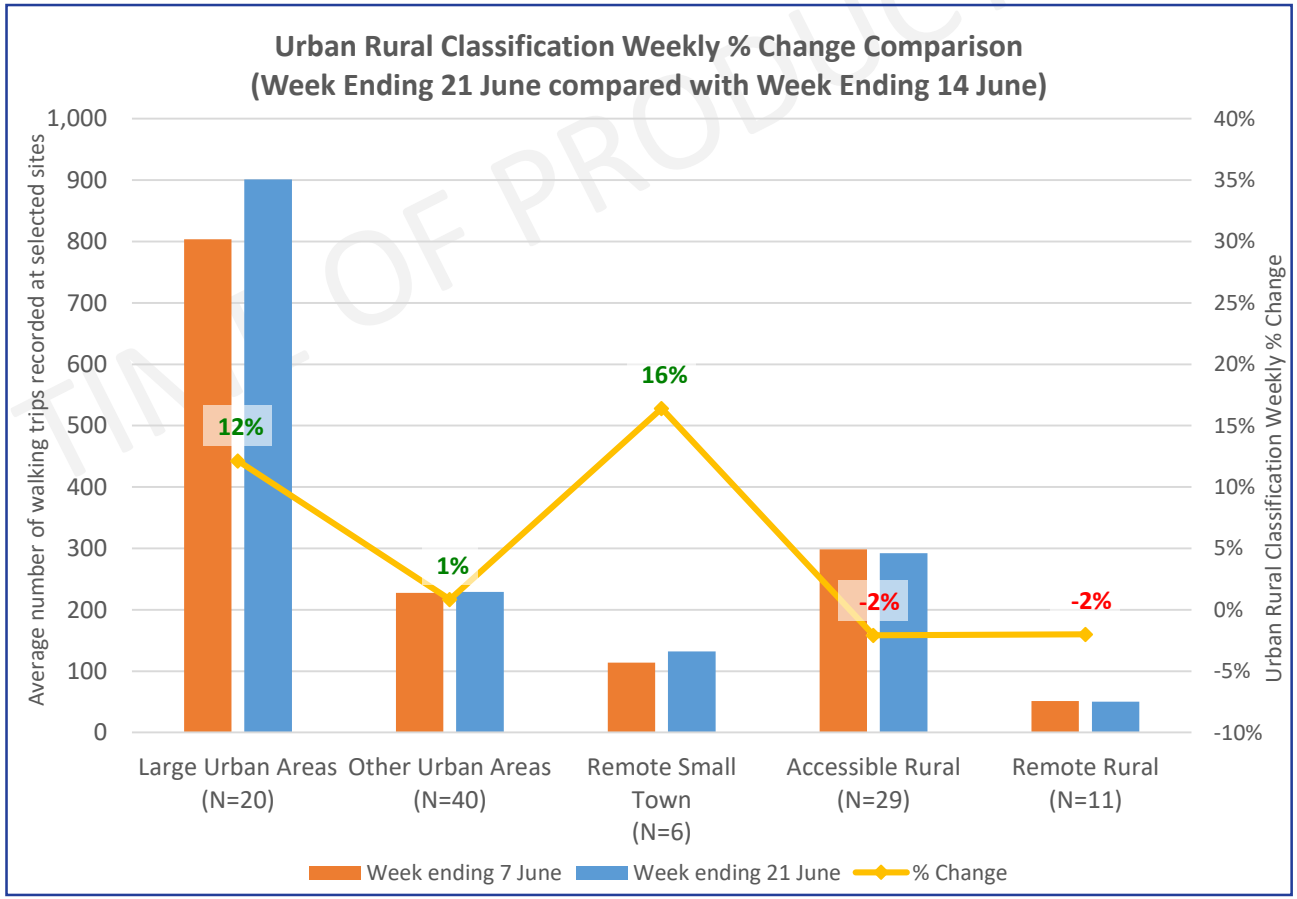
Week Ending 21 June

Active Travel – Walking Urban Rural Classification

- Outwith Rural areas, in week ending 21 June the Urban Rural 6 Fold classification categories saw an increase in walking activity compared to week ending 14 June.
- The highest growth was observed in Remote Small Towns, with a 16% increase, while Large and Other Urban Areas recorded 12% and 1% increases respectively.
- Compared with week ending 14 June walking activity in Accessible Rural and Remote Rural areas declined by 2%.

Walking: Urban Rural Walking Activity

Source: Local Authorities and Cycling Scotland
Confidence: Medium



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

COVID19 Trends in Sub-National Travel

Week Ending 21 June

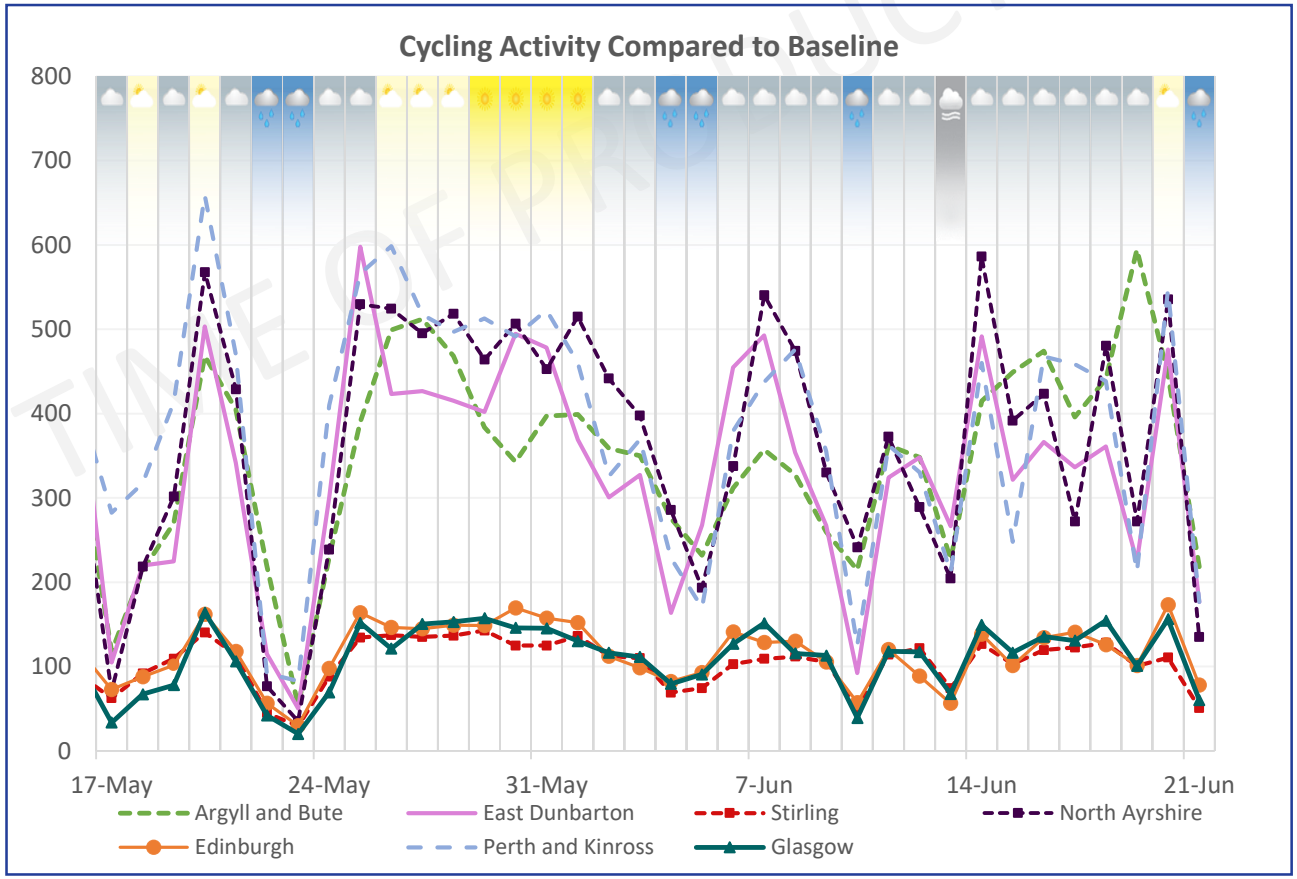
Active Travel – Cycling (Week on Week)

- Similar to walking trends, cycling trips increased in week ending 21 June compared to the previous week.
- As with walking, cycling activity saw significant fluctuations due to weather condition at the end of week ending 21 June.
- Across the week, average cycling activity in City Local Authorities was 21% higher than the previous week. Non-City Local Authorities also experienced an average increase, but this was less pronounced with growth of 7%.
- The most significant increase was observed in Argyll and Bute, where 40% growth was recorded compared to week ending 14 June. Other Local Authorities recorded increases of up to 25%.
- City activity in City Local Authorities was observed as being slightly higher compared to June 2019 baseline levels.
- Activity in Stirling was broadly consistent with the baseline period, however, cycling in other non-City Local Authorities varied between 130% (North Ayrshire) and 600% (Argyll and Bute) of baseline activity during week ending 21 June.

Cycling: Week on Week Comparison

Source: Local Authorities and Cycling Scotland
Confidence: Medium

Baseline: Index 100 = June 2019



COVID19 Trends in Sub-National Travel

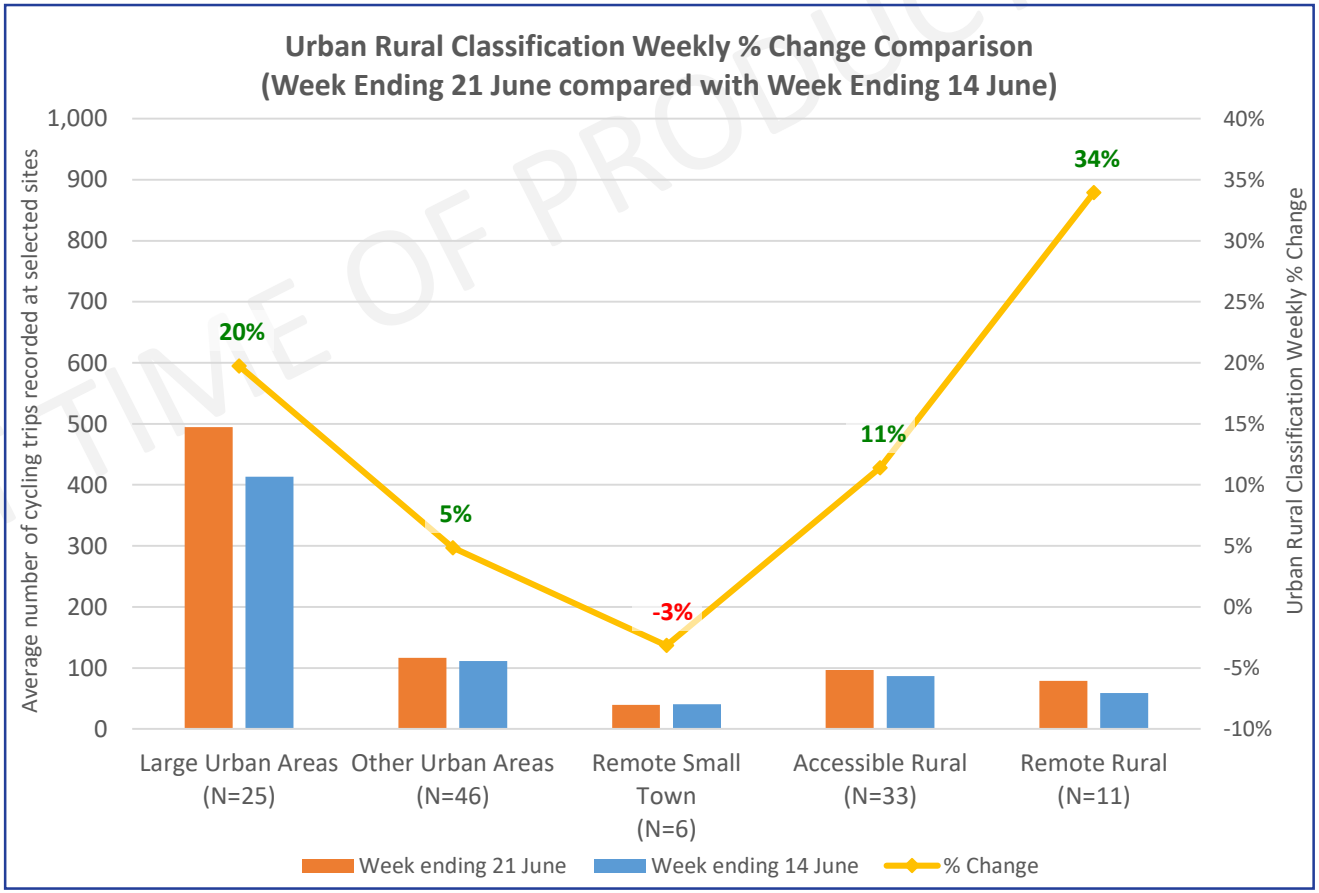
Week Ending 21 June

Active Travel – Cycling Urban Rural Classification

- Unlike walking, cycling activity in Rural areas increased significantly in week ending 21 June compared with previous week. Remote Rural areas recorded the highest growth of all Urban Rural 6 Fold classification categories, with an increase of 34%.
- Similar to walking trends, cycling in Urban Areas increased in both Large and Other Urban areas by 20% and 5% respectively.
- Remote Small Town was the only category to note a decline in cycling activity, with a decrease of 3% week on week.

