



**TRANSPORT
SCOTLAND**
CÒMHDHAIL ALBA

COVID-19 Trends in Sub-National Travel

May Report

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Monthly Change Headlines

Active Travel

Monthly decreases were observed in walking and cycling activity in the majority of Local Authorities compared with April. Compared to the equivalent 2020 period, walking activity was comparable or below the baseline for the most part but some non-city regions observed some notable peaks towards the end of the month, whereas cycling was well below baseline levels across the country.

Bus Concessionary Travel

Bus Concessionary Travel over May increased compared with April but was well below baseline levels, with 53% of typical volumes on average.

Rail Stations (Glasgow Central and Edinburgh Waverley)

Footfall in Edinburgh Waverley and Glasgow Central stations increased in May compared with April, with growth of 47% and 20% respectively. Despite footfall at both locations remaining well below baseline levels, signs of growth compared to months prior were observed, particularly at Edinburgh Waverley with average activity in the latter week at 59% of baseline levels.

Glasgow Subway and Edinburgh Trams

Edinburgh Trams recorded a notable monthly increase (48%) in patronage while Glasgow Subway showed largely no change, most likely due to remaining in COVID-19 Protection Level 3 in May, but volumes on both services remained below baseline levels.

CalMac and NorthLink Ferries

Passenger and Car volumes significantly increased in May compared to April in line with seasonal changes, with CalMac volumes increasing by more than 20% in all areas and NorthLink volumes increasing by above 115%. For Commercial Vehicles, Northern Isles was the only region to record a decrease in volumes (-10%). Compared to baseline levels, Passenger and Car volumes were substantially reduced in all regions.

Trunk Road Traffic

With the exception of a limited number of sites, traffic levels recorded over the month of May across Scotland have increased compared to April. Rural areas saw a more pronounced increase in traffic compared to urban areas. Overall, urban traffic volumes remain lower than the baseline period (first two weeks of March 2020), however, some rural and outdoor recreational areas recorded increases compared to the baseline period.

Cross-Border Traffic

May cross-border traffic levels increased month on month by 28%, in line with the national trunk road's average increase. Car cross-border traffic saw a significant

increase towards the end of May, likely related to easing of the COVID-19 restrictions for most of Scotland, and the spring bank holiday weekend.

Google Mobility Data

Retail and Recreation movements in May increased significantly in all regions compared to the previous month. Volumes also increased in all areas for Workplace movements, and in the majority of areas for Grocery and Pharmacy movements, though growth was less pronounced for these trips. The majority of Grocery and Pharmacy movements were also up compared to baseline, whereas Retail and Recreation movements in most areas and Workplace movements in all areas remain significantly below baseline levels. Month on month, Parks movements saw significant variation across the country, with declines in all city regions and in many non-city regions. However, some areas saw substantial growth, particularly popular outdoor areas and holiday destinations. Compared to baseline, Parks movements saw growth in all areas. The observed trends through May are likely influenced by easing of travel restrictions, improved weather conditions and continued limitations on international travel.

Active Travel Monthly Change

Note: Monthly Change compares the whole of April (5 April to 2 May) with the whole of May (24 to 30 May) due to the variability of movement data in each week of the months assessed

Active Travel Summary

Mode of Travel	City Local Authorities Percentage Change	Rest of Scotland Local Authorities Average Percentage Change
Walking	Down by 18%	Down by 7%
Cycling	Down by 16%	Down by 15%

Table 1 Active Travel Monthly Change

Notes: City Local Authorities (LAs) includes Glasgow City and Edinburgh City.

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

Walking Trips Summary

Most Local Authorities recorded a monthly decrease in walking activity comparing May with April, with the only exception being North Ayrshire (25%), which recorded the highest monthly increase in activity the previous month. The highest decrease in activity in May was recorded in Glasgow City (-29%).

Walking levels in most parts of the country were comparable to, or below, the equivalent 2020 period over the month of May. The most notable trends occurred in Perth and Kinross with volumes well below baseline levels, while North Ayrshire and Argyll and Bute observed peaks in activity towards the end of the month. Observed fluctuations throughout the month are likely associated with variable weather conditions.

Cycling Trips Summary

Cycling activity decreased in the majority of Local Authorities in May compared to April, with only Stirling recording a minor monthly increase (1%). East Dunbartonshire and North Ayrshire reported the largest monthly decreases in activity, -28% and -26% respectively, contrary to the previous month when both Local Authorities reported the highest monthly increases.

Compared to the equivalent 2020 period, cycling activity across the country remained below baseline levels through May. Both East Dunbartonshire and Perth and Kinross observed cycling activity well below baseline levels, with volumes at around half of the volumes recorded in the equivalent 2020 period.

Active Travel – Walking

In May, most Local Authorities recorded an average monthly increase in walking activity, with the only exception being North Ayrshire (25%) which similarly recorded the highest monthly increase in activity the previous month. The highest decline in activity was observed in Glasgow (-29%), followed by East Dunbartonshire (-18%).

Compared to the equivalent 2020 period the most notable trend was in Perth, where activity was around half of these baseline levels. Trends observed in North Ayrshire and Argyll and Bute were also notable, with peaks in walking movements towards the end of the month. All other Local Authorities recorded levels comparable or below the baseline period, with observed fluctuations most likely attributable to variable weather conditions.

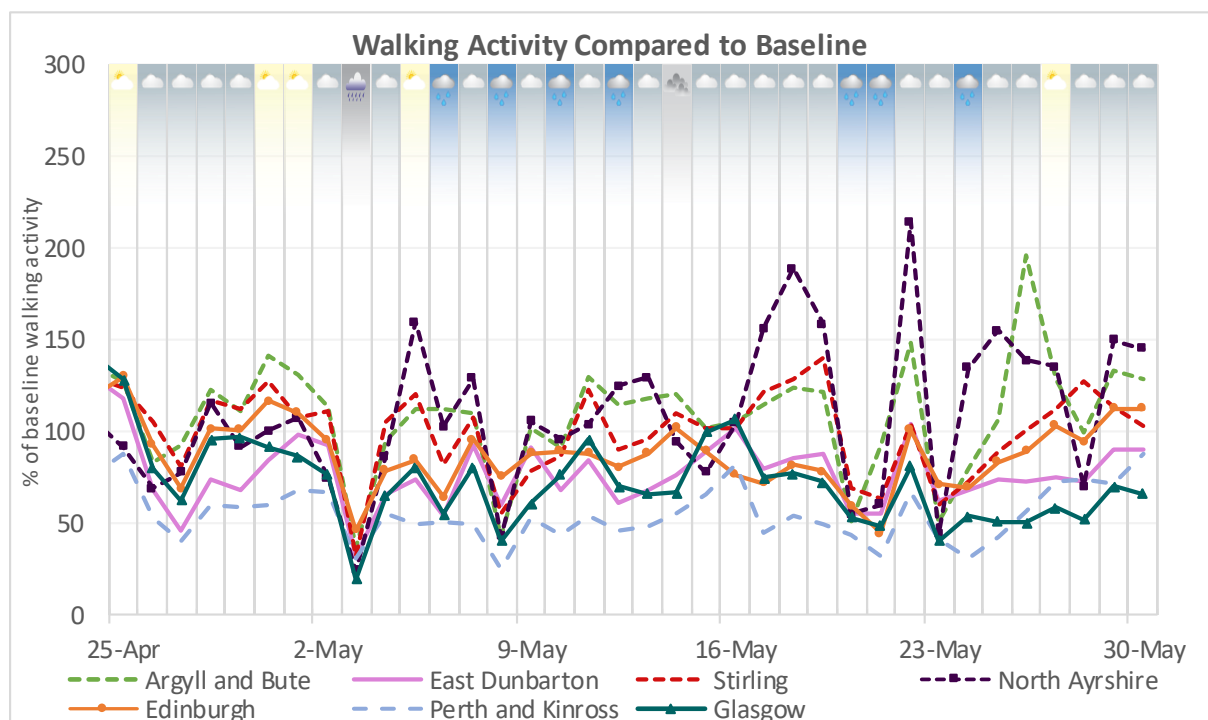


Figure 1 Walking Monthly Comparison
 Source: Local Authorities and Cycling Scotland
 Baseline: Index 100 = Equivalent 2020 Period.

Active Travel – Walking Urban Rural Classification

From the sample sites available, walking activity decreased in May for most Urban Rural Classification areas across the country, with only 'Remote Rural' reporting growth (3%).

The largest decrease in walking activity was recorded in 'Accessible Rural' areas with an average decline of 33% compared to the previous month.

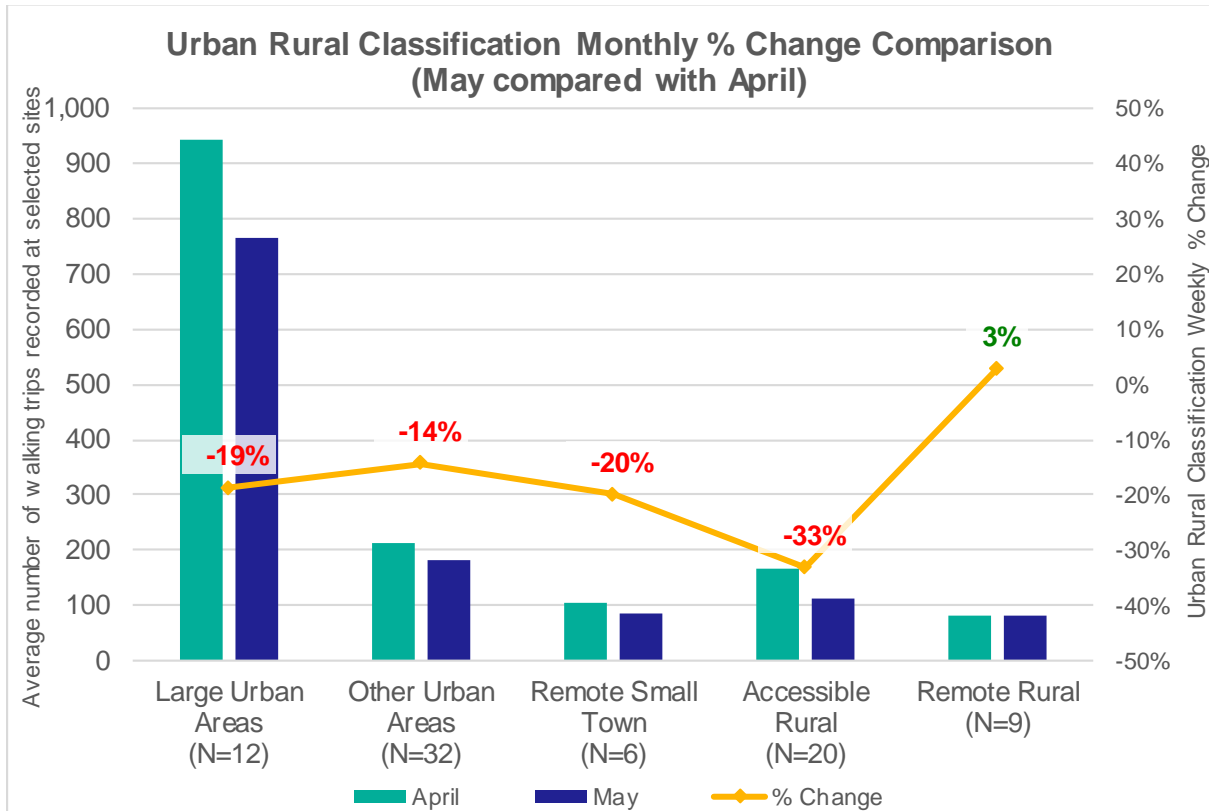


Figure 2 Urban Rural Walking Activity

Source: Local Authorities and Cycling Scotland

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

The majority of Local Authorities observed a decline in monthly cycling activity, with only Stirling recording an increase (1%). East Dunbartonshire and North Ayrshire reported the largest monthly decreases in activity, -28% and -26% respectively, contrary to the previous month when both Local Authorities reported the highest monthly increases. Most other Local Authorities recorded monthly changes in activity of below 10%.

Compared to the equivalent 2020 period, cycling activity across the country through May remained below baseline levels. Volumes in East Dunbartonshire and Perth and Kinross was well below baseline levels, with activity at around half of the equivalent 2020 period.

