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COVID-19 Trends in Sub-National Travel

June Report

Contents

Monthly Change Headlines

Active Travel

Monthly increases were observed in walking and cycling activity in every Local Authority for June compared with May. Compared to the equivalent 2020 period, walking activity across the country was comparable to baseline levels, the only exception being Stirling, where volumes were above baseline levels. Cycling volumes were comparable to, or below, baseline levels across the country.

Bus Concessionary Travel

Bus Concessionary Travel over June increased compared with May but was well below baseline levels, with 58% of typical volumes on average.

Rail Stations (Glasgow Central and Edinburgh Waverley)

Footfall in Edinburgh Waverley and Glasgow Central stations increased in June compared with May, with growth of 13% and 38% respectively. Footfall at both stations remained below baseline levels.

Glasgow Subway and Edinburgh Trams

Edinburgh Trams and Glasgow Subway recorded a monthly increase of 15% and 9% respectively. Volumes on both services remained well below baseline levels.

CalMac and NorthLink Ferries

Passenger and Car volumes significantly increased in June compared to May in line with seasonal changes, with CalMac volumes increasing by more than 25% in all areas and NorthLink volumes increasing by above 65%. For Commercial Vehicles, Argyll and Lochaber was the only region to record a decrease in volumes (-13%). Compared to equivalent 2019 period baseline levels, Passenger volumes were substantially reduced in all regions, whereas Car and Commercial Vehicles showed some growth.

Trunk Road Traffic

With the exception of a limited number of sites, traffic levels across Scotland have recorded an increase over the month of June compared to May. 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), particularly in the major cities, however, some rural and outdoor recreational areas recorded increases compared to the baseline period.

Cross-Border Traffic

June cross-border traffic levels increased month on month by 22%, higher than the national average trunk road increase of 6%. Overall cross-border traffic levels observed over June are in line with the equivalent period in 2019 and remained stable throughout the month, with HGV volumes exceeding baseline levels.

Google Mobility Data

Retail and Recreation movements in June increased in most regions compared to the previous month. Volumes also increased in all regions for Workplace movements, and in the majority of regions 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 regions, and Workplace movements in all regions, remain significantly below baseline levels. Month on month, Parks movements saw significant increases across the country, particularly popular outdoor areas and holiday destinations. Compared to baseline, Parks movements saw growth in all regions. The observed trends through June are likely influenced by easing of restrictions, improved weather conditions and continued limitations on general travel.

Active Travel Monthly Change

Note: Monthly Change compares the whole of May (3 to 30 May) with the whole of June (31 May to 4 July) 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	Up by 12%	Up by 9%
Cycling	Up by 32%	Up by 48%

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 increase in walking activity comparing June with May, with the only exception being North Ayrshire (-1%), which recorded a slight decrease in activity compared to the previous month. The highest increase in activity in June was recorded in Perth and Kinross (35%).

Walking levels in most parts of the country were comparable to the equivalent 2020 period over the month of June. The most notable trend occurred in Stirling where volumes were above baseline levels. Observed fluctuations throughout the month are likely associated with variable weather conditions.

Cycling Trips Summary

There was a notable increase in cycling activity in June compared to May, with Local Authorities reporting increases ranging between 16% and 49%. North Ayrshire and Perth and Kinross reported the largest monthly increases in activity, 49% and 46% respectively.

Compared to the equivalent 2020 period, cycling activity through June in most parts of the country was comparable to baseline levels. 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, whilst North Ayrshire observed a significant rise in activity towards the end of the month.

Active Travel – Walking

In June, most Local Authorities recorded an average monthly increase in walking activity, with the only exception being North Ayrshire (-1%). The highest growth in activity was observed in Perth and Kinross (35%), followed by Stirling (20%).

Compared to the equivalent 2020 period the most notable trend was in Stirling, with the walking activity above baseline through the month of June. All other Local Authorities recorded volumes generally below baseline levels, with observed fluctuations most likely attributable to variable weather conditions.

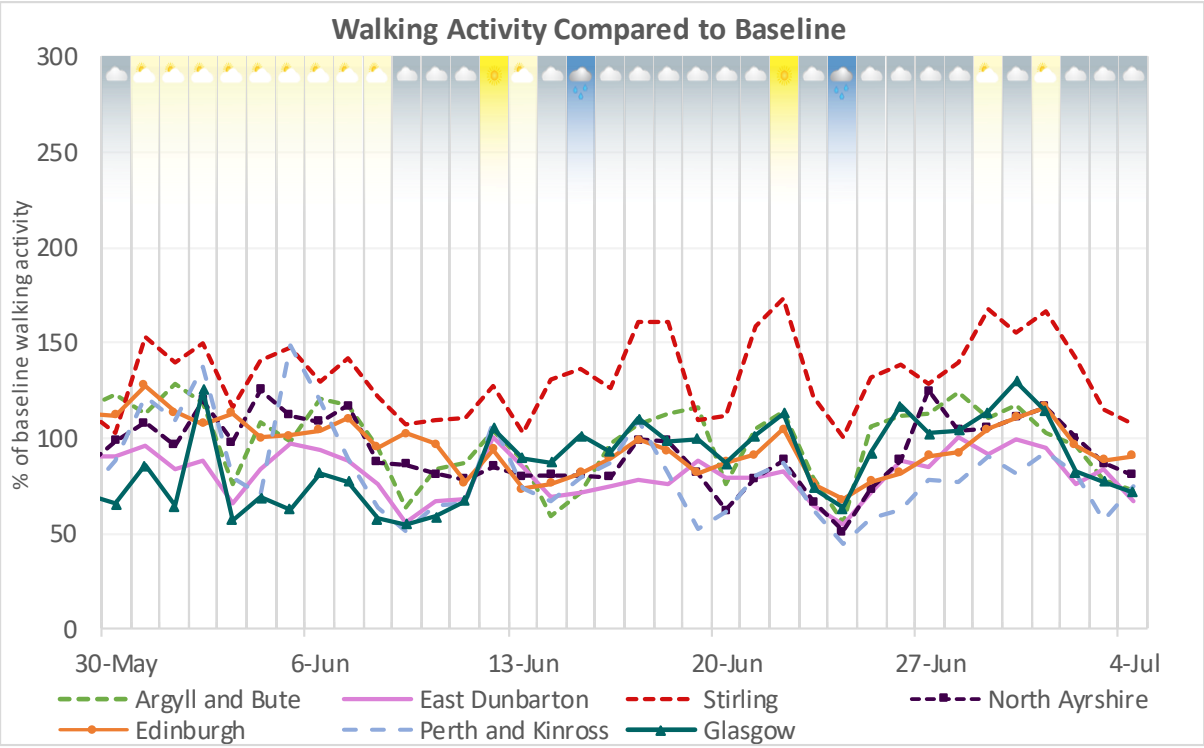

Figure 1 Walking Monthly Comparison
Source: Local Authorities and Cycling Scotland
Baseline: Index 100 = Equivalent 2020 Period.

Active Travel – Walking Urban Rural Classification

From the sample sites available, walking activity increased in June for all Urban Rural Classification areas across the country.

The largest increase in walking activity was recorded in 'Remote Small Town' areas with an average growth of 19% compared to the previous month, followed by urban areas with 'Large Urban Areas' and 'Other Urban Areas' at 13% and 10% respectively.

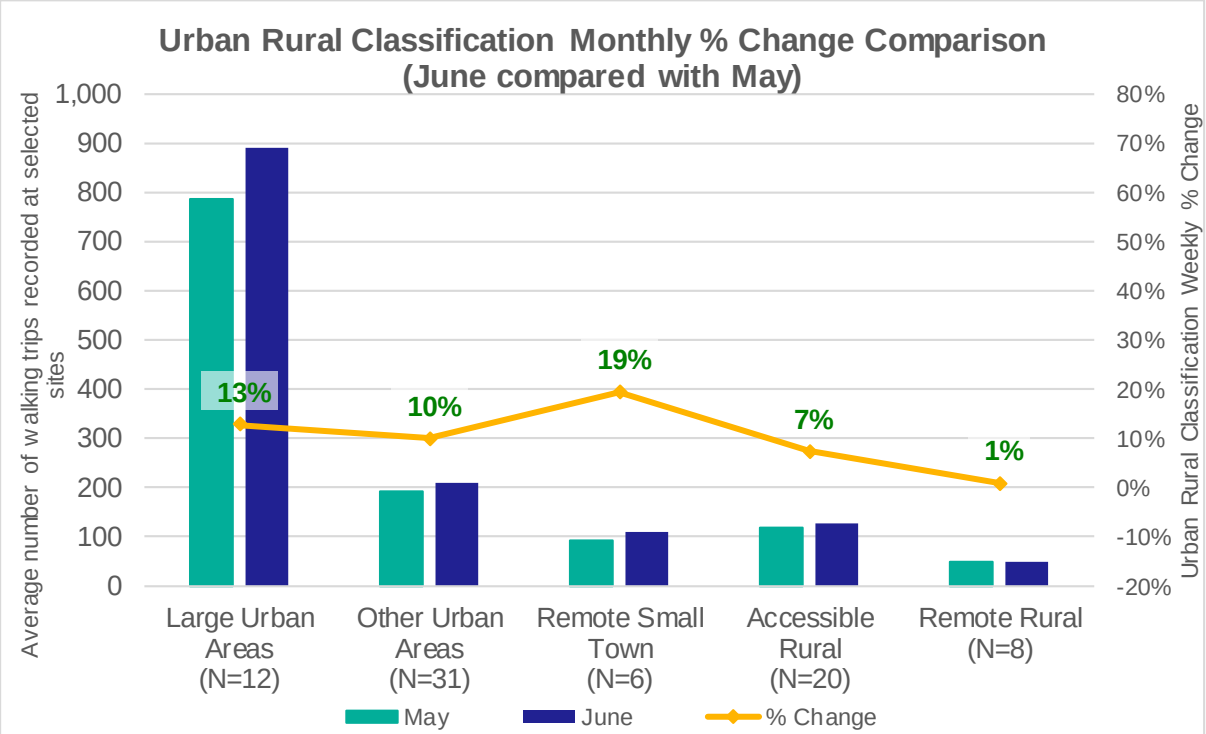

Figure 2 Urban Rural Walking Activity
Source: Local Authorities and Cycling Scotland
Data Note: Accessible Small Towns excluded as no count sites present. Average number of trips are calculated as per counter values for each category.

Active Travel - Cycling

Growth in cycling activity was observed in every Local Authority from the sample data, with North Ayrshire and Perth and Kinross reporting the largest monthly increases in activity at 49% and 46% respectively. Other Local Authorities recorded a monthly increase in activity of at least 14%.

Compared to the equivalent 2020 period, cycling activity through June in most parts of the country was comparable to baseline levels. Volumes in East Dunbartonshire and Perth and Kinross observed trends lower than other parts of the country, with activity dropping to approximately half of the equivalent 2020 period, whereas North Ayrshire observed a significant rise in activity towards the end of the month, with levels doubling.

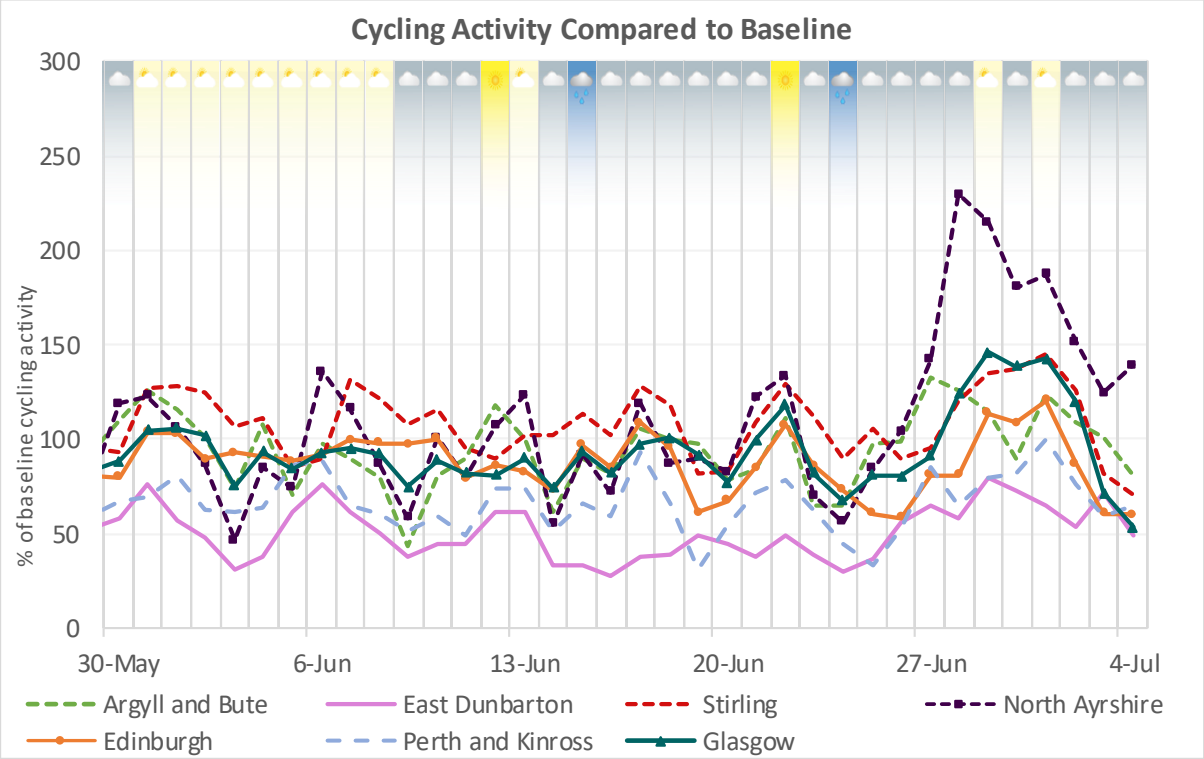

Figure 3 Cycling Monthly Comparison
Source: Local Authorities and Cycling Scotland
Baseline: Index 100 = Equivalent 2020 Period.

