



**TRANSPORT  
SCOTLAND**  
CÒMHDHAIL ALBA

# Scottish Transport Statistics 2024

## Summary Transport Statistics

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## Introduction

This chapter highlights some of the main findings from Scottish Transport Statistics, the accompanying summary tables provide longer term trends than those included in the individual chapters and include comparisons between Scotland and Great Britain. This publication covers data up until 2023-24.

## The content of this chapter

This chapter covers the following topics:

- Overview of travel in Scotland
- Motor vehicles, traffic and road casualties
- Public transport: bus, rail, air and ferry
- Personal travel (e.g. driving, walking and cycling; travel to work and school)
- Cross-border transport
- Environment and emissions

## Overview of travel in Scotland

Transport and travel habits in Scotland were profoundly affected by the Covid-19 pandemic, with restrictions on travel and daily activity in place for large parts of 2020 and some of 2021.

In 2023-24, public transport journeys rose by 15%, with 451 million public transport journeys made by either bus, rail, air, or ferry. This compares with the 392 million public transport journeys recorded in 2022-23.

Bus remained by far the most commonly used form of public transport in 2023-24, with 74% of public transport journeys made by bus, 18% by rail, 6% by air and 2% by ferry.

The number of bus journeys increased by 12% in 2023-24 compared to 2022-23. However, this was still 7% lower than pre-pandemic journeys in 2019-20. Prior to this, bus passenger numbers had been following a generally declining trend, dropping by 10% in the ten years leading up to 2019-20.

Rail journeys showed an increase of 27% over the year 2023-24. However, this was still 16% lower than in 2019-20. In the years immediately prior to the pandemic rail use had been steadily increasing.

Air passengers increased by 21% between 2022 and 2023, but are still down by around 10% compared with 2019. Air passenger numbers had increased by 28% in the ten years prior to the pandemic. Ferry passenger numbers showed an increase of 4% in 2023, but were still down 7% compared to 2019.

Road traffic also rose in 2023-24. Overall road traffic increased by 2%, and has now returned to 99% of pre-pandemic levels. Car traffic increased by 3% in 2023-24 and is now 4% below pre-pandemic levels. Prior to the pandemic, road traffic had been following a steadily increasing trend with total road traffic increasing by 10% in the 10 years up to 2019.

During the pandemic cycling was one of the few transport types to demonstrate an increase in traffic volume. Despite decreases in the years since, cycling on the road network was estimated to be 10% higher in 2023-24 compared with 2019-20.

The table below shows changes in the numbers and percentage changes for various forms of transport.

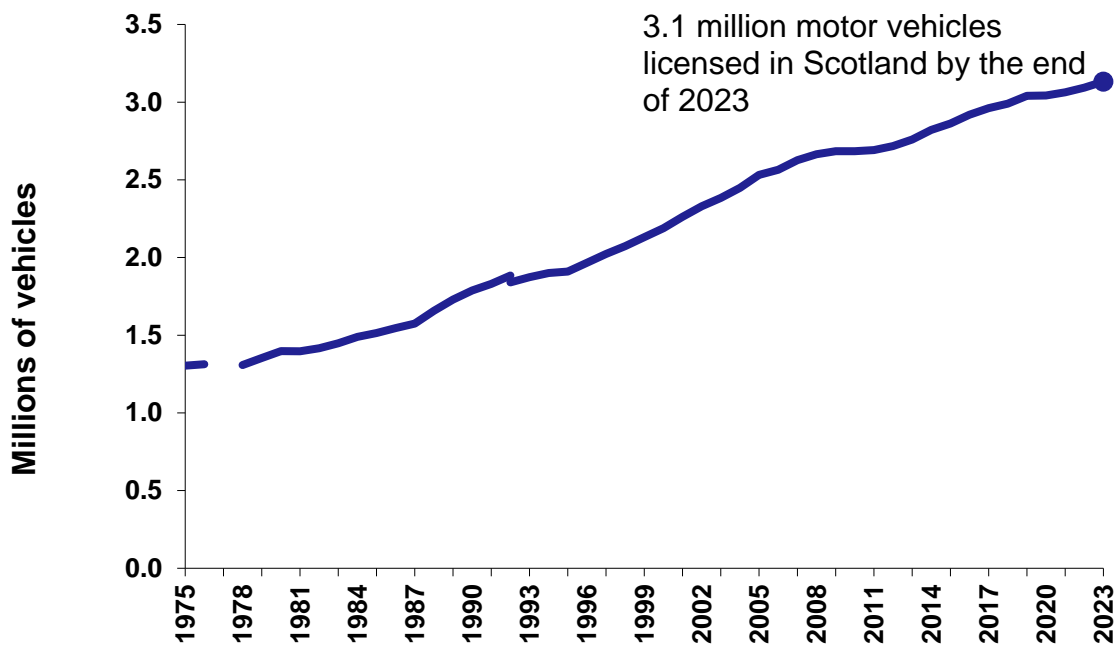
	<b>2019-20</b>	<b>2022-23</b>	<b>2023-24</b>	<b>Change over 1 year</b>	<b>Change since 2019-20</b>
Car Traffic (million/veh km)	36,678	34,375	35,372	+3%	-4%
Pedal Cycle Traffic (on-road) (million/veh km)	365	422	403	-5%	10%
ScotRail Passengers (millions)	96.4	63.7	81.2	+27%	-16%
Bus Passengers (millions)	361	297	334	+12%	-7%
Air Passengers (millions)	29	21.5	26.0	+21%	-10%
Ferry Passengers (millions)	10.4	9.3	9.7	+4%	-7%
	<i>Source: STS 2024, Table S1 except Traffic estimates from table 5.3.</i>				

# Motor vehicles, traffic and road casualties

## Motor vehicles

There were 3.1 million motor vehicles licensed in Scotland in 2023. Having increased slightly from 2022, this is the highest level recorded [Figure 1].

Figure 1: Motor vehicles licensed in Scotland



The total number of vehicles registered in Scotland has been increasing steadily over the longer term. The current total is 14% higher than in 2013 and has more than tripled since 1964.

The number of *new* vehicle registrations in 2023 was 205,000. Whilst this was 14% higher than in 2022, it was still below the figure for 2019 (221,000), which itself was the third successive annual decrease. Taken together, the trends in total vehicles registrations and new vehicle registrations suggests that in recent years people have been buying fewer new vehicles, but retaining existing vehicles for longer.

There were fewer vehicles per person in Scotland than in Great Britain as a whole (56 compared to 60 per hundred population), as has consistently been the case in recent years.

## The road network

There were 57,327 kilometres of public road in Scotland in 2023. Seven per cent of this was trunk road, which is managed centrally by Transport Scotland; the remaining roads are the responsibility of Local Authorities.

In Scotland, there was 10.4 kilometres of road per 1,000 people, compared to 6.0 km per 1,000 people in GB as a whole.

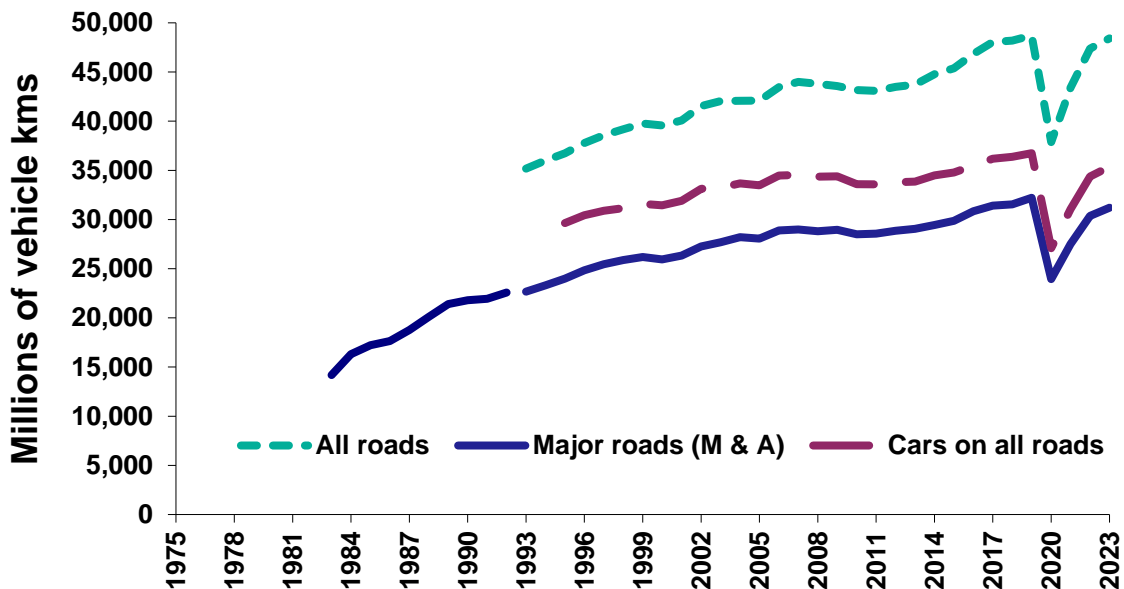
## Road traffic

In 2023, 48.4 billion vehicle kilometres were travelled, an increase of 2% compared to the previous year, but 1% less than in 2019.

Prior to the pandemic, the volume of traffic on major roads (Motorways and A roads) had more than doubled since 1983, from an estimated 14,185 million vehicle kilometres to around 32,000 million vehicle kilometres in 2019 [Figure 2].

Car and van users reported that 12% of journeys were delayed due to traffic congestion in 2023.

Figure 2: Traffic in Scotland (vehicle km)

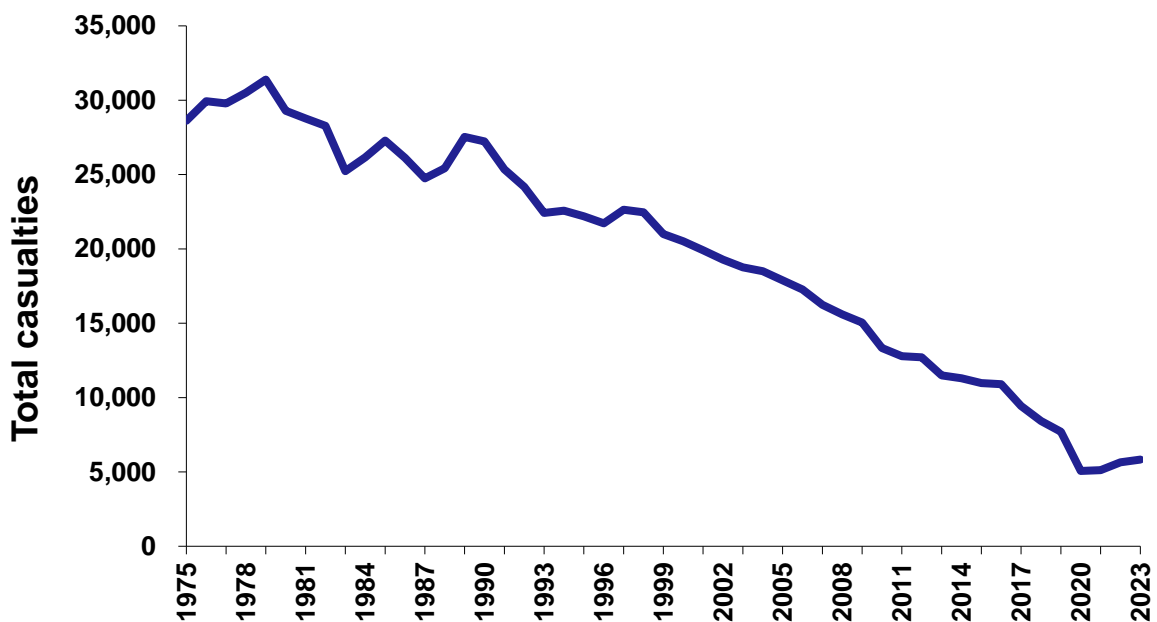


## Road casualties

In 2023, 155 people were killed and 1,944 seriously injured in road collisions.

The total number of casualties on Scottish roads rose 4% between 2022 and 2023. These latest figures will have been influenced by the latest increase in traffic. However, prior to the pandemic recorded casualties were declining [Figure 3]. The total number of road casualties decreased by 49% over the last decade. Casualties of all severities have fallen over this period.

Figure 3: Reported road casualties of all severities – including fatal, seriously injured and slightly injured







In Scotland in 2023, for every thousand people in the population, 0.38 were killed or seriously injured in road collisions, compared to 0.45 for Great Britain.

In 2023, car users accounted for almost three fifths of all casualties (58%), with car casualties increasing by 6% and pedestrian casualties increasing by 4% in 2023 [Figure 4]

Figure 4: Road collision casualties by mode of transport

Road collision casualties by mode of transport:

	Share of all road casualties	Yearly change in number of casualties
	58%	+6%
	16%	+4%
	8%	+2%
	7%	-16%



## Public transport: bus, rail, air and ferry

### Local bus and rail services

#### Bus

Bus travel in Scotland was profoundly affected by the Covid-19 pandemic, with restrictions on travel and daily activity in place for large parts of 2020 and some of 2021.

In 2023, there were 334 million bus passenger journeys, an increase of 13% on the previous year [Figure 5]. Just over one half of all bus journeys in 2023 were made under the National Concessionary Travel scheme. This compares with 38% of journeys in 2019, although in early 2022 the scheme was expanded to include those aged under 22.

Prior to the pandemic, bus passenger journeys had been falling over the longer term. The figures almost halved between 1960 and 1975 and roughly halved again by 2019.

The distance covered by local bus services (expressed in terms of 'vehicle kilometres') can be seen as a measure of bus service provision. Although this was the same in 2023 as the previous year, the number of passengers carried still rose by 13%.

#### Rail

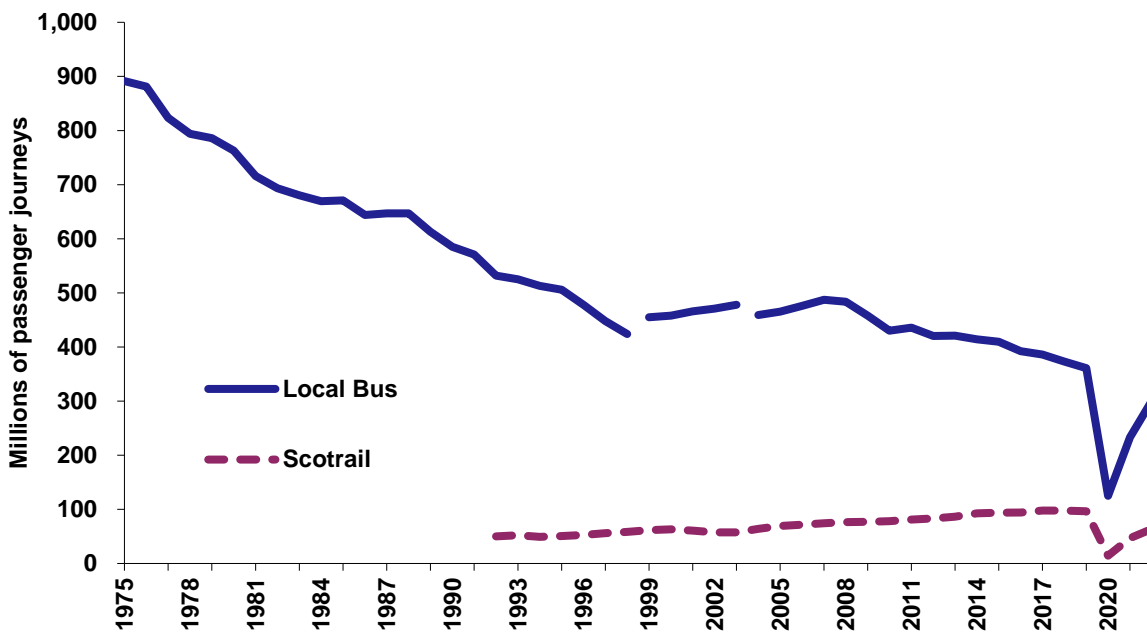
Rail travel in Scotland was profoundly affected by the Covid-19 pandemic, with restrictions on travel and daily activity in place for large parts of 2020 and some of 2021.

There were 81.2 million ScotRail passenger journeys in 2023-24, an increase of 27% from 2022-23 [Figure 5].

Prior to the pandemic, rail patronage had been rising steadily and but it was 6% lower in 2023-24 compared to 2013-14.

The distance covered by scheduled trains in Scotland rose by 13% in 2023-24. However, this was not to the same scale as the increase in passenger numbers (27%).

Figure 5: Bus and rail passenger numbers in Scotland



## Air and ferry passengers

### Air

There were 26 million air terminal passengers in 2023, up 21% compared to the previous year, but 10% lower than in 2019. Prior to the pandemic, air passenger numbers had been increasing over time, with a 28% increase in the ten years up to 2019 [Figure 6].

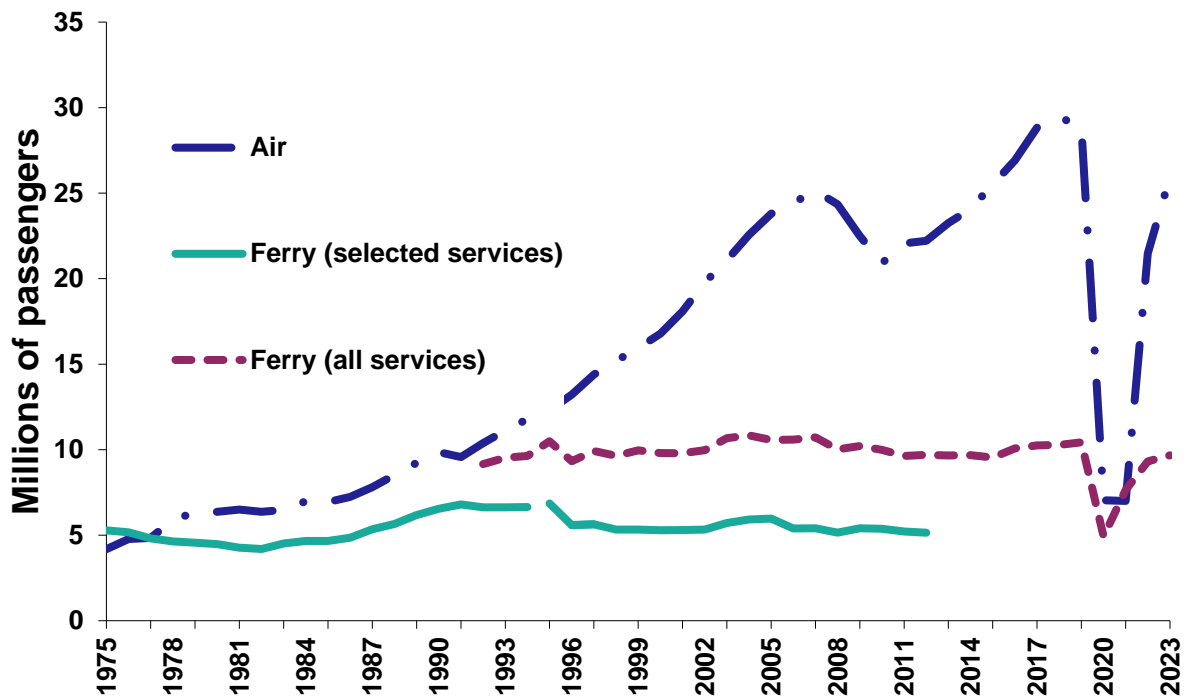
In 2023, 3.9% of all terminal passenger traffic was from within Scotland, 35% was to or from other parts of the UK, 54% was between Scotland and mainland Europe.

### Ferry

In 2023, 9.7 million passengers travelled by ferry (including traffic within Scotland and to and from Northern Ireland), a 4% increase on the previous year [Figure 6].

Across all ferry routes, 3.4 million vehicles were carried in 2023 (including traffic between Scotland and Northern Ireland and within Scotland), a 12% increase on the 2021.

Figure 6: Air and ferry passenger numbers in Scotland



Note: in the above figure, 'selected services' refers to those services for which data is available back to 1975 – Caledonian MacBrayne, P&O Scottish Ferries, Northlink Orkney and Shetland Ferries and Orkney Ferries

## Personal travel (e.g. driving, walking and cycling; travel to work and school)












In 2023, 71% of people aged 17 or over had a full driving licence. The proportion of men aged 17+ holding a licence was higher than women (77% compared to 67%).

35% of people drove every day in 2023, with around 74% of households having access to at least one car.

Twenty nine per cent of employed people reported that they currently worked from home. This compares with 16% in 2019.

Of those that travelled to work in 2023, 30% of journeys to work were by public or active travel [Figure 7].

Figure 7: Main modes of travel to work and school 2023

Main mode of travel to work:		Main mode of travel to school:	
Car (driver) 	62.8%	Walk 	52.9%
Walk 	11.8%	Car/Van 	24.0%
Bus 	10.3%	Bus 	17.8%
Car(passenger) 	4.7%	Other	2.4%
Rail 	5.3%	Cycle 	1.9%
Cycle 	2.9%	Rail 	1.0%
Other	2.1%		

Sixty four per cent of people were either very or fairly satisfied with public transport in 2023, a increase from 58% in 2022.

## Cross-border transport

As with transport more generally, cross-border transport was significantly affected by the Coronavirus pandemic. In 2023, there were 11 million air and ferry passenger journeys to other parts of the UK, an increase of 19% since 2022. The majority of these journeys were made by air (9 million).

The most recently available figures for cross-border rail journeys are for 2022. These show 18 million passenger journeys were made to other parts of the UK in 2022.

In 2023, 15.6 million passenger journeys were made to and from other countries by air, an increase of 43% since 2013.

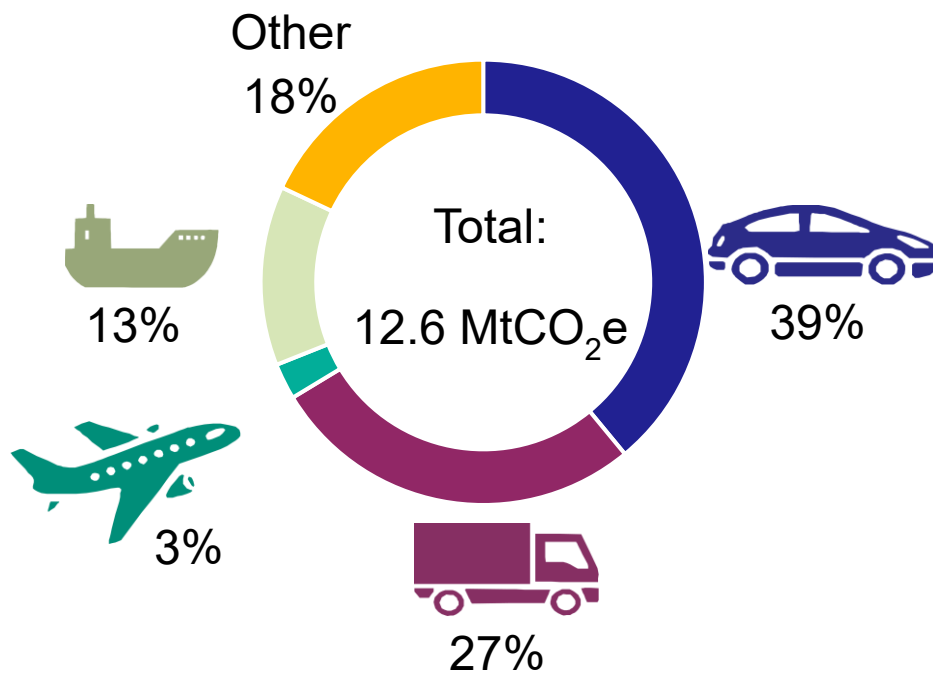
## Environment and emissions

The most recently available figures for transport emissions relate to 2022.

Transport accounted for 31.7% of Scotland’s total greenhouse gas emissions in 2022. Scotland’s transport emissions in 2022 were 9.1% higher than in 2021, and 13.3% lower than in 1990.

In 2022, passenger cars accounted for 39% of transport greenhouse gas emissions **[Error! Not a valid bookmark self-reference.]**.

Figure 8: Share of greenhouse gas emissions by mode in 2022



Over the longer term, newly registered cars have become more efficient in terms of carbon dioxide emissions, with average CO<sub>2</sub> emissions in Scotland for new car registrations falling by 16% over the last ten years.

At the end of 2023, ultra-low emission vehicles (ULEVs) accounted for 2.9% of vehicles licensed in Scotland, an increase from 2.1% at the end of 2022.

## Official Statistics

These statistics are official statistics. Official statistics are statistics that are produced by crown bodies, those acting on behalf of crown bodies, or those specified in statutory orders, as defined in the [Statistics and Registration Service Act 2007](#).

Scottish Government statistics are regulated by the Office for Statistics Regulation (OSR). OSR sets the standards of trustworthiness, quality and value in the [Code of Practice for Statistics](#) that all producers of official statistics should adhere to.

## Data and Methodology

Information on the notes, definitions and sources for each of the chapters in the publication can be found in the individual chapter user guides.

## Tell us what you think

We are always interested to hear from our users about how our statistics are used, and how they can be improved.

## Feedback survey

We'd appreciate it if you would complete our short [feedback survey](#) on this publication.

## Enquiries

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## Future publications

Details of future publications can be found on our [forthcoming publications](#) page.

Notes

This worksheet contains one table.

Note number Note text

Note number	Note text
note 1	DfT has revised the figures for the light goods and goods body lorry back to 2001. DfT does not have the underlying data to revise earlier years' figures.
note 2	Financial years
note 3	The DfT has revised figures from 2006/07 onwards as a result of methodological improvements. Figures prior to this period are not directly comparable. See Chapter 2 for more detail. Figures from 2006 include Government support for buses which is not available for the two previous years. Passenger numbers for 2015 to 2021 have been revised. Vehicle kms for 2014 to 2021 have been revised. <a href="#">Following a methodology change from paper to online data, the following table has been revised from 2014 onwards. It should not be used for comparisons with data from 2013 and earlier. For more details on the methodology change, see the following link: <a href="#">https://www.gov.uk/government/uploads/system/uploads/attachment_data/file/586099/road-traffic-figures-2014-2021-methodology-change.pdf</a></a>
note 4	The estimated amounts of crude oil and products carried by pipelines over 50km in length, 2012 figures are provisional.
note 5	Scottish introduced a new methodology which better estimates Scotland's domestic passenger from 2010/11. Figures from 2010/11 onwards present the impact of this on previously reported data to provide a more meaningful year on year comparison. Note that this has no impact on actual journey undertaken.
note 6	The Office of Rail and Road (ORR) provides total passenger figures. These are not adjusted to reflect Scotland's revised methodology and are therefore not comparable with Scotland figures. There is a series break between 2007/08 and 2008/09 due to changes in the methodology. From 2008/09 onwards, data for Great Britain only are included.
note 7	Previous estimates of 215 only include services which are available back to 1975, the can will be found in table 111. Figures for passenger numbers on the Great Britain services in 2012, 2014 and 2015 have not been included in the total for Scotland as the figures are more estimates and considered as 'less error' development.
note 8	Total have been revised in 2012 to include slip roads on Trunk A roads which had previously excluded. See Road Network chapter for more information.
note 9	Changes in the layout of the M404/M736M during 2012 are likely to have affected the traffic data for motorways.
note 10	Due to changes in the way roadside surveillance are recorded, Automatic license plate (ANPR) data are not comparable with later years.
note 11	Changes in the layout of the M404/M736M during 2012 are likely to have affected the traffic data for motorways.
note 12	Estimates for the period since 2010 have been revised to take into account the minor road benchmarking exercise. Further details available at: <a href="http://www.gov.uk/government/uploads/system/uploads/attachment_data/file/586099/road-traffic-figures-2014-2021-methodology-change.pdf">http://www.gov.uk/government/uploads/system/uploads/attachment_data/file/586099/road-traffic-figures-2014-2021-methodology-change.pdf</a>
note 13	The figures from 2018 onwards are not comparable with previous figures, as they are collected in a different way.
note 14	Due to changes in the way in response to covid-19, 2020 and 2021 data is not directly comparable with other years, as this causes a change in the time series (see publication introduction for more information).
note 15	The Travel diary methodology changed in 2007 and in 2012, creating a break in the data series.
note 16	Employed adults (aged 16+) not working from home figures for 2017 are likely to be over or under by 500k. These have been revised from 82.7 to 81.1.
note 17	Train journey miles not included in publications before 2018. They have now been added, and the 2016 figure is 0.1% higher than previous published.
note 18	Figures for 2017 Travel to school by car or van have been revised from 26.5.
note 19	From 2012 Q4 the question was changed to ask about access to car's own instead of just cars.
note 20	Data published in 2015 erroneously included a value of 12.5 because of the exclusion of vans. This table contains the revised data.
note 21	England, Wales or Northern Ireland - for the purposes of this table, Scotland/Northern Ireland figures are available in the website.
note 22	Figures for 10000 motor cycle are available in the website. They are approximated as they include an element of estimation.
note 23	The Royal Dornoch service started in May 2002. There was a drop in the frequency of service from November 2009. The passenger service ceased in December 2010. Figures for services between Letch and other coaches are available from 1996.
note 24	Freight lifted by UK HGVs only - does not include freight carried by other HGVs or by other types of vehicle (ie light goods vehicles). The figures for 2004 onwards are not directly comparable with earlier years. Due to changes to the survey's methodology & processes.
note 25	The Road figures for 'south UK' include freight taken in Scotland, England or Wales ports for export.
note 26	Figures include only to experiments from major ports only. Note there have been increases over the years.
note 27	The Road figures for 'south UK' include freight imported at an estimated 2.5%.
note 28	Figures are for combined years e.g. 2011 covers 2011/12.
note 29	DfT revised the methodology from 2004, causing a break in the series. Passenger numbers for 2015 to 2021 have been revised.
note 30	The GB figures relate to motor vehicle traffic only, and therefore exclude a small amount of pedal cycle traffic. Estimates for the period since 2000 have been revised following the minor road review. Further details are available in the brochure report, available at: <a href="http://www.gov.uk/government/uploads/system/uploads/attachment_data/file/586099/road-traffic-figures-2014-2021-methodology-change.pdf">http://www.gov.uk/government/uploads/system/uploads/attachment_data/file/586099/road-traffic-figures-2014-2021-methodology-change.pdf</a>
note 31	Financial years
note 32	Total passenger figures are produced by the ORR and have not been adjusted to reflect Scotland's revised methodology.
note 33	Figures are based on the origin and destination of trips and do not include stages of these trips separately.
note 34	The estimated amounts of crude oil and products carried by pipelines over 50km in length, 2012 figures are provisional.
note 35	These figures are for freight lifted by heavy Goods Vehicles. The GB figures are for freight transported within GB, the Scottish figures include small amounts of freight loaded in Northern Ireland and outside the UK.
note 36	Domestic freight estimates for 2006 to 2009 were revised on 27 October 2011.
note 37	Figures for 2008-09 onwards have been revised due to an error in the LEMON calculation of journeys between Edinburgh and Glasgow.
note 38	Figures are based on the origin and destination of trips and do not include stages of these trips separately.
note 39	Due to changes in the way in response to covid-19, 2020 and 2021 data is not directly comparable with previous years, as this causes a break in the time series (see publication introduction for more information).
note 40	The figures from 2018 onwards are not comparable with previous figures, as they are collected in a different way.
note 41	The figures for Car and All use for calendar years before the figures for Bus and Rail are for the financial years which start in the specified calendar years (the 1996 figures are for 1995/96).
note 42	Pre-1975, the figures are the total of passenger journeys for the Scottish Bus Group and the bus city corporations. Therefore, they include any non-board (non-board) services as well as operators, and exclude other operator (stage) board services. Glasgow Corporation's figures may have reduced passenger journeys on bus routes and the Glasgow Independent figures from 2004 onwards have been subject to revision due to methodological improvements.
note 43	Figures from 1995 onwards were revised by ORR in 2013 due to improvements in methodology. There is a series break between 2007/08 and 2008/09 due to a change in the methodology. From 2008/09 onwards, data for Great Britain only are included.
note 44	Figures in 2007/08 and 2008/09 were affected by industrial action. The greatest issue was in 2007/08 and 2008/09 includes those routes for which figures are available back to 1975. Calsonan Headlighting, F&G Scottish Ferries / Haulage, Calsonan and Shetland Ferries, and Orkney Ferries. The figures from 1995 are affected by the reduction in traffic caused by the withdrawal of the Kyles/Aberdeen service when the Skye Bridge opened in October 1995.
note 45	All ferry routes within Scotland, between Scotland and Northern Ireland and between Scotland and Europe, for which passenger figures are available in the website.
note 46	Due to changes in the survey in response to covid-19, 2020 data is not directly comparable with previous years, as there is a break in the time series between 2019 and 2021.
note 47	The figures for 'road' (all 'road' includes shipping and inland waterways) are the total amount lifted in Scotland. The category of 'coastal shipping' is shown for historical reasons. It is defined in a different way to the 'coastal shipping' figure in the total lifted in Scotland. The total lifted elsewhere in the UK which is defined in Scotland. The 'road' figure is the estimated amount of crude oil carried by onshore pipelines which are over 50km in length. This table does not show one port traffic to/from of rigs and the sea bed.
note 48	The figures are all for calendar years except for the figures for 'all' from 1995, which are for the financial years which start in the specified calendar years (e.g. all rail figures for 2011 cover 2010/11).
note 49	The estimated amounts of crude oil and products carried by pipelines over 50km in length, 2012 figures are provisional.
note 50	A new system for collecting post-bus statistics was introduced in 2000. Data prior to that are on a different basis.
note 51	Changes to the methodology for collecting road freight data mean that previous figures are not comparable.
note 52	Quaker figures for 2011 are provisional.
note 53	Provisional data for rail freight from 2011 onwards due to an error in the formula for calculating the figures.
note 54	Domestic freight estimates from 2011 to 2016 were revised on 27 October 2011.
note 55	Domestic freight estimates for 2006 to 2009 were revised in 2018.
note 56	The figures from 2018 onwards are not comparable with previous figures, as they are collected in a different way.
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**Table S1 Summary of Transport in Scotland - Numbers**

This worksheet contains one table. Some cells refer to notes which can be found in the notes worksheet.

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Type of transport	Category	2012	2013	2014	2015	2016	2017	2018	2019	2020	2021 [Note 52]	2022 [Note 52]	2023 [Note 52]
<b>Vehicles Licensed (thousands)</b>	Private and Light Goods [Note 1]	2,395	2,436	2,496	2,537	2,594	2,638	2,665	2,711	2,708	2,712	2,724	2,738
<b>Vehicles Licensed (thousands)</b>	All Vehicles [Note 1]	2,717	2,759	2,821	2,863	2,919	2,962	2,991	3,041	3,042	3,064	3,093	3,132
<b>Vehicles Licensed (thousands)</b>	New Registrations	216	241	262	268	270	250	233	221	161	181	181	205
<b>Local Bus Services (millions [Note 2])</b>	Passenger Journeys (boardings) [Note 3]	420	421	414	410	392	386	375	361	124	232	297	334
<b>Local Bus Services (millions [Note 2])</b>	Vehicle Kilometres [Note 3]	327	332	328	333	329	326	323	325	251	286	272	272
<b>Local Bus Services (£ millions [Note 2])</b>	Passenger Revenue at latest year's prices [Note 3]	833.5	815.8	798.9	829.9	825	802.1	774.2	736.8	494.0	618.1	745	758
<b>Freight Lifted (million tonnes)</b>	Road [Note 4]	8.43	8.43	8.43	8.43	8.43	8.43	8.43	8.43	8.43	8.43	8.43	8.43
<b>Freight Lifted (million tonnes)</b>	Rail [Note 2] [Note 15]	4.45	4.28	3.77	4.23	4.03	4.08	4.08	4.08	4.08	4.08	4.08	4.08
<b>Freight Lifted (million tonnes)</b>	Coastwise traffic	12.5	11.4	11.8	14.2	14.2	14.2	14.2	14.2	14.2	14.2	14.2	14.2
<b>Freight Lifted (million tonnes)</b>	One Port traffic	2.57	2.10	2.19	2.19	2.19	2.19	2.19	2.19	2.19	2.19	2.19	2.19
<b>Freight Lifted (million tonnes)</b>	Inland waterway traffic	10.79	10.69	9.41	10.14	9.42	9.42	9.42	9.42	9.42	9.42	9.42	9.42
<b>Freight Lifted (million tonnes)</b>	Pipelines [Note 5]	28.2	28.2	28.2	28.2	28.2	28.2	28.2	28.2	28.2	28.2	28.2	28.2
<b>Freight Lifted (million tonnes)</b>	Total	62.5	62.5	62.5	62.5	62.5	62.5	62.5	62.5	62.5	62.5	62.5	62.5
<b>Public Road Lengths (kilometres)</b>	Trunk (A and M) [Note 10]	3,566	3,565	3,637	3,638	3,669	3,681	3,735	3,739	3,739	3,747	3,752	3,745
<b>Public Road Lengths (kilometres)</b>	Other Major (A and M)	7,473	7,473	7,406	7,414	7,418	7,427	7,500	7,529	7,524	7,528	7,530	7,565
<b>Public Road Lengths (kilometres)</b>	Minor Roads	44,873	44,938	45,011	45,100	45,163	45,257	45,355	45,454	45,696	45,802	45,905	46,018
<b>Public Road Lengths (kilometres)</b>	All Roads [Note 10]	55,912	55,975	56,054	56,152	56,250	56,364	56,591	56,722	56,959	57,077	57,187	57,327
<b>Road Traffic (million vehicle kilometres) [Note 14]</b>	Motorways [Note 11]	7,140	7,262	7,421	7,477	7,829	8,054	8,518	8,654	6,299	7,428	8,310	8,672
<b>Road Traffic (million vehicle kilometres) [Note 14]</b>	A roads	21,712	21,786	22,025	22,395	23,019	23,351	23,024	23,557	17,642	20,074	22,061	22,527
<b>Road Traffic (million vehicle kilometres) [Note 14]</b>	All roads (incl. B, C, uncl.)	43,498	43,711	44,776	45,374	46,843	48,045	48,187	48,713	37,883	43,410	47,379	48,421
<b>Reported Road Collision Casualties [Note 12] [Note 13]</b>	Killed	176	172	203	168	191	145	161	164	141	141	173	155
<b>Reported Road Collision Casualties [Note 12] [Note 13]</b>	Killed and adjusted serious	3,525	3,121	3,152	3,008	3,101	2,762	2,699	2,565	1,676	1,759	1,949	2,099
<b>Reported Road Collision Casualties [Note 12] [Note 13]</b>	All (Killed, Serious, Slight)	12,712	11,492	11,302	10,977	10,898	9,433	8,424	7,706	5,062	5,115	5,621	5,829
<b>Rail passengers (millions)</b>	ScotRail passenger journeys [Note 6]	83.3	86.3	92.7	93.8	94.2	97.8	97.8	96.4	14.4	46.7	63.7	81.2
<b>ORR data: (millions)</b>	Rail journeys in/from Scotland [Note 7]	85.8	86.7	91.7	93.4	94.2	97.1	97.0	94.7	14.9	48.8	64.8	[Unavailable]
<b>ORR data: (millions)</b>	Passenger receipts (2022 £million)	591.4	608.9	640.2	663.79	671.1	762.6	753.7	721.5	100.0	385.2	479	[Unavailable]
<b>Air Transport (thousands)</b>	Terminal Passengers	22,207	23,251	24,076	25,509	26,923	28,831	29,444	28,877	7,039	7,000	21,472	25,965
<b>Air Transport (thousands)</b>	Transport Movements	372.1	376.4	376.2	376.4	376.0	383.9	376.6	367.5	163.7	168.6	273.8	300.5
<b>Air Transport (thousands)</b>	Freight	52.2	54.2	59.9	56.4	55.9	60.3	62.3	58.9	49.0	55.3	50.1	47.0
<b>Ferries (thousands) [Note 8]</b>	Passengers	9,703	9,662	9,679	9,554	10,085	10,268	10,295	10,446	4,926	7,675	9,315	9,667
<b>Ferries (thousands) [Note 8]</b>	Vehicles	3,104	2,973	3,075	3,148	3,371	3,506	3,456	3,534	2,113	3,082	[Unavailable]	3,423
<b>Ferries (thousands) [Note 8]</b>	Passengers of which on routes within Scotland	7,888	7,831	7,884	7,824	8,320	8,501	8,529	8,656	4,076	6,261	7,619	8,001
<b>Ferries (thousands) [Note 8]</b>	Vehicles of which on routes within Scotland	2,655	2,577	2,626	2,706	2,930	3,060	3,043	3,120	1,861	2,638	[Unavailable]	2,957

**Table S2** Summary of Transport in Scotland - Index 2012=100

This worksheet contains one table. Some cells refer to notes which can be found in the notes worksheet.

Freeze panes are active on this sheet. To turn off freeze panes select the 'View' ribbon then 'Freeze Panes' then 'Unfreeze Panes' or use [Alt W, F]

Type of transport	Category	2020 [Note											
		2012	2013	2014	2015	2016	2017	2018	2019	2021	2022	2023	
<b>Vehicles Licensed</b>	Private and Light Goods [Note 1]	100.0	101.7	104.2	105.9	108.3	110.1	111.3	113.2	113.1	113.2	113.7	114.3
<b>Vehicles Licensed</b>	All Vehicles [Note 1]	100.0	101.5	103.8	105.4	107.4	109.0	110.1	111.9	112.0	112.8	113.9	115.3
<b>Vehicles Licensed</b>	New Registrations	100.0	111.6	121.1	123.6	124.8	115.4	107.7	102.0	74.4	83.8	83.4	94.7
<b>Local Bus Services [Note 2]</b>	Passenger Journeys (boardings) [Note 3]	100.0	100.2	98.6	97.5	93.3	91.8	1.0	85.9	29.6	55.2	70.6	79.5
<b>Local Bus Services [Note 2]</b>	Vehicle Kilometres [Note 3]	100.0	101.4	100.4	102.0	100.7	99.8	98.8	99.4	76.8	87.5	83.2	83.2
<b>Local Bus Services [Note 2]</b>	Passenger Revenue												
<b>Local Bus Services [Note 2]</b>	Passenger Revenue at latest year's prices [I	100.0	97.9	95.8	99.6	99.0	96.2	92.9	88.4	59.3	74.2	89.4	90.9
<b>Freight Lifted</b>	Road [Note 4] [Note 9]	available]	available]	available]	available]	available]	available]	available]	available]	Unavailable]	available]	available]	available]
<b>Freight Lifted</b>	Rail [Note 2]	available]	available]	available]	available]	available]	available]	available]	available]	Unavailable]	available]	available]	available]
<b>Freight Lifted</b>	Coastwise traffic	available]	available]	available]	available]	available]	available]	available]	available]	Unavailable]	available]	available]	available]
<b>Freight Lifted</b>	One Port traffic	available]	available]	available]	available]	available]	available]	available]	available]	Unavailable]	available]	available]	available]
<b>Freight Lifted</b>	Inland waterway traffic	available]	available]	available]	available]	available]	available]	available]	available]	Unavailable]	available]	available]	available]
<b>Freight Lifted</b>	Pipelines [Note 5]	available]	available]	available]	available]	available]	available]	available]	available]	Unavailable]	available]	available]	available]
<b>Freight Lifted</b>	Total	available]	available]	available]	available]	available]	available]	available]	available]	Unavailable]	available]	available]	available]
<b>Public Road Lengths</b>	Trunk (A and M) [Note 10]	100.0	100.0	102.0	102.0	102.9	103.2	104.7	104.8	104.8	105.1	105.2	105.0
<b>Public Road Lengths</b>	Other Major (A and M)	100.0	100.0	99.1	99.2	99.3	99.4	100.4	100.8	100.7	100.7	100.8	101.2
<b>Public Road Lengths</b>	Minor Roads	100.0	100.1	100.3	100.5	100.6	100.9	101.1	101.3	101.8	102.1	102.3	102.6
<b>Public Road Lengths</b>	All Roads [Note 10]	100.0	100.1	100.3	100.4	100.6	100.8	101.2	101.4	101.9	102.1	102.3	102.5
<b>Road Traffic [Note 14]</b>	Motorways [Note 11]	100.0	101.7	103.9	104.7	109.6	112.8	119.3	121.2	88.2	104.0	116.4	121.5
<b>Road Traffic [Note 14]</b>	All roads (incl. B, C, uncl.)	100.0	100.3	101.4	103.1	106.0	107.5	106.0	108.5	81.3	92.5	101.6	103.8
<b>Reported Road Collision Casualties 12</b>	Killed	100.0	97.7	115.3	95.5	108.5	82.4	91.5	93.2	80.1	80.1	98.3	88.1
<b>Reported Road Collision Casualties 13</b>	Killed and Serious	100.0	88.5	89.4	85.3	88.0	78.4	76.6	72.8	47.5	49.9	55.3	59.5
<b>Reported Road Collision Casualties 14</b>	All (Killed, Serious, Slight)	100.0	90.4	88.9	86.4	85.7	74.2	66.3	60.6	39.8	40.2	44.2	45.9
<b>Passenger Rail [Note 2] [Note 6]</b>	ScotRail passenger journeys [Note 6]	100.0	103.7	111.3	112.7	113.2	117.5	117.5	115.8	17.3	56.1	76.5	97.5
<b>ORR data:</b>	Rail journeys in/from Scotland [Note 7]	100.0	101.1	106.9	108.9	109.9	113.3	113.1	110.4	17.4	56.9	75.6	navailable]
<b>ORR data:</b>	Passenger receipts (£2018 million)	100.0	103.0	108.3	112.2	113.5	128.9	127.4	122.0	16.9	65.1	81.0	navailable]
<b>Air Transport</b>	Terminal Passengers	100.0	104.7	108.4	114.9	121.2	129.8	132.6	130.0	31.7	31.5	96.7	116.9
<b>Air Transport</b>	Transport Movements	100.0	101.2	101.1	101.2	101.0	103.2	101.2	98.8	44.0	45.3	0.1	0.1
<b>Air Transport</b>	Freight	100.0	103.9	114.7	108.1	107.0	115.4	119.4	112.9	93.9	106.0	96.0	90.1
<b>Ferries [Note 8]</b>	Passengers	100.0	99.6	99.8	98.5	103.9	105.8	106.1	107.7	50.8	79.1	96.0	99.6
<b>Ferries [Note 8]</b>	Vehicles	100.0	95.8	99.1	101.4	108.6	113.0	111.4	113.9	68.1	99.3	navailable]	110.3
<b>Ferries [Note 8]</b>	Passengers of which on routes within Scotla	100.0	99.3	100.0	99.2	105.5	107.8	108.1	109.7	51.7	79.4	96.6	101.4
<b>Ferries [Note 8]</b>	Vehicles of which on routes within Scotland	100.0	97.1	98.9	101.9	110.3	115.2	114.6	117.5	70.1	99.4	navailable]	111.4

**Table 53: Summary of Scottish Household Survey results, 1999-2023 [Note 17] [Note 18] [Note 75] [Note 76]**

This worksheet contains one table. Some cells may refer to notes which can be found on the notes worksheet.

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Source: Scottish Household Survey

Measure	Category	Sub-category	2013	2014	2015	2016	2017	2018	2019	2020	2021	2022	2023
Modal share of all journeys [Note 3]	Walking	Walking	23.3	25.0	21.6	23.5	21.3	19.8	22.1	37.0	29.6	22.6	25.3
Modal share of all journeys [Note 3]	Driver car/van	Driver car/van	50.0	48.1	50.7	50.7	52.1	52.9	52.9	50.5	50.3	55.2	51.1
Modal share of all journeys [Note 3]	Passenger car/van	Passenger car/van	13.6	13.0	13.3	13.1	12.5	12.8	12.3	7.3	10.6	10.8	11.6
Modal share of all journeys [Note 3]	Bicycle	Bicycle	1.0	1.4	1.2	1.2	1.5	1.4	1.2	1.5	2.3	1.7	1.7
Modal share of all journeys [Note 3]	Bus	Bus	8.5	8.6	9.5	7.7	8.2	8.0	7.0	2.5	4.2	6.3	6.5
Modal share of all journeys [Note 3]	Taxi/minicab	Taxi/minicab	1.6	1.2	1.3	0.9	1.3	1.4	1.2	0.2	0.6	0.9	0.9
Modal share of all journeys [Note 3]	rail	rail	1.7	2.1	1.7	2.2	2.6	2.6	2.3	0.1	1.5	1.8	1.9
Modal share of all journeys [Note 3]	Other	Other	0.3	0.6	0.7	0.8	0.5	1.0	1.0	0.8	0.9	0.7	0.9
Modal share of all journeys [Note 3]	Sample size	Sample size	20,180	19,930	18,710	19,050	18,320	17,790	18,450	3,600	16,560	14,210	15,440
Place of work	Works from home	Works from home	13.3	13.1	14.1	14.5	14.2	16.0	16.1	25.2	39.7	30.8	28.7
Place of work	Does not work from home	Does not work from home	86.7	86.9	85.9	85.5	85.8	84.0	83.9	47.3	60.3	69.2	71.1
Place of work	Sample size	Sample size	4,850	4,810	4,670	4,720	4,820	4,720	4,890	1,330	4,210	4,740	4,750
Model of travel to work [Note 4] [Note 5]	Walking	Walking	12.9	12.9	13.6	12.3	12.0	11.8	12.0	13.0	12.1	13.0	11.8
Model of travel to work [Note 4] [Note 5]	Car or Van (driver and passenger combined)	Car or Van (driver and passenger combined)	66.2	67.7	65.9	67.0	67.6	67.7	68.2	73.3	70.9	68.2	67.5
Model of travel to work [Note 4] [Note 5]	Driver	Driver	60.6	61.6	60.3	61.7	62.3	62.9	63.1	68.6	68.0	63.8	62.8
Model of travel to work [Note 4] [Note 5]	Car or Van	Passenger	5.6	6.0	5.6	5.3	5.4	4.8	5.1	4.7	2.9	4.4	4.7
Model of travel to work [Note 4] [Note 5]	Bicycle	Bicycle	2.5	2.6	2.2	2.6	3.0	2.8	2.7	2.0	4.3	3.0	2.9
Model of travel to work [Note 4] [Note 5]	Bus	Bus	11.3	10.1	11.2	10.4	9.8	10.1	9.6	8.0	6.8	9.0	10.3
Model of travel to work [Note 4] [Note 5]	Rail, including underground	Rail, including underground	4.0	4.2	4.4	5.2	5.2	5.5	5.4	1.3	4.1	4.4	5.3
Model of travel to work [Note 4] [Note 5]	Other	Other	3.1	2.5	2.7	2.4	2.4	2.2	2.1	2.1	1.9	2.4	2.1
Model of travel to work [Note 4] [Note 5]	Sample size	Sample size	4,160	4,130	3,950	3,970	4,070	3,910	4,050	1,230	2,490	3,250	3,350
Model of travel to work [Note 4] [Note 5]	% Public and Active Travel	% Public and Active Travel	30.7	29.9	31.4	30.7	30.1	30.3	29.8	24.5	27.3	29.5	26.6
% Journeys under 2 miles by walking	% Journeys under 5 miles by walking	% Journeys under 2 miles by walking	47.3	51.3	45.1	47.8	45.3	43.0	47.6	59.5	56.2	46.2	50.6
% Journeys under 5 miles by cycling	% Journeys under 5 miles by cycling	% Journeys under 5 miles by cycling	1.2	1.8	1.5	1.6	1.8	1.8	1.7	1.6	2.8	2.1	2.1
Mode of travel to school	Walking	Walking	51.7	51.2	48.8	51.8	51.5	52.3	51.8	47.7	54.4	50.0	52.9
Mode of travel to school	Car or Van	Car or Van	24.4	24.5	25.8	25.6	25.6	24.2	25.1	26.1	22.0	25.5	24.0
Mode of travel to school	Bicycle	Bicycle	1.2	1.7	1.2	1.4	0.9	1.9	1.9	2.1	1.9	1.0	1.9
Mode of travel to school	Bus (school or service)	Bus (school or service)	19.9	20.3	20.9	19.2	19.8	19.0	19.3	20.7	19.4	21.3	17.8
Mode of travel to school	Bus (school or service)	School bus	14.5	14.5	15.2	12.9	14.2	13.9	14.3	16.7	15.6	16.1	13.7
Mode of travel to school	Service bus	Service bus	5.4	5.8	5.7	6.4	5.6	5.1	5.0	4.0	3.8	5.2	4.1
Mode of travel to school	Rail, including underground	Rail, including underground	0.6	0.7	1.1	0.5	0.5	0.7	0.3	1.3	1.0	0.2	1.0
Mode of travel to school	Other	Other	2.2	1.7	2.1	1.5	1.7	2.0	1.7	2.0	1.3	1.9	2.4
Mode of travel to school	Sample size	Sample size	1,980	1,980	1,880	1,890	1,830	1,720	1,920	420	1,380	1,640	1,590
Number of cars for use by household [Note 7]	No car	No car	30.2	30.8	30.0	29.3	28.1	28.6	27.6	19.1	19.7	25.3	26.5
Number of cars for use by household [Note 7]	One car	One car	44.0	43.3	43.3	42.1	42.7	42.0	41.5	45.0	48.2	44.4	44.1
Number of cars for use by household [Note 7]	Two Cars	Two Cars	21.3	21.1	21.7	23.0	23.4	23.7	24.9	28.0	25.7	24.2	23.5
Number of cars for use by household [Note 7]	Three or more cars	Three or more cars	4.6	4.7	5.1	5.6	5.8	5.7	5.9	7.8	6.5	6.0	6.0
Number of cars for use by household [Note 7]	One or more cars	One or more cars	69.8	69.2	70.0	70.7	71.9	71.4	72.4	80.9	80.3	74.7	73.5
Number of cars for use by household [Note 7]	Two or more cars	Two or more cars	25.8	25.9	26.7	28.5	29.2	29.4	30.8	35.8	32.1	30.2	29.5
Number of cars for use by household [Note 7]	Sample size	Sample size	10,650	10,630	10,330	10,470	10,680	10,530	10,580	3,030	9,950	10,550	10,540
Number of bicycles for use by household	1+ Bicycles which can be used by adults	1+ Bicycles which can be used by adults	34.3	34.4	35.1	33.8	34.4	34.7	33.5	45.5	45.1	37.5	34.5
Number of bicycles for use by household	Sample size	Sample size	10,650	10,630	10,330	10,470	10,680	10,530	10,580	3,030	9,950	10,550	10,540
Percentage with a full driving licence	All	All	68.4	68.5	68.0	69.0	69.5	69.5	71.2	76.0	77.5	73.4	71.4
Percentage with a full driving licence	Male	Male	76.0	75.8	73.4	75.4	75.2	75.6	77.0	80.1	80.0	79.5	76.6
Percentage with a full driving licence	Female	Female	61.4	61.8	63.1	63.1	64.3	64.0	65.9	72.4	75.3	67.6	66.7
Percentage with a full driving licence	Identified in another way	Identified in another way	[data not co]	[data not co]	[data not co]	[data not co]	[data not co]	[data not co]	[small samp]	[small samp]	[small samp]	[small samp]	[data not co]
Percentage with a full driving licence	Refused	Refused	[data not co]	[data not co]	[data not co]	[data not co]	[data not co]	[data not co]	[small samp]	[small samp]	[small samp]	[small samp]	[small sample]
Percentage with a full driving licence	Sample size	Sample size	9,840	9,720	9,340	9,570	9,760	9,650	9,720	2,770	8,990	9,800	9,700
Frequency of driving [Note 6]	Every day	Every day	41.9	40.9	40.9	42.2	41.9	41.4	40.1	20.9	33.9	34.1	34.8
Frequency of driving	At least three times a week	At least three times a week	13.3	13.9	14.5	14.3	14.7	15.3	15.1	19.4	23.4	22.1	21.3
Frequency of driving	Once or twice a week	Once or twice a week	5.6	5.9	5.9	6	6.1	6	6.4	22.8	12.5	9.9	8.6
Frequency of driving	At least 2 or 3 times a month	At least 2 or 3 times a month	1	0.9	0.8	1	1	1	0.9	4.2	1.6	1	1.1
Frequency of driving	At least once a month	At least once a month	0.5	0.7	0.5	0.5	0.5	0.4	0.4	1.5	0.6	0.4	0.3
Frequency of driving	Less than once a month	Less than once a month	1.6	1.8	1.4	1.6	1.3	1.3	1.1	1.9	1.1	1.2	1
Frequency of driving	Holds full licence, never drives	Holds full licence, never drives	4.5	4.3	4	3.4	4	4.2	4.4	5.4	4.4	4.7	4.4
Frequency of driving	Does not have a full driving licence	Does not have a full driving licence	31.6	31.5	32	31	30.5	30.5	28.8	24	22.9	26.6	28.6
Frequency of driving	Sample size	Sample size	9,840	9,720	9,340	9,570	9,760	9,650	9,720	2,770	8,990	9,800	9,700
Percentage of car or van stages delayed by traffic congestion [Note 6]	Percentage of car / van stages delayed	Percentage of car / van stages delayed	9.7	11.7	12.4	11.7	12.8	13.0	11.9	4.7	11.8	10.7	11.9
Percentage of car or van stages delayed by traffic congestion [Note 6]	Sample size	Sample size	10,200	9,820	9,690	9,810	9,960	9,390	9,880	1,840	8,680	7,870	8,040
Frequency of use of local bus or train service	Bus service	Every day or almost every day	11.3	9.7	11.7	9.3	9.7	9.6	8.2	2.0	2.9	5.3	6.6
Frequency of use of local bus or train service	Bus service	2 or 3 times per week	11.4	11.3	11.6	10.6	10.6	10.3	9.9	3.7	6.7	9.5	10.7
Frequency of use of local bus or train service	Bus service	About once a week	7.8	7.6	8.1	7.7	7.9	7.2	7.0	2.9	6.0	7.2	7.5
Frequency of use of local bus or train service	Bus service	Once or twice a month	14.1	13.6	14.3	13.2	14.7	15.1	14.0	5.3	13.3	14.8	13.0
Frequency of use of local bus or train service	Bus service	Not used in the past month	55.4	57.7	54.2	59.2	57.1	57.8	61.5	86.0	71.0	63.2	62.2
Frequency of use of local bus or train service	Train service	Every day or almost every day	2.2	2.2	2.1	2.3	2.6	2.6	2.4	0.1	0.7	0.9	1.1
Frequency of use of local bus or train service	Train service	2 or 3 times per week	2.5	2.1	2.5	2.1	2.2	2.6	2.5	0.3	2.4	3.0	2.9
Frequency of use of local bus or train service	Train service	About once a week	4.0	5.0	4.4	4.2	4.3	4.7	4.0	0.5	3.9	3.8	5.2
Frequency of use of local bus or train service	Train service	Once or twice a month	19.5	21.2	20.7	20.8	21.9	20.6	20.6	4.0	18.6	16.3	18.9
Frequency of use of local bus or train service	Train service	Not used in the past month	71.8	69.5	70.2	70.5	69.0	69.5	70.2	95.0	74.9	76.0	71.9
Frequency of use of local bus or train service	Sample size	Sample size	9,920	9,800	9,410	9,640	9,810	9,700	9,780	2,790	9,030	9,640	9,750

**Table S4** Summary of cross-border transport (millions)

This worksheet contains one table. Some cells refer to notes which can be found in the notes worksheet.

Freeze panes are active on this sheet. To turn off freeze panes select the 'View' ribbon then 'Freeze Panes' then 'Unfreeze Panes' or use [Alt W, F]

To/from UK /other countries	Type of transport	2020										
		2013	2014	2015	2016	2017	2018	2019	[Note 52]	2021	2022	2023
Passenger journeys to/from other parts of UK	Rail	7.98	8.67	8.41	9.05	9.62	9.92	9.81	1.36	7.42	9.15	available]
Passenger journeys to/from other parts of UK	Air [Note 26]	10.30	10.57	11.15	11.25	11.39	11.47	11.01	2.83	3.59	7.27	9.00
Passenger journeys to/from other parts of UK	Ferry [Note 27]	1.83	1.79	1.73	1.75	1.75	1.75	1.77	0.85	1.39	1.67	1.67
Passenger journeys to/from other parts of UK	Total these modes	20.11	21.03	21.28	22.05	22.76	23.14	22.59	5.03	12.41	18.09	available]
Passenger journeys to/from other countries	Air [Note 28]	10.86	11.25	12.19	13.84	15.51	16.04	16.02	3.41	2.44	12.86	15.56
Passenger journeys to/from other countries	Ferry [Note 29]	0.001	0.001	0	0.001	0	0	0	0	0	0	0
Passenger journeys to/from other countries	Total these modes	10.86	11.25	12.19	13.84	15.51	16.04	16.02	3.41	2.44	12.86	15.56
Total cross-border passenger journeys to/from other countries	Rail	7.98	8.67	8.41	9.05	9.62	9.92	9.81	1.36	7.42	9.15	available]
Total cross-border passenger journeys to/from other countries	Air	21.16	21.81	23.34	25.09	26.90	27.51	27.03	6.24	6.03	20.12	24.56
Total cross-border passenger journeys to/from other countries	Ferry	1.83	1.79	1.73	1.75	1.75	1.75	1.77	0.85	1.39	1.67	1.67
Total cross-border passenger journeys to/from other countries	Total these modes	30.97	32.27	33.47	35.89	38.27	39.18	38.61	8.44	14.84	30.94	available]
Freight to other parts of UK	Road [Note 30]	available]	available]	available]	available]	available]	available]	available]	available]	available]	available]	available]
Freight to other parts of UK	Rail	available]	available]	available]	available]	available]	available]	available]	available]	available]	available]	available]
Freight to other parts of UK	Water	10.7	10.7	available]	available]	available]	available]	available]	available]	available]	available]	available]
Freight to other parts of UK	Total these modes	available]	available]	available]	available]	available]	available]	available]	available]	available]	available]	available]
Freight from other parts of UK	Road [Note 30]	available]	available]	available]	available]	available]	available]	available]	available]	available]	available]	available]
Freight from other parts of UK	Rail	available]	available]	available]	available]	available]	available]	available]	available]	available]	available]	available]
Freight from other parts of UK	Water	4.8	5.3	available]	available]	available]	available]	available]	available]	available]	available]	available]
Freight from other parts of UK	Total these modes	available]	available]	available]	available]	available]	available]	available]	available]	available]	available]	available]
Total freight to/from other parts of UK	Road [Note 30]	available]	available]	available]	available]	available]	available]	available]	available]	available]	available]	available]
Total freight to/from other parts of UK	Rail	available]	available]	available]	available]	available]	available]	available]	available]	available]	available]	available]
Total freight to/from other parts of UK	Water	15.5	16.0	available]	available]	available]	available]	available]	available]	available]	available]	available]
Total freight to/from other parts of UK	Total these modes	available]	available]	available]	available]	available]	available]	available]	available]	available]	available]	available]
Freight to other countries	Road [Note 30]	available]	available]	available]	available]	available]	available]	available]	available]	available]	0.3	0.2
Freight to other countries	Rail [Note 31]	available]	available]	available]	available]	available]	available]	available]	available]	available]	available]	available]
Freight to other countries	Water [Note 32]	31.6	30.8	30.3	33.0	30.9	33.3	33.4	29.9	26.1	25.8	22.6
Freight to other countries	Total these modes	available]	available]	available]	available]	available]	available]	available]	available]	available]	available]	available]
Freight from other countries	Road [Note 30]	available]	available]	available]	available]	available]	available]	available]	available]	available]	0.1	0.1
Freight from other countries	Rail [Note 33]	available]	available]	available]	available]	available]	available]	available]	available]	available]	available]	available]
Freight from other countries	Water [Note 32]	16.5	16.6	13.5	9.5	10.6	11.5	11.9	9.0	10.8	11.5	10.8
Freight from other countries	Total these modes	available]	available]	available]	available]	available]	available]	available]	available]	available]	available]	available]
Total freight to/from other countries	Road [Note 30]	available]	available]	available]	available]	available]	available]	available]	available]	available]	0.4	0.3
Total freight to/from other countries	Rail	available]	available]	available]	available]	available]	available]	available]	available]	available]	available]	available]
Total freight to/from other countries	Water	48.1	47.4	43.7	42.5	41.5	44.8	45.4	38.9	36.8	37.3	33.4
Total freight to/from other countries	Total	available]	available]	available]	available]	available]	available]	available]	available]	available]	available]	available]
Total cross-border freight	Road [Note 30]	available]	available]	available]	available]	available]	available]	available]	available]	available]	33.7	36.3
Total cross-border freight	Rail	available]	available]	available]	available]	available]	available]	available]	available]	available]	available]	available]
Total cross-border freight	Water	63.6	63.4	available]	available]	available]	available]	available]	available]	available]	available]	available]
Total cross-border freight	Total these modes	available]	available]	available]	available]	available]	available]	available]	available]	available]	available]	available]

**Table SGB1** Comparisons of Scotland and Great Britain (or the UK) - number  
 This worksheet contains one table. Some cells refer to notes which can be found in the notes worksheet.  
 Freeze panes are active on this sheet. To turn off freeze panes select the "View" ribbon then "Freeze Panes" or use (Alt W, F)

Type of transport	Area	2012	2013	2014	2015	2016	2017	2018	2019	2020	[Note S2]	2021	2022	2023
<b>Vehicles Licensed (thousands)(all vehicles)</b>	Scotland	2,717	2,709	2,821	2,863	2,919	2,952	2,991	3,041	3,042		3,064	3,093	3,132
<b>Vehicles Licensed (thousands)(all vehicles)</b>	GB	34,522	35,034	35,633	36,467	37,257	37,735	38,184	38,683	38,552		39,034	39,446	39,901
<b>Households with a Car (percent)(National Travel Survey) [Note 34]</b>	Scotland	[available]	[available]	[available]	[available]	[available]	[available]	[available]	[available]	[available]		[available]	[available]	[available]
<b>Households with a Car (percent)(National Travel Survey) [Note 34]</b>	GB	[available]	[available]	[available]	[available]	[available]	[available]	[available]	[available]	[available]		[available]	[available]	[available]
<b>Public Road Lengths (thousand kilometres)(all roads)</b>	Scotland	55.9	56.0	56.1	56.2	56.2	56.4	56.6	56.7	57.0		57.1	57.2	57.3
<b>Public Road Lengths (thousand kilometres)(all roads)</b>	GB [Note 35]	354.9	355.5	355.6	355.7	356.7	357.0	357.6	358.6	358.4		358.8	359.5	355.5
<b>Road Traffic (billion vehicle kilometres)</b>	Motorway Scotland	7.14	7.26	7.42	7.48	7.83	8.05	8.52	8.65	6.30		7.43	8.31	8.67
<b>Road Traffic (billion vehicle kilometres)</b>	Motorway GB [Note 36]	100.4	101.9	104.3	107.0	108.9	110.5	111.1	113.5	84.8		97.0	109.8	112.5
<b>Road Traffic (billion vehicle kilometres)</b>	A roads Scotland [Note 36]	21.7	21.8	22.0	22.4	23.0	23.4	23.0	23.6	17.6		20.1	22.1	22.5
<b>Road Traffic (billion vehicle kilometres)</b>	A roads GB [Note 36]	218.5	218.6	222.9	226.9	233.1	235.7	239.1	241.7	185.7		208.8	228.5	234.3
<b>Road Traffic (billion vehicle kilometres)</b>	All roads (incl. B, C, unclassified) Scotland	43.5	43.7	44.8	45.4	46.8	46.0	45.2	45.7	37.9		43.4	47.4	48.4
<b>Road Traffic (billion vehicle kilometres)</b>	All roads (incl. B, C, unclassified) GB [Note 36]	491.1	492.1	506.1	515.6	527.7	535.1	537.9	544.9	427.9		478.9	520.9	532.4
<b>Reported Road Collision Casualties: Killed or Adjusted Seriously Injured (thousand) [Note 45]</b>	Scotland [Note 45]	3.53	3.12	3.15	3.01	3.10	2.76	2.70	2.57	1.68		1.76	1.95	2.10
<b>Reported Road Collision Casualties: Killed or Adjusted Seriously Injured (thousand) [Note 45]</b>	GB [Note 45]	34.8	32.9	34.6	33.2	32.1	31.0	31.4	30.5	23.8		27.1	29.7	29.7
<b>Local bus passenger journeys (million) [Note 37] [Note 37]</b>	Scotland	420	421	414	410	392	386	375	361	124		232	287	334
<b>Local bus passenger journeys (million) [Note 37] [Note 37]</b>	GB	5,099	5,201	5,142	5,023	4,931	4,832	4,787	4,506	1,734		3,120	3,737	4,035
<b>Rail passenger journeys (million) [Note 37] [Note 38] [Note 39]</b>	Scotland	85.8	86.7	91.7	93.4	94.2	97.1	97.0	94.7	14.9		48.8	64	64
<b>Rail passenger journeys (million) [Note 37] [Note 38] [Note 39]</b>	GB [Notes 3] [Note 44]	1,209	1,333	1,353	1,464	1,470	1,476	1,520	1,504	388		990	1,420	1,510
<b>Air terminal passengers (million)</b>	Scotland	22.2	23.3	24.1	25.5	26.9	28.8	28.4	28.9	7.0		7.0	21.5	26.0
<b>Air terminal passengers (million)</b>	UK	220.4	228.2	238.2	251.3	268.2	284.4	292.1	296.7	73.7		64.4	221.8	272.8
<b>Freight Lifted Road (million tonnes) [Note 4]</b>	Scotland	[Unavailable]	[Unavailable]	[Unavailable]	[Unavailable]	[Unavailable]	[Unavailable]	[Unavailable]	[Unavailable]	[Unavailable]		[Unavailable]	[Unavailable]	[Unavailable]
<b>Freight Lifted Road (million tonnes) [Note 4]</b>	GB	[Unavailable]	[Unavailable]	[Unavailable]	[Unavailable]	[Unavailable]	[Unavailable]	[Unavailable]	[Unavailable]	[Unavailable]		[Unavailable]	[Unavailable]	[Unavailable]
<b>Freight Lifted Rail (million tonnes) [Note 37]</b>	Scotland [Note 46]	8.43	[available]	[available]	[available]	[available]	[available]	[available]	[available]	4.45		4.28	3.77	4.23
<b>Freight Lifted Rail (million tonnes) [Note 37]</b>	GB	115	118	112	88	82	78	78	72	69		80	72	
<b>Freight Lifted (million tonnes) Coastwise traffic</b>	Scotland	12.5	11.4	11.8	14.2	[available]	[available]	[available]	[available]	[available]		[available]	[available]	[available]
<b>Freight Lifted (million tonnes) Coastwise traffic</b>	UK	42.8	37.5	39.5	42.6	39.7	34.6	[available]	[available]	[available]		[available]	[available]	[available]
<b>Freight Lifted Pipelines (million tonnes) [Note 40]</b>	Scotland	28.2	[available]	[available]	[available]	[available]	[available]	[available]	[available]	[available]		[available]	[available]	[available]
<b>Freight Lifted Pipelines (million tonnes) [Note 40]</b>	GB	54.3	[available]	[available]	[available]	[available]	[available]	[available]	[available]	[available]		[available]	[available]	[available]
<b>Travel to Work (Adults: Labour Force Survey) Car (or van, minibus, works van) (percent)</b>	Scotland	68	69	69	70	71	70	70	68	68		68	68	70
<b>Travel to Work (Adults: Labour Force Survey) Car (or van, minibus, works van) (percent)</b>	GB	69	68	69	68	68	68	68	68	68		68	68	68
<b>Travel to Work (Adults: Labour Force Survey) Public transport (bus, rail, underground) (percent)</b>	Scotland	15	16	15	14	14	14	14	14	12		13	13	13
<b>Travel to Work (Adults: Labour Force Survey) Public transport (bus, rail, underground) (percent)</b>	GB	16	16	16	17	17	18	17	18	16		15	15	15

**Table SGB2** Comparisons of Scotland and Great Britain (or UK) - index 2012=100

This worksheet contains one table. Some cells refer to notes which can be found in the notes worksheet.

Freeze panes are active on this sheet. To turn off freeze panes select the 'View' ribbon then 'Freeze Panes' then 'Unfreeze Panes' or use [Alt W, F]

Type of transport	Area	2012	2013	2014	2015	2016	2017	2018	2019	2020	2021	2022	2023
		[Note 52]											
Vehicles Licensed (all vehicles)	Scotland	100.0	101.5	103.8	105.4	107.4	109.0	110.1	111.9	112.0	112.8	113.9	115.3
Vehicles Licensed (all vehicles)	GB	100.0	101.5	103.2	105.6	107.9	109.3	110.6	112.1	111.8	113.1	114.3	115.6
Public Road Lengths (all roads)	Scotland	100.0	100.1	100.3	100.4	100.6	100.8	101.2	101.4	101.9	102.1	102.3	102.5
Public Road Lengths (all roads)	GB [Note 35]	100.0	100.1	100.2	100.2	100.5	100.5	100.5	100.7	100.9	101.0	99.9	100.1
Road Traffic	Motorway Scotland	100.0	101.7	103.9	104.7	109.6	112.8	119.3	121.2	88.2	104.0	116.4	121.5
Road Traffic	Motorway GB [Note 36]	100.0	101.5	103.9	106.6	108.5	110.1	110.7	113.0	84.5	96.6	109.4	112.1
Road Traffic	A roads Scotland												
Road Traffic	A roads GB [Note 36]	100.0	100.3	101.4	103.1	106.0	107.5	106.0	108.5	81.3	92.5	101.6	103.8
Road Traffic	All roads (incl. B, C, unclassified) Scotland	100.0	100.0	102.0	103.8	106.7	107.9	109.4	110.6	85.0	95.6	104.6	107.2
Road Traffic	All roads (incl. B, C, unclassified) GB [Note 36]												
Road Traffic	Scotland	100.0	100.5	102.9	104.3	107.7	110.5	110.8	112.0	87.1	99.8	108.9	111.3
Road Traffic	GB [Note 35]	100.0	100.4	103.3	105.2	107.7	109.2	109.8	111.2	87.3	97.7	106.3	108.6
Reported Road Collision Casualties: Killed or Seriously Injured [Note 45]	Scotland	100.0	88.5	89.4	85.3	88.0	78.4	76.6	72.8	47.5	49.9	55.3	59.5
Reported Road Collision Casualties: Killed or Seriously Injured [Note 45]	GB	100.0	94.6	89.4	85.3	92.1	89.0	90.3	87.5	58.5	77.8	85.3	85.4
Local bus passenger journeys [Note 35] [Note 37]	Scotland	100.0	100.2	98.6	97.5	93.3	91.8	89.1	85.9	29.6	55.2	70.6	79.5
Local bus passenger journeys [Note 35] [Note 37]	GB	100.0	102.0	100.8	98.5	96.7	94.8	93.9	88.4	34.0	61.2	73.3	79.1
Rail passenger journeys [Note 37] [Note 38] [Note 39]	Scotland	100.0	101.1	106.9	108.9	109.9	113.3	113.1	110.4	17.4	56.9	75.6	Unavailable
Rail passenger journeys [Note 37] [Note 38] [Note 39]	GB [Note 43] [Note 44]	100.0	105.0	109.7	115.3	115.8	116.3	119.8	118.5	30.6	78.0	110.3	126.9
Air terminal passengers	Scotland	100.0	104.7	108.4	114.9	121.2	129.8	132.6	130.0	31.7	31.5	96.7	116.9
Air terminal passengers	UK	100.0	103.5	108.1	114.0	121.7	129.0	132.5	134.6	33.4	29.2	100.6	123.8
Freight Lifted	Scotland [Note 46]												
Freight Lifted	GB	[Unavailable]	[Unavailable]	[Unavailable]	[Unavailable]	[Unavailable]	[Unavailable]	[Unavailable]	[Unavailable]	[Unavailable]	[Unavailable]	[Unavailable]	[Unavailable]
Rail [Note 37]	Scotland	available	available	available	available	available	available	available	available	available	available	available	available
Rail [Note 37]	GB	100.0	103.1	97.8	76.9	71.2	67.9	67.9	62.9	59.8	69.6	62.9	0.0
Coastwise traffic	Scotland	100.0	90.8	94.2	113.2	available	available	available	available	available	available	available	available
Coastwise traffic	UK	100.0	88.5	92.2	99.5	92.7	80.8	available	available	available	available	available	available
Pipelines [Note 40]	Scotland	available	available	available	available	available	available	available	available	available	available	available	available
Pipelines [Note 40]	GB	available	available	available	available	available	available	available	available	available	available	available	available

**Table SGB3** Comparisons of Scotland and Great Britain (or UK) - relative to the population  
 This worksheet contains one table. Some cells refer to notes which can be found in the notes worksheet.  
 Freeze panes are active on this sheet. To turn off freeze panes select the 'View' ribbon then 'Freeze Panes' then 'Unfreeze Panes' or use [Alt, F]

Type of transport	Area	2020											
		2012	2013	2014	2015	2016	2017	2018	2019	2021	2022	2023	
Vehicles Licensed (per 100 population) (all vehicles)	Scotland	51	52	53	53	54	55	56	56	57	57	57	
Vehicles Licensed (per 100 population) (all vehicles)	GB	56	56	57	58	58	59	60	59	60	60	60	
Public Road Lengths (per 1,000 population) (all roads)	Scotland	10.5	10.5	10.5	10.5	10.5	10.5	10.5	10.5	10.5	10.5	10.4	
Public Road Lengths (per 1,000 population) (all roads)	GB	6.4	6.3	6.3	6.3	6.2	6.2	6.1	6.1	6.1	6.0	6.0	
Road Traffic (vehicle kilometres per head)	Motorway Scotland	1,345	1,366	1,392	1,397	1,457	1,494	1,579	1,598	1,164	1,371	1,525	1,580
Road Traffic (vehicle kilometres per head)	Motorway GB [Note 36]	1,622	1,635	1,661	1,692	1,708	1,724	1,725	1,753	1,308	1,490	1,671	1,696
Road Traffic (vehicle kilometres per head)	A roads Scotland												
Road Traffic (vehicle kilometres per head)	A roads GB [Note 36]	4,090	4,097	4,131	4,185	4,283	4,332	4,268	4,351	3,259	3,705	4,050	4,103
Road Traffic (vehicle kilometres per head)	All roads (incl. B, C, unclassified) Scotland	3,531	3,508	3,551	3,588	3,657	3,678	3,713	3,734	2,864	3,208	3,478	3,532
Road Traffic (vehicle kilometres per head)	All roads (incl. B, C, unclassified) GB [Note 36]												
Road Traffic (vehicle kilometres per head)	Scotland	8,194	8,221	8,397	8,478	8,715	8,914	8,933	8,997	6,998	8,012	8,697	8,820
Road Traffic (vehicle kilometres per head)	GB [Note 35]	7,919	7,898	8,062	8,154	8,279	8,349	8,352	8,418	6,599	7,359	7,929	8,025
Reported Road Collision Casualties: Killed or Seriously Injured (per 1,000 population) [Note 45]	Scotland	0.66	0.59	0.59	0.56	0.58	0.51	0.50	0.47	0.31	0.32	0.36	0.38
Reported Road Collision Casualties: Killed or Seriously Injured (per 1,000 population) [Note 45]	GB	0.56	0.53	0.55	0.52	0.50	0.48	0.49	0.47	0.37	0.42	0.45	0.45
Local bus passenger journeys (per head) [Note 35] [Note 37]	Scotland	79	79	78	77	73	72	69	67	23	43	55	61
Local bus passenger journeys (per head) [Note 35] [Note 37]	GB	82	83	82	79	77	75	74	70	27	48	57	61
Rail passenger journeys (per head) [Note 37] [Note 38] [Note 39]	Scotland	16.2	16.3	17.2	17.5	17.5	18.0	18.0	17.5	2.8	9.0	11.9	[Unavailable]
Rail passenger journeys (per head) [Note 37] [Note 38] [Note 39]	GB [Note 43] [Note 44]	20.5	21.4	22.2	23.1	23.1	23.0	23.6	23.2	6.0	15.2	21.3	24.3
Air terminal passengers (per head)	Scotland	4.2	4.4	4.5	4.8	5.0	5.3	5.5	5.3	1.3	1.3	3.9	4.7
Air terminal passengers (per head)	UK	3.5	3.6	3.7	3.9	4.1	4.3	4.4	4.5	1.1	1.0	3.3	4.0
Freight Lifted (tonnes per head)	Road												
Freight Lifted (tonnes per head)	Scotland	[Unavailable]	[Unavailable]	[Available]	[Unavailable]	[Unavailable]	[Unavailable]	[Unavailable]	[Unavailable]	[Unavailable]	[Unavailable]	28.5	24.4
Freight Lifted (tonnes per head)	GB	[Unavailable]	[Unavailable]	[Available]	[Unavailable]	[Unavailable]	[Unavailable]	[Unavailable]	[Unavailable]	[Unavailable]	[Unavailable]	24.3	22.7
Rail (tonnes per head) [Note 37]	Scotland [Note 46]	1.6	[Unavailable]	[Available]	[Unavailable]	[Unavailable]	[Unavailable]	0.8	0.8	0.7	0.8	0.7	0.7
Rail (tonnes per head) [Note 37]	GB	1.9	1.9	1.8	1.4	1.3	1.2	1.2	1.1	1.1	1.2	1.1	0.0
Coastwise traffic (tonnes per head)	Scotland	2.4	2.1	2.2	2.7	[Unavailable]	[Unavailable]	[Unavailable]	[Unavailable]	[Unavailable]	[Unavailable]	[Unavailable]	[Unavailable]
Coastwise traffic (tonnes per head)	UK	0.7	0.6	0.6	0.7	0.6	0.5	0.0	0.0	0.0	0.0	0.0	0.0
Pipelines (tonnes per head) [Note 40]	Scotland	5.3	[Unavailable]	[Available]	[Unavailable]	[Unavailable]	[Unavailable]	[Unavailable]	[Unavailable]	[Unavailable]	[Unavailable]	[Unavailable]	[Unavailable]
Pipelines (tonnes per head) [Note 40]	GB	0.9	[Unavailable]	[Available]	[Unavailable]	[Unavailable]	[Unavailable]	[Unavailable]	[Unavailable]	[Unavailable]	[Unavailable]	[Unavailable]	[Unavailable]

**Table H1** Summary of passenger traffic [Note 47]

This worksheet contains one table. Some cells refer to notes which can be found in the notes worksheet.

Freeze panes are active on this sheet. To turn off freeze panes select the 'View' ribbon then 'Freeze Panes' then 'Unfreeze Panes' or use [Alt W, F]

Year roads	Car million vehicle kilometres on all	Bus passenger journeys on local services (million) [Note 48]	Scotrail passenger journeys originating in Scotland (million) [Note 7]	Air terminal passengers at airports (million)	Ferry passengers on routes within Scotland and to Northern Ireland and Europe (million) [Note 51]	Ferry passengers on selected ferry services [Note 50] (million)	Car index 1985=100	Bus index 1985=100	Rail index 1985=100	Air index 1985=100	Ferry on selected services [Note 50] Index, 1985 = 100
											[Unavailable]
1960	[Unavailable]	1,664	[Unavailable]	1.20	[Unavailable]	[Unavailable]	[Unavailable]	248	[Unavailable]	17	[Unavailable]
1961	[Unavailable]	1,633	[Unavailable]	1.41	[Unavailable]	[Unavailable]	[Unavailable]	243	[Unavailable]	20	[Unavailable]
1962	[Unavailable]	1,579	[Unavailable]	1.59	[Unavailable]	[Unavailable]	[Unavailable]	235	[Unavailable]	23	[Unavailable]
1963	[Unavailable]	1,561	[Unavailable]	1.82	[Unavailable]	[Unavailable]	[Unavailable]	233	[Unavailable]	26	[Unavailable]
1964	[Unavailable]	1,506	[Unavailable]	2.07	[Unavailable]	[Unavailable]	[Unavailable]	224	[Unavailable]	30	[Unavailable]
1965	[Unavailable]	1,417	[Unavailable]	2.29	[Unavailable]	[Unavailable]	[Unavailable]	211	[Unavailable]	33	[Unavailable]
1966	[Unavailable]	1,344	[Unavailable]	2.56	[Unavailable]	[Unavailable]	[Unavailable]	200	[Unavailable]	37	[Unavailable]
1967	[Unavailable]	1,297	[Unavailable]	2.76	[Unavailable]	[Unavailable]	[Unavailable]	193	[Unavailable]	40	[Unavailable]
1968	[Unavailable]	1,220	[Unavailable]	2.69	[Unavailable]	[Unavailable]	[Unavailable]	182	[Unavailable]	39	[Unavailable]
1969	[Unavailable]	1,169	[Unavailable]	2.91	[Unavailable]	[Unavailable]	[Unavailable]	174	[Unavailable]	42	[Unavailable]
1970	[Unavailable]	1,057	[Unavailable]	3.10	[Unavailable]	[Unavailable]	[Unavailable]	157	[Unavailable]	45	[Unavailable]
1971	[Unavailable]	1,019	[Unavailable]	3.20	[Unavailable]	[Unavailable]	[Unavailable]	152	[Unavailable]	46	[Unavailable]
1972	[Unavailable]	998	[Unavailable]	3.64	[Unavailable]	[Unavailable]	[Unavailable]	149	[Unavailable]	52	[Unavailable]
1973	[Unavailable]	975	[Unavailable]	4.07	[Unavailable]	4.82	[Unavailable]	145	[Unavailable]	59	103
1974	[Unavailable]	896	[Unavailable]	4.00	[Unavailable]	4.96	[Unavailable]	134	[Unavailable]	58	106
1975	[Unavailable]	891	[Unavailable]	4.18	[Unavailable]	5.28	[Unavailable]	133	[Unavailable]	60	113
1976	[Unavailable]	881	[Unavailable]	4.78	[Unavailable]	5.17	[Unavailable]	131	[Unavailable]	69	111
1977	[Unavailable]	824	[Unavailable]	4.85	[Unavailable]	4.82	[Unavailable]	123	[Unavailable]	70	103
1978	[Unavailable]	794	[Unavailable]	5.90	[Unavailable]	4.64	[Unavailable]	118	[Unavailable]	85	99
1979	[Unavailable]	786	[Unavailable]	6.33	[Unavailable]	4.56	[Unavailable]	117	[Unavailable]	91	98
1980	[Unavailable]	763	[Unavailable]	6.37	[Unavailable]	4.48	[Unavailable]	114	[Unavailable]	92	96
1981	[Unavailable]	716	[Unavailable]	6.50	[Unavailable]	4.27	[Unavailable]	107	[Unavailable]	94	91
1982	[Unavailable]	694	[Unavailable]	6.37	[Unavailable]	4.19	[Unavailable]	103	[Unavailable]	92	90
1983	[Unavailable]	680	[Unavailable]	6.48	[Unavailable]	4.51	[Unavailable]	101	[Unavailable]	93	97
1984	[Unavailable]	669	[Unavailable]	6.99	[Unavailable]	4.67	[Unavailable]	100	[Unavailable]	101	100
1985	[Unavailable]	671	[Unavailable]	6.94	[Unavailable]	4.67	[Unavailable]	100	[Unavailable]	100	100
1986	[Unavailable]	644	[Unavailable]	7.24	[Unavailable]	4.85	[Unavailable]	96	[Unavailable]	104	104
1987	[Unavailable]	647	[Unavailable]	7.81	[Unavailable]	5.35	[Unavailable]	96	[Unavailable]	112	115
1988	[Unavailable]	647	[Unavailable]	8.51	[Unavailable]	5.66	[Unavailable]	96	[Unavailable]	123	121
1989	[Unavailable]	613	[Unavailable]	9.23	[Unavailable]	6.18	[Unavailable]	91	[Unavailable]	133	132
1990	[Unavailable]	585	[Unavailable]	9.86	[Unavailable]	6.54	[Unavailable]	87	[Unavailable]	142	140
1991	[Unavailable]	571	[Unavailable]	9.57	[Unavailable]	6.80	[Unavailable]	85	[Unavailable]	138	146
1992	[Unavailable]	532	50.0	10.38	9.16	6.63	[Unavailable]	79	[Unavailable]	150	142
1993	[Unavailable]	525	52.0	11.12	9.53	6.63	[Unavailable]	78	[Unavailable]	160	142
1994	[Unavailable]	513	49.2	11.79	9.64	6.65	[Unavailable]	76	[Unavailable]	170	142
1995	29,646	506	50.8	12.31	10.49	6.86	[Unavailable]	75	[Unavailable]	177	147
1996	30,429	478	52.8	13.21	9.33	5.59	[Unavailable]	71	[Unavailable]	190	120
1997	30,900	448	56.1	14.39	9.92	5.63	[Unavailable]	67	[Unavailable]	207	121
1998	31,155	424	58.3	15.19	9.64	5.33	[Unavailable]	63	[Unavailable]	219	114
1999	31,589	455	61.7	15.94	9.96	5.33	[Unavailable]	68	[Unavailable]	230	114
2000	31,443	458	63.2	16.79	9.80	5.29	[Unavailable]	68	[Unavailable]	242	113
2001	31,904	466	60.7	18.08	9.79	5.30	[Unavailable]	69	[Unavailable]	260	114
2002	33,127	471	57.4	19.78	9.97	5.33	[Unavailable]	70	[Unavailable]	285	114
2003	33,228	478	57.5	21.08	10.67	5.71	[Unavailable]	71	[Unavailable]	304	122
2004	33,674	459	64.0	22.55	10.84	5.92	[Unavailable]	68	[Unavailable]	325	127
2005	33,478	465	69.4	23.80	10.57	5.97	[Unavailable]	69	[Unavailable]	343	128
2006	34,466	476	71.6	24.44	10.59	5.40	[Unavailable]	71	[Unavailable]	352	116
2007	34,545	487	74.5	25.13	10.72	5.40	[Unavailable]	73	[Unavailable]	362	116
2008	34,357	484	76.4	24.35	10.01	5.15	[Unavailable]	72	[Unavailable]	351	110
2009	34,392	458	76.9	22.49	10.22	5.40	[Unavailable]	68	[Unavailable]	324	116
2010	33,593	430	78.3	20.91	9.99	5.37	[Unavailable]	64	[Unavailable]	301	115
2011	33,583	436	81.1	22.07	9.63	5.22	[Unavailable]	65	[Unavailable]	318	112
2012	33,786	420	83.3	22.21	9.70	5.15	[Unavailable]	63	[Unavailable]	320	110
2013	33,849	421	86.3	23.25	9.66	[Not available]	[Unavailable]	63	[Unavailable]	335	[Not available]
2014	34,491	414	92.7	24.08	9.68	[Not available]	[Unavailable]	62	[Unavailable]	347	[Not available]
2015	34,786	410	93.8	25.51	9.54	[Not available]	[Unavailable]	61	[Unavailable]	367	[Not available]
2016	35,484	392	94.2	26.92	10.07	[Not available]	[Unavailable]	58	[Unavailable]	388	[Not available]
2017	36,174	386	97.8	28.83	10.25	[Not available]	[Unavailable]	58	[Unavailable]	415	[Not available]
2018	36,381	375	97.8	29.44	10.28	[Not available]	[Unavailable]	56	[Unavailable]	424	[Not available]
2019	36,747	361	96.4	28.88	10.43	[Not available]	[Unavailable]	54	[Unavailable]	416	[Not available]
2020	27,083	234	14.4	7.04	4.93	[Not available]	[Unavailable]	19	[Unavailable]	101	[Not available]
2021	31,063	124	46.7	7.00	7.65	[Not available]	[Unavailable]	35	[Unavailable]	101	[Not available]
2022	34,375	297	63.7	21.47	9.32	[Not available]	[Unavailable]	44	[Unavailable]	309	[Not available]
2023	35,372	334	81.2	25.97	9.67	[Not available]	[Unavailable]	50	[Unavailable]	374	[Not available]



**Table H2 (a) Freight lifted in Scotland - millions of tonnes**[Note 53]

This worksheet contains one table. Some cells refer to notes which can be found in the notes worksheet.

Freeze panes are active on this sheet. To turn off freeze panes select the 'View' ribbon then 'Freeze Panes' then 'Unfreeze Panes' or use [Alt W, F]

Year [Note 54]	Column1	Road lifted in Scotland [Note 4]		Rail lifted in Scotland [Note 60]	Coastal shipping	Coastwise shipping lifted in Scotland	Inland waterway lifted in Scotland	Pipeline [Note 55]	Total	Rail lifted in Scotland [Note 60] 2	Rail lifted in Scotland [Note 60] 2	Coastal shipping 2	Coastwise shipping lifted in Scotland 2	Inland waterway lifted in Scotland 2	Pipeline [Note 55] 2
		millions of tonnes lifted	millions of tonnes lifted	millions of tonnes lifted	millions of tonnes lifted	millions of tonnes lifted	millions of tonnes lifted	millions of tonnes lifted	millions of tonnes lifted	Index, 1985 = 100	Index, 1985 = 100	Index, 1985 = 100	Index, 1985 = 100	Index, 1985 = 100	Index, 1985 = 100
1960		[Unavailable]	[Unavailable]	29.8									248		
1961		[Unavailable]	[Unavailable]	28.1	[Unavailable]	[Unavailable]	[Unavailable]	[Unavailable]	[Unavailable]	[Unavailable]	[Unavailable]	[Unavailable]	234	[Unavailable]	[Unavailable]
1962		[Unavailable]	[Unavailable]	24.7	[Unavailable]	[Unavailable]	[Unavailable]	[Unavailable]	[Unavailable]	[Unavailable]	[Unavailable]	[Unavailable]	206	[Unavailable]	[Unavailable]
1963		[Unavailable]	[Unavailable]	24.6	[Unavailable]	[Unavailable]	[Unavailable]	[Unavailable]	[Unavailable]	[Unavailable]	[Unavailable]	[Unavailable]	205	[Unavailable]	[Unavailable]
1964		[Unavailable]	[Unavailable]	25.4	[Unavailable]	[Unavailable]	[Unavailable]	[Unavailable]	[Unavailable]	[Unavailable]	[Unavailable]	[Unavailable]	212	[Unavailable]	[Unavailable]
1965		[Unavailable]	[Unavailable]	24.3	[Unavailable]	[Unavailable]	[Unavailable]	[Unavailable]	[Unavailable]	[Unavailable]	[Unavailable]	[Unavailable]	203	[Unavailable]	[Unavailable]
1966		[Unavailable]	[Unavailable]	21.4	[Unavailable]	[Unavailable]	[Unavailable]	[Unavailable]	[Unavailable]	[Unavailable]	[Unavailable]	[Unavailable]	178	[Unavailable]	[Unavailable]
1967		[Unavailable]	[Unavailable]	20.0	[Unavailable]	[Unavailable]	[Unavailable]	[Unavailable]	[Unavailable]	[Unavailable]	[Unavailable]	[Unavailable]	167	[Unavailable]	[Unavailable]
1968		[Unavailable]	[Unavailable]	20.9	[Unavailable]	[Unavailable]	[Unavailable]	[Unavailable]	[Unavailable]	[Unavailable]	[Unavailable]	[Unavailable]	174	[Unavailable]	[Unavailable]
1969		[Unavailable]	[Unavailable]	21.1	[Unavailable]	[Unavailable]	[Unavailable]	[Unavailable]	[Unavailable]	[Unavailable]	[Unavailable]	[Unavailable]	176	[Unavailable]	[Unavailable]
1970		[Unavailable]	[Unavailable]	20.8	[Unavailable]	[Unavailable]	[Unavailable]	[Unavailable]	[Unavailable]	[Unavailable]	[Unavailable]	[Unavailable]	173	[Unavailable]	[Unavailable]
1971		[Unavailable]	[Unavailable]	20.0	[Unavailable]	[Unavailable]	[Unavailable]	[Unavailable]	[Unavailable]	[Unavailable]	[Unavailable]	[Unavailable]	167	[Unavailable]	[Unavailable]
1972		[Unavailable]	[Unavailable]	18.1	[Unavailable]	[Unavailable]	[Unavailable]	[Unavailable]	[Unavailable]	[Unavailable]	[Unavailable]	[Unavailable]	151	[Unavailable]	[Unavailable]
1973		[Unavailable]	[Unavailable]	19.3	5.7	[Unavailable]	[Unavailable]	8.0	[Unavailable]	[Unavailable]	[Unavailable]	161	17	[Unavailable]	27
1974		[Unavailable]	[Unavailable]	17.9	5.7	[Unavailable]	[Unavailable]	7.5	[Unavailable]	[Unavailable]	[Unavailable]	149	17	[Unavailable]	25
1975		[Unavailable]	[Unavailable]	16.1	4.9	[Unavailable]	[Unavailable]	6.3	[Unavailable]	[Unavailable]	[Unavailable]	134	14	[Unavailable]	21
1976		[Unavailable]	[Unavailable]	16.2	7.0	[Unavailable]	[Unavailable]	11.9	[Unavailable]	[Unavailable]	[Unavailable]	135	20	[Unavailable]	40
1977		[Unavailable]	[Unavailable]	14.0	13.6	[Unavailable]	[Unavailable]	23.2	[Unavailable]	[Unavailable]	[Unavailable]	117	40	[Unavailable]	78
1978		[Unavailable]	[Unavailable]	13.8	18.6	[Unavailable]	[Unavailable]	26.4	[Unavailable]	[Unavailable]	[Unavailable]	115	54	[Unavailable]	89
1979		[Unavailable]	[Unavailable]	12.0	23.8	[Unavailable]	[Unavailable]	27.9	[Unavailable]	[Unavailable]	[Unavailable]	100	69	[Unavailable]	94
1980		[Unavailable]	[Unavailable]	11.7	33.5	[Unavailable]	8.1	26.7	[Unavailable]	[Unavailable]	[Unavailable]	98	98	[Unavailable]	90
1981		[Unavailable]	[Unavailable]	12.2	33.2	[Unavailable]	7.3	24.1	[Unavailable]	[Unavailable]	[Unavailable]	102	97	[Unavailable]	81
1982		[Unavailable]	[Unavailable]	10.4	34.5	[Unavailable]	10.4	22.4	[Unavailable]	[Unavailable]	[Unavailable]	87	101	[Unavailable]	75
1983		[Unavailable]	[Unavailable]	10.3	37.3	[Unavailable]	12.1	26.5	[Unavailable]	[Unavailable]	[Unavailable]	86	109	[Unavailable]	89
1984		[Unavailable]	[Unavailable]	6.4	35.6	[Unavailable]	10.0	26.9	[Unavailable]	[Unavailable]	[Unavailable]	53	104	[Unavailable]	90
1985		[Unavailable]	[Unavailable]	12.0	34.3	[Unavailable]	10.7	29.8	[Unavailable]	[Unavailable]	[Unavailable]	100	100	[Unavailable]	100
1986		[Unavailable]	[Unavailable]	9.7	32.3	[Unavailable]	11.0	28.2	[Unavailable]	[Unavailable]	[Unavailable]	81	94	[Unavailable]	95
1987		[Unavailable]	[Unavailable]	10.5	28.6	24.1	10.3	28.5	102.0	[Unavailable]	[Unavailable]	88	83	[Unavailable]	97
1988		[Unavailable]	[Unavailable]	9.7	31.9	28.3	10.2	25.2	105.3	[Unavailable]	[Unavailable]	81	93	[Unavailable]	85
1989		[Unavailable]	[Unavailable]	9.4	32.5	28.3	10.4	21.3	101.9	[Unavailable]	[Unavailable]	78	95	[Unavailable]	71
1990		[Unavailable]	[Unavailable]	9.8	29.9	25.2	11.9	26.9	103.7	[Unavailable]	[Unavailable]	82	87	[Unavailable]	90
1991		[Unavailable]	[Unavailable]	9.0	31.6	26.7	11.3	21.4	100.0	[Unavailable]	[Unavailable]	75	92	[Unavailable]	72
1992		[Unavailable]	[Unavailable]	7.0	30.1	25.7	10.7	24.0	97.4	[Unavailable]	[Unavailable]	58	88	[Unavailable]	81
1993		[Unavailable]	[Unavailable]	5.0	29.0	24.5	11.4	26.9	96.8	[Unavailable]	[Unavailable]	42	85	[Unavailable]	90
1994		[Unavailable]	[Unavailable]	5.4	32.0	27.5	11.2	24.1	100.1	[Unavailable]	[Unavailable]	45	93	[Unavailable]	81
1995		[Unavailable]	[Unavailable]	[Unavailable]	35.9	31.9	11.2	25.6	104.6	[Unavailable]	[Unavailable]	[Unavailable]	105	[Unavailable]	86
1996		[Unavailable]	[Unavailable]	5.4	40.3	36.2	11.1	25.6	118.3	[Unavailable]	[Unavailable]	45	117	[Unavailable]	86
1997		[Unavailable]	[Unavailable]	7.0	39.4	34.5	11.6	25.7	118.3	[Unavailable]	[Unavailable]	59	115	[Unavailable]	86
1998		[Unavailable]	[Unavailable]	7.7	45.7	39.7	10.4	28.1	131.5	[Unavailable]	[Unavailable]	64	133	[Unavailable]	94
1999 [Note 56]		[Unavailable]	[Unavailable]	8.2	41.3	35.3	9.5	28.0	122.3	[Unavailable]	[Unavailable]	69	120	[Unavailable]	94
2000		0.8	[Unavailable]	8.3	30.9	24.7	12.2	28.1	104.3	[Unavailable]	[Unavailable]	69	90	[Unavailable]	94
2001		0.8	[Unavailable]	9.6	27.4	20.6	11.4	28.1	97.2	[Unavailable]	[Unavailable]	80	80	[Unavailable]	94
2002		0.8	[Unavailable]	9.1	24.5	19.2	10.0	28.0	91.0	[Unavailable]	[Unavailable]	76	71	[Unavailable]	94
003 [Note 57]		0.8	[Unavailable]	8.3	24.4	19.5	10.1	27.7	90.1	[Unavailable]	[Unavailable]	69	71	[Unavailable]	93
2004		0.8	[Unavailable]	11.3	25.8	20.5	10.0	27.6	95.3	[Unavailable]	[Unavailable]	94	75	[Unavailable]	93
2005		0.8	[Unavailable]	14.3	31.4	25.5	10.2	27.6	109.1	[Unavailable]	[Unavailable]	119	92	[Unavailable]	93
006 [Note 58]		0.8	[Unavailable]	13.0	25.7	20.6	10.2	27.8	97.3	[Unavailable]	[Unavailable]	108	75	[Unavailable]	93
007 [Note 58]		0.7	[Unavailable]	11.4	27.5	22.8	10.5	27.5	99.7	[Unavailable]	[Unavailable]	95	80	[Unavailable]	92
008 [Note 58]		0.5	[Unavailable]	10.4	28.3	23.3	12.2	27.6	101.8	[Unavailable]	[Unavailable]	86	83	[Unavailable]	93
009 [Note 58]		0.5	[Unavailable]	9.7	24.7	19.8	10.1	27.6	92.0	[Unavailable]	[Unavailable]	81	72	[Unavailable]	93
2010		0.5	[Unavailable]	8.3	23.9	18.0	10.9	27.6	88.7	[Unavailable]	[Unavailable]	69	70	[Unavailable]	93
011 [Note 59]		0.5	[Unavailable]	9.9	22.6	16.3	10.7	27.8	87.4	[Unavailable]	[Unavailable]	62	66	[Unavailable]	93
012 [Note 59]		0.5	[Unavailable]	8.4	11.3	12.5	10.8	28.2	71.3	[Unavailable]	[Unavailable]	70	33	[Unavailable]	95
013 [Note 59]		0.5	[Unavailable]	[Unavailable]	16.6	11.4	10.7	[Unavailable]	[Unavailable]	[Unavailable]	[Unavailable]	[Unavailable]	49	[Unavailable]	100
014 [Note 59]		0.6	[Unavailable]	[Unavailable]	17.1	11.8	9.4	[Unavailable]	[Unavailable]	[Unavailable]	[Unavailable]	[Unavailable]	50	[Unavailable]	88
015 [Note 59]		0.6	[Unavailable]	[Unavailable]	14.2	10.3	[Unavailable]	[Unavailable]	[Unavailable]	[Unavailable]	[Unavailable]	[Unavailable]	[Unavailable]	[Unavailable]	96
016 [Note 59]		0.6	[Unavailable]	[Unavailable]	[Unavailable]	[Unavailable]	[Unavailable]	[Unavailable]	[Unavailable]	[Unavailable]	[Unavailable]	[Unavailable]	[Unavailable]	[Unavailable]	[Unavailable]
2017		0.6	[Unavailable]	[Unavailable]	[Unavailable]	[Unavailable]	[Unavailable]	[Unavailable]	[Unavailable]	[Unavailable]	[Unavailable]	[Unavailable]	[Unavailable]	[Unavailable]	[Unavailable]
2018		0.6	[Unavailable]	4.4	[Unavailable]	[Unavailable]	[Unavailable]	[Unavailable]	[Unavailable]	[Unavailable]	[Unavailable]	[Unavailable]	[Unavailable]	[Unavailable]	[Unavailable]
2019		0.6	[Unavailable]	4.3	[Unavailable]	[Unavailable]	[Unavailable]	[Unavailable]	[Unavailable]	[Unavailable]	[Unavailable]	[Unavailable]	[Unavailable]	[Unavailable]	[Unavailable]
2020 [Note 52]		0.5	[Unavailable]	3.8	[Unavailable]	[Unavailable]	[Unavailable]	[Unavailable]	[Unavailable]	[Unavailable]	[Unavailable]	[Unavailable]	[Unavailable]	[Unavailable]	[Unavailable]
2021 [Note 52]		0.6	[Unavailable]	4.2	[Unavailable]	[Unavailable]	[Unavailable]	[Unavailable]	[Unavailable]	[Unavailable]	[Unavailable]	[Unavailable]	[Unavailable]	[Unavailable]	[Unavailable]
2022 [Note 52]		0.5	155.1	4.0	[Unavailable]	[Unavailable]	[Unavailable]	[Unavailable]	[Unavailable]	[Unavailable]	[Unavailable]	[Unavailable]	[Unavailable]	[Unavailable]	[Unavailable]
2023 [Note 52]		0.5	134.1	4.1	[Unavailable]	[Unavailable]	[Unavailable]	[Unavailable]	[Unavailable]	[Unavailable]	[Unavailable]	[Unavailable]	[Unavailable]	[Unavailable]	[Unavailable]

**Table H2 (b) Freight moved - millions of tonne-kilometres [Note 61]**

This worksheet contains one table. Some cells refer to notes which can be found in the notes worksheet.

Freeze panes are active on this sheet. To turn off freeze panes select the 'View' ribbon then 'Freeze Panes' then 'Unfreeze Panes' or use [Alt W, F]

Year[Note 62]	Road [Note 4]	Rail [Note 67]	Coastwise shipping	Inland waterway	Pipeline[Note 63] [Note 66]
1960	[Unavailable]	[Unavailable]	[Unavailable]	[Unavailable]	[Unavailable]
1961	[Unavailable]	[Unavailable]	[Unavailable]	[Unavailable]	[Unavailable]
1962	[Unavailable]	[Unavailable]	[Unavailable]	[Unavailable]	[Unavailable]
1963	[Unavailable]	[Unavailable]	[Unavailable]	[Unavailable]	[Unavailable]
1964	[Unavailable]	[Unavailable]	[Unavailable]	[Unavailable]	[Unavailable]
1965	[Unavailable]	[Unavailable]	[Unavailable]	[Unavailable]	[Unavailable]
1966	[Unavailable]	[Unavailable]	[Unavailable]	[Unavailable]	[Unavailable]
1967	[Unavailable]	[Unavailable]	[Unavailable]	[Unavailable]	[Unavailable]
1968	[Unavailable]	[Unavailable]	[Unavailable]	[Unavailable]	[Unavailable]
1969	[Unavailable]	[Unavailable]	[Unavailable]	[Unavailable]	[Unavailable]
1970	[Unavailable]	[Unavailable]	[Unavailable]	[Unavailable]	[Unavailable]
1971	[Unavailable]	[Unavailable]	[Unavailable]	[Unavailable]	[Unavailable]
1972	[Unavailable]	[Unavailable]	[Unavailable]	[Unavailable]	[Unavailable]
1973	[Unavailable]	[Unavailable]	[Unavailable]	[Unavailable]	[Unavailable]
1974	[Unavailable]	[Unavailable]	[Unavailable]	[Unavailable]	[Unavailable]
1975	[Unavailable]	[Unavailable]	[Unavailable]	[Unavailable]	[Unavailable]
1976	[Unavailable]	[Unavailable]	[Unavailable]	[Unavailable]	[Unavailable]
1977	[Unavailable]	[Unavailable]	[Unavailable]	[Unavailable]	[Unavailable]
1978	[Unavailable]	[Unavailable]	[Unavailable]	[Unavailable]	[Unavailable]
1979	[Unavailable]	[Unavailable]	[Unavailable]	[Unavailable]	[Unavailable]
1980	[Unavailable]	[Unavailable]	[Unavailable]	[Unavailable]	[Unavailable]
1981	[Unavailable]	[Unavailable]	[Unavailable]	[Unavailable]	[Unavailable]
1982	[Unavailable]	[Unavailable]	[Unavailable]	[Unavailable]	[Unavailable]
1983	[Unavailable]	[Unavailable]	[Unavailable]	[Unavailable]	[Unavailable]
1984	[Unavailable]	[Unavailable]	[Unavailable]	[Unavailable]	[Unavailable]
1985	[Unavailable]	[Unavailable]	[Unavailable]	[Unavailable]	[Unavailable]
1986	[Unavailable]	[Unavailable]	[Unavailable]	[Unavailable]	[Unavailable]
1987	[Unavailable]	[Unavailable]	19,810	262	[Unavailable]
1988	[Unavailable]	[Unavailable]	22,910	264	[Unavailable]
1989	[Unavailable]	[Unavailable]	23,020	268	[Unavailable]
1990	[Unavailable]	[Unavailable]	19,090	315	[Unavailable]
1991	[Unavailable]	[Unavailable]	22,850	298	[Unavailable]
1992	[Unavailable]	[Unavailable]	20,940	270	5,132
1993	[Unavailable]	[Unavailable]	19,710	290	[Unavailable]
1994	[Unavailable]	[Unavailable]	19,740	290	5,279
1995	[Unavailable]	[Unavailable]	25,110	300	5,693
1996	[Unavailable]	1,427	29,250	300	5,688
1997	[Unavailable]	2,145	26,280	310	5,717
1998	[Unavailable]	2,787	29,610	260	5,946
1999 [Note 64]	[Unavailable]	2,891	26,850	240	5,905
2000	[Unavailable]	2,462	20,100	280	5,933
2001	[Unavailable]	3,127	15,600	280	5,929
2002	[Unavailable]	2,856	14,540	240	5,909
2003 [Note 65]	[Unavailable]	2,625	14,850	240	5,832
2004	[Unavailable]	3,839	14,060	240	5,820
2005	[Unavailable]	4,345	17,457	251	5,869
2006	[Unavailable]	4,195	14,491	249	5,715
2007	[Unavailable]	3,601	16,909	268	5,726
2008	[Unavailable]	3,281	17,890	312	5,725
2009	[Unavailable]	2,912	15,321	244	5,725
2010	[Unavailable]	3,077	13,557	280	5,725
2011 [Note 68]	[Unavailable]	2,637	13,011	270	5,752
2012 [Note 68]	[Unavailable]	2,607	9,051	269	5,836
2013 [Note 68]	[Unavailable]	[Unavailable]	7,452	262	[Unavailable]
2014 [Note 68]	[Unavailable]	[Unavailable]	8,031	234	[Unavailable]
2015 [Note 68]	[Unavailable]	[Unavailable]	11,414	236	[Unavailable]
2016 [Note 68]	[Unavailable]	[Unavailable]	[Unavailable]	[Unavailable]	[Unavailable]
2017	[Unavailable]	[Unavailable]	[Unavailable]	[Unavailable]	[Unavailable]
2018	[Unavailable]	1,858	[Unavailable]	[Unavailable]	[Unavailable]
2019	[Unavailable]	1,804	[Unavailable]	[Unavailable]	[Unavailable]
2020 [Note 52]	[Unavailable]	1,628	[Unavailable]	[Unavailable]	[Unavailable]
2021 [Note 52]	[Unavailable]	1,783	[Unavailable]	[Unavailable]	[Unavailable]
2022 [Note 52]	11,544	1,723	[Unavailable]	[Unavailable]	[Unavailable]

**Table H3: Traffic estimates**

This worksheet contains one table. Some cells refer to notes which can be found in the notes worksheet.

Freeze panes are active on this sheet. To turn off freeze panes select the 'View' ribbon then 'Freeze Panes' then 'Unfreeze Panes' or use [Alt W, F]

Year	Motorways	A roads	All major roads (M and A)	Minor roads (B, C and unclassified)	All roads	Motorways2	A roads2	All major roads (M and A2)	Minor roads (B, C and unclassified)	All roads2
	million vehicle kilometres	million vehicle kilometres	million vehicle kilometres	million vehicle kilometres	million vehicle kilometres	Index, 1985 = 100	Index, 1985 = 100	Index, 1985 = 100	Index, 1985 = 100	Index, 1985 = 100
1962	[Unavailable]	[Unavailable]	[Unavailable]	[Unavailable]	[Unavailable]	[Unavailable]	[Unavailable]	[Unavailable]	[Unavailable]	[Unavailable]
1963	[Unavailable]	[Unavailable]	[Unavailable]	[Unavailable]	[Unavailable]	[Unavailable]	[Unavailable]	[Unavailable]	[Unavailable]	[Unavailable]
1964	[Unavailable]	[Unavailable]	[Unavailable]	[Unavailable]	[Unavailable]	[Unavailable]	[Unavailable]	[Unavailable]	[Unavailable]	[Unavailable]
1965	[Unavailable]	[Unavailable]	[Unavailable]	[Unavailable]	[Unavailable]	[Unavailable]	[Unavailable]	[Unavailable]	[Unavailable]	[Unavailable]
1966	[Unavailable]	[Unavailable]	[Unavailable]	[Unavailable]	[Unavailable]	[Unavailable]	[Unavailable]	[Unavailable]	[Unavailable]	[Unavailable]
1967	[Unavailable]	[Unavailable]	[Unavailable]	[Unavailable]	[Unavailable]	[Unavailable]	[Unavailable]	[Unavailable]	[Unavailable]	[Unavailable]
1968	[Unavailable]	[Unavailable]	[Unavailable]	[Unavailable]	[Unavailable]	[Unavailable]	[Unavailable]	[Unavailable]	[Unavailable]	[Unavailable]
1969	[Unavailable]	[Unavailable]	[Unavailable]	[Unavailable]	[Unavailable]	[Unavailable]	[Unavailable]	[Unavailable]	[Unavailable]	[Unavailable]
1970	[Unavailable]	[Unavailable]	[Unavailable]	[Unavailable]	[Unavailable]	[Unavailable]	[Unavailable]	[Unavailable]	[Unavailable]	[Unavailable]
1971	[Unavailable]	[Unavailable]	[Unavailable]	[Unavailable]	[Unavailable]	[Unavailable]	[Unavailable]	[Unavailable]	[Unavailable]	[Unavailable]
1972	[Unavailable]	[Unavailable]	[Unavailable]	[Unavailable]	[Unavailable]	[Unavailable]	[Unavailable]	[Unavailable]	[Unavailable]	[Unavailable]
1973	[Unavailable]	[Unavailable]	[Unavailable]	[Unavailable]	[Unavailable]	[Unavailable]	[Unavailable]	[Unavailable]	[Unavailable]	[Unavailable]
1974	[Unavailable]	[Unavailable]	[Unavailable]	[Unavailable]	[Unavailable]	[Unavailable]	[Unavailable]	[Unavailable]	[Unavailable]	[Unavailable]
1975	[Unavailable]	[Unavailable]	[Unavailable]	[Unavailable]	[Unavailable]	[Unavailable]	[Unavailable]	[Unavailable]	[Unavailable]	[Unavailable]
1976	[Unavailable]	[Unavailable]	[Unavailable]	[Unavailable]	[Unavailable]	[Unavailable]	[Unavailable]	[Unavailable]	[Unavailable]	[Unavailable]
1977	[Unavailable]	[Unavailable]	[Unavailable]	[Unavailable]	[Unavailable]	[Unavailable]	[Unavailable]	[Unavailable]	[Unavailable]	[Unavailable]
1978	[Unavailable]	[Unavailable]	[Unavailable]	[Unavailable]	[Unavailable]	[Unavailable]	[Unavailable]	[Unavailable]	[Unavailable]	[Unavailable]
1979	[Unavailable]	[Unavailable]	[Unavailable]	[Unavailable]	[Unavailable]	[Unavailable]	[Unavailable]	[Unavailable]	[Unavailable]	[Unavailable]
1980	[Unavailable]	[Unavailable]	[Unavailable]	[Unavailable]	[Unavailable]	[Unavailable]	[Unavailable]	[Unavailable]	[Unavailable]	[Unavailable]
1981	[Unavailable]	[Unavailable]	[Unavailable]	[Unavailable]	[Unavailable]	[Unavailable]	[Unavailable]	[Unavailable]	[Unavailable]	[Unavailable]
1982	[Unavailable]	[Unavailable]	[Unavailable]	[Unavailable]	[Unavailable]	[Unavailable]	[Unavailable]	[Unavailable]	[Unavailable]	[Unavailable]
1983	1,742	12,443	14,185	[Unavailable]	[Unavailable]	83	82	82	[Unavailable]	[Unavailable]
1984	1,920	14,382	16,302	[Unavailable]	[Unavailable]	91	95	95	[Unavailable]	[Unavailable]
1985	2,104	15,115	17,219	[Unavailable]	[Unavailable]	100	100	100	[Unavailable]	[Unavailable]
1986	2,116	15,531	17,647	[Unavailable]	[Unavailable]	101	103	102	[Unavailable]	[Unavailable]
1987	2,541	16,226	18,767	[Unavailable]	[Unavailable]	121	107	109	[Unavailable]	[Unavailable]
1988	2,961	17,137	20,098	[Unavailable]	[Unavailable]	141	113	117	[Unavailable]	[Unavailable]
1989	3,141	18,262	21,404	[Unavailable]	[Unavailable]	149	121	124	[Unavailable]	[Unavailable]
1990	3,286	18,501	21,786	[Unavailable]	[Unavailable]	156	122	127	[Unavailable]	[Unavailable]
1991	3,200	18,747	21,947	[Unavailable]	[Unavailable]	152	124	127	[Unavailable]	[Unavailable]
1992	3,516	19,060	22,575	[Unavailable]	[Unavailable]	167	126	131	[Unavailable]	[Unavailable]
1993	4,000	18,666	22,666	12,509	35,175	190	123	132	[Unavailable]	[Unavailable]
1994	4,147	19,153	23,300	12,700	36,000	197	127	135	[Unavailable]	[Unavailable]
1995	4,318	19,670	23,987	12,749	36,736	205	130	139	[Unavailable]	[Unavailable]
1996	4,586	20,253	24,839	12,938	37,777	218	134	144	[Unavailable]	[Unavailable]
1997	4,852	20,600	25,452	13,130	38,582	231	136	148	[Unavailable]	[Unavailable]
1998	5,072	20,812	25,885	13,284	39,169	241	138	150	[Unavailable]	[Unavailable]
1999	5,164	21,021	26,185	13,585	39,770	245	139	152	[Unavailable]	[Unavailable]
2000 [Note 70]	5,405	20,531	25,937	13,625	39,561	257	136	151	[Unavailable]	[Unavailable]
2001 [Note 70]	5,567	20,775	26,342	13,722	40,065	265	137	153	[Unavailable]	[Unavailable]
2002 [Note 70]	5,730	21,533	27,264	14,272	41,535	272	142	158	[Unavailable]	[Unavailable]
2003 [Note 70]	5,856	21,826	27,681	14,356	42,038	278	144	161	[Unavailable]	[Unavailable]
2004 [Note 70]	6,094	22,114	28,209	13,869	42,078	290	146	164	[Unavailable]	[Unavailable]
2005 [Note 70]	6,151	21,904	28,056	14,031	42,086	292	145	163	[Unavailable]	[Unavailable]
2006 [Note 70]	6,433	22,465	28,898	14,558	43,456	306	149	168	[Unavailable]	[Unavailable]
2007 [Note 70]	6,577	22,408	28,985	15,002	43,988	313	148	168	[Unavailable]	[Unavailable]
2008 [Note 70]	6,683	22,126	28,809	14,989	43,799	318	146	167	[Unavailable]	[Unavailable]
2009 [Note 70]	6,633	22,327	28,960	14,604	43,566	315	148	168	[Unavailable]	[Unavailable]
2010 [Note 70]	6,503	21,992	28,495	14,664	43,160	309	145	165	[Unavailable]	[Unavailable]
2011 [Note 70]	6,570	21,996	28,566	14,519	43,085	312	146	166	[Unavailable]	[Unavailable]
2012 [note 69] [N	7,140	21,712	28,852	14,645	43,498	339	144	168	[Unavailable]	[Unavailable]
2013 [Note 70]	7,262	21,786	29,048	14,663	43,711	345	144	169	[Unavailable]	[Unavailable]
2014 [Note 70]	7,421	22,025	29,446	15,330	44,776	353	146	171	[Unavailable]	[Unavailable]
2015 [Note 70]	7,477	22,395	29,872	15,502	45,374	355	148	173	[Unavailable]	[Unavailable]
2016 [Note 70]	7,829	23,019	30,848	15,995	46,843	372	152	179	[Unavailable]	[Unavailable]
2017 [Note 70]	8,054	23,351	31,405	16,639	48,045	383	154	182	[Unavailable]	[Unavailable]
2018 [Note 70]	8,518	23,024	31,542	16,644	48,187	405	152	183	[Unavailable]	[Unavailable]
2019 [Note 70]	8,654	23,557	32,211	16,501	48,713	411	156	187	[Unavailable]	[Unavailable]
2020 [Note 52]	6,299	17,642	23,941	13,942	37,883	299	117	139	[Unavailable]	[Unavailable]
2021 [Note 52]	7,428	20,074	27,502	15,908	43,410	353	133	160	[Unavailable]	[Unavailable]
2022 [Note 52]	8,310	22,061	30,371	17,009	47,379	395	146	176	[Unavailable]	[Unavailable]
2023 [Note 52]	8,672	22,527	31,199	17,221	48,421	412	149	181	[Unavailable]	[Unavailable]

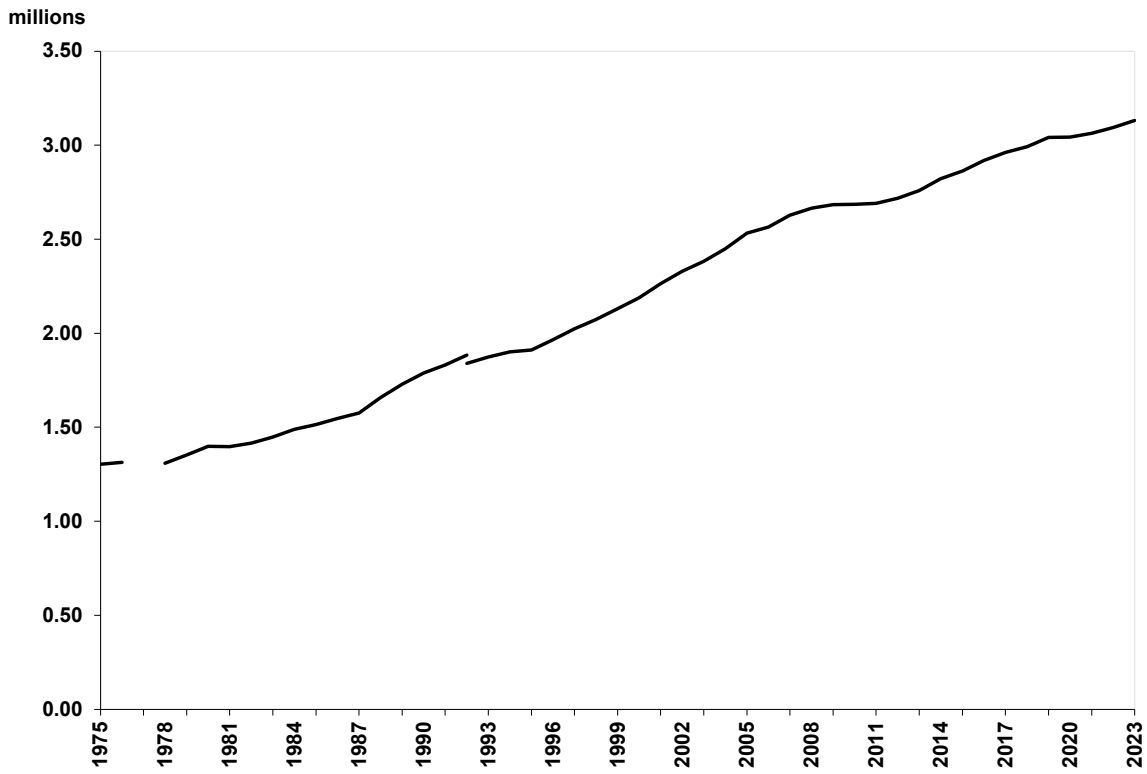
**Table H4** Other vehicle related statistics

This worksheet contains one table. Some cells refer to notes which can be found in the notes worksheet.