Cycling: Urban Rural Cycling Activity

Source: Local Authorities and Cycling Scotland
Confidence: Medium



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

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COVID19 Trends in Sub-National Travel

Week Ending 21 June

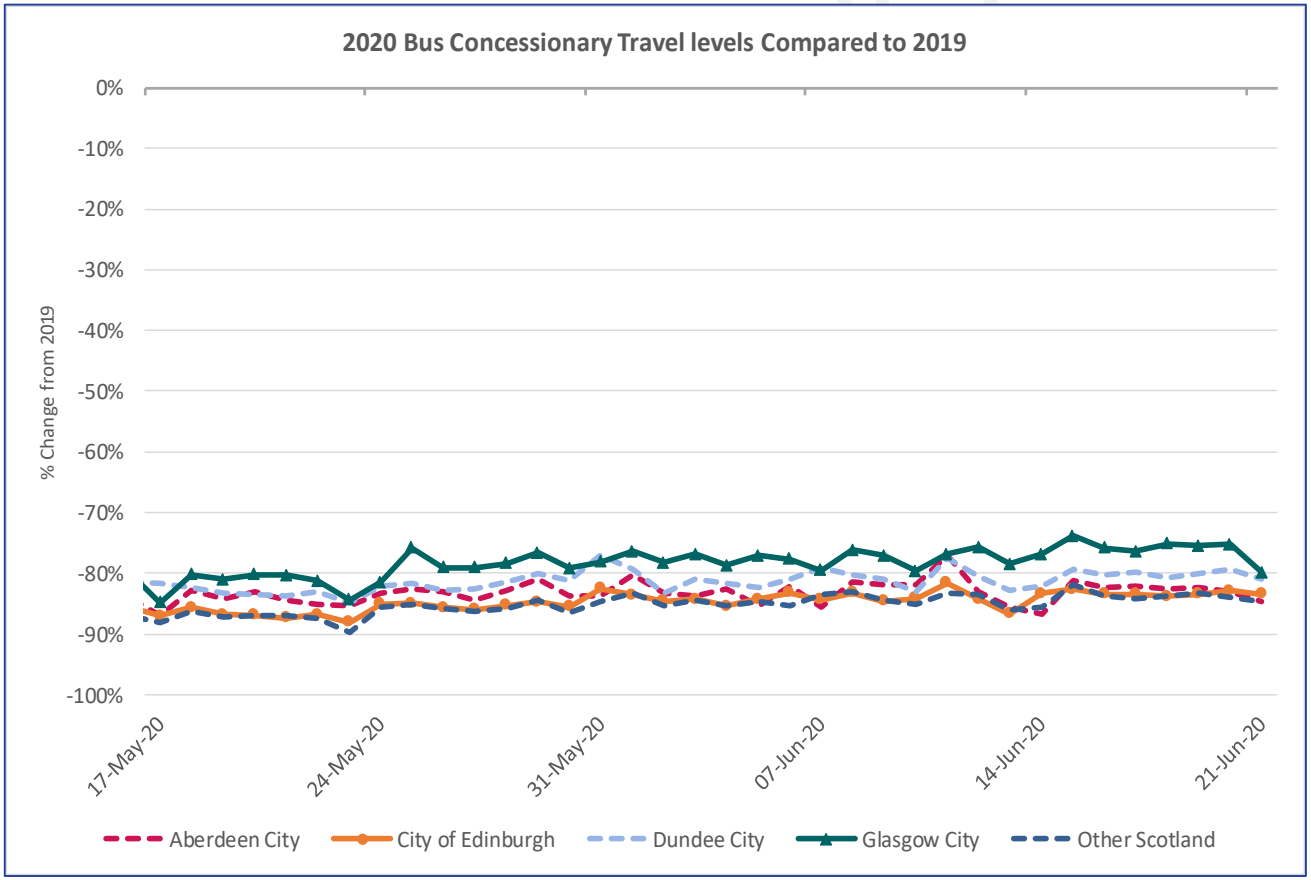
Bus Concessionary Travel

- The level of bus concessionary travel across the country in week ending 21 June increased by 8% compared to week ending 14 June. This level of growth is higher than the observed 3% increase between week ending 7 June and week ending 14 June.
- Volumes in week ending 21 June have declined by approximately 82% compared to the equivalent period in 2019.
- Aberdeen and Edinburgh saw an average decrease of 83% compared to baseline, while Dundee reported an 80% decrease and volumes in Glasgow have declined by 76%.
- Average activity in Other Regions also remain below 2019 baseline levels, with an average decline of 84%.

Bus Concessionary Travel

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

Baseline: Index 100 = Equivalent day in 2019



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.

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COVID19 Trends in Sub-National Travel

Week Ending 21 June

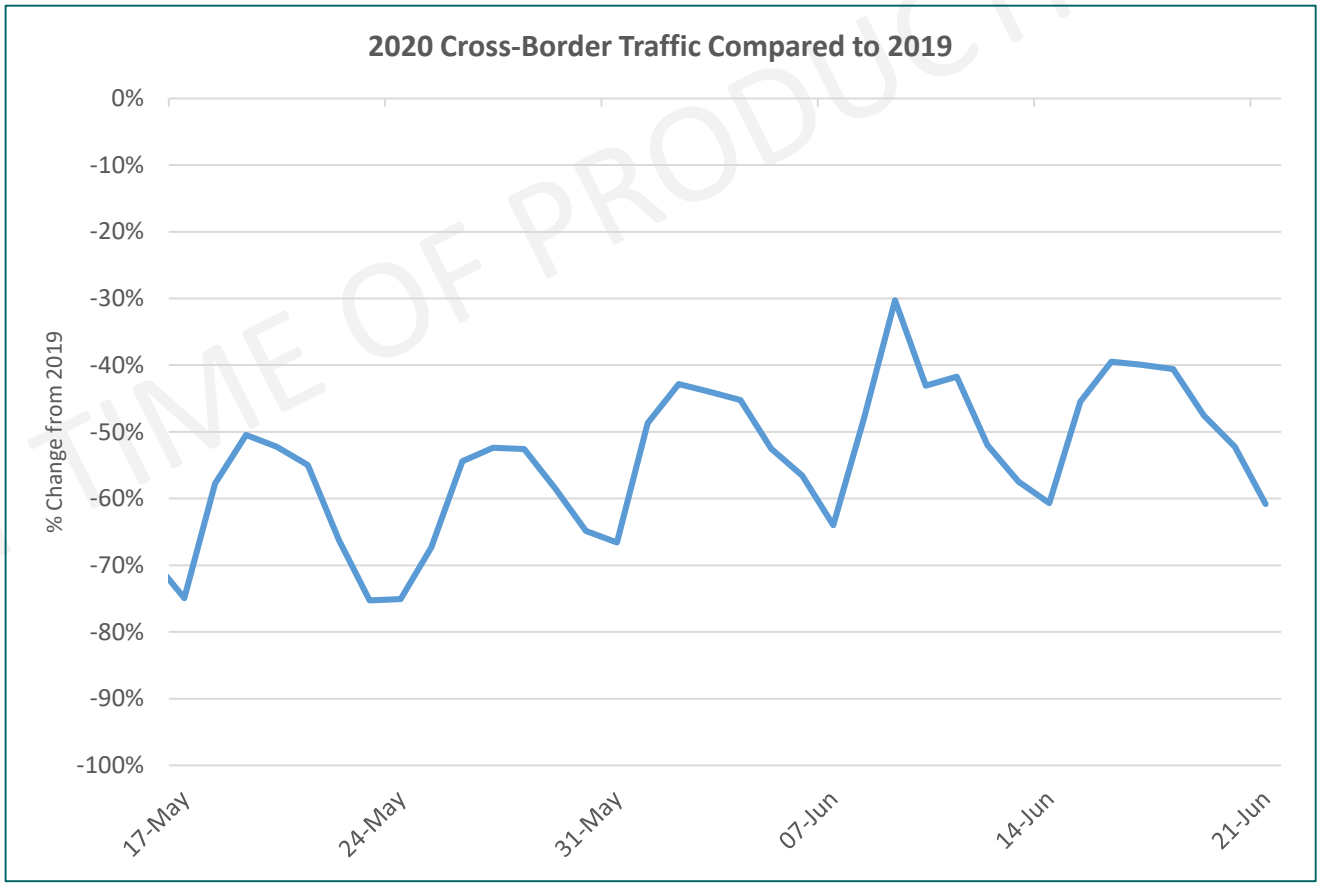
Cross-Border Trunk Road Traffic

- On average cross-border traffic volumes were 9% higher in week ending 21 June compared to the previous week.
- Observed growth was consistent with the 9% week on week trunk road growth recorded nationally.
- The traffic counter located on the M6 South of Gretna, which monitors traffic in both directions, recorded increases of 10% and 9% for northbound and southbound flows respectively compared to week ending 14 June.
- On average, week ending 21 June saw cross-border traffic volumes 47% lower than the equivalent period in 2019.

Cross-Border Trunk Road Traffic

Source: Road Counters

Baseline: Index 100 = Equivalent day in 2019



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).

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COVID19 Trends in Sub-National Travel

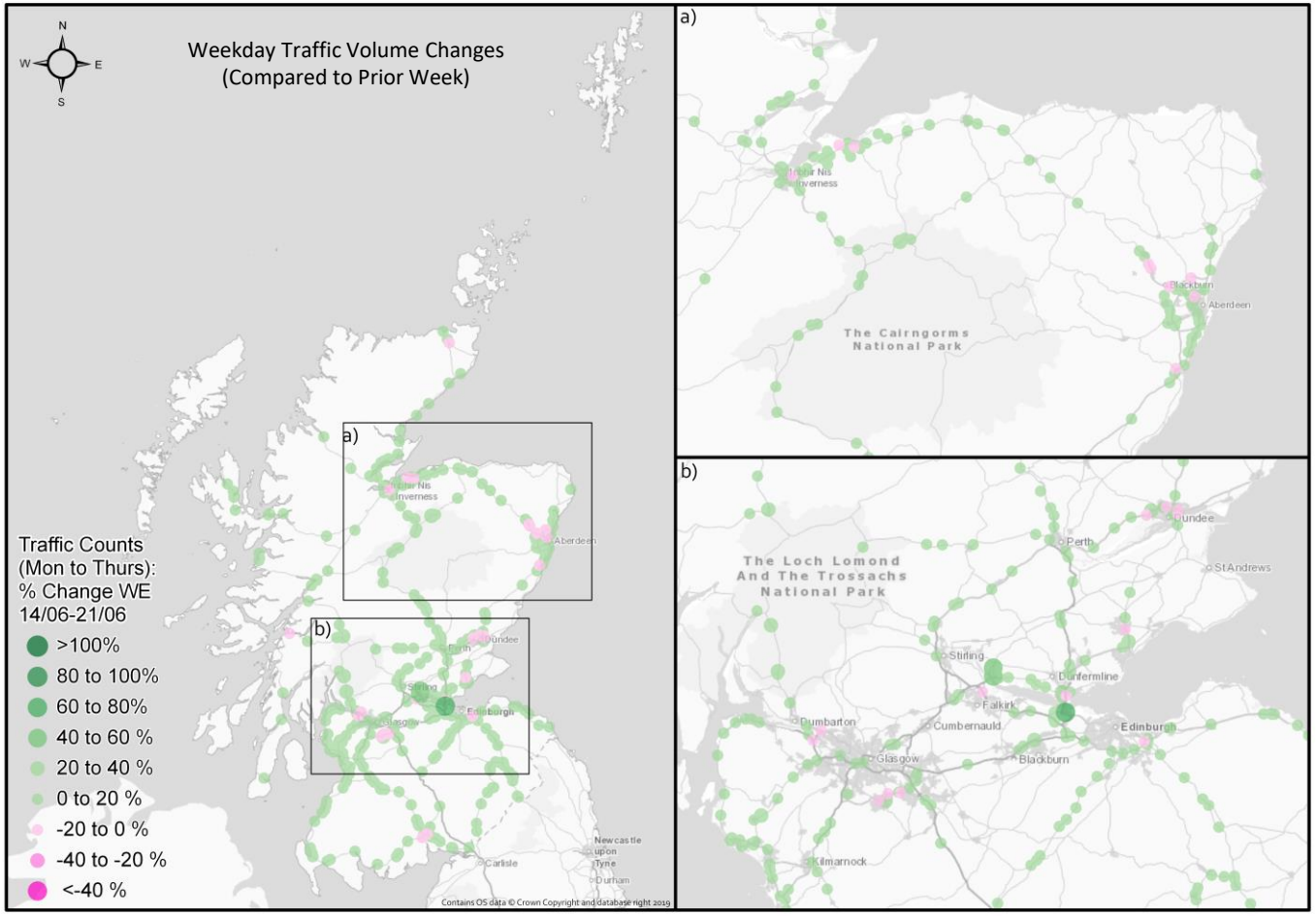
Week Ending 21 June

Country-wide Traffic Changes – Weekday (Compared to Prior Week)

- Weekday traffic volumes in week ending 21 June increased across most of the country compared to the previous week, continuing the trend of week on week growth.
- The majority of trunk road corridors recorded increases of between 1% and 20%. However, a number of count sites recorded more pronounced growth, including the A90 at Queensferry and A876 and A977 at Kincardine, while the A82 between Loch Lomond and Glencoe and commuter routes between Ayr and Glasgow recorded noteworthy growth after showing reduced week on week volumes the previous week.
- Week on week declines were recorded at a few locations, the most significant of which were on the A90 around Dyce, the A96 northwest of Aberdeen and the A75 around Dumfries. Notable declines were also seen on the M898 between the M8 and Erskine Bridge, on the A725 and A726 around East Kilbride, as well as the A90 and A92 around Dundee.
- Compared to the pre COVID-19 baseline period, weekday traffic volumes remain down significantly. The majority of count sites recorded volumes of between 10% and 50% of baseline levels.