Active Travel – Cycling Urban Rural Classification

From the sample data available, through June there were notable increases in cycling activity in all Urban Rural Classifications areas across the country.

Similar to walking, the largest increase in activity was recorded in 'Remote Small Town' areas, with a monthly increase of 56%, while all other area categories reported a monthly increase of at least 26%.

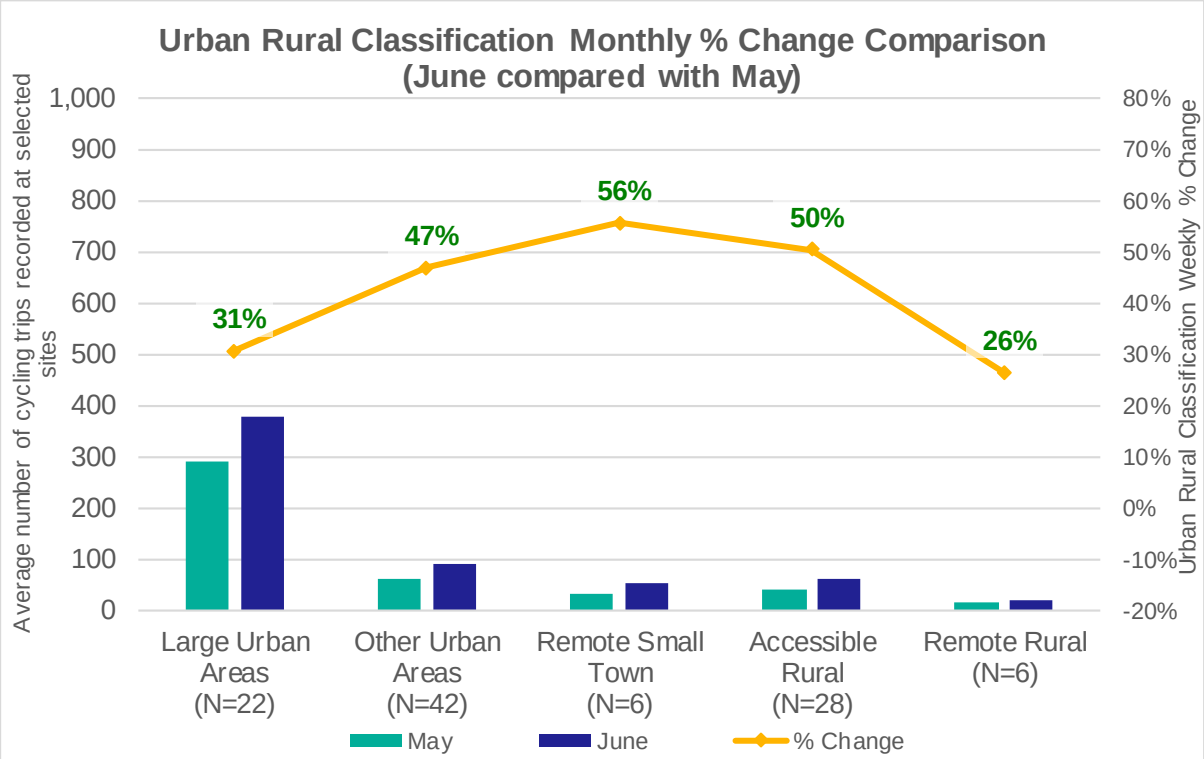

Figure 4 Urban Rural Cycling Activity
Source: Local Authorities and Cycling Scotland
Data Note: Accessible Small Towns excluded as no count sites present. Average number of trips are calculated as per counter values for each category.

Public Transport Monthly Change

Note: The Monthly Change Comparison compares last full week in May (week ending 30 May) with first week in June (week ending 04 July)

Public Transport Summary

Mode of Travel	Percentage Change
Bus Concessionary Travel	Up by 4%
Railway Stations (Central and Waverly)	Up by 26%
Glasgow Subway	Up by 9%
Edinburgh Tram	Up by 15%
Calmac and Northlink Passengers & Cars	Up by 43%
Calmac and Northlink Commercial Vehicles	Up by 29%

Table 2 Public Transport Monthly Change
Note: CalMac and NorthLink Ferries data is provided from Friday to Friday. The Monthly Change compares week of 26 June to 02 July with the week of 22 May to 28 May. Baseline (equivalent period 2019) is estimated based on partial data.

Bus Concessionary Travel Summary

Bus Concessionary Travel over June increased compared with May (comparing the last week of each month) but remained below baseline levels, at 58% of typical volumes on average.

Rail Stations summary (Glasgow Central and Edinburgh Waverley)

Footfall in Edinburgh Waverley and Glasgow Central stations increased in June compared with May (comparing the last week of each month), with growth of 13% and 38% respectively.

Glasgow Subway and Edinburgh Trams Summary

Edinburgh Trams and Glasgow Subway recorded a monthly increase (comparing the last week of each month) of 15% and 9% respectively. Volumes on both services remained below baseline levels.

CalMac and NorthLink Ferries Summary

Passenger and Car volumes significantly increased in June compared to May for NorthLink and CalMac services. For Commercial Vehicles, Argyll and Lochaber was the only region to record a decrease in volumes, with a month to month decline of 13%. Where growth was recorded in Commercial Vehicle volumes, this was significantly lower than that seen for Passenger and Car trips. Compared to baseline levels, Passenger volumes were down in all areas while Car trips only declined in Outer Hebrides, and only Firth of Clyde saw growth in Commercial Vehicles levels.

Public Transport – Concessionary Bus

Bus Concessionary Travel over June increased by 4% from May levels comparing the last weeks of each month. Baseline patronage levels across the country were at 58% 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 4 July 2021, levels in Glasgow and Dundee were 63% and 62% of baseline respectively. Edinburgh travel increased to 59% of the equivalent period in 2019, while Aberdeen was at 54%.

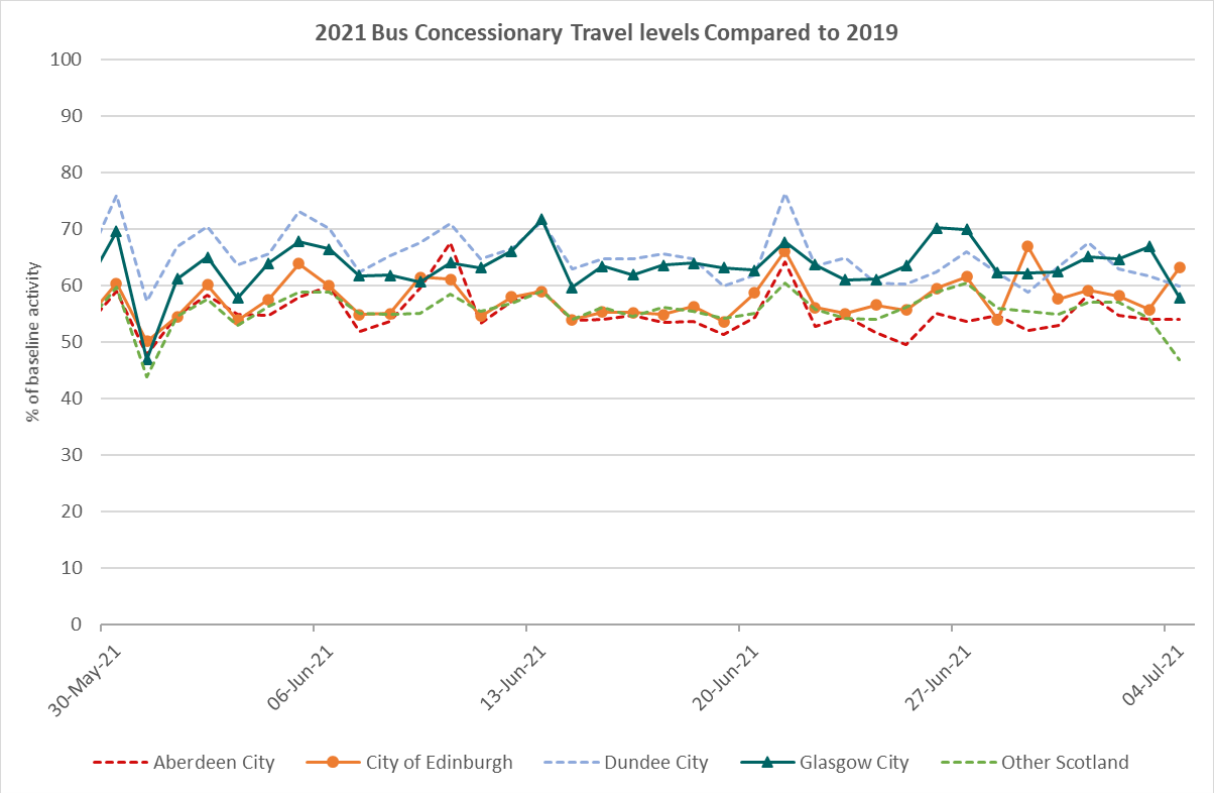

Figure 5 Bus Concessionary Travel
Source: ITSO Electronic Transactions Data (Excludes Manual Transactions)
Baseline: Index 100 = Equivalent Period in 2019
Data Note: Bus concessionary travel data captures the issuing Local Authorities rather than where the journeys have taken place. The data has been 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 June to the last week of May. On average for the last week in June, footfall in both major train stations remained below baseline but observed a steady increase through the month, with Edinburgh Waverley at 13% and Glasgow Central at 38% of typical volumes. Rail activity in Glasgow increased after remaining in COVID-19 Protection Level 3 in May.

Similar to May, patronage showed signs of growth compared to prior months. Saturday 26 June saw the highest single day of footfall recorded at Edinburgh Waverley during last month, likely due to the British & Irish lions game in Murrayfield.

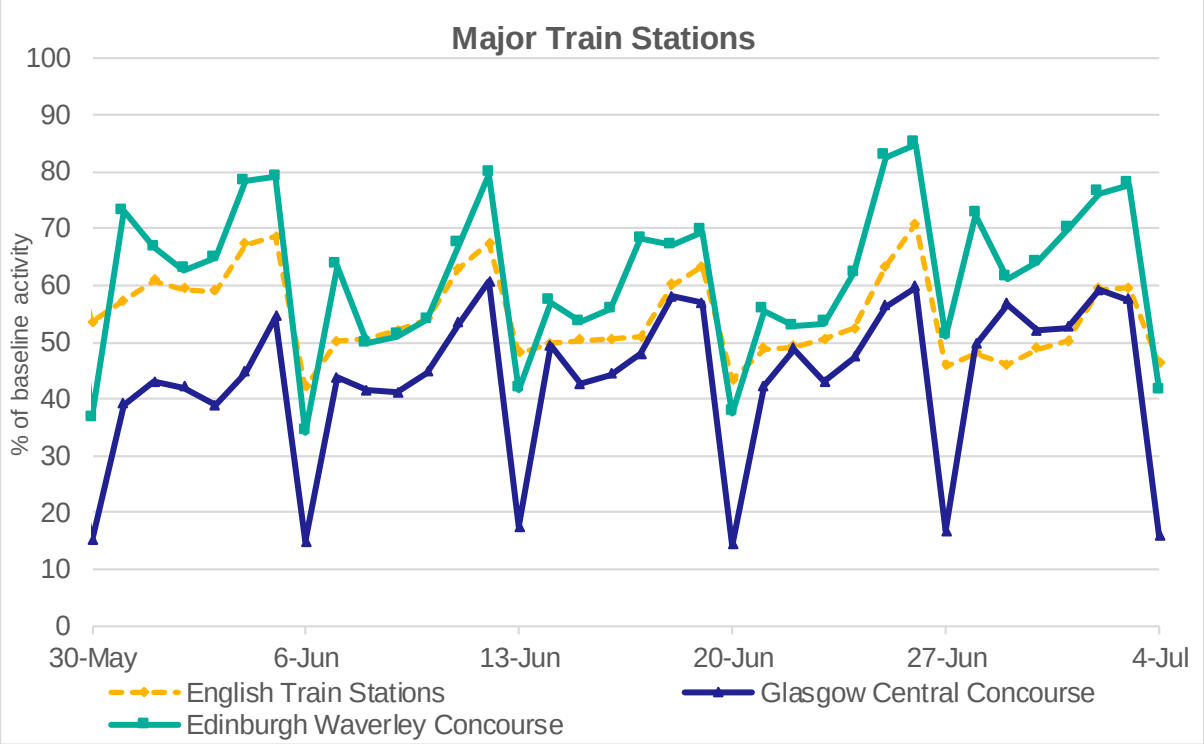

Figure 6 Major Train Stations
Source: Network Rail
Baseline: Index 100 = 2 March to 15 March 2020
Data Note: Data shown represents the level of footfall at station concourses. English Train Stations include: Birmingham New Street, Bristol, Leeds Central, Liverpool Lime Street, Manchester Piccadilly and Reading.

