



### Monthly Change Headlines

- **Summary** – Travel has increased across most modes from January to February, likely both due to the improving weather and due to people traveling more despite continuing lockdown measures. A similar gradual increase was observed over the first lockdown in March.
- **Active Travel** – Monthly increases were observed in walking and cycling activity across most of the country in February. There was a notable increase in cycling activity across all regions towards the end of the month, likely due to improving weather conditions. Compared to the equivalent 2020 period, active travel levels were generally higher in non-city Local Authorities, whereas activity in more urbanised areas was comparable with baseline levels.
- **Bus Concessionary Travel** – Bus concessionary travel increased by 19% in February. This represents a 4% point increase compared to baseline levels – from 26% in January to 30% in February.
- **Rail Stations (Glasgow Central and Edinburgh Waverley)** – Observed footfall at Edinburgh Waverley and Glasgow Central stations increased in February, with a monthly growth of 11% and 13% respectively, though volumes remained well below baseline levels, at 16% of typical volumes.
- **Glasgow Subway and Edinburgh Trams** – Both Glasgow Subway and Edinburgh Tram recorded monthly increases in patronage (up to 17%), but remained significantly below baseline levels, at 14% and 6% respectively.
- **CalMac and NorthLink Ferries** – Car, Passenger and Commercial Vehicles volumes all increased in February compared to January for NorthLink and most CalMac services. Outer Hebrides was the only region to record declines, with volumes decreasing in each class. Passenger and Car volumes in February were below baseline levels in all regions, whereas Commercial Vehicles increase in all regions except Outer Hebrides.
- **Trunk Road Traffic** – With the exception of a limited number of sites, traffic levels across Scotland recorded over the month of February have increased compared to January, on average by around 10%. However, traffic volumes remain lower than the baseline period (first two weeks of March 2020).
- **Cross-Border Traffic** – February cross-border traffic levels increased month on month by 12%, higher than the national average increase of 10%. Overall cross-border traffic levels remain below the equivalent period in 2020, with HGV volumes being closer to the baseline values.
- **Google Mobility Data** – ‘Grocery and Pharmacy’ and ‘Retail and Recreation’ movements both increased month on month in all areas, while ‘Parks’ movement saw significant regional variation, and ‘Workplace’ movements were relatively consistent. Volumes remain down compared to baseline for ‘Grocery and Pharmacy’, and more significantly down for ‘Retail and Recreation’ and ‘Workplace’ movements. ‘Parks’ movements also remain below baseline levels in most areas.

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### ACTIVE TRAVEL Monthly Change <sup>(1)</sup>



City Local Authorities <sup>(3)</sup>		% Change <sup>(2)</sup>	Rest of Scotland LA Average <sup>(4)</sup>		% Change <sup>(2)</sup>
	Walking	11% ↑		Walking	10% ↑
	Cycling	19% ↑		Cycling	21% ↑

(1) Monthly Change compares the whole of January (from 4 Jan to 31 Jan) with the whole of February (1 Feb to 28 Feb) due to the variability of movement data in each week of the months assessed

(2) Baseline comparison refers to February 2020

(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** – Most Local Authorities recorded a monthly increase in walking activity comparing February and January, with Argyll and Bute seeing an increase of 20%. Perth and Kinross was the only Local Authority to record a decrease, with a decline of -2%. Walking levels in most parts of the country were comparable to baseline level over the month of February, although activity in East Dunbartonshire and North Ayrshire was notably higher compared to the equivalent 2020 period.
- Cycling Trips** – Cycling activity increased in most Local Authorities month on month, with only Argyll and Bute recording a decrease (-20%). Perth and Kinross saw the highest monthly increase in February (54%). Non-city Local Authorities recorded cycling levels above the equivalent 2020 period, whereas more urbanised areas recorded levels below baseline for most of the month. There was a notable increase in cycling levels towards the end of the month across the country, which can likely be attributed to the more favourable weather conditions.

### ACTIVE TRAVEL – Walking



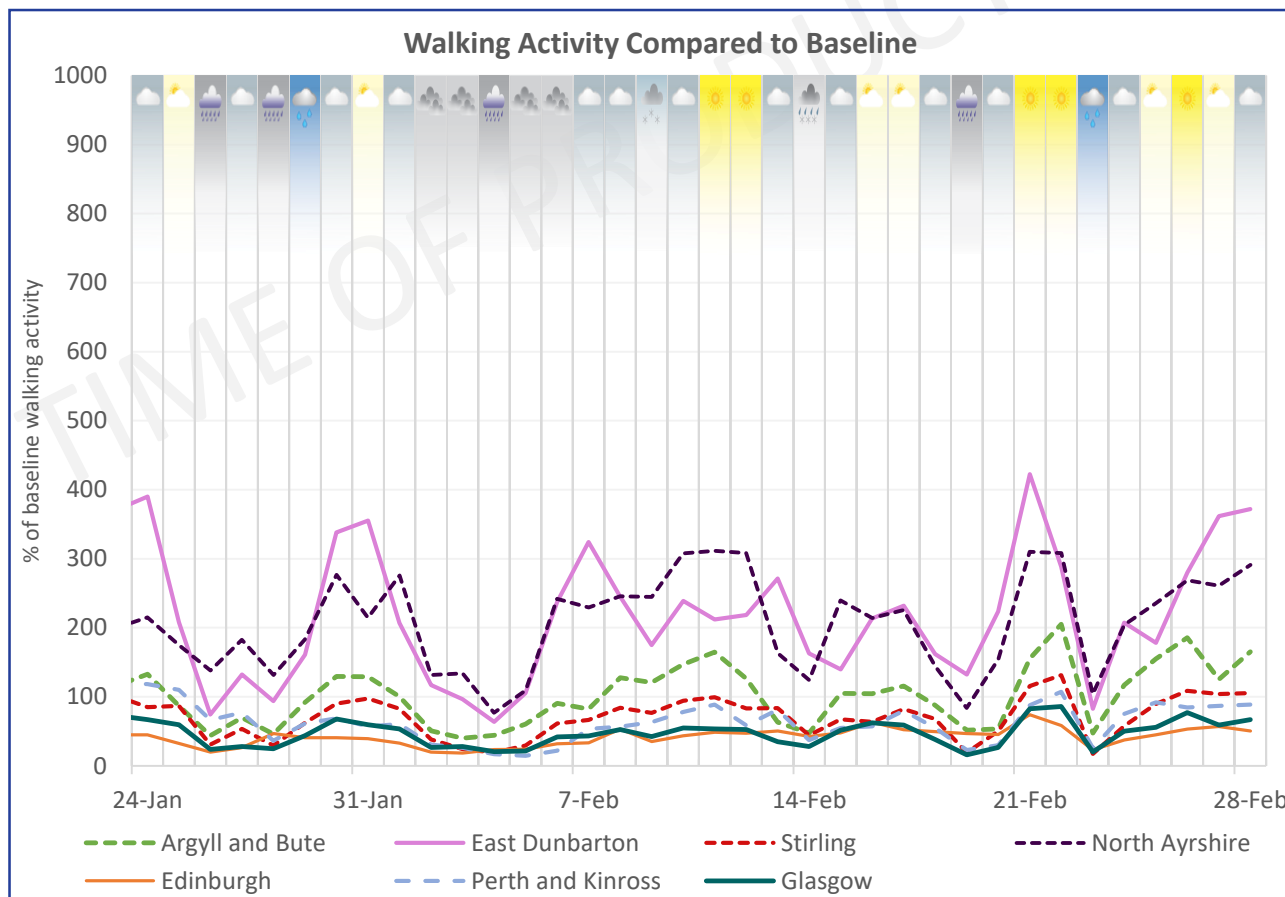
#### Key Points

- Compared to January, in February most Local Authorities recorded an increase in average monthly walking levels, with Perth and Kinross (-2%) being the only authority recording a decrease over that period.
- Argyll and Bute saw the highest monthly increase in walking activity, with a increase of 20%.
- Both East Dunbartonshire and North Ayrshire remained above baseline levels, whereas other Local Authorities, and particularly City Local Authorities, recording lower walking levels compared with the equivalent 2020 period.

#### Walking: Monthly Comparison

Source: Local Authorities and Cycling Scotland  
Confidence: Medium

Baseline: Index 100 = Equivalent 2020 Period



### ACTIVE TRAVEL – Walking Urban Rural Classification



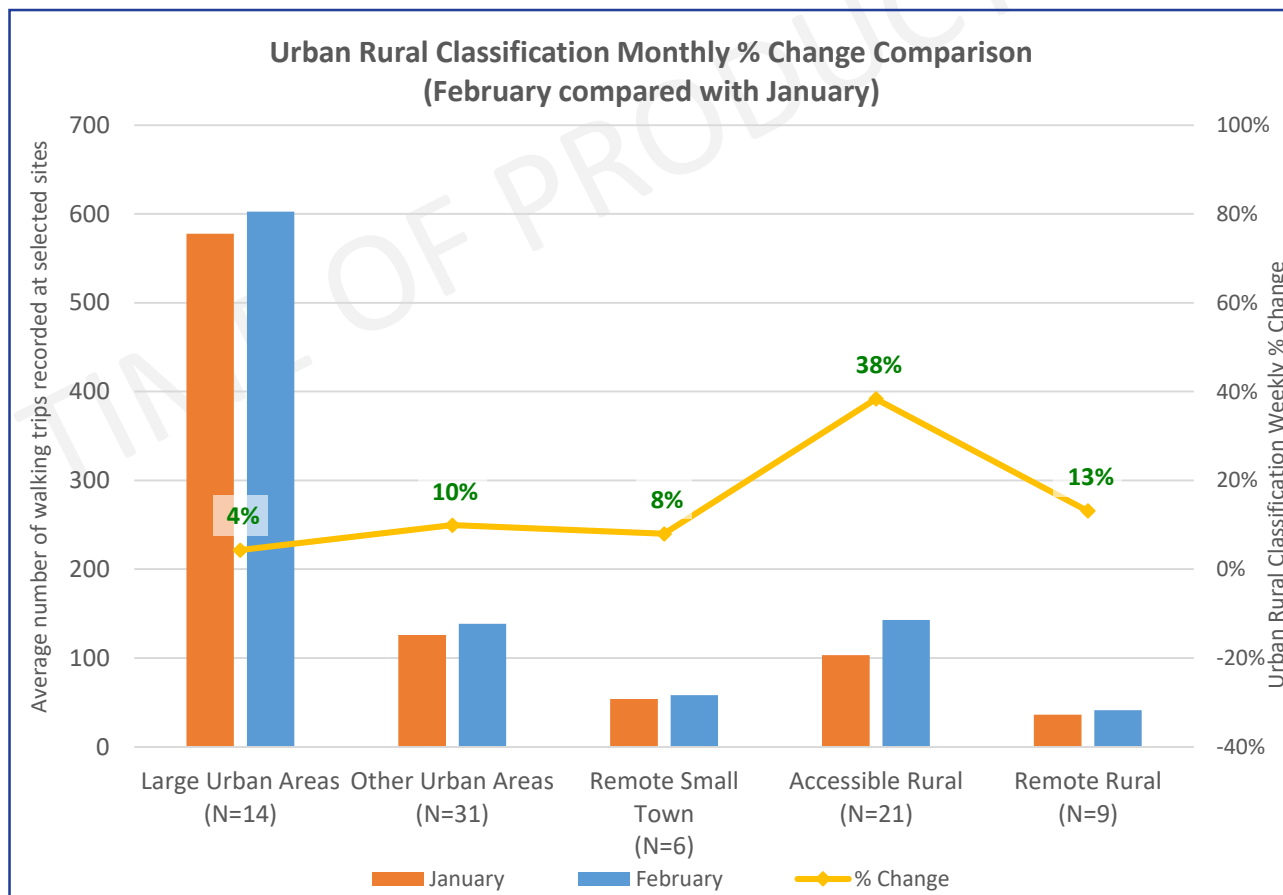
#### Key Points

- Comparing February with January, walking activity increased for all Urban Rural classifications across the country from the sample sites.
- Accessible Rural locations recorded the largest increase in activity, with average growth of 38% compared to the previous month.
- Other geographies saw less prominent increases, with monthly growth levels of between 4% to 13%.