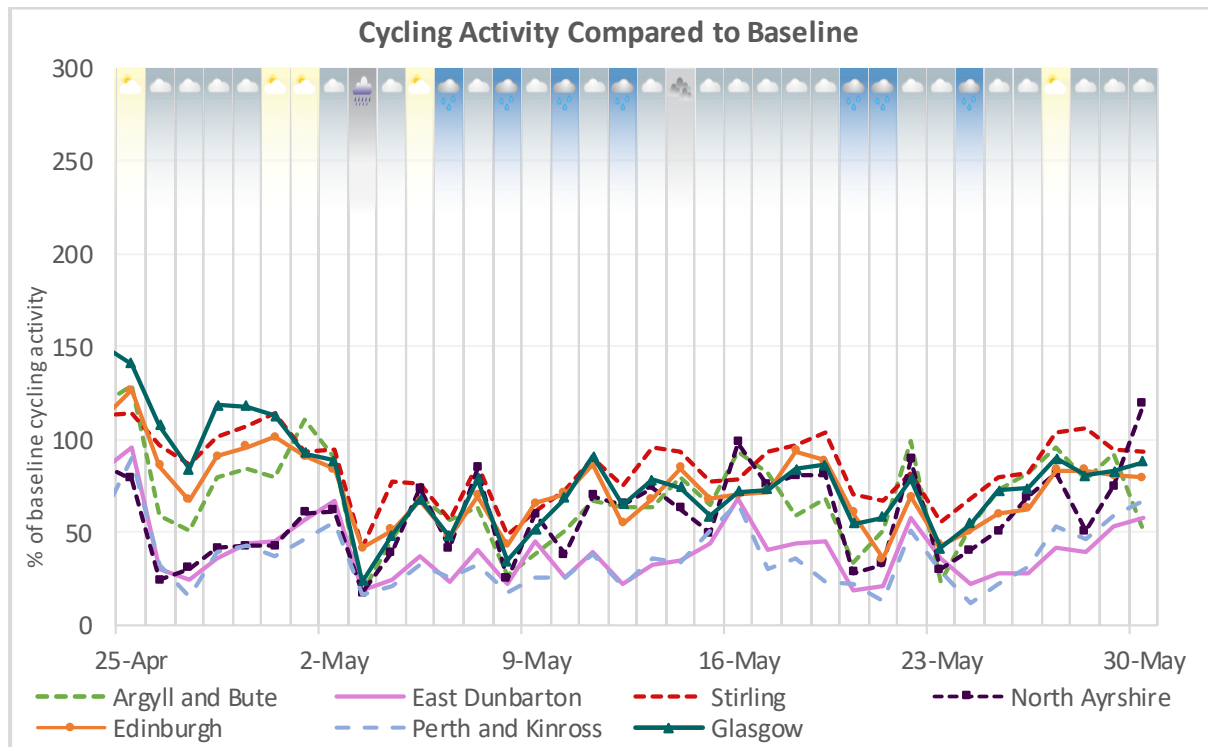


Figure 3 Cycling Monthly Comparison
 Source: Local Authorities and Cycling Scotland
 Baseline: Index 100 = Equivalent 2020 Period.

Active Travel – Cycling Urban Rural Classification

In May, cycling activity decreased on average compared to the previous month across all of the Urban Rural Classifications areas assessed.

Similar to walking, the largest decrease in activity was recorded in ‘Accessible Rural’ areas, with a monthly increase of 27%, while all other area categories reported a monthly decrease of at least 10%.

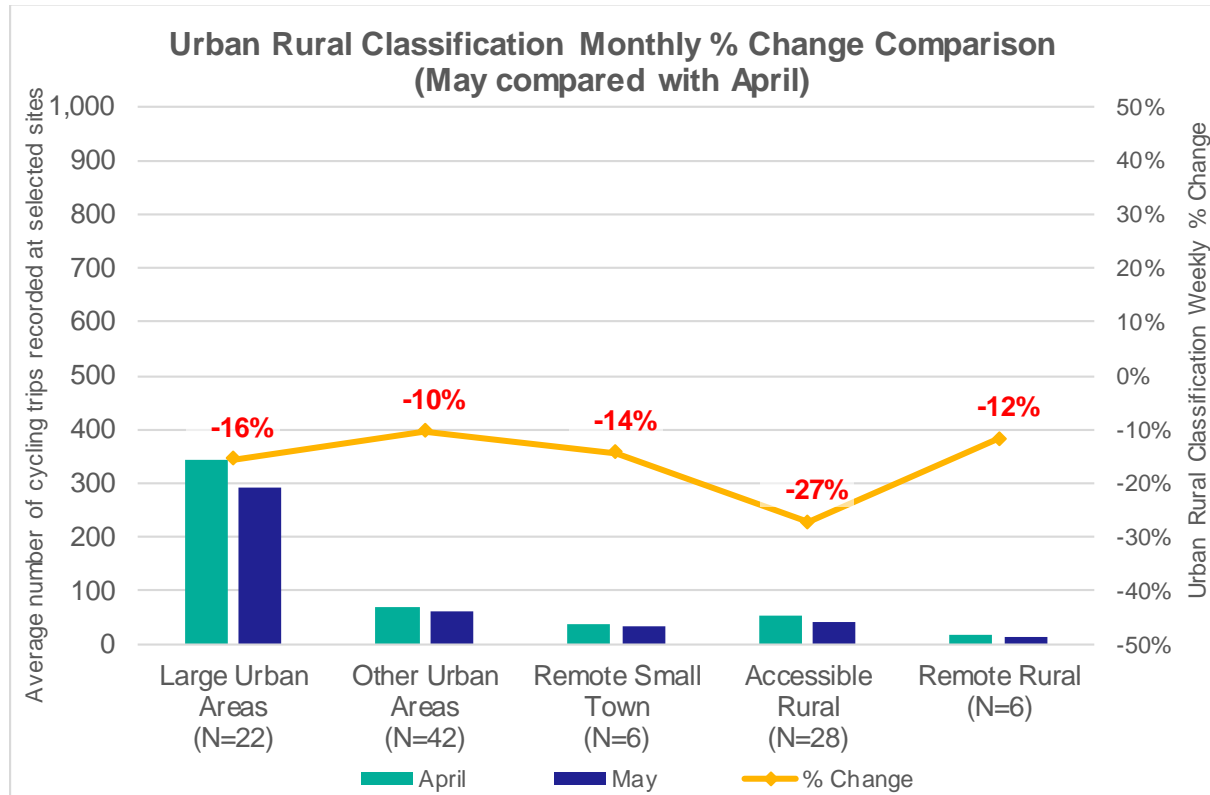


Figure 4 Urban Rural Cycling Activity

Source: Local Authorities and Cycling Scotland

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

Note: The Monthly Change Comparison compares last full week in April (week ending 2 May) with first week in May (week ending 28 May)

Public Transport Summary

Mode of Travel	Percentage Change
Bus Concessionary Travel	Up by 7%
Railway Stations (Central and Waverley)	Up by 33%
Glasgow Subway	Down by 1%
Edinburgh Tram	Up by 48%
Calmac and Northlink Passengers & Cars	Up by 62%
Calmac and Northlink Commercial Vehicles	Up by 2%

Table 2 Public Transport Monthly Change

Note: CalMac and NorthLink Ferries data is provided from Friday to Friday. The Monthly Change compares week of 22 May to 28 May with the week of 24 Apr to 30 Apr. Baseline (equivalent period 2019) is estimated based on partial data.

Bus Concessionary Travel Summary

Bus Concessionary Travel over May increased compared with April but remained below baseline levels, at 53% of typical volumes on average.

Rail Stations summary (Glasgow Central and Edinburgh Waverley)

Footfall in Edinburgh Waverley and Glasgow Central stations increased in May compared with April, with growth of 47% and 20% respectively. Despite footfall at both locations remaining well below baseline levels, signs of growth compared to months prior were observed, particularly at Edinburgh Waverley with average activity in the latter week reaching 59% of baseline levels.

Glasgow Subway and Edinburgh Trams Summary

Edinburgh Trams recorded a notable monthly increase (48%) in patronage while Glasgow Subway showed largely no change, mostly likely due to remaining in COVID-19 Protection Level 3 in May. Volumes on both services remained below baseline levels.

CalMac and NorthLink Ferries Summary

Passenger and Car volumes significantly increased in May compared to April for NorthLink and CalMac services. For Commercial Vehicles, Northern Isles was the only region to record a decrease in volumes, with a month to month decline of -10%. Compared to baseline levels, Passenger and Car volumes in May were substantially reduced in all regions. Commercial Vehicles volumes were above baseline in only the Northern Isles.

Public Transport – Concessionary Bus

Bus Concessionary Travel over May has increased by 7% compared with April comparing the last weeks of each month. Baseline patronage levels across the country were at 53% of the equivalent period in 2019.

Bus Concessionary travel levels in Dundee and Glasgow remain closer to 2019 demand than in Edinburgh and Aberdeen. During week ending 30 May 2021, levels in Glasgow and Dundee were 66% and 65% of baseline respectively. Edinburgh travel was 55% of the equivalent period in 2019, while Aberdeen was at 54%.

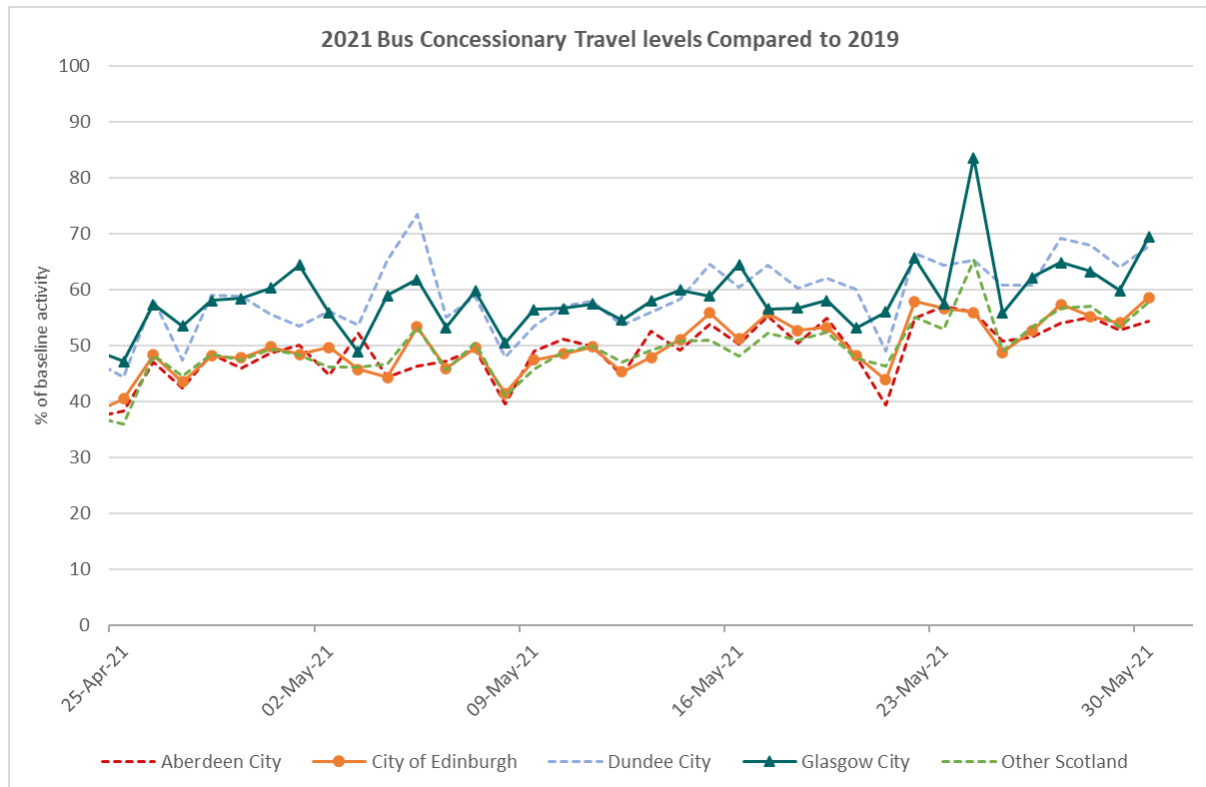


Figure 5 Bus Concessionary Travel

Source: ITSO Electronic Transactions Data (Excludes Manual Transactions)

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 – Major Train Stations

The footfall at major railways stations has seen a notable increase comparing the last week of May to the last week of April. Footfall at Edinburgh Waverley and Glasgow Central stations increased month on month by 47% and 20% respectively.

On average for the last week in May, footfall in both major train stations remained below baseline but observed a steady increase through the month, with Edinburgh Waverley at 59% and Glasgow Central at 35% of typical volumes. The rail activity in Glasgow was most likely less pronounced due to remaining in COVID-19 Protection Level 3 while the majority of other Local Authorities moved to reduced Protection Levels through May.

Similar to April, rail patronage did show signs of growth compared to prior months. Saturday 29 May saw the highest single day of footfall recorded at Edinburgh Waverley since the March 2020 baseline period (pre-COVID), coinciding with the bank holiday weekend.