Public Transport – Glasgow Subway and Edinburgh Tram

In June patronage on Edinburgh Trams saw a notable increase from May levels comparing the last weeks of each month, with growth of 15%, while Glasgow Subway recorded a 9% increase.

Patronage on both services remained significantly below the equivalent 2019 period. However, steady patronage growth was observed through the month on Edinburgh Trams, with volumes at 33% of typical levels as an average for the last week in June, likely due to the easing of Protection Level restriction. Glasgow volumes were higher on average compared to baseline, at 49% of 2019 levels.

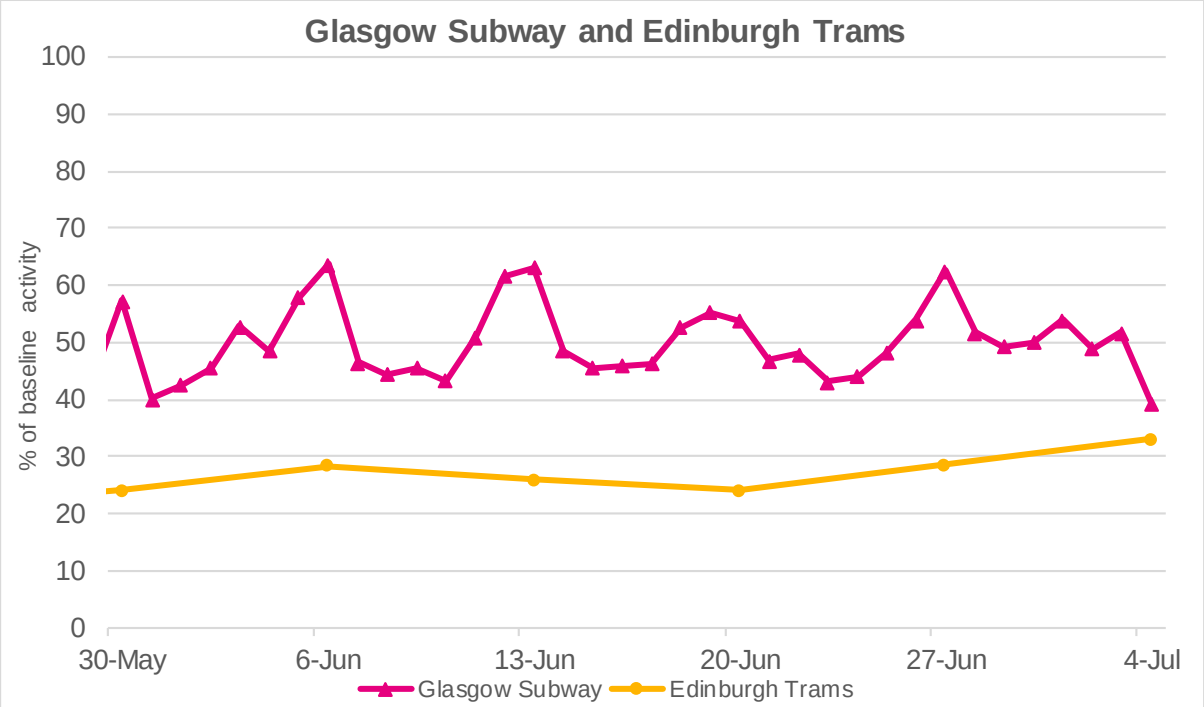

Figure 7 Glasgow Subway and Edinburgh Trams
Source: SPT and Edinburgh Trams
Baseline: Index 100 = Equivalent Period in 2019

Public Transport – Ferries CalMac (Monthly Change)

In the period from week ending 28 May (22 May to 28 May) to week ending 2 July (26 June to 2 July), CalMac Passenger and Car volumes significantly increased in all regions. Passenger and Car volumes increased by the largest percentage in 'Outer Hebrides', with growth of 80% and 54% respectively. The observed growth is likely associated with seasonal increases in holiday travel and the easing of restrictions.

The month on month change in Commercial Vehicles volumes varied between regions, with modest monthly growth in in 'Outer Hebrides' (1%), more pronounced growth in 'Firth of Clyde' (10%), and a relatively significant decrease in 'Argyll and Lochaber' (-13%).

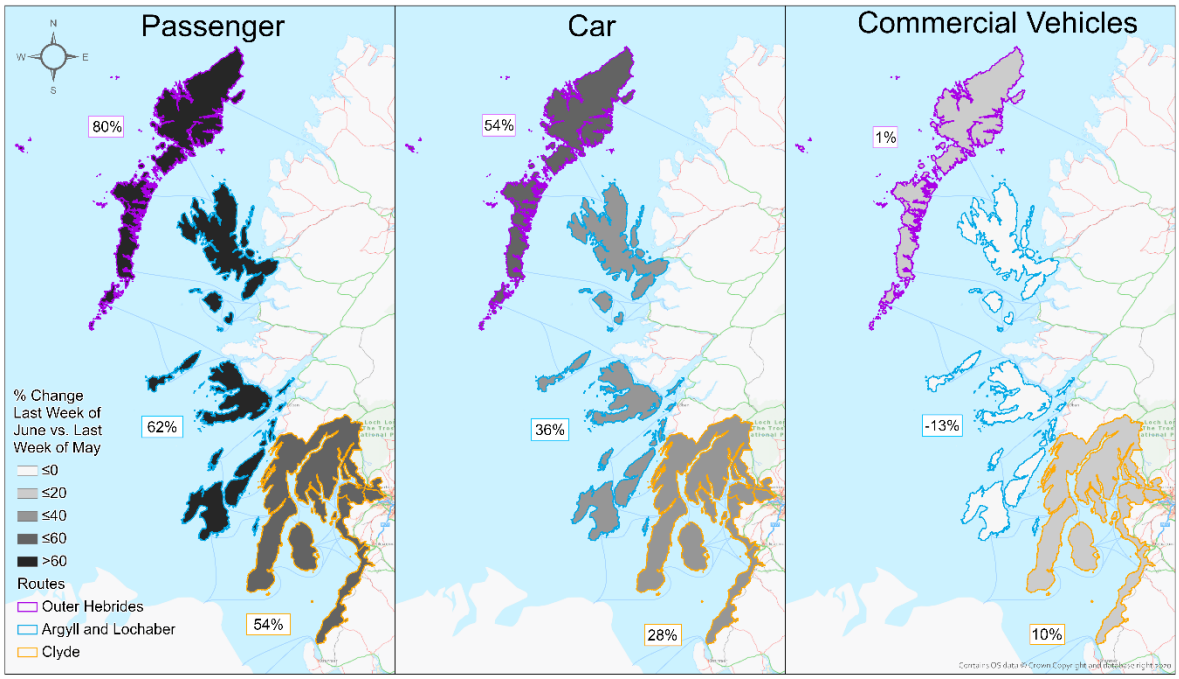

Figure 8 CalMac Ferries Monthly Change Comparison
Source: CalMac
Data Note: 'Outer Hebrides' includes: Outer Hebrides. 'Argyll and Lochaber' includes: Skye, Raasay, Small Isles, Southern Hebrides and Inner Hebrides. 'Clyde' includes: Firth of Clyde. All data within this report is unaudited and provisional. 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 2 July, CalMac Passenger volumes in all regions remained below levels recorded in the equivalent week in 2019.

Commercial Vehicles also recorded declines compared to 2019 levels for Argyll and Lochaber and Outer Hebrides, however, volumes were much closer to baseline compared to Passenger trips. Firth of Clyde was the only region to record growth compared to 2019 levels for Commercial Vehicles.

Car volumes were higher than baseline levels by 14% and 5% in Firth of Clyde and Argyll and Lochaber respectively, while in Outer Hebrides, Car volumes were 1% lower than baseline levels.

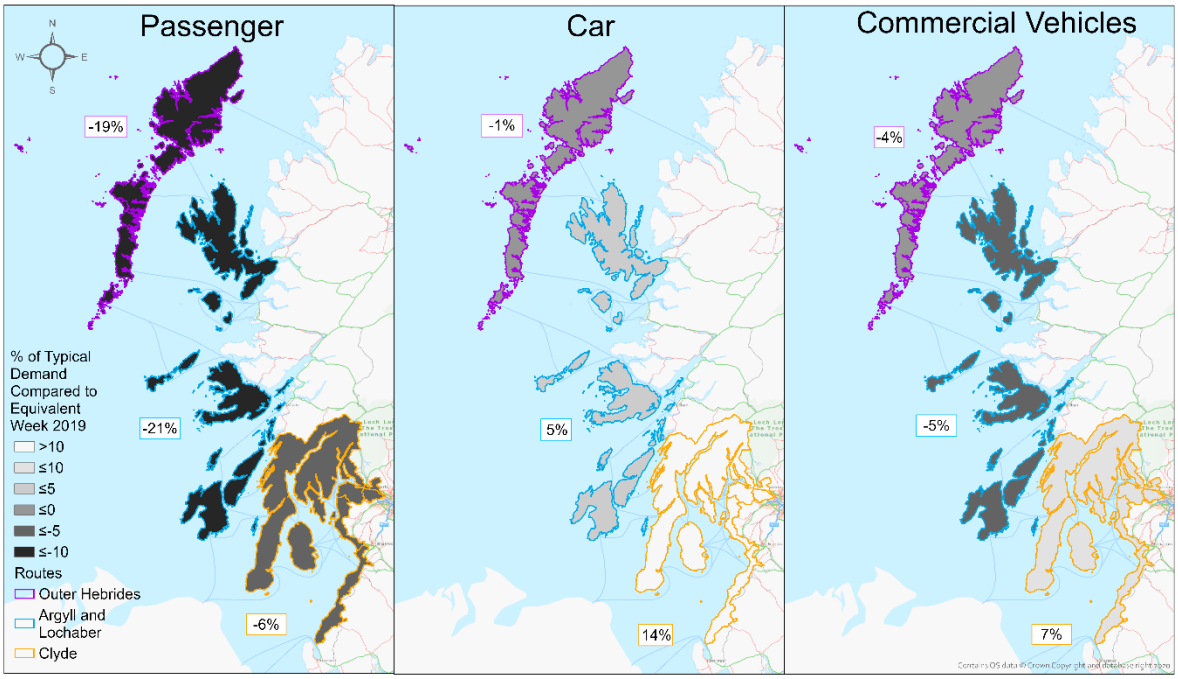

Figure 9 CalMac Ferries Change from Baseline
Source: CalMac
Baseline: Index 100 = Equivalent Period in 2019 (Estimated from Partial Data)
Data Note: 'Outer Hebrides' includes: Outer Hebrides. 'Argyll and Lochaber' includes: Skye, Raasay, Small Isles, Southern Hebrides and Inner Hebrides. 'Clyde' includes: 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 28 May (22 May to 28 May) to week ending 2 July (26 June to 2 July), recording growth of 73% and 68% respectively. Commercial Vehicles volumes also increased but to a lesser extent, with 2% growth over this period.

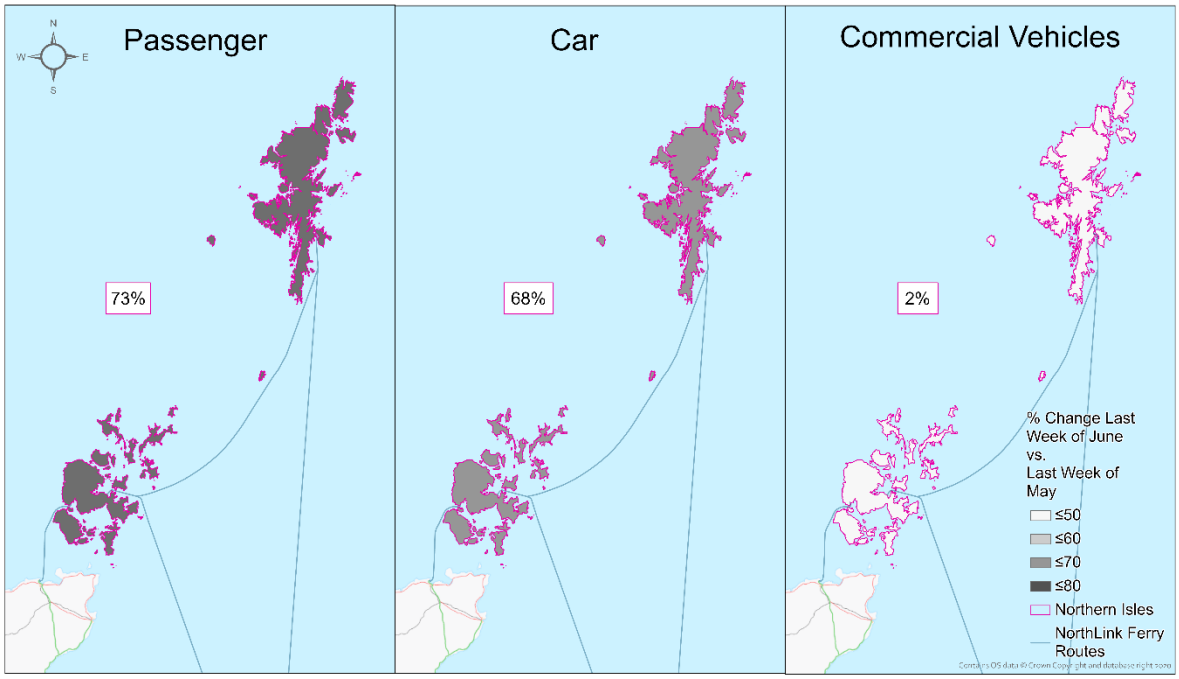

Figure 10 Ferries NorthLink Monthly Change
Source: NorthLink
Data Note: 'Northern Isles' includes Shetland Islands and Orkney Islands. All data within this report is unaudited and provisional. The figures are for guidance only and should not be regarded as exact or quoted period.