Country-wide Traffic Changes

Source: Road Counters



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

COVID19 Trends in Sub-National Travel

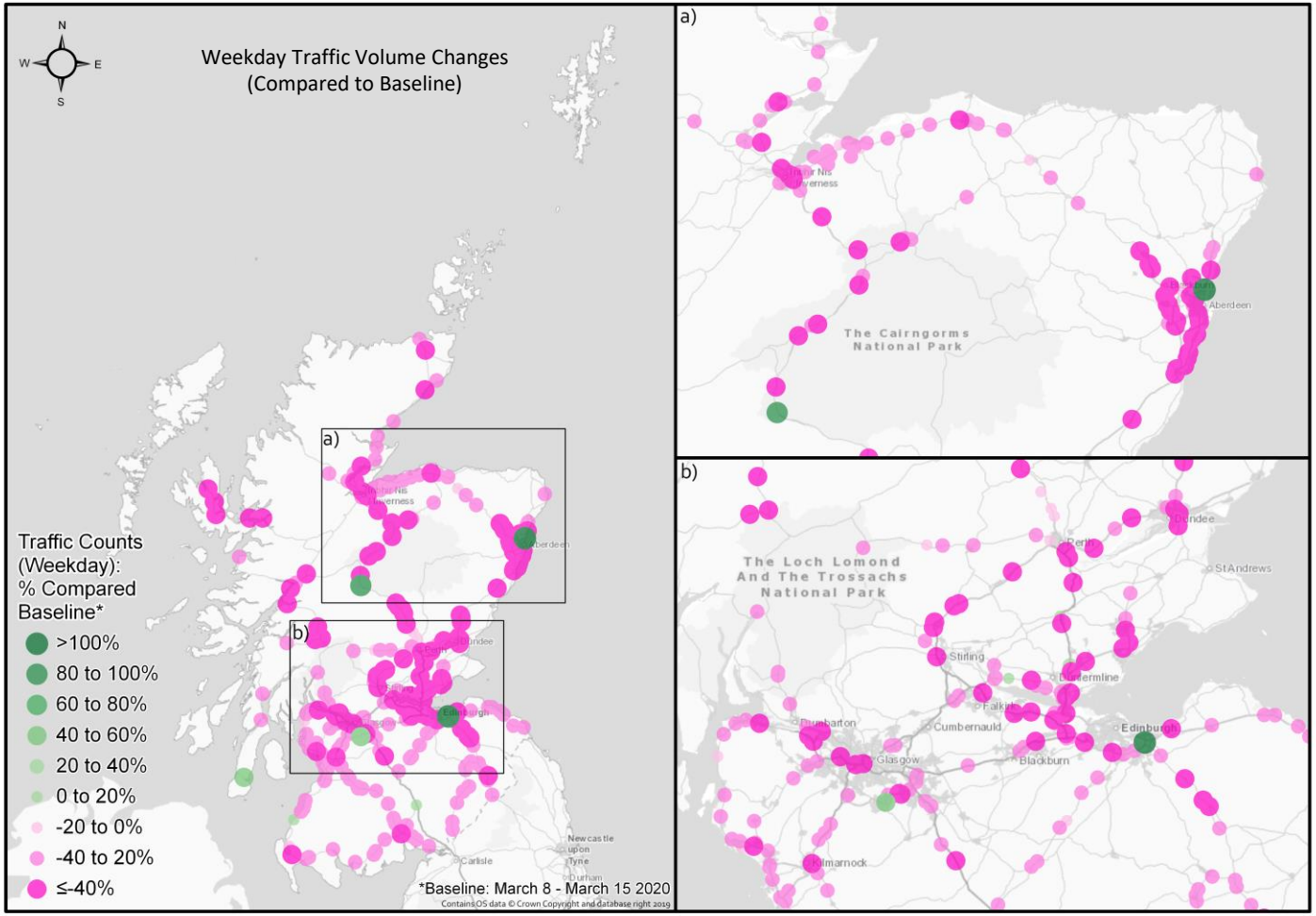
Week Ending 21 June

Country-wide Traffic Changes – Weekday (Compared to Baseline)

Country-wide Traffic Changes

Source: Road Counters

Baseline: Index 100 = 2 March to 15 March



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COVID19 Trends in Sub-National Travel

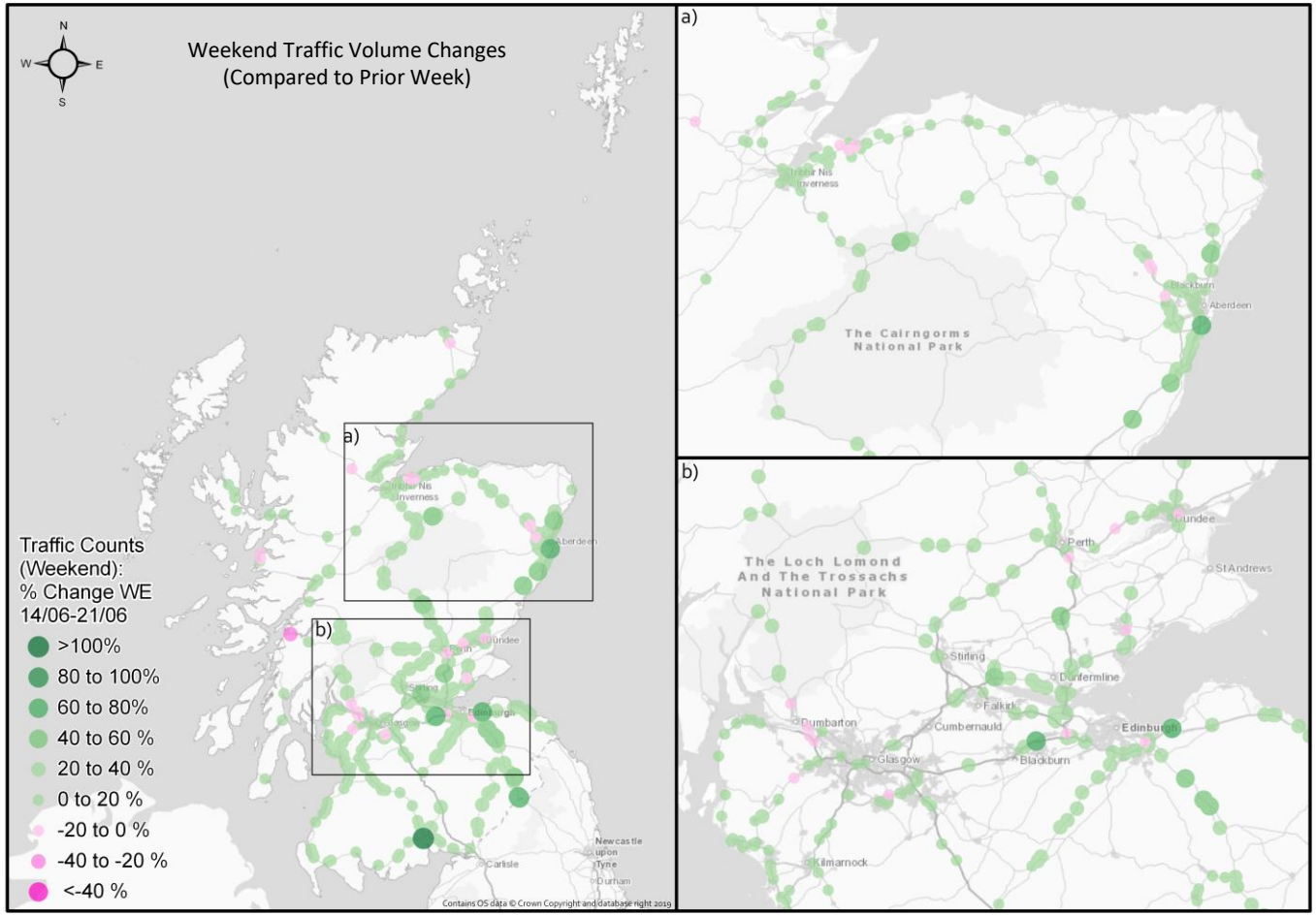
Week Ending 21 June

Country-wide Traffic Changes – Weekend (Compared to Prior Week)

- Compared to the previous week, weekend traffic volumes increased across most of the country in week ending 21 June, with the majority of sites recording growth of between 1% and 40%.
- A number of locations saw more pronounced increases, including the A75 west of Dumfries, the A90 and A92 around Aberdeen, the M8 west of Edinburgh and A1 east of Edinburgh, as well as the A68 between Edinburgh and the English border. Significant increases were also seen on the A9 between Perth and Killiecrankie, the A9 in the vicinity of Aviemore, and the A95 at Grantown-on-Spey.
- A small number of sites recorded week on week declines for weekend movements, most notably the A828 at Connel Bridge, the A82 south of Balloch, the A96 west of Aberdeen, and M8 at Bishopton.
- Compared to baseline, weekend traffic volumes showed similar widespread declines to weekday traffic, though slightly less pronounced in major urban areas and on key arteries. There has been some growth in isolated areas, as observed in the weekday period, but with some differences, particularly the A90 north of Aberdeen, the A985 west of Dunfermline, and the A78 between Ardrossan and Wemyss Bay.