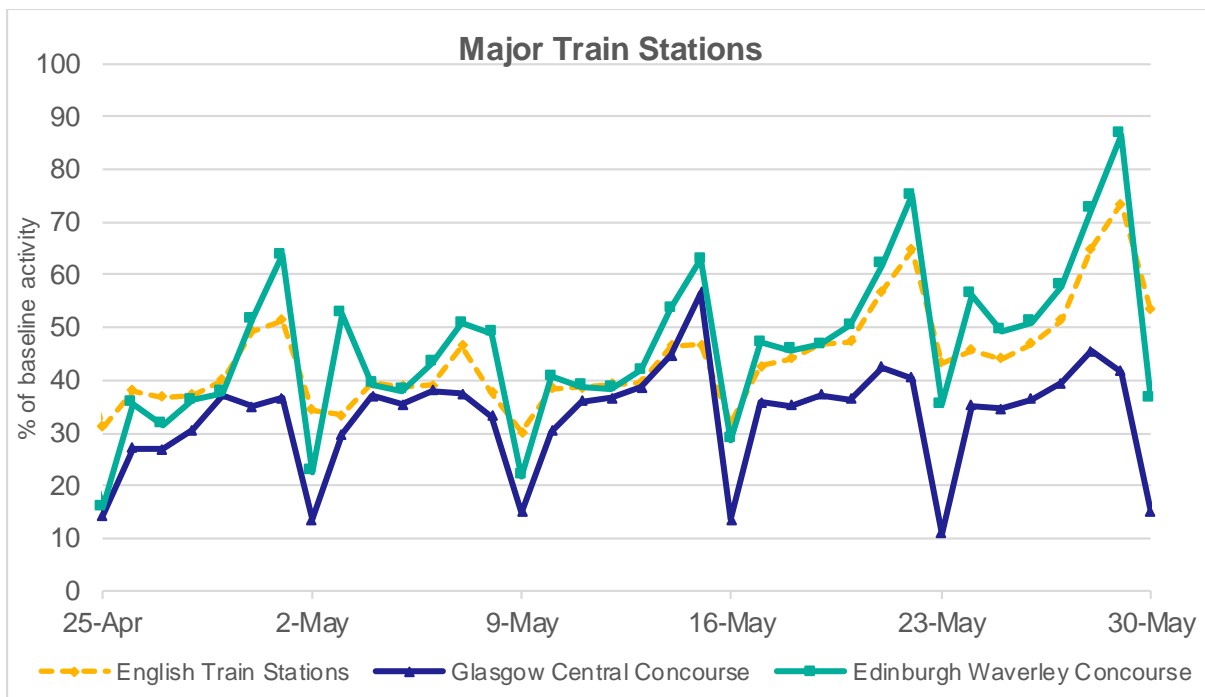


Figure 6 Major Train Stations

Source: Network Rail

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

Patronage on Edinburgh Trams observed notable growth in May compared with April for the last week of month, with growth of 48%, while Glasgow Subway showed largely no change, recording a monthly decrease of 1%. The minimal change for Glasgow Subway may have been due to remaining in COVID-19 Protection Level 3 in May.

Patronage on both services remained significantly below the equivalent 2020 period. However, steady patronage growth was observed through the month on Edinburgh Trams, with volumes at 24% of typical levels as an average for the last week in May. This was the highest weekly average recorded since September 2020.

Glasgow Subway recorded a peak in patronage activity on Saturday 15 May, likely attributed to the Scottish Premiership football trophy parade.

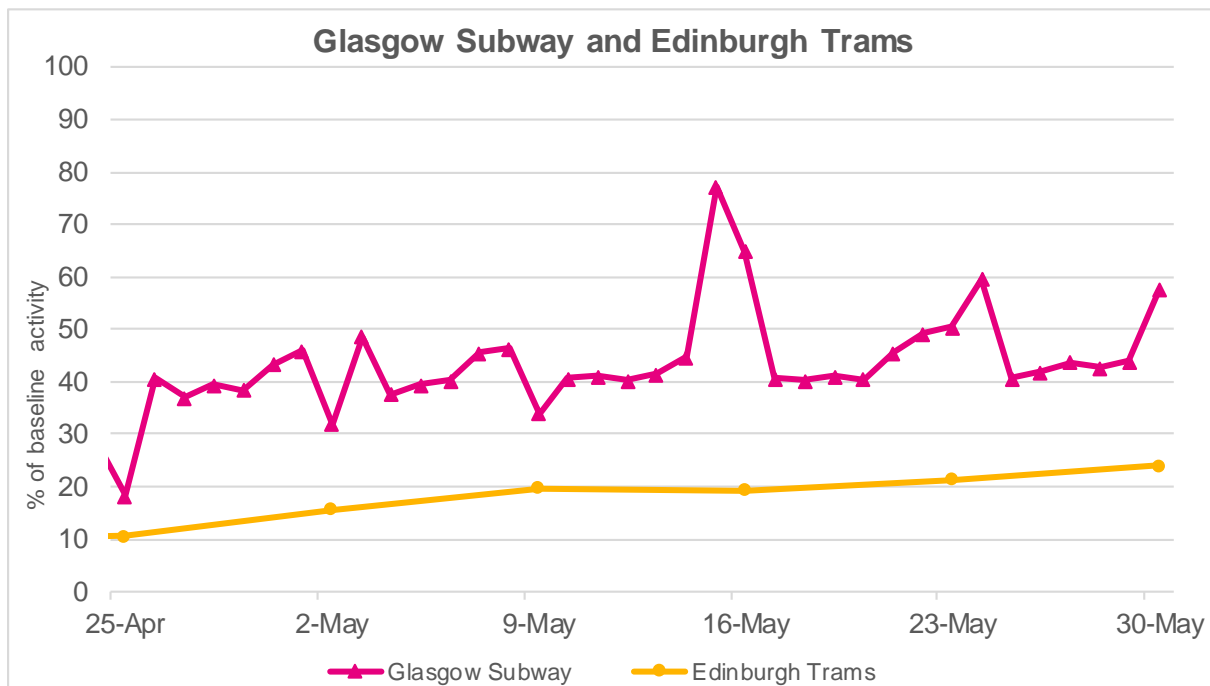


Figure 7 Glasgow Subway and Edinburgh Trams
 Source: SPT and Edinburgh Trams
 Baseline: Index 100 = Equivalent Period in 2020

Public Transport – Ferries Calmac (Monthly Change)

In the period from week ending 30 April (24 April to 30 April) to week ending 28 May (22 May to 28 May), CalMac Passenger and Car volumes significantly increased in all regions. In both cases the increases observed in ‘Argyll and Lochaber’ and ‘Outer Hebrides’ were much more pronounced than in ‘Firth of Clyde’. The observed growth is likely associated with seasonal increases in holiday travel, the easing of restrictions, and possibly influenced by continued limitations on international travel.

Commercial Vehicles volumes also increased in all areas, with modest monthly growth in in ‘Outer Hebrides’ (1%) and ‘Argyll and Lochaber’ (7%), but a much more significant increase in ‘Firth of Clyde’ (28%), the reverse of observed changes in Passenger and Car volumes.

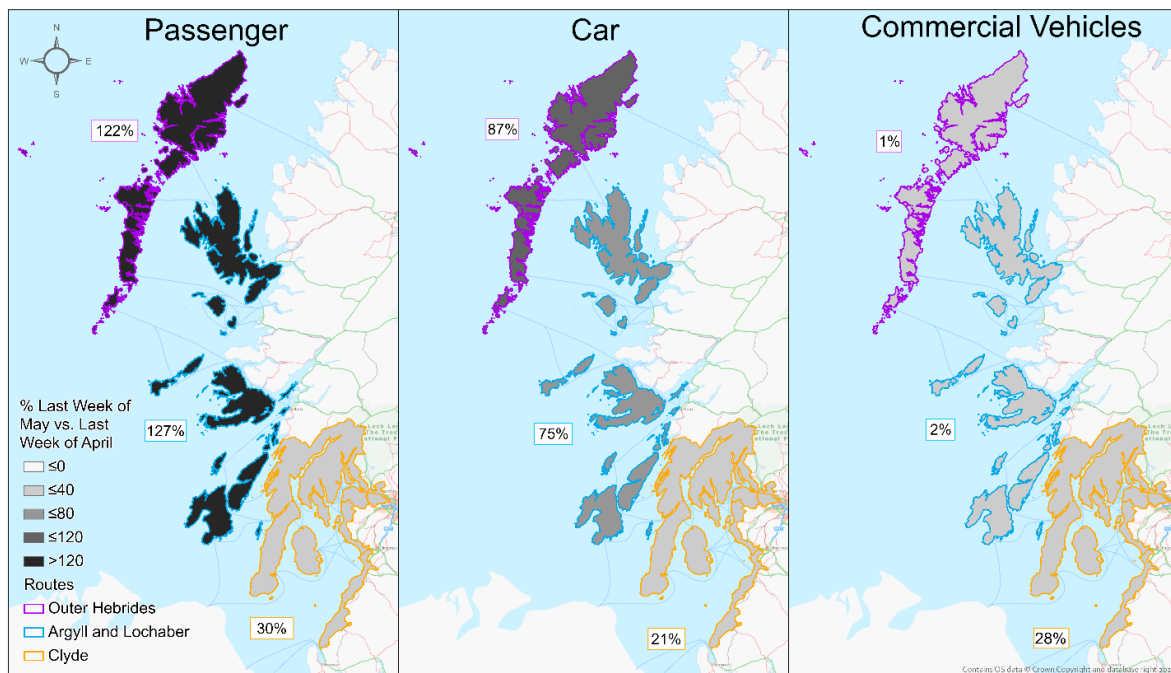


Figure 8 Calmac Ferries Monthly Change Comparison

Source: Calmac

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)

In week ending 28 May, CalMac Passenger, Car and Commercial Vehicle volumes in all regions remained considerably below levels recorded in the equivalent week in 2019. The reduced volumes for Commercial Vehicles remain slightly less pronounced than for Passenger and Car.

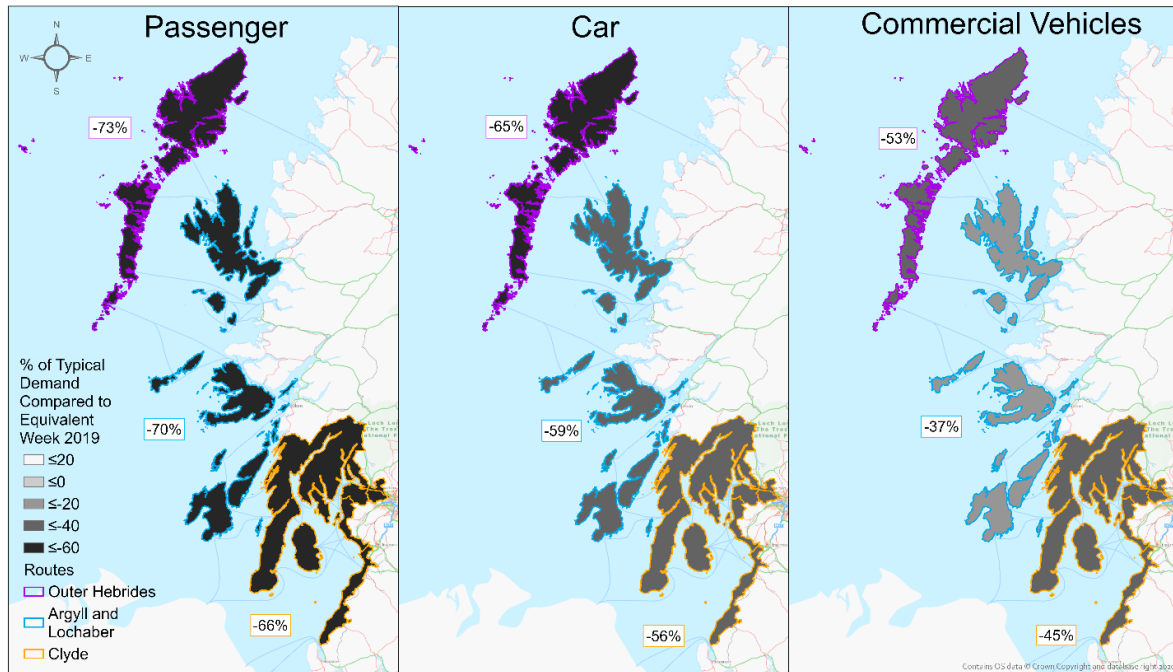


Figure 9 Calmac Ferries Change from Baseline

Source: Calmac

Baseline: Index 100 = Equivalent Period in 2019 (Estimated from Partial Data)

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)

NorthLink Passenger and Car volumes significantly increased in the period from week ending 30 April (24 April to 30 April) to week ending 28 May (22 May to 28 May), recording growth of 115% and 123% respectively. However, Commercial Vehicles volumes decreased, with a decline of -10% over this period.