Freeze panes are active on this sheet. To turn off freeze panes select the 'View' ribbon then 'Freeze Panes' then 'Unfreeze Panes' or use [Alt W, F

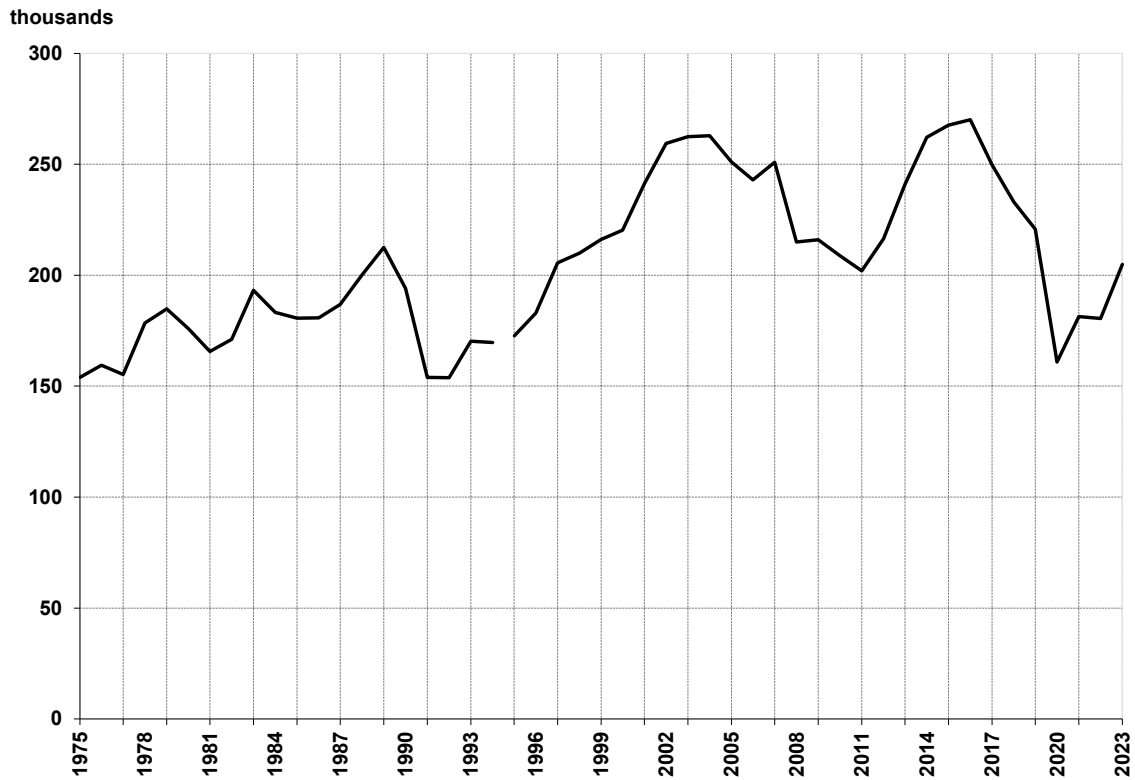
Year	Vehicles licensed	New registrations of vehicles	Reported road casualties all severities	Vehicles licensed2	New registrations of vehicles2	Reported road casualties all severities2
Year	<i>thousand</i>	<i>thousand</i>	<i>number</i>	index 1985=100	index 1985=100	index 1985=100
1962	775	86	26,703	51	48	98
1963	836	100	27,728	55	56	102
1964	900	117	30,527	59	65	112
1965	951	113	31,827	63	63	117
1966	991	113	32,280	65	62	118
1967	1,035	116	31,760	68	64	116
1968	1,065	119	30,649	70	66	112
1969	1,106	110	31,056	73	61	114
1970	1,124	117	31,240	74	65	114
1971	1,135	128	31,194	75	71	114
1972	1,181	161	31,762	78	89	116
1973	1,252	173	31,404	83	96	115
1974	1,274	143	28,783	84	79	105
1975 [Note 71]	1,304	154	28,621	86	85	105
1976	1,314	159	29,933	87	88	110
1977	[Unavailable]	155	29,783	[Unavailable]	86	109
1978	1,308	179	30,506	86	99	112
1979	1,353	185	31,387	89	102	115
1980	1,398	176	29,286	92	97	107
1981	1,397	166	28,766	92	92	105
1982	1,416	171	28,273	94	95	104
1983	1,448	193	25,224	96	107	92
1984	1,489	183	26,158	98	101	96
1985	1,514	181	27,287	100	100	100
1986	1,546	181	26,117	102	100	96
1987	1,575	187	24,748	104	103	91
1988	1,657	200	25,425	109	111	93
1989	1,729	213	27,532	114	118	101
1990	1,788	194	27,228	118	107	100
1991	1,830	154	25,346	121	85	93
1992 [Note 72]	1,884	154	24,173	124	85	89
1993	1,874	170	22,414	124	94	82
1994 [Note 73]	1,900	170	22,573	125	94	83
1995	1,910	173	22,194	126	96	81
1996	1,966	183	21,716	130	101	80
1997	2,023	206	22,629	134	114	83
1998	2,073	210	22,467	137	116	82
1999	2,131	216	21,002	141	120	77
2000	2,188	220	20,518	145	122	75
2001 [Note 74]	2,262	241	19,911	149	134	73
2002	2,330	259	19,275	154	144	71
2003	2,383	262	18,756	157	145	69
2004	2,448	263	18,502	162	145	68
2005	2,531	251	17,890	167	139	66
2006	2,564	243	17,269	169	134	63
2007	2,627	251	16,239	174	139	60
2008	2,665	215	15,592	176	119	57
2009	2,684	216	15,043	177	120	55
2010	2,685	209	13,338	177	116	49
2011	2,691	202	12,785	178	112	47
2012	2,717	216	12,712	179	120	47
2013	2,759	241	11,492	182	133	42
2014	2,821	262	11,302	186	145	41
2015	2,863	268	10,977	189	148	40
2016	2,919	270	10,898	193	150	40
2017	2,962	250	9,433	196	138	35
2018	2,991	233	8,424	198	129	31
2019	3,041	221	7,705	201	122	28
2020 [Note 52]	3,042	161	5,065	201	89	19
2021 [Note 52]	3,064	181	5,114	202	100	19
2022 [Note 52]	3,093	181	5,643	204	100	21
2023 [Note 52]	3,132	205	5,829	207	113	21

**Figure 1: Vehicles licensed**



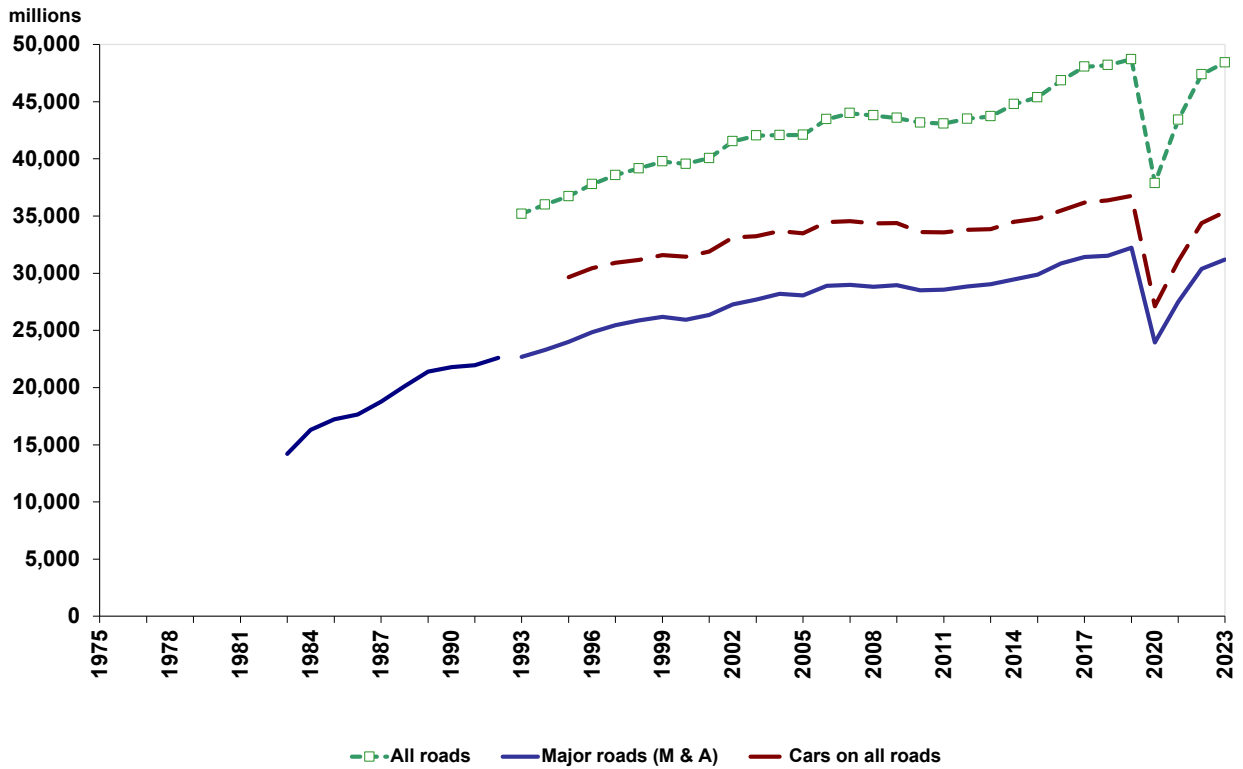
NB: breaks exist in the series due to changes in the collection method. In 1978 collection moved from local taxation offices to the DVLA (annual vehicle census) while figures from 1993 onwards originate from the DfT Vehicle Information Database.

**Figure 2: New registrations of vehicles**



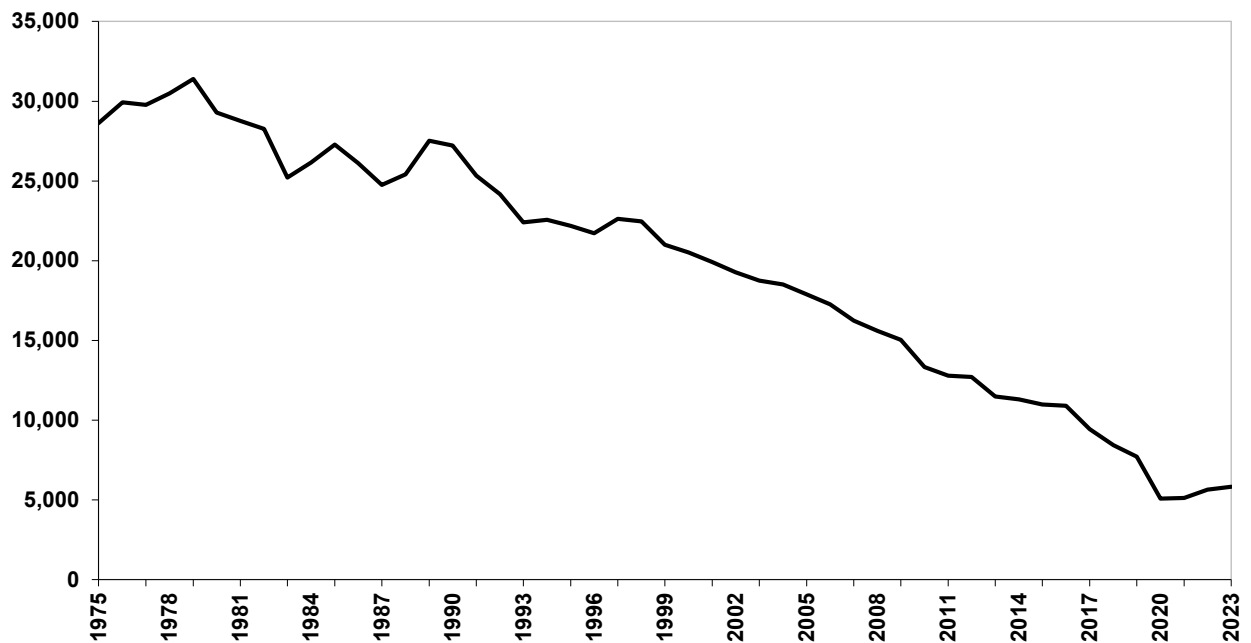
NB: a break in the series exists in 1994. Results prior to this are taken from DVLA geographical analysis. Results for 1995 onwards are estimated using post town area data.

**Figure 3: Traffic (vehicle kilometres)**

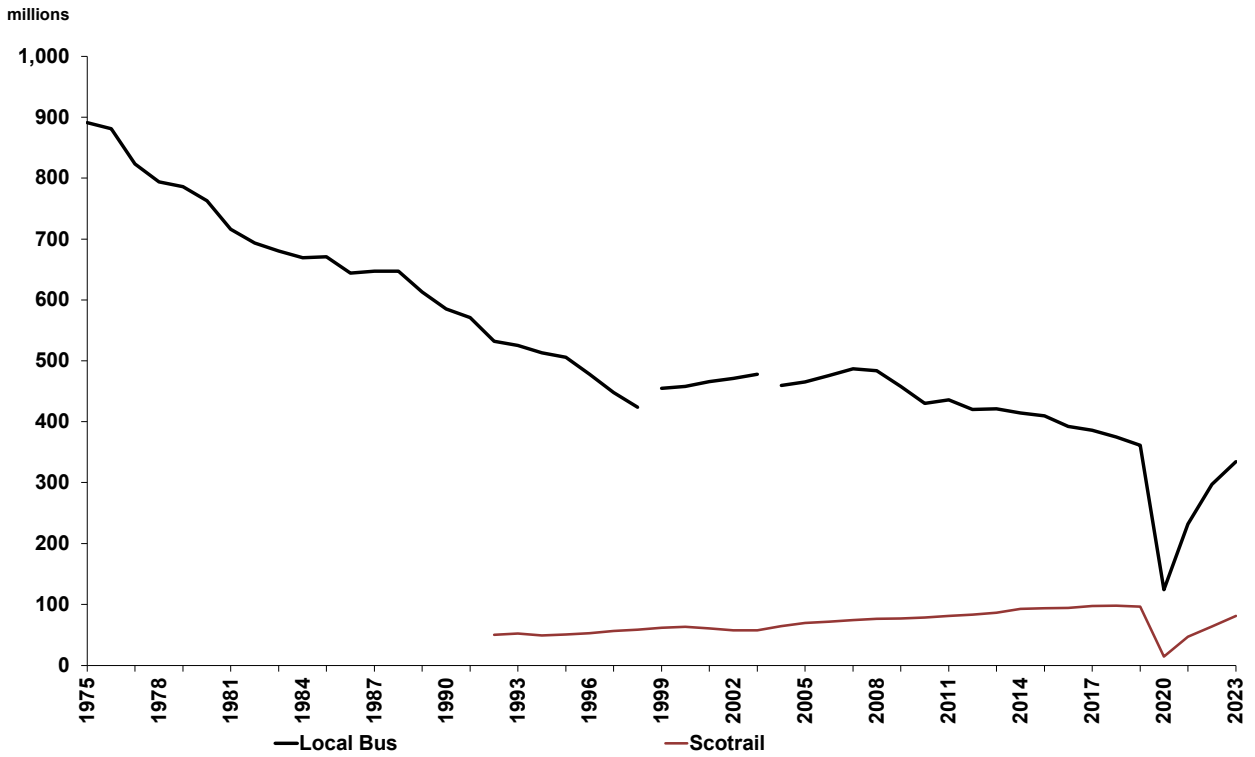


NB: breaks in the series exist as the DfT revised its method of estimating traffic volumes from 1993. Estimates of traffic on minor roads are not available prior to 1993.

**Figure 4: Reported road casualties**

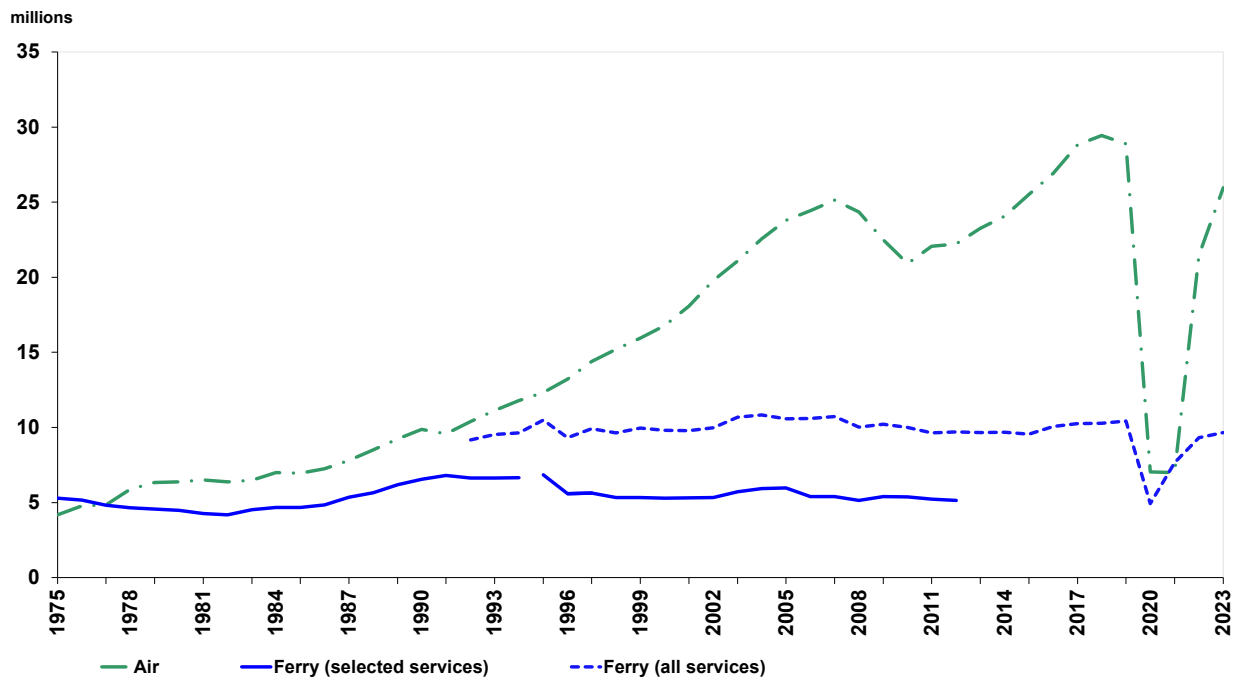


**Figure 5: Passenger numbers: local bus and Scotrail**



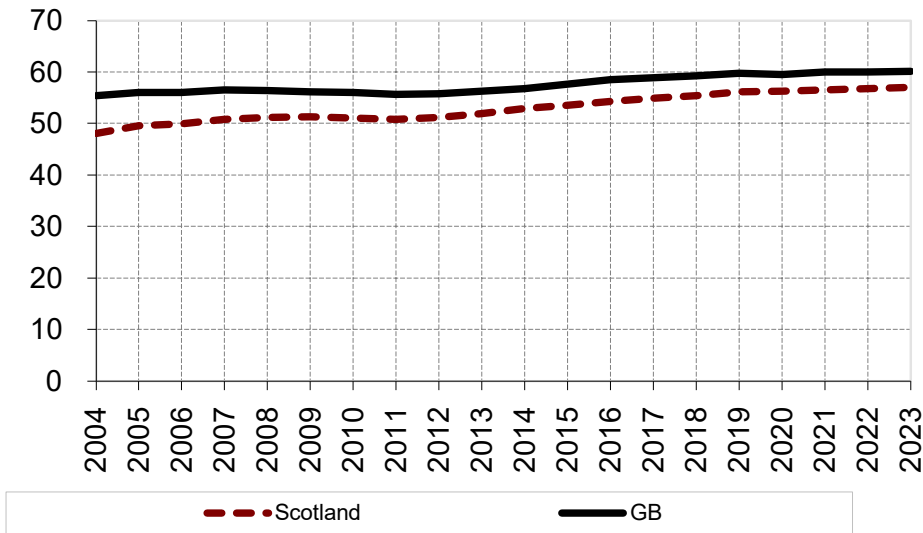
NB: Due to methodological improvements bus figures are not strictly comparable ( prior to 1999/00 and from 2004/05 onwards).

**Figure 6: Passenger numbers: air and ferry**

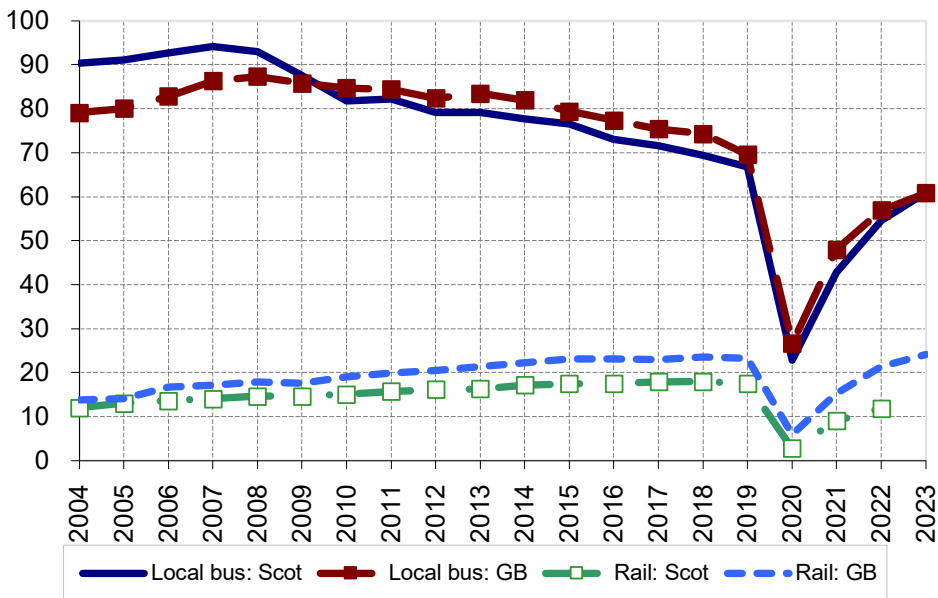


NB: First ScotRail took over the franchise in 2003, therefore earlier do not exist. Rail figures prior to 1990/91 were provided by British Rail.  
 Rail figures up to 1990/91 were provided by British Rail, but now provided by the Office of Rail Regulation.  
 The Skye bridge opened in 1995 and may impact on ferry patronage figures.

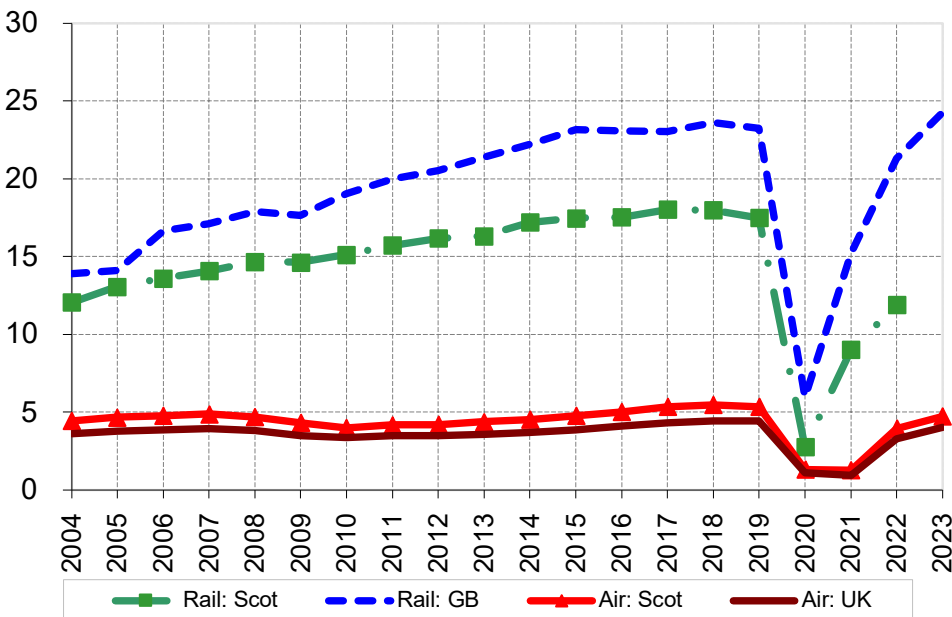
**Figure 7: Vehicles licensed per 100 population**



**Figure 8: Passenger numbers per head of population: local bus and rail**



**Figure 9: Passenger numbers per head of population: rail and air**





**Figure 10: Freight lifted: coastwise shipping**

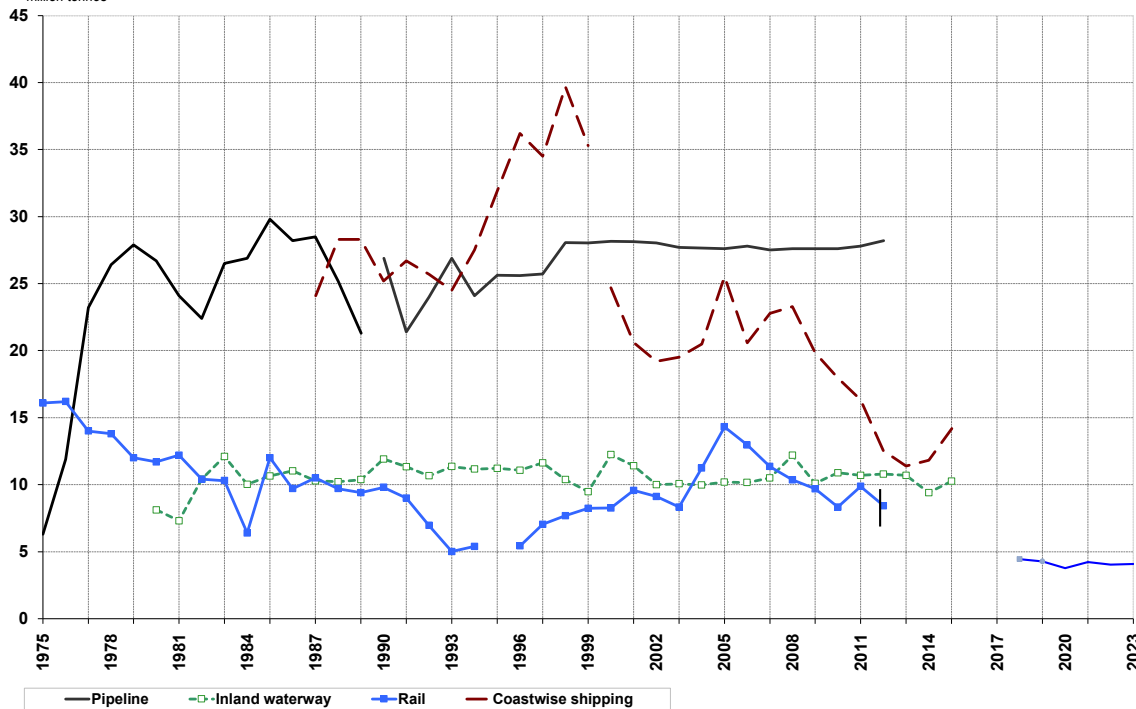
million tonnes



NB: breaks appear in the series due to changes in the survey methodology and processing.

**Figure 11: Freight lifted: coastwise shipping, pipelines, inland waterway, rail**

million tonnes



NB: breaks appear in the series due to changes in the survey methodology and processing. The increase in pipeline figures between 1989 and 1990 is believed to be due to a change in c



**TRANSPORT  
SCOTLAND**  
CÒMHDHAIL ALBA

# Scottish Transport Statistics 2024

## Road Transport Vehicles

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## Introduction

This chapter provides information about the numbers of road transport vehicles, such as new registrations, numbers licensed by taxation group and council area, ages, cylinder sizes, methods of propulsion, gross weights of Heavy Goods Vehicles, seating capacity of public transport vehicles, licensing figures for taxi and private hire cars and their drivers and numbers of wheelchair accessible taxis.

It also provides statistics of the most popular cars, results of the road vehicle testing scheme (MOT), driving tests, driving licence holders, households with the regular use of a car (from the Scottish Household Survey), the number of Blue Badges issued and information about motor vehicle offences recorded by the Police.

## Key Points

- **There were 3.13 million vehicles licensed for use on the roads in Scotland in 2023 (the highest number on record), of which 82 per cent were cars.**
- **Seventy one per cent of the adult population (17+) held a full driving licence in 2023.**
- **Seventy four per cent of households had access to one or more cars or vans in 2023; Thirty per cent of households had access to two or more cars or vans.**

## Main Points

### Vehicles Licensed

The total number of new motor vehicles registrations in 2023 was 204,911, 14% more than in 2022 and 15% less than 2013. (*Table 1.1*) During the UK lockdown (which applied from 23 March 2020), vehicle dealerships and showrooms were required to close, removing the main method by which new vehicles are sold in Scotland. This was lifted in Scotland on the 29<sup>th</sup> June. However local restrictions may have applied at later points in the year.

New registrations of cars in 2023 accounted for around 164,361 of these, around 22,000 (16%) more than in 2022, and 41,000 20% less than 2013. Of all new registered vehicles in 2023, 99,000 (48%) were petrol-propelled, and 41,000 (20%) were diesel-propelled. The remaining new vehicles registered in 2021 were mostly electric or hybrid-electric vehicles, both these groups have seen steady increases in new registrations in recent years. In the last 10 years, only 2011, 2013, 2014, 2015 and 2016 saw more new diesel vehicles registered than petrol vehicles. More detailed data on vehicles registered in 2023 by body type and propulsion is included in Chapter 13. (*Table 1.1*)

The total number of vehicles licensed was 3.13 million in 2023, slightly higher than 2022 and 14% higher than in 2013. The number of private and light goods vehicles in 2023 was 2.7 million, slightly more than 2022 and 12% higher than 2013. (*Table 1.2*)

Glasgow had the largest number of vehicles licensed as at the end of 2023 (212,064), followed by Fife (184,281) and Edinburgh (179,886) - based on the postcode of the registered keeper. Per head of population (aged 17+), Dundee had the third lowest figure behind Edinburgh and Glasgow. Dundee had 443 vehicles for every 1,000 people aged 17+, Glasgow was lowest at 388. Vehicle ownership per head was much higher in rural areas – Renfrewshire had 807 vehicles per 1,000 people aged 17+ , Orkney had 806 and Stirling had 820, the three areas in Scotland with the highest vehicle ownership by population. The Scotland average was 571 per thousand. The pattern for car registrations was similar with Glasgow lowest, but Renfrewshire had the highest figure per thousand population at 682, followed by Stirling at 662. The effect of the registration of company car fleets can be seen: Renfrewshire accounted for 25 per cent (46,313) of all the company cars registered in Scotland, compared to 5 per cent of all cars. (*Table 1.3*)

There were 8,600 taxis and 13,802 private hire cars licensed in Scotland based on figures provided by Scottish local licensing authorities during 2024. The figures show that of the 8,600 licensed taxis, 3,998 (46%) are wheelchair accessible. The proportion of wheelchair accessible vehicles varies across different authority areas. (*Table 1.4*)

The average age of private and light goods vehicles in 2023 was 8.3 years, slightly higher than last year, and continuing a trend of increasing average age since 2007. The average age of private and light goods vehicles continued to be lower in Scotland than for Great Britain as a whole. In 2023 the average age of these vehicles in Great Britain was 9.6 years. (*Table 1.6*)

There were 5,329 licensed operators of heavy goods vehicles in Scotland in December 2024 and 614 public service vehicle licence holders. Most HGV operators had few (if any) vehicles specified on the licence: 3,390 had 0-2 vehicles, 892 had 3-5 vehicles and 467 had 6-10 vehicles. Only 71 operators had between 51 and 100 vehicles specified on the licence as at December 2024. (*Table 1.10*)

The most popular new car sold in Scotland in 2023 was the Vauxhall Corsa with a market share of 4.3%. The top 5 most popular models had a total market share of 13% and the top 10, 22%. (*Table 1.11*)

## **MOTs and Driving Tests**

In 2023/24, about 31% of cars tested in the road vehicle testing scheme (MOT) were unsatisfactory, as were 12% of motor cycles. About 12% of cars tested had unsatisfactory suspension, 10% had unsatisfactory brakes and 10% had unsatisfactory lamps, reflectors and electrical equipment (a vehicle with more than one type of fault is

counted against each of them). Six per cent of motorcycles tested had unsatisfactory lamps and reflectors, 3% had unsatisfactory brakes and 2.1% had unsatisfactory structure and attachments. *(Table 1.12)*

There were 154,392 driving licence practical tests conducted in 2023 compared to 135,026 in 2022. The pass rate was 1.8% lower at 49%. The test centre at Benbecula Island had the highest pass rate (91%), though only 111 tests were conducted. *(Tables 1.13 & 1.14)*

The Scottish Household Survey results for 2023 showed that 71% of adults over the age of 17 held a full driving licence. Although men were more likely to hold a full driving licence than women in all age groups, the difference between the proportions increased with age. For the 30-39 age group in 2023, the difference was 2 percentage points than women. For 70-79 year olds there was a difference of 19 percentage points (men: 82%, women: 63%), and 26 percentage points for those aged 80+ (men: 68%; women: 42%). *(Tables 1.16 and 1.17)*

SHS results also showed that the percentage of people holding a full driving licence tended to increase with household income. In 2023, 69% of adults aged 17+ living in households which had an annual net income of between £25,000 and £30,000 held a full driving licence. In contrast, only 49% of adults who lived in households with an annual net income of up to £15,000 held a full driving licence.

License possession was also more likely in rural areas. In 2023, 62% of adults aged 17+ living in large urban areas held a full driving licence compared with 86% of those living in 'Remote Rural' areas (the Scottish Government urban/rural classification system used in the Survey is described in the road transport vehicles section of the user guide). *(Table 1.16)*

## Car Availability

The Scottish Household Survey shows that 74 per cent of households had access to one or more cars in 2023. Thirty percent of households had access to two or more cars. *(Table 1.19)* These estimates were similar to results from the Scotland Census 2011, which suggested that 69% of households have access to one or more cars, with 27% having two or more cars. The Census also showed that slightly fewer men (21 per cent) than women (26 per cent) aged 16 and over lived in households with no cars or vans available. *(Table 1.23)*

The Scottish Household Survey also shows how the percentage of households with a car available for private use varies between different household types, income bands and type of area. In 2023, family (small or large) and large adult households were most likely to have access to at least one car (large family: 91%, small family: 90%, large adult: 91%). (note definitions of family types are included in the road transport vehicles section of the user guide) Least likely to have access to a car were single pensioner

households (50%). The SHS also showed that 32% of large adult and 16% of large family households had 3 or more cars available for private use in 2023. (*Table 1.20*) The 2011 Census showed that married or cohabiting families with dependent children were most likely to have access to a car, at 92%, and single pensioner households were the least likely, at 36%. (*Table 1.24*)

Only 44% of households whose net annual income was up to £10,000 had one or more cars available for private use, compared with at least 78% of households whose annual net income were above £25,000. Sixty four per cent of households in large urban areas had cars, compared with 87-88% of those in rural areas. (*Table 1.20*)

The car ownership statistics from the SHS can be supplemented with information on equalities from the 2011 Census. This shows that the proportion of households with no car or van available was generally higher for those where the Household Reference Person (HRP)<sup>1</sup> was from a minority ethnic group; within this group it was highest for households where the HRP was from the ‘African’ (60 per cent) or ‘Caribbean or Black’ (49 per cent) ethnic groups. Additionally, of the 473,000 people in households who had a long-term health problem or disability that limited their day-to-day activities a lot, 46 per cent lived in households with no cars or vans available. The corresponding proportion was 34 per cent for the 523,000 people whose day-day activities were limited a little and 19 per cent for the 4.2 million people who had no limiting long-term health problem. (*Table 1.25*)

There were 314,801 Blue Badges on issue in Scotland at the end of March 2024. 153,007 were issued to recipients of allowances or grants which provide an automatic entitlement to a Blue Badge, 159,412 were issued on a discretionary basis to other people with a permanent or substantial disability, and 2,382 were issued to institutions. (*Table 1.21*)

## Motor Vehicle Offences

The numbers of road traffic crimes and offences recorded by the police include offences in respect of which either the police or the procurator fiscal made a conditional offer of a fixed penalty (mainly moving vehicle offences). They do not include stationary vehicle offences which are dealt with by the police or traffic wardens by means of fixed penalty notices (mainly parking offences).

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<sup>1</sup> The ‘Household Reference Person’, or HRP, was introduced in the 2001 Census to replace the concept of the ‘head of the household’. This allows a household to be further characterised using the properties of the HRP. The HRP is taken as the adult in the household with the highest economic activity – if the two people have the same economic activity then the oldest becomes the HRP.

Following the establishment of Police Scotland, data for 2013-14 onwards are returned from one central unit within Police Scotland using their management information system. Prior to 2013-14, data were returned by the eight legacy police force areas. An extensive quality assurance exercise was carried out by the Scottish Government to ensure that the dataset produced from the new system is consistent with data returned from the legacy police forces.

This exercise identified a number of anomalies affecting comparability of the time series. These anomalies mean that Statistics on road traffic offences prior to 2013-14 cannot be compared to data from 2103-14 onwards. Further information about these discontinuities can be found in the Technical report, entitled Recorded Crime: Comparability of Police Scotland and Legacy Force Data, available from Technical Report on the Comparability of Recorded Crime Data ([webarchive.org.uk](http://webarchive.org.uk)).

The total number of road traffic offences recorded in 2023-24 was 112,417 and the total number of road traffic crimes recorded in 2023-24 was 44 (Table 1.22).

The total number of road traffic offences recorded increased by 3% between 2022-23 and 2023-24; changes in these figures may arise because of changes in the level of enforcement or police deployment.



## Notes

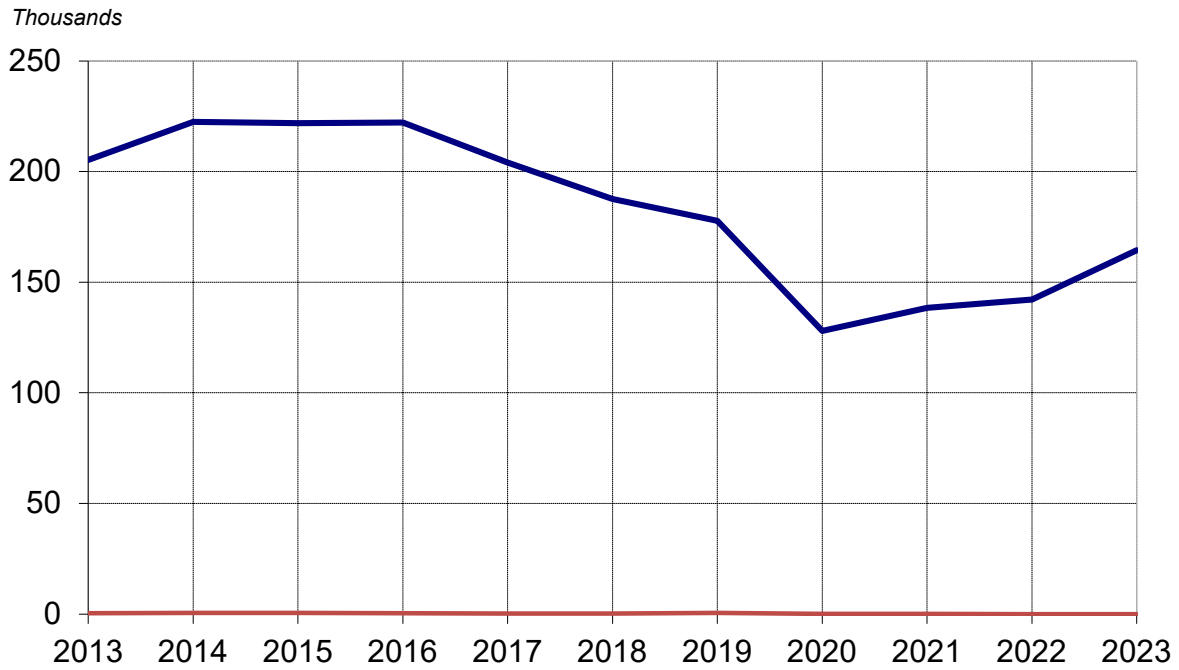
This worksheet contains one table.

Note number Note text

note 1	Break in series from 1995 onwards due to changes in taxation classes. Vehicles in the Special Concessionary Group (part of other vehicles in 2002 and earlier years) are part of Crown and Exempt from 2003 onwards.
note 2	In 2004 DfT revised the figures for the light goods and goods body types back to 2001. DfT does not have the underlying data to revise earlier years' figures.
note 3	Gas Diesel and Steam.
note 4	DfT have revised stock figures from 2006 to 2009 - see <a href="https://www.gov.uk/government/publications/vehicles-statistics-guidance/vehicle-licensing-statistics-notes-and-definitions">https://www.gov.uk/government/publications/vehicles-statistics-guidance/vehicle-licensing-statistics-notes-and-definitions</a> <a href="https://www.gov.uk/government/publications/vehicles-statistics-guidance/vehicle-licensing-statistics-notes-and-definitions">https://www.gov.uk/government/publications/vehicles-statistics-guidance/vehicle-licensing-statistics-notes-and-definitions</a>
note 5	Includes all two wheeled motor vehicles
note 6	Excludes heavy goods vehicles that are exempt from tax.
note 7	Vehicles in the Special Concessionary Group are now part of Crown and Exempt taxation group.
note 8	Formerly Western Isles
note 9	Separate figures for taxi and private hire licences are not available.
note 10	Average age is calculated using date of first registration rather than date of manufacture.
note 11	Estimates include only those vehicles with more than 8 seats.
note 12	Figures fewer than 50
note 13	In 2010 DfT revised stock figures from 2006 to 2009 - see <a href="https://www.gov.uk/government/publications/vehicles-statistics-guidance/vehicle-licensing-statistics-notes-and-definitions">https://www.gov.uk/government/publications/vehicles-statistics-guidance/vehicle-licensing-statistics-notes-and-definitions</a>
note 14	Mainly heavy goods vehicles but includes vehicles which are licensed as HGVs but do not have a goods body type.
note 15	Figures relate to cars sold by members of the Society of Motor Manufacturers and Traders Ltd to customers resident in Scotland. Figures differ from the numbers of new registrations of cars in Table 1.1, as the latter may include cars purchased elsewhere.
note 17	Vehicle numbers are for valid, and completed normal tests only. Retests are excluded.
note 18	Cars, vans and passenger vehicles with up to 12 seats.
note 19	PR5 = Pass with Rectification at Station
note 20	Initial Failure Rate = (PR5 + Failures) / Total Tests
note 21	Final Failure Rate = Failures / Total Tests
note 22	Reason for Rejection
note 23	Over 3,000kg and up to and including 3,500kg.
note 24	There was a significant change in regulations for the MOT scheme on 20th May 2018. Whilst the basic failure rates can be directly compared, with a recognition of the changes, the defect categories were totally changed, and there is no direct comparison. In addition, new 'Deficiency Categories' were introduced. Dangerous for the most serious issues, and Major for other failure items. Figures are provided here with the new Deficiency Categories.
note 25	For the Financial Year 2019/20, there was a drop in testing volumes in the last two weeks of March 2020 as Covid restrictions started to emerge. The six month extension of expiry dates began on 31st March, and ended 31st July. Despite this, overall figures for 2020/21 are not substantially different to the previous year.
note 26	Figures relate to the financial year which commences in the specified calendar year.
note 27	The practical test figures are provisional.
note 28	The vehicle licence figure does not include refunds issued. DVLA are currently investigating the financial accuracy of these figures and an update for vehicle licences is not available at the moment.
note 29	These figures are for car licence tests only.
note 30	Main Test Centre
note 31	Outstation
note 32	Remote Driving Test Centre
note 33	Taking Testing to the Customer site
note 34	Test centre is now closed
note 35	Note: Centres where only one examiner has conducted tests have been removed from the details, though they have been included in the national totals.
note 36	Percentages based on a denominator of 50 respondents or fewer are not shown. Denominator includes people for whom it was not known, or not recorded, what type of driving licence (if any) was held.
note 37	Estimates based on smaller sample sizes may be subject to larger levels of variation and therefore may see relatively large fluctuations over time
note 38	Percentage includes people for whom it was not known, or not recorded, what type of driving licence (if any) was held
note 39	The denominator includes people for whom it was not known, or not recorded, what type of driving licence (if any) was held.
note 40	For some age groups the sample sizes are relatively small and so estimates can be subject to greater fluctuations over time.
note 41	From 2012 Quarter 4 the question was amended to ask about access to cars / vans instead of just vans.
note 42	Blue Badges for display on motor vehicles used by disabled persons were introduced on 1 April 2000.
note 43	Totals relate to the number of badges on issue as at 31st March that year. Data prior to 2008 not available.
note 44	The automatic category includes badges issued to individuals in receipt of the higher rate mobility component of Disability Living Allowance, certain levels of Personal Independence Payment, a War Pensioners' Mobility Supplement, a lump sum (tariffs 1-3) of blind people (Not subject to further assessment), the Armed Forces Compensation Scheme, or to blind or registered blind people. (Not subject to further assessment.)
note 45	Badges issued in the discretionary category to people with a substantial permanent or temporary disability who are unable or virtually unable to walk or pose a risk to themselves or others in traffic or who have difficulty using parking meters (Disabled Persons (Badges for Motor Vehicles) (Scotland) Regulations 2000 as amended). (May be subject to further assessment.)
note 46	Aberdeenshire introduced an electronic data capture system in 2010; therefore figures may not be comparable with previous years.
note 47	Clackmannanshire introduced an electronic data capture system in 2011; therefore figures may not be comparable with previous years.
note 48	Highland Council, in April 2010, introduced a fee for the first time which may have contributed to the decline in number of badges issued.
note 49	Orkney introduced an electronic system in 2009; therefore figures may not be comparable with previous years.
note 50	Scottish Borders data was reviewed in 2012. Data is not available for previous years and is therefore excluded from the totals. Scottish Borders is included in the 2012 totals
note 51	City of Edinburgh Council advised of error in 2013 total. Revised figure down from 27,309 to 17,502
note 52	The 2020 figures include cancelled and replaced badges as we now have the timestamps for those elements. This takes into account badges that may have been cancelled or replaced after March 2020.
note 53	Discontinuities in the table - 2013-14 is the first full reporting year since the establishment of Police Scotland. As a result, data is no longer returned by the eight legacy police force areas and instead comes from one central unit within Police Scotland, using their new performance management reporting tool. To ensure that the dataset produced from this new system is consistent with data returned from legacy police forces, an extensive quality assurance exercise has been carried out to closely compare the data held by the Scottish Government with that extracted from the new force system.
	This exercise has identified a number of anomalies affecting comparability of the time series resulting in breaks in the series. Vertical lines between figures represent these breaks and comparisons should not be directly made between the two series. The Scottish Government is investigating these issues further and seeking a resolution. Should this be possible, the web tables on the Transport Scotland website will be updated with revised figures for the table below. Further information about these discontinuities can be found in the Technical report, entitled Recorded Crime: Comparability of Police Scotland and Legacy Force Data, available from <a href="#">[ARCHIVED CONTENT] Technical Report on the Comparability of Recorded Crime Data (nrscotland.gov.uk)</a>
note 54	The full time series is no longer comparable, the vertical lines in the table represents the break in the series. Direct comparison between the period on either side of the break in the series should not be made. Further information can be found at: <a href="#">[ARCHIVED CONTENT] Technical Report on the Comparability of Recorded Crime Data (nrscotland.gov.uk)</a>
note 55	A number of historic figures in these categories have been revised as a result of the quality assurance process noted above and will not match the figures presented in earlier editions of STS, further information can be found at the link in note 55.
note 56	Includes motorway and clearway offences, which previously appeared as a separate category under Other offences.
note 57	The number of Vehicle Excise Licence Offences recorded decreased from 3,792 in 2017-18 to 176 in 2018-19. This was largely due to standardisation of practice across Police Scotland divisions in November 2017, whereby the Driver and Vehicle Licensing Agency (rather than the police) took primacy in dealing with these offences.
note 58	New offences introduced in October 2019 in relation to drug driving (driving or being in charge of a motor vehicle with concentration of a specified controlled drug above a specified limit).
note 59	See note 2.21 for details.
note 60	Due to changes in the survey in response to covid-19, 2020 data is not directly comparable with previous years, so there is a break in the time series between 2019 and 2020
note 61	Due to a change in crime codes this table has been completely revised so that the offences data match the new grouping of road traffic offences.
note 62	Statistics for East Renfrewshire have been entered to reflect the totals as of 2nd March, 2023. Eilean Siar council - has been the victim of a cyber-attack, and is unable to provide the requested information at the moment.
note 63	East Lothian Taxi and PHC Driver licenses are not recorded separately. A Driver licence will allow the holder to drive either licensed vehicle. All taxi's are required to be Wheelchair Accessible. PHC vehicles are not subject to this requirement and those that are Wheelchair Accessible are not recorded.
note 64	Freeze panes is being used on this page. To turn off, select the 'View' tab and choose Freeze Panes > Unfreeze Panes
note 65	Response options for gender changed in 2022. Previously there were 4 response categories: Man/Boy; Woman/Girl; in another way; Refused. From 2022 onwards there are 3 response categories: Male; Female; Prefer not to say. For time series analysis all categories are presented. For results from 2022 onwards, only the 3 current responses are presented. While 'Prefer not to say' is not directly equivalent to 'Refused' there is likely to be considerable overlap, so for time series analysis both groups are represented by 'Prefer not to say'. There is no 2022 equivalent of 'in another way'. The proportion of respondents who gave these responses was historically not large enough to meet our reporting threshold, so there should be no functional effect on comparability across years.
note 66	

Figure 1.1 New registrations by body type

Cars



Other Vehicles

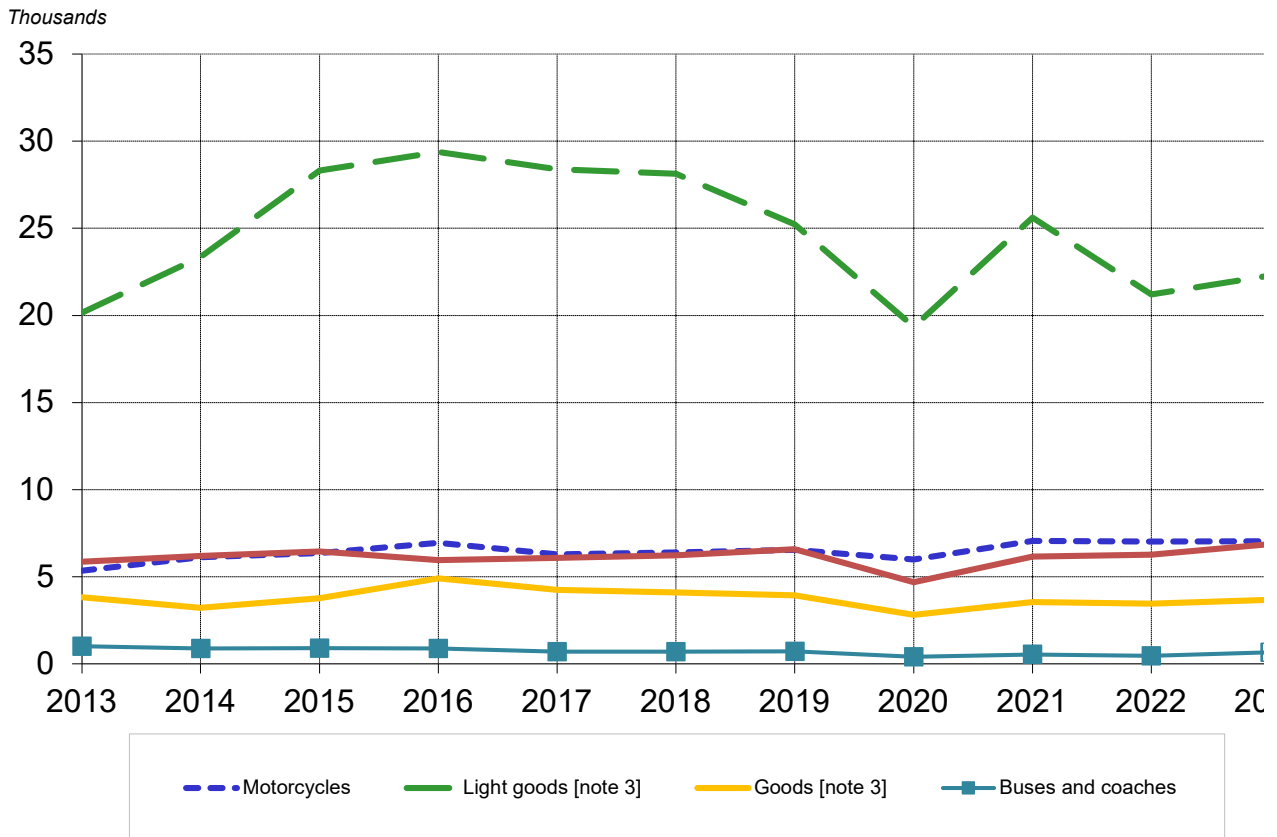
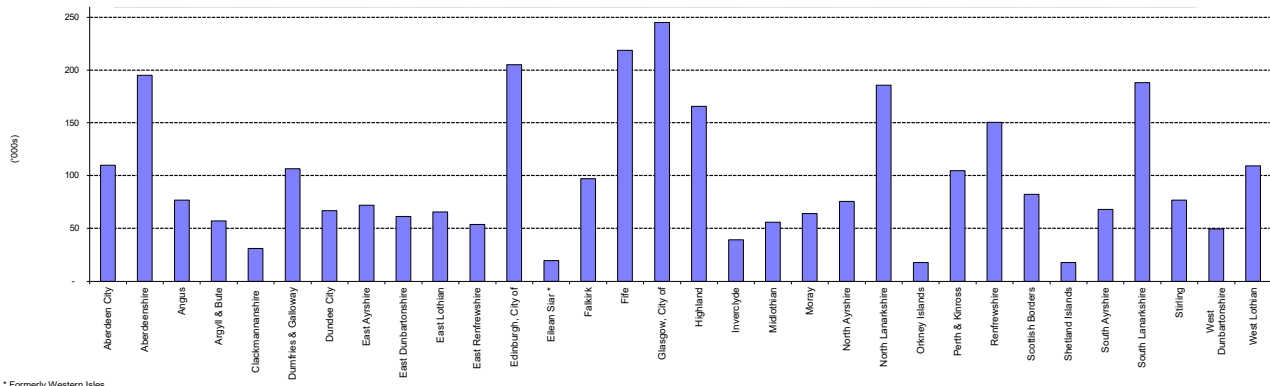
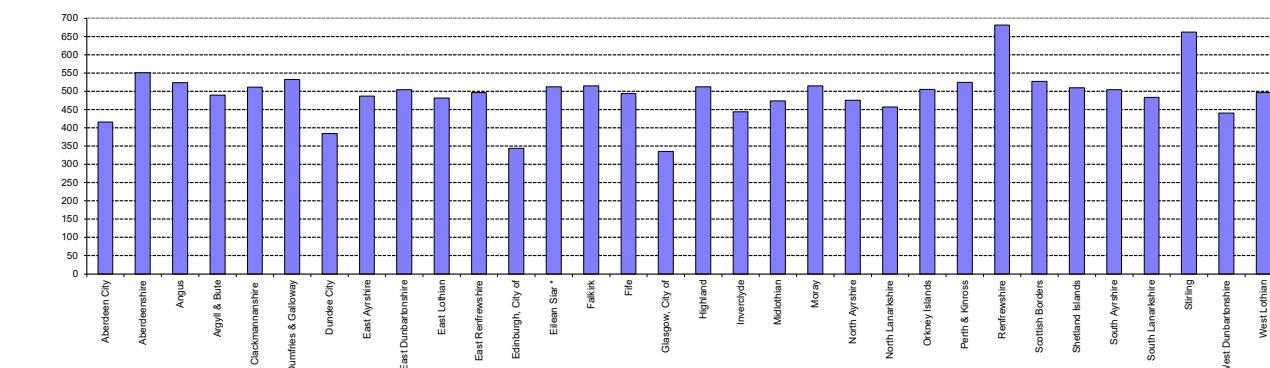


Figure 1.2 Vehicles licensed at 31 December 2022 by Council



\* Formerly Western Isles

Figure 1.3 Private cars licensed at 31 December 2022 per thousand population aged 17+



\* Formerly Western Isles

**Table 1.1** New registrations by taxation group, body type and method of propulsion

This worksheet contains one table. Some cells refer to notes which can be found in the notes worksheet.

Freeze panes are active on this sheet. To turn off freeze panes select the 'View' ribbon then 'Freeze Panes' then 'Unfreeze Panes' or use [Alt W, F]

Source: DVLA/Department for Transport - Not National Statistics

Vehicle taxation group/body type/method of propulsion	Vehicle type	2013	2014	2015	2016	2017	2018	2019	2020	2021	2022	2023
By type of vehicle (taxation group)	Private and light goods	199	217	223	225	207	190	175	119	134	131	139
By type of vehicle (taxation group)	Motorcycles	5	6	6	7	6	6	6	6	7	7	7
By type of vehicle (taxation group)	Buses	1	1	1	1	1	1	1	0	0	0	0
By type of vehicle (taxation group)	Goods	3	2	3	4	3	3	3	2	3	3	3
By type of vehicle (taxation group)	Crown, exempt and other	32.7	35.6	34.2	33.3	33.0	33.2	35.2	33.8	37.6	39.7	55.2
By type of vehicle (taxation group)	<b>Total</b>	<b>241</b>	<b>262</b>	<b>268</b>	<b>270</b>	<b>250</b>	<b>233</b>	<b>221</b>	<b>161</b>	<b>181</b>	<b>181</b>	<b>205</b>
By body type	Cars	205	222	222	222	204	188	178	128	138	142	164
By body type	Taxis	0	1	0	0	0	0	0	0	0	unavailable]	available]
By body type	Motorcycles	5	6	6	7	6	6	7	6	7	7	7
By body type	Three wheelers	0	0	0	0	0	0	0	0	0	unavailable]	available]
By body type	Light goods [note 3]	20	23	28	29	28	28	25	19	26	21	22
By body type	Goods [note 3]	4	3	4	5	4	4	4	3	4	3	4
By body type	Buses and coaches	1	1	1	1	1	1	1	0	1	0	1
By body type	Other vehicles	6	6	6	6	6	6	7	5	6	6	7
By body type	<b>All vehicles</b>	<b>242</b>	<b>263</b>	<b>268</b>	<b>271</b>	<b>250</b>	<b>233</b>	<b>221</b>	<b>161</b>	<b>182</b>	<b>181</b>	<b>205</b>
By method of propulsion	Petrol	118.8	125.3	125.3	128.3	123.9	130.7	127.7	89.7	91.1	90.6	99.1
By method of propulsion	Diesel	120.2	133.3	137.7	137.0	118.3	92.1	80.1	47.5	49.5	40.4	41.0
By method of propulsion	Battery_electric	1.0	1.4	1.4	1.5	1.8	2.0	3.4	7.9	12.0	16.2	18.6
By method of propulsion	Fuel_cell_electric	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
By method of propulsion	Plug-in_hybrid_electric_diesel	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.1	0.2	0.2	0.0
By method of propulsion	Plug-in_hybrid_electric_petrol	0.0	0.3	0.7	0.8	1.4	2.3	2.1	3.4	6.2	6.2	8.2
By method of propulsion	Hybrid_electric_diesel	0.1	0.1	0.1	0.1	0.0	0.0	0.1	1.4	2.6	2.7	1.6
By method of propulsion	Range_extended_electric	0.0	0.1	0.0	0.0	0.1	0.1	0.1	0.0	0.0	0.0	0.1
By method of propulsion	Hybrid_electric_petrol	1.3	1.7	2.2	2.4	4.1	5.9	7.1	11.0	19.4	23.8	35.8
By method of propulsion	Gas	0.0	0.0	0.0	0.0	0.0	0.0	0.1	0.1	0.3	0.5	0.5
By method of propulsion	Other_fuel_types	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
By method of propulsion	<b>Total</b>	<b>241</b>	<b>262</b>	<b>268</b>	<b>270</b>	<b>250</b>	<b>233</b>	<b>221</b>	<b>161</b>	<b>181</b>	<b>181</b>	<b>205</b>

**Table 1.2** Vehicles licensed at 31 December, by taxation group, body type and method of propulsion  
 This worksheet contains one table. Some cells refer to notes which can be found in the notes worksheet.

Freeze panes are active on this sheet. To turn off freeze panes select the 'View' ribbon then 'Freeze Panes' then 'Unfreeze Panes' or use [Alt W, F]  
 Source: DVLA/Department for Transport - Not National Statistics

Vehicle	Vehicle type	2013	2014	2015	2016	2017	2018	2019	2020	2021	2022	2023
<b>By type of vehicle (taxation group)</b>	Private and light goods	2,436	2,496	2,537	2,594	2,638	2,665	2,711	2,708	2,712	2,724	2,738
<b>By type of vehicle (taxation group)</b>	Motorcycles	59	61	62	63	62	62	63	63	65	66	65
<b>By type of vehicle (taxation group)</b>	Buses	12	12	12	12	12	12	12	10	11	10	10
<b>By type of vehicle (taxation group)</b>	Goods	29	29	30	30	30	28	28	27	28	28	28
<b>By type of vehicle (taxation group)</b>	Crown and exempt [note 2]	213	214	211	208	207	211	215	223	236	254	279
<b>By type of vehicle (taxation group)</b>	Other vehicles [note 2]	10	10	11	11	12	12	12	11	12	12	12
<b>By type of vehicle (taxation group)</b>	<b>Total</b>	<b>2,759</b>	<b>2,821</b>	<b>2,863</b>	<b>2,919</b>	<b>2,962</b>	<b>2,991</b>	<b>3,041</b>	<b>3,042</b>	<b>3,064</b>	<b>3,093</b>	<b>3,132</b>
<b>By body type</b>	Cars	2,319	2,369	2,394	2,433	2,462	2,486	2,524	2,520	2,518	2,537	2,566
<b>By body type</b>	Motorcycles	66	67	68	70	70	71	72	73	76	77	78
<b>By body type</b>	Light goods [note 3]	247	256	269	283	294	298	308	316	331	340	349
<b>By body type</b>	Goods [note 3]	36	36	37	38	38	37	37	35	36	37	37
<b>By body type</b>	Buses and coaches	15	15	15	15	15	14	14	13	13	13	13
<b>By body type</b>	Other vehicles	76	77	79	80	83	85	86	86	89	90	90
<b>By body type</b>	<b>All vehicles</b>	<b>2,759</b>	<b>2,821</b>	<b>2,863</b>	<b>2,919</b>	<b>2,962</b>	<b>2,991</b>	<b>3,041</b>	<b>3,042</b>	<b>3,064</b>	<b>3,093</b>	<b>3,132</b>
<b>By method of propulsion</b>	Petrol	1,567	1,552	1,522	1,509	1,497	1,503	1,533	1,535	1,536	1,550	1,571
<b>By method of propulsion</b>	Diesel	1,178	1,252	1,321	1,386	1,435	1,450	1,459	1,437	1,417	1,384	1,338
<b>By method of propulsion</b>	Hybrid Electric	7	9	10	12	15	20	26	36	55	80	114
<b>By method of propulsion</b>	Other fuels	7	8	10	12	15	18	23	35	56	80	108
<b>By method of propulsion</b>	<b>Total</b>	<b>2,759</b>	<b>2,821</b>	<b>2,863</b>	<b>2,919</b>	<b>2,962</b>	<b>2,991</b>	<b>3,041</b>	<b>3,042</b>	<b>3,064</b>	<b>3,093</b>	<b>3,132</b>

## ROAD TRANSPORT VEHICLES

**Table 1.3** Vehicles licensed (thousands) at 31 December 2023 by Council and taxation group  
 This worksheet contains one table. Some cells refer to notes which can be found in the notes worksheet.  
 Source: DVLA/Department for Transport - Not National Statistics

Council	Buses and coaches	All vehicles of which body type					Total all vehicles	All vehicles of which company cars	Population aged 17+ (NRS Population estimates Mid 2021)	Vehicles registered per 1,000 people aged 17+	Cars registered per 1,000 people aged 17+
		cars	Heavy goods vehicles	Light goods vehicles	Motor-cycle [note 6]	Other vehicles					
Aberdeen City	0.6	94.7	1.0	9.4	2.8	1.3	109.8	4.0	227,750	482	416
Aberdeenshire	0.7	145.6	2.8	25.8	5.6	14.4	195.0	5.5	264,320	738	551
Angus	0.2	60.2	0.9	8.9	2.6	4.1	76.8	2.5	114,820	669	524
Argyll & Bute	0.5	43.0	0.9	8.9	1.6	2.3	57.2	1.9	87,810	651	489
Clackmannanshire	0.1	26.6	0.2	2.7	1.0	0.3	30.9	1.1	51,940	595	511
Dumfries & Galloway	0.3	77.5	2.0	15.6	3.2	8.0	106.6	4.0	145,670	732	532
Dundee City	0.3	57.8	0.5	5.7	1.5	0.9	66.6	3.3	150,390	443	384
East Ayrshire	0.2	58.8	0.9	7.4	2.0	2.4	71.8	3.1	120,750	594	487
East Dunbartonshire	0.1	55.1	0.2	4.2	1.1	0.5	61.3	1.9	109,230	561	505
East Lothian	0.2	54.8	0.5	6.3	2.1	1.8	65.6	2.2	113,740	577	482
East Renfrewshire	0.1	49.0	0.3	3.1	0.8	0.5	53.7	1.9	98,600	545	497
Edinburgh, City of	1.3	179.9	0.8	14.9	4.9	3.4	205.1	8.3	523,250	392	344
Eilean Siar [note 9]	0.1	13.3	0.3	4.1	0.6	1.1	19.6	0.5	26,030	752	513
Falkirk	0.2	81.7	1.5	9.9	2.5	1.3	97.1	4.0	158,620	612	515
Fife	1.2	184.3	1.7	21.2	6.2	4.1	218.6	8.1	373,210	586	494
Glasgow, City of	1.4	212.1	2.9	22.7	3.6	2.4	245.0	18.6	631,970	388	336
Highland	0.7	121.1	2.1	27.9	5.3	8.6	165.6	5.6	236,330	701	512
Inverclyde	0.5	34.7	0.1	2.8	0.8	0.3	39.3	1.7	78,330	501	444
Midlothian	0.2	46.6	0.5	5.8	1.8	0.9	55.7	2.1	98,260	567	474
Moray	0.2	48.8	1.0	8.7	2.3	3.2	64.1	2.0	94,670	678	515
North Ayrshire	0.3	63.6	0.7	7.2	2.2	1.5	75.5	3.4	133,570	565	476
North Lanarkshire	0.6	156.4	3.6	20.2	3.2	1.6	185.6	10.0	341,890	543	457
Orkney Islands	0.1	11.1	0.2	3.3	0.7	2.4	17.7	0.5	22,000	806	505
Perth & Kinross	0.3	80.0	1.6	13.0	3.0	6.9	104.8	3.8	152,560	687	525
Renfrewshire	0.5	127.1	1.5	18.2	2.2	1.0	150.6	46.3	186,540	807	682
Scottish Borders	0.2	61.5	1.7	11.4	2.3	5.1	82.2	2.9	116,630	705	527
Shetland Islands	0.1	11.7	0.3	3.7	0.6	1.1	17.6	0.9	23,000	766	510
South Ayrshire	0.4	56.4	0.5	6.7	1.9	2.0	67.9	2.7	111,830	607	504
South Lanarkshire	0.6	159.7	2.4	18.1	3.7	3.5	188.0	9.1	330,280	569	483
Stirling	0.1	61.9	0.7	11.1	1.4	1.4	76.8	18.4	93,550	820	662
West Dunbartonshire	0.1	39.1	0.3	8.4	1.0	0.4	49.4	2.3	88,750	556	441
West Lothian	0.4	91.3	1.8	11.1	3.1	1.6	109.3	4.6	183,810	595	497
Scotland	12.6	2,566.5	36.5	348.6	77.7	90.4	3,132.2	187.2	5,490,100	571	467

## ROAD TRANSPORT VEHICLES

**Table 1.4** Taxi, private hire cars and drivers licensed by local authority area, 2024

This worksheet contains one table. Some cells refer to notes which can be found in the notes worksheet.

Source: Scottish Government - Not National Statistics

Council	Taxi	Private hire	Total	Taxi driver	Private hire	Total	Wheelchair	Wheelchair
	vehicles	cars	vehicles	licenses	licences	licenses	accessible taxis	accessible private hire cars
Aberdeen City	522	295	817	894	5	899	305	0
Aberdeenshire	331	438	769	1,272	191	1,463	30	40
Angus	78	57	135	114	113	227	3	5
Argyll & Bute	167	63	230	350	59	409	13	6
Clackmannanshire	51	45	96	102	4	106	3	0
Dumfries & Galloway	197	53	250	333	44	377	2	1
Dundee City	455	185	640	926	22	948	197	0
East Ayrshire	125	111	236	325	20	345	25	2
East Dunbartonshire	207	294	501	473	135	608	43	2
East Lothian [note 64]	97	123	220	[unavailable]	[unavailable]	269	97	[unavailable]
East Renfrewshire [Note 62]	37	385	422	56	498	554	0	3
Edinburgh, City of	1,111	2,882	3,993	2,149	3,387	5,536	1111	10
Eilean Siar [Note 63]	72	19	91	120	16	136	2	3
Falkirk	405	85	490	512	57	569	52	5
Fife [note 10]	481	382	863	1,690	[unavailable]	1,690	13	75
Glasgow, City of	1,233	3,450	4,683	1,633	4,790	6,423	1233	34
Highland	431	238	669	569	368	937	3	10
Inverclyde [note 10]	241	31	272	397	[unavailable]	397	18	0
Midlothian	27	126	153	59	212	271	27	0
Moray	151	21	172	222	13	235	6	1
North Ayrshire	237	42	279	454	[unavailable]	454	69	9
North Lanarkshire	395	1,066	1,461	1,009	879	1,888	156	1
Orkney Islands	25	21	46	73	10	83	0	1
Perth & Kinross [note 10]	100	246	346	[unavailable]	[unavailable]	538	20	44
Renfrewshire	223	645	868	438	758	1,196	218	24
Scottish Borders	147	60	207	235	30	265	9	17
Shetland Islands	61	69	130	194	105	299	2	3
South Ayrshire	89	162	251	428	72	500	89	0
South Lanarkshire	352	1,562	1,914	926	1,435	2,361	32	33
Stirling	180	101	281	333	8	341	13	9
West Dunbartonshire [note 10]	320	92	412	378	0	378	155	10
West Lothian	52	453	505	116	691	807	52	80
<b>Scotland</b>	<b>8,600</b>	<b>13,802</b>	<b>22,402</b>	<b>16,780</b>	<b>13,922</b>	<b>31,509</b>	<b>3,998</b>	<b>428</b>

## ROAD TRANSPORT VEHICLES

**Table 1.5** Licensed vehicles in 2023 by body type and number of years since first use (thousands)  
 This worksheet contains one table. Some cells refer to notes which can be found in the notes worksheet.  
 Source: DVLA/Department for Transport - Not National Statistics

Taxation group	1-2 years	2-3 years	3-4 years	4-5 years	5-6 years	6-10 years	10-13 years	13 plus	Total	Average age(years)
Buses and coaches	0.0	1.0	0.0	1.0	1.0	3	2.0	3	13	10.6
Cars	144.0	146.0	144.0	227.0	221.0	806	337.0	365	2,566	7.9
Heavy goods vehicles	3.0	3.0	2.0	3.0	3.0	8	3.0	6	37	7.6
Light goods vehicles	20.0	26.0	20.0	26.0	28.0	101	42.0	57	349	8.3
Motorcycles	5.0	5.0	4.0	4.0	3.0	11	5.0	28	78	15
Other vehicles	5.0	5.0	4.0	5.0	4.0	12	7.0	32	90	15.7
<b>Total</b>	<b>178.0</b>	<b>185.0</b>	<b>175.0</b>	<b>265.0</b>	<b>259.0</b>	<b>942</b>	<b>397.0</b>	<b>492</b>	<b>3,132</b>	<b>8.3</b>



**Table 1.6** Average age of vehicles licensed at 31 December, by body type [note 11]

This worksheet contains one table. Some cells refer to notes which can be found in the notes worksheet.

Freeze panes are active on this sheet. To turn off freeze panes select the 'View' ribbon then 'Freeze Panes' then 'Unfreeze Panes' or use [Alt W, F]

Source: DVLA/Department for Transport - Not National Statistics

Country	Type of vehicle	2013	2014	2015	2016	2017	2018	2019	2020	2021	2022	2023
Scotland	Buses and coaches	8.9	9.0	9.1	9.2	9.5	9.6	9.7	10.2	10.3	10.5	10.6
Scotland	Cars	6.5	6.5	6.6	6.6	6.6	6.7	6.8	7.1	7.3	7.7	7.9
Scotland	Heavy goods vehicles	7.1	7.1	7.1	7.0	7.0	7.2	7.2	7.3	7.4	7.6	7.6
Scotland	Light goods vehicles	7.2	7.2	7.2	7.2	7.2	7.4	7.5	7.7	7.9	8.2	8.3
Scotland	Motorcycles [note 6]	12.2	12.5	12.6	12.8	13.0	13.5	13.8	14.3	14.5	14.8	15.0
Scotland	Other vehicles	13.9	14.0	14.1	14.3	14.5	14.6	15.0	15.3	15.4	15.5	15.7
Scotland	Total	6.9	6.9	7.0	7.0	7.0	7.1	7.2	7.5	7.8	8.1	8.3
Great Britain	Buses and coaches	9.7	9.9	10.1	10.2	10.4	10.6	10.9	11.2	11.6	12.0	12.2
Great Britain	Cars	7.8	7.9	7.9	8.0	8.0	8.1	8.2	8.5	8.8	9.1	9.4
Great Britain	Heavy goods vehicles	7.3	7.5	7.5	7.5	7.5	7.5	7.4	7.4	7.5	7.6	7.7
Great Britain	Light goods vehicles	7.9	8.0	8.0	8.0	8.1	8.1	8.2	8.4	8.6	8.9	9.0
Great Britain	Motorcycles [note 6]	12.9	13.2	13.4	13.4	13.8	14.3	14.7	15.1	15.2	15.4	15.6
Great Britain	Other vehicles	15.3	15.5	15.6	15.7	15.9	16.1	16.4	16.7	16.8	16.9	17.1
Great Britain	Total	8.1	8.2	8.2	8.3	8.3	8.4	8.6	8.9	9.1	9.4	9.6

## ROAD TRANSPORT VEHICLES

**Table 1.7** Private and light goods vehicles licensed at 31 December, by cylinder size

This worksheet contains one table. Some cells refer to notes which can be found in the notes worksheet.

Freeze panes are active on this sheet. To turn off freeze panes select the 'View' ribbon then 'Freeze Panes' then 'Unfreeze Panes' or use [Alt W, F]

Source: DVLA/Department for Transport - Not National Statistics

Percentages and numbers	Cylinder size	2013	2014	2015	2016	2017	2018	2019	2020	2021
Percentage of year total	up to 700 cc	0.1	0.1	0.1	0.1	0.1	0.1	0.1	0.1	0.1
Percentage of year total	701 to 1,000 cc	4.5	5.2	5.9	6.7	7.4	8.5	9.6	10.5	11.3
Percentage of year total	1,001 to 1,200 cc	6.4	6.5	6.5	6.5	6.6	6.7	6.7	6.8	7.0
Percentage of year total	1,201 to 1,500 cc	26.2	26.2	26.3	26.5	26.5	26.5	26.7	26.8	26.6
Percentage of year total	1,501 to 1,800 cc	24.8	24.6	24.3	23.7	23.1	22.3	21.1	20.0	19.0
Percentage of year total	1,801 to 2,000 cc	21.4	20.9	20.4	20.1	20.3	20.4	20.7	21.0	21.3
Percentage of year total	2,001 to 2,500 cc	11.0	11.0	11.2	11.1	10.8	10.4	10.0	9.7	9.5
Percentage of year total	2,501 to 3,000 cc	4.0	3.9	3.9	3.8	3.8	3.8	3.8	3.9	3.9
Percentage of year total	3,000 cc and over	1.7	1.7	1.6	1.5	1.5	1.4	1.4	1.3	1.3
Percentage of year total	cc not known [note 13]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Percentage of year total	Total	100	100	100	100	100	100	100	100	100
Numbers thousands	Total	2,436	2,496	2,537	2,594	2,638	2,665	2,711	2,708	2,712

**Table 1.8** Heavy goods vehicles registered for the first time by gross vehicle weight (number)

This worksheet contains one table. Some cells refer to notes which can be found in the notes worksheet.

Freeze panes are active on this sheet. To turn off freeze panes select the 'View' ribbon then 'Freeze Panes' then 'Unfreeze Panes' or use [Alt W, F]

Source: DVLA/Department for Transport - Not National Statistics

<b>Gross weight (tonnes)</b>	<b>2013</b>	<b>2014</b>	<b>2015</b>	<b>2016</b>	<b>2017</b>	<b>2018</b>	<b>2019</b>	<b>2020</b>	<b>2021</b>	<b>2022</b>	<b>2023</b>
Up to 7 tonnes	370	482	453	537	725	704	625	398	677	422	494
7-10 tonnes	349	367	442	469	481	335	284	224	182	250	241
8-18 tonnes	864	664	762	1,125	702	903	822	543	851	790	612
18 to 30 tonnes	541	310	389	581	466	429	429	426	423	411	442
31 to 41 tonnes	489	472	474	575	601	542	570	392	538	554	587
Over 41 tonnes	1,208	914	1,247	1,607	1,265	1,185	1,210	821	871	1,018	1,304
Total	3,821	3,209	3,767	4,894	4,240	4,098	3,940	2,804	3,542	3,445	3,687

**Table 1.9** Licensed buses and coaches at the end of the year by body type detail

This worksheet contains one table. Some cells refer to notes which can be found in the notes worksheet.

Freeze panes are active on this sheet. To turn off freeze panes select the 'View' ribbon then 'Freeze Panes' then 'Unfreeze Panes' or use [Alt W, F]

Source: DVLA/Department for Transport - Not National Statistics

<b>Number of seats</b>	<b>2013</b>	<b>2014</b>	<b>2015</b>	<b>2016</b>	<b>2017</b>	<b>2018</b>	<b>2019</b>	<b>2020</b>	<b>2021</b>	<b>2022</b>	<b>2023</b>
Single decker	5,676	5,795	5,784	5,680	5,613	5,521	5,390	4,701	5,013	4,821	4,622
Double decker	1,941	1,932	1,983	1,910	1,953	1,978	1,943	1,818	1,814	1,791	1,784
Minibus	7,533	7,447	7,302	7,205	6,973	6,858	6,696	5,910	6,124	6,095	5,917
Other	118	112	108	123	128	136	125	86	171	181	265
Total	15,268	15,286	15,177	14,918	14,667	14,493	14,154	12,515	13,122	12,888	12,588

**Table 1.10 Heavy goods and public service vehicle operators in Scotland by licence type and number vehicles December 2024**

This worksheet contains one table. Some cells refer to notes which can be found in the notes worksheet.

Source: [Traffic Commissioners office](#)

Number of vehicles specified on licence	Total HGV				Total PSV			
	HGV Restricted	HGV Standard National	HGV Standard International	licence holders	PSV Restricted	PSV Standard National	PSV Standard International	licence holders
0-2	1,913	1,198	279	3,390	150	121	34	305
3-5	328	436	128	892	5	69	18	92
6-10	127	283	57	467	0	56	25	81
11-20	52	179	54	285	0	48	19	67
21-50	23	120	43	186	0	22	20	42
51-100	5	52	14	71	0	12	5	17
101-200	2	20	5	27	0	2	1	3
201+	0	7	4	11	0	3	4	7
<b>Total</b>	<b>2,450</b>	<b>2,295</b>	<b>584</b>	<b>5,329</b>	<b>155</b>	<b>333</b>	<b>126</b>	<b>614</b>

**Table 1.11** The 20 most popular new cars sold in Scotland, 2023 [note 17]

This worksheet contains one table. Some cells refer to notes which can be found in the notes worksheet.

Source: SMMT - Not National Statistics

<b>Position</b>	<b>Make</b>	<b>Range</b>	<b>Number of cars sold</b>	<b>Market share percent</b>
1	VAUXHALL	CORSA	6,937	4.3
2	FORD	PUMA	4,153	2.5
3	VAUXHALL	MOKKA	3,966	2.4
4	NISSAN	QASHQAI	3,763	2.3
5	KIA	SPORTAGE	2,970	1.8
6	NISSAN	JUKE	2,856	1.8
7	MINI	MINI	2,788	1.7
8	VOLKSWAGEN	T-ROC	2,772	1.7
9	HYUNDAI	TUCSON	2,678	1.6
10	MG	MG ZS	2,647	1.6
11	DACIA	SANDERO	2,641	1.6
12	AUDI	A3	2,573	1.6
13	PEUGEOT	2008	2,512	1.5
14	VOLKSWAGEN	POLO	2,503	1.5
15	PEUGEOT	208	2,384	1.5
16	FORD	FIESTA	2,286	1.4
17	RENAULT	CLIO	2,207	1.4
18	MG	MG HS	2,154	1.3
19	AUDI	A1	2,085	1.3
20	VOLKSWAGEN	GOLF	2,077	1.3
Total top 20 All makes All ranges			58,952	36.2
Total all otheAll makes All ranges			103,955	63.8
Total cars scAll makes All ranges			162,907	100.0

**Table 1.12a** Road vehicle testing scheme Cars (MOT) [note 18] [note 25]

This worksheet contains one table. Some cells refer to notes which can be found in the notes worksheet.

Source: DVSA - Not National Statistics

Cars [note 19]	1st April 2023 - 31st		Failures with at least one Dangerous defect	Failures with only Major defects
	March	2024 [note 26]		
<b>Total Tests (thousands)</b>	2,607.2	[Not applicable]	[Not applicable]	[Not applicable]
<b>Pass with Rectification at Station (thousands)</b>	90.7	[Not applicable]	[Not applicable]	[Not applicable]
<b>Fail (thousands)</b>	712.5	229.0	574.2	
<b>Initial Failure Rate (percent) [note 21]</b>	30.8	8.8	22.0	
<b>Final Failure Rate (percent) [note 22]</b>	27.3	[Not applicable]	[Not applicable]	
<b>Body, chassis, structure (percent)</b>	4.8	0.3	4.6	
<b>Brakes (percent)</b>	10.1	3.1	8.4	
<b>Identification of the vehicle (percent)</b>	0.3	0.0	0.3	
<b>Lamps, reflectors and electrical equipment (percent)</b>	9.5	0.1	9.4	
<b>Noise, emissions and leaks (percent)</b>	3.7	0.0	3.6	
<b>Road Wheels (percent)</b>	0.3	0.1	0.3	
<b>Seat belts and supplementary restraint systems (percent)</b>	1.0	0.0	1.0	
<b>Speedometer and speed limiter (percent)</b>	0.0	0.0	0.0	
<b>Steering (percent)</b>	2.5	0.1	2.4	
<b>Suspension (percent)</b>	12.1	0.8	11.7	
<b>Tyres (percent)</b>	6.6	5.0	1.9	
<b>Visibility (percent)</b>	4.5	0.0	4.5	
<b>Defect Items per Initial Test Failure (percent)</b>	<b>2.71</b>	<b>0.41</b>	<b>2.29</b>	

**Table 1.12b** Road vehicle testing scheme Motorcycles (MOT) [note 18] [note 25]

This worksheet contains one table. Some cells refer to notes which can be found in the notes worksheet.

Source: DVSA - Not National Statistics

<b>Motor cycles</b>	<b>1st April 2023 - 31st March 2024 [note 26]</b>	<b>Failures with at least one Dangerous defect</b>	<b>Failures with only Major defects</b>
<b>Total Tests (thousands)</b>	64.5	[Not applicable]	[Not applicable]
<b>Pass with Rectification at Station (thousands)</b>	2.4	[Not applicable]	[Not applicable]
<b>Fail (thousands)</b>	5.3	2.4	5.4
<b>Initial Failure Rate (percent) [note 21]</b>	12.0	3.7	8.3
<b>Final Failure Rate (percent) [note 22]</b>	8.3	[Not applicable]	[Not applicable]
<b>Identification of the vehicle (percent)</b>	0.7	0.0	0.7
<b>Motorcycle audible warning (Horn) (percent)</b>	0.1	0.0	0.1
<b>Motorcycle brakes (percent)</b>	2.7	0.8	2.3
<b>Motorcycle lamps and reflectors (percent)</b>	6.3	0.8	5.7
<b>Motorcycle steering (percent)</b>	1.1	0.4	0.8
<b>Motorcycle structure and attachments (percent)</b>	2.1	0.5	1.8
<b>Motorcycle suspension (percent)</b>	1.9	0.2	1.8
<b>Motorcycle tyres (percent)</b>	1.8	1.6	0.2
<b>Motorcycle wheels (percent)</b>	0.1	0.0	0.1
<b>Defect Items per Initial Test Failure (percent)</b>	<b>1.8</b>	<b>0.4</b>	<b>1.4</b>



**Table 1.12c** Road vehicle testing scheme Private Passenger (over 12 seats) (MOT) [note 18] [note 25]  
 This worksheet contains one table. Some cells refer to notes which can be found in the notes worksheet.  
 Source: DVSA - Not National Statistics

Private Passenger (over 12 seats)	1st April 2023 - 31st March	Failures with at least one	
	2024 [note 26]	Dangerous defect	Failures with only Major defects
Total Tests (thousands)	3.6	[Not applicable]	[Not applicable]
Pass with Rectification at Station (thousands)	0.1	[Not applicable]	[Not applicable]
Fail (thousands)	1.0	0.3	0.8
Initial Failure Rate (percent) [note 21]	30.9	9.4	21.5
Final Failure Rate (percent) [note 22]	28.2	[Not applicable]	[Not applicable]
Body, chassis, structure (percent)	6.0	0.9	5.5
Brakes (percent)	15.5	3.9	14.4
Buses and coaches supplementary tests (percent)	2.5	0.1	2.4
Identification of the vehicle (percent)	0.2	0.0	0.2
Lamps, reflectors and electrical equipment (percent)	11.5	0.5	11.2
Noise, emissions and leaks (percent)	4.9	0.1	4.8
Road Wheels (percent)	0.1	0.0	0.1
Seat belt installation check (percent)	0.1	0.0	0.1
Seat belts and supplementary restraint systems (percent)	4.7	0.1	4.5
Speedometer and speed limiter (percent)	0.6	0.0	0.6
Steering (percent)	2.5	0.1	2.4
Suspension (percent)	9.6	0.9	9.1
Tyres (percent)	4.90	4.06	1.15
Visibility (percent)	4.0	0	4.0
Defect Items per Initial Test Failure (percent)	3.72	0.47	3.25

**Table 1.12d** Road vehicle testing scheme Light goods vehicles (MOT) [note 18] [note 25]

This worksheet contains one table. Some cells refer to notes which can be found in the notes worksheet.

Source: DVSA - Not National Statistics

Light goods vehicles [note 24]	<b>1st April 2023 - 31st March 2024 [note 26]</b>	<b>Failures with at least one Dangerous defect</b>	<b>Failures with only Major defects</b>
<b>Total Tests (thousands)</b>	81.2	[Not applicable]	[Not applicable]
<b>Pass with Rectification at Station (thousands)</b>	3.4	[Not applicable]	[Not applicable]
<b>Fail (thousands)</b>	28.4	10.0	21.8
<b>Initial Failure Rate (percent) [note 21]</b>	39.2	12.3	26.9
<b>Final Failure Rate (percent) [note 22]</b>	35.0	[Not applicable]	[Not applicable]
<b>Body, chassis, structure (percent)</b>	7.5	0.6	7.2
<b>Brakes (percent)</b>	20.9	7.2	18.3
<b>Identification of the vehicle (percent)</b>	0.5	0.0	0.5
<b>Lamps, reflectors and electrical equipment (percent)</b>	18.5	0.4	18.3
<b>Noise, emissions and leaks (percent)</b>	6.3	0.1	6.2
<b>Road Wheels (percent)</b>	0.2	0.1	0.2
<b>Seat belts and supplementary restraint systems (percent)</b>	2.0	0.1	1.9
<b>Speedometer and speed limiter (percent)</b>	0.0	0.0	0.0
<b>Steering (percent)</b>	4.0	0.3	3.8
<b>Suspension (percent)</b>	12.6	1.2	12.0
<b>Tyres (percent)</b>	5.6	4.2	1.5
<b>Visibility (percent)</b>	7.4	0.1	7.3
<b>Defect Items per Initial Test Failure (percent)</b>	<b>3.74</b>	<b>0.46</b>	<b>3.28</b>

**Table 1.13a** Driving licence tests thousands [note 27]

This worksheet contains one table. Some cells refer to notes which can be found in the notes worksheet.

Source: DVLA and DVSA - Not National Statistics

Type of test	2013	2014	2015	2016	2017	2018	2019	2020	2021	2022	2023
Applications received	[unavailable]	[unavailable]	[unavailable]	[unavailable]	[unavailable]	[unavailable]	[unavailable]	[unavailable]	[unavailable]	[unavailable]	[unavailable]
Theory tests conducted	122	129	190	147	164	149	164	78	109	217	199
Theory test passes	67	69	94	76	90	81	86	47	65	110	98
Theory test pass rate	54%	54%	49%	52%	55%	54%	52%	60%	60%	50%	49%
Applications received	126	127	136	143	142	135	144	45	183	239	263
Driving tests concluded	124	123	123	140	133	125	123	32	117	135	154
Passes	58	59	60	69	65	60	59	17	61	68	75
Pass rate	47%	48%	48%	50%	49%	48%	48%	53%	52%	50%	49%

**Table 1.13b** Driving licence tests, receipts £millions [note 27]

This worksheet contains one table. Some cells refer to notes which can be found in the notes worksheet.

Source: DVLA and DVSA - Not National Statistics

Type of test	2013	2014	2015	2016	2017	2018	2019	2020	2021	2022	2023
Vehicle licences [note 29]	479.6	512.5	512.7	[unavaila	[unavaila	[unavaila	[unavaila	[unavaila	[unavaila	[unavaila	[unavailable]
Driving licences	[unavaila	[unavaila	[unavaila	[unavaila	[unavaila	[unavaila	[unavaila	[unavaila	[unavaila	[unavaila	[unavailable]
Total	[unavaila	[unavaila	[unavaila	[unavaila	[unavaila	[unavaila	[unavaila	[unavaila	[unavaila	[unavaila	[unavailable]

**Table 1.14** Practical Driving Test - Pass Rate at Test Centres 2023-24 [note 36]

This worksheet contains one table. Some cells refer to notes which can be found in the notes worksheet.

Source: Driver &amp; Vehicle Standards Agency - Not National Statistics

Test centre	Male Conducted	Male Pass	Male Pass rate	Female Conducted	Female Pass	Female Pass rate	Overall Conducted	Overall Pass	Overall Pass rate
Aberdeen North (Bridge of Don) [note 31]	2,271	1,003	44.2%	2,066	881	42.6%	4,337	1,884	43.4%
Aberdeen South (Cove) [note 31]	2,644	1,368	51.7%	2,201	1,127	51.2%	4,845	2,495	51.5%
Aberfeldy	72	36	50.0%	68	32	47.1%	140	68	48.6%
Airdrie [note 31]	4,016	1,743	43.4%	2,961	1,336	45.1%	6,977	3,079	44.1%
Ainess [note 33]	413	268	64.9%	464	272	58.6%	877	540	61.6%
Arbroath [note 33]	256	193	75.4%	342	221	64.6%	598	414	69.2%
Ayr [note 31]	1,446	735	50.8%	1,226	710	57.9%	2,672	1,445	54.1%
Ballater [note 33]	71	48	67.6%	74	51	68.9%	145	99	68.3%
Banff [note 33]	109	61	56.0%	118	61	51.7%	227	122	53.7%
Barra	10	8	80.0%	10	10	100.0%	20	18	90.0%
Benbecula Island	52	47	90.4%	59	54	91.5%	111	101	91.0%
Bishopbriggs [note 31]	4,400	2,236	50.8%	3,412	1,760	51.6%	7,812	3,996	51.2%
Buckie [note 33]	161	67	41.6%	179	85	47.5%	340	152	44.7%
Callander [note 32]	67	30	44.8%	64	36	56.3%	131	66	50.4%
Campbeltown [note 33]	70	41	58.6%	74	46	62.2%	144	87	60.4%
Castle Douglas [note 33]	256	131	51.2%	206	119	57.8%	462	250	54.1%
Crieff [note 33]	43	27	62.8%	93	40	43.0%	136	67	49.3%
Cumnock [note 34]	437	256	58.6%	542	312	57.6%	979	568	58.0%
Dumbarton [note 31]	944	478	50.6%	817	421	51.5%	1,761	899	51.1%
Dumfries [note 31]	1,276	640	50.2%	1,066	554	52.0%	2,342	1,194	51.0%
Dundee [note 31]	3,249	1,961	60.4%	2,792	1,566	56.1%	6,041	3,527	58.4%
Dunfermline (Vine) [note 31]	2,149	968	45.0%	2,072	955	46.1%	4,221	1,923	45.6%
Dunoon [note 33]	108	60	55.6%	114	63	55.3%	222	123	55.4%
Duns [note 33]	59	42	71.2%	76	49	64.5%	135	91	67.4%
East Kilbride [note 34]	1,742	795	45.6%	1,724	784	45.5%	3,466	1,579	45.6%
Edinburgh (Currie) [note 31]	4,902	2,190	44.7%	3,586	1,679	46.8%	8,488	3,869	45.6%
Edinburgh (Musselburgh) [note 31]	4,640	2,020	43.5%	3,933	1,758	44.7%	8,573	3,778	44.1%
Elgin [note 31]	967	451	46.6%	975	426	43.7%	1,942	877	45.2%
Forfar [note 33]	325	245	75.4%	367	243	66.2%	692	488	70.5%
Fort William [note 33]	195	116	59.5%	187	100	53.5%	382	216	56.5%
Fraserburgh [note 32]	256	174	68.0%	362	220	60.8%	618	394	63.8%
Gairloch [note 33]	26	21	80.8%	23	15	65.2%	49	36	73.5%
Galashiels [note 31]	1,034	601	58.1%	590	355	60.2%	1,624	956	58.9%
Girvan [note 34]	120	71	59.2%	113	77	68.1%	233	148	63.5%
Glasgow (Annieisland) [note 31]	4,386	2,046	46.6%	4,150	1,795	43.3%	8,536	3,841	45.0%
Glasgow (Baillieston) [note 31]	5,387	2,506	46.5%	4,406	1,935	43.9%	9,793	4,441	45.3%
Glasgow (Shieldhall) [note 31]	3,270	1,267	38.7%	2,660	1,090	41.0%	5,931	2,358	39.8%
Golspie [note 33]	41	27	65.9%	52	36	69.2%	93	63	67.7%
Grangemouth [note 31]	3,002	1,406	46.8%	2,626	1,195	45.5%	5,628	2,601	46.2%
Grantown-On-Spey [note 33]	84	46	54.8%	83	52	62.7%	167	98	58.7%
Greenock [note 31]	1,198	492	41.1%	1,038	454	43.7%	2,236	946	42.3%
Haddington [note 33]	781	491	62.9%	835	473	56.6%	1,616	964	59.7%
Hamilton [note 31]	2,923	1,167	39.9%	2,754	1,093	39.7%	5,677	2,260	39.8%
Hawick [note 33]	180	133	73.9%	201	123	61.2%	381	256	67.2%
Huntly [note 33]	123	77	62.6%	158	111	70.3%	281	188	66.9%
Inveraray [note 33]	40	32	80.0%	52	34	65.4%	92	66	71.7%
Inverness (Longman Drive)	524	276	52.7%	512	246	48.0%	1,036	522	50.4%
Inverness (Seafield Road)	895	412	46.0%	775	392	50.6%	1,670	804	48.1%
Inverurie [note 33]	458	244	53.3%	490	277	56.5%	948	521	55.0%
Irvine [note 31]	3,469	1,714	49.4%	3,153	1,515	48.0%	6,622	3,229	48.8%
Isle of Mull [note 33]	0	0	61.5%	0	0	50.0%	21	12	57.1%
Isle of Skye (Portree) [note 33]	61	38	62.3%	65	44	67.7%	126	82	65.1%
Kelso [note 33]	198	126	63.6%	183	124	67.8%	381	250	65.6%
Kingussie [note 33]	62	33	53.2%	56	33	58.9%	118	66	55.9%
Kirkcaldy [note 31]	3,211	1,422	44.3%	2,614	1,175	45.0%	5,825	2,597	44.6%
Kyle of Lochalsh [note 33]	70	48	68.6%	59	39	66.1%	129	87	67.4%
Lanark [note 33]	1,156	621	53.7%	1,045	584	55.9%	2,201	1,205	54.7%
Lerwick [note 33]	186	128	68.8%	231	149	64.5%	417	277	66.4%
Livingston [note 31]	2,522	1,332	52.8%	2,490	1,254	50.4%	5,012	2,586	51.6%
Lochgilphead [note 33]	96	56	58.3%	52	38	73.1%	148	94	63.5%
Mallaig [note 33]	18	14	77.8%	23	21	91.3%	41	35	85.4%
Montrose (Broomfield Ind Estate) [note 33]	335	229	68.4%	307	205	66.8%	642	434	67.6%
Newton Stewart [note 33]	112	71	63.4%	80	57	71.3%	192	128	66.7%
Oban [note 33]	170	104	61.2%	140	79	56.4%	310	183	59.0%
Orkney [note 33]	161	90	55.9%	212	136	64.2%	373	226	60.6%
Paisley [note 31]	3,079	1,558	50.6%	3,085	1,468	47.6%	6,164	3,026	49.1%
Peebles [note 33]	220	144	65.5%	245	167	68.2%	465	311	66.9%
Perth (Arran Road) [note 31]	1,664	816	49.0%	1,618	641	39.6%	3,282	1,457	44.4%
Peterhead [note 31]	719	439	61.1%	572	345	60.3%	1,291	784	60.7%
Pitlochry [note 33]	58	37	63.8%	57	35	61.4%	115	72	62.6%
Rothsay [note 33]	62	40	64.5%	65	35	53.8%	127	75	59.1%
Stirling [note 31]	1,627	786	48.3%	1,614	749	46.4%	3,241	1,535	47.4%
Stornoway [note 33]	176	109	61.9%	180	98	54.4%	356	207	58.1%
Stranraer [note 33]	139	83	59.7%	155	103	66.5%	294	186	63.3%
Thurso [note 33]	108	61	56.5%	98	68	69.4%	206	129	62.6%
Ullapool [note 33]	32	25	78.1%	38	23	60.5%	70	48	68.6%
Whitby	244	155	63.5%	270	144	53.3%	514	299	58.2%
Wick [note 31]	157	98	62.4%	133	76	57.1%	290	174	60.0%
<b>Scotland</b>	<b>82,190</b>	<b>40,130</b>	<b>48.8%</b>	<b>72,588</b>	<b>35,129</b>	<b>48.4%</b>	<b>154,800</b>	<b>75,272</b>	<b>48.6%</b>

**Table 1.16: Percentage of people aged 17+ that hold a full driving licence by age, 2023 [Note 39] [Note 65] [Note 66]**

This worksheet contains one table. Some cells may refer to notes which can be found in the notes worksheet.

Source: Scottish Household Survey

Category	Sub-category	17-19	20-29	30-39	40-49	50-59	60-69	70-79	80+	All aged 17+	Sample size of group
<b>All people age 17+</b>	All people aged 17+	30.1	57.4	73.0	78.9	80.8	79.4	72.0	52.8	71.4	9,700
<b>Gender</b>	Male	41	60	74	82	85	86	82	68	77	4,380
<b>Gender</b>	Female	20	55	72	76	77	74	63	42	67	5,310
<b>Gender</b>	Prefer not to say	[small sample]	[small samp]	[small samp]	[small samp]	[small samp]	[small samp]	[small samp]	[small samp]	[small samp]	10
<b>Ethnicity</b>	White Scottish	35	65	79	81	80	78	70	50	73	7,330
<b>Ethnicity</b>	White other British	[small sample]	63	82	89	93	88	83	65	82	1,360
<b>Ethnicity</b>	White Irish	[small sample]	[small samp]	[small samp]	[small samp]	[small samp]	[small samp]	[small samp]	[small samp]	[small samp]	90
<b>Ethnicity</b>	White Polish	[small sample]	[small samp]	[small samp]	[small samp]	[small samp]	[small samp]	[small samp]	[small samp]	[small samp]	56
<b>Ethnicity</b>	Other white	[small sample]	22	65	67	[small samp]	[small samp]	[small samp]	[small samp]	[small samp]	55
<b>Ethnicity</b>	Asian, Asian Scottish or Asian British	[small sample]	[small samp]	39	56	[small samp]	[small samp]	[small samp]	[small samp]	[small samp]	46
<b>Ethnicity</b>	Other ethnic groups	[small sample]	[small samp]	35	[small samp]	[small samp]	[small samp]	[small samp]	[small samp]	[small samp]	38
<b>Religion</b>	None	32	61	74	81	83	78	72	56	73	5,610
<b>Religion</b>	Church of Scotland	[small sample]	77	75	79	82	84	73	52	74	2,140
<b>Religion</b>	Roman Catholic	[small sample]	48	77	78	74	72	66	43	69	1,080
<b>Religion</b>	Other Christian	[small sample]	[small samp]	76	73	75	86	75	55	67	580
<b>Religion</b>	Muslim	[small sample]	[small samp]	[small samp]	[small samp]	[small samp]	[small samp]	[small samp]	[small samp]	[small samp]	41
<b>Religion</b>	All other religions	[small sample]	[small samp]	[small samp]	[small samp]	[small samp]	[small samp]	[small samp]	[small samp]	[small samp]	54
<b>Disability</b>	Disabled	[small sample]	31	47	61	59	65	62	43	55	3,070
<b>Disability</b>	Not disabled	35	62	77	83	89	87	80	65	77	6,580
<b>Current situation</b>	Self employed	[small sample]	[small samp]	91	88	93	97	[small samp]	[small samp]	[small samp]	91
<b>Current situation</b>	Employed full time	[small sample]	69	80	85	90	90	[small samp]	[small samp]	[small samp]	82
<b>Current situation</b>	Employed part time	[small sample]	51	77	79	80	78	[small samp]	[small samp]	[small samp]	74
<b>Current situation</b>	Looking after the home or family	[small sample]	39	39	63	64	[small samp]	[small samp]	[small samp]	[small samp]	52
<b>Current situation</b>	Permanently retired from work	[small sample]	[small samp]	[small samp]	[small samp]	90	80	71	52	71	3,510
<b>Current situation</b>	Unemployed and seeking work	[small sample]	15	18	[small samp]	[small samp]	[small samp]	[small samp]	[small samp]	[small samp]	27
<b>Current situation</b>	At school	[small sample]	[small samp]	[small samp]	[small samp]	[small samp]	[small samp]	[small samp]	[small samp]	[small samp]	30
<b>Current situation</b>	In further/higher education	[small sample]	46	[small samp]	[small samp]	[small samp]	[small samp]	[small samp]	[small samp]	[small samp]	45
<b>Current situation</b>	Permanently sick or disabled	[small sample]	[small samp]	29	35	39	39	[small samp]	[small samp]	[small samp]	35
<b>Current situation</b>	Unable to work because of short-term illness or injury	[small sample]	[small samp]	[small samp]	[small samp]	[small samp]	[small samp]	[small samp]	[small samp]	[small samp]	37
<b>Annual net household income</b>	up to £15,000 p.a.	[small sample]	36	31	44	50	68	58	42	49	1,690
<b>Annual net household income</b>	over £15,000 - £20,000	[small sample]	42	45	45	62	69	64	51	55	1,200
<b>Annual net household income</b>	over £20,000 - £25,000	[small sample]	53	66	67	73	79	69	55	65	1,290
<b>Annual net household income</b>	over £25,000 - £30,000	[small sample]	50	65	81	82	78	78	61	69	920
<b>Annual net household income</b>	over £30,000 - £40,000	[small sample]	63	67	82	91	86	81	72	77	1,320
<b>Annual net household income</b>	over £40,000 - £50,000	[small sample]	75	83	85	85	89	88	[small samp]	81	1,020
<b>Annual net household income</b>	over £50,000 p.a.	[small sample]	75	89	92	94	91	92	[small samp]	87	1,810
<b>Equivalent income</b>	1 (20% lowest incomes)	[small sample]	38	44	53	61	72	69	47	55	1,890
<b>Equivalent income</b>	2	[small sample]	38	59	69	67	71	64	53	61	1,950
<b>Equivalent income</b>	3	[small sample]	57	78	78	81	82	75	61	72	1,880
<b>Equivalent income</b>	4	[small sample]	71	81	87	89	84	80	61	80	1,790
<b>Equivalent income</b>	5 (20% highest incomes)	[small sample]	75	85	92	92	93	88	[small samp]	87	1,770
<b>Scottish Index of Multiple Deprivation</b>	1 (20% most deprived)	[small sample]	39	50	58	53	54	47	42	48	1,800
<b>Scottish Index of Multiple Deprivation</b>	2	[small sample]	56	69	71	72	70	61	37	64	1,910
<b>Scottish Index of Multiple Deprivation</b>	3	[small sample]	59	85	85	83	87	77	50	76	2,100
<b>Scottish Index of Multiple Deprivation</b>	4	[small sample]	69	80	88	92	90	82	61	83	2,130
<b>Scottish Index of Multiple Deprivation</b>	5 (20% least deprived)	[small sample]	71	84	90	96	91	85	64	84	1,770
<b>Urban/rural classification</b>	Large urban areas	25	46	63	73	73	72	66	45	62	3,210
<b>Urban/rural classification</b>	Other urban	[small sample]	62	77	78	80	76	67	51	71	3,050
<b>Urban/rural classification</b>	Small accessible towns	[small sample]	71	85	83	88	85	77	63	80	880
<b>Urban/rural classification</b>	Small remote towns	[small sample]	[small samp]	74	78	91	85	79	[small samp]	[small samp]	77
<b>Urban/rural classification</b>	Accessible rural	[small sample]	87	87	93	90	92	84	62	86	1,130
<b>Urban/rural classification</b>	Remote rural	[small sample]	[small samp]	88	92	89	95	82	63	86	1,010
<b>Sample size of age band</b>	Sample size of age band	130	870	1390	1300	1590	1880	1640	890	9700	9,700

**Table 1.17** People who hold a full driving licence as a percent of population [note 41]

This worksheet contains one table. Some cells refer to notes which can be found in the notes worksheet.

Source: Scottish Household Survey. The interviewer asks whether the person holds a full driving licence (car or motorcycle).

Gender	Age group/sample size	2013	2014	2015	2016	2017	2018	2019	2020			
									[Note 60]	2021	2022	2023
All people	17-19	26	29	26	30	31	29	39	[note 37]	25	30	30
All people	20-29	56	56	54	55	55	57	60	65	67	60	57
All people	30-39	74	73	72	73	73	73	72	77	78	78	73
All people	40-49	80	82	82	81	81	79	82	83	83	80	79
All people	50-59	80	79	78	81	81	79	81	88	87	84	81
All people	60-69	74	74	76	76	77	77	76	86	84	82	79
All people	70-79	60	61	62	63	67	70	70	74	81	72	72
All people	80+	41	40	43	43	47	48	43	62	67	51	53
All people	All aged 17+	68	69	68	69	70	70	71	76	78	73	71
All people	Sample size	9,838	9,720	9,340	9,570	9,760	9,650	9,720	2,770	8,990	9,600	9700
Men	17-19	24	32	28	36	42	33	36	[note 37]	13	35	41
Men	20-29	60	59	55	58	57	58	64	68	69	64	60
Men	30-39	78	77	73	78	76	76	76	78	79	80	74
Men	40-49	84	85	85	82	83	82	85	85	85	83	82
Men	50-59	88	85	84	85	85	85	87	87	89	88	85
Men	60-69	86	85	83	83	85	86	83	91	89	89	86
Men	70-79	76	80	76	81	80	83	83	93	89	85	82
Men	80+	64	66	67	65	66	68	62	74	83	73	68
Men	All aged 17+	76	76	73	75	75	76	77	80	80	79	77
Men	Sample size	4,405	4,410	4,210	4,360	4,520	4,280	4,330	1,240	3,860	4,400	4380
Women	17-19	29	27	23	26	22	25	43	[note 37]	[note 37]	23	20
Women	20-29	52	54	53	53	54	55	57	62	66	56	55
Women	30-39	71	69	71	69	71	71	67	75	77	75	72
Women	40-49	76	80	79	80	78	76	79	81	80	77	76
Women	50-59	72	73	72	77	76	73	76	89	85	80	77
Women	60-69	64	65	68	68	70	68	71	82	80	75	74
Women	70-79	48	46	52	50	56	59	60	57	74	62	63
Women	80+	26	23	27	28	34	31	29	52	53	33	42
Women	All aged 17+	61	62	63	63	64	64	66	72	75	68	67
Women	Sample size	5,433	5,320	5,130	5,210	5,250	5,360	5,390	1,530	5,100	5,190	5310

**Table 18b: Percentage of households with cars or vans available for private use, 2023 [Note 42] [Note 65]**

This worksheet contains one table. Some cells may refer to notes which can be found in the notes worksheet.

Source: Scottish Household Survey

Category	Sub-category	None	One	Two	Three +	One+	Two+	Sample size
All households	All households	26.5	44.1	23.5	6.0	73.5	29.5	10,540
Household type	Single adult	45	49	5	1	55	7	1,860
Household type	Small adult	18	39	38	5	82	43	1,550
Household type	Single parent	37	56	6	1	63	7	470
Household type	Small family	10	41	44	4	90	48	1,180
Household type	Large family	9	34	40	16	91	56	430
Household type	Large adult	9	24	35	32	91	67	780
Household type	Older smaller	11	53	32	5	89	37	2,080
Household type	Single pensioner	50	47	3	0	50	3	2,200
Annual net household income	up to £10,000 p.a.	56	33	10	1	44	11	680
Annual net household income	over £10,000 - £15,000	51	39	7	3	49	10	1,100
Annual net household income	over £15,000 - £20,000	46	43	8	2	54	10	1,270
Annual net household income	over £20,000 - £25,000	34	52	12	3	66	14	1,370
Annual net household income	over £25,000 - £30,000	22	56	19	3	78	22	990
Annual net household income	over £30,000 - £40,000	15	52	27	6	85	32	1,460
Annual net household income	over £40,000 - £50,000	9	44	36	11	91	47	1,130
Annual net household income	over £50,000 p.a.	4	36	48	13	96	61	2,060
Equivalentised income	1 (20% lowest incomes)	45	39	13	3	55	17	2,020
Equivalentised income	2	36	47	14	3	64	17	2,080
Equivalentised income	3	25	48	23	5	75	27	2,040
Equivalentised income	4	14	46	31	9	86	40	1,970
Equivalentised income	5 (20% highest incomes)	8	41	40	11	92	51	1,970
Scottish Index of Multiple Deprivation	1 (20% most deprived)	48	38	12	2	52	14	1,940
Scottish Index of Multiple Deprivation	2	33	46	17	4	67	21	2,070
Scottish Index of Multiple Deprivation	3	21	47	25	7	79	32	2,280
Scottish Index of Multiple Deprivation	4	16	44	31	8	84	39	2,350
Scottish Index of Multiple Deprivation	5 (20% least deprived)	13	45	34	8	87	42	1,910
Urban/rural classification	Large urban areas	36	44	17	3	64	20	3,470
Urban/rural classification	Other urban	25	45	24	6	75	30	3,330
Urban/rural classification	Small accessible towns	19	45	28	8	81	36	950
Urban/rural classification	Small remote towns	24	48	22	6	76	28	470
Urban/rural classification	Accessible rural	12	38	39	12	88	50	1,260
Urban/rural classification	Remote rural	13	46	30	11	87	41	1,070



## ROAD TRANSPORT VEHICLES

**Table 1.19** Households with a car available for private use, 1999-2022

This worksheet contains one table. Some cells refer to notes which can be found in the notes worksheet.

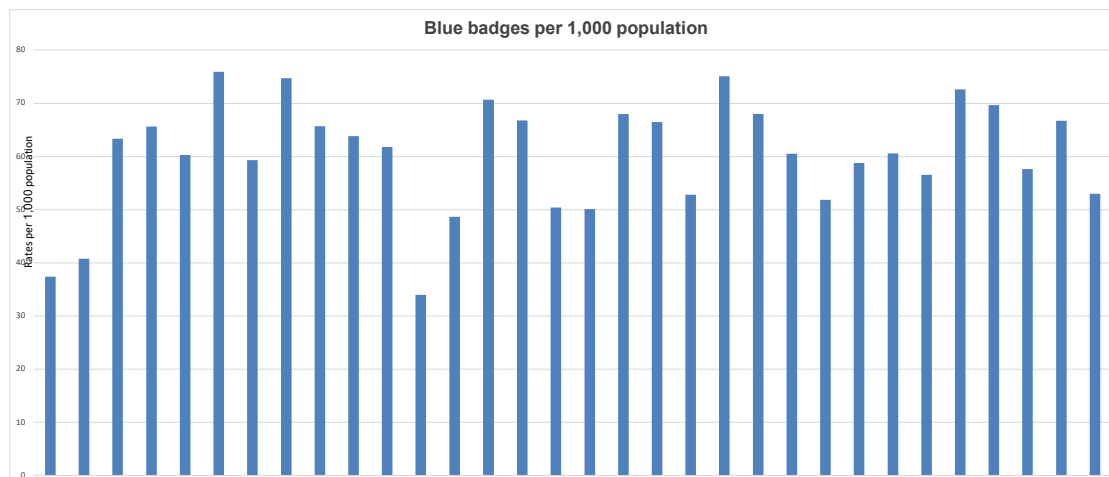
Source: Scottish Household Survey.

<b>Cars available for private use:</b>	<b>2013</b>	<b>2014</b>	<b>2015</b>	<b>2016</b>	<b>2017</b>	<b>2018</b>	<b>2019</b>	<b>2020 [Note 60]</b>	<b>2021</b>	<b>2022</b>	<b>2023</b>
None	30.2	30.8	30.0	29.3	28.1	28.6	27.6	19.1	19.7	25.3	26.5
1	44.0	43.3	43.3	42.1	42.7	42.0	41.5	45.0	48.2	44.4	44.1
2	21.3	21.1	21.7	23.0	23.4	23.7	24.9	28.0	25.7	24.2	23.5
3+	4.6	4.7	5.1	5.6	5.8	5.7	5.9	7.8	6.5	6.0	6.0
1+	69.8	69.2	70.1	70.7	71.9	71.4	72.4	80.9	80.3	74.7	73.5
2+	25.8	25.9	26.8	28.5	29.2	29.4	30.8	35.8	32.1	40.2	29.5
<b>Sample size</b>	<i>10,652</i>	<i>10,630</i>	<i>10,330</i>	<i>10,470</i>	<i>10,680</i>	<i>10,530</i>	<i>10,580</i>	<i>3,030</i>	<i>9,950</i>	<i>10,550</i>	<i>10,540</i>

**Table 1.21 Number of blue badges on issue, time series and 2023 breakdown [note 43]**

This worksheet contains one table. Some cells refer to notes which can be found in the notes worksheet. Freeze panes are active on this sheet. To turn off freeze panes select the 'View' ribbon then 'Freeze Panes' then 'Unfreeze Panes' or use [Alt W, F] Source: Scottish Government - Not National Statistics

Council	2013	2014	2015	2016	2017	2018	2019	2020				Badges on issue as at 31st March 2024 -				Badges on issue as at 31st March 2024 -		Population 2023	Rate per 1000 population
								[note 53]	2021	2022	2023	2024	Organisations	Individuals - Automatic [note 45]	Individuals - Discretionary [note 46]	2023			
Aberdeen City	7,887	5,183	6,552	6,643	6,908	6,863	6,820	7,159	6,794	6,783	7,862	8,516	80	3,979	4,457	227,750	37		
Aberdeenshire [note 47]	12,166	8,155	10,685	10,210	9,838	9,604	9,252	9,689	8,553	8,971	10,095	10,775	46	5,847	4,882	264,320	41		
Angus	4,892	5,451	4,982	4,845	5,018	5,138	5,117	5,713	5,300	5,510	6,545	7,276	77	3,455	3,744	114,820	63		
Argyll & Bute	3,867	3,433	3,934	4,114	4,213	4,336	4,344	4,686	4,301	4,355	5,262	5,763	68	2,238	3,457	87,810	66		
Argyll & Bute	2,377	2,572	2,128	2,161	2,233	2,226	2,227	2,407	2,275	2,382	2,876	3,131	15	1,740	1,376	51,940	60		
Clackmannanshire	3,212	3,096	9,236	9,337	8,857	9,014	8,863	9,223	8,330	8,362	9,970	11,058	53	5,134	5,871	145,670	76		
Dumfries & Galloway	5,776	5,252	5,292	5,452	5,619	5,916	6,033	6,680	6,438	6,814	8,260	8,922	90	4,413	4,419	150,390	59		
Dumfries & Galloway	6,098	5,735	6,595	6,427	6,617	6,329	6,134	6,561	6,508	6,512	8,142	9,024	65	4,673	4,286	120,750	75		
Dumfries & Galloway	2,905	4,847	4,473	4,861	4,730	4,794	4,772	5,408	4,817	5,257	6,433	7,177	54	2,445	4,678	109,230	66		
Dumfries & Galloway	5,131	5,293	4,680	4,712	4,855	4,918	4,934	5,537	5,209	5,630	6,659	7,258	14	2,567	4,677	113,740	64		
Dumfries & Galloway	4,375	4,020	4,307	4,322	4,581	4,645	4,643	5,032	4,600	4,585	5,551	6,093	25	2,049	4,019	98,600	62		
Dumfries & Galloway	17,502	16,922	15,264	14,868	14,444	14,396	14,107	15,212	13,574	13,640	15,751	17,763	324	8,129	9,310	523,250	34		
Dumfries & Galloway	961	922	863	902	939	964	989	1,103	1,008	991	1,138	1,267	19	640	608	26,030	49		
Dumfries & Galloway	8,256	7,332	6,877	6,899	7,104	7,254	7,404	7,813	7,619	7,912	9,944	11,217	79	5,083	6,055	158,620	71		
Dumfries & Galloway	19,750	18,877	18,646	17,299	17,931	17,869	17,788	18,999	17,128	17,691	22,133	24,932	91	12,367	12,474	373,210	67		
Dumfries & Galloway	23,692	19,350	21,784	21,642	21,161	21,627	21,531	23,417	21,843	23,115	27,255	31,873	279	17,878	13,716	631,970	50		
Dumfries & Galloway	9,938	10,855	9,164	9,215	9,371	9,521	9,470	10,289	9,721	9,586	10,957	11,842	115	5,563	6,164	236,330	50		
Dumfries & Galloway	5,099	4,955	4,439	4,283	4,282	4,367	4,341	4,532	4,164	4,253	4,759	5,326	96	2,475	2,755	78,330	68		
Dumfries & Galloway	3,164	4,716	4,416	4,352	4,237	4,345	4,512	5,059	4,593	4,915	5,898	6,531	34	2,847	3,650	99,260	66		
Dumfries & Galloway	4,033	3,887	3,808	3,669	3,699	3,825	3,863	4,174	3,611	3,907	4,678	5,001	9	2,407	2,585	94,870	53		
Dumfries & Galloway	6,040	6,157	7,086	7,196	7,343	7,534	7,430	7,812	7,136	7,261	8,673	10,033	41	5,015	4,977	133,570	75		
Dumfries & Galloway	16,957	18,352	16,453	15,741	16,537	16,225	16,586	17,729	17,428	17,574	21,590	23,254	50	12,517	10,887	341,890	68		
Dumfries & Galloway	1,108	1,050	1,119	1,096	1,100	1,100	1,114	1,221	1,080	1,009	1,251	1,332	32	521	779	22,000	61		
Dumfries & Galloway	5,975	6,814	6,542	6,651	6,831	6,779	6,714	7,177	6,906	7,065	7,644	7,910	100	3,538	4,272	152,560	52		
Dumfries & Galloway	7,873	8,326	7,730	7,838	8,205	7,902	7,744	8,240	7,185	7,608	9,599	10,966	86	5,868	5,012	186,540	59		
Dumfries & Galloway	6,456	5,980	4,961	4,889	5,062	5,161	5,086	5,555	5,150	5,363	6,573	7,066	36	2,648	4,382	116,630	61		
Dumfries & Galloway	800	953	878	892	974	1,005	1,044	1,112	1,010	1,004	1,220	1,300	18	449	833	23,000	57		
Dumfries & Galloway	5,212	5,475	5,537	5,703	5,785	5,806	5,707	5,992	5,745	6,139	7,225	8,124	86	3,503	4,535	111,830	73		
Dumfries & Galloway	15,602	15,826	16,218	16,218	15,796	15,488	15,221	16,482	16,244	16,962	20,291	23,017	96	11,258	11,663	330,280	70		
Dumfries & Galloway	4,374	4,062	3,918	3,892	3,859	4,027	4,026	4,480	4,251	3,973	4,886	5,390	55	2,201	3,134	93,550	58		
Dumfries & Galloway	4,221	4,936	4,548	4,546	4,652	4,676	4,554	4,785	4,433	4,285	5,269	5,920	67	3,246	2,607	89,750	67		
Dumfries & Galloway	9,529	9,615	8,912	8,873	8,641	8,980	8,526	8,795	7,690	8,363	9,275	9,744	82	6,314	3,348	183,810	53		
Dumfries & Galloway	245,035	228,219	231,827	229,528	231,422	232,534	230,898	248,073	230,644	237,777	283,654	314,801	2,382	153,007	159,412	5,490,100	57		



## ROAD TRANSPORT VEHICLES

**Table 1.22 Motor vehicle offences recorded by the police by type of offence [Note 61]**

This worksheet contains one table. Some cells refer to notes which can be found in the notes worksheet.

