

















COVID19 Trends in Sub-National Travel

Week Ending 28 June

Weekly Change Comparison⁽¹⁾

City Local Authorities ⁽²⁾		% Change
	Walking	-16% ↓
	Cycling	-18% ↓
	Bus Concession	-3% ↓
	Road Traffic (Car + Mcl) ⁽⁴⁾	6% ↑
	Road Traffic (LGV + HGV) ⁽⁴⁾	4% ↑
	Grocery & Pharmacy ⁽⁵⁾	4% ↑
	Retail & Recreation ⁽⁵⁾	2% ↑
	Parks ⁽⁵⁾	24% ↑

Rest of Scotland LA Average ⁽³⁾		% Change
	Walking	-20% ↓
	Cycling	-27% ↓
	Bus Concession	-4% ↓
	Road Traffic (Car +Mcl) ⁽⁴⁾	2% ↑
	Road Traffic (LGV + HGV) ⁽⁴⁾	4% ↑
	Grocery & Pharmacy ⁽⁵⁾	5% ↑
	Retail & Recreation ⁽⁵⁾	4% ↑
	Parks ⁽⁵⁾	19% ↑

(1) The Weekly Change Comparison compares this week (week ending 28 June) and last week (week ending 21 June)

(2) City Local Authorities include Glasgow, Edinburgh, Aberdeen and Dundee except for Active Travel which only includes Glasgow and Edinburgh

(3) Rest of Scotland Local Authorities (LA) include all authorities excluding the four mentioned city local authorities above except for Active Travel which includes Argyll & Bute, East Dunbartonshire, North Ayrshire, Perth & Kinross and Stirling

(4) Small traffic counter sample size for Glasgow

(5) 21 June latest full week of available data for Google movements trends



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Week Ending 28 June

Weekly Change Summary

Week ending 28 June was the first full week of Phase 2 of the Scottish Government's Route Map for the easing of lockdown restrictions.

- **Walking Trips** – From the sample data for walking, Local Authority counters showed a weekly decrease in movements compared to the week ending 21 June. The decrease in walking activity is most likely attributed to less favourable weather conditions, particularly at the weekend due to heavy rain. Walking movements in City Local Authorities were lower compared to the equivalent 2019 period, whereas Non-City Local Authorities have reported higher movements.
- **Cycling Trips** – Similar to observed walking trips, cycling trips in week ending 28 June decreased on average in all Local Authorities compared to the previous week. The most significant weekly declines were observed in Argyll and Bute and North Ayrshire, with decreases of 41% and 36% compared to the previous week. The cycling movements in Local Authorities varied towards typical levels recorded in the equivalent 2019 period through the week, emphasising the influence of weather conditions on such activity.
- **Bus Concessionary Travel** – The level of bus concessionary travel decreased across the country by 4% compared to the previous week.
- **Rail Stations (Glasgow Central and Edinburgh Waverley)** – Rail stations recorded increases in footfall of 7% (Central) and 12% (Waverley), continuing a trend of week on week growth in rail movements. Observed increases were slightly lower than the growth seen at sample English stations (13%).
- **Glasgow Subway and Edinburgh Trams** – Patronage increased compared to week ending 21 June. Both Subway and Trams remain significantly below levels recorded in the equivalent period in 2019, at less than 10% of these volumes on average across the week.
- **Trunk Road Traffic** – Traffic volumes were significantly lower than typical levels observed pre COVID-19.
 - Road traffic across the country has continually increased week on week since the commencement of Phase 1, although this has been less pronounced in recent weeks. In terms of weekly change, the exception was observed to the west of the country, with the most noticeable decreases occurring around Argyll and Bute, Inverclyde and Ayrshire along the A82, A85 and A78.
 - Since the Phase 1 announcement the greatest increases in trunk road traffic have predominantly been observed in rural areas, most noticeably around national parks and popular walking areas such as Loch Lomond and The Trossachs, the Cairngorms and around Tyndrum along the A82 and A85, in line with favourable weather conditions.
- **Cross Border Traffic (Trunk Roads)** – Cross border traffic increased by 8% compared to the previous week, another week on week increase. This was higher than the 3% growth observed on the national trunk road network, whereas last week both levels were consistent.
- **Google Mobility Data** – Week ending 21 June being the latest full week available at the time of reporting, recorded weekly increases in 'Workplace', 'Retail and Recreation', 'Grocery and Pharmacy' and 'Parks' related movements.

COVID19 Trends in Sub-National Travel

Week Ending 28 June

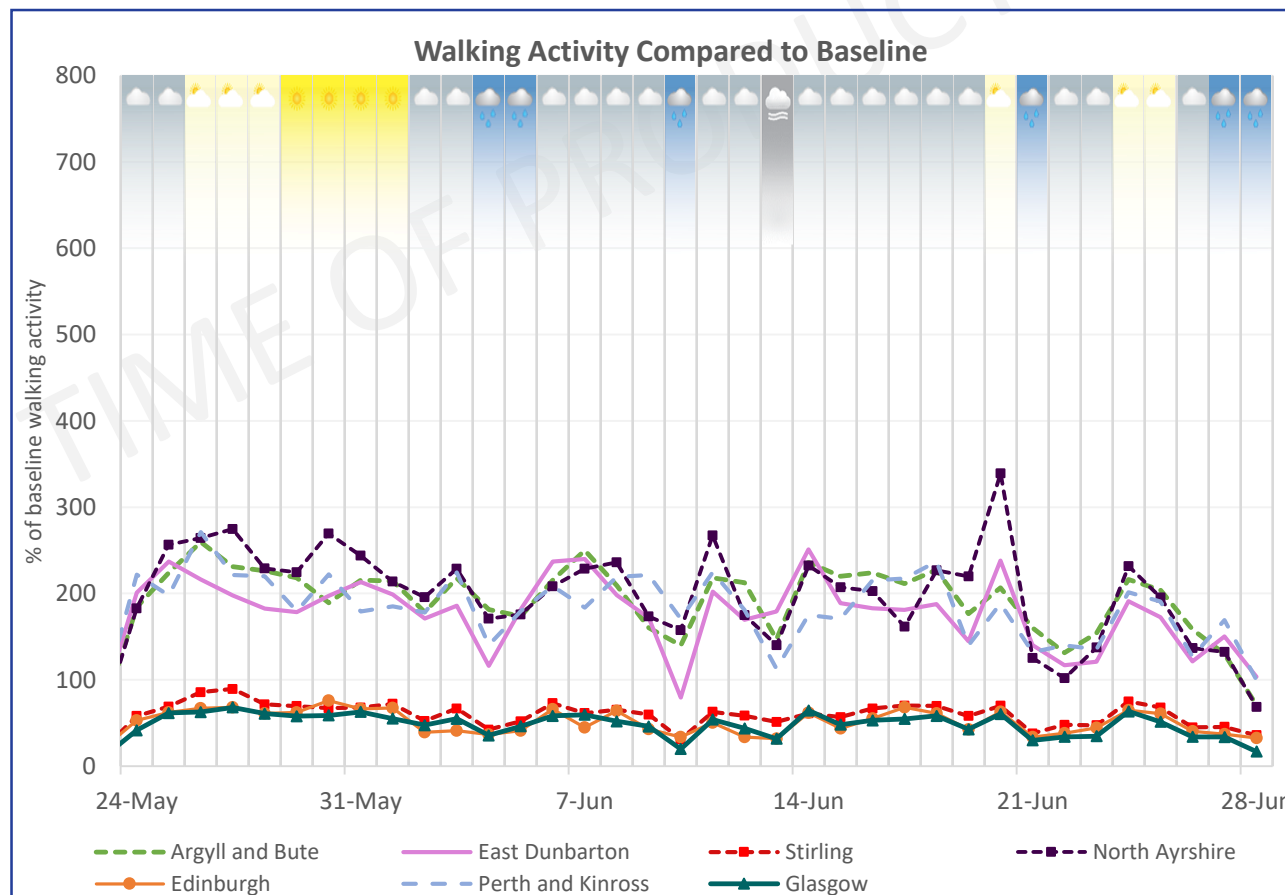
Active Travel – Walking (Week on Week)

Walking: Week on Week Comparison

Source: Local Authorities and Cycling Scotland
Confidence: Medium

Baseline: Index 100 = June 2019

- In week ending 28 June there was a decrease in walking trips in all Local Authorities on average across the week compared to week ending 21 June.
- During the week ending 28 June, walking trips fluctuated throughout the week due to weather conditions. There were significant decreases observed over the weekend when heavy rain was prevalent, with activity in most Local Authorities below typical levels recorded in the equivalent 2019 period.
- In City Local Authorities walking activity decreased by 16% compared to the previous week. Walking in Edinburgh and Glasgow remained below typical levels recorded in the equivalent 2019 period.
- Non-City Local Authorities recorded an average decrease of 20% compared to week ending 21 June, with a noticeable decline in activity over the weekend. North Ayrshire observed the largest decrease with a 32% drop compared to the previous week.