#### 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



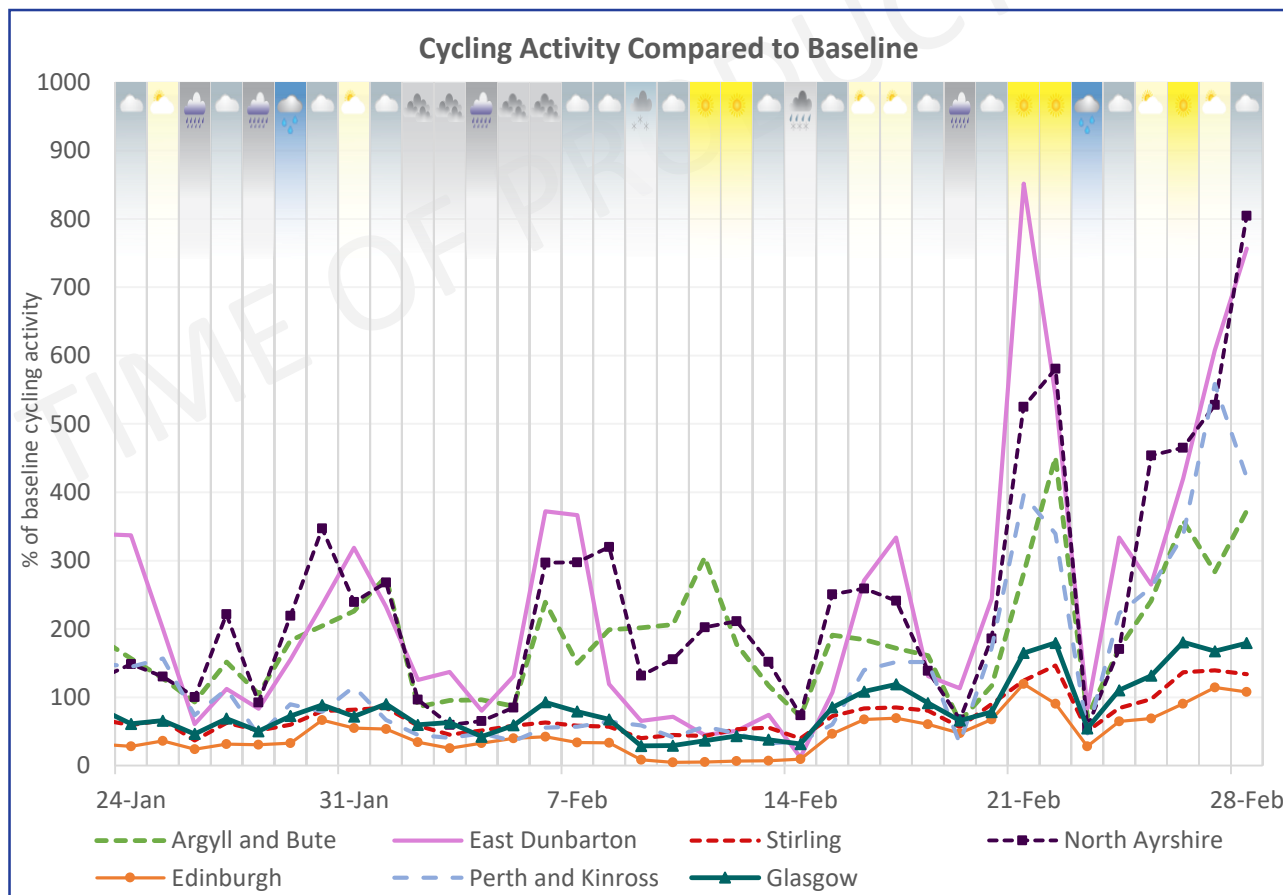
#### Key Points

- Cycling activity increased month on month in most Local Authorities, with the only exception being Argyll and Bute (-12%).
- The largest monthly increase was recorded in Perth and Kinross (54%), with other Local Authorities reporting increases of between 11% and 25% over the same period.
- Cycling activity was higher than baseline levels over the month in North Ayrshire, East Dunbartonshire and Argyll and Bute, particularly towards the end of the month, which saw significant peaks in activity.
- In the more urbanised areas of Glasgow, Edinburgh and Stirling, activity remained below baseline levels on average for most of February, but similar to other regions, activity increased in the latter part of the month.
- The increase in cycling activity recorded at the end of the month in all regions is most likely attributed to more favourable weather conditions.

#### Cycling: Monthly Comparison

Source: Local Authorities and Cycling Scotland  
Confidence: Medium

Baseline: Index 100 = Equivalent 2020 Period



### ACTIVE TRAVEL – Cycling Urban Rural Classification



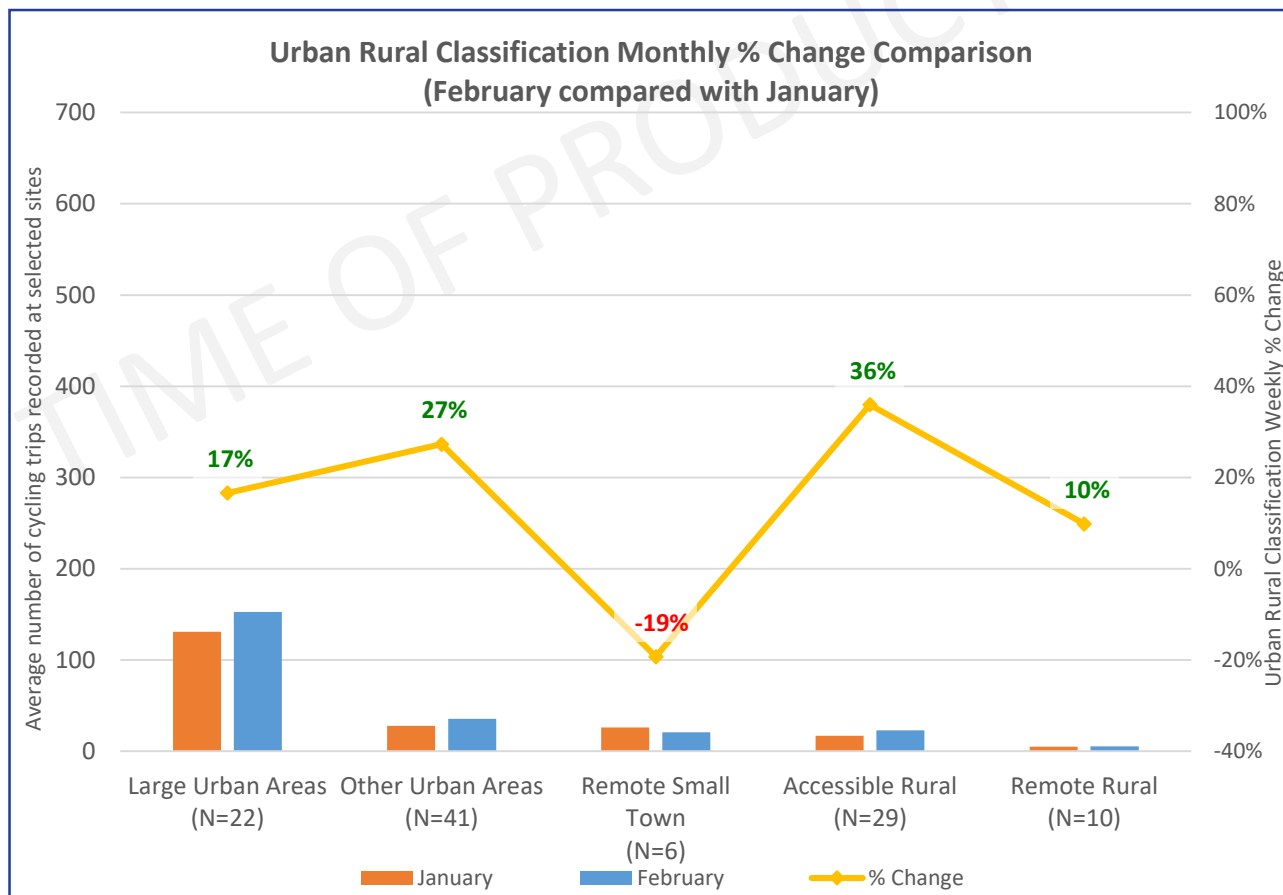
#### Key Points

- Cycling activity increased compared to the previous month for all Urban Rural classifications from the sample sites available, except Remote Small Town.
- Both urban and rural areas recorded monthly increases ranging between 10% and 36%, with the highest increase occurring in Accessible Rural areas.
- Remote Small Town was the only area to record a month-on-month decrease in activity, with a decline of -19%.

#### Cycling: Urban Rural Cycling Activity

Source: Local Authorities and Cycling Scotland  
Confidence: Medium



Monthly Change Comparison







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

### PUBLIC TRANSPORT Monthly Change <sup>(1)</sup>



Bus and Train Monthly Change <sup>(1)</sup>		% Change
	Bus Concessionary Travel <sup>(2)</sup>	19% ↑
	Rail Stations (Central and Waverley)	12% ↑

Other Modes Monthly Change <sup>(1)</sup>		% Change
	Glasgow Subway	16% ↑
	Edinburgh Tram	17% ↑
	CalMac and NorthLink Passenger & Cars <sup>(3)</sup>	13% ↑
	CalMac and NorthLink Commercial Vehicles <sup>(3)</sup>	5% ↑

(1) The Monthly Change Comparison compares last full week in January (week ending 31 Jan) with last week in February (week ending 28 Feb)  
 (2) Percentage change includes all local authorities of Scotland  
 (3) CalMac and NorthLink Ferries data is provided from Friday to Friday therefore Monthly Change compares week of the 20 Feb to 26 Feb with the 23 Jan to 29 Jan

#### Summary

- **Bus Concessionary Travel** – Bus concessionary travel increased by 19% in February. This represents to a 4% increase compared to baseline levels – from 26% of baseline volumes in January to 30% of baseline volumes in February.
- **Rail Stations (Glasgow Central and Edinburgh Waverley)** – Observed footfall in Edinburgh Waverley and Glasgow Central stations increased in February compared with January, with monthly growth of 11% and 13% respectively. Volumes remained well below baseline levels, with both stations at 16% of typical levels.
- **Glasgow Subway and Edinburgh Trams** – Both Glasgow Subway and Edinburgh Trams recorded monthly increases in patronage (up to 17%), but remained significantly below baseline levels, at 14% and 6% respectively.
- **CalMac and NorthLink Ferries** – Car, Passenger and Commercial Vehicles volumes all increased in February compared to January for NorthLink and most CalMac services. Outer Hebrides was the only region to record a decrease in volumes, with monthly declines in each class. Passenger and Car volumes in February are below baseline levels in all regions, whereas Commercial Vehicles increased in all regions except Outer Hebrides.



### PUBLIC TRANSPORT – Bus Concessionary Travel



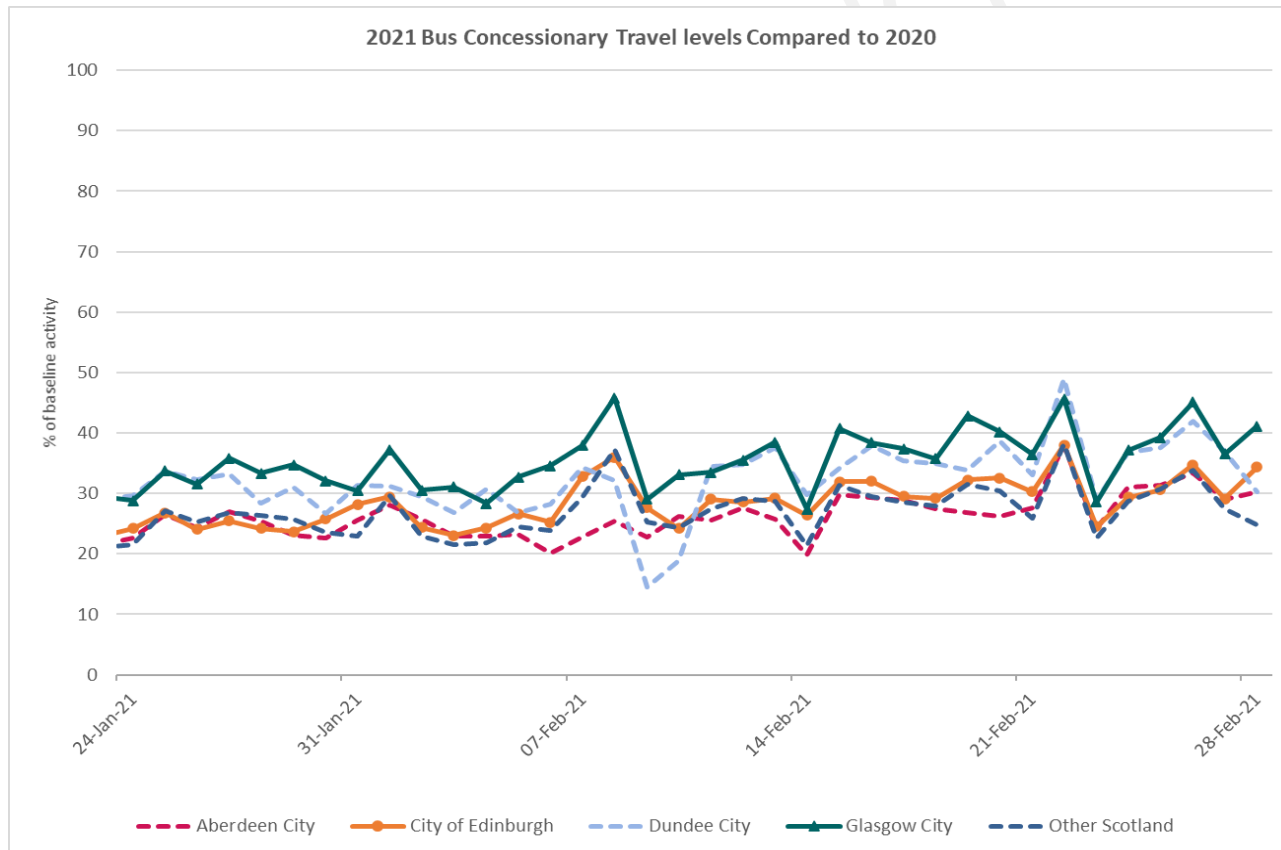
#### Key Points

- Bus Concessionary Travel over February increased by 19% compared with January.
- This is a small increase compared to the baseline of patronage levels in the country, with February and January being at 30% and 26% of the equivalent period in 2020 respectively.
- Bus Concessionary travel levels in Dundee and Glasgow remain closer to 2020 demand than in Edinburgh and Aberdeen. During week ending 28 February 2021, levels in Glasgow and Dundee were 39% and 37% of baseline respectively. Edinburgh travel was 32% of the equivalent period in 2020, while Aberdeen was at 31%.