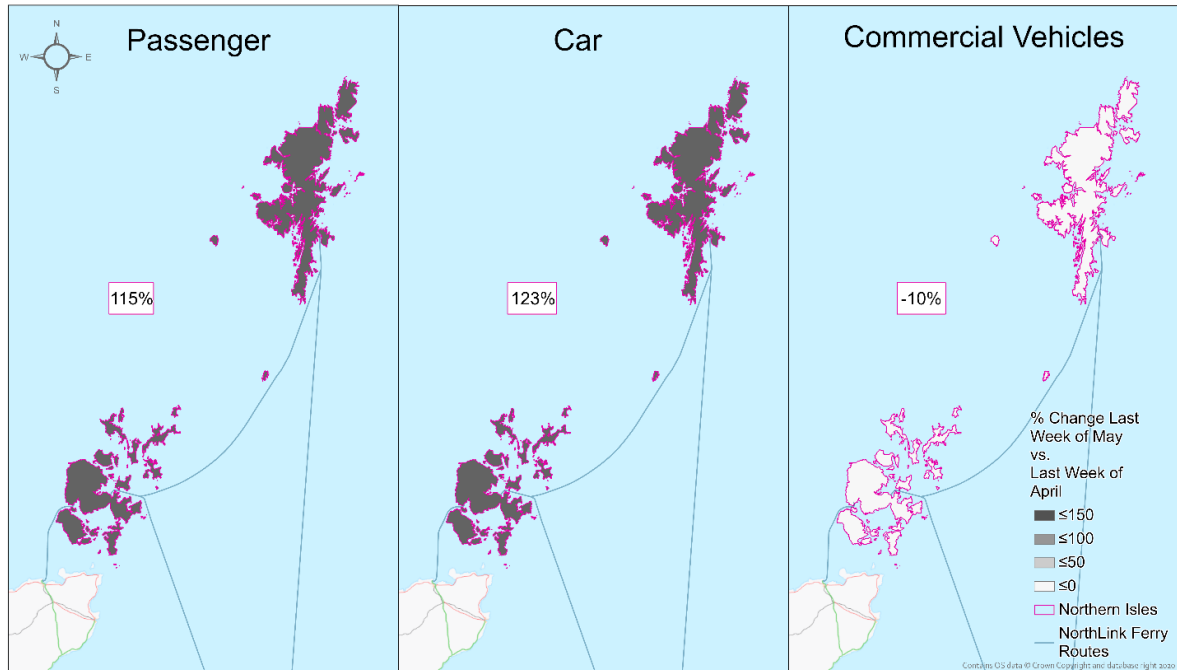


Figure 10 Ferries Northlink Monthly Change

Source: Northlink

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)

In week ending 28 May, Passenger and Car volumes on NorthLink ferries in the Northern Isles remained below levels recorded in the equivalent week in 2019, with declines of -47% and -30% respectively, while Commercial Vehicles volumes recorded modest growth of 6%.

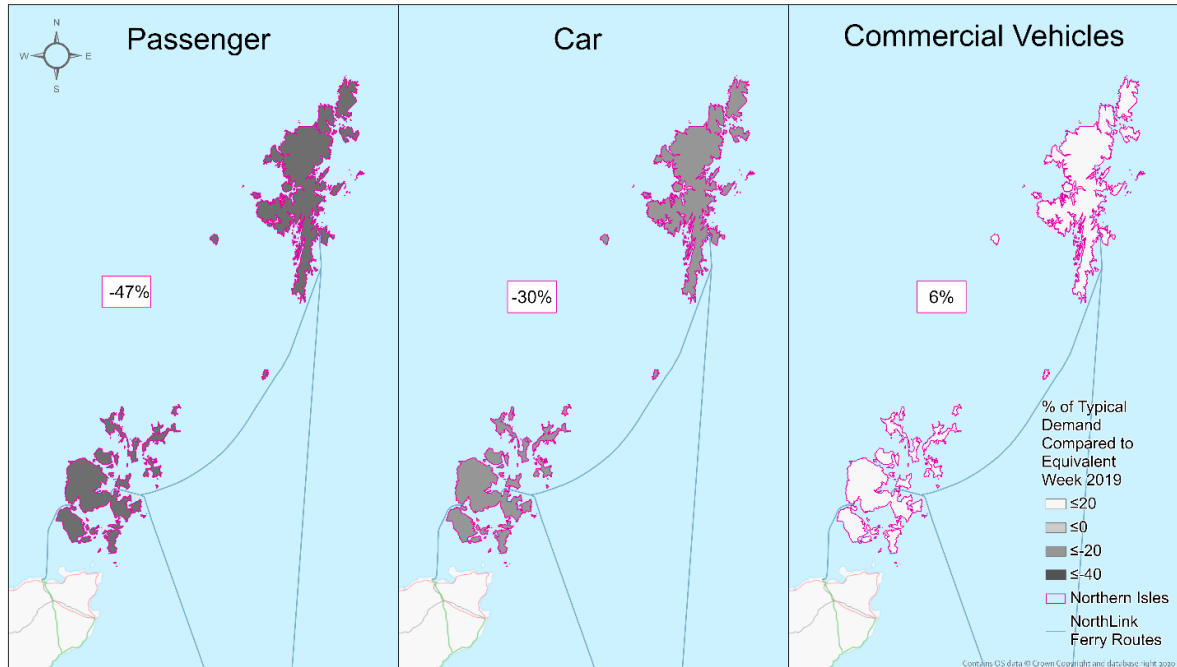


Figure 11 Northlink Change from Baseline

Source: Northlink

Baseline: Equivalent Period in 2019

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

Note: The Monthly Change Compares the average daily value for the whole of April (5 April to 2 May) with the whole of May (24 to 30 May)

Road Traffic Summary

Mode of Travel	City Local Authorities Percentage Change	Rest of Scotland Local Authority Average Percentage Change
Road Traffic (Car + Mcl)	Up by 11%	Up by 13%
Road Traffic (LGV + HGV)	Up by 45%	Up by 36%

Table 3 Trunk Road Traffic Monthly Change

Notes: City Local Authorities include Glasgow, Edinburgh, Aberdeen and Dundee. Small traffic counter sample size for Glasgow.

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

Traffic Movement	Percentage Change
Cross-Border Trunk Road	Up by 28%

Table 4 Cross Border Road Traffic Monthly Change

Cross Border Traffic Summary (Trunk Roads)

April cross-border traffic levels increased month on month by 28%, in line with the national average trunk road increase. Overall cross-border levels remain below the equivalent period in 2019, with HGV volumes being closer to or exceeding baseline levels. Car cross-border traffic saw a significant increase towards the end of May, likely related to easing of restrictions, with most of Scotland moving to reduced Protection Levels.

Trunk Road Traffic Summary

With the exception of a limited number of sites, traffic levels across Scotland recorded over the month of May have increased compared to April. Rural areas saw a more pronounced increase in traffic compared to urban areas. Overall, urban traffic volumes remain lower than the baseline period (first two weeks of March 2020), however, some rural and outdoor recreational areas are seeing an increase compared to the baseline period.

Road Traffic – Cross-Border Trunk Road Traffic

Cross-border traffic during the month of May was 28% higher than in April. Traffic also increased compared to the equivalent 2019 period, with volumes at 93% of baseline levels on average in May. This was 20 percentage points higher than the volumes compared to baseline recorded in April.

An increase in Car cross-border traffic was recorded over the last week of May, likely related to easing of COVID-19 restrictions for most of Scotland, combined with the spring bank holiday weekend.

HGV cross-border traffic levels experienced a decline over the spring bank holiday weekend. A spike in HGV travel in 2021 compared to 2019 was seen in mid-April. This is due to the equivalent date in 2019 before the spring bank holiday weekend, which saw lower traffic levels than usual.

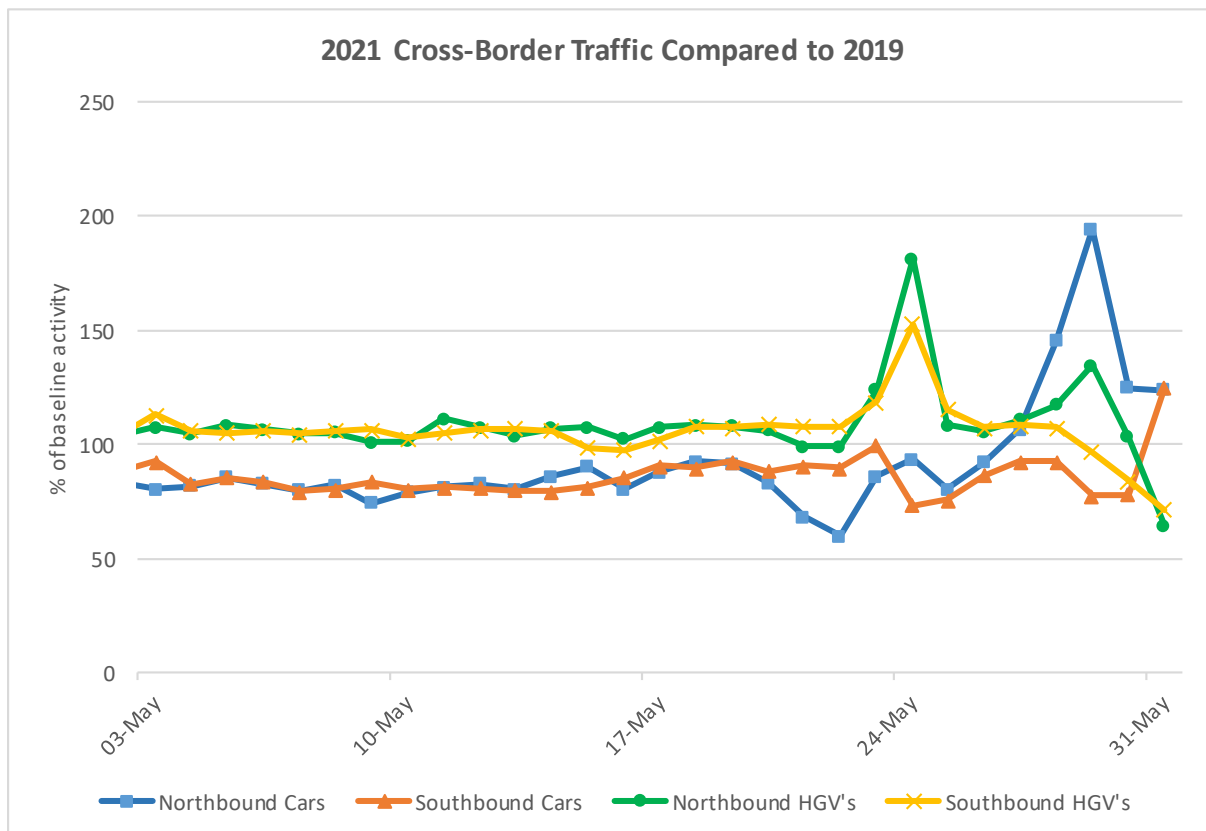


Figure 12 Cross-Border Trunk Road Traffic

Source: Road Counters

Baseline: Index 100 = Equivalent Period in 2019

Data 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 Burren; A68 Carter Bar; A7 South of Cannonbie; and M6 South of Gretna (northbound and southbound).

Road Traffic – Country-Wide Traffic (Monthly Change)

The month of May saw increases at most trunk road count sites compared to April in both urban and rural areas. Increases in rural areas were particularly notable, with significant growth evident on the A82 around Tyndrum and Glencoe, the A87 through Skye, and the A9 near Cairngorms National Park. Traffic increases in the vicinity of (and on corridors serving) national parks and popular walking areas are likely driven by the easing of restrictions on the 17 May.

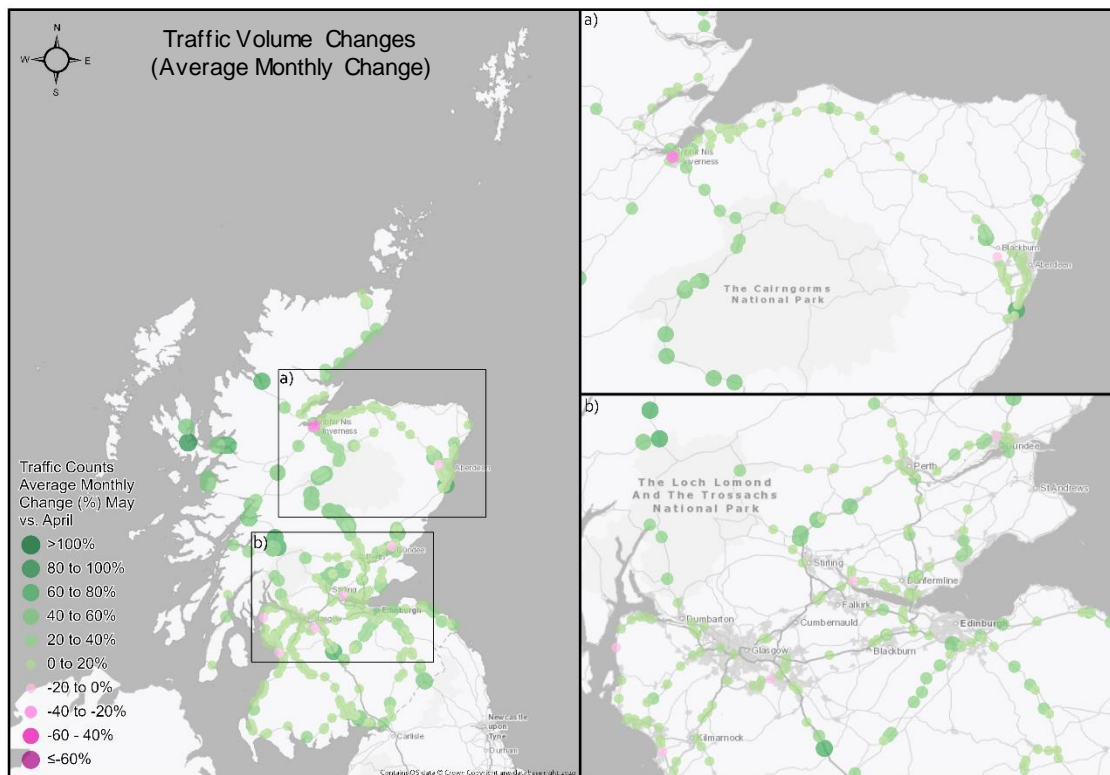


Figure 13 Country-Wide Traffic Monthly Change

Source: Road Counters

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)

Over the month of May, the majority of urban count sites recorded lower traffic volumes than observed in the baseline period (first two weeks of March 2020). This was particularly evident in the cities – Glasgow, Edinburgh, Aberdeen, Dundee and Inverness. However, there was a clear increase in traffic in rural areas, particularly in the vicinity of national parks and outdoor recreational areas.