COVID19 Trends in Sub-National Travel

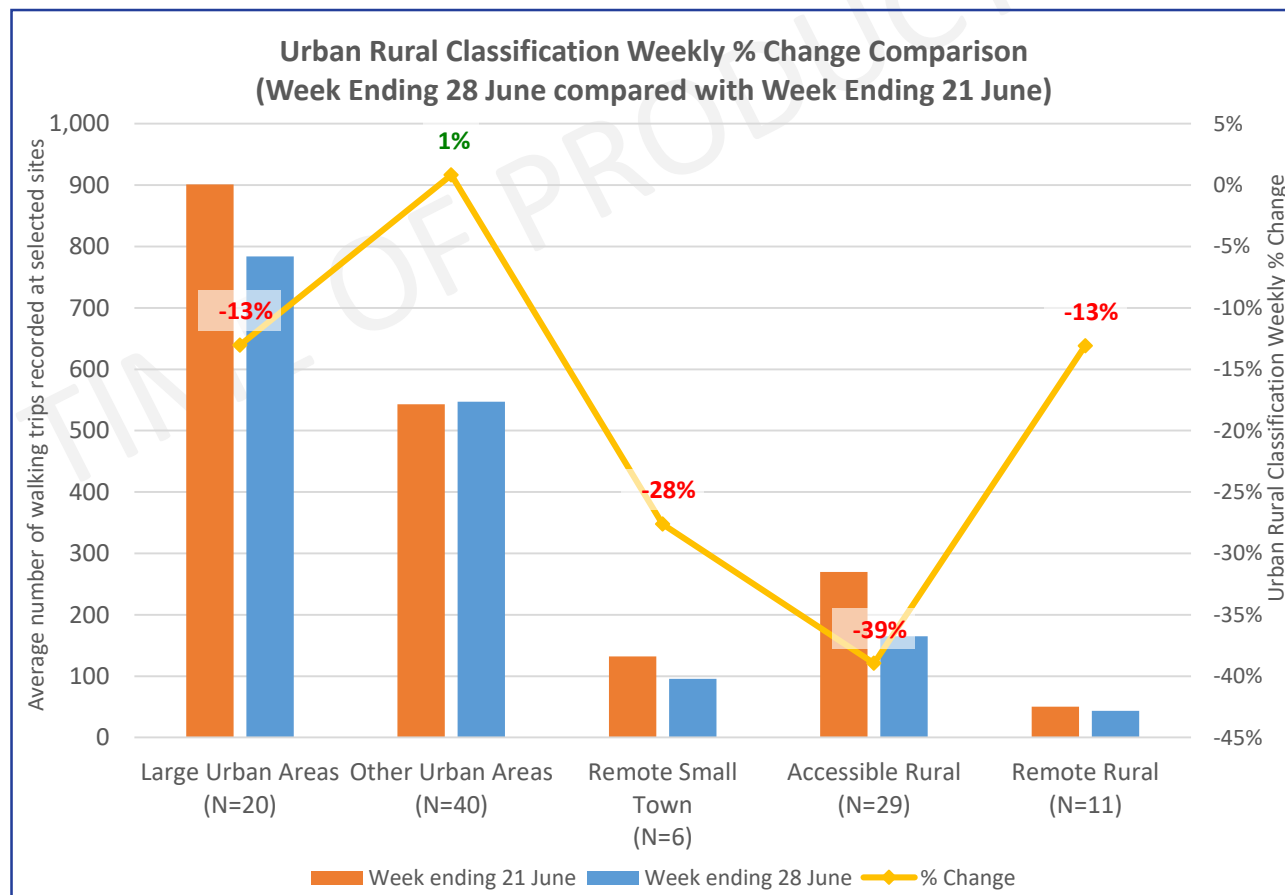
Week Ending 28 June

Active Travel – Walking Urban Rural Classification

Walking: Urban Rural Walking Activity

Source: Local Authorities and Cycling Scotland
Confidence: Medium

- In week ending 28 June, walking activity decreased across all but one of the 6 Fold Urban Rural Classification categories compared with week ending 14 June. The exception being 'Other Urban Areas' which reported comparable activity to the previous week with a 1% increase.
- There were more noticeable declines in walking activity in rural and accessible parts of the country. The highest decline was observed in 'Accessible Rural', with a 39% decrease, while 'Remote Small Town' and 'Remote Rural' recorded 28% and 13% decreases respectively.
- Compared with week ending 21 June walking activity in 'Large Urban Areas' declined by 13%.



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

Prepared on behalf of Transport Scotland's COVID-19 Support Hub, any enquires should be made to TS.Covid19Support@gov.scot

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COVID19 Trends in Sub-National Travel

Week Ending 28 June

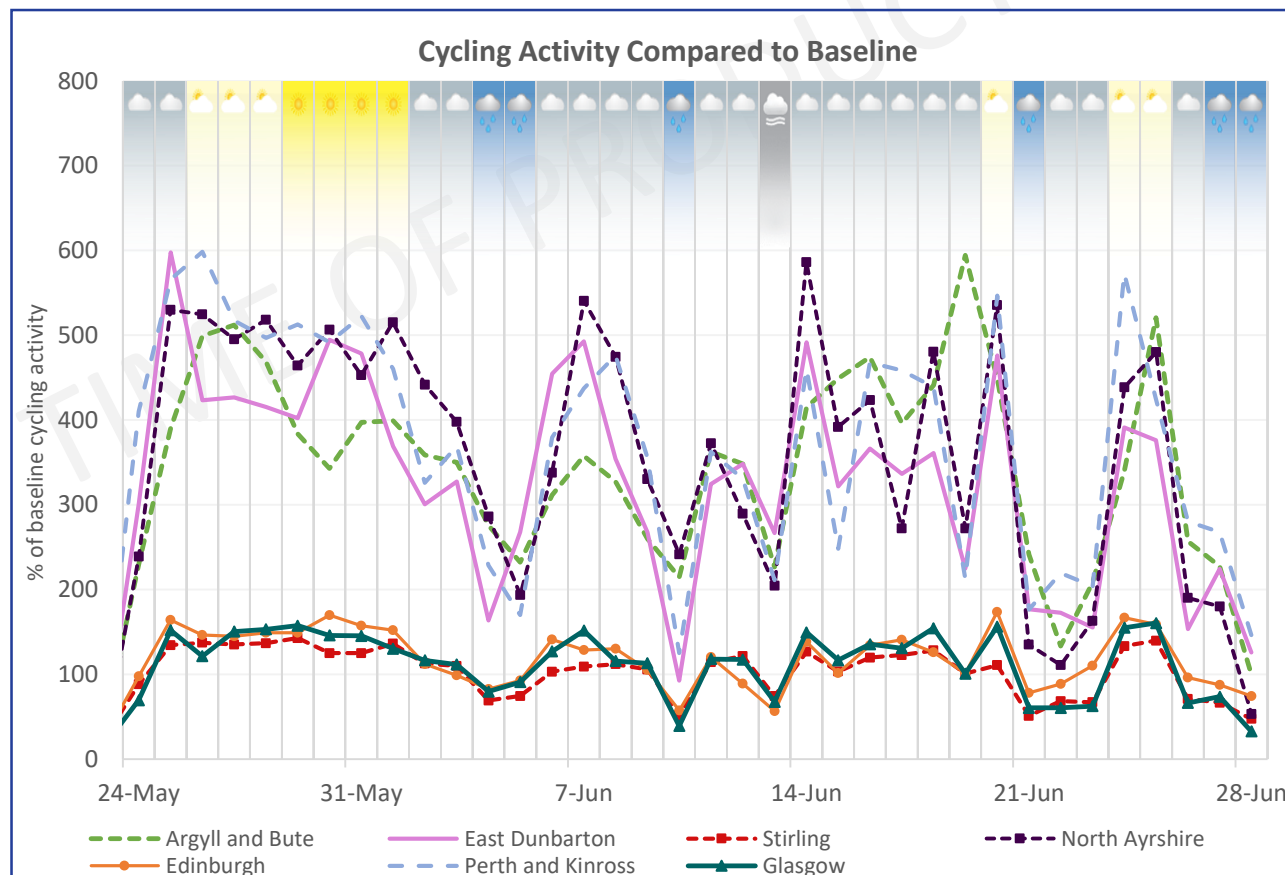
Active Travel – Cycling (Week on Week)

- Similar to walking trends, cycling trips decreased in the week ending 28 June compared to the previous week.
- As with walking, cycling activity saw significant fluctuations throughout the week due to weather conditions. There was a significant decline in activity at the weekend across all Local Authorities due to heavy rain.
- Across the week, average cycling activity in non-City Local Authorities was 27% lower than the previous week. City Local Authorities also experienced an average decrease, but this was less pronounced with a decline of 18%.
- The most significant decreases were observed in Argyll and Bute and North Ayrshire, where 41% and 36% declines were recorded compared to week ending 21 June.
- Cycling activity was close to or below June 2019 baseline levels at the end of the week. However, cycling movements were above baseline activity during the week (Tuesday and Wednesday), with some non-City Local Authorities recording activity of 600% of baseline levels, emphasising the influence of weather conditions.

Cycling: Week on Week Comparison

Source: Local Authorities and Cycling Scotland
Confidence: Medium

Baseline: Index 100 = June 2019



COVID19 Trends in Sub-National Travel

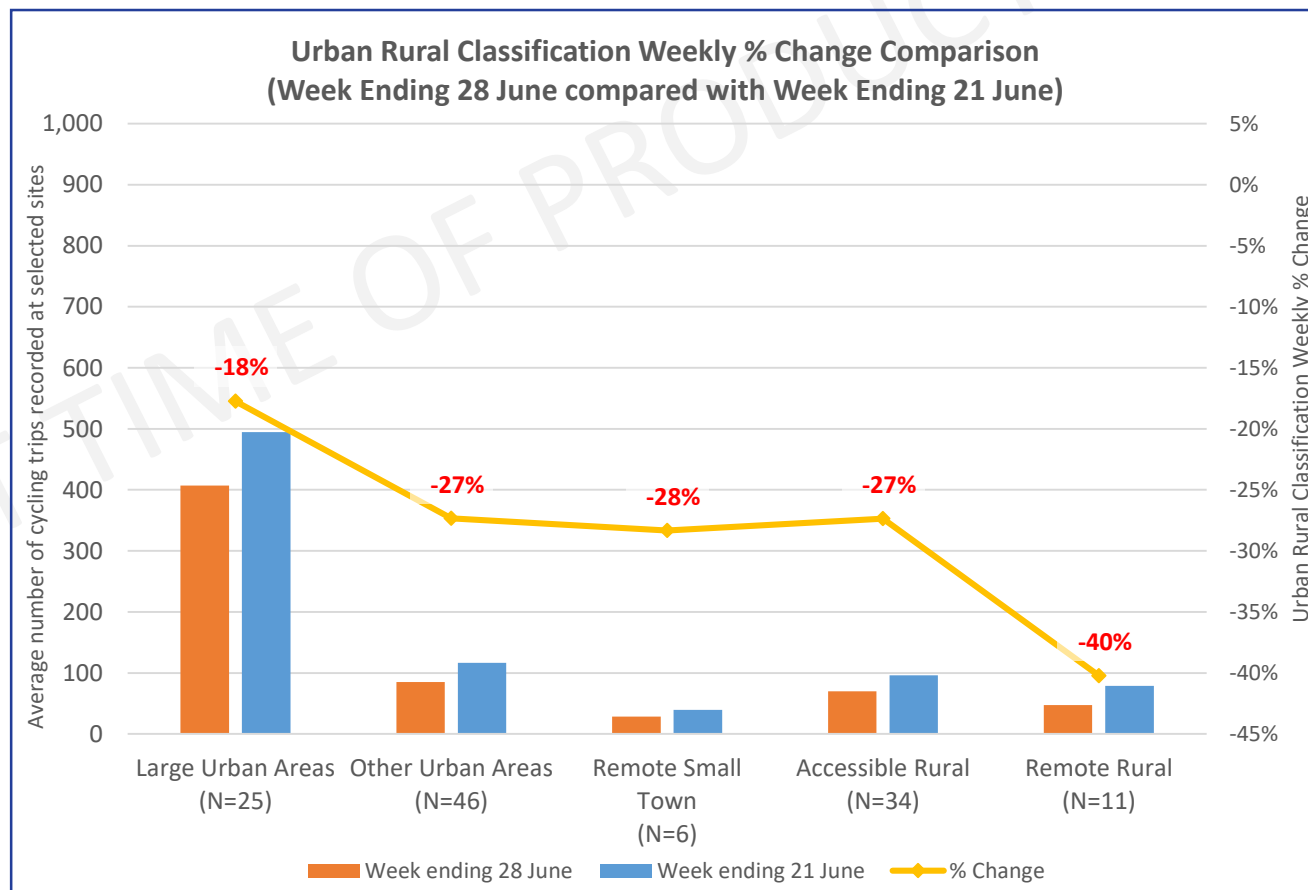
Week Ending 28 June

Active Travel – Cycling Urban Rural Classification

Cycling: Urban Rural Cycling Activity

Source: Local Authorities and Cycling Scotland
Confidence: Medium

- Similar to walking, cycling activity across all geographic categories decreased significantly in week ending 28 June compared to the previous week.
- 'Remote Rural' areas recorded the highest decline of all Urban Rural 6 Fold Classification categories, with a decrease of 40%, the reverse of observations in the week prior.
- 'Remote Small Town' and 'Accessible Rural' categories reported similar decreases in activity, with declines of 28% and 27% respectively.
- Urban Areas decreased in both Large and Other Urban areas by 18% and 27% respectively.