Country-wide Traffic Changes

Source: Road Counters



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COVID19 Trends in Sub-National Travel

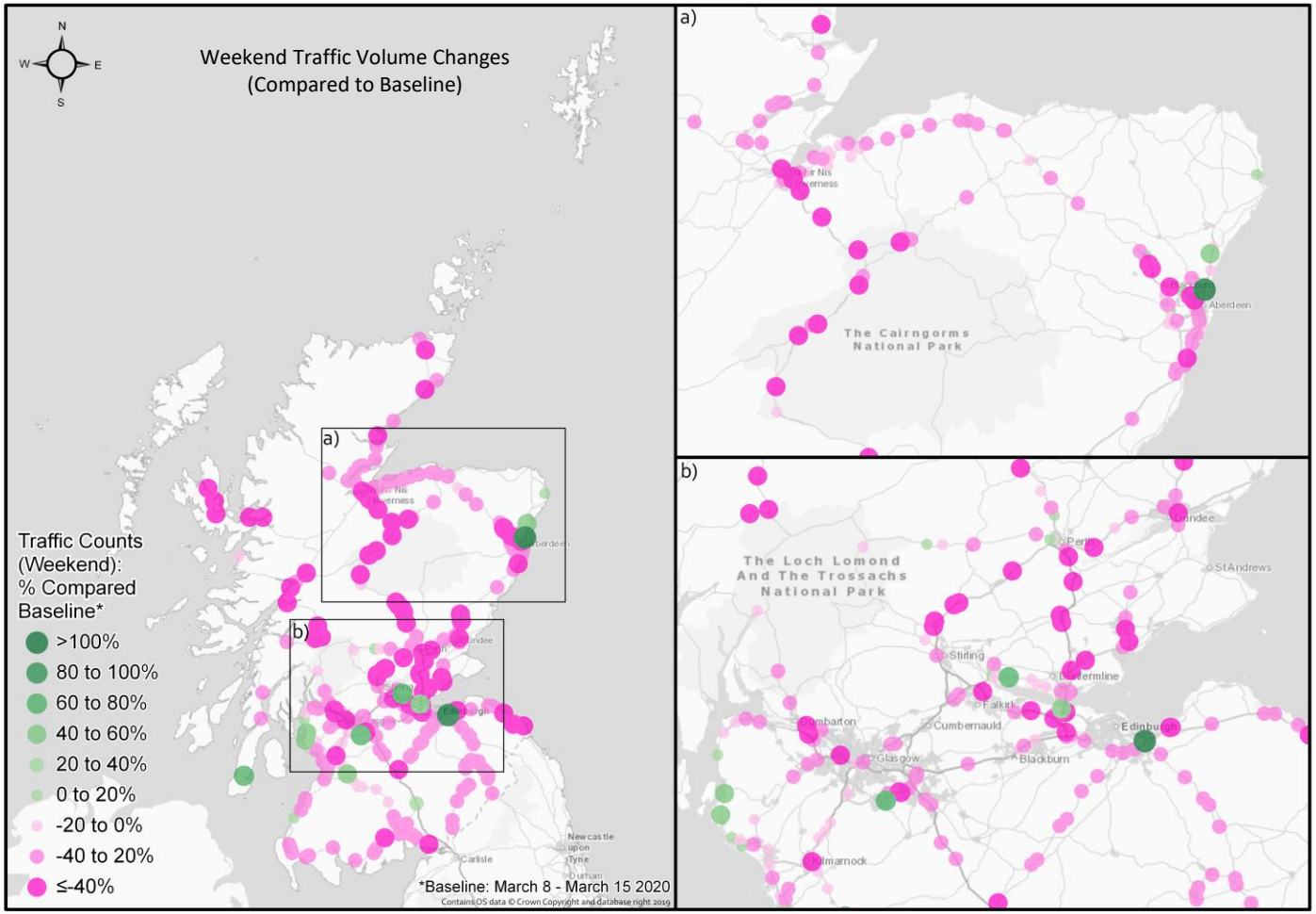
Week Ending 21 June

Country-wide Traffic Changes – Weekend (Compared to Baseline)

Country-wide Traffic Changes

Source: Road Counters

Baseline: Index 100 = 2 March to 15 March



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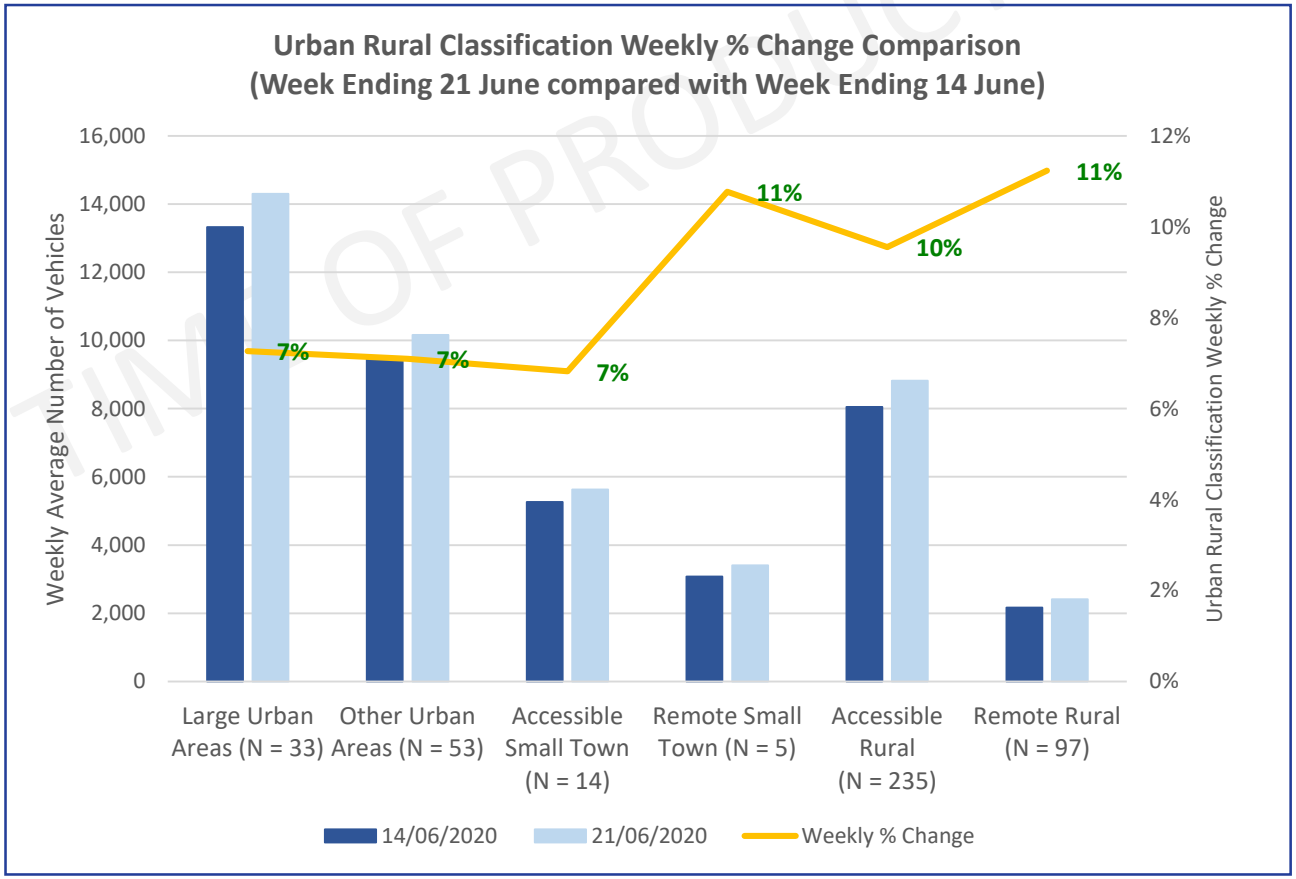
COVID19 Trends in Sub-National Travel

Week Ending 21 June

Urban Rural Trunk Road Traffic

- All categories across the Urban Rural 6 Fold classification saw a rise in the average weekly number of vehicles recorded at selected sites when compared to week ending 14 June.
- The highest increases were recorded in Remote Small Town and Remote Rural categories, with 11% growth compared to the previous week.
- Accessible Rural recorded an increase above the national average increase of 9%.
- The Large Urban Areas, Other Urban Areas and Accessible Small Town categories saw an increase slightly below the national average, with growth of 7%.

Urban Rural Trunk Road Traffic
Source: Road Counters



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

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COVID19 Trends in Sub-National Travel

Week Ending 21 June

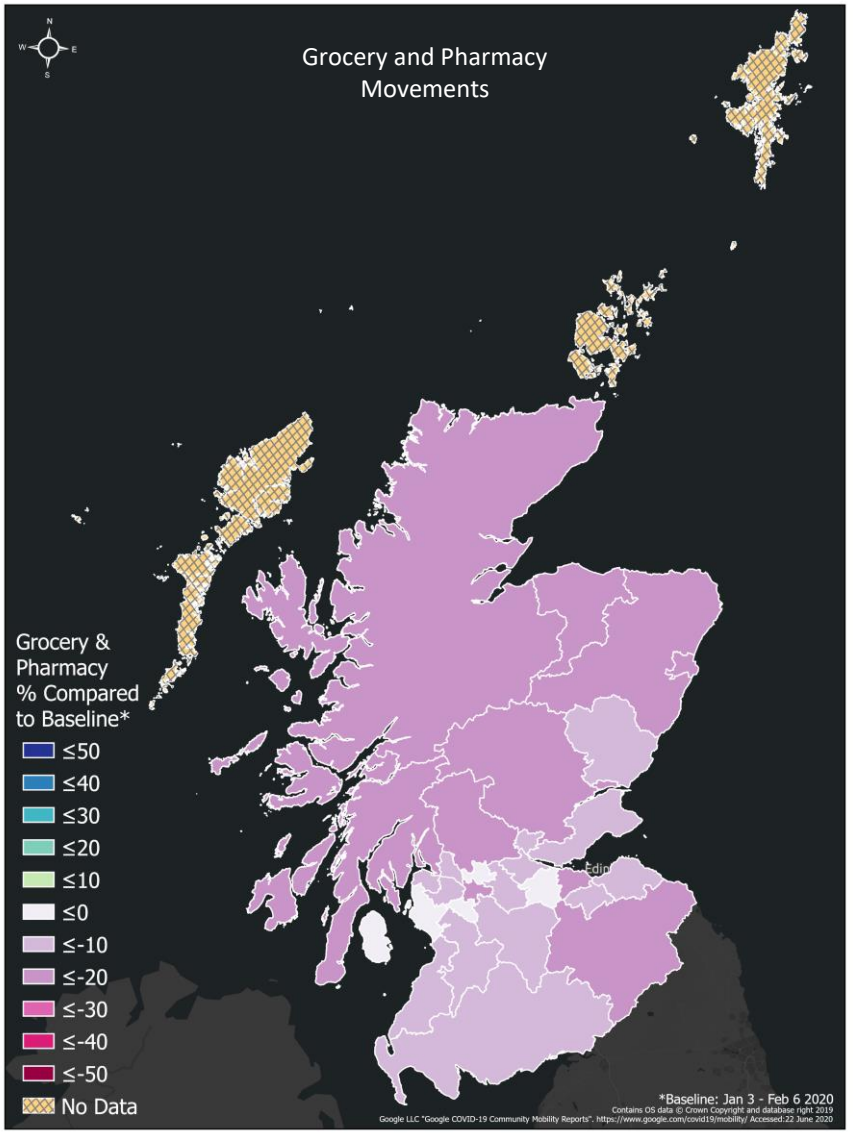
Google Trends

Grocery and Pharmacy

Google Movement Data for Scottish Cities
Source: Google Community Mobility Report Published 22 June 2020
Latest available data: Week Ending 14 June 2020
Confidence: Low

Baseline: Index 100 = February 2020

- Grocery and Pharmacy movements decreased on average in week ending 14 June compared to the previous week. The average decrease observed across all Local Authorities was around 1% compared to the previous week.
- Aberdeen, Highland and Moray were the only Local Authorities to recorded a weekly increase, with 2% growth in each area.
- In City Local Authorities Glasgow was the only region to record a decline, with a decrease of 2%, while in Dundee and Edinburgh Grocery and Pharmacy movements remained consistent with the previous week.
- In non-City Local Authorities the greatest decreases were observed in West Lothian, with a decline of 5%, and Clackmannanshire and North Ayrshire, with declines of 3%.
- Grocery and Pharmacy movements remain below February baseline levels, with regional declines of 7% to 26% recorded in all areas except East Dunbartonshire, where volumes are consistent with the baseline.
- Week on week Grocery and Pharmacy mobility trends are visualised on the graph provided overleaf.