#### Bus Concessionary Travel

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

Baseline: Index 100 = Equivalent Period in 2020



**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 – Train Station



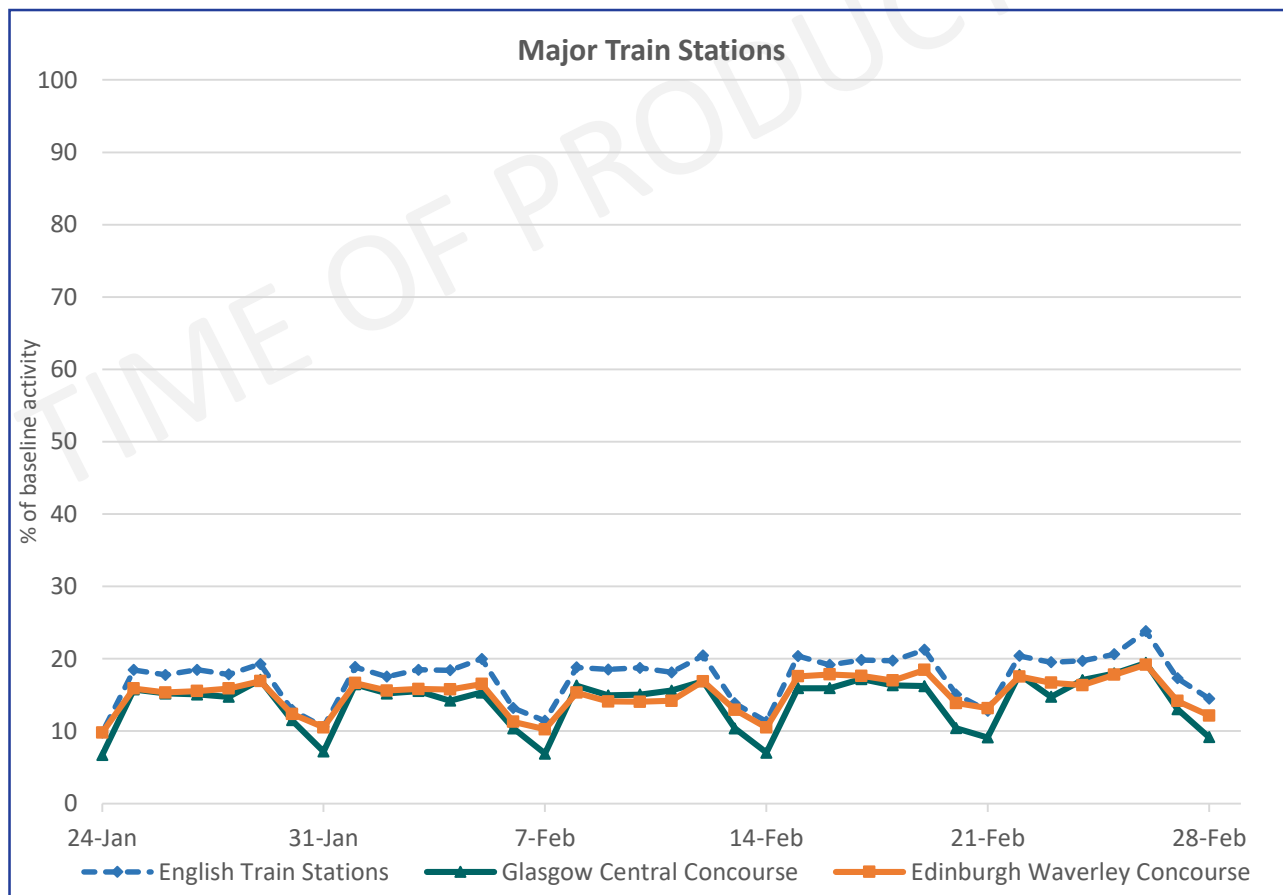
#### Key Points

- Observed footfall at Edinburgh Waverley and Glasgow Central stations increased in February compared with January, with growth of 11% and 13% respectively.
- Footfall in both major train stations remained significantly below baseline levels recorded in March 2020, both at 16% of typical levels.

#### Major Train Stations

Source: Network Rail  
Confidence: High

Baseline: Index 100 = 2 March to 15 March 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.

### PUBLIC TRANSPORT – Glasgow Subway and Edinburgh Tram



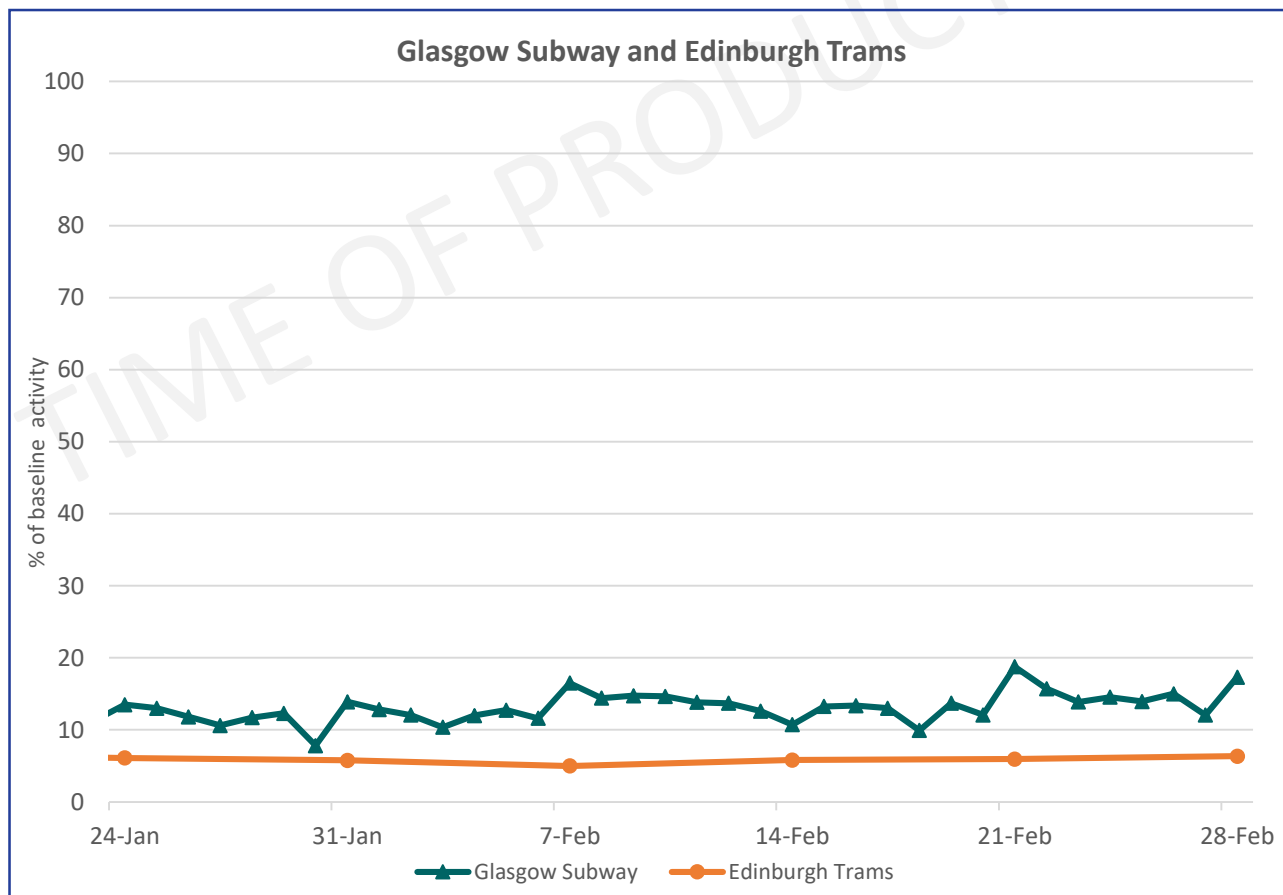
#### Key Points

- In February, monthly increases in patronage were observed for Glasgow Subway and Edinburgh Trams, with growth of 16% and 17% respectively.
- Compared to baseline levels, patronage on both modes remained significantly below the equivalent 2020 period. Edinburgh tram showed no change through February with levels consistently around 6% of baseline, whereas Glasgow subway recorded an average of 14% of typical patronage levels.

#### Glasgow Subway and Edinburgh Tram

Source: SPT and Edinburgh Trams  
Confidence: High

Baseline: Index 100 = Equivalent Period in 2020



### PUBLIC TRANSPORT – Ferries CalMac (Monthly Change)

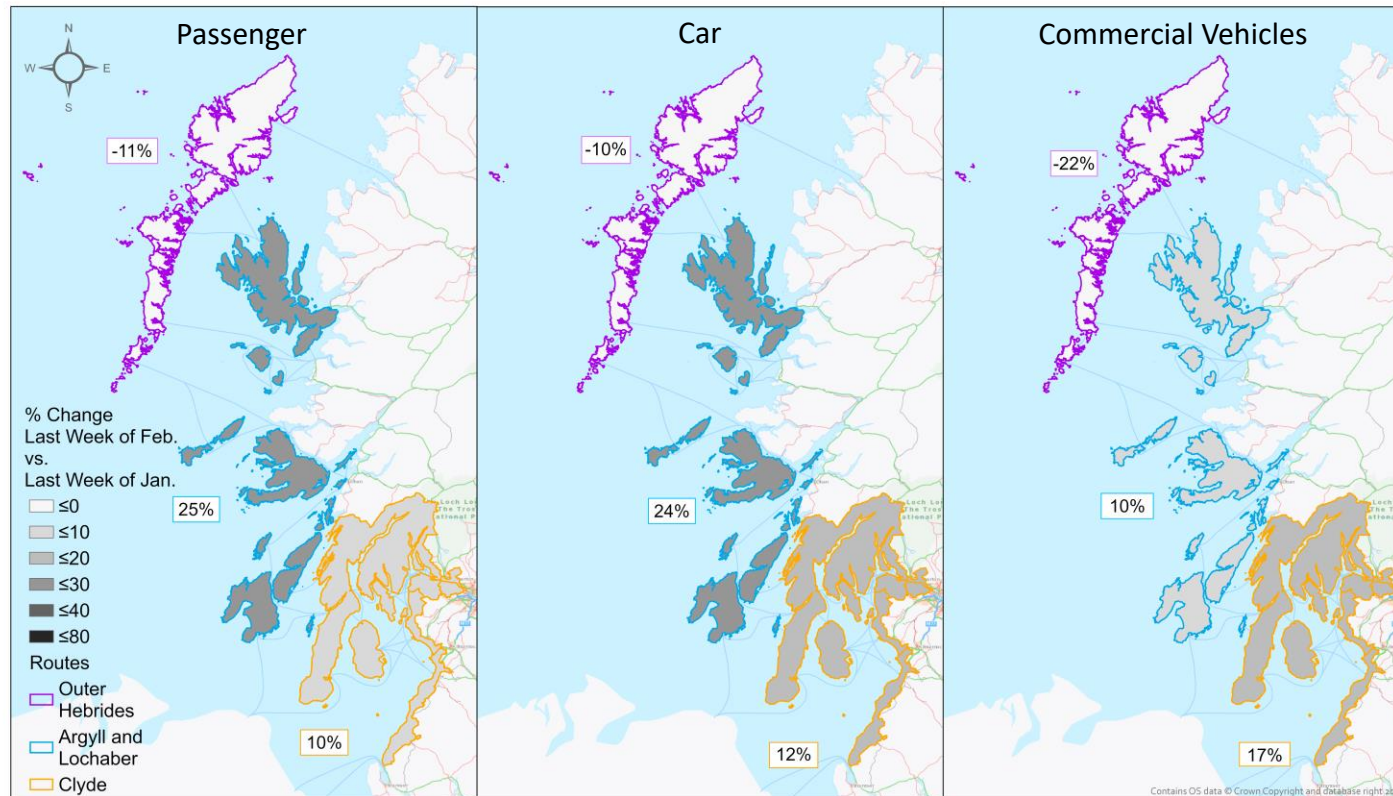


#### Key Points

- In the period from week ending 29 January (23 Jan to 29 Jan) to week ending 26 February (20 Feb to 26 Feb), CalMac Passenger, Car and Commercial Vehicles volumes decreased in 'Outer Hebrides', while 'Argyll and Lochaber' and 'Firth of Clyde' both recorded increases. The decrease in the Outer Hebrides is possibly due to poorer weather and higher than normal cancelled services.
- Commercial Vehicles volumes saw a decline in 'Outer Hebrides' which was double that observed for Passenger and Car, while the Commercial Vehicles increase in 'Argyll and Lochaber' was less than half the increase recorded for Passenger and Car.