Freeze panes are active on this sheet. To turn off freeze panes select the 'View' ribbon then 'Freeze Panes' then 'Unfreeze Panes' or use [Alt W, F]

Source: Recorded Crime, Scottish Government

Type of offence	2013/14	2014/15	2015/16	2016/17	2017/18	2018/19	2019/20	2020/21	2023/24	2022/23	2023/24
<b>Recorded Road Traffic Crimes</b>	<b>45</b>	<b>43</b>	<b>27</b>	<b>43</b>	<b>44</b>	<b>44</b>	<b>59</b>	<b>46</b>	<b>37</b>	<b>57</b>	<b>44</b>
Causing death by dangerous driving	17	21	13	26	19	30	37	26	25	29	21
Death by careless driving when under influence drink or drug	0	0	0	1	0	1	1	0	2	1	0
Causing death by careless driving	20	18	6	12	17	10	15	11	5	16	19
Illegal driver involved in fatal accident	6	3	2	1	3	2	2	2	2	4	2
Illegal driver, disqualified/unlicensed etc. causing serious injury	0	0	2	2	5	1	4	7	3	7	2
Reckless driving at common law	2	1	4	1	0	0	0	0	0	0	0
<b>Recorded Road Traffic Offences</b>	<b>294,373</b>	<b>196,185</b>	<b>170,462</b>	<b>138,308</b>	<b>127,177</b>	<b>117,245</b>	<b>122,043</b>	<b>116,197</b>	<b>111,987</b>	<b>109,320</b>	<b>112,417</b>
<b>Dangerous and Careless Driving</b>	<b>11,524</b>	<b>10,773</b>	<b>12,057</b>	<b>11,693</b>	<b>10,722</b>	<b>10,989</b>	<b>11,246</b>	<b>11,771</b>	<b>12,919</b>	<b>12,614</b>	<b>13,140</b>
Dangerous driving offences	2,957	2,428	2,881	2,875	2,854	2,897	3,019	3,546	3,546	3,312	3,177
Driving carelessly	8,567	8,345	9,176	8,818	7,868	8,092	8,227	8,225	9,373	9,302	9,963
<b>Driving under the influence</b>	<b>6,079</b>	<b>5,218</b>	<b>5,458</b>	<b>5,917</b>	<b>5,863</b>	<b>5,847</b>	<b>6,594</b>	<b>8,097</b>	<b>7,773</b>	<b>7,815</b>	<b>8,041</b>
Driving motor vehicle while unfit through drink or drugs	490	450	540	653	719	771	742	897	883	595	639
In charge of motor vehicle while unfit through drink/drugs	92	54	71	123	137	148	159	138	147	95	82
<b>Driving with excess blood alcohol</b>	<b>3,819</b>	<b>3,161</b>	<b>3,239</b>	<b>3,465</b>	<b>3,262</b>	<b>3,201</b>	<b>3,275</b>	<b>2,756</b>	<b>2,972</b>	<b>3,020</b>	<b>2,915</b>
In charge with excess blood alcohol	419	390	364	331	333	303	324	255	299	309	286
Failure to provide breath specimen at roadside	517	477	509	569	602	591	630	637	592	606	594
<b>Failure to provide breath, blood or urine specimen at police station</b>	<b>742</b>	<b>686</b>	<b>735</b>	<b>776</b>	<b>810</b>	<b>803</b>	<b>848</b>	<b>923</b>	<b>906</b>	<b>868</b>	<b>884</b>
Driving while under influence drug above prescribed limit	0	0	0	0	0	0	573	2,336	1,886	2,213	2,540
In charge while under influence of drug above prescribed limit	0	0	0	0	0	0	43	155	88	109	101
<b>Speeding</b>	<b>82,382</b>	<b>60,926</b>	<b>54,419</b>	<b>34,371</b>	<b>29,223</b>	<b>27,368</b>	<b>28,758</b>	<b>22,963</b>	<b>22,472</b>	<b>17,767</b>	<b>15,064</b>
Speeding in Restricted Areas	38,400	29,316	23,145	13,395	10,685	10,371	10,166	8,222	7,391	7,008	6,662
Other Speeding Offences	43,982	31,610	31,274	20,976	18,538	16,997	18,592	14,741	15,081	10,759	8,402
<b>Unlawful use of vehicle</b>	<b>57,779</b>	<b>40,855</b>	<b>41,470</b>	<b>45,978</b>	<b>43,871</b>	<b>36,848</b>	<b>39,022</b>	<b>43,309</b>	<b>37,238</b>	<b>36,243</b>	<b>37,627</b>
Vehicle excise Licence Offences	6,601	2,634	3,098	4,664	3,792	176	193	220	143	159	246
Using Motor Vehicle Without Test Certificate	18,546	15,528	14,609	14,725	15,145	14,020	14,987	12,910	13,249	13,044	12,057
Driving While Disqualified from Holding or Obtaining Licence	1,208	898	1,162	1,371	1,414	1,285	1,396	1,399	1,240	1,136	1,150
Driving Without a Licence (including under age)	7,001	5,265	5,766	6,334	5,787	5,221	5,115	6,828	5,928	5,171	5,644
Driving Licence, Other Offences	2,491	1,131	789	684	524	570	603	639	428	410	379
Third Party Insurance Offences	18,998	13,747	14,407	16,806	15,945	14,349	15,226	19,818	15,034	14,733	16,204
Registration or Identification Mark Offences (Not Lighting)	2,934	1,652	1,639	1,394	1,264	1,227	1,502	1,495	1,216	1,590	1,947
<b>Vehicle defect offences</b>	<b>20,923</b>	<b>15,593</b>	<b>13,070</b>	<b>8,385</b>	<b>7,049</b>	<b>7,107</b>	<b>7,346</b>	<b>6,839</b>	<b>5,930</b>	<b>5,691</b>	<b>6,731</b>
Lighting Offences, Motor Vehicle	9,284	7,043	5,029	2,264	1,615	1,553	1,256	1,094	788	718	757
Construction & Use Regulations (Other Than Lighting)	11,639	8,550	8,041	6,121	5,434	5,554	6,090	5,745	5,142	4,973	5,974
<b>Seat belt offences</b>	<b>37,880</b>	<b>15,619</b>	<b>8,059</b>	<b>4,502</b>	<b>3,134</b>	<b>2,921</b>	<b>2,800</b>	<b>1,632</b>	<b>1,759</b>	<b>1,930</b>	<b>2,254</b>
<b>Mobile phone offences</b>	<b>35,764</b>	<b>17,978</b>	<b>10,085</b>	<b>6,709</b>	<b>3,173</b>	<b>2,895</b>	<b>2,450</b>	<b>1,629</b>	<b>1,541</b>	<b>2,958</b>	<b>3,538</b>
<b>Accident Offences</b>	<b>5,921</b>	<b>5,574</b>	<b>7,660</b>	<b>8,705</b>	<b>14,694</b>	<b>14,758</b>	<b>15,503</b>	<b>12,015</b>	<b>15,171</b>	<b>16,120</b>	<b>16,135</b>
<b>Signal and Direction Offences</b>	<b>30,315</b>	<b>18,575</b>	<b>12,897</b>	<b>7,162</b>	<b>5,365</b>	<b>4,918</b>	<b>4,728</b>	<b>3735</b>	<b>3,409</b>	<b>4,553</b>	<b>5,836</b>
Traffic direction offences	26,539	16,307	11,253	5,981	4,496	4,133	3,870	3,196	2,866	3,952	5,088
Pedestrian crossing offences	3,776	2,268	1,644	1,181	869	785	858	539	543	601	748
<b>Other road traffic offences</b>	<b>5,806</b>	<b>5,074</b>	<b>5,287</b>	<b>4,886</b>	<b>4,083</b>	<b>3,594</b>	<b>3,596</b>	<b>4207</b>	<b>3,775</b>	<b>3,629</b>	<b>4,051</b>
Parking Offences	143	105	163	99	76	78	71	61	91	195	280
Failing to Provide Info to Identify Driver of Motor Vehicle	1,528	1,394	1,474	1,536	1,348	1,296	1,321	1,452	1,312	1,174	1,163
Motorway Traffic Offences	368	327	318	384	199	197	192	159	207	224	264
Clearway Offences	0	0	1	0	0	0	0	0	0	0	0
Tachograph etc Offences	1,635	1,560	1,682	1,268	950	569	424	434	297	237	425
Motor Vehicle, Other Offences	1,850	1,488	1,484	1,459	1,348	1,314	1,452	1,958	1,723	1,699	1,790
Bicycle offences	282	200	165	139	162	140	135	143	143	100	128
Pedestrian traffic offences	0	0	0	1	0	0	1	0	2	0	1

**Table 1.23 Households with a car or van available by gender, 2011**

This worksheet contains one table. Some cells refer to notes which can be found in the notes worksheet.

Source: Scottish Census 2011, National Records of Scotland

<b>Households</b>	<b>None</b>	<b>1</b>	<b>2+</b>	<b>Total Number (=100%)</b>
<b>All people in households:</b>	23%	40%	37%	5,196,386
<b>Men</b>	20%	40%	39%	2,521,307
<b>Women</b>	25%	40%	35%	2,675,079

**Table 1.24 Households with a car or van available, 2011**

This worksheet contains one table. Some cells refer to notes which can be found in the notes worksheet.

Source: Scottish Census 2011, National Records of Scotland

Households	Type of household	None	1	2+	Total Number (=100%)
<b>All households:</b>	<b>All households:</b>	31%	42%	27%	2,372,777
<b>By selected household type:</b>	Single adult (aged under 65)	48%	48%	4%	511,447
<b>By selected household type:</b>	Married or cohabiting family with dependent children	8%	36%	56%	409,369
<b>By selected household type:</b>	Married or cohabiting family with no children	11%	44%	44%	413,022
<b>By selected household type:</b>	Single parent	43%	45%	12%	263,360
<b>By selected household type:</b>	All students	63%	27%	10%	20,928
<b>By selected household type:</b>	Single pensioner	64%	35%	1%	311,867
<b>By tenure:</b>	Owned outright	8%	38%	54%	652,675
<b>By tenure:</b>	Owned with a mortgage or loan	6%	38%	56%	1,585,110
<b>By tenure:</b>	Social rented (council)	49%	38%	13%	372,920
<b>By tenure:</b>	Social rented (other)	53%	37%	10%	317,812
<b>By tenure:</b>	Private rented (private landlord or letting agency)	41%	40%	18%	421,264

**Table 1.25 Households with a car or van available by disability and ethnicity, 2011**

This worksheet contains one table. Some cells refer to notes which can be found in the notes worksheet.

Source: Scottish Census 2011, National Records of Scotland

<b>Disability and ethnicity</b>	<b>Type of people in households</b>	<b>None</b>	<b>1</b>	<b>2+</b>	<b>Total Number (=100%)</b>
<b>All people in households</b>	All people in households:	23%	40%	37%	5,196,386
<b>By disability</b>	Day-to-day activities limited a lot	46%	40%	14%	472,795
<b>By disability</b>	Day-to-day activities limited a little	34%	42%	23%	523,272
<b>By disability</b>	Day-to-day activities not limited	19%	40%	42%	4,200,319
<b>By disability</b>	White: Total	22%	40%	38%	4,995,665
<b>By disability</b>	White: Scottish	22%	40%	38%	4,382,131
<b>By disability</b>	White: Other British	16%	41%	43%	403,604
<b>By disability</b>	White: Irish	27%	40%	33%	52,086
<b>By disability</b>	White: Gypsy/Traveller	35%	41%	24%	4,029
<b>By disability</b>	White: Polish	31%	52%	17%	60,324
<b>By disability</b>	White: Other White	32%	42%	26%	93,491
<b>By disability</b>	Mixed or multiple ethnic groups	26%	42%	32%	19,068
<b>By disability</b>	Asian, Asian Scottish or Asian British: Total	27%	38%	35%	133,506
<b>By ethnicity</b>	Asian, Asian Scottish or Asian British: Pakistani, Pakistani Scottish or Pakistani British	16%	36%	48%	48,968
<b>By ethnicity</b>	Asian, Asian Scottish or Asian British: Indian, Indian Scottish or Indian British	29%	38%	33%	31,442
<b>By ethnicity</b>	Asian, Asian Scottish or Asian British: Bangladeshi, Bangladeshi Scottish or Bangladeshi British	32%	41%	27%	3,710
<b>By ethnicity</b>	Asian, Asian Scottish or Asian British: Chinese, Chinese Scottish or Chinese British	36%	36%	28%	29,596
<b>By ethnicity</b>	Asian, Asian Scottish or Asian British: Other Asian	36%	44%	19%	19,790
<b>By ethnicity</b>	African	51%	36%	13%	28,170
<b>By ethnicity</b>	Caribbean or Black	39%	39%	22%	6,279
<b>By ethnicity</b>	Other ethnic groups: Total	34%	43%	23%	13,698
<b>By ethnicity</b>	Other ethnic groups: Arab, Arab Scottish or Arab British	36%	42%	21%	8,959
<b>By ethnicity</b>	Other ethnic groups: Other Ethnic Group	31%	43%	25%	4,739



**TRANSPORT  
SCOTLAND**  
CÒMHDHAIL ALBA

# Scottish Transport Statistics 2024

## Bus and Coach Travel

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## Introduction

This chapter provides information on bus and coach travel, such as the numbers of passenger journeys and vehicle-kilometres, passenger receipts and local bus fare indices, the numbers of vehicles of various types and the numbers of staff employed.

Estimates of passenger numbers, receipts and fares are based on a survey by the DfT and are therefore subject to sampling error. Figures from 2004-05 onwards are based on an improved methodology and may not be directly comparable with previous years. See the bus and coach section of the user guide.

**Bus travel in Scotland was profoundly affected by the Covid-19 pandemic, with restrictions on travel and daily activity in place for large parts of 2020. Comparisons with 2020 and 2021 should therefore be treated with caution.**

## Key points

- **334 million journeys were made by bus in 2023-24. This is an increase of 13 per cent on 2022-23. Over half of these were made under the National Concessionary Travel Scheme.**
- **There were 2.3 million people with National Concessionary Travel cards in Scotland in 2024.**
- **The bus industry received £352 million in funding for concessionary fare support and £87 million from local or central government in 2023-24. Passenger revenue in 2023-24 stood at £319 million in Scotland.**

## Main Points

### Vehicles and Passengers

Around 334 million passenger journeys were made by bus in Scotland in 2023-24. This is an increase of 13 per cent on 2022-23 and a 31 per cent fall from a peak in 2007-08. Journeys under the National Concessionary Travel Scheme make up over half of this figure (53%). (*Table 2.2a*)

The distance covered by local bus services (expressed in terms of 'vehicle kilometres') can be seen as a measure of bus service provision. Although this is the same in 2023 as it was in 2022, the number of passengers carried still rose by 13%. (*Table 2.3a*)

The number of buses in operators' fleets decreased by 15 per cent since 2017-18 and there was a 13 per cent decrease in the number of staff employed in the industry over the same period. *(Table 2.1a and 2.4)*

Passenger journeys fell by 11% for Scotland and 16% for Great Britain over the past five years. Vehicle kilometres in Scotland fell by 16% and Great Britain 15% over the same period. *(Table 2.2a and 2.3a)*

The declining trend in bus use contrasts with train travel in Scotland. Train accounts for only a fifth of the passenger journeys made by bus, but saw steady increases in passenger numbers over the years leading up to the Covid-19 pandemic. *(Table SGB1)*

Bus travel in the South West and Strathclyde and South East (corresponding to the Regional Transport Partnership areas of SPT, SWestrans (Dumfries and Galloway) and SEStran) accounts for 81 per cent of bus journeys in Scotland. *(Table 2.2b)*

Bus use is higher in urban areas and lower in rural areas. The Scottish Household Survey travel diary shows 57 per cent of those who used the bus the previous day lived in large urban areas compared to three per cent of users living in remote rural areas. (This compares to population estimates of 35% living in large urban areas and 6% living in remote rural areas.) These figures are supported by the results of the more general question on bus use included in the Transport and Travel in Scotland publication which shows 56 per cent of respondents in large urban areas had used the bus in the last month compared to 17 per cent of those in remote rural areas. *(Table 2.10)*

## Operator revenue

Bus operators in Scotland received £758 million in revenue in 2023-24, an increase of 2 per cent on the previous year. Adjusting for the effects of inflation, total passenger revenue was 7 per cent less than 5 years ago. *(Table 2.8)*

In 2023-24, £352 million, 46% of operator revenue came from concessionary passenger support, and £87 million, 11% came from local or central government: through Network Support Grant or supported services. In the year previous, government support accounted for 58% of operator revenue. Passenger revenue (i.e. ticket sales to non-concessionary passengers) accounted for around 42 per cent of operators' revenue (£319 million). Additional non-revenue support is excluded from these figures, specifically the Scottish Green Bus Fund and the Bus Investment Fund. *(Table 2.8)*

In real terms (adjusting for the effects of inflation), funding from local and national government is now 19 per cent higher than five years ago and overall passenger revenue is 7 per cent less than it was 5 years ago. When looking at these figures it is necessary to consider the passenger number figures in Table 2.2a and the fares data in Table 2.5. Passenger revenue over the last five years has not increased due to a 11 per cent decrease in passengers, although when adjusting for inflation, fares

have decreased by 7 per cent below general inflation over the same period. (*Table 2.8, 2.2a and 2.5*)

## Fares

Bus fares in Scotland have decreased by 7 per cent in real terms (adjusting for the effects of inflation) over the past five years, while the fall for Great Britain was 12 per cent. In current prices, i.e. viewing fare increases in the way that a consumer would, fares have risen by almost 16 per cent over the past five years. The increase in current prices is greater than in Great Britain as a whole which has seen a 10 per cent increase over the last five years. (*Table 2.5*)

## Operator costs

As would be expected with the recovery in passenger numbers and service provision (as reflected in vehicle kilometres), operator costs per passenger journey decreased significantly in 2023-24. In 2023-24 operating costs per passenger journey fell by 14 per cent from £2.47 per passenger journey to £2.13. Although the operating costs per vehicle km is lower than for the rest of GB (excluding London), operating costs per passenger journey remain higher than GB (£2.13 in Scotland, compared to £2.08 for GB excluding London). See also 'Other sources of data', as more detailed costs data is available from the Confederation of Passenger Transport. (*Table 2.6 and 2.7*)

## Passenger Satisfaction

In 2023, the majority of people were satisfied with most aspects of bus services that the Scottish Household Survey asked them about (the relevant questions are currently included in the survey every second year). At least 67 per cent of respondents were satisfied with the extent to which buses ran to timetable; the cleanliness of buses; bus service is stable and not regularly changing; the ease of finding out route and timetable information; feel safe/secure on bus during day; and the simplicity of deciding which ticket they need. (*Table 2.11*)

Respondents gave lower satisfaction scores for the extent to which buses were environmentally friendly (65%) and whether the fares were good value (62%).

Additionally there was a noticeable difference in those who felt safe on the bus during the day and in the evening. Ninety-five per cent of respondents agreed that they felt safe using the bus during the day compared to 70 per cent in the evening.

## Concessionary Travel

The National Bus Travel Concession Scheme for Older and Disabled Persons was rolled out across Scotland in April 2006. The scheme enables individuals aged 60

and over or those with an eligible disability to travel for free on buses across Scotland with a valid National Entitlement Card (NEC).

The Young Persons' (Under 22s) Free Bus Travel scheme launched in January 2022. The scheme provides free bus travel across the country for everyone living in Scotland between the ages of 5 and 21 with a valid NEC (Table 2.13).

Before the Young Persons' scheme was introduced, those aged 16 to 18 and young volunteers aged 19 to 25 were also entitled to discounted bus and rail travel. The Young Persons' scheme is excluded from the analysis in paragraph 2.19 and 2.20 but is included in table 11.29.

Although everyone under 22 can now travel for free by bus, young volunteers aged 22 to 25, who live in Scotland and volunteer more than 30 hours a week, can still access discounted fares on almost all local and long-distance buses in Scotland with a valid Young Scot NEC. Additionally, young people aged 16 to 18, or 19 to 25 and a full time volunteer, with a Young Scot NEC can access rail discounts.

Residents on the Western Isles, Orkney and Shetland who qualify for free bus travel under the Older and Disabled Persons' scheme can also get two free return ferry journeys to the mainland each year. Residents on the Western Isles, Orkney and Shetland, plus North Ayrshire, Argyle and Bute and Highland Council who are aged 16 to 18, or 19 to 25 and a full time volunteer, also receive two free return ferry journeys to the mainland each year.

In addition to the Scottish Government's concessionary travel schemes, some local authorities offer other travel concessions which are also delivered on the NEC. These concessions are available to cardholders who live in that area and are available on a local basis.

The Scottish National Blind Persons' Scheme is also delivered on the NEC, but is not operated by the Scottish Government. This is a voluntary arrangement between local authorities, COSLA and participating transport operators and provides free rail and ferry travel throughout Scotland for eligible cardholders.

As of the end of October 2021, prior to the launch of the Young Persons' (Under 22s) Free Bus Travel scheme, 148,527 young people (aged 16 to 18) had access to concessionary travel with a Young Scot NEC. As of the end of October 2024, over 2.3m people in Scotland have an NEC which provides access to concessionary travel, consisting of over 780k young people and over 1.5m older and disabled people. The number of young cardholders has increased 12% since October 2023, growing rapidly since the introduction of the scheme in 2022. The number of older and disabled cardholders has continued to increase steadily each year, with a 17% increase since 2017. (2.13)

The majority of cardholders (89%) in the Older and Disabled Persons' scheme are eligible on the basis of age. Of those who have a pass for disabilities or visual impairments, 76% have a companion card which allows someone to travel with them for free. A breakdown of cardholder numbers by local authority is shown in Table 2.14. Please note that local authority refers to where the card was issued. (2.13)

Details of bus journeys made under the National Concessionary Travel Schemes are included in Table 2.2a. Further details of journeys made on all modes of transport under the National Schemes and current and previous local schemes are shown in Table 11.29. See the personal and cross modal travel section of the user guide for more detail around what is included in this table.

Please note that cardholder data is provided by the National Entitlement Card Programme Office (NECPO) as at close of business 31 October 2024. NECPO support the 32 local authorities by assisting with the integration of various national and local public services on the National Entitlement Card (NEC) and are the joint controller with local authorities of this data. NECPO are working with stakeholders and partners to carry out various data cleansing exercises of the customer database, such as mortality screening, which may impact cardholder numbers. The impact of the work undertaken in this area in the last year is likely to account for part of the drop in cardholders within the Older & Disabled scheme, since last reporting of these figures in 2023. Further data-matching checks are being planned for 2025 and beyond.

## **Other sources of data** (not National Statistics)

Some industry data are available, though as they are not produced by Government they are not National Statistics and do not comply with the Code of Practice for Official Statistics. They are included here as an alternative information source which may be of interest to readers.

The Confederation of Passenger Transport (CPT) publish a Cost Index on their website. This shows that wages, staffing and labour accounted for around 60% of operating costs, with fuel accounting for 16%. Total costs have been above inflation for the last few years.

The Office of the Traffic Commissioner are responsible for the licensing of the operators of buses and coaches and the registration of local bus services (routes). Statistics are published in the Traffic Commissioners of Great Britain Annual Reports. There were 12 cases of action taken at public inquiry for non-compliance (under the Public Passenger Vehicles Act 1981) in Scotland in 2023-24, 2 less than in 2022-23.

## Notes

This worksheet contains one table.

### Note number

#### Note text

	This table covers all operators who run local bus services, including those who also do non-local work (e.g. private hire, school contracts). In previous years this table has also included operators who do solely non-local work. However, the Department for Transport no longer collects figures for these 'non-local' operators. In previous years non-local operators have accounted for around 8% of the Public Service Vehicles in use. Figures presented here will be lower than those previously published by a corresponding margin.
note 1	London buses (on local services) are equipped with non-ITSO (Oyster) smartcard readers
note 2	Previous figures have been revised.
note 3	EMV stands for Europay, MasterCard, and Visa. Many credit and debit cards can now be used for contactless payments where card holders can pay for their bus fare by touching their card on a reader rather than typing in their pin number. Passengers may also use such as Android Pay or Apple Pay. Excludes figures provided by a small number of operators whose vehicles were equipped but the readers were not live as at 31 March mobile phone apps
note 4	Buses which have an Accessibility certificate issued under the Disability Discrimination Act PSV Accessibility Regulations 2000 (DDA PSVAR 2000 Certificate)
note 5	Buses which do not have a DDA PSVAR 2000 Certificate but which have low floor designs, suitable for wheelchair access
note 6	There is a break in the series in 2004/05 due to changes in the estimation methodology.
note 7	This table uses figures gathered through the Department for Transport's survey of PSV operators. Figures obtained from this source are revised as a matter of course and this table is likely to differ from previously published figures. Links to further information can be found on the Sources sheet
note 8	Figures include a degree of estimation (e.g. allowances for claims not yet been processed) and may incur some small revisions to previously published data
note 9	Administrative data collected by Transport Scotland in relation to the older and disabled persons scheme and the young persons scheme bus journeys. This is around 2-5% different from Scotland level estimates calculated from DTF survey data
note 10	Estimated from DTF survey data; this will not be directly comparable with administrative data for Scotland
note 11	Regional groupings have been dictated by commercial sensitivities around the disclosure of bus operators' financial information.
note 12	This table uses figures gathered through the Department for Transport's survey of PSV operators. Figures obtained from this source are revised as a matter of course and this table is likely to differ from previously published figures. Links to further information can be found on the Sources sheet
note 13	Perth and Kinross, Stirling, Aberdeen City, Aberdeenshire, Angus, Dundee City
note 14	Eilean Siar, Highland, Moray, Orkney Islands, Shetland Islands, Argyll & Bute
note 15	Clackmannanshire, East Lothian, Falkirk, Fife, Midlothian, Scottish Borders, Edinburgh City, West Lothian, Dumfries & Galloway, East Ayrshire, East Dunbartonshire, East Renfrewshire, Inverclyde, North Ayrshire, South Ayrshire, South Lanarkshire, Renfrewshire, West Dunbartonshire, Glasgow City, North Lanarkshire
note 16	There is a break in the series in 2004/05 due to changes in the estimation methodology
note 17	This table uses figures gathered through the Department for Transport's survey of PSV operators. Figures obtained from this source are revised as a matter of course and this table is likely to differ from previously published figures. Links to further information can be found on the Sources sheet
note 18	Commercial and subsidised totals may not match Scotland totals due to rounding
note 19	Figures relate to the financial year end.
note 20	Figures for local operators only (including those doing some non-local work)
note 21	Staff are classified according to their main occupation as some may have more than one function.
note 22	Break in the series due to changes in the estimation methodology from 2004/05
note 23	Fares at March of each year
note 24	Adjusted for general inflation, using the Retail Prices Index.
note 25	Adjusted for general inflation using the GDP market price deflator
note 26	obtained from this source are revised as a matter of course and this table is likely to differ from previously published figures. Links to further information can be found on the Sources sheet
note 27	Until 2003-04, receipts for local bus services include concessionary fare reimbursement from local authorities. From 2004-05 this only includes fare receipts retained by bus operators. On some tendered or supported services, fare receipts are passed to the local authority
note 28	Government support includes Bus Service Operators Grant, Concessionary Bus Travel and Local Authority gross costs incurred in support of bus services. The National Concessionary Travel scheme was introduced in April 2006. Figures for Government support prior to this include all modes of concessionary travel so are not comparable with later years
note 29	The figures for 2012/13 include an additional transitional assistance of £10 million for concessionary fares and £3 million for bus service operators grant towards the costs of bus operators by way of grant made under section 38 of the Transport (Scotland) Act 2001. Concessionary fares for 2013/14 also included transitional assistance of £1.7 million.
note 30	Figures for previous years have been revised.
note 31	This table includes some figures gathered through the Department for Transport's survey of PSV operators. Figures obtained from this source are revised as a matter of course and this table is likely to differ from previously published figures. Links to further information can be found on the Sources sheet
note 32	Total of all local authorities' gross costs incurred in support of bus services, either directly or by subsidies to operators or individuals.
note 33	Figures refer to Transport Scotland spending on elderly, disabled and youth schemes. Prior to the centralisation of funding in 2006/07 it is not possible to split out spending on bus schemes alone. Small revisions have been made to the years 2012/13, 2013/14 and 2014/15
note 34	Includes Local Authority spending
note 35	GB figures cover the total of all local authorities' net costs of concessionary bus travel and include funding for taxi taxis as well as administration costs
note 36	There is no information on concessionary spending for 'other' modes in England and Wales. Therefore, the only difference between the GB (bus) and GB (all modes) figures will be a result of the differences in the Scotland concessionary fares figures only
note 37	Network Support Grant (previously Bus Service Operators Grant) is a subsidy provided by Central Government to operators of local bus services.
note 38	Statistics for Concessionary Fare spend and Local Authority support for bus for England are published by Department for Communities and Local Government. Figures for Great Britain are calculated by combining the England, Wales and Scotland figures.
note 39	Totals exclude 'non-revenue' funding, specifically the Scottish Green Bus Fund and the Bus Investment Fund.
note 40	The figures for 2012/13 include an additional transitional assistance of £10 million for concessionary fares and £3 million for bus service operators grant towards the costs of bus operators by way of grant made under section 38 of the Transport (Scotland) Act 2001. Concessionary fares for 2013/14 also included transitional assistance of £1.7 million.
note 41	Local Authority Transport Undertakings - Buses were added to the LFR 05 return in 2008/09. Data is not available for previous years and the total expenditure for 2007/08 is not comparable with later years
note 42	BSOG in London now forms part of their public support grant (from October 2013)
note 43	The figure for 2018/19 includes £3.25m additional assistance towards overall industry operating costs, via grant made under section 38 of the Transport (Scotland) Act 2001
note 44	The 2019/20 and 2020/21 values for BSOG include covid-19 section 70 support grant. The figure for 2022/23 includes the NSG plus recovery funding to operators
note 45	The 2019/20, 2020/21, 2021/22 and 2022/23 values for concessionary fares include covid-19 section 70 support grant in respect of the Free Bus Scheme.
note 46	This table has been amended from previous publications to ensure the method of calculation is consistent with other transport tables using Scottish Household Survey data. Percentages are slightly modified
note 47	The concessionary travel pass question was not asked in 2016, but will be asked again in 2019 and alternate years.
note 48	For concessionary travel pass, sample size in 2003 was 1,983 as this data was not collected in quarter 1, sample size in 2005 was 2,120 as a new concessionary scheme was introduced in April 2006.
note 49	Prior to 2007 only journeys over 1/4 mile were recorded. Since 2007 all journeys are recorded. This creates a discontinuity in the time series between 2006 and 2007
note 50	From 2007 onwards, two new categories, 'Go home' and 'Just go for a walk', were added. 'Go home' has been separated out in this table but 'Just go for a walk' has not - as these are largely going to be walking (only) journeys.
note 51	SHS data. Question asked of adults (16+), who have used the bus in the previous month
note 52	Prior to 2012 question asked 'buses are on time'
note 53	Changes to the questionnaire have been made between years so some response options are removed and new ones added.
note 54	The question about feeling safe and secure on the bus was split in 2009 to ask about during the day and in the evening.
note 55	This question will be asked in alternate years from 2019
note 56	The question started thus: "do you have a concessionary travel pass which allows you to travel free of charge..." The remainder of the question depended upon the national minimum concessionary fare arrangements that applied at the time. - From April 2003 to March 2006, the question concluded: "... on off-peak local bus services" - From April 2006, the question concluded: "... on scheduled bus services
note 57	Figures for 2003 and 2006 relate to the period from April to December, as new concessionary fare arrangements were introduced in April 2006.
note 58	This question is being asked in alternate years
note 59	As at October in each year, with the exception of 2009 where the figure is as at February
note 60	Figures for 2007 and 2008 should be interpreted with caution, due to possible double-counting in one local authority
note 61	This table displays changes over time at a national level. For the most up to date figures at national and local authority level consult table 23
note 62	The new supplier of the National Entitlement Card programme is able to provide a more detailed split of card holder eligibility than Transport Scotland received previously. As well as being able to better identify eligibility, the new reports also identify duplicate cards in where a customer has a card due to expire at the end of the month and a replacement has been issued, so these can now be excluded from the totals.
note 63	These changes mean that data for 2013 onwards is not directly comparable with earlier years. Figures for Young Scot disability cards were mistakenly excluded from the figures for 2013. The figures have now been corrected.
note 64	This table provides the most up to date figure for the number of concessionary passes on issue at local authority and national level. Table 2.13 displays changes over time at a national level. Figures of less than 20 are not published.
note 65	Break in the local bus series (outside London) due to changes in the estimation methodology from 2004/05.
note 66	Due to changes in the survey in response to covid-19, 2020 data is not directly comparable with previous years, so there is a break in the time series between 2019 and 2020
note 67	The Young Persons' Free Bus Concession (Free bus travel for 5-21 year olds) replaced the former Young Persons' Scheme on 31st January 22 and now covers discounted travel for 16-18 year olds
note 68	Figures for passenger journeys and vehicle kilometres have been revised
note 69	Mid year population estimates for Scotland and Great Britain have been revised
note 70	The Scottish Household Survey questions on sex and gender have changed over time. Please see the glossary at <a href="https://www.gov.scot/publications/scottish-household-survey-2022-key-findings/documents">https://www.gov.scot/publications/scottish-household-survey-2022-key-findings/documents</a>
note 71	Numbers within each characteristic add to 100
note 72	In 2024, data for concessionary journeys for GB were revised to not include those using the 60 plus London Oyster card, as this is a commercial discount offered by TfL, rather than being paid for by local government. This impacted the data from 2013 onwards.
note 73	Income categories refer to 2023 prices.
note 74	An error was made in the updates to this time series in the 2021, 2022 and 2023 STS publications, affecting all years other than the latest year. It has been corrected in this publication.
note 75	This does not include the under 22 bus pass
note 76	Adjusted for general inflation using the GDP market price deflator

**Table 2.1a: Public Service Vehicle characteristics (Local Operators) [Note 1]**  
 This worksheet contains one table. Some cells refer to notes which can be found in the notes worksheet.  
 Source: DfT Bus Statistics

Vehicle characteristics	Country	2013-14	2014-15	2015-16	2016-17	2017-18	2018-19	2019-20	2020-21	2021-22	2022-23	2023-24	% change over 1 year	% change over 5 years
Number of buses used as Public Service Vehicles (thousands)	Scotland	4.6	4.3	4.3	4.0	4.2	4.1	3.9	3.7	3.7	3.4	3.5	3	-15
Number of buses used as Public Service Vehicles (thousands)	Great Britain	42.1	41.7	40.8	40.4	40.2	39.6	38.6	38.0	36.5	35.0	34.6	-1	-13
Average age of the bus fleet (years)	Scotland	8.3	8.1	7.9	8.0	8.5	8.0	8.1	8.7	[Unavailable]	[Unavailable]	[Unavailable]	[Unavailable]	[Unavailable]
Average age of the bus fleet (years)	Great Britain	7.8	7.8	7.7	7.6	7.8	7.7	8.0	8.6	[Unavailable]	[Unavailable]	[Unavailable]	[Unavailable]	[Unavailable]
Percentage of buses with CCTV	Scotland [Note 3]	67	72	78	82	90	88	91	92	92	94	94	0	6
Percentage of buses with CCTV	Great Britain	80	84	87	90	91	91	93	94	94	95	96	1	5
Percentage of bus fleet with automatic vehicle location (AVL) device	Scotland	90	86	86	94	95	94	99	98	98	97	98	0	4
Percentage of bus fleet with automatic vehicle location (AVL) device	Great Britain	91	93	94	96	97	97	98	98	98	98	98	0	2
Percentage of buses with live ITSO smartcard readers	Scotland	89	92	83	89	88	91	93	94	97	97	87	-10	-5
Percentage of buses with live ITSO smartcard readers	Great Britain (outwith London) [Note 2]	[Not applica	[Not applica	[Not applica	[Not applica	[Not applica	[Not applica	[Not applica	[Not applica	[Not applica	[Not applica	[Not applica	lot applicable]	Not applicable]
Percentage of buses with live EMV readers that can accept contactless payment cards [Note 4]	Scotland	[Unavailable]	[Unavailable]	[Unavailable]	4	42	60	76	77	79	78	88	12	46
Percentage of buses with live EMV readers that can accept contactless payment cards [Note 4]	Great Britain (outwith London) [Note 2]	[Unavailable]	[Unavailable]	[Unavailable]	38	61	72	82	86	90	92	93	1	29

**Table 2.1b: Number of disability accessible or low-floor buses used as Public Service Vehicles in Scotland (Local Operators) [Note 1]**  
 This worksheet contains one table. Some cells refer to notes which can be found in the notes worksheet.  
 Freeze panes are active on this sheet. To turn off freeze panes select the 'View' ribbon then 'Freeze Panes' then 'Unfreeze Panes' or use [Alt W, F]  
 Source: DfT Bus Statistics

Types of buses	Number/percent	2013-14	2014-15	2015-16	2016-17	2017-18	2018-19	2019-20	2020-21	2021-22	2022-23	2023-24	% change	
													over 1 year	over 5 years
<b>Buses with accessibility certificate [Note 5]</b>	Number (thousands)	3.5	3.7	3.9	3.9	4.1	4.0	3.9	3.7	3.7	3.4	3.5	2	-15
<b>Buses with accessibility certificate [Note 5]</b>	Percentage of all buses	76	87	91	97	98	99	100	99	100	100	100	99	[Not applicable]
<b>Buses with low floor access [Note 6]</b>	Number (thousands)	0.6	0.3	0.2	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	132	91
<b>Buses with low floor access [Note 6]</b>	Percentage of all buses	13	7	4	1	0.4	0.3	0.2	0.3	0.2	0.3	0.7	[Not applicable]	[Not applicable]
<b>Total accessible or low floor buses</b>	Number (thousands)	4.1	4.1	4.1	4.0	4.1	4.1	3.9	3.7	3.7	3.4	3.5	3	-14
<b>Total accessible or low floor buses</b>	Percentage of all buses	90	94	95	98	98	99	100	100	100	100	100	100	[Not applicable]



**Table 2.2a: Passenger journeys on local bus services**[Note 7] [Note 8]

This worksheet contains one table. Some cells refer to notes which can be found in the notes worksheet.  
 Freeze panes are active on this sheet. To turn off freeze panes select the 'View' ribbon then 'Freeze Panes' then 'Unfreeze Panes' or use [Alt W, F]  
 Source: DfT Bus Statistics

	Country	2013-14	2014-15	2015-16	2016-17 [Note 7]	2017-18 [Note 7]	2018-19 [Note 7]	2019-20 [Note 7]	2020-21 [Note 7]	2021-22 [Note 7]	2022-23 [Note 7]	2023-24 [Note 7]	% change over 1 year	over 5 years
<b>Country/concessionary passengers/growth rates</b>														
<b>Country (millions)</b>	Scotland	421	414	410	392	386	375	361	124	232	297	334	13	-11
	Great Britain	5,201	5,142	5,023	4,931	4,832	4,787	4,506	1,734	3,120	3,737	4,035	8	-16
	Scotland [Note 9] [Note 10]	149	146	143	142	136	142	137	48	86	146	177	21	25
<b>Of which concessionary passengers (millions)</b>	Great Britain [Note 9] [Note 10]	1,776	1,731	1,679	1,645	1,575	1,560	1,466	517	979	1,151	1,233	7	-21
	Scotland [Note 11] [Note 76]	35%	35%	35%	36%	35%	38%	38%	39%	37%	49%	53%	[Not applicable]	[Not applicable]
<b>Percentage Concessionary passengers</b>	Great Britain	34%	34%	33%	33%	33%	33%	33%	30%	31%	31%	31%	[Not applicable]	[Not applicable]
<b>Annual growth rates (percent)</b>	Scotland	0%	-2%	-1%	-4%	-2%	-3%	-4%	-6%	87%	28%	13%	[Not applicable]	[Not applicable]
	Great Britain	2%	-1%	-2%	-2%	-2%	-1%	-6%	-62%	80%	20%	8%	[Not applicable]	[Not applicable]
<b>Annual growth rates concessionary passengers (percent)</b>	Scotland	2%	-2%	-2%	-1%	-4%	4%	-3%	-65%	80%	69%	21%	[Not applicable]	[Not applicable]
	Great Britain	1%	-2%	-3%	-2%	-4%	-1%	-6%	-65%	89%	18%	7%	[Not applicable]	[Not applicable]

**Table 2.2b: Passenger journeys by region for local bus services(million passenger journeys) [Note 12] [Note 13]**

This worksheet contains one table. Some cells refer to notes which can be found in the notes worksheet.  
 Freeze panes are active on this sheet. To turn off freeze panes select the 'View' ribbon then 'Freeze Panes' then 'Unfreeze Panes' or use [Alt W, F]  
 Source: DfT Bus Statistics

Region	2013-14	2014-15	2015-16	2016-17	2017-18	2018-19	2019-20	2020-21	2021-22	2022-23	2023-24	% change	
												over 1 year	over 5 years
North East, Tayside and Central [Note 14]	62	63	60	58	55	53	48	18	31	39	53	36	1
Highlands, Islands and Shetland [Note 15]	13	12	13	11	10	10	11	4	6	8	9	18	-2
South East [Note 16]	164	164	162	158	157	155	154	48	98	135	140	4	-10
South West and Strathclyde [Note 17]	182	175	175	165	163	157	148	55	96	115	132	14	-16
<b>Scotland</b>	<b>421</b>	<b>414</b>	<b>410</b>	<b>392</b>	<b>386</b>	<b>375</b>	<b>361</b>	<b>124</b>	<b>232</b>	<b>297</b>	<b>334</b>	<b>13</b>	<b>-11</b>

**Table 2.3a: Million vehicle kilometres on local bus services by type of service [Note 18] [Note 19]**

This worksheet contains one table. Some cells refer to notes which can be found in the notes worksheet.

Freeze panes are active on this sheet. To turn off freeze panes select the 'View' ribbon then 'Freeze Panes' then 'Unfreeze Panes' or use [Alt W, F]

Source: DfT Bus Statistics

Country	2013-14	2014-15	2015-16	2016-17	2017-18	2018-19	2019-20	2020-21	2021-22	2022-23	2023-24	% change	% change
		[Note 72]	[Note 72]	[Note 72]	[Note 72]	[Note 72]	[Note 72]	[Note 72]	[Note 72]	[Note 72]	[Note 72]	[Note 72]	over 1
												year	years
<b>Scotland [Note 20]</b>	332	328	333	329	326	323	325	251	286	272	272	0	-16
Commercial	266	258	270	261	266	270	264	205	241	229	231	1	-14
Subsidised	65	70	63	68	61	53	61	46	45	44	41	-7	-23
<i>Subsidised % of total</i>	19.7%	21.5%	18.9%	20.8%	18.7%	16.4%	18.8%	18.3%	15.7%	16.2%	15.1%	[Not applica	[Not applicable]
<b>Annual growth rate</b>	1%	-1%	2%	-1%	-1%	-1%	1%	-23%	14%	-5%	0%	[Not applica	[Not applicable]
<b>GB outwith London</b>	2,035	2,003	1,969	1,930	1,869	1,844	1,798	1,425	1,613	1,520	1,522	0	-17
Commercial	1,644	1,640	1,653	1,643	1,602	1,588	1,535	1,208	1,379	1,275	1,260	-1	-21
Subsidised	391	363	315	287	267	256	263	217	234	245	262	7	2
<i>Subsidised % of total</i>	19.2%	18.1%	16.0%	14.9%	14.3%	13.9%	14.6%	15.2%	14.5%	16.1%	17.2%	[Not applica	[Not applicable]
<b>Great Britain [note 69]</b>	2,522	2,488	2,457	2,420	2,354	2,321	2,269	1,885	2,083	1,973	1,975	0	-15

**Table 2.3b: Vehicle kilometres on local bus services per head of population [Note 18] [Note 19]**

This worksheet contains one table. Some cells refer to notes which can be found in the notes worksheet.

Freeze panes are active on this sheet. To turn off freeze panes select the 'View' ribbon then 'Freeze Panes' then 'Unfreeze Panes' or use [Alt W, F]

Source: DfT Bus Statistics

		2013-14	2014-15	2015-16	2016-17	2017-18	2018-19	2019-20	2020-21	2021-22	2022-23	2023-24	% change	% change
		[Note 73]	[Note 73]	[Note 73]	[Note 73]	[Note 73]	[Note 73]	[Note 73]	[Note 73]	[Note 73]	[Note 73]	[Note 73]	over 1 year	over 5
<b>Population (Vehicle kms)</b>	<b>Country</b>													
<b>Population (thousands)</b>	Scotland	5,317	5,332	5,352	5,375	5,390	5,394	5,414	5,413	5,418	5,448	5,490	1	2
<b>Population (thousands)</b>	Great Britain	62,307	62,776	63,233	63,741	64,091	64,403	64,732	64,844	65,079	65,693	66,345	1	3
<b>Vehicle kilometres per head of population</b>	Scotland	62.4	61.6	62.3	61.3	60.5	59.9	60.0	46.4	52.8	49.9	49.5	-1	-17
<b>Vehicle kilometres per head of population</b>	Great Britain	40.5	39.6	38.9	38.0	36.7	36.0	35.1	29.1	32.0	30.0	29.8	-1	-17
<b>Ratio Scotland/GB</b>	Scotland/GB	1.54	1.55	1.60	1.61	1.65	1.66	1.71	1.60	1.65	1.66	1.66	0	0

**Table 2.3c: Million vehicle kilometres by region for local bus services[Note 12] [Note 13]**

This worksheet contains one table. Some cells refer to notes which can be found in the notes worksheet.

Freeze panes are active on this sheet. To turn off freeze panes select the 'View' ribbon then 'Freeze Panes' then 'Unfreeze Panes' or use [Alt W, F]

Source: DfT Bus Statistics

Region	2013-14	2014-15	2015-16	2016-17	2017-18	2018-19	2019-20	2020-21	2021-22	2022-23	2023-24	% change over 1 year	% change over 5 years
North East, Tayside and Central [Note 14]	56	57	56	54	56	53	49	40	45	44	61	40	16
Highlands, Islands and Shetland [Note 15]	32	32	31	27	24	26	27	23	21	23	23	0	-9
South East [Note 16]	103	100	99	99	101	104	111	81	109	111	88	-21	-15
South West and Strathclyde [Note 17]	141	140	148	149	145	141	137	108	110	94	99	5	-30
<b>Scotland</b>	<b>332</b>	<b>328</b>	<b>333</b>	<b>329</b>	<b>326</b>	<b>323</b>	<b>325</b>	<b>251</b>	<b>286</b>	<b>272</b>	<b>272</b>	<b>0</b>	<b>-16</b>

**Table 2.4 Staff employed (thousands) [Note 21] [Note 22]**

This worksheet contains one table. Some cells refer to notes which can be found in the notes worksheet.

Freeze panes are active on this sheet. To turn off freeze panes select the 'View' ribbon then 'Freeze Panes' then 'Unfreeze Panes' or use [Alt W, F]

Source: DfT Bus Statistics

Type of staff	Breakdown of staff	2013-14	2014-15	2015-16	2016-17	2017-18	2018-19	2019-20	2020-21	2021-22	2022-23	2023-24	% change over 1 year	% change over 5 years
Platform staff [Note 23]	Platform staff [Note 23]	10.4	10.5	10.4	10.0	10.3	10.5	10.0	9.2	8.6	9.2	9.2	0	-12
Maintenance and other staff [Note 23]	Maintenance	2.2	2.1	2.2	1.8	1.8	1.8	1.8	1.6	1.5	1.7	1.6	-6	-14
Maintenance and other staff [Note 23]	Other maintenance	1.4	1.5	1.4	1.4	1.4	1.3	1.2	1.1	1.1	0.9	1.0	10	-23
Maintenance and other staff [Note 23]	Total maintenance	3.6	3.6	3.6	3.2	3.2	3.2	2.9	2.7	2.7	2.6	2.6	0	-18
<b>All staff</b>	<b>All staff</b>	<b>14.0</b>	<b>14.0</b>	<b>14.0</b>	<b>13.2</b>	<b>13.5</b>	<b>13.6</b>	<b>13.0</b>	<b>11.9</b>	<b>11.2</b>	<b>11.9</b>	<b>11.8</b>	<b>0</b>	<b>-13</b>

**Table 2.5 Local bus fare indices (Note 25)**

This worksheet contains one table. Some cells refer to notes which can be found in the notes worksheet.  
 Freeze panes are active on this sheet. To turn off freeze panes select the 'View' ribbon then 'Freeze Panes' then 'Unfreeze Panes' or use [Alt.W.F]  
 Source: DfT Bus Statistics

Current/constant prices (2005=100)	Country	2013	2014	2015	2016	2017	2018	2019	2020	2021	2022	2023	2024 over 1 year	% change	
														2024 over 5 years	years
At current prices	Scotland	145.1	149.9	153.2	157.6	163.6	171.9	175.5	191.7	192.2	192.2	195.4	204.1	10	16
At current prices	Great Britain	149.6	153.9	158.6	161.1	163.6	168.4	173.3	177.8	180.4	186.3	183.4	190.1	4	10
At constant prices (Note 26)	Scotland	114.7	116.5	119.2	122.0	123.8	126.9	127.2	129.7	129.1	120.7	111.6	118.9	7	-7
At constant prices (Note 26)	Great Britain	118.2	119.7	123.3	124.7	123.8	124.4	125.6	126.9	127.9	123.4	110.3	110.8	0	-12

**Table 2.6: Operating costs per vehicle kilometre for local bus services at 2023-24 Prices (including depreciation) [Note 27] [Note 28]**

This worksheet contains one table. Some cells refer to notes which can be found in the notes worksheet.  
 Freeze panes are active on this sheet. To turn off freeze panes select the 'View' ribbon then 'Freeze Panes' then 'Unfreeze Panes' or use [Alt W, F]  
 Source: DfT Bus Statistics

Area	2013-14	2014-15	2015-16	2016-17	2017-18	2018-19	2019-20	2020-21	2021-22	2022-23	2023-24	% change over 1 year	% change over 5 years
Scotland (Pence per vehicle kilometre)	238	238	229	234	229	250	247	262	265	270	262	-3	5
GB outwith London (Pence per vehicle kilometre) [Note 29]	249	251	253	253	254	260	265	295	288	292	294	1	13



**Table 2.7: Operating costs per passenger journey for local bus services at 2023-24 Prices (including depreciation) [Note 27] [Note 28]**

This worksheet contains one table. Some cells refer to notes which can be found in the notes worksheet.  
 Freeze panes are active on this sheet. To turn off freeze panes select the 'View' ribbon then 'Freeze Panes' then 'Unfreeze Panes' or use [Alt W, F]  
 Source: DfT Bus Statistics

Area	2013-14	2014-15	2015-16	2016-17	2017-18	2018-19	2019-20	2020-21	2021-22	2022-23	2023-24	% change	% change
												over 1 year	over 5 years
Scotland (Pence per vehicle kilometre)	186	188	187	196	193	216	222	530	327	247	213	-14	-1
GB outwith London (Pence per vehicle kilometre)	180	181	183	182	182	186	195	484	285	228	208	-9	12

**Table 2.8: Passenger revenue on local bus services [Note 30] [Note 31]**

This worksheet contains one table. Some cells refer to notes which can be found in the notes worksheet.

Freeze panes are active on this sheet. To turn off freeze panes select the 'View' ribbon then 'Freeze Panes' then 'Unfreeze Panes' or use [Alt W, F]

Source: DfT Bus Statistics

	Country	2013-14	2014-15	2015-16	2016-17	2017-18	2018-19	2019-20	2020-21	2021-22	2022-23	2023-24	% change over 1 year	% change over 5 years
<b>Revenue</b>	Scotland [Note 32] [Note 35]	361	356	383	397	384	362	334	126	243	272	319	17	-12
<b>Passenger revenue current prices</b>	Great Britain [Note 35]	3,701	3,744	3,757	3,697	3,759	3,784	3,588	1,425	2,636	3,485	3,633	4	-4
<b>Government support current prices [Note 33]</b>	Scotland [Note 34]	300	299	302	300	303	316	326	338	329	470	439	-7	39
<b>Total passenger revenue current prices [Note 33]</b>	Scotland [Note 34]	661	655	685	696	688	678	660	464	572	742	757	2	12
<b>Passenger revenue 2022-23 prices [Note 80]</b>	Scotland	475	463	495	502	479	442	398	142	276	289	319	10	-28
<b>Passenger revenue 2022-23 prices [Note 80]</b>	Great Britain	4,684	4,650	4,611	4,505	4,478	4,438	4,122	1,599	2,807	3,733	3,633	-3	-18
<b>Government support 2022-23 prices [Note 80] [Note 33]</b>	Scotland [Note 34]	380	372	371	365	361	370	374	380	351	503	439	-13	19
<b>Total passenger revenue 2022-23 prices [Note 80] [Note 33]</b>	Scotland [Note 34]	855	835	866	867	840	812	772	522	627	792	757	-4	-7
<b>HMT GDP deflator (Taken from HMT website on 5/12/23)</b>	Great Britain	76	77	77	79	80	82	84	88	88	94	100	[NA]	[NA]

**Table 2.9: Government support on local bus services by type of support £Million (Note 36)**  
 This worksheet contains one table. Some cells refer to notes which can be found in the notes worksheet.  
 Freeze panes are active on this sheet. To turn off freeze panes select the 'View' ribbon then 'Freeze Panes' then 'Unfreeze Panes' or use [Alt W, F]  
 Source: DfT Bus Statistics

																			% change over 1 year	% change over 5 years
Current/adjusted prices	Type of support	Revenue	2013-14	2014-15	2015-16	2016-17	2017-18	2018-19	2019-20	2020-21	2021-22	2022-23	2023-24							
Current Prices	Local Authority bus support [Note 37]	Scotland [Note 46]	60	58	60	53	57	59	57	66	55	53	56	7	-4					
Current Prices	Local Authority bus support [Note 37]	Great Britain [Note 42]	1,094	976	984	1,000	1,011	930	924	2,070	1,534	1,357	1,478	9	59					
Current Prices	Local Authority bus support [Note 37]	GB outwith London [Note 43]	538	389	363	341	328	348	483	558	503	559	671	20	93					
Current Prices	Concessionary fares	Scotland (bus) [Note 38] [Note 50]	190	190	189	194	195	202	216	223	223	226	352	32	74					
Current Prices	Concessionary fares	Scotland (all modes) [Note 50]	195	198	196	196	197	205	216	223	223	266	352	32	72					
Current Prices	Concessionary fares	Great Britain (bus) [Note 40] [Note 41] [Note 43]	1,304	1,252	1,304	1,283	1,259	1,252	1,275	1,263	1,127	1,048	1,124	7	-10					
Current Prices	Concessionary fares	GB outwith London (bus) [Note 40] [Note 41] [Note 43]	1,070	1,043	1,066	1,048	1,041	1,035	1,058	1,039	935	908	977	8	-6					
Current Prices	Concessionary fares	Great Britain (all modes) [Note 40] [Note 41] [Note 43]	1,306	1,250	1,311	1,285	1,261	1,255	1,277	1,263	1,127	1,048	1,124	7	-10					
Current Prices	Concessionary fares	GB outwith London (all modes) [Note 40] [Note 41] [Note 43]	1,072	1,051	1,073	1,050	1,043	1,038	1,060	1,039	935	908	977	8	-6					
Current Prices	Network Support Grant [Note 42]	Scotland [Note 48] [Note 49]	50	51	53	53	51	55	53	50	51	151	31	-80	-44					
Current Prices	Network Support Grant [Note 42]	Great Britain [Note 47]	348	it available	it available	it available	it available	it available	it available	it available	it available	it available	it available	it available	it available	it available	it available	it available	it available	
Current Prices	Network Support Grant [Note 42]	GB outwith London [Note 47]	306	302	307	305	300	303	299	277	296	351	241	-31	-20					
Current Prices	All government support [Note 44]	Scotland (bus) [Note 45]	300	299	302	300	303	316	326	338	329	470	439	-7	39					
Current Prices	All government support [Note 44]	Scotland (all modes) [Note 45]	305	307	309	302	305	319	328	339	329	470	439	-7	38					
Current Prices	All government support [Note 44]	Great Britain (bus) [Note 41] [Note 43] [Note 47]	2,735	2,560	2,595	2,588	2,570	2,485	2,497	3,610	2,957	2,756	2,843	3	14					
Current Prices	All government support [Note 44]	GB outwith London (bus) [Note 41] [Note 43] [Note 47]	1,907	1,792	1,796	1,746	1,726	1,744	1,897	1,940	1,789	1,871	1,945	4	12					
Current Prices	All government support [Note 44]	Great Britain (all modes) [Note 41] [Note 43] [Note 47]	2,749	2,568	2,622	2,590	2,572	2,488	2,500	3,611	2,957	2,756	2,843	3	14					
Current Prices	All government support [Note 44]	GB outwith London (all modes) [Note 41] [Note 43] [Note 47]	1,921	1,742	1,743	1,695	1,671	1,689	1,842	1,875	1,734	1,818	1,888	4	12					
2019-20 Prices (Adjusted for general inflation using the GDP market price deflator)	Local Authority bus support [Note 37]	Scotland	75	72	74	63	67	67	64	70	59	53	53	0	-21					
2019-20 Prices (Adjusted for general inflation using the GDP market price deflator)	Local Authority bus support [Note 37]	Great Britain [Note 43]	1,358	1,196	1,199	1,191	1,166	1,058	1,037	2,205	1,644	1,357	1,393	3	30					
2019-20 Prices (Adjusted for general inflation using the GDP market price deflator)	Local Authority bus support [Note 37]	GB outwith London [Note 43]	669	478	443	406	385	399	542	595	539	559	632	13	58					
2019-20 Prices (Adjusted for general inflation using the GDP market price deflator)	Concessionary fares	Scotland (bus) [Note 38] [Note 45] [Note 50]	236	233	230	231	229	232	242	237	239	266	331	25	43					
2019-20 Prices (Adjusted for general inflation using the GDP market price deflator)	Concessionary fares	Scotland (all modes) [Note 38] [Note 45] [Note 50]	242	243	239	234	231	236	245	238	239	266	331	25	41					
2019-20 Prices (Adjusted for general inflation using the GDP market price deflator)	Concessionary fares	Great Britain (bus) [Note 40] [Note 41] [Note 43]	1,619	1,573	1,589	1,529	1,477	1,438	1,430	1,345	1,207	1,048	1,059	1	-28					
2019-20 Prices (Adjusted for general inflation using the GDP market price deflator)	Concessionary fares	GB outwith London (bus) [Note 40] [Note 41] [Note 43]	1,328	1,280	1,298	1,249	1,221	1,189	1,187	1,108	1,001	908	920	1	-23					
2019-20 Prices (Adjusted for general inflation using the GDP market price deflator)	Concessionary fares	Great Britain (all modes) [Note 40] [Note 41] [Note 43]	1,622	1,583	1,597	1,531	1,479	1,442	1,433	1,345	1,207	1,048	1,059	1	-27					
2019-20 Prices (Adjusted for general inflation using the GDP market price deflator)	Concessionary fares	GB outwith London (all modes) [Note 40] [Note 41] [Note 43]	1,331	1,289	1,307	1,251	1,223	1,192	1,190	1,107	1,001	908	920	1	-23					
2019-20 Prices (Adjusted for general inflation using the GDP market price deflator)	Network Support Grant [Note 42]	Scotland [Note 45] [Note 49]	62	63	64	63	60	63	59	54	55	151	29	-81	-54					
2019-20 Prices (Adjusted for general inflation using the GDP market price deflator)	Network Support Grant [Note 42]	Great Britain [Note 45] [Note 47]	380	370	374	363	352	348	338	295	317	351	227	-35	-35					
2019-20 Prices (Adjusted for general inflation using the GDP market price deflator)	Network Support Grant [Note 42]	GB outwith London [Note 45] [Note 47]	380	370	374	363	352	348	338	295	317	351	227	-35	-35					
2019-20 Prices (Adjusted for general inflation using the GDP market price deflator)	All government support [Note 44]	Scotland (bus) [Note 45]	373	367	368	357	356	363	365	361	353	470	414	-12	14					
2019-20 Prices (Adjusted for general inflation using the GDP market price deflator)	All government support [Note 44]	Scotland (all modes) [Note 45]	379	377	377	369	368	369	369	361	353	470	414	-12	13					
2019-20 Prices (Adjusted for general inflation using the GDP market price deflator)	All government support [Note 44]	Great Britain (bus) [Note 41] [Note 43] [Note 47]	3,397	3,141	3,162	3,083	3,015	2,854	2,803	3,845	3,168	2,756	2,679	-3	-6					
2019-20 Prices (Adjusted for general inflation using the GDP market price deflator)	All government support [Note 44]	GB outwith London (bus) [Note 41] [Note 43] [Note 47]	2,368	2,199	2,188	2,081	2,025	2,004	2,128	2,066	1,916	1,871	1,832	-2	-9					
2019-20 Prices (Adjusted for general inflation using the GDP market price deflator)	All government support [Note 44]	Great Britain (all modes) [Note 41] [Note 43] [Note 47]	3,414	3,151	3,170	3,065	3,017	2,858	2,805	3,845	3,168	2,756	2,679	-3	-6					
2019-20 Prices (Adjusted for general inflation using the GDP market price deflator)	All government support [Note 44]	GB outwith London (all modes) [Note 41] [Note 43] [Note 47]	2,386	2,138	2,123	2,020	1,960	1,940	2,067	1,997	1,857	1,818	1,779	-2	-8					

Table 2.10: Bus use the previous day (adults) by characteristic, column percentages [Note 51] [Note 52] [Note75]

This worksheet contains one table. Some cells refer to notes which can be found in the notes worksheet.

Freeze panes are active on this sheet. To turn off freeze panes select the 'View' ribbon then 'Freeze Panes' then 'Unfreeze Panes' or use [Alt W, F]

Source: Scottish Household Survey

Gender/age/current status/Journey purpose/net income etc	Gender/age/income/location	2013	2014	2015	2016	2017	2018	2019	2020			
									[Note 70]	2021	2022	2023
By gender	Male	43	47	45	40	41	42	47	51	47	40	41
By gender	Female	57	53	55	60	59	58	53	49	52	60	59
By gender	Identified in another way or Prefer not to say	[Not availa]	[Not availa]	[Not availa]	[Not availa]	[Not availa]	[Not availa]	0	0	1	0	0
By age [Note 74]	16-19	14	12	12	12	13	11	9	4	15	12	12
By age [Note 74]	20-29	20	21	21	18	21	17	19	28	15	20	20
By age [Note 74]	30-39	12	15	13	12	11	15	19	17	14	14	16
By age [Note 74]	40-49	12	13	13	11	12	12	10	10	11	15	10
By age [Note 74]	50-59	13	11	13	12	13	12	13	10	12	9	12
By age [Note 74]	60-69	13	13	13	18	14	16	12	13	19	13	13
By age [Note 74]	70-79	11	10	11	12	13	12	13	14	11	12	13
By age [Note 74]	80 and over	5	4	4	5	4	6	5	4	3	5	4
By current status	Self employed	2	0	1	2	1	2	2	0	3	2	3
By current status	Employed full time	29	31	32	30	30	33	37	28	33	33	38
By current status	Employed part time	13	12	12	11	10	11	12	26	11	14	8
By current status	Looking after the home or family	4	4	5	5	5	3	4	0	0	3	2
By current status	Permanently retired from work	25	23	23	26	25	27	24	15	24	22	24
By current status	Unemployed and seeking work	7	7	6	4	7	5	4	11	3	3	3
By current status	At school	4	5	3	7	6	3	3	4	10	3	4
By current status	In further/higher education	11	11	13	8	12	10	6	13	8	15	13
By current status	Government work or training scheme	1	0	0	0	0	1	1	0	0	0	0
By current status	Permanently sick or disabled	4	4	4	4	4	5	5	2	6	3	3
By current status	Unable to work because of short-term illness	1	1	1	1	0	0	1	1	1	1	1
By current status	Other	0	0	0	0	0	0	1	0	0	0	0
By journey purpose [Note 53]	Commuting	28	25	24	29	29	28	32	45	28	34	31
By journey purpose [Note 53]	Education	9	11	10	10	11	8	8	13	13	12	9
By journey purpose [Note 53]	Shopping	24	28	29	26	29	30	23	17	24	23	22
By journey purpose [Note 53]	Visit hospital or other health	2	3	2	4	2	3	4	1	5	2	2
By journey purpose [Note 53]	On other personal business	6	4	4	3	2	6	5	7	3	2	2
By journey purpose [Note 53]	Visiting friends or relatives	11	7	9	9	9	6	8	10	6	7	9
By journey purpose [Note 53]	Sport/entertainment	4	4	5	4	4	4	3	0	4	2	7
By journey purpose [Note 53]	Go home	9	8	9	8	7	7	8	6	8	6	6
By journey purpose [Note 53]	Other purpose	7	9	7	6	6	7	8	0	8	12	11
By annual net household income (adjusted for RPI inflation) [Note 77] [Note 78]	up to £10,000 p.a.	4	6	4	4	6	6	5	4	4	6	6
By annual net household income (adjusted for RPI inflation) [Note 77] [Note 78]	£10,000 - £15,000	9	11	11	10	10	11	10	5	11	11	14
By annual net household income (adjusted for RPI inflation) [Note 77] [Note 78]	£15,000 - £20,000	14	15	13	15	18	15	17	13	11	20	15
By annual net household income (adjusted for RPI inflation) [Note 77] [Note 78]	£20,000 - £25,000	15	14	12	14	13	17	11	18	11	10	10
By annual net household income (adjusted for RPI inflation) [Note 77] [Note 78]	£25,000 - £30,000	11	9	14	12	10	10	8	10	13	8	14
By annual net household income (adjusted for RPI inflation) [Note 77] [Note 78]	£30,000 - £40,000	16	15	16	17	16	14	17	26	20	17	12
By annual net household income (adjusted for RPI inflation) [Note 77] [Note 78]	£40,000 - £50,000	12	11	10	10	11	10	12	2	9	8	13
By annual net household income (adjusted for RPI inflation) [Note 77] [Note 78]	over £50,000 p.a.	18	19	19	19	17	17	19	22	20	20	17
By equivalised income:	1 - lowest 20% of incomes	[available]	[available]	[available]	[available]	[available]	[available]	[available]	31	25	26	22
By equivalised income:	2	[available]	[available]	[available]	[available]	[available]	[available]	[available]	22	38	23	24
By equivalised income:	3	[available]	[available]	[available]	[available]	[available]	[available]	[available]	16	3	20	19
By equivalised income:	4	[available]	[available]	[available]	[available]	[available]	[available]	[available]	16	25	18	17
By equivalised income:	5 - highest 20% of incomes	[available]	[available]	[available]	[available]	[available]	[available]	[available]	14	9	14	17
By urban/rural classification	Large urban areas	60	56	54	53	54	56	53	42	62	53	57
By urban/rural classification	Other urban	25	24	31	31	29	27	30	32	22	26	28
By urban/rural classification	Small accessible towns	7	8	5	6	8	5	5	11	4	7	4
By urban/rural classification	Small remote towns	1	2	1	1	1	2	2	12	1	1	1
By urban/rural classification	Accessible rural	5	7	7	7	5	9	8	3	8	11	6
By urban/rural classification	Remote rural	2	3	2	2	3	2	3	0	3	3	3
By frequency of driving	Every day	7	7	6	7	6	6	9	16	10	7	4
By frequency of driving	At least three times a week	5	6	7	7	6	7	6	1	9	6	9
By frequency of driving	Once or twice a week	5	6	4	6	4	4	6	3	4	5	8
By frequency of driving	Less often	4	6	4	5	4	4	5	0	2	3	4
By frequency of driving	Never, but holds full driving licence	9	9	7	8	9	10	11	11	14	13	10
By frequency of driving	Does not hold a full driving licence	70	66	71	67	72	68	62	69	62	66	66
By whether or not respondent has concessionary travel pass [Note 54]	Yes	31	32	32	38	34	[available]	34	[available]	40	[available]	35
By whether or not respondent has concessionary travel pass [Note 54]	No	69	68	68	62	66	[available]	66	[available]	60	[available]	65
Sample size (=100%)	Sample size (=100%)	1,720	1,650	1,730	1,470	1,470	1,520	1,370	81	640	940	1,000

**TABLE 2.11: Users views on local bus services [Note 56] [Note 58] [Note 60]**

This worksheet contains one table. Some cells refer to notes which can be found in the notes worksheet.

Source: Scottish Household Survey

Percentage agreeing with each statement	2007	2008	2009	2010	2011	2012	2014	2016	2019	2021	2023	
Buses run to timetable [Note 57]	71	73	73	73	73	73	74	78	74	75	80	67
Buses are frequent	77	79	80	80	79	available]	available]	available]	available]	available]	available]	available]
Service runs when I need it	71	74	75	74	74	available]	available]	available]	available]	available]	available]	available]
Journey times are reasonable	available]	available]	available]	available]	85	available]	available]	available]	available]	available]	available]	available]
Bus service is stable and not regularly changing	80	80	79	80	available]	78	83	80	77	80	71	
Buses are clean	72	75	75	75	available]	80	78	79	81	85	85	
Buses are comfortable	73	74	77	78	available]	available]	available]	available]	available]	available]	available]	available]
Buses are environmentally friendly	available]	available]	available]	available]	available]	56	66	62	56	53	65	
I feel personally safe and secure [Note 59]	80	81	available]	available]	available]	available]	available]	available]	available]	available]	available]	available]
Feel safe/secure on bus during day [Note 59]	available]	available]	91	91	94	93	94	93	93	95	95	
Feel safe/secure on bus during the evening [Note 59]	available]	available]	58	59	63	62	69	70	69	73	70	
Simple deciding what ticket I need	87	87	86	88	89	89	89	88	86	87	90	
Finding out about routes and times is easy	77	79	81	81	82	84	86	83	84	84	85	
Easy to change from buses to other forms of transport	69	71	71	73	76	75	75	76	70	71	70	
Bus fares are good value	63	58	57	59	59	55	60	61	55	60	62	
Sample Size	2,697	2,846	2,902	2,833	2,984	4,068	4,070	3,910	3,770	2,510	3,610	

**Table 2.12: Possession of concessionary fare pass for all adults aged 16+ cell percentages [Note 61] [Note 63]**

This worksheet contains one table. Some cells refer to notes which can be found in the notes worksheet.

Freeze panes are active on this sheet. To turn off freeze panes select the 'View' ribbon then 'Freeze Panes' then 'Unfreeze Panes' or use [Alt W, F]

Source: Scottish Household Survey

Age/sample size	2013	2014	2015	2016	2017	2019	2021	2023
All adults aged 16+	26	27	28	29	28	29	31	30
All adults aged 60+	86	87	87	87	87	89	88	83
Age band 16 - 39	1	2	2	3	1	2	2	14
Age band 40 - 49	3	3	3	4	3	3	4	3
Age band 50 - 59	4	5	6	5	5	5	6	6
Age band 60 - 64	75	75	74	75	74	80	75	69
Age band 65 - 69	90	91	90	90	89	91	92	85
Age band 70 - 74	92	91	93	93	91	93	94	88
Age band 75 - 79	90	93	92	93	93	92	93	91
Age band 80 +	89	91	90	90	90	91	95	88
Sample size	9,920	9,800	9,410	9,640	9,810	9,780	9,030	9,750

**Table 2.13: Concessionary fare passes issued to older and disabled people and young persons (under 22) since 31/01/22 [Note 64] [Note 65] [Note 66]**

This worksheet contains one table. Some cells refer to notes which can be found in the notes worksheet.

Freeze panes are active on this sheet. To turn off freeze panes select the 'View' ribbon then 'Freeze Panes' then 'Unfreeze Panes' or use [Alt W, F]

Source: Transport Scotland

Card type	2013											
	[Note 67]	2014	2015	2016	2017	2018	2019	2020	2021	2022	2023	2024
60+	1,141,214	1,142,923	1,170,709	1,146,751	1,156,063	1,203,751	1,256,531	1,281,703	1,320,458	1,384,942	1,452,395	1,385,356
Disabled	43,979	44,381	43,590	41,348	39,384	37,228	37,268	30,611	28,113	28,108	33,271	37,479
Disabled + companion	93,619	96,253	106,078	111,486	118,217	123,786	129,308	115,722	105,827	104,135	111,650	121,387
Visually impaired	4,188	4,092	4,041	3,921	3,826	3,787	3,852	3,683	3,572	3,439	3,495	3,387
Visually impaired + companion	10,223	10,102	10,099	9,745	9,592	9,546	9,658	9,085	8,541	8,006	7,989	7,937
<b>Older and Disabled Cardholder Totals</b>	<b>1,293,223</b>	<b>1,297,751</b>	<b>1,334,517</b>	<b>1,313,251</b>	<b>1,327,082</b>	<b>1,378,098</b>	<b>1,436,617</b>	<b>1,440,804</b>	<b>1,466,511</b>	<b>1,528,630</b>	<b>1,608,800</b>	<b>1,555,546</b>
<b>Young persons scheme (16-18)</b>	131,210	152,626	152,473	151,767	149,790	147,410	147,326	147,060	148,527	[Not available]	[Not available]	[Not available]
<b>Under 22 [Note 71]</b>	Not available]	Not available]	Not available]	Not available]	Not available]	Not available]	Not available]	Not available]	Not available]	535,231	701,696	783,622

**Table 2.14: Concessionary fare passes issued to older and disabled people and young persons (under 22). As at November 2024 [Note 68]**

This worksheet contains one table. Some cells refer to notes which can be found in the notes worksheet.

Source: Transport Scotland

Local authority	Disabled	Disabled + companion	Visually impaired	Visually impaired + companion	60+	Older and Disabled Cardholder	
						Totals	Under 22
Aberdeen City	1,729	4,051	251	272	49,362	55,665	32,272
Aberdeenshire	1,308	3,421	260	418	68,186	73,593	38,066
Angus	851	2,173	64	143	33,432	36,663	14,965
Argyll and Bute	445	1,424	40	108	29,504	31,521	9,891
City of Edinburgh	5,623	11,237	187	574	121,590	139,211	90,329
Clackmannanshire	310	863	[Unavailable]	62	12,282	13,535	5,547
Comhairle Nan Eilean Siar	66	275	[Unavailable]	[Unavailable]	8,488	8,849	3,080
Dumfries and Galloway	798	2,954	86	222	51,405	55,465	15,497
Dundee City	1,120	5,361	128	287	34,140	41,036	23,991
East Ayrshire	868	3,226	68	183	30,755	35,100	17,851
East Dunbartonshire	534	1,399	58	121	31,945	34,057	14,692
East Lothian	1,037	2,093	40	119	31,234	34,523	16,938
East Renfrewshire	366	1,156	49	92	24,802	26,465	15,732
Falkirk	863	3,417	73	233	37,310	41,896	20,626
Fife	2,156	12,479	347	808	100,169	115,959	60,906
Glasgow	6,431	20,488	321	923	122,002	150,165	91,852
Highland	1,295	3,971	59	271	66,585	72,181	25,379
Inverclyde	423	2,626	61	179	22,079	25,368	11,802
Midlothian	710	2,279	32	125	24,104	27,250	14,407
Moray	566	1,394	67	156	25,658	27,841	11,492
North Ayrshire	736	3,296	114	298	40,085	44,529	20,600
North Lanarkshire	1,867	6,776	168	464	75,622	84,897	50,924
Orkney Islands	83	684	[Unavailable]	39	6,660	7,467	2,427
Perth and Kinross	888	2,842	192	281	44,500	48,703	19,429
Renfrewshire	1,050	3,869	135	296	46,325	51,675	25,938
Scottish Borders	907	1,425	64	131	34,251	36,778	13,524
Shetland Islands	173	798	[Unavailable]	[Unavailable]	6,294	7,284	3,413
South Ayrshire	623	2,065	64	167	36,458	39,377	13,058
South Lanarkshire	1,602	5,880	268	491	83,285	91,526	48,041
Stirling	521	1,405	66	102	22,237	24,331	11,845
West Dunbartonshire	687	2,368	50	129	23,683	26,917	14,247
West Lothian	843	3,692	46	214	40,924	45,719	24,861



Figure 2.1 Vehicle stock by type of vehicle

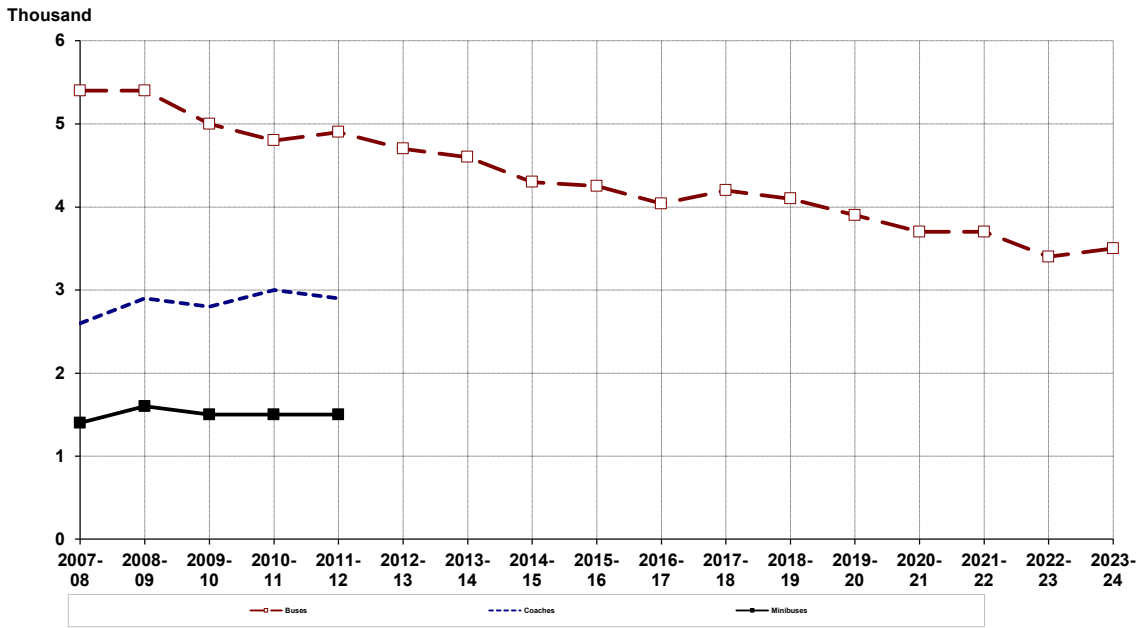
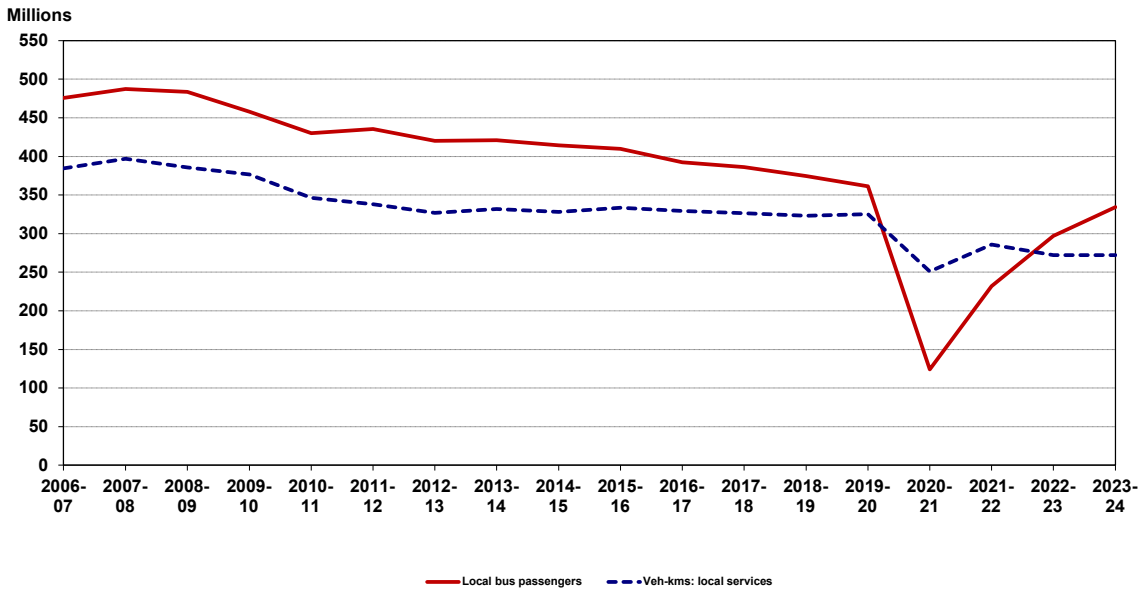


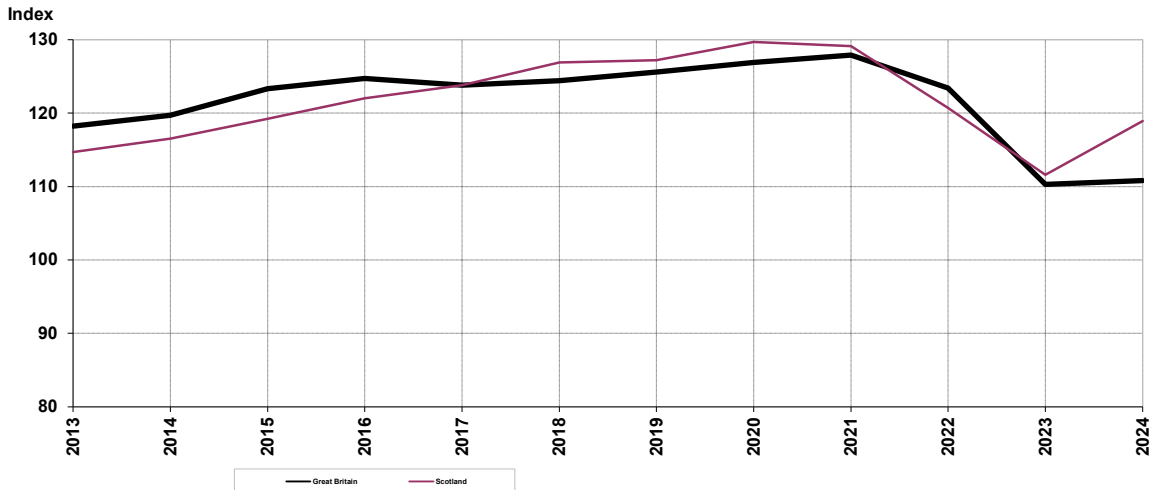
Figure 2.2 Passenger journeys (boardings) and vehicle-kilometres



Note: Figures prior to 2004/05 are not strictly comparable with previous years due to changes in the methodology.

Figure 2.3 Local bus fare indices

(constant prices, 2005=100)





**TRANSPORT  
SCOTLAND**  
CÒMHDHAIL ALBA

# Scottish Transport Statistics 2024

## Road Freight

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## Introduction

This chapter provides information about road freight lifted by UK-registered heavy goods vehicles (HGVs: over 3.5 tonnes gross weight), such as the weight of goods lifted in Scotland by origin and destination, the lengths of haul, the destinations within the UK and Europe, and the types of commodity lifted.

Following a methodology change from paper to online data collection, it has been concluded that road goods data before and after July to September 2021 (quarter 3) should not be compared. For more details on the methodology change and results from an investigation, please see [Domestic road freight statistics: Methodology note - GOV.UK \(www.gov.uk\)](https://www.gov.uk/government/publications/domestic-road-freight-statistics-methodology-note).

## Main Points

### Good Lifted and Distance

In 2023, an estimated 118 million tonnes of goods were lifted within Scotland by UK HGVs and transported to destinations within Scotland. About 16 million tonnes of goods from Scotland were delivered to destinations elsewhere in the UK, and around 20 million tonnes were brought into Scotland from elsewhere in the UK. In comparison, the volume of international road freight by UK HGVs travelling to and from Scotland is very small: less than 1 million tonnes in 2023. (*Table 3.1a and 3.1b*)

Most road freight journeys are 100 kilometres or less in length: 17% of tonnes lifted by road in Scotland in 2023 were carried a distance of no more than 25 kilometres, and 29% travelled over 50 km but no more than 100 km. The average journey distance, which is calculated by dividing the total tonne-kilometres by the total tonnes lifted, was 116 km. (*Table 3.2*)

### Originating in Scotland

Goods moved on journeys originating in Scotland with a destination in Scotland accounted for around 10.5 billion tonne-kilometres in 2023. The overall total, including journeys with destinations elsewhere in the UK and abroad, was around 16 billion tonne-kms. (*Table 3.3a*)

### Entering Scotland

In 2023, 19.7 million tonnes of goods entered Scotland on UK HGVs from the rest of the UK. 97% of these came from England. Around 7.3 million tonnes of goods

entering came from the North West (37%), Yorkshire and Humber (20%) and North East (16%) regions of England. Fewer goods leave Scotland for other UK countries (16 million tonnes) than enter from them but the proportions going to and coming from different areas are similar (*Table 3.6*).

In 2023, 'Products of agriculture, forestry, raw materials' was the largest single category of goods lifted in Scotland, which remained in Scotland, accounting for 36.5 million tonnes out of the total of 117.6 million tonnes. (*Table 3.4*)

## **Destination**

In 2023, UK-registered HGVs carried an estimated 196 thousand tonnes of goods from Scotland to countries outwith the UK, and 81 thousand tonnes from foreign countries into Scotland. Of goods leaving Scotland for abroad, carried by UK road hauliers, 58% went to France and 17% went to the Netherlands. (*Table 3.7*)

In 2023, around 3% of goods leaving the UK lifted by UK HGVs originated in Scotland. (*Table 3.5*)

## Notes

This worksheet contains one table.

Note number	Note text
note 1	Following a <a href="#">methodology change</a> from paper to online data collection, it has been concluded that road goods data before and after July to September 2021 (quarter 3) should not be compared. Data is presented as a 12 month figure for the period ending June 2022. For more details on the methodology change and results from an investigation, please see here.
note 2	These figures include an element of doublecounting as figures include both the domestic and international legs of the journey.
note 3	These figures include goods lifted by Northern Irish-based HGVs, so are slightly higher than those appearing in DfT's Road Freight Statistics.
note 4	GDP figures are available at <a href="https://www.gov.scot/publications/about-gdp/">https://www.gov.scot/publications/about-gdp/</a>
note 5	Revisions have been made to data from quarter 4 2021 to quarter 2 2023, with international road freight statistics revised downwards by approximately 1% over this period. This was caused by a revision to the Road Goods Travelling to Europe (RoRo) data which is used to scale the International Road Haulage Survey data to be representative of the total volume of heavy goods vehicle (HGV) traffic. An explanation of the impact on the data can be found within the International Road Freight Statistics: 2023 publication and more detail in the RoRo revision note.

**Table 3.1a: Goods lifted by UK HGVs on journeys originating in Scotland in tonnes, by destination**

This worksheet contains one table. Some cells refer to notes which can be found in the notes worksheet.

Freeze panes are active on this sheet. To turn off freeze panes select the 'View' ribbon then 'Freeze Panes' then 'Unfreeze Panes' or use [Alt W, F]

Source: Department for Transport (DfT)

<b>Year</b>	<b>Scotland (million tonnes)</b>	<b>England (million tonnes)</b>	<b>Wales (million tonnes)</b>	<b>Northern Ireland (million tonnes)</b>	<b>Total UK outwith Scotland (million tonnes)</b>	<b>Outwith UK (million tonnes) [note1]</b>	<b>Total (million tonnes)</b>
2022	139.7	14.4	[sample too small]	0.5	15.0	0.3	155.1
2023	117.6	15.7	[sample too small]	0.3	16.3	0.2	134.1

**Table 3.1b: Goods lifted by UK HGVs on journeys with destinations in Scotland in tonnes, by origin**

This worksheet contains one table. Some cells refer to notes which can be found in the notes worksheet.

Source: Department for Transport (DfT)

Year	Scotland (million tonnes)	England (million tonnes)	Wales (million tonnes)	Northern Ireland (million tonnes)	Total UK outwith Scotland (million tonnes)	Outwith UK (million tonnes) [note1]	Total (million tonnes)
2022	139.7	17.9	[sample too small]	0.3	18.3	0.1	158.1
2023	117.6	19.0	0.5	0.1	19.7	0.1	137.4



**Table 3.2: Goods lifted by UK HGVs in Scotland, with destinations within the UK, by length of haul, 2023 [note 1]**

This worksheet contains one table. Some cells refer to notes which can be found in the notes worksheet.

Source: Department for Transport (DfT)

<b>Length of haul (kilometres)</b>	<b>Tonnes (millions)</b>	<b>Tonnes (percentages)</b>	<b>Tonne-kilometres (millions)</b>	<b>Tonne-kilometres (percentages)</b>
0 to 25	22.5	17	308.1	2
26 to 50	25	19	963	6
51 to 100	39	29	2,758	18
101 to 150	14.9	11	1,810	12
151 to 200	8.5	6	1,496	10
201 to 300	12.3	9	3,123	20
301 to 400	5.2	4	1,776	11
401 to 500	4.2	3	1,857	12
over 500	2.3	2	1,482	10
All	134	100	15,572	100

**Table 3a: Goods lifted by UK HGVs on journeys originating in Scotland in tonne-kilometres, by destination**

This worksheet contains one table. Some cells refer to notes which can be found in the notes worksheet.

Freeze panes are active on this sheet. To turn off freeze panes select the 'View' ribbon then 'Freeze Panes' then 'Unfreeze Panes' or use [Alt W, F]

Source: Department for Transport (DfT)

Year	Scotland (million tonne- kilometres)	England (million tonne- kilometres)	Wales (million tonne- kilometres)	Northern Ireland (million tonne- kilometres)	Total UK outwith Scotland (million tonne- kilometres)	Outwith UK (million tonne- kilometres) [note1]	Total (million tonne- kilometres)	Total (index; 2011 = 100)	Scottish GDP (Gross Value Added for all industries) (index, 2011 = 100)	Road freight intensity (index, 2011 = 100)	Scottish GDP (Gross Value Added for all industries) (index, 2018 = 100)
2022	11,544	4,893[sample too small]		136	5,105	307	16,956	[not available]	[not available]	available	[not available]
2023	10,474	4,852[sample too small]		57	5,098	180	15,752	[not available]	[not available]	available	[not available]

**Table 3b: Goods lifted by UK HGVs on journeys with destinations in Scotland in tonne-kilometres, by origin**

This worksheet contains one table. Some cells refer to notes which can be found in the notes worksheet.

Freeze panes are active on this sheet. To turn off freeze panes select the 'View' ribbon then 'Freeze Panes' then 'Unfreeze Panes' or use [Alt W, F]

Source: Department for Transport (DfT)

<b>Year</b>	<b>Scotland (million tonne- kilometres)</b>	<b>England (million tonne- kilometres)</b>	<b>Wales (million tonne- kilometres)</b>	<b>Northern Ireland (million tonne- kilometres)</b>	<b>Total UK outwith Scotland (million tonne- kilometres)</b>	<b>Outwith UK (million tonne- kilometres) [note1]</b>	<b>Total (million tonne- kilometres)</b>
2022 [note 5]	11,544	6,442	sample too small]	87	6,596	105	18,244
2023	10473.9	6784.9	301.6	30.9	7117.4	74.8	17666.1

**Table 3.3c: Road freight intensity index of the Scottish Economy**

This worksheet contains one table. Some cells refer to notes which can be found in the notes worksheet.

Freeze panes are active on this sheet. To turn off freeze panes select the 'View' ribbon then 'Freeze Panes' then 'Unfreeze Panes' or use [Alt W, F]

Source: Department for Transport (DfT)

Year	Road freight moved by UK HGVs on journeys originating in Scotland (million tonne-kilometres)	Road freight moved by UK HGVs on journeys originating in Scotland (index; 2011 = 100)	Road freight moved by UK HGVs on journeys originating in Scotland (index; 2018 = 100)	Scottish GDP (Gross Value Added for all industries) (index, 2018 = 100) [note4]	Scottish GDP (Gross Value Added for all industries) (index, 2011 = 100) [note4]	Road freight intensity (index, 2011 = 100)	Road freight intensity (index, 2018 = 100)
2022 [note 5]	16,956	[not available]	[not available]	[not available]	[not available]	[not available]	[not available]
2023	15,752	[not available]	[not available]	[not available]	[not available]	[not available]	[not available]

**Table 3.3d: Road freight intensity index of the Scottish Economy**

This worksheet contains one table. Some cells refer to notes which can be found in the notes worksheet.

Freeze panes are active on this sheet. To turn off freeze panes select the 'View' ribbon then 'Freeze Panes' then 'Unfreeze Panes' or use [Alt W, F]

Source: Department for Transport (DfT)

<b>Year</b>	<b>Road freight moved by UK HGVs on journeys originating in Scotland (million tonne-kilometres)</b>	<b>Road freight moved by UK HGVs on journeys originating in Scotland (index; 2011 = 100)</b>	<b>Scottish GDP (Gross Value Added for all industries) (index, 2011 = 100) [note4]</b>	<b>Road freight intensity (index, 2011 = 100)</b>
2022 [note 5]	16,956	[not available]	[not available]	[not available]
2023	15,752	[not available]	[not available]	[not available]

**Table 3.4: Goods lifted or moved by UK HGVs, for journeys within the UK with a Scottish origin or destination, by commodity, for 2023 [note 1]**

This worksheet contains one table. Some cells refer to notes which can be found in the notes worksheet.

Freeze panes are active on this sheet. To turn off freeze panes select the 'View' ribbon then 'Freeze Panes' then 'Unfreeze Panes' or use [Alt W, F]

Source: Department for Transport (DfT)

Commodity	Goods remaining	Goods entering	Goods leaving	Goods remaining	Goods entering	Goods leaving
	in Scotland (thousand tonnes) [note 3]	Scotland from rest of the UK (thousand tonnes) [note 3]	Scotland for rest of UK (thousand tonnes) [note 3]	in Scotland (million tonne-kilometres) [note 3]	Scotland from rest of the UK (million tonne- kilometres) [note 3]	Scotland for rest of UK (million tonne- kilometres) [note 3]
Products of agriculture, forestry, raw materials (subtotal)	36,478	1,893	4,471	2,653,440	609,748	1,017,848
Agricultural products	12,654	981	2,744	1,359,406	304,125	667,040
Coal and lignite	[sample too small]	[sample too small]	[sample too small]	[sample too small]	[sample too small]	[sample too small]
Metal ore and other mining and quarrying	23,717	[sample too small]	1,676	1,289,828	[sample too small]	344,903
Food products, including beverages and tobacco (subtotal)	16,309	4,935	2,701	2,036,144	1,767,612	933,048
Textile, leather and wood products (subtotal)	4,088	523	1,326	376,415	205,211	496,217
Textiles and textile products; leather and leather products	[sample too small]	[sample too small]	[sample too small]	[sample too small]	[sample too small]	[sample too small]
Wood products	3,846	[sample too small]	1,313	343,807	[sample too small]	495,647
Metal, mineral and chemical products (subtotal)	11,351	3,326	1,807	1,067,934	1,216,630	619,332
Coke and refined petroleum products	5,204	[sample too small]	[sample too small]	558,873	[sample too small]	[sample too small]
Chemical products	1,839	1,191	[sample too small]	247,343	380,522	[sample too small]
Glass, cement and other non-metallic mineral products	3,326	1,225	884	169,213	446,132	275,594
Metal products	982	[sample too small]	[sample too small]	92,505	[sample too small]	[sample too small]
Machinery and equipment, consumer durables (subtotal)	2,701	1,042	471	191,551	415,930	133,469
Machinery and equipment	1,680	[sample too small]	[sample too small]	102,409	[sample too small]	[sample too small]
Transport equipment	752	679	381	70,816	258,890	107,534
Furniture	269	[sample too small]	[sample too small]	18,326	[sample too small]	[sample too small]
Other products (subtotal)	46,703	7,938	5,547	4,148,383	2,902,228	1,898,017
Waste related products	13,098	1,208	797	810,961	351,382	264,781
Mail, parcels	1,731	[sample too small]	[sample too small]	473,614	[sample too small]	[sample too small]
Empty containers, pallets and other packaging	5,769	899	1,131	688,416	356,782	417,417
Household and office removals	3,019	[sample too small]	[sample too small]	160,883	[sample too small]	[sample too small]
Grouped goods	23,007	5,205	3,225	2,007,633	1,946,153	1,103,774
Unidentifiable goods	[sample too small]	[sample too small]	[sample too small]	[sample too small]	[sample too small]	[sample too small]
Other goods	[sample too small]	[sample too small]	[sample too small]	[sample too small]	[sample too small]	[sample too small]
<b>Total</b>	<b>117,630</b>	<b>19,658</b>	<b>16,322</b>	<b>10,473,867</b>	<b>7,117,359</b>	<b>5,097,931</b>

**Table 3.5: Goods lifted or moved by UK HGVs, for journeys entering or leaving the UK by commodity, for 2023 [note 1]**

This worksheet contains one table. Some cells refer to notes which can be found in the notes worksheet.

Freeze panes are active on this sheet. To turn off freeze panes select the 'View' ribbon then 'Freeze Panes' then 'Unfreeze Panes' or use [Alt W, F]

Source: Department for Transport (DfT)

Commodity	Total goods entering UK (thousand tonnes) [note 3]	Of which entering Scotland (thousand tonnes) [note 3]	Total goods leaving UK (thousand tonnes) [note 3]	Of which leaving Scotland (thousand tonnes) [note 3]	Total goods entering UK (million tonne-kilometres) [note 3]	Of which entering Scotland (million tonne-kilometres) [note 3]	Total goods leaving UK (million tonne-kilometres) [note 3]	Of which leaving Scotland (million tonne-kilometres) [note 3]
Products of agriculture, forestry, raw materials (subtotal)	581 [sample too small]	[sample too small]	1,024	81	187	[sample too small]	198	69
Agricultural products	368 [sample too small]	[sample too small]	189	78	124	[sample too small]	118	68
Coal and lignite	[sample too small]	[sample too small]	[sample too small]	[sample too small]	[sample too small]	[sample too small]	[sample too small]	[sample too small]
Metal ore and other mining and quarrying	178 [sample too small]	[sample too small]	802	[sample too small]	54	[sample too small]	72	[sample too small]
Food products, including beverages and tobacco (subtotal)	1,095	36	942	47	549	32	362	45
Textile, leather and wood products (subtotal)	248 [sample too small]	[sample too small]	215	[sample too small]	86	[sample too small]	50	[sample too small]
Textiles and textile products; leather and leather products	[sample too small]	[sample too small]	47	[sample too small]	[sample too small]	[sample too small]	17	[sample too small]
Wood products	225 [sample too small]	[sample too small]	168	[sample too small]	74	[sample too small]	33	[sample too small]
Metal, mineral and chemical products (subtotal)	580 [sample too small]	[sample too small]	908	[sample too small]	248	[sample too small]	292	[sample too small]
Coke and refined petroleum products	[sample too small]	16	[sample too small]	[sample too small]	[sample too small]	[sample too small]	[sample too small]	[sample too small]
Chemical products	245 [sample too small]	[sample too small]	140	[sample too small]	135	[sample too small]	106	[sample too small]
Glass, cement and other non-metallic mineral products	281 [sample too small]	[sample too small]	497	[sample too small]	86	[sample too small]	105	[sample too small]
Metal products	33 [sample too small]	[sample too small]	161	[sample too small]	17	[sample too small]	61	[sample too small]
Machinery and equipment, consumer durables (subtotal)	388 [sample too small]	[sample too small]	515	[sample too small]	334	[sample too small]	316	[sample too small]
Machinery and equipment	163 [sample too small]	[sample too small]	227	[sample too small]	120	[sample too small]	117	[sample too small]
Transport equipment	201 [sample too small]	[sample too small]	186	[sample too small]	194	[sample too small]	131	[sample too small]
Furniture	25 [sample too small]	[sample too small]	102	[sample too small]	19	[sample too small]	68	[sample too small]
Other products (subtotal)	2,181 [sample too small]	[sample too small]	2,092	32	801	[sample too small]	847	29
Waste related products	303 [sample too small]	16	59	[sample too small]	66	[sample too small]	32	[sample too small]
Mail, parcels	208 [sample too small]	0	134	[sample too small]	71	[sample too small]	65	[sample too small]
Empty containers, pallets and other packaging	147 [sample too small]	[sample too small]	254	[sample too small]	68	[sample too small]	99	[sample too small]
Household and office removals	44 [sample too small]	[sample too small]	81	[sample too small]	24	[sample too small]	50	[sample too small]
Grouped goods	1,442 [sample too small]	[sample too small]	1,521	27	558	[sample too small]	578	24
Unidentifiable goods	37 [sample too small]	[sample too small]	41	[sample too small]	15	[sample too small]	22	[sample too small]
Other goods	[sample too small]	[sample too small]	[sample too small]	[sample too small]	[sample too small]	[sample too small]	[sample too small]	[sample too small]
<b>Total</b>	<b>5,074</b>	<b>81</b>	<b>5,696</b>	<b>196</b>	<b>2,205</b>	<b>75</b>	<b>2,065</b>	<b>180</b>

**Table 3.6: Goods lifted or moved by UK HGVs, entering or leaving Scotland, to or from rest of UK, by origins and destinations of journeys, for 2023 [note1]**

This worksheet contains one table. Some cells refer to notes which can be found in the notes worksheet.

Source: Department for Transport (DfT)

Origin or destination of journey	Goods leaving Scotland		Goods entering Scotland	
	Goods entering Scotland (thousand tonnes)	Goods leaving Scotland (thousand tonnes)	Goods entering Scotland (million tonne-kilometres)	Goods leaving Scotland (million tonne-kilometres)
England	18,999	15,735	6,785	4,852
North East	3,155	3,392	771	684
North West	7,305	7,070	2,158	1,632
Yorkshire & the Humber	3,970	1,943	1,527	758
East Midlands	1,348	691	644	340
West Midlands	1,790	1,469	832	656
East	781	496	461	285
London	[sample too small]	[sample too small]	[sample too small]	[sample too small]
South East	[sample too small]	[sample too small]	[sample too small]	[sample too small]
South West	[sample too small]	[sample too small]	[sample too small]	[sample too small]
Wales	538	[sample too small]	302	[sample too small]
Northern Ireland	121	262	31	57
Total elsewhere in UK	19,658	16,322	7,117	5,098



**Table 3.7: Goods lifted or moved by UK HGVs, entering or leaving Scotland, to or from outwith the UK, by origins and destinations of journeys, 2023**

This worksheet contains one table. Some cells refer to notes which can be found in the notes worksheet.

Source: Department for Transport (DfT)

Origin or destination of journey	Goods entering Scotland (thousand tonnes)	Goods leaving Scotland (thousand tonnes)	Goods entering Scotland (million tonne-kilometres)	Goods leaving Scotland (million tonne-kilometres)
Austria	[sample too small]	[sample too small]	[sample too small]	[sample too small]
Belgium & Luxembourg	[sample too small]	[sample too small]	[sample too small]	[sample too small]
Bulgaria	[sample too small]	[sample too small]	[sample too small]	[sample too small]
Croatia	[sample too small]	[sample too small]	[sample too small]	[sample too small]
Cyprus	[sample too small]	[sample too small]	[sample too small]	[sample too small]
Czech Republic	[sample too small]	[sample too small]	[sample too small]	[sample too small]
Denmark	[sample too small]	[sample too small]	[sample too small]	[sample too small]
Estonia	[sample too small]	[sample too small]	[sample too small]	[sample too small]
Finland	[sample too small]	[sample too small]	[sample too small]	[sample too small]
France	17	113	17,198	107,845
Germany	[sample too small]	[sample too small]	[sample too small]	[sample too small]
Greece	[sample too small]	[sample too small]	[sample too small]	[sample too small]
Hungary	[sample too small]	[sample too small]	[sample too small]	[sample too small]
Ireland	[sample too small]	[sample too small]	[sample too small]	[sample too small]
Italy	[sample too small]	[sample too small]	[sample too small]	[sample too small]
Latvia	[sample too small]	[sample too small]	[sample too small]	[sample too small]
Lithuania	[sample too small]	[sample too small]	[sample too small]	[sample too small]
Malta	[sample too small]	[sample too small]	[sample too small]	[sample too small]
Netherlands	[sample too small]	34	[sample too small]	21,150
Poland	[sample too small]	[sample too small]	[sample too small]	[sample too small]
Portugal	[sample too small]	[sample too small]	[sample too small]	[sample too small]
Romania	[sample too small]	[sample too small]	[sample too small]	[sample too small]
Slovakia	[sample too small]	[sample too small]	[sample too small]	[sample too small]
Slovenia	[sample too small]	[sample too small]	[sample too small]	[sample too small]
Spain	[sample too small]	[sample too small]	[sample too small]	[sample too small]
Sweden	[sample too small]	[sample too small]	[sample too small]	[sample too small]
Total EU countries	79	190	72,144	172,971
Other countries	[sample too small]	[sample too small]	[sample too small]	[sample too small]
Total outwith UK	81	196	74,848	180,354

**Table 3.8: Freight lifted by UK HGVs on journeys with UK origins and destinations which either started or ended in Scotland, for 2023 [note**

This worksheet contains one table. Some cells refer to notes which can be found in the notes worksheet.

Source: Department for Transport (DfT)

Origin or destination of journey	ZetTrans (destination)	HITRANS (destination)	NESTRANS (destination)	TACTRAN (destination)	SESTRAN (destination)	SPT (destination)	Swestrans (destination)	Scotland (destination)	Elsewhere in the UK (destination)	Total (destination)
ZetTrans (origin)	1,443	[sample too small]	[sample too small]	[sample too small]	[sample too small]	[sample too small]	[sample too small]	1,443	[sample too small]	1,443
HITRANS (origin)	[sample too small]	10,848	1,050	[sample too small]	[sample too small]	[sample too small]	[sample too small]	11,898	3,203	15,101
NESTRANS (origin)	[sample too small]	1,641	9,523	[sample too small]	[sample too small]	[sample too small]	[sample too small]	11,164	3,417	14,581
TACTRAN (origin)	[sample too small]	[sample too small]	[sample too small]	[sample too small]	[sample too small]	[sample too small]	[sample too small]	[sample too small]	[sample too small]	[sample too small]
SESTRAN (origin)	[sample too small]	[sample too small]	[sample too small]	[sample too small]	[sample too small]	[sample too small]	[sample too small]	[sample too small]	[sample too small]	[sample too small]
SPT (origin)	[sample too small]	[sample too small]	[sample too small]	[sample too small]	[sample too small]	[sample too small]	[sample too small]	[sample too small]	[sample too small]	[sample too small]
Swestrans (origin)	[sample too small]	[sample too small]	[sample too small]	[sample too small]	[sample too small]	[sample too small]	[sample too small]	[sample too small]	[sample too small]	[sample too small]
Scotland (origin)	1,443	12,489	10,573	[sample too small]	[sample too small]	[sample too small]	[sample too small]	24,505	6,620	31,125
Elsewhere in the UK (origin)	[sample too small]	3,203	3,289	[sample too small]	[sample too small]	[sample too small]	[sample too small]	6,492	1,564,418	1,570,910
<b>Total (origin)</b>	<b>1,443</b>	<b>15,692</b>	<b>13,862</b>	<b>[sample too small]</b>	<b>[sample too small]</b>	<b>[sample too small]</b>	<b>[sample too small]</b>	<b>30,997</b>	<b>1,571,038</b>	<b>1,602,035</b>



**TRANSPORT  
SCOTLAND**  
CÒMHDHAIL ALBA

# Scottish Transport Statistics 2024

## Road Network

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## Introduction

This chapter provides information about public road lengths by local authority, road class, type and speed limit. It also includes statistics on the amount of trunk road constructed/re-surfaced and information on the residual life of the trunk road network.

Unusual year to year changes in the reported road lengths may be due to the gradual introduction of Geographical Information Systems (GIS) to calculate road lengths by the data providers - see road network section of the user guide.

## Key Points

- **Scotland has 57,327 km of road network.**
- **Seven per cent is trunk road (1% is motorway).**
- **Scotland has 10.4 km of road per 1,000 people compared to 6.0 km in GB.**

## Main Points

### Road length

There were 57,327 kilometres of public road in Scotland at 31 March 2023. The trunk road network accounted for 7% of the total. Other (non-trunk) A roads represented 13% of the total. Minor roads (B and C roads, and unclassified roads) accounted for the remaining 80% of roads. *(Table 4.1)*

There was little change in the length of the motorway between April 2022 and April 2022. *(Table 4.1)*

Over a quarter of the total trunk road network, and about one-seventh of the Scottish road network, is within the area of the Highland Council. Around 10% of the Scottish road network is within the Aberdeenshire Council area and a further 8% is within the Dumfries and Galloway Council area. These three local authorities account for almost a third of Scotland's road network. *(Table 4.2)*

### Road Maintenance

Overall there was a decrease of 28% in the amount of trunk road that was newly constructed, reconstructed, strengthened or surface dressed in 2023-24 compared to the previous year. *(Table 4.3)*

In 2023-24, 20.4% of the motorway network, 15.6% of the dual carriageway and 14.1% of the single carriageway trunk road network required close monitoring of the state of the road surface. (*Table 4.5 (b)*)

In 2023-24 the National Road Condition Indicator (RCI) showed 29% of the local authority A road network may, following more detailed examination, require some kind of maintenance (see the road network section of the user guide. For the whole of the local authority network (all road categories), about 34% may similarly require some kind of maintenance. (*Table 4.6*)

## Notes

This worksheet contains one table.

Note number	Note text
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note 1	Motorway road lengths are derived from GIS from 2000 onwards - see commentary for more details.
note 2	Road lengths are physical length rather than carriageway length e.g. 10km of dual carriageway counts as 10km, not 20km.
note 3	These figures now include A road slip roads which have been excluded from the figures in previous publications. The time series has been updated to include this data resulting in an increase of 3-4% in Trunk road length and an increase in overall road length of 0.2%. The methodology for calculating the trunk road totals from the database has also changed resulting in some small changes to road lengths from those previously published.
note 4	Trunk road lengths for these roads have now been derived more accurately using a GIS system from 2006.
note 5	For 2008 and 2009 single and dual carriageways figures are estimated.
note 6	As at 30 May 2014.
note 7	Local authority road lengths at the end of the financial year e.g. 2013=2013/14.
note 8	Motorway road lengths have been consolidated using a GIS system which means that there will be some changes to previously published figures.
note 9	Triangulation with other sources of road length data has occurred to improve the quality of the information. Figures may not be comparable with previous editions.
note 10	The drop in the length of trunk A roads from last year is probably due to the detrunking of A80 with the opening of the M80.
note 11	Local authority road lengths at the end of the financial year.
note 12	FBOC records are now incorporated into South East following the introduction of the Newtork Maintenance Contracts, August 2020
note 13	Residual life represents the number of years to elapse before the pavement reaches the stage when it may be necessary to undertake relatively more expensive reconstruction rather than strengthening to restore its full life.
note 14	Method of calculation changed in 2011-12.
note 15	The part of the network that requires close monitoring is that which has a residual life of less than zero. Note: it has been decided that surveyed network length is not required as the figures produced are now representative of the whole network as shown in Table 4.1.
note 16	These figures are provisional.
note 17	FBOC records are now incorporated into South East following the introduction of the Newtork Maintenance Contracts, August 2020
note 18	From 2007-08 the basis of the statutory road performance indicator in Scotland changed to the UK Standard Road Condition Indicator.
note 19	While it has been possible, following the change to the indicator, to calculate the equivalent RCI value for all classified roads from 2005-06, it has not been possible to do this in a reliable manner for unclassified roads, owing to a lack of cracking data for those years. As unclassified roads represent a significant part of the total road network, RCI data for the network is similarly not available for this period. It is important to note that owing to the different formulation, no valid comparison can or should be made between the two series.
note 20	The categories used to indicate the condition of the road are in brief: amber - further investigation should be undertaken to establish if treatment is required. red - the road has deteriorated to the point at which it is likely repairs to prolong its future life should be undertaken.
note 21	Information for 2002-03 is available only for A roads.
note 22	The SPI figures for Scotland in 2004-05 exclude Glasgow, as the survey in Glasgow was undertaken on a different basis in that year.
note 23	For 2020-21 a new filter was introduced in accordance with the revised standard ISO 13473-1. This has led to an increase in the recorded texture values of between 0.03 and 0.06mm, which in turn has resulted in a slight reduction in the reported red and amber values which make up the performance indicator.
note 24	An error has recently been found in the way local authority dual and single carriageway A roads were calculated wherby dual carriageway A roads with parking restrictions were being included twice. Small revisions from 2012 onwards have been made. The overall total length of local authority A roads was unaffected.

**Table 4.1 Public road lengths(Kilometres) by class, type and speed limit [Note 1] [Note 2]**

This worksheet contains one table. Some cells refer to notes which can be found in the notes worksheet.

Freeze panes are active on this sheet. To turn off freeze panes select the 'View' ribbon then 'Freeze Panes' then 'Unfreeze Panes' or use [Alt W, F]

Source: Transport Scotland - Not National Statistics

Major/minor/all roads	Road type	2013	2014	2015	2016	2017	2018	2019	2020	2021	2022	2023
Trunk roads [Note 3] [Note 6]	Motorways excluding slip roads	420	420	420	440	449	449	445	444	444	444	444
Trunk roads [Note 3] [Note 6]	Motorways including slip roads	599	600	601	632	645	645	651	652	653	656	656
Trunk roads [Note 3] [Note 6]	A roads dual carriageway	500	504	504	505	510	554	553	552	560	559	555
Trunk roads [Note 3] [Note 6]	A roads single carriageway	2,274	2,326	2,326	2,327	2,320	2,310	2,307	2,304	2,297	2,297	2,293
Trunk roads [Note 3] [Note 6]	A roads other inc slips/roundabout	191	208	208	204	205	226	228	231	238	240	241
Trunk roads [Note 3] [Note 6]	A roads total	2,966	3,037	3,037	3,036	3,036	3,090	3,088	3,086	3,094	3,096	3,089
Trunk roads [Note 3] [Note 6]	A roads by speed limit:											
Trunk roads [Note 3] [Note 6]	A roads up to 40 mph	237	243	243	245	248	241	245	244	242	241	242
Trunk roads [Note 3] [Note 6]	A roads over 40 mph	3,328	3,395	3,395	3,424	3,433	3,494	3,494	3,495	3,506	3,510	3,503
Trunk roads [Note 3] [Note 6]	<b>All trunk roads [Note 3] [Note 4]</b>	<b>3,565</b>	<b>3,637</b>	<b>3,638</b>	<b>3,669</b>	<b>3,681</b>	<b>3,735</b>	<b>3,739</b>	<b>3,739</b>	<b>3,747</b>	<b>3,752</b>	<b>3,745</b>
Local Authority major roads [Note 7]	Motorways excluding slip roads	0	0	0	0	0	0	0	0	0	0	0
Local Authority major roads [Note 7]	Motorways including slip roads	0	0	0	0	0	0	0	0	0	0	0
Local Authority major roads [Note 7]	A roads dual carriageway [Note 24]	238	240	240	240	239	239	257	257	257	258	279
Local Authority major roads [Note 7]	A roads single carriageway [Note 24]	7,214	7,166	7,174	7,178	7,188	7,261	7,272	7,267	7,270	7,272	7,286
Local Authority major roads [Note 7]	A roads total	7,452	7,406	7,414	7,418	7,427	7,500	7,529	7,524	7,528	7,530	7,565
Local Authority major roads [Note 7]	A roads by speed limit:											
Local Authority major roads [Note 7]	A roads up to 40 mph	1,560	1,616	1,621	1,630	1,642	1,691	1,709	1,704	1,709	1,750	1,769
Local Authority major roads [Note 7]	A roads over 40 mph	5,893	5,791	5,792	5,788	5,785	5,809	5,820	5,820	5,819	5,781	5,795
Local Authority major roads [Note 7]	<b>All LA major roads [Note 4]</b>	<b>7,452</b>	<b>7,406</b>	<b>7,414</b>	<b>7,418</b>	<b>7,427</b>	<b>7,500</b>	<b>7,529</b>	<b>7,524</b>	<b>7,528</b>	<b>7,530</b>	<b>7,565</b>
Local Authority minor roads [Note 7]	B roads limit up to 40 mph	1,194	1,228	1,226	1,230	1,235	1,241	1,242	1,244	1,249	1,347	1,354
Local Authority minor roads [Note 7]	B roads limit over 40 mph	6,305	6,270	6,276	6,268	6,255	6,266	6,275	6,275	6,278	6,186	6,189
Local Authority minor roads [Note 7]	B roads Total	7,500	7,498	7,502	7,498	7,491	7,506	7,517	7,520	7,527	7,532	7,543
Local Authority minor roads [Note 7]	C roads limit up to 40 mph	1,593	1,621	1,653	1,658	1,658	1,666	1,679	1,682	1,685	1,716	1,717
Local Authority minor roads [Note 7]	C roads limit over 40 mph	9,098	9,060	9,051	9,045	9,043	9,021	9,018	9,020	9,041	9,014	9,014
Local Authority minor roads [Note 7]	C roads total	10,691	10,681	10,703	10,703	10,701	10,687	10,697	10,701	10,726	10,730	10,731
Local Authority minor roads [Note 7]	Unclassified roads limit up to 40 mph	15,020	15,097	15,198	15,273	15,379	15,465	15,561	15,759	15,853	15,962	16,070
Local Authority minor roads [Note 7]	Unclassified roads limit over 40 mph	11,728	11,735	11,696	11,688	11,686	11,697	11,679	11,716	11,696	11,681	11,673
Local Authority minor roads [Note 7]	Unclassified roads Total	26,748	26,832	26,895	26,962	27,065	27,162	27,240	27,475	27,549	27,642	27,743
All roads (trunk and LA) [Note 3]	<b>All LA minor roads</b>	<b>44,938</b>	<b>45,011</b>	<b>45,100</b>	<b>45,163</b>	<b>45,257</b>	<b>45,355</b>	<b>45,454</b>	<b>45,696</b>	<b>45,802</b>	<b>45,905</b>	<b>46,018</b>
All roads (trunk and LA) [Note 3]	Motorways excluding slip roads	420	420	420	440	449	449	445	444	444	444	444
All roads (trunk and LA) [Note 3]	Motorways including slip roads	599	600	601	632	645	645	651	652	653	656	656
All roads (trunk and LA) [Note 3]	A, B and C roads dual carriageway [Note 5]	739	744	743	745	750	793	811	809	817	817	834
All roads (trunk and LA) [Note 3]	A, B and C roads single carriageway [Note 5]	27,678	27,671	27,705	27,707	27,699	27,765	27,792	27,792	27,820	27,832	27,854
All roads (trunk and LA) [Note 3]	<b>A, B and C roads total</b>	<b>28,608</b>	<b>28,623</b>	<b>28,656</b>	<b>28,656</b>	<b>28,654</b>	<b>28,784</b>	<b>28,832</b>	<b>28,831</b>	<b>28,875</b>	<b>28,888</b>	<b>28,928</b>
All roads (trunk and LA) [Note 3]	by speed limit:											
All roads (trunk and LA) [Note 3]	A, B and C roads up to 40 mph	4,583	4,708	4,743	4,763	4,783	4,839	4,875	4,874	4,884	5,054	5,082
All roads (trunk and LA) [Note 3]	A, B and C roads over 40 mph	24,624	24,515	24,515	24,525	24,516	24,590	24,607	24,609	24,643	24,490	24,502
All roads (trunk and LA) [Note 3]	Unclassified roads limit up to 40 mph	15,020	15,097	15,198	15,273	15,379	15,465	15,561	15,759	15,853	15,962	16,070
All roads (trunk and LA) [Note 3]	Unclassified roads limit over 40 mph	11,728	11,735	11,696	11,688	11,686	11,697	11,679	11,716	11,696	11,681	11,673
All roads (trunk and LA) [Note 3]	<b>Total</b>	<b>26,748</b>	<b>26,832</b>	<b>26,895</b>	<b>26,962</b>	<b>27,065</b>	<b>27,162</b>	<b>27,240</b>	<b>27,475</b>	<b>27,549</b>	<b>27,642</b>	<b>27,743</b>
Major/minor/all roads	<b>All roads [Note3] [Note 4]</b>	<b>55,955</b>	<b>56,054</b>	<b>56,152</b>	<b>56,250</b>	<b>56,364</b>	<b>56,591</b>	<b>56,722</b>	<b>56,959</b>	<b>57,077</b>	<b>57,187</b>	<b>57,327</b>



## ROAD NETWORK

**Table 4.2 Public road lengths by council area and class, 2023/24**

This worksheet contains one table. Some cells refer to notes which can be found in the notes worksheet.

Source: Transport Scotland - Not National Statistics

Council	Kilometres/ percentage	Trunk		Trunk A		Local Authority A	Local Authority B	Local Authority C	Local Authority Unclassified	Local Authority Total	Total all roads
		motorway [Note 8]	motorway slips	Roads	Trunk total	Roads [Note 9] [Note 11]	Roads [Note 9] [Note 11]	Roads [Note 9] [Note 11]	Roads [Note 9] [Note 11]	Roads [Note 9] [Note 11]	
Aberdeen City	<i>kilometres</i>	0	0	33	33	129	42	96	741	1,008	1,041
Aberdeenshire	<i>kilometres</i>	0	0	233	233	688	814	1,548	2,559	5,608	5,841
Angus	<i>kilometres</i>	0	0	55	55	193	255	489	887	1,822	1,877
Argyll & Bute	<i>kilometres</i>	0	0	296	296	505	614	434	733	2,286	2,582
Clackmannanshire	<i>kilometres</i>	0	0	3	3	50	34	28	187	299	302
Dumfries & Galloway	<i>kilometres</i>	59	14	279	352	495	735	1,179	1,781	4,190	4,542
Dundee City	<i>kilometres</i>	0	0	20	20	37	17	96	429	578	598
East Ayrshire	<i>kilometres</i>	11	4	56	70	124	193	211	648	1,176	1,246
East Dunbartonshire	<i>kilometres</i>	0	0	0	0	57	47	34	394	531	531
East Lothian	<i>kilometres</i>	0	0	59	59	125	168	224	633	1,150	1,209
East Renfrewshire	<i>kilometres</i>	9	3	10	22	31	50	83	326	489	511
Edinburgh, City of	<i>kilometres</i>	19	14	35	68	157	53	121	1,169	1,500	1,567
Eilean Siar	<i>kilometres</i>	0	0	0	0	340	177	189	488	1,193	1,193
Falkirk	<i>kilometres</i>	39	14	5	58	114	96	118	662	990	1,048
Fife	<i>kilometres</i>	20	9	96	126	329	335	352	1,473	2,489	2,614
Glasgow, City of	<i>kilometres</i>	52	54	2	108	135	64	210	1,439	1,848	1,957
Highland	<i>kilometres</i>	0	0	961	961	1,400	982	1,448	2,956	6,785	7,747
Inverclyde	<i>kilometres</i>	0	0	28	28	24	23	54	276	376	404
Midlothian	<i>kilometres</i>	0	0	39	39	93	100	101	415	709	748
Moray	<i>kilometres</i>	0	0	98	98	157	296	365	744	1,563	1,662
North Ayrshire	<i>kilometres</i>	0	0	67	67	101	158	207	585	1,051	1,118
North Lanarkshire [Note 10]	<i>kilometres</i>	57	31	20	108	152	146	250	1,073	1,622	1,729
Orkney Islands	<i>kilometres</i>	0	0	0	0	161	205	160	459	985	985
Perth & Kinross	<i>kilometres</i>	39	14	210	263	436	369	639	1,072	2,516	2,780
Renfrewshire	<i>kilometres</i>	18	12	26	57	65	62	140	573	840	897
Scottish Borders	<i>kilometres</i>	0	0	167	167	458	599	769	1,167	2,993	3,160
Shetland Islands	<i>kilometres</i>	0	0	0	0	224	163	198	467	1,052	1,052
South Ayrshire	<i>kilometres</i>	0	0	93	93	108	214	232	626	1,180	1,273
South Lanarkshire	<i>kilometres</i>	65	21	58	144	268	247	444	1,318	2,276	2,421
Stirling	<i>kilometres</i>	22	6	116	144	212	161	171	478	1,022	1,166
West Dunbartonshire	<i>kilometres</i>	0	0	23	23	46	8	27	302	383	406
West Lothian	<i>kilometres</i>	35	15	0	50	152	117	116	685	1,070	1,120
<b>Total</b>	<i>kilometres</i>	<b>444</b>	<b>212</b>	<b>3,089</b>	<b>3,745</b>	<b>7,565</b>	<b>7,543</b>	<b>10,731</b>	<b>27,743</b>	<b>53,582</b>	<b>57,327</b>
Aberdeen City	<i>percentages</i>	0.0	0.0	1.1	0.9	1.7	0.6	0.9	2.7	1.9	1.8
Aberdeenshire	<i>percentages</i>	0.0	0.0	7.5	6.2	9.1	10.8	14.4	9.2	10.5	10.2
Angus	<i>percentages</i>	0.0	0.0	1.8	1.5	2.5	3.4	4.6	3.2	3.4	3.3
Argyll & Bute	<i>percentages</i>	0.0	0.0	9.6	7.9	6.7	8.1	4.0	2.6	4.3	4.5
Clackmannanshire	<i>percentages</i>	0.0	0.0	0.1	0.1	0.7	0.5	0.3	0.7	0.6	0.5
Dumfries & Galloway	<i>percentages</i>	13.3	6.8	9.0	9.4	6.5	9.7	11.0	6.4	7.8	7.9
Dundee City	<i>percentages</i>	0.0	0.0	0.6	0.5	0.5	0.2	0.9	1.5	1.1	1.0
East Ayrshire	<i>percentages</i>	2.4	1.7	1.8	1.9	1.6	2.6	2.0	2.3	2.2	2.2
East Dunbartonshire	<i>percentages</i>	0.0	0.0	0.0	0.0	0.7	0.6	0.3	1.4	1.0	0.9
East Lothian	<i>percentages</i>	0.0	0.0	1.9	1.6	1.6	2.2	2.1	2.3	2.1	2.1
East Renfrewshire	<i>percentages</i>	2.1	1.3	0.3	0.6	0.4	0.7	0.8	1.2	0.9	0.9
Edinburgh, City of	<i>percentages</i>	4.2	6.7	1.1	1.8	2.1	0.7	1.1	4.2	2.8	2.7
Eilean Siar	<i>percentages</i>	0.0	0.0	0.0	0.0	4.5	2.3	1.8	1.8	2.2	2.1
Falkirk	<i>percentages</i>	8.8	6.4	0.2	1.5	1.5	1.3	1.1	2.4	1.8	1.8
Fife	<i>percentages</i>	4.5	4.3	3.1	3.4	4.3	4.4	3.3	5.3	4.6	4.6
Glasgow, City of	<i>percentages</i>	11.8	25.5	0.1	2.9	1.8	0.8	2.0	5.2	3.4	3.4
Highland	<i>percentages</i>	0.0	0.0	31.1	25.7	18.5	13.0	13.5	10.7	12.7	13.5
Inverclyde	<i>percentages</i>	0.0	0.0	0.9	0.7	0.3	0.3	0.5	1.0	0.7	0.7
Midlothian	<i>percentages</i>	0.0	0.0	1.3	1.0	1.2	1.3	0.9	1.5	1.3	1.3
Moray	<i>percentages</i>	0.0	0.0	3.2	2.6	2.1	3.9	3.4	2.7	2.9	2.9
North Ayrshire	<i>percentages</i>	0.0	0.0	2.2	1.8	1.3	2.1	1.9	2.1	2.0	2.0
North Lanarkshire	<i>percentages</i>	12.8	14.5	0.7	2.9	2.0	1.9	2.3	3.9	3.0	3.0
Orkney Islands	<i>percentages</i>	0.0	0.0	0.0	0.0	2.1	2.7	1.5	1.7	1.8	1.7
Perth & Kinross	<i>percentages</i>	8.7	6.8	6.8	7.0	5.8	4.9	6.0	3.9	4.7	4.8
Renfrewshire	<i>percentages</i>	4.1	5.6	0.8	1.5	0.9	0.8	1.3	2.1	1.6	1.6
Scottish Borders	<i>percentages</i>	0.0	0.0	5.4	4.5	6.1	7.9	7.2	4.2	5.6	5.5
Shetland Islands	<i>percentages</i>	0.0	0.0	0.0	0.0	3.0	2.2	1.8	1.7	2.0	1.8
South Ayrshire	<i>percentages</i>	0.0	0.0	3.0	2.5	1.4	2.8	2.2	2.3	2.2	2.2
South Lanarkshire	<i>percentages</i>	14.5	10.0	1.9	3.9	3.5	3.3	4.1	4.7	4.2	4.2
Stirling	<i>percentages</i>	4.9	3.0	3.8	3.9	2.8	2.1	1.6	1.7	1.9	2.0
West Dunbartonshire	<i>percentages</i>	0.0	0.0	0.7	0.6	0.6	0.1	0.3	1.1	0.7	0.7
West Lothian	<i>percentages</i>	7.8	7.3	0.0	1.3	2.0	1.6	1.1	2.5	2.0	2.0
<b>Total</b>	<i>percentages</i>	<b>100.0</b>	<b>100.0</b>	<b>100.0</b>	<b>100.0</b>	<b>100.0</b>	<b>100.0</b>	<b>100.0</b>	<b>100.0</b>	<b>100.0</b>	<b>100.0</b>

**Table 4.3 Trunk road constructed/re-surfaced etc**

This worksheet contains one table. Some cells refer to notes which can be found in the notes worksheet.