Public Transport – Ferries NorthLink (Change from Baseline)

In week ending 2 July, Passenger volumes on NorthLink ferries in the Northern Isles remained below levels recorded in the equivalent week in 2019, with a decline of -19%, while Car volumes recorded modest growth of 1% and Commercial Vehicles recorded more significant growth of 11%.

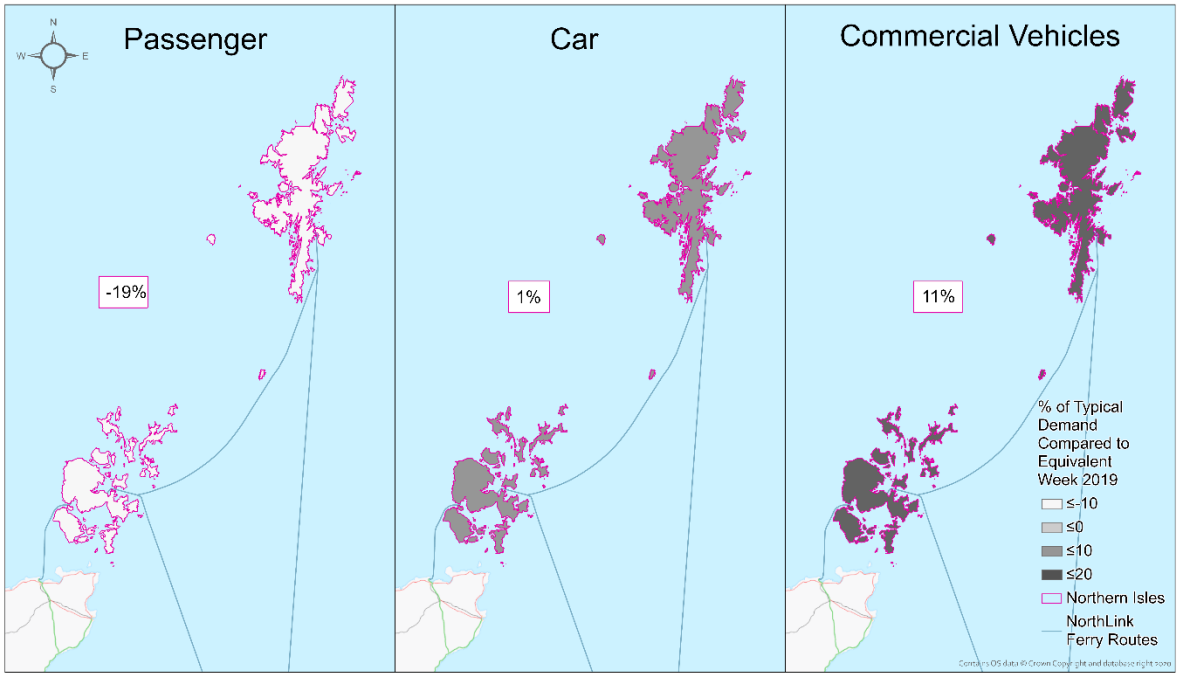

Figure 11 NorthLink Change from Baseline
Source: NorthLink
Baseline: Equivalent Period in 2019
Data Note: 'Northern Isles' includes Shetland Islands and Orkney Islands. All data within this report is unaudited and provisional. The figures are for guidance only and should not be regarded as exact or quoted period.

Road Traffic Monthly Change

Note: The Monthly Change Compares the average daily value for the whole of May (3 May to 30 May) with the whole of June (31 May to 4 July)

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 3%	Up by 7%
Road Traffic (LGV + HGV)	Up by 2%	Up by 2%

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 22%

Table 4 Cross Border Road Traffic Monthly Change

Cross Border Traffic Summary (Trunk Roads)

June cross-border traffic levels increased month on month by 22%, higher than the national average trunk road increase of 6%. Overall cross-border traffic level observed over June are in line with the equivalent period in 2019, with HGV volumes exceeding baseline levels. Following an increase of southbound cross-border traffic at the start of June, likely related to the increase in northbound cross-border traffic the week prior, June cross-border traffic was stable, hovering around baseline levels.

Trunk Road Traffic Summary

With the exception of a limited number of sites, traffic levels across Scotland have recorded an increase over the month of June compared to May. 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), particularly in the major cities, whereas some rural and outdoor recreational areas saw an increase compared to the baseline period.

Road Traffic – Cross-Border Trunk Road Traffic

Cross-border traffic during the month of June was 22% higher than in May. Traffic also increased compared to the equivalent 2019 period, with volumes at 103% of baseline levels on average in June. This was 10 percentage points higher than the volumes compared to baseline recorded in May.

An increase in southbound cross-border traffic was recorded towards the end of the first week of June, likely related to the increase in northbound cross-border traffic the week prior.

HGV cross-border traffic levels were broadly consistent throughout the month of June, exceeding the baseline level.

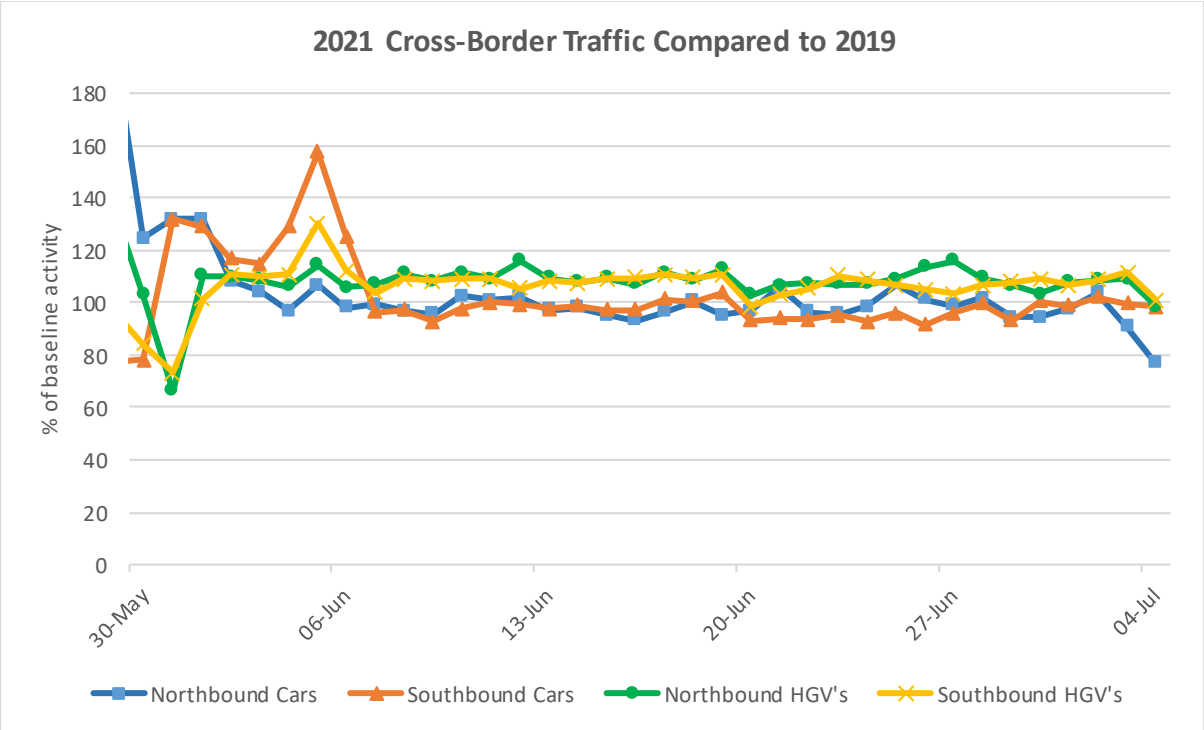

Figure 12 Cross-Border Trunk Road Traffic
Source: Road Counters
Baseline: Index 100 = Equivalent Period in 2019
Data note: Data obtained from four count sites located on key routes along the Scottish border to provide an estimate of cross-border activity. Sites include: A1 Burnmouth; A68 Carter Bar; A7 South of Cannonbie; and M6 South of Gretna (northbound and southbound).

Road Traffic – Country-Wide Traffic (Monthly Change)

With the exception of a limited number of sites, the month of June saw increases at the majority of trunk road count sites compared to May in both urban and rural areas. Increases across the counters were somewhat uniform, with slightly more pronounced increases in rural areas. Areas with increased growth include the A82, A9 and the A87 through Skye.

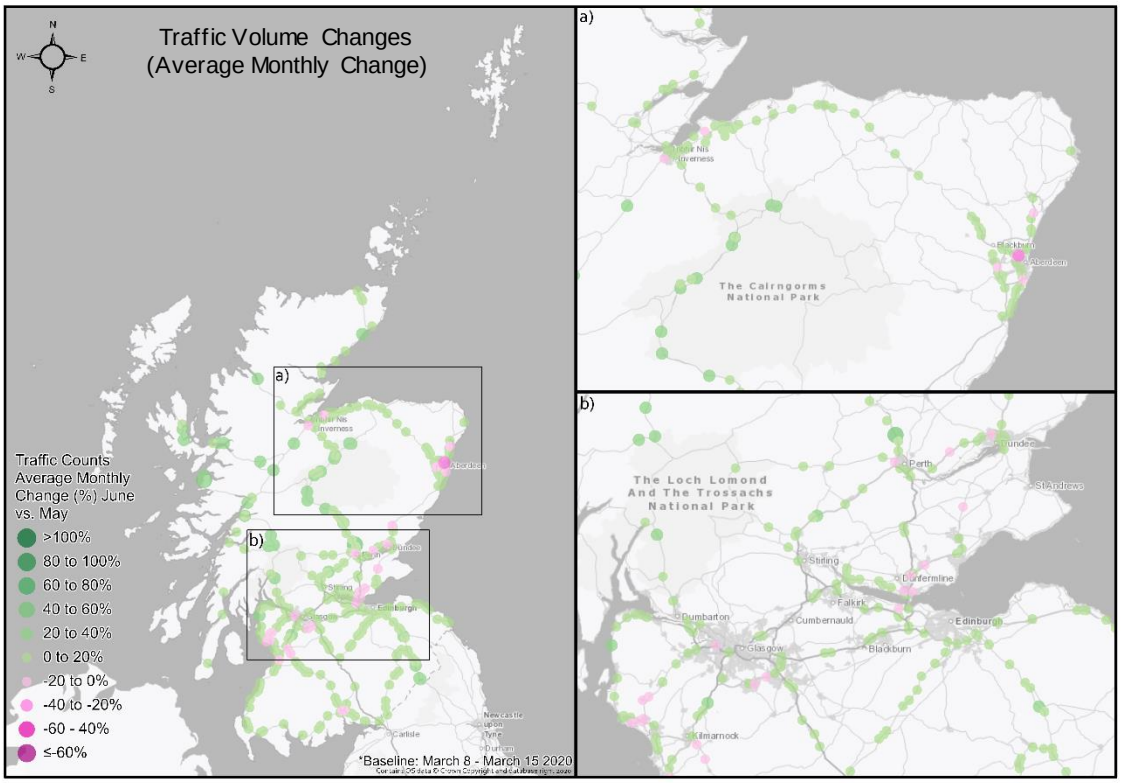

Figure 13 Country-Wide Traffic Monthly Change
Source: Road Counters
Data Note: Data is informed by trunk road traffic counters only and does not include the local road network.

Road Traffic – Country-Wide Traffic (Compared to Baseline)

Over the month of June, 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 major cities – Glasgow, Edinburgh, Aberdeen and Dundee. 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 observed in Argyll and Bute, the A82 near Tyndrum and Glencoe, the A87 through Isle of Skye, and the A74 in Dumfries and Galloway.