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

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COVID19 Trends in Sub-National Travel

Week Ending 28 June

Bus Concessionary Travel

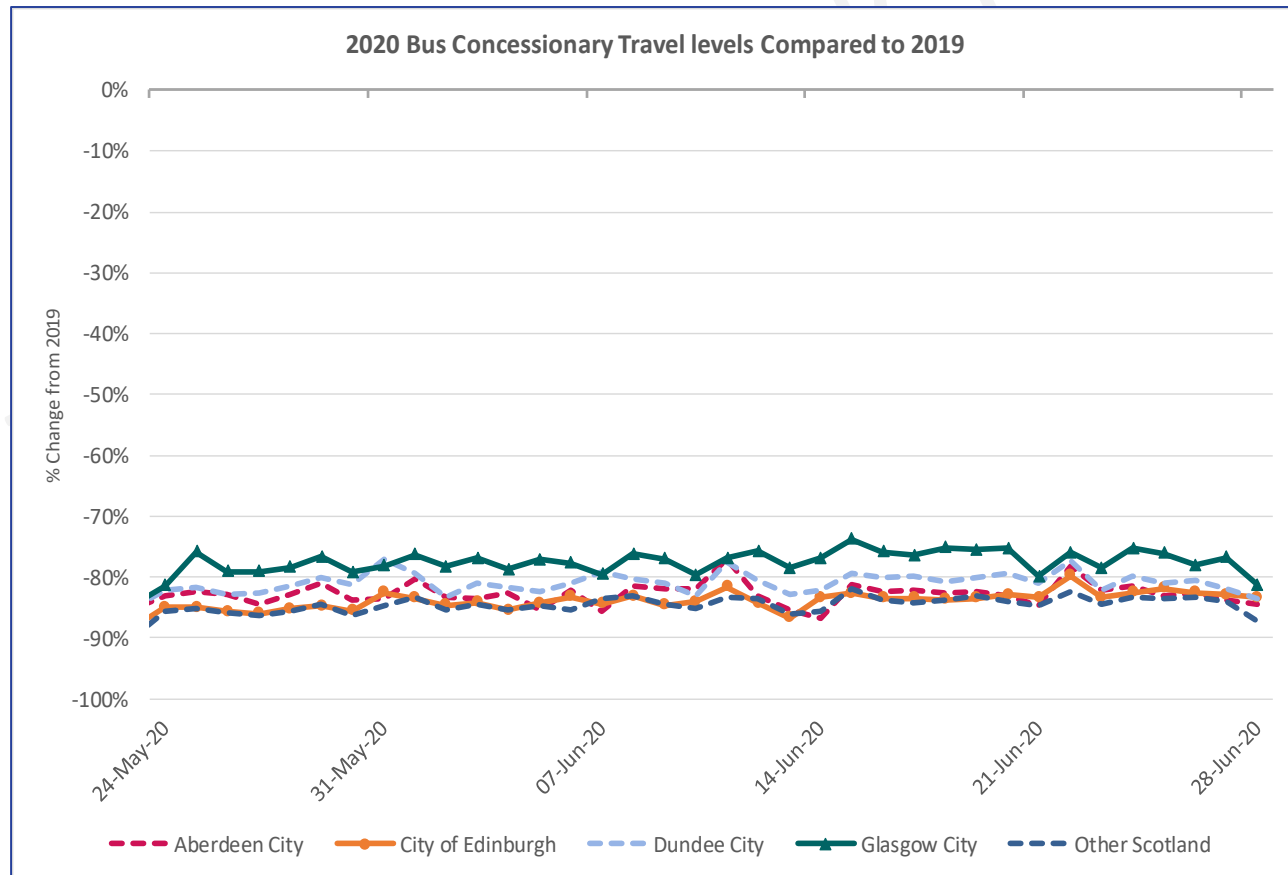
Bus Concessionary Travel

Source: ITSO Electronic Transactions Data (Excludes Manual Transactions)

Confidence: Medium

Baseline: Index 100 = Equivalent period in 2019

- In week ending 28 June bus concessionary travel decreased by 4% on average week on week.
- On average across the country, the weekend decrease in volumes was more pronounced than the midweek decline, at -9% compared to -2% over the Monday to Thursday period and -5% on Friday.
- Comparing City Local Authorities (Aberdeen, Dundee, Edinburgh and Glasgow) to non-City Local Authorities, week on week changes were very similar,
- Volumes remain significantly below levels recorded over the equivalent period in 2019, down around 82% on average.
- Travel in City Local Authorities is marginally higher than in non-City Local Authorities, at approximately 19% of 2019 levels on average compared to the 16% of typical activity recorded outside city regions. These levels are broadly consistent across the week.



Bus concessionary travel data captures the issuing Local Authorities rather than where the journeys have taken place. The data has been used here as an estimation of Local Authority concessionary travel.

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Week Ending 28 June

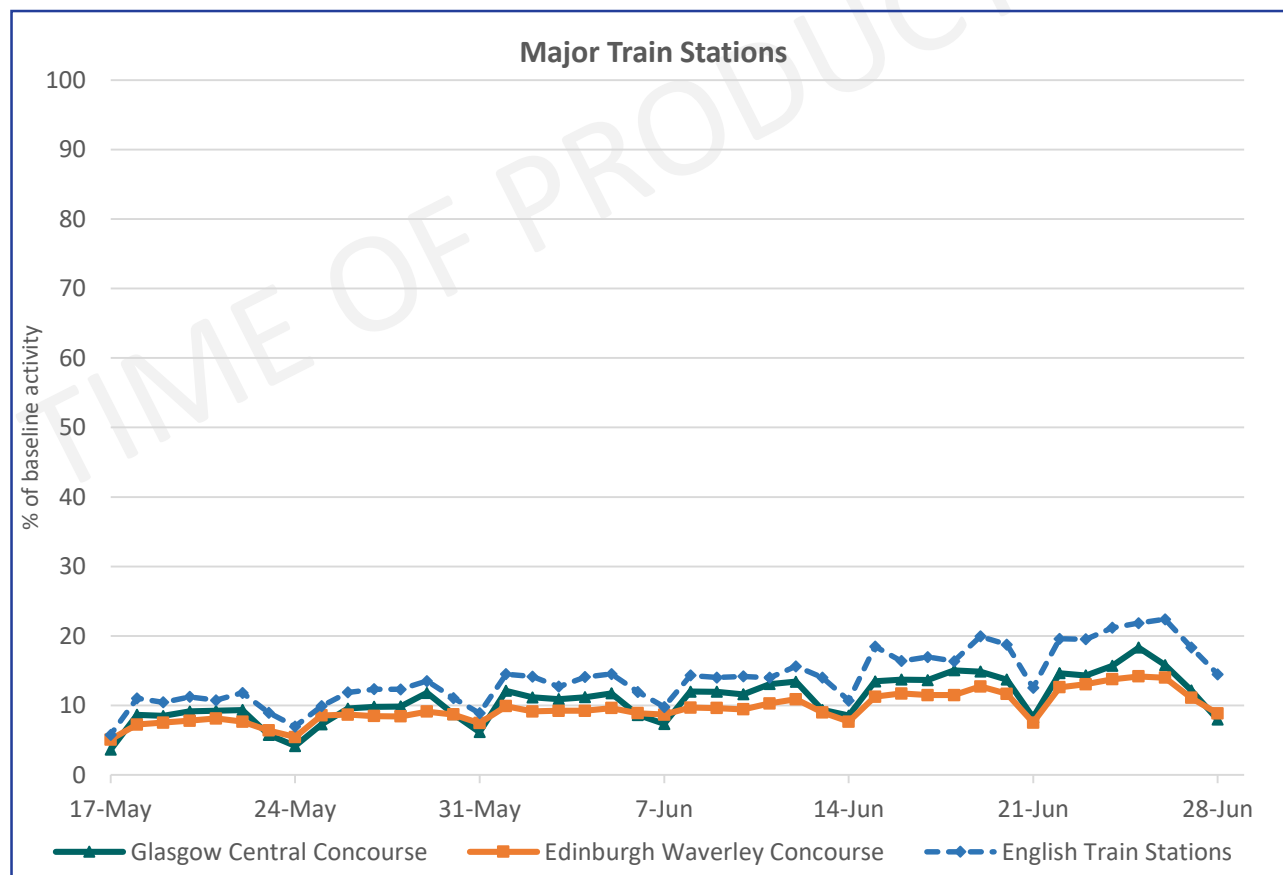
Public Transport – Train Station

Major Train Stations

Source: Network Rail
Confidence: High

Baseline: Index 100 = 2 Mar to 15 Mar

- In week ending 28 June Edinburgh Waverley saw an increase in volumes of 12% across the whole week, while Glasgow Central recorded lower growth with an increase of 7%. Observed increases were slightly lower than the growth seen at sample English stations (13%).
- Edinburgh Waverley recorded week on week volume increases throughout the whole week, however, weekend growth was significantly lower than midweek growth, at 4% compared to 15%. This was similar to the trend observed for sample English stations. Week on week, Glasgow Central recorded growth of 11% over the weekday period, however, weekend volumes declined by 8%.
- Compared to baseline, rail passenger volumes remain significantly down. Volumes at Edinburgh Waverley were at 12% of baseline levels on average across week, while Glasgow Central volumes were marginally higher at 14% of baseline.



Data shown represents the level of footfall at station concourses. English Train Stations include: Birmingham New Street, Bristol, Leeds Central, Liverpool Lime Street, Manchester Piccadilly and Reading.