Freeze panes are active on this sheet. To turn off freeze panes select the 'View' ribbon then 'Freeze Panes' then 'Unfreeze Panes' or use [Alt W, F]

Source: Transport Scotland - Not National Statistic

			2013-14	2014-15	2015-16	2016-17	2017-18	2018-19	2019-20	2020-21	2021-22	2022-23	2023-24 (prov)
<b>Equivalent road lane length/percentage</b>	<b>Constructed/resurfaced</b>	<b>lane-kilometres (estimated)/ percentages</b>											
<b>Equivalent road lane length</b>	New roads constructed/opened	lane-kilometres (estimated)	18	3	3	0	86	125	2	1	33	2	0
<b>Equivalent road lane length</b>	Reconstructed	lane-kilometres (estimated)	9	7	0	1	1	1	3	3	19	10	16
<b>Equivalent road lane length</b>	Strengthened	lane-kilometres (estimated)	360	365	367	428	457	564	574	355	509	309	240
<b>Equivalent road lane length</b>	Surface dressed	lane-kilometres (estimated)	11	14	8	29	33	16	16	1	9	0	0
<b>Equivalent road lane length</b>	Total	lane-kilometres (estimated)	398	389	378	459	577	706	594	360	569	321	256
<b>Percentages of total</b>	New roads constructed/opened	percentages	5	1	1	0	15	18	0	0	6	1	0
<b>Percentages of total</b>	Reconstructed <sup>1</sup>	percentages	2	2	0	0	0	0	1	1	3	3	6
<b>Percentages of total</b>	Strengthened	percentages	90	94	97	93	79	80	97	99	89	96	94
<b>Percentages of total</b>	Surface dressed	percentages	3	4	2	6	6	2	3	0	2	0	0
<b>Percentages of total</b>	Total	percentages	100	100	100	100	100	100	100	100	100	100	100

**Table 4.4 (a)** Trunk road constructed/re-surfaced etc, by unit, 2022-23

This worksheet contains one table. Some cells refer to notes which can be found in the notes worksheet.

Source: Transport Scotland - Not National Statistics

Lane-kilometres (estimated) / percentages	Unit	New road constructed for			Total	
		traffic	Reconstructed	Strengthened		Surface dressed
Equivalent road lane length	NW	0	1	70	0	71
Equivalent road lane length	NE	0	1	54	0	56
Equivalent road lane length	SW	2	3	72	0	77
Equivalent road lane length	SE [Note 12]	0	2	151	0	153
Equivalent road lane length	Total	2	7	347	0	356
Percentages of total	NW	0	14	20	0	20
Percentages of total	NE	0	20	16	0	16
Percentages of total	SW	100	44	21	0	22
Percentages of total	SE	0	21	44	0	43
Percentages of total	Total	100	100	100	0	100

**Table 4.4 (b)** Trunk road constructed/re-surfaced etc, by unit, 2023-24 (provisional)

This worksheet contains one table. Some cells refer to notes which can be found in the notes worksheet.

Source: Transport Scotland - Not National Statistics

Lane-kilometres (estimated) / percentages	Unit	New road constructed for			Total	
		traffic	Reconstructed	Strengthened		Surface dressed
Equivalent road lane length	NW	0	6	66	0	73
Equivalent road lane length	NE	0	2	34	0	36
Equivalent road lane length	SW	0	3	47	0	50
Equivalent road lane length	SE [Note 12]	0	5	92	0	97
Equivalent road lane length	Total	0	16	240	0	256
Percentages of total	NW	0	41	28	0	28
Percentages of total	NE	0	13	14	0	14
Percentages of total	SW	0	17	20	0	20
Percentages of total	SE	0	29	38	0	38
Percentages of total	Total	0	100	100	0	100

**Table 4.5** Trunk road network: Residual Life [Note 13] (years)

This worksheet contains one table. Some cells refer to notes which can be found in the notes worksheet.  
Source: Transport Scotland - Not National Statistics

**(a) Residual Life of Pavements (i.e. road surface) as percentage of whole network**

Years/operating company	Years/units	<0 years	0-4 years	5-9 years	10-14 years	15-19 years	>19 years
Years	1997-98	11	8	11	8	8	54
Years	1998-99	10	9	9	8	7	57
Years	1999-00	10	8	10	9	10	53
Years	2000-01	9	7	9	8	8	59
Years	2001-02	4	4	7	7	10	68
Years	2002-03	4	4	7	7	11	67
Years	2003-04	4	4	6	7	12	67
Years	2004-05	4	5	6	7	13	65
Years	2005-06	4	4	6	7	15	63
Years	2006-07	5	4	6	7	15	63
Years	2007-08	4	4	7	7	13	65
Years	2008-09	4	4	6	7	11	68
Years	2009-10	5	5	7	8	11	64
Years	2010-11	5	4	6	7	9	69
Years	2011-12 [Note 14]	10	7	10	10	11	52
Years	2012-13	13	8	10	10	12	46
Years	2013-14	14	8	10	9	11	49
Years	2014-15	13	7	9	9	12	50
Years	2015-16	12	9	9	9	13	48
Years	2016-17	12	9	9	9	12	49
Years	2017-18	11	9	9	9	12	51
Years	2018-19	11	9	9	9	12	51
Years	2019-20	11	8	9	9	13	50
Years	2020-21	11	8	9	9	12	50
Years	2021-22	16	9	9	9	15	42
Years	2022-23	14	10	10	9	12	46
Years	2023-24 [Note 16]	16	9	10	9	10	47
<b>Operating Company Areas</b>	North West Unit	15	9	9	9	10	47
<b>Operating Company Areas</b>	North East Unit	17	12	14	12	10	35
<b>Operating Company Areas</b>	South East Unit [Note 17]	16	12	10	9	10	45
<b>Operating Company Areas</b>	South West Unit	14	8	9	8	12	49

**Table 4.5** Trunk road network: Residual Life [Note 13] (years)

This worksheet contains one table. Some cells refer to notes which can be found in the notes worksheet.

Source: Transport Scotland - Not National Statistics

**(b) The proportion of the motorway/dual and single carriageway trunk road network, which require close monitoring [Note 15]**

<b>Year/Operating company</b>	<b>Years/units</b>	<b>Motorways requires close monitoring</b>	<b>Dual carriageways requires close monitoring</b>	<b>Single carriageways requires close monitoring</b>
Year	2002-03	7.5%	5.2%	0.0%
Year	2003-04	9.0%	5.1%	0.0%
Year	2004-05	9.2%	3.9%	0.0%
Year	2005-06	6.7%	3.2%	0.0%
Year	2006-07	6.1%	2.7%	0.0%
Year	2007-08	8.2%	3.9%	0.0%
Year	2008-09	4.3%	4.1%	0.0%
Year	2009-10	6.3%	5.5%	3.7%
Year	2010-11	6.2%	3.4%	4.2%
Year	2011-12 [Note 14]	12.9%	9.1%	10.3%
Year	2012-13	23.1%	13.3%	11.6%
Year	2013-14	23.4%	15.0%	10.3%
Year	2014-15	22.9%	10.4%	11.3%
Year	2015-16	21.5%	9.8%	10.5%
Year	2016-17	16.9%	10.7%	11.5%
Year	2017-18	13.4%	8.6%	11.3%
Year	2018-19	14.5%	9.2%	10.7%
Year	2019-20	15.7%	10.6%	10.1%
Year	2020-21	14.5%	10.7%	10.6%
Year	2021-22	15.2%	12.4%	17.0%
Year	2022-23	16.4%	13.6%	13.9%
Year	2023-24 [Note 16]	20.4%	15.6%	14.1%
<b>Operating Company Areas 2023-24 [N North West Unit</b>		0.0%	13.4%	15.5%
<b>Operating Company Areas 2023-24 [N North East Unit</b>		8.0%	19.6%	16.1%
<b>Operating Company Areas 2023-24 [N South East Unit [Note 17</b>		28.2%	10.9%	7.3%
<b>Operating Company Areas 2023-24 [N South West Unit</b>		33.9%	12.8%	13.0%

**Table 4.6a** Local authority road network condition [Note 18] [Note 19]

This worksheet contains one table. Some cells refer to notes which can be found in the notes worksheet.

Source: Scottish Road Maintenance Condition Survey - Not National Statistics

	A roads condition red	A roads condition amber	B roads condition red	B roads condition amber	C roads condition red	C roads condition amber	Unclassified condition red	Unclassified condition amber	All roads condition red	All roads condition amber
<b>(a) in each Council area: 2023-24</b>										
Aberdeen City	2%	16%	4%	24%	3%	18%	5%	25%	4%	23%
Aberdeenshire	2%	20%	1%	16%	2%	16%	3%	23%	2%	20%
Angus	4%	26%	6%	32%	5%	24%	5%	28%	5%	27%
Argyll & Bute	7%	31%	14%	40%	13%	39%	16%	34%	13%	36%
Clackmannanshire	4%	24%	3%	21%	4%	21%	7%	31%	6%	28%
Dumfries & Galloway	6%	29%	6%	33%	12%	26%	19%	39%	14%	36%
Dundee City	3%	23%	3%	30%	2%	17%	5%	25%	4%	24%
East Ayrshire	2%	16%	3%	23%	6%	25%	9%	30%	7%	26%
East Dunbartonshire	5%	24%	5%	24%	7%	27%	6%	28%	6%	27%
East Lothian	3%	25%	4%	29%	3%	26%	6%	30%	5%	28%
East Renfrewshire	3%	17%	3%	20%	3%	24%	10%	32%	8%	28%
Edinburgh, City of	6%	23%	4%	22%	5%	22%	8%	28%	7%	27%
Eilean Siar	5%	25%	5%	30%	4%	39%	5%	38%	5%	33%
Falkirk	4%	27%	4%	26%	3%	25%	6%	29%	5%	28%
Fife	5%	23%	5%	28%	3%	24%	5%	28%	5%	27%
Glasgow, City of	5%	25%	3%	20%	4%	20%	5%	26%	5%	25%
Highland	4%	25%	8%	30%	11%	32%	11%	31%	9%	30%
Inverclyde	2%	16%	3%	26%	7%	35%	4%	29%	4%	29%
Midlothian	4%	23%	6%	29%	5%	26%	9%	33%	7%	30%
Moray	3%	24%	2%	19%	3%	20%	5%	25%	3%	22%
North Ayrshire	5%	24%	3%	24%	6%	33%	5%	27%	5%	28%
North Lanarkshire	3%	22%	3%	24%	4%	25%	6%	29%	5%	27%
Orkney Islands	3%	26%	2%	19%	3%	14%	1%	20%	2%	20%
Perth & Kinross	7%	29%	4%	28%	4%	27%	4%	28%	5%	28%
Renfrewshire	1%	14%	2%	19%	4%	24%	4%	27%	4%	24%
Scottish Borders	5%	31%	6%	32%	5%	31%	11%	37%	8%	34%
Shetland Islands	1%	13%	4%	23%	3%	27%	6%	34%	4%	26%
South Ayrshire	2%	19%	5%	26%	8%	30%	8%	30%	7%	29%
South Lanarkshire	3%	22%	3%	25%	6%	31%	5%	28%	5%	27%
Stirling	4%	27%	6%	32%	7%	31%	13%	32%	9%	31%
West Dunbartonshire	3%	17%	2%	18%	4%	19%	5%	25%	4%	24%
West Lothian	4%	25%	4%	25%	7%	36%	4%	26%	4%	27%
Scotland	4%	25%	5%	27%	6%	27%	7%	29%	6%	28%

**Table 4.6b** Local authority road network condition [Note 18] [Note 19]

This worksheet contains one table. Some cells refer to notes which can be found in the notes worksheet.  
 Source: Scottish Road Maintenance Condition Survey - Not National Statistics

(b) for Scotland as a whole: 2005-06 to 2022-23 (New RCI Series) [Note 19]	A roads		B roads		C roads		Unclassified		All roads	
	condition red	condition amber	condition red	condition amber	condition red	condition amber	condition red	condition amber	condition red	condition amber
2005-06	4%	27%	4%	28%	4%	31%	[Not available]	[Not available]	[Not available]	[Not available]
2006-07	4%	29%	4%	29%	4%	32%	[Not available]	[Not available]	[Not available]	[Not available]
2007-08	5%	29%	6%	34%	5%	33%	[Not available]	[Not available]	[Not available]	[Not available]
2008-09	5%	28%	5%	34%	5%	33%	7%	37%	6%	34%
2009-10	6%	30%	6%	35%	5%	33%	8%	39%	7%	36%
2010-11	6%	30%	7%	36%	7%	35%	10%	42%	8%	38%
2011-12	6%	30%	8%	36%	8%	36%	8%	38%	8%	36%
2012-13	5%	24%	7%	28%	7%	28%	9%	30%	7%	29%
2013-14	5%	24%	7%	28%	8%	28%	9%	30%	8%	29%
2014-15	5%	24%	7%	29%	9%	29%	9%	30%	8%	29%
2015-16	4%	25%	6%	29%	6%	28%	9%	31%	7%	29%
2016-17	4%	25%	6%	29%	6%	28%	9%	31%	7%	29%
2017-18	4%	26%	6%	29%	7%	29%	8%	31%	7%	30%
2018-19	4%	26%	6%	29%	7%	29%	8%	31%	7%	29%
2019-21	5%	26%	6%	29%	7%	29%	8%	30%	7%	29%
2020-21	4%	25%	6%	28%	6%	28%	8%	30%	7%	29%
2021-22	4%	24%	6%	28%	6%	27%	7%	29%	6%	28%
2022-23	4%	23%	5%	27%	6%	27%	7%	29%	6%	27%
2023-24	4%	25%	5%	27%	6%	27%	7%	29%	6%	28%



**Table 4.6c** Local authority road network condition [Note 18] [Note 19]

This worksheet contains one table. Some cells refer to notes which can be found in the notes worksheet.  
Source: Scottish Road Maintenance Condition Survey - Not National Statistics

(c) for Scotland as a whole: 2002-03 [Note 20] to 2007-08 (Old SPI Series)	A roads condition red	A roads condition amber	B roads condition red	B roads condition amber	C roads condition red	C roads condition amber	Unclassified condition red	Unclassified condition amber	All roads condition red	All roads condition amber
2002-03 [Note 21]	9%	37%	Not available]	Not available]	Not available]	Not available]	Not available]	Not available]	Not available]	Not available]
2003-04	7%	33%	12%	45%	8%	37%	18%	52%	13%	45%
2004-05 [Note 22]	6%	31%	10%	43%	5%	31%	15%	50%	11%	42%
2005-06	6%	31%	9%	40%	4%	29%	14%	51%	10%	42%
2006-07	6%	34%	11%	35%	5%	29%	18%	57%	13%	47%
2007-08 [Note 23]	6%	34%	10%	46%	6%	36%	16%	53%	12%	46%



**TRANSPORT  
SCOTLAND**  
CÒMHDHAIL ALBA

# Scottish Transport Statistics 2024

## Road Traffic

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## Introduction

This chapter provides information about road traffic, such as the total volume of traffic by type of road, by type of vehicle, and by council area. It also provides figures on traffic flows at selected points on the road network, selected statistics on delays and congestion and information about petrol and diesel consumption.

Traffic estimates, indicate only the *broad* level of traffic, so year - on - year comparisons should be made with care as they are based on a very small cross-section of the roads in Scotland: 12 hours in one day traffic counts taken at around 750 sites per year and data from automatic traffic counters at about two dozen sites in Scotland (then combined with data from automatic counters at similar sites in England and Wales). See Sources section.

**Transport and travel habits in Scotland were profoundly affected by the Covid-19 pandemic, with restrictions on travel and daily activity in place for large parts of 2020. However, with restrictions being lifted in 2021 travel patterns started to recover.**

## Key Points

- **48 billion vehicle km were driven in 2023, a 2% rise compared with 2022.**
- **40% of the distance travelled on the road network is on Trunk roads, which account for only 7% of the road network.**
- **12% of driver journeys were delayed by congestion in 2023.**

## Main Points

### Major and Minor Roads

The estimated volume of traffic on Scotland's roads in 2023 was around 48 billion (thousand million) vehicle km: 2% more than 2022. As with other types of transport, road traffic was significantly affected by the Coronavirus pandemic. However, since restrictions have lifted there has been a recovery in the amount of road traffic. There had been slight increases in the previous eight years, following the steady downward trend seen between 2007 and 2011. (*Table 5.1*)

The total volume of traffic on major roads (Motorways and A roads) in 2023 was estimated to be 31.2 billion vehicle-km. Traffic on Motorways accounted for 8.7 billion vehicle km (18% of all traffic). This was less than the estimated 10.8 billion

vehicle km on trunk A roads (22% of the total), and the 11.8 billion on non-trunk A roads (24%). Sixty eight per cent of A road traffic was in rural areas: 15.3 billion out of the A roads total of 22.5 billion vehicle km. (*Table 5.1*)

Minor roads (B, C and unclassified roads) accounted for the remaining 36% of traffic in 2023: an estimated 17.2 billion vehicle km (*Table 5.1*)

The total volume of traffic on major roads (Motorways and A roads) in 2023 was 3% higher than in the previous year (Motorway traffic increased by 4%). Minor road traffic was about 1% higher than in 2022. Traffic levels are around 11 per cent higher than in 2013. (*Table 5.1*)

## Trends

Prior to 2020, traffic volumes on major roads in Scotland had been broadly increasing over the past three decades. The volumes reached a peak in 2007 and fell back slightly before rising to new highs in 2019. In 2019, traffic volumes on major roads were 46% higher than in 1995. Motorway traffic saw a 14 per cent rise between 2003 and 2008, fell slightly over the next two years before resuming its rise in the years leading up to the pandemic. However, due to the Coronavirus pandemic restrictions lifting in 2021 motorway traffic is now 30% higher than the earlier peak in 2008. (*Table 5.1*)

Traffic on minor roads is estimated to have risen by 4% between 2003 and 2007, falling by 2% between then and 2012, before rising again. The total volume of traffic on all roads in Scotland was also estimated to have risen by 5% between 2003 and 2007, falling by 2% between then and 2011, before rising again in the years before the pandemic. (*Table 5.1*)

Cars account for over three quarters (73%) of the total volume of traffic on the roads (i.e. of the total for major roads and minor roads combined), light goods vehicles for 20% and heavy goods vehicles for 5%. Pedal cycle traffic fell by 5% in 2023. However, pedal cycles still account for only one per cent of estimated traffic volume. (*Table 5.2 & 5.3*)

In 2023, the volume of car traffic was 5 per cent higher than in 2013, light goods vehicle traffic 49 per cent higher and bus vehicle traffic 25% lower. (*Table 5.3*)

## Local Area volumes

The seven local authorities with the highest traffic volumes (Glasgow, North Lanarkshire, Aberdeenshire, Edinburgh, Fife, Highland and South Lanarkshire) account for 46% of all traffic on Scotland's roads. (*Table 5.4*)

Selected trunk road traffic flows are given in Table 5.7. The M8 Harthill was the busiest site from this sample, with an annual average of 55,330 vehicles per day in 2023. Its Monday-Friday average was 59,316 vehicles per day. The M73 Gartcosh had the highest Monday-Friday peak hourly flows at 4,494 vehicles in the morning and 4,835 vehicles in the evening. At the opposite end of the scale, the A835 Aultguish averaged 1,259 vehicles per day over the year as a whole and its Monday-Friday peak hourly flows were 129 in the morning and 165 in the afternoon. The M74 J18 to J19 had the highest percentage of heavy goods vehicle traffic in 2023 at 32% for the week, followed by the A77 Lendalfoot (26%). (*Table 5.7*)

## Delays and Congestion

In previous editions of STS Table 5.8 estimated the time lost by traffic due to delays on trunk road routes monitored by Transport Scotland. This table is no longer being updated due to number of factors, including major changes to the network which would have required a substantial rework to the methodology.

The Scottish Household Survey provides estimates of delays attributed to congestion experienced by drivers (on the previous day). In 2023, 12% of journeys made as the driver of a car were said to be delayed due to traffic congestion. Short delays were more common than longer ones - 5% of car drivers' journeys were delayed by around 5 minutes compared to 3% by 15 minutes or longer. Weekday journeys were most likely to suffer congestion delays between 7 and 9 am and 4 and 6 pm (17-20% and 20-22% respectively). Fewer delays (3%) were experienced by people residing in remote small towns than those in accessible small towns (10%). (*Tables 5.8 and 5.9*)

These statistics no longer feature in Scotland's National Indicator on driver congestion in their old form. More information on National Indicators can be found on the Scotland Performs website:

<http://www.gov.scot/About/Performance/scotPerforms/indicator/congestion>

Delays experienced by bus users have fallen since 2008, though changes in recent years are not significant due to small sample sizes. (*Table 5.9*)

## Fuel Consumption

DECC estimates suggest that the traffic on Scotland's roads consumed 3.5 million tonnes oil equivalent of petrol and diesel in 2022. This figure includes fuel purchased outwith Scotland which is consumed in Scotland, and excludes fuel purchased in Scotland which is used outwith Scotland. It is estimated using information about average fuel consumption, vehicle emissions and traffic volumes - see road traffic section of the user guide.

Petrol and diesel consumption has been rising since 2013. However, the figures for 2020 and 2021 will have been affected by the Covid pandemic. There has been a steady fall in petrol consumption in cars over the period and an increase in diesel cars, reflecting trends in vehicle propulsion shown in Chapter 1 i.e. increases in the

proportion of diesel powered vehicles on the roads and reductions in petrol powered vehicles. (*Table 5.10*)

## Notes

This worksheet contains one table.

Note number	Note text
note 1	Estimates for minor roads for the period since 2000 have been revised to take into account the minor road benchmarking exercise. Further details available at: <a href="https://www.gov.uk/government/statistics/road-traffic-estimates-in-great-britain-2021/minor-road-traffic-estimates-review-technical-report">https://www.gov.uk/government/statistics/road-traffic-estimates-in-great-britain-2021/minor-road-traffic-estimates-review-technical-report</a>
note 2	Estimates for 2020 will have been affected by the Covid 19 pandemic.
note 3	DfT's classification of urban and rural roads differs from the built up/non-built up classification - see section 5.1.4 of the traffic estimates notes and definitions at the back of this publication.
note 4	Motorways include A(M) roads.
note 5	Roads which changed from trunk to local authority, or vice versa, are counted according to their status on a recent date,
note 6	DfT have made some minor changes to the traffic estimates from 2006 onwards. This was due to incorrect LA codes
note 7	Traffic flows are counted in both directions at ATC sites and the average flows are based on totals.
note 8	Missing data for these sites is due to equipment failure. Year averages may be based only on data for part of the year, in cases where equipment was not working in some months.
note 9	7 day flows were calculated from Monday to Sunday inclusive, '5 day flows' were calculated from Monday to Friday inclusive
note 10	Flows were calculated from Monday to Sunday inclusive. This information is obtained from the Scottish Household Survey Travel Diary questions about the (stages of) journeys which the respondent had said that he or she made as the driver of a car or van. The table does not include those (stages of) journeys for which the questions about traffic congestion were not asked.
note 11	
note 12	In order to provide the larger sample size of a combined years table, years not considered entirely compatible had to be combined. Results should be treated with a degree of caution.
note 13	A journey can consist of one or more stages. A new stage begins when there is a change in the form of transport or when there is a change of vehicle requiring a separate ticket.
note 14	Previously split into 'about 20 mins' and '25 to 30 mins' but now combined to be '20 to 30 mins'. If previous split needed please request via <a href="mailto:Transtat@transport.gov.scot">Transtat@transport.gov.scot</a>
note 15	Car drivers were asked "was this part of your trip delayed due to traffic congestion?". No definition of "traffic congestion" is given, so respondents can interpret the term as they wish. Those drivers who said that they had been delayed by traffic congestion were asked "how much time do you think was lost due to traffic congestion?".
note 16	These estimates are of the total amount of petrol and diesel consumed by vehicles travelling in each Council area (i.e. the estimates are based on where the vehicles were driven, rather than - say - the area of the registered keepers of the vehicles).
note 17	There have been major revisions to the data due to improvements in the methodology. For more information please see here: <a href="https://www.gov.uk/government/collections/road-transport-consumption-at-regional-and-local-level#methodology">https://www.gov.uk/government/collections/road-transport-consumption-at-regional-and-local-level#methodology</a>
note 18	The traffic counter data for the A90 Bridge of Don is no longer being collected.
note 19	Due to changes in the survey in response to covid-19, 2020 and 2021 data is not directly comparable with previous years, so there is a break in the time series between 2019 and 2020 (see publication introduction for more information). In 2022, there was a return to the standard methodology, so 2022 data is comparable with years up to 2019, but not 2020 and 2021.
note 20	Distance figures for some years were revised in 2017 and 2018.
note 21	Freeze panes is being used on this page. To turn off, select the 'View' tab and choose Freeze Panes > Unfreeze Panes



**Table 5.1 Traffic by road class and type (million vehicle kilometres) [note 3]**

This worksheet contains one table. Some cells refer to notes which can be found in the notes worksheet.

Freeze panes are active on this sheet. To turn off freeze panes select the 'View' ribbon then 'Freeze Panes' then 'Unfreeze Panes' or use [Alt W, F]

Source: Department for Transport - Not National Statistics

Road type	2013	2014	2015	2016	2017	2018	2019	2020			
	[note 1]	[note 1]	[note 1]	[note 1]	[note 1]	[note 1]	[note 1]	[note 1]	[note 1]	[note 1]	[note 1]
<b>Motorways</b>	7,262	7,421	7,477	7,829	8,054	8,518	8,654	6,299	7,428	8,310	8,672
Trunk A roads Urban	960	965	960	988	1,832	1,764	1,744	1,319	1,626	1,765	1,758
Trunk A roads Rural	8,766	8,726	8,905	9,160	8,633	8,856	9,100	6,632	7,836	8,807	9,015
Trunk A roads Total	9,725	9,691	9,864	10,147	10,466	10,620	10,844	7,951	9,462	10,572	10,773
Non - trunk A roads Urban	4,390	4,478	4,501	4,609	5,466	5,325	5,399	4,139	4,910	5,388	5,490
Non - trunk A roads Rural	7,670	7,856	8,029	8,262	7,420	7,079	7,314	5,552	5,702	6,101	6,264
Non - trunk A roads Total	12,061	12,334	12,530	12,871	12,887	12,404	12,713	9,690	10,612	11,489	11,754
All A roads Urban	5,350	5,443	5,461	5,597	7,298	7,089	7,143	5,458	6,536	7,153	7,248
All A roads Rural	16,436	16,582	16,934	17,422	16,053	15,935	16,414	12,184	13,538	14,908	15,279
All A roads Total	21,786	22,025	22,395	23,019	23,351	23,024	23,557	17,642	20,074	22,061	22,527
<b>All major roads</b>	<b>29,048</b>	<b>29,446</b>	<b>29,872</b>	<b>30,848</b>	<b>31,405</b>	<b>31,542</b>	<b>32,211</b>	<b>23,941</b>	<b>27,502</b>	<b>30,371</b>	<b>31,199</b>
All Urban minor roads	7,199	7,368	7,359	7,449	8,949	9,212	9,167	7,646	9,548	10,206	14,998
All Rural minor roads	7,464	7,962	8,143	8,546	7,690	7,432	7,334	6,296	6,360	6,803	2,223
<b>All minor roads</b>	<b>14,663</b>	<b>15,330</b>	<b>15,502</b>	<b>15,995</b>	<b>16,639</b>	<b>16,644</b>	<b>16,501</b>	<b>13,942</b>	<b>15,908</b>	<b>17,009</b>	<b>17,221</b>
All Motorways	7,262	7,421	7,477	7,829	8,054	8,518	8,654	6,299	7,428	8,310	8,672
All Urban roads	12,549	12,811	12,820	13,046	16,248	16,301	16,310	13,104	16,084	17,359	22,246
All Rural roads	23,900	24,544	25,077	25,967	23,744	23,367	23,749	18,480	19,898	21,711	17,502
<b>All roads</b>	<b>43,711</b>	<b>44,776</b>	<b>45,374</b>	<b>46,843</b>	<b>48,045</b>	<b>48,187</b>	<b>48,713</b>	<b>37,883</b>	<b>43,410</b>	<b>47,379</b>	<b>48,421</b>

**Table 5.2 Traffic on major roads (by class / type) and minor roads (by type) by vehicle type, 2023 (million vehicle kilometres) [note 2]**

This worksheet contains one table. Some cells refer to notes which can be found in the notes worksheet.

Source: Department for Transport - Not National Statistics

Road type	Cars and taxis	Two wheeled motor vehicles	Buses	Light goods vehicles	Heavy goods vehicles	All motor vehicles	Pedal cycles	All vehicle traffic	Percent of all roads
Major roads (M and A)	Not available	[Not available]	Not available	[Not available]	[Not available]	[Not available]	[Not available]	[Not available]	[Not available]
Motorways [note 4]	Not available	[Not available]	Not available	[Not available]	[Not available]	[Not available]	[Not available]	<b>8,672</b>	<b>17.9</b>
Trunk A roads - urban [note 3]	Not available	[Not available]	Not available	[Not available]	[Not available]	[Not available]	[Not available]	<b>1,758</b>	<b>3.6</b>
Trunk A roads - rural [note 3]	Not available	[Not available]	Not available	[Not available]	[Not available]	[Not available]	[Not available]	<b>9,015</b>	<b>18.6</b>
Non-trunk A roads - urban [note 3]	Not available	[Not available]	Not available	[Not available]	[Not available]	[Not available]	[Not available]	<b>5,490</b>	<b>11.3</b>
Non-trunk A roads - rural [note 3]	Not available	[Not available]	Not available	[Not available]	[Not available]	[Not available]	[Not available]	<b>6,264</b>	<b>12.9</b>
<b>All major roads</b>	Not available	[Not available]	Not available	[Not available]	[Not available]	[Not available]	[Not available]	<b>31,199</b>	<b>64.4</b>
Minor roads (B, C and unclassified)	Not available	[Not available]	Not available	[Not available]	[Not available]	[Not available]	[Not available]	[Not available]	[Not available]
Urban roads [note 3]	Not available	[Not available]	Not available	[Not available]	[Not available]	[Not available]	[Not available]	<b>14,998</b>	<b>31.0</b>
Rural roads [note 3]	Not available	[Not available]	Not available	[Not available]	[Not available]	[Not available]	[Not available]	<b>2,223</b>	<b>4.6</b>
<b>All minor roads</b>	Not available	[Not available]	Not available	[Not available]	[Not available]	[Not available]	[Not available]	<b>17,221</b>	<b>35.6</b>
Motorways [note 4]	Not available	[Not available]	Not available	[Not available]	[Not available]	[Not available]	[Not available]	<b>8,672</b>	<b>17.9</b>
Urban roads [note 3]	Not available	[Not available]	Not available	[Not available]	[Not available]	[Not available]	[Not available]	<b>22,246</b>	<b>45.9</b>
Rural roads [note 3]	Not available	[Not available]	Not available	[Not available]	[Not available]	[Not available]	[Not available]	<b>17,502</b>	<b>36.1</b>
<b>All roads</b>	<b>35,372</b>	<b>273</b>	<b>453</b>	<b>9,489</b>	<b>2,431</b>	<b>48,018</b>	<b>403</b>	<b>48,421</b>	<b>100.0</b>
Percentage of all vehicles	73.1	0.6	0.9	19.6	5.0	99.2	0.8	100.0	[Not available]

**Table 5.3 Traffic (million vehicle kilometres) on all roads by vehicle type [note 2]**

This worksheet contains one table. Some cells refer to notes which can be found in the notes worksheet.

Freeze panes are active on this sheet. To turn off freeze panes select the 'View' ribbon then 'Freeze Panes' then 'Unfreeze Panes' or use [Alt W, F]

Source: Department for Transport - Not National Statistics

Road and vehicle type	2013 [note 1]	2014 [note 1]	2015 [note 1]	2016 [note 1]	2017 [note 1]	2018 [note 1]	2019 [note 1]	2020 [note 2]	2021 [note 1]	2022 [note 1]	2023 [note 1]
Cars and taxis	33,640	34,293	34,596	35,488	36,076	36,299	36,678	27,032	31,063	34,375	35,372
Two wheeled motor vehicles	277	288	285	266	280	282	291	219	243	272	273
Buses	605	608	587	514	525	466	514	377	424	473	453
Light goods vehicles	6,377	6,750	7,066	7,721	8,257	8,218	8,277	7,398	8,745	9,332	9,489
Heavy goods vehicles	2,492	2,479	2,511	2,562	2,614	2,610	2,587	2,259	2,500	2,505	2,431
All motor vehicle traffic	43,392	44,418	45,043	46,552	47,752	47,876	48,347	37,286	42,975	46,957	48,018
Pedal cycles	319	358	331	290	294	311	365	597	435	422	403
<b>All traffic on all roads</b>	<b>43,711</b>	<b>44,776</b>	<b>45,374</b>	<b>46,843</b>	<b>48,045</b>	<b>48,187</b>	<b>48,713</b>	<b>37,883</b>	<b>43,410</b>	<b>47,379</b>	<b>48,421</b>

**Table 5.4 Traffic by Council and vehicle type, 2023 (million vehicle kilometres) [note 2]**

This worksheet contains one table. Some cells refer to notes which can be found in the notes worksheet.

Source: Department for Transport - Not National Statistics

<b>Council</b>	<b>Cars and taxis</b>	<b>Light goods vehicles</b>	<b>Heavy Goods Vehicles</b>	<b>All motor vehicles</b>
Aberdeen City	1,210.57	244.44	49.06	1,528.83
Aberdeenshire	2,289.18	691.14	154.91	3,177.61
Angus	800.48	236.07	69.93	1,120.21
Argyll & Bute	682.59	206.64	49.13	958.80
Clackmannanshire	263.21	61.08	9.31	339.18
Dumfries & Galloway	1,447.34	481.37	296.28	2,253.88
Dundee City	683.73	132.89	22.39	852.83
East Ayrshire	828.79	254.78	49.50	1,147.63
East Dunbartonshire	445.15	95.20	10.25	561.57
East Lothian	767.41	203.03	41.70	1,025.78
East Renfrewshire	608.82	144.33	24.70	790.43
Edinburgh, City of	2,337.65	547.92	95.97	3,039.51
Eilean Siar	156.16	54.51	7.43	222.62
Falkirk	1,197.46	308.77	71.10	1,598.00
Fife	2,303.68	576.40	111.62	3,035.63
Glasgow, City of	2,766.54	624.05	124.82	3,570.60
Highland	2,165.39	677.58	169.52	3,083.65
Inverclyde	421.92	83.38	8.29	523.75
Midlothian	519.10	133.54	21.65	685.50
Moray	576.92	192.96	36.50	817.59
North Ayrshire	616.68	145.94	23.89	797.59
North Lanarkshire	2,498.23	664.03	171.91	3,384.24
Orkney Islands	95.84	41.06	5.03	145.57
Perth & Kinross	1,769.65	520.37	193.65	2,515.03
Renfrewshire	1,267.63	279.75	45.86	1,616.00
Scottish Borders	889.97	284.31	62.06	1,254.37
Shetland Islands	152.27	60.68	7.74	225.06
South Ayrshire	774.11	219.26	46.05	1,053.43
South Lanarkshire	1,950.77	590.79	273.61	2,842.80
Stirling	956.22	243.99	62.23	1,280.51
West Dunbartonshire	536.66	108.82	14.47	672.22
West Lothian	1,392.09	379.83	100.46	1,897.86
Total: all Scotland	35,372.20	9,488.91	2,431.00	48,018.20



**Table 5.6 Average Daily Traffic Flows at Selected Automated Traffic Classifier Sites <sup>2</sup> by Month, 2023 [note 7] [note8]**

This worksheet contains one table.

Source: Transport Scotland - Not National Statistics

Description	Jan	Feb	Mar	Apr	May	Jun	Jul	Aug	Sep	Oct	Nov	Dec
M74 J18 to J19	28,285	32,061	33,297	37,293	38,025	40,084	42,688	43,711	38,986	37,940	33,399	31,404
M8 Bishopton	0	0	0	0	0	0	0	0	0	0	0	0
M8 Harthill	46,840	53,267	0	53,656	56,979	58,255	56,666	60,899	57,133	56,044	56,232	50,211
M9 Linlithgow	27,883	30,894	32,416	32,164	33,778	33,702	32,522	35,795	34,187	32,599	32,180	27,884
M73 Gartcosh	49,287	55,452	56,953	55,854	57,455	57,395	50,311	54,878	51,900	53,559	51,441	47,240
M74 J9	0	0	0	31,140	30,616	0	0	0	0	0	0	0
M80 Bankhead	31,348	35,480	36,015	38,098	38,874	39,396	38,988	40,194	39,196	37,458	36,776	32,621
M90 Kelty	26,819	29,364	30,452	32,400	33,637	34,394	33,722	36,061	34,300	31,486	30,963	28,615
A1 Grantshouse	8,019	9,065	9,386	10,621	10,928	11,177	12,156	12,472	11,202	10,081	9,033	9,051
A7 Langholm	3,108	3,468	3,620	3,673	3,884	3,972	3,827	4,001	3,948	3,677	3,798	3,415
A9 Berridale	1,570	1,952	2,040	2,602	2,901	3,049	3,191	3,316	2,998	2,385	2,089	1,815
A9 Blackford	20,645	24,665	25,698	26,849	27,287	28,300	28,705	29,310	29,084	26,979	26,275	20,421
A9 Dornoch	4,833	5,748	6,165	7,138	7,624	8,011	8,252	8,595	7,851	6,663	6,178	5,410
A9 Tomatin	7,290	8,574	8,893	10,818	11,121	12,003	12,793	13,482	12,102	10,608	9,140	8,454
A68 Jedburgh	5,860	6,459	6,827	7,411	8,021	8,158	7,851	8,409	7,858	7,035	6,884	6,317
A68 Pathhead	7,909	8,403	8,635	9,313	9,932	10,586	9,724	10,692	9,764	9,041	9,056	8,192
A75 Carsluith	3,797	4,343	4,537	5,116	5,267	5,543	5,696	6,247	5,633	4,979	4,656	0
A75 Southeast of A751	0	0	6,907	7,057	7,253	7,442	7,333	7,659	7,300	6,983	0	0
A76 Mennock	2,525	2,777	2,928	3,067	3,386	3,480	3,332	3,535	3,511	3,131	3,044	2,585
A77 Lendalfoot	-	3,397	3,496	4,211	4,179	4,425	4,709	4,754	4,238	3,883	3,499	3,232
A77 Kilmarnock	22,745	24,940	26,216	27,673	28,711	29,321	27,909	29,201	28,477	26,886	25,175	23,071
A78 Loans	16,373	18,381	19,113	18,834	19,839	19,904	18,470	20,051	19,626	18,825	19,181	16,093
A80 Cumbernauld	0	0	0	0	0	0	0	0	0	0	0	71,440
A82 Ballachulish	3,310	0	0	0	0	0	0	0	6,888	5,453	3,953	3,483
A82 Spean Bridge	0	0	0	0	0	0	0	0	0	0	0	0
A83 Ardrishaig	2,050	2,401	2,444	2,826	2,852	2,959	2,926	3,323	3,105	2,596	2,578	2,151
A85 Riverside Dundee	14,737	16,288	16,642	16,505	17,017	17,094	16,168	17,085	15,903	14,881	15,826	14,303
A87 Broadford	3,170	3,857	4,366	6,476	7,803	7,815	7,828	8,681	7,433	5,686	4,173	3,666
A87 Kyle of Lochalsh	2,397	2,898	3,272	4,898	6,021	5,918	6,045	6,793	5,722	4,363	3,183	2,759
A90 Stonehaven	18,118	18,466	17,252	16,473	16,116	18,030	18,001	17,608	18,860	17,825	18,745	18,013
A90 Bridge of Don [note 18]	0	0	0	0	0	0	0	0	0	0	0	0
A96 Forres	9,504	10,768	11,032	12,009	12,130	12,469	12,756	13,301	12,452	11,551	11,377	10,210
A702 Fulford	11,030	12,346	12,648	13,117	13,413	13,503	12,858	13,984	13,117	12,836	12,085	12,053
A720 Dregghorn	0	0	0	0	0	0	0	0	0	0	0	0
A737 Lochside	19,859	21,829	22,465	22,794	23,713	23,660	22,617	24,100	22,926	22,629	23,102	17,918
A835 Aultguish	1,088	1,461	1,550	2,026	2,267	2,363	2,474	2,555	2,236	1,613	1,432	1,259
A977 Kincardine	3,823	4,323	4,444	4,345	4,467	4,486	4,069	4,500	4,177	4,326	4,120	3,488

**Table 5.7(a) Average daily traffic flows, peak hourly flows and percentages of HGVs for selected key points: 2023 [note 8] [note 9]**

This worksheet contains one table. Some cells refer to notes which can be found in the notes worksheet.

Source: Transport Scotland - Not National Statistics

Location	Site number in Figure 5.2	Yearly 7 Day	Yearly 5 Day		HGV	HGV	Peak	Peak	Peak	Peak	
		average daily flow	August	average daily flow	August	yearly 7 Day percentage	yearly 5 Day percentage	hourly flows morning 7 Day	hourly flows morning 5 Day	hourly flows afternoon 7 Day	hourly flows afternoon 5 Day
M74 J18 to J19	1	36475	43711	38581	37828	32	36	1642	1881	2210	2312
M8 Bishopton	2	0	0	0	0	0	0	0	0	0	0
M8 Harthill	3	55330	60899	59316	59583	15	18	3212	3844	3899	4144
M9 Linlithgow	4	32144	35795	35074	35877	10	11	2161	2648	2586	2895
M73 Gartcosh	5	53474	54878	58882	60437	0	0	3602	4494	4277	4835
M74 J9	37	31109	0	33019	18819	14	15	1414	1566	1898	2034
M80 Bankhead	6	37038	40194	38661	37504	13	15	2244	2671	2709	2828
M90 Kelty	7	31893	36061	32750	33074	11	13	1903	2232	2481	2611
A1 Grantshouse	8	10282	12472	10529	12541	15	18	503	574	679	687
A7 Langholm	9	3700	4001	3990	3987	14	16	227	275	282	314
A9 Berridale	10	2495	3316	2619	3414	25	28	146	165	177	183
A9 Blackford	11	26351	29310	27289	25411	15	18	1479	1728	1907	1984
A9 Dornoch	12	6879	8595	7273	7107	8	10	410	492	511	554
A9 Tomatin	13	10451	13482	10766	10773	14	16	592	679	780	807
A68 Jedburgh	14	7262	8409	7671	7576	6	7	447	528	546	604
A68 Pathhead	15	9353	10692	9792	9783	10	12	563	666	700	737
A75 Carluith	16	5102	6247	5425	5813	23	26	277	327	339	364
A75 Southeast of A751	17	7309	7659	7817	7854	22	25	383	461	491	535
A76 Mennock	18	3112	3535	3365	3412	22	25	215	260	237	265
A77 Lendalfoot	19	4084	4754	4208	4819	26	30	169	199	259	265
A77 Kilmarnock	20	26734	29201	28020	28316	8	10	1636	1967	2061	2201
A78 Loans	21	18721	20051	20567	20678	6	7	1418	1772	1535	1778
A80 Cumbernauld	36	0	0	0	0	0	0	0	0	0	0
A82 Ballachulish	22	4674	0	4686	4726	8	10	216	235	320	324
A82 Spean Bridge	23	0	0	0	0	0	0	0	0	0	0
A83 Ardrishaig	24	2659	3323	2894	2956	9	11	182	224	220	249
A85 Riverside Dundee	25	16051	17085	17161	15122	4	5	1140	1416	1228	1372
A87 Broadford	26	5973	8681	6297	6072	7	8	297	344	479	510
A87 Kyle of Lochalsh	27	4533	6793	4733	4630	6	7	225	264	358	377
A90 Stonehaven	28	17765	17608	18994	19901	16	18	1143	1395	1398	1546
A90 Bridge of Don [note 18]	29	0	0	0	0	0	0	0	0	0	0
A96 Forres	30	11636	13301	12225	11886	9	11	710	853	940	1029
A702 Fulford	31	12755	13984	13276	13279	11	13	800	943	983	1056
A720 Dreghorn	35	0	0	0	0	0	0	0	0	0	0
A737 Lochside	32	22322	24100	23603	23128	7	8	1379	1657	1749	1900
A835 Aultguish	33	1862	2555	1913	1849	8	10	114	129	154	165
A977 Kincardine	34	4214	4500	4477	4507	6	7	257	314	345	381

**Table 5.7(b) Average daily traffic flows for selected key points [note 8] [note 10]**

This worksheet contains one table. Some cells refer to notes which can be found in the notes worksheet.

Freeze panes are active on this sheet. To turn off freeze panes select the 'View' ribbon then 'Freeze Panes' then 'Unfreeze Panes' or use [Alt W, F]

Source: Transport Scotland - Not National Statistics

Location	Site No in Fig 5.2	2013	2014	2015	2016	2017	2018	2019	2020	2021	2022	2023
M74 J18 to J19	1	31,410	32,906	33,313	34,718	0	34,694	35,156	24,896	32,453	35,968	36475
M8 Bishopton	2	25,318	25,475	0	16,766	18,954	25,878	26,931	18,308	22,240	22,942	0
M8 Harthill	3	40,526	0	53,566	51,129	28,292	52,541	56,312	40,861	49,520	54,035	55330
M9 Linlithgow	4	24,853	0	0	10,877	0	0	35,447	23,428	26,950	31,172	32144
M73 Gartcosh	5	43,330	45,500	43,588	32,419	0	49,587	0	15,534	44,541	53,943	53474
M74 J9	37	33,302	0	35,795	33,385	21,905	40,052	38,237	26,607	14,843		31109
M80 Bankhead	6	35,386	0	0	37,934	23,401	31,198	34,296	0	36,808	36,116	37038
M90 Kelty	7	31,117	32,224	31,787	31,108	21,704	28,376	29,493	22,244	24,707	30,963	31893
A1 Grantshouse	8	8,427	7,063	8,047	available]	9,026	10,233	8,999	0	0	0	9993
A7 Langholm	9	3,487	3,576	3,614	3,752	2,808	3,635	3,740	2,765	3,225	3,504	3700
A9 Berridale	10	1,714	0	0	0	0	2,769	0	1,836	0	0	2494
A9 Blackford	11	25,667	24,456	26,338	13,614	1,185	13,453	0	10,387	23,339	25,244	26351
A9 Dornoch	12	5,934	6,100	6,211	6,654	6,207	6,710	7,297	5,092	6,209	6,588	6879
A9 Tomatin	13	8,749	10,314	9,307	9,688	7,769	10,779	10,708	7,186	9,090	10,093	10451
A68 Jedburgh	14	5,574	5,493	5,437	5,498		5,909	0	0	6,550	7,073	7262
A68 Pathhead	15	8,931	0	10,022	9,705	3,244	9,623	9,974	6,394	8,256	9,202	9353
A75 Carsluith	16	4,244	5,302	4,714	4,860	4,365	4,992	5,266	3,651	4,657	4,910	5102
A75 Southeast of A751	17	6,752	6,734	6,600	6,715	5,857	6,611	6,863	3,930	6,458	6,720	7309
A76 Mennock	18	2,900	2,871	0	2,833	0	3,148	0	0	2,930	3,040	3112
A77 Lendalfoot	19	0	0	0	0	3,852	3,362	0	2,500	3,377	3,757	3939
A77 Kilmarnock	20	25,062	26,843	27,340	27,387	21,252	28,408	28,063	20,527	24,372	25,954	26734
A78 Loans	21	13,096	13,619	14,378	18,597	13,203	18,790	19,453	16,337	16,527	18,119	18721
A80 Cumbernauld	36	69,314	71,242	71,740	74,319	0	74,317	0	0	65,602	68,185	0
A82 Ballachulish	22	4,631	6,426	5,208	5,353	4,776	5,506	6,184	3,620	4,858	5,426	4674
A82 Spean Bridge	23	4,103	1,729	0	5,582	2,413	2,591	3,902	5,073	6,644	0	0
A83 Ardrishaig	24	2,629	0	2,857	2,693	1,977	2,810	2,165	2,639	2,905	2,830	2659
A85 Riverside Dundee	25	15,279	0	0	17,030	13,046	16,501	17,088	12,700	14,882	16,028	16051
A87 Broadford	26	2,083	0	0	5,413	4,714	0	5,829	4,137	5,042	4,822	5973
A87 Kyle of Lochalsh	27	3,418	3,581	3,947	3,779	3,326	3,229	4,771	3,198	3,711	4,173	4533
A90 Stonehaven	28	33,486	39,205	26,650	24,856	9,900	21,062	27,448	14,521	16,260	17,999	17765
A90 Bridge of Don [note 18]	29	17,412	17,773	18,157	22,875	0	21,645	0	16,584	0	0	0
A96 Forres	30	10,244	10,820	10,651	10,962	4,807	11,167	11,674	8,987	10,125	11,274	11636
A702 Fulford	31	10,181	13,786	11,963	11,496	9,876	10,620	10,626	8,326	10,975	12,362	12755
A720 Dregghorn	35	76,704	78,110	78,624	79,650	0	84,594	0	63,057	64,326	79,604	0
A737 Lochside	32	20,311	20,787	22,055	22,448	13,824	20,058	21,952	0	20,398	21,684	22322
A835 Aultguish	33	1,048	1,767	1,694	1,803	1,014	1,590	0	1,135	1,697	1,770	1862
A977 Kincardine	34	4,532	4,405	4,613	4,368	4,340	4,390	4,424	3,773	3,948	4,136	4214



**Table 5.8: [Congestion delays] Percentage of driver stages where congestion delays were experienced by amount of time delayed, 2021-2023 (combined) [1]**

This worksheet contains one table. Some cells may refer to notes which can be found on the notes worksheet.

Source: Scottish Household Survey

Category	Sub-category	Not delayed	0-2 minutes	about 5 mins	about 10 mins	about 15 mins	20 to 30 mins	over 30	Unknown time	Delayed	Sample size
<b>All driver stages</b>	All driver stages	88.6	1	4.8	2.8	1.1	1.4	0.4	0.1	11.4	24,590
Purpose of journey	Commuting	82	1	7	5	2	3	1	0	18	5,110
Purpose of journey	Business	87	0	3	4	1	3	1	0	13	770
Purpose of journey	Education	88	1	8	2	0	0	0	0	12	910
Purpose of journey	Shopping	92	1	4	1	0	1	0	0	8	5,920
Purpose of journey	Visit hospital or other health	89	1	5	2	2	2	0	0	11	630
Purpose of journey	Other personal business	92	0	4	2	1	1	0	0	8	1,140
Purpose of journey	Visiting friends or relatives	90	1	4	3	1	1	0	0	10	3,050
Purpose of journey	Eating or drinking	93	2	4	0	0	0	0	0	7	440
Purpose of journey	Entertainment	87	0	5	3	2	2	0	0	13	340
Purpose of journey	Sport or exercise	90	1	4	3	0	2	0	0	10	1,230
Purpose of journey	Holiday or day trip	86	0	1	6	2	4	0	0	14	310
Purpose of journey	Other	92	0	4	1	2	1	0	0	8	520
Purpose of journey	Escorting someone else	87	2	8	1	1	1	0	0	13	490
Purpose of journey	Went home	91	1	3	2	1	1	1	0	9	3,070
Purpose of journey	Went for a walk	93	1	3	2	1	0	0	0	7	660
Day of the week	Monday	89	1	5	2	1	2	0	0	11	4,620
Day of the week	Tuesday	88	1	5	3	1	2	0	0	12	4,730
Day of the week	Wednesday	86	1	6	3	2	1	0	0	14	4,340
Day of the week	Thursday	86	1	5	4	1	2	0	0	14	3,830
Day of the week	Friday	87	1	6	3	1	2	1	0	13	2,220
Day of the week	Saturday	92	1	3	2	1	1	0	0	8	1,400
Day of the week	Sunday	94	0	2	2	1	1	0	0	6	3,460
Weekday journeys: start time	Before 7 a.m.	92	0	3	2	1	1	1	0	8	620
Weekday journeys: start time	7:00 to 7:59 a.m.	80	1	7	6	2	3	0	0	20	1,060
Weekday journeys: start time	8:00 to 8:59 a.m.	83	2	8	4	1	2	0	0	17	1,660
Weekday journeys: start time	9:00 to 9:59 a.m.	90	2	4	2	1	1	0	0	10	1,210
Weekday journeys: start time	10:00 to 10:59 a.m.	92	1	4	1	0	1	0	0	8	1,390
Weekday journeys: start time	11:00 to 11:59 a.m.	91	1	4	2	0	1	0	0	9	1,480
Weekday journeys: start time	noon to 12:59 p.m.	91	1	4	2	0	1	0	0	9	1,400
Weekday journeys: start time	1:00 to 1:59pm	87	1	6	4	1	1	0	0	13	1,260
Weekday journeys: start time	2:00 to 2:59pm	90	1	5	2	1	1	0	0	10	1,580
Weekday journeys: start time	3:00 to 3:59pm	86	1	5	3	2	2	0	0	14	1,690
Weekday journeys: start time	4:00 to 4:59pm	80	1	8	6	2	4	1	0	20	1,780
Weekday journeys: start time	5:00 to 5:59pm	78	1	9	4	3	3	1	0	22	1,710
Weekday journeys: start time	6:00 to 6:59pm	88	1	5	3	1	1	0	0	12	1,100
Weekday journeys: start time	7:00 to 7:59pm	96	0	2	1	0	1	0	0	4	710
Weekday journeys: start time	8:00 to 8:59pm	97	0	1	1	0	0	0	0	3	440
Weekday journeys: start time	9:00 to 9:59pm	99	0	1	0	0	0	0	0	1	350
Weekday journeys: start time	After 10pm	96	0	0	2	1	1	0	0	4	290
Weekend journeys: start time	Before 9:30am	96	0	2	.	0	0	0	1	4	450
Weekend journeys: start time	9:30am to before 12noon	93	1	3	1	1	1	0	0	7	1,110
Weekend journeys: start time	12noon to 2 pm	91	1	4	3	1	1	0	0	9	1,230
Weekend journeys: start time	After 2pm to before 4:30pm	90	2	3	2	1	1	1	0	10	950
Weekend journeys: start time	4:30pm to before 6:30pm	94	0	3	2	0	1	0	0	6	620
Weekend journeys: start time	6:30pm onwards	98	1	1	1	1	0	0	0	2	500
Urban/rural classification	Large urban areas	84	1	7	4	1	2	0	0	16	6,040
Urban/rural classification	Other urban areas	89	1	5	3	1	1	0	0	11	7,600
Urban/rural classification	Accessible small towns	90	0	4	3	1	2	0	0	10	2,550
Urban/rural classification	Remote small towns	97	0	1	0	1	0	0	0	3	1,350
Urban/rural classification	Accessible rural areas	91	1	4	2	1	2	0	0	9	3,600
Urban/rural classification	Remote rural areas	94	0	2	1	1	1	0	0	6	3,450

**Table 5.9a : Percentage of car or van stages delayed by traffic congestion, 2003-2023 [Note 15] [Note 19] [Note 20] [Note 21]**

This worksheet contains one table. Some cells may refer to notes which can be found on the notes worksheet.

Source: Scottish Household Survey

Mode of Transport	2013	2014	2015	2016	2017	2018	2019	2020	2021	2022	2023
Driver car/van	9.7	11.7	12.4	11.7	12.8	13.0	11.9	4.7	11.8	10.7	11.9
Sample size	10,200	9,820	9,690	9,810	9,960	9,390	9,880	1,770	7,860	7,110	7,150

**Table 5.9b: Percentage of bus stages where passenger experienced delay, 2003-2023 [Note 13] [Note 19] [Note 21]**

This worksheet contains one table. Some cells may refer to notes which can be found on the notes worksheet.

Source: Scottish Household Survey

<b>Mode of Transport</b>	<b>2013</b>	<b>2014</b>	<b>2015</b>	<b>2016</b>	<b>2017</b>	<b>2018</b>	<b>2019</b>	<b>2020</b>	<b>2021</b>	<b>2022</b>	<b>2023</b>
<b>Service bus</b>	10.2	10.7	9.9	10.0	12.5	10.5	12.5	7.3	9.0	12.7	11.7
<b>Sample size</b>	1,690	1,630	1,690	1,480	1,480	1,510	1,350	80	640	940	1020

**Table 5.10 Petrol and diesel consumption of road vehicles - thousand tonnes of oil equivalent**

This worksheet contains one table. Some cells refer to notes which can be found in the notes worksheet.

Source: Department for Business, Energy &amp; Industrial Strategy - Figures taken from Sub-national road transport fuel consumption

Type of vehicle and council area	2013 [note 17]	2014 [note 17]	2015 [note 17]	2016 [note 17]	2017 [note 17]	2018 [note 17]	2019 [note 17]	2020 [note 17]	2021 [note 17]	2022 [note 17]
<b>Buses</b>	160.3	159.5	152.4	148.2	152.0	130.8	149.6	117.1	116.5	130.2
<b>Diesel cars</b>	939.2	982.6	1,017.4	1,048.8	1,090.0	1,085.3	1087.2	763.8	904.8	943.9
<b>Petrol cars</b>	1,207.2	1,177.9	1,141.3	1117.1	1078.2	1066.9	1038.3	767.8	965.2	1071.5
<b>Motorcycles</b>	11.3	11.8	11.7	11.5	11.7	11.6	11.6	8.5	9.2	10.2
<b>Heavy Goods Vehicles</b>	583.7	589.4	596.2	610.4	631.7	635.3	633.1	557.2	628.4	634.3
<b>Diesel Light Goods Vehicles</b>	450.5	477.1	500.9	540.5	577.7	573.9	572.2	511.0	656.0	696.8
<b>Petrol Light Goods Vehicles</b>	26.0	24.8	23.6	22.9	22.5	21.3	20.5	17.5	21.6	22.2
<b>Total</b>	<b>3,378.2</b>	<b>3,423.0</b>	<b>3,443.6</b>	<b>3,499.4</b>	<b>3,563.9</b>	<b>3,525.2</b>	<b>3,512.5</b>	<b>2,742.8</b>	<b>3,301.7</b>	<b>3,509.2</b>
<b>Aberdeen City</b>	99.5	99.7	99.0	99.5	98.3	96.4	107.5	84.3	104.6	111.0
<b>Aberdeenshire</b>	204.0	209.9	213.2	219.1	231.9	220.6	222.2	174.8	204.2	218.2
<b>Angus</b>	81.9	83.9	83.7	84.9	86.7	84.8	84.0	65.6	76.2	80.9
<b>Argyll &amp; Bute</b>	60.3	61.7	63.4	65.1	67.4	66.1	65.1	49.1	60.4	64.6
<b>Clackmannanshire</b>	23.3	23.7	23.8	24.2	24.2	24.1	24.1	18.9	23.6	25.2
<b>Dumfries &amp; Galloway</b>	171.8	175.8	180.7	184.5	194.4	189.4	188.7	150.5	184.4	191.2
<b>Dundee City</b>	71.5	70.2	68.9	68.8	67.8	66.8	65.4	52.1	64.9	68.5
<b>East Ayrshire</b>	78.5	80.7	81.0	80.8	83.2	83.0	81.9	64.8	78.8	81.9
<b>East Dunbartonshire</b>	43.1	43.3	42.7	42.8	42.7	42.1	41.6	33.3	41.1	43.2
<b>East Lothian</b>	61.7	63.5	64.0	66.8	71.5	71.0	71.1	55.3	67.2	73.0
<b>East Renfrewshire</b>	55.2	55.6	56.0	56.7	55.9	55.3	54.3	42.9	53.0	56.3
<b>Edinburgh, City of</b>	240.5	239.7	241.5	242.9	237.2	231.2	227.5	175.5	214.3	227.8
<b>Eilean Siar</b>	15.8	16.2	16.5	16.9	15.7	15.4	15.2	12.0	14.0	14.5
<b>Falkirk</b>	119.3	122.3	123.7	126.5	126.4	124.3	122.8	96.3	112.7	117.8
<b>Fife</b>	203.5	206.4	206.1	208.9	212.5	211.2	210.8	163.1	197.7	208.7
<b>Glasgow, City of</b>	288.8	286.7	283.2	285.6	283.5	279.7	278.5	217.9	265.1	277.4
<b>Highland</b>	184.5	187.5	192.4	197.7	203.4	204.0	203.8	157.6	190.8	203.2
<b>Inverclyde</b>	41.9	42.2	41.7	41.9	40.5	39.3	39.5	31.2	37.8	39.0
<b>Midlothian</b>	45.4	46.6	46.7	47.7	49.0	48.1	47.7	38.2	46.1	49.7
<b>Moray</b>	53.3	54.6	55.4	56.9	57.9	57.4	56.5	45.8	54.6	55.3
<b>North Ayrshire</b>	54.9	55.9	56.1	56.3	57.7	55.9	55.4	43.1	51.7	54.5
<b>North Lanarkshire</b>	239.7	242.0	236.4	242.2	250.1	260.2	255.4	205.7	247.1	271.7
<b>Orkney Islands</b>	9.6	9.9	10.2	10.5	10.7	10.4	10.3	8.3	9.6	10.1
<b>Perth &amp; Kinross</b>	169.2	172.9	176.0	179.9	185.7	182.5	182.0	140.2	156.5	179.5
<b>Renfrewshire</b>	101.6	102.8	103.6	103.2	104.4	104.3	104.5	84.0	103.4	109.1
<b>Scottish Borders</b>	103.3	105.5	108.1	107.2	111.1	110.8	108.8	68.8	85.1	88.0
<b>Shetland Islands</b>	13.8	14.2	14.6	15.0	15.3	15.0	14.8	11.9	14.1	14.9
<b>South Ayrshire</b>	72.1	73.2	74.0	75.2	76.5	75.2	74.6	57.9	70.7	74.7
<b>South Lanarkshire</b>	212.0	214.2	214.8	221.8	229.6	228.2	228.1	180.9	220.0	231.7
<b>Stirling</b>	83.0	85.1	86.6	90.0	90.5	89.9	89.4	69.9	81.7	86.9
<b>West Dunbartonshire</b>	44.7	45.0	45.0	44.8	43.9	43.3	42.6	33.5	42.3	46.4
<b>West Lothian</b>	130.6	131.9	134.4	134.8	138.6	139.3	138.1	109.4	128.0	134.4
<b>Total</b>	<b>3,378.2</b>	<b>3,423.0</b>	<b>3,443.6</b>	<b>3,499.4</b>	<b>3,563.9</b>	<b>3,525.2</b>	<b>3,512.5</b>	<b>2,742.7</b>	<b>3,301.6</b>	<b>3,509.2</b>



**TRANSPORT  
SCOTLAND**  
CÒMHDHAIL ALBA

# Scottish Transport Statistics 2024

## Injury Road Collisions

## Contents

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## Introduction

This chapter provides information on injury road collisions which were reported to the police, such as the number and severity of collisions, the police force area in which the collisions occurred, the types of vehicle involved, the number and severity of casualties resulting from the collisions, and the costs of injury and non-injury collisions.

During 2019 Police Scotland started to use a new collision recording system. The introduction of this new system has changed the way casualty severity is recorded and, as a result, comparisons of the number of serious and slight casualties to earlier years needed to be made with caution.

However, the Department for Transport has carried out analysis which adjusts historical figures so that they reflect the numbers that would have been reported if CRASH had been used to record the casualty severity in those years. In this chapter, these adjusted figures are used to report on serious collisions and casualties and slight collisions and casualties for the years 2004 to 2019. This means that the adjusted figures for 2004 to 2019 are comparable with figures for 2020 to 2022, but not with figures for years prior to 2004.

More information can be found in the Transport Scotland National Statistics publication [Reported Road Casualties Scotland](#)

## Key points

- **There were 155 people killed in road collisions in 2023, 16 less than the previous year.**
- **There were 1,944 people recorded as seriously injured in road collisions in 2023.**
- **Three quarters of casualties in 2023 were car users or pedestrians. Fifty eight per cent of casualties were car users and 16 per cent were pedestrians. Pedal cycles accounted for 7 per cent and Motorcycles for 8 per cent.**

## Main Points

### Collisions

There were 4,251 injury road collisions reported in 2023, 102 more than in 2022. Although the number of reported collisions has been falling over the past ten years, there have been rises in the past 3 years due to recovery from the pandemic of

2020. The figure for 2023 was 53% lower than in 2013; the fourth lowest figure since current records began in 1970. There were 155 fatal collisions in 2023: 16 less than in 2022. The reported number of collisions in which someone was seriously injured, but no-one died was 1,944 and the number of reported slight collisions was 2,404. *(Table 6.1)*

In 2023, two fifths of all reported injury road collisions (1,709: 40%) were on non-built up roads (speed limit of more than 40 m.p.h. - see injury road collisions section of the user guide). However, such roads accounted for a higher proportion of fatal collisions (97: 64%), partly because speeds tend to be higher on non built-up roads than on built up roads. There was no change in the number of collisions on built-up roads but a 6% increase in collisions on non built-up roads between 2022 and 2023. *(Table 6.1)*

The long term trends in the number of injury road collisions reported between 2013 and 2023 varied between the Police Force divisions across Scotland, ranging from a 25% fall in Dundee to an 73% fall in Aberdeen City and Inverclyde. The figures for an area may fluctuate from year to year, especially in smaller areas, although the trends appear to be downwards. *(Table 6.2)*

There were 7,316 vehicles involved in reported injury road collisions in 2023. Almost three quarters of them were cars (5,252 73%); pedal cycles were the next vehicle type most often involved in collisions (425: 6%), though motorcycles are a similar proportion. *(Table 6.3)* Up until 2010, the number of motorcycles involved was higher than the number of pedal cycles but since then there has been an increase in pedal cycle traffic.

## Casualties

155 people were killed in road collisions in 2023, 16 less than the previous year. This was 11% less than the 2014-18 average, the time period used as the baseline for Scotland's Road Safety Framework to 2030. *(Table 6.4)* Further analysis of progress against the Road Safety Framework Targets can be found in article 1 of Reported Road Casualties Scotland 2023.

There were 1,944 people recorded as seriously injured in road collisions in 2023. 3,730 people were recorded as slightly injured in 2023. There were a total of 5,829 casualties in 2023, 186 (3%) higher than in 2022. *(Table 6.4)*

In the context of the total volume of traffic on the roads in Scotland, the 5,829 total casualties recorded represented 12.04 casualties per 100 million vehicle kilometres. The Road Safety Framework also monitors the numbers of slight injuries per 100



million vehicle kilometres. The 3,730 people who were recorded as slightly injured in 2023 represented 7.70 casualties per 100 million vehicle-kilometres. (*Table 6.4*)

## Child casualties

There were 582 reported child casualties in 2023, representing 10% of the total number of casualties of all ages. There were five child fatalities, 178 children were seriously injured, and 399 were classified as slightly injured. Due to the relatively small number of child fatalities, these are often monitored using a three year average to remove the effect of year on year fluctuations. In the three years to 2023, there was an average of 4 child fatalities. (*Table 6.4*)

## Casualty Rates & Costs

*Table 6.5* provides road casualty rates per thousand population by age group and mode of transport. Overall, there were 1.06 casualties per thousand population in 2023. The casualty rate for children (0-15 years) was 0.65 per thousand population. However, the child and young adult pedestrian casualty rates (0.29 and 0.18 per thousand population respectively) were much higher than the pedestrian casualty rate for adults (0.14-0.16). The total young persons' (16-24 years) casualty rate in 2023 was 1.73 per thousand population, almost twice the rate for all ages. The young persons' casualty rate in cars (1.21 per thousand population) was almost double the rate for adults aged 25-59 (which was 0.64 per thousand population). Further information about the mid-year population estimates used to calculate these rates can be found at the [National Records of Scotland](#). (*Table 6.5*)

The cost of all road collisions (including damage only non-injury collisions) in 2023 is estimated at £1,189 million at 2023 prices. (*Table 6.6*)

## Notes

This worksheet contains one table.

Note number	Note text
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note 1	Police Scotland's move to CRASH, an injury-based reporting system, has resulted in changes in severity reporting for serious and slight casualties and collisions. For years 2004-2019, the tables in this section use figures that have been adjusted for comparability. T
note 2	In 2015 the police created a new North East division by combining Aberdeen City, Moray and Aberdeenshire councils.
note 3	Detailed figures for casualties by local authority area can be found in Reported Road Casualties Scotland table B
note 4	Includes all two wheeled motor vehicles.
note 5	Including those casualties whose age was not known.
note 6	Including any casualties whose mode of transport is not known Due to changes in the the way casualty severities are recorded, figures for serious and slight collisions in 2019 and 2020 onwards are not comparable
note 7	with previous years.

## REPORTED INJURY ROAD COLLISIONS

**Table 6.1 Reported collisions by type of road and severity**

This worksheet contains one table. Some cells refer to notes which can be found in the notes worksheet.

Freeze panes are active on this sheet. To turn off freeze panes select the 'View' ribbon then 'Freeze Panes' then 'Unfreeze Panes' or use [Alt W, F]

Source: Transport Scotland

Road type	Severity	2013	2014	2015	2016	2017	2018	2019	2020	2021	2022
							[Note 1]	[Note 1]	[Note 1]	[Note 1]	
Built up roads	Fatal	44	67	47	44	44	43	52	50	42	44
Built up roads	Adjusted serious	1,478	1,524	1,471	1,470	1,333	1,233	1,202	806	815	874
Built up roads	Fatal and adjusted serious	1,522	1,591	1,518	1,514	1,377	1,276	1,254	856	857	918
Built up roads	Adjusted slight	4,215	4,085	3,868	3,939	3,172	2,738	2,331	1,621	1,524	1,626
Built up roads	All severities	5,747	5,703	5,401	5,465	4,592	4,037	3,659	2,477	2,381	2,544
Non-built up roads	Fatal	115	114	110	131	96	107	105	81	92	107
Non-built up roads	Adjusted serious	1,072	1,060	1,030	1,009	929	951	879	560	631	660
Non-built up roads	Fatal and adjusted serious	1,187	1,174	1,140	1,140	1,025	1,058	984	641	723	767
Non-built up roads	Adjusted slight	2,033	1,943	1,929	1,741	1,481	1,325	1,106	779	803	838
Non-built up roads	All severities	3,227	3,130	3,076	2,890	2,526	2,395	2,114	1,420	1,526	1,605
All roads	Fatal	159	181	157	175	140	150	157	131	134	151
All roads	Adjusted serious	2,550	2,585	2,501	2,479	2,261	2,184	2,081	1,366	1,446	1,534
All roads	Fatal and adjusted serious	2,709	2,766	2,658	2,654	2,401	2,334	2,238	1,497	1,580	1,685
All roads	Adjusted slight	6,248	6,027	5,797	5,680	4,654	4,063	3,437	2,400	2,327	2,464
All roads	All severities	8,974	8,833	8,477	8,355	7,118	6,432	5,773	3,897	3,907	4,149

**Table 6.2. Reported collisions by police force division and local authority area (Note 2)**

This worksheet contains one table. Some cells refer to notes which can be found in the notes worksheet.

Freeze panes are active on this sheet. To turn off freeze panes select the 'View' ribbon then 'Unfreeze Panes' or use [Alt W, F]

Source: Transport Scotland

Local Authority	2013	2014	2015	2016	2017	2018	2019	2020	2021	2022	2023
<b>North East (Note 2)</b>	<b>930</b>	<b>784</b>	<b>657</b>	<b>584</b>	<b>467</b>	<b>429</b>	<b>371</b>	<b>221</b>	<b>229</b>	<b>245</b>	<b>274</b>
Aberdean City	349	273	229	175	155	137	118	72	81	67	93
Aberdeenshire	462	419	347	334	252	242	199	118	140	141	144
Moray	119	92	81	75	60	50	54	31	28	37	37
<b>Tayside</b>	<b>642</b>	<b>533</b>	<b>472</b>	<b>421</b>	<b>459</b>	<b>406</b>	<b>356</b>	<b>404</b>	<b>385</b>	<b>389</b>	<b>380</b>
Angus	178	141	145	111	135	126	98	128	122	96	102
Dundee City	165	168	126	135	120	96	130	147	114	136	139
Perth & Kinross	279	224	201	175	204	184	138	136	149	157	139
<b>Argyll &amp; West Dunbartonshire</b>	<b>350</b>	<b>304</b>	<b>346</b>	<b>306</b>	<b>288</b>	<b>241</b>	<b>217</b>	<b>126</b>	<b>135</b>	<b>117</b>	<b>160</b>
Argyll & Bute	208	193	227	178	174	156	142	81	92	78	105
West Dunbartonshire	142	111	119	128	114	85	75	45	43	39	55
<b>Forth Valley</b>	<b>556</b>	<b>469</b>	<b>508</b>	<b>481</b>	<b>405</b>	<b>327</b>	<b>291</b>	<b>198</b>	<b>202</b>	<b>199</b>	<b>226</b>
Clackmannanshire	69	62	62	69	48	34	36	23	19	25	22
Falkirk	248	229	250	235	216	166	129	85	108	82	117
Stirling	239	169	196	177	141	127	126	80	75	92	86
<b>Dumfries &amp; Galloway</b>	<b>303</b>	<b>211</b>	<b>278</b>	<b>269</b>	<b>236</b>	<b>229</b>	<b>199</b>	<b>119</b>	<b>148</b>	<b>190</b>	<b>187</b>
Ayrshire	540	543	590	570	453	435	354	257	232	254	269
East Ayrshire	162	164	205	179	131	163	103	87	70	88	103
North Ayrshire	188	179	192	186	165	147	129	93	91	95	99
South Ayrshire	190	200	193	205	157	125	122	77	71	71	67
<b>Greater Glasgow</b>	<b>1,282</b>	<b>1,436</b>	<b>1,383</b>	<b>1,467</b>	<b>1,269</b>	<b>1,040</b>	<b>1,007</b>	<b>688</b>	<b>645</b>	<b>692</b>	<b>672</b>
East Dunbartonshire	102	101	94	93	88	59	73	46	37	31	35
East Renfrewshire	98	92	93	95	95	71	67	51	55	56	68
Glasgow City	1,082	1,243	1,206	1,279	1,077	910	867	591	553	605	569
<b>Lothians &amp; Scottish Borders</b>	<b>944</b>	<b>909</b>	<b>972</b>	<b>957</b>	<b>785</b>	<b>703</b>	<b>634</b>	<b>376</b>	<b>456</b>	<b>482</b>	<b>419</b>
East Lothian	154	178	158	158	158	128	105	82	89	103	83
Midlothian	165	188	189	166	134	119	116	73	96	107	79
Scottish Borders	256	221	221	202	185	173	149	84	101	95	107
West Lothian	370	313	404	331	308	283	214	139	170	177	141
<b>Edinburgh</b>	<b>1,157</b>	<b>1,263</b>	<b>1,110</b>	<b>1,140</b>	<b>905</b>	<b>772</b>	<b>741</b>	<b>438</b>	<b>481</b>	<b>511</b>	<b>456</b>
<b>Highlands &amp; Islands</b>	<b>511</b>	<b>517</b>	<b>448</b>	<b>458</b>	<b>353</b>	<b>437</b>	<b>407</b>	<b>248</b>	<b>249</b>	<b>234</b>	<b>303</b>
Eilean Siar	20	37	32	24	17	21	25	13	20	10	14
Highland	443	432	379	383	309	363	337	215	208	207	261
Orkney Islands	23	24	12	25	11	10	24	9	13	11	10
Shetland Islands	25	24	25	26	16	13	21	11	8	6	18
<b>File</b>	<b>420</b>	<b>410</b>	<b>428</b>	<b>452</b>	<b>317</b>	<b>328</b>	<b>304</b>	<b>245</b>	<b>216</b>	<b>235</b>	<b>264</b>
<b>Renfrewshire &amp; Inverclyde</b>	<b>374</b>	<b>387</b>	<b>368</b>	<b>401</b>	<b>351</b>	<b>299</b>	<b>262</b>	<b>162</b>	<b>142</b>	<b>157</b>	<b>144</b>
Inverclyde	120	130	110	112	91	79	69	43	37	34	32
Renfrewshire	254	257	258	289	260	211	163	119	105	123	112
<b> Lanarkshire</b>	<b>965</b>	<b>985</b>	<b>907</b>	<b>949</b>	<b>839</b>	<b>765</b>	<b>680</b>	<b>423</b>	<b>387</b>	<b>444</b>	<b>507</b>
North Lanarkshire	510	482	451	483	444	382	345	192	202	220	245
South Lanarkshire	455	503	456	466	395	383	335	231	185	224	262
<b>Scotland</b>	<b>8,974</b>	<b>8,833</b>	<b>8,477</b>	<b>8,355</b>	<b>7,118</b>	<b>6,432</b>	<b>5,773</b>	<b>3,897</b>	<b>3,987</b>	<b>4,149</b>	<b>4,251</b>

## REPORTED INJURY ROAD COLLISIONS

**Table 6.3 Reported vehicles involved by type of vehicle**

This worksheet contains one table. Some cells refer to notes which can be found in the notes worksheet.

Freeze panes are active on this sheet. To turn off freeze panes select the 'View' ribbon then 'Freeze Panes' then 'Unfreeze Panes' or use Source: Transport Scotland

<b>Vehicle type</b>	<b>2013</b>	<b>2014</b>	<b>2015</b>	<b>2016</b>	<b>2017</b>	<b>2018</b>	<b>2019</b>	<b>2020</b>	<b>2021</b>	<b>2022</b>	<b>2023</b>
Pedal cycle	919	924	829	809	752	658	606	628	523	493	425
Motor cycle [Note 4]	777	835	738	710	607	640	502	390	433	448	431
Car	11,220	11,191	10,935	11,077	9,406	8,373	7,490	4,670	4,785	5,079	5,252
Taxi	327	310	270	304	264	203	250	126	134	151	182
Minibus	39	43	37	52	37	32	27	13	16	17	20
Bus/coach	469	433	389	396	320	299	246	114	134	138	148
Light goods	876	878	886	910	787	760	603	396	432	472	398
Heavy goods	408	419	384	322	305	274	239	146	146	171	148
Other	266	257	208	172	195	172	224	202	249	262	312
<b>Total</b>	<b>15,301</b>	<b>15,290</b>	<b>14,676</b>	<b>14,752</b>	<b>12,673</b>	<b>11,411</b>	<b>10,187</b>	<b>6,685</b>	<b>6,852</b>	<b>7,231</b>	<b>7,316</b>

**Table 6.4 Reported child casualties and all casualties, by severity; and the slight casualty rate**  
 This worksheet contains one table. Some cells refer to notes which can be found in the notes worksheet.  
 Source: Transport Scotland

Year	Child Killed	Child Adjusted Serious injury	Child Killed & Adusted Serious	Child Adjusted Slight injury	Child Total	All casualties Killed [Note 5]	All casualties Adjusted Serious injury [Note 5]	All casualties Killed & Adjusted Serious [Note 5]	All casualties Adjusted Slight injury [Note 5]	All casualties Total [Note 5]	Adjusted Slight casualty rate per 100 million veh-kms
2014-18 average	6	259	265	661	931	174	2,728	2,902	7,251	10,207	15.55
1997	26	719	745	3,053	3,798	377	4,047	4,424	18,205	22,629	47.19
1998	32	666	698	2,837	3,535	385	4,072	4,457	18,010	22,467	45.98
1999	25	600	625	2,571	3,196	310	3,765	4,075	16,927	21,002	42.56
2000	21	540	561	2,439	3,000	326	3,568	3,894	16,624	20,518	42.02
2001	20	524	544	2,379	2,923	348	3,410	3,758	16,153	19,911	40.32
2002	14	513	527	2,218	2,745	304	3,229	3,533	15,742	19,275	37.90
2003	17	415	432	2,048	2,480	336	2,957	3,293	15,463	18,756	36.78
2004 [Note 1]	12	656	668	1,719	2,395	308	4,634	4,942	13,449	18,502	31.96
2005 [Note 1]	11	610	621	1,530	2,163	286	4,539	4,825	12,935	17,890	30.73
2006 [Note 1]	25	574	599	1,410	2,021	314	4,414	4,728	12,398	17,269	28.53
2007 [Note 1]	9	477	486	1,315	1,816	281	4,031	4,312	11,726	16,239	26.66
2008 [Note 1]	20	461	481	1,202	1,689	270	4,134	4,404	11,127	15,592	25.40
2009 [Note 1]	5	417	422	1,043	1,473	216	3,847	4,063	10,858	15,043	24.92
2010 [Note 1]	4	378	382	994	1,378	208	3,328	3,536	9,788	13,338	22.68
2011 [Note 1]	7	354	361	954	1,316	185	3,193	3,378	9,376	12,785	21.76
2012 [Note 1]	2	322	324	836	1,167	176	3,297	3,473	9,101	12,712	20.92
2013 [Note 1]	9	263	272	775	1,052	172	2,901	3,073	8,392	11,492	19.20
2014 [Note 1]	7	286	293	732	1,029	203	2,901	3,104	8,126	11,302	18.15
2015 [Note 1]	4	250	254	710	971	168	2,793	2,961	7,978	10,977	17.58
2016 [Note 1]	12	279	291	703	999	191	2,865	3,056	7,808	10,898	16.67
2017 [Note 1]	2	254	256	640	900	145	2,578	2,723	6,632	9,433	13.80
2018 [Note 1]	3	226	229	521	754	161	2,503	2,664	5,712	8,424	11.85
2019 [Note 1]	2	236	238	512	769	164	2,385	2,549	4,943	7,705	10.15
2020	6	144	150	344	494	141	1,538	1,679	3,386	5,065	8.94
2021	5	140	145	350	495	139	1,620	1,759	3,355	5,114	7.73
2022	3	176	179	408	587	171	1,783	1,954	3,689	5,643	7.79
2023	5	178	183	399	582	155	1,944	2,099	3,730	5,829	7.70
Per cent change:2023 on 2014-18	-11	-31	-31	-40	-37	-11	-29	-28	-49	-43	-50

**Table 6.5 Reported casualties by mode of transport and age group, 2023**

This worksheet contains one table. Some cells refer to notes which can be found in the notes worksheet.

Source: Transport Scotland

Numbers/Rates	Mode of transport	Young		Older		All casualties
		Children 0-15	Persons 16-24	Adults 25-59	Adults 60+	
<b>Numbers</b>	Pedestrian	263	105	343	239	952
<b>Numbers</b>	Pedal cycle	34	42	267	62	405
<b>Numbers</b>	Motorcycle	2	98	288	89	477
<b>Numbers</b>	Car	232	692	1,772	705	3,402
<b>Numbers</b>	Taxi	6	10	72	30	118
<b>Numbers</b>	Minibus	0	0	4	3	7
<b>Numbers</b>	Bus/Coach	30	25	37	55	147
<b>Numbers</b>	Light goods	4	23	138	18	183
<b>Numbers</b>	Heavy goods	0	1	26	3	30
<b>Numbers</b>	Other [Note 6]	11	18	63	16	108
<b>Numbers</b>	<b>Total</b>	<b>582</b>	<b>1,014</b>	<b>3,010</b>	<b>1,220</b>	<b>5,829</b>
<b>Rates per 1,000 population</b>	Pedestrian	.29	.18	.14	.16	.17
<b>Rates per 1,000 population</b>	Pedal cycle	.04	.07	.11	.04	.07
<b>Rates per 1,000 population</b>	Motorcycle	.00	.17	.11	.06	.09
<b>Rates per 1,000 population</b>	Car	.26	1.18	.71	.47	.62
<b>Rates per 1,000 population</b>	Taxi	.01	.02	.03	.02	.02
<b>Rates per 1,000 population</b>	Minibus	.00	.00	.00	.00	.00
<b>Rates per 1,000 population</b>	Bus/Coach	.03	.04	.01	.04	.03
<b>Rates per 1,000 population</b>	Light goods	.00	.04	.05	.01	.03
<b>Rates per 1,000 population</b>	Heavy goods	.00	.00	.01	.00	.01
<b>Rates per 1,000 population</b>	Other [Note 6]	.01	.03	.03	.01	.02
<b>Rates per 1,000 population</b>	<b>Total</b>	<b>.65</b>	<b>1.73</b>	<b>1.20</b>	<b>.81</b>	<b>1.06</b>

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**Table 6.6 Costs of injury collisions by type of road, and of 'damage only' collisions £ million at 2023 prices**

This worksheet contains one table. Some cells refer to notes which can be found in the notes worksheet.

Source: Transport Scotland

Year	Injury Collisions		Injury Collisions Built-up	All injury collisions	Damage only collisions	All collisions
	Injury Collisions Motorway	Non Built-up				
2013	45.0	586.8	498.5	1,130.3	369.2	1,499.5
2014	44.6	589.1	575.5	1,209.2	364.1	1,573.4
2015	61.0	529.3	501.4	1,091.7	348.1	1,439.8
2016	56.2	626.6	485.7	1,168.5	345.5	1,514.0
2017	35.8	498.4	459.6	993.8	293.3	1,287.1
2018	54.7	521.9	428.8	1,005.4	263.1	1,268.5
2019 [Note 7]	60.0	519.4	493.8	1,073.2	236.7	1,309.9
2020 [Note 7]	43.3	395.6	422.1	860.9	160.0	1,020.9
2021 [Note 7]	69.4	415.1	394.5	879.0	158.6	1,037.6
2022 [Note 7]	44.0	533.2	432.5	1,009.8	168.7	1,178.5
2023 [Note 7]	53.3	489.7	474.1	1,017.1	171.8	1,188.9





**TRANSPORT  
SCOTLAND**  
CÒMHDHAIL ALBA

# Scottish Transport Statistics 2024

## Rail

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## Introduction

This chapter provides information on rail services, such as the numbers of passenger journeys of various types, passenger receipts, punctuality and passenger satisfaction, the amount of freight lifted by origin, destination and commodity, lines open for traffic, number of stations, railway accidents, and some statistics about the Glasgow Subway.

For simplicity, the Scottish passenger rail operator is referred to throughout as ScotRail. From 31 March 1997 to 16 October 2004, it was operated by National Express, under the name ScotRail; between 17 October 2004 and 31 March 2015, it was operated by First Group, under the name First ScotRail. From 1 April 2015 Abellio and Serco began operating ScotRail and Caledonian Sleeper services respectively. ScotRail is now in public ownership and the Scottish Government took control on 1 April 2022. Scottish Rail Holdings (SRH) were appointed to run the ScotRail service initially in April 22. Caledonian Sleeper was added to the SRH portfolio in March 23..

ScotRail introduced a new methodology which better estimates Strathclyde Zoncard journeys from 2009/10. To allow meaningful year on year comparisons to be made passenger figures from 2003/04 onwards have been revised. Note that Office of Rail and Road figures are compiled on a different basis and do not adjust for this.

**Rail travel in Scotland was profoundly affected by the Covid-19 pandemic, with restrictions on travel and daily activity in place for large parts of 2020. Comparisons with 2020 and 2021 should therefore be treated with caution.**

## Key Points

- There were 81 million passenger journeys on ScotRail services in 2023-24, an increase of 27% from 2022-23
- As of the end of 2022/23 Scotland had 2,708 kms of rail network and 362 stations.

## Main Points

### Journeys and Trends

Although passenger journeys on ScotRail services were significantly affected by the coronavirus pandemic they have been recovering and have now increased by 27%

to 81 million in the 2023-24 financial year. This is still 16% less than 2019 (pre-pandemic) (*Table 7.1*).

There were 65 million rail passenger journeys originating in Scotland in the 2022-23 financial year. Continuing to recover from the Covid pandemic this was 33% more than the previous year. Following a fall in the early 1990's, passenger numbers increased in every year after 1994-95, to 64.9 million in 1999-2000. However, they fell by 0.1 million in 2000-01 due to the effects on rail services of the speed restrictions, imposed following the accident at Hatfield in October 2000 (e.g. the Edinburgh/Glasgow daytime frequency was halved for about two months, and some sleeper services did not run for about five months). There were falls of 0.2 million in 2001-02 and 0.6 million in 2002-03 due to the effects on services of the ScotRail drivers' pay dispute, including some one day strikes and a special timetable (involving a reduction of about a quarter in weekday services) from January to May 2002. Subsequently, patronage recovered, with increases from 2004-05 onwards. (*Table H1*) (*Table 7.2*)

ORR data also show 4.6 million cross-border passenger journeys originating outwith Scotland in 2022-23, 1 million more than in 2021-22. Cross-border passenger journeys originating outwith Scotland have been increasing since 1994-95 (2.1 million). However, they fell slightly in 2000-01 and 2002-03 due to the reasons referred to above. (*Table 7.2*)

Passenger revenue from journeys originating *in* Scotland was £479 million in 2022-23 of which cross-border journeys originating in Scotland accounted for £196 million. A similar amount (£196 million) of passenger revenue was generated from passenger journeys originating *outwith* Scotland and ending in Scotland. (*Table 7.2*)

## **Journey Stages and Distances**

*Tables 7.4 to 7.8* show passenger journeys as recorded by ORR. Of the 69 million passenger journeys to/from/within Scotland and England in 2022-23, 87% were solely within Scotland. London, the North West and North East of England were the main origins/destinations of cross-border passenger journeys with around 2 million journeys each (*Table 7.4*).

In 2022-23, there were 60 million passenger journeys, wholly within Scotland. Forty one per cent of start and end points were in Glasgow and 14% were in Edinburgh. There were 9.2 million cross border journeys starting or finishing in Scotland. Of these, 58% started or finished in Edinburgh and 23 per cent started or finished in Glasgow. (*Table 7.6a and 7.6c*)

Table 7.6c shows travel between Local Authorities in 2022-23. Of the journeys wholly within Scotland, 24.6 million (41%) start and finish in Glasgow. Around 2 million are made between Glasgow and North and South Lanarkshire. (*Table 7.6c*)

## Stations

In 2023-24, Glasgow Central was the busiest national rail station in Scotland, with 25 million passenger journeys. Edinburgh Waverley was used by 21 million passengers, Glasgow Queen Street by 15 million, Paisley Gilmour Street by 3 million, Haymarket by 3 million, Partick by 3 million, Stirling by 2.4 million and Aberdeen was 2.3 million. Including those already listed, there were 58 stations for which half a million or more passenger journeys each were recorded in the national ticketing system. (*Table 7.7*)

Of the stations in Scotland which have opened (or re-opened) since 1970, Exhibition Centre (1,639,900), Argyle Street (1,270,900), Livingston North (995,000), Bathgate (898,200), Bridgeton (767,700), Edinburgh Park (522,400), Alloa (496,500) and Musselburgh (450,800) had the largest passenger volumes in 2023-24. (*Table 7.8*)

## Punctuality and Service

In 2023-24, 89.4% of ScotRail services, 79.6% of London North Eastern Railway, 76.0% of Cross Country, 69.1% of Avanti West Coast and 89.1% of Caledonian Sleeper trains arrived punctually within 10 minutes for long distance operators and 5 minutes for regional operators. For GB long-distance operators and GB regional operators it was 76.9% and 82.5% respectively. (*Table 7.9*)

In 2023-24, 95.0% of ScotRail trains arrived within 10 minutes of the scheduled arrival time, 1.5% arrived 20 or more minutes late, and 1.8% were cancelled. (*Table 7.10*)

Transport focus are going to be using a new GB-wide (Rail Customer Experience Survey RCES) planned to start in July 2025. In the meantime the results shown for 2023 come from the Rail Weekly User Survey. However results should be treated with considerable caution and should not be compared with previous survey results. In 2023, 89% of ScotRail passengers were either *satisfied* or said *good* when asked their opinion of their overall journey. The table shows ScotRail passengers' ratings of 7 aspects of service: in 2023, there were 6 for which at least 75% of those surveyed were satisfied, or said good and 5 were 80% or above. (*Table 7.11*)

The Scottish Household Survey also collects data from Scottish households on satisfaction with rail services. In 2023, around 80-96% were satisfied with train services offered, their timeliness, cleanliness, safe/secure day/evening and ability to find out about tickets and routes. There were noticeable differences in those who felt

safe on the train during the day and in the evening (day: 96%, evening: 80%). 'Fares are good value' had the lowest agreement rate for trains with 52% of respondents doing so. The question will be asked in alternate years from 2019. (Table 7.20)

## Rail Freight

In 2023-24, 4 million tonnes of freight was lifted in Scotland by rail, 1% more than the previous year. (Table 7.12)

## Railway Network

The total route length of the railway network in Scotland is 2,708 kilometres, of which 887 kilometres is electrified. These figures do not represent the total length of railway track: a kilometre of single-track and a kilometre of double-track both count as one kilometre of route length. (Table 7.14)

The number of passenger stations has increased from 340 in 2003-04 to 362 in 2022-23. (Table 7.15)

The local authorities which had the largest numbers of stations located in their areas in 2022-23 were Glasgow (61) and Highland (60). Since the completion of the Borders Railway Project in 2015 there are now 4 stations in the Midlothian and 4 in the Scottish Borders council areas, see here for more information [Borders Railway Line | Edinburgh | Tweedbank | ScotRail](#) (Table 7.16)

## Subway

On the Glasgow Subway, recovering from the Covid 19 pandemic the number of passenger journeys increased by 47 per cent between 2021-22 and 2022-23. Passenger receipts (excluding other revenue) were £20.2 million in 2023-24, 7% more in cash terms, but 2% less in real terms, than in the previous year. (Table 7.17)

## Accidents

The number of railway accidents fell from 29 to 16 in 2023. Injuries from accidents on trains increased from 142 to 184 between 2022 and 2023. Injuries from accidents in train stations increased from 471 in 2022 to 524 in 2023. The total number of deaths increased from 20 to 27 between 2022 and 2023. The overall number of injuries relating to railways rose from 782 in 2022 to 868 in 2023. (Table 7.18)

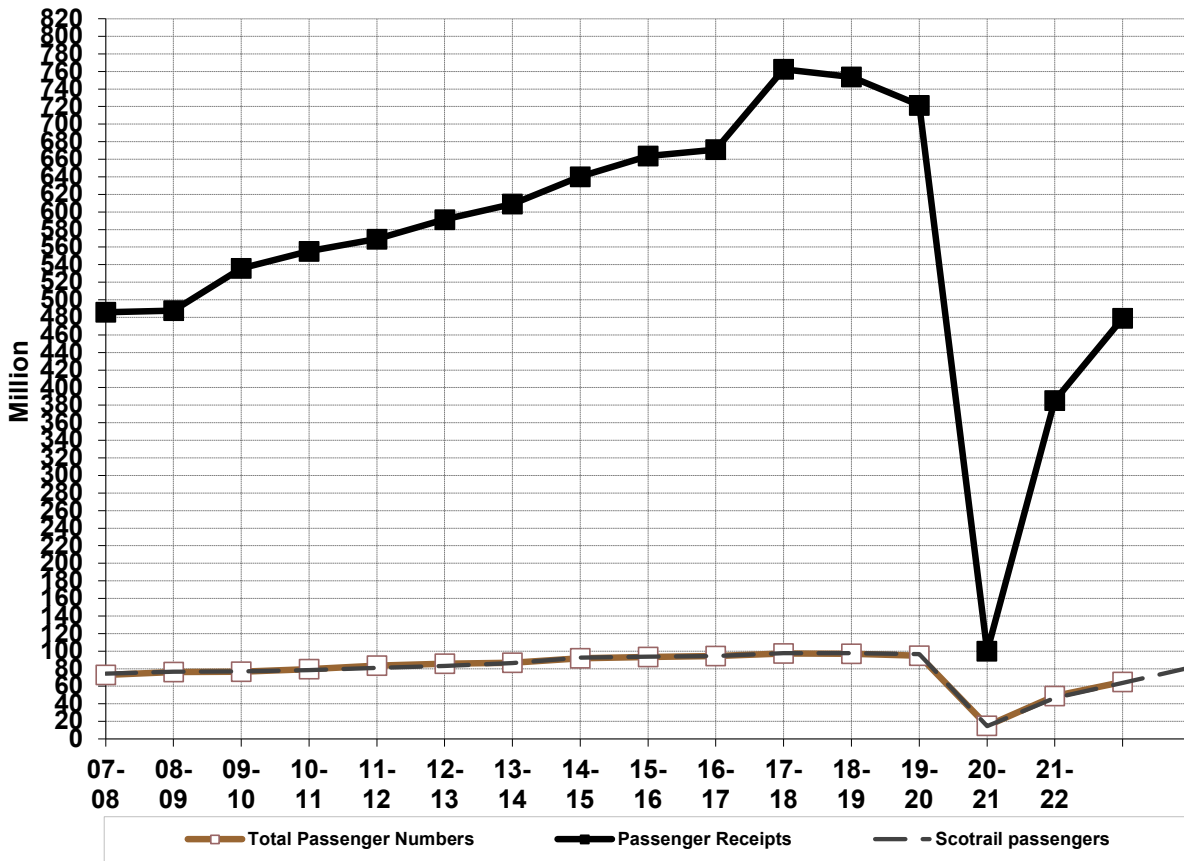
One was attributed to a passenger and 26 to suicides in 2022. (Table 7.19)

**Notes**

This worksheet contains one table.

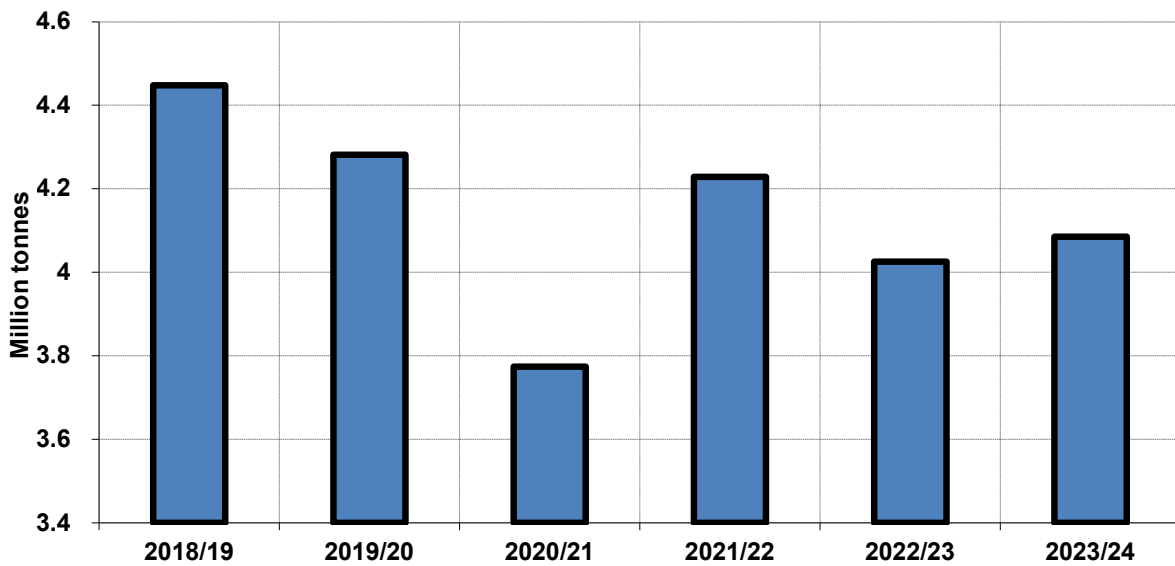
Note number	Note text
note 1	ScotRail introduced a new methodology which better estimates Strathclyde Zonecard journeys from 2020/21 onwards present the impact of this on previously reported data to provide a more meaningful year-on-year comparison. Note that this has no impact on actual journeys undertaken. Passenger kms have also been adjusted to reflect this.
note 2	Figures affected by industrial action. Scheduled train kilometres are calculated by the Office of Rail and Road using the published winter and summer timetables. They do not take account of subsequent changes (e.g. cancellations and emergency timetables etc). From 2013/14 figures are for actual train kilometres.
note 3	Abellio took over the ScotRail franchise from First on 01/04/2015. Since April 2015 Caledonian Sleeper details have now been included from the figures. There is a series break between 2007/08 and 2008/09 due to a change in the methodology. From 2008/09 estimates of PTE travel time (one third) are included. Figures are lower than those for First ScotRail passenger journeys as changes of train are not taken into account in this series.
note 4	Figures affected by industrial action. Adjusted approximately for general inflation using the Retail Prices Index for the relevant calendar year (e.g. 2001 RPI used for 2001/02).
note 5	Total passenger figures have not been adjusted to reflect ScotRail's revised methodology and therefore are not comparable with ScotRail passenger figures.
note 6	Through journeys made using tickets whose sales were recorded directly by the rail industry's central ticketing system. The data for 2022/23 adjust for split ticketing meaning a greater number of journeys were recorded to/from London at the expense of journeys to/from North West England.
note 7	Total passenger figures have not been adjusted to reflect ScotRail's revised methodology and are therefore not comparable with ScotRail passenger figures.
note 8	Based on ticket sales from central ticketing system (therefore excludes journeys made using zonecards).
note 9	Journeys for which the destination is one of the stations in the Council area (e.g. Edinburgh includes Brunstane, Curriehill, Dalmeiry, etc)
note 10	Based on ticket sales from central ticketing system (therefore excludes journeys made using zonecards).
note 11	In this table a journey between two local authorities is only counted once.
note 12	The table does not show the local authority areas which do not contain any stations.
note 13	Total passenger figures have not been adjusted to reflect ScotRail's revised methodology and are therefore not comparable with ScotRail passenger figures.
note 14	Since 2006/07 there have been improvements in mapping tickets sold with an unknown origin or destination. These were previously mapped to Scotland only, but due to improved methodology, these have now been mapped to other districts or unitary authorities. One impact of this is journeys have been more accurately being mapped to Glasgow city since 2006/07 so comparisons with earlier years should not be made. For full methodology notes, please see the ONS documentation, which can be found here: <a href="http://on.gov.uk/_dataassets/pdf_file/00141940/regional-usage-profiles-odm-august-2013.pdf">http://on.gov.uk/_dataassets/pdf_file/00141940/regional-usage-profiles-odm-august-2013.pdf</a>
note 15	Aberdeen City and ending in Aberdeenshire would count once against each local authority. A journey starting and ending in Angus would count twice against the local authority. Therefore dividing the figures in the table by two gives the number of journeys either starting or ending in a Local Authority and will match totals published elsewhere in this chapter.
note 16	Figures estimate the total number of people arriving or departing from the main stations in Scotland.
note 17	Figures have not been adjusted to reflect ScotRail's revised methodology and are therefore not comparable with ScotRail passenger figures.
note 18	Figures, which reflect changes in ticket encoding rather than actual difference in passengers' journeys. For such tickets, journeys are allocated to the main station of those in the group.
note 19	For example, a return journey from Kirkcaldy to Edinburgh would be counted twice against Kirkcaldy (since the passenger used Kirkcaldy station twice - once when departing on the outward journey and once when arriving on completion of the return journey), and twice against Edinburgh.
note 20	Figures have not been adjusted to reflect ScotRail's revised methodology and are therefore not comparable with ScotRail passenger figures.
note 21	The station closed on 9 December 2018.
note 22	This is the current name - the station had a different name when it was opened (re-opened).
note 23	The station closed on 9 May 2010 and then re-opened on 8 March 2011.
note 24	Plumstead airport rail link tickets from 2007/08.
note 25	For long-distance operators, the figures are the percentages of trains which arrive at the final destination within ten minutes of the timetable time (i.e. are no more than 9 minutes and 59 seconds late).
note 26	For regional operators, the figures are the percentages of trains which arrive at the final destination within five minutes of the timetable time (i.e. are no more than 4 minutes and 59 seconds late).
note 27	National Express East Coast has taken over the franchise previously operated by CNER. CrossCountry is now operating most of the Virgin CrossCountry franchise routes and some routes from the Central Trains franchise.
note 28	National Express East Coast services were transferred to East Coast on 13 November 2009.
note 29	Figures subject to revision on annual basis.
note 30	From 1 March 2015 Virgin trains took over the East Coast operation.
note 31	Virgin Trains has been renamed Virgin West Coast.
note 32	Having been part of the ScotRail franchise until 2014/15, Caledonian Sleeper began operating as a separate franchise in 2015/16. Abellio took over the ScotRail franchise from First at the start of 2015/16. ScotRail was taken over by the operator of last resort (Transport Scotland) on 1 April 2022. Caledonian Sleeper was taken over by the operator of last resort (Transport Scotland) on 25 June 2023.
note 33	London North Eastern Railway took over the East Coast Franchise on 24 June 2018.
note 34	Avanti West Coast took over the West Coast Franchise on 8 December 2019.
note 35	For example, Total within 5 minutes gives the percentage which were no more than 4 minutes and 59 seconds late.
note 36	Includes part-cancelled trains (those which failed to reach their final destination but ran at least part of their planned mileage).
note 37	Includes trains which ran less than half their planned mileage.
note 38	As in the planned timetable for the day. This may differ from the published timetable due to (e.g.) engineering works, floods, etc.
note 39	The difference from 100 includes both those who were dissatisfied or said poor and (b.g.) those who were neither satisfied nor dissatisfied.
note 40	Excluding passengers whose journey started on a ScotRail service, who are counted as ScotRail passengers.
note 41	From Spring 2017 this factor is no longer in the survey. Note: There is a new factor 'Stop or gap between the train and the platform', in 2019/20 ScotRail satisfaction was 86% (86% also for the 'Others whose journey started in Scotland'). But results not at all comparable with the original factor.
note 42	Factor now called 'Level of crowding' (from spring 2017).
note 43	Factor now called 'Clearance of the inside of the Train' (from 2017).
note 44	Factor now called 'Comfort of the seats' (from 2017).
note 45	Intermodal is goods that can be moved in containers using more than one method of transport. The maritime intermodal trade referred to is the deep sea traffic moved by train by Freightliner between Colindale and major English ports (Felixstowe, Southampton and London Gateway). It is then transferred to ship for import/export. To give you a flavour, the goods moved include whisky (and other major branded spirits), tobacco, luxury textiles, oats and seed potatoes. Early recent figures show that around 20% 20% of Scotland's exports move through Colindale (although this figure would need to be confirmed for up to date accuracy). A new approach has been taken, based on using the infrastructure network model (INM), using the summation of ELR segments within electrified routes. It is believed that this is the most accurate data source to use and will provide better consistency and level of detail to network capability reporting in the coming years. There may however be discrepancies compared with previous reports due to a combination of historically over-reporting network capability (by inclusion of depots and sidings), and as a result of using a new model for reporting, which although considered to be a more accurate account of network capability, is still known to include minor inaccuracies. The INM database will be subject to ongoing review and refinement throughout CP6 to address these issues and improve the accuracy of reporting in future years.
note 46	The figures for freight stations include main yards, sidings/depots, private terminals and sidings/banks.
note 47	The figure for passenger stations for e.g. 2005/06 represents the number which were part of the national rail network at the end of the 2005-06 financial year. All are owned by Network Rail with the exception of Prestwick Airport.
note 48	The number of stations open at the end of the financial year 2005-06. All owned by Network Rail except Prestwick Airport (South Airports).
note 49	Strathclyde Partnership for Transport took over the roles and functions of the Strathclyde Passenger Transport Authority and Executive from 1 April 2006.
note 50	Passenger carriages including power cars.
note 51	These figures are headline revenue figures and include such as items as rental and advertising income. Figures for 2020/21 are greatly reduced due to the Covid pandemic.
note 52	Adjusted approximately for general inflation using the Retail Prices Index for the relevant year (e.g. 2001 RPI used for 2001/02).
note 53	These figures are passenger ticket receipts as described at paragraphs 7 and 7.10 in the notes and definitions for rail services. Figures for 2020/21 are greatly reduced due to the Covid 19 pandemic.
note 54	Strathclyde Partnership for Transport has discovered an error in the way loaded train kilometres were calculated. The figures have been revised for previous years. Earlier editions of this publication have not been revised.
note 55	Figures for 2015/16 not available at time of publication due to a rescheduling requirement. Subway services were suspended between 2-Jul-16 and 9-Aug-16 (inclusive) for planned essential engineering works. No Subway services operated during this period.
note 56	Figures from 2012/13 onwards are the only to include operational staff.
note 57	Figures for this table were previously obtained from ONS. We have now changed the source to the RSSB to improve consistency with other official statistics. The figures in this table will therefore not be comparable with the tables published in editions of STS prior to number 34.
note 58	Minor revisions have been made to figures in previous years.
note 59	Potentially high risk train accidents - reportable under RIDDOR (ASPR, Chapter 7, Page 102).
note 60	Train collisions with other trains only.
note 61	Train derailments (ASPR, Chapter 7, Page 108).
note 62	RIDDOR reportable. Train accidents not classified as PHRTA (ASPR, Chapter 7, Page 114). This includes all accidental fatalities.
note 63	This includes all major and minor injuries (excluding Shurtknum). Injuries incurred on railway infrastructure outside of trains/stations e.g. running time, YDS.
note 64	PHRTA are the most reportable train accidents, which include both those which are reportable to RIDDOR and those which are not. In previous reporting included events such as driver strikes that were not specifically required by RIDDOR when there was no damage to the train. This historical data has been corrected to include only those events that were RIDDOR reportable.
note 65	One buffer stop collision took place in 2018 and was not classed as a PHRTA as no immediate permanent or temporary repair to the train was needed, and no damage was sustained by the cab window glass.
note 66	Those who had not used a train service in the past month are not asked these questions about train services.
note 67	This question will be asked in alternate years from 2019.
note 68	kilometres in 2020/21. This was due to the impact of the coronavirus (COVID-19) pandemic. For more information, please see the 2020/21 passenger rail usage statistical release: <a href="https://transport.on.gov.uk/mileage/16/passenger-rail-usage-2020-21-04.pdf">https://transport.on.gov.uk/mileage/16/passenger-rail-usage-2020-21-04.pdf</a>
note 69	A total of 4.9 million cross-border journeys were made in each direction in 2019/20. This represents a decrease of 1.1% on 2018/19. Due to the way refunds have been included in the source data for certain ticket types, it was not possible to estimate individually the number of cross-border journeys for the three ticket types. The 1.1% decrease was therefore applied across the ticket types.
note 70	The number of cross-border journeys presented for Highland in 2019/20 is an underestimate due to the way refunds have been included in the source data for certain ticket types. This results in the true percentage decrease in journeys for 2019/20 compared with the previous year will be smaller than the figures presented.
note 71	An Interim Rail Passenger Survey was carried out in March 2021. However, compared to the National Rail Passenger Survey it used a completely different methodology and so a significantly reduced sample size and with less factors than the NRPSS. Comparison with figures for previous years should therefore be made with caution.
note 72	For the Interim Rail Passenger Survey the question was about sufficient room for all passengers to sit/stand.
note 73	For the Interim Rail Passenger Survey the question was about cleanliness inside the train. There have been some very small revisions to the train km figures from 2013/14 onwards. Passenger buses are going to be using a 'full new' GB rail survey planned to start in April 2024. In the meantime the results shown for 2022 come from a 'Your Rail Journey' (field table) survey done in March 2022. However, results should be treated with considerable caution. The data have not been weighted and the sample sizes are 200 or more.
note 74	Line is defined and data quality updated. For sidings, the reduction can be explained due to an exercise by Maintenance to identify NR Maintenance Boundary and assess private depots.
note 75	Rail freight data only includes commercial rail freight services and excludes product moved on behalf of Network Rail (ballast, rail etc).
note 76	The data is taken from our newly Rail User Survey. This uses a very different methodology from the National Rail Passenger Survey and interim surveys and so the results are not directly comparable.
note 77	
note 78	
note 79	
note 80	
note 81	
note 82	
note 83	
note 84	
note 85	
note 86	
note 87	

Figure 7.1 Passenger traffic originating in Scotland, and ScotRail passengers



Note: Figures presented here do not use ScotRail's new methodology for estimating zonecard trips. See Table S1 for these.

Figure 7.2 Freight traffic lifted in Scotland





**Table 7.1 ScotRail passenger services**

This worksheet contains one table. Some cells refer to notes which can be found in the notes worksheet.

Freeze panes are active on this sheet. To turn off freeze panes select the 'View' ribbon then 'Freeze Panes' then 'Unfreeze Panes' or use [Alt W, F]

Source: Office of Rail and Road - Not National Statistics

	2013-14	2014-15	2015-16	2016-17	2017-18	2018-19	2019-20	2020-21	2021-22	2022-23	2023-24
Passenger services	[Note 83]	[Note 83]	[note 4] [Note 83]	[note 4] [Note 83]	[Note 83]	[Note 83]	[Note 83]	[Note 77] [Note 83]	[Note 83]		
Passenger journeys (million) [note 1]	86.34	92.68	93.83	94.24	97.78	97.78	96.42	14.38	46.69	63.69	81.15
Passenger kilometres (million)	2,828	3,021	2,882	2,842	2,959	2,979	2,909	397	1,473	2,052	2,533
Scheduled train kilometres (million) [note 3]	46.13	47.34	46.67	46.91	47.37	47.65	49.04	35.86	38.59	38.81	43.67
Route kilometres operated (million)	3,066	3,066	3,121	3,121	3,121	3,121	3,121	3,121	3,121	3,121	3,121

**Table 7.2 Passenger traffic originating in Scotland: journeys and revenue (million)**

This worksheet contains one table. Some cells refer to notes which can be found in the notes worksheet.

Freeze panes are active on this sheet. To turn off freeze panes select the 'View' ribbon then 'Freeze Panes' then 'Unfreeze Panes' or use [Alt W, F]

Source: Office of Rail and Road - Not National Statistics

Type of journey/passenger revenue	Type of ticket	2019-20										2020-21	2021-22	2022-23
		2013-14	2014-15	2015-16	2016-17	2017-18	2018-19	[Note 7]	[Note 7]	[Note 7]	[Note 7]	[Note 7]	[Note 7]	[Note 7]
Internal (journeys wholly within Scotland) [note 5] [note 6]	Full fare	23.2	23.5	23.1	22.5	23.3	23.5	23.4	4.0	13.0	19.2			
Internal (journeys wholly within Scotland) [note 5] [note 6]	Reduced fare	34.5	38.2	40.1	41.4	43.2	43.5	42.7	7.3	27.0	35.1			
Internal (journeys wholly within Scotland) [note 5] [note 6]	Season ticket	25.0	25.7	25.0	25.8	25.8	25.0	23.6	2.9	5.2	6.0			
Internal (journeys wholly within Scotland) [note 5] [note 6]	Total	<b>82.7</b>	<b>87.4</b>	<b>89.2</b>	<b>89.7</b>	<b>92.3</b>	<b>92.0</b>	<b>89.7</b>	<b>14.2</b>	<b>45.1</b>	<b>60.3</b>			
Cross-border originating in Scotland [note 5] [note 6]	Full fare	0.2	0.2	0.2	0.2	0.1	0.1	0.1	0.0	0.1	0.1			
Cross-border originating in Scotland [note 5] [note 6]	Reduced fare	3.8	4.1	4.0	4.3	4.7	4.9	4.8	0.7	3.6	4.5			
Cross-border originating in Scotland [note 5] [note 6]	Season ticket	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0			
Cross-border originating in Scotland [note 5] [note 6]	Total	<b>4.0</b>	<b>4.3</b>	<b>4.2</b>	<b>4.5</b>	<b>4.8</b>	<b>5.0</b>	<b>4.9</b>	<b>0.7</b>	<b>3.7</b>	<b>4.6</b>			
Total passenger traffic originating in Scotland [note 5] [note 6]	Full fare	23.4	23.8	23.3	22.7	23.4	23.6	23.5	4.0	13.0	19.2			
Total passenger traffic originating in Scotland [note 5] [note 6]	Reduced fare	38.2	42.3	44.1	45.7	48.0	48.4	47.5	8.0	30.6	39.6			
Total passenger traffic originating in Scotland [note 5] [note 6]	Season ticket	25.0	25.7	25.0	25.8	25.8	25.0	23.7	2.9	5.2	6.0			
Total passenger traffic originating in Scotland [note 5] [note 6]	Total	<b>86.7</b>	<b>91.7</b>	<b>93.4</b>	<b>94.2</b>	<b>97.1</b>	<b>97.0</b>	<b>94.7</b>	<b>14.9</b>	<b>48.8</b>	<b>64.8</b>			
Passenger journeys originating outwith Scotland	Full fare	0.2	0.2	0.2	0.2	0.1	0.1	0.1	0.0	0.1	0.1			
Passenger journeys originating outwith Scotland	Reduced fare	3.8	4.1	4.0	4.3	4.7	4.9	4.8	0.7	3.6	4.5			
Passenger journeys originating outwith Scotland	Season ticket	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0			
Passenger journeys originating outwith Scotland	Total	<b>4.0</b>	<b>4.3</b>	<b>4.2</b>	<b>4.5</b>	<b>4.8</b>	<b>5.0</b>	<b>4.9</b>	<b>0.7</b>	<b>3.7</b>	<b>4.6</b>			
Passenger revenue (£million)	Internal journeys [note 5] [note 6]	296.7	321.6	350.8	357.7	436.1	437.9	420.7	58.5	200.8	283.2			
Passenger revenue (£million)	Cross-border journeys originating in Scotland	150.8	160.0	153.6	161.1	174.5	185.7	191.6	27.6	144.5	195.8			
Passenger revenue (£million)	Total	<b>447.5</b>	<b>481.7</b>	<b>504.3</b>	<b>518.9</b>	<b>610.6</b>	<b>623.7</b>	<b>612.3</b>	<b>86.1</b>	<b>345.3</b>	<b>479.0</b>			
Passenger revenue (£million)	Total at constant prices [note 8]	608.9	640.2	663.8	671.1	762.6	753.7	721.5	100.0	385.2	479.0			
Passenger revenue (£million)	Cross-border journeys originating outwith Scotland	150.8	160.0	153.6	161.1	174.5	185.7	191.6	27.6	144.5	195.8			
Passenger revenue (£million)	At constant prices [note 8]	205.2	212.7	202.1	208.4	217.9	224.4	225.7	32.1	161.2	195.8			

**Table 7.3 Cross-border passenger traffic originating outwith Scotland: journeys and revenue**

Note: Figures in this table have now been combined with table 7.2

**Table 7.4 Passenger journeys using national rail tickets to, from or within Scotland, 2022-23 [note 10]**

This worksheet contains one table. Some cells refer to notes which can be found in the notes worksheet.

Source: Office of Rail and Road - Not National Statistics

<b>Passenger journeys</b>	<b>Passenger journeys made using national rail tickets - thousands</b>	<b>Passengers journeys made using national rail tickets - percentage</b>	<b>Change since 1995-96 - percentage</b>	<b>Approximate figure for 1995-96</b>
All such passenger journeys to, from or within Scotland [note 11]	69,309	100.0%	41.6%	48,944
of which within Scotland [note 11]	60,254	86.9%	35.8%	44,376
of which to / from England and Wales	9,055	13.1%	98.2%	4,568
of which to / from London	3,234	4.7%	162.5%	1231.886
of which to / from North West England	2,049	3.0%	145.0%	836.116
of which to / from North East England	1,836	2.6%	152.9%	725.789
of which to / from Yorkshire and the Humber	886	1.3%	65.3%	536.173
of which to / from West Midlands	306	0.4%	36.1%	224.94
of which to / from East England	211	0.3%	-25.1%	282.185
of which to / from South East	216	0.3%	-33.0%	322.318
of which to / from East Midlands	211	0.3%	43.9%	146.806
of which to / from South West	73	0.1%	-60.6%	185.194
of which to / from Wales	33	0.0%	-56.9%	75.743

**Table 7.5 Distances travelled by passengers to Aberdeen, Edinburgh and Glasgow 2022-23 [note 12] [note 13]**

This worksheet contains one table. Some cells refer to notes which can be found in the notes worksheet.

Source: Office of Rail and Road - Not National Statistics

<b>Distance travelled</b>	<b>Aberdeen</b>	<b>Edinburgh</b>	<b>Glasgow</b>
0 - under 5 kms	0.0%	1.4%	19.0%
5 - under 10 kms	7.8%	5.6%	25.8%
10 - under 20 kms	1.5%	7.2%	23.7%
20 - under 50 kms	27.3%	27.4%	14.9%
50 - under 100 kms	7.7%	30.4%	10.4%
100+ kms	55.6%	27.9%	6.2%
All passenger journeys made using national rail ticket:	100%	100%	100%

**Table 7.6a Cross border rail passenger journeys starting or ending in Scotland [note 18] [Note 79]**

This worksheet contains one table. Some cells refer to notes which can be found in the notes worksheet.

Freeze panes are active on this sheet. To turn off freeze panes select the 'View' ribbon then 'Freeze Panes' then 'Unfreeze Panes' or use [Alt W, F]

Source: Office of Rail and Road. National Rail Statistics, Chapter 7 - Rail Usage.

Locas authority To/From (thousands)	2013-14	2014-15	2015-16	2016-17	2017-18	2018-19	2019-20	2020-21	2021-22	2022-23 <i>thousands</i>	% change 2022-23 on 2021-22
Aberdeen City	355	337	286	255	239	250	218	47	170	222	30.2
Aberdeenshire	25	25	25	22	22	21	20	2	14	18	29.3
Angus	47	48	44	42	43	42	38	3	28	33	19.7
Argyll and Bute	30	31	27	28	29	33	29	8	20	28	38.9
Clackmannan	4	4	4	4	4	4	6	1	4	5	25.5
Dumfries and Galloway	390	402	385	405	424	453	451	61	278	318	14.4
Dundee City	179	172	162	156	158	165	152	22	123	148	20.8
East Ayrshire	29	34	34	35	37	39	39	6	26	29	9.4
East Dunbartonshire	13	16	15	16	17	19	19	2	10	14	33.1
East Lothian	58	59	61	60	67	71	75	14	54	64	18.0
East Renfrewshire	7	8	8	9	9	9	10	1	5	6	21.6
Edinburgh, City Of	3,757	4,106	4,162	4,547	4,929	5,073	5,027	690	4,274	5,321	24.5
Falkirk	73	76	71	77	76	78	74	9	54	62	15.4
Fife	286	276	265	261	266	264	248	32	175	209	19.7
Glasgow City [note 18]	2,046	2,344	2,193	2,429	2,591	2,674	2,730	376	1,687	2,097	24.3
Highland	144	134	96	89	87	84	44 lot Available]	90	98	98	8.2
Inverclyde	24	30	29	31	31	32	32	5	19	21	10.7
Midlothian	0	0	2	4	5	6	6	1	4	5	32.6
Moray	18	18	14	13	13	11	9	2	7	8	13.3
North Ayrshire	35	43	42	47	46	46	45	6	24	25	2.2
North Lanarkshire	106	120	112	122	126	142	147	23	113	126	11.6
Perth and Kinross	82	79	74	71	68	68	60	8	50	61	22.9
Renfrewshire	24	30	29	33	34	35	35	5	16	20	21.4
Scottish Borders	0	0	4	8	9	10	9	1	7	11	59.7
South Ayrshire	47	55	49	55	54	54	54	7	17	17	-0.1
South Lanarkshire	27	34	31	36	36	35	35	5	19	23	20.6
Stirling	96	103	100	105	109	109	109	14	74	92	23.9
West Dunbartonshire	10	13	13	15	15	16	16	3	11	12	16.7
West Lothian	63	71	71	74	73	78	74	11	49	59	19.8
Scotland Other [note 18]	0	0	0	0	0	0	0	0	0	0	0
<b>Scotland Total</b>	<b>7,978</b>	<b>8,669</b>	<b>8,406</b>	<b>9,049</b>	<b>9,618</b>	<b>9,922</b>	<b>9,810</b>	<b>1,356</b>	<b>7,422</b>	<b>9,151</b>	<b>23.3</b>

**Table 7.6b Rail passenger journeys within Scotland [note 18] [note 19]**

This worksheet contains one table. Some cells refer to notes which can be found in the notes worksheet.

Freeze panes are active on this sheet. To turn off freeze panes select the 'View' ribbon then 'Freeze Panes' then 'Unfreeze Panes' or use [Alt W, F]

Source: Office of Rail and Road. National Rail Statistics, Chapter 7 - Rail Usage.