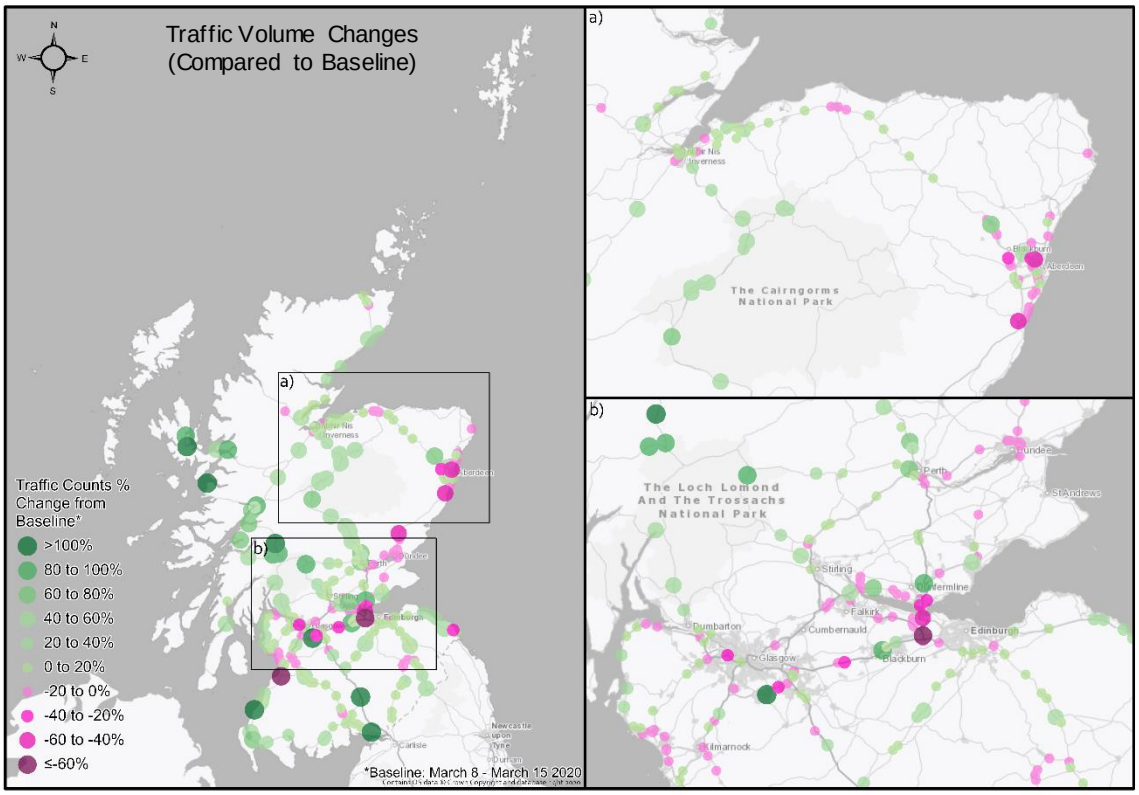

Figure 14 Country-Wide Traffic Compared to Baseline
Source: Road Counters
Baseline: 2 March to 15 March 2020
Data Note: Data is informed by trunk road traffic counters only and does not include the local road network.

Road Traffic – Urban Rural Trunk Road Traffic

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

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 15%, followed by an 11% increase for 'Remote Small Towns'. All other areas, including urban and accessible areas, recorded increases ranging between 3% and 6%.

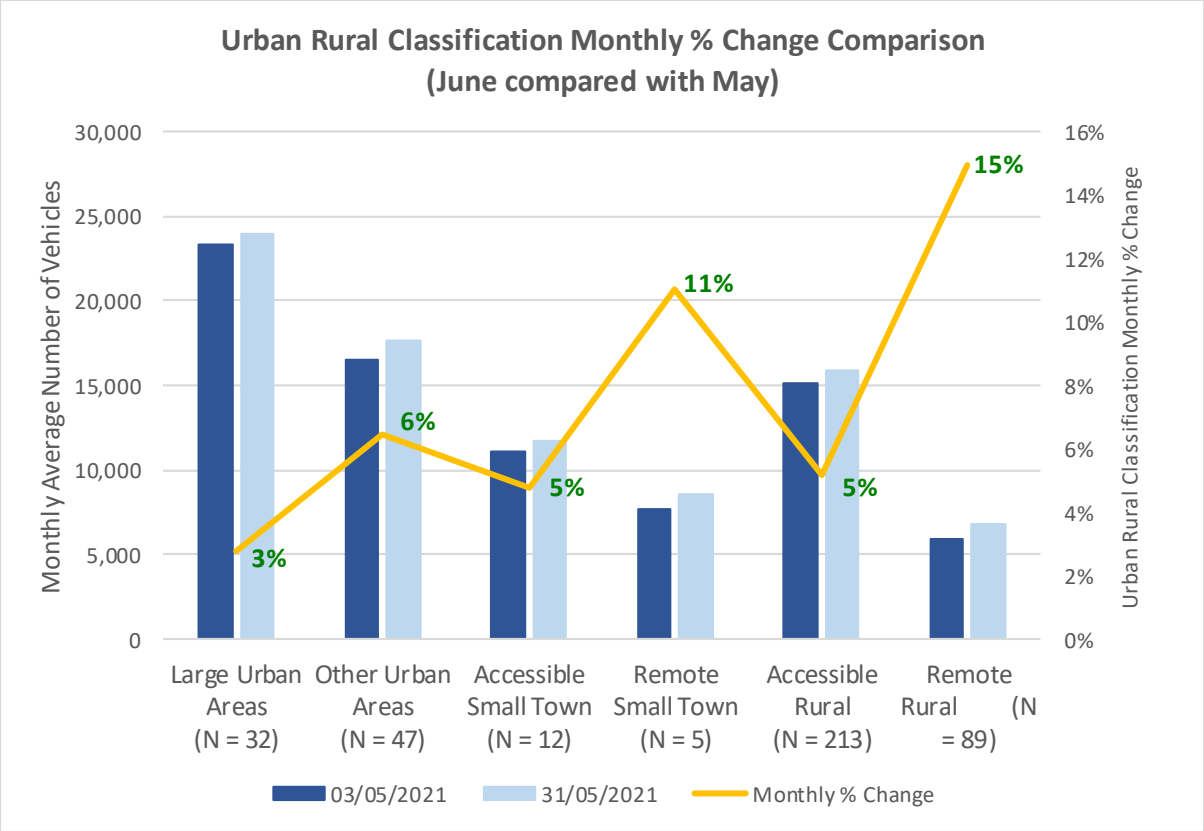

Figure 15 Urban Rural Trunk Road Traffic
Source: Road Counters
Data Note: Average number of trips are calculated as per counter values for each category.

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

From the Local Authority sample data assessed, local road traffic volumes in June varied across the country compared to May. Glasgow and Stirling recorded -4% and -2% percentage point difference respectively while South Lanarkshire observed +1% percentage point change compared to baseline.

The local data in Glasgow, Stirling and South Lanarkshire did not observe similar monthly traffic trends to volumes on the trunk road network in the vicinity of those areas. The trunk road network for those local authorities observed considerable growth in June compared to May, with 26 in Glasgow and 24 in South Lanarkshire percentage point increases, and although less pronounced, an increase in Stirling also with 6.

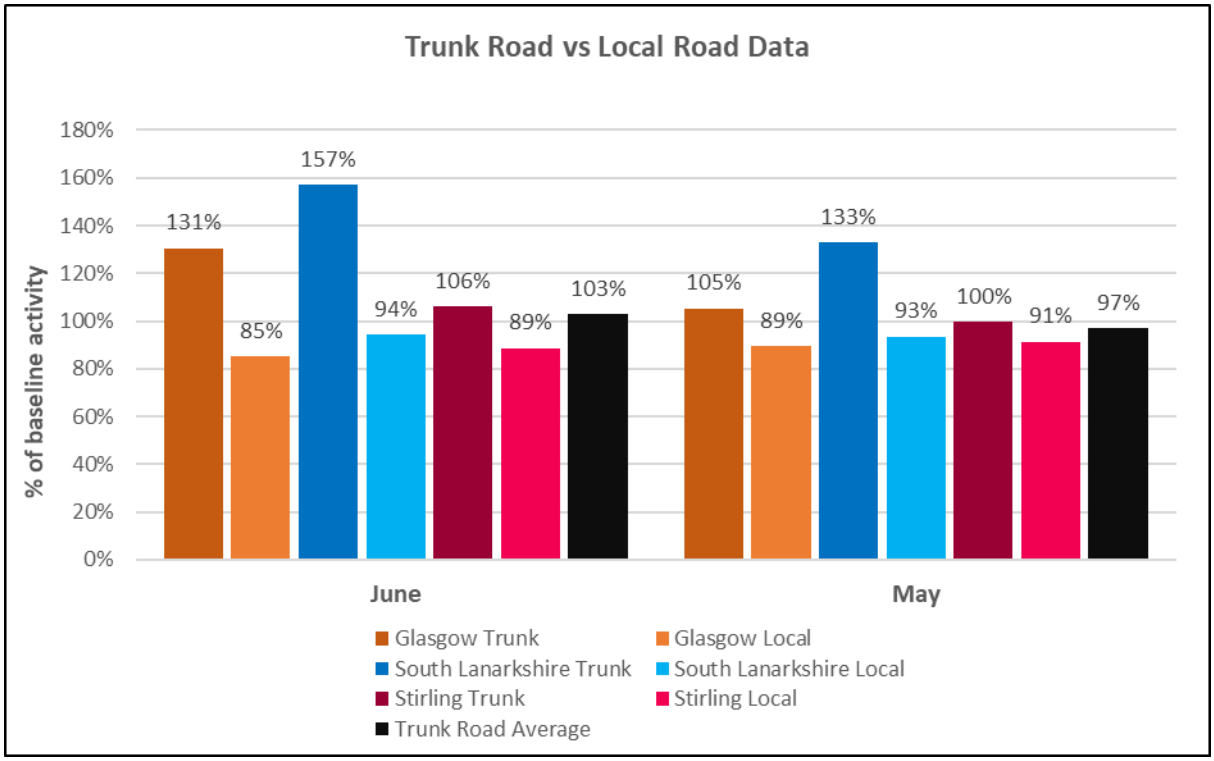

Figure 16 Local and Trunk Road Traffic Data (June 2021 and May 2021)
Source: Glasgow Council Local Authority, Dundee Council Local Authority, South Lanarkshire Council Local Authority, Stirling Council Local Authority, Road Counters
Baseline: Index 100 = Fortnight beginning March 2, 2020
Data Note: Incomplete 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)

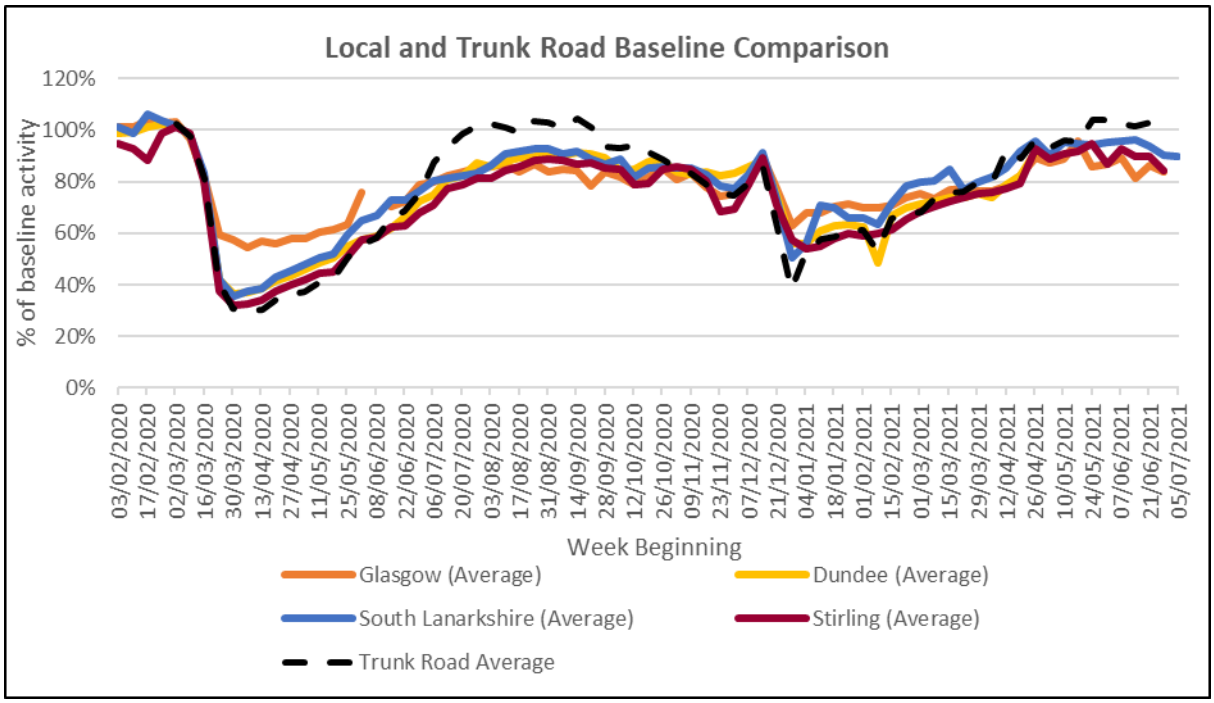

Figure 17 Local Road Traffic Data (Feb 2020 to June 2021)
Source: Glasgow Council Local Authority, Dundee Council Local Authority, South Lanarkshire Council Local Authority, Stirling Council Local Authority, Road Counters
Baseline: Index 100 = Fortnight beginning March 2, 2020

Google Trends Monthly Change

Notes: Monthly Change compares the whole of June with the whole of May.
Latest full week of available data for Google movements trends: week ending 27 June.