#### 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)



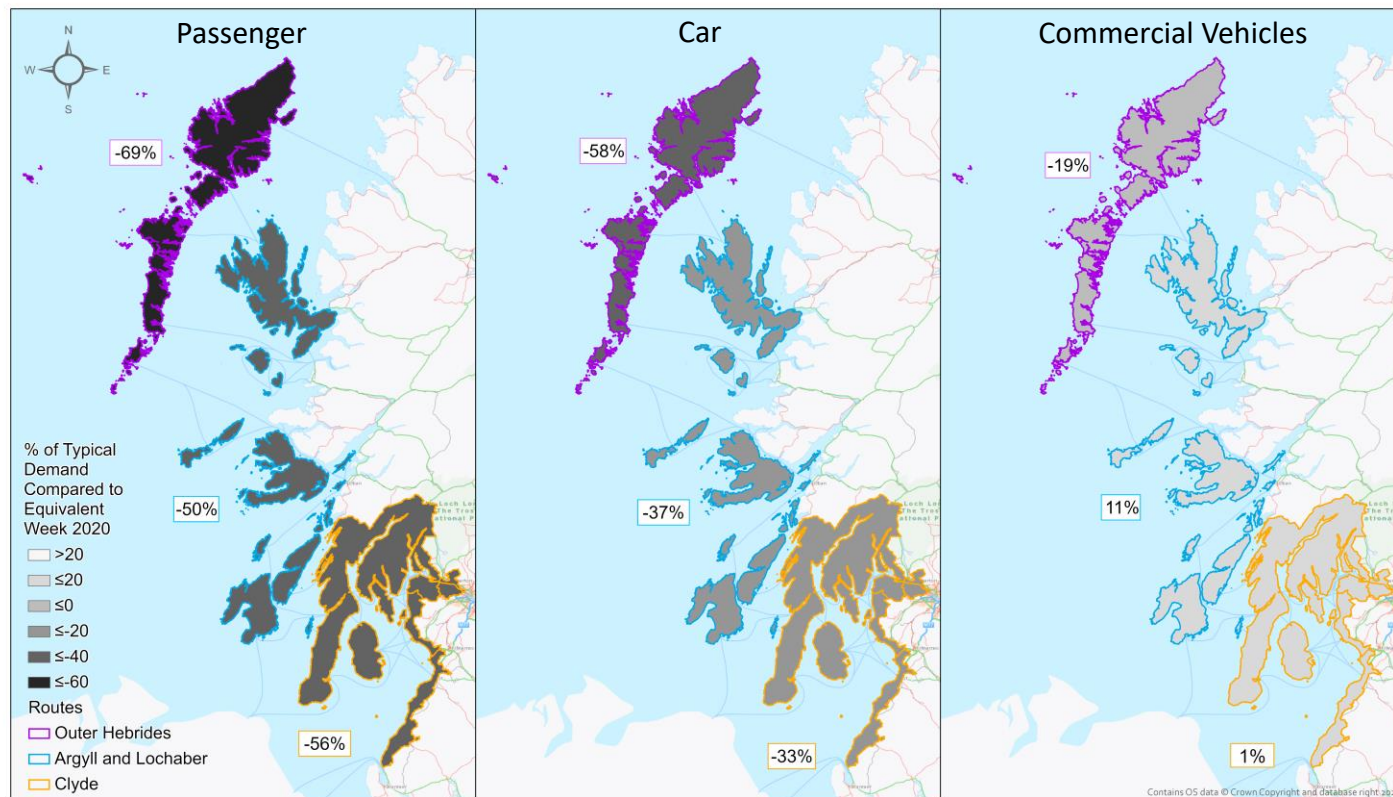
#### Key Points

- In week ending 26 February, CalMac Passenger and Car volumes remained considerably below levels recorded in the equivalent week in 2020.
- Commercial Vehicles volumes were higher than 2020 baseline levels in 'Argyll and Lochaber' and 'Firth of Clyde' but decreased in 'Outer Hebrides'.

#### CalMac Ferries Data

Source: CalMac  
Confidence: High

Baseline: Index 100 = Equivalent Period in 2020



**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 NorthLink (Monthly Change)

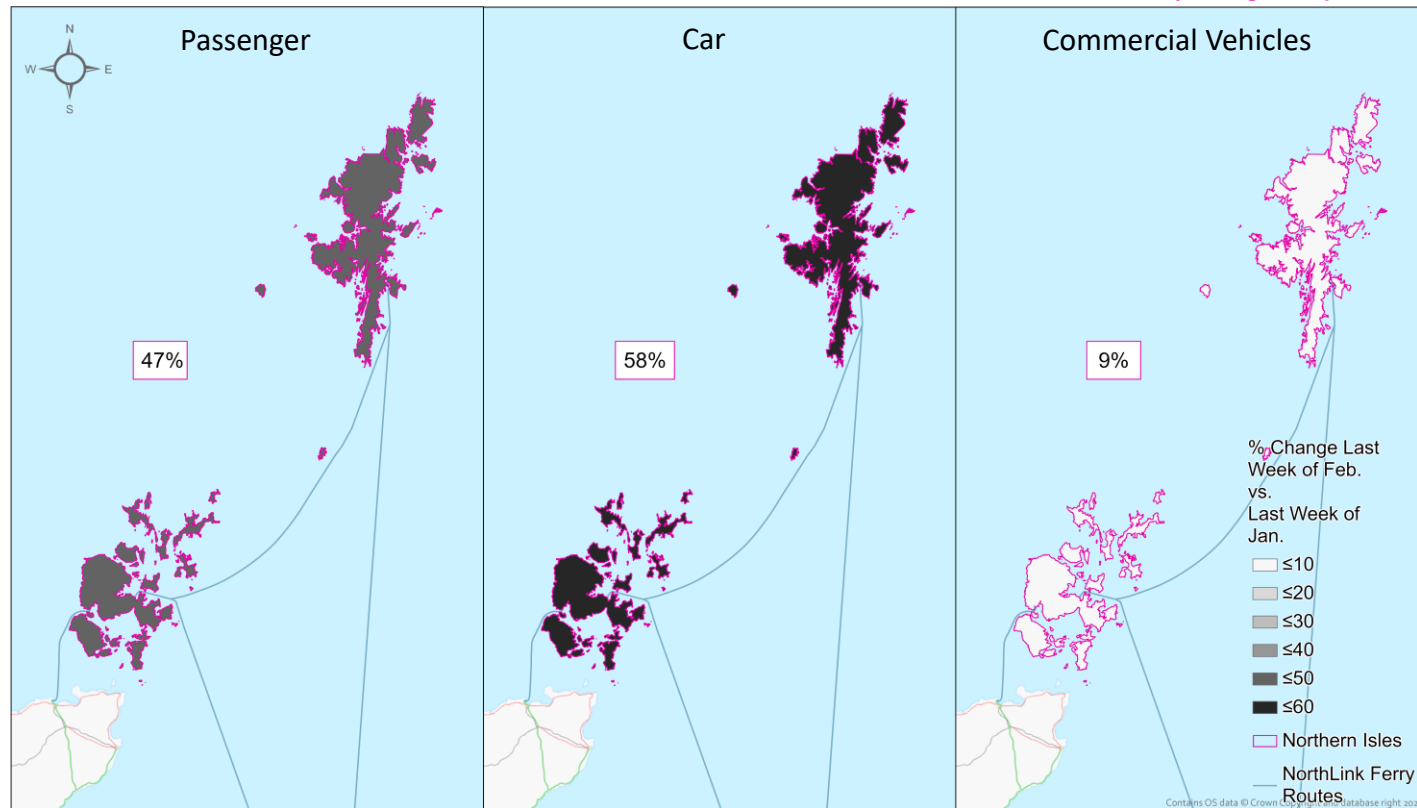


#### Key Points

- In the period from week ending 29 January (23 Jan to 29 Jan) compared to week ending 26 February (20 Feb to 26 Feb), NorthLink Passenger and Car volumes increased significantly, recording changes of 47% and 58% respectively.
- Commercial Vehicles volumes also increased but at a significantly lower rate, with growth of 9%.

#### NorthLink Ferries Data

Source: NorthLink  
Confidence: High



**DATA NOTE:** 'Northern Isles' includes Shetland Islands and Orkney Islands. 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 NorthLink (Change from Baseline)



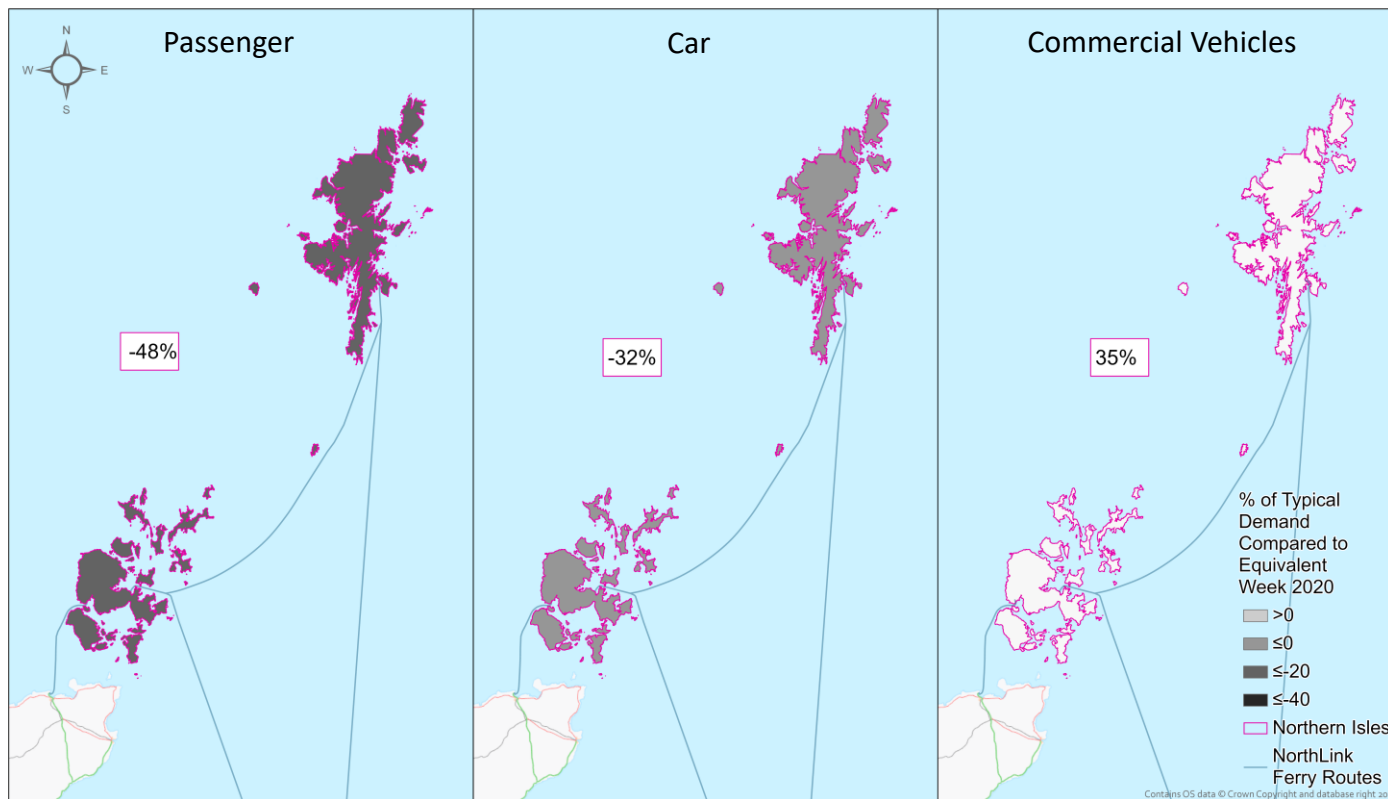
#### Key Points

- In week ending 26 January, Passengers and Car volumes on NorthLink ferries in the Northern Isles remained below levels recorded in the equivalent week in 2020.
- Passenger and Car volumes were down considerably, at -48% and -32% respectively, while Commercial Vehicles volumes were significantly above 2020 baseline, with a growth of 35%.