Start/End points (thousands) on journeys within Scotland												% change
To/From/Within	2013-14	2014-15	2015-16	2016-17	2017-18	2018-19	2019-20	2020-21	2021-22	2022-23	2021-22	2022-23
Aberdeen City	4,055	4,229	3,838	3,321	3,175	2,724	2,636	434	1,583	2,000		26.4
Aberdeenshire	1,368	1,441	1,430	1,330	1,310	1,085	1,052	197	754	926		22.8
Angus	863	879	860	800	809	877	832	107	492	630		28.1
Argyll and Bute	1,426	1,427	1,368	1,272	1,305	1,259	1,194	378	849	1,055		24.2
Clackmannan	380	398	383	357	384	366	388	70	255	351		37.3
Dumfries and Galloway	418	461	437	481	505	513	480	52	282	292		3.8
Dundee City	1,594	1,706	1,771	1,700	1,751	1,909	1,885	318	1,121	1,389		23.9
East Ayrshire	1,139	1,215	1,171	1,148	1,221	1,240	1,223	137	570	688		20.8
East Dunbartonshire	4,066	4,349	4,277	3,882	4,223	4,288	4,242	578	1,957	2,646		35.2
East Lothian	2,163	2,257	2,386	2,286	2,385	2,325	2,301	329	1,249	1,690		35.3
East Renfrewshire	3,158	3,300	3,391	3,520	3,565	3,680	3,652	761	1,827	2,323		27.2
Edinburgh, City Of	20,904	21,919	22,740	23,324	24,279	24,717	23,788	3,127	11,964	16,746		40.0
Falkirk	3,068	3,240	3,206	3,131	3,253	3,346	3,328	407	1,579	2,291		45.1
File	5,310	5,670	6,129	5,841	5,928	5,796	5,260	662	2,822	3,380		19.8
Glasgow City [note 18]	64,853	69,167	70,697	71,844	75,178	75,621	74,498	12,765	36,316	49,285		35.7
Highland	2,317	2,322	2,345	2,266	2,290	2,290	2,278	449	1,419	1,771		24.8
Inverclyde	2,750	2,890	2,906	2,832	2,827	2,806	2,617	328	1,308	1,702		30.1
Midlothian	0	0	285	533	637	680	656	77	318	449		41.2
Moray	537	559	559	519	495	503	504	106	330	374		13.4
North Ayrshire	3,862	3,963	3,947	4,019	4,092	3,957	3,793	453	1,944	2,489		26.1
North Lanarkshire	8,441	8,903	8,997	9,351	9,425	9,133	8,804	1,169	4,151	5,711		37.6
Perth and Kinross	1,117	1,231	1,322	1,263	1,319	1,320	1,276	222	766	884		15.4
Renfrewshire	7,200	7,629	7,698	7,655	7,718	7,734	7,621	1,669	4,016	5,085		26.6
Scottish Borders	0	0	550	842	854	865	810	83	427	633		48.1
South Ayrshire	3,330	3,351	3,150	3,399	3,418	2,995	2,922	433	1,435	1,716		19.6
South Lanarkshire	8,747	9,222	9,265	9,276	9,137	8,817	8,724	1,255	4,066	5,514		35.6
Stirling	2,952	3,148	3,187	3,051	3,264	3,238	3,234	539	1,783	2,410		35.2
West Dunbartonshire	4,934	5,140	5,128	5,120	4,842	4,849	4,603	581	2,184	2,806		28.4
West Lothian	4,432	4,792	4,890	5,054	5,074	5,122	4,898	736	2,428	3,272		34.8
Scotland Other [note 18]	0	0	0	0	0	0	0	0	0	0		0
<b>Scotland Total</b>	<b>165,381</b>	<b>174,808</b>	<b>178,311</b>	<b>179,417</b>	<b>184,665</b>	<b>184,056</b>	<b>179,498</b>	<b>28,420</b>	<b>90,195</b>	<b>120,508</b>		<b>33.6</b>

**Table 7.6c Rail passenger journeys wholly within Scotland, using national rail tickets, by local authority areas of origin and destination, 2022-23 [note 14] [note 15] [note 16] [note 17]**

This worksheet contains one table. Some cells refer to notes which can be found in the notes worksheet.

Freeze panes are active on this sheet. To turn off freeze panes select the 'View' ribbon then 'Unfreeze Panes' or use [Alt W, F]  
 Source: Office of Rail and Road - Not National Statistics

Origin (Thousands)	Destination														
	Aberdeen City	Aberdeenshire	Angus	Argyll & Bute	Clackmannanshire	Dumfries & Galloway	Dumfries & Galloway	Dumfries & Galloway	Dumfries & Galloway	Dumfries & Galloway	Dumfries & Galloway	Dumfries & Galloway	Dumfries & Galloway	Dumfries & Galloway	Dumfries & Galloway
Aberdeen City	153,642	311,016	53,915	383	283	561	43,065	241	1,033	985	249	159,430	3,383	21,974	92,255
Aberdeenshire	311,016	44,992	13,460	73	24	68	18,299	35	102	250	26	34,864	281	4,925	13,940
Angus	53,915	13,460	33,066	76	225	102	125,923	70	185	436	53	38,540	538	8,740	20,619
Argyll and Bute	383	73	76	145,792	139	174	435	462	3,024	361	824	23,150	956	732	270,503
Clackmannanshire	283	24	225	139	0	28	842	131	2,401	198	145	21,135	6,640	261	71,894
Dumfries and Galloway	561	68	102	174	28	44,083	480	7,836	192	191	370	25,356	320	743	52,825
Dumfries City	43,065	18,299	125,923	435	842	480	40,164	246	893	2,322	293	179,082	4,133	64,523	96,224
East Ayrshire	241	35	70	462	131	7,836	246	42,864	920	72	11,038	7,741	569	232	242,794
East Dunbartonshire	1,033	102	185	3,024	2,401	192	893	920	35,706	1,127	4,800	68,705	6,337	729	1,099,912
East Lothian	985	250	436	361	198	191	2,322	72	1,127	31,840	198	737,692	4,818	12,250	28,686
East Renfrewshire	249	26	53	824	145	370	293	11,038	4,800	198	149,434	19,158	1,268	269	899,819
Edinburgh, City of	159,430	34,864	38,540	23,150	21,135	25,356	179,082	7,741	68,705	737,692	19,158	931,347	505,498	1,232,800	1,685,263
Falkirk	3,383	281	538	956	6,640	320	4,133	569	6,337	4,818	1,268	505,498	42,312	3,984	390,206
Fife	21,974	4,925	8,740	732	261	743	64,523	232	729	12,250	269	1,232,800	3,984	239,291	43,779
Glasgow, City of	92,255	13,940	20,619	270,503	71,894	52,825	96,224	242,794	1,099,912	28,686	899,819	1,685,263	390,206	43,779	10,239,965
Highland	64,564	9,631	1,682	4,152	204	477	8,000	284	1,565	514	188	118,641	2,490	4,541	99,206
Inverclyde	579	87	105	1,335	489	307	374	1,348	3,045	211	3,500	13,374	1,217	540	505,712
Midlothian	295	63	42	76	534	31	455	57	1,047	2,448	315	155,549	6,429	8,727	12,403
Moray	58,492	6,219	739	81	64	78	1,980	34	92	143	35	10,098	238	1,088	8,241
North Ayrshire	882	132	162	841	349	733	693	898	3,654	303	5,223	22,011	1,773	755	704,482
North Lanarkshire	1,668	182	393	6,311	1,619	727	1,742	2,922	16,560	3,195	9,417	325,554	16,574	3,578	2,051,210
Perth and Kinross	11,876	2,406	11,015	576	550	279	78,561	178	1,327	876	233	105,079	3,791	18,016	101,126
Renfrewshire	659	108	156	2,792	758	1,304	584	5,873	12,887	504	14,513	35,079	3,849	691	1,708,885
Scottish Borders	870	183	265	159	87	39	1,653	86	241	1,430	82	243,232	1,000	3,702	15,431
South Ayrshire	759	109	190	975	439	7,593	821	9,827	2,802	319	3,192	22,435	1,639	1,006	382,643
South Lanarkshire	653	85	157	3,164	334	325	557	4,868	11,796	425	29,836	60,343	3,005	841	2,212,235
Stirling	13,174	1,227	3,940	4,886	64,276	439	18,627	744	13,589	2,615	1,644	350,184	108,414	4,356	373,555
West Dunbartonshire	801	116	99	53,503	504	241	559	1,428	25,807	433	4,711	29,817	2,601	688	942,718
West Lothian	2,175	218	299	1,343	716	290	3,165	338	2,565	9,940	588	1,212,302	21,389	6,124	276,060
<b>Scotland</b>	<b>999,862</b>	<b>463,121</b>	<b>315,192</b>	<b>527,278</b>	<b>175,271</b>	<b>146,192</b>	<b>694,675</b>	<b>344,136</b>	<b>1,322,843</b>	<b>844,782</b>	<b>1,161,621</b>	<b>8,373,239</b>	<b>1,145,652</b>	<b>1,689,885</b>	<b>24,642,391</b>



**Table 7.6c Rail passenger journeys wholly within Scotland, using national rail tickets , by local authority areas of origin and destination, 2022-23 [note 14] [note 15] [note 16] [note 17]**

This worksheet contains one table. Some cells refer to notes which can be found in the notes worksheet.  
 Freeze panes are active on this sheet. To turn off freeze panes select the 'View' ribbon then 'Freeze Panes' then 'Unfreeze Panes' or use [Alt W, F]  
 Source: Office of Rail and Road - Not National Statistics

Origin (Thousands)	Destination										Destination			Destination		
	Highland	Inverclyde	Midlothian	Moray	North Ayrshire	Lanark-shire	Perth & Kinross	Renfrew-shire	Scottish Borders	South Ayrshire	Lanark-shire	Stirling	Dunbarton-shire	West Lothian	Destination Scotland	
Aberdeen City	64,564	579	295	58,492	882	1,668	11,876	659	870	759	653	13,174	801	2,175	999,862	
Aberdeenshire	9,631	87	63	6,219	132	182	2,406	108	183	109	85	1,227	116	218	463,121	
Angus	1,682	105	42	739	162	393	11,015	156	265	190	157	3,940	99	299	315,192	
Argyll and Bute	4,152	1,335	76	81	841	6,311	576	2,792	159	975	3,164	4,886	53,503	1,343	527,278	
Clackmannanshire	204	489	534	64	349	1,619	550	758	87	439	334	64,278	504	716	175,271	
Dumfries and Galloway	477	307	31	78	733	727	279	1,304	39	7,593	325	439	241	290	146,192	
Dundee City	8,000	374	455	1,980	693	1,742	78,561	584	1,653	821	557	18,627	559	3,165	694,675	
East Ayrshire	284	1,348	57	34	898	2,922	178	5,873	86	9,827	4,868	744	1,428	338	344,136	
East Dunbartonshire	1,565	3,045	1,047	92	3,654	16,560	1,327	12,887	241	2,802	11,796	13,589	25,607	2,965	1,322,843	
East Lothian	514	211	2,448	143	303	3,195	876	504	1,430	319	425	2,615	433	9,940	844,782	
East Renfrewshire	188	3,500	315	35	5,223	9,417	233	14,513	82	3,192	29,836	1,844	4,711	588	1,161,621	
Edinburgh, City of	118,641	13,374	155,549	10,088	22,011	325,554	105,079	35,079	243,232	22,435	60,343	350,184	29,617	1,212,302	8,373,239	
Falkirk	2,490	1,217	6,429	238	1,773	16,574	3,791	3,849	1,000	1,639	3,005	108,414	2,601	21,389	1,145,652	
Fife	4,541	540	8,727	1,088	755	3,578	18,016	691	3,702	1,006	841	4,356	688	6,124	1,689,885	
Glasgow, City of	99,206	505,712	12,403	8,241	704,482	2,051,210	101,126	1,708,685	15,431	382,643	2,212,235	373,555	942,718	276,060	24,642,391	
Highland	452,124	406	232	65,096	644	1,274	30,368	683	524	682	603	11,976	3,298	1,292	885,341	
Inverclyde	406	124,255	215	73	7,669	6,350	407	156,569	137	5,085	10,803	1,396	4,614	934	851,136	
Midlothian	232	215	3,024	55	77	3,191	227	162	22,544	67	522	2,965	210	2,708	224,670	
Moray	65,096	73	55	30,694	142	192	1,385	96	98	142	113	908	170	271	187,057	
North Ayrshire	644	7,669	77	142	210,352	10,282	702	130,314	293	118,734	14,127	2,106	5,017	1,314	1,244,664	
North Lanarkshire	1,274	6,350	3,191	192	10,282	177,205	1,694	27,433	4,046	10,968	100,848	13,929	27,247	29,165	2,855,476	
Perth and Kinross	30,368	407	227	1,385	702	1,694	34,323	727	664	627	719	32,064	710	1,509	442,015	
Renfrewshire	683	156,569	162	96	130,314	27,433	727	305,022	344	64,638	41,784	5,086	18,493	2,577	2,542,370	
Scottish Borders	524	137	22,544	98	293	4,046	664	344	14,748	256	365	1,422	255	2,206	316,362	
South Ayrshire	682	5,085	67	142	118,734	10,968	627	64,638	256	201,748	12,851	2,434	3,559	1,301	857,841	
South Lanarkshire	603	10,803	522	113	14,127	100,848	719	41,784	365	12,851	214,822	3,299	23,780	3,655	2,756,915	
Stirling	11,976	1,396	2,965	908	2,106	13,929	32,064	5,086	1,422	2,434	3,299	150,868	2,988	11,688	1,402,855	
West Dunbartonshire	3,298	4,614	210	170	5,017	27,247	710	18,493	255	3,559	23,780	2,988	245,612	3,276	1,402,855	
West Lothian	1,292	934	2,708	271	1,314	29,165	1,509	2,577	2,206	1,301	3,655	11,688	3,276	36,735	1,636,143	
<b>Scotland</b>	<b>885,341</b>	<b>851,136</b>	<b>224,670</b>	<b>187,057</b>	<b>1,244,664</b>	<b>2,855,476</b>	<b>442,015</b>	<b>2,542,370</b>	<b>316,362</b>	<b>857,841</b>	<b>2,756,915</b>	<b>1,205,001</b>	<b>1,402,855</b>	<b>1,636,143</b>	<b>60,253,986</b>	

**Table 7.7 Passenger journeys to and from the main stations in Scotland: 2023-24 [note 20] [note 21] [note 22] [note 23]**

This worksheet contains one table. Some cells refer to notes which can be found in the notes worksheet.

Source: Office of Rail and Road - Not National Statistics

Rank	Station	thousands	Rank2	Station2	thousands2
1	Glasgow Central	24,964	51	Helensburgh Central	628
2	Edinburgh	21,308	52	Bellshill	621
3	Glasgow Queen Street	14,503	53	Falkirk Grahamston	580
4	Paisley Gilmour Street	3,196	54	North Berwick	560
5	Haymarket	2,981	55	Newton (Lanark)	547
6	Partick	2,850	56	Leuchars (For St. Andrews)	528
7	Stirling	2,390	57	Edinburgh Park	522
8	Aberdeen	2,288	58	Hairmyres	519
9	Dundee	1,729	59	Alloa	497
10	Exhibition Centre (Glasgow)	1,640	60	Barrhead	492
11	Charing Cross (Glasgow)	1,505	61	Cathcart	481
12	Croy	1,306	62	Dunfermline City	475
13	Hyndland	1,304	63	Dunblane	463
14	Argyle Street	1,271	64	Dumbarton Central	461
15	Inverness	1,170	65	Uphall	457
16	Johnstone (Renfrewshire)	1,086	66	Musselburgh	451
17	Mount Florida	1,030	67	Stonehaven	448
18	Livingston North	995	68	Patterton	443
19	Linlithgow	990	69	Dalmeny	441
20	Anniesland	936	70	Coatbridge Sunnyside	436
21	Motherwell	918	71	Balloch	431
22	Bathgate	898	72	Kilmarnock	413
23	Inverkeithing	873	73	Clarkston	409
24	High Street (Glasgow)	827	74	Dalmarnock	404
25	Rutherglen	813	75	Scotstounhill	402
26	Perth	812	76	Tweedbank	399
27	Larbert	788	77	Dunbar	399
28	Kirkcaldy	782	78	Bearsden	391
29	Airdrie	775	79	Largs	384
30	Bridgeton	768	80	Wishaw	384
31	Cambuslang	767	81	Port Glasgow	378
32	East Kilbride	757	82	Blantyre	378
33	Crossmyloof	746	83	Gourock	374
34	Milngavie	736	84	Prestwick Town	373
35	Falkirk High	733	85	Troon	371
36	Dalmuir	731	86	Anderston	369
37	Bellgrove	719	87	Carntyne	362
38	Kilwinning	710	88	Alexandra Parade	362
39	Lenzie	707	89	Dumfries	360
40	Uddingston	702	90	Arbroath	359
41	Ayr	684	91	Inverurie	358
42	Bishopton (Renfrewshire)	671	92	Neilston	358
43	Queens Park (Glasgow)	670	93	Garrowhill	350
44	Bishopbriggs	670	94	Blairhill	343
45	Polmont	649	95	Springburn	340
46	Hamilton Central	649	96	Pollokshields East	326
47	Westerton	644	97	Paisley Canal	321
48	Shettleston	632	98	Galashiels	320
49	Hamilton West	631	99	Singer	316
50	Irvine	628	100	Giffnock	314

**Table 7.8** Passenger journeys to or from stations in Scotland that have opened (or re-opened) since 1970 [note 24]

This worksheet contains one table. Some cells refer to notes which can be found in the notes worksheet.

Freeze panes are active on this sheet. To turn off freeze panes select the 'View' ribbon then 'Freeze Panes' then 'Unfreeze Panes' or use [Alt W, F]

Source: Office of Rail and Road - Not National Statistics

Station (thousands)	2013-14	2014-15	2015-16	2016-17	2017-18	2018-19	2019-20	2020-21	2021-22	2022-23	2023-24
Dun Craig (1971)	0.5	0.4	0.5	0.3	0.4	0.5	0.5	0	0.4	0.5	0.4
Kingsknowe (1971)	24.7	21.2	20.2	18.8	20.5	17.2	16.9	4.7	11.2	20.3	33.2
AIness (1973)	27.8	25.9	23.6	26.4	29.3	30.4	27.1	3.2	15.8	16.8	20.9
Muir of Ord (1976)	72.8	66.6	66.5	64.5	64.8	67.6	70.9	13.6	41.2	47.7	52.3
IBM (1978) [note 25]	71.1	47.4	22.0	6.0	0.8	0.5	0	0	0	0	0
Anderston (1979)	602.8	633.7	624.6	661.3	711.6	728.4	715.1	119.9	217.6	228.5	368.6
Argyle Street (1979)	1369.9	1438.4	1382.9	1413.2	1411.4	1295.4	1311.8	382.0	773.2	809.9	1270.6
Bridgeton (1979) [note 26]	647.0	647.0	631.8	610.5	702.3	715.8	814.2	272.7	476.3	500.3	767.7
Dalmarnock (1979)	100.4	217.1	283.2	367.7	449.0	414.2	419.9	72.7	227.4	255.5	404.0
Exhibition Centre (1979) [note 26]	1375.5	1639.9	1742.5	1891.5	1847.8	1943.2	1959.6	300.3	809.2	1157.9	1639.9
Dyce (1984)	810.7	823.9	664.4	517.6	466.7	358.7	356.4	86.5	216.1	260.0	301.9
Livingston South (1984)	296.3	317.2	342.8	323.7	327.9	295.6	326.8	45.8	151.7	205.6	301.7
Kilmaurs (1984)	105.8	109.8	103.5	104.1	113.5	128.1	115.3	10.1	46.2	58.3	69.9
Auchinleck (1984)	56.0	62.7	62.0	61.8	67.4	77.8	72.1	5.2	35.3	44.5	61.9
Dunrobin Castle (1985)	0.9	0.8	0.8	0.9	1.0	1.2	1.2	0.1	0.8	1.4	1.9
Loch Eil Outward Bound (1985) [note 26]	0.5	0.6	0.5	0.6	0.5	0.6	0.7	0.1	1.1	1.9	3.5
South Gyle (1985)	574.6	558.1	587.4	497.2	432.9	382.0	363.1	49.8	121.2	162.7	206.3
Loch Awe (1985)	3.0	4.8	4.8	4.1	5.4	5.0	5.5	4.6	7.0	8.4	7.5
Portlethen (1985)	48.2	57.2	56.3	45.9	42.7	46.7	63.4	14.2	41.5	48.4	69.0
Bridge of Allan (1985)	258.7	275.0	278.9	271.4	289.1	290.9	291.8	42.5	136.3	192.6	267.1
Livingston North (1986)	1030.6	1125.3	1155.0	1201.0	1191.8	1247.8	1179.1	184.7	610.9	808.3	995.0
Bathgate (1986)	1060.7	1176.5	1223.1	1302.8	1282.1	1292.6	1209.8	210.8	600.5	769.5	898.2
Uphall (1986)	511.0	557.6	581.6	608.6	613.6	624.1	577.8	111.3	296.8	358.1	457.4
Wester Hailes (1987)	36.2	37.5	38.6	36.1	41.3	39.9	45.3	11.4	40.4	38.2	57.9
Curriehill (1987)	65.8	67.2	67.0	66.7	69.3	69.2	81.0	9.0	40.2	69.3	109.6
Ardrossan Town (1987)	21.2	21.9	20.1	24.2	21.6	22.3	22.4	2.3	10.9	14.1	17.3
Falls of Cruachan (1988)	0.5	0.7	0.7	0.7	0.7	0.5	0.6	0.1	0.5	0.9	1.5
Musselburgh (1988)	438.7	456.7	478.1	463.7	488.6	455.4	460.9	87.0	266.9	350.3	450.8
Greenfaulds (1989)	130.5	136.5	130.9	114.8	124.3	125.3	118.9	15.0	55.4	79.1	112.9
Drumgelloch (1989) [note 27]	345.0	387.3	403.5	411.1	418.6	418.7	407.6	35.8	162.9	224.4	274.2
Stepps (1989)	277.4	296.9	300.4	269.9	301.9	315.2	271.6	39.1	134.7	193.2	266.0
Airbles (1989)	112.8	119.1	127.0	142.9	132.8	114.4	118.9	14.1	64.2	79.5	110.7
Milliken Park (1989)	190.3	198.2	206.1	241.4	255.7	238.4	228.2	48.7	127.3	161.1	187.8
Whinhill (1990)	52.4	52.6	53.6	43.7	52.4	41.6	40.6	4.6	22.3	27.3	38.2
Dumbreck (1990)	131.4	150.6	164.0	169.7	179.2	170.2	173.1	55.9	89.8	118.6	160.4
Corkerhill (1990)	245.0	247.8	266.2	284.9	276.0	277.1	266.9	41.7	129.0	184.0	213.0
Mossspark (1990)	110.7	119.0	143.1	186.7	174.7	162.3	169.7	35.8	88.8	106.5	140.9
Crookston (1990)	132.6	149.8	174.8	188.1	200.3	194.6	202.1	36.9	113.4	148.6	191.8
Paisley Canal (1990)	340.6	363.2	367.7	398.1	389.3	474.9	478.2	77.1	191.5	264.7	321.0
Priesthill & Darnley (1990)	125.8	134.2	137.7	144.8	161.0	164.5	170.2	36.5	100.1	124.1	136.1
Shieldmuir (1990)	81.4	89.2	105.2	113.9	116.3	109.6	113.3	12.7	54.5	84.3	111.5
Hawkhead (1991)	167.3	183.8	201.3	224.0	224.3	244.3	248.6	33.8	114.6	167.0	218.4
New Cumnock (1991)	27.2	31.9	28.4	26.6	26.7	28.3	25.6	1.6	15.0	17.5	22.2
Glenrothes with Thornton (1992)	63.0	67.3	76.7	76.9	79.5	76.8	71.9	7.4	43.7	42.6	50.7
Whifflet (1992)	233.4	234.1	247.4	329.6	301.1	257.5	263.9	31.5	123.7	168.0	223.4

**Table 7.8 (Continued)** Passenger journeys to or from stations in Scotland that have opened (or re-opened) since 1970 [note 24]

This worksheet contains one table. Some cells refer to notes which can be found in the notes worksheet.

Freeze panes are active on this sheet. To turn off freeze panes select the 'View' ribbon then 'Freeze Panes' then 'Unfreeze Panes' or use [Alt W, F]

Source: Office of Rail and Road - Not National Statistics

Station (thousands)	2013-14	2014-15	2015-16	2016-17	2017-18	2018-19	2019-20	2020-21	2021-22	2022-23	2023-24
Ashfield (1993)	74.2	80.5	76.5	50.3	83.5	84.5	66.4	23.9	45.2	52.1	69.6
Possilpark & Parkhouse (1993)	99.2	97.7	91.4	73.1	100.2	92.0	77.8	22.6	49.8	61.5	83.8
Gilshochill (1993) [note 26]	94.5	101.9	87.0	65.1	94.7	91.2	71.4	15.5	42.7	53.7	76.9
Summerston (1993)	154.1	166.9	152.4	99.0	146.8	147.4	120.2	24.2	71.3	81.8	118.1
Maryhill (1993)	77.3	92.3	90.5	64.1	89.7	88.7	77	12.8	44	60.2	85.2
Carmyle (1993)	132.1	131.1	132.5	155.5	138	121.2	134.7	28.4	82.3	92.4	122.2
Mount Vernon (1993)	57.3	59	60.2	66.8	69.6	58	67.2	9	33.4	44.2	60.1
Baillieston (1993)	112.0	112.9	126.2	156.5	159.5	149.9	175.5	29.2	93.1	117.4	155.3
Bargeddie (1993)	88.0	85.9	95.2	114.9	105.8	91.8	104.9	14.5	57	73.2	88.8
Kirkwood (1993)	130.2	131.6	138.9	166.6	156.8	139.2	147.7	21.7	72.8	94.1	122.4
Gretna Green (1993)	38.0	40.2	38.9	39.0	39.9	45.9	46.5	5.5	29.5	37.4	51.3
Camelon (1994)	116.4	130.5	136.1	132.2	127.6	142.0	162.9	24.6	94.8	124.9	153.2
Wallyford (1994)	268.1	295.9	311.9	297.0	316.9	308.0	314.1	36.4	151.7	208.8	286.0
Sanquhar (1994)	26.3	27.5	24.5	27.4	28.7	28.1	24.3	1.8	14.4	17.3	25.4
Prestwick Airport (1994) [note 28]	454.0	293.9	93.0	117.9	132.8	104.9	101.2	7.7	26.3	57.0	78.3
Dalgely Bay (1998)	284.3	307.8	341.0	315.2	323.2	306	272.7	26.1	105.4	143.4	197.2
Drumfrochar (1998)	69.8	72.9	68.4	80.7	66.2	74	67.6	6.4	32.9	47.0	65.6
Dunfermline Queen Margaret (2000)	208.5	224.1	250.5	236.7	249.7	248.5	233.1	28.3	109.8	140.1	183.5
Howwood (2001)	112.7	119.9	124.9	111.6	101.3	94.9	98.9	9.6	40.4	55.7	71.2
Beaully (2002)	57.9	57.4	59.4	52.9	51.5	48.3	46.5	14.9	30.2	36.6	38.4
Brunstane (2002)	159.6	164.5	166.0	162.1	177.3	178.1	171.8	30.3	78.8	109.9	162.7
Newcraighall (2002)	221.9	242.8	224.0	234.8	278.5	286.4	265.6	32.1	121.5	177.8	250.4
Edinburgh Park (2003)	960.3	893.5	889.5	870.0	888.0	914.6	905.2	128.7	289.6	395.6	522.4
Gartcosh (2005)	153.4	177.0	156.8	133.8	148.4	186.7	173.5	26.9	96.1	134.9	173.3
Kelvindale (2005)	98.0	105.5	91.6	65.9	92.2	84.7	75.4	18.3	37.1	45.6	60.7
Chatelherault (2005)	66.9	74.9	85.9	105.5	111.1	108.5	114.0	13.1	46.0	61.9	73.1
Merryton (2005)	111.4	116.2	113.5	123.1	107.2	121.4	127.9	7.6	39.6	56.3	67.8
Larkhall (2005)	406.1	420.1	420.4	434.5	385.9	354.6	354.1	32.4	151.6	204.9	243.9
Alloa (May 2008)	383.8	402.4	386.5	360.6	388.2	370.5	393.4	70.7	259.0	355.3	496.5
Laurencekirk (May 2009)	102.8	112.9	104.5	96.0	95.8	86.3	88.6	8.8	45.4	60.7	80.7
Blackridge (2010)	47.3	51.5	53.2	56.9	58.0	59.8	57.2	6.5	27.1	37.3	48.9
Armadale (2011)	164.7	186.3	215.4	238.7	249.8	260.1	251.8	35.9	134.4	172.9	213.4
Caldercruix (2011)	101.9	109.0	111.5	88.7	100.4	98.3	104.3	9.6	51.7	67.2	70.2
Conon Bridge (2013)	18.1	15.5	15.3	15.5	15.1	17.5	18.0	2.6	9.2	10.9	13.1
Eskbank (Sept 2015)	0.0	0.0	128.3	274.8	338.9	367.0	364.5	45.4	159.0	202.7	274.6
Galashiels (Sept 2015)	0.0	0.0	213.8	346.3	356.3	360.4	328.4	37.5	186.9	268.7	320.4
Gorebridge (Sept 2015)	0.0	0.0	59.3	98.2	115.1	123.9	112.4	11.3	60.0	92.5	123.0
Newtongrange (Sept 2015)	0.0	0.0	86.4	141.6	157.0	154.2	139.2	13.9	75.6	114.9	153.4
Shawfair (Sept 2015)	0.0	0.0	13.2	22.2	31.6	41.1	46.5	6.7	27.6	44.4	64.5
Stow (Sept 2015)	0.0	0.0	39.7	67.5	69.8	71.2	70.7	8.3	43.3	59.8	75.8
Tweedbank (Sept 2015)	0.0	0.0	300.6	436.2	437.0	443.8	420.2	38.5	203.7	301.5	399.5
Edinburgh Gateway (Dec 2016)	0.0	0.0	0.0	58.4	284.4	323.7	292.7	44.5	116.9	185.8	225.4
Robroyston (Dec 2019)	0.0	0.0	0.0	0.0	0.0	0.0	43.5	29.8	107.8	159.9	245.3
Kintore (Oct 2020)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	8.5	66.2	85.3	118.5
Reston (May 2022)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	13.2	21.1
Inverness Airport (February 2023)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	6.1	53.9

**Table 7.9** Rail punctuality: Public Performance Measure - for all services [note 34]

This worksheet contains one table. Some cells refer to notes which can be found in the notes worksheet.

Freeze panes are active on this sheet. To turn off freeze panes select the 'View' ribbon then 'Freeze Panes' then 'Unfreeze Panes' or use [Alt W, F]

Source: Office of Rail and Road - Not National Statistics

Operator (percentage of trains arriving on time)	2013-14	2014-15	2015-16	2016-17	2017-18	2018-19	2019-20	2020-21	2021-22	2022-23	2023-24
GNER [note 29]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
East Coast [note 29] [note 31] [note 33] [note 35]	84.2	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Virgin Trains East coast [note 35]	0.0	88.6	85.2	83.1	81.5	0.0	0.0	0.0	0.0	0.0	0.0
London North Eastern Railway [note 38]	0.0	0.0	0.0	0.0	0.0	74.8	77.1	92.4	87.7	81.7	79.6
ScotRail (First) [note 30] [note 37]	91.4	90.5	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
ScotRail (Abellio) [note 30] [note 37]	0.0	0.0	90.6	90.3	89.5	87.4	88.4	93.1	90.2	0.0	0.0
ScotRail (Transport Scotland) [note 30] [note 37]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	89.0	89.4
Virgin CrossCountry [note 29]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
CrossCountry [note 29] [note 32]	86.7	88.8	89.5	89.7	87.7	84.4	82.8	92.9	89.0	80.8	76.0
Virgin Train West Coast [note 29] [note 36]	85.8	84.8	86.0	89.1	84.2	84.0	0.0	0.0	0.0	0.0	0.0
Avanti West Coast [note 29] [note 39]	0.0	0.0	0.0	0.0	0.0	0.0	78.2	89.6	83.9	69.2	69.1
Caledonian Sleeper (Serco) [note 29] [note 37]	0.0	0.0	86.0	89.2	85.7	89.7	80.6	89.4	85.1	86.8	0.0
Caledonian Sleeper (Transport Scotland) [note 29] [note 37]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	89.1
GB long-distance operators [note 29]	86.9	87.4	87.6	87.6	85.3	81.3	81.4	92.7	87.9	79.7	76.9
GB regional operators (excluding ScotRail) [note 30]	91.0	91.6	91.4	91.6	89.7	85.8	84.1	93.7	87.9	84.5	82.5

**Table 7.18 ScotRail services: arrival times at final destinations [note 40]**

This worksheet contains one table. Some cells refer to notes which can be found in the notes worksheet.

Freeze panes are active on this sheet. To turn off freeze panes select the 'View' ribbon then 'Freeze Panes' then 'Unfreeze Panes' or use [Alt W, F]

Source: Office of Rail and Road - Not National Statistics

Time	Percent/numbers	2015-14	2014-15	2015-16	2016-17	2017-18	2018-19	2019-20	2020-21	2021-22	2022-23	2023-24
Total within 5 minutes	Percent	91.4	90.5	90.6	90.3	89.5	87.4	88.5	93.1	90.2	89.0	89.4
Total within 10 minutes	Percent	96.4	95.9	96.1	96.1	95.2	94.2	94.9	96.1	94.9	94.4	95.0
Total within 20 minutes	Percent	97.7	97.4	97.4	97.3	96.6	96.0	96.5	97.0	96.3	96.0	96.7
20 minutes and over [note 41]	Percent	1.3	1.4	1.4	1.5	1.9	1.6	1.6	1.4	1.5	1.6	1.5
Cancelled [note 42]	Percent	1.0	1.2	1.2	1.1	1.5	2.4	1.9	1.6	2.2	2.4	1.8
Number of trains due to be run [note 43] Thousands		744	750	752	745	759	770	797	589	625	631	709

**Table 7.11** Rail passenger satisfaction: National Rail Passenger Survey

This worksheet contains one table. Some cells refer to notes which can be found in the notes worksheet.  
 Freeze panes are active on this sheet. To turn off freeze panes select the 'View' ribbon then 'Freeze Panes' then 'Unfreeze Panes' or use [Alt W, F]  
 Source: Transport Focus - Not National Statistics

Type of passengers/sample size/operators	Survey questions percentage who were satisfied or said good [note 44]	2013	2014	2015	2016	2017	2018	2019	2020	Interim Rail Passenger Survey 2021	Your Rail Journey' (field trials)	Rail Weekly User Survey		
										Survey 2021	survey 2022	Sample size 2021	Sample size 2022	2023 [Note 87]
<b>ScotRail passengers</b>	Overall opinion of journey	88	89	89	85	87	81	87	90	87	84	383	659	89
<b>ScotRail passengers</b>	How deals with delays	42	47	50	39	52	39	43	51	[Not available]	[Not available]	t available]	t available]	[Not available]
<b>ScotRail passengers</b>	Value for money	50	58	60	59	60	52	54	51	68	53	374	662	65
<b>ScotRail passengers</b>	How station staff handle requests	87	90	93	85	88	88	88	96	[Not available]	[Not available]	t available]	t available]	[Not available]
<b>ScotRail passengers</b>	Overall station environment	74	80	81	75	78	77	77	78	[Not available]	[Not available]	t available]	t available]	83
<b>ScotRail passengers</b>	Ticket buying facilities	81	79	85	81	78	79	84	79	[Not available]	[Not available]	t available]	t available]	[Not available]
<b>ScotRail passengers</b>	Info. re. times, platforms	85	87	87	86	87	86	87	91	[Not available]	[Not available]	t available]	t available]	[Not available]
<b>ScotRail passengers</b>	Punctuality / reliability	83	84	85	83	83	74	77	79	83	81	383	658	83
<b>ScotRail passengers</b>	Length of journey time	90	89	89	90	91	87	88	91	87	85	332	236	89
<b>ScotRail passengers</b>	Ease of getting on/off [note 46]	87	88	87	87	0	0	0	0	0	0	t available]	t available]	[Not available]
<b>ScotRail passengers</b>	Amount of seats/standing space [note 47] [note 81]	78	77	75	73	75	75	75	80	87	82	383	654	[Not available]
<b>ScotRail passengers</b>	Frequency	83	83	83	82	83	78	78	81	76	72	332	234	75
<b>ScotRail passengers</b>	Train Cleanliness [note 48] [note 82]	82	83	78	75	76	73	79	79	72	74	383	656	80
<b>ScotRail passengers</b>	Comfort of seats [note 49]	80	81	82	78	71	69	77	78	77	[Not available]	332	t available]	81
<b>ScotRail passengers</b>	<b>Sample size</b>	<b>2,187</b>	<b>2,095</b>	<b>2,220</b>	<b>2,607</b>	<b>2,662</b>	<b>2,794</b>	<b>2,881</b>	<b>1,025</b>	[Not available]	[Not available]	t available]	t available]	582-584
<b>Others whose journeys started in Scotland [not</b>	<b>Overall opinion of journey</b>	<b>92</b>	<b>88</b>	<b>91</b>	<b>92</b>	<b>92</b>	<b>92</b>	<b>89</b>	<b>87</b>	[Not available]	[Not available]	t available]	t available]	[Not available]
<b>Others whose journeys started in Scotland [not</b>	<b>How deals with delays</b>	<b>70</b>	<b>48</b>	<b>68</b>	<b>60</b>	<b>59</b>	<b>63</b>	<b>48</b>	<b>67</b>	[Not available]	[Not available]	t available]	t available]	[Not available]
<b>Others whose journeys started in Scotland [not</b>	<b>Value for money</b>	<b>68</b>	<b>66</b>	<b>69</b>	<b>70</b>	<b>72</b>	<b>66</b>	<b>70</b>	<b>73</b>	[Not available]	[Not available]	t available]	t available]	[Not available]
<b>Others whose journeys started in Scotland [not</b>	<b>How station staff handle requests</b>	<b>90</b>	<b>90</b>	<b>93</b>	<b>93</b>	<b>93</b>	<b>95</b>	<b>87</b>	<b>88</b>	[Not available]	[Not available]	t available]	t available]	[Not available]
<b>Others whose journeys started in Scotland [not</b>	<b>Overall station environment</b>	<b>75</b>	<b>83</b>	<b>86</b>	<b>87</b>	<b>89</b>	<b>89</b>	<b>86</b>	<b>81</b>	[Not available]	[Not available]	t available]	t available]	[Not available]
<b>Others whose journeys started in Scotland [not</b>	<b>Ticket buying facilities</b>	<b>82</b>	<b>86</b>	<b>90</b>	<b>92</b>	<b>91</b>	<b>93</b>	<b>90</b>	<b>94</b>	[Not available]	[Not available]	t available]	t available]	[Not available]
<b>Others whose journeys started in Scotland [not</b>	<b>Info. re. times, platforms</b>	<b>86</b>	<b>89</b>	<b>94</b>	<b>95</b>	<b>91</b>	<b>93</b>	<b>94</b>	<b>88</b>	[Not available]	[Not available]	t available]	t available]	[Not available]
<b>Others whose journeys started in Scotland [not</b>	<b>Punctuality / reliability</b>	<b>89</b>	<b>89</b>	<b>90</b>	<b>94</b>	<b>88</b>	<b>86</b>	<b>86</b>	<b>72</b>	[Not available]	[Not available]	t available]	t available]	[Not available]
<b>Others whose journeys started in Scotland [not</b>	<b>Length of journey time</b>	<b>87</b>	<b>86</b>	<b>91</b>	<b>89</b>	<b>90</b>	<b>91</b>	<b>91</b>	<b>88</b>	[Not available]	[Not available]	t available]	t available]	[Not available]
<b>Others whose journeys started in Scotland [not</b>	<b>Ease of getting on/off [note 46]</b>	<b>87</b>	<b>84</b>	<b>85</b>	<b>87</b>					[Not available]	[Not available]	t available]	t available]	[Not available]
<b>Others whose journeys started in Scotland [not</b>	<b>Amount of seats / standing space [note 47]</b>	<b>79</b>	<b>79</b>	<b>80</b>	<b>81</b>	<b>82</b>	<b>81</b>	<b>77</b>	<b>87</b>	[Not available]	[Not available]	t available]	t available]	[Not available]
<b>Others whose journeys started in Scotland [not</b>	<b>Frequency</b>	<b>81</b>	<b>84</b>	<b>86</b>	<b>89</b>	<b>82</b>	<b>83</b>	<b>83</b>	<b>80</b>	[Not available]	[Not available]	t available]	t available]	[Not available]
<b>Others whose journeys started in Scotland [not</b>	<b>Train Cleanliness [note 48]</b>	<b>86</b>	<b>86</b>	<b>86</b>	<b>85</b>	<b>89</b>	<b>85</b>	<b>85</b>	<b>86</b>	[Not available]	[Not available]	t available]	t available]	[Not available]
<b>Others whose journeys started in Scotland [not</b>	<b>Comfort of seats [note 49]</b>	<b>82</b>	<b>78</b>	<b>81</b>	<b>79</b>	<b>80</b>	<b>78</b>	<b>79</b>	<b>78</b>	[Not available]	[Not available]	t available]	t available]	[Not available]
<b>Others whose journeys started in Scotland [not</b>	<b>Sample size</b>	<b>825</b>	<b>786</b>	<b>753</b>	<b>672</b>	<b>618</b>	<b>614</b>	<b>645</b>	<b>250</b>	[Not available]	[Not available]	t available]	t available]	[Not available]
<b>All GB regional operators</b>	Overall opinion of journey	84	85	86	85	85	81	82	84	83	[Not available]	t available]	t available]	86
<b>All GB regional operators</b>	Punctuality / reliability	81	82	84	82	83	76	76	74	82	[Not available]	t available]	t available]	77
<b>All GB long-distance operators</b>	Overall opinion of journey	87	86	87	87	88	85	85	84	84	[Not available]	t available]	t available]	84
<b>All GB long-distance operators</b>	Punctuality / reliability	84	83	84	84	84	78	78	74	82	[Not available]	t available]	t available]	76

**Table 7.12** Freight traffic moved within and from Scotland by commodity [note 86]

This worksheet contains one table. Some cells refer to notes which can be found in the notes worksheet.

Source: Network Rail - Not National Statistics

Products lifted/moved	Type of product	Weight/distance carried	2018/19	2019/20	2020/21	2021/22	2022/23	2023/24
<b>Product lifted</b>	Construction Materials	Thousand tonnes	577	549	375	521	386	454
<b>Product lifted</b>	Domestic Automotive	Thousand tonnes	30	31	19	10	18	20
<b>Product lifted</b>	Intermodal [note 50]	Thousand tonnes	3,047	3,008	2,795	3,015	3,014	3,105
<b>Product lifted</b>	Industrial Minerals	Thousand tonnes	184	144	94	115	102	93
<b>Product lifted</b>	Metals	Thousand tonnes	222	154	141	128	97	78
<b>Product lifted</b>	Other	Thousand tonnes	68	69	79	76	78	77
<b>Product lifted</b>	Petroleum Product	Thousand tonnes	320	327	271	364	331	257
<b>Product lifted</b>	<b>Total</b>	Thousand tonnes	<b>4,448</b>	<b>4,281</b>	<b>3,774</b>	<b>4,229</b>	<b>4,026</b>	<b>4,085</b>
<b>Product moved (full journey)</b>	Construction Materials	Thousand net tonne miles	109,830	95,032	59,452	74,253	57,384	69,480
<b>Product moved (full journey)</b>	Domestic Automotive	Thousand net tonne miles	12,213	12,048	7,578	3,972	7,512	8,329
<b>Product moved (full journey)</b>	Intermodal [note 50]	Thousand net tonne miles	892,164	555,694	824,046	896,956	892,391	851,149
<b>Product moved (full journey)</b>	Industrial Minerals	Thousand net tonne miles	31,512	24,889	27,923	30,726	24,218	20,433
<b>Product moved (full journey)</b>	Metals	Thousand net tonne miles	54,379	38,206	34,541	32,164	24,753	20,893
<b>Product moved (full journey)</b>	Other	Thousand net tonne miles	16,445	16,730	19,230	17,542	18,932	16,438
<b>Product moved (full journey)</b>	Petroleum Product	Thousand net tonne miles	37,896	39,445	38,582	52,578	45,373	31,660
<b>Product moved (full journey)</b>	<b>Total</b>	Thousand net tonne miles	<b>1,154,438</b>	<b>1,120,651</b>	<b>1,011,352</b>	<b>1,108,189</b>	<b>1,070,564</b>	<b>1,018,383</b>
<b>Product moved (Scotland mileage only)</b>	Construction Materials	Thousand net tonne miles	56,693	49,510	44,961	53,749	40,025	41,936
<b>Product moved (Scotland mileage only)</b>	Domestic Automotive	Thousand net tonne miles	2,406	2,458	1,502	772	1,547	1,700
<b>Product moved (Scotland mileage only)</b>	Intermodal [note 50]	Thousand net tonne miles	280,424	285,104	264,742	284,370	277,792	275,419
<b>Product moved (Scotland mileage only)</b>	Industrial Minerals	Thousand net tonne miles	17,833	16,135	20,319	22,045	19,701	19,544
<b>Product moved (Scotland mileage only)</b>	Metals	Thousand net tonne miles	33,703	26,784	21,605	21,245	16,511	14,710
<b>Product moved (Scotland mileage only)</b>	Other	Thousand net tonne miles	5,759	6,213	7,044	5,930	6,844	6,581
<b>Product moved (Scotland mileage only)</b>	Petroleum Product	Thousand net tonne miles	32,507	32,143	28,225	37,328	34,110	26,648
<b>Product moved (Scotland mileage only)</b>	<b>Total</b>	Thousand net tonne miles	<b>429,325</b>	<b>418,347</b>	<b>388,398</b>	<b>425,439</b>	<b>396,530</b>	<b>386,538</b>
<b>Product moved (full journey)</b>	Construction Materials	Thousand net tonne kilometres	176,753	152,938	95,679	119,498	92,350	111,817
<b>Product moved (full journey)</b>	Domestic Automotive	Thousand net tonne kilometres	19,655	19,389	12,196	6,393	12,089	13,405
<b>Product moved (full journey)</b>	Intermodal [note 50]	Thousand net tonne kilometres	1,435,795	894,300	1,326,170	1,443,507	1,436,161	1,369,788
<b>Product moved (full journey)</b>	Industrial Minerals	Thousand net tonne kilometres	50,714	40,056	44,937	49,448	38,975	32,884
<b>Product moved (full journey)</b>	Metals	Thousand net tonne kilometres	87,514	61,487	55,588	51,763	39,836	33,624
<b>Product moved (full journey)</b>	Other	Thousand net tonne kilometres	26,465	26,925	30,947	28,230	30,468	26,455
<b>Product moved (full journey)</b>	Petroleum Product	Thousand net tonne kilometres	60,987	63,481	62,092	84,615	73,021	50,952
<b>Product moved (full journey)</b>	<b>Total</b>	Thousand net tonne kilometres	<b>1,857,883</b>	<b>1,803,509</b>	<b>1,627,609</b>	<b>1,783,454</b>	<b>1,722,901</b>	<b>1,638,925</b>
<b>Product moved (Scotland mileage only)</b>	Construction Materials	Thousand net tonne kilometres	91,238	79,679	72,357	86,501	64,414	67,490
<b>Product moved (Scotland mileage only)</b>	Domestic Automotive	Thousand net tonne kilometres	3,872	3,956	2,416	1,242	2,490	2,735
<b>Product moved (Scotland mileage only)</b>	Intermodal [note 50]	Thousand net tonne kilometres	451,298	458,829	426,059	457,648	447,062	443,243
<b>Product moved (Scotland mileage only)</b>	Industrial Minerals	Thousand net tonne kilometres	28,700	25,967	32,700	35,477	31,706	31,453
<b>Product moved (Scotland mileage only)</b>	Metals	Thousand net tonne kilometres	54,240	43,104	34,771	34,190	26,571	23,674
<b>Product moved (Scotland mileage only)</b>	Other	Thousand net tonne kilometres	9,268	9,999	11,337	9,544	11,015	10,592
<b>Product moved (Scotland mileage only)</b>	Petroleum Product	Thousand net tonne kilometres	52,315	51,729	45,424	60,074	54,895	42,885
<b>Product moved (Scotland mileage only)</b>	<b>Total</b>	Thousand net tonne kilometres	<b>690,930</b>	<b>673,263</b>	<b>625,064</b>	<b>684,676</b>	<b>638,152</b>	<b>622,072</b>



**Table 7.14** Lines open for traffic [note 51]

This worksheet contains one table. Some cells refer to notes which can be found in the notes worksheet.

Freeze panes are active on this sheet. To turn off freeze panes select the 'View' ribbon then 'Freeze Panes' then 'Unfreeze Panes' or use [Alt W, F]

Source: Network Rail - Not National Statistics

Routes/rail length (Kilometres)	Type of power	2013-14	2014-15	2015-16	2016-17	2017-18	2018-19	2019-20	2020-21	2021-22 [Note 85]	2022-23
<b>Linear routes</b>	Electrified	709	709	709	709	893	893	893	893	886	883
<b>Linear routes</b>	Non electrified	2,054	2,110	2,110	2,110	1,803	1,803	1,803	1,803	1,807	1,807
<b>Linear routes</b>	Total	2,763	2,819	2,819	2,819	2,696	2,696	2,696	2,696	2,693	2,690
<b>Total rail length(including sidings etc)</b>	Electrified	t available]	t available]	t available]	t available]	902	902	904	904	890	887
<b>Total rail length(including sidings etc)</b>	Non electrified	t available]	t available]	t available]	t available]	1,856	1,856	1,840	1,840	1,840	1,821
<b>Total rail length(including sidings etc)</b>	Total	t available]	t available]	t available]	t available]	2,758	2,758	2,744	2,744	2,730	2,708

**Table 7.15** Number of stations [note 52] [note 53]

This worksheet contains one table. Some cells refer to notes which can be found in the notes worksheet.

Freeze panes are active on this sheet. To turn off freeze panes select the 'View' ribbon then 'Freeze Panes' then 'Unfreeze Panes' or use [Alt W, F]

Source: Network Rail - Not National Statistics

Type of station	2013-14	2014-15	2015-16	2016-17	2017-18	2018-19	2019-20	2020-21	2021-22	2022-23
Passenger and parcel	351	358	359	359	359	359	359	360	360	362
Freight only	119	119	119	119	119	119	119	119	119	120
Total	470	477	478	478	478	478	478	479	479	482

**Table 7.16** Number of passenger stations by local authority, 2022-23 [note 54]

This worksheet contains one table. Some cells refer to notes which can be found in the notes worksheet.

Source: Network Rail - Not National Statistics

<b>Local Authority</b>	<b>number</b>
Aberdeen, City of	2
Aberdeenshire	7
Angus	7
Argyll and Bute	14
Clackmannanshire	1
Dumfries & Galloway	7
Dundee City	2
East Ayrshire	6
East Dunbartonshire	6
East Lothian	7
East Renfrewshire	9
Edinburgh, City of	12
Eilean Siar	0
Falkirk	5
Fife	19
Glasgow, City of	61
Highland	60
Inverclyde	14
Midlothian	4
Moray	3
North Ayrshire	12
North Lanarkshire	24
Orkney Islands	0
Perth & Kinross	7
Renfrewshire	10
Scottish Borders	4
Shetland Islands	0
South Ayrshire	9
South Lanarkshire	19
Stirling	6
West Dunbartonshire	13
West Lothian	12
Scotland	362

**Table 7.17** Strathclyde Partnership for Transport - Glasgow Subway [note 55]

This worksheet contains one table. Some cells refer to notes which can be found in the notes worksheet.

Freeze panes are active on this sheet. To turn off freeze panes select the 'View' ribbon then 'Freeze Panes' then 'Unfreeze Panes' or use [Alt W, F]

Source: Strathclyde Partnership for Transport - Not National Statistics

Vehicles/ journeys/ staff/ revenue	Numbers/Value	2013-14	2014-15	2015-16	2016-17	2017-18	2018-19	2019-20	2020-21	2021-22	2022-23	2023-24
					[note 62]							
Vehicles [note 56]	Numbers	41	41	41	40	40	40	t available	t available	40	40	[Not available]
Loaded train kilometres [note 60] [note 61]	Thousands	3,595	3,564	3,537	t available	3,439	3,495	t available	t available	1,013	1,121	[Not available]
Passenger journeys	Thousands	12,702	12,951	12,713	11,376	12,685	13,150	12,746	2,520	8,037	11,854	13,373
Revenue [note 57]	£thousands	17,003	19,194	18,937	16,828	19,735	21,211	21,472	4,662	13,748	19,562	21,669
Revenue at constant prices [note 58]	£thousands	25,379	27,985	27,343	23,876	27,038	28,118	27,754	5,938	16,627	21,459	21,669
Passenger receipts [note 59]	£thousands	15,955	17,752	17,632	15,997	18,449	19,910	20,155	3,978	12,837	18,827	20,193
Passenger receipts at constant prices [note 58]	£thousands	23,814	25,883	25,458	22,697	25,276	26,393	26,052	5,066	15,712	20,653	20,193
Operational staff [note 63]	Numbers	164	161	165	164	165	165	135	139	145	153	151

**Table 7.18** Railway accidents, Scotland [note 64] [note65]

This worksheet contains one table. Some cells refer to notes which can be found in the notes worksheet.

Freeze panes are active on this sheet. To turn off freeze panes select the 'View' ribbon then 'Freeze Panes' then 'Unfreeze Panes' or use [Alt W, F]

Source: RSSB <https://www.rssb.co.uk/en/safety-and-health/risk-and-safety-intelligence/safety-performance-reports> - Not National Statistics

Railway accidents/casualties		2013	2014	2015	2016	2017	2018	2019	2020	2021	2022	2023
PHRTA [note 66]	Train collision [note 67]	1	2	1	1	1	1	1	0	0	0	0
PHRTA [note 66]	Derailments [note 68]	0	1	1	0	0	5	1	1	1	1	0
PHRTA [note 66]	Collision with road vehicle not at level crossing	0	0	0	0	0	0	0	1	0	0	0
PHRTA [note 66]	Bufferstop collision	0	0	0	0	0	0	0	0	0	1	0
PHRTA [note 66]	Collision with road vehicle at level crossing	0	0	0	0	0	0	0	0	0	0	1
Non-PHRTA [note 69]	Striking level crossing gates or barrier	0	0	1	0	0	0	0	0	0	0	1
Non-PHRTA [note 69]	Train striking object	7	11	14	9	7	7	5	8	10	8	7
Non-PHRTA [note 69]	Train striking animal [note 73]	20	18	25	18	21	25	12	10	15	7	3
Non-PHRTA [note 69]	Train fire	0	0	1	1	1	5	10	3	16	9	4
Non-PHRTA [note 69]	Train struck by missile	3	3	2	3	2	2	0	2	0	1	0
Non-PHRTA [note 69]	Open door collision	0	1	0	0	0	0	2	0	0	0	0
Non-PHRTA [note 69]	Collisions	0	0	0	1	0	0	1	0	0	0	1
Non-PHRTA [note 69]	Bufferstop collision [note 74]						1	0	0	0	0	0
Non-PHRTA [note 69]	Derailments									2	1	0
Non-PHRTA [note 69]	All accidents	31	36	45	33	32	46	32	25	44	29	16
Casualties	Train accidents - deaths [note 70]	0	0	0	0	0	0	0	3	0	0	0
Casualties	- injuries [note 71]	6	1	4	4	4	1	4	9	1	0	0
Casualties	Accidents in stations - deaths [note 70]	0	0	0	2	0	1	0	1	1	1	1
Casualties	- injuries [note 71]	537	608	564	722	550	465	609	277	371	471	524
Casualties	Accidents on trains - deaths [note 70]	0	0	0	0	0	0	0	0	0	0	0
Casualties	- injuries [note 71]	150	163	167	140	148	230	324	80	118	142	184
Casualties	Accidents outside of trains and stations (not including suicides and or trespass) - deaths [note 70] [note 72]	0	1	0	0	0	1	2	0	0	1	0
Casualties	- injuries [note 71] [note 72]	219	261	218	252	226	196	193	168	177	153	143
Casualties	Trespassers and suicides - deaths	24	23	20	29	18	21	17	36	23	18	26
Casualties	- injuries [note 71]	15	6	9	21	5	16	15	8	11	16	17
Casualties	Total deaths	24	24	20	31	18	23	19	40	24	20	27
Casualties	Total injuries	927	1039	962	1139	933	908	1145	542	678	782	868

**Table 7.19** Railway fatalities by local authority and category, 2023 [note 64]

This worksheet contains one table. Some cells refer to notes which can be found in the notes worksheet.

Source: RSSB - Not National Statistics

<b>Council</b>	<b>Trespasser</b>	<b>Suicide</b>	<b>Level crossing User</b>	<b>Railway staff</b>	<b>Passenger</b>	<b>Other member of public</b>	<b>Total</b>
Aberdeen City	0	1	0	0	0	0	1
Angus	0	1	0	0	0	0	1
City of Edinburgh	0	2	0	0	1	0	3
Dumfries and Galloway	0	1	0	0	0	0	1
East Dunbartonshire	0	3	0	0	0	0	3
East Lothian	0	3	0	0	0	0	3
Falkirk	0	1	0	0	0	0	1
Fife	0	3	0	0	0	0	3
Glasgow City	0	1	0	0	0	0	1
Highland	0	2	0	0	0	0	2
Moray	0	1	0	0	0	0	1
North Lanarkshire	0	1	0	0	0	0	1
Renfrewshire	0	1	0	0	0	0	1
Scottish Borders	0	1	0	0	0	0	1
South Lanarkshire	0	2	0	0	0	0	2
West Dunbartonshire	0	2	0	0	0	0	2
Scotland	0	26	0	0	1	0	27

**Table 7.20 Adults (16+) - views on train services of those who used them in the past month: 2023 [note 75] [note 76]**

This worksheet contains one table. Some cells refer to notes which can be found in the notes worksheet.

Source: Scottish Household Survey

Questions asked	Strongly agree	Tend to agree	Total agree	Neither agree nor disagree	Tend to disagree	Strongly disagree	No opinion	Sample size (=100%)
Trains run to timetable	29	53	82	5	8	3	1	2320
Train service is stable and not regularly changing	27	50	77	7	9	4	3	2320
Trains are clean	29	58	87	7	4	1	1	2320
Feel safe/secure on trains during the day	50	47	96	2	1	0	1	2320
Feel safe/secure on trains during the evening	32	48	80	7	6	2	4	2320
It is simple decide what type of ticket I need	42	49	91	4	3	1	1	2320
Finding out about routes and times is easy	42	50	92	4	2	1	1	2320
Easy to change from trains to other forms of transport	33	45	78	12	4	2	5	2320
Train fares are good value	15	37	52	13	20	13	1	2320



**TRANSPORT  
SCOTLAND**  
CÒMHDHAIL ALBA

# Scottish Transport Statistics 2024

## Air Transport



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## Introduction

This chapter provides information on air transport, such as passenger numbers by origin, destination and type of service, flight punctuality, amount of freight carried and air transport movements.

**Transport and travel habits in Scotland were profoundly affected by the Covid-19 pandemic, with restrictions on travel and daily activity in place for large parts of 2020 and 2021.**

## Key Points

- There were 26 million air passengers at Scottish airports in 2023, 21% more than in the previous year.
- 55% travelled to or from Edinburgh and 28% to or from Glasgow.
- 47 thousand tonnes of freight were carried by air in 2023.

## Main Points

### Passengers and Airports

There were 26 million air terminal passengers in 2023, 4 million (21%) more than in 2022. Passenger numbers increased by 39% between 2010 and 2018 reaching a peak of 29.4 million before falling 318% to 7 million in 2021 due to the pandemic and associated travel restrictions. (*Table 8.1*)

Edinburgh airport had 14.4 million terminal passengers in 2023 (28% increase) and Glasgow airport had 7.5 million, 13% more than the previous year. Aberdeen had 2.2 million, (up 14%) and Inverness had 801,000 (14% more). Together these four airports accounted for 96% of the total. Prior to the pandemic, over the past ten years trends for these airports were similar to the national picture with increases in most years. (*Table 8.1*)

In 2023, London Heathrow accounted for 43% of passengers on selected domestic routes to and from Aberdeen, 25% for Edinburgh and 27% for Glasgow. London Gatwick had 31% of the domestic passengers to/from Inverness. Other domestic routes with large passenger numbers included those between Edinburgh and Gatwick, Stansted, Luton, London City, Belfast and Bristol, and between Glasgow and Gatwick, Luton, Belfast, Bristol and Stansted. It should be noted that the figures will include passengers who are going for connecting flights to the rest of the world, particularly London Heathrow. (*Table 8.2*)

## Origin/destinations

The most popular country of origin/destination for passengers flying directly to and from Scottish airports was Spain (excluding the Canary Islands) with 2.4 million passenger journeys in 2023, 16% of all passengers on direct flights abroad. Other popular origins/destinations were the Irish Republic (1.5 million passengers), Spain(Canary Islands) (1.4 million passengers), the Netherlands (1.3 million passengers) and France (1.1 million passengers). The trends for many destinations are increasing numbers of passengers, either as a result of more people travelling or more routes becoming available. (*Table 8.3a and Table 8.3b*)

Some countries e.g. Jamaica and Tunisia are only served by charter flights, whereas all those who travelled to/from Qatar and Romania used scheduled flights. (*Table 8.4*)

The most popular international airports (those with the largest numbers of passenger journeys for flights directly to and from Scotland's main airports in 2023) were Dublin and Amsterdam, both with just over 1.2 million passengers. However, it should be noted that Amsterdam and Dublin are global hubs with extensive connections to the rest of the world. (*Table 8.5*)

In 2023, 4% of all terminal passenger traffic was within Scotland, 35% was to/from other parts of the UK, and 54% was between Scotland and mainland Europe. (*Table 8.6*)

## Delays and Movements

In 2023, the overall average delay was 21 minutes for flights to or from Edinburgh airport and 16 minutes from Glasgow (the user guide section describes the basis for these figures). Around 23% of flights to or from Edinburgh 16% of flights to or from Glasgow airports were delayed by more than 30 minutes. (*Table 8.8*)

The total number of aircraft movements in 2023 was 367,000. Edinburgh had the highest number of aircraft movements with 115,000, (97% of which were commercial movements), followed by Glasgow (75,000) and Aberdeen (73,000). (*Table 8.9*)

## Air freight

Air freight carried in 2023 decreased by 3,091 tonnes (6%) over the previous year to 47,015 tonnes. (*Table 8.13*)

## Other statistics

The Civil Aviation Authority's 2018 passenger survey found large differences between the 4 main airports. Business passengers ranged from 22% at Glasgow and Edinburgh to 47% at Aberdeen. 53% of passengers at Aberdeen airport were for leisure, compared with 79% at Glasgow. (*Table 8.14*)

While around 30-49% of departing passengers at each airport arrived by private car, there were marked differences in the use of other modes of transport: taxi/minicab use ranged from 5% at Inverness to 29% at Glasgow; bus/coach travellers varied from 7% at Edinburgh to 12% at Aberdeen and hire car users from 3% at Glasgow to 25% at Inverness. (*Table 8.15*)

## Notes

This worksheet contains one table.

Note number	Note text
note 1	Statistics are not collected for some of the smaller airports on Orkney and Shetland, which are therefore not included in any overall totals.
note 2	Aircraft movements excludes both Campbeltown and Barra pre-1999. For 2000 and earlier years, air taxi movements were counted under domestic and International aircraft movements. From 2001, this breakdown is no longer available. They have therefore been shown
note 3	separately for 2001 onwards.
note 4	Including UK offshore flights.
note 5	Other includes positioning flights, local movements, test and training, other flights by air transport operators, aero club, private, official, military and business
note 6	In this table, non-paying passengers are excluded up to 2001 and included afterwards.
note 7	Belfast includes Belfast and Belfast City airport.
note 8	Scotland's main international airports are Aberdeen, Edinburgh, Glasgow and Glasgow Prestwick. The EU15 comprises of the countries in the European Union prior to the accession of ten candidate countries on 1 May 2004: Austria, Belgium, Denmark, Finland, France, Germany, Greece, Ireland, Italy, Luxembourg, Netherlands, Portugal, Spain, Sweden, United Kingdom.
note 9	This table does not cover all international travel; charter only routes where fewer than 5,000 passengers were carried from an airport are included in table 4.
note 10	The number of foreign airports is shown in the CAA table as the destinations of international scheduled services from Scottish airports in that year. For example, the CAA table shows Rome (Ciampino) and Rome (Fiumicino) separately (for services from Glasgow Prestwick and Edinburgh respectively, in 2003) so they are counted as two separate foreign airports.
note 11	International scheduled services to the same foreign airport from different Scottish airports are counted as separate routes. For example, Aberdeen/Dublin, Edinburgh/Dublin, Glasgow/Dublin and Glasgow Prestwick/Dublin are counted as four separate routes. More than one airline may operate services on a particular route.
note 12	Charter only routes are counted under Other international traffic in cases where fewer than 5,000 passengers were carried from an airport
note 13	The Channel Islands and the Isle of Man were not included in previous editions of this table. Although they are now, they represent less than one percent of travel to other UK airports.
note 14	Domestic traffic is counted both at the airport of arrival and at the airport of departure. The total of domestic traffic is, therefore, only a measure of airport activity.
note 15	Statistics are not collected for some of the smaller airports on Orkney and Shetland and are therefore not included in any overall totals.
note 16	Air transport movements which took place but for which there was no corresponding planned flight (e.g. diversions from another airport to this airport)
note 17	Planned flights for which there was no air transport movement (e.g. flights that were cancelled or diverted to another airport). Due to changes to the collection of planned flights, this data is no longer
note 18	The average delays for 2000 onwards are not comparable to the figures for 1999 and earlier years. Up to December 1999, an early flight was counted as a "negative delay"; from January 2000, an early flights is counted as "zero delay".
note 19	The punctuality figures for Edinburgh for 2001 onwards are not comparable to the figures for 2000 and earlier years.
note 20	Statistics are not collected for some of the smaller airports on Orkney and Shetland and these are therefore not included in any overall totals.
note 21	The change in the figures for Glasgow and Edinburgh in 1998 was due to a company switching its parcel hub from Glasgow to Edinburgh in 1998.
note 22	Data for these airports previously came from CAA which does not hold detailed information (passengers/freight carried) etc for charter services operated by aircraft below 15 tonnes Maximum Take Off Mass . More detailed information including on smaller aircraft has been obtained from Highland & Islands airports Ltd and the figures have been revised back to 2000.
note 23	The figures for 1996 and earlier years may appear not to total 100% because they were rounded independently and then given only as whole percentages. The mode of transport includes cases where more than one form of transport is used.
note 24	Terminating passengers are those who arrive at or depart from an airport by surface means of transport. Terminating passengers do not equal terminal passengers: the latter also include transfer passengers (people who change aircraft at an airport).
note 25	

**Table 8.1a: Air passengers at Scottish airports**

Freeze panes are active on this sheet. To turn off freeze panes select the 'View' ribbon then 'Freeze Panes' then 'Unfreeze Panes' or use [Alt W, F]

Source: Civil Aviation Authority (CAA) - Not National Statistics

<b>Year</b>	<b>Terminal (thousands)</b>	<b>Transit (thousands)</b>	<b>Total (thousands)</b>
1990	9,861	438	10,300
1991	9,571	332	9,902
1992	10,383	372	10,755
1993	11,121	445	11,565
1994	11,864	359	12,223
1995	12,392	322	12,714
1996	13,258	303	13,561
1997	14,429	247	14,676
1998	15,248	211	15,459
1999	15,988	155	16,144
2000	16,787	117	16,904
2001	18,081	131	18,212
2002	19,783	107	19,890
2003	21,084	71	21,155
2004	22,555	102	22,657
2005	23,795	91	23,886
2006	24,437	86	24,523
2007	25,132	109	25,242
2008	24,348	85	24,433
2009	22,493	43	22,536
2010	20,905	50	20,955
2011	22,065	46	22,111
2012	22,207	29	22,236
2013	23,251	25	23,276
2014	24,076	27	24,103
2015	25,509	26	25,535
2016	26,923	21	26,944
2017	28,831	21	28,852
2018	29,444	23	29,467
2019	28,877	23	28,900
2020	7,039	17	7,056
2021	7,000	22	7,022
2022	21,472	20	21,492
2023	25,942	23	25,965

**Table 8.1b: Terminal passengers, by airport, thousands**

Freeze panes are active on this sheet. To turn off freeze panes select the 'View' ribbon then 'Freeze Panes' then 'Unfreeze Panes' or use [Alt W, I]  
 Source: Civil Aviation Authority (CAA) - Not National Statistics

Airport	2013	2014	2015	2016	2017	2018	2019	2020	2021	2022	2023
Aberdeen	3,440	3,723	3,469	2,955	3,050	3,056	2,913	994	1,076	1,960	2,230
Barna	9	11	11	13	15	15	15	6	10	13	13
Berbecula	31	31	32	32	33	35	35	13	20	30	31
Campbelltown	9	9	8	8	9	8	8	2	3	6	7
Dundee	26	22	22	26	21	21	21	9	20	37	33
Edinburgh	9,775	10,159	11,113	12,349	13,409	14,202	14,734	3,474	3,024	11,246	14,395
Glasgow	7,358	7,769	8,710	9,324	9,895	9,653	8,843	1,045	2,071	6,516	7,356
Glasgow Prestwick	1,145	912	610	672	696	681	639	91	78	444	524
Inverness	607	611	668	762	874	893	938	240	357	700	801
Iny	26	27	29	28	32	33	35	9	13	26	29
Kirkwall	150	151	150	153	164	170	162	55	76	123	134
Lewick (Tingwall)	4	4	4	4	4	4	3	1	2	3	3
Scatolia	296	280	254	162	171	175	109	36	0	0	0
Stornoway	130	127	125	134	132	133	130	43	61	101	105
Sumburgh	210	263	270	249	258	246	267	114	182	246	258
Tiree	8	9	10	11	12	12	12	5	8	11	12
Urris	0	0	0	0	0	0	0	0	0	0	0
Wick John O'Groats	33	28	24	20	18	17	13	2	0	7	11
<b>Total (note1)</b>	<b>23,251</b>	<b>24,076</b>	<b>25,509</b>	<b>26,923</b>	<b>28,831</b>	<b>29,444</b>	<b>28,877</b>	<b>7,039</b>	<b>7,000</b>	<b>21,472</b>	<b>25,942</b>

**Table 8.1c: Aircraft movements, by type**

Freeze panes are active on this sheet. To turn off freeze panes select the 'View' ribbon then 'Freeze Panes' then 'Unfreeze Panes' or use [Alt W, F]

Source: Civil Aviation Authority (CAA) - Not National Statistics

**Table 1c: Aircraft movements, by type**

Year	Domestic (thousands)		International and UK offshore (thousands)		Air taxi (thousands)		Other movements (thousands)		Total (thousands)	
	[note2]	[note3]	[note2]	[note3]	[note2]	[note3]	[note2]	[note5]	[note2]	[note1]
1990	174		97	[not available]			326			597
1991	174		99	[not available]			298			571
1992	182		102	[not available]			269			553
1993	184		109	[not available]			240			532
1994	183		98	[not available]			227			508
1995	194		94	[not available]			232			520
1996	203		95	[not available]			199			496
1997	208		104	[not available]			184			497
1998	216		107	[not available]			168			489
1999	220		105	[not available]			154			479
2000	225		108	[not available]			141			474
2001	219		114	27			132			492
2002	222		114	26			111			473
2003	229		113	26			135			503
2004	241		119	26			129			514
2005	255		128	26			135			544
2006	256		138	26			133			554
2007	254		144	30			131			560
2008	247		139	31			126			543
2009	225		129	28			108			490
2010	206		124	24			102			457
2011	206		135	26			100			467
2012	204		138	29			107			478
2013	201		145	30			104			480
2014	202		146	28			107			483
2015	207		142	30			101			480
2016	197		146	33			105			481
2017	210		151	23			111			495
2018	205		154	18			104			481
2019	193		155	19			111			478
2020	80		70	14			68			232
2021	87		65	17			91			260
2022	132		127	15			76			350
2023	140		148	13			66			367



**Table 8.2a: Passengers on selected domestic routes, to/from Aberdeen airport, thousands**

Freeze panes are active on this sheet. To turn off freeze panes select the 'View' ribbon then 'Freeze Panes' then 'Unfreeze Panes' or use [Alt W, F]

Source: Civil Aviation Authority (CAA) - Not National Statistics

Year	2013	2014	2015	2016	2017	2018	2019	2020	2021	2022	2023
Edinburgh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.1	0	0
Glasgow	0.1	0.1	0.0	0.1	0.3	0.0	0.1	0.0	0.1	0	0
Inverness	0.0	0.0	0.0	0.0	0.1	0.1	0.2	0.2	0.1	0	0
Kirkwall	48.6	49.1	48.2	35.7	54.9	57.6	49.9	20.6	28.4	41	43
Scatsta	165.7	159.9	142.7	75.1	94.6	94.1	60.6	19.2	0.0	0	0
Stornoway	5.5	6.2	5.5	3.6	4.8	6.0	0.0	0.0	0.0	0	0
Sumburgh	115.3	150.7	143.7	107.4	155.5	140.7	116.1	51.0	77.8	91	101
Wick John O'Groats	13.9	14.4	12.8	5.7	6.9	7.8	5.3	0.5	0.0	7	11
Gatwick	173.2	161.8	163.2	143.7	156.4	150.1	10.5	0.1	51.8	162	195
Heathrow	712.2	776.9	726.7	592.7	622.0	675.8	692.3	203.1	244.4	412	506
London City	73.2	72.0	63.3	64.5	54.4	42.2	5.0	0.0	0.0	4	1
Luton	82.8	74.5	71.3	72.1	75.1	72.6	79.6	25.4	34.9	68	80
Belfast [note7]	30.2	37.5	40.0	43.3	42.8	41.9	38.7	6.0	11.1	22	21
Birmingham	96.8	125.1	115.8	129.6	131.1	112.6	113.1	17.8	17.3	50	53
Bristol	34.9	31.8	26.4	21.6	16.7	13.2	15.8	4.5	22.3	16	16
Cardiff Wales	13.2	12.9	10.6	5.6	8.4	6.8	0.6	0.8	0.0	0	0
Durham Tees valley	32.7	35.0	28.2	13.2	17.5	21.5	17.1	0.0	0.0	0	0
East Midlands	18.4	16.7	15.5	5.4	0.0	0.0	0.1	0.0	0.0	0	0
Exeter	0.0	0.0	0.0	0.0	0.1	0.0	0.1	0.1	2.4	5	0
Humberside	34.2	36.6	30.1	16.2	23.6	23.1	19.3	6.1	12.4	11	11
Leeds/Bradford	12.3	7.0	9.2	3.6	5.1	2.2	0.1	0.0	0.0	0	0
Manchester	203.3	226.1	202.6	202.4	208.1	218.6	214.0	39.8	31.7	73	72
Newcastle	30.8	30.2	20.8	8.9	11.4	10.9	22.2	9.1	3.8	7	14
Newquay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	9.7	24	12
Norwich	63.8	60.2	50.6	42.4	45.4	41.9	45.6	18.2	19.7	29	33
Southend	0.0	0.0	0.0	0.0	0.0	0.0	25.1	4.9	0.0	0	0
Southampton	9.5	14.0	13.9	6.7	14.2	7.7	1.3	1.7	0.4	3	6
Teeside	0.0	0.0	0.0	0.0	0.0	0.0	6.2	6.2	9.3	18	14
Total these routes	1,971	2,099	1,941	1,602	1,749	1,747	1,539	437	578	1,044	1,190
Channel Islands	2.2	13.0	17.9	2.4	2.8	2.5	2.8	0.0	2.4	0.0	0.4
Isle of Man	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.2	0.0	0.0	0.0

**Table 8.2b: Passengers on selected domestic routes, to/from Edinburgh airport, thousands**

Freeze panes are active on this sheet. To turn off freeze panes select the 'View' ribbon then 'Freeze Panes' then 'Unfreeze Panes' or use [Alt W, F]

Source: Civil Aviation Authority (CAA) - Not National Statistics

	Year	2013	2014	2015	2016	2017	2018	2019	2020	2021	2022	2023
Glasgow	0.0	0.0	0.0	0.0	2.8	2.8	1.4	1.4	0.5	0.2	1.2	
Inverness	0.0	0.0	0.0	0.1	0.2	0.0	0.4	0.0	0.1	0.0	0.5	
Kirkwall	43.5	45.4	44.5	45.8	45.9	46.2	48.4	13.0	15.4	34.5	38.7	
Prestwick	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.1	0.0	0.2	
Stornoway	19.3	20.5	20.6	20.6	16.9	17.9	18.4	4.2	7.8	16.6	18.5	
Sumburgh	39.9	45.0	44.8	43.5	47.1	47.6	44.8	11.7	19.3	38.4	37.2	
Wick John O'Groats	11.4	11.7	11.1	11.6	11.1	9.3	7.4	1.4	0.0	0.0	0.0	
Gatwick	693.7	690.4	672.9	700.1	737.3	740.9	731.8	202.7	195.8	408.8	459.4	
Heathrow	1355.9	1472.8	1383.9	1053.4	1179.8	1198.8	1196.9	329.4	382.0	732.4	1049.4	
London City	333.9	352.3	532.9	528.0	484.9	497.0	513.4	95.4	90.9	304.0	342.8	
Luton	273.5	259.7	266.6	272.5	309.1	315.1	312.7	96.3	123.4	246.5	313.4	
Stansted	326.6	360.3	622.2	836.9	720.3	732.0	618.6	100.2	106.9	265.8	600.0	
Belfast [note7]	372.8	377.9	400.8	439.9	456.9	479.4	482.3	144.4	215.8	307.4	550.9	
Birmingham	284.2	284.0	277.9	267.3	255.1	267.7	265.8	56.1	82.2	171.5	214.3	
Bournemouth	0.1	0.0	0.3	0.1	0.0	0.1	0.0	0.0	11.8	0.0	48.2	
Bristol	305.2	322.8	352.0	381.9	393.9	400.0	396.9	129.9	174.8	296.6	422.8	
Cardiff Wales	77.0	57.6	69.2	94.3	99.4	102.1	111.4	16.8	6.9	20.5	20.3	
City of Derry	0.0	0.0	0.0	0.0	0.0	13.4	77.0	24.8	0.0	6.7	0.2	
East Midlands	86.7	92.7	95.3	93.7	92.9	93.2	72.1	10.8	0.0	0.0	0.1	
Exeter	36.5	38.3	45.1	45.2	47.6	48.1	58.1	9.1	13.0	23.9	24.0	
Leeds/Bradford	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.1	0.3	
Liverpool	0.0	0.0	0.0	15.9	0.0	0.2	0.0	0.0	0.0	0.7	0.2	
Manchester	118.5	109.3	114.1	102.3	117.4	117.0	116.3	14.0	0.0	0.0	0.7	
Manston (Kent Int)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
Newquay	4.5	2.3	2.4	2.7	5.0	4.4	4.0	0.0	8.8	12.8	20.9	
Norwich	24.7	28.5	29.3	25.8	28.6	29.8	33.8	5.5	4.0	1.3	0.0	
Southampton	207.6	203.2	194.1	198.5	208.1	183.2	182.7	28.9	35.1	81.6	89.1	
Southend	39.1	23.7	0.0	0.0	0.7	0.1	0.1	0.0	0.0	0.0	0.0	
Total these routes	4,654.6	4,798.4	5,180.0	5,180.1	5,261.0	5,346.3	5,294.7	1,296.0	1,494.6	2,970.3	4,253.3	
Channel Islands	9.2	3.2	6.4	7.0	5.5	20.3	24.9	4.7	11.7	3.8	18.8	
Isle of Man	4.2	0.0	0.0	0.0	3.5	6.2	7.9	1.8	3.7	9.7	11.4	

**Table 8.2c: Passengers on selected domestic routes, to/from Glasgow airport, thousands**

Freeze panes are active on this sheet. To turn off freeze panes select the 'View' ribbon then 'Freeze Panes' then 'Unfreeze Panes' or use [Alt W, F]  
 Source: Civil Aviation Authority (CAA) - Not National Statistics

Year	2013	2014	2015	2016	2017	2018	2019	2020	2021	2022	2023
Barra	9.1	10.5	10.7	12.8	14.9	14.7	14.6	6.1	9.9	13.1	12.8
Benbecula	21.8	23.0	23.5	24.2	24.1	26.1	25.8	8.6	14.8	24.0	25.6
Campbeltown	9.3	9.3	8.2	8.4	8.6	8.4	7.9	2.0	2.7	5.7	7.0
Inverness	0.0	0.1	-0.0	0.5	0.2	0.2	0.1	0.0	0.1	0.0	0.1
Islay	25.6	27.2	28.7	22.3	32.6	32.8	29.0	8.5	12.6	26.0	29.0
Kirkwall	17.6	17.3	17.4	16.0	19.6	22.5	20.2	5.3	7.5	16.3	17.5
Stornoway	57.5	61.9	62.4	55.4	75.0	75.9	75.8	26.1	38.0	62.2	66.9
Sumburgh	20.1	24.5	28.6	24.5	33.0	29.2	23.3	5.8	9.8	21.7	20.1
Tiree	7.6	8.0	8.7	8.3	11.3	11.7	11.6	4.9	8.0	10.8	11.3
<b>Gatwick</b>	<b>606.3</b>	<b>613.3</b>	<b>612.5</b>	<b>608.6</b>	<b>618.7</b>	<b>620.4</b>	<b>641.6</b>	<b>175.3</b>	<b>194.4</b>	<b>434.4</b>	<b>466.1</b>
<b>Heathrow</b>	<b>870.0</b>	<b>871.0</b>	<b>907.9</b>	<b>893.8</b>	<b>909.1</b>	<b>911.2</b>	<b>865.0</b>	<b>271.7</b>	<b>369.0</b>	<b>694.3</b>	<b>858.2</b>
<b>London City</b>	<b>175.4</b>	<b>207.9</b>	<b>238.4</b>	<b>235.1</b>	<b>231.1</b>	<b>230.2</b>	<b>253.8</b>	<b>51.6</b>	<b>58.1</b>	<b>176.8</b>	<b>208.6</b>
<b>Luton</b>	<b>280.7</b>	<b>270.2</b>	<b>215.1</b>	<b>214.7</b>	<b>234.8</b>	<b>243.7</b>	<b>245.6</b>	<b>79.2</b>	<b>109.0</b>	<b>210.7</b>	<b>236.0</b>
<b>Stansted</b>	<b>308.7</b>	<b>304.2</b>	<b>533.3</b>	<b>652.4</b>	<b>527.1</b>	<b>432.3</b>	<b>278.5</b>	<b>82.1</b>	<b>108.8</b>	<b>215.0</b>	<b>228.4</b>
<b>Belfast [note7]</b>	<b>370.1</b>	<b>384.6</b>	<b>421.5</b>	<b>452.2</b>	<b>424.6</b>	<b>440.3</b>	<b>435.7</b>	<b>133.2</b>	<b>173.4</b>	<b>364.2</b>	<b>413.1</b>
<b>Birmingham</b>	<b>203.5</b>	<b>229.4</b>	<b>226.7</b>	<b>226.7</b>	<b>221.7</b>	<b>234.5</b>	<b>230.0</b>	<b>44.0</b>	<b>59.3</b>	<b>183.5</b>	<b>163.7</b>
<b>Bristol</b>	<b>257.4</b>	<b>245.3</b>	<b>267.2</b>	<b>297.3</b>	<b>307.0</b>	<b>312.1</b>	<b>322.1</b>	<b>99.1</b>	<b>140.9</b>	<b>290.7</b>	<b>295.9</b>
<b>Cardiff Wales</b>	<b>48.2</b>	<b>27.9</b>	<b>18.1</b>	<b>37.7</b>	<b>28.9</b>	<b>33.3</b>	<b>24.6</b>	<b>1.2</b>	<b>0.8</b>	<b>0.3</b>	<b>0.2</b>
<b>City of Derry</b>	<b>0.0</b>	<b>13.3</b>	<b>76.0</b>	<b>80.7</b>	<b>85.0</b>	<b>64.7</b>	<b>14.4</b>	<b>4.1</b>	<b>11.1</b>	<b>15.6</b>	<b>15.9</b>
<b>East Midlands</b>	<b>85.5</b>	<b>91.9</b>	<b>95.0</b>	<b>109.5</b>	<b>102.7</b>	<b>97.1</b>	<b>64.9</b>	<b>6.8</b>	<b>0.1</b>	<b>0.1</b>	<b>0.0</b>
<b>Exeter</b>	<b>23.8</b>	<b>20.7</b>	<b>3.1</b>	<b>32.8</b>	<b>38.8</b>	<b>39.9</b>	<b>34.3</b>	<b>3.2</b>	<b>8.3</b>	<b>12.9</b>	<b>12.8</b>
<b>Leeds/Bradford</b>	<b>10.0</b>	<b>9.8</b>	<b>8.3</b>	<b>7.0</b>	<b>7.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.1</b>	<b>0.0</b>	<b>0.3</b>
<b>Manchester</b>	<b>52.0</b>	<b>68.3</b>	<b>45.4</b>	<b>42.5</b>	<b>51.2</b>	<b>62.5</b>	<b>47.2</b>	<b>0.1</b>	<b>0.0</b>	<b>0.1</b>	<b>0.0</b>
<b>Newcastle</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.3</b>	<b>0.1</b>	<b>0.4</b>
<b>Newquay</b>	<b>1.8</b>	<b>0.0</b>	<b>0.0</b>	<b>2.3</b>	<b>3.1</b>	<b>2.0</b>	<b>3.8</b>	<b>0.0</b>	<b>6.8</b>	<b>5.5</b>	<b>5.0</b>
<b>Plymouth</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>
<b>Southampton</b>	<b>182.6</b>	<b>173.0</b>	<b>158.3</b>	<b>179.4</b>	<b>197.8</b>	<b>186.3</b>	<b>170.6</b>	<b>28.6</b>	<b>31.8</b>	<b>74.8</b>	<b>87.0</b>
<b>Southend</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>42.0</b>	<b>21.6</b>	<b>0.1</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>
<b>Teeside</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.2</b>	<b>0.0</b>	<b>0.0</b>
<b>Total these routes</b>	<b>3,644.6</b>	<b>3,712.6</b>	<b>4,015.0</b>	<b>4,245.1</b>	<b>4,207.9</b>	<b>4,174.0</b>	<b>3,862.0</b>	<b>1,047.6</b>	<b>1,375.6</b>	<b>2,858.8</b>	<b>3,181.9</b>
<b>Channel Islands</b>	<b>36.4</b>	<b>34.1</b>	<b>34.7</b>	<b>40.7</b>	<b>56.1</b>	<b>55.7</b>	<b>51.1</b>	<b>10.5</b>	<b>30.3</b>	<b>49.4</b>	<b>51.0</b>
<b>Isle of Man</b>	<b>4</b>	<b>7.5</b>	<b>9.9</b>	<b>8</b>	<b>5.5</b>	<b>2</b>	<b>0.1</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>

**Table 8.2d: Passengers on selected domestic routes, to/from Glasgow Prestwick airport, thousands**

Freeze panes are active on this sheet. To turn off freeze panes select the 'View' ribbon then 'Freeze Panes' then 'Unfreeze Panes' or use [Alt W, F]

Source: Civil Aviation Authority (CAA) - Not National Statistics

Year	2013	2014	2015	2016	2017	2018	2019	2020	2021	2022	2023
Luton	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.2	0.0
Stansted	0.0	0.0	0.0	0.0	0.1	0.0	0.0	0.0	0.1	0.2	0.0
Belfast City	0.0	0.0	0.0	0.0	0.2	0.0	0.0	0.0	0.0	0.0	0.0
Birmingham	0.0	0.0	0.0	0.0	0.0	0.0	0.1	0.0	0.0	0.1	0.0
Bournemouth	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Cardiff Wales	0.0	0.0	0.0	0.0	0.1	0.0	0.0	0.0	0.0	0.0	0.0
City of Derry	69.5	52.1	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Liverpool	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.1	0.1
Total these routes	69.5	52.1	0.0	0.0	0.4	0.0	0.1	0.0	0.1	0.4	0.1
Channel Islands	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Isle of Man	0.0	0.0	0.0	0.0	0.1	0.0	0.0	0.0	0.0	0.0	0.0

**Table 8.2e: Passengers on selected domestic routes, to/from Inverness airport, thousands**Freeze panes are active on this sheet. To turn off freeze panes select the 'View' ribbon then 'Freeze Panes' then 'Unfreeze Panes' or use [Alt W, F]  
Source: Civil Aviation Authority (CAA) - Not National Statistics

Year	2013	2014	2015	2016	2017	2018	2019	2020	2021	2022	2023
Benbecula	0.7	1.4	2.1	0.0	0.0	0.0	0.0	0.0	0.0	3.2	3.3
Kirkwall	19.2	19.1	19.9	19.2	23.7	22.6	21.6	4.3	7.3	1.9	1.3
Stornoway	32.9	29.1	27.1	31.2	29.2	27.6	29.8	10.1	14.0	13.2	12.2
Sumburgh	3.3	3.4	3.7	3.5	1.0	0.1	0.2	0.0	0.3	12.8	12.5
Gatwick	219.3	192.9	207.1	237.9	263.4	262.2	258.4	83.5	111.0	217.2	223.0
Heathrow	0.0	0.0	0.0	57.9	79.1	97.6	140.4	42.9	64.0	132.5	159.0
London City	0.0	7.6	4.9	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Luton	91.8	89.6	93.5	133.9	136.4	147.2	146.6	35.8	65.8	116.4	150.1
Stansted	0.0	0.0	0.0	0.1	0.4	0.1	0.0	0.0	0.0	0.0	0.1
Belfast [note7]	23.3	27.2	29.2	30.3	33.2	36.0	32.9	4.6	13.2	19.4	18.1
Birmingham	34.8	41.2	41.4	42.5	44.1	45.1	39.7	4.6	10.3	18.7	17.7
Bristol	81.2	77.6	82.4	87.7	96.7	92.8	91.0	28.2	47.2	68.2	83.8
East Midlands Int	0.0	0.0	0.0	0.0	0.0	0.1	3.7	0.1	0.0	0.0	0.0
Manchester	55.8	70.5	84.5	68.2	65.6	56.7	50.4	10.2	11.2	35.4	27.0
Newquay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	1.8	0.2	0.0
Southampton	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total these routes	562.3	559.6	595.8	712.4	772.8	788.1	814.7	224.3	346.1	639.1	708.1
Channel Islands	1.7	1.8	2.1	1.9	2.0	1.8	1.8	0.0	0.1	0.0	0.0
Isle of Man	0.0	0.0	0.0	0.0	0.0	0.0	0.1	0.0	0.0	0.0	0.0

**Table 8.3a: International air passenger traffic to and from the main Scottish international airports (Aberdeen, Edinburgh, Glasgow, Glasgow Prestwick) thousands**

Freeze panes are active on this sheet. To turn off freeze panes select the 'View' ribbon then 'Freeze Panes' then 'Unfreeze Panes' or use [Alt W, F]

Source: Civil Aviation Authority (CAA) - Not National Statistics

Year	2013	2014	2015	2016	2017	2018	2019	2020	2021	2022	2023
Austria	28.6	29.9	29.0	79.6	89.7	95.2	81.5	30.1	7.9	63.7	74.2
Belgium	153.7	153.0	172.2	194.8	216.5	239.9	250.1	47.6	20.5	177.5	217.0
Bulgaria	46.1	39.3	39.3	48.6	73.6	91.1	101.8	29.6	18.5	60.7	67.7
Croatia [noteE]	31.6	42.0	56.3	62.2	109.7	102.7	85.1	4.8	15.9	96.4	84.9
Cyprus	119.6	112.4	134.3	162.4	175.4	181.5	176.7	29.7	30.7	120.7	127.8
Czech Republic	89.6	79.0	96.3	97.9	124.6	181.4	181.5	45.9	19.4	89.0	111.1
Denmark	220.3	187.0	254.0	298.3	295.5	279.2	290.9	47.8	40.4	232.0	295.4
Estonia	0.0	0.0	0.2	0.1	0.0	6.6	35.1	10.4	2.9	22.9	0.0
Finland	3.7	4.5	4.8	32.1	39.9	54.9	68.3	6.6	18.2	40.3	58.5
France	806.7	723.2	725.7	861.7	909.6	987.5	923.9	216.2	111.2	820.3	1,054.5
Germany	761.2	823.5	852.6	1,009.8	1,127.6	1,196.8	1,159.5	192.0	105.1	719.1	921.2
Greece	193.0	270.3	258.6	277.2	335.2	370.1	359.8	66.4	60.1	377.6	434.3
Hungary	37.9	37.1	60.6	86.9	94.1	131.5	138.7	65.4	26.3	126.4	123.8
Irish Republic	840.9	859.8	1,102.3	1,239.0	1,296.6	1,315.5	1,354.4	286.0	272.8	1,207.9	1,522.2
Italy	396.9	375.4	398.7	584.9	684.2	753.2	804.4	174.3	66.5	548.6	735.7
Latvia	31.9	38.5	20.3	29.5	43.5	37.3	34.8	16.8	19.6	63.8	55.8
Lithuania	24.8	21.3	29.8	36.2	42.4	37.4	28.5	14.4	14.2	42.3	40.9
Luxembourg	0.1	0.1	0.0	0.5	0.8	0.1	35.5	9.5	0.0	0.0	0.0
Malta	61.5	67.1	74.8	84.8	96.3	114.7	104.9	15.0	20.7	45.2	69.2
Netherlands	1,244.6	1,323.5	1,353.4	1,368.7	1,409.3	1,438.7	1,490.0	411.2	323.0	1,080.6	1,300.1
Poland	431.4	355.7	488.7	589.8	625.2	611.8	614.0	282.7	161.2	533.9	573.2
Portugal (excl Madeira)	298.3	294.8	306.5	346.0	436.1	440.8	448.9	81.4	91.6	485.2	555.9
Portugal (Madeira)	21.3	29.3	53.4	55.7	52.5	36.0	35.5	13.2	13.9	31.4	34.9
Romania	0.0	0.4	1.9	59.2	70.6	44.5	56.5	39.4	30.7	77.3	81.2
Slovak Republic	32.1	23.1	23.6	30.9	39.3	38.0	37.1	12.0	5.7	26.7	36.7
Slovenia	0.0	0.3	0.0	0.4	1.1	0.6	0.0	0.0	0.0	0.1	0.0
Spain (excl Canary Isles)	1,029.4	1,874.3	1,987.3	2,351.0	2,818.9	2,769.0	2,651.8	334.8	402.2	2,201.0	2,439.0
Spain (Canary Islands)	849.5	954.1	833.1	1,145.0	1,336.2	1,268.3	1,207.0	307.7	270.9	1,217.3	1,399.7
Sweden	112.6	83.5	105.7	107.8	136.6	164.4	179.3	17.8	13.6	90.0	125.5
Total EU28 countries (Excl UK)	8,770.4	8,877.3	9,564.2	11,241.1	12,652.3	12,986.7	12,938.4	2,808.7	2,184.0	10,575.9	12,540.6
Total EU15 countries [note9]	7,863.9	8,061.0	8,537.2	9,952.0	11,156.2	11,407.7	11,340.7	2,242.6	1,816.0	9,270.4	11,168.2
Albania	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	5.0
Armenia	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.1	0.1	0.0
Azerbaijan	0.0	0.0	0.2	0.0	0.0	0.0	0.0	0.0	0.1	0.0	0.0
Barbados	5.2	6.4	7.3	5.1	7.8	8.1	6.7	4.2	1.5	5.2	6.4
Canada	106.1	112.3	148.4	166.6	168.0	182.0	166.8	9.0	1.0	168.7	189.4
Cape Verde Islands	0.2	0.0	0.0	5.3	20.8	16.0	0.0	0.0	0.0	0.0	3.0
China	0.0	0.0	0.0	0.0	0.0	19.3	29.2	0.7	0.0	0.5	11.3
Cuba	0.6	0.6	0.9	2.9	0.6	0.6	0.0	0.0	0.0	0.0	0.0
Dominican Republic	0.0	6.1	0.0	0.0	0.0	0.2	0.0	0.0	0.0	0.0	0.3
Egypt	67.0	46.8	44.9	0.0	3.6	8.1	4.7	0.0	0.2	2.8	13.7
Faroe Islands	1.5	1.4	8.6	11.0	12.7	15.5	15.2	1.6	3.3	15.3	15.8
Gibraltar	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	8.6	16.3	0.6
Greenland	0.2	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Iceland	72.8	97.0	112.6	172.0	227.6	213.3	160.9	32.6	13.8	95.4	143.3
India	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.1	0.0	0.0
Israel	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.1	0.9	0.7
Jamaica	0.0	0.2	1.3	0.8	0.0	4.6	4.1	0.9	0.0	2.1	1.6
Kuwait	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.2	0.1	0.0
Mexico	30.5	29.2	37.1	38.7	39.5	48.3	45.3	0.0	0.0	47.8	33.3
Morocco	0.2	5.4	30.9	15.8	0.0	0.0	0.0	0.0	0.0	32.4	46.1
Norway	339.9	352.8	320.5	288.1	271.6	293.1	320.5	82.9	49.6	222.7	267.0
Pakistan	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Qatar	0.0	54.0	115.5	134.0	133.3	140.7	166.0	40.9	26.9	144.9	292.1
Republic of Serbia	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	1.7
Republic of South Africa	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.1	0.0	0.0
Russia	0.8	0.0	0.1	0.1	0.0	1.0	0.3	0.0	0.1	0.0	0.0
Saudi Arabia	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.4	0.0	0.0
Switzerland	241.1	266.0	276.9	281.8	350.1	353.7	367.2	100.1	24.6	300.5	374.9
Tunisia	61.4	67.7	35.2	0.0	0.0	14.4	39.4	0.0	0.0	0.0	9.1
Turkey	351.7	404.0	425.7	316.1	257.3	369.4	441.8	111.7	41.8	552.5	649.6
Ukraine	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.2	0.0	0.0
United Arab Emirates	402.3	424.6	502.4	555.7	585.7	580.6	621.7	162.8	67.5	244.2	316.9
United States of America	367.0	446.8	489.1	524.8	676.0	681.5	569.6	35.5	0.1	367.7	541.1
Total non-EU countries	2,048.4	2,321.3	2,557.5	2,519.7	2,757.7	2,950.7	2,961.4	583.0	240.0	2,221.8	2,921.3
Total all countries (note 10)	10,818.7	11,198.7	12,121.7	13,760.8	15,409.9	15,937.3	15,899.8	3,391.7	2,423.9	#####	#####

**Table 8.3b: Scheduled international passenger traffic to/from the main Scottish international airports (Aberdeen, Edinburgh, Glasgow, Glasgow Prestwick)**

Freeze panes are active on this sheet. To turn off freeze panes select the 'View' ribbon then 'Freeze Panes' then 'Unfreeze Panes' or use [Alt W, F]

Source: Civil Aviation Authority (CAA) - Not National Statistics

<b>Year</b>	<b>Foreign airports served [note11]</b>	<b>Routes [note12]</b>	<b>Passengers on scheduled services (thousands)</b>
1996	26	37	1,678.3
1997	27	38	2,030.2
1998	27	40	2,229.9
1999	32	46	2,621.6
2000	46	61	3,063.0
2001	39	55	3,499.0
2002	40	53	3,603.4
2003	54	82	3,982.2
2004	66	95	5,161.6
2005	71	97	6,279.2
2006	83	122	7,141.3
2007	93	142	7,938.3
2008	95	150	8,153.4
2009	103	168	8,054.5
2010	100	145	7,390.8
2011	101	146	8,172.6
2012	107	154	8,396.7
2013	113	167	9,240.5
2014	110	176	9,824.0
2015	120	185	10,805.1
2016	137	219	12,605.2
2017	152	252	14,244.5
2018	159	259	15,155.6
2019	147	241	15,134.0
2020	121	192	3,263.6
2021	115	166	2,344.7
2022	145	225	12,136.3
2023	152	236	14,804.6

**Table 8.4: Passenger traffic on selected international routes, to and from Scotland's main airports (Aberdeen, Edinburgh, Glasgow, Glasgow Prestwick), 2023**

Freeze panes are active on this sheet. To turn off freeze panes select the 'View' ribbon then 'Freeze Panes' then 'Unfreeze Panes' or use [Alt W, F]

Source: Civil Aviation Authority (CAA) - Not National Statistics

Country	Scheduled	Charter	Total
Albania	4,961	0	4,961
Armenia	0	48	48
Austria	62,422	11,779	74,201
Barbados	0	6,409	6,409
Belgium	216,801	225	217,026
Bulgaria	59,024	8,699	67,723
Canada	189,422	0	189,422
Cape Verde Islands	2,954	0	2,954
China	11,281	0	11,281
Croatia	83,061	1,806	84,867
Cyprus	106,947	20,891	127,838
Czech Republic	110,082	969	111,051
Denmark	294,345	1,090	295,435
Dominican Republic	0	305	305
Egypt	13,712	0	13,712
Estonia	0	0	0
Faroe Islands	15,503	345	15,848
Finland	50,889	7,620	58,509
France	1,039,225	15,307	1,054,532
Georgia	0	462	462
Germany	920,603	606	921,209
Gibraltar	646	0	646
Greece	367,594	66,742	434,336
Hungary	123,843	0	123,843
Iceland	143,303	0	143,303
Irish Republic	1,520,132	2,024	1,522,156
Israel	0	706	706
Italy	713,467	22,255	735,722
Jamaica	0	1,638	1,638
Kosovo	0	0	0
Kuwait	0	0	0
Latvia	55,837	0	55,837
Lithuania	40,850	63	40,913
Malta	69,235	0	69,235
Mexico	27,818	5,493	33,311
Morocco	46,109	0	46,109
Netherlands	1,298,249	1,807	1,300,056
Norway	265,760	1,192	266,952
Poland	572,790	368	573,158
Portugal(excluding Madeira)	555,423	497	555,920
Portugal(Madeira)	34,856	0	34,856
Qatar	292,141	0	292,141
Republic of Serbia	0	0	0
Romania	81,167	0	81,167
Slovak Republic	36,716	0	36,716
Slovenia	0	0	0
Spain	2,245,294	193,734	2,439,028
Spain(Canary Islands)	1,242,393	157,356	1,399,749
Sweden	124,907	563	125,470
Switzerland	374,550	365	374,915
Tunisia	0	9,107	9,107
Turkey	563,182	86,421	649,603
United Arab Emirates	316,909	0	316,909
USA	510,201	30,860	541,061
Total passenger traffic counted for these countries	14,799,643	657,752	15,462,356
Other international traffic at main Scottish airports	[not available]	[not available]	0
All international traffic for Scotland's main airports	[not available]	[not available]	15,462,356
International traffic at other Scottish airports	[not available]	[not available]	93,493
Total International traffic at all Scottish airports	[not available]	[not available]	15,555,849



**Table 8.5: International airports with the largest numbers of passenger journeys for flights directly to and from Scotland's main airports (Aberdeen, Edinburgh, Glasgow, Glasgow Prestwick) , 2023**

Freeze panes are active on this sheet. To turn off freeze panes select the 'View' ribbon then 'Freeze Panes' then 'Unfreeze Panes' or use [Alt W, F]

Source: Civil Aviation Authority (CAA) - Not National Statistics

<b>Country</b>	<b>Scheduled</b>	<b>Charter</b>	<b>Total</b>
Dublin	1,266,057	1,563	1,267,620
Amsterdam	1,238,875	585	1,239,460
Tenerife (Surreina Sofia)	606,310	84,016	690,326
Alicante	593,598	22,628	616,226
Paris (Charles de Gaulle)	587,065	1,140	588,205
Palma de Mallorca	395,053	79,411	474,464
Malaga	444,191	18,124	462,315
Frankfurt Main	390,287	386	390,673
Faro	357,690	312	358,002
Arrecife	302,841	40,048	342,889

**Table 8.6: Terminal passenger traffic by origin/destination, 2023**

Freeze panes are active on this sheet. To turn off freeze panes select the 'View' ribbon then 'Freeze Panes' then 'Unfreeze Panes' or use [Alt W, F]

Source: Civil Aviation Authority (CAA) - Not National Statistics

Country	Other Scottish airports	Other UK airports [note14]	UK offshore	Eire	Europe	North America	Rest of world	Total
Aberdeen	155,125	1,035,950	329,142	62,254	650,251	30	0	2,232,752
Barra	12,849	0	0	0	0	0	0	12,849
Benbecula	30,660	12	0	0	0	0	0	30,672
Campbeltown	7,072	0	0	0	0	0	0	7,072
Dundee	2,193	31,865	0	0	4	0	0	34,062
Eday	523	0	0	0	0	0	0	523
Edinburgh	96,470	4,187,638	0	974,882	8,161,983	626,371	347,025	14,394,369
Fair Isle	1,910	0	0	0	0	0	0	1,910
Foula	1,003	0	0	0	0	0	0	1,003
Glasgow	191,629	3,042,882	0	485,020	3,139,676	104,082	387,557	7,350,846
Inverness	29,967	678,907	0	6,523	84,467	0	0	799,864
Islay	29,046	111	0	0	0	0	0	29,157
Kirkwall	128,226	2,044	20	0	472	0	0	130,762
Lerwick (Tingwall)	2,913	0	0	0	0	0	0	2,913
North Ronaldsay	5,903	0	0	0	0	0	0	5,903
Oban	305	0	0	0	0	0	0	305
Papa Westray	4,691	0	0	0	0	0	0	4,691
Glasgow Prestwick	169	83	0	0	523,225	0	0	523,477
Sanday	3,211	0	0	0	0	0	0	3,211
Stornoway	99,395	10,254	0	0	0	0	0	109,649
Stronsay	3,033	0	0	0	0	0	0	3,033
Sumburgh	178,515	13,592	75,095	0	2,027	0	0	269,229
Tiree	11,653	211	0	0	0	0	0	11,864
Westray	3,368	0	0	0	0	0	0	3,368
Wick John O'Groats	10,785	34	0	0	0	0	0	10,819
<b>Total</b>	<b>1,010,614</b>	<b>9,003,583</b>	<b>404,257</b>	<b>1,528,679</b>	<b>12,562,105</b>	<b>730,483</b>	<b>734,582</b>	<b>25,974,303</b>

**Table 8.7: Terminal air passengers by airport, international/domestic and type of service, 2023**

Freeze panes are active on this sheet. To turn off freeze panes select the 'View' ribbon then 'Freeze Panes' then 'Unfreeze Panes' or use [Alt W, F]

Source: Civil Aviation Authority (CAA) - Not National Statistics

<b>Country</b>	<b>Scheduled (International / UK Offshore)</b>	<b>Charter (International / UK Offshore)</b>	<b>Total (International / UK Offshore)</b>	<b>Scheduled (Domestic) [note15]</b>	<b>Charter (Domestic) [note15]</b>	<b>Total (Domestic) [note15]</b>	<b>Total (all passengers) [note16]</b>
Aberdeen	608,758	432,927	1,041,685	1,155,302	32,931	1,188,233	2,229,918
Barra	0	0	0	12,849	0	12,849	12,849
Benbecula	0	0	0	30,660	0	30,660	30,660
Campbeltown	0	10	10	7,072	0	7,072	7,082
Dundee	0	191	191	32,550	121	32,671	32,862
Edinburgh	10,026,437	82,639	10,109,076	4,283,999	2,388	4,286,387	14,395,463
Glasgow	3,646,112	469,761	4,115,873	3,238,735	1,379	3,240,114	7,355,987
Glasgow Prestwick	522,098	1,577	523,675	0	274	274	523,949
Inverness	88,252	3,128	91,380	709,132	826	709,958	801,338
Islay	0	0	0	28,926	0	28,926	28,926
Kirkwall	472	20	492	133,629	2	133,631	134,123
Lerwick (Tingwall)	0	0	0	2,913	0	2,913	2,913
Stornoway	0	29	29	104,996	231	105,227	105,256
Sumburgh	1,621	75,514	77,135	143,500	37,843	181,343	258,478
Tiree	0	0	0	11,707	0	11,707	11,707
Wick John O'Groats	0	8	8	10,674	37	10,711	10,719
<b>Total</b>	<b>14,893,750</b>	<b>1,065,804</b>	<b>15,959,554</b>	<b>9,906,644</b>	<b>76,032</b>	<b>9,982,676</b>	<b>25,942,230</b>

**Table 8.8a: Punctuality of flights at Edinburgh airport**

France passes are active on this sheet. To turn off France passes select the 'View' ribbon then 'France Passes' then 'Unfreeze Passes' or use [Alt, W, F]

Source: Civil Aviation Authority (CAA) - Not National Statistics

Year	2013	2014	2015	2016	2017	2018	2019	2020	2021	2022	2023
<b>Matched (UK)</b>	58,314	54,550	58,832	57,281	58,314	57,117	58,023	18,832	18,653	31,437	38,967
Unmatched - actual (UK) [note 17]	83	71	71	20	0	2	0	0	0	0	3
Unmatched - planned (UK) [note 18]	224	212	285	0	0	0	0	0	0	0	0
<b>early to 15 mins late (UK) (proportion)</b>	85	82	80	75	73	73	78	86	87	84	84
16 to 30 mins late (UK) (proportion)	7	9	10	11	11	10	9	5	5	12	12
31 to 60 mins late (UK) (proportion)	5	5	6	8	8	7	6	3	4	11	11
1 hr 1 min to 3 hrs late (UK) (proportion)	3	4	4	6	5	6	5	3	3	9	9
3hrs 1 min to 6 hrs late (UK) (proportion)	0	0	0	0	0	0	0	0	0	1	1
more than 6 hrs late (UK) (proportion)	0	0	0	0	0	0	0	0	0	0	0
<b>Average delay (UK) (minutes) [note 19]</b>	9	10	12	15	14	14	12	7	7	20	20
<b>Matched (UK and International)</b>	98,670	96,292	102,038	110,276	116,771	118,725	121,258	37,496	33,800	86,727	104,969
Unmatched - actual (UK and International) [note 17]	150	113	134	36	1	2	1	0	0	1	17
Unmatched - planned (UK and International) [note 18]	275	260	394	0	0	0	0	0	0	0	0
<b>early to 15 mins late (UK and International) (proportion)</b>	84	82	78	73	73	73	76	86	86	80	82
16 to 30 mins late (UK and International) (proportion)	8	9	11	13	14	11	11	6	7	15	14
31 to 60 mins late (UK and International) (proportion)	4	5	6	8	9	8	7	3	4	13	13
1 hr 1 min to 3 hrs late (UK and International) (proportion)	3	3	4	5	5	5	4	2	2	10	9
3hr 1 min to 6 hrs late (UK and International) (proportion)	0	0	0	0	0	0	0	0	0	1	1
more than 6 hrs late (UK and International) (proportion)	0	0	0	0	0	0	0	0	0	0	0
<b>Average delay (UK and International) (minutes) [note 19]</b>	9	9	12	15	15	15	13	7	7	23	21

**Table 8.8b: Punctuality of flights at Glasgow airport**

Freeze panels are active on this sheet. To turn off freeze panels select the 'View' ribbon then 'Freeze Panels' then 'Unfreeze Panels' or use [Alt+V, F]

Source: Civil Aviation Authority (CAA) - Not National Statistics

Year	2013	2014	2015	2016	2017	2018	2019	2020	2021	2022	2023
Matched (UK)	46,137	47,175	50,524	51,293	52,683	49,193	46,319	16,391	19,216	33,416	35,745
Unmatched - actual (UK) [note 17]	70	77	132	16	6	14	5	13	0	0	1
Unmatched - planned (UK) [note 18]	205	229	247	0	0	0	0	0	0	0	0
early to 15 mins late (UK) (proportion)	84	83	77	77	77	75	78	84	85	71	71
16 to 30 mins late (UK) (proportion)	7	8	10	10	10	8	9	5	5	10	10
31 to 60 mins late (UK) (proportion)	5	5	7	7	7	7	6	3	4	8	8
1 hr 1 min to 3 hrs late (UK) (proportion)	3	3	5	5	5	6	5	3	3	7	6
3hrs 1 min to 6 hrs late (UK) (proportion)	0	0	1	0	1	1	0	0	0	1	1
more than 6 hrs late (UK) (proportion)	0	0	0	0	0	0	0	0	0	0	0
Average delay (UK) (minutes) [note 19]	10	10	14	14	14	14	12	7	8	16	16
Matched (UK and International)	71,601	73,396	79,618	83,691	88,246	83,312	77,535	24,808	26,310	57,695	62,242
Unmatched - actual (UK and International) [note 17]	136	152	239	41	6	16	9	13	2	3	3
Unmatched - planned (UK and International) [note 18]	252	262	314	0	0	0	0	0	0	0	0
early to 15 mins late (UK and International) (proportion)	83	82	76	75	75	75	77	85	85	69	70
16 to 30 mins late (UK and International) (proportion)	8	9	11	11	12	10	10	5	6	12	12
31 to 60 mins late (UK and International) (proportion)	5	5	7	8	8	7	7	4	4	10	9
1 hr 1 min to 3 hrs late (UK and International) (proportion)	3	3	5	5	5	5	5	3	3	7	6
3hr 1 min to 6 hrs late (UK and International) (proportion)	1	0	1	0	1	1	0	0	0	1	1
more than 6 hrs late (UK and International) (proportion)	0	0	0	0	0	0	0	0	0	0	0
Average delay (UK and International) (minutes) [note 19]	11	11	14	14	14	14	13	8	8	18	18

**Table 8.9: Aircraft movements, by airport and type of movement, 2023**

Freeze panes are active on this sheet. To turn off freeze panes select the 'View' ribbon then 'Freeze Panes' then 'Unfreeze Panes' or use [Alt W, F]  
 Source: Civil Aviation Authority (CAA) - Not National Statistics

Country	Air Transport	Positioning Flights	Local movements	Total commercial movements	Test and Training	Other flights by air transport operators					Total non-commercial movements	Total [note 21]	
						Aero Club	Private	Official	Military	Business			
Aberdeen	62,480	3,253	174	65,907	2,713	2,683	1,923	0	6	78	132	7,535	73,442
Barra	1,199	1	0	1,200	6	0	0	40	0	4	0	50	1,250
Benbecula	1,918	74	28	2,020	0	331	2	73	0	47	52	505	2,525
Campbeltown	958	37	6	1,001	29	69	12	285	0	10	27	432	1,433
Dundee	1,825	277	113	2,215	866	140	1,524	648	1	24	601	3,804	6,019
Edinburgh	110,140	1,369	2	111,511	30	17	0	3,394	2	120	2	3,565	115,076
Glasgow	64,630	1,316	63	66,009	376	3,521	4,144	0	1	203	309	8,554	74,563
Glasgow Prestwick	3,846	563	0	4,409	11,339	0	3,714	1,845	0	3,164	0	20,062	24,471
Inverness	12,361	752	590	13,703	887	2,111	4,616	1,204	2	71	1,248	10,139	23,842
Islay	1,295	76	6	1,377	16	384	2	304	0	4	271	981	2,358
Kirkwall	9,851	189	108	10,148	160	776	10	295	0	0	54	1,295	11,443
Lerwick (Tingwall)	953	206	13	1,172	8	0	0	63	0	0	0	71	1,243
Scatsa	0	0	0	0	0	0	0	0	0	0	0	0	0
Stornoway	4,894	58	162	5,114	758	937	2	373	0	85	97	2,252	7,366
Sumburgh	14,553	941	125	15,619	703	962	0	94	2	32	14	1,807	17,426
Tiree	1,393	19	0	1,412	10	100	0	140	0	0	0	250	1,662
Unst	0	0	0	0	0	0	0	0	0	0	0	0	0
Wick John O'Groats	1,078	14	158	1,250	84	195	4	934	4	80	412	1,713	2,963
<b>Total</b>	<b>293,374</b>	<b>9,145</b>	<b>1,548</b>	<b>304,067</b>	<b>17,985</b>	<b>12,226</b>	<b>15,953</b>	<b>9,692</b>	<b>18</b>	<b>3,922</b>	<b>3,219</b>	<b>63,015</b>	<b>367,082</b>

**Table 8.10: Air transport movements by airport, type of service and operator, 2023**

Freeze panes are active on this sheet. To turn off freeze panes select the 'View' ribbon then 'Freeze Panes' then 'Unfreeze Panes' or use [Alt W, F]

Source: Civil Aviation Authority (CAA) - Not National Statistics

Country	Overseas operators		UK operators		Overseas operators		Air taxi movements	Total [note 21]
	UK operators (scheduled)	(scheduled)	Total (scheduled)	(charter)	(charter)	Total (charter)		
Aberdeen	21,542	7,912	29,454	28,553	42	28,595	5,984	64,033
Barra	1,383	0	1,383	0	0	0	4	1,387
Benbecula	1,457	0	1,457	550	0	550	17	2,024
Campbeltown	1,056	0	1,056	0	1	1	2	1,059
Dundee	1,574	0	1,574	28	53	81	264	1,919
Edinburgh	60,855	49,789	110,644	474	217	691	553	111,888
Glasgow	47,846	13,311	61,157	2,602	119	2,721	2,326	66,204
Glasgow Prestwick	86	3,684	3,770	21	58	79	5	3,854
Inverness	8,793	1,122	9,915	2,221	133	2,354	395	12,664
Islay	1,355	0	1,355	0	0	0	81	1,436
Kirkwall	9,737	0	9,737	583	0	583	52	10,372
Lerwick (Tingwall)	867	0	867	0	0	0	86	953
Scatsta	0	0	0	0	0	0	0	0
Stornoway	4,025	0	4,025	1,102	4	1,106	29	5,160
Sumburgh	4,756	0	4,756	6,995	12	7,007	3,102	14,865
Tiree	1,553	0	1,553	0	0	0	3	1,556
Unst	0	0	0	0	0	0	0	0
Wick John O'Groats	1,124	0	1,124	3	1	4	10	1,138
<b>Total</b>	<b>168,009</b>	<b>75,818</b>	<b>243,827</b>	<b>43,132</b>	<b>640</b>	<b>43,772</b>	<b>12,913</b>	<b>300,512</b>

**Table 8.11: Air transport movements by airport**

Freeze panes are active on this sheet. To turn off freeze panes select the 'View' ribbon then 'Freeze Panes' then 'Unfreeze Panes' or use (Alt W, F)

Source: Civil Aviation Authority (CAA) - Net National Statistics

County	2013	2014	2015	2016	2017	2018	2019	2020	2021	2022	2023
Aberdeen	106,755	112,537	106,755	86,730	85,727	84,674	83,614	50,575	51,956	62,359	64,033
Barns	881	888	881	1,322	1,397	1,392	1,367	1,049	1,250	1,458	1,387
Berwick	3,286	3,013	3,286	3,194	3,211	3,359	3,245	2,252	2,694	2,335	2,024
Campbellton	1,123	1,150	1,123	1,135	1,173	1,221	1,193	1,108	1,027	1,082	1,059
Dundee	1,543	1,407	1,543	1,851	1,392	1,429	1,436	820	1,147	1,782	1,919
Edinburgh	105,748	103,386	106,748	117,253	123,626	126,179	127,975	44,100	35,922	50,479	111,868
Glasgow	75,585	77,447	75,585	80,734	91,155	85,326	81,383	27,749	29,436	61,345	65,204
Glasgow Prestwick	8,623	6,659	8,623	4,698	5,076	4,869	4,637	2,006	2,093	3,751	3,854
Inverness	14,425	13,886	14,425	15,258	16,415	15,980	16,296	7,325	9,393	11,759	12,664
Inver	1,739	1,730	1,739	1,714	2,007	2,004	2,268	1,382	1,494	1,494	1,436
Kirkwall	12,951	12,935	12,951	12,927	13,488	13,335	12,819	8,821	9,862	10,373	10,372
Lerwick (Tingwall)	1,748	1,583	1,748	1,802	1,389	1,270	1,214	822	888	1,038	953
Scottd	13,338	12,803	13,338	7,468	7,760	8,081	4,820	1,650	0	0	0
Stornoway	8,644	8,358	8,644	8,426	9,033	8,959	7,902	4,676	5,311	5,124	5,180
Sumburgh	13,696	14,677	13,696	17,534	16,681	11,627	13,795	7,581	10,478	14,628	14,805
Tyne	1,111	1,136	1,111	1,854	1,825	1,925	1,713	1,147	1,391	1,483	1,596
Umsl	0	0	0	0	0	0	0	0	0	0	0
Wick John O'Grada	4,276	2,885	4,276	2,147	2,119	1,944	1,799	549	297	953	1,138
<b>Total (incl 21)</b>	<b>376,382</b>	<b>376,184</b>	<b>376,382</b>	<b>375,952</b>	<b>383,858</b>	<b>376,564</b>	<b>367,486</b>	<b>163,857</b>	<b>168,609</b>	<b>273,775</b>	<b>300,512</b>



Table 8.12: Total aircraft movements, by airport

Freeze pages are active on this sheet. To turn off freeze pages select the 'View' ribbon then 'Freeze Panes' then 'Unfreeze Panes' or use [Alt W, F]

Source: Civil Aviation Authority (CAA) - Not National Statistics

Country	2013	2014	2015	2016	2017	2018	2019	2020	2021	2022	2023
Norwich	118,710	124,262	118,210	98,155	97,007	91,279	91,246	93,250	62,998	74,058	73,442
Barra	966	968	966	1,345	1,412	1,439	1,389	970	1,147	1,274	1,250
Birmingham	3,708	3,504	3,708	3,648	2,420	3,650	3,484	2,367	2,931	2,772	2,925
Campbelltown	1,096	1,628	1,598	1,452	1,410	1,887	1,823	1,932	1,094	1,340	1,438
Dundee	40,427	39,730	40,427	38,730	38,096	39,985	43,354	19,011	23,956	13,522	6,019
Edinburgh	111,736	109,545	111,736	122,220	128,675	130,016	131,817	45,966	43,674	98,085	116,076
Glasgow	79,320	84,000	79,320	98,127	102,766	97,167	91,812	34,715	39,713	70,391	74,963
Glasgow Prestwick	24,305	25,643	24,305	25,714	24,897	24,904	24,463	14,085	17,126	19,034	24,471
Inverness	28,947	28,495	28,947	30,490	31,052	29,660	31,308	19,610	25,287	23,820	23,842
Inver	2,637	2,610	2,637	2,640	2,637	2,751	3,199	1,633	2,364	2,450	2,398
Kirkwall	14,403	14,420	14,403	14,539	14,754	14,771	14,247	9,498	11,114	11,758	11,443
Larneck (Tingwall)	2,084	2,169	2,084	2,426	1,795	1,547	1,461	1,654	1,175	1,316	1,240
Scaldb	14,688	13,778	14,688	7,894	8,224	8,513	4,989	1,595	0	0	0
Stornoway	11,049	10,909	11,049	10,800	10,924	10,570	9,444	5,662	6,809	7,384	7,396
Stranraer	16,771	16,171	16,771	21,129	22,347	16,638	16,656	10,839	16,699	17,715	17,428
Tree	1,247	1,295	1,247	1,937	1,903	1,855	1,800	1,170	1,480	1,578	1,682
Unst	0	0	0	0	0	0	0	0	0	0	0
Wick John O'Connell	7,787	5,711	7,787	4,427	3,837	4,056	4,064	3,022	2,938	3,968	3,903
<b>Total (incl 21)</b>	<b>680,070</b>	<b>690,878</b>	<b>680,070</b>	<b>681,334</b>	<b>698,096</b>	<b>680,680</b>	<b>677,798</b>	<b>701,678</b>	<b>500,373</b>	<b>569,514</b>	<b>567,080</b>

**Table 8.12: Freight carried, by airport, tonnes**

Freight figures are in tonnes on this sheet. To turn off freeze panels select the 'View' ribbon then 'Freeze Panels' then 'Unfreeze Panels' or use [Alt W, F]  
 Source: Civil Aviation Authority (CAA) - Not National Statistics

Country	2013	2014	2015	2016	2017	2018	2019	2020	2021	2022	2023
Aberdeen	7,102	6,278	6,545	5,731	5,870	5,706	5,986	5,434	6,279	1,632	1,896
Bona [note23]	26	21	19	15	15	14	13	12	6	4	5
Berwick [note23]	457	310	313	339	346	366	390	375	544	479	559
Campbelltown [note23]	1	0	0	0	0	0	0	0	0	0	0
Dundee	0	0	0	0	0	0	0	0	0	0	0
Edinburgh [note22]	18,624	19,369	19,322	20,369	20,659	20,316	19,410	17,322	18,815	18,918	20,137
Glasgow [note22]	11,837	15,411	13,193	12,952	15,935	15,466	12,822	8,601	5,436	6,818	5,316
Glasgow Prestwick	9,526	12,540	11,242	10,822	11,323	13,023	13,854	12,949	16,209	15,298	10,873
Inverness [note23]	2,524	2,507	2,507	2,584	2,536	2,827	2,946	3,191	3,726	3,796	4,472
Inver [note23]	273	276	288	303	308	347	364	397	231	311	328
Kirkwall [note23]	103	107	94	97	246	1,004	1,101	1,104	1,250	979	1,091
Lerwick (Orkney)	0	0	0	0	0	0	0	0	0	0	0
Scatola	849	788	702	456	490	449	275	0	0	0	0
Stornoway [note23]	1,752	1,200	1,173	1,153	1,271	1,330	1,294	1,364	1,523	885	1,023
Sunderburgh [note23]	1,895	1,918	998	1,600	1,350	1,381	1,199	1,113	1,270	1,138	1,273
Tiree [note23]	55	52	44	53	44	50	60	52	55	47	41
Ulrat	0	0	0	0	0	0	0	0	0	0	0
Wick John O'Grady [note23]	1	1	1	1	0	0	0	0	0	0	0
<b>Total [note21]</b>	<b>94,225</b>	<b>99,878</b>	<b>98,441</b>	<b>95,880</b>	<b>90,263</b>	<b>92,308</b>	<b>98,914</b>	<b>49,013</b>	<b>95,343</b>	<b>90,106</b>	<b>47,015</b>

**Table 8.14: Characteristics of terminal passengers at selected airports, column percentages, 2018**

Source: Civil Aviation Authority (CAA) - Not National Statistics

<b>Airport</b>	<b>Aberdeen</b>	<b>Edinburgh</b>	<b>Glasgow</b>	<b>Inverness</b>
International business passengers, UK residents	6.9	3.3	2.2	1.8
International business passengers, non-UK residents	6.2	2.8	2.0	1.2
International leisure passengers, UK residents	16.5	33.3	39.3	3.2
International leisure passengers, non-UK residents	4.9	22.8	12.3	5.0
Domestic business passengers, UK residents	30.6	14.6	17.4	25.7
Domestic business passengers, non-UK residents	3.6	0.8	0.4	0.9
Domestic leisure passengers, UK residents	27.8	18.1	22.7	54.9
Domestic leisure passengers, non-UK residents	3.4	4.4	3.5	7.4
Business passengers, all services	47	22	22	30
Leisure passengers, all services	53	79	78	71
UK residents, all services	82	69	82	86
Non-UK residents, all services	18	31	18	15
<b>Total</b>	<b>100</b>	<b>100</b>	<b>100</b>	<b>100</b>

**Table 8.15: Mode of surface transport used to arrive at the airport, row percentages**

Freeze panes are active on this sheet. To turn off freeze panes select the 'View' ribbon then 'Freeze Panes' then 'Unfreeze Panes' or use [Alt W, F]

Source: Civil Aviation Authority (CAA) - Not National Statistics

Airport, year	Bus or coach	Rail	Total bus and rail	Private car	Hire car	Taxi / minicab	Total car and taxi	Other modes	Total all modes [note24]
Aberdeen, 1975	13	0	13	50	7	28	85	3	101
Aberdeen, 1982	9	0	9	50	8	30	88	3	100
Aberdeen, 1990	6	0	6	49	8	36	93	1	100
Aberdeen, 1996	5	0	5	55	7	32	94	1	100
Aberdeen, 2001	4.7	0.0	4.7	49.2	5.2	38.8	93.2	2.1	100
Aberdeen, 2005	6.2	0.0	6.2	49.5	6.1	36.9	92.5	1.3	100
Aberdeen, 2009	5.7	3.3	9.0	48.1	3.9	36.6	88.6	2.4	100
Aberdeen, 2013	9.0	3.5	12.5	43.6	4.0	38.4	85.9	1.6	100
Aberdeen, 2018	11.9	0.0	11.9	44.8	4.2	12.5	61.4	26.6	100
Edinburgh, 1970	24	0	24	54	6	13	73	3	100
Edinburgh, 1975	22	0	22	55	8	14	77	1	100
Edinburgh, 1982	9	0	9	61	10	19	90	2	101
Edinburgh, 1990	7	0	7	56	10	25	91	1	99
Edinburgh, 1996	9	0	9	53	10	28	91	0	100
Edinburgh, 2001	18.4	0.0	18.4	46.8	6.3	28.1	81.2	0.4	100
Edinburgh, 2005	19.3	0.0	19.3	48.6	5.8	25.7	80.1	0.6	100
Edinburgh, 2009	26.9	2.6	29.5	43.2	5.3	21.3	69.9	0.6	100
Edinburgh, 2013	9.2	3.8	13.0	38.5	1.0	21.8	61.3	25.7	100
Edinburgh, 2018	7.2	5.1	12.3	30.2	3.7	18.6	52.5	35.2	100
Glasgow, 1970	24	0	24	54	4	16	74	2	100
Glasgow, 1975	16	0	16	60	4	19	83	1	100
Glasgow, 1982	8	0	8	70	4	17	91	1	100
Glasgow, 1990	8	0	8	62	7	22	91	2	101
Glasgow, 1996	7	0	7	61	7	23	91	1	99
Glasgow, 2001	8.3	0.0	8.3	60.1	4.9	26.0	91.0	0.7	100
Glasgow, 2005	10.7	0.0	10.7	57.6	4.4	26.4	88.4	0.9	100
Glasgow, 2009	11.6	3.1	14.7	51.6	4.0	27.0	82.5	2.8	100
Glasgow, 2013	14.1	4.2	18.3	50.4	0.7	25.7	76.7	5.0	100
Glasgow, 2018	11.4	2.4	13.8	49.0	2.9	29.3	81.2	4.9	100
Glasgow Prestwick, 2005	3.6	20.8	24.4	57.2	12.5	5.2	74.9	0.7	100
Glasgow Prestwick, 2009	11.0	26.7	37.7	44.8	5.5	9.8	60.2	2.1	100
Inverness, 1990	7	0	7	62	15	15	92	1	100
Inverness, 1996	6	0	6	57	17	17	91	3	100
Inverness, 2001	4.0	0.0	4.0	56.3	17.1	20.8	94.2	1.8	100
Inverness, 2005	4.9	0.0	4.9	60.5	17.9	14.4	92.8	2.3	100
Inverness, 2009	9.1	2.2	11.4	55.6	18.3	12.5	86.4	2.3	100
Inverness, 2013	17.1	3.3	20.4	49.6	8.5	11.8	69.9	9.7	100
Inverness, 2018	10.7	3.0	13.7	46.8	25.4	4.9	77.1	9.2	100

**Table 8.16: Origins/destinations of terminating passengers at selected airports, thousands, 2018**

Source: Civil Aviation Authority (CAA) - Not National Statistics

<b>Airport</b>	<b>Aberdeen</b>	<b>Edinburgh</b>	<b>Glasgow</b>	<b>Inverness</b>	<b>Total</b>
Borders	1	292	12	0	304
Central	4	748	368	0	1,120
Dumfries & Galloway	0	36	90	0	127
Fife	16	1,126	104	0	1,246
Grampian	2,161	223	137	165	2,686
Highlands & Islands	89	165	147	703	1,105
Lothian	13	9,116	274	0	9,403
Strathclyde	31	1,102	7,620	1	8,753
Tayside	73	1,074	296	0	1,443
Total all Scottish areas	2,388	13,883	9,048	870	26,189
England & Wales	43	167	63	0	274
All passengers [note25]	2,431	14,051	9,110	870	26,462



**TRANSPORT  
SCOTLAND**  
CÒMHDHAIL ALBA

# Scottish Transport Statistics 2024

## Water Transport

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## Introduction

This chapter provides information about foreign and domestic freight traffic at Scottish ports and inland waterways by type of freight and country of origin and destination. It also includes statistics on passengers and vehicles carried on ferry routes operating in Scotland and routes between Scotland and Northern Ireland and Europe as well as some statistics on HM Coastguard search and rescue operations.