Google Trends Summary

Mode	City Local Authorities (LA) % Change	Rest of Scotland LA Average % Change
Grocery & Pharmacy	Up by 3%	Up by 6%
Retail & Recreation	Up by 7%	Up by 10%
Parks	Up by 23%	Up by 36%
Workplace	Up by 5%	Up by 3%
Overall Mobility	Up by 9%	Up by 9%

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 June compared to May, with the exception of West Dunbartonshire (-1%). Glasgow City was the only Local Authority to record a decline compared to the February 2020 baseline period.

Retail and Recreation

Month on month Retail and Recreation movements increased in most regions, likely reflecting the easing of restrictions. Despite the observed monthly growth, volumes remained significantly below baseline levels in city regions while activity varied in the non-city regions, with some regions recording growth compared to baseline, and others recording declines.

Parks

Parks movements in June varied significantly between Local Authorities compared with May. All regions saw increases, with some regions showing substantial growth, likely influenced by the easing of restrictions and improved weather conditions. June volumes were above baseline in all regions and growth was particularly notable for regions with popular holiday destinations and more rural outdoor areas such as Highland and Argyll and Bute, also potentially linked to the easing of restrictions.

Workplace

Workplace movements increased in most regions in June compared to the previous month, with recorded growth ranging between 1% and 7%. Moray (-3%) and Na h-Eileanan an Iar (-5%) were the only regions to show a decline. Volumes remain significantly below February 2020 baseline levels in all Local Authorities and declines were generally slightly greater in city regions.

Google Trends – Grocery and Pharmacy

Grocery and Pharmacy movements increased in almost all Local Authorities on average in June compared to the previous month. The only Local Authority to see a decline was West Dunbartonshire (-1%) month on month. For city regions, Aberdeen saw the highest growth (5%), while the lowest growth was recorded in Dundee (1%). Recorded growth in non-city regions ranged from 2% (Renfrewshire) to 14% (Highland and Argyll and Bute).

Volumes varied across city regions compared to the February 2020 baseline period. Movements in Glasgow declined by -1%, while Aberdeen, Dundee and Edinburgh saw growth of 11%, 4% and 1% respectively. Levels increased in all non-city regions compared to baseline, with the largest growth recorded in Renfrewshire (30%), followed by Dumfries and Galloway (29%), Argyll and Bute (28%), and Highland (26%). The lowest growth was recorded in Falkirk (1%).

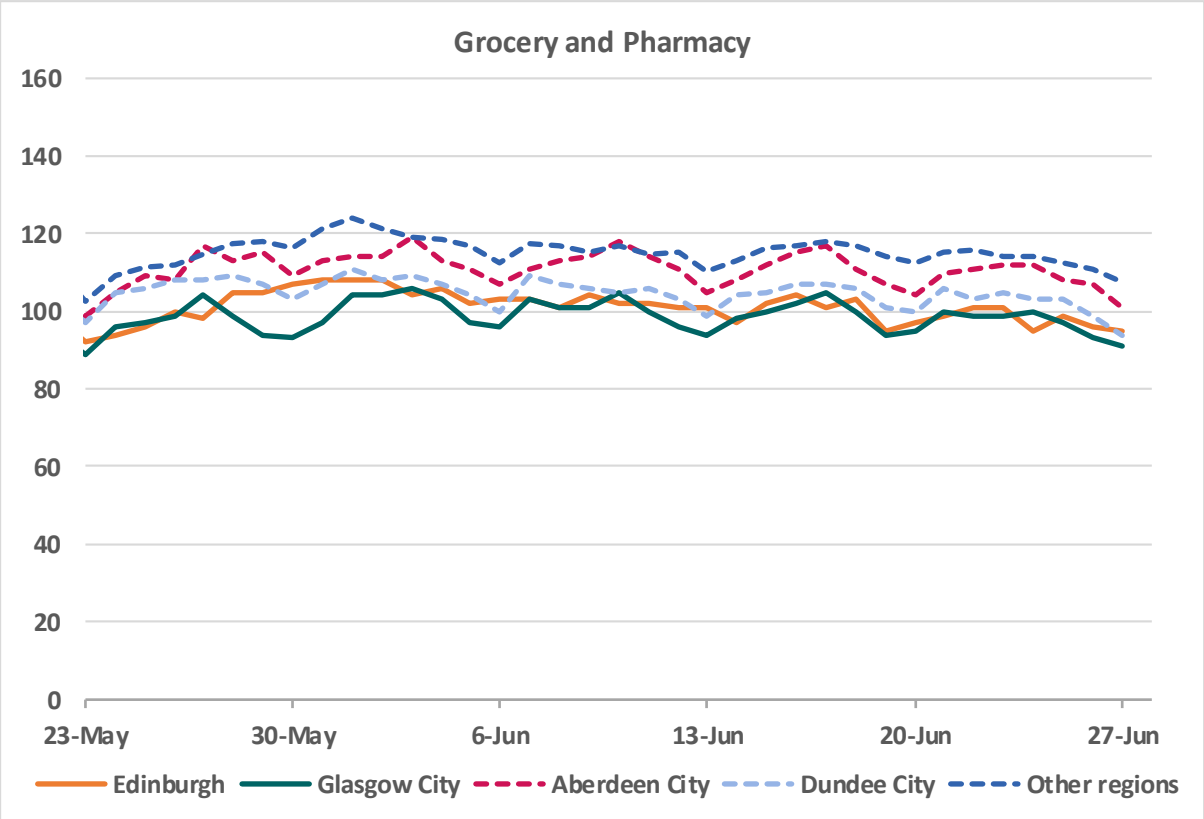

Figure 18 Grocery and Pharmacy against Pre-Pandemic
Source: Google Community Mobility report 6 July 2021
Latest available data: Week Ending 27 June 2021
Baseline: Index 100 = February 2020
Data Note: Values have been calculated using a weighted population factor for Local Authorities. Other regions refers to all Scotland LAs (where data is available) excluding Edinburgh, Glasgow, Aberdeen and Dundee.

Google Trends – Grocery and Pharmacy Map

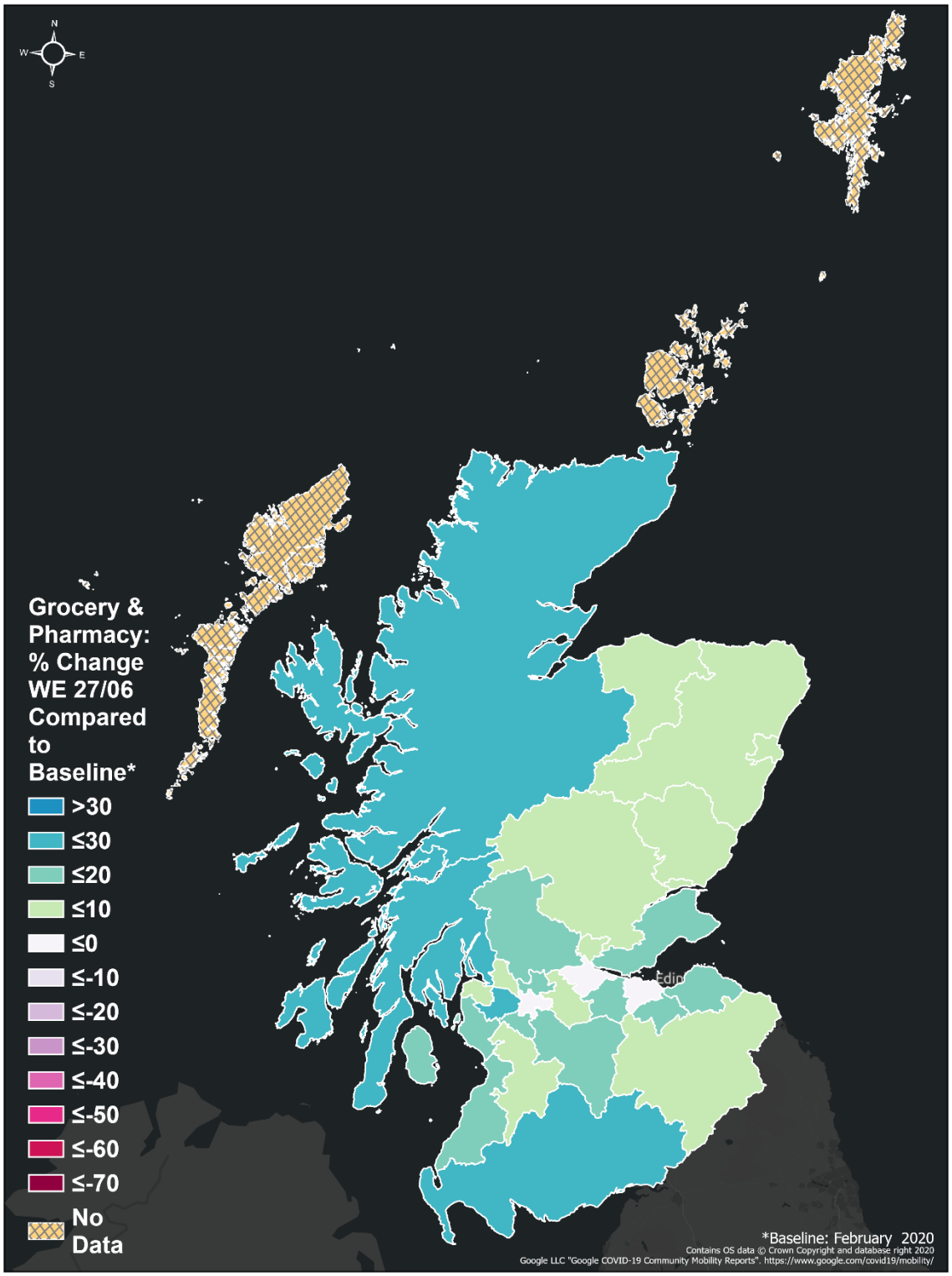

Figure 19 Grocery and Pharmacy Map
Source: Google Community Mobility report 6 July 2021
Baseline: Index 100 = February 2020
Data Note: Data not available for Na h-Eileanan Siar, Orkney Islands and Shetland Islands.

Google Trends – Retail and Recreation

On average in June, Retail and Recreation activity increased in most regions compared to May. Midlothian was the only Local Authority to show a decline in volumes (-1%). For non-city regions, recorded growth ranged from 29% in Argyll and Bute to 1% in Renfrewshire. Growth was more consistent across city regions, ranging from 5% (Aberdeen) to 9% (Edinburgh).

Compared to baseline, volumes were down more significantly in city regions, ranging from -15% (Dundee) to -30% (Edinburgh). The largest decline in non-city regions was -15% (Renfrewshire and West Lothian). The largest increase in volumes compared to baseline was Argyll and Bute, with growth of 37%, followed by Highland, with growth of 23%.

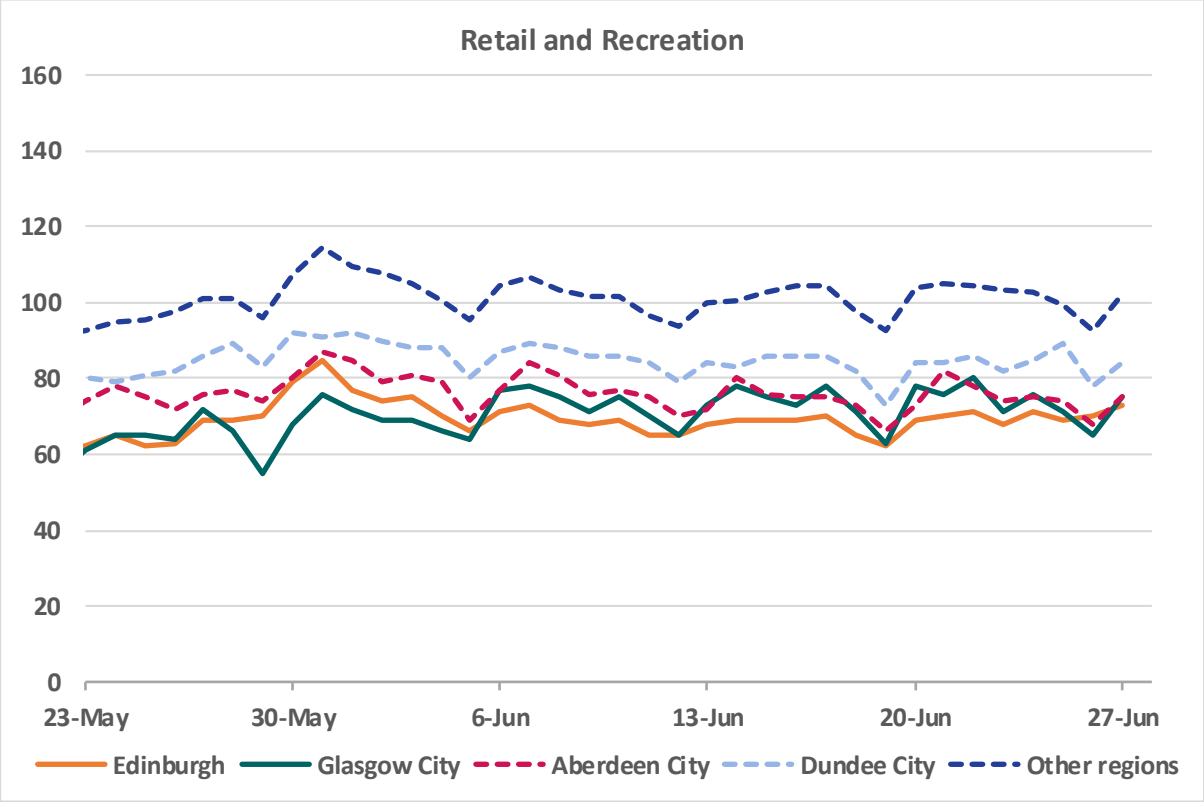

Figure 20 Retail and Recreation against Pre-Pandemic
Source: Google Community Mobility report 6 July 2021
Latest available data: Week Ending 27 June 2021
Baseline: Index 100 = February 2020
Data Note: Values have been calculated using a weighted population factor for Local Authorities. Other regions refers to all Scotland LAs (where data is available) excluding Edinburgh, Glasgow, Aberdeen and Dundee.