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

COVID19 Trends in Sub-National Travel

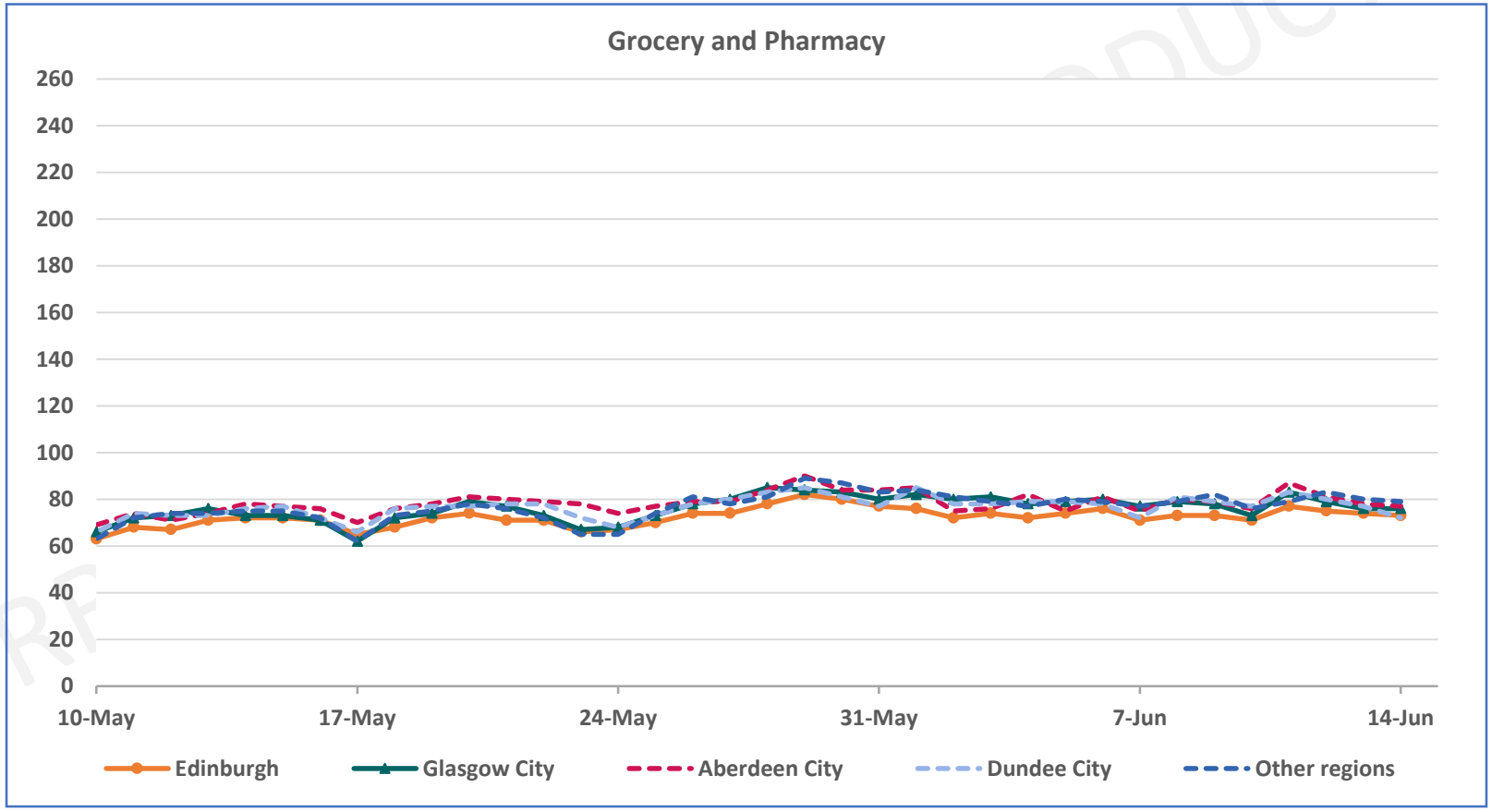
Week Ending 21 June

Google Trends – Grocery and Pharmacy

Google Movement Data for Scottish Cities

Source: Google Community Mobility Report 22 June 2020
Confidence: Low
Latest available data: Week Ending 14 June 2020

Baseline: Index 100 = February 2020



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

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COVID19 Trends in Sub-National Travel

Week Ending 21 June

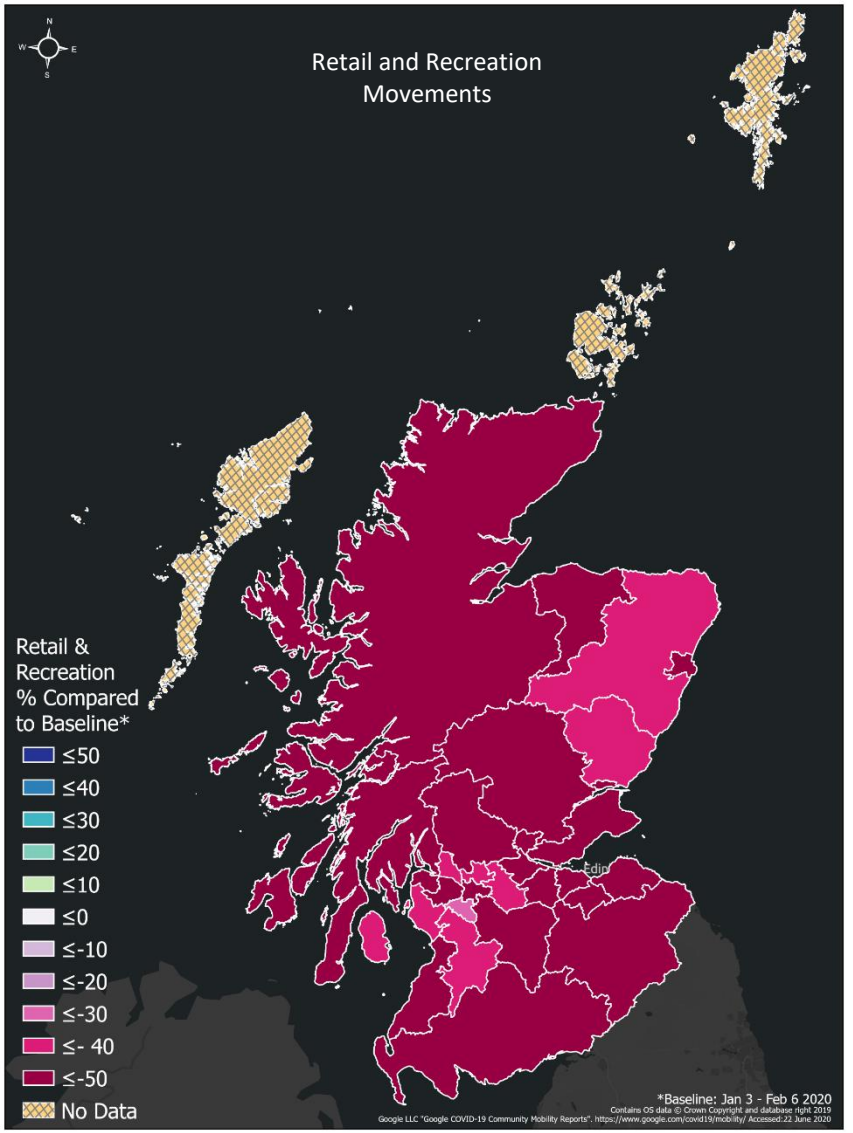
Google Trends

Retail and Recreation

Google Movement Data for Scottish Cities
Source: Google Community Mobility Report Published 22 June 2020
Latest available data: Week Ending 14 June 2020
Confidence: Low

Baseline: Index 100 = February 2020

- Retail and Recreation movements increased across Scotland in week ending 14 June compared to week ending 7 June.
- All City Local Authorities experienced 2% growth in Retail and Recreation movements, except Edinburgh, where volumes remained at the same level as the previous week.
- Most Non-City Local Authorities recorded weekly average growth of 1% to 4% on average. The greatest increases where observed in Aberdeenshire, Clackmannanhshire, East Dunbartonshire Midthlothian and Moray. Argyll and Bute, North Ayrshire, West Dunbartonshire and West Lothian were the only authorities to report consistent levels with the previous week on average across week ending 14 June.
- Notwithstanding the week on week increases observed, retail and recreation movements remain significantly below levels recorded during the February baseline period, with declines greater than 50% prevalent across the country.
- Week on week Retail and Recreation mobility trends are visualised on the graph provided overleaf.



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

COVID19 Trends in Sub-National Travel

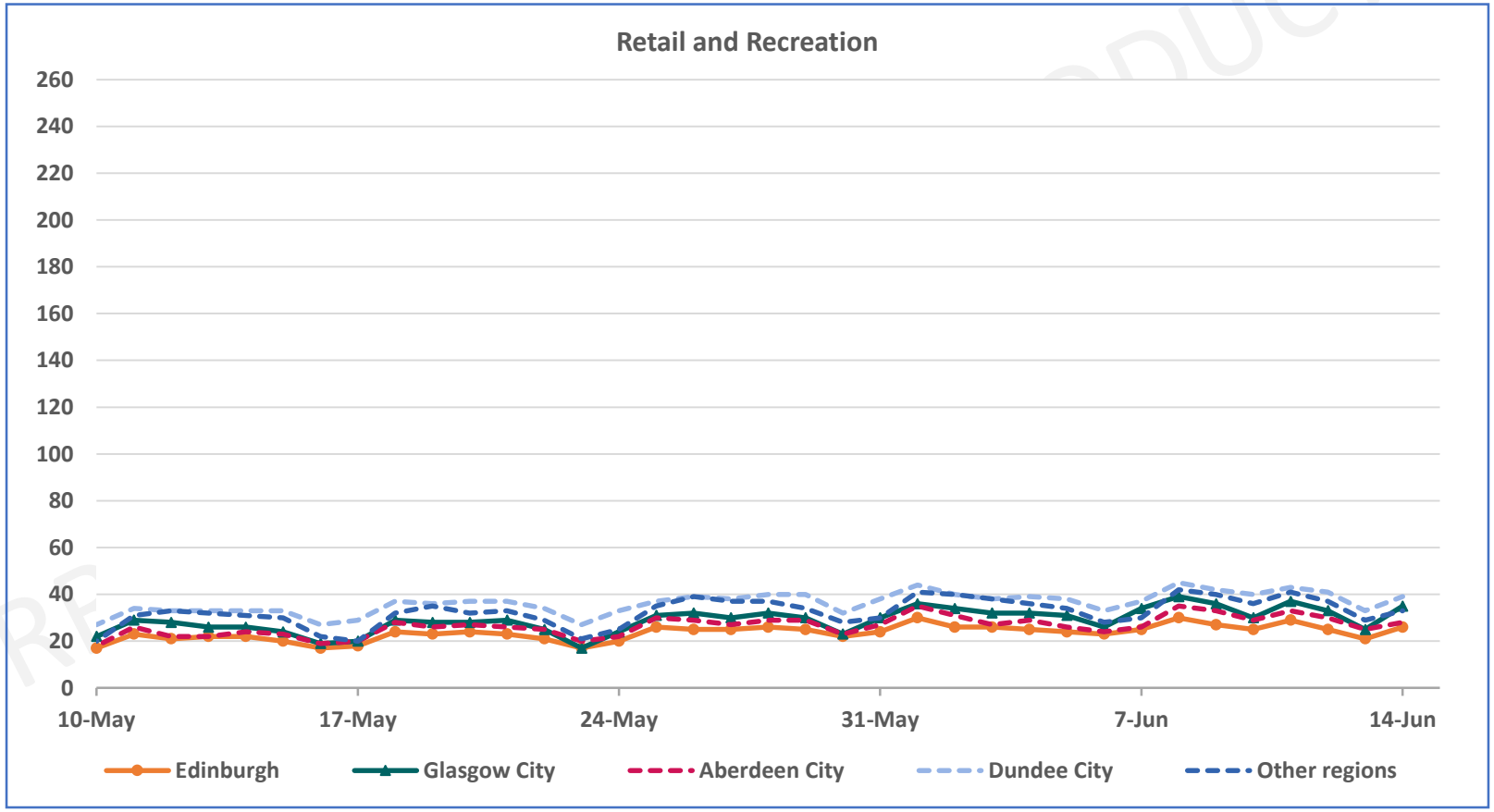
Week Ending 21 June

Google Trends – Retail and Recreation

Google Movement Data for Scottish Cities

Source: Google Community Mobility Report 22 June 2020
Confidence: Low
Latest available data: Week Ending 14 June 2020

Baseline: Index 100 = February 2020



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COVID19 Trends in Sub-National Travel

Week Ending 21 June

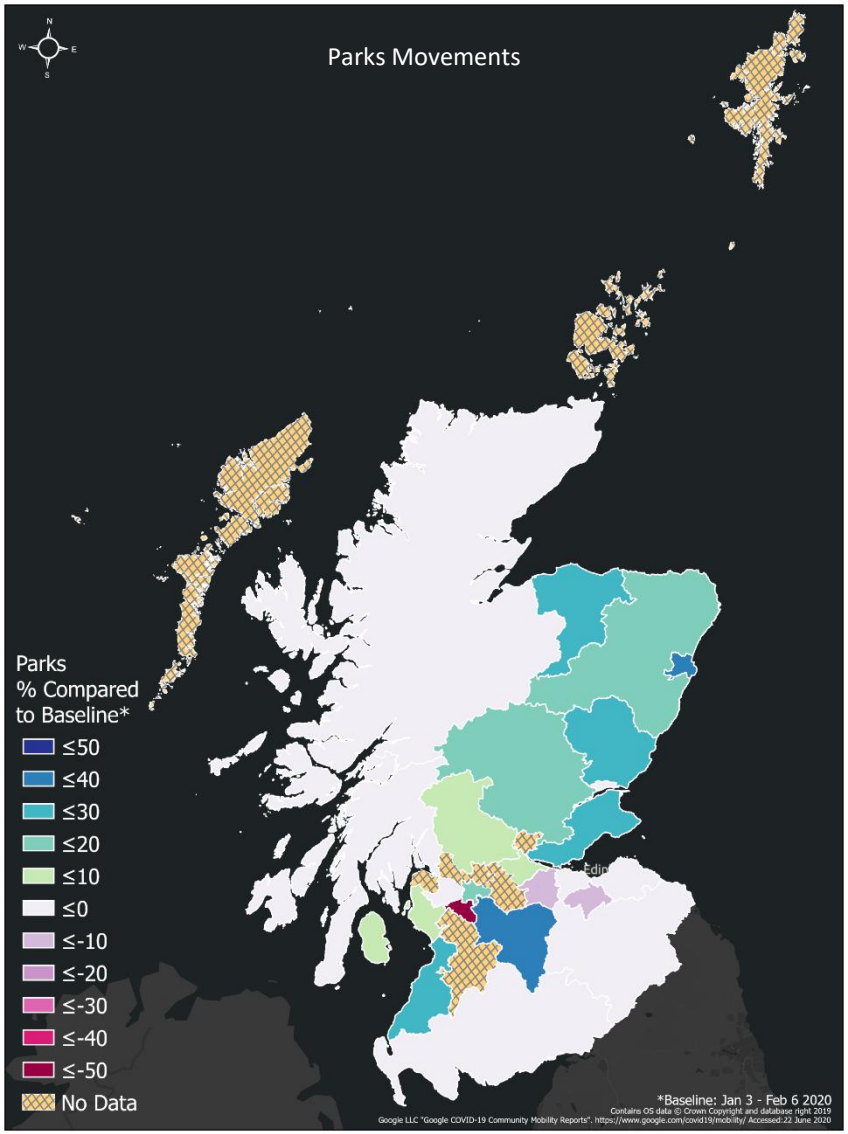
Google Trends

Parks

Google Movement Data for Scottish Cities
Source: Google Community Mobility Report Published 22 June 2020
Latest available data: Week Ending 14 June 2020
Confidence: Low