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COVID19 Trends in Sub-National Travel

Week Ending 28 June

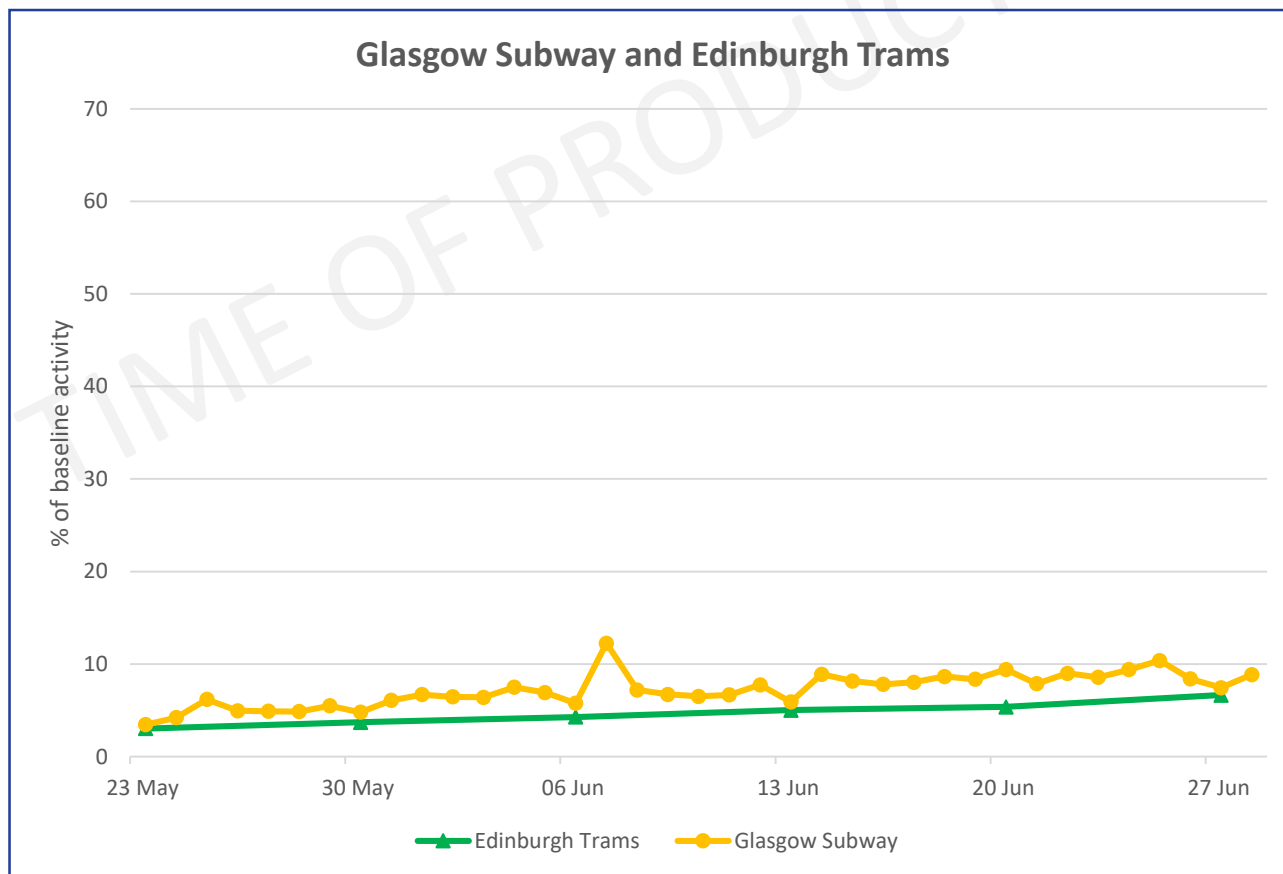
Public Transport – Glasgow Subway and Edinburgh Tram

Glasgow Subway and Edinburgh Tram

Source: SPT and Edinburgh Trams
Confidence: High

Baseline: Index 100 = Equivalent period in 2019

- Passenger volumes increased week on week for both Edinburgh Trams and Glasgow Subway, with 9% and 8% increases respectively.
- Compared to the equivalent period in 2019, volumes remain below 10% of these levels for both Edinburgh Trams and Glasgow Subway, at 7% and 9% respectively on average across week ending 28 June



The latest available data for Edinburgh Trams is Saturday 27 June, average values are based on the Monday to Saturday period.

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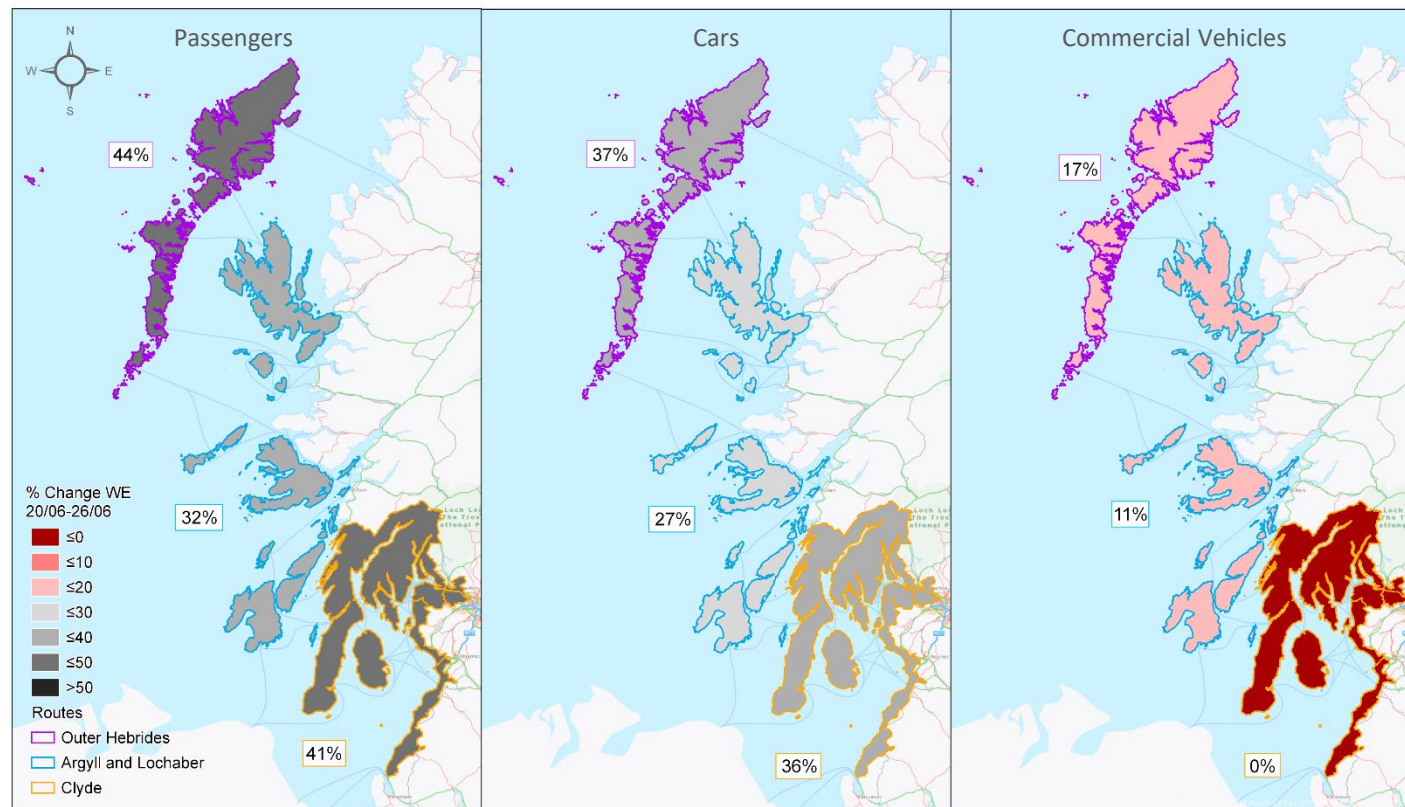
Week Ending 28 June

Ferries (CalMac) – Weekly Change

CalMac Ferries Data

Source: CalMac

- In Week ending 28 June passenger volumes increased significantly across all sample areas week on week. This growth was substantially higher than that seen over the previous two-week period.
- 'Outer Hebrides' saw the highest increase, with growth of 44%, while a 41% increase was recorded for 'Firth of Clyde' and a 32% increase was seen for 'Argyll and Lochaber'.
- Car volumes saw similarly high increases, with growth of 37% for 'Outer Hebrides', 36% for 'Firth of Clyde', and 27% for 'Argyll and Lochaber'.
- Week on week growth was also recorded for commercial vehicle volumes, though this was less pronounced than for the other categories. 'Outer Hebrides' and 'Argyll and Lochaber', saw increases of 17% and 11% respectively, while commercial vehicle volumes for Firth of Clyde were consistent with the previous week.



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

All data within this report is unaudited and provisional. The figures are for guidance only and should not be regarded as exact or quoted.

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Week Ending 28 June

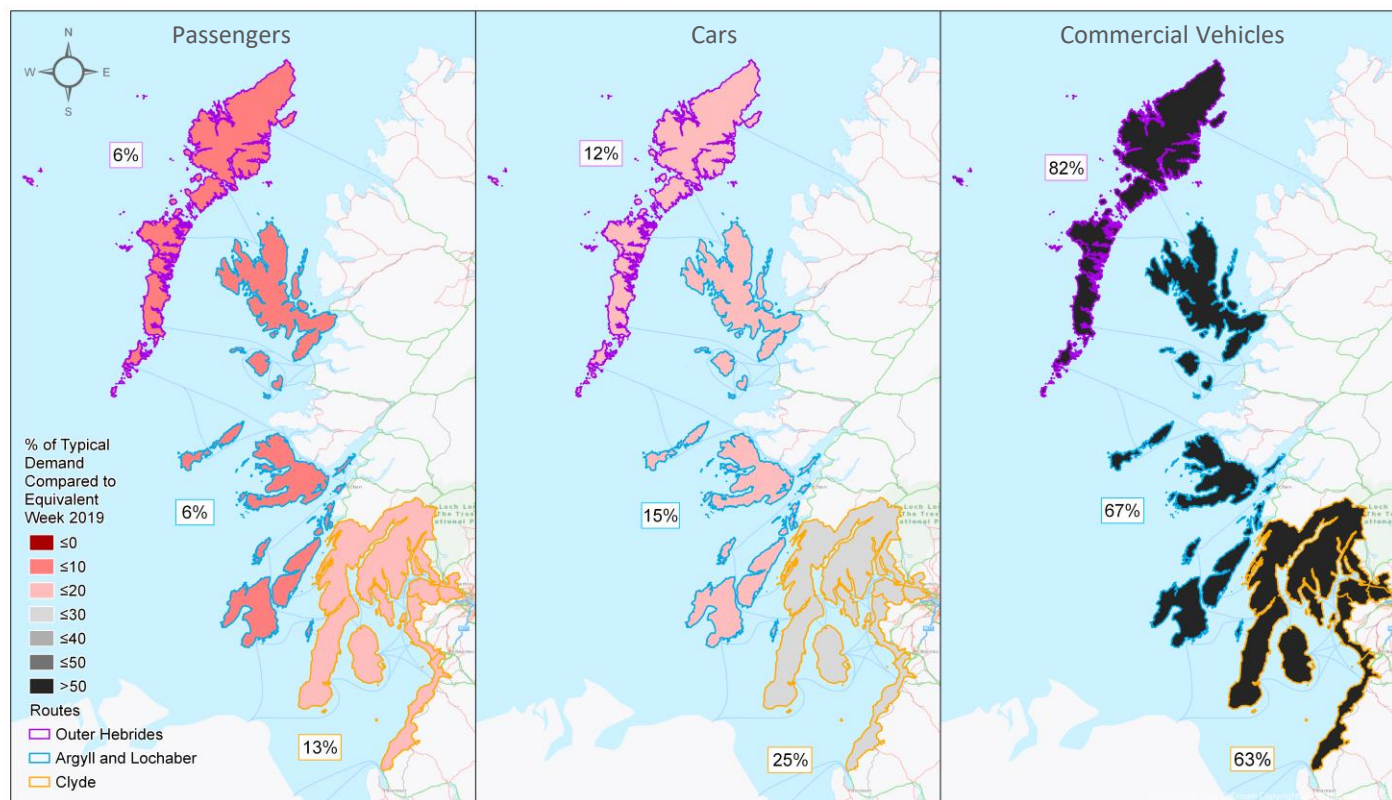
Ferries (CalMac) – Change from Baseline

CalMac Ferries Data

Source: CalMac

Baseline: Index 100 = Equivalent period in 2019

- Despite the substantial week on week growth recorded, passenger and car volumes in week ending 28 June remained well below baseline levels recorded in the equivalent 2019 period.
- In 'Firth of Clyde', passenger volumes were at 13% of baseline, while 'Outer Hebrides' and 'Argyll and Lochaber' were at just 6% of 2019 levels.
- Car volumes were slightly higher, with volumes reaching 25% of baseline in 'Firth of Clyde', 15% in 'Argyll and Lochaber', and 12% in 'Outer Hebrides'.
- In each area commercial vehicle volumes remain far closer to baseline levels than other categories. In week ending 28 June, volumes were at 82% of 2019 levels for 'Outer Hebrides', 67% for 'Argyll and Lochaber', and 63% for 'Firth of Clyde'.