Google Trends – Retail and Recreation Map

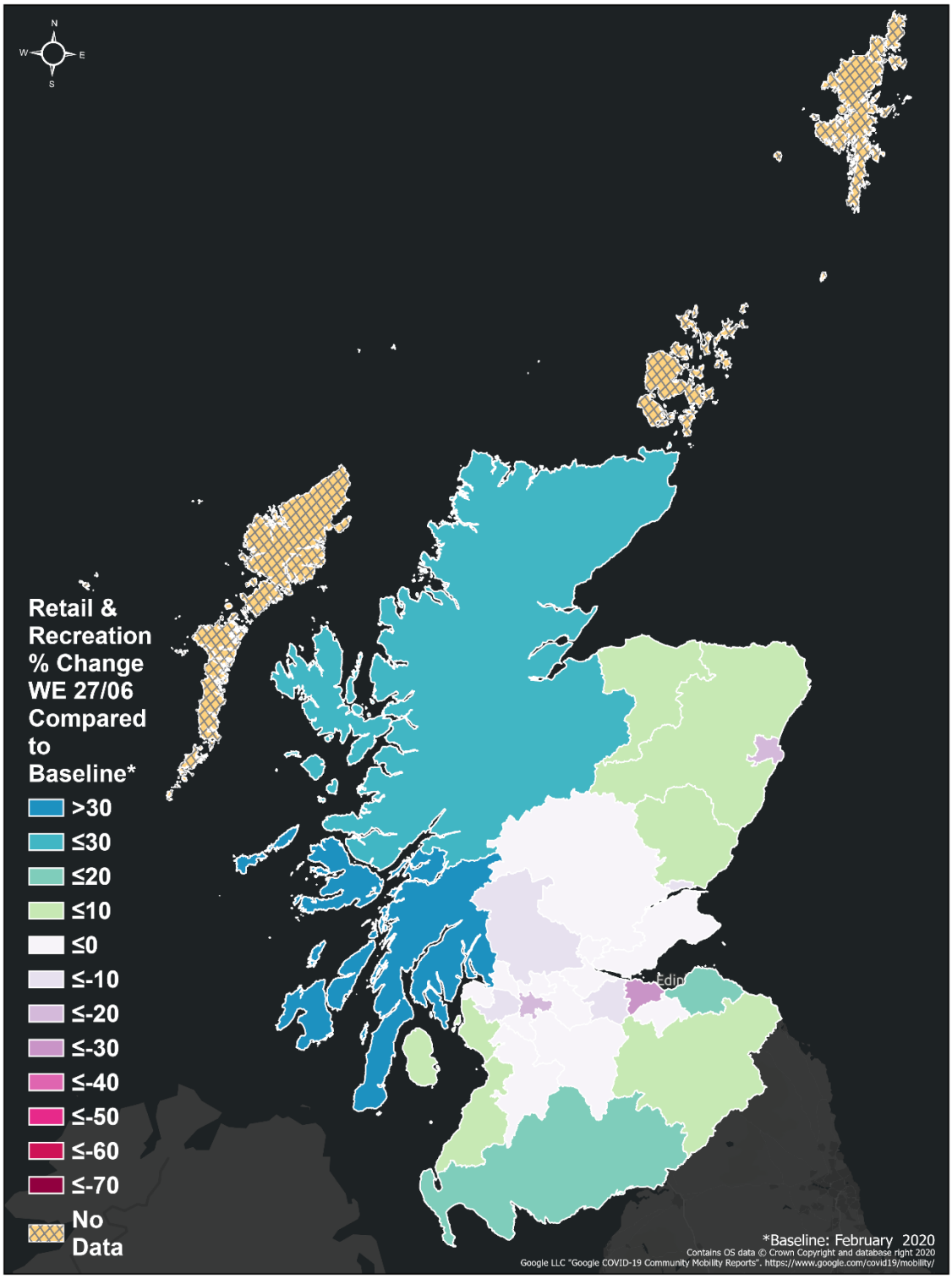

Figure 21 Retail and Recreation Map
Source: Google Community Mobility report 6 July 2021
Baseline: Index 100 = February 2020
Data note: Data not available for Na h-Eileanan Siar, Orkney Islands and Shetland Islands.

Google Trends – Parks

There were significant data gaps for Parks movements over the month of June, with no data recorded for several non-city regions. Where data is available, it shows significant increases across all regions. In city regions, recorded increases were highest in Edinburgh (35%) and Aberdeen (20%). The most significant increases in non-city regions were in Highland (80%), Argyll of Bute (45%) and Dumfries and Galloway (45%). Observed growth is likely associated with the easing of restrictions and improved weather conditions, with the regions recording the highest growth being popular holiday destinations and more rural outdoor areas.

Parks activity was above baseline in all regions, ranging between 28% (Midlothian) and 206% (Highland).

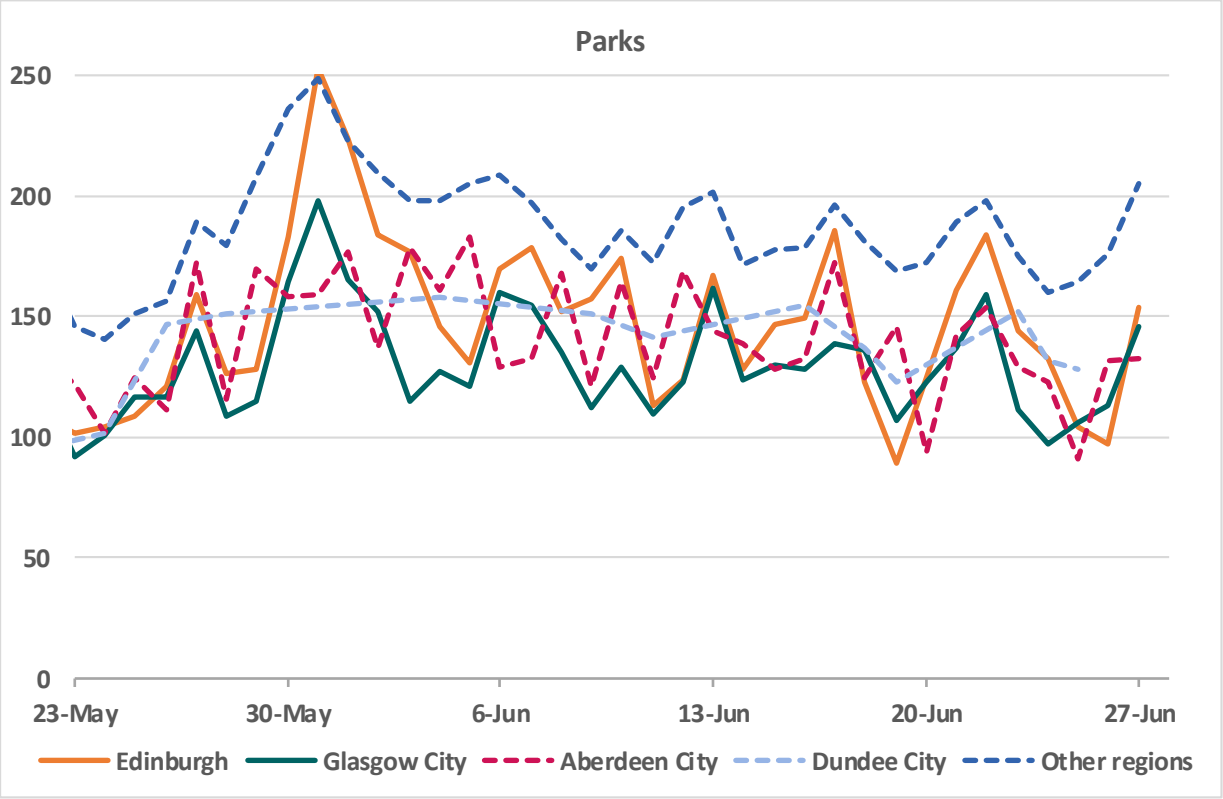

Figure 22 Parks against Pre-Pandemic
Source: Google Community Mobility report 6 July 2021
Latest available data: Week Ending 27 June 2021
Baseline: Index 100 = February 2020
Data Note: Values have been calculated using a weighted population factor for Local Authorities. Other regions refers to all Scotland LAs (where data is available) excluding Edinburgh, Glasgow, Aberdeen and Dundee.

Google Trends – Parks Map

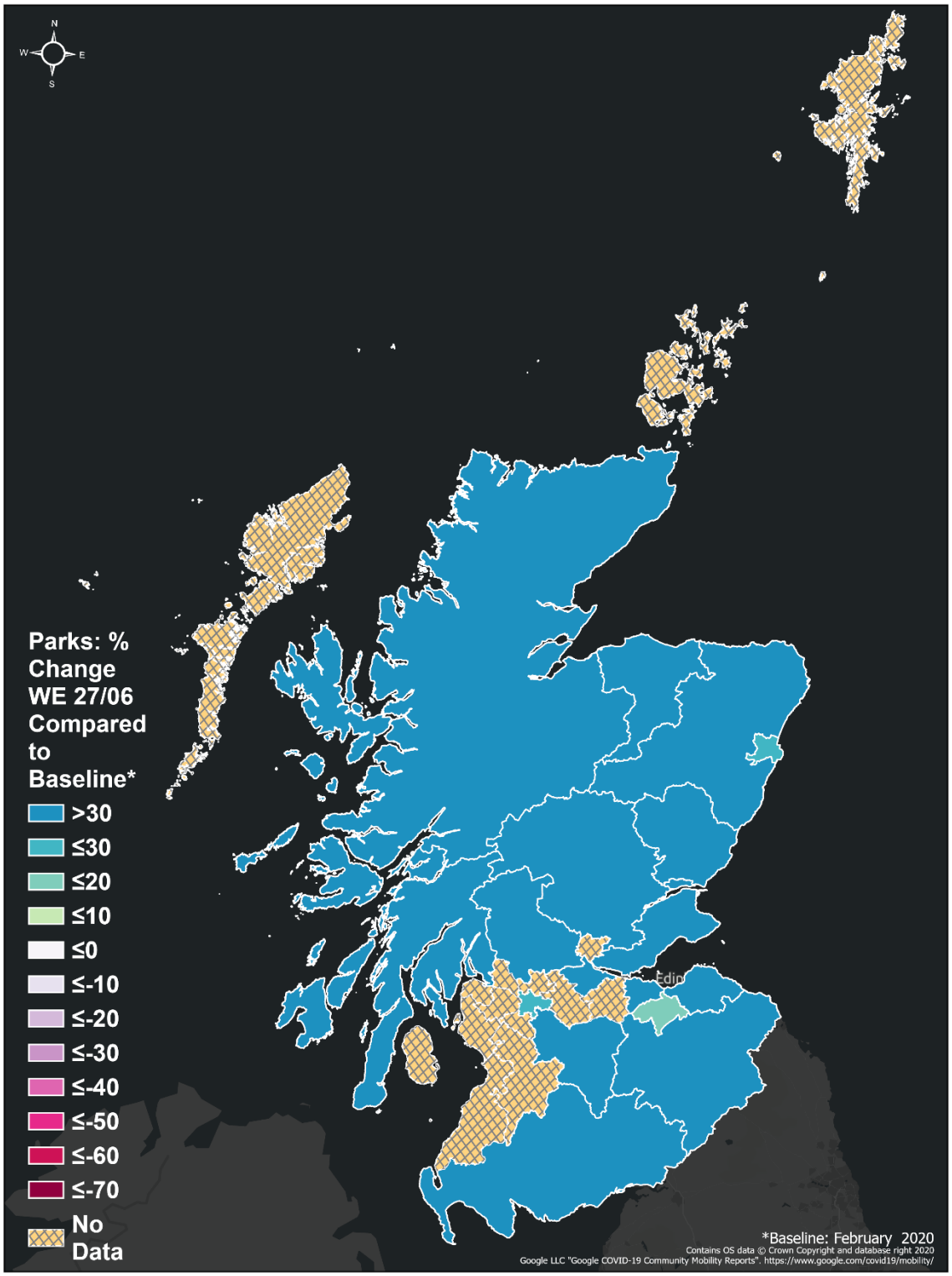

Figure 23 Parks Map
Source: Google Community Mobility report 6 July 2021
Baseline: Index 100 = February 2020
Data Note: Data not available for Na h-Eileanan Siar, Orkney Islands, Shetland Islands and several other Local Authorities.