Port traffic statistics methodology changed in 2000, to comply with the requirements of a new EC Maritime Statistics Directive. This produced large changes in the figures for one-port and coastwise traffic, and in the split between domestic and foreign traffic, between 1999 and 2000. Details of the method and notes on the effect of the change are given in the water transport section of the user guide.

From 2015 DfT no longer publish a Scottish data for coastwise, one port and inland waterway traffic and we are unable to update tables 9.1, 9.9 and 9.11 as fully as we previously did.

**Transport and travel habits in Scotland were profoundly affected by the Covid-19 pandemic, with restrictions on travel and daily activity in place for large parts of 2020. However, with restrictions being lifted in 2021 travel patterns started to recover.**

## Key Points

- There were 55 million tonnes of freight handled by ports in Scotland in 2023.
- There was a total of 8 million passengers and 3 million vehicles carried on ferry routes within Scotland in 2023.
- There were 1.7 million passengers and 0.47 million vehicles carried between Scotland and Northern Ireland in 2023.

## Main Points

### Freight Tonnage

Exports through major Scottish ports rose from 58 million tonnes in 1997 to 68 million tonnes in 2002 before steadily falling to 23 million tonnes in 2023 (there has been a 27% fall in the last ten years) - eight ports were counted as major ports in



1997 and 1998, there were nine in 1999 and 11 from 2000 onwards. Imports totalled 11 million tonnes, considerably less than the volume of exports. (*Table 9.2*)

Waterborne freight (both incoming and outgoing) passing through all ports decreased by 7% between 2022 and 2023 to 55 million tonnes. This was 23% less than in 2014, continuing a steady fall. In 2023, the eleven major ports accounted for 94% of the total traffic through Scottish ports. Exports accounted for 44% of the total freight through major Scottish ports and domestic outward traffic accounted for 22%. Imports, and incoming domestic freight were much lower, together accounting for 34% of the total freight through major Scottish ports. (*Table 9.2*)

## Ports and Destinations

Forth (19 million tonnes) and Clyde (9 million tonnes) accounted for the highest freight traffic in 2023. Forth traffic is 10% lower than 2022, and is 25% below 2014. Clyde's freight traffic has fluctuated between 2014 and 2023, falling overall from 16 million tonnes to 9 million tonnes in 2023. Again, as these figures are for the total volume of traffic, they are unaffected by the change in the method of compiling the statistics. (*Table 9.3*)

Bulk fuel accounted for 31 million tonnes (59%) of the total traffic through major Scottish ports in 2023. (*Table 9.4*)

The top ports for foreign traffic were: Forth (17.2 million tonnes); Clyde (7.0 million tonnes) and Sullom Voe (4.5 million tonnes). Almost all the imports from foreign traffic were at Clyde (6.5 million tonnes) and Forth (3.6 million tonnes). The ports that had the most outward domestic traffic were Glensanda (3.2 million tonnes), Cairnryan (2.1 million tonnes), Aberdeen (1.6 million tonnes) and Loch Ryan (1.3 million tonnes), and the ports that had most inward domestic traffic were Cairnryan (1.8 million tonnes) and Aberdeen (1.5 million tonnes). (*Table 9.6b*)

The main types of traffic through the major ports in 2023 were crude oil (21 million tonnes), other dry bulk (7 million tonnes) and oil products (7 million tonnes). (*Table 9.7*)

In 2023 most exports were destined for Netherlands (8.2 million tonnes), Poland (3.0 million tonnes), Germany (2.6 million tonnes) and Belgium (2.3 million tonnes) while most imports arrived from the USA (2.8 million tonnes) and the Norway (2.1 million tonnes). (*Table 9.8*)

## Passenger Services

### Routes to Northern Ireland and Europe

In 2023, 1.7 million passengers were carried on ferry services between Scotland and Northern Ireland. There were 0.47 million vehicles carried between Scotland and Northern Ireland in 2023, a 2 per cent decrease on 2022. Until its closure in 2018 the Rosyth to Zeebrugge freight route was the only ferry route between Scotland and Europe. (*Tables 9.13 (a) & (b)*)

### Routes within Scotland

This section covers all routes within Scotland for which data is available, for example data is not available for Pentland Ferries. These statistics include routes within Scotland that are subsidised by Scottish Government, local authority ferry services and privately run services. More detail is available in the water transport section of the user guide.

There were 8.0 million passengers carried on routes within Scotland in 2023, a rise of 5% compared to 2022 and 5% below the peak in numbers in 2007. Caledonian MacBrayne carried 5.1 million of these passengers (63%) and Western Ferries carried a further 16% on the Gourock-Dunoon route. (*Table 9.12a*)

There were 2.9 million vehicles carried on routes within Scotland in 2023, a 12% increase on 2021 (figures for 2022 are unavailable). Of these vehicles, 52% were carried by Caledonian MacBrayne and a further 22% by Western Ferries on the Gourock-Dunoon route. (*Table 9.12b*)

### Operators on subsidised routes within Scotland

Caledonian MacBrayne ferries carried 5.1 million passengers in 2023, 0.2 million (4%) more than in 2022. There were 1.5 million cars carried, (2%) more than 2022, and 86,000 commercial vehicles and buses, 2% less than 2022. (*Table 9.14a*)

Serco Northlink Ferries carried 405,000 passengers in 2023, a 19% increase compared to 2022. There were 94,000 cars carried on these routes in 2023, 15% more than 2022. (*Table 9.14a*)

### Local authority ferry services

Shetland Islands Council services carried 725,000 passengers in 2023, 10% more than 2022. There were 367,000 vehicles carried, a rise of 9% on 2022.

Orkney Ferries services carried 337,000 passengers in 2023, 5% more than in 2022. There were 106,000 vehicles carried on these routes, 5% more than the previous year. *(Table 9.14b)*

Ferries operated by Argyll and Bute Council carried 175,000 passengers in 2023. *(Table 9.14b and 9.16a)*

## Ferry routes within and to/from Scotland

The busiest ferry route within Scotland in terms of passengers and vehicles carried is the service between Gourock and Dunoon, operated by Western Ferries, which carried 1.2 million passengers in 2023. There were 619,000 cars carried on this route and 29,000 commercial vehicles and buses in 2023. *(Table 9.16)*

The second busiest Scottish ferry route over recent years in terms of passenger numbers has been the Cairnryan / Belfast route. This route carried 1.2 million passengers in 2023. *(Table 9.13a)*

The second busiest route in terms of cars carried was the Corran Ferry from Ardgour to Nether Lochaber operated by Highland Council with 146,000 carried in 2023. *(Table 9.16b)*

The busiest subsidised ferry routes are operated by Caledonian MacBrayne. The busiest route in terms of passengers in 2023 was Ardrossan-Brodick, with 724,706 passengers. Wemyss Bay-Rothesay was the busiest subsidised route for car traffic in 2023 with 203,872 car crossings, an increase of 7 per cent over the previous year. *(Table 9.15)*

The Road Equivalent Tariff (RET) scheme involves setting ferry fares on the basis of the cost of travelling an equivalent distance by road, more detail on RET can be found in the water transport section of the user guide. The West Coast routes where Road Equivalent Tariff (RET) has been rolled out carried 2,97,170 passengers in 2023 and 728,650 cars. The Clyde routes where Road Equivalent Tariff (RET) has been rolled out carried 2,682,306 passengers in 2023 and 721,368 cars. *(Table 9.15)*

## Ferry Punctuality

The level of reliability (the number of timetabled sailings actually operated, see table footnote in table for more detail) for Caledonian MacBrayne lifeline ferry services was 98.1% in 2023-24 and the level of punctuality (against the published timetable) was 99.4%. For Northlink the level of lifeline ferry services that were both punctual

and reliable was 99.9% for Aberdeen routes and 99.7% for the Pentland Firth in 2023-24. *(Table 9.17)*

## **Coastguard callouts**

Overall there were 4,396 incidents in 2024, 219 more than the previous year. *(Table 9.18)*

**Table 9.1a: Waterborne freight lifted in Scotland, by type of traffic, million tonnes**

Freeze panes are active on this sheet. To turn off freeze panes select the 'View' ribbon then 'Freeze Panes' then 'Unfreeze Panes' or use [Alt W, F]

Source: Department for Transport, Maritime Statistics

Year	2013	2014	2015	2016	2017	2018	2019	2020	2021	2022	2023
Coastwise traffic - Liquid bulks [note1]	5.93	5.41	available	available	available	available	available	available	available	available	available
Coastwise traffic - Coal [note1]	0.67	0.78	available	available	available	available	available	available	available	available	available
Coastwise traffic - Other [note1]	4.79	5.62	available	available	available	available	available	available	available	available	available
Coastwise traffic - Total [note1]	11.39	11.81	14.20	available	available	available	available	available	available	available	available
One Port traffic - To rigs [note2]	2.10	2.19	available	available	available	available	available	available	available	available	available
One Port traffic - Sea dumped [note2]	0.00	-	available	available	available	available	available	available	available	available	available
One Port traffic - Total [note2]	2.10	2.19	available	available	available	available	available	available	available	available	available
Inland waterway traffic - Internal	0.00	0.05	available	available	available	available	available	available	available	available	available
Inland waterway traffic - Coastwise	1.93	1.64	available	available	available	available	available	available	available	available	available
Inland waterway traffic - One Port	0.02	0.01	available	available	available	available	available	available	available	available	available
Inland waterway traffic - Foreign	8.74	7.71	available	available	available	available	available	available	available	available	available
Inland waterway traffic - Total	10.69	9.41	10.27	available	available	available	available	available	available	available	available
All above traffic [note3]	22.23	21.76	24.47	available	available	available	available	available	available	available	available
Port exports [note4]	31.58	30.84	30.26	32.97	30.89	33.33	33.43	29.52	26.07	25.83	22.62
All freight lifted [note5] [note6]	45.07	44.89	44.45	available	available	available	available	available	available	available	available

**Table 9.1b: Waterborne freight moved in Scotland, by type of traffic, million tonne-kilometres**

Freeze panes are active on this sheet. To turn off freeze panes select the 'View' ribbon then 'Freeze Panes' then 'Unfreeze Panes' or use [Alt W, F]

Source: Department for Transport, Maritime Statistics

Year	2013	2014	2015	2016	2017	2018	2019	2020	2021	2022	2023
Coastwise traffic - Liquid bulks [note1]	4,888	4,783	available	available	available	available	available	available	available	available	available
Coastwise traffic - Coal [note1]	277	312	available	available	available	available	available	available	available	available	available
Coastwise traffic - Other [note1]	2,287	2,936	available	available	available	available	available	available	available	available	available
Coastwise traffic - Total [note1]	7,452	8,031	11,414	available	available	available	available	available	available	available	available
One Port traffic - To rigs [note2]	2,100	2,182	available	available	available	available	available	available	available	available	available
One Port traffic - Sea dumped [note2]	available	available	available	available	available	available	available	available	available	available	available
One Port traffic - Total [note2]	2,100	2,182	available	available	available	available	available	available	available	available	available
Inland waterway traffic - Internal	0	0	0	0	0	0	0	0	0	1	0
Inland waterway traffic - Coastwise	53	22	available	available	available	available	available	available	available	available	available
Inland waterway traffic - One Port	0	0	available	available	available	available	available	available	available	available	available
Inland waterway traffic - Foreign	209	137	available	available	available	available	available	available	available	available	available
Inland waterway traffic - Total	262	234	236	available	available	available	available	available	available	available	available
All above traffic [note7]	9,814	10,447	11,649	available	available	available	available	available	available	available	available
Port exports [note8]	available	available	available	available	available	available	available	available	available	available	available
All freight lifted [note9]	available	available	available	available	available	available	available	available	available	available	available

**Table 9.1c: Waterborne freight discharged in Scotland, by type of traffic, million tonnes**  
 Freeze panes are active on this sheet. To turn off freeze panes select the 'View' ribbon then 'Freeze Panes' then 'Unfreeze Panes' or use [Alt W, F]

Source: Department for Transport, Maritime Statistics

Year	2013	2014	2015	2016	2017	2018	2019	2020	2021	2022	2023
Coastwise traffic - Liquid bulk [note8]	1.91	1.74	available]	available]	available]	available]	available]	available]	available]	available]	available]
Coastwise traffic - Coal [note9]	0.02	0	available]	available]	available]	available]	available]	available]	available]	available]	available]
Coastwise traffic - Other [note9]	3.98	4.06	available]	available]	available]	available]	available]	available]	available]	available]	available]
Coastwise traffic - Total [note9]	5.91	5.79	4.62	available]	available]	available]	available]	available]	available]	available]	available]
One Port traffic - To rigs [note10]	2.23	2.07	available]	available]	available]	available]	available]	available]	available]	available]	available]
One Port traffic - Sea dredged [note10]	0	0	available]	available]	available]	available]	available]	available]	available]	available]	available]
One Port traffic - Total [note10]	2.23	2.07	available]	available]	available]	available]	available]	available]	available]	available]	available]
Inland waterway traffic [note11]	available]	available]	available]	available]	available]	available]	available]	available]	available]	available]	available]
Port imports [note4] [note6]	16.50	16.55	13.48	9.49	10.65	11.46	11.93	8.98	10.75	11.50	10.78

**Table 9.1d: Waterborne freight moved in Scotland, by type of traffic, million tonne-kilometres**

Freeze panes are active on this sheet. To turn off freeze panes select the 'View' ribbon then 'Freeze Panes' then 'Unfreeze Panes' or use [Alt W, F]

Source: Department for Transport, Maritime Statistics

	Year	2013	2014	2015	2016	2017	2018	2019	2020	2021	2022	2023
Coastwise traffic - Liquid bulks [note9]		1,253	1,126	available	available	available	available	available	available	available	available	available
Coastwise traffic - Coal [note9]		12	0	available	available	available	available	available	available	available	available	available
Coastwise traffic - Other [note9]		986	1,017	available	available	available	available	available	available	available	available	available
Coastwise traffic - Total [note9]		2,250	2,143	1,846	available	available	available	available	available	available	available	available
One Port traffic - To rigs [note10]		2,241	2,091	available	available	available	available	available	available	available	available	available
One Port traffic - Sea dredged [note10]		0	0	available	available	available	available	available	available	available	available	available
One Port traffic - Total [note10]		2,241	2,091	available	available	available	available	available	available	available	available	available
Inland waterway traffic [note11]		available	available	available	available	available	available	available	available	available	available	available
Port imports [note4] [note6] [note12]		available	available	available	available	available	available	available	available	available	available	available



**Table 9.2: Foreign and domestic freight traffic at (major) Scottish ports, thousand tonnes**

Freeze panes are active on this sheet. To turn off freeze panes select the 'View' ribbon then 'Freeze Panes' then 'Unfreeze Panes' or use [Alt W, F]

Source: Department for Transport, Maritime Statistics

Year	2013	2014	2015	2016	2017	2018	2019	2020	2021	2022	2023
Foreign - Imports	16,501	16,554	13,481	9,486	10,649	11,462	11,932	8,981	10,752	11,504	10,782
Foreign - Exports	31,583	30,842	30,259	32,974	30,886	33,330	33,435	29,917	26,068	25,825	22,618
Foreign - Total [Note 79]	48,084	47,396	43,740	42,458	41,538	44,792	45,367	38,899	36,820	37,328	33,400
Domestic - Inwards	7,160	7,053	6,281	6,643	6,343	6,268	6,639	6,071	6,454	6,682	6,971
Domestic - Outwards	12,673	13,167	16,531	14,308	15,467	10,909	11,155	10,477	11,270	11,821	11,229
Domestic - Total [Note 79]	19,833	20,219	22,813	20,950	21,811	17,178	17,794	16,549	17,725	18,503	18,200
Total - major ports only [note4]	67,917	67,615	66,552	63,409	63,952	61,969	63,160	55,447	54,544	55,845	51,600
Total - all ports	71,639	71,381	69,968	66,692	66,985	65,083	66,761	58,962	58,078	59,249	54,910

**Table 9.3: Foreign and domestic traffic by port: Inwards and outwards, thousand tonnes**

Freeze panes are active on this sheet. To turn off freeze panes select the 'View' ribbon then 'Freeze Panes' then 'Unfreeze Panes' or use [Alt W, F]

Source: Department for Transport, Maritime Statistics

Port	2013	2014	2015	2016	2017	2018	2019	2020	2021	2022	2023
Stranraer - Inwards [note13]	0	0	0	0	0	0	0	0	0	0	0
Stranraer - Outwards [note13]	0	0	0	0	0	0	0	0	0	0	0
Stranraer - Total traffic [note13]	0	0	0	0	0	0	0	0	0	0	0
Loch Ryan - Inwards [note14] [note15]	898	1,022	1,076	1,166	1,155	1,263	1,367	1,358	1,399	1,423	1,389
Loch Ryan - Outwards [note14] [note15]	885	1,016	1,087	1,180	1,233	1,283	1,283	1,258	1,330	1,326	1,289
Loch Ryan - Total traffic [note14] [note15]	1,783	2,038	2,163	2,356	2,388	2,546	2,650	2,616	2,729	2,749	2,677
Cairnryan - Inwards	1,103	1,096	1,179	1,290	1,399	1,323	1,224	1,209	1,474	1,701	1,772
Cairnryan - Outwards	1,281	1,272	1,370	1,450	1,448	1,534	1,481	1,486	1,655	1,862	2,062
Cairnryan - Total traffic	2,385	2,368	2,548	2,740	2,848	2,857	2,705	2,695	3,129	3,563	3,834
Ayr - Inwards	347	284	217	256	209	215	235	214	214	229	237
Ayr - Outwards	123	71	63	50	31	55	104	67	67	87	14
Ayr - Total traffic	470	355	280	306	240	270	339	281	281	233	251
Clyde - Inwards	12,148	13,221	9,678	6,273	6,500	6,825	6,700	5,119	6,595	7,693	7,586
Clyde - Outwards	2,635	2,980	2,806	2,469	2,366	2,262	2,101	1,814	1,815	2,119	1,008
Clyde - Total traffic	14,783	16,201	12,484	8,742	8,865	9,087	8,801	6,933	8,410	9,813	8,594
Glenasaids - Inwards	0	0	0	0	0	0	0	0	0	0	0
Glenasaids - Outwards	5,746	6,347	5,597	5,487	6,138	5,943	6,646	5,458	6,123	6,041	5,827
Glenasaids - Total traffic	5,746	6,347	5,597	5,487	6,138	5,943	6,646	5,458	6,123	6,041	5,827
Other West Coast - Inwards [note16]	284	337	271	303	320	307	488	413	463	506	390
Other West Coast - Outwards [note16]	369	466	386	243	243	247	458	380	367	343	384
Other West Coast - Total traffic [note16]	653	803	656	546	563	554	946	793	830	849	774
Oban - Inwards	180	182	195	204	210	210	205	194	250	217	166
Oban - Outwards	874	969	3,750	4,411	4,843	3,260	2,845	2,476	2,528	2,005	1,523
Oban - Total traffic	1,054	1,151	3,945	4,615	4,852	3,470	3,050	2,670	2,778	2,222	1,689
Lenwick - Inwards	495	437	410	359	325	276	279	364	303	319	291
Lenwick - Outwards	328	401	336	269	279	237	269	392	256	281	310
Lenwick - Total traffic	824	838	746	629	604	513	548	756	559	599	601
Sulfolvoe - Inwards	201	1	6	0	0	0	0	2	2	23	0
Sulfolvoe - Outwards	6,192	7,183	6,114	6,183	5,179	5,329	7,371	6,827	6,192	5,606	5,355
Sulfolvoe - Total traffic	6,394	7,185	6,120	6,183	5,179	5,329	7,371	6,829	6,194	5,629	5,355
Cromarty Firth - Inwards	1,605	810	145	242	158	189	819	254	243	249	194
Cromarty Firth - Outwards	1,773	781	117	153	69	86	110	168	181	234	144
Cromarty Firth - Total traffic	3,378	1,591	262	395	227	275	929	421	424	483	339
Inverness - Inwards	409	321	394	510	421	522	460	403	586	453	442
Inverness - Outwards	155	154	172	154	144	150	185	169	181	220	194
Inverness - Total traffic	563	475	566	664	565	672	645	572	767	673	636
Peterhead - Inwards	589	768	950	695	842	732	713	582	637	502	486
Peterhead - Outwards	382	608	518	453	447	399	377	393	329	274	255
Peterhead - Total traffic	971	1,377	1,468	1,148	1,288	1,131	1,090	976	966	776	742
Aberdeen - Inwards	2,055	1,986	2,031	1,728	1,948	2,022	2,060	1,661	1,703	1,631	1,731
Aberdeen - Outwards	2,209	2,245	2,345	2,042	2,111	2,116	2,135	1,726	1,861	1,773	1,868
Aberdeen - Total traffic	4,264	4,231	4,376	3,770	4,058	4,138	4,195	3,387	3,563	3,404	3,597
Montrose - Inwards	417	452	387	362	348	402	362	322	356	291	310
Montrose - Outwards	171	150	106	142	96	132	172	237	233	224	222
Montrose - Total traffic	588	601	493	504	444	534	534	559	589	515	532
Dundee - Inwards	704	463	488	449	500	546	475	408	431	527	394
Dundee - Outwards	111	54	47	84	67	62	62	28	21	8	70
Dundee - Total traffic	815	517	535	534	566	608	533	430	452	535	464
Perth - Inwards	37	49	58	26	23	12	29	23	16	5	5
Perth - Outwards	23	12	5	5	9	0	0	0	0	1	1
Perth - Total traffic	60	61	63	33	31	12	29	23	16	6	6
Forth - Inwards [note17]	4,177	4,056	4,035	4,080	4,286	4,621	5,010	4,266	4,473	4,231	4,063
Forth - Outwards [note17]	22,188	20,552	23,039	23,359	23,258	21,966	20,211	18,766	15,304	16,296	14,458
Forth - Total traffic [note17]	26,365	24,608	27,074	27,439	27,544	26,587	25,221	23,032	19,777	20,529	18,521
Other East Coast - Inwards [note18]	326	348	345	377	344	318	323	275	269	260	211
Other East Coast - Outwards [note18]	239	284	268	224	240	241	235	255	223	209	259
Other East Coast - Total traffic [note18]	565	632	612	601	584	559	558	530	492	529	470
Scotland - Inwards	25,976	25,835	21,845	18,322	18,968	19,781	20,748	17,067	19,414	20,260	19,689
Scotland - Outwards	45,663	45,546	48,126	48,368	47,999	45,302	46,012	41,895	38,665	38,989	35,241
Scotland - Total traffic	71,639	71,381	69,968	66,692	66,965	65,083	66,761	58,962	58,078	59,249	54,910

Table 9.4: Foreign and domestic freight traffic by port: bulk fuel and all other traffic, thousand tonnes

Freeze pines are active on this sheet. To turn off freeze pines select the 'View ribbon then Freeze Pines' then 'Unfreeze Pines' or use [Alt, W, F]

Source: Department for Transport, Maritime Statistics

Port	2013	2014	2015	2016	2017	2018	2019	2020	2021	2022	2023
Stranraer - Bulk fuel [note13]	0	0	0	0	0	0	0	0	0	0	0
Stranraer - All other traffic [note13]	0	0	0	0	0	0	0	0	0	0	0
Loch Ryan - Bulk fuel [note14] [note15]	0	0	0	0	0	0	0	0	0	0	0
Loch Ryan - All other traffic [note14] [note15]	1,783	2,038	2,163	2,356	2,388	2,546	2,650	2,616	2,729	2,749	2,677
Cairnryan - Bulk fuel	0	0	0	0	0	0	0	0	0	0	0
Cairnryan - All other traffic	2,364	2,368	2,548	2,740	2,848	2,857	2,705	2,695	3,129	3,663	3,934
Ayr - Bulk fuel	available	available	available	available	available	available	available	available	available	available	available
Ayr - All other traffic	470	355	290	306	240	270	339	281	281	233	251
Clyde - Bulk fuel	12,877	14,090	10,332	6,522	6,918	7,096	7,212	5,592	6,862	8,178	7,107
Clyde - All other traffic	1,906	2,111	2,152	2,220	1,947	1,991	1,589	1,342	1,547	1,635	1,487
Glenasda - Bulk fuel	0	0	0	0	0	0	0	0	0	1	0
Glenasda - All other traffic	5,746	6,347	5,597	5,487	6,138	5,943	6,646	5,458	6,123	6,041	5,827
Other West Coast - Bulk fuel [note16]	available	available	available	available	available	available	available	available	available	available	available
Other West Coast - All other traffic [note16]	653	803	656	546	563	554	946	793	830	849	774
Orkney - Bulk fuel	825	918	3,689	4,348	4,585	3,194	2,778	2,414	2,475	1,955	1,501
Orkney - All other traffic	229	233	256	267	267	276	273	256	303	267	188
Lerwick - Bulk fuel	available	available	available	available	available	available	available	available	available	available	available
Lerwick - All other traffic	824	838	746	629	604	513	548	756	559	599	601
Sullom Voe - Bulk fuel	6,352	7,180	6,108	6,179	5,175	5,326	7,368	6,826	6,191	5,603	5,351
Sullom Voe - All other traffic	41	5	12	4	4	3	3	4	4	26	4
Cromarty Firth - Bulk fuel	3,181	1,339	87	207	63	24	20	23	26	16	20
Cromarty Firth - All other traffic	197	252	175	188	164	251	909	398	398	467	318
Inverness - Bulk fuel	available	available	available	available	available	available	available	available	available	available	available
Inverness - All other traffic	563	475	566	664	565	672	645	572	767	673	636
Peterhead - Bulk fuel	305	236	330	443	456	471	411	382	387	347	338
Peterhead - All other traffic	667	1,141	1,138	705	832	660	678	593	579	429	403
Aberdeen - Bulk fuel	1,073	1,019	1,388	1,130	1,334	1,387	1,403	1,147	1,122	1,064	1,160
Aberdeen - All other traffic	3,190	3,212	2,988	2,640	2,724	2,751	2,792	2,239	2,441	2,340	2,438
Montrose - Bulk fuel	available	available	available	available	available	available	available	available	available	available	available
Montrose - All other traffic	585	601	493	504	444	534	534	559	589	515	532
Dundee - Bulk fuel	378	169	149	137	127	137	122	73	95	82	67
Dundee - All other traffic	437	349	366	397	439	470	381	357	357	453	397
Perth - Bulk fuel	available	available	available	available	available	available	available	available	available	available	available
Perth - All other traffic	60	61	63	33	31	12	29	23	16	6	6
Forth - Bulk fuel [note7]	22,039	19,662	23,081	22,999	23,336	22,653	20,205	18,526	15,585	17,632	15,027
Forth - All other traffic [note17]	4,326	4,626	3,993	4,440	4,208	3,934	5,016	4,506	4,192	3,497	3,494
Other East Coast - Bulk fuel [note18]	available	available	available	available	available	available	available	available	available	available	available
Other East Coast - All other traffic [note18]	565	632	612	601	584	559	558	930	462	520	470
Major ports - Bulk fuel [note19]	47,030	44,933	45,164	41,965	41,994	40,288	39,519	34,984	32,743	34,277	30,571
Major ports - All other traffic	20,887	22,683	21,388	21,444	21,959	21,681	23,642	20,464	21,801	21,568	21,068
All traffic - major ports only	67,917	67,615	66,552	63,409	63,953	61,970	63,160	55,447	54,544	55,845	51,639
All traffic - all ports	71,639	71,381	69,969	66,692	66,985	65,083	66,761	58,962	58,078	59,250	54,910

**Table 9.5: Foreign and domestic freight traffic by port and mode of appearance (major ports only), thousand tonnes**  
 Freeze panes are active on this sheet. To turn off freeze panes select the 'View' ribbon then 'Freeze Panes' then 'Unfreeze Panes' or use [Alt, W, F]  
 Source: Department for Transport, Maritime Statistics

Port	2013	2014	2015	2016	2017	2018	2019	2020	2021	2022	2023
Stranraer - Liquid bulk [note 13] [note 20]	0	0	0	0	0	0	0	0	0	0	0
Stranraer - Dry bulk [note 13] [note 20]	0	0	0	0	0	0	0	0	0	0	0
Stranraer - Container & roll on traffic [note 13]	0	0	0	0	0	0	0	0	0	0	0
Stranraer - Other general cargo [note 13] [note 20]	0	0	0	0	0	0	0	0	0	0	0
Stranraer - All traffic [note 13] [note 20]	0	0	0	0	0	0	0	0	0	0	0
Loch Ryan - Liquid bulk [note 14] [note 15]	0	0	0	0	0	0	0	0	0	0	0
Loch Ryan - Dry bulk [note 14] [note 15]	0	0	0	0	0	0	0	0	0	0	0
Loch Ryan - Container & roll on traffic [note 14]	1,783	2,038	2,163	2,356	2,388	2,546	2,650	2,616	2,729	2,749	2,677
Loch Ryan - Other general cargo [note 14] [note 15]	0	0	0	0	0	0	0	0	0	0	0
Loch Ryan - All traffic [note 14] [note 15]	1,783	2,038	2,163	2,356	2,388	2,546	2,650	2,616	2,729	2,749	2,677
Cairnryan - Liquid bulk [note 20]	0	0	0	0	0	0	0	0	0	0	0
Cairnryan - Dry bulk [note 20]	0	0	0	0	0	0	0	0	0	0	0
Cairnryan - Container & roll on traffic [note 20]	2,364	2,368	2,548	2,737	2,847	2,857	2,705	2,695	3,129	3,663	3,834
Cairnryan - Other general cargo [note 20]	1	0	0	3	0	0	0	0	0	0	0
Cairnryan - All traffic [note 20]	2,365	2,368	2,548	2,740	2,847	2,857	2,705	2,695	3,129	3,663	3,834
Clyde - Liquid bulk	5,777	6,952	6,729	6,125	6,918	7,093	7,212	5,502	6,802	8,159	7,107
Clyde - Dry bulk	8,377	8,451	4,899	1,668	1,125	1,144	818	692	833	891	947
Clyde - Container & roll on traffic	499	576	634	651	599	641	596	533	575	590	382
Clyde - Other general cargo	130	221	223	298	223	209	174	116	139	173	158
Clyde - All traffic	14,783	16,201	12,484	8,742	8,665	9,087	8,801	6,933	8,410	9,813	8,594
Glenislands - Liquid bulk	0	0	0	0	0	0	0	0	0	0	0
Glenislands - Dry bulk	5,746	6,347	5,597	5,487	6,138	5,943	6,646	5,458	6,123	6,041	5,827
Glenislands - Container & roll on traffic	0	0	0	0	0	0	0	0	0	0	0
Glenislands - Other general cargo	0	0	0	0	0	0	0	0	0	0	0
Glenislands - All traffic	5,746	6,347	5,597	5,487	6,138	5,943	6,646	5,458	6,123	6,041	5,827
Orkney - Liquid bulk	824	918	3,888	4,348	4,585	3,194	2,778	2,413	2,474	1,955	1,501
Orkney - Dry bulk	11	12	16	9	9	15	9	14	35	49	10
Orkney - Container & roll on traffic	208	209	234	243	242	242	236	215	217	191	147
Orkney - Other general cargo	11	12	7	15	16	19	27	27	31	27	31
Orkney - All traffic	1,054	1,151	3,945	4,615	4,852	3,470	3,050	2,670	2,778	2,222	1,689
Sullom Voe - Liquid bulk	6,357	7,180	6,114	6,179	5,175	5,326	7,368	6,826	6,191	5,603	5,351
Sullom Voe - Dry bulk	13	0	5	4	3	3	3	3	4	26	4
Sullom Voe - Container & roll on traffic	0	0	0	0	0	0	0	0	0	0	0
Sullom Voe - Other general cargo	24	5	0	0	0	0	0	0	0	0	0
Sullom Voe - All traffic	6,394	7,185	6,120	6,183	5,179	5,329	7,371	6,829	6,194	5,629	5,355
Cromarty Firth - Liquid bulk	3,178	1,337	89	213	71	35	20	26	30	22	24
Cromarty Firth - Dry bulk	115	174	109	108	131	105	745	126	63	57	43
Cromarty Firth - Container & roll on traffic	0	0	0	0	0	0	0	0	0	0	5
Cromarty Firth - Other general cargo	85	80	64	74	24	135	184	269	332	404	267
Cromarty Firth - All traffic	3,378	1,591	262	395	227	275	929	421	424	483	339
Peterhead - Liquid bulk [note 20]	364	538	735	535	550	606	590	516	522	507	419
Peterhead - Dry bulk [note 20]	53	155	97	64	32	43	59	85	42	10	30
Peterhead - Container & roll on traffic [note 20]	0	0	0	0	0	0	0	0	0	0	0
Peterhead - Other general cargo [note 20]	554	698	635	549	696	483	441	374	402	259	293
Peterhead - All traffic [note 20]	971	1,377	1,468	1,148	1,288	1,131	1,090	976	966	776	742
Aberdeen - Liquid bulk	1,987	1,986	2,298	2,188	2,131	2,095	2,204	1,752	1,706	1,679	1,821
Aberdeen - Dry bulk	474	487	455	367	405	519	498	344	463	376	386
Aberdeen - Container & roll on traffic	474	430	408	409	505	496	416	383	450	393	371
Aberdeen - Other general cargo	1,329	1,328	1,215	806	1,018	1,038	1,076	908	914	955	1,020
Aberdeen - All traffic	4,264	4,231	4,376	3,770	4,058	4,138	4,195	3,387	3,563	3,404	3,597
Dundee - Liquid bulk [note 20]	379	183	157	147	145	180	156	109	133	128	88
Dundee - Dry bulk [note 20]	369	259	310	304	330	354	285	275	284	330	305
Dundee - Container & roll on traffic [note 20]	0	0	0	0	0	0	0	0	0	0	0
Dundee - Other general cargo [note 20]	67	75	48	82	92	74	62	46	35	76	71
Dundee - All traffic [note 20]	815	517	515	534	566	608	503	430	452	535	464
Forth - Liquid bulk [note 17]	22,109	20,363	23,183	23,323	23,556	22,778	21,194	19,065	15,917	17,247	15,222
Forth - Dry bulk [note 17]	1,125	1,056	958	963	979	1,138	1,362	1,317	1,356	1,233	985
Forth - Container & roll on traffic [note 17]	2,858	2,834	2,643	2,792	2,737	2,538	2,432	2,158	2,184	1,941	2,191
Forth - Other general cargo [note 17]	273	355	290	361	272	132	233	491	321	109	122
Forth - All traffic [note 17]	26,365	24,608	27,074	27,439	27,544	26,587	25,221	23,032	19,777	20,529	18,521

**Table 9.6a: Foreign and domestic freight traffic at the major ports by type of traffic, thousand tonnes, 2022**

Freeze panes are active on this sheet. To turn off freeze panes select the 'View' ribbon then 'Freeze Panes' then 'Unfreeze Panes' or use [Alt W, F]

Source: Department for Transport, Maritime Statistics

<b>Port</b>	<b>Foreign traffic - imports</b>	<b>Foreign traffic - exports</b>	<b>Foreign traffic - total</b>	<b>Domestic traffic - inwards</b>	<b>Domestic traffic - outwards</b>	<b>Domestic traffic - total</b>	<b>All traffic - total [Note 79]</b>
Loch Ryan	0	0	0	1,423	1,326	2,749	2,749
Cairnryan	0	0	0	1,701	1,962	3,663	3,663
Clyde	6,652	1,454	8,105	1,034	665	1,699	9,805
Glensanda	0	3,058	3,058	0	2,983	2,983	6,041
Orkney	7	1,356	1,363	210	648	859	2,222
Sullom Voe	22	4,549	4,570	2	1,057	1,059	5,629
Cromarty Firth	193	34	228	56	199	255	483
Peterhead	5	17	22	497	257	754	776
Aberdeen	327	327	654	1,303	1,447	2,750	3,404
Dundee	481	0	481	46	8	54	535
Forth [note17]	3,817	15,030	18,847	409	1,268	1,678	20,525
All Major Ports	11,504	25,825	37,328	6,682	11,821	18,503	55,832

**Table 9.6b: Foreign and domestic freight traffic at the major ports by type of traffic, thousand tonnes, 2023**

Freeze panes are active on this sheet. To turn off freeze panes select the 'View' ribbon then 'Freeze Panes' then 'Unfreeze Panes' or use [Alt W, F]

Source: Department for Transport, Maritime Statistics

Port	Foreign traffic - imports	Foreign traffic - exports	Foreign traffic - total	Domestic traffic - inwards	Domestic traffic - outwards	Domestic traffic - total	All traffic - total [Note 79]
Loch Ryan	0	0	0	1,389	1,289	2,677	2,677
Cairnryan	0	0	0	1,772	2,062	3,834	3,834
Clyde	6,460	577	7,037	1,101	431	1,532	8,569
Glensanda	0	2,640	2,640	0	3,188	3,188	5,827
Orkney	31	1,020	1,051	135	503	638	1,689
Sullom Voe	0	4,461	4,461	0	894	894	5,355
Cromarty Firth	31	12	42	162	122	284	326
Peterhead	4	5	9	482	250	732	742
Aberdeen	257	310	567	1,474	1,556	3,030	3,597
Dundee	353	2	355	41	68	109	464
Forth [note17]	3,647	13,592	17,239	415	866	1,282	18,520
All Major Ports	10,782	22,618	33,400	6,971	11,229	18,200	51,600

**Table 9.7: All traffic at the major ports by mode of appearance and commodity, thousand tonnes, 2023**

Freeze panes are active on this sheet. To turn off freeze panes select the 'View' ribbon then 'Freeze Panes' then 'Unfreeze Panes' or use [Alt W, F]

Source: Department for Transport, Maritime Statistics

<b>Commodity</b>	<b>Foreign traffic - imports</b>	<b>Foreign traffic - exports</b>	<b>Foreign traffic - total</b>	<b>Domestic traffic - inwards</b>	<b>Domestic traffic - outwards</b>	<b>Domestic traffic - total</b>	<b>All traffic - total [Note 79]</b>
Liquid bulk - Liquefied gas	625	1,462	2,087	0	197	197	2,283
Liquid bulk - Crude oil	5,185	14,062	19,247	524	1,601	2,125	21,372
Liquid bulk - Oil products	1,837	2,503	4,340	1,394	1,181	2,575	6,915
Liquid bulk - Other liquid bulk products	297	5	302	199	460	658	960
Liquid bulk - All traffic	7,944	18,032	25,976	2,116	3,439	5,555	31,531
Dry bulk - Ores	0	334	334	83	54	136	470
Dry bulk - Coal	0	0	0	0	0	0	0
Dry bulk - Agricultural products (eg grain, soya, tapioca)	648	18	666	97	36	133	799
Dry bulk - Other dry bulk	628	2,735	3,363	633	3,265	3,898	7,261
Dry bulk - All traffic	1,276	3,087	4,363	813	3,355	4,168	8,530
Containers - 20' freight units	285	205	489	28	9	37	527
Containers - 40' freight units	639	791	1,430	36	26	62	1,492
Containers - Freight units >20' & <40'	39	47	86	0	0	0	86
Containers - Freight units >40'	243	205	448	9	1	10	458
Containers - All traffic	1,205	1,248	2,453	73	36	110	2,563
Roll-on/roll-off (self-propelled) - Road goods vehicles with or without accompanying trailers	0	0	0	1,832	1,903	3,735	3,735
Roll-on/roll-off (self-propelled) - Import/Export motor vehicles	0	0	0	3	4	7	7
Other mobile self-propelled units	0	0	0	0	0	0	0
Roll-on/roll-off (self-propelled) - All traffic	0	0	0	1,835	1,907	3,742	3,742
Roll-on/roll-off (non self-propelled) - Unaccompanied road goods trailers & semi-trailers	6	5	11	1,558	1,643	3,200	3,211
Roll-on/roll-off (non self-propelled) - Unaccompanied caravans and other road, agricultural and industrial vehicles	0	0	0	0	5	5	5
Roll-on/roll-off (non self-propelled) - Rail wagons, shipborne port to port trailers, and shipborne barges engaged in goods transport	9	16	25	18	14	32	57
Roll-on/roll-off (non self-propelled) - All traffic	15	21	36	1,575	1,662	3,237	3,273
Other general cargo - Forestry products	151	39	190	3	110	113	303
Other general cargo - Iron and steel products	97	41	138	7	0	7	145
Other general cargo - Other general cargo & containers <20'	95	151	246	548	721	1,269	1,515
Other general cargo - All traffic	342	231	573	559	831	1,390	1,962
<b>Total traffic</b>	<b>10,782</b>	<b>22,618</b>	<b>33,400</b>	<b>6,971</b>	<b>11,229</b>	<b>18,200</b>	<b>51,601</b>

**Table 9.8: Major ports traffic by cargo category and country of loading or unloading, thousand tonnes, 2023**

Freeze panes are active on this sheet. To turn off freeze panes select the 'View' ribbon then 'Freeze Panes' then 'Unfreeze Panes' or use [Alt W, F]  
 Source: Department for Transport, Maritime Statistics

Country of loading or unloading	Liquid bulks -	Liquid bulks -	Liquid	Dry bulks	Dry bulks	Dry bulks	Other	Other	Other	Container	Container	Container	Ro-Ro	Ro-Ro	Ro-Ro	All traffic	All traffic		
	Inwards to UK	outwards from UK	- Inwards to total	UK	outwards from UK	total	Inwards to UK	outwards from UK	general cargo - total	Inwards to UK	outwards from UK	total	Inwards to UK	outwards from UK	total	- Inwards to total	outwards from UK	- total	
Belgium	382	1,837	2,220	27	278	305	13	0	13	249	215	464	0	0	0	0	671	2,330	3,001
Croatia	0	0	0	0	0	0	1	0	1	0	0	0	0	0	0	0	1	0	1
Cyprus	0	0	0	0	0	0	2	2	4	0	0	0	0	0	0	0	2	2	4
Denmark	26	334	362	6	12	18	25	37	62	0	0	0	0	0	0	0	59	363	442
Estonia	0	0	0	3	0	3	0	0	0	0	0	0	0	0	0	0	3	0	3
Finland	3	630	632	33	4	37	37	1	39	0	0	0	0	0	0	0	73	635	708
France	47	489	535	40	25	65	0	8	8	10	10	20	0	0	0	0	97	532	629
Germany	49	1,835	1,884	160	749	909	2	22	24	0	0	0	0	0	0	0	211	2,606	2,817
Greece	0	0	0	0	0	0	17	0	17	0	0	0	0	0	0	0	17	0	17
Irish Republic	19	108	127	93	0	93	0	0	2	0	2	0	0	0	0	0	114	108	222
Italy	2	800	802	0	0	0	6	7	13	4	4	0	0	0	0	0	12	807	819
Latvia	3	0	3	10	0	10	13	0	13	0	0	0	0	0	0	0	26	0	26
Lithuania	0	158	158	2	0	2	0	2	2	0	0	0	0	0	0	0	2	160	162
Netherlands	1,083	5,509	6,592	48	1,628	1,676	17	11	27	667	1,006	1,672	0	0	0	0	1,815	8,154	9,969
Poland	41	2,973	3,014	100	57	157	0	0	0	0	0	0	0	0	0	0	141	3,030	3,171
Portugal	4	0	4	23	64	87	2	7	9	1	0	1	0	0	0	0	30	71	101
Romania	0	0	0	25	0	25	0	0	0	0	0	0	0	0	0	0	25	0	25
Spain	2	251	253	291	136	427	14	12	26	252	6	258	0	0	0	0	559	405	964
Sweden	109	221	330	8	0	8	45	1	46	0	0	0	0	0	0	0	162	222	384
All European Union countries (as at 1 July 2013)	1,772	15,145	16,916	869	2,953	3,822	194	110	304	1,185	1,237	2,421	0	0	0	0	4,020	19,445	23,465
Algeria	0	7	7	0	0	0	0	0	0	0	0	0	0	0	0	0	0	7	7
Egypt	0	0	0	7	30	36	0	0	0	0	0	0	0	0	0	0	7	30	37
Iceland	3	0	3	11	0	11	0	0	0	0	0	0	0	0	0	0	14	0	14
Israel	0	0	0	0	0	0	2	1	3	0	0	0	0	0	0	0	2	1	3
Lebanon	0	0	0	0	0	0	0	1	1	0	0	0	0	0	0	0	0	1	1
Morocco	0	0	0	8	0	8	0	0	0	0	0	0	0	0	0	0	8	0	8
Norway	1,903	135	2,038	163	7	170	28	51	79	4	6	10	15	21	36	2,113	220	2,333	
Turkey	0	0	0	19	39	58	58	0	59	2	0	2	0	0	0	0	79	39	118
Ukraine	0	0	0	25	0	25	0	0	0	0	0	0	0	0	0	0	25	0	25
All other Europe & Mediterranean	1,906	142	2,048	233	76	308	88	53	142	6	6	12	15	21	36	2,248	298	2,546	
Angola	0	0	0	0	0	0	2	4	5	0	2	2	0	0	0	0	2	6	8
Cote Divoire	0	0	0	0	0	0	1	0	1	0	0	0	0	0	0	0	1	0	1
Equatorial Guinea	0	0	0	0	0	0	0	1	1	0	1	1	0	0	0	0	0	2	2
Ghana	0	0	0	0	0	0	0	4	4	0	0	0	0	0	0	0	0	4	4
Nigeria	1,455	0	1,455	0	0	0	0	1	1	0	0	0	0	0	0	0	1,455	1	1,456
South Africa	0	0	0	0	0	0	2	1	2	0	1	1	0	0	0	0	2	2	4
Africa (excluding Mediterranean)	1,455	0	1,455	0	0	0	5	11	14	0	4	4	0	0	0	0	1,460	15	1,475
Argentina	0	0	0	50	0	50	0	0	0	0	0	0	0	0	0	0	50	0	50
Brazil	0	0	0	35	0	35	22	0	22	0	0	0	0	0	0	0	57	0	57
Canada	114	82	196	38	3	42	0	12	12	0	0	0	0	0	0	0	152	97	249
Chile	0	0	0	0	0	0	0	3	3	0	0	0	0	0	0	0	0	3	3
Mexico	0	0	0	0	0	0	8	0	8	0	0	0	0	0	0	0	8	0	8
Panama	0	0	0	0	0	0	0	0	0	1	0	1	0	0	0	0	1	0	1
USA	2,696	354	3,049	51	0	51	14	30	44	0	0	0	0	0	0	0	2,761	384	3,145
All America	2,810	436	3,245	174	3	178	44	45	89	1	0	1	0	0	0	0	3,029	484	3,513
Bangladesh	0	0	0	0	55	55	0	0	0	0	0	0	0	0	0	0	0	55	55
China	0	1,225	1,225	0	0	0	2	6	8	7	0	7	0	0	0	0	9	1,231	1,240
India	0	0	0	0	0	0	4	2	6	2	0	2	0	0	0	0	6	2	8
Indonesia	0	0	0	0	0	0	0	6	6	0	0	0	0	0	0	0	0	6	6
Malaysia	0	0	0	0	0	0	0	0	0	1	0	1	0	0	0	0	1	0	1
New Zealand	0	0	0	0	0	0	1	0	1	0	0	0	0	0	0	0	1	0	1
South Korea	0	1,086	1,086	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1,086	1,086
All Asia and Australasia	0	2,311	2,311	0	55	55	7	14	21	10	0	10	0	0	0	0	17	2,380	2,397
Unspecified countries	0	1	1	0	7	7	0	0	0	26	0	26	2	3	5	28	11	39	
All foreign countries	7,943	18,034	25,975	1,276	3,087	4,363	338	233	570	1,202	1,247	2,448	15	21	36	10,774	22,622	33,396	
All domestic traffic	2,116	3,439	5,555	813	3,355	4,168	559	831	1,390	73	36	110	3,410	3,569	6,979	6,971	11,229	18,200	
All foreign and domestic traffic	10,059	21,474	31,531	2,089	6,449	8,538	897	1,064	1,960	1,301	1,283	2,564	3,427	3,593	7,020	17,773	33,862	51,635	



**Table 9.9: Foreign and coastwise container and roll-on traffic by type**

Freeze panes are active on this sheet. To turn off freeze panes select the 'View' ribbon then 'Freeze Panes' then 'Unfreeze Panes' or use [Alt W, F]  
 Source: Department for Transport, Maritime Statistics

Port	2013	2014	2015 (note8)	2016	2017	2018	2019	2020	2021	2022	2023
Number of containers (thousands)	265	254	[not available]	[not available]	[not available]	[not available]	[not available]	[not available]	[available]	[available]	[available]
Number of wheeled vehicles (thousands) (note 9)	505	476	[not available]	[not available]	[not available]	[not available]	[not available]	[not available]	[available]	[available]	[available]
Total freight units (thousands)	774	740	[not available]	[not available]	[not available]	[not available]	[not available]	[not available]	[available]	[available]	[available]
Container traffic weight (thousand tonnes)	3,118	3,162	[not available]	[not available]	[not available]	[not available]	[not available]	[not available]	[available]	[available]	[available]
Wheeled vehicle traffic weight (thousand tonnes)	8,505	8,747	[not available]	[not available]	[not available]	[not available]	[not available]	[not available]	[available]	[available]	[available]
Total traffic weight (thousand tonnes)	8,624	8,908	[not available]	[not available]	[not available]	[not available]	[not available]	[not available]	[available]	[available]	[available]

**Table 9.10: Inland waterway freight traffic lifted and moved.**

Freeze panes are active on this sheet. To turn off freeze panes select the 'View' ribbon then 'Freeze Panes' then 'Unfreeze Panes' or use [Alt W, F]

Source: Department for Transport, Maritime Statistics

Port	[note6]										
	2013	2014	2015	2016	2017	2018	2019	2020	2021	2022	2023
Freight lifted, River Clyde (million tonnes)	1.88	1.8	1.91	1.93	1.68	1.48	1.08	1.04	1.50	1.63	1.62
Freight lifted, River Forth (million tonnes)	8.78	7.54	8.24	8.49	8.78	8.95	8.02	6.55	6.50	7.00	6.83
Freight lifted, all waterways (million tonnes) [note23]	10.65	9.41	10.14	10.42	10.46	10.43	9.09	7.59	8.00	8.63	8.45
Freight moved, River Clyde (million tonne-kilometres)	76	74	77	78	67	59	42	41	57	63	63
Freight moved, River Forth (million tonne-kilometres)	184	158	173	178	184	188	168	138	137	147	143
Freight moved, all waterways (million tonne-kilometres) [note23]	260	234	250	257	252	247	210	178	194	210	206

Table 9.11: Inland waterway freight traffic lifted and moved in Scotland, by mode of appearance

Freeze panels are active on this sheet. To turn off freeze panels select the 'View ribbon' then 'Freeze Panels' then 'Unfreeze Panels' or use [Alt W, F]

Source: Department for Transport, Maritime Statistics

Freight	2013	2014	2015														
			[not available]	2016	2017	2018	2019	2020	2021	2022	2023						
Freight lifted - Bulk-liquid (million tonnes)	6.84	5.31	6.49	not available	not available	not available	not available	not available	not available	not available	not available	not available	not available	not available	not available	not available	not available
Freight lifted - Bulk-dry (million tonnes)	1.40	1.50	1.49	not available	not available	not available	not available	not available	not available	not available	not available	not available	not available	not available	not available	not available	not available
Freight lifted - Unlifted forest products (million tonnes)	0.01	0.04	0.00	not available	not available	not available	not available	not available	not available	not available	not available	not available	not available	not available	not available	not available	not available
Freight lifted - Other semi-bulk (million tonnes)	0	0	0.00	not available	not available	not available	not available	not available	not available	not available	not available	not available	not available	not available	not available	not available	not available
Freight lifted - Break bulk (million tonnes)	0	0	0.00	not available	not available	not available	not available	not available	not available	not available	not available	not available	not available	not available	not available	not available	not available
Freight lifted - Other general cargo (million tonnes)	0.17	0.25	0.13	not available	not available	not available	not available	not available	not available	not available	not available	not available	not available	not available	not available	not available	not available
Freight lifted - Unit loads (million tonnes)	2.29	2.35	2.12	not available	not available	not available	not available	not available	not available	not available	not available	not available	not available	not available	not available	not available	not available
Freight lifted - Total (million tonnes)	10.7	9.41	10.27	not available	not available	not available	not available	not available	not available	not available	not available	not available	not available	not available	not available	not available	not available
Freight moved - Bulk-liquid (million tonne-kilometres)	152	115	125	not available	not available	not available	not available	not available	not available	not available	not available	not available	not available	not available	not available	not available	not available
Freight moved - Bulk-dry (million tonne-kilometres)	57	60	54	not available	not available	not available	not available	not available	not available	not available	not available	not available	not available	not available	not available	not available	not available
Freight moved - Unlifted forest products (million tonne-kilometres)	0	2	0	not available	not available	not available	not available	not available	not available	not available	not available	not available	not available	not available	not available	not available	not available
Freight moved - Other semi-bulk (million tonne-kilometres)	0	0	0	not available	not available	not available	not available	not available	not available	not available	not available	not available	not available	not available	not available	not available	not available
Freight moved - Break bulk (million tonne-kilometres)	0	0	0	not available	not available	not available	not available	not available	not available	not available	not available	not available	not available	not available	not available	not available	not available
Freight moved - Other general cargo (million tonne-kilometres)	5	8	0	not available	not available	not available	not available	not available	not available	not available	not available	not available	not available	not available	not available	not available	not available
Freight moved - Unit loads (million tonne-kilometres)	48	50	0	not available	not available	not available	not available	not available	not available	not available	not available	not available	not available	not available	not available	not available	not available
Freight moved - Total (million tonne-kilometres)	262	234	255	not available	not available	not available	not available	not available	not available	not available	not available	not available	not available	not available	not available	not available	not available

**Table 9.12a: Total passengers carried by operator, thousands**

Freeze panes are active on this sheet. To turn off freeze panes select the "View" ribbon then "Freeze Panes" then "Unfreeze Panes" or use [Alt W, F]  
 Source: Ferry operators - Not National Statistics

Operator	2013	2014	2015	2016	2017	2018	2019	2020	2021	2022	2023
								[note30]	[note30]		
Caledonian MacBrayne	4,956	4,854	4,827	5,056	5,237	5,253	5,686	2,370	3,955	4,898	5,079
Cowal Ferries [note24]	0	0	0	0	0	0	0	0	0	0	0
Argyll Ferries Ltd [note24]	299	310	306	303	302	288	0	0	0	0	0
P&O Scottish Ferries	0	0	0	0	0	0	0	0	0	0	0
Serco Northlink [note25]	283	289	298	302	308	322	348	122	230	339	405
Orkney Ferries	328	320	315	329	331	339	336	170	235	321	337
Shetland Islands Council [note26]	777	762	742	775	776	764	777	467	623	657	725
Argyll & Bute Council	138	138	141	150	144	139	141	90	152	167	175
Highland Council [note27]	10	10	11	9	8	8	8	5	9	11	16
Strathclyde Partnership for Transport	57	54	54	56	41	43	41	1	0	0	0
Western Ferries	1,343	1,347	1,331	1,341	1,354	1,373	1,320	850	1,063	1,226	1,243
Bruce Watt Cruises [note28]	0	0	0	0	0	0	0	0	0	0	0
Cromarty Ferry Company	0	0	0	12	13	16	19	0	23	25	22
West Highland Seaways	0	0	0	0	0	0	0	0	0	0	0
Orkney Line (Previously Orcargo) [note29]	[not availa]	[not availa]	[not available]	[not available]	[not available]	[not available]	[not available]	[not availab]	[not availa]	[not available]	[not available]
Total within Scotland	7,831	7,884	7,824	8,332	8,514	8,545	8,675	4,076	6,284	7,644	8,001
Scotland and Northern Ireland	1,831	1,794	1,729	1,753	1,753	1,750	1,771	850	1,391	1,671	1,666
Scotland and Europe	1	1	0	1	0	0	0	0	0	0	0
Total [note29]	9,662	9,679	9,554	10,085	10,268	10,295	10,446	4,926	7,675	9,315	9,667

Table 9.12b: Total vehicles carried by operator, thousands

Freeze panes are active on this sheet. To turn off freeze panes select the 'View' ribbon then 'Freeze Panes' then 'Unfreeze Panes' or use [Alt W, F]

Source: Ferry operators - Not National Statistics

Operator	2013	2014	2015	2016	2017	2018	2019	2020	2021	2022	2023
								[note30]	[note28]		
Caledonian MacBrayne	1,168	1,200	1,267	1,445	1,519	1,520	1,585	874	1,344	1,511	1,530
Cowal Ferries [note24]	0	0	0	0	0	0	0	0	0	0	0
Argyll Ferries Ltd [note24]	0	0	0	0	0	0	0	0	0	0	0
P&O Scottish Ferries	0	0	0	0	0	0	0	0	0	0	0
Serco Northlink [note25]	56	56	59	63	68	72	77	35	63	82	94
Orkney Ferries	84	84	85	87	89	94	94	66	81	101	106
Shetland Islands Council [note26]	377	366	367	387	413	375	382	264	333	338	367
Argyll & Bute Council	30	33	36	43	42	41	42	32	50	51	54
Highland Council [note27]	246	259	259	263	270	272	277	137	201	194	153
Western Ferries	616	628	635	642	659	671	663	465	566	638	648
Orkney Line (Previously Orcargo) [note29]	0	0	0	0	0	0	0	0	0	0	0
Total within Scotland	2,577	2,626	2,706	2,830	3,000	3,043	3,120	1,861	2,638	3,062	2,957
Scotland and Northern Ireland	354	408	398	408	413	405	415	252	444	477	466
Scotland and Europe	41	41	43	33	33	8	0	0	0	0	0
Total [note26]	2,973	3,075	3,148	3,371	3,506	3,456	3,534	2,113	3,082	477	3,423

**Table 9.13a: Vehicle and passenger traffic between Scotland and Northern Ireland, thousands**

Freeze panes are active on this sheet. To turn off freeze panes select the 'View' ribbon then 'Freeze Panes' then 'Unfreeze Panes' or use [Alt W, F]  
 Source: Department for Transport, Maritime Statistics

Route	2020										2021	
	2013	2014	2016	2016	2017	2018	2019	[note30]	[note30]	2022	2023	
Cairnryan - Larne - Numbers of vehicles	117	121	119	135	136	132	123	58	110	102	124	
Cairnryan - Larne - Numbers of passengers	501	492	472	536	551	521	467	242	396	369	435	
Cairnryan - Belfast - Numbers of vehicles [note31]	187	237	243	273	276	273	291	194	334	375	342	
Cairnryan - Belfast - Numbers of passengers [note31]	1,150	1,124	1,126	1,217	1,202	1,229	1,304	608	995	1,302	1,231	
Campbeltown - Ballycastle - Numbers of vehicles [note32]	available	available	available	available	available	available	available	available	available	available	available	
Campbeltown - Ballycastle - Numbers of passengers [note32]	available	available	available	available	available	available	available	available	available	available	available	
Stranraer - Belfast - Numbers of vehicles [note31]	available	available	available	available	available	available	available	available	available	available	available	
Stranraer - Belfast - Numbers of passengers [note31]	available	available	available	available	available	available	available	available	available	available	available	
Stranraer - Larne - Numbers of vehicles	0	0	0	0	0	0	0	0	0	0	0	
Stranraer - Larne - Numbers of passengers	0	0	0	0	0	0	0	0	0	0	0	
Troon - Belfast - Numbers of vehicles [note33]	available	available	available	available	available	available	available	available	available	available	available	
Troon - Belfast - Numbers of passengers [note33]	available	available	available	available	available	available	available	available	available	available	available	
Troon - Larne - Numbers of vehicles [note32]	50	50	36	0	0	0	0	0	0	0	0	
Troon - Larne - Numbers of passengers [note32]	180	178	131	0	0	0	0	0	0	0	0	
Total - Numbers of vehicles	354	408	398	408	413	405	415	252	444	477	466	
Total - Numbers of passengers	1,831	1,794	1,729	1,753	1,753	1,750	1,771	850	1,391	1,671	1,666	

**Table 9.13b: Vehicle and Passenger Traffic between Scotland and other EU countries, thousands**

Freeze panes are active on this sheet. To turn off freeze panes select the 'View' ribbon then 'Freeze Panes' then 'Unfreeze Panes' or use [Alt W, F]  
 Source: Department for Transport, Maritime Statistics

Route	2013	2014	2015	2016	2017	2018
Rosyth - Zeebrugge - Numbers of passengers [note34]	0.69	0.67	0.48	0.72	0.41	0.05
Rosyth - Zeebrugge - Numbers of cars [note34]	0.001	0.002	0.006	0.004	0.041	0.001
Rosyth - Zeebrugge - Roads goods vehicles [note34]	0.55	0.45	0.41	0.49	0.30	0.041
Rosyth - Zeebrugge - Unaccompanied trailers [note34]	6	6	5	6	6	1.513
Rosyth - Zeebrugge - Import/export vehicles [note34]	13	14	16	6	5	1.521
Rosyth - Zeebrugge - Unaccompanied caravans, other road, agricultural and industrial vehicles [note34]	0.039	0.064	0.095	0.068	0.011	0.003
Rosyth - Zeebrugge - Rail wagons, shipborne port to port trailers and shipborne barges engaged in goods transport [note34]	21	21	22	20	21	4.916
Lerwick - Bergen - Numbers of passengers [note35]	0	0	0	0	0	0
Lerwick - Hanstholm - Numbers of passengers [note35]	0	0	0	0	0	0
Lerwick - Torshaven - Numbers of passengers [note35]	0	0	0	0	0	0
Total passengers - Numbers of passengers	0.69	0.67	0.48	0.72	0.41	0.05
Total vehicles	41	41	43	33	33	8

Table 9.14a: Shipping services, operators on subsidised routes  
 Freeze panels are active on this sheet. To turn off freeze panels select the 'View' ribbon then 'Freeze Panels' then 'Unfreeze Panels' or use [Alt W, F]  
 Source: Ferry companies - Not National Statistics

Operator	Unit	2013	2014	2015	2016	2017	2018	2019	2020		2021		2022	2023
									[note30]	[note30]	[note30]	[note30]		
Caledonian MacBrayne	Cars carried (thousands)	1,064	1,098	1,169	1,356	1,428	1,429	1,494	804	1,259	1,423	1,450		
Caledonian MacBrayne	Commercial vehicles and buses (thousands)	104	104	99	89	91	91	91	70	89	89	90		
Caledonian MacBrayne	Vehicles (Cowal ferries) (thousands)	0	0	0	0	0	0	0	0	0	0	0		
Caledonian MacBrayne	Vehicles (Argyll ferries) (thousands)	0	0	0	0	0	0	0	0	0	0	0		
Caledonian MacBrayne	Passengers (thousands)	4,595	4,654	4,627	5,056	5,237	5,253	5,086	2,370	3,950	4,898	5,079		
Caledonian MacBrayne	Passengers (Cowal ferries) (thousands)	0	0	0	0	0	0	0	0	0	0	0		
Caledonian MacBrayne	Passengers (Argyll ferries) (thousands)	299.2	310.1	305.5	303.4	301.8	298		0	0	0	0		
Caledonian MacBrayne	Loose freight (calendar year thousands tonnes) [note38]	3.0	0.4	0.4	0.4	0.4	0.4	0.4	0.4	0.5	0.4	0.37		
Caledonian MacBrayne	Revenue from users (thousand pounds) [note37]	64,717	67,658	66,065	63,533	69,375	71,367	75,783	41,800	70,099	80,182	79,872		
Caledonian MacBrayne	Subsidy (thousand pounds) [note39]	69,777	103,397	122,602	132,016	136,926	134,123	146,602	196,958	193,292	170,419	216,497		
Caledonian MacBrayne	Cowal ferries (subsidy) (thousand pounds) [note39]	0	0	0	0	0	0	0	0	0	0	0		
Caledonian MacBrayne	Argyll ferries (subsidy) (thousand pounds) [note39] [note40]	3,037	3,542	3,440	3,633	4,052	4,905		0	0	0	0		
P&O Scottish Ferries [note41]	Cars carried (thousands)	0	0	0	0	0	0	0	0	0	0	0		
P&O Scottish Ferries [note41]	Commercial vehicles (thousands)	0	0	0	0	0	0	0	0	0	0	0		
P&O Scottish Ferries [note41]	Passengers (thousands)	0	0	0	0	0	0	0	0	0	0	0		
P&O Scottish Ferries [note41]	Loose freight (note 46)	0	0	0	0	0	0	0	0	0	0	0		
P&O Scottish Ferries [note41]	Revenue from users (thousand pounds)	0	0	0	0	0	0	0	0	0	0	0		
P&O Scottish Ferries [note41]	Subsidy (thousand pounds)	0	0	0	0	0	0	0	0	0	0	0		
Northlink Orkney & Shetland Ferries / Northlink Ferries	Cars carried (thousands)	56	55	59	63	67	71	77	35	63	82	94		
Northlink Orkney & Shetland Ferries / Northlink Ferries	Commercial vehicles (thousands) [note43]	0.4	0.5	0.4	0.4	0.6	0.5	0.5	0.016	0.031	0.293	0.439		
Northlink Orkney & Shetland Ferries / Northlink Ferries	Passengers (thousands)	283	289	296	302	305	322	348	122	230	339	405		
Northlink Orkney & Shetland Ferries / Northlink Ferries	Revenue from users (thousand pounds) [note44] [note45]	29,385	30,875	31,976	32,316	34,116	36,610	30,579	29,128	39,328	43,625	46,812		
Northlink Orkney & Shetland Ferries / Northlink Ferries	Subsidy (thousand pounds) [note44]	28,358	24,773	21,984	22,374	23,626	35,681	24,075	34,174	38,951	47,109	46,289		
Total for these Shipping Services	Vehicles carried (thousands)	1,224	1,255	1,320	1,508	1,588	1,591	1,662	908	1,407	1,593	1,629		
Total for these Shipping Services	Passengers (thousands)	5,177	5,253	5,230	5,661	5,846	5,863	6,034	2,492	4,179	5,238	5,484		
Total for these Shipping Services	Loose freight (thousand tonnes) [note46]	4.7	2.2	2.2	2.3	2.3	2.0	1.8	2.0	2.0	1.6	1.7		
Total for these Shipping Services	Revenue from users (thousand pounds)	96,710	101,146	100,713	98,004	104,194	113,019	109,286	72,916	111,875	126,476	128,563		
Total for these Shipping Services	Subsidy (thousand pounds)	124,059	135,210	151,527	162,015	173,641	178,492	183,386	201,057	209,755	200,930	277,615		



**Table 9.14b: Shipping services, local authority operators**

Freeze pages are active on this sheet. To turn off freeze pages select the 'View' ribbon then 'Freeze Pages' then 'Unfreeze Pages' or use [Alt W, F]

Source: Ferry companies - Not National Statistics

Operator	Unit	2020										2021	
		2013	2014	2015	2016	2017	2018	2019	[note39]	[note39]	2022	2023	
Orkney Ferries	Vehicles carried (thousands)	84	84	85	87	89	94	94	96	81	101	106	
Orkney Ferries	Passengers (thousands)	328	325	315	329	331	339	336	170	235	321	317	
Orkney Ferries	Loose height (thousand tonnes)	1.7	1.8	1.8	1.9	1.9	1.8	1.4	1.5	1.5	1.2	1.3	
Orkney Ferries	Revenue from users (thousand pounds) [note39]	2,608	2,613	2,682	2,795	2,793	3,042	2,824	1,988	2,448	2,668	2,869	
Orkney Ferries	Subsidy (thousand pounds) [note39]	6,304	7,960	7,341	7,625	7,196	8,888	9,469	10,325	12,812	13,402	15,929	
Shetland Islands Council [note47]	Vehicles carried (thousands)	377	366	367	387	413	375	382	264	333	338	367	
Shetland Islands Council [note47]	Passengers (thousands)	777	782	742	775	778	764	777	467	623	607	725	
Highland Council	Vehicles carried (thousands)	246	258	258	263	270	272	277	127	201	[Unavailable]	153	
Highland Council	Passengers (thousands) [note48]	10	10	11	9	8	8	8	5	8		11	
Argyll and Bute Council	Vehicles carried (thousands)	30	33	36	43	42	41	42	32	50	51	54	
Argyll and Bute Council	Passengers (thousands)	138	138	141	150	144	139	141	80	102	107	115	
Total for Local Authority operators	Vehicles carried (thousands)	737	742	746	780	814	781	795	488	665	[Unavailable]	679	
Total for Local Authority operators	Passengers (thousands)	1,254	1,250	1,210	1,263	1,260	1,250	1,262	733	1,019	1,166	1,352	

Table 9.15a: Passenger traffic on subsidised ferry services, thousands

Freeze panels are active on this sheet. To turn off freeze panels select the 'View' ribbon then 'Freeze Panels' then 'Unfreeze Panels' or use [Alt W, F]  
 Source: Ferry companies - Not National Statistics

Region	Route	Operator	2020										2021	
			2013	2014	2015	2016	2017	2018	2019	[note30]	[note30]	2022	2023	
Clyde	Androssan-Brodick [note2]	CaMac	706.1	715.1	781.9	828.3	844.2	840.1	849.5	320.3	536.7	692.5	724.7	
Clyde	Androssan-Campbeltown [note57] [note62]	CaMac	9.8	11.3	10.7	10.3	10.0	8.8	11.5	0	8.4	8.9	0.0	
Clyde	Ballycastle-Rathlin [note2]	Rathlin Ferries	0	0	0	0	0	0	0	0	0	0		
Clyde	Coltraive-Rhubodach [note2]	CaMac	222.1	214.5	209.4	232.0	216.2	201.9	199.2	116.4	165.3	175.8	168.3	
Clyde	Gourock - Kilisnochan [note53]	CaMac	0	0	0	0	0	0	0	16.1	39.3	47.7	48.6	
Clyde	Gourock-Dunoon [note24]	CaMac	0	0	0	0	0	0	0	0	0	0		
Clyde	Gourock-Dunoon [note24]	Cowal Ferries	0	0	0	0	0	0	0	0	0	0		
Clyde	Gourock-Dunoon [note24]	Argyll Ferries	299.2	310.1	305.5	303.4	301.8	287.9	299.1	104.9	131.6	196.1	203.3	
Clyde	Large-Cumbray [note62]	CaMac	708.9	706.1	687.1	738.5	745.6	753.2	786.8	421.8	619.1	690.2	721.8	
Clyde	Lochnan - Tarbet/Lochnag [note49] [note62]	CaMac	43.0	46.7	58.8	66.4	67.2	72	75.3	30.5	68.2	76.4	79.2	
Clyde	Tarbet-Portunava [note62]	CaMac	61.7	62.7	63.3	65.8	65.7	68.5	69.8	47.5	77.0	86.4	75.3	
Clyde	Tarbet-Lochnan	CaMac	0	0	0	0	0	0	0	0	0	0		
Clyde	Wormac Bay-Rhinnsay [note2]	CaMac	678.9	674.1	631.7	675.7	713.9	724.5	727.1	332.2	553.5	613.1	657.1	
Clyde	Total Clyde	[not applicable]	2,727.8	2,740.6	2,728.4	2,840.4	2,864.6	3,016.9	3,044.2	1,389.8	2,149.1	2,588.9	2,682.3	
West Coast	Ardmor (Barrs)-Eriskay [note62]	CaMac	45.5	47.4	48.1	57.1	60.0	61.1	63.7	25.2	49.2	61.5	64.8	
West Coast	Bemera-Leverburgh [note51] [note62]	CaMac	54.4	57.7	54.4	63.1	68.4	69.6	75.5	28.3	56.7	64.0	62.9	
West Coast	Fromphorlines [note62]	CaMac	24.2	22.9	215.4	243.2	250.3	228.5	243.4	56.6	133.9	204.6	206.0	
West Coast	Fishish-Lochaline [note62]	CaMac	108.8	110.9	109.7	105.1	103.4	112.3	116.9	58.2	110.9	125.8	113.5	
West Coast	Gallaach - Kerrera	CaMac	0	0	0	0	0	0	0	27.9	55.4	64.0	67.3	
West Coast	Kennacraig-Islay/Cray/Oban [note61]	CaMac	19.0	19.2	20.8	22.7	22.2	20.6	21.5	4.2	14.9	18.2	17.1	
West Coast	Kennacraig-Islay [note61]	CaMac	180.7	189.8	194.8	203.2	214.3	223.8	231.5	86.5	147.3	202.3	208.6	
West Coast	Mallaig-Eggs/Mack/Dunnet/Canna [note62]	CaMac	25.9	29.6	27.8	30.4	30.5	30	30.5	6.3	17.4	22.4	23.5	
West Coast	Mallaig-Armadale [note62]	CaMac	237.4	239.4	247.6	250.8	285.5	283.4	305.4	52.6	121.4	212.8	237.8	
West Coast	Mallaig-Lochboisdale [note62] [note62]	CaMac	0.4	1.2	1.0	22.8	27.6	21.2	29.2	8.9	30.5	1.2	26.5	
West Coast	Oban-Coll/Trees/Castletay [note60]	CaMac	9.9	10.7	9.6	5.7	5.4	4.9	5.6	0.0	5.2	5.1	0.0	
West Coast	Oban-Colonsay [note61]	CaMac	15.7	13.4	11.8	12.0	13.4	13.8	12.4	7.8	11.5	12.7	12.9	
West Coast	Oban-Lismore [note62]	CaMac	20.3	19.7	19.9	24.3	26.0	25.4	25.2	16.2	22.2	24.8	24.7	
West Coast	Oban-Castletay-Lochboisdale [note60]	CaMac	58.2	57.7	55.8	43.3	47.2	53.4	49.1	18.4	42.4	46.3	50.3	
West Coast	Oban-Coll/Trees [note60]	CaMac	52.4	52.5	51.5	56.4	58.7	56.9	56.5	27.1	50.3	55.8	60.7	
West Coast	Oban-Craigruir [note62]	CaMac	553.4	572.0	555.2	644.8	670.3	634.6	652.3	238.2	391.3	550.5	553.9	
West Coast	Otterish-Leverburgh [note51]	CaMac	0	0	0	0	0	0	0	0	0	0		
West Coast	Raasay-Sionnra [note62]	CaMac	57.6	57.4	60.3	70.7	82.0	83.8	88.2	37.9	72.5	83.7	87.7	
West Coast	Tayrioch-Gigha [note61]	CaMac	58.4	64.1	59.8	63.8	68.0	72.3	74.2	39.9	70.1	70.5	69.7	
West Coast	Tobemory-Kilchoan [note62]	CaMac	35.7	35.3	36.4	47.1	49.6	50.3	55.6	16.8	38.2	44.4	45.4	
West Coast	Uig-Tarbet/Lochnag [note50] [note60]	CaMac	185.1	184.4	188.2	188.1	195.8	192.8	202.0	89.4	151.6	155.4	163.2	
West Coast	Ullapool-Stromway [note60]	CaMac	223.0	226.0	231.9	264.1	275.7	284.5	299.9	134.1	217.7	285.4	300.5	
West Coast	Total West Coast	[not applicable]	2,165.9	2,222.9	2,200.0	2,418.7	2,554.3	2,524.2	2,641.8	980.8	1,800.5	2,311.3	2,397.2	
North	Aberdeen - Kirkwall [note42] [note55] [note56]	Serco Northlink	34.2	32.3	34.1	32.9	33.5	35.0	36.8	12.4	24.2	32.9	35.8	
North	Aberdeen - Lerwick [note42] [note56]	Serco Northlink	118.8	119.2	122.0	116.4	110.1	115.4	129.8	51.5	84.3	128.3	141.6	
North	Aberdeen - Stromness [note42] [note55] [note56]	[not applicable]	0	0	0	0	0	0	0	0	0	0		
North	Lerwick - Kirkwall [note42] [note56]	Serco Northlink	16.3	16.3	15.8	17.1	17.5	18.8	19.2	4.9	13.1	18.3	20.1	
North	Scrabster - Stromness [note42] [note56]	Serco Northlink	115.6	120.6	125.7	135.2	146.4	153.3	161.9	53.0	108.0	159.8	207.2	
North	Total North	[not applicable]	292.9	288.6	297.6	301.5	307.5	322.5	341.6	121.8	225.6	339.3	404.7	
All	Total	[not applicable]	#####	#####	#####	#####	#####	#####	#####	#####	#####	4,170.1	5,237.5	5,484.2

Table 9.15b: Car traffic on subsidised ferry services, thousands

Freeze panels are active on this sheet. To turn off freeze panels select the 'View' ribbon then 'Freeze Panels' then 'Unfreeze Panels' or use [Alt W, F]  
 Source: Ferry companies - Not National Statistics

Region	Route	Operator	2020										2021
			2013	2014	2015	2016	2017	2018	2019	[note50]	[note50]	2022	2023
Clyde	Ardsacan-Brodick [note62]	CaMac	130.4	139.6	189.9	202.8	205.5	199.0	207.7	103.4	159.9	183.1	183.6
Clyde	Ardsacan-Campbeltown [note57] [note62]	CaMac	2.0	2.2	2.3	2.5	2.5	2.2	2.9	0.0	2.8	2.7	0.0
Clyde	Colinsay-Rhodesburgh [note62]	CaMac	75.5	74.9	83.7	95.2	91.6	84.7	86.6	56.9	76.6	80.6	76.7
Clyde	Gourock-Dunoon [note24] [note53]	CaMac	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Clyde	Gourock-Dunoon [note24]	Cowal Ferries	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Clyde	Gourock-Dunoon [note24]	Argyll Ferries	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Clyde	Largs-Cumbrave [note62]	CaMac	134.9	135	138.2	161.3	169.9	174.1	178.9	125.7	175.5	185.1	199.2
Clyde	Lochranza-Tarbert-Claonaig [note46] [note62]	CaMac	13.9	14.9	20.8	23.9	24.2	26.5	27.5	12.2	26.8	29.2	31.0
Clyde	Tarbert-Portavadie [note62]	CaMac	18.5	18.5	17.9	25.5	26.6	28.8	30.2	18.4	27.8	29.9	27.0
Clyde	Tarbert-Lochranza	CaMac											0.6
Clyde	Wherry Bay-Rothsay [note62]	CaMac	144.8	147.5	145.1	172.9	188.7	193.7	198.1	112.7	165.8	190.5	203.9
Clyde	Other	[not applicable]	0	0	0	0	0	0	0	0	0	0	0
Clyde	Total Clyde	[not applicable]	520.0	532.3	597.9	664.1	709.0	708.0	731.9	429.3	635.2	701.1	721.4
West Coast	Ardrinor (Barrs-Erisky) [note62]	CaMac	16.0	17.0	17.3	22.0	23.0	23.9	25.3	13.1	21.4	24.5	26.9
West Coast	Berneray-Leveburgh [note51] [note62]	CaMac	22.2	23.9	22.5	28.2	29.7	30.4	32.3	14.4	26.7	28.3	27.4
West Coast	Fionnphort-Iona [note62]	CaMac	6.7	6.7	6.7	8.3	8.8	9.1	9.2	6.8	6.2	8.5	8.0
West Coast	Fionnphort-Lochaline [note62]	CaMac	43.4	44.6	45.1	42.7	42.9	45.5	46.7	29.4	51.8	56.5	53.9
West Coast	Gallaach - Kerrera	CaMac	0	0	0	0	0	0	1.5	2.1	2.2	2.8	
West Coast	Kennacraig-Islay/Casay/Oban [note61]	CaMac	5.5	6.0	6.6	7.7	7.3	6.8	7.1	1.7	5.6	6.7	6.2
West Coast	Kennacraig-Islay [note61]	CaMac	61.8	65.8	68.8	69.7	76.4	79.5	81.6	36.4	60.8	75.5	75.0
West Coast	Mallaig-Eggy/Mack/Rum/Canna [note62]	CaMac	0.9	1.1	1.1	1.7	1.7	1.7	1.8	2.5	3.2	3.2	3.0
West Coast	Mallaig-Armadale [note62]	CaMac	52.4	53.1	54.9	61.8	70.0	67.8	75.8	19.8	42.3	37.7	62.7
West Coast	Mallaig-Lochboisdale [note59] [note62]	CaMac	0.1	0.4	0.4	8.3	11	8.3	11.5	4.2	8.6	12.7	10.8
West Coast	Oban-Coll/Trees-Castletary [note66]	CaMac	2.6	2.6	2.5	1.8	1.9	1.8	1.8	0.0	1.9	2.0	0.0
West Coast	Oban-Colonsay [note61]	CaMac	4.8	4.4	4.2	4.5	4.9	5.1	5	3.6	5.2	5.4	5.2
West Coast	Oban-Lismore [note62]	CaMac	3.1	3.4	3.8	5.8	6.7	6.7	6.7	5.7	7.9	8.2	8.7
West Coast	Oban-Castletary - Lochboisdale [note66]	CaMac	17.9	18.4	18.0	15.7	17.1	20	18.3	8.8	17.0	18.4	20.1
West Coast	Oban-Coll/Trees [note60]	CaMac	16.0	15.7	15.8	17.8	18.8	18	19.2	10.5	19.4	20.1	21.6
West Coast	Oban-Clapruin [note62]	CaMac	109.9	112.6	115.4	162.3	168.1	164	169.7	84.3	127.8	150.4	150.9
West Coast	Otternah-Leveburgh [note51]	CaMac	0	0	0	0	0	0	0	0	0	0	0
West Coast	Raasay-Sonnes [note62]	CaMac	20.1	19.2	20.3	25.2	29.2	29.9	31.3	17.7	28.5	31.0	32.8
West Coast	Tayvalan-Gigha [note61]	CaMac	14.3	15.8	15.7	17.5	19.5	20.7	22.9	15.0	23.2	23.8	23.3
West Coast	Tobermory-Kilchoan [note62]	CaMac	5.3	5.5	6.1	10.6	11.7	11.6	14.4	4.8	10.3	11.4	11.5
West Coast	Uig-Tarbert-Lochmaddy [note50] [note60]	CaMac	72.0	76.1	74.8	74.7	78.2	76.7	80.5	39.5	65.1	65.4	66.5
West Coast	Ullapool-Sionnessay [note60]	CaMac	66.6	70.3	72.0	86.2	92.1	94.7	103.9	55.7	87.4	104.4	111.5
West Coast	Total West Coast	[not applicable]	544.3	562.6	570.0	672.5	719.0	722.0	762.0	374.3	624.3	722.2	728.7
North	Aberdeen - Kirkwall [note42] [note55] [note56] [note59] [note60]	Serco Northlink	4.8	4.2	4.5	4.5	4.6	5.1	5.6	2.5	3.7	4.9	5.3
North	Aberdeen - Lerwick [note42] [note56]	Serco Northlink	16.9	16.6	17.4	17.9	18.3	20.0	22.3	12.6	22.1	26.0	26.1
North	Aberdeen - Sionness [note42] [note55] [note59] [note60]	Serco Northlink	-	-	-	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
North	Lerwick - Kirkwall [note42] [note56]	Serco Northlink	2.2	2.4	2.5	2.7	3.2	3.1	3.3	1.4	2.7	3.6	3.6
North	Scaraber - Sionness [note42] [note56]	Serco Northlink	31.7	32.1	34.1	37.7	40.9	43.2	45.4	18.2	34.6	47.1	56.8
North	Total North	[not applicable]	55.6	55.3	58.5	62.8	67.0	71.5	76.6	34.6	63.0	81.6	93.7
All	Total	[not applicable]	#####	#####	#####	#####	#####	#####	#####	638.2	1,322.5	1,504.9	1,543.6

**Table 8.15(cont): Commercial vehicles and buses on subsidised ferry services, thousands**  
 Ferries panels are active on this sheet. To sum off ferries panels select the 'View ribbon then Ferries Panels' then 'Unfreeze Panels' or use [Alt W, F]  
 Source: Ferry companies - Not National Statistics

Region	Route	Operator	2013	2014	2015	2016	2017	2018	2019	2020	2021	2022	2023
Clyde	Ardrossan-Brodick [note62]	CaMac	12.4	12.1	9.2	10.7	10.4	10.0	9.4	6.9	9.2	9.2	9.0
	Ardrossan-Campbeltown [note62]	CaMac	0.2	0.4	0.2	0.2	0.1	0.1	0.2	0.0	0.0	0.0	0.0
	Coltnave-Rhubodach [note62]	CaMac	12.9	12.4	11.6	9.2	8.2	8.5	8.6	6.8	7.5	7.5	6.9
	Gourock-Dunoon [note61]	CaMac	0.0	0.0	0.0	0	0	0	0	0	0.0	0.0	0.0
	Gourock-Dunoon [note24]	Cowal Ferries	0.0	0.0	0.0	0	0	0	0	0	0.0	0.0	0.0
	Gourock-Dunoon [note24]	Argyll Ferries	0.0	0.0	0.0	0	0	0	0	0	0.0	0.0	0.0
	Gourock-Dunoon [note24]	CaMac	6.8	6.2	6.5	4.2	4.2	4.4	4.1	4.6	4.7	4.6	5.1
	Lochranza-Tarbert-Claonaig [note49]	CaMac	0.4	0.4	0.4	0.4	0.4	0.5	0.5	0.3	0.5	1.0	0.0
	Tarbert-Portavadie [note62]	CaMac	0.5	0.4	0.7	0.5	0.5	0.5	0.5	0.2	0.3	0.2	0.2
	Tarbert-Lochranza	CaMac	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.1
Clyde	Wemyss Bay-Rhubodach [note62]	CaMac	13.2	13.7	11.9	8.9	9.5	9.2	9.2	6.8	8.5	8.7	7.8
	Other	[not applicable]	0	0	0	0	0	0	0	0	0	0	0
Clyde	Total Clyde	[not applicable]	46.4	45.6	40.5	34.1	33.3	33.2	32.5	25.6	30.8	31.3	29.1
West Coast	Ardmor (Barr) Eskisay [note62]	CaMac	1.2	1.3	1.3	1.3	2.0	2.1	2.1	0.9	0.8	1.0	1.2
	Berneray-Leveburgh [note51]	CaMac	1.9	1.3	1.8	1.1	1.4	1.4	1.5	1.2	1.6	1.6	1.5
	Penpont-Kelso [note62]	CaMac	1.1	0.9	1.2	0.9	0.9	0.8	0.9	0.5	0.6	0.6	0.5
	Fishnish-Lochalne [note62]	CaMac	4.0	3.4	3.7	2.8	2.1	3.1	2.8	2.3	3.5	3.6	3.2
	Gallaigh - Morroa	CaMac	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
	Kennacraig-Jay/Cay/Oban [note61]	CaMac	0.6	0.6	0.8	0.9	0.8	0.6	0.6	0.2	0.5	0.7	0.7
	Kennacraig-Jay [note61]	CaMac	10.3	10.8	10.8	11.4	11.6	12.5	13	10.4	13.0	14.3	14.1
	Malaga-Eigg/Muck/Rum/Canna [note62]	CaMac	0.3	0.3	0.3	0.3	0.2	0.2	0.2	0.1	0.2	0.2	0.2
	Malaga-Armadale [note62]	CaMac	2.5	2.5	2.7	2.2	2.5	2.5	2.5	0.1	0.2	1.4	1.8
	Malaga-Lochboisdale [note62]	CaMac	0.02	0.04	0.03	0.5	0.5	0.5	0.4	0.2	0.2	0.3	0.3
	Oban-Col/Treecastebay [note65]	CaMac	0.3	0.3	0.3	0.2	0.2	0.2	0.2	0.0	0.2	0.2	0.0
	Oban-Colerony [note61]	CaMac	0.3	0.2	0.1	0.2	0.2	0.2	0.2	0.2	0.2	0.3	0.3
	Oban-Lismore [note62]	CaMac	0.5	0.5	0.6	0.5	0.7	0.7	0.6	0.2	0.4	0.3	0.4
	Oban-Castletay Lochboisdale [note62]	CaMac	1.3	1.4	1.3	1.1	1.2	1.4	1.1	0.9	1.0	1.1	1.4
	Oban-Col/Treecastebay [note62]	CaMac	1.6	1.7	1.7	1.7	1.8	1.7	1.8	1.7	1.8	1.8	2.0
	Oban-Craigmore [note62]	CaMac	10.9	10.7	10.6	9.3	9.7	8.9	8.8	5.6	7.3	7.7	7.5
	Obanish-Leveburgh [note51]	CaMac	0	0	0	0	0	0	0	0	0	0	0
Passay-Scarrier [note62]	CaMac	1.0	0.9	0.6	0.7	1.0	0.5	0.7	0.6	0.6	0.5	0.7	
Taynton-Gigha [note61]	CaMac	1.3	1.1	1.2	1.1	1.2	1.2	1.3	1.2	1.5	1.2	1.1	
West Coast	Tobormory-Kilchrenn [note62]	CaMac	0.1	0.1	0.09	0.02	0.04	0.1	0.1	0.0	0.1	0.0	0.0
	Uig-Tarbert-Lochmaddy [note50]	CaMac	6.0	6.2	6.1	6.2	6.0	6.2	6.0	5.6	6.1	5.6	5.5
	Ullapool-Slorness [note60]	CaMac	12.3	13.0	11.6	12.9	13.0	12.9	13.9	12.5	14.1	13.9	14.2
	Total West Coast	[not applicable]	57.6	56.9	56.8	55.4	57.1	57.7	58.8	44.4	53.9	56.4	56.5
North	Aberdeen - Kirkwall [note42]	[note65]Senco Northlink	0.02	0.02	0.03	0.02	0.02	0.01	0.01	0.00	0.00	0.01	0.00
	Aberdeen - Lerwick [note42]	[note65]Senco Northlink	0.13	0.13	0.11	0.12	0.14	0.14	0.14	0.01	0.01	0.00	0.10
	Aberdeen - Stromness [note42]	[note65]Senco Northlink	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
	Lerwick - Kirkwall [note42]	[note65]Senco Northlink	0.06	0.07	0.06	0.08	0.09	0.06	0.06	0.00	0.00	0.04	0.04
	Scaraber - Stromness [note42]	[note65]Senco Northlink	0.20	0.24	0.23	0.22	0.31	0.30	0.32	0.00	0.01	0.16	0.29
	Total North	[not applicable]	0.4	0.45	0.43	0.43	0.56	0.51	0.53	0.016	0.031	0.203	0.439
All	Total	[not applicable]	104.4	102.9	97.7	90.0	90.9	91.4	81.9	70.0	84.8	88.0	86.1

Table 9.16a: Passenger traffic on other major ferry routes, thousands

Frozen panes are active on this sheet. To turn off freeze panes select the 'View' ribbon then 'Freeze Panes' then 'Unfreeze Panes' or use [Alt W, F]  
 Source: Ferry companies - Not National Statistics

Operator	Route	2013	2014	2015	2016	2017	2018	2019	2020	2021		
										1	2	3
Western Ferries [note64]	Gourock-Dunoon	1,343	1,347	1,331	1,341	1,354	1,373	1,320	850	1,063	1,226	1,243
Strathclyde Partnership for Transport	Renfrew - Yoker [note69]	0	0	0	0	0	0	0	0	0	0	0
Strathclyde Partnership for Transport	Gourock - Kilcreggan [note70]	57	54	54	56	41	43	41	1	0	0	0
Strathclyde Partnership for Transport	Total	57	54	54	56	41	43	41	1	0	0	0
Argyll & Bute Council	Appin-Lismore [note71]	44	40	39	46	44	41	41	23	38	41	46
Argyll & Bute Council	Islay - Jura	63	68	68	68	72	70	71	38	62	68	68
Argyll & Bute Council	Quana-Luing [note65] [note71]	16	14	17	21	15	16	18	21	29	33	32
Argyll & Bute Council	Sell-Essdale [note71]	15	16	17	15	13	12	12	9	23	25	28
Argyll & Bute Council	Total	138	138	141	150	144	139	141	90	152	167	175
Highland Council	Ardsair-Nether Lochaber (Corran Ferry) [note66] [note Camusnabul - Fort William [note67]	560	566	557	572	580	590	598	320	450	460	291
Highland Council	Total [note68]	10	10	11	9	8	8	8	5	9	11	16
Highland Council	Total [note68]	10	10	11	9	8	8	8	5	9	11	16
West Highland Seaways [note74]	Gairloch (Wester Ross) - Portree (Skye)	0	0	0	0	0	0	0	0	0	0	0
Bruce Watt Cruises [note27]	Mallaig-Loch Nevis	0	0	0	0	0	0	0	0	0	0	0
Orkney Ferries [note63] [note75]	Houton - Lyness/Flotta	79	78	78	82	84	79	82	48	65	84	91
Orkney Ferries [note63] [note75]	Tingwall -	59	55	55	54	58	60	58	31	40	55	56
Orkney Ferries [note63] [note75]	Kirkwall - Shapinsay	65	65	59	63	61	66	63	35	41	60	63
Orkney Ferries [note63] [note75]	Kirkwall - Westray/Stromoy	99	97	97	104	102	105	104	45	71	98	105
Orkney Ferries [note63] [note75]	Stromness-Hoy/Graemsay	26	27	26	28	27	29	30	12	19	24	22
Orkney Ferries [note63] [note75]	Total	328	320	315	329	331	339	336	170	235	321	337
Orkney Line (previously Oranigo)	Invergordon - Orkney [note27]	available	available	available	available	available	available	available	available	not available	available	available
Orkney Line (previously Oranigo)	Laxo or Vidlin - Symbister (Whalsay)	166	166	163	170	163	161	164	88	121	136	154
Orkney Line (previously Oranigo)	Tarf - Ullsta	281	270	261	273	273	265	269	152	216	208	259
Orkney Line (previously Oranigo)	Bluemul [note73]	159	153	138	147	152	148	145	79	116	133	137
Orkney Line (previously Oranigo)	Lerwick - Bressay [note68]	171	173	171	176	181	181	191	123	162	172	169
Orkney Line (previously Oranigo)	Gulthor - Oddsta [note72]	0	0	0	0	0	0	0	0	0	0	0
Orkney Line (previously Oranigo)	Widlin/Lerwick - Skerries	0	0	6	5	5	4	4	3	4	4	2
Orkney Line (previously Oranigo)	West Burray/Whale - Papa Stour	0	0	3	3	3	3	3	2	3	3	4
Orkney Line (previously Oranigo)	Far Isle - Grutness/Lerwick	0	0	1	1	1	1	1	0	0	0	0
Orkney Line (previously Oranigo)	Total	777	762	742	775	776	764	777	467	623	657	725
Cromarty Ferry Company	Cromarty-Nigg	0	0	0	12	13	16	19	0	23	25	22
All operators	Total all routes	2,654	2,632	2,584	2,659	2,655	2,666	2,623	1,584	2,082	2,382	2,517

Table 9.16b: Car traffic on other major ferry routes, thousands

Freeze panels are active on this sheet. To turn off freeze panels select the 'View' ribbon then 'Freeze Panels' then 'Unfreeze Panels' or use [Alt W, F]  
 Source: Ferry companies - Not National Statistics

Operator	Route	2020										2021	2022	2023
		2013	2014	2015	2016	2017	2018	2019	[note30]	[note30]	[note30]	[note30]	[note30]	[note30]
Western Ferries [note64]	Gourock-Dunoon	578.5	590.0	599.6	608.0	621.8	634.3	632.7	438.5	539.5	610	619		
Argyll & Bute Council	Islay - Jura	22.2	23.7	23.5	25.9	27.3	26.7	27.3	17.7	27.0	27.0	28.3		
Argyll & Bute Council	Cuan-Lung [note65]	5.8	5.6	7.4	11.3	8.3	8.6	9.4	10.3	17.0	17.8	18.7		
Argyll & Bute Council	Total	28.0	29.3	30.9	37.2	35.6	35.3	36.7	28.0	44.0	44.8	47.0		
	Highland Council													
	(Corran Ferry) [note 80]	234.7	247.4	247.2	251.0	257.5	261.1	265.8	120	190		146		
	Total	234.7	247.4	247.2	251.0	257.5	261.1	265.8	120.0	190.0	0	146.0		
Orkney Ferries [note63]	Houan - Lyness/Flotta Tingwall -	15.6	14.8	15.4	16.2	17.6	17.4	20.3	11.6	17.7	23.5	24		
Orkney Ferries [note63]	Rossay/Egilsay/Wyre	9.4	10.7	10.2	8.8	9.43	10.6	10.5	6.5	9.4	15.1	17		
Orkney Ferries [note63]	Kirkwall - Shapinsay	7.8	8.1	8.0	7.9	8.2	8.5	8.8	5.7	7.4	10.0	12		
Orkney Ferries [note63]	Kirkwall - Westray/Stromsay	19.5	20.4	21.1	22.7	22.5	22.9	23.4	12.1	16.5	24.8	24		
Orkney Ferries [note63]	Total	52.3	54.0	54.7	55.6	57.7	58.4	63.0	35.9	51.0	73.3	75.9		
Orkney Line (previously Orkney)	Invergordon - Orkney 17 Laxo or Vidlin - Symbister	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0		
Shetland Islands Council [note63]	(Whalsay)	77.8	75.6	78.7	81.9	81.9	76.0	79.3	57.4	69.3	71.2	78.8		
Shetland Islands Council [note63]	Toft - Ullsta	138.1	128.9	139.6	147.3	150.6	136.4	139.4	91.6	118.5	120.9	135.4		
Shetland Islands Council [note63]	Bluemull [note73]	78.3	73.9	78.2	84.5	85.3	77.8	75.1	48.4	64.5	68.4	71.2		
Shetland Islands Council [note63]	Lerwick - Bressay	65.2	64.6	65.9	69.5	71.2	63.4	69.0	51.9	61.6	59.1	62.8		
Shetland Islands Council [note63]	Gulcher - Oddsta [note72]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0		
Shetland Islands Council [note63]	Vidlin/Lerwick - Skerries	0.0	0.0	2.7	2.5	3.3	2.0	1.8	1.0	1.8	1.9	0.8		
Shetland Islands Council [note63]	West Burralfirth - Papa Stour	0.0	0.0	1.3	1.3	1.1	1.2	1.2	1.0	1.3	1.2	1.4		
Shetland Islands Council [note63]	Fair Isle - Grutness/Lerwick	0.0	0.0	0.2	0.2	0.1	0.1	0.1	0.0	0.0	0.0	0.0		
Shetland Islands Council [note63]	Total	359.4	341.0	366.6	397.1	395.4	356.9	365.0	249.3	317.0	322.8	350.4		
Cromarty Ferry Company	Cromarty-Nigg	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0		
All operators	Total all routes	1,252.9	1,261.7	1,299.0	1,338.9	1,365.1	1,347.0	1,363.2	871.7	1,141.5	1,050.9	1,238.3		

**Table 9.16c: Commercial vehicle and bus traffic on other major ferry routes, thousands**

Freeze panes are active on this sheet. To turn off freeze panes select the 'View' ribbon then 'Freeze Panes' then 'Unfreeze Panes' or use [Alt W, F]  
Source: Ferry companies - Not National Statistics

Operator	Route	2013	2014	2015	2016	2017	2018	2019	2020		2021	2022	2023
									[note30]	[note30]			
Western Ferries [note64]	Gourock-Dunoon	37.9	37.9	34.9	33.8	37.6	36.3	29.8	26.0	26.7	27.8	29.0	
Argyll & Bute Council	Islay - Jura	1.6	3.3	4.4	5.7	5.8	4.7	4.5	3.4	4.7	5.2	4.0	
Argyll & Bute Council	Cuan-Luing [note71]	0.3	0.3	0.6	0.3	0.4	0.5	0.5	0.5	1.5	1.2	2.8	
Argyll & Bute Council	Total	1.9	3.6	5.0	6.0	6.2	5.2	5.0	3.9	6.2	6.4	6.8	
Highland Council	Argosy-Nether Lochaber (Corran Ferry) [note66] [note 80]	11.3	11.8	11.4	11.5	12.6	11.1	11.0	6.9	11.0	e)	6.7	
Highland Council	Total [note78]	11.3	11.8	11.4	11.5	12.6	11.1	11.0	6.9	11.0	0.0	6.7	
Orkney Ferries [note63]	Houln - Lyness/Flotta	8.5	9.0	9.0	9.4	9.9	10.7	9.4	9.8	8.4	8.1	10	
Orkney Ferries [note63]	Tingwall -	4.9	4.5	4.8	4.7	4.6	5.3	4.7	4.5	3.6	2.4	2	
Orkney Ferries [note63]	Kirkwall - Shapinsay	4.3	3.3	3.1	3.2	3.4	3.9	3.7	3.1	3.4	2.8	2	
Orkney Ferries [note63]	Kirkwall - Westray/Stromsay	13.8	13.1	13.1	14.4	13.8	14.2	13.6	12.2	14.4	14.4	17	
Orkney Ferries [note63]	Total	31.5	29.9	30.0	31.7	31.5	34.1	31.4	29.6	29.8	27.8	30.1	
Orkney Line (previously Orcargo) Invergordon - Orkney [note27]	Laxo or Vidlin - Symbister	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
Shetland Islands Council [note63] (Whalsay)		2.2	2.9	0.0	0.0	2.0	1.9	1.9	1.8	1.8	1.5	1.6	
Shetland Islands Council [note63] Toft - Uista		9.0	12	0.0	0.0	12.6	9.5	9.9	8.4	9.4	7.3	8.7	
Shetland Islands Council [note63] Gutcher - Belmont [note73]		3.9	6.4	0.0	0.0	3.7	4.1	3.8	2.8	3.0	4.4	3.7	
Shetland Islands Council [note63] Vidlin/Lerwick - Skerries		0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.02	0.0	
Shetland Islands Council [note63] Lerwick - Bressay [note68]		2.5	4	0.0	0.0	2.2	2.2	1.7	1.5	1.8	1.9	2.5	
Shetland Islands Council [note63] Gutcher - Oddsta [note72]		0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
Shetland Islands Council [note63] Total		17.6	25.3	0.0	0.0	20.5	17.7	17.4	14.5	16.0	15.1	16.6	
Cromarty Ferry Company	Cromarty-Nigg	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
<b>All operators</b>	<b>Total all routes</b>	<b>100.1</b>	<b>108.5</b>	<b>81.3</b>	<b>83.0</b>	<b>108.4</b>	<b>104.4</b>	<b>94.6</b>	<b>80.8</b>	<b>89.7</b>	<b>77.1</b>	<b>89.2</b>	

**Table 9.17: Reliability and punctuality of lifeline ferry services**

Freeze panes are active on this sheet. To turn off freeze panes select the 'View' ribbon then 'Freeze Panes' then 'Unfreeze Panes' or use [Alt W, F]

Source: Scottish Government - Not National Statistics

Operator	Measure	2013-14	2014-15	2015-16	2016-17	2017-18	2018-19	2019-20	2020-21	2021-22	2022-23	2023-24
CalMac	Scheduled sailings (numbers)	133,477	134,665	133,391	135,680	135,076	144,770	163,878	119,988	157,105	172,370	170,663
CalMac	Reliability (percentage)	99.9	99.9	99.6	99.9	99.5	99.5	99.6	99.7	98.9	96.7	98.1
CalMac	Punctuality (percentage)	99.8	99.8	99.7	99.7	99.8	99.6	99.7	99.9	99.6	99.6	99.4
NorthLink	Scheduled sailings (numbers)	2,886	2,868	2,915	2,931	2,989	2,991	2,843	2,939	2,967	3,174	3,088
NorthLink	Punctuality - Aberdeen routes (percentage)	99.8	99.7	99.9	99.9	99.9	100	99.8	99.7	99.6	99.7	99.9
NorthLink	Punctuality - Pentland Firth (percentage)	92.1	100	99.5	100	99.9	100	99.9	100	99.9	99.8	99.7



**Table 9.18: HM Coastguard search and rescue operations, Scotland**

Freeze panes are active on this sheet. To turn off freeze panes select the 'View' ribbon then 'Freeze Panes' then 'Unfreeze Panes' or use [Alt W, F]  
 Source: Maritime and Coastguard Agency - Not National Statistics

Region	2013	2014	2015	2016	2017	2018	2019	2020	2021	2022	2023	2024
Assistance rendered	available	available	available	available	available	available	available	available	available	available	available	available
Assistance not rendered	available	available	available	available	available	available	available	available	available	available	available	available
Hoax	60	45	16	30	12	23	44	available	available	17	19	18
Total incidents	3,422	3,364	2,538	3,827	4,071	4,304	4,241	available	available	4,068	4,177	4,396

Coastguard rescue team callouts	available	available	available	available	available	available	available	available	available	available	available	available
Number of persons assisted	available	available	available	available	available	available	available	available	available	available	available	available
Number of persons rescued	available	available	available	available	available	available	available	available	available	available	available	available
Lives lost	available	available	available	available	available	available	available	available	available	available	available	available



**TRANSPORT  
SCOTLAND**  
CÒMHDHAIL ALBA

# Scottish Transport Statistics 2024

## Transport Finance

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## Introduction

This chapter provides information on finance, such as expenditure on transport within Scottish Ministers' responsibility and on transport controlled by Local Authorities. It shows capital and current expenditure on motorways and trunk roads, Local Authority revenue and capital income and expenditure on roads and transport, government grants for the construction and improvement of harbour facilities, petrol and diesel prices and duties, and average weekly household expenditure on transport.

Almost all the figures in this chapter are expressed in what are referred to as current, out-turn or cash prices: no table gives constant price (i.e. deflated) figures.

## Key points

- **Scottish Government (including Transport Scotland) spent £3,007 million on transport in 2023/24. Local Authorities spent £1,166 million in 2023/24.**
- **Personal spend on transport and travel accounted for 15% of household spending between 2021 and 2023.**
- **In 2024 petrol prices started at 139.4 pence per litre in January before falling to 136.3 pence in December. Diesel prices also fell in 2024 from 147.8 in January to 142.6 pence by December.**

## Main Points

### Motorways & Trunk Roads

The total of capital and current expenditure on motorways and trunk roads in 2023-24 was estimated at £594 million, £61 million (9%) less than the 2022/23 figure. Total expenditure on transport within Scottish Ministers' responsibility in 2023-24 was

budgeted at £3,007 million, £165 million (5%) less than in the previous year.  
 (Table 10.1)

Expenditure on the management and maintenance of the trunk road network totalled £357.6m in 2022-23. The expenditure is split £69.4m on capitalised maintenance and £288.1m on routine and winter maintenance, network management and network strengthening. (These figures do not include spending on new construction). (Table 10.2)

## Local Authorities

In 2023-24, net revenue expenditure on transport controlled by local authorities was £453 million. In cash terms, this was 4 per cent more than in 2022-23. Road maintenance (£251 million in 2023-24) accounted for 55% of the expenditure. The other main categories of expenditure in 2023-24 were:

- Contributions to passenger transport (excluding concessionary fares) - £114 million;
- Road lighting - £80 million;
- Network and traffic management (excluding school crossing patrols) - £33 million;

In 2023-24, the net costs for parking was £47 million, £8 million more than 2022-23.  
 (Table 10.1)

The Local Authorities with the highest net revenue expenditure on roads and transport (excluding loan charges) in 2022-23 were: Highland, (£42.7 million), Fife (£40.3 million), Glasgow (£30 million), South Lanarkshire (£29.9 million) and North Lanarkshire (£28.2 million). (Table 10.3) The table also shows local authorities' figures for other types of expenditure in 2023/24:

- **Road maintenance/Winter maintenance** Highland had the highest expenditure on road maintenance (£24.5 million), followed by Fife (£19.3 million). Highland spent the most on winter maintenance (£10.4 million).

- **Contributions to Public Transport** in terms of the total net revenue expenditure on 'local authority' and 'non LA' public transport, Fife (£14.5 million) made the largest contributions to passenger transport. Highland spent £11.1 million.
- **Road Lighting** Glasgow spent most on road lighting (£14.2 million), followed by North Lanarkshire (£7.2 million).
- **Parking** Edinburgh had the largest net income from parking (£28.6 million) followed by Glasgow (£15.7 million).

## Gross Capital Expenditure

Gross capital account expenditure by councils and boards on local authority roads and transport totalled £713 million in 2023-24, 9% more than the previous year. Of this total £422 million was spent on roads and £86 million on other public transport. (*Table 10.5*)

The local authorities with the highest gross capital account expenditure on roads and transport in 2023-24 were: Edinburgh(91 million), Perth and Kinross (£72.8 million) and Renfrewshire (£51 million). Perth and Kinross spent the most on roads (£67.9 million) followed by Highland (£37.8 million). (*Table 10.5*)

The **National Concessionary Travel** (NCT) bus scheme was introduced in April 2006 and is administered by Transport Scotland for Scotland as a whole. Previously local authorities administered their own schemes, therefore local expenditure on concessionary travel (and therefore overall totals of spend) shown in Table 10.3 will be greatly reduced from previous years, now only covering rail, subway, ferry and some taxi schemes. Further statistics on concessionary travel can be found in table 11.29.

## Travel Costs

Between 2023 and 2024 the average price of unleaded petrol decreased by 6.3 pence, and diesel decreased by 9.9 pence per litre in Great Britain. In 2024, petrol

prices decreased by 3.1 pence between January and December and diesel prices decreased by 5.3 pence over the same period. Tax (duty plus VAT) represented 54% of the price for unleaded petrol and 52% of the price for diesel in Great Britain in 2024, lower than they were in 2012. (*Table 10.6*)

The UK Retail Prices Index (RPI) rose by 51% between 2014 and 2024. Most of the Transport components of the RPI increased more rapidly than this, and therefore rose in real terms. In cash terms, the costs of the maintenance of motor vehicles increased by 48%, and there was a 224% rise in the cost of vehicle tax and insurance. The cost of purchasing a motor vehicle also rose by 19% and the cost of petrol and oil rose by 11% in cash terms over the last ten years. As a result, motoring expenditure index fell by 3%, lower than the 51% increase in the RPI and therefore a real term fall between 2014 and 2024. Over the same period, fares and other travel costs rose by 67% in cash terms - rail fares by 36% and bus and coach fares by 64%, a decrease of 15% for rail fares and an increase 13% for bus and coach travel compared to general inflation. (*Table 10.7*)

Average weekly household expenditure in Scotland on transport and vehicles in 2021-23 was £68.30, representing 14.7% of total household expenditure. On average, £28.00 was spent on the purchase of vehicles, £26.20 on the operation of personal transport (including £16.40 on petrol, diesel and other motor oils) and £14.10 on transport services (such as bus and train fares). (*Table 10.8*)

## Notes

This worksheet contains one table.

Note number	Note text
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note 1	Includes all costs related to the construction of Major Road Projects.
note 2	Includes all costs in relation to the reconstruction and overlay of road network. Figures for 2001/02 - 2007/08 have been moved to current expenditure to reflect changes in recording practices.
note 3	Includes all costs in relation to Roads and Bridges Network Strengthening and Minor Improvements that are not classed as Capitalised Maintenance. Figures for 2008-09 onwards have been amended to include money moved from capital to current expenditure to reflect changes to recording practices.
note 4	Includes subsidies for the Community Transport Association, piers, harbours, road safety, safer routes to schools and additional concessionary fares support to Local Authorities (prior to 2007).
note 5	The revenue account figures are reported on an accruals basis (i.e. reflected in the accounts of the period in which they take place).
note 6	Includes support for LA and non-LA transport undertakings.
note 7	SG took responsibility for these areas in 2001-02. In respect of rail services in Scotland for rail passenger services, and from 2006-07 it includes funding for Network Rail in Scotland (which was previously the British Waterways renamed Scottish Canals following split responsibility of the Department for Transport).
note 8	Separate figures for each of these categories were not available prior to 2003 -04
note 9	The NCT schemes were introduced in April 2006. From April 2010 NCT electronic (Smartcards) required on-board Smartcard equipment. 2013/14 NCT schemes included £1.7m transitional aid via s38 of the Transport Scotland Act 2001. (NB 2012/13 spend included £13m transitional aid in total.)
note 10	From 2001-02 onwards these figures are on an accruals basis and for the years prior to 2001-02 are on a cash basis but do not include depreciation
note 11	From 2001-02 onwards administration costs are included within various services.
note 12	For the purpose of maintenance from 2001-02, the trunk road network was sub-divided into 4 operating units (see Notes)
note 13	These figures do not include costs for expenditure outside Operating Company control i.e.
note 14	The Forth Bridge Operating Contract commenced on 1 June 2015 and ended in 2020/21
note 15	Support services costs, such as IT, HR, Legal etc., are included under the relevant subservice
note 16	The Scottish National Concessionary Travel bus scheme was introduced in April 2006 and administered by Transport Scotland, therefore local authority figures no longer cover bus travel but cover rail, subway, ferry and some taxi schemes. Further statistics on concessionary travel can be found in table 11.29.
note 17	Capital Expenditure is recorded on a accruals basis (not cash) and includes Capital Funded from Current Revenue.
note 18	DTI discontinued publishing the price of LRP from September 2005, due to the low volume of sales. June figures for 4 star Lead Replacement Petrol (LRP) are available in previous editions of STS.
note 19	From June 2001 Premium unleaded prices represent Ultra Low Sulphur Petrol (ULSP) which now accounts for virtually all Premium unleaded sold.
note 20	VAT is rebated to business. From 1 April 1991 it was 17.5%, 15% in 2009, 17.5% in 2010 and 20% from 2011.
note 21	Diesel-engined road vehicle fuel (derv).
note 22	From June 2000, the figures are for ultra low sulphur diesel (ULSD) which now accounts for virtually all diesel sold.
note 23	Note: Data for earlier years can be found on the DECC website <a href="http://www.decc.gov.uk/assets/decc/statistics/source/prices/qep411.xls">http://www.decc.gov.uk/assets/decc/statistics/source/prices/qep411.xls</a>
note 24	From June 2001 Premium unleaded prices represent Ultra Low Sulphur Petrol (ULSP) which now accounts for virtually all Premium unleaded sold.
note 25	Based on weighted data and including children's expenditure.
note 26	The figures in this column refer to the average expenditure over the three financial year periods to reduce the effect of the sampling errors
note 27	ONS have changed the reporting period from calendar years to financial years. Users should exercise caution when making comparisons with previous years.



**Table 10.1** Expenditure on transport within the Scottish Ministers' responsibility, and local government expenditure on Roads and Transport

This worksheet contains one table. Some cells refer to notes which can be found in the notes worksheet.

Freeze panes are active on this sheet. To turn off freeze panes select the 'View' ribbon then 'Freeze Panes' then 'Unfreeze Panes' or use [Alt W, F]

Source: Expenditure on a and b above provided by Transport Scotland - Not National Statistics; Local Government figures are from Scottish Government LFR CR / CR Final and LFR 05 respectively

Type of expenditure £ million at outturn prices	Description of expenditure	2013-14	2014-15	2015-16	2016-17	2017-18	2018-19	2019-20	2020-21	2021-22	2022-23
Motorways and trunk roads [note 13]	Capital new construction and improvements [note 1]	101	76	184	320	184	158	145	107	113	1
Motorways and trunk roads [note 13]	Capital North Replacement Crossing	193	232	217	114	74	17	12	4	1	
Motorways and trunk roads [note 13]	Capital maintenance [note 2]	10	8	14	0	7	5	8	13	62	
Motorways and trunk roads [note 13]	Total capital	304	316	415	434	265	180	165	124	176	1
Motorways and trunk roads [note 13]	Current routine and winter maintenance etc	73	78	79	73	93	96	87	96	104	1
Motorways and trunk roads [note 13]	Current network Strengthening and Improvements [n	85	71	72	115	119	129	201	172	202	2
Motorways and trunk roads [note 13]	Other current	21	18	18	18	33	53	60	61	62	
Motorways and trunk roads [note 13]	Current design, build, finance, operate payments	59	68	80	73	110	122	121	130	129	1
Motorways and trunk roads [note 13]	Total current	238	235	249	279	355	400	469	459	497	4
Motorways and trunk roads [note 13]	<b>Total capital and current (a)</b>	<b>542</b>	<b>551</b>	<b>664</b>	<b>713</b>	<b>620</b>	<b>580</b>	<b>634</b>	<b>583</b>	<b>673</b>	<b>6</b>
Central Government support to transport industries	Highlands and Islands Airports Ltd	21	34	38	25	29	28	39	62	84	1
Central Government support to transport industries	Caledonian MacBrayne Ltd	86	107	123	134	131	142	134	144	147	1
Central Government support to transport industries	Scottish Canals [note 7]	14	11	10	10	12	19	15	33	145	
Central Government support to transport industries	Rail Services in Scotland [note 7]	803	676	745	731	756	756	832	1,406	1,364	1,1
Central Government support to transport industries	Northern Isles Ferries [note 8]	38	36	32	35	46	43	42	49	39	
Central Government support to transport industries	Bus Service Operators Grant [note 8]	50	51	53	53	51	52	52	51	51	1
Central Government support to transport industries	Freight Facilities Grant [note 8]	1	1	1	1	1	1	1	1	1	0
Central Government support to transport industries	Integrated Transport Fund [note 8]	inavailable	inavailable	inavailable	inavailable	inavailable	inavailable	inavailable	inavailable	inavailable	inavailable
Central Government support to transport industries	Major public transport projects	35	3	3	6	5	0	0	176	159	1
Central Government support to transport industries	National Concessionary Travel schemes (including Smartcards) [note 9]	197	197	196	196	201	207	220	227	239	2
Central Government support to transport industries	Other [note 4]	93	115	150	170	273	268	360	470	393	3
Central Government support to transport industries	<b>Total (b)</b>	<b>1,336</b>	<b>1,231</b>	<b>1,351</b>	<b>1,361</b>	<b>1,505</b>	<b>1,516</b>	<b>1,694</b>	<b>2,619</b>	<b>2,620</b>	<b>2,5</b>
<b>Total Ministers' resp. (sum of a and b)</b>	<b>Total Ministers' resp. (sum of a and b)</b>	<b>1,878</b>	<b>1,782</b>	<b>2,015</b>	<b>2,074</b>	<b>2,125</b>	<b>2,096</b>	<b>2,328</b>	<b>3,202</b>	<b>3,293</b>	<b>3,1</b>
Local government gross capital expenditure on Roads and Transport	New construction and improvement	401	366	361	377	306	353	390	345	460	5
Local government gross capital expenditure on Roads and Transport	Other investment	25	40	43	84	85	90	57	34	54	
Local government gross capital expenditure on Roads and Transport	<b>Total Gross Capital Expenditure</b>	<b>426</b>	<b>406</b>	<b>404</b>	<b>461</b>	<b>391</b>	<b>443</b>	<b>447</b>	<b>379</b>	<b>514</b>	<b>6</b>
Local government net revenue expenditure on Roads and Transport, excluding loan charges [note 5] [note 6]	Construction	14	5	6	3	3	3	0	1	1	
Local government net revenue expenditure on Roads and Transport, excluding loan charges [note 5] [note 6]	Road maintenance (incl winter maintenance)	228	216	216	203	221	198	199	220	209	2
Local government net revenue expenditure on Roads and Transport, excluding loan charges [note 5] [note 6]	Road lighting	68	69	68	66	63	63	57	58	57	
Local government net revenue expenditure on Roads and Transport, excluding loan charges [note 5] [note 6]	Parking	-29	-32	-35	-39	-41	-44	-45	3	-28	
Local government net revenue expenditure on Roads and Transport, excluding loan charges [note 5] [note 6]	Network and traffic management (other than school crossing patrols)	45	43	44	36	31	33	28	33	32	
Local government net revenue expenditure on Roads and Transport, excluding loan charges [note 5] [note 6]	Concessionary fares	8	8	8	7	7	6	6	5	6	
Local government net revenue expenditure on Roads and Transport, excluding loan charges [note 5] [note 6]	Contributions to passenger transport	90	99	99	108	132	109	123	124	113	1
Local government net revenue expenditure on Roads and Transport, excluding loan charges [note 5] [note 6]	School crossing patrols	14	14	13	14	13	12	13	13	12	
Local government net revenue expenditure on Roads and Transport, excluding loan charges [note 5] [note 6]	<b>Total Net Revenue Expenditure</b>	<b>439</b>	<b>423</b>	<b>418</b>	<b>398</b>	<b>430</b>	<b>382</b>	<b>381</b>	<b>456</b>	<b>403</b>	<b>4</b>

**Table 10.2** Net expenditure on management and maintenance of motorways and trunk roads by Operating Companies (£ thousand at outturn prices) [note 12], 2022-23  
 This worksheet contains one table. Some cells refer to notes which can be found in the notes worksheet.  
 Source: Transport Scotland

<b>Operating company</b>	<b>Capital Maintenance</b>	<b>Current Routine, Cyclical and Winter Maintenance and Network Management [note 13]</b>	<b>Total</b>
North East Operating Company	13,362	46,355	59,718
North West Operating Company	6,871	84,339	91,209
South East Operating Company	28,168	63,163	91,330
South West Operating Company	21,034	94,292	115,325
Forth Bridges Operating Company [note 14]	0	0	0
<b>Total</b>	<b>69,434</b>	<b>288,149</b>	<b>357,583</b>

**Table 10.3:** Local government net revenue expenditure on Roads and Transport, excluding loan charges, in 2023-24 by subservice and local authority, £ thousands [note 15]

This worksheet contains one table. Some cells refer to notes which can be found in the notes worksheet.