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

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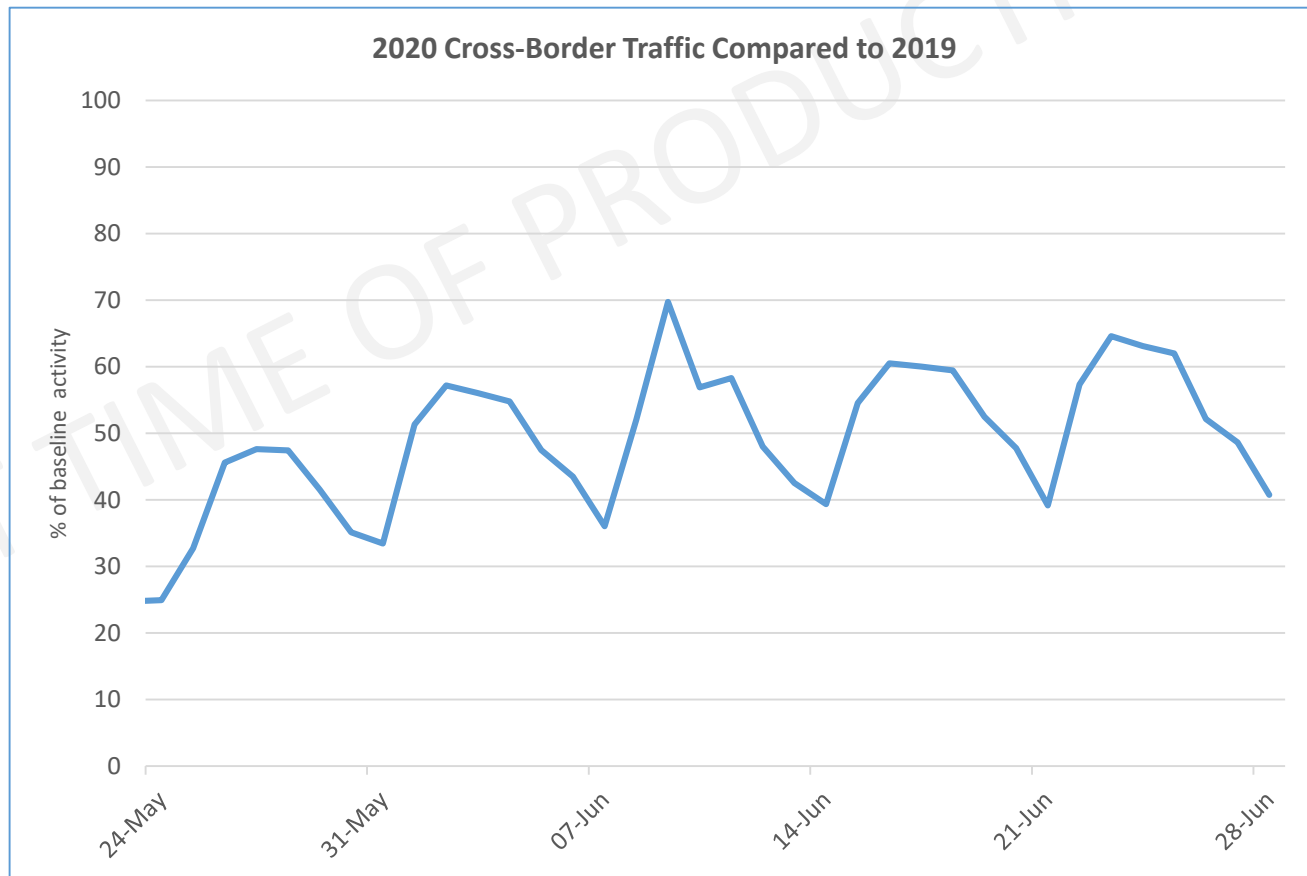
Cross-Border Trunk Road Traffic

Cross-Border Trunk Road Traffic

Source: Road Counters

Baseline: Index 100 = Equivalent period in 2019

- On average, cross-border traffic volumes were 8% higher in week ending 28 June compared to the previous week.
- Observed growth was higher than the 3% week on week trunk road growth recorded nationally.
- The traffic counter located on the M6 South of Gretna, which monitors traffic in both directions, recorded an increase of 7% for both northbound and southbound flows compared to the previous week.
- On average, week ending 28 June saw cross-border traffic volumes 45% lower than the equivalent period in 2019.



Data obtained from four count sites located on key routes along the Scottish border to provide an estimate of cross-border activity. Sites include: A1 Burnmouth; A68 Carter Bar; A7 South of Cannonbie; and M6 South of Gretna (northbound and southbound).

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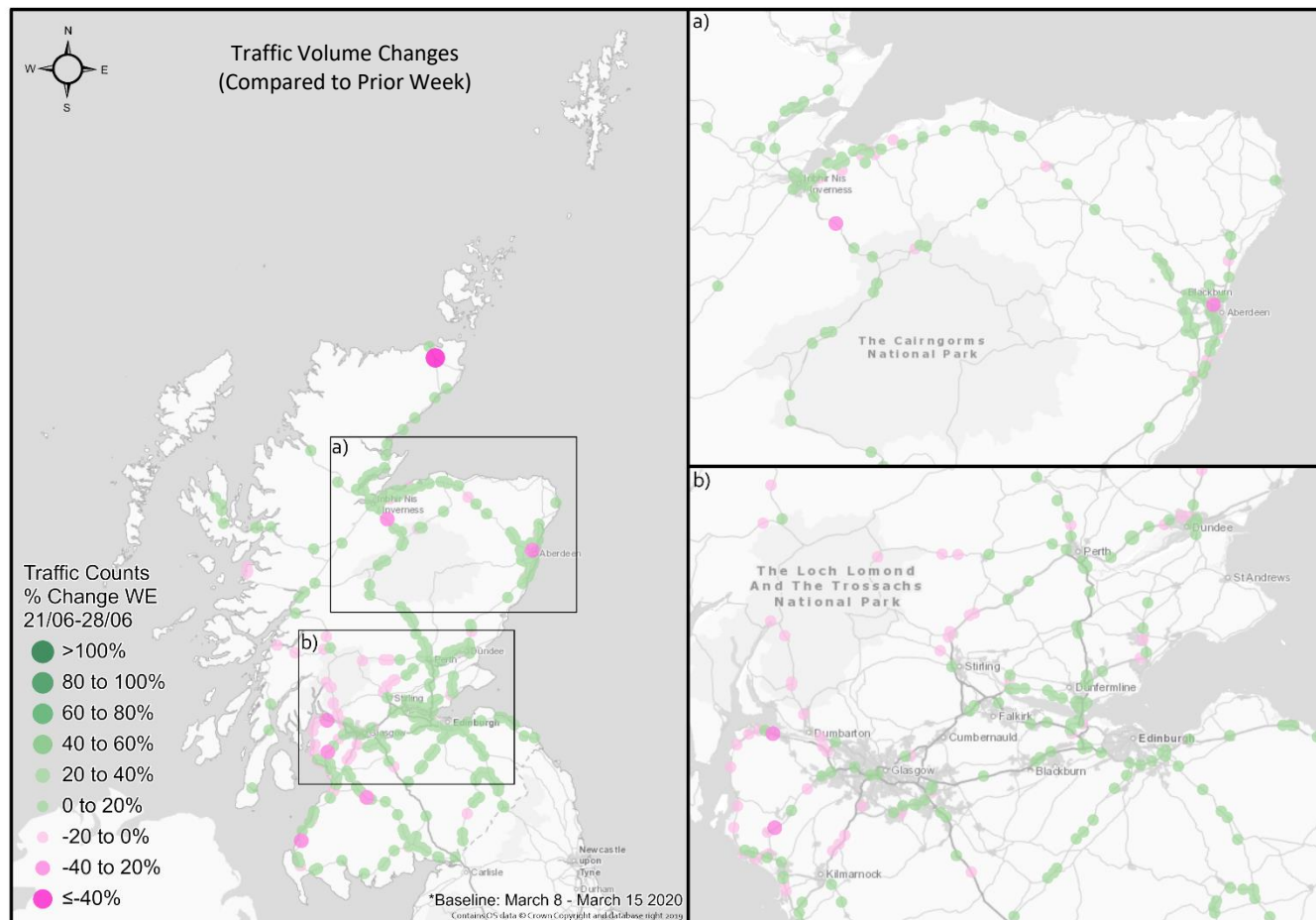
Week Ending 28 June

Country-wide Traffic Changes (Compared to Prior Week)

- Traffic volumes in week ending 28 June increased across most of the country compared to the previous week, continuing the trend of week on week growth.
- The exception to the above being observed week on week declines to the west of the country. Notable decreases were recorded around Argyll and Bute on the A82 and A85, the A78 passing through Inverclyde and Ayrshire, as well as on the A85 through Stirling.
- The majority of trunk road corridors recorded increases of between 1% and 20%.
- Compared to the pre COVID-19 baseline period of 2 March to 15 March this year, traffic volumes remain down significantly. The majority of count sites recorded volumes of between 10% and 50% of baseline levels.