Google Trends – Workplace

Workplace movements in June increased in most regions compared to May, with similar growth recorded across the country. Moray (-3%) and Na h-Eileanan an Iar (-5%) were the only regions to show a decline, while East Ayrshire remained at the same level as the previous month. Growth ranged between 1% in Angus, East Dunbartonshire, East Renfrewshire and East Lothian, and 7% in Edinburgh, Aberdeenshire, Highland, and Shetland Islands.

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 -26% in Dundee and -34% in Edinburgh. In non-city regions, values ranged from -13% in Argyll and Bute to -30% in East Dunbartonshire.

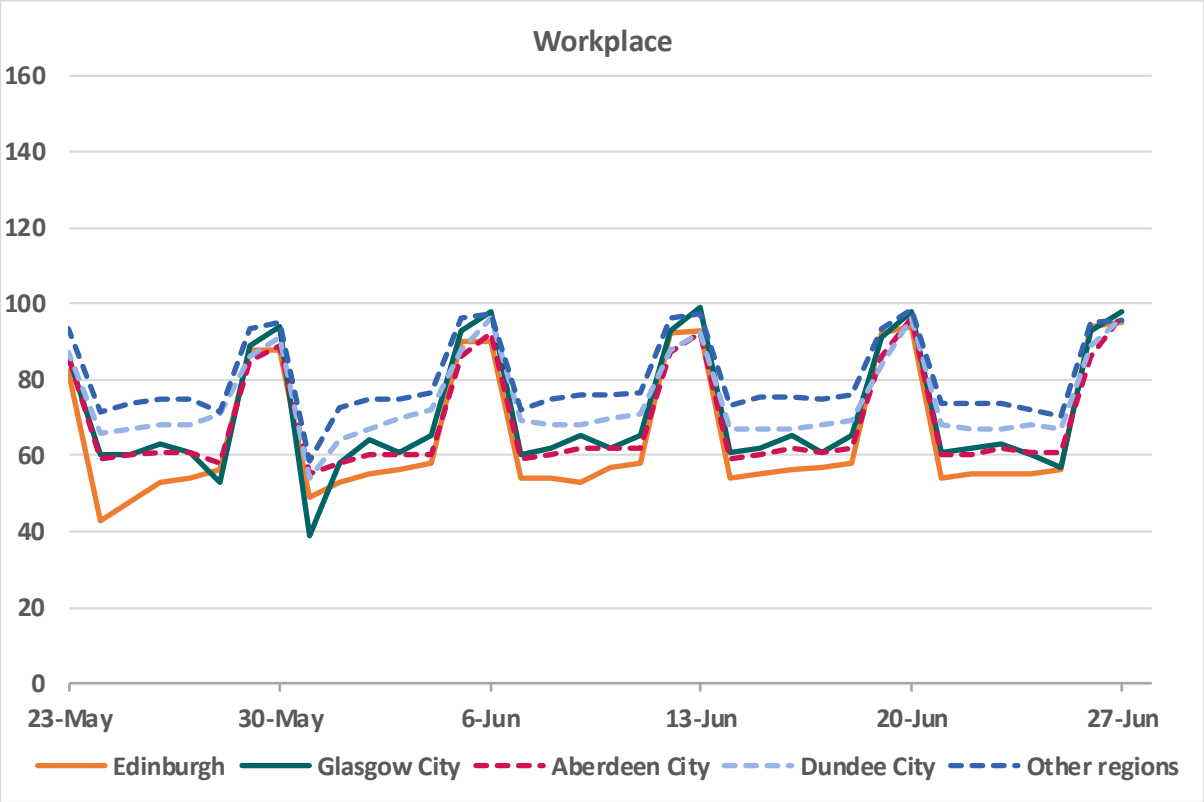

Figure 24 Workplace against Pre-Pandemic
Source: Google Community Mobility report 6 July 2021
Latest available data: Week Ending 27 June 2021
Baseline: Index 100 = February 2020
Data Note: Values have been calculated using a weighted population factor for Local Authorities. Other regions refers to all Scotland LAs (where data is available) excluding Edinburgh, Glasgow, Aberdeen and Dundee.

Google Trends – Workplace Map

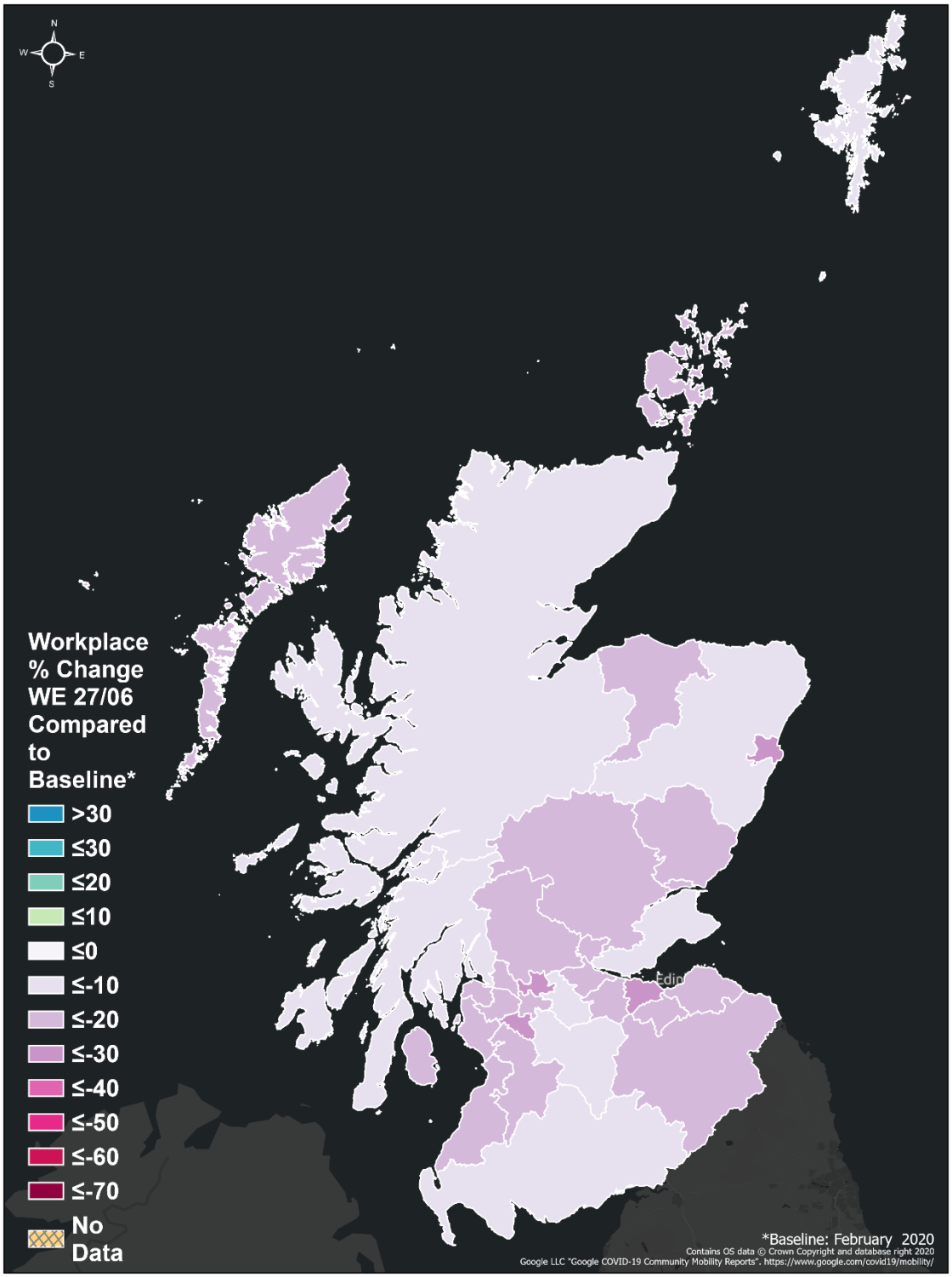

Figure 25 Workplace Map
Source: Google Community Mobility report 6 July 2021
Baseline: Index 100 = February 2020

Google Trends – Mobility

Excluding island regions due to limited data, the mobility average showed significant regional variation over the month of June compared to May, with values ranging between -12% (South Ayrshire) and 28% (Highland).

Mobility in many regions remained below February 2020 baseline levels, including all city Local Authorities, with values ranging from -4% (Dundee) to -15% (Glasgow). Values for non-city regions varied much more significantly, with declines of between -15% (Renfrewshire) and -1% (Midlothian), and recorded growth of between 1% (Falkirk) and 51% (Argyll and Bute).

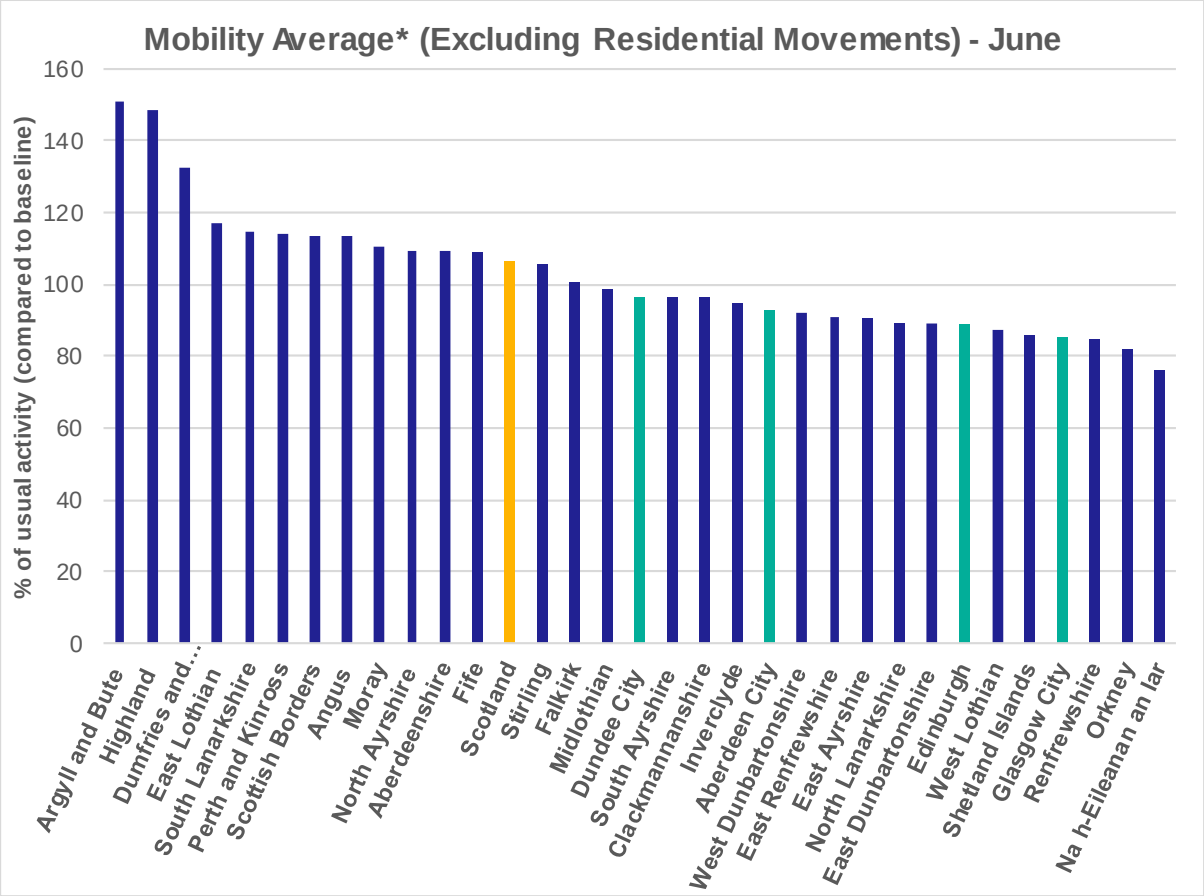

Figure 26 Mobility Average by Local Authority
Source: Google Community Mobility report 6 July 2021
Baseline: Index 100 = February 2020
Data Note: Average mobility for island Local Authorities is based on transit and workplace movements. Data for other categories has not been published for these regions.

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.

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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