Source: Scottish Government Local Financial Returns 2023-24, LFR 05

Local Authority	Construction	Structural, environmental and safety maintenance and routine repairs					Other	Parking Services	Local Authority public transport	Non - Local Authority concessionary fares [note 16]	Other non Local Authority public transport	Total
		Winter maintenance		Lighting	School crossing patrols							
Aberdeen City	0	1,824	8,114	2,605	72	-2,953	0	0	0	166	9,828	
Aberdeenshire	0	7,021	5,879	2,237	417	1,389	174	0	68	8,037	25,222	
Angus	0	3,236	5,906	1,202	0	0	-11	0	0	2,464	12,797	
Argyll & Bute	79	2,762	6,033	1,614	191	699	105	-128	214	2,205	13,774	
Clackmannanshire	1,111	423	541	858	40	115	48	20	122	274	3,552	
Dumfries & Galloway	0	1,829	5,224	1,220	335	2,987	252	0	91	4,868	16,806	
Dundee City	0	1,892	1,334	1,007	0	1,326	-1,912	0	62	2,648	6,357	
East Ayrshire	0	1,432	3,657	2,659	252	573	-188	0	241	2,153	10,779	
East Dunbartonshire	0	1,044	3,179	1,579	340	1,176	451	0	232	1,763	9,764	
East Lothian	0	1,419	2,180	1,389	326	979	-302	0	7	1,324	7,322	
East Renfrewshire	0	802	5,869	1,185	286	140	58	0	186	1,624	10,150	
Edinburgh, City of	0	1,867	11,374	5,021	1,473	-2,648	-28,586	0	1,776	6,540	-3,183	
Eilean Siar	0	2,261	1,910	452	13	28	84	823	0	2,876	8,447	
Falkirk	82	1,123	3,232	1,765	412	1,637	-307	0	45	2,606	10,595	
Fife	-3	2,841	16,428	4,861	337	1,679	-291	0	701	13,789	40,342	
Glasgow City	0	1,533	14,028	14,234	3,178	4,368	-15,708	0	853	7,475	29,961	
Highland	0	10,398	14,057	4,711	383	3,976	-1,959	3,705	93	7,306	42,670	
Inverclyde	0	408	1,134	1,347	220	208	157	0	160	1,284	4,918	
Midlothian	0	1,225	1,634	1,715	379	224	107	0	-35	694	5,943	
Moray	0	2,472	3,122	766	0	1,322	-306	455	0	609	8,440	
North Ayrshire	0	968	7,173	2,176	293	312	412	0	291	2,234	13,859	
North Lanarkshire	-46	4,222	8,289	7,165	1,151	1,119	0	0	604	5,732	28,236	
Orkney Islands	0	2,118	2,132	342	54	380	33	-3	102	3,700	8,858	
Perth & Kinross	0	4,230	3,383	1,703	180	940	-371	0	77	3,591	13,733	
Renfrewshire	6	5,367	658	2,569	900	1,605	14	440	0	3,424	14,983	
Scottish Borders	53	4,346	5,741	1,538	98	436	349	0	8	2,644	15,213	
Shetland Islands	0	2,099	3,810	454	16	644	15	-2,317	1	4,491	9,213	
South Ayrshire	0	460	5,319	1,112	146	558	834	0	202	2,157	10,788	
South Lanarkshire	200	4,614	5,688	4,863	875	7,947	-233	0	617	5,324	29,895	
Stirling	0	972	5,664	1,435	65	537	-302	0	0	1,808	10,179	
West Dunbartonshire	0	821	1,481	1,164	163	786	0	428	166	1,422	6,431	
West Lothian	0	2,246	6,628	2,993	478	611	182	0	69	2,832	16,039	
HITRANS	0	0	0	0	0	0	0	0	0	-7	-7	
NESTRANS	0	0	0	0	0	0	0	0	0	220	220	
SESTRANS	0	0	0	0	0	0	0	0	0	493	493	
SWESTRANS	0	0	0	0	0	0	0	0	0	0	0	
SPT	0	0	0	0	0	0	0	0	0	-146	-146	
TACTRAN	0	0	0	0	0	0	0	0	0	-66	-66	
ZetTrans	0	0	0	0	0	0	0	0	0	402	135	
<b>Scotland</b>	<b>1,482</b>	<b>80,275</b>	<b>170,801</b>	<b>79,941</b>	<b>13,073</b>	<b>33,100</b>	<b>-47,201</b>	<b>3,423</b>	<b>6,686</b>	<b>110,960</b>	<b>452,540</b>	

**Table 10.4:** Service breakdown of local authorities' total expenditure on Roads and Transport to be met from capital resources in 2023-24, £ thousands [note 17]

This worksheet contains one table. Some cells refer to notes which can be found in the notes worksheet.

Source: Scottish Government Local Financial Returns 2023-24, LFR CR

Category of expenditure	Tangible Fixed Assets Acquisition of land, leases, existing buildings or works	Tangible Fixed Assets New construction, conversions and enhancement to existing buildings	Tangible Fixed Assets Vehicles, Plant, machinery and Equipment	Intangible Assets	Third Party Capital Projects Funded from Borrowing	Third Party Capital Projects Funded from Capital Grant	Total Expenditure to be met from Capital Resources
Roads	14,275	382,449	14,061	514	2,086	8,930	422,315
Network and Traffic Management	6,140	80,369	2,283	240	0	395	89,427
Bridges	583	98,025	177	0	2,925	0	101,710
Parking services	3	8,175	313	0	0	0	8,491
Rail	0	4,970	0	0	0	30	5,000
Other Public Transport	3,425	31,272	37,193	202	220	13,873	86,185
<b>Total Roads and Transport</b>	<b>24,426</b>	<b>605,260</b>	<b>54,027</b>	<b>956</b>	<b>5,231</b>	<b>23,228</b>	<b>713,128</b>

**Table 10.5:** Local government total expenditure on Roads and Transport to be met from capital resources in 2023-24 by subservice and local authority, £ thousands [note 17]  
 This worksheet contains one table. Some cells refer to notes which can be found in the notes worksheet.  
 Source: Scottish Government Local Financial Returns 2023-24, LFR CR

Authority	Network and					Other Public Transport	Total Roads and Transport
	Roads	Traffic Management	Bridges	Parking services	Rail		
Aberdeen City	27,746	1,036	0	33	0	0	28,815
Aberdeenshire	23,177	537	3,497	0	0	10,340	37,551
Angus	11,482	549	0	0	0	29	12,060
Argyll & Bute	9,283	0	509	0	0	33	9,825
Clackmannanshire	4,769	0	76	0	0	162	5,007
Dumfries & Galloway	12,317	820	946	610	0	1,260	15,953
Dundee City	5,443	26	710	110	0	0	6,289
East Ayrshire	5,178	3,164	1,623	1,328	0	0	11,293
East Dunbartonshire	6,435	3,587	531	0	0	77	10,630
East Lothian	8,657	70	129	792	3,340	0	12,988
East Renfrewshire	9,267	1,781	93	0	1,169	0	12,310
Edinburgh, City of	25,341	28,791	16,290	1,391	0	19,175	90,988
Eilean Siar	1,784	362	886	0	0	0	3,032
Falkirk	10,948	3,413	733	3	0	0	15,097
Fife	12,903	9,354	6,211	31	0	0	28,499
Glasgow City	23,127	9,875	3,068	195	0	0	36,265
Highland	37,756	3,364	1,315	2,469	0	1,745	46,649
Inverclyde	6,634	1,076	151	3	0	0	7,864
Midlothian	4,351	2,851	0	0	0	275	7,477
Moray	6,059	1,281	1,085	396	0	0	8,821
North Ayrshire	10,335	0	754	0	0	0	11,089
North Lanarkshire	28,597	4,002	2,174	147	0	1,505	36,425
Orkney Islands	1,875	0	11	0	0	87	1,973
Perth & Kinross	67,899	2,423	1,998	439	0	0	72,759
Renfrewshire	6,419	500	44,061	0	0	51	51,031
Scottish Borders	10,014	5,320	86	0	0	335	15,755
Shetland Islands	2,540	63	98	64	0	1,330	4,095
South Ayrshire	3,470	1,077	52	0	0	3,425	8,024
South Lanarkshire	17,048	1,508	5,414	100	461	2,790	27,321
Stirling	9,096	902	1,848	213	0	1	12,060
West Dunbartonshire	8,834	0	0	0	0	0	8,834
West Lothian	3,531	1,695	1,055	167	0	413	6,861
Tay Bridge	0	0	6,306	0	0	0	6,306
HITRANS	0	0	0	0	0	435	435
NESTRANS	0	0	0	0	0	0	0
SESTRAN	0	0	0	0	0	19	19
SWESTRANS	0	0	0	0	30	286	316
SPT	0	0	0	0	0	42,412	42,412
TACTRAN	0	0	0	0	0	0	0
ZetTrans	0	0	0	0	0	0	0
<b>Scotland</b>	<b>422,315</b>	<b>89,427</b>	<b>101,710</b>	<b>8,491</b>	<b>5,000</b>	<b>86,185</b>	<b>713,128</b>

**Table 10.6a** Petrol and diesel prices and duties per litre (year average), GB [note 18]

This worksheet contains one table. Some cells refer to notes which can be found in the notes worksheet.

Freeze panes are active on this sheet. To turn off freeze panes select the 'View' ribbon then 'Freeze Panes' then 'Unfreeze Panes' or use [Alt W, F]

Source: DECC - Not National Statistics

Type of fuel	Price and tax	2013	2014	2015	2016	2017	2018	2019	2020	2021	2022	2023	2024
Unleaded Petrol [note 19]	Price pence	134.1	127.5	111.1	108.8	117.6	125.2	124.9	113.9	131.3	164.7	147.7	141.5
Unleaded Petrol [note 19]	Of which duty	58.0	58.0	58.0	58.0	58.0	58.0	58.0	58.0	58.0	54.2	53.0	53.0
Unleaded Petrol [note 19]	Of which VAT [note 20]	22.4	21.3	18.5	18.1	19.6	20.9	20.8	19.0	21.9	27.5	24.8	23.6
Unleaded Petrol [note 19]	All tax	80.3	79.2	76.5	76.1	77.5	78.8	78.8	76.9	79.8	81.7	77.6	76.5
Unleaded Petrol [note 19]	All tax as a % of price	60	62	69	70	66	62	63	66	61	50	53	54
Diesel (serv) [note 21] [note 22]	Price pence	142.4	133.5	114.9	112.1	120.1	130.0	131.5	118.1	134.9	177.7	158.2	148.3
Diesel (serv) [note 21] [note 22]	Of which duty	58.0	58.0	58.0	58.0	58.0	58.0	57.9	57.9	57.9	54.2	53.0	53.0
Diesel (serv) [note 21] [note 22]	Of which VAT [note 20]	23.4	22.2	19.1	18.4	20.0	21.7	21.9	19.9	22.5	29.6	26.4	24.7
Diesel (serv) [note 21] [note 22]	All tax	81.4	80.2	77.1	76.3	78.0	79.6	79.9	77.8	80.4	83.8	79.3	77.7
Diesel (serv) [note 21] [note 22]	All tax as a % of price	58	60	67	69	65	61	61	65	60	47	50	52

**Table 10.6b** Petrol and diesel prices per litre (year and month), GB [note 23] [note24]

This worksheet contains one table. Some cells refer to notes which can be found in the notes worksheet.

Source: DECC - Not National Statistics

Type of fuel	Year	January	February	March	April	May	June	July	August	September	October	November	December
Unleaded [note 19]	2009	86.3	89.4	90.1	93.6	97.0	101.8	102.7	103.8	105.9	104.5	108.3	108.2
Unleaded [note 19]	2010	111.5	111.6	115.5	119.8	121.2	117.7	117.2	116.2	114.6	117.2	118.7	121.6
Unleaded [note 19]	2011	127.5	128.4	131.9	134.7	136.7	135.6	135.1	135.3	134.7	134.0	133.2	132.1
Unleaded [note 19]	2012	132.9	134.6	137.7	141.7	137.7	131.6	131.1	134.1	139.1	138.1	134.5	131.6
Unleaded [note 19]	2013	131.7	136.4	137.2	136.8	132.7	134.1	134.7	136.9	137.2	131.5	129.7	130.8
Unleaded [note 19]	2014	130.2	129.0	128.6	128.8	129.3	129.7	131.1	129.3	128.5	126.8	122.5	116.2
Unleaded [note 19]	2015	108.5	107.2	111.0	112.5	115.7	116.4	116.4	114.5	111.5	109.0	107.2	103.7
Unleaded [note 19]	2016	101.7	101.4	101.7	106.4	108.4	111.0	111.7	109.0	111.2	113.6	115.9	114.1
Unleaded [note 19]	2017	118.7	119.9	119.4	117.3	115.5	115.5	113.9	115.6	118.9	117.2	119.1	120.0
Unleaded [note 19]	2018	121.2	121.4	119.1	120.6	124.7	127.9	127.6	128.6	130.8	130.9	128.6	121.0
Unleaded [note 19]	2019	119.5	118.9	120.4	124.1	128.1	127.6	127.4	128.5	127.0	127.1	125.6	124.4
Unleaded [note 19]	2020	127.1	123.6	120.2	109.0	104.8	105.8	111.2	112.8	113.2	113.2	112.5	114.0
Unleaded [note 19]	2021	117.3	120.7	124.0	125.5	127.3	129.3	132.7	134.5	134.6	137.7	145.9	145.7
Unleaded [note 19]	2022	144.9	147.0	161.9	161.7	165.2	183.1	188.8	173.9	167.4	163.1	164.4	155.5
Unleaded [note 19]	2023	148.5	148.0	146.9	146.1	144.6	142.7	142.8	147.9	154.2	155.4	152.2	143.7
Unleaded [note 19]	2024	139.4	141.5	144.7	148.8	149.3	145.1	144.8	142.9	136.4	133.9	134.7	136.3
Diesel	2009	98.7	100.3	99.9	101.9	103.0	104.3	103.9	104.3	106.6	105.5	109.5	109.3
Diesel	2010	113.3	113.4	116.2	121.0	122.8	120.1	119.7	118.7	117.2	120.6	122.5	125.8
Diesel	2011	132.1	133.4	138.1	141.1	141.5	139.6	139.4	139.9	139.2	139.4	140.3	140.6
Diesel	2012	141.3	142.6	145.0	147.8	144.0	137.4	136.6	139.4	144.0	143.0	141.1	139.7
Diesel	2013	139.5	143.9	144.6	141.3	138.0	139.3	139.6	141.6	142.3	138.8	137.3	138.8
Diesel	2014	138.1	136.7	136.0	135.9	136.1	135.4	136.0	133.6	133.1	131.1	127.2	122.4
Diesel	2015	115.9	114.6	118.2	119.1	121.0	121.2	118.7	111.7	109.8	110.8	110.1	107.8
Diesel	2016	102.5	101.0	102.4	106.9	109.1	111.9	112.7	110.7	113.2	115.6	118.4	117.2
Diesel	2017	122.0	122.8	122.3	119.9	117.4	117.5	115.4	117.3	120.5	120.3	122.7	123.5
Diesel	2018	124.6	124.7	122.8	124.2	128.3	131.9	131.8	132.5	134.5	136.6	137.1	131.0
Diesel	2019	129.3	128.9	130.7	132.9	135.3	133.4	131.8	132.6	131.3	131.9	130.3	129.4
Diesel	2020	132.6	127.8	124.1	115.8	111.6	111.9	116.6	117.7	118.0	117.9	117.0	118.7
Diesel	2021	121.7	124.9	128.1	129.2	130.9	132.9	135.4	136.9	136.8	143.3	149.8	149.2
Diesel	2022	148.7	151.1	171.4	175.7	179.6	190.2	197.4	185.0	182.2	182.6	188.7	179.4
Diesel	2023	171.3	169.5	166.8	162.1	155.3	145.5	144.6	150.5	158.3	162.3	160.2	151.9
Diesel	2024	147.8	150.5	153.7	157.7	157.3	150.6	150.6	148.3	141.5	138.9	140.4	142.6

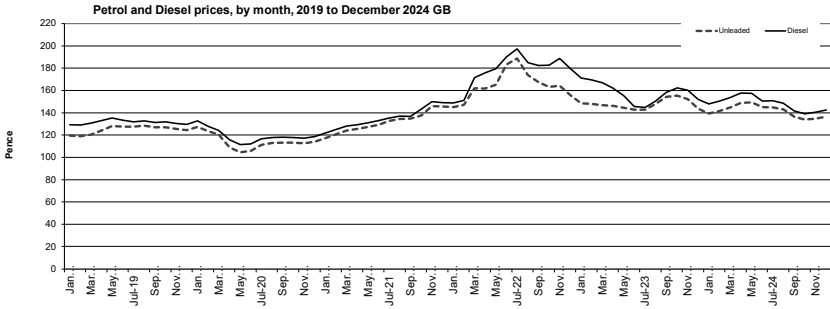
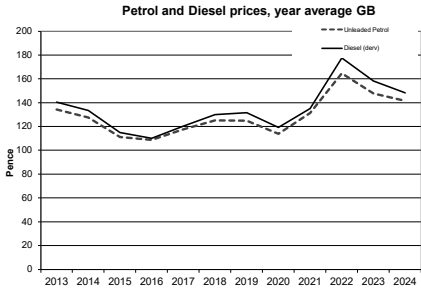




Table 16.7 Transport components of the Retail Prices Index, UK

This worksheet contains one table. Some cells refer to notes which can be found in the notes worksheet.

Freeze panes are active on this sheet. To turn off freeze panes select the 'View' ribbon then 'Freeze Panes' then 'Unfreeze Panes' or use (Alt W, F)

Source: Office for National Statistics

Transport expenditure	2013	2014	2015	2016	2017	2018	2019	2020	2021	2022	2023	2024
<b>Retail Prices Index (all items) - 13 January 1987 = 100</b>	250.1	256	258.5	263.1	272.5	281.6	288.8	293.1	305.0	340.3	373.3	386.7
<b>Motoring expenditure</b>	240.1	238.1	227.8	231.1	248.1	256.8	260.6	260.7	278.5	320.8	343.5	349.4
Purchase of motor vehicles	96.3	96.3	94.2	91.8	92.2	95	95.4	98.5	106.7	116.9	117.9	114.5
Maintenance of motor vehicles	303.4	400.8	409.2	416.1	420.4	441.6	456	466.4	481.3	515.6	505.8	503.8
Petrol and oil	385.1	376.1	326.4	317.4	343.7	368.3	369.9	337.1	384.1	491.4	441.2	419.3
Vehicle tax and insurance	530.6	544	569.1	659.6	777.5	803.7	840.1	909.7	897.3	1081.4	1056.5	1764.4
<b>Fares and other travel costs</b>	332.8	344.1	363.5	372.3	385.5	398.1	416.7	422.4	454.6	520.4	600.1	675.6
Rail fares	364.5	376.7	384.6	386.6	396.4	408.6	426.1	434.6	446.4	471.0	494.0	512.8
Bus and Coach fares	372.4	378.9	391.4	406.6	464.5	486.5	498.5	534.1	580.1	599.9	595.7	622.5
Other travel costs	296.2	305.6	325.4	334.1	337.4	348.8	367.2	369.3	400.7	465.0	512.6	527.8
<b>Retail Prices Index (all items) - 2013=100</b>	97.7	100.0	101.0	102.8	106.4	110.8	112.8	114.5	119.1	132.9	145.8	151.1
<b>Motoring expenditure</b>	100.8	100.0	96.7	97.1	103.4	107.9	109.4	109.5	117.0	124.7	144.3	146.7
Purchase of motor vehicles	100.0	100.0	97.8	95.3	96.7	98.7	99.1	102.3	110.8	121.4	122.4	118.9
Maintenance of motor vehicles	97.4	100.0	101.8	103.6	106.4	110.2	113.3	116.4	120.1	128.6	138.7	148.2
Petrol and oil	105.1	100.0	86.8	84.4	91.4	97.9	98.4	89.6	102.1	120.7	117.3	115.6
Vehicle tax and insurance	97.5	100.0	104.6	121.3	142.9	147.7	154.4	167.2	164.9	198.8	286.1	324.3
<b>Fares and other travel costs</b>	96.7	100.0	105.6	108.2	112.0	115.7	121.1	122.8	132.1	151.2	162.8	167.3
Rail fares	98.8	100.0	102.1	102.4	105.2	108.5	112.8	115.4	118.5	128.0	131.1	136.1
Bus and Coach fares	98.3	100.0	103.3	107.3	122.6	128.4	131.6	141.0	153.1	158.3	167.2	164.3
Other travel costs	96.9	100.0	106.5	109.3	110.4	114.1	120.2	120.8	131.1	152.2	167.7	172.7
<b>Motoring expenditure (Constant prices - Adjusted for general inflation using all items RPI)</b>	103.2	100.0	94.7	94.4	97.1	98.0	97.0	95.6	98.2	101.4	98.9	97.1
Purchase of motor vehicles(Constant prices - Adjusted for general inflation using all items RPI)	102.4	100.0	96.9	92.8	90.9	89.7	97.3	89.3	93.0	91.3	94.0	78.7
Maintenance of motor vehicles(Constant prices - Adjusted for general inflation using all items RPI)	99.7	100.0	100.9	100.8	99.9	100.2	100.4	101.6	100.8	96.8	95.1	98.1
Petrol and oil(Constant prices - Adjusted for general inflation using all items RPI)	107.5	100.0	85.9	82.1	85.9	89.0	87.2	78.3	85.7	98.3	80.4	73.8
Vehicle tax and insurance	99.8	100.0	103.6	118.0	134.3	134.3	136.9	145.1	138.4	148.5	196.2	214.7
<b>Fares and other travel costs (Constant prices - Adjusted for general inflation using all items RPI)</b>	99.0	100.0	104.6	105.3	105.2	105.2	107.3	107.2	110.9	113.8	111.6	110.7
Rail fares (Constant prices - Adjusted for general inflation using all items RPI)	99.0	100.0	101.1	99.6	98.9	98.6	100.9	100.8	99.5	94.1	89.9	90.1
Bus and Coach fares (Constant prices - Adjusted for general inflation using all items RPI)	100.6	100.0	102.3	104.4	115.2	116.7	116.8	121.1	128.5	118.1	107.8	108.8
Other travel costs (Constant prices - Adjusted for general inflation using all items RPI)	99.2	100.0	106.4	106.4	103.7	103.8	106.6	105.5	110.1	114.5	110.0	114.3

**Table 10.8** Average weekly household expenditure in Scotland on transport and vehicles (£) [note 25]

This worksheet contains one table. Some cells refer to notes which can be found in the notes worksheet.

Source: Office for National Statistics

	2012-14	2014-16 [note 27]	2015-17 [note 27]	2016-18 [note 27]	2017-19 [note 27]	2018-20 [note 27]	2019-21 [note 27]	2020-22 [note 27]	2021-23 [note 27]
<b>Transport expenditure</b>									
<b>Purchase of vehicles</b>	26.20	26.60	26.20	23.50	24.00	27.00	27.40	28.50	28.00
Purchase of new cars and vans	12.50	13.90	12.40	8.90	9.10	10.60	10.10	11.10	9.40
Purchase of second hand cars or vans	12.70	13.40	12.40	13.60	14.10	15.60	16.60	16.80	17.90
Purchase of motorcycles and other vehicles	[1.00]	[1.40]	[1.30]	[1.10]	0.80	0.80	0.80	0.60	0.60
<b>Operation of personal transport</b>	33.30	30.30	27.90	27.00	28.80	28.50	26.10	25.80	26.20
Spares and accessories	2.20	2.10	2.10	2.10	2.50	2.20	1.90	1.90	2.00
Petrol, diesel and other motor oils	23.90	21.40	19.50	18.40	19.50	19.70	17.40	16.60	16.40
Repairs and servicing	5.30	5.10	4.60	4.80	4.60	4.60	5.00	5.70	6.30
Other motoring costs	1.90	1.60	1.70	1.80	2.20	2.00	1.80	1.70	1.60
<b>Transport services</b>	13.80	15.10	17.60	17.70	19.90	19.70	17.60	14.80	14.10
Rail and tube fares	2.40	2.60	2.70	2.80	2.90	2.8	2.10	1.20	0.70
Bus and coach fares	1.80	1.70	1.70	1.70	1.60	1.6	1.40	1.20	1.00
Combined fares	[0.10]	[0.10]	[Unavailable]	[Unavailable]	[Unavailable]	[Unavailable]	[Unavailable]	[Unavailable]	[Unavailable]
Other travel and transport	9.60	10.70	13.00	13.10	15.30	15.20	13.90	12.40	12.40
<b>Total Transport Expenditure</b>	73.30	74.00	71.70	68.20	72.80	75.30	71.10	69.20	68.30
Total Household Expenditure	474.40	481.70	492.30	492.20	508.20	512.40	485.40	475.90	463.20
<b>Transport as % of total exp</b>	15.5	15.4	14.6	13.9	14.3	14.7	14.6	14.5	14.7



**TRANSPORT  
SCOTLAND**  
CÒMHDHAIL ALBA

# Scottish Transport Statistics 2024

## PERSONAL AND CROSS- MODAL TRAVEL

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## Introduction

This chapter previously included information from the National Travel Survey (NTS). However, Scottish data are no longer collected in the NTS, estimates for Scotland from the NTS are available in previous editions of this publication. This chapter now focuses on estimates derived mainly from the Scottish Household Survey (SHS), findings from other sources are marked as such within the text.

The SHS is a sample survey and provides person-based cross-modal information, in contrast to most of the earlier chapters, which tend to be based on particular modes of transport. The SHS also includes a travel diary that asks respondents for information about the journeys they made on the previous day, including information on the duration, distance, purpose and mode of travel. More information and further tables covering transport findings from the Scottish Household Survey can be found in Transport and Travel in Scotland: <http://bit.ly/2qbgypZ>

In this edition of STS we have also presented relevant information on travel behaviours collected from the 2011 census as previously published by the National Records of Scotland. More information about the sources used can be found in the Sources section on page 225.

**Over the period that the 2020 Scottish Household Survey was being conducted (October 2020 and January – March 2021) people in Scotland were subject to restrictions on travel and daily activity.**

**Most notably, this included the ‘second lockdown’, which ran from 5 January 2021 to April 2021, and incorporated a legal requirement forbidding anyone from leaving their home except for essential purposes.**

**Some of the survey questions were last asked in 2019.**

## Key points

- 64% of people had travelled the previous day when asked as part of the 2023 Scottish Household Survey.
- Of the 396 million public transport journeys made in 2022, 76 per cent were by bus, 16 per cent were journeys by rail, air accounts for 5 per cent and ferries 2 per cent.
- Thirty per cent of journeys to work and 73 per cent of journeys to school are by public and active travel.

## Main Points

### Trips

In the 2023 Scottish Household Survey 64% of people reported having travelled the previous day.

As in previous years, the car was the most popular mode of transport for journeys made in 2023, with 51% of journeys made as a car driver.

Twenty five per cent of adults used the bus at least once per week in 2023, whereas only 9% used the train. The gap was less for usage over the past month, with 38% using a bus compared to 28% for the train.

### Distance travelled

In 2023, most journeys tended to be over short distances, with 17% of all journeys being under 1 km long and a further 25% between 1 and 3 km. The average (median) journey distance in 2023 was 4.0 km.

The average (median) walking journey was 1.1 km in length in 2023. Car journeys tended to be over greater distances, with a median car driver journey of 6.7 km.

In 2023, shopping (24%) and going to work (21%) were the most frequent journey purposes.

### Duration travelled

In terms of time, most journeys in 2023 (66%) lasted for less than 20 minutes. Only 6% of journeys lasted more than an hour.

### Car access

Adults in households with more cars were more likely to have travelled the previous day – in 2023, 52% of adults living in households with no cars normally available travelled the previous day, compared to 70% of adults with two or more cars.

Car driving by adults increased with an increase in car availability. Where no car was normally available, 2% of adults' journeys were as a driver of a car, compared to 54% where one car was available, and 67% where two or more cars were available.

Adults in households with no car access made a far higher proportion of their journeys by public and active travel in 2023. Where no cars were available there was a far higher proportion of journeys by foot: 51%, compared to 25% where one car was available and 16% where there were two or more cars. The proportion of trips by bus was also considerably higher for adults in households with no car: 23%, compared to 5% for those with one car and 2% for those with at least two cars.

## Driving

The Scottish Household Survey (SHS) provides information about how often people aged 17 or over drive. In 2023, 39% of men, 31% of women and 35% of all people aged 17+ said that they drove every day. A further 30% stated they drove at least once a week (but not every day), 2% drove less frequently, 4% had a full driving licence but never drove, and 29% did not have a full driving licence. (*Table 11.10*)

The frequency of driving varied with age. In 2023, 43% of people aged 40 to 49 said they drove every day. As age rises this falls (to 12% for people aged 80 and over). The frequency of driving also varied with the annual net income of the household. Forty nine percent of people aged 17+ living in households with an annual net income of £50,000 or more said they drove every day, compared with 15 percent of those living in households with an annual net income of up to £10,000. Over a quarter (26%) of people aged 17+ in large urban areas drove every day compared to 38% in 'remote rural' areas. (*Table 11.10*)

## Walking

In 2023, 66% of adults made a journey of more than a quarter of a mile by foot to go somewhere in the last seven days – the third highest proportion seen in the last decade. Adults (aged 20-29) were the most likely to have walked to go somewhere (78%), compared with 66% of those aged 50-59. Adults aged over 80 were the lowest at 39% (*Tables 11.11 & 11.13*)

In 2023, 70% of adults said that they had walked for pleasure or to keep fit at least once in the last seven days – the second highest in recent times. There was some variation with age: the percentage was highest for those aged 20-39 (77%) and lowest for those aged 80 or above (40%). There was less variation with household income, although those with net annual incomes of over £30,000 were more likely than those with lower incomes. (*Tables 11.11 & 11.13*)

## Travel to Work (SHS data)

The SHS shows that 29% of employed adults worked from home in 2023. Seventy two percent of self-employed people worked from home. (*Tables 11.17 & 11.21*)

Overall, the SHS found that the majority (68%) of employed adults who did not work from home travelled to work by car or van (as either the driver or as a passenger) in 2023. This percentage tended to increase with age (20-29: 58%, Over 30: around 69% to 73%), type of employment (64% of those who work part-time, compared to 68% for full-time) and annual net household income (rising to 73% of those in the £50,000+ band). (*Table 11.18*)

Other usual means of travel to work were: walking (12%); bus (10%); rail (5%); bicycle (3%) and other modes (2%). Use of such modes of transport also varied. For example: in general, the greater the income of the household, the less likely a person was to walk or use the bus to travel to work; the percentage who walked to work was highest in small remote towns (22%) and the percentage who commuted by bus was highest in large urban areas (17%). (*Tables 11.18 & 11.22*)

## Travel To Work (non-SHS data)

Other data sources show a similar pattern to the Scottish Household Survey data and also enable comparison with the rest of Great Britain.

Labour Force Survey results suggest that, between 2012 and 2023, there has been little change in the percentage for whom a car or a van is the usual means of travel to work (68% in 2012 and 69% in 2023). There was little change to walking which was 12% in 2012 and 13% in 2023. People who work at home are excluded from these figures. These figures are similar to the findings from the SHS shown in table 11.18. (*Table 11.14*)

There appears to have been little change in recent years in the average times taken to travel to work by the main modes of transport (in 2023: 23 minutes by car; 38 minutes by bus and 15 minutes by foot). (*Table 11.15 b*)

The Scottish Census 2022 showed 2.5 million people aged 16 and over in employment, excluding full-time students. 32% of these worked mainly from home. Of the remaining 1.7 million people, 31% had a journey of under 5 km to work, 40% had a journey of between 5 km and 30 km to work and 7% travelled 30 km or more to work. 21% had no fixed place of work or worked outside the UK. (*Table 11.31*).

Information about travel to work has been collected in population censuses since 1966. Excluding those that worked at home, the percentage of the working



population using cars to travel to work had increased from 21% in 1966 to 72% in 2022 and the percentage using buses had fallen from 43% in 1966 to 8% in 2022. There had also been a significant fall in the proportion of the working population who walk to work, from 24% in 1966 to 11% in 2022. (*Table 11.16*)

The 2011 Census showed that the distance of people's journey to work tended to vary with their access to cars or vans. Seventy-four per cent of people living in households with no car or van available had a commute of fewer than 10 km, compared with 60 per cent of those in households with one car or van available and 47 per cent of those in households with two or more cars or vans available. Conversely, the proportion of people who travelled 30 km or more to work was higher for people in households with two or more cars or vans available (10 per cent) than for those in households with one car or van available (7 per cent) or with no cars or vans available (4 per cent). (*Table 11.33*)

## Travel to School

In 2023, 53% of children in full-time education at school usually walked to school, 18% usually went by bus, 24% by car or van, 2% cycled. There was little difference between the sexes, but varied greatly with age: 60% of primary school age pupils (those aged up to 11) usually walked to school compared with only 49% of those of secondary school age (those aged 12 and over); 32% of primary pupils went by car or van compared with only 18% of secondary pupils; and only 10% of primary pupils usually travelled by bus compared with 32% of those of secondary age. (*Table 11.19*)

Those usually travelling by car/van tended to rise with household income, to around 29% of pupils from households with an annual net income between £20,000 and £40,000, reflecting patterns seen elsewhere in this chapter e.g. travel to work and car use more generally. Walking to school was lowest (19%) in remote rural areas. The Sustrans Hands Up Scotland Survey shows similar findings. (*Tables 11.19, 11.23 & 11.23a*)

According to the 2011 Scottish Census, 88% of children aged between 4 and 11 travelled less than 5 km to school, including 72% who travelled less than 2 km. 51% of those aged over 18 travelled less than 5 km to their place of study. 430,000 people of any age travelled under 2 km to their place of study, with 73% of these people travelling by foot, 6% travelling by bus and 17% as a passenger in a car or van. Of the 428,000 people who travelled 2 km or more to their place of study, 31 per cent did so as a car driver or passenger, 43 per cent travelled by bus and 7 per cent travelled by train. (*Table 11.34 & 11.35*)

## Travel Abroad

According to the International Passenger Survey (IPS) survey, Scottish residents made an estimated 5.6 million visits abroad in 2023 with 4.4 million visits (96%) being made by air. Edinburgh was the main airport used and accounted for about 2.9 million visits (52% of all visits abroad), followed by Glasgow (1.3 million or 23%), Aberdeen (217,000 or 4%). Around 124,000 visits abroad (2.2%) were made by sea. There were 96,000 visits made using the Channel Tunnel. (*Table 11.24*)

Around 68% of Scottish residents' visits abroad were made for holiday purposes. Of these, 2.1 million (37%) were on a package holiday whilst the rest travelled independently. There were 1.2 million (22%) visits abroad to visit friends or relatives and 426,000 visits abroad for business purposes (8%). (*Table 11.24*)

Fifty per cent (2.8 million) of Scottish residents' visits abroad were made to EU countries and visits to other European areas totalled 26,000 (0.5%). Visits to Canada and the USA together totalled about 378,000 (7%). (*Table 11.25*)

The estimated number of visits abroad by Scottish residents rose from 4.2 million in 2004 to a peak of 4.8 million in 2008, a rise of 14%. There were then increases (apart from 2013) in the numbers each year from 2010 until 2019, an increase of 41%. Between 2005 and 2008 there was a decline in the number of package holidays, although since 2009 the trend has been upwards. Those travelling independently has generally increased as well. Other holidays increased by 14% between 2009 and 2019. There was also a large increase in the number of visits to friends and relatives over the same period, with numbers doubling between 2009 and 2018 and falling 23% between 2018 and 2019. Some of the apparent year-to-year changes may be due to sampling variability, however, the general trends reflect patterns described elsewhere in this publication. (*Table 11.26*)

## Transport Model for Scotland

Information on travel between different parts of Scotland is available from the Transport Model for Scotland (TMfS). The base year of TMfS is 2018.

It is estimated that, on an average weekday in 2018, 6.35 million person-trips were made by car, bus or train across the boundaries of one or more of the zones which are within the area covered by the TMfS. Just over one third (35%) of these trips were within the Clydeplan region, 24% within SESplan region, 6% within TAYplan, and 9% within Aberdeen City & Shire. (*Table 11.27*)

Of the 6.35 million inter-zonal person trips per weekday it is estimated that 5.4 million were by car. These accounted for over four-fifths of the total, and the main features

of the pattern of trips by car were similar to those described in the previous paragraph. There were also an estimated 900 thousand inter-zonal person-trips by bus or train per weekday. Two fifths of these were within Clydeplan, and just over a quarter were within SESplan. (*Table 11.27*)

There was an average of just over 4.6 million journeys per weekday by cars and goods vehicles, with each vehicle containing one or more people. One third were within Clydeplan, and just under a quarter were within SESplan. (*Table 11.27*)

## Concessionary Travel

189 million passenger journeys were made under all types of concessionary fare schemes in 2023-24, 19% more than in 2022-23. Concessionary travel schemes have varied over the years: a national minimum standard of free off-peak local bus travel for elderly and disabled people in Scotland was introduced from 30 September 2002, the scheme was extended to men aged 60-64 from 1 April 2003. In 2006 this was superseded by the introduction of the National Concessionary Travel Scheme for the elderly and disabled which allowed free bus travel across Scotland. The Young Persons' (Under 22s) Free Bus Travel scheme launched in January 2022. The scheme provides free bus travel across the country for everyone living in Scotland between the ages of 5 and 21 with a valid NEC. Including the young persons' scheme, concessionary bus travel accounted for 181 million passenger journeys in 2023-24, 96% of concessionary journeys by all modes of transport). (*Table 11.29*)

## Traveline Scotland

In 2023 Traveline Scotland received 66,400 telephone calls which was 28% less than the previous year. Its Web site and smart phone app recorded 19 million hits in 2023, down 15% from the previous year. (*Table 11.30*).

## Notes

This worksheet contains one table.

## Notes

This worksheet contains one table.

### Note number Note text

note 1	The frequency of driving is shown only for those who hold a full driving licence
note 2	The number of days in the previous seven days on which the person made a trip of more than a quarter of a mile by foot for the specified purpose.
note 3	This question was asked in even years until 2016, but missed in 2018. Figures will be available in alternate years from 2019.
note 4	From April 2003, the questionnaire changed such that information on possession of driving licences and frequency of driving was no longer collected from the head of the household, or his/her spouse/partner, about all adults in the household, but instead from one randomly chosen adult member of the household about him or herself.
note 5	Question now asked in survey every other year. 2018 is the most recent data available.
note 6	This category includes jogging and walking a dog. Note: This table is no longer being updated. Henceforth, information about average times taken to travel to work will be given in Table 11.15 (b), which is on the basis that is used to produce such figures for DfT's "Regional Transport Statistics".
note 7	Sample size for this cell is too small for reliable estimates.
note 8	Some of the figures shown in table 11.15 (b) differ slightly from those in 11.15 (a) due to differing methodology used to extract. Results are weighted using population estimates to ensure they are representative of the population at large.
note 9	Data are for males and females in employment aged 16-69.
note 10	Maximum recorded value of usual travel to work time = 180 minutes.
note 11	The large fall between 2010 and 2011 is due to a small sample size with a small number of very extreme values that are very sensitive to change
note 12	Excluding those who worked at home in 1981, 1991, 2001, 2011 and 2022 (who were not identified separately in the 1986 and 1971 Census travel to work figures)
note 13	Less than half a per cent but greater than zero.
note 14	Includes 'none' in 1971
note 15	Includes 'none' in 1966; unspecified means of "Public transport" in 1971, and 'not stated' in all years apart from 2001 (when there was no "not stated" category).
note 16	People in full-time employment, part-time employment and self-employment only
note 17	Including the Glasgow Underground.
note 18	Including the Glasgow Underground.
note 19	e.g. Edinburgh trams, motorcycle, lorry, taxi, ferry, etc.
note 20	Value suppressed as sample size contains fewer than 50 responses
note 21	Denotes cell value suppressed as based on fewer than 5 responses
note 22	For those in full time education at school. The Main method of transport is recorded if there is more than one method.
note 23	Including those who were said to travel by school bus, private bus, and a few who went by works bus.
note 24	Including the Glasgow Underground.
note 25	The main method of transport is recorded if the journey involves more than one method.
note 26	Including those who were said to travel by private bus, and a few who went by works bus.
note 27	All schools excluding nursery
note 28	These estimates are based on information from samples of passengers using the principal routes - see sections 3.14 and 4.4 of the text. 'Other UK ports' includes information collected from Rosyth in 2008 Q2 & Q3. There are minor differences between Tables 11.26, 11.27 and 11.28, due to totals being calculated by adding separately-rounded numbers.
note 29	Prestwick airport was removed from the sample in quarter 2 of 2016.
note 30	These estimates are based on information from samples of passengers using the principal routes: the International Passenger Survey does not provide any information about passengers using other routes (e.g. Rosyth) - see sections 11.2 (page 283) and 11.7 (page 288) of the notes and definitions. Prestwick airport was added to the International Passenger Survey sample in 2005, so there are no figures for it prior to then. Removed from the sample quarter 2 of 2016. The results for 2003 and earlier years differ from those published previously because ONS has revised the series retrospectively - for example, the EU/Other Europe breakdown now reflects the position following the enlargement of the EU in 2004.
note 31	IPS changed the methodology for processing the imbalance within the survey data collection. Figures from 2009 have been revised and are not comparable with previous years.
note 32	All travel movements between the 803 zones used to represent the UK. - see section 4.5 of the commentary. The number of shorter distance trips which travel within a model zone area is not known.
note 33	East Dunbartonshire, East Renfrewshire, Glasgow City, Inverclyde, North Lanarkshire, Renfrewshire, South Lanarkshire and West Dunbartonshire
note 34	City of Edinburgh, East Lothian, Midlothian, Fife (South), Scottish Borders and West Lothian
note 35	Dundee City, Angus, Perth & Kinross and Fife (North)
note 36	This traffic and travel data was extracted from the Transport Model for Scotland 2018 (TMS18) (Base Year Version DL, Model Version TMS18 V1.0). The data reflects daily travel movements within a 2018 base year and represents the most recent data available from the LUTIS service. TMS18 covers the whole of the Scottish Strategic Transport network. England is represented with much less detail. The data reflects 'inter-zonal trips', which includes all travel movements between the 803 zones used to represent the UK. The data does not include more local or short distance movements travelling wholly within model zones.
note 37	Figures include a degree of estimation (e.g. allowances for claims not yet been processed) and may incur some small revisions to previously published data.
note 38	The National Concessionary Travel bus scheme was introduced on 1st April 2006, which allows elderly and disabled free travel on all scheduled bus services in Scotland. This replaced any local schemes.
note 39	2001-02 & 2002-03 figures do not include Eilean Siar.
note 40	The Young People's Concessionary Travel Scheme started in 8 January 2007, aimed at 16 to 18 year olds (inclusive) and full time volunteers (aged under 26).
note 41	The Reimbursement Rate for the Older & Disabled Free Bus Scheme changed from 73.6% applicable 2006/07 to 2009/10, to 67% applicable 2010/11 to 2012/13, to 61% in 2013/14, to 58.1% in 2014/15, to 57.1% in 2015/16, to 56.9% in 2016/17 and 2017/18, to 56.8% in 2018/19, to 56.5% in 2019/20, to 55.9% in 2020/21 and to 55% in 2024/25. The Reimbursement Rate for the Young Persons' Free Bus Scheme is 43.6% (5-15 years) and 81.2% (16-21 years) from 2021/22 onwards.
note 42	A small change was introduced for ferries in 2010.
note 43	Financial year end figures for 2019/20 impacted by the Covid-19 pandemic
note 44	Traveline Scotland went live for telephone calls on 3 January 2001. Its internet service became operational on 27 October 2002, and was formally launched on 16 December 2002, but statistics of its use are only available from the start of 2003.
note 45	The figures relate to the weeks which ended on Fridays which were in the specified calendar year - for example, the figures for "2003" cover the 52 weeks from the one ending on Friday 3 January 2003 to the week ending on Friday 26 December 2003, inclusive.
note 46	Categorisation of unanswered calls no longer takes place.
note 47	Daily averages are calculated by dividing the total for all the weeks ending in the year by the number of days in those weeks (e.g. 52 x 7 = 364). Therefore, they may differ slightly from the result that would be obtained if one divided by the actual number of days in the year (365 or 366).
note 48	Hits are the record of unique visits to the web site. The web site supplier changed on 1 January 2006 and the new supplier defined hits in a more robust way than the previous supplier so the figures for 2006 onwards are not on a like for like basis with previous years.
note 49	Total number of hits now includes visits to bus departure boards on the Traveline Scotland app. Consists of 6,211.7 unique web visits and 1219.2 app departure board visits (thousands)
note 50	Unanswered calls figure has increased due to a massive surge in calls during March 2018 as a result of the "mini beast" from the East's severe weather.
note 51	Total number of hits for 2018 will be understated due to a server logging issue
note 52	The distance travelled is a calculation of the straight line between the postcode of place of residence and postcode of workplace.
note 53	
note 54	Includes no fixed place of work, working on an offshore installation and working outside the UK.
note 55	Percentages for distance to place of work do not include those working mainly from home. Excludes people who live in communal establishments - values for number of cars in a household were imputed where this was missing
note 56	Percentages based on a denominator of 50 respondents or fewer are not shown.
note 57	Due to changes in the survey in response to covid-19, 2020 data is not directly comparable with previous years, so there is a break in the time series between 2019 and 2020
note 58	This table was not updated for 2020 as the survey had been suspended.
note 59	The estimates provided for 2021 should be treated with caution as the numbers are much smaller than pre-coronavirus pandemic years, especially the first six months of the year, resulting in some cases with larger confidence intervals. The data exclude Eurolumel completely for 2021 and the Dover ferries until August 2021 as we were unable to interview at these sites.
note 60	Reimbursement is based on the fare that has been issued to the customer and every transaction is different. For example, we will reimburse 100% of the fare for some journeys, and on some routes we will also reimburse a proportion of the cabin for overnight or longer journeys. At the moment (before smart ferries is live) we have no way of distinguishing between chargeable and free journeys in this regard.
note 61	Freeze panes is being used on this page. To turn off, select the 'View' tab and choose Freeze Panes > Unfreeze Panes
note 62	
note 63	Response options for gender changed in 2022. Previously there were 4 response categories: Man/Boy, Woman/Girl, In another way, Refused. From 2022 onwards there are 3 response categories: Male, Female, Prefer not to say. For time series analysis all categories are presented. For results from 2022 onwards, only the 3 current responses are presented. While 'Prefer not to say' is not directly equivalent to 'Refused' there is likely to be considerable overlap, so for time series analysis both groups are represented by 'Prefer not to say'. There is no 2022 equivalent of 'In another way'. The proportion of respondents who gave these responses was historically not large enough to meet our reporting threshold, so there should be no functional effect on comparability across years.
note 64	Only journeys over a quarter of a mile are recorded.
note 65	2001-02 & 2002-03 figures do not include Eilean Siar.

**Table 11.10: Frequency of driving, people aged 17+, 2023 (percentages) [Note 1] [Note 62] [Note 63]**

This worksheet contains one table. Some cells may refer to notes which can be found in the notes worksheet.

Freeze panes are active on this sheet. To turn off freeze panes select the 'View' ribbon then 'Freeze Panes' then 'Unfreeze Panes' or use [Alt W, F]

Source: Scottish Household Survey

Category	Sub-category	Every day	At least 3 times per week	1 or 2 times per week	At least 2 or 3 times per month	At least once a month	Less than once a month	Has licence but never drives	Does not have a full driving licence	Sample size
<b>All adults aged 17+</b>	All people	34.8	21.3	8.6	1.1	0.3	1.0	4.4	28.6	9,700
<b>Gender</b>	Male	39	22	9	1	0	1	4	23	4,380
<b>Gender</b>	Female	31	21	8	1	0	1	4	33	5,310
<b>Gender</b>	Prefer not to say	[small samp]	[small samp]	[small samp]	[small samp]	[small samp]	[small samp]	[small samp]	[small samp]	10
<b>Age</b>	17-19	13	13	2	0	0	3	0	70	130
<b>Age</b>	20-29	31	13	6	1	0	1	6	43	870
<b>Age</b>	30-39	41	19	7	1	0	1	3	27	1,390
<b>Age</b>	40-49	46	20	8	1	0	1	3	21	1,300
<b>Age</b>	50-59	43	24	8	1	0	1	4	19	1,590
<b>Age</b>	60-69	33	27	11	2	0	1	5	21	1,880
<b>Age</b>	70-79	24	29	11	1	0	1	6	28	1,640
<b>Age</b>	80+	12	18	13	1	0	2	7	47	890
<b>Ethnicity</b>	White Scottish	37	22	8	1	0	1	4	27	7,330
<b>Ethnicity</b>	White other British	34	26	12	1	1	2	6	18	1,360
<b>Ethnicity</b>	White Irish	43	23	10	0	1	2	7	14	90
<b>Ethnicity</b>	White Polish	35	17	2	0	0	1	2	44	110
<b>Ethnicity</b>	White other	23	17	5	1	1	2	6	45	380
<b>Ethnicity</b>	Asian, Asian Scottish or Asian British	20	13	5	1	1	0	6	54	250
<b>Ethnicity</b>	All other ethnic groups	16	12	6	1	0	0	2	62	170
<b>Religion</b>	None	36	21	9	1	0	1	4	27	5,610
<b>Religion</b>	Church of Scotland	35	23	10	1	0	1	4	26	2,140
<b>Religion</b>	Roman Catholic	36	20	6	1	1	1	4	31	1,080
<b>Religion</b>	Other Christian	32	23	6	1	0	1	4	33	580
<b>Religion</b>	Muslim	16	13	7	1	0	0	5	59	130
<b>Religion</b>	All other religions	23	16	4	3	0	0	7	46	150
<b>Disability</b>	Disabled	21	16	7	1	0	1	7	45	3,070
<b>Disability</b>	Not disabled	40	23	9	1	0	1	3	23	6,580
<b>Current situation</b>	Self employed	57	23	8	0	0	0	3	9	570
<b>Current situation</b>	Employed full time	48	20	8	1	0	1	3	18	3,300
<b>Current situation</b>	Employed part time	37	27	6	1	0	1	2	26	870
<b>Current situation</b>	Looking after the home or family	22	18	5	2	0	1	3	48	300
<b>Current situation</b>	Permanently retired from work	22	27	12	2	0	1	6	29	3,510
<b>Current situation</b>	Unemployed and seeking work	5	8	5	0	0	1	7	73	230
<b>Current situation</b>	At school	[small samp]	[small samp]	[small samp]	[small samp]	[small samp]	[small samp]	[small samp]	[small samp]	30
<b>Current situation</b>	In further/higher education	13	15	4	1	0	3	8	55	220
<b>Current situation</b>	Permanently sick or disabled	9	8	5	2	0	2	8	65	590
<b>Current situation</b>	Unable to work because of short-term illness or inj	4	13	7	2	0	3	8	63	70
<b>Annual net household income</b>	up to £10,000	15	12	9	2	0	1	7	55	640
<b>Annual net household income</b>	over £10,000 - £15,000	17	18	7	1	0	1	8	48	1,050
<b>Annual net household income</b>	over £15,000 - £20,000	21	18	7	1	0	1	7	45	1,200
<b>Annual net household income</b>	over £20,000 - £25,000	28	20	8	1	0	1	7	35	1,290
<b>Annual net household income</b>	over £25,000 - £30,000	31	23	8	1	0	1	5	31	920
<b>Annual net household income</b>	over £30,000 - £40,000	42	22	8	1	0	1	3	23	1,320
<b>Annual net household income</b>	over £40,000 - £50,000	44	25	8	1	0	1	3	19	1,020
<b>Annual net household income</b>	over £50,000 p.a.	49	24	10	1	0	1	2	13	1,810
<b>Equivalised income</b>	1 (20% lowest incomes)	19	19	8	1	0	1	7	45	1,890
<b>Equivalised income</b>	2	26	19	8	1	0	1	6	39	1,950
<b>Equivalised income</b>	3	37	23	7	1	0	1	4	28	1,880
<b>Equivalised income</b>	4	44	22	9	1	0	1	3	20	1,790
<b>Equivalised income</b>	5 (20% highest incomes)	48	23	11	1	0	1	3	13	1,770
<b>Scottish Index of Multiple Deprivation</b>	1 (20% most deprived)	23	13	6	1	0	1	5	52	1,800
<b>Scottish Index of Multiple Deprivation</b>	2	32	18	7	1	0	1	4	36	1,910
<b>Scottish Index of Multiple Deprivation</b>	3	39	21	9	1	0	1	5	24	2,100
<b>Scottish Index of Multiple Deprivation</b>	4	40	27	9	1	0	1	3	17	2,130
<b>Scottish Index of Multiple Deprivation</b>	5 (20% least deprived)	40	26	11	1	0	1	4	16	1,770
<b>Urban/rural classification</b>	Large urban areas	26	18	9	1	0	1	6	38	3,210
<b>Urban/rural classification</b>	Other urban	38	20	7	1	0	1	4	29	3,050
<b>Urban/rural classification</b>	Small accessible towns	42	24	9	1	0	1	3	20	880
<b>Urban/rural classification</b>	Small remote towns	40	21	8	2	0	0	6	23	420
<b>Urban/rural classification</b>	Accessible rural	46	27	9	1	0	1	2	14	1,130
<b>Urban/rural classification</b>	Remote rural	38	30	11	1	0	1	3	14	1,010

**Table 11.11: Frequency of walking in the previous seven days (percentages), 2023 [Note 3] [Note 62] [Note 63] [Note 64]**

This worksheet contains one table. Some cells may refer to notes which can be found in the notes worksheet.

Freeze panes are active on this sheet. To turn off freeze panes select the 'View' ribbon then 'Freeze Panes' then 'Unfreeze Panes' or use [Alt W, F]

Source: Scottish Household Survey

Category	Sub-category	Walking as a means of transport None	Walking as a means of transport 1 to 2 days	Walking as a means of transport to 5 days	Walking as a means of transport 3 to 7 days	Walking as a means of transport 6	Walking as a means of transport sample size	Walking just for pleasure or to keep fit None	Walking just for pleasure or to keep fit 1 to 2 days	Walking just for pleasure or to keep fit 3 to 5 days	Walking just for pleasure or to keep fit 6 to 7 days	Walking just for pleasure or to keep fit Sample size
All people	All people	33.9	20.7	27.8	17.6		9,460	30.2	19.7	25.1	25.0	9,440
Gender	Male	33	20	28	18		4,270	28	20	27	25	4,260
Gender	Female	35	22	27	17		5,180	32	19	24	25	5,180
Gender	Prefer not to say	[small sample]	[small sample]	[small sample]	[small sample]		10	[small sample]	[small sample]	[small sample]	[small sample]	10
Age	16-19	26	17	32	25		180	31	19	20	29	170
Age	20-29	22	21	37	20		830	23	22	34	22	820
Age	30-39	27	21	35	17		1,320	23	23	28	26	1,330
Age	40-49	29	23	29	19		1,260	25	22	26	28	1,260
Age	50-59	34	23	24	19		1,550	27	20	23	30	1,550
Age	60-69	41	20	24	16		1,840	33	17	24	26	1,840
Age	70-79	44	20	21	15		1,600	40	17	22	21	1,600
Age	80+	61	16	14	9		870	60	13	14	13	870
Ethnicity	White Scottish	35	21	26	17		7,150	31	19	24	25	7,150
Ethnicity	White other British	36	18	26	20		1,340	27	19	26	28	1,340
Ethnicity	White Irish	25	19	33	23		90	22	27	26	25	90
Ethnicity	White Polish	32	22	30	17		100	24	26	23	27	100
Ethnicity	White other	21	23	31	25		370	25	19	26	29	360
Ethnicity	Asian, Asian Scottish or Asian British	23	21	41	15		230	29	24	33	14	230
Ethnicity	All other ethnic groups	22	19	47	12		160	37	21	31	11	160
Religion	None	32	22	28	18		5,460	28	20	26	27	5,460
Religion	Church of Scotland	42	21	23	15		2,100	36	18	22	24	2,100
Religion	Roman Catholic	35	18	29	18		1,050	32	21	25	21	1,040
Religion	Other Christian	34	16	31	18		570	31	15	27	26	570
Religion	Muslim	23	17	49	11		120	41	26	22	11	120
Religion	All other religions	27	22	27	24		150	29	25	26	20	150
Disability status	Disabled	49	17	20	13		3,020	51	15	15	18	3,010
Disability status	Not disabled	29	22	30	19		6,380	23	21	29	27	6,380
Current situation	Self employed	37	22	22	19		550	23	20	25	32	550
Current situation	Employed full time	29	22	30	19		3,190	23	23	28	27	3,180
Current situation	Employed part time	27	24	30	19		860	24	20	27	29	850
Current situation	Looking after the home or family	27	19	33	21		280	34	18	21	27	280
Current situation	Permanently retired from work	45	20	21	15		3,440	41	16	22	22	3,440
Current situation	Unemployed and seeking work	18	19	45	18		230	21	21	35	23	220
Current situation	At school	17	13	39	32		60	21	38	17	24	60
Current situation	In further/higher education	24	16	38	22		220	29	15	30	26	220
Current situation	Permanently sick or disabled	54	15	21	10		570	60	15	12	12	570
Current situation	Unable to work because of short-term illness or inj	50	24	16	10		70	58	12	6	22	70
Annual net household income	up to £10,000 p.a.	35	16	33	17		620	39	16	22	22	620
Annual net household income	over £10,000 - £15,000	36	18	31	14		1,020	41	16	24	19	1,010
Annual net household income	over £15,000 - £20,000	38	18	28	16		1,170	41	18	21	19	1,170
Annual net household income	over £20,000 - £25,000	38	19	27	16		1,250	37	19	22	22	1,250
Annual net household income	over £25,000 - £30,000	34	20	27	19		890	30	20	25	26	890
Annual net household income	over £30,000 - £40,000	34	22	26	18		1,290	28	19	26	27	1,290
Annual net household income	over £40,000 - £50,000	29	23	29	18		1,000	25	23	27	24	990
Annual net household income	over £50,000 p.a.	31	23	27	20		1,800	19	21	28	31	1,790
Equivalised income	1 (20% lowest incomes)	35	19	30	16		1,830	37	18	23	21	1,840
Equivalised income	2	37	18	29	16		1,910	36	18	24	22	1,910
Equivalised income	3	36	21	27	16		1,820	32	19	24	25	1,830
Equivalised income	4	31	22	27	20		1,760	27	21	26	26	1,760
Equivalised income	5 (20% highest incomes)	30	23	27	20		1,730	19	21	29	30	1,720
Scottish Index of Multiple Deprivation	1 (20% most deprived)	33	21	32	15		1,700	41	20	22	17	1,700
Scottish Index of Multiple Deprivation	2	35	20	29	16		1,860	36	18	23	22	1,850
Scottish Index of Multiple Deprivation	3	38	19	26	17		2,070	29	20	25	27	2,070
Scottish Index of Multiple Deprivation	4	37	23	24	17		2,110	25	21	26	27	2,100
Scottish Index of Multiple Deprivation	5 (20% least deprived)	27	21	28	24		1,720	21	20	28	32	1,720
Urban/rural classification	Large urban areas	26	19	34	22		3,030	29	20	27	24	3,020
Urban/rural classification	Other urban	35	24	26	14		2,990	34	21	23	22	2,990
Urban/rural classification	Small accessible towns	38	23	26	13		870	31	18	25	26	870
Urban/rural classification	Small remote towns	37	18	21	24		430	28	19	17	37	420
Urban/rural classification	Accessible rural	45	18	20	16		1,130	27	16	25	32	1,130
Urban/rural classification	Remote rural	46	18	20	15		1,010	27	22	24	27	1,010
Frequency of driving [Note 35]	every day	38	20	23	19		3,070	25	18	25	32	3,080
Frequency of driving [Note 35]	at least three times a week	34	26	26	14		2,050	24	23	29	25	2,040
Frequency of driving [Note 35]	once or twice a week	31	21	30	17		840	28	23	27	22	840
Frequency of driving [Note 35]	less often	39	16	21	23		240	40	17	19	24	240
Frequency of driving [Note 35]	Never, but holds full driving licence	30	18	30	22		490	41	17	22	20	480
Whether holds a driving licence	Holds a full driving licence	36	22	25	17		6,680	27	20	26	28	6,680
Whether holds a driving licence	Does NOT hold a full driving licence	30	18	34	18		2,780	39	19	23	19	2,770

**Table 11.12** Frequency of Driving for people aged 17+ [note 1] [note 4]

This worksheet contains one table. Some cells refer to notes which can be found in the notes worksheet.

Freeze panes are active on this sheet. To turn off freeze panes select the 'View' ribbon then 'Freeze Panes' then 'Unfreeze Panes' or use [Alt W, F]

Source: Scottish Household Survey

Frequency of driving (column percentages)	2013	2014	2015	2016	2017	2018	2019	2020	2021	2022	2023
								[Note 58]			
<b>Every Day</b>	41.9	40.9	40.9	42.2	41.9	41.4	43.0	21.0	33.9	34.1	34.8
<b>Per Week:</b>											
At least 3 times	13.3	13.9	14.5	14.3	14.7	15.3	15.0	20.0	23.4	22.1	21.3
Once or twice	5.6	5.9	5.9	6.0	6.1	6.0	6.4	24.0	12.5	9.9	8.6
<b>Per Month:</b>											
At least 2 or 3 times	1.0	0.9	0.8	1.0	1.0	1.0	0.9	4.0	1.6	1	1.1
At least once	0.5	0.7	0.5	0.5	0.5	0.4	0.4	1.0	0.6	0.4	0.3
Less than once	1.6	1.8	1.4	1.6	1.3	1.3	1.1	2.0	1.1	1.2	1
<b>Holds full driving licence, never drives</b>	4.5	4.3	4.0	3.4	4.0	4.2	4.4	6.0	4.4	4.7	4.4
<b>Total with a full driving licence</b>	68.4	68.5	68.0	69.0	69.5	69.5	71.2	79.0	77.5	73.5	71.4
<b>Doesn't have a full driving licence</b>	31.6	31.5	32.0	31.0	30.5	30.5	28.8	21.0	22.5	26.5	28.6
<b>Sample size (=100%)</b>	9,838	9,720	9,340	9,570	9,760	9,650	9,720	2,770	8,990	9,600	9,700

**Table 11.13** Frequency of Walking in the previous seven days (people aged 16+) [note 2] [note 5]

This worksheet contains one table. Some cells refer to notes which can be found in the notes worksheet.

Freeze panes are active on this sheet. To turn off freeze panes select the 'View' ribbon then 'Freeze Panes' then 'Unfreeze Panes' or use [Alt W, F]

Source: Scottish Household Survey

Transport/pleasure (column percentages)	Number of days	2006	2007	2008	2009	2010	2011	2012	2014	2016	2019	2021	2023
<b>As means of transport</b>	None	46	48	48	41	38	37	34	33	31	34	33	34
<b>As means of transport</b>	1-2 days	16	18	17	18	19	19	20	19	19	18	24	21
<b>As means of transport</b>	3-5 days	21	20	22	22	24	24	23	26	26	27	27	28
<b>As means of transport</b>	6-7 days	17	14	14	19	19	20	23	22	23	22	16	18
<b>As means of transport</b>	1+ days	54	52	53	59	62	63	66	67	69	67	67	66
<b>Sample size (=100%)</b>	<b>Sample size (=100%)</b>	<b>7,111</b>	<b>6,116</b>	<b>6,197</b>	<b>6,137</b>	<b>6,178</b>	<b>6,381</b>	<b>9,841</b>	<b>9,735</b>	<b>9,580</b>	<b>9,610</b>	<b>8,990</b>	<b>9,460</b>
<b>Just for pleasure or to keep fit [note 6]</b>	None	53	53	55	52	49	46	45	42	39	38	26	30
<b>Just for pleasure or to keep fit [note 6]</b>	1-2 days	17	18	18	19	18	19	19	20	20	19	22	20
<b>Just for pleasure or to keep fit [note 6]</b>	3-5 days	14	14	13	13	17	17	17	18	20	19	26	25
<b>Just for pleasure or to keep fit [note 6]</b>	6-7 days	16	16	14	16	17	19	19	20	21	24	26	25
<b>Just for pleasure or to keep fit [note 6]</b>	1+ days	47	47	45	48	51	54	55	58	61	62	74	70
<b>Sample size (=100%)</b>	<b>Sample size (=100%)</b>	<b>7,111</b>	<b>6,121</b>	<b>6,209</b>	<b>6,119</b>	<b>6,136</b>	<b>6,372</b>	<b>9,805</b>	<b>9,687</b>	<b>9,580</b>	<b>9,610</b>	<b>8,990</b>	<b>9,440</b>



**Table 11.14** Usual means of travel to usual place of work (in Autumn)

This worksheet contains one table. Some cells refer to notes which can be found in the notes worksheet.

Freeze panes are active on this sheet. To turn off freeze panes select the 'View' ribbon then 'Freeze Panes' then 'Unfreeze Panes' or use [Alt W, F]

Source: Transport Statistics Great Britain

Type of vehicle	2013	2014	2015	2016	2017	2018	2019	2020	2021	2022	2023
Car,van,minibus,works van	69%	69%	70%	71%	70%	70%	70%	68%	68%	70%	69%
Bicycle	2%	2%	2%	2%	2%	3%	2%	3%	3%	3%	1%
Bus,coach,private bus	11%	11%	10%	9%	9%	9%	9%	8%	8%	9%	12%
Rail (inc Underground)	5%	4%	5%	5%	5%	5%	5%	4%	5%	4%	4%
Walk	13%	12%	11%	11%	11%	11%	11%	14%	14%	13%	13%
Other (inc taxi)	1%	1%	1%	1%	2%	1%	1%	1%	1%	1%	1%
All	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%

**Table 11.15(a)** Usual time taken (minutes) to travel to usual place of work (in Autumn) [Note 7]

This worksheet contains one table. Some cells refer to notes which can be found in the notes worksheet.

Freeze panes are active on this sheet. To turn off freeze panes select the 'View' ribbon then 'Freeze Panes' then 'Unfreeze Panes' or use [Alt W, F]

Source: Transport Statistics Great Britain

Type of vehicle	1996	1997	1998	1999	2000	2001	2002	2003	2004	2005
Car,van,minibus,works van	22	22	22	22	23	20	23	20	22	21
Bicycle	14	14	15	15	18	15	14	16	15	16
Bus,coach,private bus	31	33	32	32	32	33	34	33	32	32
Rail (inc Underground)	58	42	55	53	52	47	46	48	46	49
Walk	11	12	12	12	12	11	12	12	12	13
Other (inc taxi)	34	33	45	33	47	42	46	25	36	40
All	22	23	23	23	24	22	24	21	23	22

**Table 11.15(b)** Usual time taken (minutes) to travel to usual place of work (in Autumn) [note 9] [note 10] [note 11]

This worksheet contains one table. Some cells refer to notes which can be found in the notes worksheet.

Freeze panes are active on this sheet. To turn off freeze panes select the 'View' ribbon then 'Freeze Panes' then 'Unfreeze Panes' or use [Alt W, F]

Source: Oct-Dec, Office for National Statistics (ONS) Labour Force Survey.

Type of vehicle	2013 [note 10]	2014 [note 10]	2015 [note 10]	2016 [note 10]	2017 [note 10]	2018 [note 10]	2019 [note 10]	2020 [note 10]	2021 [note 10]	2022 [note 10]	2023 [note 10]
Car	25	24	24	25	24	25	25	23	22	23	23
Motorcycle	[note 8]	[note 8]	[note 8]	[note 8]	[note 8]	[note 8]	[note 8]	[note 8]	[note 8]	[note 8]	[note 8]
Bicycle	22	23	22	26	20	22	23	22	24	20	21
Bus/coach	37	38	37	37	39	35	36	44	43	42	38
Rail	56	49	51	50	54	51	50	53	51	52	50
Walk	14	14	14	16	13	16	15	17	15	16	15
Other [note 12]	77	74	98	49	79	63	51	60	56	40	57
All	27	26	27	26	27	26	26	26	24	24	26

**Table 11.16** Usual means of travel to work [Note 13] (in Spring)

This worksheet contains one table. Some cells refer to notes which can be found in the notes worksheet.

Freeze panes are active on this sheet. To turn off freeze panes select the 'View' ribbon then 'Freeze Panes' then 'Unfreeze Panes' or use [Alt W, F]

Source: Census travel to work figures

<b>Year</b>	<b>Train (including underground)</b>	<b>Bus</b>	<b>Car</b>	<b>Motorcycle</b>	<b>Pedal cycle</b>	<b>Foot [Note 15]</b>	<b>Other [Note 16] (e.g. taxi)</b>	<b>Total of these</b>
1966	4%	43%	21%	1%	2%	24%	5%	100%
1971	3%	35%	29% [Note 14]		2%	24%	6%	100%
1981	3%	25%	46%	1%	1%	20%	3%	100%
1991	3%	18%	59%	1%	1%	15%	3%	100%
2001	4%	12%	68% [Note 14]		2%	12%	2%	100%
2011	5%	11%	69% [Note 14]		2%	11%	2%	100%
2022	4%	8%	72% [Note 14]		2%	11%	3%	100%

**Table 11.17** Employed [Note 17] adults (16+) - place of work: 2023 [Note 58]

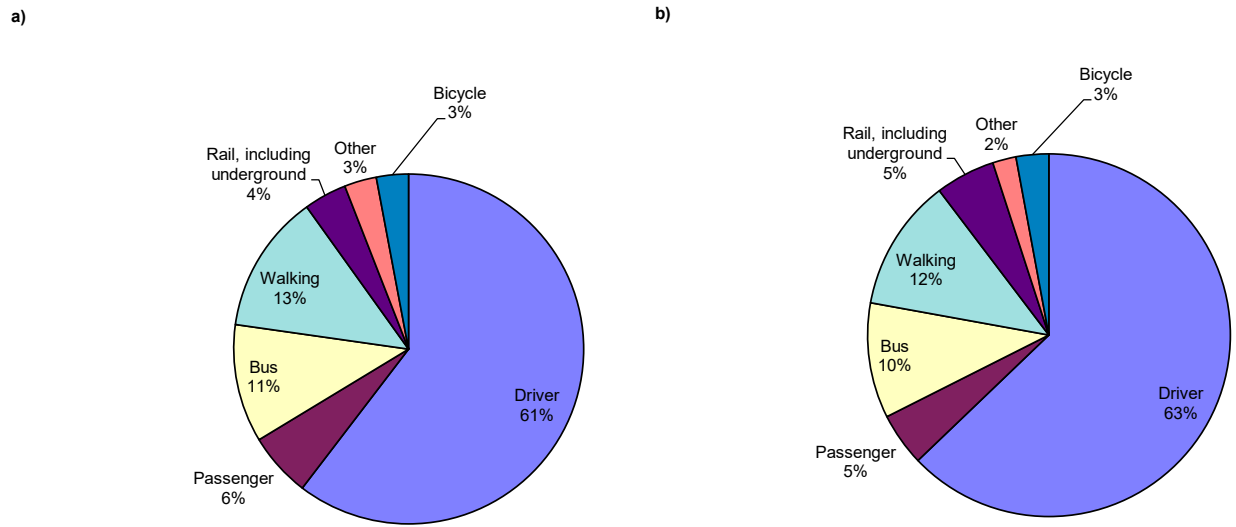
This worksheet contains one table. Some cells refer to notes which can be found in the notes worksheet.

Freeze panes are active on this sheet. To turn off freeze panes select the 'View' ribbon then 'Freeze Panes' then 'Unfreeze Panes' or use [Alt W, F]

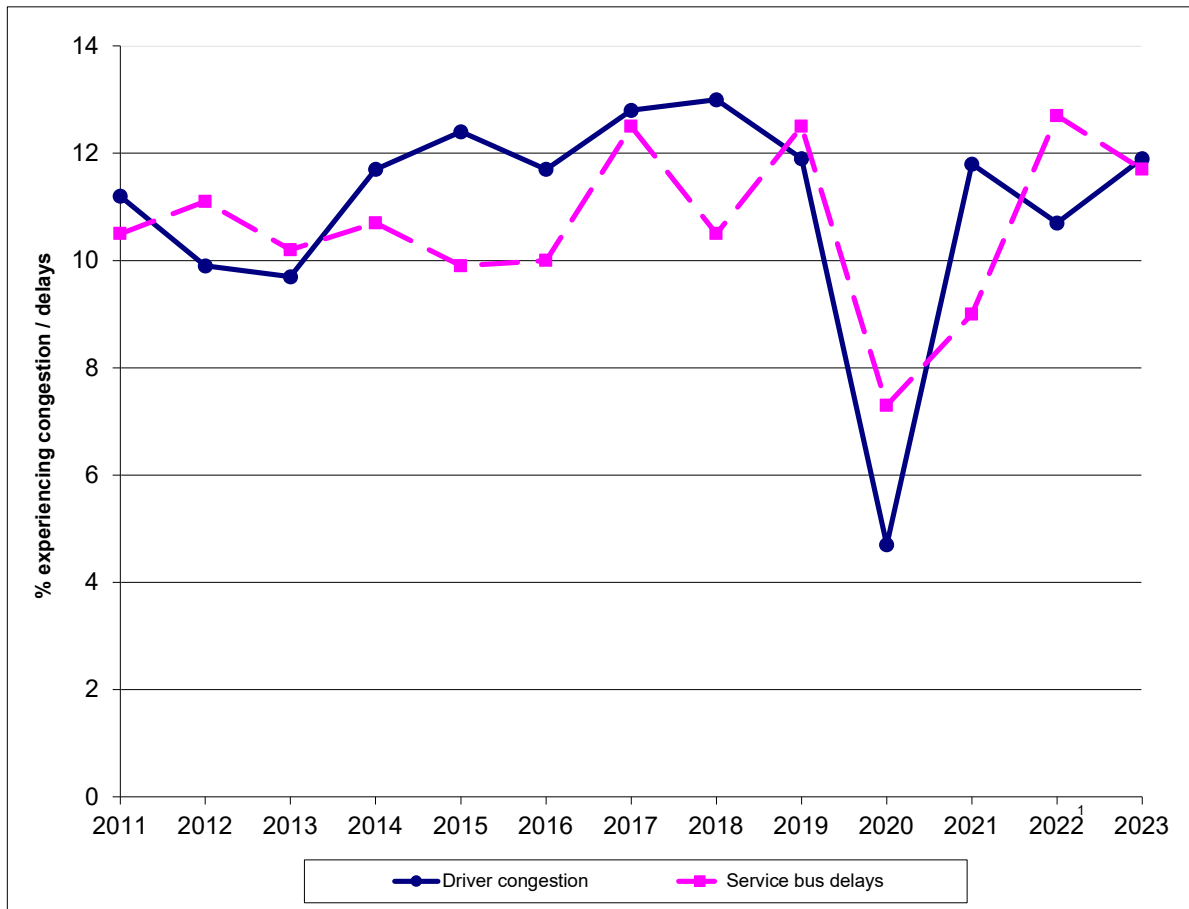
Source: Scottish Household Survey

<b>Employment type (row percentages)</b>	<b>Works from home</b>	<b>Does not work from home</b>	<b>Sample size (=100%)</b>
All employed adults	29%	71%	4,750
Self - employed	72%	28%	570
Employed full - time	24%	76%	3,310
Employed part - time	24%	76%	870

**Figure 11.3: Travel to work a) 2013 and b) 2023**



**Figure 11.4: Driver experience of congestion and bus passenger experience of delays 2011-2023**



Note: The Scottish Household Survey Travel Diary asks car drivers whether their journey was delayed by congestion. Those making bus journeys are asked whether their journey was delayed and there is a separate question asking the reason. The data on reason for delay is included in the SHS Travel Diary publication.

1. For drivers 3 years data are combined, whereas in previous years just one year's data was given. There was little change over the years, and combining gives fewer suppressed values.

**Table 11.18: Employed adults not working from home - usual method of travel to work (percentages), 2023 [Note 17]**

This worksheet contains one table. Some cells may refer to notes which can be found in the notes worksheet.

Freeze panes are active on this sheet. To turn off freeze panes select the 'View' ribbon then 'Freeze Panes' then 'Unfreeze Panes' or use [Alt W, F]

Source: Scottish Household Survey

Category	Sub-category	Walking	Driver	Passenger	Bicycle	Bus	Rail (includes Glasgow underground)	Other (includes Edinburgh trams)	Sample size	% Public or Active Travel (Former National Indicator)
All adults	All adults	11.8	62.8	4.7	2.9	10.3	5.3	2.1	3,350	30.6
Gender	Male	11	63	4	4	10	6	3	1,530	30
Gender	Female	13	62	6	2	11	5	1	1,820	31
Gender	Prefer not to say	[small sample]	[small sample]	[small sample]	[small sample]	[small sample]	[small sample]	[small sample]	0	[small sample]
Age	16 - 19	[small sample]	[small sample]	[small sample]	[small sample]	[small sample]	[small sample]	[small sample]	40	[small sample]
Age	20 - 29	15	51	7	2	15	7	2	450	40
Age	30 - 39	12	65	4	3	10	5	2	820	30
Age	40 - 49	11	65	4	4	7	7	2	750	29
Age	50 - 59	11	69	4	3	7	4	2	800	24
Age	60 and over	10	65	6	2	12	3	3	500	27
Ethnicity	White Scottish	11	65	5	3	9	5	2	2,490	28
Ethnicity	White other British	12	62	2	5	7	10	2	420	35
Ethnicity	White Irish	[small sample]	[small sample]	[small sample]	[small sample]	[small sample]	[small sample]	[small sample]	30	[small sample]
Ethnicity	White Polish	13	60	13	5	10	0	0	60	27
Ethnicity	Other White	19	51	3	4	14	6	3	170	43
Ethnicity	Asian, Asian Scottish or Asian British	20	47	5	2	22	5	0	110	49
Ethnicity	Other	20	40	8	0	25	3	4	60	49
Disability	Disabled	15	51	8	5	14	5	2	480	41
Disability	Not disabled	11	65	4	3	10	5	2	2,860	29
Current situation	Self employed	11	68	5	3	2	1	9	160	18
Current situation	Employed full time	11	64	4	3	11	6	2	2,520	30
Current situation	Employed part time	18	58	6	4	10	3	1	670	35
Annual net household income	up to £15,000 p.a.	17	49	7	4	20	3	0	180	44
Annual net household income	over £15,000 - £20,000	25	40	8	2	19	4	3	250	50
Annual net household income	over £20,000 - £25,000	17	59	6	1	12	2	3	370	32
Annual net household income	over £25,000 - £30,000	18	47	7	2	18	4	4	320	44
Annual net household income	over £30,000 - £40,000	10	67	5	3	11	2	2	580	27
Annual net household income	over £40,000 - £50,000	12	65	4	2	9	6	2	550	29
Annual net household income	over £50,000 - £60,000	8	69	4	3	6	8	2	490	25
Annual net household income	over £60,000 p.a.	6	70	3	4	6	8	2	600	25
Equalised income	1 - lowest 20% of incomes	20	50	10	2	13	2	2	230	39
Equalised income	2	19	54	6	2	13	4	2	480	39
Equalised income	3	13	61	5	3	11	4	2	740	32
Equalised income	4	9	66	3	3	11	6	2	900	28
Equalised income	5 - highest 20% of incomes	8	67	4	3	8	7	2	1,000	27
Scottish Index of Multiple Deprivation	1 - 20 % Most Deprived	17	49	8	3	15	5	2	530	40
Scottish Index of Multiple Deprivation	2	15	56	6	2	13	6	2	700	36
Scottish Index of Multiple Deprivation	3	8	71	4	2	9	4	1	720	24
Scottish Index of Multiple Deprivation	4	10	69	3	3	8	4	3	810	25
Scottish Index of Multiple Deprivation	5 - 20 % Least Deprived	10	67	2	4	8	7	2	600	29
Urban-rural classification	Large urban areas	13	50	5	5	17	8	2	1,060	43
Urban-rural classification	Other urban	12	65	6	2	8	5	2	1,110	27
Urban-rural classification	Small accessible towns	9	74	6	1	4	4	2	300	19
Urban-rural classification	Small remote towns	22	67	4	3	3	0	2	170	27
Urban-rural classification	Accessible rural	5	79	1	1	6	5	2	370	18
Urban-rural classification	Remote rural	12	77	6	0	1	0	3	350	14
Number of cars	None	34	5	10	5	38	6	2	490	84
Number of cars	One	12	60	6	3	9	8	2	1,520	32
Number of cars	Two +	5	82	2	2	4	3	2	1,340	14
Household type	Single adult	16	58	3	2	13	5	3	800	36
Household type	Small adult	12	62	4	3	11	6	2	770	32
Household type	Single parent	13	67	2	1	10	4	2	190	28
Household type	Small family	9	67	4	3	7	7	3	630	27
Household type	Large family	12	69	6	3	7	4	0	200	25
Household type	Large adult	12	57	6	4	14	5	2	310	35
Household type	Older smaller and single pensioner	9	65	8	1	11	4	3	450	25

**Table 11.19: School children in full-time education, usual method of travel to school, 2023 (percentages) [Note 62] [Note 63]**

This worksheet contains one table. Some cells may refer to notes which can be found in the notes worksheet.

Freeze panes are active on this sheet. To turn off freeze panes select the 'View' ribbon then 'Freeze Panes' then 'Unfreeze Panes' or use [Alt W, F] Source:

Scottish Household Survey

Category	Sub-category	Walking	Car or van	Bicycle	School bus [Note 23]	Service bus	Rail (inc. Glasgow Underground)	All other modes [Note 19]	Sample size
All school children	All school child	52.9	24.0	1.9	13.7	4.1	1.0	2.4	1590
Gender	Male	53	24	3	12	5	1	3	830
Gender	Female	52	24	1	16	4	1	1	760
Gender	Prefer not to say	[small sample]	[small sample]	[small sample]	[small sample]	[small sample]	[small sample]	[small sample]	0
Age (wide bands)	4 to 11	59	29	3	7	1	0	2	900
Age (wide bands)	12 to 18	46	18	1	22	7	2	3	700
Age (narrow bands)	4-5	54	38	1	5	2	0	1	140
Age (narrow bands)	6-7	60	28	4	5	1	0	2	270
Age (narrow bands)	8-9	57	32	2	5	1	0	3	260
Age (narrow bands)	10-11	61	21	3	10	3	0	2	240
Age (narrow bands)	12-13	42	21	1	25	6	0	5	260
Age (narrow bands)	14-15	48	16	1	22	10	2	2	280
Age (narrow bands)	16-18	49	18	0	19	5	6	2	150
Annual net household income	up to £20,000	58	20	3	11	4	1	3	180
Annual net household income	£20,000 - £30,000	53	26	3	10	4	1	3	240
Annual net household income	£30,000 - £40,000	53	28	1	11	5	0	2	250
Annual net household income	£40,000 - £50,000	52	25	1	17	3	1	1	260
Annual net household income	£50,000 - £60,000	52	25	1	16	3	0	2	260
Annual net household income	over £60,000 p.a.	51	22	2	15	4	2	3	380
Equivalentised income	1 (20% lowest income)	59	20	3	11	5	1	2	280
Equivalentised income	2	52	26	2	14	3	0	4	330
Equivalentised income	3	49	25	1	15	6	3	1	350
Equivalentised income	4	52	26	1	16	3	0	1	360
Equivalentised income	5 (20% highest income)	50	25	3	12	5	1	5	250
Scottish Index of Multiple Deprivation	1 (20% most deprived)	60	23	1	8	4	0	3	300
Scottish Index of Multiple Deprivation	2	57	25	0	9	5	1	3	290
Scottish Index of Multiple Deprivation	3	47	22	2	20	5	2	2	320
Scottish Index of Multiple Deprivation	4	44	29	1	18	4	1	3	360
Scottish Index of Multiple Deprivation	5 (20% least deprived)	56	20	4	14	3	1	1	320
Urban/rural classification	Large urban areas	61	21	2	5	7	1	2	500
Urban/rural classification	Other urban	57	27	2	10	2	1	1	530
Urban/rural classification	Accessible small towns	54	19	1	20	2	1	3	160
Urban/rural classification	Remote small towns	73	21	0	5	0	0	0	70
Urban/rural classification	Accessible rural	27	30	1	33	3	0	6	210
Urban/rural classification	Remote rural	19	27	0	41	9	0	3	130
Number of cars in household	None	74	3	1	10	8	2	2	210
Number of cars in household	One	56	26	2	10	4	0	2	670
Number of cars in household	Two +	43	29	2	18	3	2	3	710
Household type	Single parent	55	30	3	5	4	0	3	340
Household type	Small family	54	24	2	13	5	0	2	770
Household type	Large family	50	21	1	19	4	3	2	380
Household type	Large adult	58	17	0	16	3	2	3	80



**Table 11.21** Employed [Note 17] adults (16+) - place of work

This worksheet contains one table. Some cells refer to notes which can be found in the notes worksheet.

Freeze panes are active on this sheet. To turn off freeze panes select the 'View' ribbon then 'Freeze Panes' then 'Unfreeze Panes' or use [Alt W, F]

Source: Scottish Household Survey

Employment status (column percentages)	2013	2014	2015	2016	2017	2018	2019	2020	2021	2022	2023
								[Note 58]			
Works from home	13.3%	13.1%	14.1%	14.5%	14.2%	16.0%	16.1%	52.6%	39.7%	30.8%	28.9%
Does not work from home	86.7%	86.8%	85.9%	85.5%	85.8%	84.0%	83.9%	47.4%	60.3%	69.2%	71.1%
All employed adults	100.0%	100.0%	100.0%	100.0%	100.0%	100.0%	100.0%	100.0%	100.0%	100.0%	100.0%
Sample size (100%)	4,848	4,810	4,670	4,720	4,820	4,720	4,890	1,330	4,210	4,740	4,750

**Table 11.22** Employed [Note 25] adults (16+) not working from home - usual method of travel to work  
 This worksheet contains one table. Some cells refer to notes which can be found in the notes worksheet.  
 Freeze panes are active on this sheet. To turn off freeze panes select the 'View' ribbon then 'Freeze Panes' then 'Unfreeze Panes' or use [Alt W, F]  
 Source: Scottish Household Survey

Method of travel (column percentages)	2020										
	2013	2014	2015	2016	2017	2018	2019 [Note 58]	2021	2022	2023	
<b>Walking</b>	12.9%	12.9%	13.6%	12.3%	12.0%	11.8%	12.0%	11.9%	12.1%	13.0%	11.8%
<b>Car or van driver</b>	60.6%	61.6%	60.3%	61.7%	62.3%	62.9%	63.1%	67.4%	68.0%	63.8%	62.8%
<b>Car or van passenger</b>	5.6%	6.0%	5.6%	6.3%	5.4%	4.8%	5.1%	4.6%	2.9%	4.4%	4.7%
<b>All car or van occupants</b>	66.2%	67.6%	65.9%	68.0%	67.7%	67.7%	68.2%	72.0%	70.9%	68.2%	67.5%
<b>Bicycle</b>	2.5%	2.6%	2.2%	2.6%	3.0%	2.8%	2.7%	2.2%	4.3%	3.0%	2.9%
<b>Bus</b>	11.3%	10.2%	11.2%	10.4%	9.8%	10.1%	9.6%	7.8%	6.8%	9.0%	10.3%
<b>Rail [Note 24]</b>	4.0%	4.2%	4.4%	5.2%	5.1%	5.5%	5.4%	3.1%	4.1%	4.4%	5.3%
<b>Other [Note 19]</b>	3.1%	2.5%	2.7%	2.4%	2.4%	2.2%	2.1%	2.9%	1.9%	2.4%	2.1%
<b>Sample size (100%)</b>	4,157	4,130	3,950	3,970	4,070	3,910	4,050	1,230	2,490	3,250	3,350

**Table 11.23** Usual main method of travel to school [Note 22]

This worksheet contains one table. Some cells refer to notes which can be found in the notes worksheet.

Freeze panes are active on this sheet. To turn off freeze panes select the 'View' ribbon then 'Freeze Panes' then 'Unfreeze Panes' or use [Alt W, F]

Source: Scottish Household Survey

Method of travel (column percentages)	2020											
	2013	2014	2015	2016	2017	2018	2019	[Note 58]	2021	2022	2023	
<b>Walking</b>	51.7%	51.2%	48.8%	51.8%	51.5%	52.3%	51.8%	47.7%	54.4%	50.0%	52.9%	
<b>Car or van</b>	24.4%	24.5%	25.8%	25.6%	25.5%	24.2%	25.1%	26.1%	22.0%	25.5%	24.0%	
<b>Bicycle</b>	1.2%	1.7%	1.2%	1.4%	0.9%	1.9%	1.9%	2.1%	1.9%	1.0%	1.9%	
<b>School bus [Note 26]</b>	14.5%	14.5%	15.3%	12.9%	14.2%	13.9%	14.3%	16.7%	15.6%	16.1%	13.7%	
<b>Service bus</b>	5.4%	5.8%	5.7%	6.4%	5.6%	5.1%	5.0%	4.0%	3.8%	5.2%	4.1%	
<b>All buses</b>	19.9%	20.3%	20.9%	19.3%	19.8%	19.0%	19.3%	20.7%	19.4%	21.3%	17.8%	
<b>Rail [Note 24]</b>	0.6%	0.7%	1.1%	0.5%	0.5%	0.7%	0.3%	1.3%	1.0%	0.2%	1.0%	
<b>Other [Note 19]</b>	2.2%	1.7%	2.1%	1.5%	1.7%	2.0%	1.7%	2.0%	1.3%	1.9%	2.4%	
<i>Sample size (100%)</i>	<i>1,975</i>	<i>1,980</i>	<i>1,880</i>	<i>1,890</i>	<i>1,830</i>	<i>1,720</i>	<i>1,920</i>	<i>420</i>	<i>1,380</i>	<i>1,640</i>	<i>1,590</i>	

**Table 11.23a** Usual main method of travel to school - Hands Up Scotland Survey [Note 27]

This worksheet contains one table. Some cells refer to notes which can be found in the notes worksheet.

Freeze panes are active on this sheet. To turn off freeze panes select the 'View' ribbon then 'Freeze Panes' then 'Unfreeze Panes' or use [Alt W, F]

Source: Hands Up Scotland Survey - Not National Statistics

<b>Method of travel (column percentages)</b>	<b>2013</b>	<b>2014</b>	<b>2015</b>	<b>2016</b>	<b>2017</b>	<b>2018</b>	<b>2019</b>	<b>2020</b>	<b>2021</b>	<b>2022</b>	<b>2023</b>
<b>Walk</b>	44.1%	44.2%	43.3%	42.8%	42.3%	42.5%	41.0%	44.8%	43.6%	42.6%	41.3%
<b>Cycle</b>	3.5%	3.4%	3.5%	3.6%	3.7%	3.8%	4.1%	3.8%	4.0%	3.9%	4.7%
<b>Scooter/Skate</b>	2.8%	2.8%	2.9%	2.9%	2.8%	2.4%	2.7%	2.6%	2.7%	2.9%	3.3%
<b>Park &amp; Stride</b>	7.5%	7.8%	7.8%	9.3%	9.7%	9.8%	10.2%	9.9%	9.9%	9.5%	9.7%
<b>Driven</b>	21.4%	21.9%	22.4%	22.3%	22.8%	23.1%	23.8%	22.8%	23.2%	23.1%	22.5%
<b>Bus</b>	18.8%	17.7%	17.9%	16.6%	16.5%	16.2%	16.0%	14.1%	14.5%	15.8%	16.4%
<b>Taxi</b>	1.6%	1.6%	1.7%	1.8%	1.6%	1.7%	1.7%	1.5%	1.5%	1.6%	1.6%
<b>Other</b>	0.4%	0.5%	0.4%	0.6%	0.5%	0.5%	0.6%	0.4%	0.6%	0.5%	0.6%
<i>Sample size (100%)</i>	<i>467,397</i>	<i>487,147</i>	<i>480,161</i>	<i>458,145</i>	<i>473,160</i>	<i>468,537</i>	<i>472,617</i>	<i>405,917</i>	<i>418,147</i>	<i>456,695</i>	<i>443,271</i>

**Table 11.24 Scottish residents' visits abroad by means of leaving the UK [Note 60] and purpose of visit, 2023**

This worksheet contains one table. Some cells refer to notes which can be found in the notes worksheet.

Freeze panes are active on this sheet. To turn off freeze panes select the 'View' ribbon then 'Freeze Panes' then 'Unfreeze Panes' or use [Alt W, F]

Source: Office for National Statistics

Means of leaving the UK (thousands)	Airport/ports/channel tunnel	Package			Visiting		Miscellaneous and	Total all visits
		Holiday	Other Holiday	Business	Friends or Relatives	Other Purposes		
<b>Air</b>	Edinburgh	1,025	815	231	743	60	2,875	
<b>Air</b>	Glasgow	725	296	46	189	10	1,266	
<b>Air</b>	Aberdeen	49	60	48	56	4	217	
<b>Air</b>	Total Edinburgh, Glasgow & Aberdeen	1,800	1,172	325	988	73	4,358	
<b>Air</b>	Heathrow	8	39	19	49	6	123	
<b>Air</b>	Gatwick	37	75	5	14	2	133	
<b>Air</b>	Stanstead	12	63	9	25	10	120	
<b>Air</b>	Manchester	86	71	2	21	9	188	
<b>Air</b>	Newcastle	64	38	0	9	0	111	
<b>Air</b>	Birmingham	4	7	1	1	2	14	
<b>Air</b>	Other UK Airports	47	117	44	97	10	315	
<b>Air</b>	<b>Total Air</b>	<b>2,058</b>	<b>1,581</b>	<b>406</b>	<b>1,204</b>	<b>112</b>	<b>5,361</b>	
<b>Channel Tunnel</b>	<b>Channel Tunnel</b>	10	56	9	18	2	96	
<b>Sea</b>	English Channel Ports	16	43	4	11	0	74	
<b>Sea</b>	English East Coast Ports	4	19	4	12	2	41	
<b>Sea</b>	Other UK Ports [Note 29]	0	5	4	1	0	9	
<b>Sea</b>	<b>Total Sea</b>	<b>19</b>	<b>67</b>	<b>11</b>	<b>24</b>	<b>2</b>	<b>124</b>	
<b>All means</b>	<b>Total All Means of Leaving the UK</b>	<b>2,087</b>	<b>1,704</b>	<b>426</b>	<b>1,246</b>	<b>116</b>	<b>5,580</b>	

**Table 11.25 Scottish residents' visits abroad by means of leaving the UK [Note 28] [Note 60] and area visited, 2023**

This worksheet contains one table. Some cells refer to notes which can be found in the notes worksheet.

Freeze panes are active on this sheet. To turn off freeze panes select the 'View' ribbon then 'Freeze Panes' then 'Unfreeze Panes' or use [Alt W, F]

Source: Office for National Statistics

Means of leaving the UK (thousands)	Airport/ports/channel tunnel	EU	Other Europe	Canada and USA	Australia and New Zealand	Rest of Asia the world	Total
<b>Air</b>	Edinburgh	1758	20	172	11	101	2,875
<b>Air</b>	Glasgow	401	0	36	25	101	1,266
<b>Air</b>	Aberdeen	116	0	7	8	10	217
<b>Air</b>	Total Edinburgh, Glasgow & Aberdeen	2,276	20	214	44	212	4,358
<b>Air</b>	Heathrow	14	0	33	13	31	123
<b>Air</b>	Gatwick	21	0	32	4	2	133
<b>Air</b>	Stanstead	77	0	0	0	0	120
<b>Air</b>	Manchester	95	0	27	2	10	188
<b>Air</b>	Newcastle	45	0	0	1	3	111
<b>Air</b>	Birmingham	6	0	0	0	2	14
<b>Air</b>	Other UK Airports	84	5	72	8	52	315
<b>Air</b>	<b>Total Air</b>	2,617	25	378	72	312	5,361
<b>Channel Tunnel</b>	<b>Channel Tunnel</b>	90	0	0	0	0	96
<b>Sea</b>	English Channel Ports	62	0	0	0	0	74
<b>Sea</b>	English East Coast Ports	40	0	0	0	0	41
<b>Sea</b>	Other UK Ports[Note 29]	7	0	0	0	0	9
<b>Sea</b>	<b>Total Sea</b>	108	0	0	0	0	124
<b>All means</b>	<b>Total All Means of Leaving the UK</b>	2,815	26	378	72	312	5,580

**Table 11.26 Scottish residents' visits abroad, by means of leaving the UK [Note 31] [Note 32] purpose of visit, and area visited (thousands)**

This worksheet contains one table. Some cells refer to notes which can be found in the notes worksheet.

Freeze panes are active on this sheet. To turn off freeze panes select the 'View' ribbon then 'Freeze Panes' then 'Unfreeze Panes' or use [Alt W, F]

Source: Office for National Statistics

Means of leaving the UK and purpose of visit	Airports/ports/ type of holiday/destination	2013	2014	2015	2016	2017	2018	2019	2020	2021	2022	2023
									[Note 59]	[Note 59]	[Note 59]	[Note 59]
<b>All visits abroad by Scots</b>	<b>All visits abroad by Scots</b>	<b>4,096</b>	<b>4,499</b>	<b>4,572</b>	<b>4,754</b>	<b>5,135</b>	<b>5,540</b>	<b>5,807</b>	[Not availab]	965	4,580	<b>5,580</b>
<b>Air Total</b>	<b>Air Total</b>	<b>3,868</b>	<b>4,222</b>	<b>4,343</b>	<b>4,525</b>	<b>4,881</b>	<b>5,284</b>	<b>5,544</b>	[Not availab]	932	4,446	<b>5,361</b>
<b>Air Total</b>	Edinburgh	1,357	1,431	1,579	1,828	2,206	2,514	2,678	[Not availab]	482	2,297	2,875
<b>Air Total</b>	Glasgow	1,016	1,247	1,289	1,399	1,558	1,596	1,624	[Not availab]	234	1,052	1,266
<b>Air Total</b>	Prestwick [Note 30]	411	348	285	33	0	0	0	[Not availab]	0	0	0
<b>Air Total</b>	Aberdeen	256	303	294	308	314	295	259	[Not availab]	23	155	217
<b>Air Total</b>	Total these airports	3,040	3,328	3,448	3,568	4,078	4,405	4,561	[Not availab]	738	3,504	4,358
<b>Air Total</b>	Heathrow	103	83	81	87	61	101	108	[Not availab]	[Not availab]	157	123
<b>Air Total</b>	Gatwick	155	171	212	203	179	149	135	[Not availab]	[Not availab]	114	133
<b>Air Total</b>	Stanstead	32	38	63	81	59	40	79	[Not availab]	[Not availab]	54	120
<b>Air Total</b>	Manchester	173	231	200	183	172	246	227	[Not availab]	[Not availab]	180	188
<b>Air Total</b>	Newcastle	83	94	71	91	85	125	104	[Not availab]	[Not availab]	93	111
<b>Air Total</b>	Birmingham	21	28	24	19	21	23	18	[Not availab]	[Not availab]	10	14
<b>Air Total</b>		261	247	245	292	225	195	312	[Not availab]	[Not availab]	334	315
<b>Channel Tunnel</b>	<b>Channel Tunnel</b>	<b>75</b>	<b>80</b>	<b>82</b>	<b>72</b>	<b>95</b>	<b>71</b>	<b>89</b>	[Not availab]	[Not availab]	67	96
<b>Sea Total</b>	<b>Sea Total</b>	<b>154</b>	<b>197</b>	<b>147</b>	<b>157</b>	<b>159</b>	<b>185</b>	<b>174</b>	[Not availab]	23	67	<b>124</b>
<b>Sea Total</b>	English Channel Ports	117	126	88	78	66	88	105	[Not availab]	[Not availab]	[Not availab]	74
<b>Sea Total</b>	English East Coast Ports	33	67	57	73	64	76	65	[Not availab]	[Not availab]	[Not availab]	41
<b>Sea Total</b>	Other UK Ports	4	4	2	6	28	20	3	[Not availab]	[Not availab]	[Not availab]	9
<b>by purpose of visit</b>	Package holiday	1,205	1,391	1,506	1,562	1,650	1,729	2,247	[Not availab]	202	1,574	2,087
<b>by purpose of visit</b>	Other holiday	1,513	1,644	1,613	1,553	1,655	1,804	1,742	[Not availab]	314	1,567	1,704
<b>by purpose of visit</b>	Business	464	540	487	493	513	504	505	[Not availab]	79	326	426
<b>by purpose of visit</b>	Visit friends / relatives	834	844	895	1,081	1,265	1,451	1,205	[Not availab]	334	968	1,246
<b>by purpose of visit</b>	Misc. and other	80	79	71	64	51	52	108	[Not availab]	36	144	116
<b>by area visited</b>	EU	1,874	2,009	1,968	2,124	2,400	2,562	2,756	[Not availab]	449	1,886	2,815
<b>by area visited</b>	Other Europe	16	12	4	11	18	6	27	[Not availab]	5	15	26
<b>by area visited</b>	North America	315	374	367	458	423	494	429	[Not availab]	31	407	378
<b>by area visited</b>	Australia & New Zealand	69	83	94	68	94	97	115	[Not availab]	8	67	72
<b>by area visited</b>	Asia	212	262	190	258	288	382	392	[Not availab]	61	244	312
<b>by area visited</b>	Rest of the World	1,612	1,759	1,950	1,836	1,911	1,999	2,088	[Not availab]	411	1,960	1,977
<b>Edinburgh, Glasgow, Prestwick &amp; Aberdeen</b>	Package holiday	903	1,051	1,184	1,244	1,390	1,394	1,896	[Not availab]	169	1,345	1,800
<b>Edinburgh, Glasgow, Prestwick &amp; Aberdeen</b>	Other holiday	1,105	1,169	1,165	1,108	1,203	1,320	1,224	[Not availab]	255	1,124	1,172
<b>Edinburgh, Glasgow, Prestwick &amp; Aberdeen</b>	Business	300	374	359	352	401	397	400	[Not availab]	53	226	325
<b>Edinburgh, Glasgow, Prestwick &amp; Aberdeen</b>	Visit friends / relatives	683	682	713	828	1,054	1,256	970	[Not availab]	236	722	988
<b>Other UK airport</b>	Package holiday	34	29	7	10	19	31	63	[Not availab]	[Not availab]	43	47
<b>Other UK airport</b>	Other holiday	79	67	43	43	79	64	118	[Not availab]	[Not availab]	134	117
<b>Other UK airport</b>	Business	52	45	2	6	39	19	58	[Not availab]	[Not availab]	47	44
<b>Other UK airport</b>	Visit friends / relatives	37	46	16	26	53	37	68	[Not availab]	[Not availab]	90	97
<b>Sea or Channel Tunnel</b>	Package holiday	49	51	42	46	39	24	55	[Not availab]	[Not availab]	12	29
<b>Sea or Channel Tunnel</b>	Other holiday	91	118	78	60	96	126	138	[Not availab]	[Not availab]	73	123
<b>Sea or Channel Tunnel</b>	Business	21	27	16	29	28	26	24	[Not availab]	[Not availab]	15	20
<b>Sea or Channel Tunnel</b>	Visit friends / relatives	23	22	27	31	36	17	38	[Not availab]	[Not availab]	30	42
<b>Package holiday</b>	EU	347	433	419	468	559	525	850	[ot available]	47	467	860
<b>Package holiday</b>	Elsewhere	858	959	1,087	1,094	1,091	1,204	1,396	[ot available]	155	1,107	1,227
<b>Other holiday</b>	EU	727	790	734	725	854	951	893	[ot available]	127	700	937
<b>Other holiday</b>	Elsewhere	786	854	879	827	800	853	850	[ot available]	187	867	767
<b>Business</b>	EU	300	328	275	305	286	339	323	[ot available]	51	172	262
<b>Business</b>	Elsewhere	164	212	212	188	226	165	183	[ot available]	29	154	164
<b>Visit friends / relatives</b>	EU	457	415	513	582	676	735	628	[ot available]	202	492	686
<b>Visit friends / relatives</b>	Elsewhere	377	429	382	499	589	716	577	[ot available]	132	476	560

**Table 11.27a** Transport Model for Scotland: inter-zonal [Note 33] **car, bus or train trips** made on an average weekday (thousands) - within Scotland: circa 2018 [Note 37]  
 Freeze panes are active on this sheet. To turn off freeze panes select the 'View' ribbon then 'Freeze Panes' then 'Unfreeze Panes' or use [Alt W, F]  
 Source: Transport Scotland (Transport Model for Scotland:18) - Not National Statistics

Origin	Clydeplan [Note 34]	SESplan [Note 35]	TAYplan [Note 36]	Aberdeen City & Shire	Dumfries & Galloway	Ayrshire	Stirling,			Rest of UK	Total
							Falkirk & Clacks	Elsewhere in Scotland			
Clydeplan [Note 34]	2,199	54	5	2	3	55	42	17	10	<b>2,388</b>	
SESplan[Note 35]	62	1,497	35	2	2	3	46	4	18	<b>1,671</b>	
TAYplan [Note 36]	5	33	402	9	0	0	7	2	1	<b>461</b>	
Aberdeen City & Shire	2	3	12	541	0	0	1	8	1	<b>569</b>	
Dumfries & Galloway	3	2	0	0	116	3	0	0	5	<b>130</b>	
Ayrshire	58	3	1	0	3	297	1	1	1	<b>365</b>	
Stirling, Falkirk & Clacks	43	40	7	1	0	1	241	1	1	<b>336</b>	
Elsewhere in Scotland	18	4	2	9	0	1	1	353	2	<b>392</b>	
Rest of UK	8	18	1	1	6	1	1	2	0	<b>39</b>	
<b>Total</b>	<b>2,401</b>	<b>1,654</b>	<b>465</b>	<b>566</b>	<b>130</b>	<b>361</b>	<b>342</b>	<b>390</b>	<b>41</b>	<b>6,350</b>	



**Table 11.27b** Transport Model for Scotland: inter-zonal [Note 33] **car trips** made on an average weekday (thousands) - within Scotland: circa 2018 [Note 37]  
 Freeze panes are active on this sheet. To turn off freeze panes select the 'View' ribbon then 'Freeze Panes' then 'Unfreeze Panes' or use [Alt W, F]  
 Source: Transport Scotland (Transport Model for Scotland:18) - Not National Statistics

Origin	Aberdeen			City & Shire	Dumfries & Galloway	Ayrshire	Stirling, Falkirk & Clacks		Elsewhere in Scotland	Rest of UK	Total
	Clydeplan [Note 34]	SESplan [Note 35]	TAYplan [Note 36]				Clacks	Rest of UK			
Clydeplan [Note 34]	1,830	43	4	1	3	46	38	14	5	<b>1,985</b>	
SESplan[Note 35]	51	1,243	32	2	2	2	41	3	10	<b>1,385</b>	
TAYplan [Note 36]	4	30	358	9	0	0	7	2	1	<b>411</b>	
Aberdeen City & Shire	2	2	11	497	0	0	1	7	1	<b>521</b>	
Dumfries & Galloway	3	2	0	0	106	3	0	0	5	<b>120</b>	
Ayrshire	50	2	1	0	3	265	1	1	1	<b>323</b>	
Stirling, Falkirk & Clacks	39	35	6	1	0	1	216	1	1	<b>300</b>	
Elsewhere in Scotland	16	3	2	9	0	1	1	328	2	<b>361</b>	
Rest of UK	4	10	1	1	5	0	1	2	0	<b>24</b>	
<b>Total</b>	<b>1,999</b>	<b>1,370</b>	<b>415</b>	<b>519</b>	<b>119</b>	<b>319</b>	<b>305</b>	<b>359</b>	<b>25</b>	<b>5,429</b>	

**Table 11.27c** Transport Model for Scotland: inter-zonal [Note 33] **bus or train trips** made on an average weekday (thousands) - within Scotland: circa 2018 [Note 37]

Freeze panes are active on this sheet. To turn off freeze panes select the 'View' ribbon then 'Freeze Panes' then 'Unfreeze Panes' or use [Alt W, F]

Source: Transport Scotland (Transport Model for Scotland:18) - Not National Statistics

Origin	Clydeplan [Note 34]	SESplan [Note 35]	TAYplan [Note 36]	Aberdeen City & Shire	Dumfries & Galloway	Ayrshire	Stirling, Falkirk & Clacks	Elsewhere in Scotland	Rest of UK	Total
Clydeplan [Note 34]	369	12	1	0	0	9	5	3	4	404
SESplan[Note 35]	12	254	4	1	0	1	5	1	9	286
TAYplan [Note 36]	1	3	44	1	0	0	0	0	0	50
Aberdeen City & Shire	0	1	1	44	0	0	0	1	0	48
Dumfries & Galloway	0	0	0	0	9	0	0	0	1	11
Ayrshire	8	1	0	0	0	32	0	0	0	42
Stirling, Falkirk & Clacks	4	5	0	0	0	0	25	0	0	36
Elsewhere in Scotland	3	1	0	1	0	0	0	26	0	31
Rest of UK	4	8	0	0	1	0	0	0	0	15
<b>Total</b>	<b>402</b>	<b>285</b>	<b>50</b>	<b>48</b>	<b>11</b>	<b>42</b>	<b>36</b>	<b>31</b>	<b>16</b>	<b>921</b>

**Table 11.27d** Transport Model for Scotland: inter-zonal [Note 33] **car and goods vehicle trips** made on an average weekday (thousands) - within Scotland: circa 2018 [Note 37]

Freeze panes are active on this sheet. To turn off freeze panes select the 'View' ribbon then 'Freeze Panes' then 'Unfreeze Panes' or use [Alt W, F]

Source: Transport Scotland (Transport Model for Scotland:18) - Not National Statistics

Origin	Clydeplan [Note 34]	SEsplan [Note 35]	TAYplan [Note 36]	Aberdeen			Stirling,			Total
				City & Shire	Dumfries & Galloway	Ayrshire	Falkirk & Clacks	Elsewhere in Scotland	Rest of UK	
Clydeplan [Note 34]	1,562	47	4	2	3	52	34	12	7	<b>1,723</b>
SEsplan [Note 35]	50	1,124	27	2	2	4	37	3	11	<b>1,261</b>
TAYplan [Note 36]	5	26	277	8	0	0	6	2	1	<b>325</b>
Aberdeen City & Shire	3	3	10	403	0	0	0	8	1	<b>428</b>
Dumfries & Galloway	3	2	0	0	97	3	0	0	5	<b>111</b>
Ayrshire	44	3	1	0	2	228	1	1	1	<b>281</b>
Stirling, Falkirk & Clacks	36	33	5	0	0	2	217	1	1	<b>295</b>
Elsewhere in Scotland	13	2	2	8	0	1	1	249	2	<b>279</b>
Rest of UK	6	11	1	1	5	1	1	2	0	<b>28</b>
<b>Total</b>	<b>1,721</b>	<b>1,253</b>	<b>328</b>	<b>423</b>	<b>111</b>	<b>291</b>	<b>298</b>	<b>278</b>	<b>29</b>	<b>4,731</b>

**Table 11.29** Passenger journeys made under concessionary fare schemes

This worksheet contains one table. Some cells refer to notes which can be found in the notes worksheet.  
 Freeze panes are active on this sheet. To turn off freeze panes select the 'View' ribbon then 'Freeze Panes' then 'Unfreeze Panes' or use (Alt W, F)

Source: Transport Scotland & Strathclyde Partnership for Transport - Not National Statistics

Type of concessionary journey	Type of scheme	Type of travel	2013-14	2014-15	2015-16	2016-17	2017-18	2018-19	2019-20 <sup>1</sup>	2020-2021	2021-2022	2022-2023	2023-2024
(a) all journeys made under concessionary fare schemes (Note 38)	Strathclyde Concessionary Travel scheme	Bus(es) (Note 39)	Inavailable	Unavailable	Inavailable	Inavailable	Inavailable	Inavailable	Unavailable	Unavailable	Unavailable	Unavailable	Unavailable
(a) all journeys made under concessionary fare schemes (Note 38)	Strathclyde Concessionary Travel scheme	Rail	3.17	3.37	3.36	3.42	3.51	3.52	3.52	0.57	1.81	2.32	3.54
(a) all journeys made under concessionary fare schemes (Note 38)	Strathclyde Concessionary Travel scheme	Underground	0.77	0.82	0.81	0.72	0.85	0.91	0.90	0.2	0.51	0.73	0.97
(a) all journeys made under concessionary fare schemes (Note 38)	Strathclyde Concessionary Travel scheme	Ferries	0.64	0.67	0.65	0.68	0.65	0.67	0.67	0.24	0.5	0.56	0.57
(a) all journeys made under concessionary fare schemes (Note 38)	Strathclyde Concessionary Travel scheme	Taxis	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
(a) all journeys made under concessionary fare schemes (Note 38)	Strathclyde Concessionary Travel scheme	Others	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
(a) all journeys made under concessionary fare schemes (Note 38)	Strathclyde Concessionary Travel scheme	Total	4.58	4.86	4.82	4.82	5.01	5.10	5.09	1.01	2.82	3.61	5.08
(a) all journeys made under concessionary fare schemes (Note 38)	Other concessionary fare schemes (Note 46)	Bus(es) (Note 39) (Note 41) (Note 42)(i.e. the National schemes)	148.64	148.27	145.52	145.62	142.33	145.12	140.7	48.65	88.19	153.37	181.14
(a) all journeys made under concessionary fare schemes (Note 38)	Other concessionary fare schemes (Note 46)	Rail	1.48	2.13	2.31	2.34	1.93	1.87	1.85	0.17	0.37	1.39	2.28
(a) all journeys made under concessionary fare schemes (Note 38)	Other concessionary fare schemes (Note 46)	Underground	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
(a) all journeys made under concessionary fare schemes (Note 38)	Other concessionary fare schemes (Note 46)	Ferries (Note 43) (Note 61)	0.06	0.06	0.06	0.06	0.06	0.06	0.06	0.02	0.04	0.05	0.06
(a) all journeys made under concessionary fare schemes (Note 38)	Other concessionary fare schemes (Note 46)	Taxis	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
(a) all journeys made under concessionary fare schemes (Note 38)	Other concessionary fare schemes (Note 46)	Others	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
(a) all journeys made under concessionary fare schemes (Note 38)	Other concessionary fare schemes (Note 46)	Total	150.16	150.46	148.89	148.02	144.32	140.05	142.61	48.84	89.39	154.81	183.48
(a) all journeys made under concessionary fare schemes (Note 38)	All concessionary fare schemes (Note 40)	Bus(es) (Note 39) (Note 41) (Note 42)	148.64	148.27	145.52	145.62	142.33	145.12	140.70	48.65	88.19	153.37	181.14
(a) all journeys made under concessionary fare schemes (Note 38)	All concessionary fare schemes (Note 40)	Rail	4.63	5.50	5.67	5.76	5.44	5.39	5.37	0.74	2.51	3.71	5.82
(a) all journeys made under concessionary fare schemes (Note 38)	All concessionary fare schemes (Note 40)	Underground	0.77	0.82	0.81	0.72	0.85	0.91	0.90	0.20	0.51	0.73	0.97
(a) all journeys made under concessionary fare schemes (Note 38)	All concessionary fare schemes (Note 40)	Ferries	0.70	0.73	0.71	0.74	0.71	0.73	0.73	0.26	0.54	0.61	0.63
(a) all journeys made under concessionary fare schemes (Note 38)	All concessionary fare schemes (Note 40)	Taxis	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
(a) all journeys made under concessionary fare schemes (Note 38)	All concessionary fare schemes (Note 40)	Others	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
(a) all journeys made under concessionary fare schemes (Note 38)	All concessionary fare schemes (Note 40)	Total	154.74	155.32	153.71	152.84	149.33	152.15	147.70	49.85	91.78	158.42	188.56
(b) of which : journeys which were made free of charge to the traveller	Strathclyde Concessionary Travel scheme	Bus(es) (Note 39)	Inavailable	Unavailable	Inavailable	Inavailable	Inavailable	Inavailable	Unavailable	Unavailable	Unavailable	Unavailable	Unavailable
(b) of which : journeys which were made free of charge to the traveller	Strathclyde Concessionary Travel scheme	Rail	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
(b) of which : journeys which were made free of charge to the traveller	Strathclyde Concessionary Travel scheme	Other	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
(b) of which : journeys which were made free of charge to the traveller	Strathclyde Concessionary Travel scheme	Total	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
(b) of which : journeys which were made free of charge to the traveller	Other concessionary fare schemes	Bus(es) (Note 39) (Note 41) (Note 42) (i.e. the National schemes)	146.87	146.75	145.31	144.71	141.75	146.63	140.40	48.00	88.10	153.37	181.14
(b) of which : journeys which were made free of charge to the traveller	Other concessionary fare schemes	Rail	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
(b) of which : journeys which were made free of charge to the traveller	Other concessionary fare schemes	Ferries (Note 61)	0.06	0.06	0.06	0.06	0.06	0.06	0.05	0.02	0.04	0.05	0.06
(b) of which : journeys which were made free of charge to the traveller	Other concessionary fare schemes	Other	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
(b) of which : journeys which were made free of charge to the traveller	Other concessionary fare schemes	Total	146.93	146.81	145.37	144.77	141.81	146.69	140.45	48.02	88.14	153.42	181.20
(b) of which : journeys which were made free of charge to the traveller	All concessionary fare schemes	Bus(es) (Note 39) (Note 41) (Note 42)	146.87	146.75	145.31	144.71	141.75	146.63	140.40	48.00	88.10	153.37	181.14
(b) of which : journeys which were made free of charge to the traveller	All concessionary fare schemes	Rail	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
(b) of which : journeys which were made free of charge to the traveller	All concessionary fare schemes	Ferries	0.06	0.06	0.06	0.06	0.06	0.06	0.05	0.02	0.04	0.05	0.06
(b) of which : journeys which were made free of charge to the traveller	All concessionary fare schemes	Other	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
(b) of which : journeys which were made free of charge to the traveller	All concessionary fare schemes	Total	146.93	146.81	145.37	144.77	141.81	146.69	140.45	48.02	88.14	153.42	181.20

**Table 11.30** Traveline Scotland: telephone calls and web site hits [Note 45]

This worksheet contains one table. Some cells refer to notes which can be found in the notes worksheet.

Freeze panes are active on this sheet. To turn off freeze panes select the 'View' ribbon then 'Freeze Panes' then 'Unfreeze Panes' or use [Alt W, F]

Source: Transport Scotland - Not National Statistics

<b>Weeks included in year/calls answered/Web hits [Note 46]</b>	<b>Type of figures used</b>	<b>2013</b>	<b>2014</b>	<b>2015</b>	<b>2016</b>	<b>2017</b>	<b>2018</b>	<b>2019</b>	<b>2020</b>	<b>2021</b>	<b>2022</b>	<b>2023</b>
Weeks included in year telephone calls [Note 46]	numbers	52	52	52	52	52	52	52	53	52	52	52
Weeks included in year Web site [Note 46]	numbers	52	52	52	52	52	52	52	52	52	52	52
Calls answered	thousands	331.7	286.7	219.9	214.1	166.0	157.0	106.1	54.05	89.7	90.3	64.6
Ring tone, no reply [Note 47]	thousands	0	0	0	0	0	0	0	0	0	0	0
Engaged tone [Note 47]	thousands	0	0	0	0	0	0	0	0	0	0	0
Other [Note 47]	thousands	0	0	0	0	0	0	0	0	0	0	0
Total unanswered [Note 51]	thousands	6.5	8.5	2.6	10.0	13.0	26.0	2.0	1.2	2.0	2.0	2.4
Total number of calls	thousands	338.2	295.2	222.5	224.1	179.0	183.0	108.1	55.2	91.7	92.3	66.4
Percentage answered	percentages	98.1	97.1	98.8	95.5	92.7	85.8	98.1	97.9	97.8	97.9	97.4
Daily average answered [Note 48]	numbers	911	788	604	588	456	431	291	146	246	248	178
Answered calls: av. duration	seconds	180.0	182.0	190	195	205	184	179	182	175	177	172
Total number of hits [Note 49] [Note 50] [Note 52]	thousands	11,532.4	#####	#####	29,000.0	35,069.4	33,152.8	#####	18,779.8	25,325.2	22,421.8	18,957.0
Daily average hits [Note 48]	numbers	31,682	34,715	55,167	79,670	96,345	91,079	87,469	51,593	69,575	61,598	52,080

**Table 11.31** Employed adults (aged 16 or over and excluding those working mainly from home) distance to place of work: 2022 [Note 53] [Note 55]  
 This worksheet contains one table. Some cells refer to notes which can be found in the notes worksheet.  
 Freeze panes are active on this sheet. To turn off freeze panes select the 'View' ribbon then 'Freeze Panes' then 'Unfreeze Panes' or use [Alt W, F]  
 Source: Scottish Census 2022, National Records of Scotland

	Work										Total number of employed adults
	mainly at or from home	Less than 2km	2 km to less than 5 km	5 km to less than 10 km	10 km to less than 20 km	20 km to less than 30 km	30 km to less than 40 km	40 km to less than 60 km	60 km and over	Other [Note 54]	
All Adults	31.6%	12.6%	18.8%	17.2%	15.8%	6.8%	3.0%	2.2%	2.1%	21.4%	2,533,511

**Table 11.32** Employed adults (16-74) mode of transport to place of work (excluding those working mainly from home): 2011 [Note 53][Note 54] [Note 55]  
 This worksheet contains one table. Some cells refer to notes which can be found in the notes worksheet.  
 Freeze panes are active on this sheet. To turn off freeze panes select the 'View' ribbon then 'Freeze Panes' then 'Unfreeze Panes' or use [Alt W, F]  
 Source: Scottish Census 2011, National Records of Scotland

	Work mainly at or from home	Underground, metro, light rail or tram	Train	Bus, minibus or coach	Taxi or minicab	Driver, car or van	Passenger, car or van	Motorcycle, scooter or moped	Bicycle	On foot	Other	Total Number (=100%)
All Adults	10.8%	0.3%	4.2%	11.2%	0.7%	62.8%	6.5%	0.3%	1.6%	11.1%	1.3%	2,400,925

**Table 11.33** Employed adults (16-74) (excluding those working mainly from home) distance to place of work by car/van availability: 2011 [Note 53][Note 54] [Note 55] [Note 56]  
 This worksheet contains one table. Some cells refer to notes which can be found in the notes worksheet.  
 Freeze panes are active on this sheet. To turn off freeze panes select the 'View' ribbon then 'Freeze Panes' then 'Unfreeze Panes' or use [Alt W, F]  
 Source: Scottish Census 2011, National Records of Scotland

Adults ownership	Work							Other	Total Number (=100%) <sup>3</sup>
	mainly at or from home	Less than 2km	2 km to less than 5 km	5 km to less than 10 km	10 km to less than 20 km	20 km to less than 30 km	30 km and over		
All	10.7%	14.6%	21.6%	19.3%	17.0%	7.3%	8.0%	12.3%	2,390,595
None	10.8%	24.8%	30.9%	17.9%	9.4%	3.0%	3.6%	10.5%	314,494
One	10.0%	16.4%	23.7%	19.7%	15.9%	6.2%	6.7%	11.4%	932,787
Two or more	11.1%	10.2%	17.3%	19.3%	20.1%	9.3%	10.3%	13.5%	1,143,314



**Table 11.34** All people aged 4 and over studying(excluding those studying mainly from home), distance to place of study by age: 2011 [Note 53] [Note 55]  
 This worksheet contains one table. Some cells refer to notes which can be found in the notes worksheet.  
 Freeze panes are active on this sheet. To turn off freeze panes select the 'View' ribbon then 'Freeze Panes' then 'Unfreeze Panes' or use [Alt W, F]  
 Source: Scottish Census 2011, National Records of Scotland

All Adults	Study										Other	Total Number (=100%)
	mainly at or from home	Less than 2km	2 km to less than 5 km	5 km to less than 10 km	10 km to less than 20 km	20 km to less than 30 km	30 km to less than 40 km	40 km to less than 60 km	60 km and over			
All	12.4	49.3	23.4	11.7	7.5	2.7	1.4	1.2	1.0	1.7	996,282	
4 to 11	11.8	72.3	15.9	6.3	2.9	0.9	0.4	0.4	0.4	0.4	386,410	
12 to 15	11.1	42.0	32.0	13.6	8.0	2.0	0.8	0.5	0.6	0.4	241,975	
16 to 17	10.7	34.2	30.6	15.8	10.9	3.8	1.6	1.2	1.1	0.7	101,169	
18 and over	15.2	27.6	23.5	16.4	12.4	5.8	3.5	3.0	2.3	5.2	266,728	

**Table 11.35** All people aged 4 and over studying, mode of transport to place of study by distance: 2011 [Note 53] [Note 55]

This worksheet contains one table. Some cells refer to notes which can be found in the notes worksheet.

**Table 11.35** All people aged 4 and over studying, mode of transport to place of study by distance: 2011 [Note 53] [Note 55]

This worksheet contains one table. Some cells refer to notes which can be found in the notes worksheet.