Country-wide Traffic Changes

Source: Road Counters



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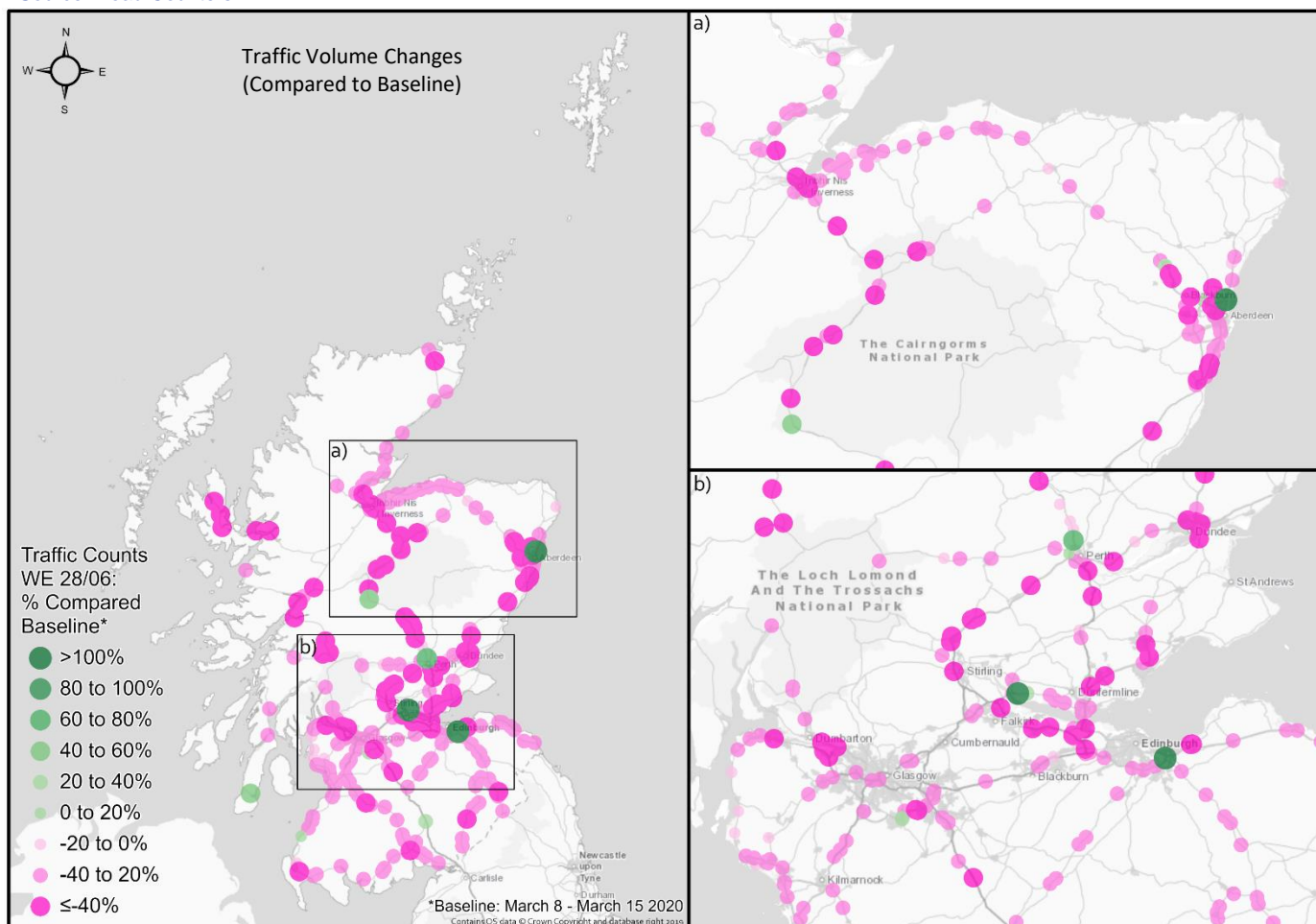
Week Ending 28 June

Country-wide Traffic Changes (Compared to Baseline)

Country-wide Traffic Changes

Source: Road Counters

Baseline: Index 100 = 2 March to 15 March



Data is informed by trunk road traffic counters only and does not include the local road network. Please note that the above baseline counters are likely in error, these counters will be investigated in the next report.

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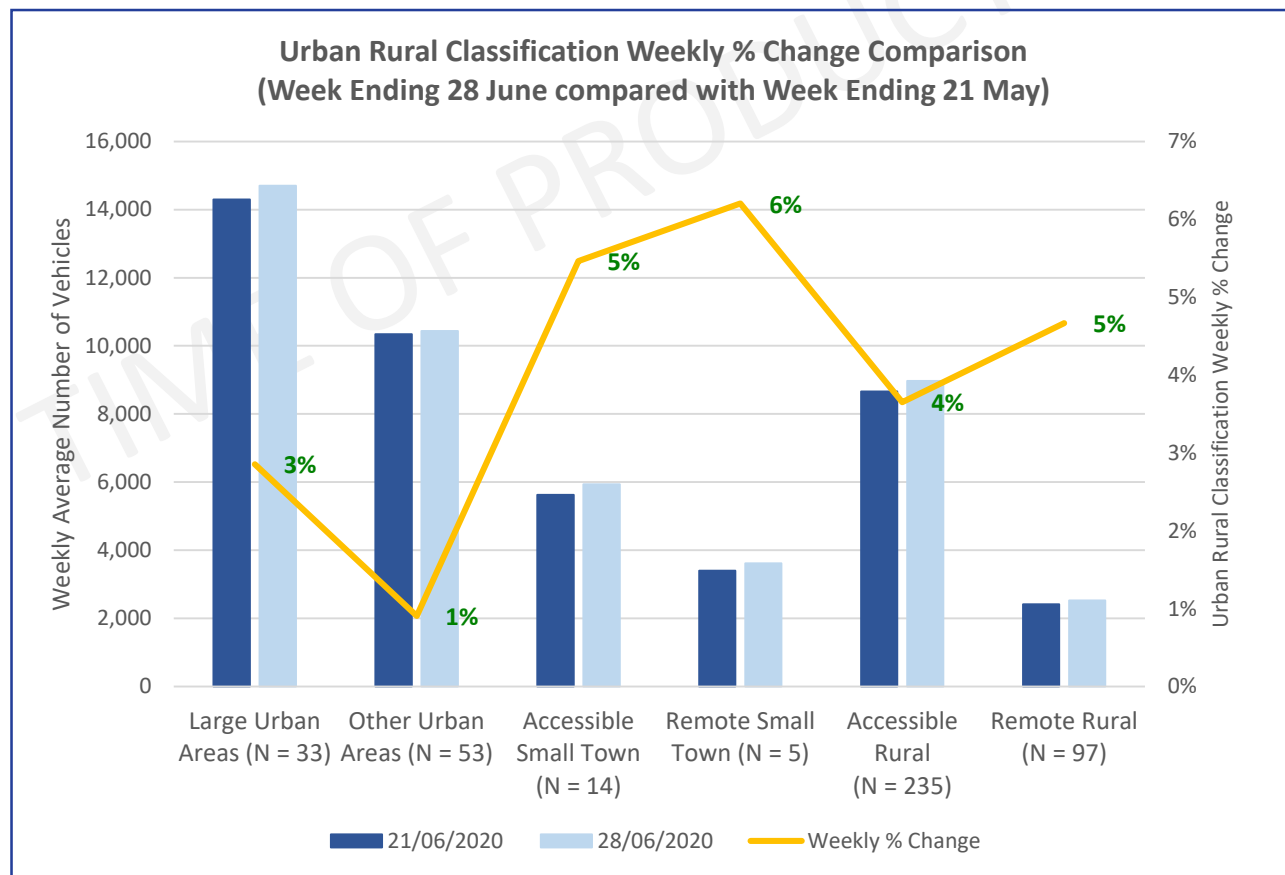
Week Ending 28 June

Urban Rural Trunk Road Traffic

Urban Rural Trunk Road Traffic

Source: Road Counters

- All categories across the Urban Rural 6 Fold Classification saw a rise in the average weekly number of vehicles recorded at selected sites compared to week ending 21 June.
- The highest increase was recorded in 'Remote Small Towns', with growth of 6% week on week.
- 'Accessible Rural', 'Accessible Small Towns' and 'Remote Rural' areas recorded an increase above the national average increase of 3%.
- 'Large Urban Areas' saw an increase in line with the national average, while the 'Other Urban Areas' category recorded an increase slightly below the national average with a growth of 1%.



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

COVID19 Trends in Sub-National Travel

Week Ending 28 June

Google Trends

Grocery and Pharmacy

- Compared to the previous week Grocery and Pharmacy movements increased in week ending 21 June, with average growth of 4% across the country.
- Movements in City Local Authorities in week ending 21 June were 16% (Aberdeen) and 22% (Edinburgh) below baseline levels.
- The majority of non-City Local Authorities also remain below baseline levels. However, East Dunbartonshire and East Renfrewshire recorded average weekly movements of 4% and 1% above baseline levels respectively.

Retail and Recreation

- Retail and Recreation movements increased across Scotland in week ending 21 June compared to the previous week, with similar average growth of 2% to 4% recorded in City and non-City Local Authorities respectively.
- Several non-City Local Authorities recorded higher week on week increases, including Moray (8%) and Angus (7%).
- Retail and recreation movements remain below levels recorded during the February baseline period, with movements of between approximately 60% to 30% below baseline in non-City Local Authorities, and 60% to 70% in cities.

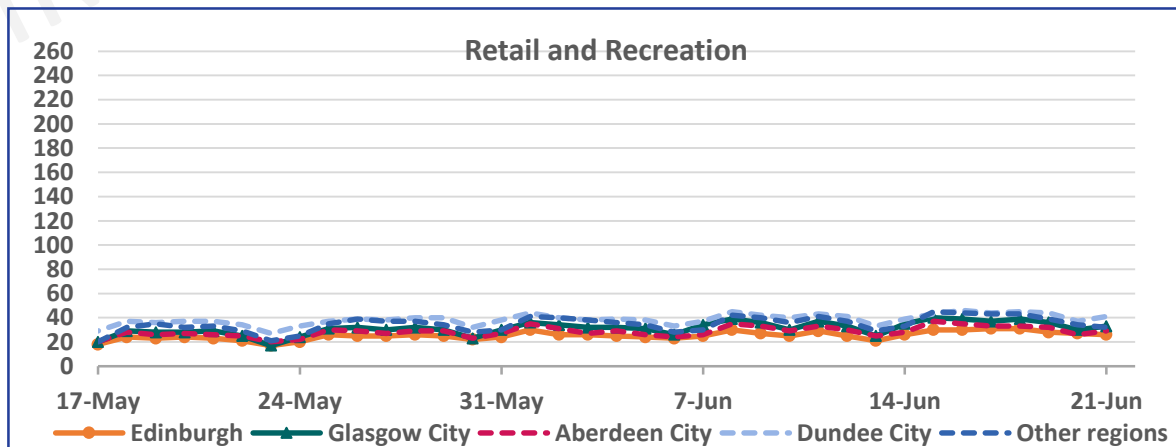
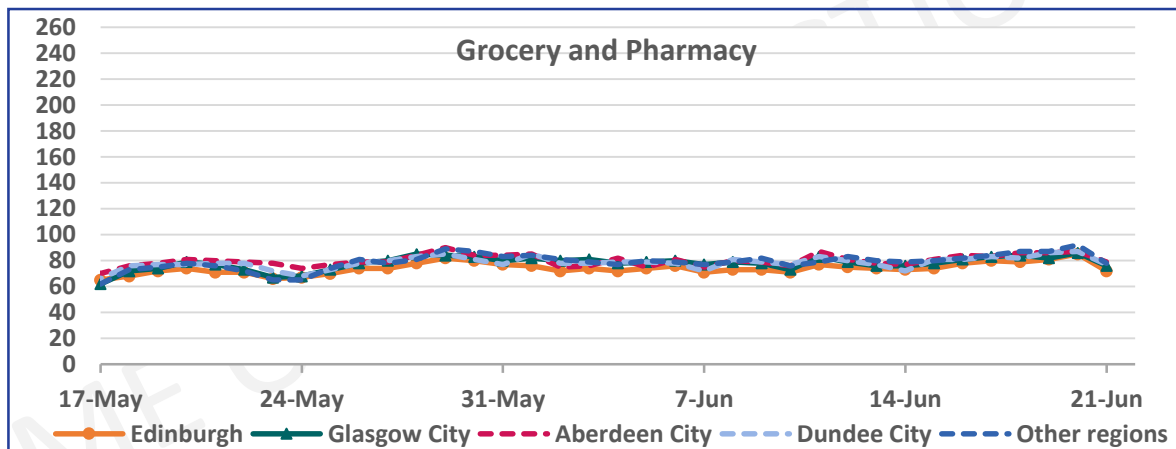
Google Movement Data for Scottish Cities

Source: Google Community Mobility Report 30 June 2020

Confidence: Low

Latest available data: Week Ending 21 June 2020

Baseline: Index 100 = February 2020



Values have been calculated using a weighted population factor for Local Authorities. Other regions refers to all Scotland LAs (where data is available) excluding Edinburgh, Glasgow, Aberdeen and Dundee. The latest available data for Dundee is Friday 5 June.