#### NorthLink Ferries Data

Source: NorthLink  
Confidence: High






Baseline: Index 100 = Equivalent Period in 2020



**DATA NOTE:** 'Northern Isles' includes Shetland Islands and Orkney Islands. 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 <sup>(1)</sup>



City Local Authorities <sup>(2)</sup>		% Change	Rest of Scotland LA Average <sup>(3)</sup>		% Change
	Road Traffic (Car + Mcl) <sup>(4)</sup>	11% ↑		Road Traffic (Car + Mcl)	10% ↑
	Road Traffic (LGV + HGV) <sup>(4)</sup>	11% ↑		Road Traffic (LGV + HGV)	7% ↑
Monthly Change <sup>(1)</sup>		% Change			
	Cross-Border Trunk Road	12% ↑			

(1) The Monthly Change Compares the average daily value for the whole of January (4 to 31 January) with an average daily value for the whole of February (1 to 28 January)

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

(3) Rest of Scotland Local Authorities (LAs) include counters located in all authorities excluding the four city local authorities mentioned above

(4) Small traffic counter sample size for Glasgow

### Summary

- **Cross Border Traffic (Trunk Roads)** – February cross-border traffic levels increased month on month by 12%, higher than the national average increase of 10%. Overall cross-border levels remain below the equivalent period in 2020, with HGV volumes being closer to the baseline values.
- **Trunk Road Traffic** – With the exception of a limited number of sites, traffic levels across Scotland recorded over the month of February have increased compared to January. However, traffic volumes remain significantly lower than the baseline period (first two weeks of March 2020).



### ROAD TRAFFIC – Cross-Border Trunk Road Traffic



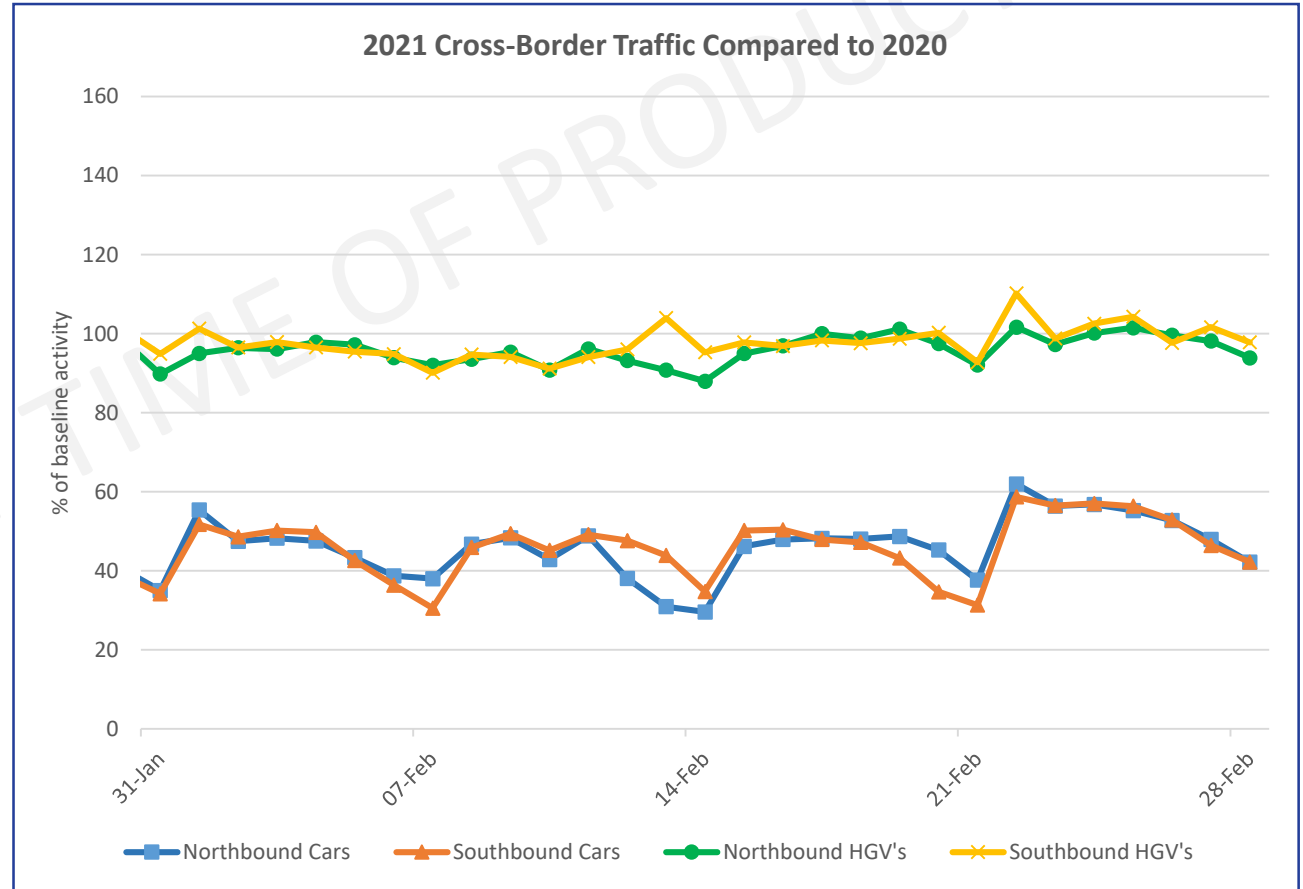
#### Key Points

- The monthly average cross-border traffic saw an increase after a long period of declines lasting since September 2020. Cross-border traffic during the month of February was 12% higher than January.
- Traffic also increased compared to the equivalent 2020 period, with volumes increasing to 61% of baseline levels over February. This represents a 2% point increase on 59% recorded in January.
- HGV levels remained broadly consistent through the month of February nearing baseline levels in both directions.

#### Cross-Border Trunk Road Traffic

Source: Road Counters  
Confidence: Medium

Baseline: Index 100 = Equivalent Period in 2020



**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).

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



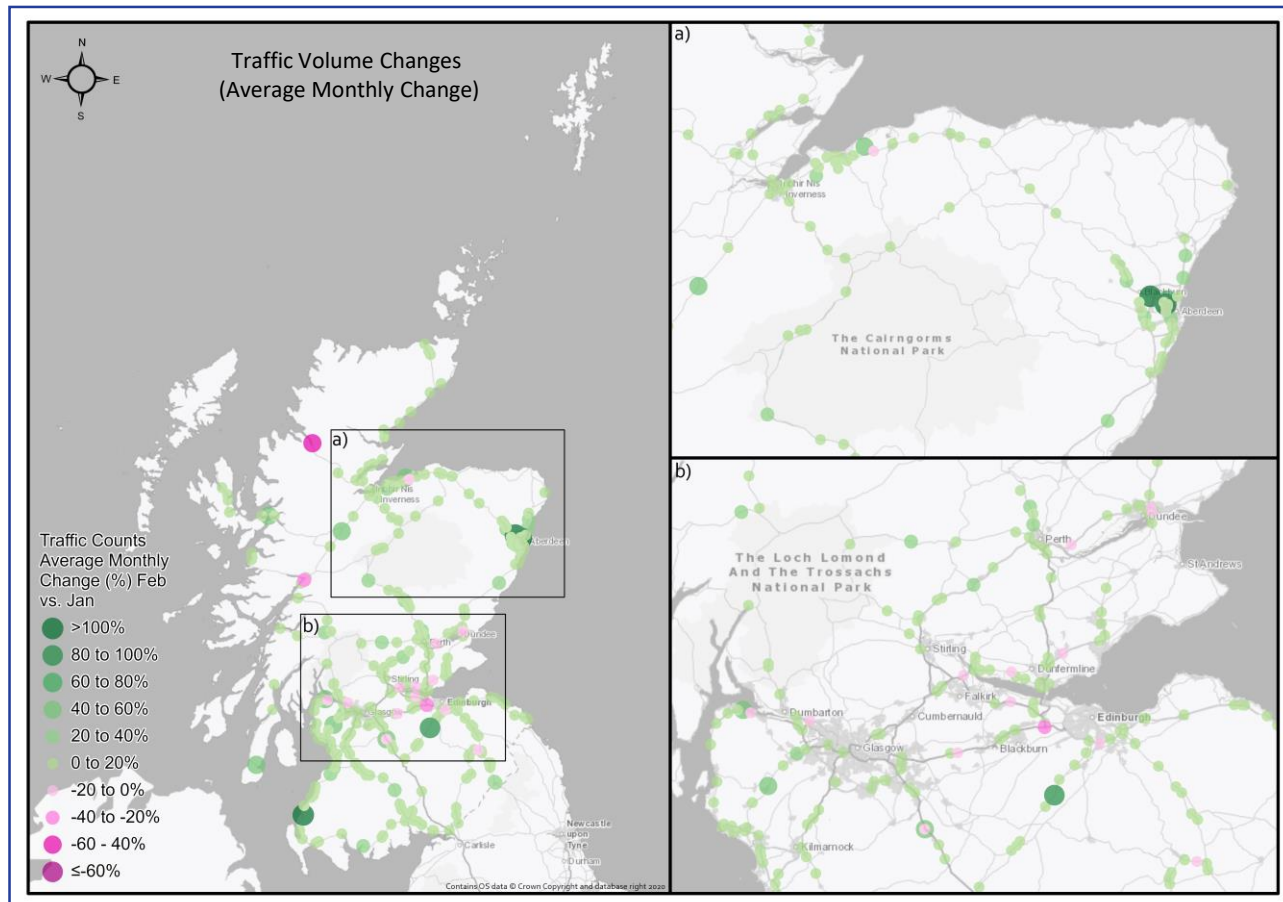
#### Key Points

- The month of February saw increases at most count sites compared to January in both urban and rural areas. However, a limited number of sites saw slight decline.
- In comparison with the volumes observed over the baseline period (first two weeks of March 2020), the majority of count sites recorded traffic levels lower than the baseline values over the month of February. A small number of sites recorded an increase compared to the baseline.

#### 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.

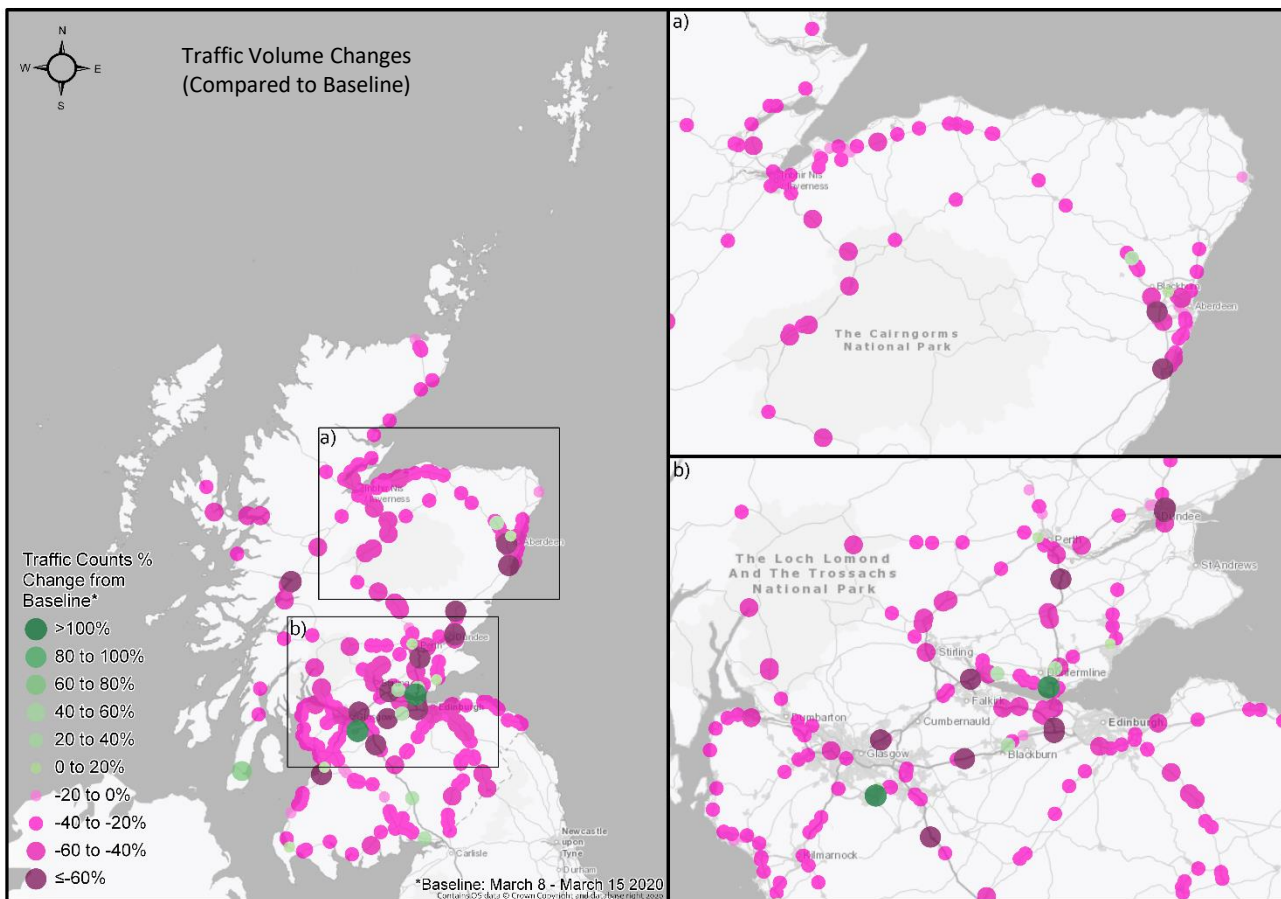
### ROAD TRAFFIC – Country-Wide Traffic (Compared to Baseline)