Notable trunk road corridors and areas with consistent increases compared to baseline levels were Argyll and Bute, the A82 near Tyndrum and Glencoe, the A87 through Isle of Skye, and the A74 in Dumfries and Galloway.

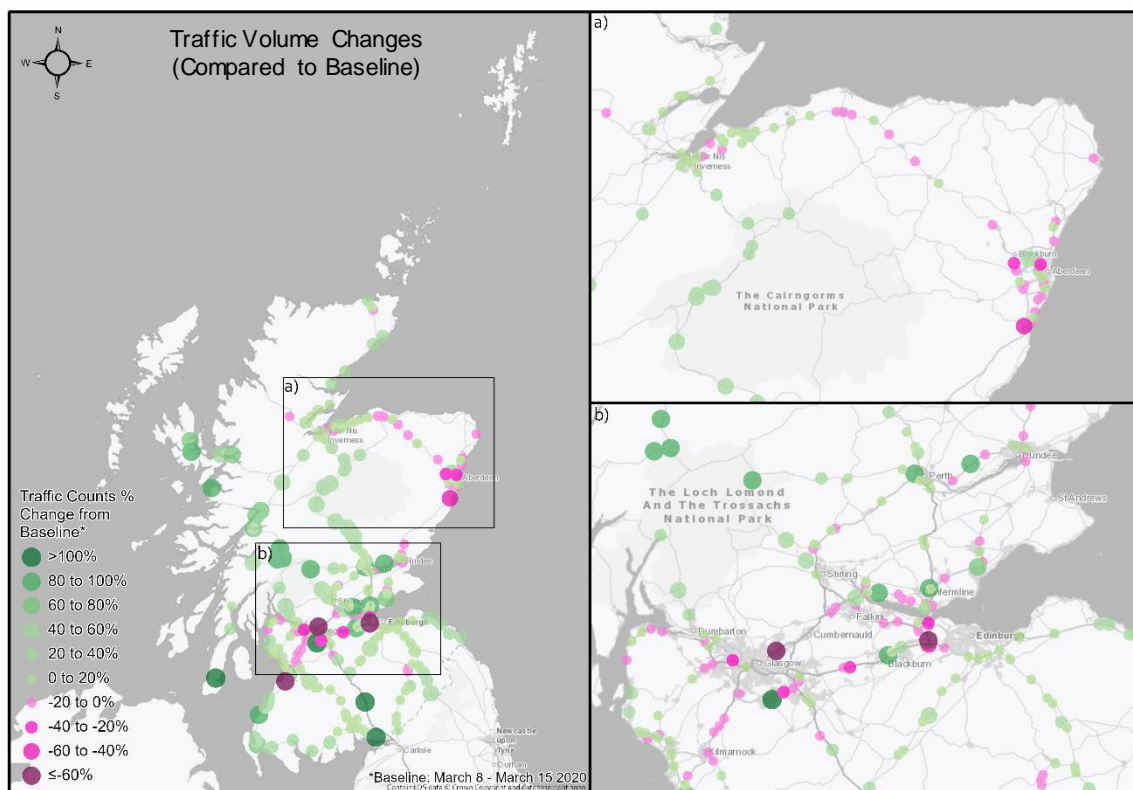


Figure 14 Country-Wide Traffic Compared to Baseline

Source: Road Counters

Baseline: 2 March to 15 March 2020

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

Road Traffic – Urban Rural Trunk Road Traffic

On average in May, all categories across the Urban Rural 6-Fold Classification (representing selected sites) saw an increase in the number of vehicles recorded compared to April.

Similar to the previous month, monthly traffic increases in rural areas were more pronounced than urban areas. The highest monthly increase in traffic was recorded in 'Remote Rural' areas, with an increase of 29%, followed by a 25% increase for 'Remote Small Towns'. All other areas, including urban and accessible, recorded increases ranging between 13% and 16%, which were lower than the national average of 17%.

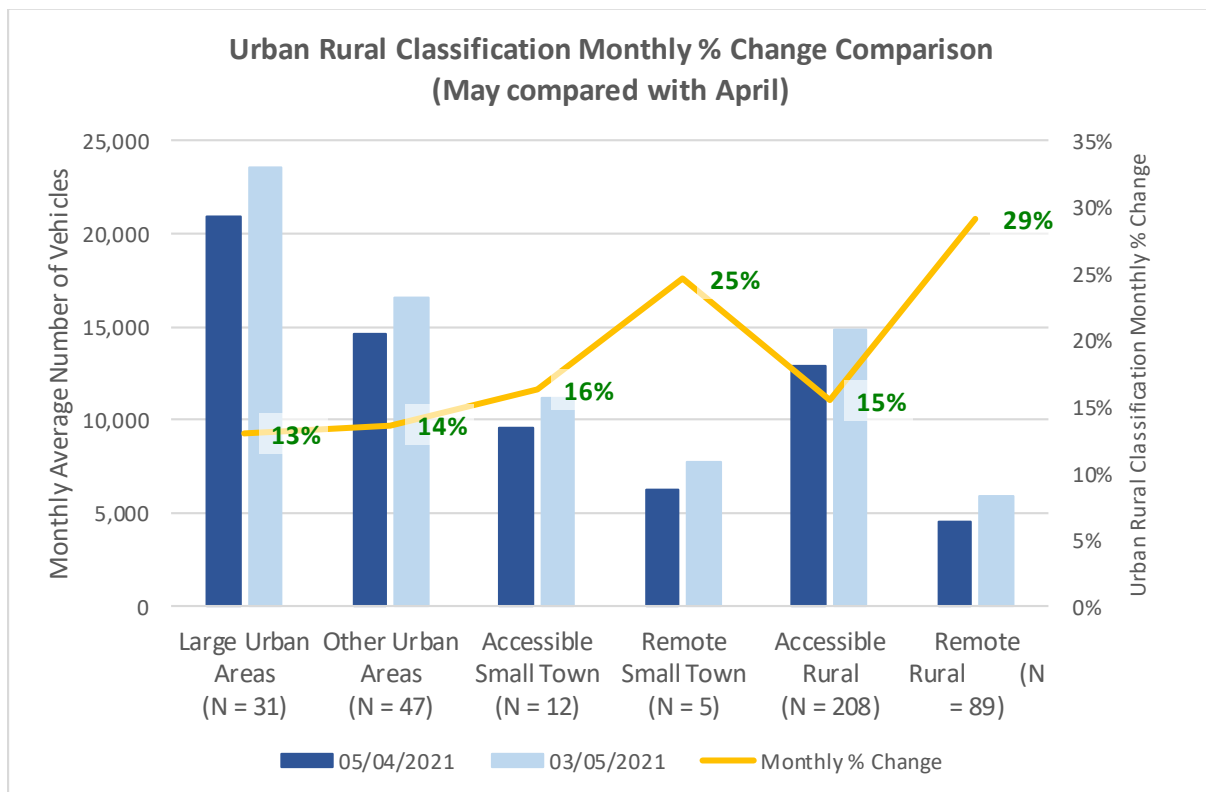


Figure 15 Urban Rural Trunk Road Traffic

Source: Road Counters

Data Note: Average number of trips are calculated as per counter values for each category.

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

From the Local Authority sample data assessed, local road traffic volumes in May varied across the country compared to April. Glasgow and Stirling recorded 10 and 8 percentage point increases respectively in terms of percentage change in volumes compared to baseline.

The local traffic data in Glasgow and Stirling observed a similar growth trend compared to volumes on the trunk road network in the vicinity of those areas.

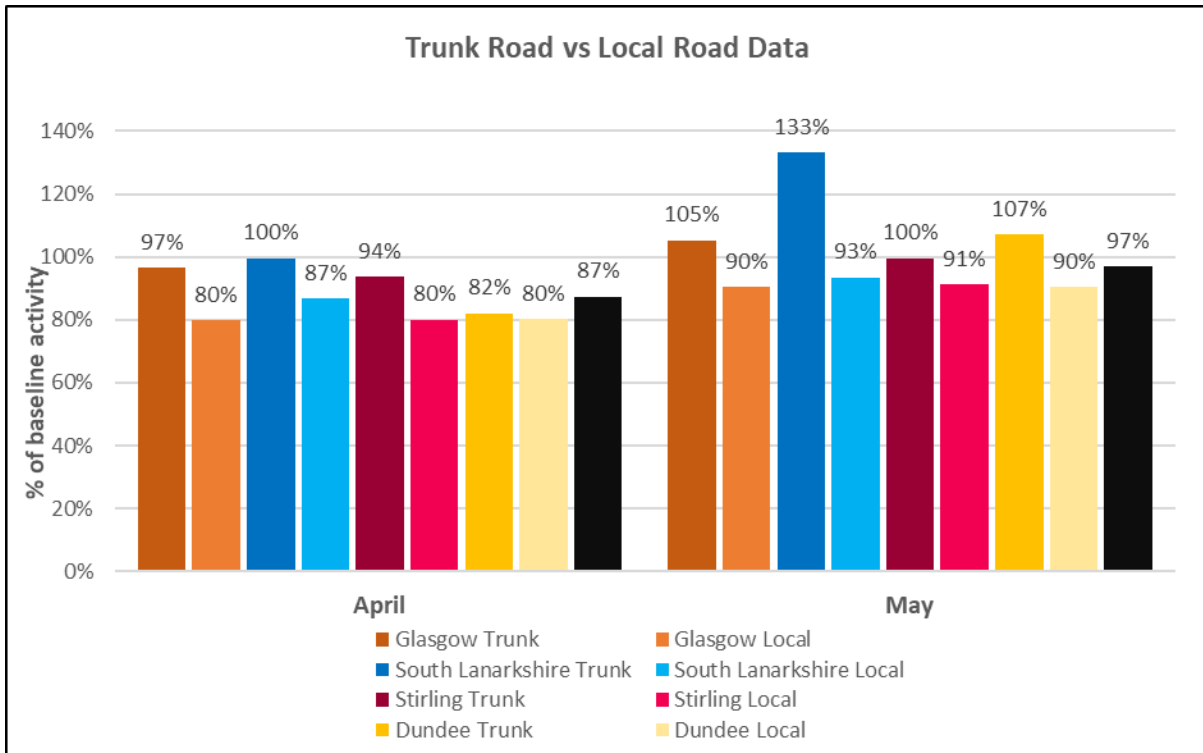


Figure 16 Local and Trunk Road Traffic Data (May 2021 and April 2021)

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

Data Note: Incomplete monthly local road traffic data for Dundee. The average of the local road traffic has been derived based on the data available for May.

Road Traffic – Local Road Traffic (Baseline Comparison)

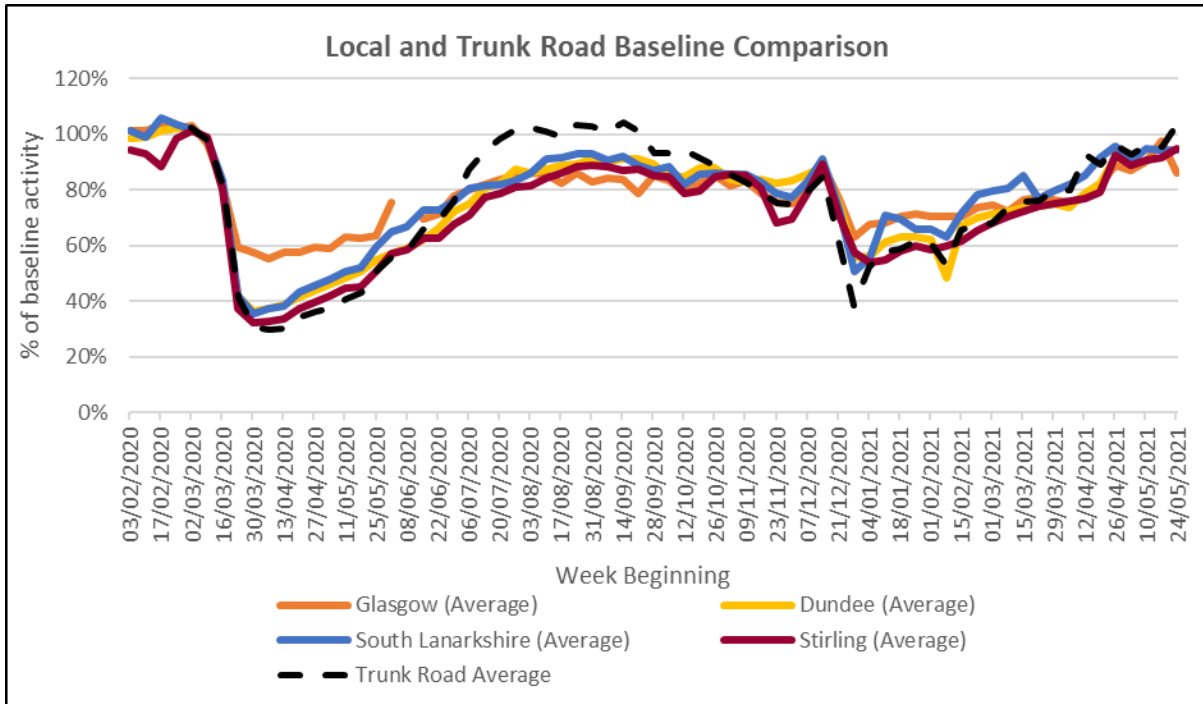


Figure 17 Local Road Traffic Data (Feb 2020 to April 2021)
 Source: Glasgow Council Local Authority, Dundee Council Local Authority, South Lanarkshire Council Local Authority, Stirling Council Local Authority, Road Counters
 Baseline: Index 100 = Fortnight beginning March 2, 2020

Google Trends Monthly Change

Notes: Monthly Change compares the whole of April with the whole of May.
 Latest full week of available data for Google movements trends: Week ending 30 May.