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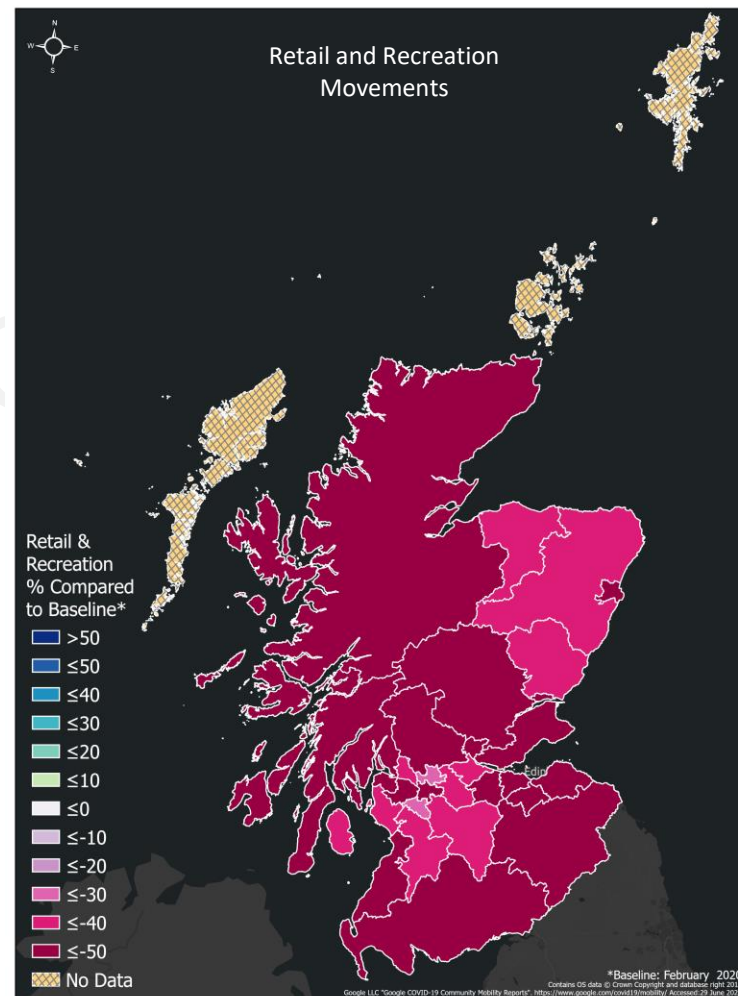
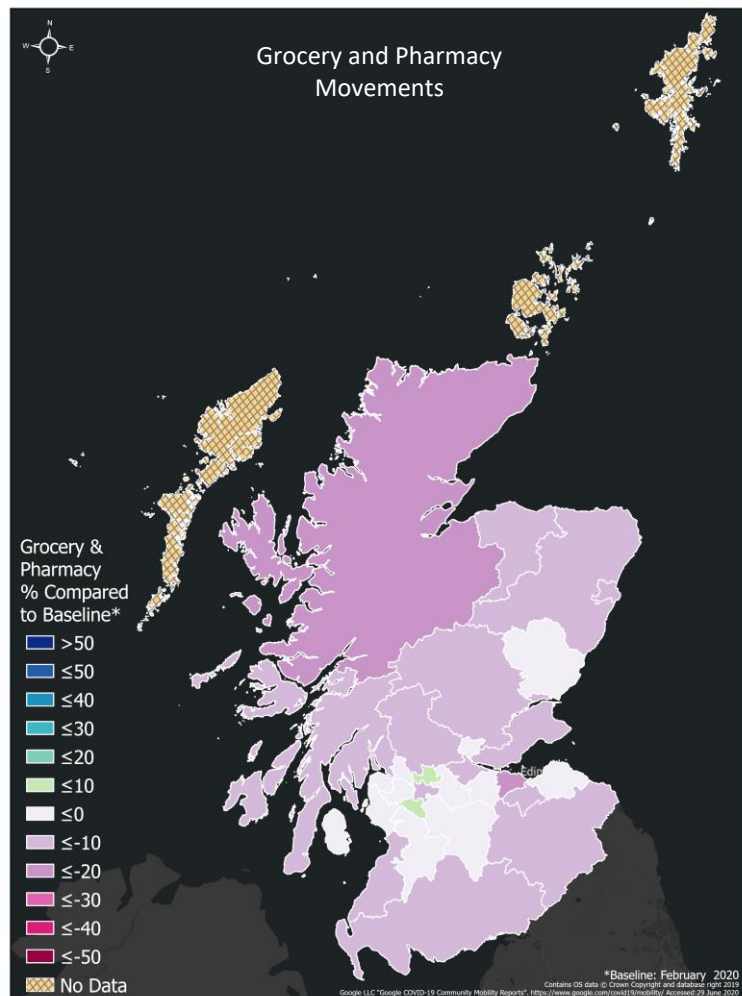
Google Movement Data for Scottish Cities

Source: Google Community Mobility Report Published 30 June 2020

Latest available data: Week Ending 21 June 2020

Confidence: Low

Baseline: Index 100 = February 2020



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

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Google Trends

Parks

- In week ending 21 June Parks movements increased across the country week on week. Growth in City Local Authorities ranged from 13% (Dundee) to 43% (Aberdeen). Similar variation was recorded in non-City areas, with increases ranging from 4% (Dumfries and Galloway, Highland, and North Ayrshire) to 44% (East Lothian).
- Significant regional variation was seen in week ending 21 June compared to baseline. With the exception of East Renfrewshire, where movements were 34% below baseline, all areas recorded volumes above February levels. The highest volumes were recorded in Aberdeen, at 82%.

Workplace

- In week ending 21 June Workplace movements across Scotland increased by an average of 3% compared to the previous week, with observed growth varying between 1% (Moray and Shetland Islands) and 4% (Dundee, Midlothian and Scottish Borders) for individual Local Authorities.
- Although growth was observed nationally week on week, Workplace movements remain significantly below the levels recorded in the February baseline period, ranging from 36% below baseline in Na h-Eileanan an Iar and Dumfries and Galloway to 61% below baseline in Edinburgh.

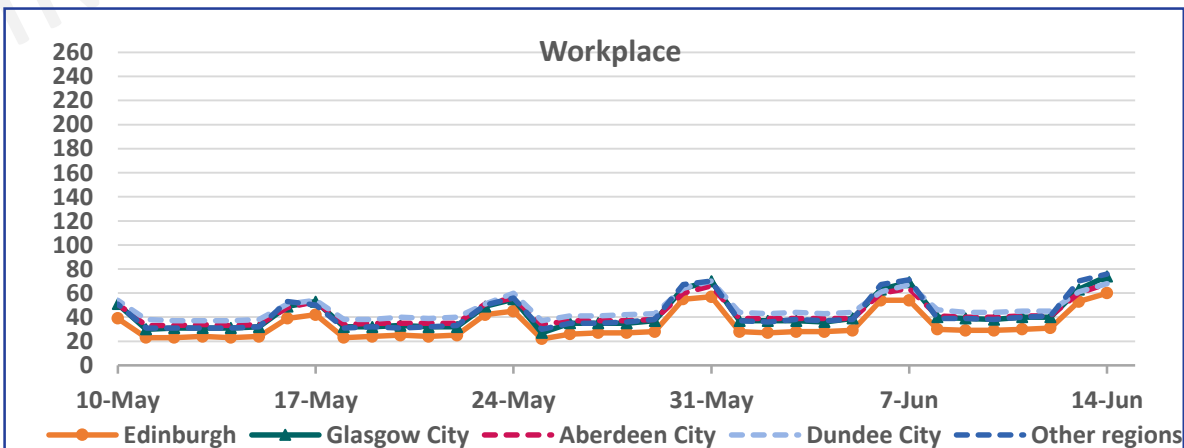
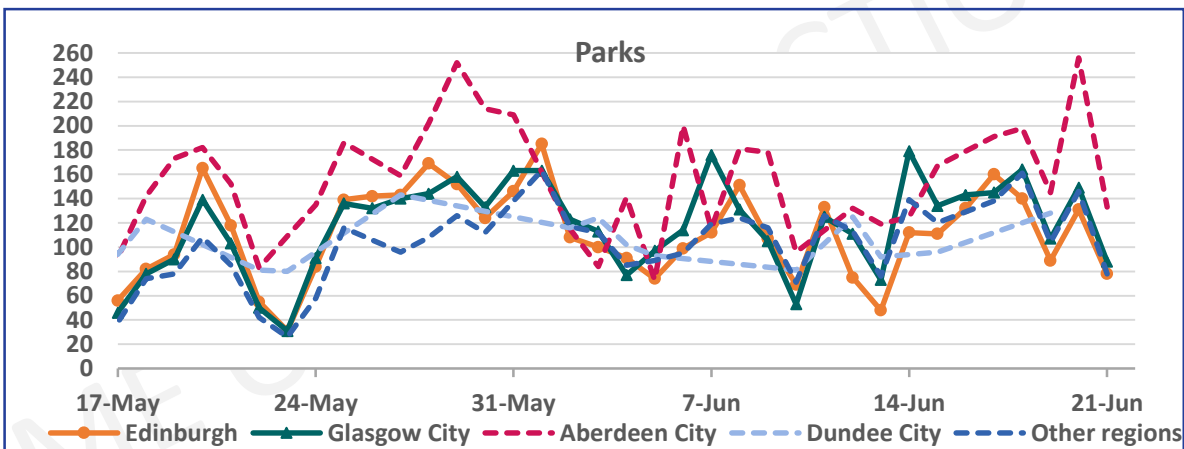
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Latest available data: Week Ending 21 June 2020