#### Country-Wide Road Traffic

Source: Road Counters  
Confidence: Medium

Baseline: 2 March to 15 March 2020



### ROAD TRAFFIC – Urban Rural Trunk Road Traffic



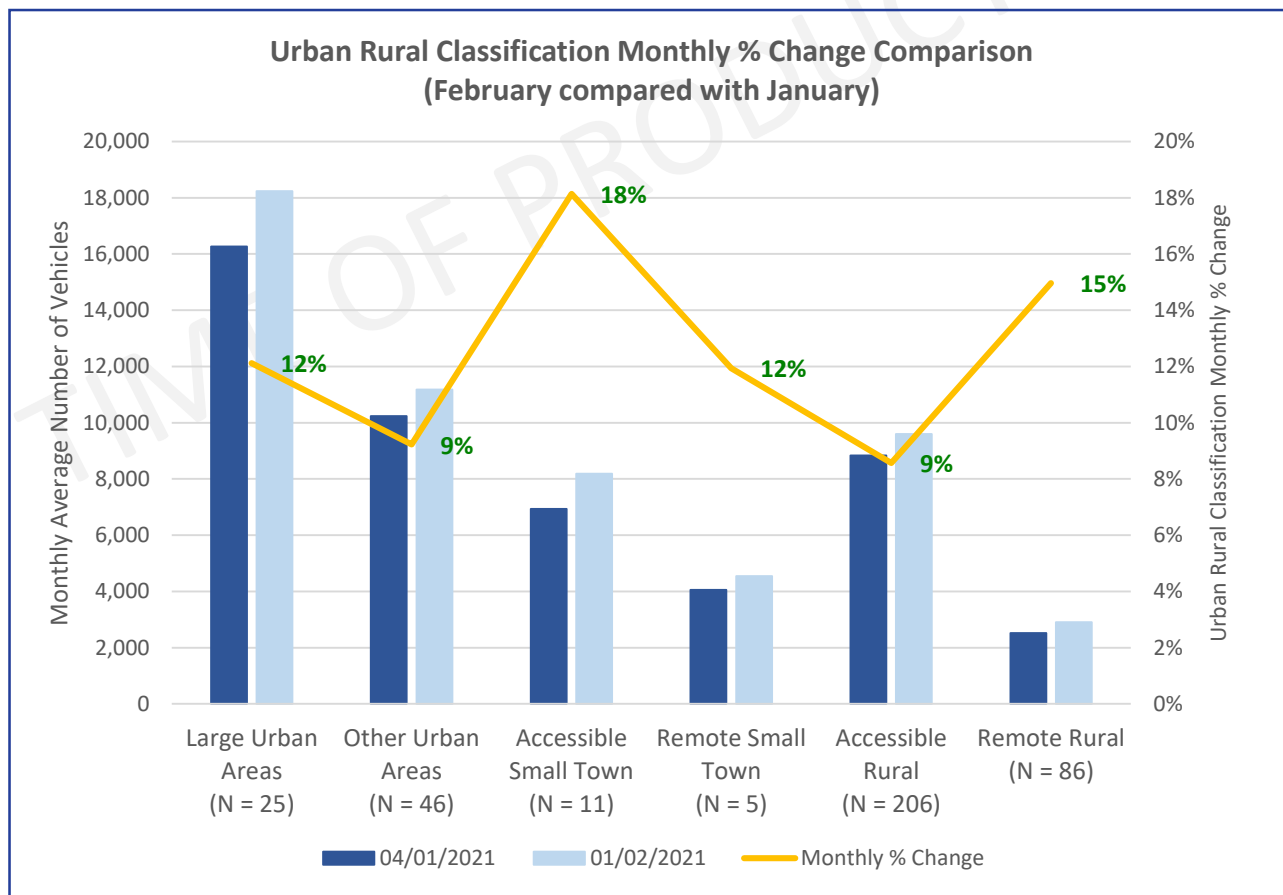
#### Key Points

- On average over February, all categories across the Urban Rural 6-Fold Classification (representing selected sites) saw an increase in the number of vehicles recorded compared to January.
- The highest increase in traffic was recorded in the 'Accessible Small Town' category, with an increase of 18% followed by a 15% recorded in the 'Remote Rural' category.

#### 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 – Local Road Traffic (Compared to Prior Month)

#### Key Points

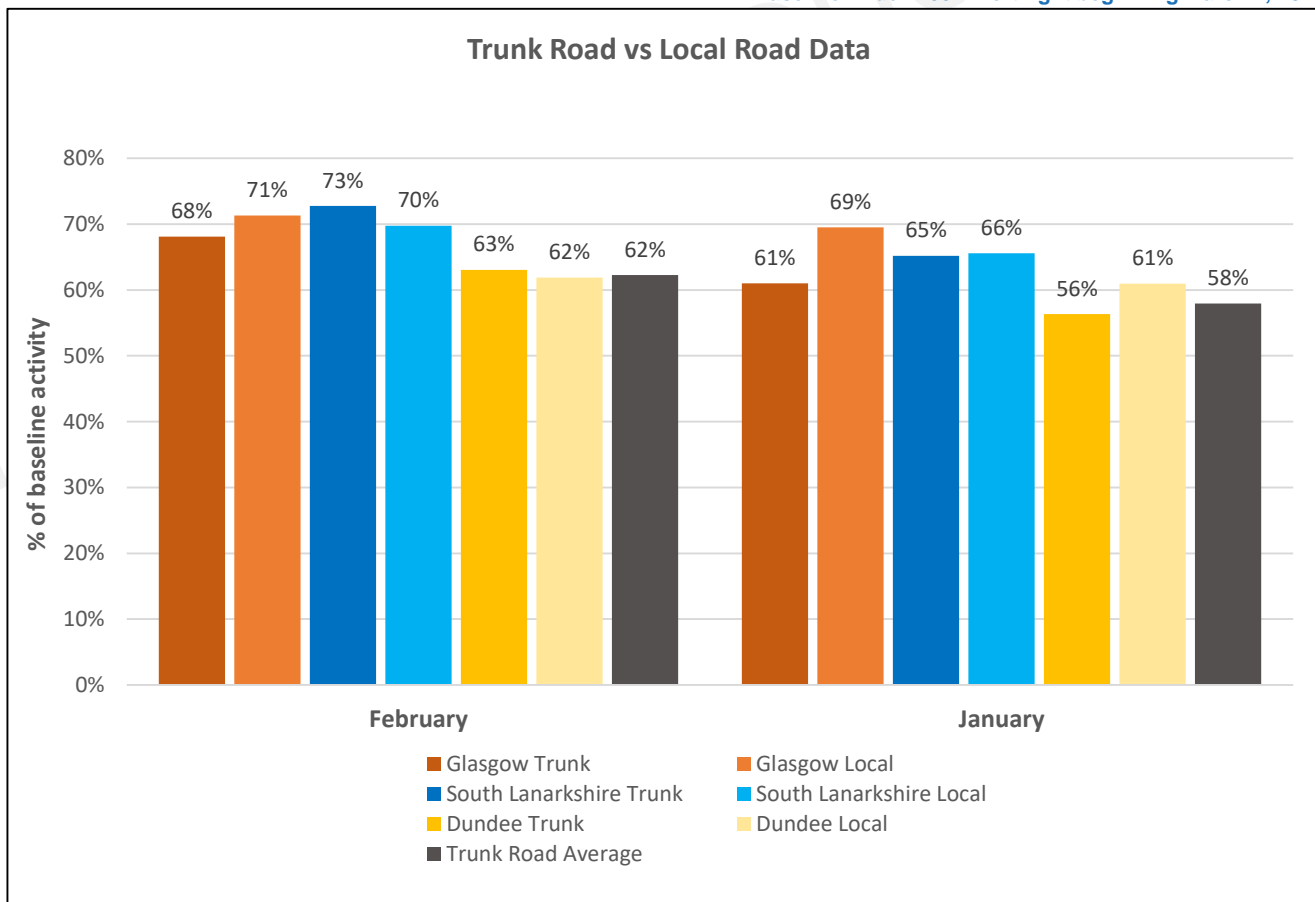
- Through February, local road traffic observed an increase in volume across all local authorities from the sample data compared to January.
- Most local roads from the sample data saw similar increases against their baselines compared to those of nearby trunk roads.
- Vehicles figures in Glasgow and South Lanarkshire fell less than the trunk road system average, and have seen larger increases through February than the trunk road system as a whole.

#### Local and Trunk Road Traffic Data (Feb 2021 and Jan 2021)

##### Baseline Change Comparison

Source: Glasgow Council Local Authority, Dundee Council Local Authority, South Lanarkshire Council Local Authority, Stirling Council Local Authority, Road Counters

Baseline: Index 100 = Fortnight beginning March 2, 2020



# COVID19 Trends in Sub-National Travel

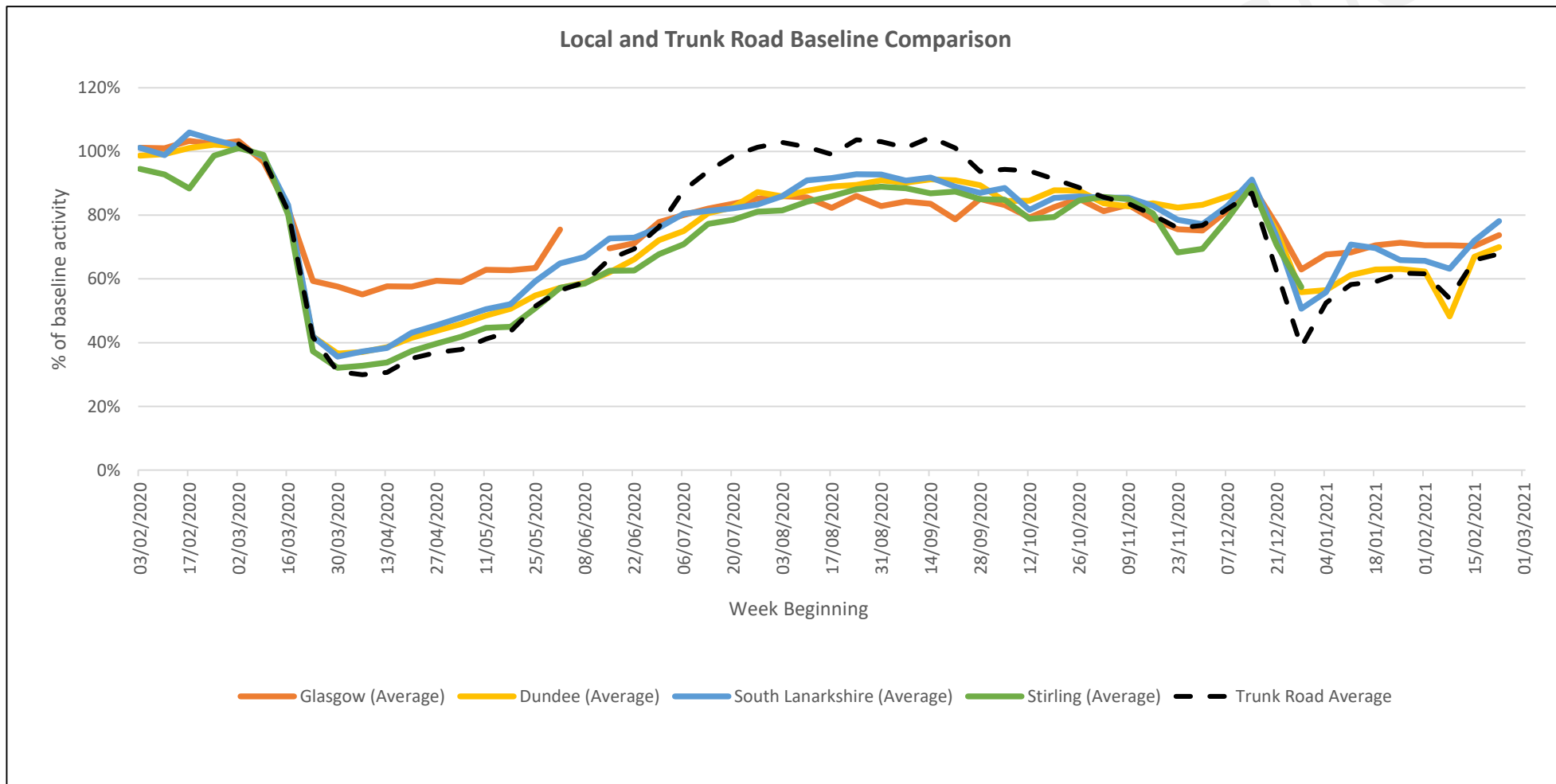
## February Report

### Local and Trunk Road Traffic Data (Feb 2020 to Feb 2021)

#### Baseline Change Comparison











Source: Glasgow Council Local Authority, Dundee Council Local Authority, South Lanarkshire Council Local Authority, Stirling Council Local Authority, Road Counters

Baseline: Index 100 = Fortnight beginning March 2, 2020



### GOOGLE TRENDS Monthly Change <sup>(1)</sup>



City Local Authorities <sup>(2)</sup>		% Change	Rest of Scotland LA Average <sup>(3)</sup>		% Change
	Grocery & Pharmacy <sup>(4)</sup>	5% ↑		Grocery & Pharmacy <sup>(4)</sup>	5% ↑
	Retail & Recreation <sup>(4)</sup>	2% ↑		Retail & Recreation <sup>(4)</sup>	3% ↑
	Parks <sup>(4)</sup>	2% ↑		Parks <sup>(4)</sup>	-3% ↓
	Workplace <sup>(4)</sup>	0%		Workplace <sup>(4)</sup>	1% ↑
	Overall Mobility <sup>(4)</sup>	2% ↑		Overall Mobility <sup>(4)</sup>	1% ↑

(1) Monthly Change compares the whole of February with the whole of January

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

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

(4) Latest full week of available data for Google movements trends: Week ending 21 February

#### Summary – Google Mobility Data

- Grocery and Pharmacy movements increased slightly in all regions in February compared to January but remain below baseline levels.
- Retail and Recreation also increased slightly in all regions month on month, however, volumes were significantly below baseline levels, with Edinburgh being the lowest (-72%).
- Park movements showed regional variation in movements, with month-on-month increases in some areas and declines in others. Volumes remain significantly below baseline levels in most areas, with the exception of Renfrewshire (7%), South Lanarkshire (32%) and Midlothian (6%).
- Workplace movements remained relatively consistent with the previous month, showing a slight increase on average in non-city regions. All regions remain significantly below baseline levels.