Baseline: Index 100 = February 2020

- Parks movements have experienced significant fluctuations on a weekly basis due to their susceptibility to changes in weather conditions.
- Across week ending 14 June, Dundee, Edinburgh and Glasgow recorded week on week declines in Parks movements of 10%, 11% and 12% respectively, while in Aberdeen an 18% increase was observed.
- Park movements in Non-City Local Authorities showed significant regional variation, with differences between week ending 14 June and week ending 7 June ranging from a 64% decline in Midlothian to 31% growth in Moray.
- Compared to the February baseline period, similarly significant regional variation has been observed, ranging from a decrease of 51% in East Renfrewshire to an increase of 39% in Aberdeen.
- Week on week Parks mobility trends are visualised on the graph provided overleaf.



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

COVID19 Trends in Sub-National Travel

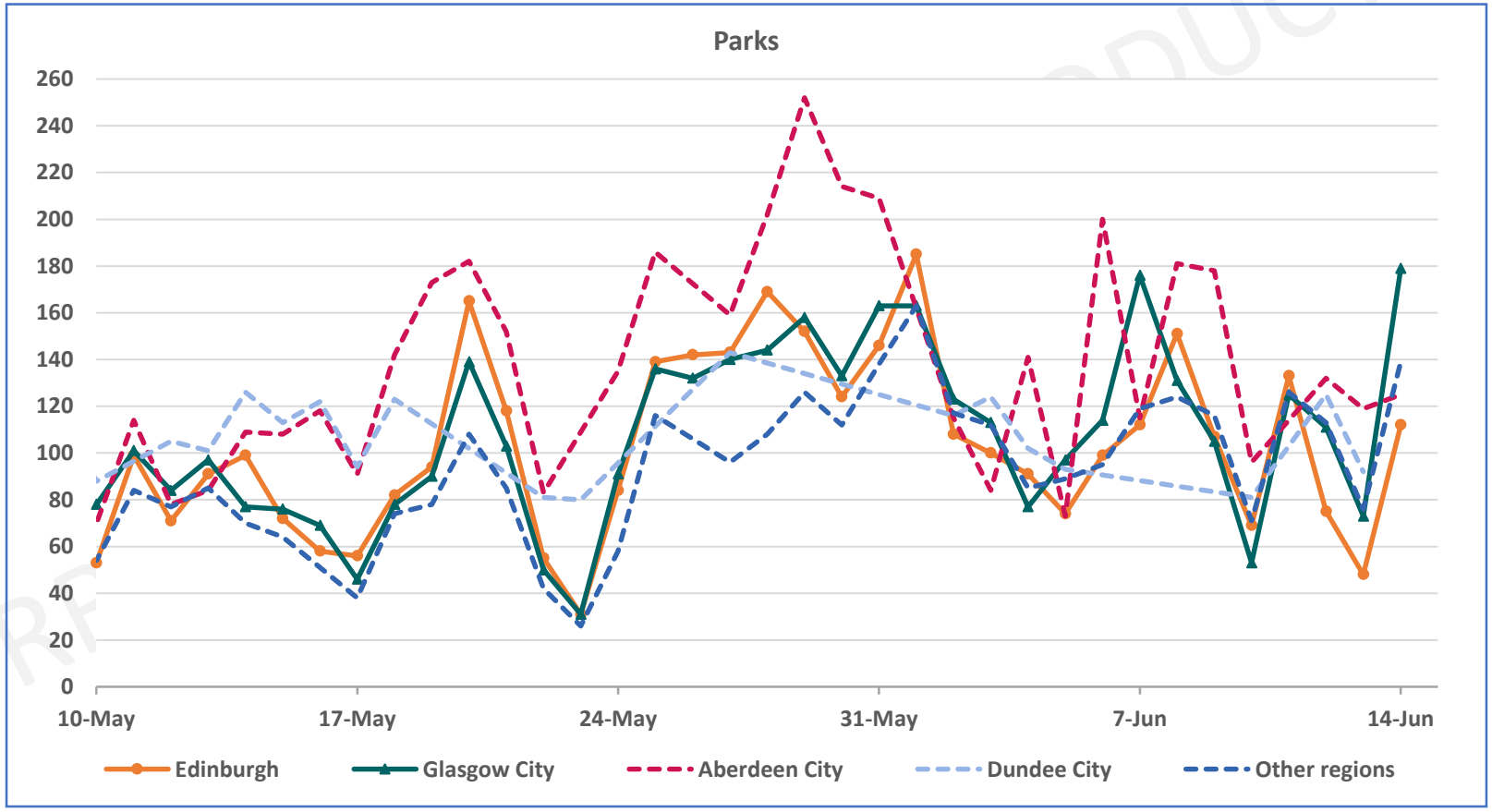
Week Ending 21 June

Google Trends – Parks

Google Movement Data for Scottish Cities

Source: Google Community Mobility Report 22 June 2020
Confidence: Low
Latest available data: Week Ending 14 June 2020

Baseline: Index 100 = February 2020



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COVID19 Trends in Sub-National Travel

Week Ending 21 June

Google Trends

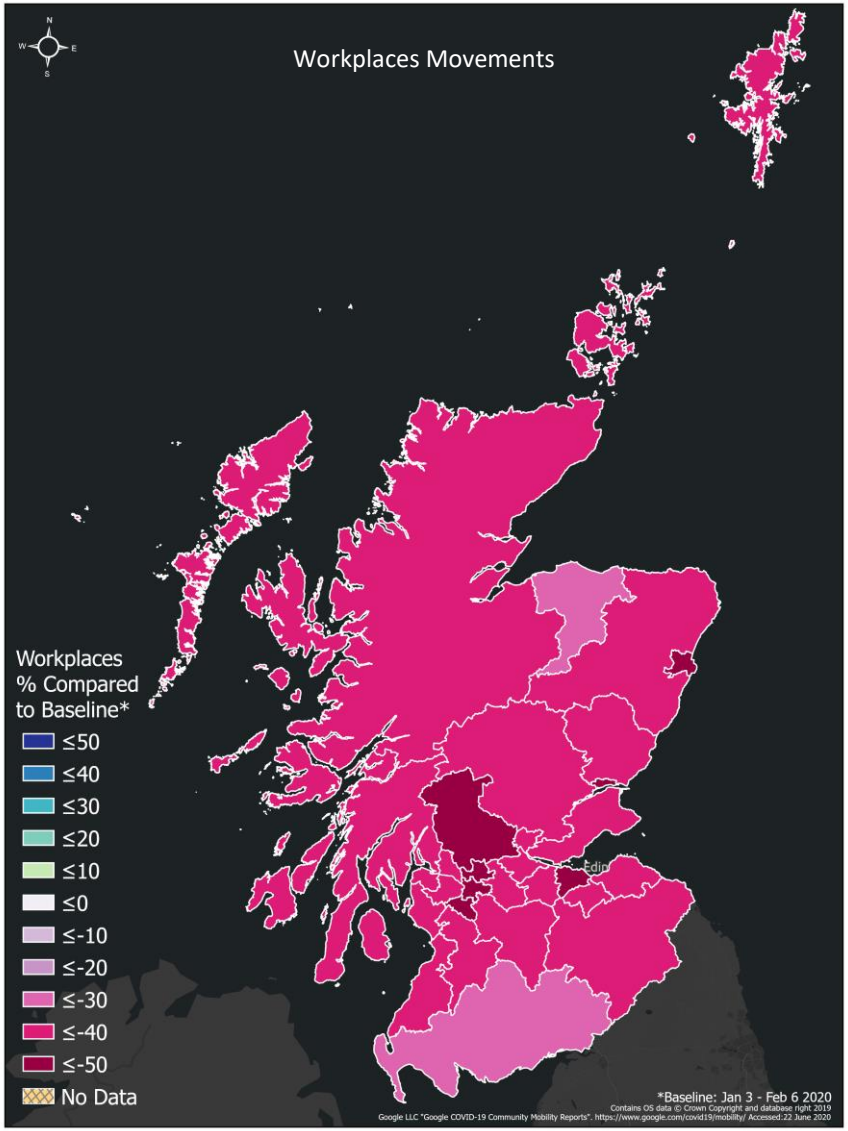
Workplaces

Google Movement Data for Scottish Cities

Source: Google Community Mobility Report Published 22 June 2020
Latest available data: Week Ending 14 June 2020
Confidence: Low

Baseline: Index 100 = February 2020

- In week ending 14 June Workplace movements across the whole of Scotland increased by an average of 2% compared to week ending 7 June, with observed growth varying between 1% and 5% for individual Local Authorities.
- In City Local Authorities observed growth ranged between 1% and 3% week on week, with Glasgow recording the highest increase.
- Moray and North Ayrshire recorded the highest growth in Workplace movements of all regions, at 5% and 4% respectively.
- Although growth was observed nationally week on week, Workplace movements remain significantly below the levels recorded in the February baseline period, pre COVID-19, with declines ranging from 37% to 63% across all local authorities.
- The highest decreases in Workplace movements are most evident in the cities compared with baseline levels, with an 8% difference comparing the City and Non-City Local Authorities averages.
- Week on week Workplace mobility trends are visualised on the graph provided overleaf.



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COVID19 Trends in Sub-National Travel

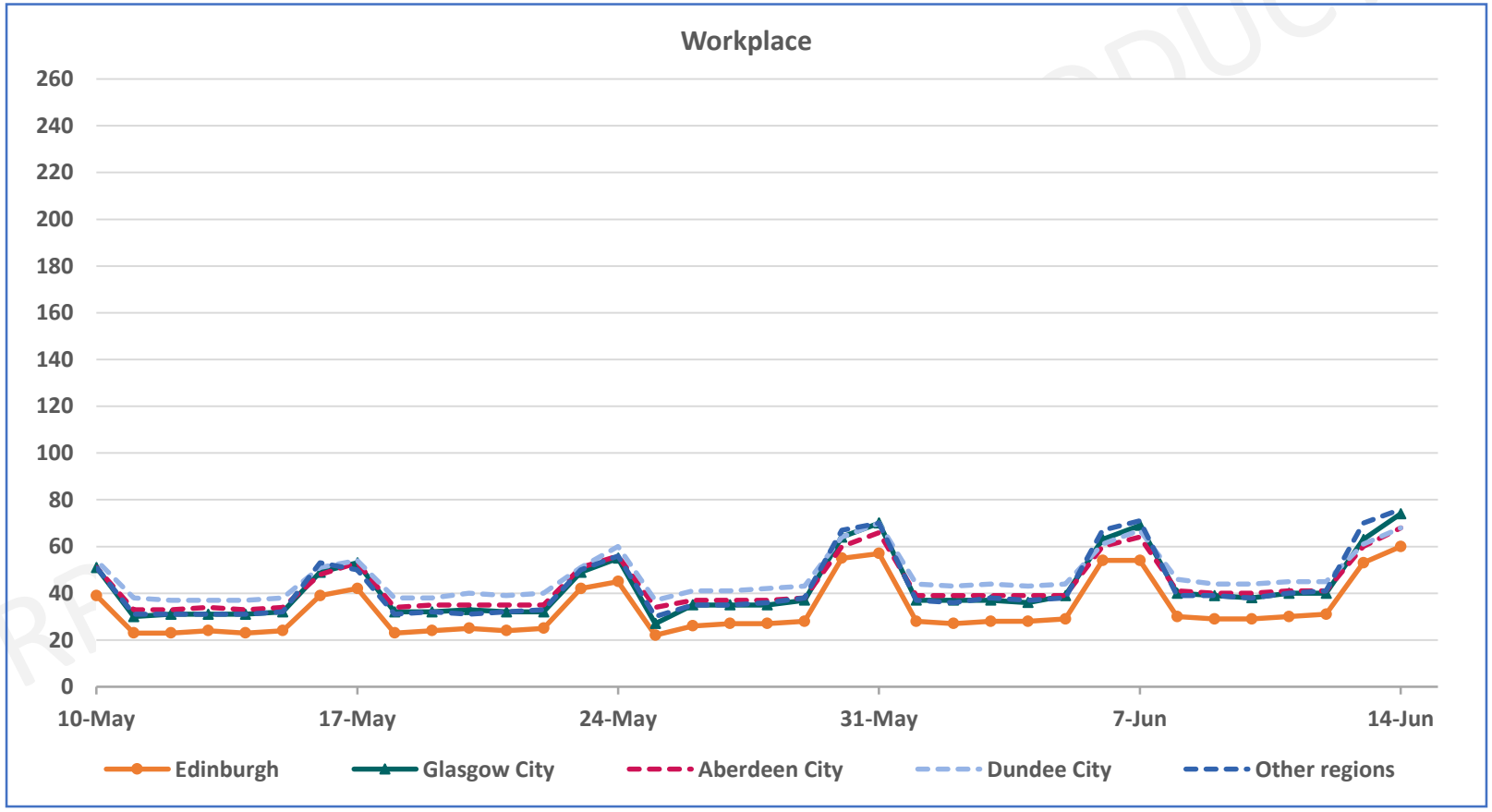
Week Ending 21 June

Google Trends – Workplaces

Google Movement Data for Scottish Cities

Source: Google Community Mobility Report 22 June 2020
Confidence: Low
Latest available data: Week Ending 14 June 2020