Google Trends Summary

Mode	City Local Authorities (LA) % Change	Rest of Scotland LA Average % Change
Grocery & Pharmacy	Up by 4%	Up by 5%
Retail & Recreation	Up by 16%	Up by 18%
Parks	Down by 14%	Up by 11%
Workplace	Up by 8%	Up by 8%
Overall Mobility	Up by 4%	Up by 10%

Table 5 Google Mobility Data Monthly Change

Note: City Local Authorities (LAs) include Glasgow, Edinburgh, Aberdeen and Dundee.
 Rest of Scotland Local Authorities includes all regions except the four City Local Authorities.

Grocery and Pharmacy

Grocery and Pharmacy movements increased in all Local Authorities in May compared to April, with the exception of East Dunbartonshire (-2%) and Clackmannanshire (no change). The majority of Local Authorities also recorded growth compared to the February 2020 baseline period, with only modest declines recorded in some areas.

Retail and Recreation

Month on month Retail and Recreation movements increased significantly in all regions, likely reflecting the easing of travel restrictions. Despite the observed monthly growth, volumes remained below baseline levels in the majority of Local Authorities.

Parks

Parks movements in May varied significantly between Local Authorities compared with April. All city regions saw declines, and reduced volumes were recorded in many non-city regions. However, some areas saw substantial growth, likely influenced by the easing of restrictions and improved weather conditions. May volumes were above baseline in all areas and growth was particularly notable for popular holiday destinations and more rural outdoor areas, potentially linked to the easing of restrictions.

Workplace

Workplace movements increased in all regions in May compared to the previous month, ranging between 5% and 14%. However, volumes remain significantly below baseline levels in all Local Authorities and were generally slightly greater in city regions.

Google Trends – Grocery and Pharmacy

Grocery and Pharmacy movements increased in almost all areas on average in May compared to the previous month. The only Local Authority to see a decline was East Dunbartonshire (-2%), while movements in Clackmannanshire were unchanged month on month. Aberdeen saw the highest growth of all city regions (8%), while the lowest growth was recorded in Edinburgh and Glasgow (3%). Where growth occurred in non-city regions, this ranged from 1% (East Ayrshire) to 17% (Highland).

Compared to the February 2020 baseline period, movements in the city regions of Edinburgh and Glasgow declined by -3%, while Aberdeen and Dundee saw growth of 6% and 3% respectively. Movements varied across non-city regions compared to baseline. Falkirk was the only area to see a decline (-4%) and no change was recorded for Moray. The largest growth was recorded in Midlothian (19%), North Ayrshire (20%), Dumfries and Galloway (20%), and Renfrewshire (28%).

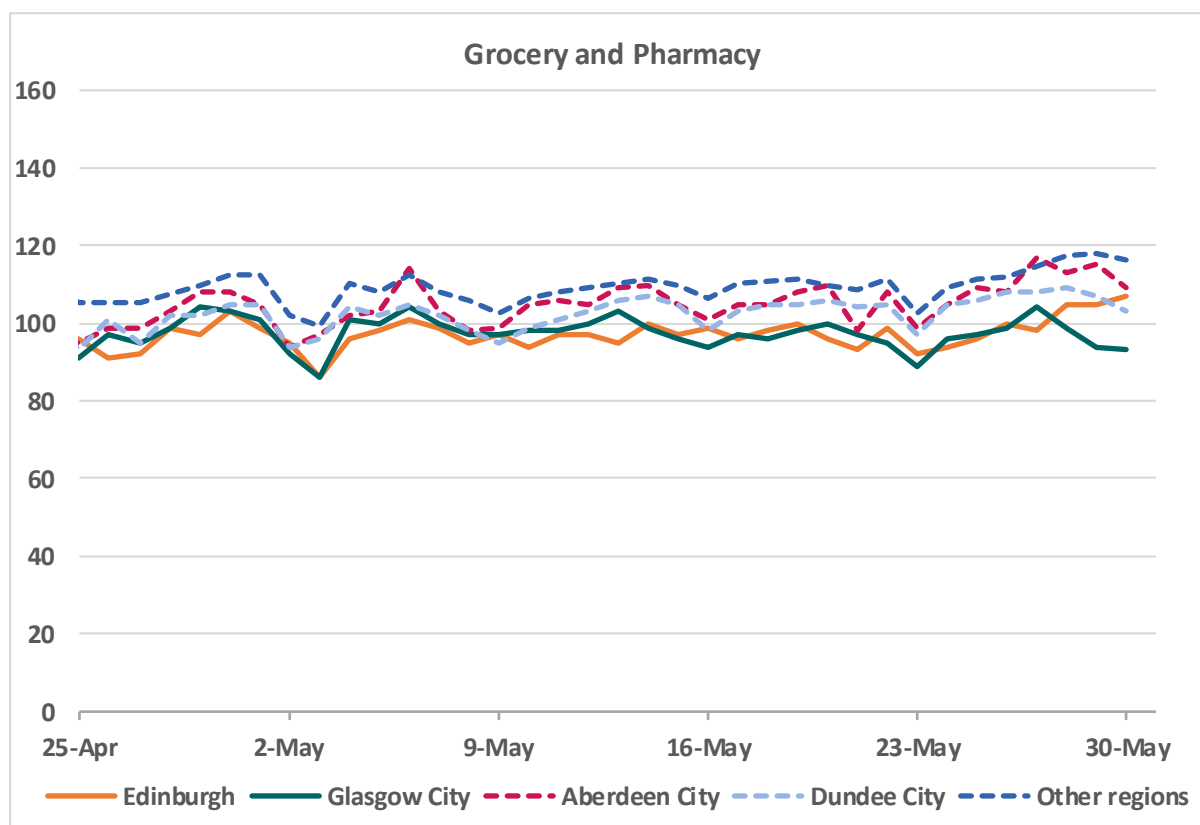


Figure 18 Grocery and Pharmacy against Pre-Pandemic

Source Google Community Mobility report 1 June 2021

Latest available data: Week Ending 30 May 2021

Baseline: Index 100 = February 2020

Data 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 and Pharmacy Map

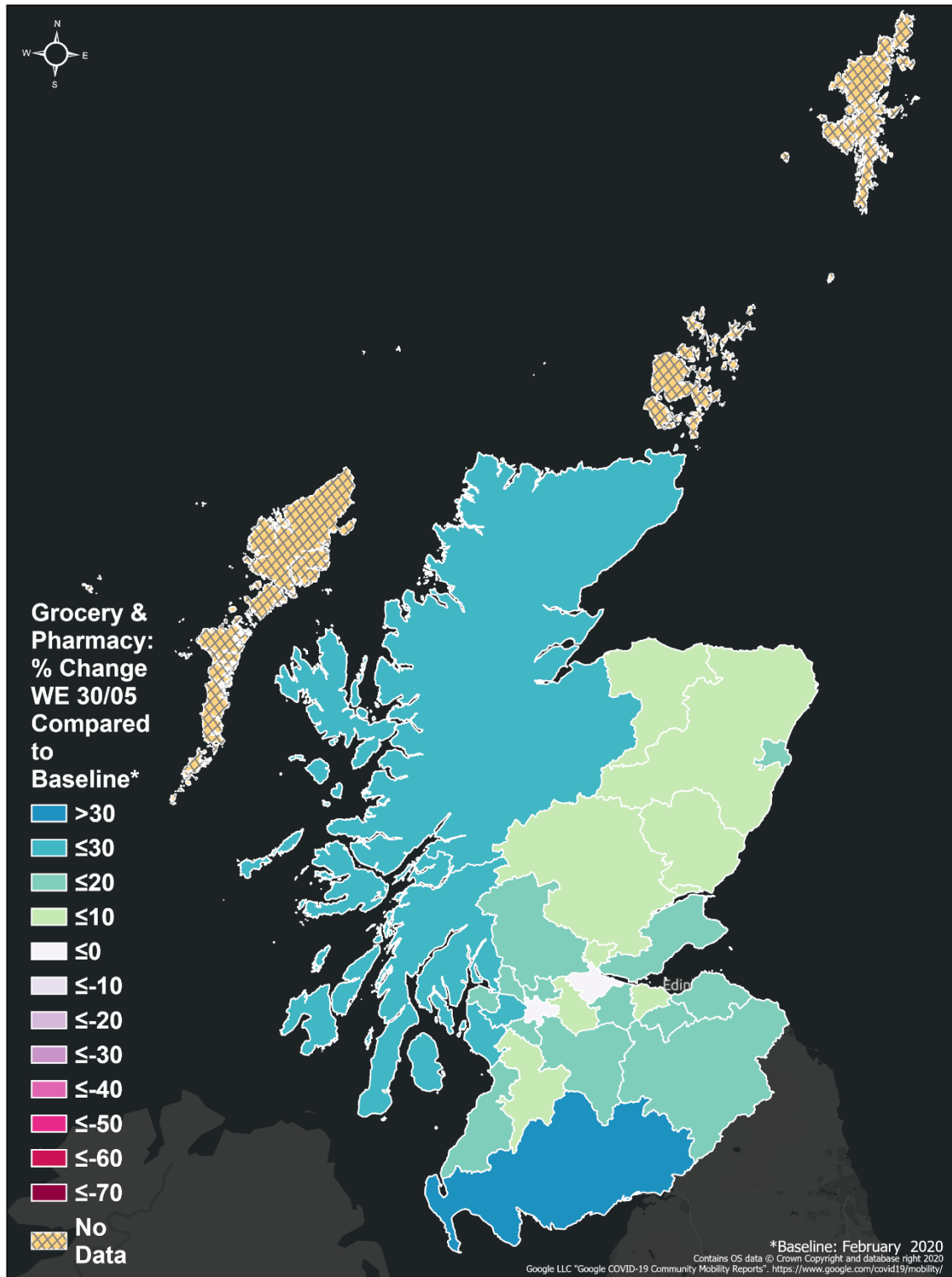


Figure 19 Grocery and Pharmacy Map
Source Google Community Mobility report 1 June 2021
Baseline: Index 100 = February 2020
Data Note: Data not available for Na h-Eileanan Siar, Orkney Islands and Shetland Islands.

Google Trends – Retail and Recreation

On average in May, Retail and Recreation activity increased significantly in all regions compared to April, with similar average growth in city and non-city regions. Recorded growth ranged from 13% in West Dunbartonshire, East Ayrshire and Glasgow to 33% in Highland and Argyll and Bute. This likely reflects the easing of travel restrictions.

Despite the observed month on month growth, activity remained down in the majority of areas compared to baseline. Volumes were down more significantly in city regions, ranging from -21% in Dundee to -39% in Edinburgh. The largest decline in non-city regions was -19%, recorded in West Lothian. The only area where volumes were higher than baseline was Argyll and Bute, with growth of 8%, although non-city regions moved above baseline on average at the end of the month over the spring bank holiday weekend.