Freeze panes are active on this sheet. To turn off freeze panes select the 'View' ribbon then 'Freeze Panes' then 'Unfreeze Panes' or use [Alt W, F]

Source: Scottish Census 2011, National Records of Scotland

Excluding those studying mainly from home

By distance	Study mainly at or from home	Train, underground, metro, light rail or tram	Bus, minibus or coach	Driver, car or van	Passenger, car or van	Bicycle	On foot	Other	Total Number (=100%)
All	12.4%	3.7%	24.6%	5.3%	19.1%	1.2%	44.7%	1.5%	996,282
Less than 2km	[Not applicable]	0.3%	6.2%	0.8%	17.3%	1.2%	73.3%	0.8%	429,936
2km to less than 5km	[Not applicable]	2.6%	40.9%	4.6%	26.2%	1.6%	22.2%	1.8%	203,907
5km to less than 10km	[Not applicable]	6.1%	52.1%	9.4%	20.2%	0.8%	9.0%	2.4%	102,246
10km to less than 20km	[Not applicable]	11.5%	46.2%	14.7%	16.4%	0.3%	8.3%	2.6%	65,101
20km to less than 30km	[Not applicable]	17.9%	35.7%	20.5%	14.5%	0.3%	8.9%	2.1%	23,802
30km to less than 40km	[Not applicable]	25.5%	29.7%	20.9%	11.6%	0.4%	10.1%	1.8%	12,406
40km to less than 60km	[Not applicable]	23.3%	27.7%	22.8%	10.7%	0.5%	13.3%	1.8%	10,174
60km and over	[Not applicable]	14.1%	25.2%	15.6%	10.7%	1.6%	30.7%	2.1%	10,245
Other	[Not applicable]	4.5%	21.0%	16.5%	5.1%	3.2%	46.1%	3.7%	14,536

Figure 11.1 Calls to Traveline Scotland in 2023

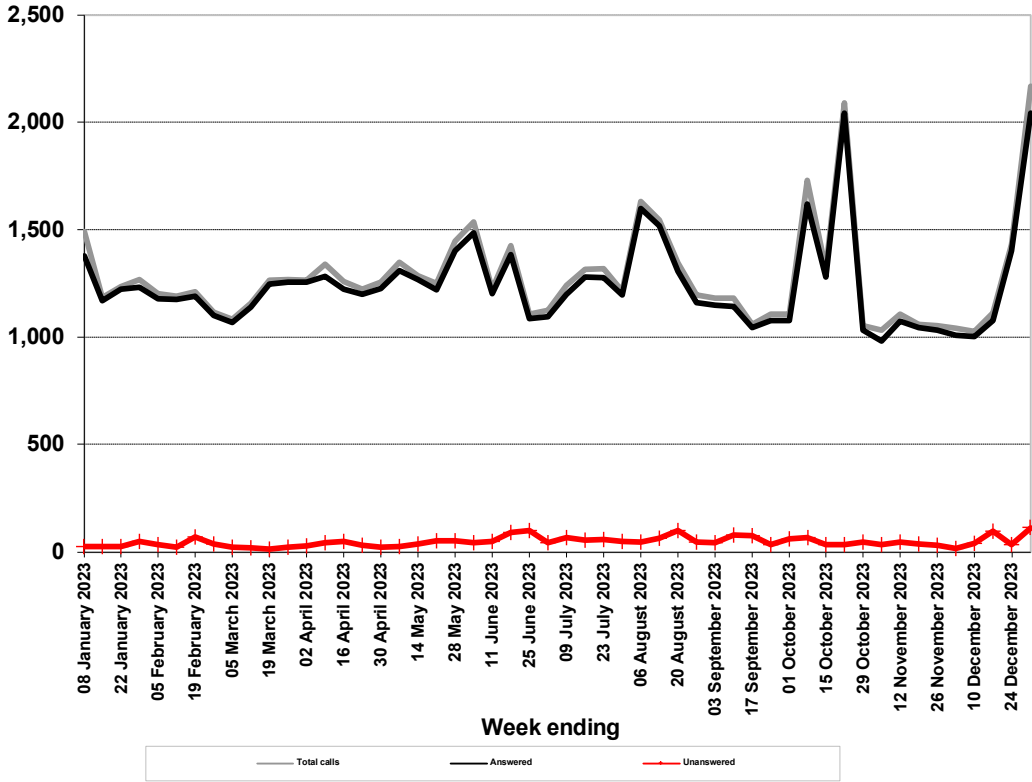
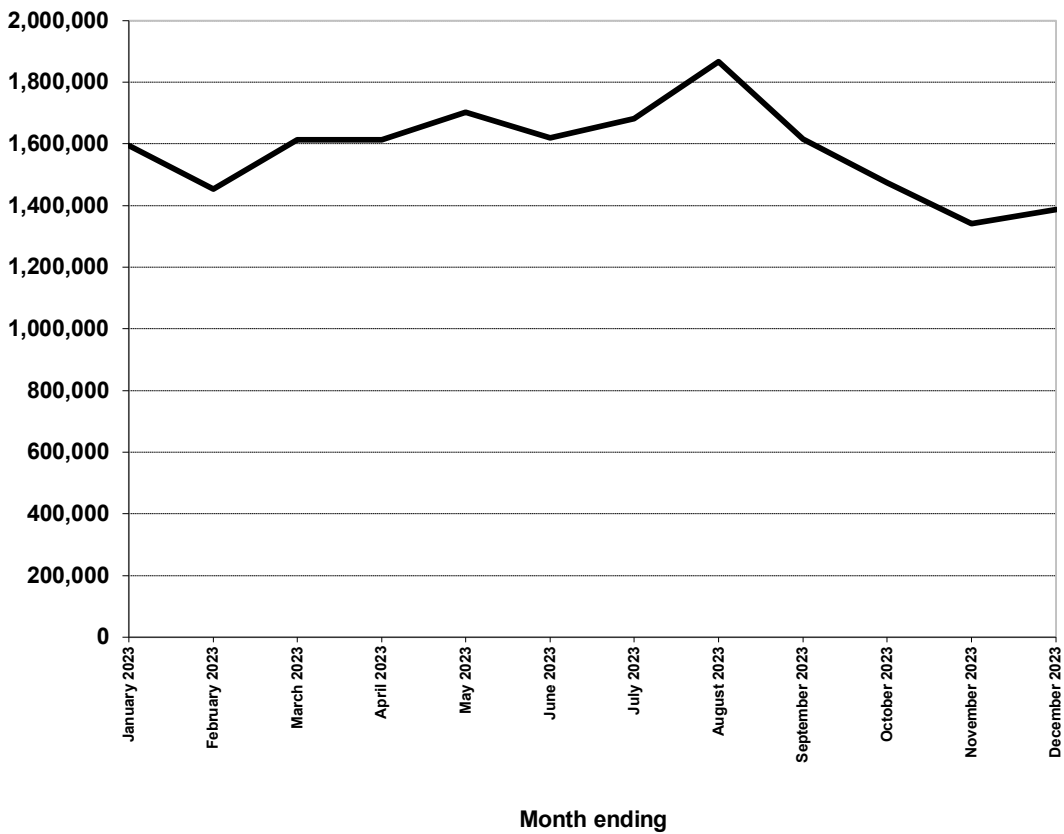


Figure 11.2 Traveline Scotland - Web & App hits in 2023





**TRANSPORT  
SCOTLAND**  
CÒMHDHAIL ALBA

# Scottish Transport Statistics 2023

## International Comparisons

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## Introduction

This chapter compares some statistics for Scotland with the 27 EU member countries over a mixture of years. Due to the increased EU membership over the years overall comparisons with EU-14 and EU-27 countries are made.

Due to definitional variations across countries comparisons may not be exact (see Sections 3, 4 & 5), especially where noticeable difference exist between the UK figure and the *UK/GB calculated on the same basis* as the figure for Scotland.

In some cases, the EU countries' figures do not all relate to the same year. (See the International comparisons section of the user guide). Because of such differences, the commentary in Section 2 generally does not reference the year. General trends will tend to be similar over recent years and so the impact of this should be minimal.

## Key Points

- **Scotland has less road and rail network by area compared to the EU average.**
- **Scotland has higher car use but less car ownership than the EU average**
- **The proportion of freight carried by road is lower than in the rest of the EU due to the higher proportion carried by pipeline in Scotland.**

## Main points

### Population

Scotland has a low population: only ten of the EU-27 (Slovak Republic, Ireland, Croatia, Lithuania, Slovenia, Latvia, Estonia, Cyprus, Luxembourg and Malta) have fewer people. Scotland also has a low population density (70 people per square kilometre) compared with the overall EU average (EU-14: 113; EU-27: 106). Only

seven of the EU-27 countries (Croatia, Bulgaria, Estonia, Finland, Lithuania, Latvia and Sweden) have a lower population density than Scotland.

## Road Network

For its area, Scotland has a short Motorway network (6.2 km of Motorway per thousand square kilometres), well below the overall EU figure (EU-14: 14.7; EU-27: 18.0). Six of the EU-27 countries (Lithuania, Poland, Sweden, Romania, Estonia and Finland) have a lower figure than Scotland. This does not include Latvia and Malta which have no motorway.

The total length of the Scottish road network relative to the area of the country is 37 per cent below the EU-27 average when 'other roads' and unclassified roads in Scotland are excluded (Scotland: 378 km of road per thousand square kilometres; EU-14: 443; EU-27: 441).

Scotland has a short rail network for its area (34.7 km of route per thousand square kilometres) compared with the overall EU figure (EU-14: 35.0; EU-27: 47.8). Nine of the 27 EU countries (Spain, Lithuania, Ireland, Latvia, Portugal, Estonia, Sweden, Finland and Greece) have a lower value than Scotland. This does not include Cyprus and Malta which do not have a railway network.

## Vehicles per Population

Scotland has few cars for the size of its population (477 per thousand population) compared with the EU as a whole (EU-14: 577; EU-27: 563). Eight of the EU-27 countries have lower figures than Scotland.

Scotland also has few goods vehicles relative to the size of its population (71 per thousand population) compared with the overall EU average (EU-14: 74; EU-27: 77). Of the EU-27, thirteen countries have lower figures.

The number of new vehicle registrations in Scotland was relatively high (26 per thousand population), higher than the EU-27 average – four of the EU-27 countries had higher rates (Luxembourg, Belgium, Germany and Sweden).

## Distances travelled

Walking, cycling and motorcycles are excluded from the calculation of these modal shares, for consistency with the figures in the relevant table of the EU publication. That table shows just four modes (passenger cars, buses/coaches, railways and tram/metro) and gives their shares of the total for those four modes. Passenger cars account for a slightly higher percentage of the total travel by those four modes in Scotland (85.7%) than the EU as a whole (EU-14 85.5%; EU-27: 85.2%).

## Air travel

Relative to the size of its population, Scotland had less international air passengers to or from the EU-27 countries (1.99 per head of the population, not counting internal UK traffic) than the overall EU figure (EU-14 1.79; EU-27: 1.57).

## Road Fatalities

Scotland's number of road deaths per million population is well below the overall EU average (Scotland: 32; EU-14: 42; EU-27: 46). Of the EU-27 countries, only Denmark, Ireland and Sweden had a lower figures.

## Freight

For freight transport, road has a low modal share in Scotland (68.6%) compared with the overall EU figure (EU-14: 72.9%; EU-27: 75.3%). The modal share of pipelines (23.1%) was higher than in any EU country. The modal shares of rail and inland waterways in Scotland are both below the overall figures for the EU-27.



## Table Comparisons

- Rates (per thousand population or per thousand square km) are based on the countries' areas and populations presented in *EU Energy and Transport in Figures*. As figures are rounded to a few decimal places, results won't be as precise as they using exact figures. Therefore figures should be regarded as broad indicators;
- Country figures may not be on *exactly* the basis due to the availability of data. There is plenty of scope for differences in interpretation or definition (e.g. should the surface area of inland lochs and lakes be included when calculating a country's area?);
- Scotland figures may differ from those elsewhere in *Scottish Transport Statistics* in order to provide Scottish figures on the same basis as the GB or UK figures given in the final two columns.
- GB and UK figures are on the same basis as the figures for Scotland. The closer that these figures are to the UK (or GB) figures from *EU Energy and Transport in Figures* (columns to the left of the EU-14 and EU-27), the closer that the Scottish basis is to the EU countries.
- Many of the Scotland figures are derived from GB-wide surveys conducted by the Department for Transport and UK figures may not be as readily available. As Northern Ireland may account for a small percentage of a UK figure, there is likely to be little difference between figures for GB and UK, particularly for rates.
- Some of the Scotland, GB and/or UK figures appear with more significant digits than the figures for the EU countries, increasing the precision of the rates.

- note 1 The definitions of road types vary from country to country. Some countries' figures may include the lengths of some roads which do not have a hard surface.
- note 2 The notes on the sources of the statistics explain why there appears to be a large inconsistency between the EU publication's figure for the UK and the (DfT) figure for GB.
- note 3 National Travel Survey data is only collected for England now. Figures for Scotland and GB are for the last time they were available in 2012.
- note 4 All roads data relates to the end of 2005, except for motorway estimate.
- note 5 Calculated from the figures in that table, which gives the total number of passenger/tonne-kilometres for the country as a whole (in 100/1000 millions).
- note 6 As shown in (or as calculated from figures in) a previous edition - the 2012 edition does not provide any figures for powered two-wheelers, cycling or walking.
- note 7 Data calculated by adding together the total number of journeys across each row in Table 2.4.1
- note 8 UK figure is for GB only.
- note 9 These are the nearest available figures for Scotland, and comparable figures for GB or UK as a whole - information on sources is given in the text. These may be on a different basis from other countries.
- note 10 Note: figures for GB and Scotland are taken from DfT road lengths publication rd10201. Data differs from TS data due to different methodology. NI figure from NITS.
- note 11 GB figure from table RAI0104 (TSGB0604) of TSGB 2020. UK figure is GB figure plus NI figure from NITS 2018-19 Table 2.3
- note 12 GB/ UK figs table VEH0101a DfT's veh tables <http://tinyurl.com/zhrtb5x>
- note 13 <http://tinyurl.com/zhrtb5x>
- note 14 <http://tinyurl.com/zhrtb5x>
- note 15 GB/ UK figs table VEH0153 DfT's veh tables <http://tinyurl.com/zhrtb5x>
- note 16 Note NTS only covers England now. Scotland and GB figures are those that were published in 2012.
- note 17 Scotland STS table 8.3(a) UK DfT aviation statistics table AV10105
- note 18 GB figures taken from TSGB table TSGB0403 except Inland waterways (UK figure table port0705)

**Table 12.1 International comparisons**  
 This worksheet contains one table. Some cells refer to notes which can be found in the notes worksheet.  
 Freeze panes are active on this sheet. To turn off freeze panes select the 'View' ribbon then 'Freeze Panes' then 'Unfreeze Panes' or use [Alt W, F]  
 Source: EU Energy and Transport in Figures

[Not applicable]		[Not applicable]		[Not applicable]		[Not applicable]		[Not applicable]		[Not applicable]		[Not applicable]		[Not applicable]		[Not applicable]		[Not applicable]		[Not applicable]		[Not applicable]	
[Not applicable]		[Not applicable]		[Not applicable]		[Not applicable]		[Not applicable]		[Not applicable]		[Not applicable]		[Not applicable]		[Not applicable]		[Not applicable]		[Not applicable]		[Not applicable]	
Type of data	Mode of transport/distance	population/vehicles	Year of data (most countries)	EU publication table	Scottish figure (same or a similar basis) [Note 9]	Austria	Belgium	Bulgaria	Cyprus	Czech Republic	Germany	Denmark	Estonia	Greece (Note 4)	Spain	Finland	France	Croatia	Hungary	Ireland	Italy	Lithuania	
General data	Population (at 1 Jan)	million	2023	1.1	5.49	9.1	11.7	6.4	0.9	10.8	84.4	5.9	1.4	10.4	48.1	5.6	68.2	3.9	9.6	5.3	59.0	2.9	
General data	Area	'000 sq km	2022	1.1	78.0	83.9	30.7	111.0	9.3	78.9	357.6	42.9	45.3	131.7	506.0	338.4	638.5	56.6	93.0	69.9	302.1	65.3	
General data	Population density (at 1 Jan)	people per sq km	2022	calc'd	70	109	383	58	100	137	236	138	30	79	95	16	107	68	103	75	195	44	
Infrastructure and vehicles	Motorways [Note 10]	km	2022	2.5.1	480	1,749	1,763	825	271	1,363	13,172	1,355	225	2,205	15,825	944	11,751	1,341	1,868	995	7,556	400	
Infrastructure and vehicles	Motorways [Note 10]	km per '000 sq km	2022	calc'd	6.2	20.9	57.5	7.4	29.3	17.3	36.8	31.6	5.0	16.7	31.3	2.8	18.4	23.7	20.1	14.2	25.0	6.1	
Infrastructure and vehicles	All roads excluding other roads (U roads) [Note 1] [Note 10]	'000 km	2020	2.5.2	29.5	36.1	16.3	7.7	8.2	55.9	229.6	74.9	17.0	42.3	165.9	27.9	400.4	18.0	32.6	19.8	168.1	21.6	
Infrastructure and vehicles	All roads excluding other roads (U roads) [Note 1] [Note 10]	km per '000 sq km	2020	calc'd	378	430	533	70	888	708	642	1,746	374	321	328	82	627	317	350	283	557	331	
Infrastructure and vehicles	Railways [Note 11]	km	2022	2.5.3	2,708	5,575	3,619	4,029	0	9,521	38,836	2,448	1,175	1,990	16,468	5,918	27,812	2,617	7,907	2,045	16,829	1,919	
Infrastructure and vehicles	Railways [Note 11]	km per '000 sq km	2022	calc'd	34.7	66.5	118.0	36.3	0	120.7	108.6	57.0	25.9	15.1	32.5	17.5	43.6	46.2	85.0	29.2	55.7	29.4	
Infrastructure and vehicles	Passenger cars [Note 12]	million	2022	2.6.2	2.54	5.15	5.96	2.90	0.60	6.31	48.76	2.80	0.85	5.73	26.61	3.67	38.86	1.84	4.09	2.34	40.21	1.65	
Infrastructure and vehicles	Passenger cars [Note 12]	per 1,000 pop'n	2022	calc'd	477	566	507	449	653	582	578	472	622	550	553	660	570	478	426	443	682	578	
Infrastructure and vehicles	Powered two wheelers [Note 2] [Note 13]	thousands	2022	2.6.5	77	930	804	223	42	1,750	4,913	196	67	1,714	5,827	656	2,844	168	211	47	10,303	79	
Infrastructure and vehicles	Goods vehicles [Note 14]	thousands	2022	2.6.4	376	573	1,018	472	121	755	3,868	408	144	1,406	4,053	698	5,494	224	652	389	4,575	153	
Infrastructure and vehicles	Goods vehicles [Note 14]	per 1,000 pop'n	2022	calc'd	71	63	87	73	131	70	46	69	106	135	84	126	81	58	68	74	78	54	
Infrastructure and vehicles	New registrations of passenger cars [Note 15]	thousands	2022	2.6.6	142	215	375	29	12	178	2,651	149	21	105	852	82	1,577	37	112	108	1,336	24	
Infrastructure and vehicles	New registrations of passenger cars [Note 15]	per 1,000 pop'n	2022	calc'd	26	24	32	4	13	16	31	25	15	10	18	15	23	10	12	20	23	8	
Passenger transport [Note 3]	Distance travelled (kilometres per person per year) [Note 16]	Passenger cars	2022	2.3.4 [Note 5] [Note3]	8,557	7,158	7,926	7,913	6,685	6,367	9,592	9,857	9,095	8,899	6,202	11,521	9,239	5,249	6,659	9,817	8,277	9,987	
Passenger transport [Note 3]	Distance travelled (kilometres per person per year) [Note 16]	Powered two-wheelers	2001	prev. [Note 6]	55	198	100	n/a	n/a	n/a	217	144	n/a	2,013	334	171	201	n/a	n/a	93	1,188	n/a	
Passenger transport [Note 3]	Distance travelled (kilometres per person per year) [Note 16]	Buses and coaches	2022	2.3.5 [Note 5] [Note3]	651	834	1,011	1,045	1,383	1,163	551	1,381	1,437	1,697	787	1,222	689	837	1,551	2,093	1,505	743	
Passenger transport [Note 3]	Distance travelled (kilometres per person per year) [Note 16]	Tram / metro	2022	2.3.6 [Note 5] [Note3]	0	680	81	116	0	334	133	56	42	108	134	89	108	96	184	23	97	0	
Passenger transport [Note 3]	Distance travelled (kilometres per person per year) [Note 16]	Railways (excl. t/m)	2022	2.3.7 [Note 5] [Note3]	778	920	593	187	0	624	682	705	212	63	354	522	1,166	140	566	165	469	100	
Passenger transport [Note 3]	Distance travelled (kilometres per person per year) [Note 16]	Cycling	2001	prev. [Note 6]	56	136	322	n/a	n/a	n/a	291	936	n/a	76	20	251	75	n/a	n/a	184	154	n/a	
Passenger transport [Note 3]	Distance travelled (kilometres per person per year) [Note 16]	Walking	2001	prev. [Note 6]	288	419	380	n/a	n/a	n/a	372	431	n/a	389	368	386	404	n/a	n/a	368	410	n/a	
Passenger transport [Note 3]	Distance travelled (kilometres per person per year) [Note 16]	Total these modes	2022	calc'd	10,385	10,346	10,413	9,261	8,068	8,487	11,838	13,510	10,787	13,246	8,198	14,162	11,883	6,322	8,960	12,743	12,100	10,830	

**Table 12.1 International comparisons**  
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 Source: EU Energy and Transport in Figures

[Not applicable]		[Not applicable]		[Not applicable]		[Not applicable]		[Not applicable]		[Not applicable]		[Not applicable]		[Not applicable]		[Not applicable]		[Not applicable]		[Not applicable]	
Type of data	Mode of transport/distance	population/vehicles	Year of data (most countries)	EU publication table	SCOT (same or a similar basis)	LU Luxembourg	LV Latvia	MT Malta (Note 4)	NL Netherlands	PL Poland	PT Portugal	RO Romania	SE Sweden	SI Slovenia	SK Slovak Republic	EU-27	EU-14	SCOT Scotland	GB (same basis)	UK (same basis)	
General data	Population (at 1 Jan)	million	2023	1.1	5.49	0.7	1.9	0.5	17.8	36.8	10.5	19.1	10.5	2.1	5.4	448.8	347.1	5.49	66.34	68.27	
General data	Area	'000 sq km		1.1	78.0	2.6	64.6	0.3	37.4	311.928	92.2	238.4	447.4	20.3	49.0	4,225.13	3081.3	78.0	229.0	243.8	
General data	Population density (at 1 Jan)	people per sq km	2022	calc'd	70	255	29	1715	477	118	113	80	24	104	111	106	113	70	290	280	
Infrastructure and vehicles	Motorways [Note 10]	km	2022	2.5.1	480	163	0	0	2,793	1,802	3,115	949	2,193	616	861	76,100	45,352	480	3,706	3,821	
Infrastructure and vehicles	Motorways [Note 10]	km per '000 sq km	2022	calc'd	6.2	62.8	0	0	74.7	5.8	33.8	4.0	4.9	30.4	17.6	18.0	14.7	6.2	16.2	15.7	
Infrastructure and vehicles	All roads excluding other roads (U roads) [Note 1] [Note 10]	'000 km	2020	2.5.2	29.5	2.9	49.5	2.9	13.5	175.1	9.5	52.7	156.8	38.7	18.2	1,862	1,364	29.5	81.5	91.6	
Infrastructure and vehicles	All roads excluding other roads (U roads) [Note 1] [Note 10]	km per '000 sq km	2020	calc'd	378	1,114	767	9,035	361	561	103	221	350	1,911	370	441	443	378	356	376	
Infrastructure and vehicles	Railways [Note 11]	km	2022	2.5.3	2,708	271	1,865	0	3,041	19,355	2,527	10,615	10,914	1,208	3,626	202,131	107,872	2,708	15,873	16,213	
Infrastructure and vehicles	Railways [Note 11]	km per '000 sq km	2022	calc'd	34.7	104.4	28.9	0	81.4	62.0	27.4	44.5	24.4	59.6	73.9	47.8	35.0	34.7	69.3	66.5	
Infrastructure and vehicles	Passenger cars [Note 12]	million	2022	2.6.2	2.54	0.44	0.77	0.32	8.92	21.46	5.78	7.87	4.98	1.21	2.56	252.61	200.20	2.54	32.17	33.19	
Infrastructure and vehicles	Passenger cars [Note 12]	per 1,000 pop'n	2022	calc'd	477	673	409	585	501	584	552	413	473	571	471	563	577	477	485	486	
Infrastructure and vehicles	Powered two wheelers [Note 2] [Note 13]	thousands	2022	2.6.5	77	35	73	41	1,914	3,270	765	192	731	153	170	38,117	31,678	77	1,338	1,363.7	
Infrastructure and vehicles	Goods vehicles [Note 14]	thousands	2022	2.6.4	376	52	97	54	1,136	4,210	1,404	1,228	695	127	337	34,345	25,771	376	4,998	5,160	
Infrastructure and vehicles	Goods vehicles [Note 14]	per 1,000 pop'n	2022	calc'd	71	79	52	99	64	115	134	64	66	60	62	77	74	71	75	76	
Infrastructure and vehicles	New registrations of passenger cars [Note 15]	thousands	2022	2.6.6	142	42	17	6	312	422	158	129	290	46	79	9,361	8,251	142	1,613	1,652	
Infrastructure and vehicles	New registrations of passenger cars [Note 15]	per 1,000 pop'n	2022	calc'd	26	64	9	12	18	11	15	7	28	22	14	21	24	26	24	24	
Passenger transport [Note 3]	Distance travelled (kilometres per person per year) [Note 16]	Passenger cars	2022	2.3.4 [Note 5] [Note3]	8,557	10,709	7,846	4,384	5,906	6,098	8,284	5,295	8,572	11,475	4,655	8,339	8,794	8,557	8,684	[Not available]	
Passenger transport [Note 3]	Distance travelled (kilometres per person per year) [Note 16]	Powered two-wheelers	2001	prev. [Note 6]	55	130	n/a	n/a	55	n/a	754	n/a	111	n/a	n/a	n/a	405	55	58	[Not available]	
Passenger transport [Note 3]	Distance travelled (kilometres per person per year) [Note 16]	Buses and coaches	2022	2.3.5 [Note 5] [Note3]	651	1,853	932	1,017	236	707	790	1,117	890	1,487	800	905	883	651	565	[Not available]	
Passenger transport [Note 3]	Distance travelled (kilometres per person per year) [Note 16]	Tram / metro	2022	2.3.6 [Note 5] [Note3]	0	52	31	0	31	78	62	168	151	0	27	124	123	0	117	[Not available]	
Passenger transport [Note 3]	Distance travelled (kilometres per person per year) [Note 16]	Railways (excl. t/m)	2022	2.3.7 [Note 5] [Note3]	778	460	192	0	609	431	278	224	763	238	363	591	656	778	779	[Not available]	
Passenger transport [Note 3]	Distance travelled (kilometres per person per year) [Note 16]	Cycling	2001	prev. [Note 6]	56	23	n/a	n/a	848	n/a	29	n/a	271	n/a	n/a	n/a	186	56	67	[Not available]	
Passenger transport [Note 3]	Distance travelled (kilometres per person per year) [Note 16]	Walking	2001	prev. [Note 6]	288	457	n/a	n/a	377	n/a	342	n/a	383	n/a	n/a	n/a	382	288	286	[Not available]	
Passenger transport [Note 3]	Distance travelled (kilometres per person per year) [Note 16]	Total these modes		calc'd	10,385	13,684	9,000	5,401	8,063	7,314	10,539	6,804	11,141	13,200	5,844	9,959	11,428	10,385	10,557	[Not available]	

**Table 12.1 International comparisons**

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 Freeze panes are active on this sheet. To turn off freeze panes select the 'View' ribbon then 'Freeze Panes' then 'Unfreeze Panes' or use [Alt W, F]  
 Source: EU Energy and Transport in Figures

[Not applicable]	[Not applicable]	[Not applicable]	t applical	[Not applicable]	SCOT	AT	BE	BG	CY	CZ	DE	DK	EE	EL	ES	FI	FR	HR	HU	IE	IT	LT
Passenger transport [Note 3]	Modal shares (as distance travelled) [Note 3] (% of total pass-kms for specified modes)	Passenger cars	2022 2.3.3 [Note 8]	[Not applicable]	85.7	72.1	80.5	85.6	84.4	77.3	84.7	80.2	85.2	83.7	82.6	83.5	83.0	84.4	74.4	81.4	81.0	92.9
Passenger transport [Note 3]	Modal shares (as distance travelled) [Note 3] (% of total pass-kms for specified modes)	Bus and coach	2022 2.3.3	[Not applicable]	6.5	7.8	9.5	10.4	15.6	10.7	4.6	10.8	12.0	14.3	9.1	9.4	4.8	11.4	15.3	15.9	11.9	6.0
Passenger transport [Note 3]	Modal shares (as distance travelled) [Note 3] (% of total pass-kms for specified modes)	Railways (excl. t/m)	2022 2.3.3	[Not applicable]	7.8	13.3	9.1	2.5	0.0	8.0	9.2	8.4	2.3	0.9	6.6	6.3	11.1	2.9	8.0	2.5	6.2	1.1
Passenger transport [Note 3]	Modal shares (as distance travelled) [Note 3] (% of total pass-kms for specified modes)	Tram / metro	2022 2.3.3	[Not applicable]	0.0	6.8	0.9	1.5	0.0	4.0	1.4	0.6	0.5	1.2	1.7	0.8	1.0	1.3	2.4	0.2	0.8	0.0
Passenger transport [Note 3]	Modal shares (as distance travelled) [Note 3] (% of total pass-kms for specified modes)	Total pass km these modes	2022 calc'd	[Not applicable]	9,986	9,592	9,611	9,261	8,068	8,487	10,958	11,999	10,787	10,767	7,476	13,354	11,202	6,322	8,960	12,099	10,348	10,830
Passenger transport [Note 3]	International air passenger traffic between EU countries (arrivals plus departures) [Note 17]	million	2022 2.4.1 [Note 7]	[Not applicable]	10.58	17.41	18.92	6.09	4.74	7.01	90.39	17.12	2.11	41.20	135.81	10.27	81.54	6.74	7.93	16.81	98.98	3.15
Passenger transport [Note 3]	International air passenger traffic between EU countries (arrivals plus departures) [Note 17]	per head of pop'n	2022 calc'd	[Not applicable]	1.99	1.91	1.61	0.95	5.15	0.65	1.07	2.89	1.55	3.96	2.82	1.85	1.20	1.75	0.83	3.19	1.68	1.10
Passenger transport [Note 3]	Road fatalities	number	2022 2.7.1	[Not applicable]	173	370	540	531	37	527	2,788	154	49	654	1,746	196	3,260	275	537	155	3,159	120
Passenger transport [Note 3]	Road fatalities	per million pop'n	2022 calc'd	[Not applicable]	32	41	46	82	40	49	33	26	36	63	36	35	48	71	56	29	54	42
Passenger transport [Note 3]	Freight transport: modal shares (Thousand million tonne-kms) [Note 18]	Road	2022 2.2.4c	[Not applicable]	17.0	27	33	35	1	66	304	15	5	21	267	31	173	14	37	12	151	54
Passenger transport [Note 3]	Freight transport: modal shares (Thousand million tonne-kms) [Note 18]	Rail	2022 2.2.5	[Not applicable]	1.7	22.2	10.2	5.2	0	16.4	128.6	2.2	1.3	0.5	10.6	8.8	35.3	3.5	11.4	0.1	24.3	7.4
Passenger transport [Note 3]	Freight transport: modal shares (Thousand million tonne-kms) [Note 18]	Inland waterway	2022 2.2.6	[Not applicable]	0.2	1.2	8	3.8	0	0	44	0	0	0	0	0.2	6.6	0.595	1.5	0	0.1	0
Passenger transport [Note 3]	Freight transport: modal shares (Thousand million tonne-kms) [Note 18]	Pipeline	2022 2.2.7	[Not applicable]	5.8	6.9	1.6	0.9	0	2.1	17.7	1.1	0	0.0	8.7	0	10.1	1.6	2.4	0	9.4	0.1
Passenger transport [Note 3]	Freight transport: modal shares (Thousand million tonne-kms) [Note 18]	Total these modes	2022 calc'd	[Not applicable]	24.7	57.2	52.8	45.0	1	84.3	494.4	18.4	6	21.7	286.0	40	225.3	19.4	52.7	12	184.9	61.3
Passenger transport [Note 3]	Freight transport: modal shares (% of total tonne-kms)	Road	2022 2.2.4c [Note 5]	[Not applicable]	68.6	46.9	63.4	78.0	100	78.1	61.5	82.3	77.9	97.7	93.3	77.2	76.9	70.3	71.0	99.3	81.7	87.8
Passenger transport [Note 3]	Freight transport: modal shares (% of total tonne-kms)	Rail	2022 2.2.5 [Note 5]	[Not applicable]	7.0	38.8	19.2	11.6 [Unavailable]		19.4	26.0	12.0	22.1	2.1	3.7	22.3	15.7	18.2	21.5	0.7	13.2	12.0
Passenger transport [Note 3]	Freight transport: modal shares (% of total tonne-kms)	Inland waterway	2022 2.2.6 [Note 5]	[Not applicable]	0.8	2.2	14.3	8.4 [Unavailable]		0.0	8.9 [Unavailable]	[Unavailable]	[Unavailable]	[Unavailable]	[Unavailable]	0.5	2.9	3.1	2.9 [Unavailable]		0.1	0.0
Passenger transport [Note 3]	Freight transport: modal shares (% of total tonne-kms)	Pipeline	2022 2.2.7 [Note 5]	[Not applicable]	23.6	12.1	3.1	1.9 [Unavailable]		2.5	3.6	5.7 [Unavailable]		0.1	3.0 [Unavailable]		4.5	8.4	4.6 [Unavailable]		5.1	0.2

**Table 12.1 International comparisons**

This worksheet contains one table. Some cells refer to notes which can be found in the notes worksheet.

Freeze panes are active on this sheet. To turn off freeze panes select the 'View' ribbon then 'Freeze Panes' then 'Unfreeze Panes' or use [Alt W, F]

Source: EU Energy and Transport in Figures

[Not applicable]	[Not applicable]	[Not applicable]	Not applicable	[Not applicable]	SCOT	LU	LV	MT	NL	PL	PT	RO	SE	SI	SK	EU-27	EU-14	SCOT	GB	UK
Passenger transport [Note 3]	Modal shares (as distance travelled) [Note 3] (% of total pass-kms for specified modes)	Passenger cars	2022 2.3.3 [Note 8]		85.7	82.6	84.3	82.9	85.0	81.5	87.5	79.0	79.5	86.1	78.4	82.4	82.7	85.7	85.6	[Not available]
Passenger transport [Note 3]	Modal shares (as distance travelled) [Note 3] (% of total pass-kms for specified modes)	Bus and coach	2022 2.3.3		6.5	12.7	11.6	17.1	2.8	8.9	7.5	14.4	7.9	11.6	12.0	8.2	7.5	6.5	5.6	[Not available]
Passenger transport [Note 3]	Modal shares (as distance travelled) [Note 3] (% of total pass-kms for specified modes)	Railways (excl. t/m)	2022 2.3.3		7.8	4.0	3.6	0.0	11.6	8.2	4.0	3.9	10.8	2.4	8.8	8.1	8.5	7.8	7.7	[Not available]
Passenger transport [Note 3]	Modal shares (as distance travelled) [Note 3] (% of total pass-kms for specified modes)	Tram / metro	2022 2.3.3		0.0	0.6	0.5	0.0	0.5	1.3	1.0	2.7	1.8	0.0	0.8	1.4	1.3	0.0	1.2	[Not available]
Passenger transport [Note 3]	Modal shares (as distance travelled) [Note 3] (% of total pass-kms for specified modes)	Total pass km these modes	2022 calc'd		9,986	13,022	9,000	5,401	6,783	7,314	9,414	6,804	10,377	13,200	5,844	9,959	10,456	9,986	10,145	[Not available]
Passenger transport [Note 3]	International air passenger traffic between EU countries (arrivals plus departures) [Note 17]	million	2022 2.4.1 [Note 7]		10.58	3.30	3.81	4.29	32.75	23.22	36.71	13.57	18.66	0.45	1.03	704.03	619.86	10.58	[Not available]	130.36
Passenger transport [Note 3]	International air passenger traffic between EU countries (arrivals plus departures) [Note 17]	per head of pop'n	2022 calc'd		1.99	5.00	2.03	7.92	1.84	0.63	3.51	0.71	1.77	0.21	0.19	1.57	1.79	1.98	[Not available]	1.91
Passenger transport [Note 3]	Road fatalities	number	2022 2.7.1		173	36	113	26	655	1,896	618	1,633	227	85	266	20,653	14,558	173	1,711	1,772
Passenger transport [Note 3]	Road fatalities	per million pop'n	2022 calc'd		32	54	60	48	37	52	59	86	22	40	49	46	42	32	26	26
Passenger transport [Note 3]	Freight transport: modal shares (Thousand million tonne-kms) [Note 18]	Road	2022 2.2.4c		17.0	7	15	0	67	385	32	64	48	24	31	1,921	1,189	17.0	1640.3	[Not available]
Passenger transport [Note 3]	Freight transport: modal shares (Thousand million tonne-kms) [Note 18]	Rail	2022 2.2.5		1.7	0	7	0	7	59	2	13	23	5	7.8	413	275	1.7	74.1	[Not available]
Passenger transport [Note 3]	Freight transport: modal shares (Thousand million tonne-kms) [Note 18]	Inland waterway	2022 2.2.6		0.2	0	0	0	45	0	0	11	0	0	0.7	122	105	0.2	1.4	[Not available]
Passenger transport [Note 3]	Freight transport: modal shares (Thousand million tonne-kms) [Note 18]	Pipeline	2022 2.2.7		5.8	0	0	0	6	19	0	1	0	0	4.5	94	62	5.8	4.5	[Not available]
Passenger transport [Note 3]	Freight transport: modal shares (Thousand million tonne-kms) [Note 18]	Total these modes	2022 calc'd		24.7	8	22.1	0	124.6	463.6	34.7	89.7	71	29	44.5	2,550	1,631	24.7	1720.3	[Not available]
Passenger transport [Note 3]	Freight transport: modal shares (% of total tonne-kms)	Road	2022 2.2.4c [Note 5]		68.6	95.2	66.0	100.0	53.9	83.1	92.5	71.8	67.3	83.1	70.8	75.3	72.9	68.6	95.3	[Not available]
Passenger transport [Note 3]	Freight transport: modal shares (% of total tonne-kms)	Rail	2022 2.2.5 [Note 5]		7.0	2.2	33.5	[Unavailable]	5.8	12.8	6.3	14.9	32.5	16.9	17.6	16.2	16.9	7.0	4.3	[Not available]
Passenger transport [Note 3]	Freight transport: modal shares (% of total tonne-kms)	Inland waterway	2022 2.2.6 [Note 5]		0.8	2.6	[Unavailable]	[Unavailable]	35.8	0.0	[Unavailable]	12.0	0.2	[Unavailable]	1.5	4.8	6.4	0.8	0.1	[Not available]
Passenger transport [Note 3]	Freight transport: modal shares (% of total tonne-kms)	Pipeline	2022 2.2.7 [Note 5]		23.6	[Unavailable]	0.5	[Unavailable]	4.6	4.1	1.2	1.4	[Unavailable]	[Unavailable]	10.1	3.7	3.8	23.6	0.3	[Not available]



**TRANSPORT  
SCOTLAND**  
CÒMHDHAIL ALBA

# Scottish Transport Statistics 2024

## Transport Environment

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## Introduction

This chapter provides information about the impact of transport on certain aspects of the environment with a focus on greenhouse gas emissions and air quality. Statistics include atmospheric pollutants and emissions of greenhouse gases by types of transport as well as details of emissions levels of road vehicles. Data from other chapters within Scottish Transport Statistics are referred to in the analysis.

## Key points

- In 2022 (the most recent year available), transport (including international shipping and aviation) accounted for 32% of Scotland's greenhouse gas emissions under the definition set out in the Climate Change Scotland Act.
- Road transport made up 70% of transport greenhouse gas emissions.
- In 2023 there were 26,417 Ultra Low Emission Vehicles registered in Scotland for the first time – 20% up on 2022.
- In 2022, transport accounted for 54% of emissions of oxides of nitrogen, 19% of particulate matter PM<sub>10</sub> and 27% of particulate matter PM<sub>2.5</sub>. As at 26 October 2023, there were 30 active Air Quality Management Areas related to these pollutants.

## Main Points

### Air pollutant emissions

The main pollutants of current concern in Scotland are:

- Nitrogen oxides (NO<sub>x</sub>);
- Particulate matter (PM<sub>10</sub> and PM<sub>2.5</sub>);
- Sulphur dioxide (SO<sub>2</sub>);
- Non-methane volatile organic compounds (NMVOCs);
- Ground-level ozone (O<sub>3</sub>); and
- Ammonia (NH<sub>3</sub>).

Of these pollutants, transport is a significant contributor to emissions of oxides of nitrogen and particulate matter. Transport is also linked to ground level ozone, which is a secondary pollutant produced by chemical reactions involving oxides of nitrogen.

Historically, transport was also a major contributor to emissions of lead and non-methane volatile organic compounds (NMVOCs). The significant decline in lead emissions (97% since 1990) has been mainly driven by the progressive phasing out of leaded petrol. The lead content of petrol was reduced from around 0.34 g/l to 0.143 g/l in 1986. From 1987, sales of unleaded petrol increased, particularly as a

result of the increased use of cars fitted with three-way catalysts. Leaded petrol was phased out from general sale at the end of 1999. For NMVOCs, transport sector emissions declined significantly during the 1990s due to the increased use of catalytic converters and fuel switching from petrol to diesel cars. (Chart 13.1a – note that the jump observed in 2005 is due to a revision of the figures for 2005 onwards, as detailed in the notes and definitions section 13.3.6).

Emissions of nitrogen oxides (NO<sub>x</sub>) were estimated to be 89kt in 2022 of which transport accounted for 54%. Since 1990, transport emissions have declined by 69%. Transport emissions have declined due to a number of reasons including the requirement for new petrol cars to be fitted with three-way catalysts since 1989 and, in more recent years, “Euro standards” for new cars have driven a reduction in emissions, although studies show that the diesel Euro 5 cars have not performed as well as expected. Since 2008, there has been a general reduction in the emissions from passenger cars, mainly driven by improvement in catalyst repair rates. In 2022, diesel cars and light goods vehicles (LGVs) accounted for 22% of NO<sub>x</sub> emissions from transport compared with less than 2% in 1990 (Table 13.1a).

Emissions of PM<sub>10</sub> were estimated to be 12kt in 2022, of which transport accounted for 19%. Since 1990, transport emissions have declined by 67%. For particulate matter, the main source of transport emissions is non-exhaust emissions from tyre and brake wear and road abrasion. In 2022, these accounted for 68% of PM<sub>10</sub> emissions from transport compared with 14% in 1990. Since 1990, exhaust emissions from road transport have decreased by 91% due to the penetration of new vehicles meeting tighter PM<sub>10</sub> emission regulations (“Euro standards” for diesel vehicles were first introduced in 1992). Over the same period emissions from shipping fell by 87% (Table 13.1a).

Emissions of PM<sub>2.5</sub> were estimated to be 6kt in 2022 of which transport accounted for 27%. Trends in emissions of PM<sub>2.5</sub> from transport follow a similar pattern to those for PM<sub>10</sub>. PM<sub>2.5</sub> accounts for all road transport exhaust emissions and most of such emissions from shipping but only around 54% of PM<sub>2.5</sub> emissions are due to road abrasion and tyre and brake wear.

There has been a notable difference in the changes observed for NO<sub>2</sub>, PM<sub>10</sub> and PM<sub>2.5</sub> for 2019 to 2020 compared to the earlier year-to-year changes. From 2012-2019 the annual decreases for all three pollutants have been around 6 percent. By contrast the decreases from 2019 to 2020 were 19 percent for NO<sub>2</sub>, 27 percent for PM<sub>10</sub> and 27 percent for PM<sub>2.5</sub>. This is likely to have been strongly influenced by the reduction in vehicle use during the restrictions which were in place during 2020 due to the Covid-19 pandemic. However, between 2020 and 2021 there was a decrease of 3 percent for NO<sub>2</sub> and increases of 13 percent for PM<sub>10</sub> and 9 percent for PM<sub>2.5</sub>.

## Air quality

Concentrations of air pollutants are sampled at automatic monitoring sites and the information is held in the “Scottish Air Quality Database” on the “Air Quality in Scotland” website (<http://www.scottishairquality.co.uk/>). The data section of the “Air Quality in Scotland” website provides detailed information on all sites while the publication section of the website includes reports showing trends. Table 13.b in this publication shows concentrations of nitrogen dioxide, ozone and PM10 at a mixture of urban and rural monitoring sites with long time series. Air quality is monitored against standards set as air quality objectives (see environment section of the user guide).

### Nitrogen dioxide (NO<sub>2</sub>)

For many of the selected monitoring sites, nitrogen dioxide concentrations show a downward trend. In 2023 five of the 8 selected operational sites that recorded nitrogen dioxide concentrations with a data capture rate of over 75% had the lowest concentrations recorded over the period 2012-2023. In 2023, 72 sites in Scotland recorded nitrogen dioxide concentrations with a data capture rate of over 75%, of which 58 were roadside or kerbside locations. None of these 73 sites had concentrations in excess of the air quality strategy objective of 40 µg/m<sup>3</sup> as an annual mean (Table 13.1b).

### Ozone (O<sub>3</sub>)

Though transport emissions contribute to ozone formation, levels of ozone are generally higher in rural areas due to the long-range transportation of primary pollutants from urban sources. In addition, ozone reacts with nitric oxide, which is more abundant in urban areas due to traffic emissions, to form nitrogen dioxide; therefore ozone levels are usually lower in urban areas. While at the selected monitoring sites there has been some indication of a downward trend in the number of occurrences of maximum daily concentrations exceeding 100 µg/m<sup>3</sup>, this has since levelled off. There appears to be no clear trend in average annual concentrations. In 2023, all of the 10 sites in Scotland recording ozone with a data capture rate of over 75% met the air quality objective of no more than 10 occurrences of the maximum daily concentrations exceeding 100 µg/m<sup>3</sup> (Table 13.1b)

### Particulate matter (PM<sub>10</sub>)

PM<sub>10</sub> concentrations show a general downward trend at the selected sites. In 2023, of the 75 sites in Scotland recording PM<sub>10</sub> with a data capture rate over 75%, no

sites had concentrations greater than the air quality objective of 18 µg/m<sup>3</sup> as an annual mean. (Table 13.1b)

## Air Quality Management Areas

Whenever it appears that one or more of the air quality objectives is unlikely to be met by the required date, the local authority concerned must declare an Air Quality Management Area (AQMA) covering the area of concern. The authority must then prepare and implement an action plan outlining how it intends to tackle the issues identified. Table 13.1c summarises active AQMAs and the pollutants of concern. As at 14 November 2024, there were 30 active AQMAs, all but one of which related to either NO<sub>2</sub> or PM<sub>10</sub>, or both. (Table 13.1c)

## Greenhouse gases

In 2022, Transport (*including* international aviation and shipping) accounted for 13 million tonnes of carbon dioxide equivalent (MtCO<sub>2e</sub>). This represents 31.7% of total net greenhouse gas emissions allocated to Scotland in the *Greenhouse Gas Inventories*, 9.1% higher than 2021. Total net emissions from *all* sources decreased by 0.1% between 2021 and 2022 falling from 40.63 MtCO<sub>2e</sub> to 40.61 MtCO<sub>2e</sub>, with transport total emissions having increased from 11.8 MtCO<sub>2e</sub> to 12.9 MtCO<sub>2e</sub>, an increase of 9%. Within Transport emissions, Road Transportation accounted for approximately 69.8% of the transport total. Heavy Goods Vehicles and Light Goods Vehicles were the other significant contributors to transport emissions accounting for 12.8% and 14.5%, respectively. International Aviation and Shipping contributed roughly 11.7% and domestic aviation 2.6% of transport's total emissions. The contribution from domestic shipping, 13.1%. It should be noted that these estimates use a methodology designed to produce internationally-comparable figures so apparent year-to-year fluctuations could be due in part to limitations in or changes to the underlying data or calculations. See *Table 13.2* for more detail and emissions from earlier years and the user guide for more detail on the methodology used.

Figure 13.2 shows transport emissions over time, by mode. Estimated car emissions have fallen by 17% since 2006. Traffic levels (vehicle km) have increased slightly over the last few years so the reduction in emissions seen will be due to the introduction of more fuel efficient vehicles as well as other more fuel efficient driving, particularly in the business fleet. More detail on car emissions is set out from paragraph 2.16 of this chapter while more details on traffic volumes by mode can be found in chapter 5 of STS. Details of personal modal choice can be found in chapter 11.

The *Greenhouse Gas Inventories* report the emissions of the six gases that are listed under the Kyoto Protocol. In the case of transport, the quantities of gases involved

are relatively small except for carbon dioxide, which accounts for about 99 per cent of transport's total. (*Table 13.3*).

Table 13.4 presents some comparisons between the UK as a whole and Scotland. Overall, Scotland's transport emissions account for 9% of the UK total. At 14% Scottish bus emissions are above a proportionate share of the UK total, while domestic aviation, at 30%, is also above that benchmark.

Estimates of carbon dioxide emissions per passenger-km for different modes of transport are available only for GB/UK as a whole. The lowest emitting modes of land transport per passenger-km are coaches at 27 gCO<sub>2</sub>e; and light rail and tram at 29 gCO<sub>2</sub>e. Both diesel and petrol cars are the highest emitters per passenger-kilometre and account for 165-170 grams of CO<sub>2</sub> per passenger kilometre (*Table 13.5*). The basis of these estimates is described in the environment section of the user guide.

## Car emissions

Newly registered cars are becoming more fuel efficient and thus generally emit fewer emissions per kilometre. Figure 13.3 shows the steady downward trend in average CO<sub>2</sub> emissions for newly registered cars in Scotland. Average CO<sub>2</sub> emissions in Scotland for new car registrations has fallen by 8 per cent over the last ten years. However, since a low of 120 for CO<sub>2</sub> in 2016 there has been a steady rise to 128.9 in 2020 before falling back to 118 in 2023. (*Table 13.6a*)

The proportion of newly registered cars with emissions of 150g/km or lower has decreased from 85 per cent in 2013 to 82 per cent in 2023. Cars with emissions of over 191g/km have increased from 2.8 per cent of new cars in 2013 to 5.2 per cent. These changes are at least in part the result of changes to vehicle excise duty bandings made by the UK Government in recent years.

## Ultra low emission vehicles (ULEV)

The number of ultra-low emission vehicles registered in Scotland for the first time in 2023 was 26,417, 20% up on the corresponding figure for 2022 (22,088). At the end of 2023 there were 91,258 ULEVs registered in Scotland (*Table 13.7 and 13.8*)

## Registrations by type of vehicle

The overwhelming majority (93 per cent) of vehicles licensed for use on the roads in Scotland are still powered by either petrol or diesel. Historically petrol powered vehicles have been outsold by diesel vehicles although in recent years petrol vehicles have been outselling diesel. Overall though there are more petrol vehicles

on the road than diesel ones. While 34 per cent of all diesel vehicles are body types other than cars only 6 per cent of petrol vehicles were not cars. (*Table 13.9 and 13.10*)

## Electric Vehicle (EV) charge points

### Electric Vehicle (EV) charge points

Scotland now has over 6,000 public EV charge points, 2 years ahead of the target set by Scottish Ministers. Thanks to over £65 million invested by the Scottish Government, almost 2,900 of those public charge points are part of the ChargePlace Scotland (CPS) network, with the rest belonging to commercial charging networks. At the start of 2025, Scotland had the UK's fourth highest number of electric vehicle public charge per head of population, and the second highest number of rapid charge points among UK regions.

In 2023, the publication of Scotland's vision for public EV charging was announced, highlighting the need for a transition towards a network that is largely financed and delivered by the private sector, signalling a shift away from publicly funded ChargePlace Scotland approach. The Scottish Futures Trust estimate that in 2024 the private sector invested £40 million to £55 million in the expansion of public EV charging across Scotland.

The Scottish Government's vision sets out what an ideal public charging offer for cars and vans in Scotland should look like. It is intended to help guide public, private and third sector partners who will be central to developing Scotland's future public charging network. The vision states that Scotland's public EV charging network should be comprehensive and convenient, be grown with private investment, be powered by clean, green energy and support the wider sustainable transport system.

In late 2024 the Scottish Government published a draft vision Implementation Plan identifying the key actions to be taken to deliver the vision. The Implementation Plan is a 2024 PfG commitment and outlined an agreed set of actions to meet Scotland's needs and also provided a route map for delivering approximately 24,000 additional charge points by 2030 largely financed and delivered by the private sector.

A map showing the locations of the charging points in Scotland is available here <https://chargeplacescotland.org/cpmap/> (*Table 13.11*)

## Notes

This worksheet contains one table.

### Note number

### Note text

note 1	<p>From the Air Quality Pollutant Inventories for England, Scotland, Wales and Northern Ireland: 2005 - 2020. Emissions are available annually only with effect from 1998. The figures in this table are updated annually using the most recent data to reflect changes to the methodology used. Emissions for 1990-2004 are taken from <a href="https://naei.energysecurity.gov.uk/reports/air-quality-pollutant-inventories-england-scotland-wales-and-northern-ireland-1990-2018">https://naei.energysecurity.gov.uk/reports/air-quality-pollutant-inventories-england-scotland-wales-and-northern-ireland-1990-2018</a></p> <p>The Road Transport emissions database uses emission factors (g/km) for different types of vehicles, which depend on the fuel type (petrol or diesel) and are influenced by the drive cycle or average speeds on the different types of roads; traffic activity for each DA region, including distance and average speed travelled by each type of vehicle on each type of road; DA-specific fleet data on petrol/diesel car mix, car engine size and fleet composition (including age). The sum of emissions across all parts of the UK equates to the total for the UK inventory where that total is normalised using fuel sales data of petrol and DERV.</p>
note 2	<p>Only take-off and landing emissions are reported.</p>
note 3	<p>Includes emissions from coastal shipping, shipping between Scotland and the Overseas Territories, fishing vessels, marine engines, personal watercraft, inland goods-carrying vehicles, motorboats and sail boats with auxiliary engines.</p>
note 4	<p>Includes military aviation and naval vessels, aircraft support vehicles and railways stationary combustion.</p>
note 5	<p>Data have been revised due to changes in methodology - see paragraphs 13.3.3 and 13.3.6 in notes and definitions.</p>
note 6	<p>This emissions category was included for the first time in the 2005-2020 report.</p>
note 7	<p>The sites chosen are a mixture of urban and rural site types with long time series</p>
note 8	<p>Annual mean concentration of atmospheric nitrogen dioxide.</p>
note 9	<p>Annual mean ground level ozone concentration.</p>
note 10	<p>Annual mean atmospheric PM10 concentration.</p>
note 11	<p>Annual mean atmospheric PM2.5 concentration.</p>
note 12	<p>Annual mean atmospheric PM2.5 concentration.</p>
note 13	<p>Annual mean atmospheric PM2.5 concentration.</p>
note 14	<p>Since 2003, results where data capture is less than 75% are not shown.</p>
note 15	<p>Site not in operation for given year</p>
note 16	<p>Since 2003, results where data capture is less than 75% are not shown.</p>
note 17	<p>(a) those to which transport is understood to contribute significantly - see text.</p> <p>The method used to estimate carbon dioxide (CO<sub>2</sub>) emissions from road transport is based on vehicle kilometre travelled data constrained so that the sum of emissions across all parts of the UK equates to the total for the UK inventory. That total is derived from fuel sales data of petrol and DERV within the UK as specified in the reporting guidelines of the Intergovernmental Panel on Climate Change. Further detail can be found in Section 3.3 of the report and in Annex 2.</p> <p>Other road includes urea used as part of an additive for certain categories of diesel engine, LPG use and road vehicle engines.</p>
note 18	<p>Includes various additional emissions associated with both shipping and aviation such as support vehicles at airports or marine engines on ships</p>
note 19	<p>Net emissions take account of removals of carbon dioxide due to carbon sinks.</p>
note 20	<p>Includes various emissions associated with shipping and fishing</p>
note 21	<p>Includes other non-road transport emissions such as military aircraft and naval shipping</p>
note 22	<p>Net emissions take account of removals of carbon dioxide due to carbon sinks.</p>
note 23	<p>Includes aircraft engine emissions</p>
note 24	<p>Includes military aircraft and aircraft support vehicles</p>
note 25	<p>Includes lubricant for marine engines</p>
note 26	<p>Includes other non-road transport emissions such as military aircraft and naval shipping</p>
note 27	<p>All figures are estimated using data for GB/UK as a whole so do not specifically relate to Scotland.</p>
note 28	<p>The long haul estimate is based on a flight length from the Guidelines of 6482 km, short haul 1108km and domestic 463km.</p>
note 29	<p>Aviation emissions calculations not inclusive of radiative forcing.</p>
note 30	<p>Includes Invalid Vehicle (Mobility scooters), Lift Trucks, Tel Material Handlers, Hydraulic Excavator, Rear Digger, Ambulance, Fire Engine, Street Cleansing, Roller and Loading Shovel. Pure Electric 'others' are Invalid vehicles or Lift Trucks.</p>
note 31	<p>ChargePlace Scotland (CPS) (<a href="http://www.chargeplacescotland.org">www.chargeplacescotland.org</a>) is the national network of publicly available Electric Vehicle charge points, funded by the Scottish Government.</p>
note 32	<p>Data is sourced from the ChargePlace Scotland back-office system. Usage data is based on valid charging sessions recorded by the back-office. A valid charging event is considered to be over 1 kWh drawn and whereby the session was longer than 120 seconds.</p>
note 33	<p>The kWh Drawn is the total energy provided during a charging event. If energy is transferred at a constant rate over a period of time, the total energy transferred in kilowatt hours is equal to the power in kilowatts multiplied by the time in hours.</p>
note 34	<p>Monthly figures can be found on the CPS Website.</p>
note 35	
note 36	

Table 13.1a Emissions of air pollutants by type of transport allocated to Scotland (thousand tonnes of pollutant) [Note 1]

This worksheet contains one table. Some cells refer to notes which can be found in the notes worksheet.

Freeze panes are active on this sheet. To turn off freeze panes select the 'View' ribbon then 'Freeze Panes' then 'Unfreeze Panes' or use [Alt W, F]

Source: National Atmospheric Emissions Inventory - Not National Statistics

Pollutant	Type of transport	2013	2014	2015	2016	2017	2018	2019	2020	2021	2022
Oxides of nitrogen (NOx)	Road transport [Note 2]	32.8	31.7	30.3	29.0	28.4	25.9	24.0	17.7	18.7	18.3
Oxides of nitrogen (NOx)	Buses and coaches	3.3	3.0	2.6	2.0	1.8	1.4	1.4	1.0	1.0	1.03
Oxides of nitrogen (NOx)	Passenger cars	13.8	13.7	13.4	13.2	13.1	12.7	12.0	8.3	9.0	9.17
Oxides of nitrogen (NOx)	Passenger cars: Diesel	7.6	8.0	8.1	8.1	8.4	8.1	7.8	5.5	5.9	6.03
Oxides of nitrogen (NOx)	Passenger cars: Petrol	2.6	2.3	2.0	1.7	1.5	1.4	1.2	0.9	0.9	0.99
Oxides of nitrogen (NOx)	HGVs	9.4	8.1	6.8	5.8	4.9	3.9	3.1	2.1	1.9	1.63
Oxides of nitrogen (NOx)	Light goods vehicles	6.3	6.9	7.4	8.1	8.6	8.0	7.5	6.3	6.7	6.43
Oxides of nitrogen (NOx)	Light goods vehicles: Diesel	4.8	5.3	5.7	6.3	6.7	6.0	5.5	4.6	4.8	4.54
Oxides of nitrogen (NOx)	Light goods vehicles: Petrol	0.1	0.1	0.1	0.1	0.1	0.0	0.0	0.0	0.0	0.02
Oxides of nitrogen (NOx)	Mopeds and motorcycles	0.1	0.1	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.01
Oxides of nitrogen (NOx)	Vehicles fuelled by Natural Gas [Note 7]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.1	0.1	0.07
Oxides of nitrogen (NOx)	Railways	1.3	1.3	1.3	1.3	1.3	1.3	1.1	0.7	0.8	0.74
Oxides of nitrogen (NOx)	Aviation [Note3]	1.0	1.0	1.0	1.0	1.1	1.0	1.0	0.4	0.4	0.81
Oxides of nitrogen (NOx)	Shipping [Note 4] [Note 6]	32.2	33.7	34.8	36.3	34.3	35.6	35.2	31.2	28.1	26.06
Oxides of nitrogen (NOx)	Other transport [Note 5]	2.3	2.1	1.7	1.7	1.6	1.7	1.6	1.1	1.4	1.33
Oxides of nitrogen (NOx)	<b>Total Transport</b>	<b>69.5</b>	<b>69.7</b>	<b>69.0</b>	<b>69.1</b>	<b>66.7</b>	<b>65.5</b>	<b>62.9</b>	<b>51.1</b>	<b>49.3</b>	<b>47.3</b>
Oxides of nitrogen (NOx)	<b>Non-transport emissions</b>	<b>71.6</b>	<b>67.9</b>	<b>66.0</b>	<b>55.2</b>	<b>52.1</b>	<b>52.4</b>	<b>50.7</b>	<b>41.4</b>	<b>41.5</b>	<b>40.5</b>
Oxides of nitrogen (NOx)	<b>Emissions from all sources</b>	<b>141.1</b>	<b>137.6</b>	<b>135.0</b>	<b>124.4</b>	<b>118.8</b>	<b>118.0</b>	<b>113.6</b>	<b>92.5</b>	<b>90.8</b>	<b>87.8</b>
Oxides of nitrogen (NOx)	<b>Transport % of all NOx emissions</b>	<b>49%</b>	<b>51%</b>	<b>51%</b>	<b>56%</b>	<b>56%</b>	<b>56%</b>	<b>55%</b>	<b>55%</b>	<b>54%</b>	<b>54%</b>
Particulate matter (PM <sub>10</sub> )	Road transport [Note 2]	2.26	2.15	2.09	2.04	2.06	1.99	1.95	1.46	1.72	1.77
Particulate matter (PM <sub>10</sub> )	Exhaust emissions from: Buses and coaches	0.05	0.03	0.03	0.02	0.02	0.02	0.01	0.01	0.01	0.01
Particulate matter (PM <sub>10</sub> )	Exhaust emissions from: Passenger cars	0.35	0.31	0.28	0.24	0.23	0.20	0.16	0.10	0.11	0.1
Particulate matter (PM <sub>10</sub> )	Exhaust emissions from: HGVs	0.15	0.11	0.09	0.07	0.06	0.06	0.05	0.01	0.02	0.01
Particulate matter (PM <sub>10</sub> )	Exhaust emissions from: Light goods vehicles	0.23	0.20	0.16	0.15	0.13	0.10	0.09	0.06	0.07	0.06
Particulate matter (PM <sub>10</sub> )	Exhaust emissions from: Mopeds and motorcycles	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Particulate matter (PM <sub>10</sub> )	Vehicles fuelled by Natural Gas [Note 7]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Particulate matter (PM <sub>10</sub> )	Road abrasion	0.41	0.41	0.42	0.42	0.44	0.44	0.45	0.34	0.39	0.42
Particulate matter (PM <sub>10</sub> )	Tyre and brake wear	1.07	1.09	1.11	1.14	1.18	1.17	1.19	0.94	1.12	1.17
Particulate matter (PM <sub>10</sub> )	Railways	0.03	0.03	0.03	0.03	0.03	0.03	0.03	0.02	0.03	0.02
Particulate matter (PM <sub>10</sub> )	Aviation [Note3]	0.02	0.02	0.02	0.02	0.02	0.02	0.02	0.00	0	0.01
Particulate matter (PM <sub>10</sub> )	Shipping [Note 4] [Note 6]	0.75	0.72	0.67	0.70	0.67	0.70	0.69	0.50	0.49	0.49
Particulate matter (PM <sub>10</sub> )	Other transport [Note 5]	0.09	0.09	0.08	0.08	0.07	0.06	0.06	0.04	0.04	0.05
Particulate matter (PM <sub>10</sub> )	<b>Total Transport</b>	<b>3.15</b>	<b>3.01</b>	<b>2.89</b>	<b>2.87</b>	<b>2.85</b>	<b>2.80</b>	<b>2.75</b>	<b>2.02</b>	<b>2.28</b>	<b>2.34</b>
Particulate matter (PM <sub>10</sub> )	<b>Non-transport emissions</b>	<b>10.73</b>	<b>10.36</b>	<b>10.11</b>	<b>10.28</b>	<b>10.93</b>	<b>10.63</b>	<b>10.42</b>	<b>8.86</b>	<b>9.44</b>	<b>9.76</b>
Particulate matter (PM <sub>10</sub> )	<b>Emissions from all sources</b>	<b>13.88</b>	<b>13.37</b>	<b>13.00</b>	<b>13.15</b>	<b>13.78</b>	<b>13.43</b>	<b>13.17</b>	<b>10.88</b>	<b>11.72</b>	<b>12.10</b>
Particulate matter (PM <sub>10</sub> )	<b>Transport % of all PM<sub>10</sub> emissions</b>	<b>23%</b>	<b>23%</b>	<b>22%</b>	<b>22%</b>	<b>21%</b>	<b>21%</b>	<b>21%</b>	<b>19%</b>	<b>19%</b>	<b>19%</b>
Particulate matter (PM <sub>2.5</sub> )	Road transport [Note 2]	1.54	1.44	1.36	1.28	1.30	1.23	1.17	0.86	0.99	1.02
Particulate matter (PM <sub>2.5</sub> )	Exhaust emissions from: Buses and coaches	0.05	0.03	0.03	0.02	0.02	0.02	0.01	0.01	0.01	0.01
Particulate matter (PM <sub>2.5</sub> )	Exhaust emissions from: Passenger cars	0.35	0.31	0.28	0.24	0.23	0.20	0.16	0.10	0.11	0.1
Particulate matter (PM <sub>2.5</sub> )	Exhaust emissions from: HGVs	0.15	0.11	0.09	0.07	0.06	0.06	0.05	0.01	0.02	0.01
Particulate matter (PM <sub>2.5</sub> )	Exhaust emissions from: Light goods vehicles	0.23	0.20	0.16	0.15	0.13	0.10	0.09	0.06	0.07	0.06
Particulate matter (PM <sub>2.5</sub> )	Exhaust emissions from: Mopeds and motorcycles	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Particulate matter (PM <sub>2.5</sub> )	Vehicles fuelled by Natural Gas [Note 7]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Particulate matter (PM <sub>2.5</sub> )	Road abrasion	0.22	0.23	0.23	0.22	0.25	0.24	0.24	0.18	0.21	0.23
Particulate matter (PM <sub>2.5</sub> )	Tyre and brake wear	0.54	0.56	0.57	0.58	0.61	0.61	0.62	0.50	0.57	0.61
Particulate matter (PM <sub>2.5</sub> )	Railways	0.03	0.03	0.03	0.03	0.02	0.02	0.02	0.02	0.02	0.02
Particulate matter (PM <sub>2.5</sub> )	Aviation [Note3]	0.02	0.02	0.02	0.02	0.02	0.02	0.02	0.00	0.00	0.01
Particulate matter (PM <sub>2.5</sub> )	Shipping [Note 4] [Note 6]	0.71	0.68	0.64	0.67	0.65	0.67	0.66	0.48	0.47	0.47
Particulate matter (PM <sub>2.5</sub> )	Other transport [Note 5]	0.09	0.09	0.08	0.08	0.07	0.06	0.06	0.04	0.04	0.05
Particulate matter (PM <sub>2.5</sub> )	<b>Total Transport</b>	<b>2.39</b>	<b>2.26</b>	<b>2.13</b>	<b>2.08</b>	<b>2.06</b>	<b>2.00</b>	<b>1.93</b>	<b>1.40</b>	<b>1.52</b>	<b>1.57</b>
Particulate matter (PM <sub>2.5</sub> )	<b>Non-transport emissions</b>	<b>5.36</b>	<b>5.14</b>	<b>5.05</b>	<b>4.95</b>	<b>4.95</b>	<b>4.99</b>	<b>4.79</b>	<b>4.13</b>	<b>4.33</b>	<b>4.29</b>
Particulate matter (PM <sub>2.5</sub> )	<b>Emissions from all sources</b>	<b>7.75</b>	<b>7.40</b>	<b>7.18</b>	<b>7.03</b>	<b>7.01</b>	<b>6.99</b>	<b>6.72</b>	<b>5.53</b>	<b>5.85</b>	<b>5.86</b>
Particulate matter (PM <sub>2.5</sub> )	<b>Transport % of all PM<sub>2.5</sub> emissions</b>	<b>31%</b>	<b>31%</b>	<b>30%</b>	<b>30%</b>	<b>29%</b>	<b>29%</b>	<b>29%</b>	<b>25%</b>	<b>26%</b>	<b>27%</b>



**Table 13.1b Atmospheric concentrations of selected pollutants recorded at Air Quality Monitoring Stations [Note 14] [Note 17]**

This worksheet contains one table. Some cells refer to notes which can be found in the notes worksheet. Freeze panes are active on this sheet. To turn off freeze panes select the 'View' ribbon then 'Freeze Panes' then 'Unfreeze Panes' or use [Alt W, F] Source: Scottish Government - Not National Statistics

Type of pollutant	Air Quality monitoring station [Note 8]	Type of monitoring station	Measurement	2013	2014	2015	2016	2017	2018	2019	2020	2021	2022	2023
Nitrogen dioxide [Note9]	Aberdeen Errol Place	Urban background	micrograms per cubic metre	[Note 14]	22	23	21	22	20	17	14	[Note 14]	[Note 15]	[Note 15]
Nitrogen dioxide [Note9]	Aberdeen Union Street	Roadside	micrograms per cubic metre	48	47	46	43	40	38	36	24	25	27	25
Nitrogen dioxide [Note9]	Bishopbriggs, Kirkintilloch Road	Roadside	micrograms per cubic metre	31	29	27	29	27	27	26	20	[Note 14]	[Note 14]	[Note 15]
Nitrogen dioxide [Note9]	Dumfries, A780	Roadside	micrograms per cubic metre	30	30	30	31	30	30	31	22	22	21	22
Nitrogen dioxide [Note9]	Dundee Lochee Road	Roadside	micrograms per cubic metre	52	46	48	45	44	43	43	31	32	29	29
Nitrogen dioxide [Note9]	Dundee Union Street	Kerbside	micrograms per cubic metre	31	29	28	10	[Note 15]	[Note 15]	[Note 15]	[Note 15]	[Note 15]	[Note 15]	[Note 15]
Nitrogen dioxide [Note9]	Eskdalemuir	Rural	micrograms per cubic metre	3	2	2	2	2	2	2	2	[Note 15]	[Note 15]	[Note 14]
Nitrogen dioxide [Note9]	Edinburgh Gorgie Road	Roadside	micrograms per cubic metre	38	34	32	33	30	28	27	18	18	17	18
Nitrogen dioxide [Note9]	Edinburgh St Leonards	Urban background	micrograms per cubic metre	22	[Note 14]	[Note 14]	20	20	18	21	14	14	13	11
Nitrogen dioxide [Note9]	Glasgow Centre, St Enoch[Note 14]	Urban centre	micrograms per cubic metre	[Note 15]	[Note 15]	[Note 15]	[Note 15]	[Note 15]	[Note 15]	[Note 15]	[Note 15]	[Note 15]	[Note 15]	[Note 15]
Nitrogen dioxide [Note9]	Glasgow Kerbside, Hope Street	Kerbside	micrograms per cubic metre	67	68	60	65	59	61	56	36	[Note 15]	39	39
Nitrogen dioxide [Note9]	Glasgow Byres Road	Roadside	micrograms per cubic metre	44	[Note 14]	38	38	37	34	35	23	26	25	21
Nitrogen dioxide [Note9]	Glasgow City Chambers	Urban background	micrograms per cubic metre	[Note 15]	[Note 15]	[Note 15]	[Note 15]	[Note 15]	[Note 15]	[Note 15]	[Note 15]	[Note 15]	[Note 15]	[Note 15]
Nitrogen dioxide [Note9]	Inverness, Telford Street	Roadside	micrograms per cubic metre	21	21	[Note 14]	24	20	18	17	13	14	13	12
Nitrogen dioxide [Note9]	Perth High Street	Roadside	micrograms per cubic metre	22	22	22	23	22	21	25	15	[Note 14]	[Note 15]	[Note 15]
Ozone [Note10]	Edinburgh St Leonards	Urban background	micrograms per cubic metre	49	[Note 14]	45	45	46	51	48	55	53	[Note 14]	54
Ozone [Note10]	Eskdalemuir	Rural	micrograms per cubic metre	60	58	57	54	57	58	60	58	[Note 14]	[Note 14]	58
Ozone [Note10]	Strath Vaich	Rural	micrograms per cubic metre	70	69	70	68	68	66	68	65	67	69	69
Ozone [Note10]	Edinburgh St Leonards	Urban background	Number of daily maximums (measured as an 8-hour running mean) exceeding 100ug/m3	2	[Note 14]	3	3	2	13	5	5	0	[Note 14]	1
Ozone [Note10]	Eskdalemuir	Rural	Number of daily maximums (measured as an 8-hour running mean) exceeding 100ug/m3	14	7	9	8	3	16	16	2	[Note 14]	[Note 14]	11
Ozone [Note10]	Strath Vaich	Rural	Number of daily maximums (measured as an 8-hour running mean) exceeding 100ug/m3	23	17	10	10	6	12	26	1	5	8	18
Particulates (PM <sub>10</sub> ) [Note 11]	Aberdeen Errol Place	Urban background	micrograms per cubic metre	13	15	12	12	11	14	14	9	[Note 14]	[Note 15]	[Note 15]
Particulates (PM <sub>10</sub> ) [Note 11]	Aberdeen Union Street	Roadside	micrograms per cubic metre	20	18	[Note 14]	13	13	15	11	[Note 14]	[Note 14]	13	13
Particulates (PM <sub>10</sub> ) [Note 11]	Bishopbriggs, Kirkintilloch Road	Roadside	micrograms per cubic metre	[Note 14]	[Note 14]	[Note 14]	15	16	17	12	10	10	11	[Note 15]
Particulates (PM <sub>10</sub> ) [Note 11]	Dundee Broughty Ferry	Roadside	micrograms per cubic metre	16	15	13	12	11	12	14	9	10	12	10
Particulates (PM <sub>10</sub> ) [Note 11]	Dundee Union Street	Kerbside	micrograms per cubic metre	15	16	17	[Note 15]	[Note 15]	[Note 15]	[Note 15]	[Note 15]	[Note 15]	[Note 15]	[Note 15]
Particulates (PM <sub>10</sub> ) [Note 11]	Edinburgh Queen Street	Roadside	micrograms per cubic metre	17	17	15	"	[Note 15]	[Note 15]	[Note 15]	[Note 15]	[Note 15]	[Note 15]	[Note 15]
Particulates (PM <sub>10</sub> ) [Note 11]	Edinburgh St Leonards	Urban background	micrograms per cubic metre	14	[Note 14]	10	11	10	11	11	8	9	9	9
Particulates (PM <sub>10</sub> ) [Note 11]	Glasgow Byres Road	Roadside	micrograms per cubic metre	"	[Note 14]	10	12	13	14	15	11	6	11	[Note 14]
Particulates (PM <sub>10</sub> ) [Note 11]	Glasgow Waukmilglen Reservoir	Rural	micrograms per cubic metre	12	[Note 14]	11	[Note 14]	11	9	9	7	4	8	[Note 14]
Particulates (PM <sub>10</sub> ) [Note 11]	Glasgow Kerbside, Hope Street	Kerbside	micrograms per cubic metre	23	[Note 15]	[Note 15]	[Note 15]	[Note 15]	[Note 15]	[Note 15]	[Note 15]	[Note 15]	13	12
Particulates (PM <sub>10</sub> ) [Note 11]	Glasgow Centre, St Enoch[Note 14]	Urban centre	micrograms per cubic metre	[Note 15]	[Note 15]	[Note 15]	[Note 15]	[Note 15]	[Note 15]	[Note 15]	[Note 15]	[Note 15]	[Note 15]	[Note 15]
Particulates (PM <sub>10</sub> ) [Note 11]	Inverness, Telford Street	Roadside	micrograms per cubic metre	12	11	9	9	[Note 15]	[Note 15]	9	8	9	9	9
Particulates (PM <sub>10</sub> ) [Note 11]	Perth High Street	Roadside	micrograms per cubic metre	16	14	13	13	[Note 15]	[Note 15]	[Note 15]	[Note 15]	[Note 15]	[Note 15]	[Note 15]
Particulates (PM <sub>10</sub> ) [Note 12]	Aberdeen Errol Place	Urban background	micrograms per cubic metre	9	10	8	5	6	7	7	5	[Note 14]	[Note 15]	[Note 15]
Particulates (PM <sub>10</sub> ) [Note 12]	Aberdeen Union Street	Roadside	micrograms per cubic metre	[Note 15]	[Note 14]	11	7	7	8	7	[Note 14]	[Note 14]	7	7
Particulates (PM <sub>10</sub> ) [Note 12]	Auchencorth Moss	Rural	micrograms per cubic metre	[Note 15]	7	3	3	5	5	4	3	4	4	3
Particulates (PM <sub>10</sub> ) [Note 12]	Edinburgh St Leonards	Urban background	micrograms per cubic metre	8	[Note 15]	6	6	7	6	6	4	5	5	5
Particulates (PM <sub>10</sub> ) [Note 12]	Glasgow Kerbside, Hope Street	Kerbside	micrograms per cubic metre	16	[Note 15]	[Note 15]	[Note 15]	[Note 15]	[Note 15]	[Note 15]	[Note 15]	[Note 15]	7	7
Particulates (PM <sub>10</sub> ) [Note 12]	Glasgow Centre, St Enoch's Square	Urban centre	micrograms per cubic metre	[Note 15]	[Note 15]	[Note 15]	[Note 15]	[Note 15]	[Note 15]	[Note 15]	[Note 15]	[Note 15]	[Note 15]	[Note 15]
Particulates (PM <sub>10</sub> ) [Note 12]	Glasgow High Street	Roadside	micrograms per cubic metre	[Note 15]	[Note 15]	8	8	7	7	6	5	6	6	[Note 15]
Particulates (PM <sub>10</sub> ) [Note 12]	Glasgow Townhead	Urban background	micrograms per cubic metre	[Note 15]	7	7	7	8	7	7	5	5	6	5
Particulates (PM <sub>10</sub> ) [Note 12]	Grangemouth	Urban industrial	micrograms per cubic metre	[Note 15]	8	9	6	6	7	8	6	5	8	[Note 15]

**Table 13.1c Number of active Air Quality Management Areas by pollutant and local authority, as at 14 November 2024**

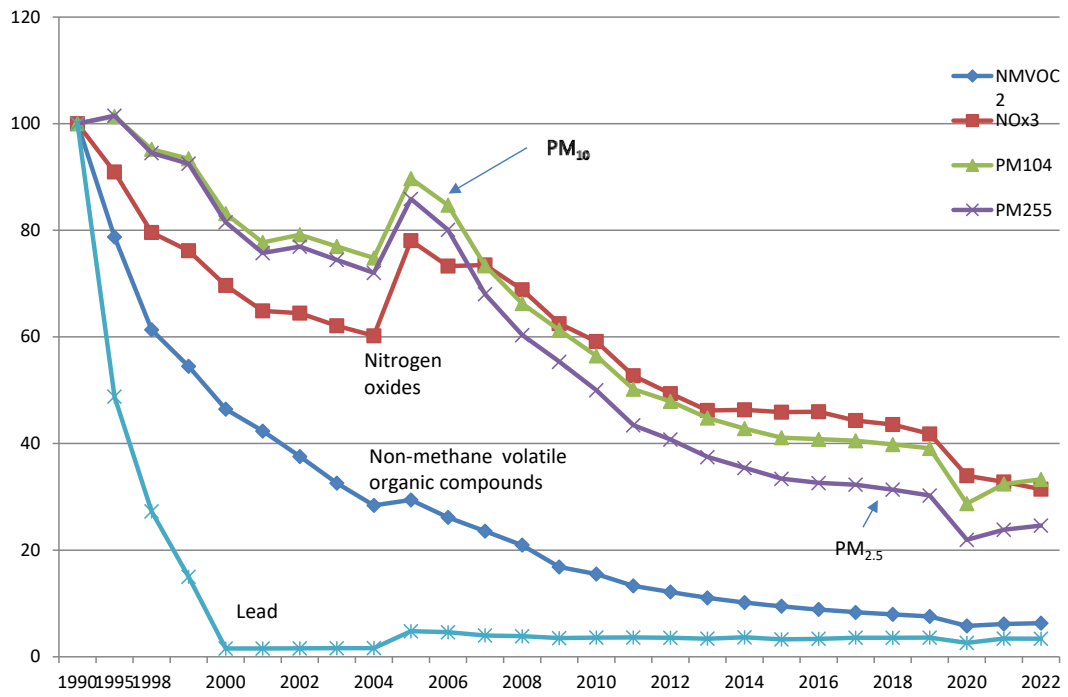
This worksheet contains one table. Some cells refer to notes which can be found in the notes worksheet.

Source: Scottish Air Quality website - Not National Statistics

Local authority	Nitrogen	Particulate	Both NO <sub>2</sub> and PM <sub>10</sub>	Sulphur dioxide	All pollutants
	dioxide (NO <sub>2</sub> ) only	Matter (PM <sub>10</sub> ) only			
Aberdeen City Council	0	0	3	0	3
City of Edinburgh Council	4	1	0	0	5
Dundee City Council	0	0	1	0	1
East Dunbartonshire Council	0	0	1	0	1
East Lothian Council	1	0	0	0	1
Falkirk Council	1	0	1	1	3
Fife Council	0	0	0	0	0
Glasgow City Council	0	0	2	0	2
Highland Council	1	0	0	0	1
North Lanarkshire Council	0	6	0	0	6
Perth & Kinross Council	0	0	2	0	2
Renfrewshire Council	2	0	1	0	3
South Lanarkshire Council	0	2	0	0	2
West Lothian Council	0	0	0	0	0
<b>Scotland</b>	<b>9</b>	<b>9</b>	<b>11</b>	<b>1</b>	<b>30</b>

Figure 13.1

Index of air pollutant emissions from transport in Scotland, 1990-2022 (1990=100)



**Table 13.2 Emissions of greenhouse gases by type of transport allocated to Scotland (MtCO<sub>2</sub>e)**

This worksheet contains one table. Some cells refer to notes which can be found in the notes worksheet.

Freeze panes are active on this sheet. To turn off freeze panes select the 'View' ribbon then 'Freeze Panes' then 'Unfreeze Panes' or use [Alt W, F]

Source: National Atmospheric Emissions Inventory; Greenhouse Gas Inventories for England, Scotland, Wales & Northern Ireland 1990-2020, some headings are own aggregations - Not National Statistics

Type of transport	2013	2014	2015	2016	2017	2018	2019	2020	2021	2022
Buses & coaches	0.45	0.45	0.44	0.38	0.39	0.34	0.37	0.27	0.31	0.33
Passenger cars	5.50	5.53	5.58	5.72	5.91	5.84	5.77	4.20	4.82	5.02
Heavy Goods Vehicles	1.68	1.67	1.70	1.77	1.82	1.80	1.73	1.53	1.72	1.65
Light Goods Vehicles	1.35	1.41	1.49	1.64	1.77	1.75	1.70	1.53	1.85	1.87
Mopeds & motorcycles	0.03	0.03	0.03	0.03	0.03	0.03	0.03	0.02	0.02	0.02
Other Road [Note 19]	0.06	0.06	0.05	0.05	0.05	0.06	0.07	0.08	0.08	0.08
<b>Road Transportation Total [Note 18]</b>	<b>9.06</b>	<b>9.15</b>	<b>9.29</b>	<b>9.59</b>	<b>9.97</b>	<b>9.81</b>	<b>9.67</b>	<b>7.64</b>	<b>8.80</b>	<b>8.98</b>
Railways	0.17	0.17	0.16	0.16	0.16	0.15	0.16	0.12	0.13	0.13
International Aviation and Shipping [Note 20]	1.54	1.66	1.73	1.82	1.93	1.90	1.91	0.82	0.76	1.50
Domestic Aviation [Note 21]	0.54	0.52	0.52	0.48	0.51	0.48	0.45	0.18	0.22	0.34
Domestic Shipping and Maritime [Note 22]	1.73	1.81	1.93	2.01	1.92	2.01	2.01	1.78	1.67	1.68
Other [Note 23]	0.32	0.30	0.28	0.27	0.27	0.28	0.28	0.19	0.21	0.24
<b>Total transport</b>	<b>13.35</b>	<b>13.61</b>	<b>13.91</b>	<b>14.33</b>	<b>14.76</b>	<b>14.63</b>	<b>14.47</b>	<b>10.73</b>	<b>11.78</b>	<b>12.86</b>
<b>Non-transport net emissions</b>	<b>42.02</b>	<b>38.03</b>	<b>37.30</b>	<b>31.76</b>	<b>30.58</b>	<b>31.90</b>	<b>31.36</b>	<b>29.39</b>	<b>28.85</b>	<b>27.75</b>
<b>Net emissions all sources [Note 24]</b>	<b>55.37</b>	<b>51.63</b>	<b>51.20</b>	<b>46.09</b>	<b>45.34</b>	<b>46.53</b>	<b>45.83</b>	<b>40.12</b>	<b>40.63</b>	<b>40.61</b>
<b>Total net emissions attributed to transport (%) [Note 24]</b>	<b>24.12</b>	<b>26.35</b>	<b>27.16</b>	<b>31.09</b>	<b>32.56</b>	<b>31.44</b>	<b>31.58</b>	<b>26.74</b>	<b>29.00</b>	<b>31.67</b>

**Table 13.3 Emissions of greenhouse gases by Transport allocated to Scotland<sup>1,2</sup>**

Source: Scottish Greenhouse Gas Statistics 2020 - Not National Statistics

<b>Year</b>	<b>Type of emissions</b>	<b>2013</b>	<b>2014</b>
Carbon dioxide (CO <sub>2</sub> )	Non-IAS Emissions	11.71	11.84
Methane (CH <sub>4</sub> )	Non-IAS Emissions	0.01	0.01
Nitrous Oxide (N <sub>2</sub> O)	Non-IAS Emissions	0.09	0.10
<b>Total transport greenhouse gases (Excluding International Aviation and Shipping)</b>	Non-IAS Emissions	<b>11.811</b>	<b>11.947</b>
Carbon dioxide (CO <sub>2</sub> )	IAS Emissions	1.53	1.64
Methane (CH <sub>4</sub> )	IAS Emissions	0.00	0.00
Nitrous Oxide (N <sub>2</sub> O)	IAS Emissions	0.01	0.02
<b>Total greenhouse gases from International Aviation and Shipping</b>	IAS Emissions	<b>1.543</b>	<b>1.660</b>
<b>All transport greenhouse gases</b>	Non-IAS Emissions	<b>13.354</b>	<b>13.607</b>

(MtCO<sub>2</sub>e)

2015	2016	2017	2018	2019	2020	2021	2022
12.07	12.40	12.72	12.61	12.45	9.81	10.92	11.25
0.01	0.01	0.01	0.01	0.01	0.01	0.01	0.01
0.10	0.10	0.11	0.11	0.11	0.09	0.10	0.10
<b>12.180</b>	<b>12.512</b>	<b>12.834</b>	<b>12.726</b>	<b>12.564</b>	<b>9.909</b>	<b>11.028</b>	<b>11.362</b>
1.71	1.80	1.91	1.89	1.89	0.81	0.75	1.48
0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
0.02	0.02	0.02	0.02	0.02	0.01	0.01	0.01
<b>1.726</b>	<b>1.816</b>	<b>1.930</b>	<b>1.903</b>	<b>1.908</b>	<b>0.822</b>	<b>0.755</b>	<b>1.499</b>
<b>13.906</b>	<b>14.327</b>	<b>14.764</b>	<b>14.629</b>	<b>14.473</b>	<b>10.730</b>	<b>11.783</b>	<b>12.861</b>

**Table 13.4 Comparison of transport greenhouse gas emissions from Scotland and UK as a whole (MCO<sub>2</sub>e)**

This worksheet contains one table. Some cells refer to notes which can be found in the notes worksheet.

Source: National Atmospheric Emissions Inventory, Greenhouse Gas Inventories for England, Scotland, Wales & Northern Ireland 1990-2019, some headings are own aggregations - Not National Statistics

Type of transport	Scottish Baseline (1990)	UK Baseline (1990)	Scottish Emissions (2021)	UK Emissions (2021)	Scottish Emissions (2022)	UK Emissions (2022)	Scottish Emissions as % of UK Emissions (2022)	Change in Scottish Emissions (2021-2022)	Change in UK Emissions (2021-2022)	Change in Scottish Emissions (1990-2022)	Change in UK Emissions (1990-2022)
Buses & coaches	0.60	5.29	0.31	2.22	0.33	2.40	14%	7%	8%	-44%	-55%
Passenger cars	5.62	72.04	4.82	57.44	5.02	59.56	8%	4%	4%	-11%	-17%
Heavy Goods Vehicles	1.86	21.29	1.72	20.24	1.65	19.13	9%	-4%	-5%	-11%	-10%
Light Goods Vehicles	0.03	11.48	1.85	18.63	1.87	18.63	10%	1%	0%	101%	62%
Mopeds & motorcycles	0.03	0.68	0.02	0.42	0.02	0.47	5%	10%	11%	-25%	-31%
Other Road	0.02	0.17	0.08	0.78	0.08	0.83	10%	6%	5%	434%	378%
<b>Road Transportation Total</b>	<b>9.05</b>	<b>110.96</b>	<b>8.80</b>	<b>99.74</b>	<b>8.98</b>	<b>101.01</b>	<b>9%</b>	<b>2%</b>	<b>1%</b>	<b>-1%</b>	<b>-9%</b>
Emissions by Road Type - Urban	3.16	45.84	3.02	32.36	3.11	32.59	10%	3%	1%	-2%	-29%
Emissions by Road Type - Rural	4.24	38.48	3.44	37.90	3.49	38.36	9%	2%	1%	-18%	0%
Emissions by Road Type - Motorway	0.99	17.03	1.58	21.31	1.62	21.84	7%	2%	3%	64%	28%
Railways	0.12	1.96	0.13	1.57	0.13	1.51	8%	-4%	-4%	2%	-23%
International Aviation and Shipping [Note 25]	1.32	23.65	0.76	20.24	1.50	34.77	4%	98%	72%	13%	47%
Domestic Aviation [Note 26]	0.48	1.49	0.22	0.73	0.34	1.11	30%	57%	51%	-30%	-26%
Domestic Shipping and Maritime [Note 27]	3.29	8.46	1.67	5.26	1.68	5.34	31%	0%	2%	-49%	-37%
Other [Note 28]	0.57	6.40	0.21	2.45	0.24	2.68	9%	17%	9%	-57%	-58%
<b>Total transport (excl International Aviation and Shipping)</b>	<b>13.51</b>	<b>129.26</b>	<b>11.03</b>	<b>109.75</b>	<b>11.36</b>	<b>111.65</b>	<b>10%</b>	<b>3%</b>	<b>2%</b>	<b>-16%</b>	<b>-14%</b>
<b>Total transport (incl International Aviation and Shipping)</b>	<b>14.83</b>	<b>152.91</b>	<b>11.78</b>	<b>129.99</b>	<b>12.86</b>	<b>146.41</b>	<b>9%</b>	<b>9%</b>	<b>13%</b>	<b>-13%</b>	<b>-4%</b>

**Table 13.5 UK Carbon Dioxide equivalent emissions 2023 [Note 29]**

This worksheet contains one table. Some cells refer to notes which can be found in the notes worksheet.

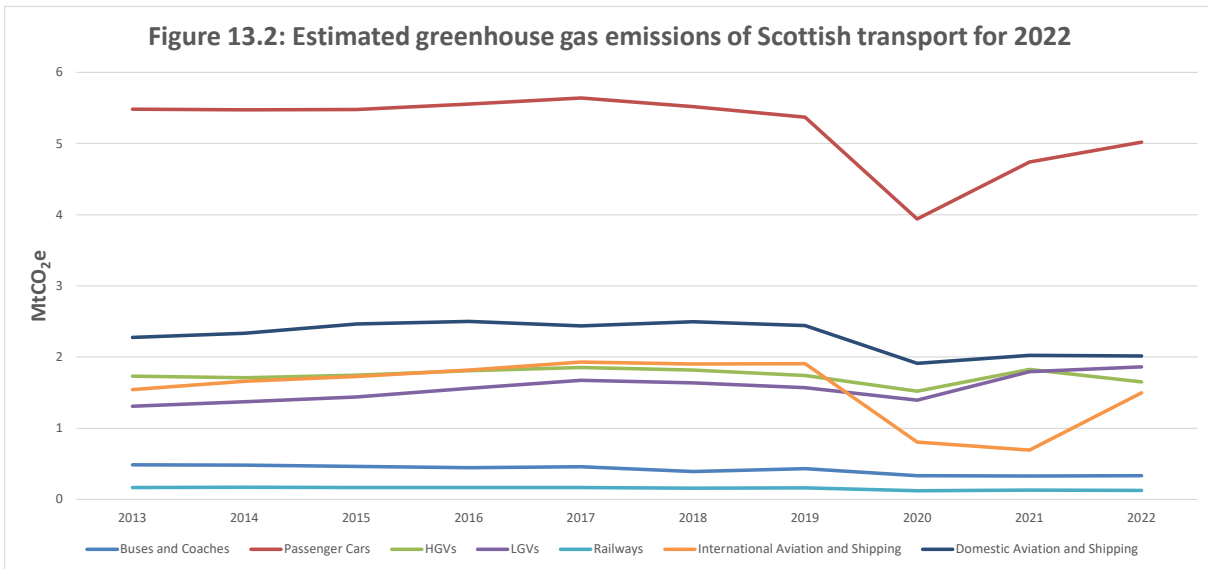
Freeze panes are active on this sheet. To turn off freeze panes select the 'View' ribbon then 'Freeze Panes' then 'Unfreeze Panes' or use [Alt W, F]

Source: National Atmospheric Emissions Inventory: Greenhouse Gas Inventories for England, Scotland, Wales & Northern Ireland 1990-2022

<b>Mode of Transport</b>	<b>Grams CO<sub>2</sub> equivalent per passenger kilometre</b>
Petrol cars [Note 30]	165
Diesel cars [Note 30]	170
Hybrid [Note 30]	126
Petrol motorbike	114
Bus	108
Coach	27
National rail	35
Light rail and tram	29
Ferry	113
Domestic flights [Note 31]	161
Short haul international [Note 31]	110
Long haul international [Note 31]	154



Figure 13.2: Estimated greenhouse gas emissions of Scottish transport for 2022



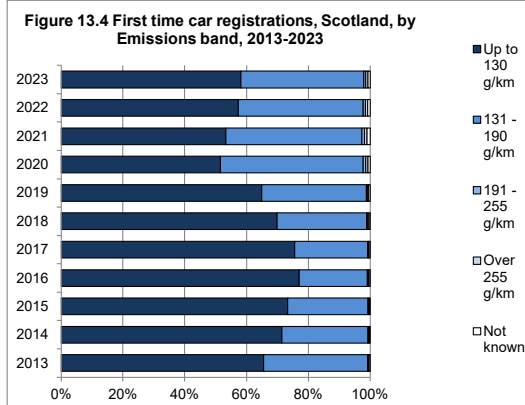
**Table 13.6a: Cars registered for the first time by CO2 emission band, Scotland**

This worksheet contains one table. Some cells refer to notes which can be found in the notes worksheet.

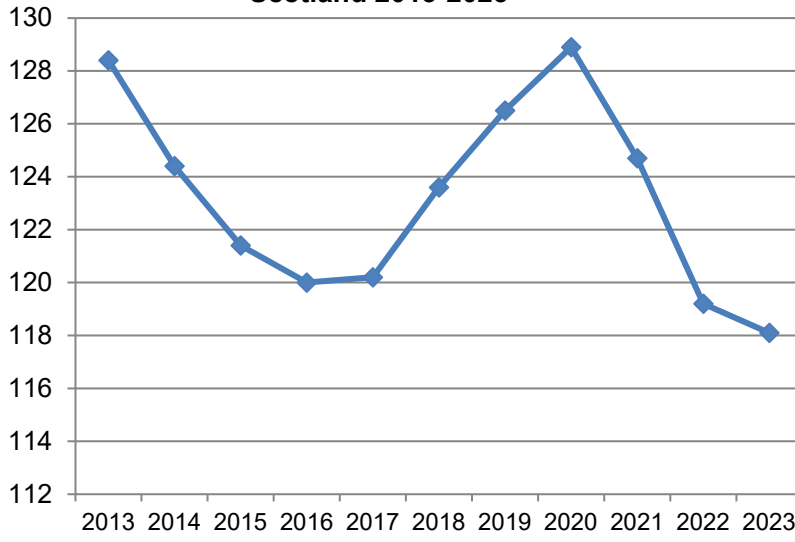
Freeze panes are active on this sheet. To turn off freeze panes select the 'View' ribbon then 'Freeze Panes' then 'Unfreeze Panes' or use [Alt W, F]

Source: DVLA/DVADFT - GB figures published as DfT table VEH0256

Emissions	Numbers/percent	2013	2014	2015	2016	2017	2018	2019	2020	2021	2022	2023
upto100_g_km	Thousands	25.6	36.2	39.1	36.4	32.3	22.9	17.4	17.0	19.3	24.0	28.3
101_to_110_g_km	Thousands	23.5	34.8	46.9	52.6	43.6	32.6	24.1	8.2	6.8	7.4	9.1
111_to_130_g_km	Thousands	82.8	84.7	74.5	80.4	77.2	73.9	71.6	37.9	45.2	47.3	55.1
131_to_150_g_km	Thousands	43.3	37.6	36.4	32.6	32.5	33.3	34.6	32.7	33.6	35.2	41.6
151_to_170_g_km	Thousands	18.3	18.3	15.7	11.5	10.6	14.8	19.1	15.8	17.1	14.5	15.9
171_to_190_g_km	Thousands	5.9	4.9	4.9	4.5	4.7	5.7	5.1	8.0	8.0	5.8	5.8
191_to_225_g_km	Thousands	3.1	3.9	2.6	2.2	1.6	2.5	3.8	4.6	4.0	3.6	4.4
226_to_255_g_km	Thousands	1.4	1.0	0.6	0.4	0.3	0.4	0.7	2.0	2.1	2.2	1.9
Over_255_g_km	Thousands	0.5	0.5	0.4	0.6	0.5	0.6	0.7	1.0	1.1	1.0	1.1
Unknown	Thousands	0.7	0.6	0.7	0.8	0.7	0.8	0.8	0.8	1.4	1.1	1.1
<b>Total</b>	Thousands	<b>205.2</b>	<b>222.4</b>	<b>221.8</b>	<b>222.1</b>	<b>204.0</b>	<b>187.5</b>	<b>177.7</b>	<b>128.0</b>	<b>138.4</b>	<b>142.1</b>	<b>164.4</b>
<b>Avg CO<sub>2</sub></b>	Thousands	<b>128.4</b>	<b>124.4</b>	<b>121.4</b>	<b>120.0</b>	<b>120.2</b>	<b>123.6</b>	<b>126.5</b>	<b>128.9</b>	<b>124.7</b>	<b>119.2</b>	<b>118.1</b>
upto100_g_km	Column Percentages	12.5	16.3	17.6	16.4	15.8	12.2	9.8	13.3	13.9	16.9	17.2
101_to_110_g_km	Column Percentages	11.5	15.6	21.1	23.7	21.4	17.4	13.6	6.4	4.9	5.2	5.5
111_to_130_g_km	Column Percentages	40.4	38.1	33.6	36.2	37.8	39.4	40.3	29.6	32.7	33.3	33.5
131_to_150_g_km	Column Percentages	21.1	16.9	16.4	14.7	15.9	17.8	19.5	25.5	24.3	24.8	25.3
151_to_170_g_km	Column Percentages	8.9	8.2	7.1	5.2	5.2	7.9	10.7	12.3	12.4	10.2	9.7
171_to_190_g_km	Column Percentages	2.9	2.2	2.2	2.0	2.3	3.0	2.9	6.3	5.8	4.1	3.5
191_to_225_g_km	Column Percentages	1.5	1.8	1.2	1.0	0.8	1.3	2.1	3.6	2.9	2.5	2.7
226_to_255_g_km	Column Percentages	0.7	0.4	0.3	0.2	0.1	0.2	0.4	1.6	1.5	1.5	1.2
Over_255_g_km	Column Percentages	0.2	0.2	0.2	0.3	0.2	0.3	0.4	0.8	0.8	0.7	0.7
Unknown	Column Percentages	0.3	0.3	0.3	0.4	0.3	0.4	0.5	0.6	1.0	0.8	0.7
<b>Total</b>	Column Percentages	<b>100.0</b>	<b>100.0</b>	<b>100.0</b>	<b>100.0</b>	<b>100.0</b>	<b>100.0</b>	<b>100.0</b>	<b>100.0</b>	<b>100.0</b>	<b>100.0</b>	<b>100.0</b>



**Figure 13.3 New car average CO2 emissions,  
Scotland 2013-2023**



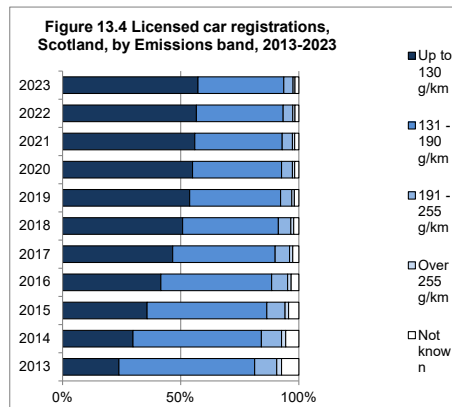
**Table 13.6b: Licensed cars by CO2 emission band, Scotland**

This worksheet contains one table. Some cells refer to notes which can be found in the notes worksheet.

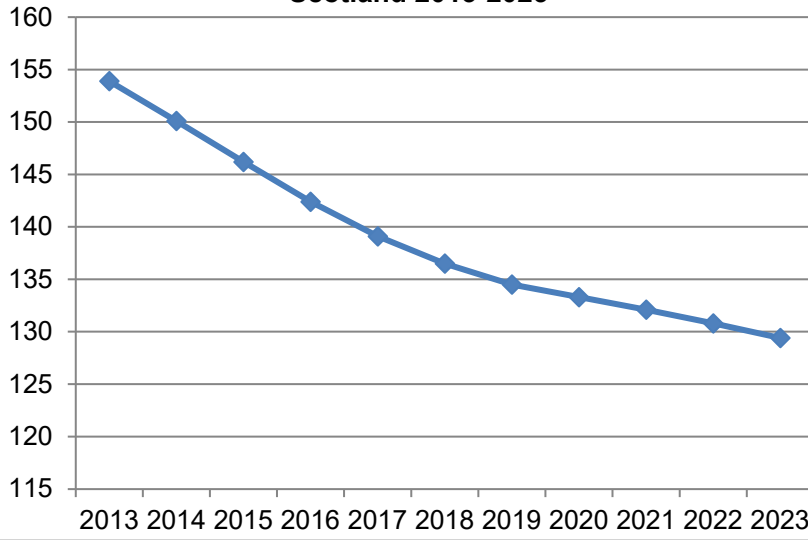
Freeze panes are active on this sheet. To turn off freeze panes select the 'View' ribbon then 'Freeze Panes' then 'Unfreeze Panes' or use [Alt W, F]

Source: DVLA/DVADFT - GB figures published as DfT table VEH0206

Emissions	Numbers/percent	2013	2014	2015	2016	2017	2018	2019	2020	2021	2022	2023
upto100_g_km	Thousands	49.2	89.5	133.2	176.5	213.1	236.5	249.0	256.7	266.8	280.9	300.0
101_to_110_g_km	Thousands	94.1	130.8	176.7	229.2	276.2	309.9	333.8	335.2	331.1	326.7	321.9
111_to_130_g_km	Thousands	409.4	486.6	546.8	605.6	660.3	715.8	776.4	794.3	812.2	830.4	850.7
131_to_150_g_km	Thousands	623.5	619.8	601.2	581.5	560.2	542.5	534.2	531.7	529.1	536.3	545.2
151_to_170_g_km	Thousands	452.1	429.5	398.9	368.0	336.8	311.2	296.7	287.2	277.7	272.6	268.6
171_to_190_g_km	Thousands	259.5	238.2	214.2	191.8	171.5	154.1	139.3	132.1	126.3	121.7	117.3
191_to_225_g_km	Thousands	161.5	151.3	137.2	124.1	111.1	99.5	90.8	85.5	80.9	77.2	75.0
226_to_255_g_km	Thousands	55.8	52.2	47.2	42.4	37.8	33.6	30.3	28.9	28.1	27.6	26.9
Over_255_g_km	Thousands	44.2	41.5	37.9	34.8	31.8	29.2	26.8	25.1	23.8	22.3	21.1
Unknown	Thousands	169.9	130.1	100.9	79.2	63.6	53.6	47.2	43.2	42.1	41.0	39.9
<b>Total</b>	Thousands	<b>2,319.2</b>	<b>2,369.3</b>	<b>2,394.2</b>	<b>2,433.1</b>	<b>2,462.4</b>	<b>2,486.0</b>	<b>2,524.5</b>	<b>2,519.8</b>	<b>2,518.2</b>	<b>2,536.6</b>	<b>2,566.5</b>
<b>Avg CO<sub>2</sub></b>	Thousands	<b>153.9</b>	<b>150.1</b>	<b>146.2</b>	<b>142.4</b>	<b>139.1</b>	<b>136.5</b>	<b>134.5</b>	<b>133.3</b>	<b>132.1</b>	<b>130.8</b>	<b>129.4</b>
upto100_g_km	Column Percentages	2.1	3.8	5.6	7.3	8.7	9.5	9.9	10.2	10.6	11.1	11.7
101_to_110_g_km	Column Percentages	4.1	5.5	7.4	9.4	11.2	12.5	13.2	13.3	13.1	12.9	12.5
111_to_130_g_km	Column Percentages	17.7	20.5	22.8	24.9	26.8	28.8	30.8	31.5	32.3	32.7	33.1
131_to_150_g_km	Column Percentages	26.9	26.2	25.1	23.9	22.8	21.8	21.2	21.1	21.0	21.1	21.2
151_to_170_g_km	Column Percentages	19.5	18.1	16.7	15.1	13.7	12.5	11.8	11.4	11.0	10.7	10.5
171_to_190_g_km	Column Percentages	11.2	10.1	8.9	7.9	7.0	6.2	5.5	5.2	5.0	4.8	4.6
191_to_225_g_km	Column Percentages	7.0	6.4	5.7	5.1	4.5	4.0	3.6	3.4	3.2	3.0	2.9
226_to_255_g_km	Column Percentages	2.4	2.2	2.0	1.7	1.5	1.4	1.2	1.1	1.1	1.1	1.0
Over_255_g_km	Column Percentages	1.9	1.8	1.6	1.4	1.3	1.2	1.1	1.0	0.9	0.9	0.8
Unknown	Column Percentages	7.3	5.5	4.2	3.3	2.6	2.2	1.9	1.7	1.7	1.6	1.6
<b>Total</b>	Column Percentages	<b>100.0</b>	<b>100.0</b>	<b>100.0</b>	<b>100.0</b>	<b>100.0</b>	<b>100.0</b>	<b>100.0</b>	<b>100.0</b>	<b>100.0</b>	<b>100.0</b>	<b>100.0</b>



**Figure 13.4 Licensed cars average CO2 emissions,  
Scotland 2013-2023**



**Table 13.7 Ultra low emission vehicles registered for the first time by method of propulsion, quarterly: January 2010 to December 2023**

This worksheet contains one table. Some cells refer to notes which can be found in the notes worksheet.

Source: Department for Transport vehicle licensing tables <https://www.gov.uk/government/statistical-data-sets/vehicle-licensing-statistics-data-tables>

Year/quarter	Battery electric	Fuel cell electric	Hybrid electric petrol	Hybrid electric diesel	Plug-in hybrid electric petrol	Plug-in hybrid electric diesel	Range extended electric	Other fuels	Total
2017 Q1	334	0	26	0	291	8	32	0	691
2017 Q2	255	0	29	0	240	3	21	0	548
2017 Q3	268	0	26	0	439	2	18	0	753
2017 Q4	144	0	30	0	351	2	23	1	551
2018 Q1	280	0	24	0	527	2	11	1	845
2018 Q2	303	0	5	0	606	2	12	3	931
2018 Q3	298	0	2	0	498	0	37	3	838
2018 Q4	279	0	0	0	601	0	42	3	925
2019 Q1	570	0	0	0	564	8	30	3	1,175
2019 Q2	492	0	0	0	457	7	15	41	1,012
2019 Q3	930	0	0	0	531	11	19	70	1,561
2019 Q4	880	0	0	0	511	10	34	56	1,491
2020 Q1	1,140	0	0	0	525	11	16	36	1,728
2020 Q2	653	0	0	0	154	9	1	59	876
2020 Q3	2,773	0	0	0	1,212	46	10	83	4,124
2020 Q4	3,059	11	3	0	1,330	43	5	41	4,492
2021 Q1	2,464	3	0	0	1,430	79	5	12	3,993
2021 Q2	2,280	0	1	0	1,563	39	3	30	3,916
2021 Q3	3,098	0	12	0	1,555	49	13	10	4,737
2021 Q4	3,853	0	1	0	1,380	79	6	4	5,323
2022 Q1	3,820	10	2	0	1,505	76	9	8	5,430
2022 Q2	3,056	0	0	0	1,331	43	3	21	4,454
2022 Q3	3,784	0	9	0	1,402	29	17	35	5,276
2022 Q4	5,159	0	7	0	1,716	5	16	25	6,928
2023 Q1	4,889	0	0	0	1,896	3	25	28	6,841
2023 Q2	4,692	0	1	0	1,711	7	18	45	6,474
2023 Q3	4,774	0	1	0	2,229	7	21	62	7,094
2023 Q4	3,711	0	5	0	2,216	5	29	42	6,008

**Table 13.7a Ultra low emission vehicles registered for the first time by method of propulsion**

This worksheet contains one table. Some cells refer to notes which can be found in the notes worksheet.

Source: Department for Transport vehicle licensing tables <https://www.gov.uk/government/statistical-data-sets/vehicle-licensing-statistics-data-tables>

Year	Battery electric	Fuel cell electric	Hybrid electric petrol	Hybrid electric diesel	Plug-in hybrid electric petrol	Plug-in hybrid electric diesel	Range extended electric	Other fuels	Total
2010	36	0	0	0	0	0	0	0	36
2011	141	0	0	0	0	0	0	0	141
2012	182	0	0	0	14	0	23	0	219
2013	160	0	0	0	21	5	24	0	210
2014	567	0	0	0	261	7	66	0	901
2015	682	0	7	0	684	5	31	0	1,409
2016	694	2	61	0	725	14	26	0	1,522
2017	1,001	0	111	0	1,321	15	94	1	2,543
2018	1,160	0	31	0	2,232	4	102	10	3,539
2019	2,872	0	0	0	2,063	36	98	170	5,239
2020	7,625	11	3	0	3,221	109	32	219	11,220
2021	11,695	3	14	0	5,928	246	27	56	17,969
2022	15,819	10	18	0	5,954	153	45	89	22,088
2023	18,066	0	7	0	8,052	22	93	177	26,417

**Table 13.8 Ultra low emission vehicles by method of propulsion, quarterly: January 2010 to December 2023**

This worksheet contains one table. Some cells refer to notes which can be found in the notes worksheet.

Freeze panes are active on this sheet. To turn off freeze panes select the 'View' ribbon then 'Freeze Panes' then 'Unfreeze Panes' or use [Alt W, F]

Source: Department for Transport vehicle licensing tables <https://www.gov.uk/government/statistical-data-sets/vehicle-licensing-statistics-data-tables>

Year/Quarter	Battery electric	Fuel cell electric	Hybrid electric petrol	Hybrid electric diesel	Plug-in hybrid electric petrol	Plug-in hybrid electric diesel	Range extended electric	Other fuels	Total
2010 Q1	181	0	0	0	0	0	0	0	181
2010 Q2	185	0	4	0	0	0	0	0	189
2010 Q3	205	0	5	0	0	0	0	0	210
2010 Q4	206	0	5	0	0	0	0	0	211
2011 Q1	258	0	2	0	0	0	0	0	260
2011 Q2	298	0	4	0	0	0	0	0	302
2011 Q3	314	0	4	0	0	0	0	0	318
2011 Q4	327	0	4	0	0	0	0	0	331
2012 Q1	364	0	1	0	0	0	0	0	365
2012 Q2	416	0	4	0	0	0	12	0	432
2012 Q3	448	0	4	0	12	0	19	0	483
2012 Q4	483	0	3	0	16	0	23	0	525
2013 Q1	501	0	1	0	24	0	31	0	557
2013 Q2	563	0	3	0	28	2	38	0	634
2013 Q3	609	0	3	0	34	3	40	0	689
2013 Q4	650	0	4	0	37	5	46	0	742
2014 Q1	754	0	1	0	41	5	71	1	873
2014 Q2	814	0	3	0	80	10	81	1	989
2014 Q3	968	0	3	0	195	14	97	1	1,278
2014 Q4	1,124	0	5	0	295	15	110	0	1,549
2015 Q1	1,307	0	5	0	491	17	122	0	1,942
2015 Q2	1,438	0	9	0	679	19	127	0	2,272
2015 Q3 (end £)	1,541	0	12	0	855	20	141	1	2,570
2015 Q4 (end £)	1,733	0	12	0	1,024	22	151	1	2,943
2016 Q1	1,929	2	20	0	1,302	22	165	1	3,441
2016 Q2	2,085	2	50	0	1,493	23	169	1	3,823
2016 Q3	2,289	2	65	0	1,748	33	167	1	4,305
2016 Q4	2,442	2	84	0	1,918	36	185	0	4,667
2017 Q1	2,723	0	114	0	2,221	44	218	0	5,320
2017 Q2	2,966	0	150	0	2,491	50	244	1	5,902
2017 Q3	3,303	0	170	0	2,920	55	262	1	6,711
2017 Q4	3,518	2	199	0	3,261	55	295	2	7,332
2018 Q1	3,834	2	223	1	3,798	56	314	3	8,231
2018 Q2	4,085	2	230	1	4,447	58	338	5	9,166
2018 Q3	4,511	2	230	1	5,025	62	382	7	10,220
2018 Q4	4,771	2	239	1	5,695	65	434	10	11,217
2019 Q1	5,289	2	239	1	6,237	71	471	11	12,321
2019 Q2	5,722	2	239	1	6,704	81	494	53	13,296
2019 Q3	6,578	2	239	1	7,239	91	527	117	14,794
2019 Q4	7,443	2	229	1	7,765	98	564	167	16,269
2020 Q1	8,632	2	239	2	8,305	105	592	195	18,072
2020 Q2	9,059	2	224	3	8,312	106	580	253	18,539
2020 Q3	11,703	2	221	3	9,427	154	588	320	22,418
2020 Q4	14,712	14	225	3	10,686	198	591	347	26,776
2021 Q1	17,161	17	240	2	12,071	276	600	346	30,713
2021 Q2	19,494	17	257	3	13,724	310	600	374	34,779
2021 Q3	22,446	17	289	2	15,149	369	619	380	39,271
2021 Q4	26,040	15	283	3	16,433	443	625	361	44,203
2022 Q1	30,057	25	298	3	18,044	516	635	364	49,942
2022 Q2	33,189	25	313	3	19,338	554	652	383	54,457
2022 Q3	36,718	25	334	3	20,601	578	666	401	59,326
2022 Q4	41,191	21	346	4	22,031	571	675	417	65,256
2023 Q1	46,246	21	369	5	23,735	571	696	436	72,079
2023 Q2	51,629	21	398	4	25,388	566	719	460	79,185
2023 Q3	56,536	21	460	5	27,295	557	739	499	86,112
2023 Q4	59,671	21	521	6	29,199	558	769	513	91,258



**Table 13.8a Ultra low emission vehicles by method of propulsion**

This worksheet contains one table. Some cells refer to notes which can be found in the notes worksheet.

Source: Department for Transport vehicle licensing tables <https://www.gov.uk/government/statistical-data-sets/vehicle-licensing-statistics-data-tables>

Year	Battery electric	Fuel cell electric	Hybrid electric petrol	Hybrid electric diesel	Plug-in hybrid electric petrol	Plug-in hybrid electric diesel	Range extended electric	Other fuels	Total
2010	206	0	5	0	0	0	0	0	211
2011	327	0	4	0	0	0	0	0	331
2012	483	0	3	0	16	0	23	0	525
2013	650	0	4	0	37	5	46	0	742
2014	1,124	0	5	0	295	15	110	0	1,549
2015	1,733	0	12	0	1,024	22	151	1	2,943
2016	2,442	2	84	0	1,918	36	185	0	4,667
2017	3,518	2	199	0	3,261	55	295	2	7,332
2018	4,771	2	239	1	5,695	65	434	10	11,217
2019	7,443	2	229	1	7,765	98	564	167	16,269
2020	14,712	14	225	3	10,686	198	591	347	26,776
2021	26,040	15	283	3	16,433	443	625	361	44,203
2022	41,191	21	346	4	22,031	571	675	417	65,256
2023	59,671	21	521	6	29,199	558	769	513	91,258

**Table 13.9: Number of new registrations by body type and propulsion type in Scotland during 2023 (Thousands)**

This worksheet contains one table. Some cells refer to notes which can be found in the notes worksheet.

Source: Department for Transport vehicle licensing tables <https://www.gov.uk/government/statistical-data-sets/vehicle-licensing-statistics-data-tables>

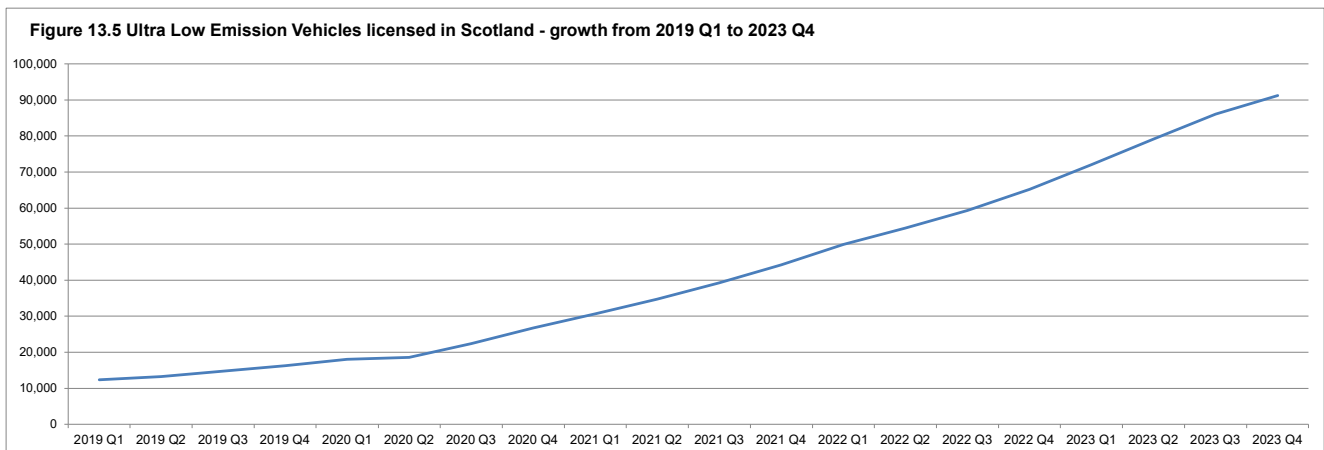
Body type	Petrol	Diesel	Battery Electric	Fuel cell electric	Plug-in hybrid electric diesel	Plug-in hybrid electric petrol	Hybrid electric diesel	Range extended electric	Hybrid electric petrol	Gas	Other fuel types	Total
Buses and coaches	0.0	0.4	0.2	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.7
Cars	90.2	11.4	16.7	0.0	0.0	8.2	1.6	0.0	35.7	0.4	0.0	164.4
Heavy goods vehicles	0.0	3.6	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	3.7
Light goods vehicles	0.8	20.5	1.0	0.0	0.0	0.0	0.0	0.0	0.1	0.0	0.0	22.3
Motorcycles	6.8	0.0	0.2	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	7.0
Other vehicles [Note 32]	1.3	5.0	0.5	0.0	0.0	0.0	0.0	0.1	0.0	0.0	0.0	6.9
<b>Total</b>	<b>99.1</b>	<b>41.0</b>	<b>18.6</b>	<b>0.0</b>	<b>0.0</b>	<b>8.2</b>	<b>1.6</b>	<b>0.1</b>	<b>35.8</b>	<b>0.5</b>	<b>0.0</b>	<b>204.9</b>

**Table 13.10: Number of licensed vehicles by body type and propulsion type in Scotland as at 31 December 2023 (Thousands)**

This worksheet contains one table. Some cells refer to notes which can be found in the notes worksheet.

Source: Department for Transport vehicle licensing tables <https://www.gov.uk/government/statistical-data-sets/vehicle-licensing-statistics-data-tables>

Body type	Petrol	Diesel	Hybrid electric petrol	Hybrid electric diesel	Plug-in hybrid electric petrol	Plug-in hybrid electric diesel	Battery electric	Range extended electric	Fuel cell electric	Gas	Other fuel types	Total
Buses and coaches	0.1	11.9	0.0	0.0	0.0	0.0	0.6	0.0	0.0	0.0	0.0	12.6
Cars	1,476.9	877.4	29.9	9.3	29.9	0.6	55.7	0.5	0.0	2.0	0.0	2,566.5
Heavy goods vehicles	0.1	36.3	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.1	0.0	36.5
Light goods vehicles	7.7	337.5	0.1	0.0	0.1	0.0	2.8	0.1	0.0	0.2	0.0	348.6
Motorcycles	77.0	0.0	0.0	0.0	0.0	0.0	0.6	0.0	0.0	0.0	0.0	77.7
Other vehicles [Note 32]	9.3	75.1	0.0	0.0	0.0	0.0	5.3	0.3	0.0	0.3	0.1	90.4
<b>Total</b>	<b>1,571.1</b>	<b>1,338.3</b>	<b>30.0</b>	<b>9.4</b>	<b>30.0</b>	<b>0.6</b>	<b>65.1</b>	<b>0.8</b>	<b>0.0</b>	<b>2.6</b>	<b>0.1</b>	<b>3,132.2</b>



**Table 13.11 – ChargePlace Scotland: Utilisation data for CPS Network January - December 2024 [Note 33] [Note 34] [Note 35] [Note 36]**

This worksheet contains one table. Some cells refer to notes which can be found in the notes worksheet.

Freeze panes are active on this sheet. To turn off freeze panes select the 'View' ribbon then 'Freeze Panes' then 'Unfreeze Panes' or use [Alt W, F]

Source: National Atmospheric Emissions Inventory: Greenhouse Gas Inventories for England, Scotland, Wales & Northern Ireland 1990-2020, some headings are own aggregations - Not National Statistics

Local Authority	Charging		Total CP Units as at Dec 24
	Sessions 2024	Total kWh 2024	
Aberdeen Council	41,765	908,150	84
Aberdeenshire Council	39,292	798,384	124
Angus Council	37,061	785,364	61
Argyll and Bute Council	37,572	769,466	76
Clackmannanshire Council	133,983	2,035,050	194
Comhairle nan Eilean Siar Council	9,558	195,557	39
Dumfries and Galloway Council	30,706	747,903	46
Dundee City Council	103,789	7,127,409	215
East Ayrshire Council	84,014	2,048,845	118
East Dunbartonshire Council	19,442	329,302	77
East Lothian Council	39,365	775,248	21
East Renfrewshire Council	15,044	261,686	52
Edinburgh City Council	46,902	974,314	24
Falkirk Council	75,690	1,782,176	102
Fife Council	99,705	1,941,195	111
Glasgow City Council	87,075	1,731,386	215
Highland Council	9,691	162,053	208
Inverclyde Council	23,395	425,691	33
Midlothian Council	24,634	486,267	57
Moray Council	9,134	187,233	41
North Ayrshire Council	44,759	886,429	62
North Lanarkshire Council	65,745	1,317,161	142
Orkney Island Council	11,616	168,156	33
Perth and Kinross Council	68,219	2,966,107	92
Renfrewshire Council	53,167	1,043,127	90
Scottish Borders Council	33,084	577,179	50
Shetland Council	5,901	132,362	32
South Ayrshire Council	45,640	1,112,768	48
South Lanarkshire Council	67,141	1,372,714	174
Stirling Council	65,322	1,218,398	149
West Dunbartonshire Council	19,768	394,625	32
West Lothian Council	32,993	593,269	57
<b>Totals</b>	<b>1,481,192</b>	<b>36,245,178</b>	<b>2,859</b>



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