Baseline: Index 100 = February 2020



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

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COVID19 Trends in Sub-National Travel

Week Ending 21 June

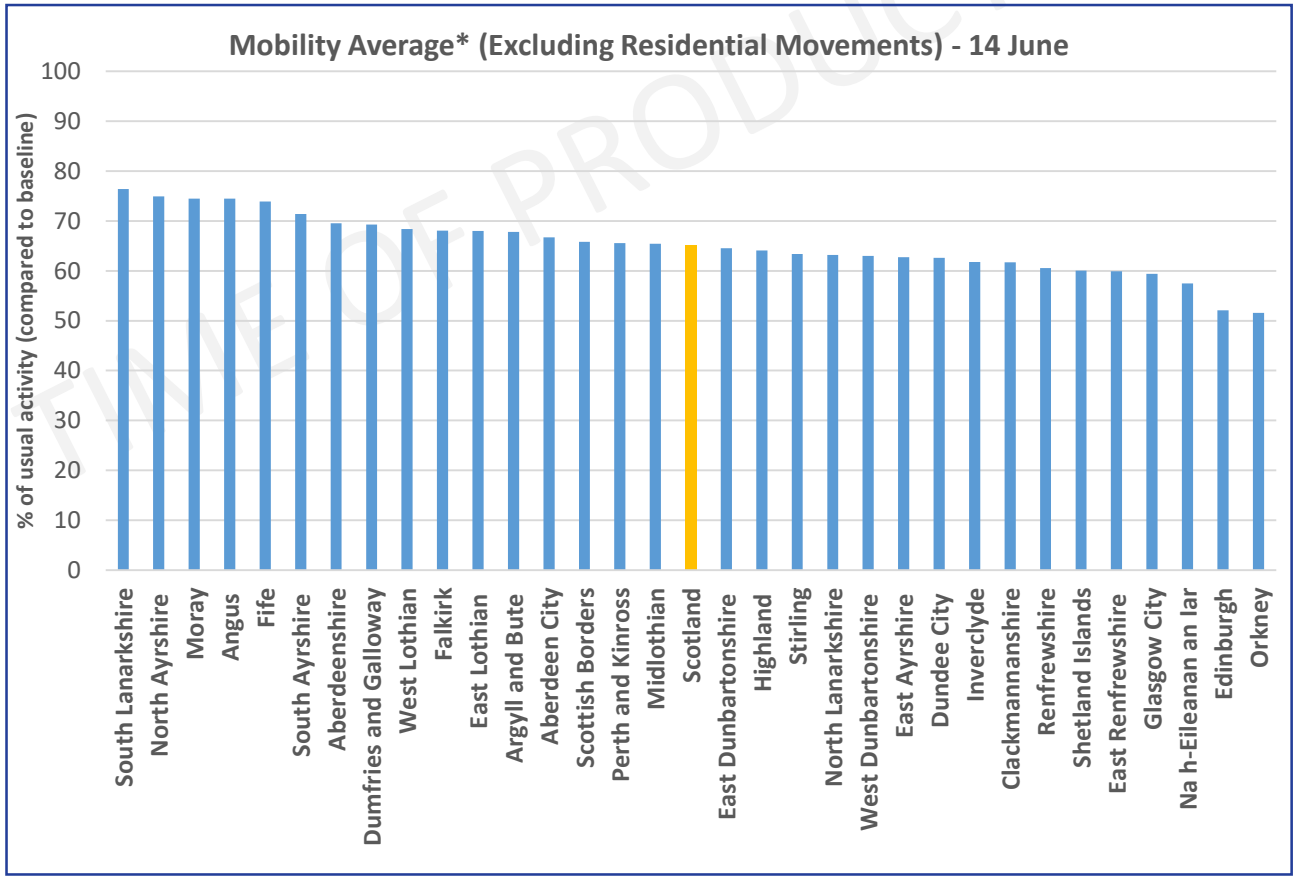
Google Trends – Mobility

- Average mobility by Local Authority area considers all categories with the exception of residential movements. Mobility for all categories in week ending 14 June is compared to the baseline period of February 2020.
- Average mobility for City Local Authorities declined marginally in Dundee, Edinburgh and Glasgow, with decreases of up to 2% week on week. Aberdeen was the only City Local Authority to record growth, with an increase of 5%.
- Mobility in non-City Local Authorities declined on average. The most significant declines were recorded in Midlothian and Renfrewshire, with 12% and 11% decreases respectively. Where growth was observed, increases typically ranged between 1% and 5%, however, more pronounced growth was recorded in Moray, where an increase of 10% was observed.

Google Movement Data for Scottish Cities

Source: Google Community Mobility Report 22 June 2020
Confidence: Low
Latest available data: Week Ending 14 June 2020

Baseline: Index 100 = February 2020



Average mobility for Orkney, Shetland Island and Na h-Eileanan an Iar is based on transit and workplace movements as data for other categories has not been published for these regions.

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COVID19 Trends in Sub-National Travel

Week Ending 21 June

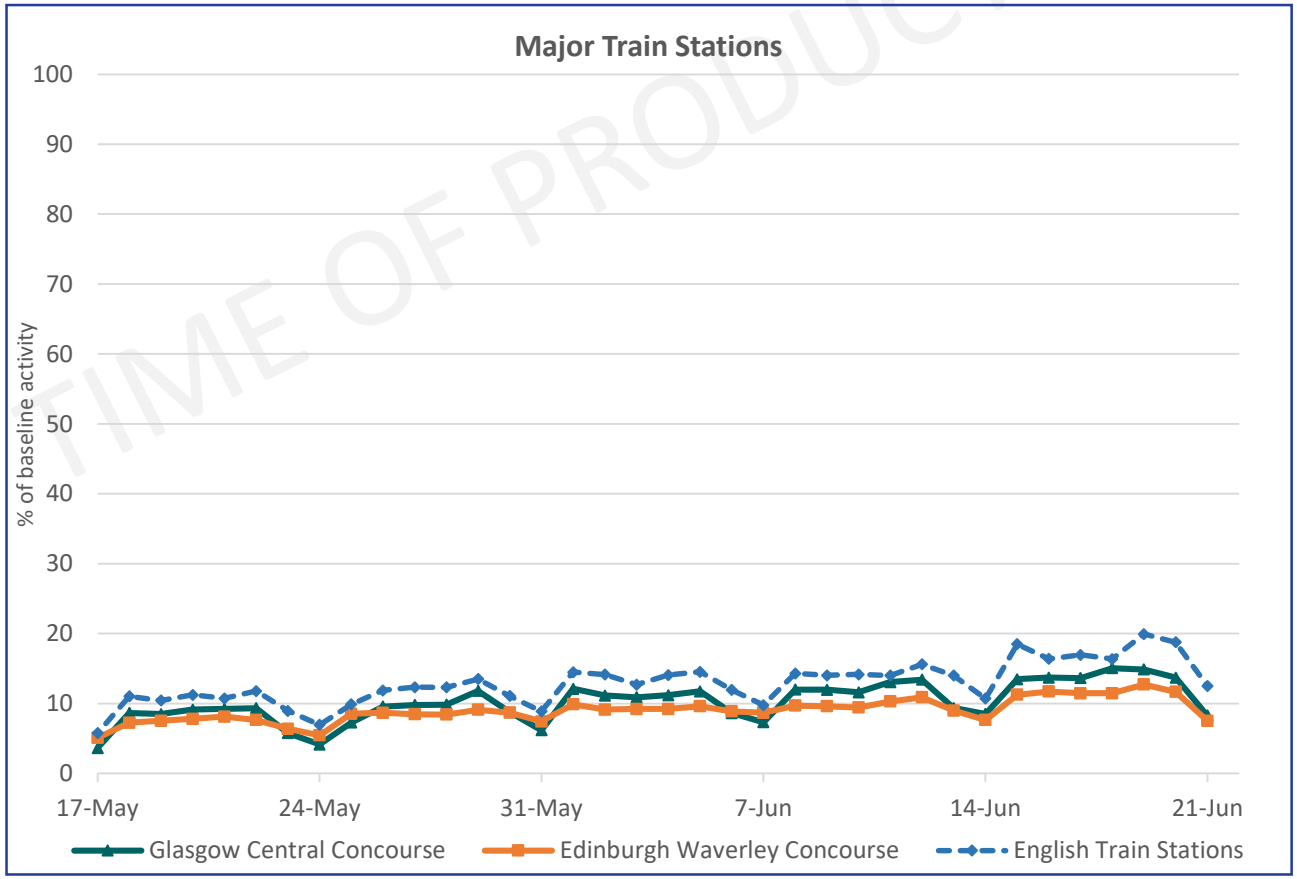
Public Transport – Train Station

- On average across week ending 21 June, footfall at Edinburgh Waverley and Glasgow Central grew by 17% and 16% respectively week on week, while the sample of English Train Stations saw an average increase of 25% compared to week ending 14 June.
- Footfall in Glasgow and Edinburgh was relatively consistent throughout the week prior to a decline at both stations on Sunday 21 June in line with the trend observed in previous weeks.
- Compared to Glasgow and Edinburgh, footfall at the sample English Train Stations fluctuated across the week, with peaks observed on Monday 15 June and Friday 19 June.
- Despite significant week on week growth, average footfall at all stations in week ending 21 June remained below 20% of baseline activity.

Major Train Stations

Source: Network Rail
Confidence: High

Baseline: Index 100 = 2 Mar to 15 Mar



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.