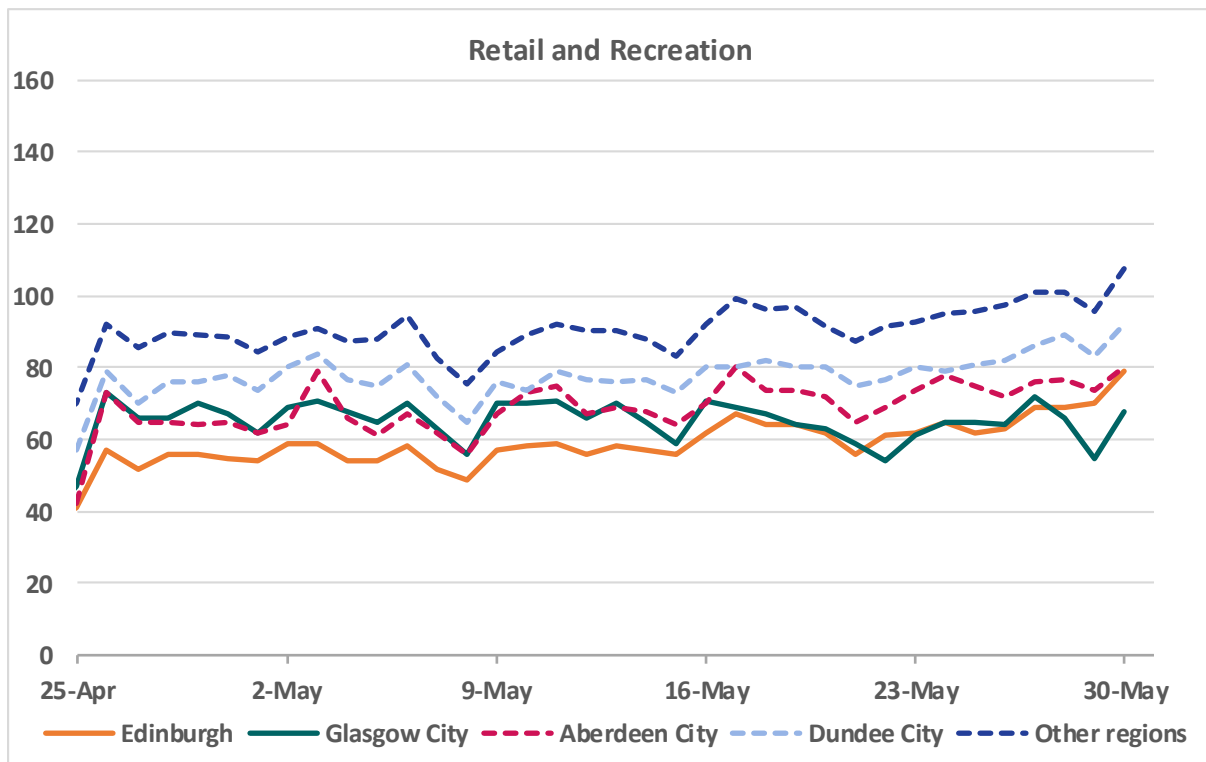


Figure 20 Retail and Recreation against Pre-Pandemic
 Source Google Community Mobility report 1 June 2021
 Latest available data: Week Ending 30 May 2021
 Baseline: Index 100 = February 2020
 Data Note: Values have been calculated using a weighted population factor for Local Authorities. Other regions refers to all Scotland LAs (where data is available) excluding Edinburgh, Glasgow, Aberdeen and Dundee.

Google Trends – Retail and Recreation Map

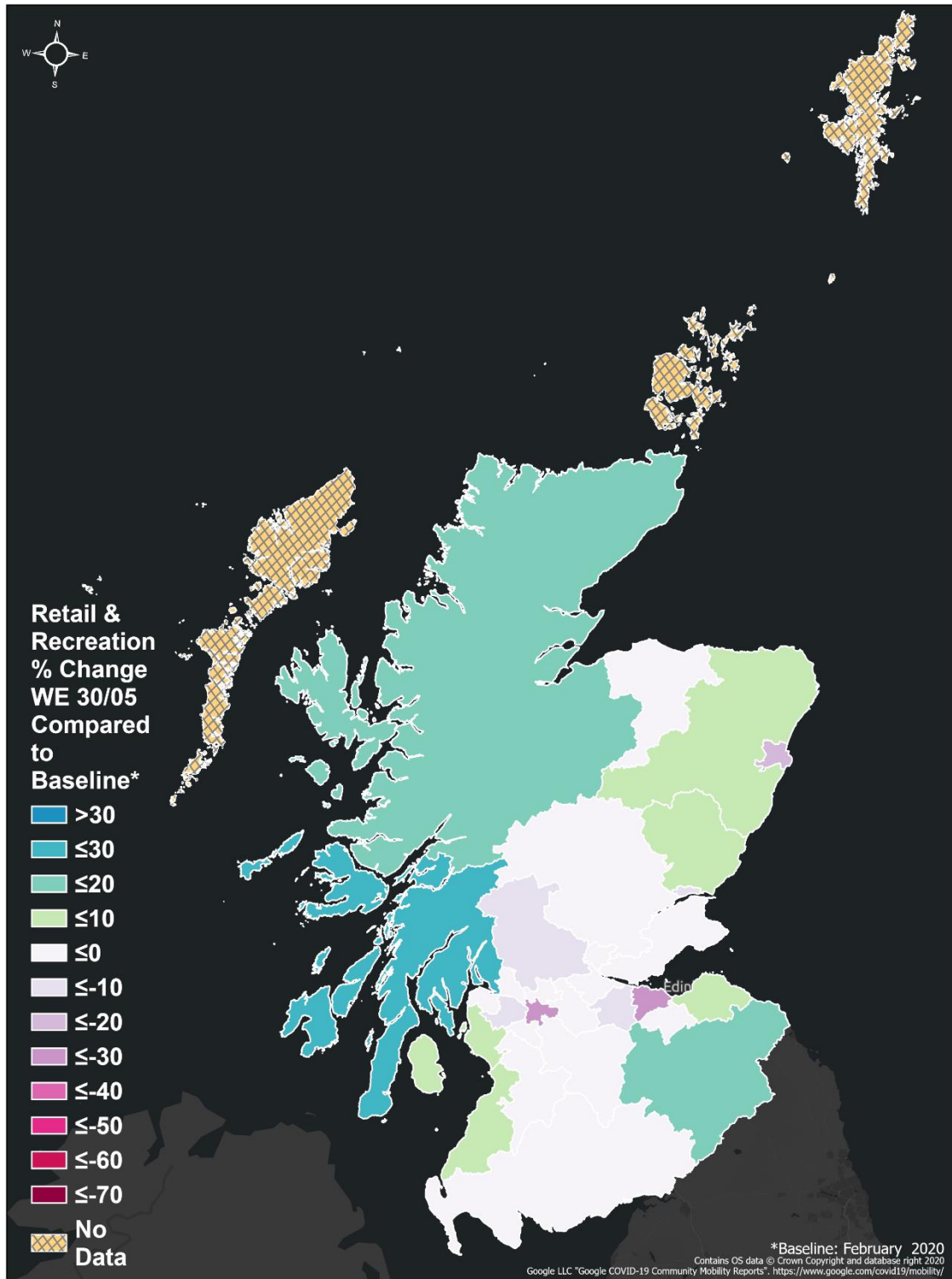


Figure 21 Retail and Recreation Map
Source Google Community Mobility report 1 June 2021
Baseline: Index 100 = February 2020
Data note: Data not available for Na h-Eileanan Siar, Orkney Islands and Shetland Islands.

Google Trends – Parks

There were significant data gaps for Parks movements over the month of May, with no data recorded for several non-city regions. Where data is available, it shows significant regional variation. All city regions recorded month on month declines, with similar reductions in Aberdeen (-11%), Glasgow (-13%) and Edinburgh (-18%) respectively. The decline in Dundee was less pronounced, at -4%. Several non-city regions saw reduced movements, the most significant being South Lanarkshire (-23%). West Lothian and Stirling saw modest growth of 2% and 5% respectively, while increases in other areas were more significant, ranging from 16% (Perth and Kinross) to 86% (Highland). After Highland, the highest growth was recorded in Argyll and Bute (45%), Dumfries and Galloway (31%) and South Ayrshire (31%). Observed growth is likely associated with the easing of restrictions and improved weather conditions, with these region popular holiday destinations and more rural outdoor areas.

Parks activity was above baseline in all areas, ranging between 4% (West Lothian) and 126% (Highland).

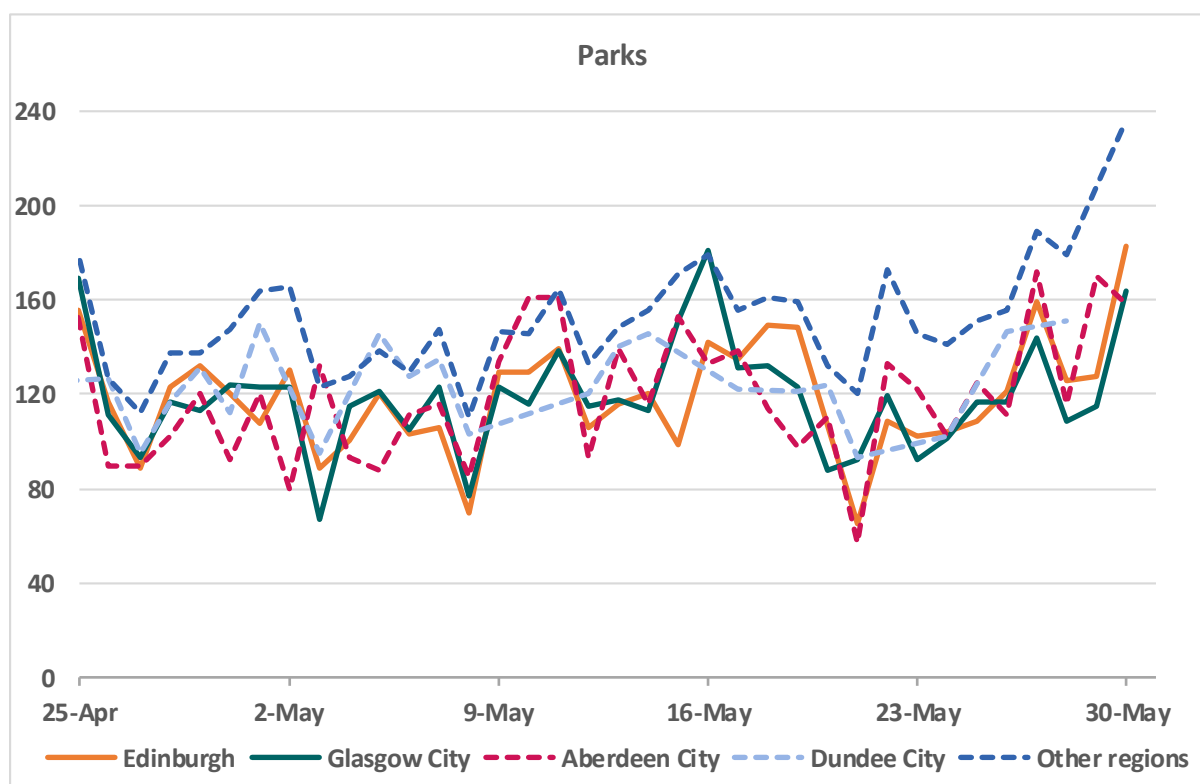


Figure 22 Parks against Pre-Pandemic

Source Google Community Mobility report 1 June 2021

Latest available data: Week Ending 30 May 2021

Baseline: Index 100 = February 2020

Data 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 Map

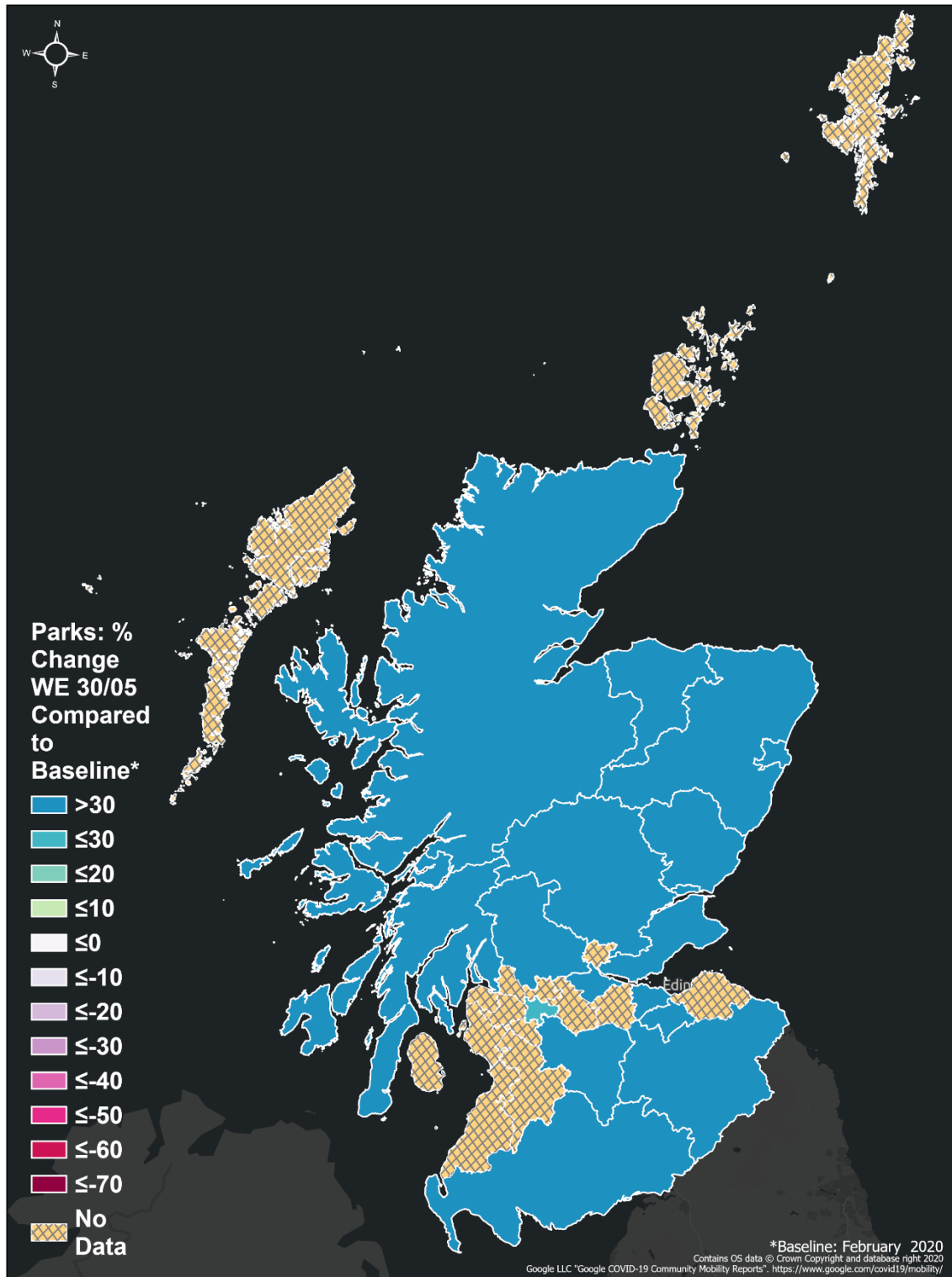


Figure 23 Parks Map

Source Google Community Mobility report 1 June 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 – Workplace

Workplace movements in May increased in all regions compared to April, with similar growth recorded across the country. Growth ranged between 5% in Moray and 14% in Argyll and Bute.