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

#### ‘Grocery and Pharmacy’ Key Points

- Grocery and Pharmacy movements increased in all areas on average in February compared to the previous month. City regions experienced similar levels of growth, ranging from 4% to 6%, while a greater range was seen in non-city regions, between 2% (Angus) to 11% (Midlothian).
- Volumes remain down in all areas compared to baseline. Similar to the monthly change, levels were relatively consistent across city regions (-20% and -23%), while non-city regions had a wider range, between -2% (East Dunbartonshire) to -26% (Perth and Kinross).

#### ‘Retail and Recreation’ Key Points

- Average Retail and Recreation activity also increased in all regions in February compared to January. Non-city regions saw similar increases to city regions, with values across all areas ranging between 1% and 5%.
- Activity remains significantly down in all areas compared to baseline. Activity in city regions was lower than most non-city regions, ranging from -63% (Dundee) to -72% (Edinburgh). Non-city regions recorded volumes of -42% (East Renfrewshire) to -69% (Perth and Kinross) compared to baseline.

#### Google Movement Data for Scottish Cities

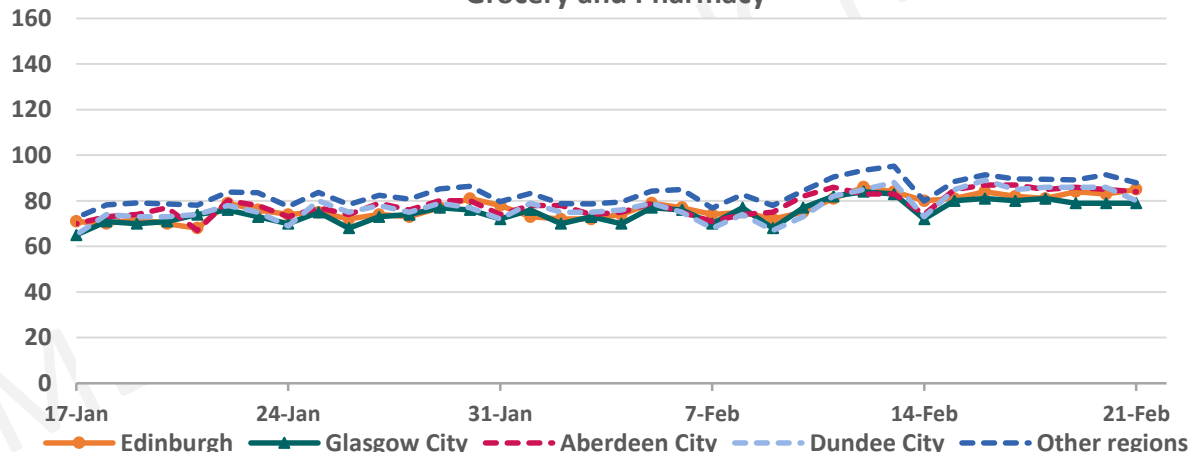
Source: Google Community Mobility Report 2 March 2021

Confidence: Low

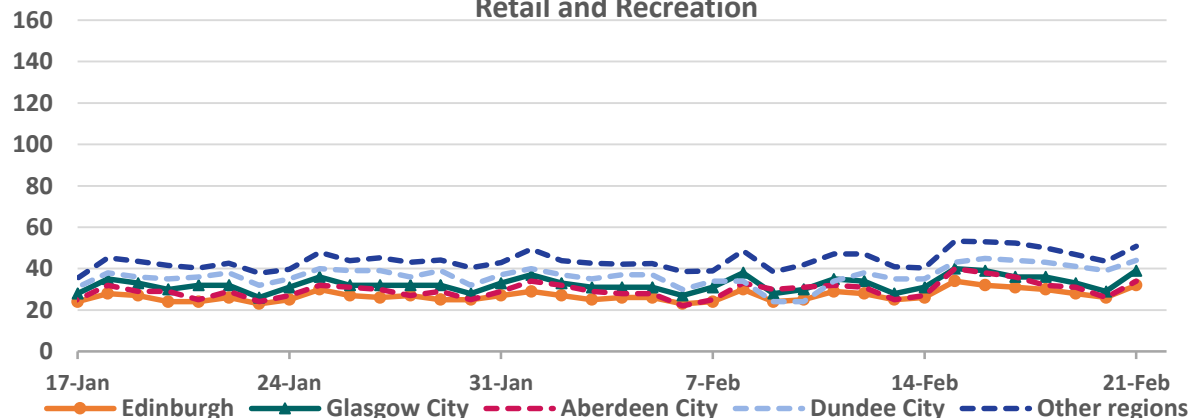
Latest available data:

Week Ending 21 February 2021

**Grocery and Pharmacy** Baseline: Index 100 = February 2020



#### Retail and Recreation



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







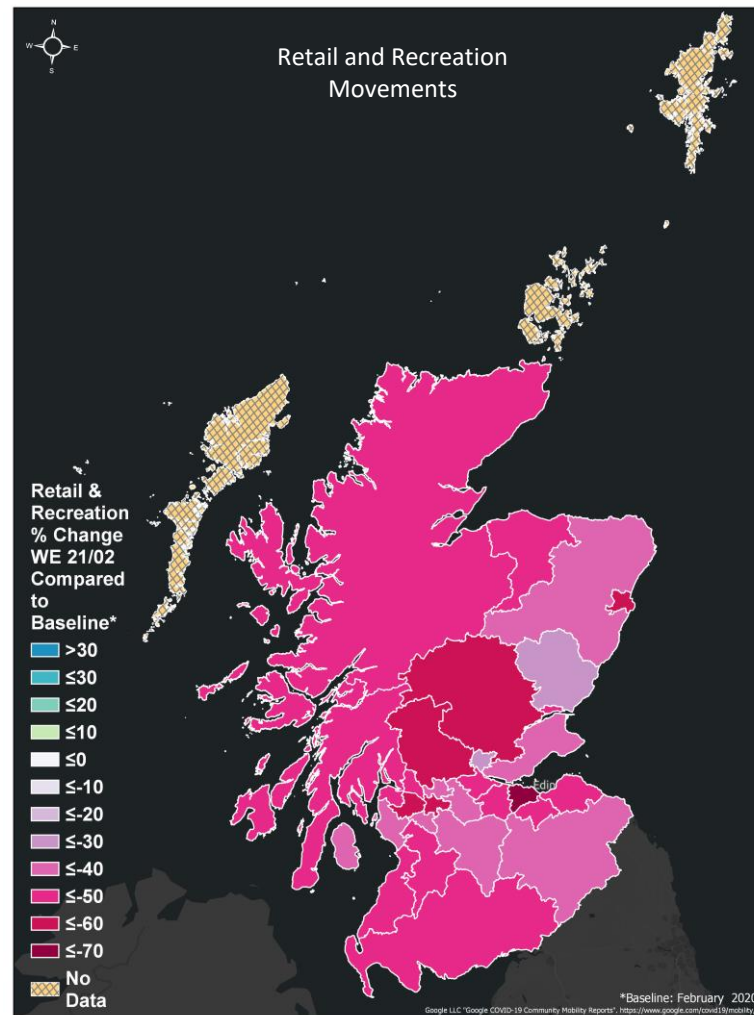
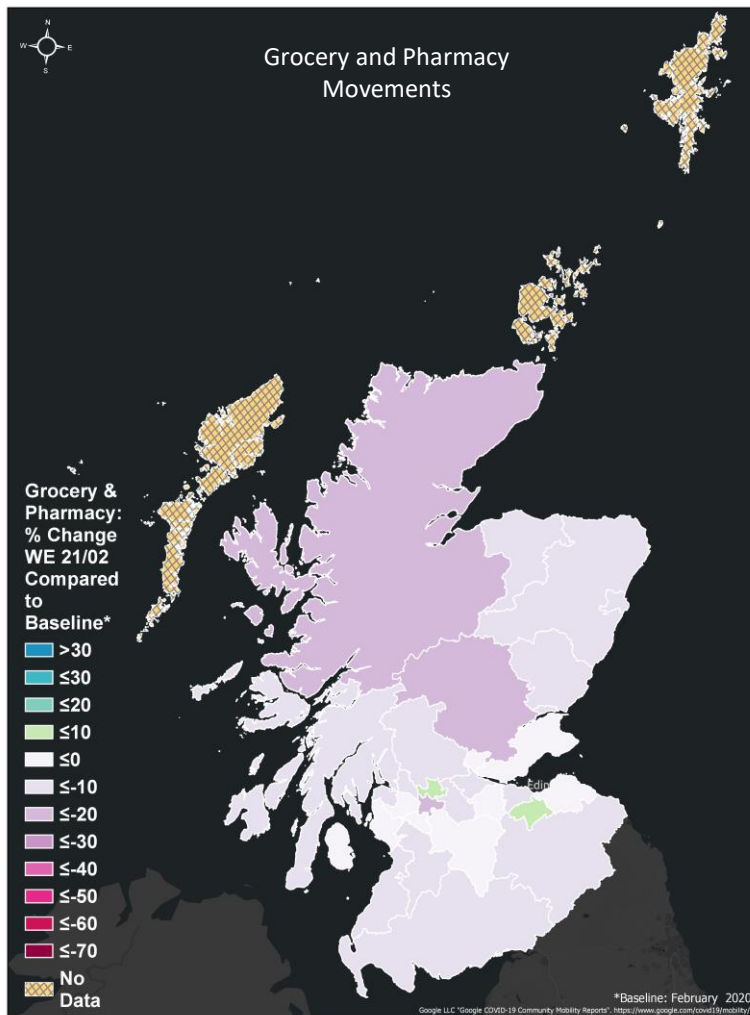
### GOOGLE TRENDS – ‘Grocery & Pharmacy’ and ‘Retail & Recreation’

#### Google Movement Data for Scottish Cities

Source: Google Community Mobility Report  
2 March 2021  
Confidence: Low

Latest Available Data:  
Week Ending 21 February 2021

Baseline: Index 100 = February 2020



**DATA NOTE:** Data not available for Na h-Eileanan Siar, 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 February, with no data recorded for several non-city regions. Where data is available it shows significant regional variation over the period, with monthly changes of between 11% (Edinburgh) and -12% (Dundee) in city regions and 7% (Moray) and -18% (Midlothian) in non-city regions.
- Parks activity in most areas was below baseline levels. The areas where growth was recorded include Midlothian (6%), Renfrewshire (7%) and South Lanarkshire (32%). The most pronounced declines were in West Dunbartonshire (-56%) and Inverclyde (-48%).

#### ‘Workplace’ Key Points

- Workplace movements mostly increased in February, with a few decreases in some areas compared to the previous month. Changes recorded ranged between -3% (Dundee and Orkney) and 3% (East Ayrshire, Inverclyde and Shetland Islands).
- Workplace movements remained below baseline levels in all regions. Declines were generally greater in city regions ranging between -50% (Dundee) and -60% (Edinburgh), compared to -38% (Orkney) to -51% (Stirling) in non-city regions.