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Google Trends

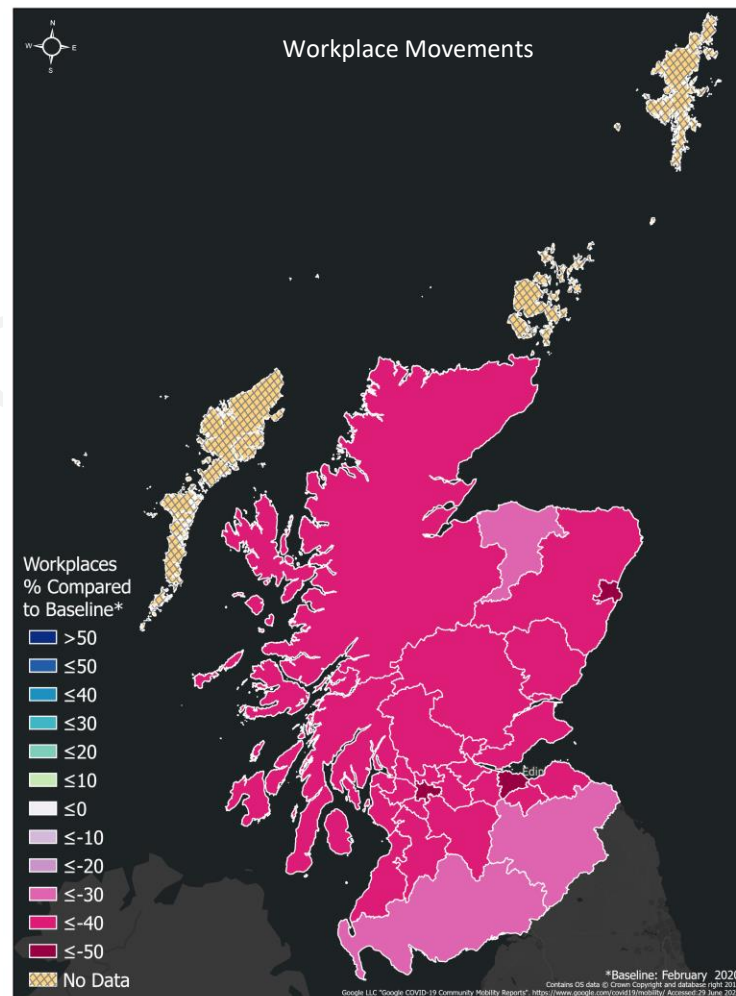
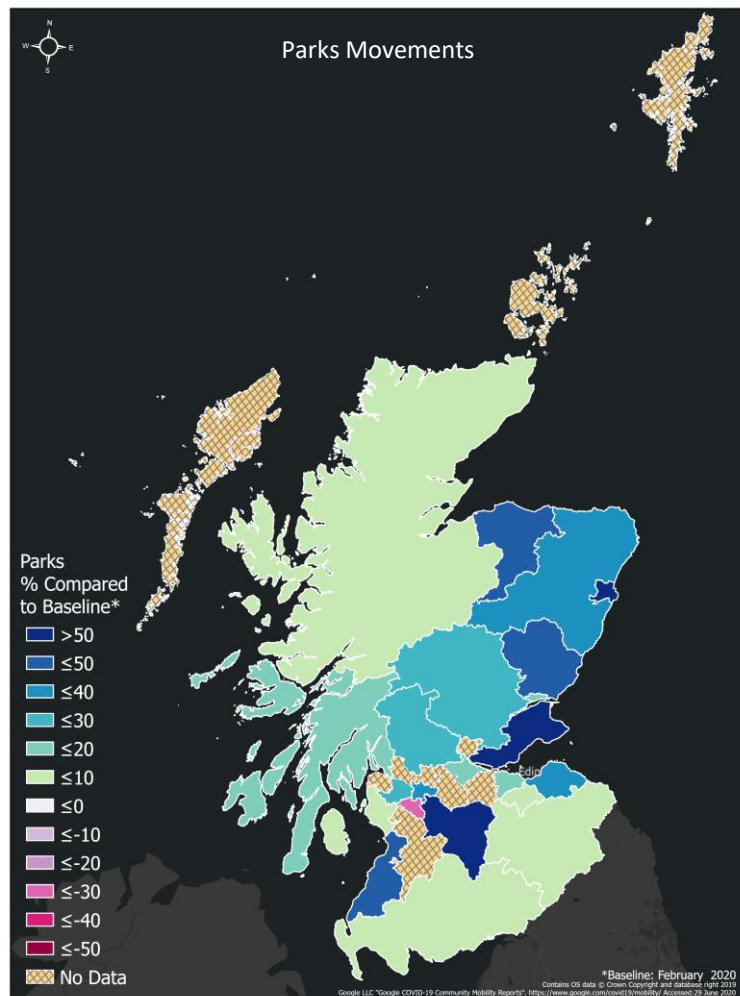
Google Movement Data for Scottish Cities

Source: Google Community Mobility Report Published 30 June 2020

Latest available data: Week Ending 21 June 2020

Confidence: Low

Baseline: Index 100 = February 2020



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

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Google Trends – Mobility

Google Movement Data for Scottish Cities

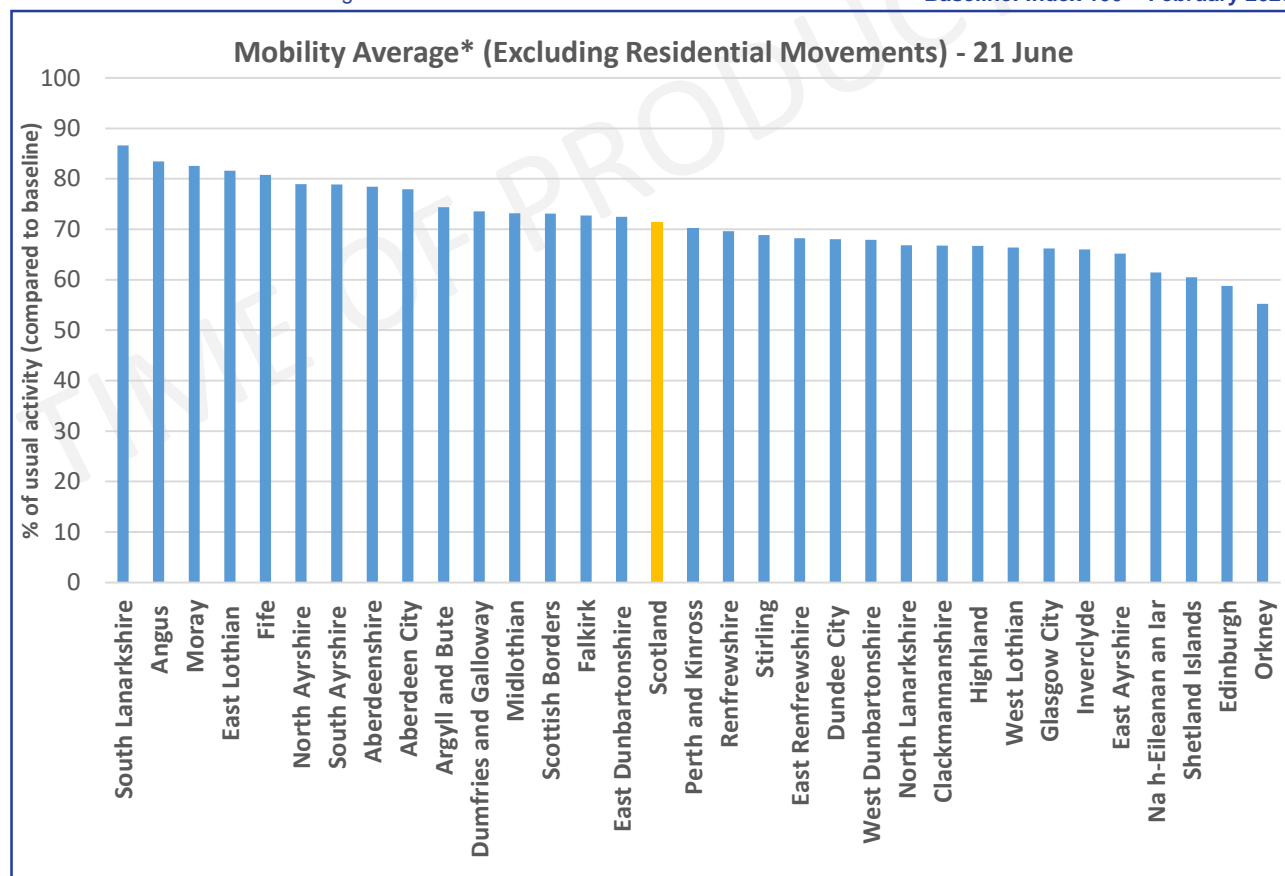
Source: Google Community Mobility Report 30 June 2020

Confidence: Low

Latest available data: Week Ending 21 June 2020

Baseline: Index 100 = February 2020

- Average mobility by Local Authority area considers all categories with the exception of residential movements. Mobility for all categories in week ending 14 June is compared to the baseline period of February 2020.
- Average mobility increased for City Local Authorities week on week. An increase of 6% was recorded in Dundee and Glasgow, while Edinburgh saw an increase of 7%. The growth seen in Aberdeen was more pronounced, at 11%.
- Overall mobility in non-City Local Authorities increased in all areas with the exception of West Lothian, where a decline of 2% was seen week on week. The most significant increases were recorded in South Lanarkshire (10%) and East Lothian (14%).
- Overall mobility remains below February baseline levels in all Local Authorities, ranging from 22% to 41% below baseline in city regions, and 17% to 40% below baseline in non-City Local Authorities.



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



COVID19 Trends in Sub-National Travel

Week Ending 28 June

The Small Print

Purpose and Baseline

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

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

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

The baseline reflects normal conditions based on available data as follows:

- The equivalent day in 2019 for concessionary bus, cross border traffic and subway.
- The equivalent week in 2019 for ferry passenger and vehicle carryings, tram.
- A fixed baseline of June 2019 for walking and cycling.
- A fixed baseline of 2-15 March for railway station footfall and the road traffic counters.
- A fixed baseline of February for the Google data.

Walking and Cycling

For the walking and cycling data the figures are samples of each location and should be treated as an approximate estimate and not an accurate count for each area. These have not been weighted to account for true population distribution or different travel behaviours.

Where counters do not have 2019 data (in full or where only a partial dataset is available) figures were estimated using available information. This was achieved by averaging the change seen in categories of counters (urban; university town and non-urban) to determine a multiplier to convert June 2020 figures to input to a June 2019 figure.

Active Travel data may differ from previous weeks due to the removal of some counters where inconsistencies in data collection was identified as well as operation failure.

**Prepared on behalf of Transport Scotland's COVID-19 Support Hub, any enquires should be made to TS.Covid19Support@gov.scot
If this data is used in any ministerial (or other) briefings, please contact the same email address to check it is still accurate.**



COVID19 Trends in Sub-National Travel

Week Ending 28 June

The Small Print – cont.

Train Station Data

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

Glasgow Subway Data

Glasgow subway data has been provided by SPT and patronage derived from ticket barriers.

Edinburgh Tram Data

Edinburgh tram have provided data on patronage derived from journey numbers.

CalMac Data

Ferries data provided by CalMac. All data within this report is unaudited and provisional. The figures within are for guidance only and should NOT be regarded as exact or quoted.

Trunk Road Traffic Data (Drakewell)

Trunk road traffic data has been provided by Drakewell. It is comprised of traffic count readings at about 400 JTC and ATC sites across Scotland.

Urban Rural Classification 2016

The Scottish Government Urban Rural Classification 2016 provides a consistent way of defining urban and rural areas across Scotland. The classification is based upon two main criteria: (i) population, as defined by the National Records of Scotland (NRS), and (ii) accessibility, based on drive time analysis to differentiate between accessible and remote areas in Scotland.

Google Movement Data

For the Google movement data this is taken from reports published by Google (<https://www.google.com/covid19/mobility/>). The data and methodology cannot be quality assured directly. Data has been extracted from a Google CSV file and provided on an 'as-is' basis (again it is not possible to compare directly against the source data).

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