Despite the month on month growth recorded, Workplace movements remained significantly below baseline levels in all regions. Declines were generally slightly greater in city regions, ranging between -29% in Dundee and -41% in Edinburgh. In non-city regions, values ranged from -17% in Dumfries and Galloway to -31% in Stirling and East Dunbartonshire.

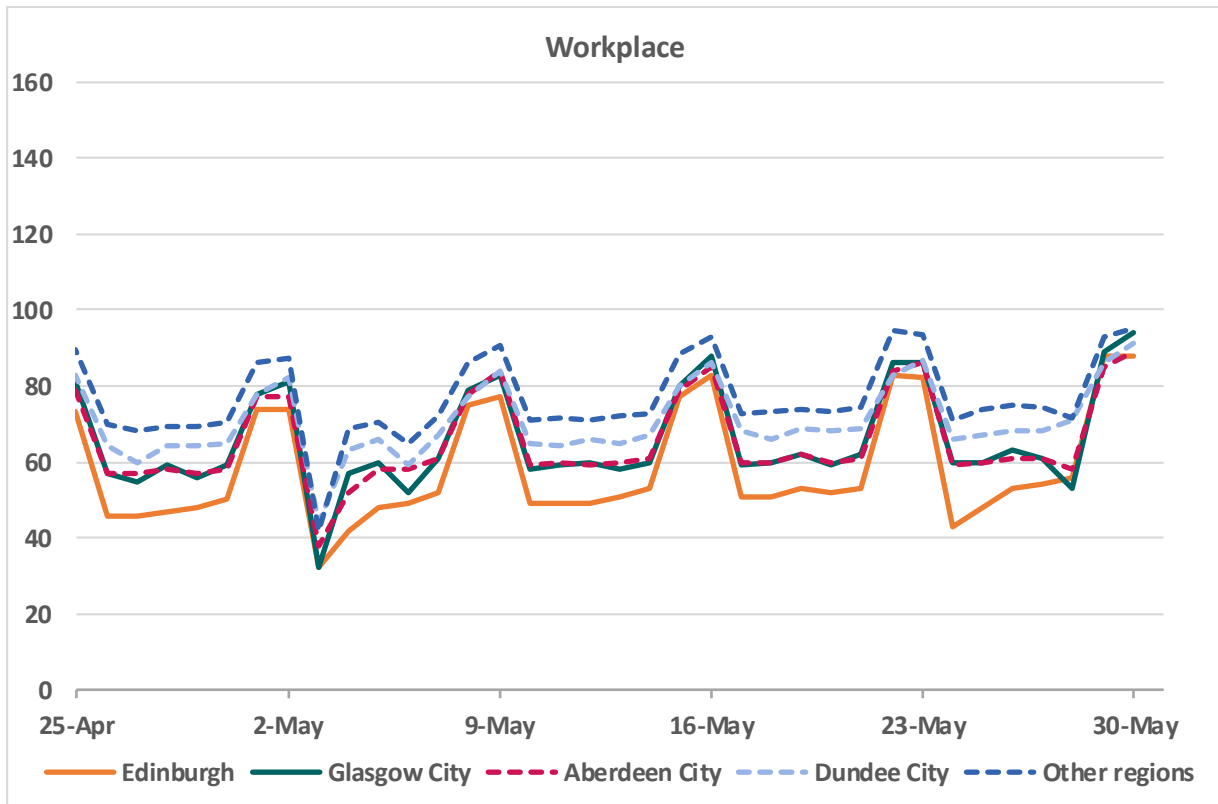


Figure 24 Workplace against Pre-Pandemic
 Source Google Community Mobility report 1 June 2021
 Latest available data: Week Ending 30 May 2021
 Baseline: Index 100 = February 2020
 Data Note: Values have been calculated using a weighted population factor for Local Authorities. Other regions refers to all Scotland LAs (where data is available) excluding Edinburgh, Glasgow, Aberdeen and Dundee.

Google Trends – Workplace Map

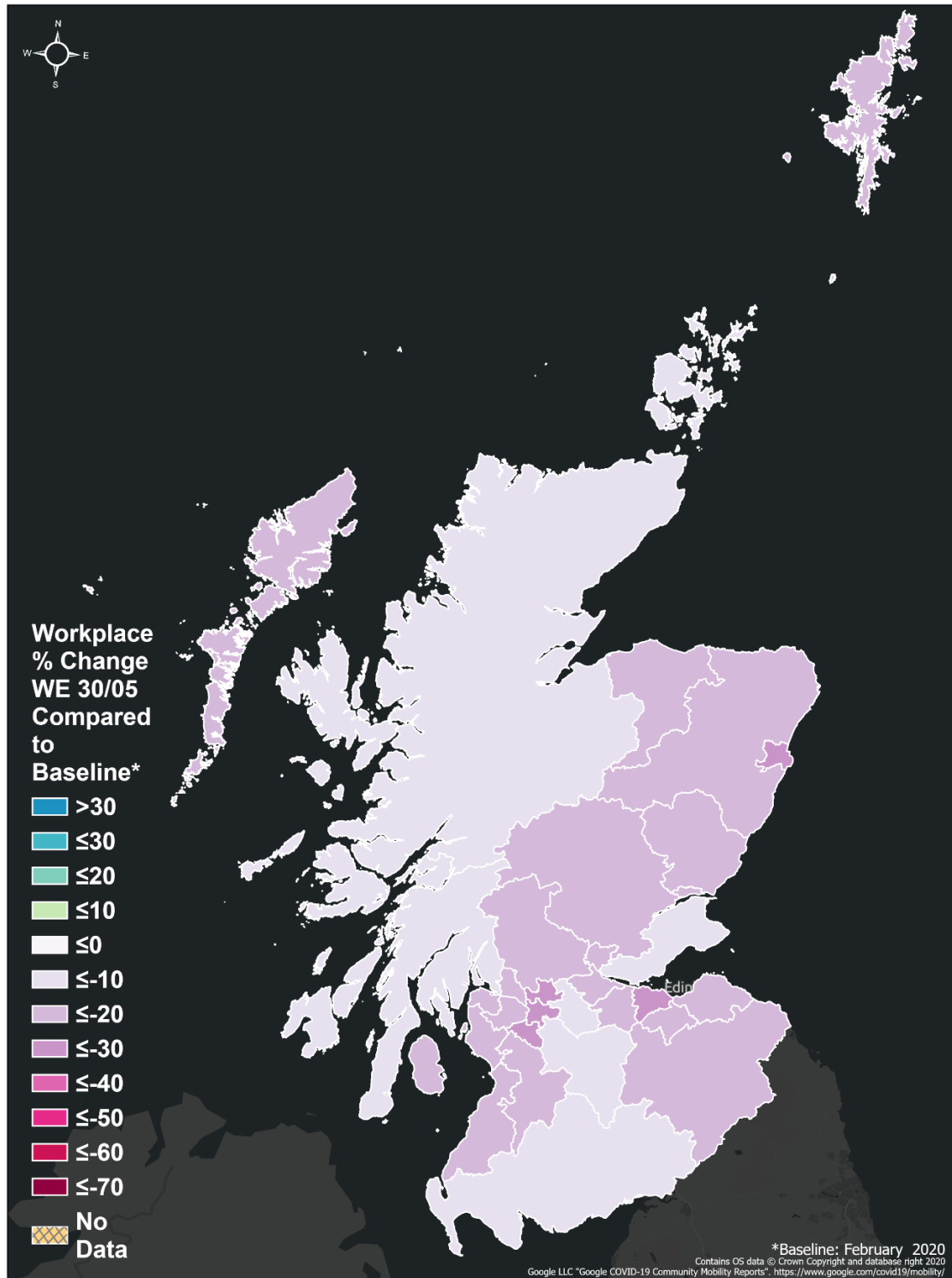


Figure 25 Workplace Map
Source Google Community Mobility report 1 June 2021
Baseline: Index 100 = February 2020

Google Trends – Mobility

Excluding island regions due to limited data, the mobility average increased in all areas over the month of May compared to April, with values ranging between 2% (Falkirk) and 35% (Highland).

Many regions remained below February 2020 baseline levels. In city regions, average mobility remained down in all areas, ranging from -9% (Dundee) to -24% (Edinburgh). Declines recorded in non-city regions were between -2% (Fife) and -16% (Clackmannanshire), while recorded growth was between 3% (Scottish Borders) and 24% (Argyll and Bute).

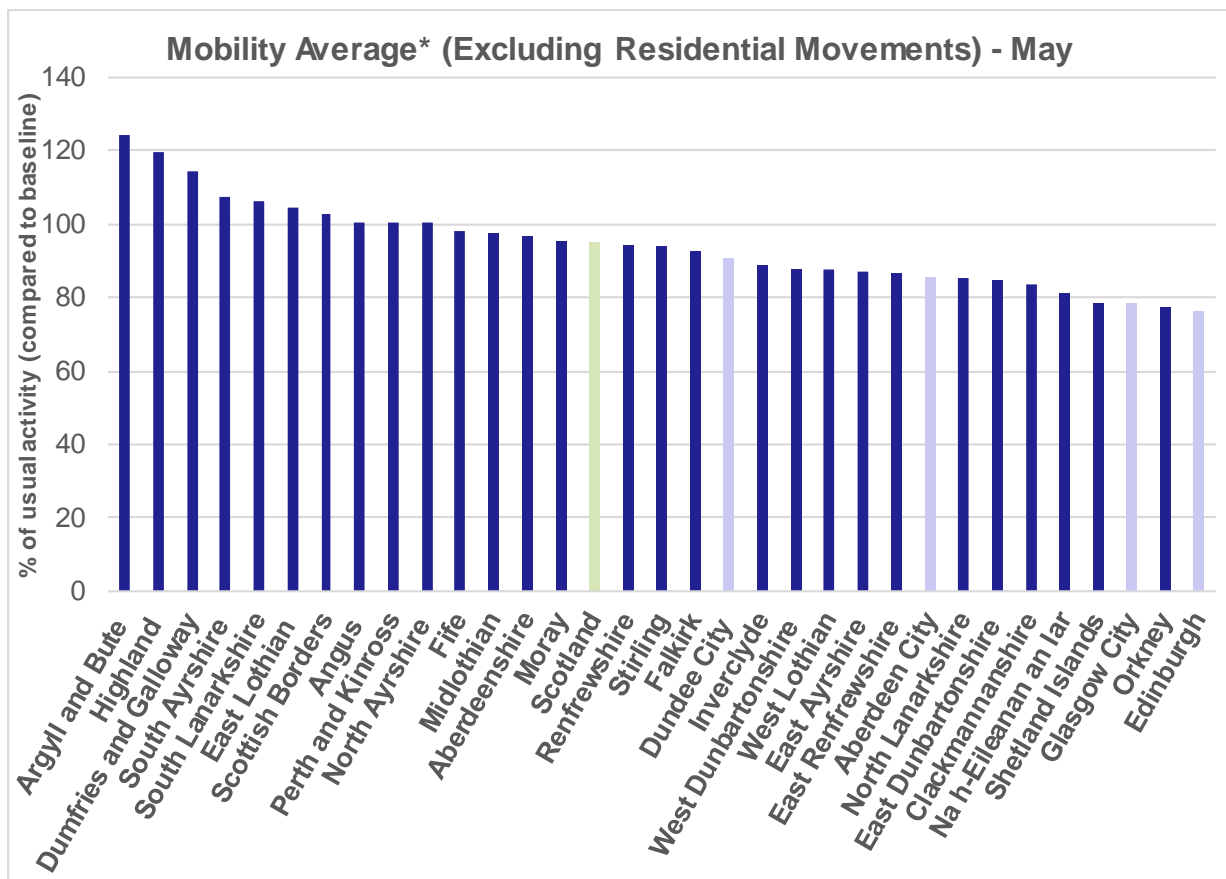


Figure 26 Mobility Average by Local Authority

Source Google Community Mobility report 1 June 2021

Baseline: Index 100 = February 2020

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.

Annex and Sources

Purpose and Baseline

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

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

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

- The baseline reflects normal conditions based on available data as follows:
- The equivalent day in 2019 for concessionary bus, cross border traffic, subway, tram.
- The equivalent week in 2019 for ferry passenger and vehicle carryings.
- 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 3rd January to 6th 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.

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](#). 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).



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