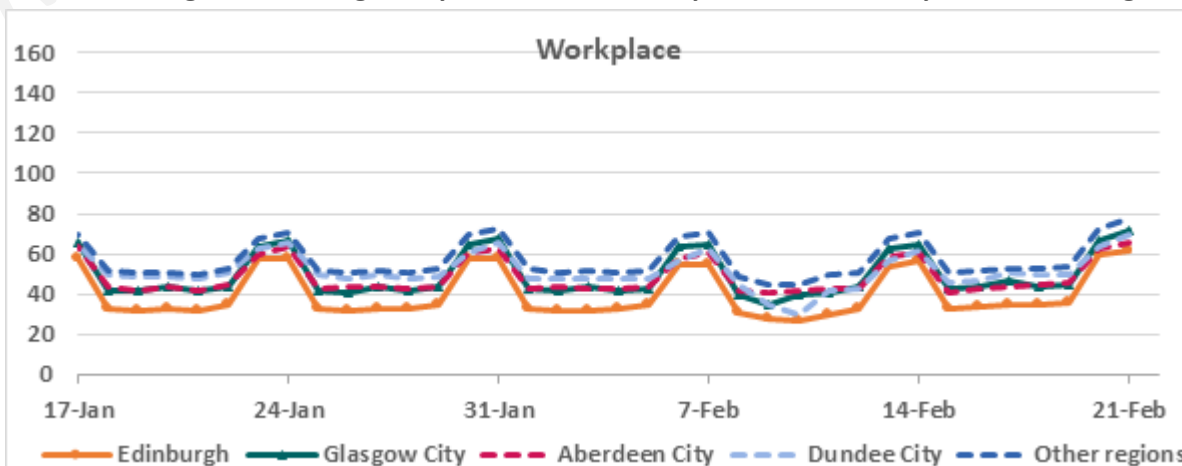
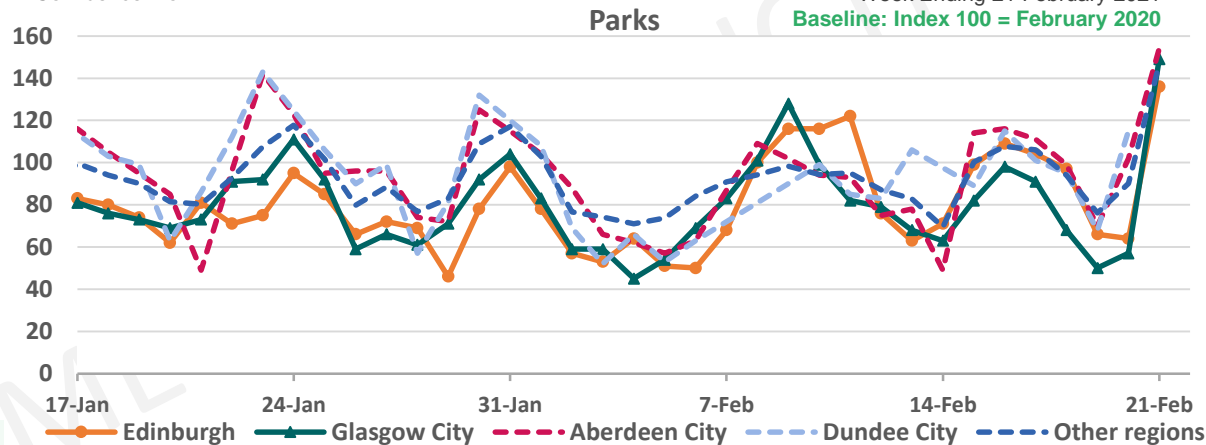
#### Google Movement Data for Scottish Cities

Source: Google Community Mobility Report 2 March 2021  
Confidence: Low

Latest available data:

Week Ending 21 February 2021

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’

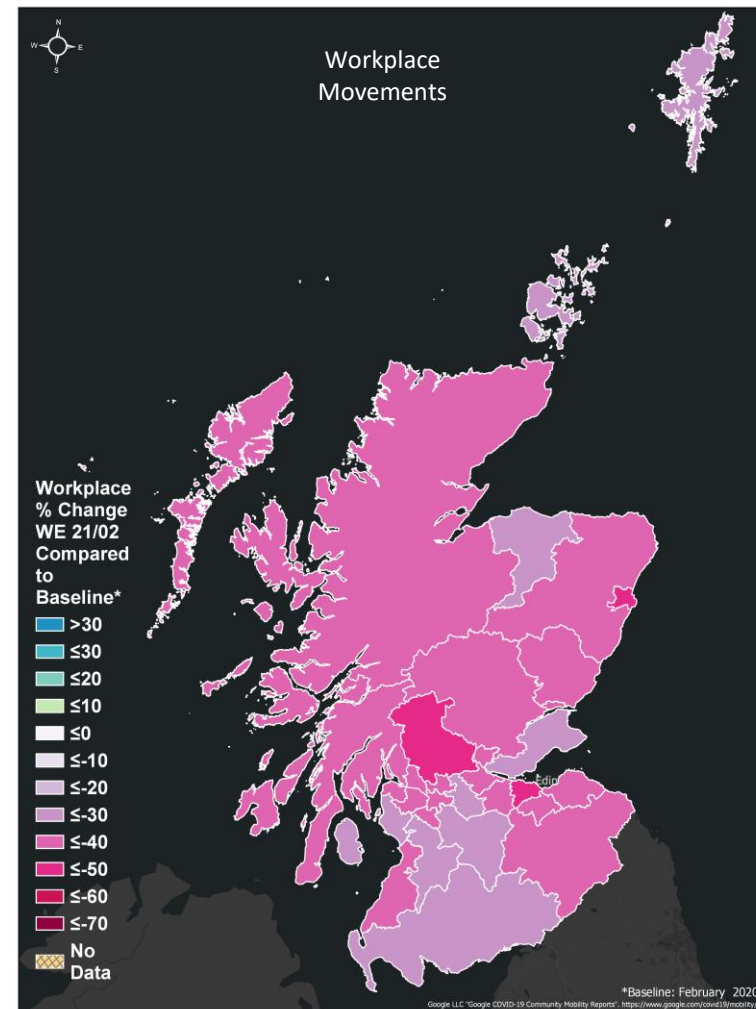
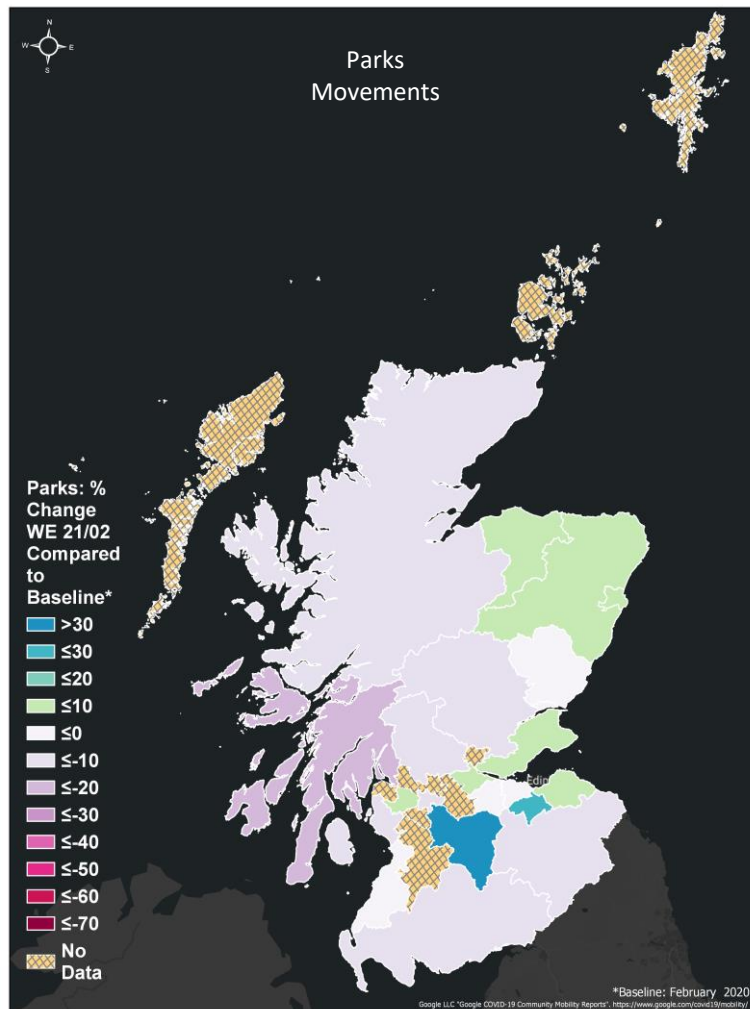


#### Google Movement Data for Scottish Cities

Source: Google Community Mobility Report  
2 March 2021  
Confidence: Low

Latest Available Data:  
Week Ending 21 February 2021

Baseline: Index 100 = February 2020



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

### GOOGLE TRENDS – Mobility



#### Key Points

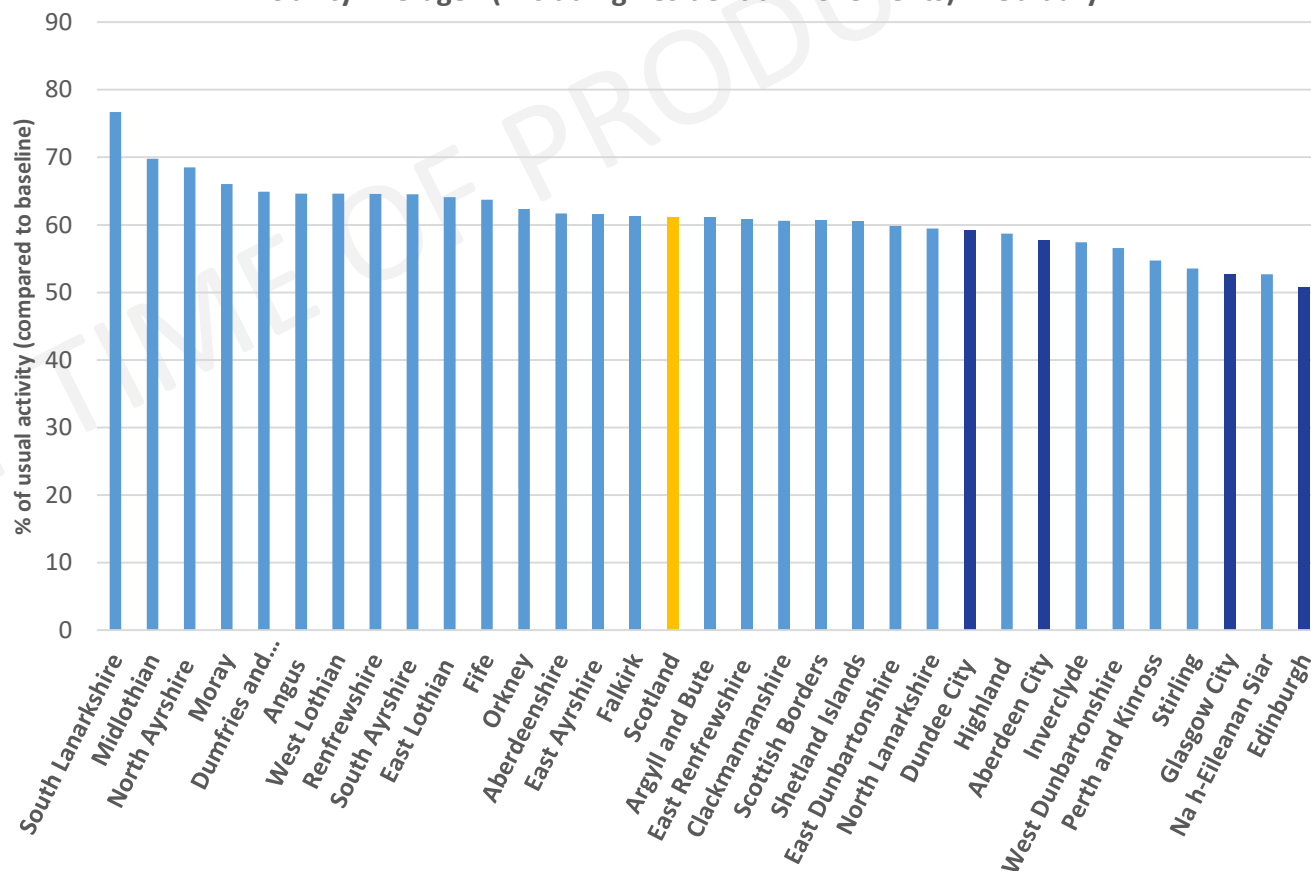
- All areas stayed relatively consistent in mobility over the month of February compared to January, with values ranging between -2% and 4%. Month-on-month comparisons for island regions of the Shetland Islands, Orkney and Na h-Eileanan Siar are not possible due to limited data availability.
- Comparing the mobility average for February to the baseline period of February 2020, all regions remained below baseline levels. In City regions, average mobility ranged from -41% (Dundee) to -49% (Edinburgh). Non-city regions recorded reduced volumes of between -24% (South Lanarkshire) and -47% (Stirling).

#### Google Movement Data for Scottish Cities

Source: Google Community Mobility Report 2 March 2021  
Confidence: Low

Latest available data: Week Ending 21 February 2021  
Baseline: Index 100 = February 2020

Mobility Average\* (Excluding Residential Movements) - February



**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](mailto: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.



## 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 2020 for concessionary bus, cross border traffic, subway, tram.
- The equivalent week in 2020 for ferry passenger and vehicle carryings.
- The equivalent period in 2020 for walking and cycling.
- A pre-Covid-19 fixed baseline of 2-15 March 2020 for railway station footfall and the road traffic counters.
- The median of the equivalent day from 3<sup>rd</sup> January to 6<sup>th</sup> February 2020 for 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 2020 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 2020 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.

#### **Concessionary Bus Data**

Data is collected by Transport Scotland from card use figures and reports the patronage by issuing local authority.

#### **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.

#### **NorthLink Ferries**

Ferries data provided by Northlink. 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.

#### **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).