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COVID19 Trends in Sub-National Travel

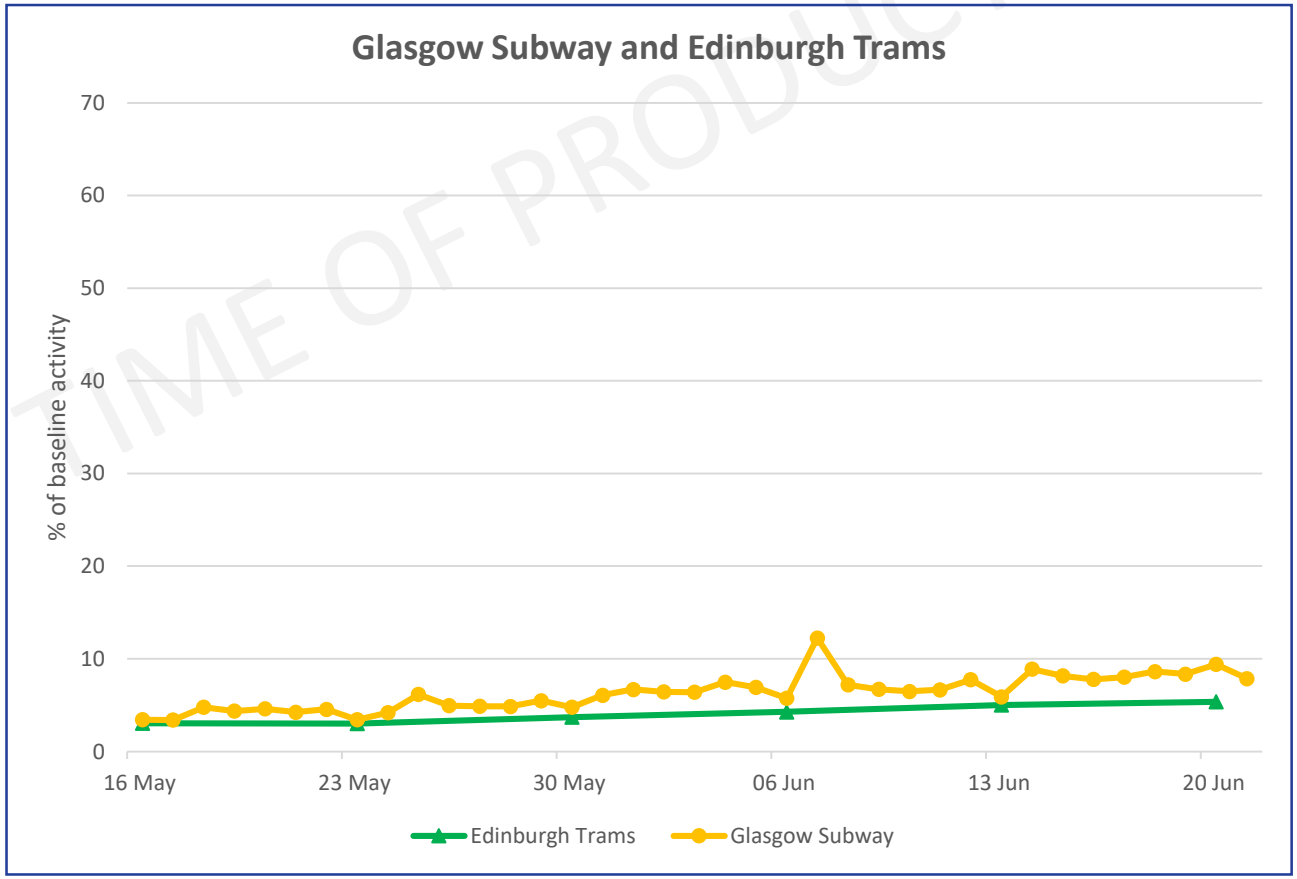
Week Ending 21 June

Public Transport – Glasgow Subway and Edinburgh Tram

- On average across week ending 21 June, Glasgow Subway and Edinburgh Trams increased by 21% and 18% respectively compared to the previous week.
- Passenger numbers were generally consistent across the whole week, with slightly higher growth observed on Saturday 20 June.
- Passenger volumes for both subway and tram remain below 10% of baseline levels from the equivalent period in 2019.

Glasgow Subway and Edinburgh Tram
Source: SPT and Edinburgh Trams
Confidence: High

Baseline: Index 100 = Equivalent period in 2019



COVID19 Trends in Sub-National Travel

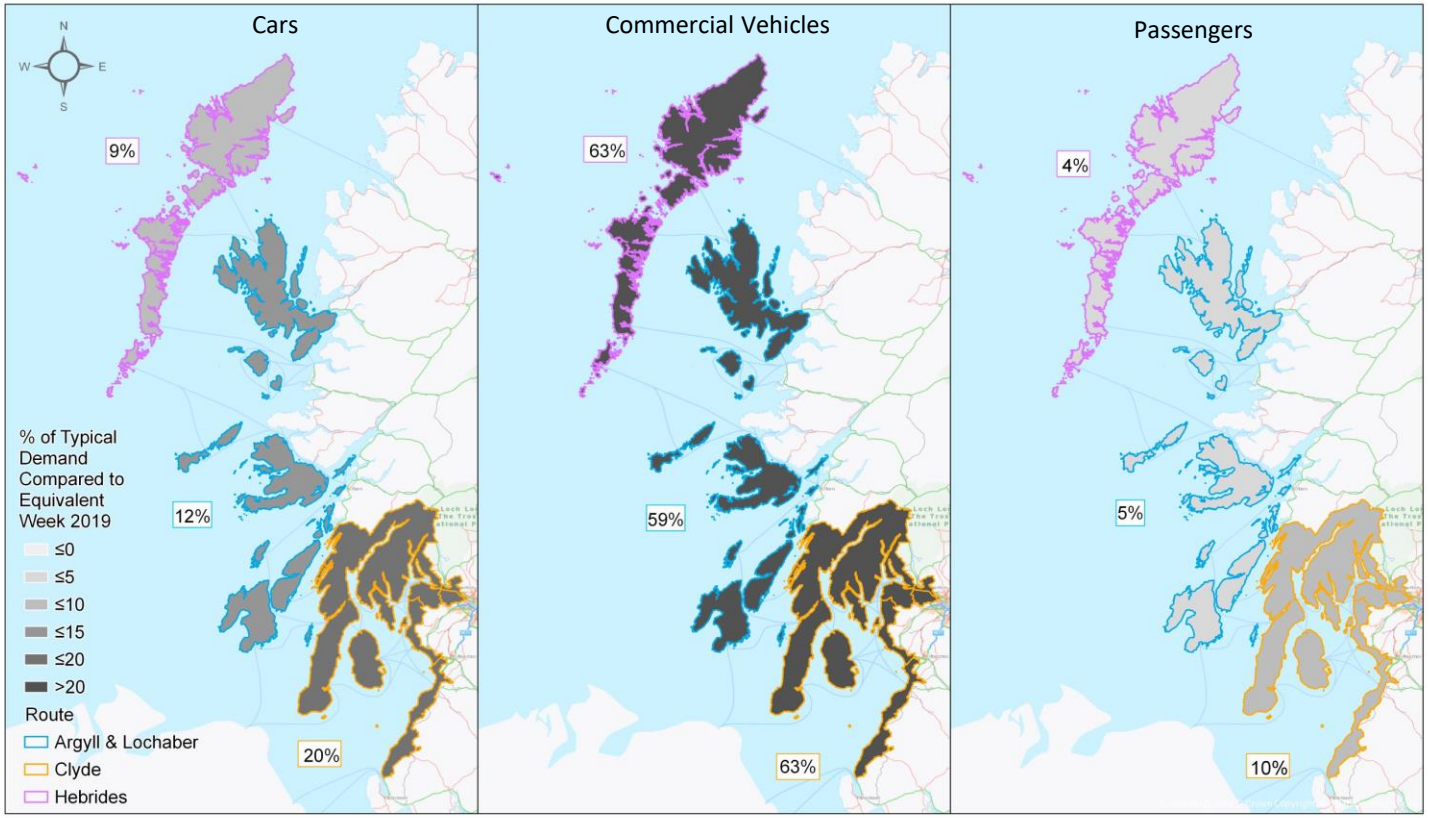
Week Ending 21 June

Ferries (CalMac) – Change from Baseline

- Compared to the equivalent period in 2019, volumes on CalMac ferry routes for Outer Hebrides, Argyll and Lochaber and Firth of Clyde in week ending 19 June were operating at 4% to 10% of baseline levels for passengers, 9% to 20% for Cars, and 59% to 63% for Commercial Vehicles.
- As a percentage of baseline volumes, Passenger and Car volumes in the Firth of Clyde area were approximately twice as high as in the other sample areas, while Commercial Vehicle levels were similar across all regions.

CalMac Ferries Data
Source: CalMac

Baseline: Index 100 = Equivalent week in 2019



'Hebrides' includes: Outer Hebrides. 'Argyll and Lochaber' includes: Skye, Raasay, Small Isles, Southern Hebrides and Inner Hebrides. 'Clyde' includes: Firth of Clyde.

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COVID19 Trends in Sub-National Travel

Week Ending 21 June

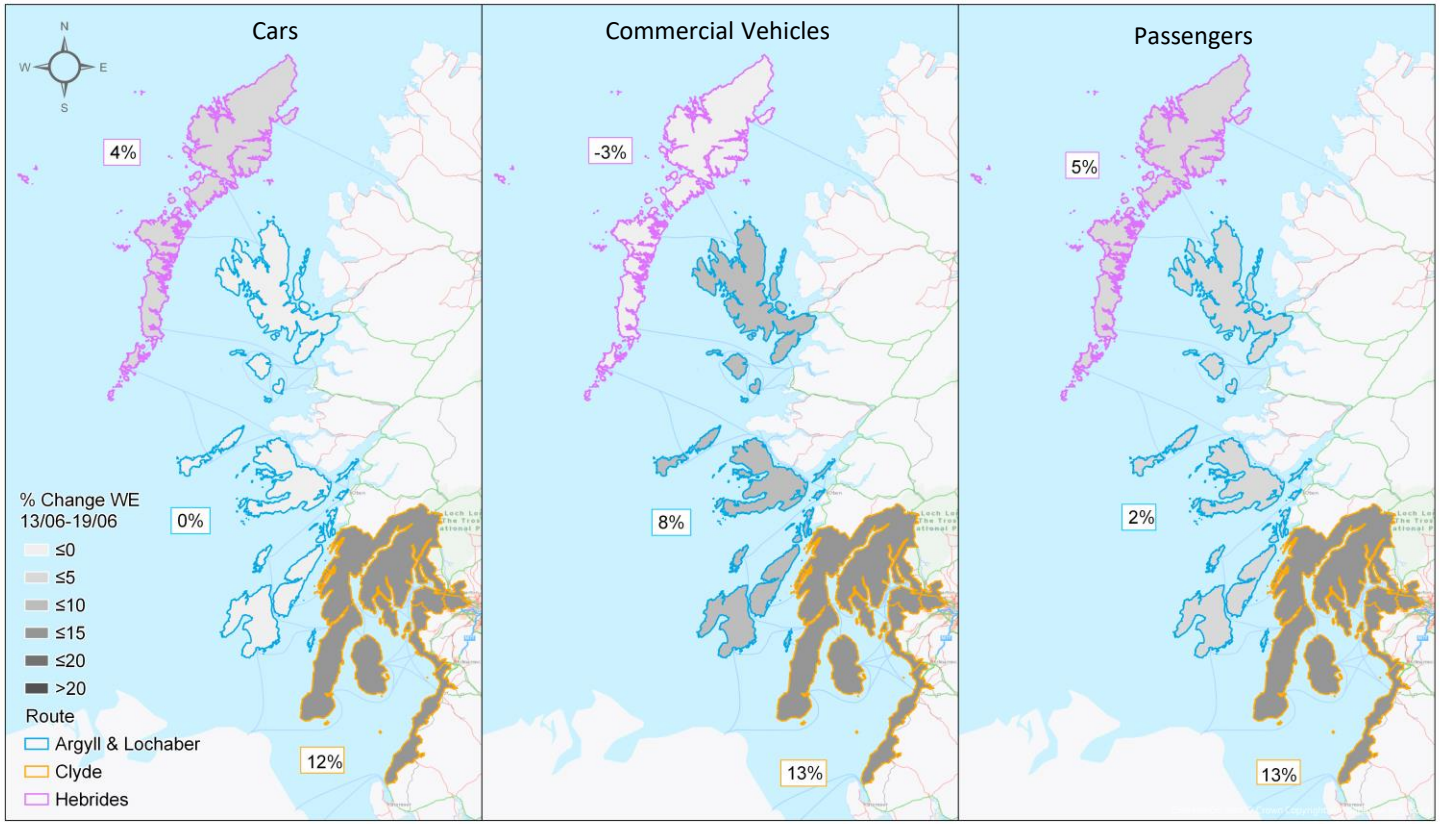
Ferries (CALMAC) – Weekly Change

- In week ending 19 June Passenger volumes increased across all sample areas compared to the previous week, with increases of 5% in Outer Hebrides, 2% in Argyll and Lochaber, and by a significantly larger 13% in Firth of Clyde.
- The more pronounced week on week increase in Firth of Clyde was also visible for Car volumes, with a 12% increase compared to 4% growth in Outer Hebrides and unchanged volumes in Argyll and Lochaber.
- This was similarly the case for Commercial Vehicles. Volumes in Firth of Clyde showed growth of 13%, Argyll and Lochaber increased by 8%, while Outer Hebrides saw a decrease of 3% compared to the previous week.

CalMac Ferries Data

Source: CalMac

Baseline: Index 100 = Equivalent week in 2019



'Hebrides' includes: Outer Hebrides. 'Argyll and Lochaber' includes: Skye, Raasay, Small Isles, Southern Hebrides and Inner Hebrides. 'Clyde' includes: Firth of Clyde.

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COVID19 Trends in Sub-National Travel

Week Ending 21 June

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.
- A fixed baseline of 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.

Train Station Data

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

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COVID19 Trends in Sub-National Travel

Week Ending 21 June

The Small Print – cont.

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.

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).

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

Drakewell (Road Traffic Data)
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.